



The Millbrook Power (Gas Fired Power Station) Order

6.2 Environmental Statement Appendices – Volume L Appendix 12.1 Transport

Planning Act 2008
The Infrastructure Planning
(Applications: Prescribed Forms and Procedure) Regulations 2009

PINS Reference Number: EN010068
Document Reference: 6.2
Regulation Number: 5(2)(a) & Infrastructure Planning
(Environmental Impact Assessment)
Regulations 2009
Author: Peter Brett Associates LLP

Revision	Date	Description
0	October 2017	Submission Version



Contents – Appendices Volume L – Transport Assessment

12.1 - Transport Assessment

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Millbrook Power Project

Transport Assessment

On behalf of **Millbrook Power Limited**



Project Ref: 40335/3008 | Rev: 02 | Date: August 2017

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Document Control Sheet

Project Name: Millbrook Power Project

Project Ref: 40335/3008

Report Title: Transport Assessment

Date: August 2017

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Revision	Date	Description	Prepared	Reviewed	Approved
1	27/02/2015	DCO Application Document	JW	JPH	DAA
2	8/09/2017	Updated DCO Application Document	PC/TPA/MB	EM	DS

This report has been prepared by Peter Brett Associates LLP ('PBA') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which PBA was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). PBA accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

Contents

1	Introduction	1
1.1	Background	1
1.2	Planning Background	1
1.3	Millbrook Power Limited	1
1.4	The Project	2
1.5	Structure of the Report	3
2	Background and Development Proposals	5
2.1	Introduction	5
2.2	Site Location	5
2.3	Application Site and Planning Context	5
2.4	Transport Scoping Discussions	7
2.5	Other Relevant Developments and Proposals	8
3	Existing Conditions	9
3.1	Introduction	9
3.2	Existing Pedestrian, Cycle and Equestrian Conditions	9
3.3	Existing Public Transport Services	12
3.4	Existing Local and Strategic Highway Network	14
3.5	Traffic Count Data - 2017 Surveys	15
3.6	Junction Capacity Assessment	17
3.7	Road Traffic Collision Assessment	18
4	Policy Review	20
4.1	Introduction	20
4.2	National Policy and Guidance	20
4.3	Local Policy and Guidance	23
4.4	Conclusions	25
5	Travel Demand Management Strategy	26
5.1	Introduction	26
5.2	Construction Access Strategy	26
5.3	Travel Plan Measures	30
6	Construction Vehicle Trip Generation, Distribution and Assignment	32
6.1	Introduction	32
6.2	Construction Movements	32
6.3	Typical Construction Phase Vehicle Trip Generation on Green Lane	33
6.4	Typical Construction Phase Vehicle Trip Generation on Millbrook Road	34
6.5	Worst Case Construction Phase Vehicle Trip Generation on Green Lane	34
6.6	Construction Phase Distribution and Assignment on Green Lane	35
6.7	Construction Phase Traffic Flows on Green Lane	36
6.8	Construction Phase Distribution and Assignment on Millbrook Road	38
6.9	Construction Traffic Flows on Millbrook Road	39

6.10	Summary	39
7	Operational Vehicle Trip Generation, Distribution and Assignment	40
7.1	Introduction	40
7.2	Operational Phase Person Trip Generation	40
7.3	Operational Phase Employee Mode Share and Vehicle Trips	41
7.4	Operational Phase Distribution and Assignment.....	42
7.5	2031 Operational Test 1 Base Flows	42
7.6	2031 Operational Test 2 Base Flows	43
7.7	Summary	44
8	Traffic Impact Analysis – Construction	45
8.1	Introduction	45
8.2	Link Impact	45
8.3	Junction Capacity Assessment	47
8.4	Conclusions	48
9	Traffic Impact Analysis – 2031 Operational Test 1	49
9.1	Introduction	49
9.2	Link Impact	49
9.3	Junction Capacity Assessments.....	50
9.4	Conclusions	52
10	Traffic Impact Analysis – 2031 Operational Test 2	53
10.1	Introduction	53
10.2	Link Impact	53
10.3	Junction Capacity Assessment	54
10.4	Conclusions	56
11	Mitigation	57
11.1	Introduction	57
11.2	Mitigation during Construction	57
11.3	Mitigation during Operation	57
12	Conclusions	58

Figures

Figure 3.1 – 2017 AM / PM Peak Hour traffic flows	17
Figure 6.1 - Construction Traffic Flows – Third Quarter (with the highest peak hour flow) – Q3	37
Figure 7.1 - 2031 Operational Test 1 flows - Including Broadmead Road Development and the Background Growth	43
Figure 7.2 - 2031 Operational Test 2 Flows Including the Covanta development	44

Appendices

Appendix 1.1 – Development Site Plan
Appendix 2.1 – Proposed Site Access Plans
Appendix 2.2 – Notes of Joint Authority and Network Rail Meetings
Appendix 2.3 – Scoping of Transport Assessment

- Appendix 2.4 – Correspondence with Highways England
- Appendix 2.5 – Details of Covanta Development
- Appendix 2.6 – Details of Broadmead Rd Development
- Appendix 3.1 – Traffic Survey Results
- Appendix 3.2 – Bus Timetables
- Appendix 3.3 – Rail Timetables
- Appendix 3.4 – Junction Capacity Assessment Computer Output Files – Observed
- Appendix 3.5 – Road Personal Injury Collision Data and Calculations
- Appendix 5.1 – Outline Construction Environmental Management Plan
- Appendix 5.2 – Method Statement - Traffic Management at the Proposed Site Access
- Appendix 5.3 – Traffic Management at the Houghton Lane Construction Access
- Appendix 5.4 – Traffic Management at the Station Lane Construction Access
- Appendix 5.5 – Travel Plan
- Appendix 6.1 – Trip Generation of Construction Phase
- Appendix 6.2 – Typical Generating Equipment Foundation Detail
- Appendix 7.1 – Census Data Location Plan
- Appendix 7.2 – TEMPRO Data
- Appendix 7.3 – Assessment of the 2031 Operational Test 1
- Appendix 7.4 – Assessment of the 2031 Operational Test 2
- Appendix 8.1 – Link Location Plan
- Appendix 8.2 – Junction Capacity Assessment Computer Output Files – 2017 Observed With Construction
- Appendix 9.1 – Junction Capacity Assessment Computer Output Files – 2031 Operational Test 1
- Appendix 10.1 – Junction Capacity Assessment Computer Output Files – 2031 Operational Test 2

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1 Introduction

1.1 Background

- 1.1.1 This document is the Transport Assessment for the Millbrook Power Project which has been prepared to accompany an application for a Development Consent Order (DCO). The Millbrook Power Project comprises an up to 299 Megawatts (MW) gas fired peaking power generation plant designed to produce electricity, along with associated development, such as a gas connection and electrical connection (hereafter referred to as the 'Project'). It has been prepared by Peter Brett Associates LLP (PBA) on behalf of Millbrook Power Limited (MPL), (the 'MPL Applicant').
- 1.1.2 The Project Site is situated in the Marston Vale between Milton Keynes and Bedford, approximately 3km north-west of Ampthill, and 8km south-west of Bedford. The location is shown in Appendix 1.1 (PBA dwg no 31116/3010/001).

1.2 Planning Background

- 1.2.1 In England and Wales, an on-shore electricity generating station is considered to be a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 (PA 2008) if it has a capacity of more than 50 MW. As the Project will have a rated electrical output of at least 50 MW, and up to 299 MW, it will be classified as a NSIP under Section 14(1) (a) and Section 15(2) of the PA 2008.
- 1.2.2 Under Section 31 of the PA 2008, consent is required for development that is or forms part of a NSIP and therefore a Development Consent Order (DCO) application for the Project must be made to the Secretary of State.
- 1.2.3 This Transport Assessment forms one part of the documentation that informs the DCO Application process and has been prepared to assess the impact of the construction, maintenance and operation phases of the Project.

1.3 Millbrook Power Limited

- 1.3.1 The Applicant for the Project is Millbrook Power Limited (MPL), an energy development company established for the Project and acquired in 2016 by Drax Group plc (Drax).
- 1.3.2 Drax is responsible for generating 7% of the UK's electricity, including the Drax Power Station in Selby. Drax is one of the UK's largest energy producers, and is committed to supporting the UK Government's drive to a low carbon economy by developing systems to enable aging coal-fired power stations to be replaced with facilities to support intermittent renewables, as well as boosting the security of supply.
- 1.3.3 MPL recognises the need to balance commercial issues with the environmental benefits and concerns relating to energy projects and believes this balance can be responsibly delivered. The Project would be designed and developed to high quality, safety and environmental standards.
- 1.3.4 Drax currently has three other power generation projects which have either already been granted consent under, or are being brought forward through, the PA 2008 process. They are:
- Progress Power Limited at Eye Airfield in Suffolk (www.progresspower.co.uk);
 - Hirwaun Power Limited at Hirwaun in South Wales (www.hirwaunpower.co.uk); and
 - Abergelli Power Limited at Abergelli in South Wales (www.abergellipower.co.uk).

- 1.3.5 The first two listed projects were granted Development Consent Order in July 2015¹. The latter, Abergelli Project, is in the process of submitting an application.
- 1.3.6 Stag Energy Development Co. Ltd (Stag Energy) provides management services to Drax to deliver the MPL scheme. Stag Energy was founded in 2002, and draws on a depth of experience within a team that has created and delivered over 10,000 MW of power generation and related infrastructure projects across the globe, of which 2,500 MW has been delivered in the UK.
- 1.3.7 Further information on the companies referred to above is provided at www.drax.com, www.millbrookpower.co.uk or www.stagenergy.com.

1.4 The Project

- 1.4.1 The Project comprises the following elements listed below, shown on the development site plan reproduced in Appendix 1.1:
- a new Power Generation Plant in the form of an Open Cycle Gas Turbine (OCGT) peaking power generating station, fuelled by natural gas with a rated electrical output of up to 299 MW. This is the output of the generating station as a whole, measured at the terminals of the generating equipment. The Power Generation Plant comprises:
 - generating equipment including one Gas Turbine Generator with one exhaust gas flue stack and Balance of Plant (together referred to as the ‘Generating Equipment’), which are located within the ‘Generating Equipment Site’;
 - a new purpose built access road from Green Lane to the Generating Equipment Site (the ‘Access Road’ or ‘Short Access Road’);
 - a temporary construction compound required during construction only (the ‘Laydown Area’);
 - a new underground gas pipeline connection approximately 1.8km in length (the ‘Pipeline’) to bring natural gas to the Generating Equipment from the National Transmission System (the ‘Gas Connection’). This Gas Connection also incorporates an Above Ground Installation (AGI) at the point of connection to the National Transmission System. and
 - a new electrical connection to export power from the Generating Equipment to the National Grid Electricity Transmission System (NETS) (the ‘Electrical Connection’), comprising an underground double circuit Tee-in. This would require one new tower (which will replace an existing tower and be located in the existing Grendon – Sundon transmission route corridor, thereby resulting in no net additional towers). This option would require two SECs, one located on each side of the existing transmission line, and both circuits would then be connected via underground cables approximately 500 metres in length to a new substation (the ‘Substation’).
- 1.4.2 The Generating Equipment, Access Road and Laydown Area are together known as the ‘Power Generation Plant’ and are located within the ‘Power Generation Plant Site’. The Power Generation Plant Site is approximately 12.5ha in area.
- 1.4.3 The Power Generation Plant, Gas Connection, and Electrical Connection, together with all access requirements are referred to as the ‘Project’. The land upon which the Project would

¹ Please see <https://infrastructure.planninginspectorate.gov.uk/projects/eastern/progress-power-station/> for a copy of the relevant legislation for the Progress Power Project and <https://infrastructure.planninginspectorate.gov.uk/projects/wales/hirwaun-power-station/> for the Hirwaun Power Project

be developed, or which would be required in order to facilitate the development of the Project, is referred to as the 'Project Site'. The Project Site is approximately 48ha in area.

- 1.4.4 The Project Site and all elements of the Project listed above are shown in Appendix 1.1.
- 1.4.5 The Generating Equipment would run for limited times throughout the year, and is referred to as a 'Peaking Plant'. Peaking plants are required to operate when:
- there is a 'stress event' on the grid - when there is a surge in demand for electricity associated with a particular event (e.g. where many people across the country might boil a kettle following the end of a popular television programme);
 - where there is a sudden drop in power being generated from plants which are constantly operational (e.g. a sudden outage); and
 - they are needed to 'balance out' the grid at other times of peak electricity demand and help to support the grid at times when other technologies (e.g. renewable energy sources, such as wind and solar farms) cannot generate electricity due to their intermittent operation and reliance on weather conditions.
- 1.4.6 The Power Generating Plant would run up to a maximum of 2,250 hours in any given year, provided that the 5-year rolling average does not exceed 1,500 hours.
- 1.4.7 The Project would generate a very low number of vehicle trips, particularly in the operational phase – a maximum of only four workers are anticipated on site per day. However, during the yearly maintenance periods, there may be up to 40 extra staff for a period of a month.
- 1.4.8 Further information regarding the Project is provided in Section 2.

1.5 Structure of the Report

- 1.5.1 This Transport Assessment considers national and local policy guidance which relates to the Project, reviews existing traffic conditions in the surrounding area, and analyses the transport impact of the Project.
- 1.5.2 This Transport Assessment contains 11 further sections, as follows:
- *Section 2 - Background and Development Proposals* provides information on the contents and plans for the Project Site, the location and current use of the Project Site, and information on other development proposals in the surrounding area;
 - *Section 3 - Existing Conditions* summarises the current transport conditions in respect to the local and strategic pedestrian, cyclist and highway networks, and the public transport opportunities available in Stewartby;
 - *Section 4 - Policy Review* lists the policies relevant to the Project, on both a local and national scale, and provides information on the policy elements that are relevant to the Project;
 - *Section 5 - Travel Demand Management Strategy* considers briefly the mode of travel used to access the Project Site, and how the demand for travel will be managed in regards to the number of vehicle trips made;
 - *Section 6 - Construction Vehicle Trip Generation, Distribution and Assignment* discusses the number of trips likely to be made in the Construction phase along with the likely routes to be used;

- *Section 7 - Operational Vehicle Trip Generation, Distribution and Assignment* discusses the number of trips likely to be made in the Operational phase and their likely routes;
- *Section 8 - Traffic Impact Analysis - Construction* assesses the amount of additional traffic travelling to the site during the Construction phase and how this will impact the local highway network, comparing the likely future traffic flows from the Construction phase with base traffic flows without the Project;
- *Section 9 - Traffic Impact Analysis – Operational Test 1* assesses the amount of additional traffic travelling to the Project Site during the Operational phase and how this will impact the local highway network, comparing the likely future traffic flows from the Operational phase in 2031 with base traffic flows without the Project;
- *Section 10 - Traffic Impact Analysis – Operational Test 2* assesses the amount of additional traffic travelling to the Project Site during the Operational phase in the context of other local development proceeding (including the Covanta RRF Development), and how this will impact the local highway network, comparing the likely future traffic flows from the Operational phase in 2031 with base traffic flows without the Project;
- *Section 11 - Mitigation* reviews what measures are necessary, if any, in order to manage the impact of the Project on the local highway network, in both the Construction phase and Operational phase; and
- *Section 12 - Conclusions* summarises this Transport Assessment report, and the key transport implications, if any, and how any matter would be resolved.

2 Background and Development Proposals

2.1 Introduction

2.1.1 This Section summarises the background to the Project, and outlines the proposals.

2.1.2 The Project Site is located within the administrative area of Central Bedfordshire, the local planning authority. The road to which the Project accesses – Green Lane – is within the administrative area of Bedford Borough Council. Both Central Bedfordshire and Bedford Borough Councils are unitary highway authorities.

2.2 Site Location

2.2.1 As shown in Appendix 1.1, the site is situated in the Marston Vale between Milton Keynes and Bedford, approximately 3km north-west of Ampthill, and 8km south-west of Bedford.

2.2.2 The Project Site is located:

- i. to the east of the existing Marston Vale rail line;
- ii. to the west of the existing Midland Main Line rail line;
- iii. to the north of Station Lane, connecting Marston Moretaine to Millbrook; and
- iv. to the south of the Rookery North Pit – see Section 2.3.

2.2.3 The closest residential dwelling to the Generating Equipment Site is South Pillinge Farm, located approximately 190m to the west of the Project Site and separated from the Project Site by a small area of deciduous woodland.

2.2.4 Rookery Pit lies to the south of Green Lane and the village of Stewartby. Other neighbouring residential areas include:

- i. Houghton Conquest - approximately 3km to the east of the Generating Equipment Site;
- ii. Marston Moretaine - approximately 2km to the west; and
- iii. Millbrook - approximately 1.5km to the south.

2.2.5 These are shown in Appendix 1.1.

2.3 Application Site and Planning Context

Application Site

2.3.1 The Generating Equipment Site, the Laydown Area and parts of the Access Road and Gas and Electrical Connections would be located within Rookery South Pit which is approximately 95ha and is bound by steep clay banks that are varied in nature and substrate.

2.3.2 The Rookery is situated within a post-industrial landscape, presently undergoing significant change. It comprises two large former clay extraction pits – Rookery North and Rookery South Pits - separated by an east-west spine of unexcavated clay.

2.3.3 The Gas and Electrical Connections will extend from Rookery South Pit into farmland to the south and south-east as shown in Appendix 1.1. These would be located within a mostly undeveloped agricultural landscape.

Low Level Restoration Scheme (LLRS)

- 2.3.4 The Rookery is the subject of an ongoing LLRS being undertaken by the landowner. This was the subject of a separate planning permission and is taking place regardless of the MPL Applicant's proposals for the Project.
- 2.3.5 The LLRS works for Rookery South Pit comprise re-profiling of the base of the pit, implementation of surface water drainage measures, landscaping, and provision of access routes.
- 2.3.6 Whilst the programme for the LLRS works is independent from the Project, it will be completed prior to the commencement of construction works. The baseline assessments for the Project are therefore based on certain elements of the LLRS having been completed ahead of construction.

Site Access

- 2.3.7 Road access to the Project Site is currently from the north from Green Lane near Stewartby, and consists of a gated access approximately 90m east of the level crossing at Stewartby Rail Station. This is shown in Appendix 1.1. An unsurfaced track currently leads into the Rookery north and south Pit areas.
- 2.3.8 The proposed Site Access will be located on this existing access, which will be reconstructed to adoptable standards.
- 2.3.9 A simple priority junction is proposed on Green Lane, leading to the access track which extends southwards into Rookery South Pit towards the Generating Equipment Site. This is shown on PBA dwg no 31116/2001/008A included in Appendix 2.1.
- 2.3.10 Green Lane links to the highway network at C94 Bedford Road to the west and the B530 to the east. Bedford Road used to form the A421 until the opening of the new A421 dual carriageway scheme in 2010, at which point it was reclassified as the C94 Bedford Road.
- 2.3.11 A field access is being provided from Station Lane to the south-west to access the Low-Level Restoration Scheme (refer to Section 2.5). This will provide an alternative emergency vehicular access should a major incident close the main vehicle access route.
- 2.3.12 Construction access to the Gas Connection Site will be obtained from the south, from Millbrook Road / Houghton Lane at three points:
 - i. an existing field access to the east of Houghton Lane to an existing agricultural track will be used for both construction and operational access to the Above Ground Installation (AGI) and the southern end of the Gas Connection Site south of Millbrook Road / Houghton Lane;
 - ii. from Houghton Lane to the west to the central section of the Gas Connection Site surrounding Houghton Lane; and
 - iii. from Houghton Lane to the east to the southern section of the Gas Connection Site surrounding Houghton Lane.
- 2.3.13 Construction access to the Electrical Connection Site will be obtained from the south at two points:
 - i. through the Rookery South Pit, from the Power Generation Plant Site (having accessed the Site from Green Lane and Bedford Road as per the Generating Equipment site) for the northern section of the Electrical Connection Site; and

- ii. for the southern section of the Electrical Connection Site, from Station Lane.

2.3.14 Further details are also provided in Section 5.2.

2.4 Transport Scoping Discussions

2.4.1 Millbrook Power Limited has engaged with a range of statutory and non-statutory consultees and stakeholders at all levels to discuss the Project. This input has directly informed the proposals. Details of all consultation undertaken is provided in a separate consultation report which accompanies the DCO Application (Document Reference 5.1). However, the text below summarises the consultation activities of relevance to this Transport Assessment.

Consultation

2.4.2 To discuss and agree the scope of the proposed Transport Assessment, on August 28th 2014 Peter Brett Associates met with the Joint Authorities consisting of:

- i. Bedford Borough Council;
- ii. Central Bedfordshire Council;
- iii. Luton Borough Council; and
- iv. the Highways Agency (now Highways England).

2.4.3 Subsequent meetings have been held with these Authorities. Copies of the Notes of these Meetings are included in Appendix 2.2, these discussions informed the extent of this Transport Assessment document.

2.4.4 Further meetings have been held separately with Network Rail on 28th October and 25th November 2014 to discuss the Project. The notes for these meetings are also contained in Appendix 2.2.

2.4.5 In addition to meeting the Joint Authorities, MPL - supported by Peter Brett Associates - has attended a series of meetings and presentations to various groups and organisations including:

- local councillors;
- local planning authorities; and
- local residents at Public Exhibitions.

Scoping

2.4.6 The Scoping for the Transport Assessment, the Travel Plan and Environmental Impact Assessment Transport Chapter was discussed with the Joint Authorities. A copy of the Scoping is contained in Appendix 2.3.

2.4.7 Written comments to the Scoping were received from Aecom, acting on behalf of the (then) Highways Agency. These are included in Appendix 2.4. Further comments were provided by the Joint Authorities, and are included in the Meeting Notes contained in Appendix 2.2.

2.4.8 Although the original consultation period was in 2014, as nothing has materially changed all the Stakeholders agreed the resubmission would consist of reporting 2017 traffic count data and a review of the development project.

2.5 Other Relevant Developments and Proposals

- 2.5.1 Substantial areas of land around Stewartby – including The Rookery – formed the works of the London Brick Company's Stewartby Brickworks and the land worked to supply the clay until it closed in 2008. To the north of The Rookery there remain some buildings associated with the former Stewartby Brickworks including four chimneys which are now listed structures. Following clay extraction, these former clay working sites have been restored to varying levels of completion by different means – including the disposal of waste – and to different uses which includes water-based recreation and commercial uses.
- 2.5.2 Furthermore, significant regeneration and development is allocated for the Northern Marston Vale Growth Area, in which the Project Site is located. This will result in further change within the planning status of surrounding areas, with substantial residential and employment development such as in the nearby settlements of Marston Moretaine and Stewartby.

Covanta Rookery South Limited

- 2.5.3 Covanta Rookery South Limited obtained a DCO consent for an Energy from Waste Facility (EfW) in 2013. Although this scheme is also located in the Rookery South Pit adjacent to the Project, it is being promoted by others and is entirely independent of the Project. The nominal capacity of the EfW facility is 480,000 tonnes per year of mixed residual municipal, commercial and industrial waste, based on an assumed plant availability of 89%. The RRF would also include an associated Materials Recovery Facility (MRF) to recover ash and metals.
- 2.5.4 It is anticipated that construction of the EfW facility will commence by late 2017, with the facility becoming operational in 2020.
- 2.5.5 The trip generation of the EfW facility was assessed by Waterman Boreham Ltd, and is reported in the Proposed Rookery South (Resource Recovery Facility) Order Transport Assessment (dated August 2010). These flows – assuming the Nominal Throughput – are included in Appendix 2.5.

Broadmead Road, Stewartby

- 2.5.6 City and St James Properties Ltd has sought outline planning permission for a residential the development on a site to the north of Stewartby off Broadmead Road – this is shown in Appendix 2.6. A revised application was submitted in 2002 taking into account numerous legislative changes since the initial application in 1997, which also received planning approval.
- 2.5.7 The trip generation of the Broadmead Road facility was assessed by Peter Brett Associates, and is reported in the Broadmead Road Stewartby Transport Assessment (dated December 2002). The Development trip generation flows are included in Appendix 2.6.
- 2.5.8 The development is currently being built; for robustness, all flows have been added to this assessment. To the end of May 2017, there have been 113 completions on the site which is allocated for 610 dwellings.

3 Existing Conditions

3.1 Introduction

- 3.1.1 This Section provides information on existing conditions in the area close to the Project Site – to the north (around Green Lane) and to the south, towards Millbrook Road. It also addresses the current accessibility in the area.

3.2 Existing Pedestrian, Cycle and Equestrian Conditions

Pedestrian Facilities

- 3.2.1 The existing pedestrian facilities in the vicinity of the Project are shown in Appendix 2.1. Whilst a number of existing public footpaths link it to the wider Marston Vale, there is limited public access to Rookery South Pit itself.
- 3.2.2 There is a footway in the northern verge of Green Lane linking between Stewartby village to the east, and the Kimberley College to the west. The footway commences in the centre of Stewartby and is between 1.5m and 2m in width. This footway link is 0.8km in length. The College has committed to providing a crossing patrol during the College opening hours to assist the movements of students across Green Lane to the FP72 recreational footpath also linking to Marston Moretaine (see below) and the College Access. The footway in this section is illuminated by the street lighting system. As well as accommodating students walking to this facility, the footway would also accommodate pedestrians walking from Stewartby to Stewartby Rail Station and to the FP72 recreational footpath which runs alongside Stewartby Lake.
- 3.2.3 In the southern verge of Green Lane immediately adjacent to the railway level crossing there is a short section of footway either side of the crossing to provide pedestrian access to the platforms. This footway terminates within 20m of the crossing.
- 3.2.4 On Bedford Road (at the western end of Green Lane), there is a footway on the eastern verge commencing 160m south of the junction with Green Lane linking to Marston Moretaine to the south. This footway has a width of between 1.5m and 2m and is illuminated by the street lighting system.
- 3.2.5 As shown in Appendix 2.1, on the Millbrook Road / Houghton Lane / Station Lane Corridor there are no footways along either verge at the eastern end until Millbrook village. West of the junction with Russell Grove, a footway between 0.75m and 1.25m in width is located in the southern verge of the carriageway. This footway is present until the junction with Sandhill Close. West of this point on Station Lane, there is no footway in either verge.

Cycling Facilities

- 3.2.6 Reflecting the rural nature of this area, the relatively low vehicle flows and the low number of existing cyclists in this area, no cycling facilities are available on Green Lane or Bedford Road, or to the south in the vicinity of the Project around Millbrook Road.

Equestrian Facilities

- 3.2.7 Consistent with the low number of local stables and riding schools as well as the relatively low number of vehicles on the roads in this area, there are no bridleways or equestrian facilities available on Green Lane or Bedford Road, or to the south in the vicinity of the Project around Millbrook Road.

Recreational Footpaths / Bridleways

- 3.2.8 Recreational footpaths in close proximity to the Project Site are shown in Appendix 2.1, and are as follows:
- Footpath FP72 to the north-west of the Project Site around Stewartby Lake;
 - Footpath FP4 is located to the north-east of the Project Site, connecting Green Lane with Station Lane; and
 - Footpath FP3 is adjacent to Rookery North to the east, travelling on a north-south axis from Stewartby;
 - an east-west route is formed between Station Lane (adjacent the Millbrook Proving Ground) and Millbrook Road (adjacent How End) by Footpaths FP14, FP65, FP15, FP4 and FP8;
 - a north-west to south-east route is formed between the above FP14 adjacent the Millbrook Proving Ground and Millbrook Road by Footpath FP7 and FP6;
 - Footpath FP7 extends further eastwards from this route via FP13, FP25, FP14 and FP15 through Ampthill Park House to the B530 adjacent the Engineering Research Establishment.
- 3.2.9 The BW84 bridleway is located approximately 400m west of the Project, joining FP17 and FP72, towards the south and south-west of Stewartby Lake respectively. This is shown in Appendix 2.1.
- 3.2.10 Further new recreational footpaths in the Rookery Pit area are being promoted as part of the LLRS, including:
- a footpath connection to Green Lane, approximately at the Proposed Site Access location;
 - a footpath circling the Rookery North Pit;
 - a footpath surrounding the attenuation pond in the Rookery South Pit; and
 - a footpath link to the existing public footpath FP4.
- 3.2.11 These are also shown in Appendix 2.1.
- 3.2.12 There are no Public Rights of Way within the Generating Equipment Site, although:
- Footpath FP65 is crossed by the northern part of the Gas Connection;
 - Footpath FP7 is crossed by the southern part of the Gas Connection, and by the Electrical Connection access; and
 - Footpath FP14 is crossed by the Electrical Connection access.

Pedestrian and Cycle Flows – 2017 Survey

3.2.13 Nationwide Data Collection (NDC) was commissioned by the MPL Applicant to survey pedestrian and cycle movements along Green Lane at the proposed Site Access, to establish the current pedestrian and cycle movements. The location of the survey is shown in Appendix 2.1. The pedestrian movements were observed on a Saturday, Sunday and Monday (20th-22nd) May 2017, reflecting typical weekend and weekday movements. The results of the pedestrian survey are contained in Appendix 3.1, and are summarised in Table 3.1.

Table 3.1 - Pedestrian Movements on Green Lane – May 2017

Hour	Saturday 20 th May 2017	Sunday 21 st May 2017	Monday 22 nd May 2017
00:00- 06:00	0	0	13
06:00-07:00	0	0	8
07:00-08:00	6	2	8
08:00-09:00	3	6	9
09:00-10:00	51	3	7
10:00-11:00	11	4	10
11:00-12:00	4	5	18
12:00-13:00	11	3	10
13:00-14:00	17	4	11
14:00-15:00	5	7	8
15:00-16:00	11	15	9
16:00-17:00	4	9	21
17:00-18:00	0	10	17
18:00-19:00	4	1	12
19:00-20:00	3	9	11
20:00-21:00	2	3	5
21:00-22:00	2	0	0
22:00-00:00	0	0	0
TOTAL	134	81	177

3.2.14 In summary:

- i. there were a relatively low number of pedestrian movements along Green Lane on the Sunday;
- ii. the highest number of pedestrian movements occurred on the Saturday between 09:00 – 10:00, when 51 pedestrian movements were observed;
- iii. in total, the highest number of pedestrian movements observed was on the Monday, with a total of 177 movements recorded; and
- iv. the 2017 weekend flows are lighter than those surveyed in 2014, albeit that the Monday flow is similar. This could reflect other influences such as the time of the year, or weather conditions.

3.2.15 Table 3.2 provides a summary of the 2017 cyclist movements on Green Lane which was undertaken simultaneously to the pedestrian survey.

Table 3.2 - Cycle Movements on Green Lane – May 2017

Hour	Saturday 20 th May 2017	Sunday 21 st May 2017	Monday 22 nd May 2017
00:00- 06:00	0	0	0
06:00-07:00	0	0	2
07:00-08:00	0	1	0
08:00-09:00	3	5	4
09:00-10:00	7	3	2
10:00-11:00	2	13	8
11:00-12:00	1	4	1
12:00-13:00	1	7	2
13:00-14:00	2	3	3
14:00-15:00	1	12	3
15:00-16:00	4	3	12
16:00-17:00	2	5	0
17:00-18:00	0	1	7
18:00-19:00	0	5	22
19:00-20:00	1	4	1
20:00-21:00	0	1	6
21:00-22:00	0	2	0
22:00-00:00	0	2	0
TOTAL	24	71	73

3.2.16 In summary:

- i. the number of cyclist movements observed along Green Lane was lower on the Saturday (24 movements) when compared to Sunday and Monday;
- ii. there were similar levels of cyclist movements on the Sunday (71 movements) and Monday (73 movements);
- iii. the highest number of cyclists recorded was 22 which occurred between the hours of 18:00-19:00 on the Monday; and
- iv. the 2017 cycle movements are generally higher than those observed in 2014.

3.3 Existing Public Transport Services

Bus Services

3.3.1 To the north of the Project Site, Service 68 operated by Grant Palmer is the most frequent operating service in Stewartby. This service runs between Bedford, Kempston, Wootton and Stewartby. The route from Bedford runs to Stewartby via Bedford Road and Broadmead Road.

- 3.3.2 Service 68 provides eight services per day, in each direction between Bedford town centre and Stewartby (Monday to Saturday). In the northbound direction, the first service of the day to Bedford is at 07:05, the final service of the day at 17:10. In the southbound direction, the first service from Bedford is at 07:35, the final service of the day at 17:50. No services operate on Sundays. The full timetable is shown in Appendix 3.2.
- 3.3.3 The closest bus stop to the Project is located outside Stewartby Village Hall – approximately 350m east of the existing Rookery Pit access on Green Lane. Another four stops are located within Stewartby further afield.
- 3.3.4 Further services serve the area to the south of the Project Site (as summarised in Table 3.3), but are infrequent and have not been considered in any further detail.
- 3.3.5 Table 3.3 summarises the bus services in the area – details of the routes, stops, and timetables are contained in Appendix 3.2:

Table 3.3 – Bus Movements in the vicinity of the Project Site

Service Number	Route	Frequency
68	Bedford – Kempston – Wootton – Stewartby Closest stop adjacent the post office in Stewartby	8 Services per day Monday to Saturday No services on Sunday
FL2	Haynes West End - Houghton Conquest - Lidlington - Milton Keynes 2nd Tuesday of each month Closest stop on Millbrook Lane, adjacent junction with Sandhill Close	2 nd Tuesday of each month only Towards Milton Keynes in AM and towards Haynes West End in PM
FL6B	Lidlington - Millbrook - Ampthill - Silsoe -Flitwick - Steppingley Closest Stop at Millbrook Station or on Millbrook Lane adjacent Sandhill Close	Thursdays only 1 AM journey towards Lidlington and 1 AM journey towards Steppingley
42	Bedford - Ampthill – Flitwick Closest stop on B530 adjacent junction with Millbrook Road	Hourly Monday to Saturday

Rail Services

- 3.3.6 Stewartby Rail Station is located approximately 90m west of the Project Site. It is served by the Bletchley to Bedford line operated by London Midland.
- 3.3.7 Trains serve the station at an hourly frequency Monday to Saturday between 05:44 and 21:29 to Bedford, and between 06:24 to 22:14 to Bletchley. There are no services in operation on Sundays.

- 3.3.8 The station has no manned ticket office or ticket machine - a Customer Help Point is available between 07:00-19:00 on Monday to Friday. Step-free access is available to both platforms along with sheltered seating areas. A 12-space cycle stand is available to leave cycles if a multi-modal journey is being made, albeit the storage is not covered by CCTV.
- 3.3.9 From Stewartby, services to Bedford take 16 minutes; those to Bletchley take 30 minutes.
- 3.3.10 Bedford provides connections with London St Pancras, Luton, Kettering, Wellingborough and Leicester. Bletchley provides connections to London Euston, Milton Keynes and Birmingham.
- 3.3.11 Table 3.4 summarises the current rail services from Stewartby – the timetable is attached in Appendix 3.3.

Table 3.4 – Rail Services from Stewartby Rail Station

Rail Station	Operator	Route	Frequency
Stewartby	London Midland	Bletchley – Stewartby – Bedford	Hourly Monday to Saturday No services on Sunday

3.4 Existing Local and Strategic Highway Network

Local Highway Network

- 3.4.1 The highway network in the vicinity of the Project is shown in Appendix 1.1.
- 3.4.2 Green Lane is a rural single carriageway road, connecting Stewartby to Bedford Road and Marston Moretaine to the west. To the north-west of the Site Access, Green Lane is approximately 6.5m wide with no lighting or footway to the north-west of the Kimberley College. Green Lane is subject to a 30mph speed limit in the vicinity of the Site.
- 3.4.3 A level crossing of the Marston Vale Rail line is located 70m to the west of the Proposed Site Access. Vehicle movements are controlled remotely by one simple barrier per approach, flashing lights and a warning tone.
- 3.4.4 Green Lane connects to Bedford Road by a ghost island priority junction 1.3km north-west of the Site Access. Bedford Road previously formed the A421 before being down-graded when the M1 to Bedford A421 dual carriageway scheme was opened in 2010, and reclassified as the C94.
- 3.4.5 To the east of the Site Access, Green Lane is approximately 6.5m to 7.0m wide, with a footway in the northern verge leading into Stewartby. This section of road is subject to a 30mph speed limit. Green Lane continues to the east, forming Stewartby Way, before connecting with the B530 to the east of the village.
- 3.4.6 Access to the new A421 is provided by grade-separated junctions, the closest to the Project are 2km south of the Green Lane junction, or 3.5km to the north.
- 3.4.7 To the south of the Project Site is the Millbrook Road / Houghton Lane / Station Lane Corridor between the B530 (to the east) and Marston Moretaine (to the west). The Millbrook Road / Houghton Lane / Station Lane Corridor is formed by rural roads generally around 6.0m wide with no footways along the majority of their length.

Strategic Highway Network

3.4.8 Locally, the A421 is generally aligned on a south-west to north-east axis, connecting between M1 Junction 13 (8km south-west of the Green Lane junction) bypassing south around Bedford, then connecting to the A1 at the Black Cat Roundabout, 26km north-east of the Green Lane junction. Access is provided to Bedford from the A421 by a series of five grade-separated junctions.

3.5 Traffic Count Data - 2017 Surveys

3.5.1 Nationwide Data (NDC) was commissioned to undertake traffic surveys in the area during May 2017.

3.5.2 An all-movement part-classified turning count survey was undertaken at the junction of Bedford Road and Green Lane on Thursday 18th May 2017.

3.5.3 Three two-week fully classified automatic traffic counts (ATCs) were installed and surveyed flows between Thursday 11th May 2017 – Wednesday 24th May 2017 at the following locations:

- a. on C94 Bedford Road, 100m north of the junction with Green Lane;
- b. on C94 Bedford Road, 100m south of the junction with Green Lane; and
- c. on Green Lane, 50m east of the Stewartby Station level crossing (the approximate location of the Site Access).

3.5.4 The results of these surveys, are contained in Appendix 3.1; the ATC data results are summarised in Table 3.5 below.

Table 3.5 - Observed 2017 Automatic Traffic Count Flows

ATC Ref.	Location	Direction	Weekday AM	Weekday PM
A	On Bedford Road, 50m north of Green Lane junction	Northbound	270	370
		Southbound	443	320
B	On Bedford Road, 50m south of Green Lane junction	Northbound	398	424
		Southbound	455	438
C	On Green Lane, outside proposed Site Access	Eastbound	119	130
		Westbound	141	109

3.5.5 The 2017 flows are higher than those observed in an earlier 2014 count, by 18% in the AM peak, and 32% in the PM peak. This scale of percentage increases reflect the low 2014 flows, and the level of development in the surrounding area.

3.5.6 In 2014, an ATC had been installed along Millbrook Road (50m west of the B530). The flows reported were light, less than 2 vehicles per minute. As such, no recount was undertaken in 2017. To synthesise 2017 flows, the ATC data for Millbrook Road has been factored up from a 2014 data set using the following growth factors from the TEMPro 7.2 software for 'All Road Typical Factors':

2014 – 2017 - AM: 1.063
- PM: 1.063

3.5.7 To reflect local conditions, the growth observed in these results from 2014 and 2017 were also used to generate the local growth factors below:

2014 – 2017 - AM: 1.179
- PM: 1.317

3.5.8 The synthesised 2017 Millbrook Road ATC results are summarised in Table 3.6:

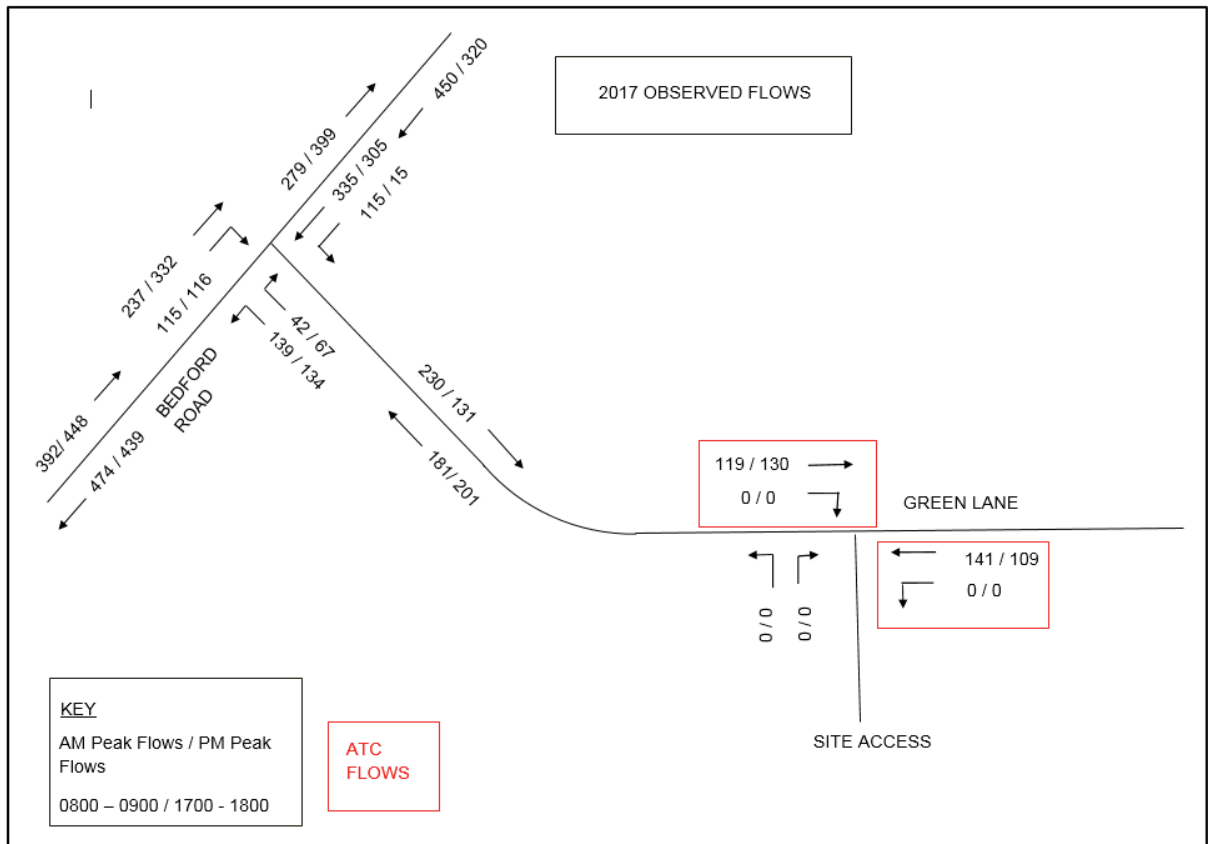
Table 3.6 – 2014 Millbrook Road ATC results factored to 2017 results

Location	Direction	2014 Results		2017 Tempo Factored Results		2017 ATC Factored Results	
		Weekday AM	Weekday PM	Weekday AM	Weekday PM	Weekday AM	Weekday PM
On Millbrook Road, 50m west of B530	Eastbound	94	73	100	78	111	96
	Westbound	79	88	84	94	93	116

3.5.9 Any difference in peak hour flows derived from these two approaches is minimal.

3.5.10 The 2017 AM and PM peak flows on Green Lane and Bedford Road, derived from a combination of automatic traffic count and turning count surveys, are summarised in Figure 3.1.

Figure 3.1 – 2017 AM / PM Peak Hour traffic flows



(Note – the link flows are derived from the ATC surveys, the individual junction turning movements from the Turning Count surveys)

3.6 Junction Capacity Assessment

3.6.1 A junction capacity assessment of the Bedford Road / Green Lane junction has been undertaken. The Transport Research Laboratory’s (TRL) computer Junctions 9 PICADY module has been used for the assessment with the Observed 2017 flows. The results are set out below in Table 3.7 and the computer output is contained in Appendix 3.4.

Table 3.7 – Summary of Junction Capacity Assessment Modelling Results for the Bedford Road / Green Lane Priority Junction

Movement	AM Peak (0800-0900)		PM Peak (1700-1800)		
	RFC	MMQ	RFC	MMQ	
B – C	Green Lane to Bedford Road (S)	0.26	0	0.23	0
B – A	Green Lane to Bedford Road (N)	0.17	0	0.21	0
C – B	Bedford Road (S) to Green Lane	0.33	1	0.21	0
Total Junction Delay (s)		3.43		2.76	

RFC – Ratio of Flow to Capacity - a RFC of less than 0.85 is considered to indicate a priority junction arm operating satisfactorily. MMQ – Mean Maximum Queue

3.6.2 The results of the junction capacity assessment show that the Bedford Road / Green Lane priority junction currently operates well within capacity in both peaks. There is no queuing present and the junction has significant levels of reserve capacity.

3.6.3 The above results are consistent with the capacity assessment undertaken in 2014.

3.7 Road Traffic Collision Assessment

3.7.1 To understand existing road safety in the vicinity of the Project Site, road traffic personal injury collision (PIC) summary data covering the most recent five-year period to 31st December 2016 was obtained from Central Bedfordshire Council. The location of each of the reported incidents is contained in Appendix 3.5.

3.7.2 The number of PICs that could be anticipated on links and junctions within the area based on the existing flow and layout was calculated with reference to the parameters contained in the Department for Transport's Design Manual for Roads and Bridges, Volume 13, Section 1 Part 2 Cobalt software (released in September 2013), which are used to calculate the anticipated PICs for major transport schemes. Links that are likely to be used by potential development traffic have been included within this assessment to identify whether there are any existing road safety issues along these links.

3.7.3 The calculations and a plan showing the links and junctions assessed are contained in Appendix 3.5. The results of observed and anticipated personal injury collisions are summarised in Table 3.8 for links and in Table 3.9 for the junction.

Table 3.8 – Five Year Personal Injury Collision Assessment – Key Links

Link Reference (Appendix 3.5)	Link	Observed PICs (Rate – PICs per million vehicle km)	Anticipated PICs (Rate – PICs per million vehicle km)
1	Green Lane - between Bedford Rd Junction and Kimberley College	0 (0.00)	1 (0.15)
2	Bedford Road - between Green Lane and Slip Road to South	0 (0.00)	2 (0.15)
3	Bedford Road - between Green Lane and Broadmead Road	4 (0.24)	3 (0.15)
4	Green Lane - between Level Crossing and Churchill Close	0 (0.00)	0 (0.15)
5	Green Lane - between Kimberley College and Level Crossing	0 (0.00)	0 (0.23)

Table 3.9 – Five Year Personal Injury Collision Assessment – Key Junctions

Junction	Observed PICs	Anticipated PICs
Bedford Road / Green Lane Priority Junction	2	3

3.7.4 The results in Tables 3.9 and 3.10 show that all the links and junctions assessed within this study area have either equal or lower than the anticipated numbers of PICs except for Link Reference 3 - Bedford Road between Green Lane and Broadmead Road which observed one more incident than anticipated. This difference of one PIC is not material.

3.7.5 Of the six PICs reported within the assessment area:

- i. five were classified as a slight severity personal injury collisions;
- ii. one was classified as a serious severity personal injury collisions;
- iii. one collision involved a motorcyclist;
- iv. one collision involved a cyclist;
- v. no collisions involved pedestrians; and
- vi. there were no PICs at the location of the proposed junction of the Access Road with Green Lane.

3.7.6 Of the four PICs on Link Reference 3 - Bedford Road between Green Lane and Broadmead Road, three PICs were similar:

- i. two incidents involved vehicles travelling south-west and losing control on the bend in damp or icy road conditions causing slight injuries;
- ii. one incident involved a vehicle travelling south-west and losing control for unknown reasons, consequentially crossing the centre markings and colliding with an oncoming vehicle, resulting in a serious injury; and
- iii. the remaining incident involved a broken-down vehicle parked facing south-west, and a cyclist colliding into its rear.

3.7.7 There are no similarities between the two PICs at the Bedford Road / Green Lane junction:

- i. one PIC was caused by a car “undertaking” on the left side of a motorcyclist on Green Lane, striking the rider; and
- ii. the second PIC was caused by a vehicle entering Green Lane from the south and driving directly into an oncoming vehicle travelling south on Bedford Road.

There appears to be no common causation for the two PICs that occurred at this junction.

4 Policy Review

4.1 Introduction

4.1.1 This Section outlines the main elements of policy relevant to this Transport Assessment for the Project.

4.2 National Policy and Guidance

Overarching National Policy Statement for Energy (NPS EN-1)

- 4.2.1 The Planning Act 2008 introduced the concept of National Policy Statements (NPS). The NPS that is particularly relevant to the consideration of transport impacts of the DCO Application for the Project is the Overarching National Policy Statement for Energy (NPS EN-1).
- 4.2.2 NPS EN-1 promotes sustainable development and states that there is to be a "*presumption in favour of sustainable development*" when making plans and decisions.
- 4.2.3 As well as a series of generic assessment principles - including topics such as pollution control, safety, hazardous substances nuisance and amenity *et cetera* - NPS EN-1 also identifies a list of impacts which could arise from an Energy NSIP and the criteria by which they should be assessed. These specific topics include – *inter alia* – traffic and transport.
- 4.2.4 Should a project have significant transport implications, NPS EN-1 requires the applicant to provide a transport assessment, having consulted the Highways England and Highway Authorities as appropriate on the assessment and mitigation. Where appropriate, the applicant is required to prepare a travel plan including demand management measures to mitigate transport impacts. The applicant is also required to provide details of proposed measures to improve access by public transport, walking and cycling, to reduce the need for vehicle movements associated with the proposal and to mitigate transport impacts.

Planning Act 2008 (PA 2008)

- 4.2.5 In England and Wales, an on-shore electricity generating station is considered to be a Nationally Significant Infrastructure Project (NSIP) under PA 2008 if it has a capacity of more than 50 MW. As the Project would have a rated electrical output of at least 50 MW, and up to 299 MW, it is classified as an NSIP under Section 14(1)(a) and Section 15(2) of the PA 2008.
- 4.2.6 Under Section 31 of the PA 2008, consent is required for development that is or forms part of an NSIP and therefore a Development Consent Order (DCO) application must be made to the Secretary of State (SoS) for the Project.
- 4.2.7 Development consent for an NSIP may only be granted by an application made under Section 37 of the PA 2008 to the SoS. Section 37 of the PA 2008 (and associated legislation) also governs the content of a DCO Application, including requirements for certain accompanying documents.
- 4.2.8 These requirements are specified, in particular, in the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009. These Regulations require that a DCO Application, where applicable, includes a Transport Assessment. As such, this Transport Assessment is submitted as part of the suite of documents that accompanies the DCO Application.

National Planning Policy Framework (March 2012)

- 4.2.9 When the National Planning Policy Framework (NPPF) was published on 27th March 2012, it replaced all Planning Policy Guidance (PPG) and Planning Policy Statements (PPS).
- 4.2.10 The NPPF promotes sustainable development and states that there is to be a "presumption in favour of sustainable development" when making plans and decisions.
- 4.2.11 A Transport Statement or Transport Assessment and Travel Plan should be provided for all developments that generate significant amounts of movement (Paragraphs 32 and 36 of the NPPF) and decisions should ensure that they "are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised" (Paragraph 34), and take account of whether:
- *"the opportunities for sustainable transport modes have been taken up depending upon the nature and location of the site, to reduce the need for major transport infrastructure;*
 - *safe and suitable access to the site can be achieved for all people; and*
 - *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development."*
- 4.2.12 To facilitate the use of sustainable modes of transport, Paragraph 32 states that, where feasible, developments should be located and designed to:
- *accommodate the efficient delivery of goods and supplies;*
 - *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
 - *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians [...];*
- 4.2.13 In terms of managing the off-site impacts of the traffic generated from the development, paragraph 32 also states:
- "Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe".*

Planning Practice Guidance – (Travel Plans, Transport Assessments and Statements in Decision Taking – Updated 06/03/2014)

- 4.2.14 This guidance supersedes, in part, earlier guidance published by the Department for Transport in 2009 ('Good Practice Guidelines: Delivering Travel Plans through the Planning Process') and has been prepared in consultation with Department for Communities and Local Government (DCLG), bringing together current practice from examples from around the country.
- 4.2.15 The guidelines cover, in particular:
- *when a Transport Assessment is required;*
 - *how the need for, and scope of a Transport Assessment should be established; and*
 - *what information should be included in Transport Assessments.*
- 4.2.16 The planning practice guidance provides advice on what information should be included in Transport Assessments and states that:

“Paragraph 32 of the National Planning Policy Framework sets out that all developments that generate significant amounts of transport movement should be supported by a Transport Statement or Transport Assessment.”

4.2.17 It also states the following:

“Key issues to consider at the start of preparing a Transport Assessment or Statement may include:

- *the planning context of the development proposal;*
- *appropriate study parameters (i.e. area, scope and duration of study);*
- *assessment of public transport capacity, walking/ cycling capacity and road network capacity;*
- *road trip generation and trip distribution methodologies and/ or assumptions about the development proposal;*
- *measures to promote sustainable travel;*
- *safety implications of development; and*
- *mitigation measures (where applicable) – including scope and implementation strategy.”*

Highways Agency Circular 02/2013: The Strategic Road Network and the Delivery of Sustainable Development

4.2.18 Relevant policy is set out in Circular 02/2013 'The Strategic Road Network and the Delivery of Sustainable Development' published in September 2013, which replaced the previous Circular 02/2007 'Planning and the Strategic Road Network' published in March 2007.

4.2.19 At the time this circular was prepared, Highways England was operating under its previous name as the Highways Agency. Circular 02/2013 sets out the role of the then Highways Agency in engaging with communities and developers to deliver sustainable development and economic growth.

4.2.20 Paragraph 9 sets out the broad policy aims of the circular as it relates to development proposals, stating that:

“Development proposals are likely to be acceptable if they can be accommodated within the existing capacity of a section (link or junction) ...or they do not increase demand for use of a section that is already operating at over-capacity levels, taking account of any travel plan, traffic management and/or capacity enhancement measures that may be agreed”.

4.2.21 However, with reference to decision making regarding developments, paragraph 9 goes on to state:

“However, development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”.

Highways Agency and the Planning Application Process: A Protocol for Dealing with Planning Applications (2014)

4.2.22 In November 2011, the Highways Agency (now Highways England) published a protocol document outlining how the Highways Agency would deal with planning applications. This was updated in June 2014.

4.2.23 The document tables the information that Highways England require in order to engage in the pre-application scoping process and sets out the key principles as it relates to the mitigation of impacts of developments on the strategic road network. The document states that mitigation of impacts should be based on the following hierarchy:

- iii. Minimise the level of off-site mitigation required through the use of measures such as travel plans and development phasing;
- iv. Implement physical measures on the local road network to minimise impact on the strategic road network;
- v. Once all reasonable minimisation and off-network mitigation has been implemented, capacity improvements on the strategic road network will be considered.

4.2.24 The document also states that the mitigation proposed "must be sufficient to offset the detriment to the strategic road network".

Highways England – The Strategic Road Network Planning for the Future (September 2015)

4.2.25 Highways England's 'Planning for the Future' document sets out HE's approach when considering planning applications. The document provides guidance on what information should be contained within respective planning proposals in relation to the strategic road network (SRN), and the decision-making process.

4.2.26 The five planning values identified by HE within this document are:

- engage early;
- work openly;
- share evidence;
- share knowledge; and
- work collaboratively.

4.2.27 The document places a great emphasis on early engagement with HE, in order to ensure that all parties can work as a collaborative to deliver the various outcomes in the most effective way. By working jointly with HE, relevant parties can ensure effective local economic growth whilst promoting sustainable transport outcomes. The document states:

"Engaging early, such as pre-application, gives all parties maximum time to understand the impacts of proposed development on the SRN, the level of assessment required to understand impacts, and to agree the most appropriate actions required as a result to help ensure the development proposal is sound and deliverable."

4.3 Local Policy and Guidance

Central Bedfordshire Council Local Development Framework

4.3.1 The Core Strategy and Development Management Policies Document was adopted by Central Bedfordshire Council on 19th November 2009. This is the overarching policy document within the Local Development Framework (LDF) for the "North Area", and sets out the broad strategy for development in the area up to 2021.

4.3.2 Relevant policies within the Core Strategy include:

- i) Policy CS1 – Development Strategy – relating to planned growth in the Northern Marston Vale and with specific reference to Wixams and Marston Moretaine;
- ii) Policy CS4 – relating to accessibility and transport – with the Council seeking to facilitate the delivery of strategic transport schemes identified in the Local Transport Plan and other strategies, and to focus new development in locations which promote sustainable travel patterns; and
- iii) Policy DM9 – relating to the need for Transport Assessments and Travel Plans to accompany relevant planning applications.

Bedford Borough Council Emerging Local Plan 2035 (2017 Consultation Paper)

- 4.3.3 The Bedford Borough Council's emerging Local Plan will replace and extend the current planning policy documents which cover the period up to 2021. The new Local Plan will contain policies which will be used to assist decisions on planning applications throughout the Borough.
- 4.3.4 With regards to employment sites, the Local Plan supports “*new form and/or quality of employment sites*”, rather than duplicate existing undeveloped sites.
- 4.3.5 The Emerging Local Plan states that “*New employment development should be located near to main roads, preferably re-using existing employment sites and be in locations with good access by public transport, bicycle and foot*”.

Central Bedfordshire Local Transport Plan 3 (April 2011 to March 2026)

- 4.3.6 Central Bedfordshire's Local Transport Plan 3 was published in April 2011 to cover the period 2011 to March 2026.
- 4.3.7 The LTP3 sets out a number of key strategies to address issues such as accessibility, road safety, public transport, walking and cycling, smarter choices and parking.
- 4.3.8 In terms of major transport schemes in the area, the LTP3 sets out information regarding the East-West Rail project, which runs adjacent to the Millbrook Power Project. The East-West Rail Consortium proposes an upgraded continuous route between Oxford and Cambridge, with increased frequency of services on this route. The overall East-West Rail Project is split into three sections, with the western section running immediately adjacent being the most relevant section to the Millbrook Power Project. The western section is scheduled to deliver rail connections between Oxford, Aylesbury, Milton Keynes and Bedford through the Marston Vale, allowing for current services on this line to ensure residents between these locations do not lose services as a result of a through route.

Bedford Borough Local Transport Plan 3 (2011-2021)

- 4.3.9 Bedford Borough's first Local Transport Plan since the re-structuring of the county was published in April 2011 and outlines plans to tackle Bedford's transport problems.
- 4.3.10 One objective from the Local Transport Plan is:

“To contribute to better safety, security and health by reducing death, injury or illness from transport and promoting travel modes that are beneficial to health”.
- 4.3.11 This development supports this objective with the use of a Travel Plan, detailed further in Section 5. Modes of travel beneficial to health such as cycling are promoted with adequate resources available for employees.

4.4 Conclusions

- 4.4.1 This Transport Assessment identifies the national and local policy relating to transport, and concludes that there is no reason in terms of transport policy why the Project should not be progressed given there are no severe residual cumulative impacts as will be demonstrated in what follows.

5 Travel Demand Management Strategy

5.1 Introduction

5.1.1 To support the Project, a travel demand management strategy has been created to manage vehicle impact on the surrounding highway network during both the Construction and Operational phases. This strategy is considered further in this section.

5.2 Construction Access Strategy

5.2.1 To manage the impact of the Construction phase movements, the Construction Access Strategy consists of a series of measures including:

- i. a framework Construction Environmental Management Plan;
- ii. a Route Management Plan;
- iii. traffic management at the Green Lane / Proposed Site Access;
- iv. traffic management at the Houghton Lane Gas Connection construction access;
- v. traffic management at the Station Lane Electrical Connection construction access;
- vi. the Construction Vehicle Parking Strategy;
- vii. a footpath management plan; and
- viii. an Abnormal Load delivery strategy.

5.2.2 These are considered in more detail in the following sections.

Construction Environmental Management Plan (CEMP)

5.2.3 As part of the Construction Access Strategy, a framework Construction Environmental Management Plan (CEMP) has been prepared, part of which describes methods to reduce the impacts of the construction traffic servicing the Site. The strategy consists of the following main elements:

- i. design:
 - minimising the requirement for material to be imported or exported. For example, the movement of earthworks material off-site will be reduced to a minimum by maximising the use of raised material into the landscaping;
 - specifying materials and construction techniques that are resource-friendly.
- ii. using locally sourced materials where possible, to reducing haulage lengths;
- iii. managing effectively the supply of goods to construction sites – this can significantly reduce both road vehicle mileage and construction costs and wastage; and
- iv. managing the movement of workers into the development – the Contractor will produce a comprehensive Construction Travel Plan, detailing how their workforce will travel to the Site.

- 5.2.4 The Construction Environmental Management Plan will be prepared to provide details of all Construction traffic movements during the life of the construction project - i.e. from design to decommissioning. The Construction Environmental Management Plan will consider the following elements:
- i. Design;
 - ii. the Route Management Plan and Access Strategy;
 - iii. Procurement strategy;
 - iv. Operational Efficiency;
 - v. Delivery Practice;
 - vi. Demand Smoothing;
 - vii. Managing Construction Traffic;
 - viii. Targets and Monitoring; and
 - ix. Waste Management.
- 5.2.5 A copy of the Outline CEMP is contained in Appendix 5.1. Until the contractor is appointed by the MPL Applicant, the details of the Construction Access Strategy will, perforce, be limited at this stage. The strategy will be defined in greater detail upon appointment of the contractor.

Route Management Plan

- 5.2.6 A Route Management Plan will be defined within the CEMP, and implemented to control construction heavy vehicle movements, and to prevent their routing through sensitive areas on the local highway network - including along Stewartby Way.
- 5.2.7 Two routes will be used for construction access to the Generating Equipment Site:
- i. via Green Lane (from the north-west); and
 - ii. via Millbrook Road (from the south).
- 5.2.8 The Green Lane route will be used to access the Generating Equipment Site. It directs users from the A421, onto Bedford Road via either the northern A421 junction at Wootton, or the southern A421 junction at Marston Moretaine. Bedford Road and Green Lane to the west of the Project Site are both suitable for HGV movements, and an assessment of the Bedford Road / Green Lane junction reported in Section 8 demonstrates that there is available capacity.
- 5.2.9 The Millbrook Road construction access route adopts the approved Route Management Plan implemented by the occupiers of the Millbrook Proving Ground, located to the south of the Project. This route takes users from the A421 / A6 junction, north on the A5141, south along the B530, then along Millbrook Road to the access for the Electrical and Gas Connection construction sites.
- 5.2.10 Construction access to the Gas Connection Site will be obtained from three points:
- i. through the Rookery South Pit, from the Power Generation Plant Site (having accessed the Site from Green Lane and Bedford Road as per the Generating Equipment Site) for the northern sections of the Gas Connection Site;

- ii. from Millbrook Road / Houghton Lane by an existing field access to the east of Houghton Lane to an existing agricultural track which will be used for both construction and operational access to the Above Ground Installation (AGI) and the southern end of the Gas Connection Site south of Millbrook Road / Houghton Lane; and
- iii. from Houghton Lane to both the east and the west, to both the southern and central sections of the Gas Connection Site surrounding Millbrook Road / Houghton Lane.

5.2.11 Construction access to the Electrical Connection Site will be obtained from two points:

- i. through the Rookery South Pit, from the Power Generation Plant Site (having accessed the Site from Green Lane and Bedford Road as per the Generating Equipment Site) for the northern section of the Electrical Connection Site; and
- ii. for the southern section of the Electrical Connection Site, from Station Lane.

Traffic management at the Green Lane / Proposed Site Access

5.2.12 Network Rail has sought that any queuing at the Green Lane / Project Access must be managed to ensure that no obstruction occurs to the railway at the Green Lane / Stewartby Station level crossing during the 22-month Construction phase.

5.2.13 As discussed and agreed with Network Rail, a temporary traffic light-controlled traffic management scheme will be implemented during the construction of both the access and the Generating Equipment Site to ensure the efficient movement of vehicles along Green Lane, and to ensure that no such obstructions to the rail crossing occur.

5.2.14 The traffic management scheme will be temporary, only operating during the construction working hours. Outside of these construction working hours, the signs and lights will be removed so that traffic can flow unobstructed.

5.2.15 A Method Statement, prepared to respond to a request from Network Rail, is contained in Appendix 5.2.

Traffic management at the Houghton Lane / Proposed Site Access

5.2.16 A traffic management scheme has been prepared for the construction accesses to the Gas Connection from Houghton Lane. This plan is shown in Appendix 5.3.

5.2.17 This scheme involves access to the southern section of the Project Site for construction vehicles from Houghton Lane via the following locations including:

- East of Houghton Lane using an existing agricultural access opposite a farm building;
- North of Houghton Lane (approximately 200m north of the aforementioned agricultural access)

5.2.18 For more detail on the Houghton Lane access points, see the plan contained in Appendix 5.3.

5.2.19 This scheme will be deployed during construction; no further scheme is required for the operational phase.

Traffic management at the Station Lane / Proposed Site Access

5.2.20 Two traffic management schemes have been prepared for the construction accesses to the Electrical Connection from Station Lane, as shown in Appendix 5.4:

- i. the first scheme is the traffic management scheme for the Electrical Connection construction access. This would be installed for the duration of the construction works and consists of signage in accordance with chapter 8 of the traffic signals manual;
- ii. the second relates to overnight closures of Station Lane. This would enable the overnight installation, and subsequent decommission, of a temporary, pre-fabricated overhead scaffold, to enable de-tensioning and re-tensioning works to the overhead electrical cables to proceed without further affecting Station Lane. Associated with these works would be closure of a lay-by on Station Lane for approximately 1 week to accommodate the winching apparatus to de-tension and re-tension these overhead cables.

5.2.21 These schemes will be deployed during construction; no further scheme is required for the operational phase.

Construction Vehicle Parking Strategy

5.2.22 Providing an appropriate level of parking on-site for the Construction activity is essential – over-provision would result in attracting too many vehicle trips, whilst under-provision could lead to fly-parking in the surrounding streets as well as less productive working as the workforce has further to walk.

5.2.23 To serve the workforce working at the Generating Equipment Site, delineated areas will be provided within the Laydown Area for parking. Further parking areas will be provided adjacent to the Gas and Electricity Connection areas.

5.2.24 Similarly, areas will be defined on-site for the parking of heavy goods vehicles delivering to site.

5.2.25 As part of the involvement with the contractors to minimise the movements onto site, the available levels of car parking will be monitored and amended as required to reflect the change in on-site activity.

Footpath Management Plan

5.2.26 During the course of the Construction phase, the following existing footpaths would be affected:

- i. FP65 and FP7 would be crossed by the gas pipeline during the installation of the Gas Connection;
- ii. Footpath FP7 and FP14 crossed by the access to the Electrical Connection; and
- iii. the new permissive footpaths proposed as part of the LLRS alongside the railway and into the Rookery South pit will be adjacent the proposed Site Access road.

5.2.27 Once the contractor has been appointed and the details of the construction programme are agreed, the MPL Applicant will liaise with the Highway Authorities' Rights of Way Officers and prepare a Footpath Management Plan for agreement with the Joint Authorities prior to the footpaths being affected. This will ensure the footpath routes are protected so that the pedestrians may use them safely. The protection details are subject to agreement, but would include:

- i. publication of the construction dates when the route would be affected;
- ii. safeguarding of the footpath route users by providing conspicuous fencing;
- iii. keeping a route of a suitable standard open during the works; and

iv. minimising the time that the route is affected.

5.2.28 Following the completion of the Construction phase, no footpaths would be further impacted during the Operational phase.

Abnormal Load Delivery Strategy

5.2.29 The Gas Turbine Generators would be delivered to the Project in as small loads as is practical or feasible. Notwithstanding, some exceptionally heavy load deliveries will be required. This is referred to as the 'Abnormal Indivisible Loads' (AILs).

5.2.30 The MPL Applicant will employ suitably experienced abnormal load contractors to deliver any such apparatus.

5.2.31 The MPL Applicant will liaise fully with all the highway authorities and Police forces along the agreed route to confirm the following:

- i. the necessity of any such exceptionally heavy load;
- ii. the proposed route;
- iii. any necessary traffic management and road protection measures; and
- iv. the date and time of the movement along the route.

5.3 Travel Plan Measures

5.3.1 A Travel Plan has been created specifically targeting employees to decrease the number of vehicles accessing the Project.

5.3.2 In reality, any significant mode shift away from the private car is unlikely for the Project, as there are likely to be only four workers on site at the same time.

5.3.3 Notwithstanding, implementation of the following initiatives will be investigated to encourage the use of alternative modes of travel to the private car:

- **Cycle Storage and Shelters** – Cycling may form an attractive non-car alternative for workers who live locally. To encourage cycle use, on-site cycle storage provision will be investigated. Storage would be secure, and located within the area covered by CCTV;
- **Showers and changing facilities** – showers and changing facilities may be provided within the Building for workers who walk and cycle to work. These would be heated, maintained and cleaned on a regular basis;
- **Secure Lockers** – should there be a need, Millbrook Power Limited will provide secure lockers adjacent the changing facilities for cyclists and walkers to store their equipment safely during work hours;
- **Car Sharing** – car sharing is an effective way of reducing the demand for car movement. It involves two or more people sharing a car for their journey to / from work, which brings direct cost savings to both parties. Millbrook Power Limited staff will be encouraged to identify possible car share partners identified in the local Central Bedfordshire Council car share scheme: <https://liftshare.com/uk/community/luton-and-central-bedfordshire>. It is free for members to sign up, register their journeys and find someone to share a journey with;
- **Working with other future local employees** – with the Rookery Pit being promoted for further employment uses, future opportunities exist to co-operate with these other users

to reduce car trips – such as the greater exposure to the car sharing database amongst all other employees within the Rookery Pit. The MPL Applicant will co-operate and consider changing shift patterns to increase the likelihood of finding car and cycle sharing partners;

- **Nominate Responsibility** – an employee will be nominated to promote the travel measures, to initiate change among colleagues, and to be the conduit for any comments arising relating to potential improvement of the facilities on offer.

5.3.4 Further description of these measures is provided in the accompanying Travel Plan in Appendix 5.5.

6 Construction Vehicle Trip Generation, Distribution and Assignment

6.1 Introduction

- 6.1.1 In order to assess robustly the impact of the construction movements of the Project, a vehicle trip generation assessment has been undertaken for the Construction phase.
- 6.1.2 For the purposes of this assessment, these construction movements are considered in the context of the 2017 Observed flows as a proxy for the network flows when the Construction phase starts.

6.2 Construction Movements

- 6.2.1 An assessment has been made of the likely traffic generated by the construction of the Project. This vehicle trip generation has been derived with reference to previous similar Power Plant applications, undertaken for the Construction phase of 22 months.
- 6.2.2 For the purposes of this assessment, it is assumed that:
 - i. because of the many and varied skills needed by the workforce to be employed at this site, the majority of the construction workers are unlikely to be local residents;
 - ii. as alternative means of travel are limited, especially at the start and end of the normal construction worker shifts, it has been assumed that all of these trips would need to be made by car;
 - iii. reflecting typical construction industry work patterns across the United Kingdom, the majority of these movements are made outside of the peak hours; and

each vehicle would have 1.6 occupants per car – reflecting the car occupancy within the National Travel Survey.
- 6.2.3 There are three components which comprise the construction traffic for the Millbrook Power project. These are:
 - i. Generating Equipment Construction Traffic;
 - ii. Electrical Connection Construction Traffic; and
 - iii. Gas Connection Construction Traffic.
- 6.2.4 The flows are reported in Appendix 6.1 by Day and by Peak Hour for each quarter to reflect the changes in total movements of construction workers throughout the construction process. The third construction period, Q3, forms the peak construction traffic period. These flows are summarised in Table 6.1:

Table 6.1 – Total Construction Vehicle Trip Movements (Total 2-way) – Third Quarter Q3

Q3 Construction Period	Vehicles / Day		Peak Hour Trips	
	Car	HGV	Car	HGV
Electrical Connection	25	9	13	2
Power Plant and Gas	157	40	82	7
Total	182	49	95	9

6.2.5 Two construction traffic routes are proposed: from Green Lane - to the north of the Site; and from Millbrook Road - to the south. These are shown in Appendices 5.3 and 5.4. The following assumptions have been used to derive the assignment of the construction traffic from the two points of access:

- Green Lane:
 - 100% of the Generating Equipment Construction Traffic;
 - 50% of the Electrical Connection Construction Traffic; and
 - 50% of the Gas Connection Construction Traffic.
- Millbrook Road:
 - 0% of the Generating Equipment Construction Traffic;
 - 50% of the Electrical Connection Construction Traffic; and
 - 50% of the Gas Connection Construction Traffic.

6.2.6 The Generating Equipment and Gas Connection construction traffic has been assessed with reference to the information within the Design Concept Report. For the purposes of this assessment it has been assumed that 75% of this traffic will be for the Generating Equipment and the remaining 25% will be for the Gas Connection.

6.3 Typical Construction Phase Vehicle Trip Generation on Green Lane

6.3.1 The likely Construction phase vehicle trip generation on Green Lane is contained in Appendix 6.1, and summarised in Table 6.2.

Table 6.2 – Construction Vehicle Trip movements for Green Lane Access (Total 2-way) – Third Quarter Q3

Q3 Construction Period	Vehicles / Day		Peak Hour Trips	
	Car	HGV	Car	HGV
Generating Equipment	118	30	62	5
Electrical Connection	13	5	7	1
Gas Connection	20	5	10	1
Total	151	40	79	7

6.4 Typical Construction Phase Vehicle Trip Generation on Millbrook Road

6.4.1 The likely Construction phase vehicle trip generation on Green Lane is contained in Appendix 6.1, and summarised in Table 6.3.

Table 6.3 – Construction Vehicle Trip movements for Millbrook Road Access (Total 2-way) – Third Quarter Q3

Q3 Construction Period	Vehicles / Day		Peak Hour Trips	
	Car	HGV	Car	HGV
Generating Equipment	0	0	0	0
Electrical Connection	13	5	7	1
Gas Connection	20	5	10	1
Total	33	10	17	2

6.5 Worst Case Construction Phase Vehicle Trip Generation on Green Lane

6.5.1 The flows contained in Section 6.2 represent typical Construction phase flows averaged across the period. To assess the worst case daily construction trip generation, a further assessment has been made of an event that would typically occur once, at worst possibly twice, during the course of the Construction phase.

6.5.2 The following has been assumed for this worst-case Construction phase assessment:

- i. this event would arise from deliveries of ready-mixed concrete for the casting of the main foundation. To avoid the need for construction joints (with the associated impact on long-term durability), it assumed that this base would be cast in one operation, during one day;
- ii. a typical Generating Equipment plant foundation detail is shown in Appendix 6.2 - this would require around 750m³ of concrete;
- iii. assuming the typical load is 6m³ of concrete per HGV, this would require around 125 deliveries;

- iv. due to the time that it takes to process the arriving concrete vehicle, to sample the batch, pump it to the correct area, then place and compact the concrete, it is likely that the delivery rate would be around one vehicle arriving every 5 minutes through the day for ten hours;
- v. this operation would need a total of 30 operatives on site – all of whom would need to be on site before the AM peak hour, and would work until after the PM peak hour had finished;
- vi. because of the priority needed to be provided to the concrete delivery, that no other construction operation will be ongoing on the Generating Equipment Site at the same time; and
- vii. this work would form one of the earlier work tasks in the project – i.e., it is assumed that this would be in the first quarter.

6.5.3 The worst-case Construction phase vehicle trip movements are summarised in Table 6.4.

Table 6.4 – Worst Case Construction Phase Vehicle Trip movements (Total Vehicles)

	Vehicles / Day		Peak Hour Trips	
	Car	HGV	Car	HGV
Generating Equipment	19	125	0	12
Electrical Connection	50	3	13	2
Gas Connection	0	0	0	0
Total	69	128	13	14

- 6.5.4 As there are one or two of these significant concrete casting operations on this site, the number of days when such an operation would generate these higher levels of flow is anticipated to be limited to one or two days in total across the whole project.
- 6.5.5 The worst-case Construction phase vehicle movements in Table 6.4 are compared to the typical Construction phase vehicle movements identified in Table 6.1. Whilst this worst case would generate around 80 more HGV movements across the working day, it appears to have a similar HGV impact during either the AM or PM peak period – whilst there appears to be significantly less car trips during the network peak hour.
- 6.5.6 As such, the typical Construction phase vehicle trips identified in Sections 6.2 to 6.4 are used in this assessment of the peak hour traffic impact of the development on the local highway network.

6.6 Construction Phase Distribution and Assignment on Green Lane

- 6.6.1 The distribution and assignment of the construction heavy vehicles along Green Lane will differ to that of the private cars. These two assignments are therefore reported.

Heavy Vehicle Movements

- 6.6.2 As detailed in Section 5, a Construction Environmental Management Plan – including a Route Management Strategy - will be implemented to minimise the impact of the construction phase traffic upon sensitive areas on the surrounding network.
- 6.6.3 As detailed in Section 5, all heavy vehicles are required to access the Project Site from prescribed routes.
- 6.6.4 For the purposes of this assessment - and in advance of the Contactor being appointed and the material sources being identified - it has been assumed that all the heavy vehicles would travel westwards along Green Lane, then travel north along Bedford Road towards the A421 to avoid routing through Marston Moretaine.
- 6.6.5 All HGV peak movements are assumed to arrive and depart in the same peak hour.

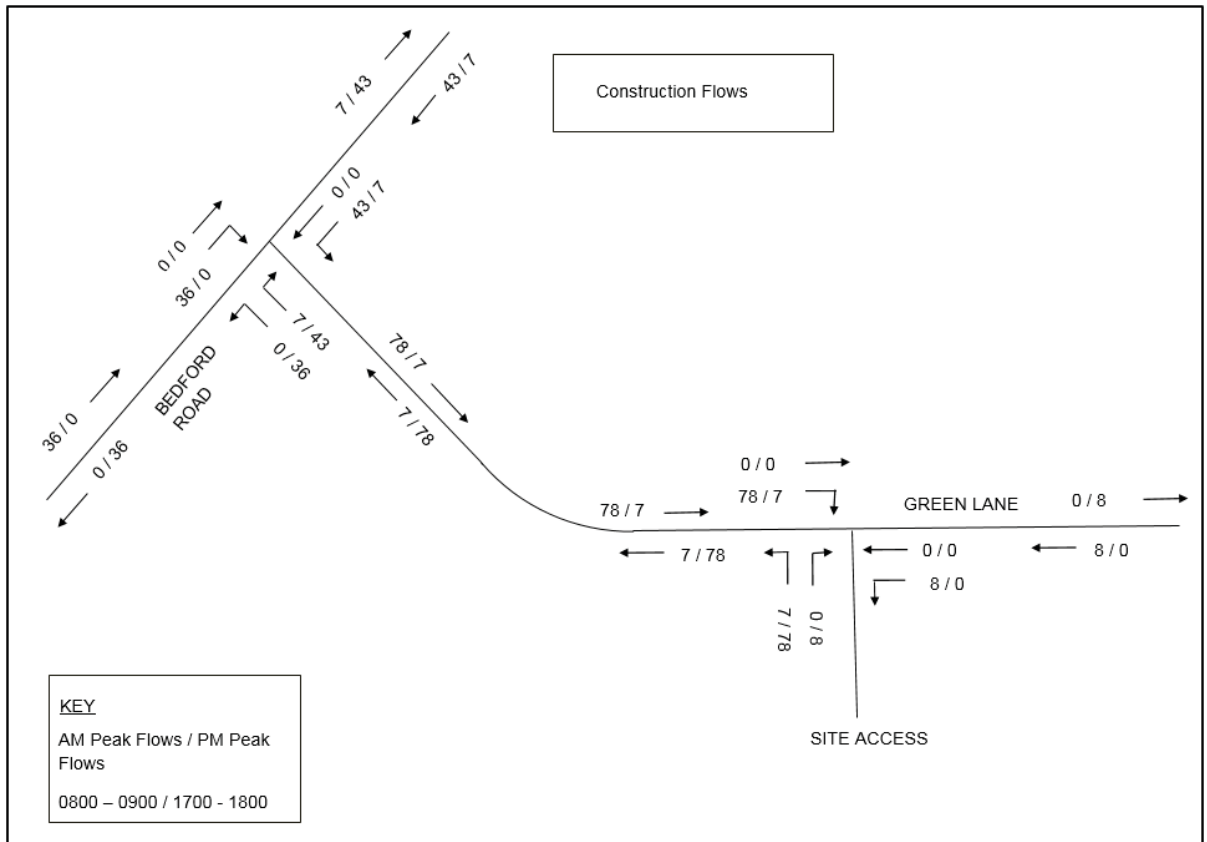
Car Movements

- 6.6.6 The distribution and assignment for car movements differs to that of the heavy vehicles, as construction workers' cars will not be prevented from travelling from the east along Green Lane towards the B530.
- 6.6.7 The following assignment, adopted by the previously consented Covanta Development, has been applied to the predicted total Millbrook Power Project 79 car movements, to the nearest unit:
 - i. 10% - 8 - east on Green Lane to the B530;
 - ii. 90% - 71 - west on Green Lane to Bedford Road; of which
 - 35% - 28 - south on Bedford Road
 - 45% - 36 - north on Bedford Road
 - 10% - 8 - westwards along minor rural roads towards Cranfield etc.

6.7 Construction Phase Traffic Flows on Green Lane

- 6.7.1 The highest peak hour Construction phase flows (assumed to occur during the third quarter of construction, Q3) are summarised in Figure 6.1.

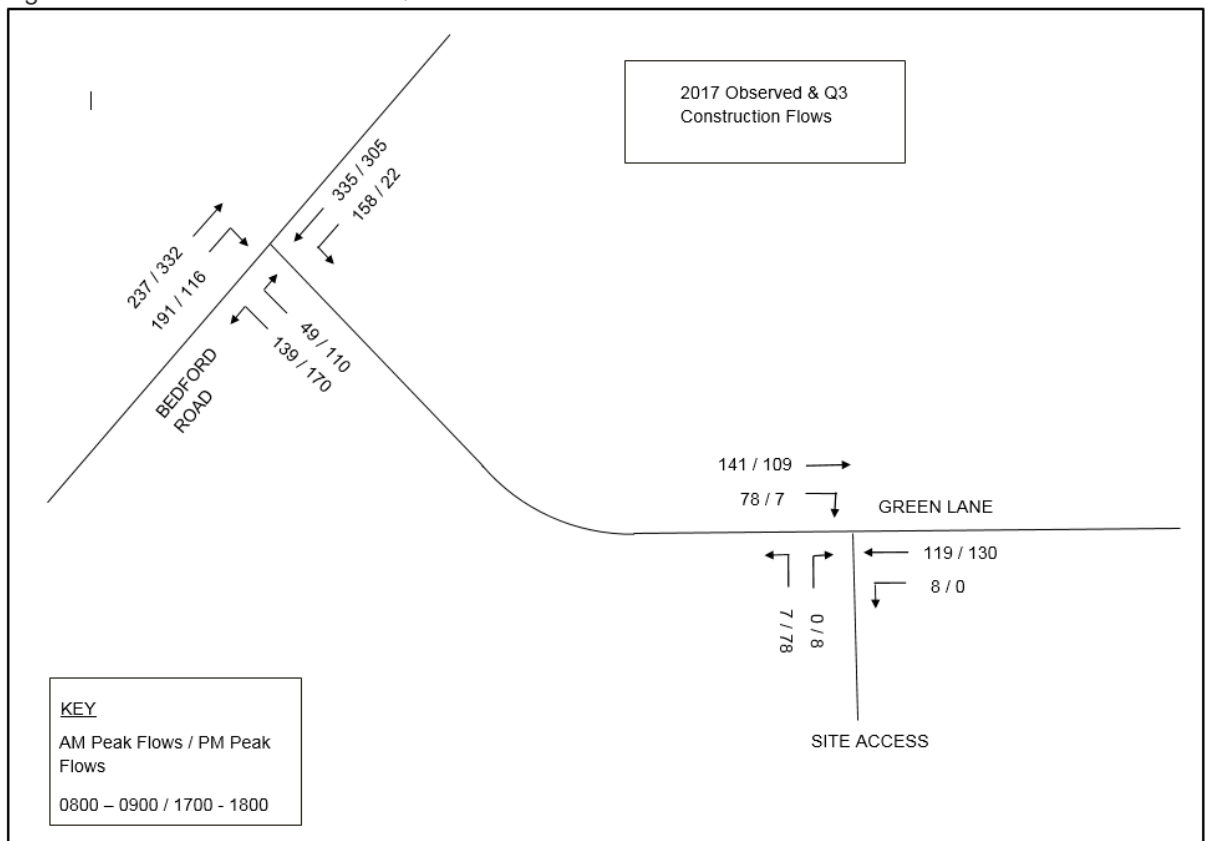
Figure 6.1 - Construction Traffic Flows – Third Quarter (with the highest peak hour flow) – Q3



(This includes some minor rounding differences from the flows in Table 6.2)

6.7.2 To understand the likely future vehicle movements, these flows are combined with the 2017 Observed flows, and are summarised in Figure 6.2.

Figure 6.2 - 2017 Observed and Q3 Construction Flows



(This includes some minor rounding differences from the flows in Table 6.2)

6.7.3 The impact of the Construction phase on Green Lane is considered in more detail in Section 8.

6.8 Construction Phase Distribution and Assignment on Millbrook Road

6.8.1 The distribution and assignment of the construction heavy vehicles along Millbrook Road will differ to that of the private cars. Two assessments are therefore reported.

Heavy Vehicle Movements

6.8.2 As detailed in Section 5, a Construction Environmental Management Plan – including a Route Management Strategy - will be implemented to minimise the impact of the Construction phase traffic upon sensitive areas on the surrounding network. All heavy vehicles are required to access the Project Site from a prescribed route eastwards along Millbrook Road towards the B530.

Car Movements

6.8.3 The distribution and assignment for car movements differs to that of the heavy vehicles, as construction cars will not be prevented from travelling west along Millbrook Road towards Station Lane and the A421.

6.8.4 The following assignment to be applied to the Project car movements reflects the general assignment pattern adopted by the previously consented Covanta RRF Project:

- i. 10% - 2 - east on Millbrook Road to the B530;
- ii. 80% - 13 - west on Station Lane towards the A421;
- iii. 10% - 2 - south on Sandhill Close towards the A507.

6.9 Construction Traffic Flows on Millbrook Road

- 6.9.1 The highest peak hour construction flows (assumed to occur during the third quarter of construction as detailed in Section 6.4) are summarised in Table 6.3 above.
- 6.9.2 Also summarised in Table 6.5 are the Construction phase movements combined with the 2017 observed flows on Millbrook Road.

Table 6.5 – Construction Flows on Millbrook Road – Third Quarter Q3

Direction		Construction Flows – all vehicles	2017 Observed Flows	2017 Observed and Construction Flows
West of the Electrical Connection Site Access				
Westbound	AM	0	84	84
	PM	14	94	108
Eastbound	AM	14	100	114
	PM	0	78	78
East of the Gas Connection Site Access				
Westbound	AM	4	84	88
	PM	0	94	94
Eastbound	AM	0	100	100
	PM	4	78	82

- 6.9.3 The impact of the Construction phase on Millbrook Road is considered in more detail in Section 8.

6.10 Summary

- 6.10.1 This Section summarises the likely vehicle trip generation from the Project for the Construction phase on both Green Lane and Millbrook Road.
- 6.10.2 Whilst the reported Worst Case would generate more heavy vehicle movements across the working day, it would generate less total vehicle trips during both the AM and PM peak periods. As the number of car trips is much lower in this Worst Case assessment, the Typical Construction Phase Vehicle Trips are used in this assessment.

7 Operational Vehicle Trip Generation, Distribution and Assignment

7.1 Introduction

- 7.1.1 This Section considers the peak hour trip generation, distribution and assignment of vehicle trips generated by the Operational phase of the Project.
- 7.1.2 The Operational phase flows are considered against two different Future Year scenarios as stated below:
- 2031 Operational Test 1 – assuming the Future Year of 2031, assuming the background growth in traffic is reflected by TEMPRO factors and the additional trips from the development of Stewartby Broadmead Road; and
 - 2031 Operational Test 2 – assuming the Future Year of 2031, assuming the background growth in traffic is reflected by TEMPRO factors, and the additional trips from the development of Stewartby Broadmead Road and the Covanta RRF Development.

7.2 Operational Phase Person Trip Generation

- 7.2.1 During the operation of the Project, up to four members of staff would be working on site at any one time (a total of up to 12 per day). A three shift working day will provide the necessary 24-hour coverage. As the shift changes would be timed to reflect the generally quieter operational times, these would avoid the highway network peak hour: Any highway impact during operation would therefore be minimised.
- 7.2.2 Reflecting their adopted lifestyle and long-term job opportunity, the members of the full-time operational phase staff are more likely to be locally resident than the more transient construction phase workers. As such, not all of these 12 operational phase movements per day are assumed to be made by car. An assessment of the adopted operational phase mode share is contained in Section 7.3.
- 7.2.3 In addition to the operational phase movements, routine maintenance of the Generating Equipment is required – depending upon the level of use, this is assumed to be around once a year with the likely demand. During the routine maintenance phases, there may be up to 40 additional maintenance staff on site typically for one month. As these workers are unlikely to be locally resident, and as alternative means of travel are limited, it has been assumed that all of these trips would be made by car, and that each vehicle would have 1.6 occupants per car – reflecting the average car occupancy within the National Travel Survey.
- 7.2.4 Reflecting the typical working hours on construction sites, it is assumed that majority of these Maintenance phase movements would be made outside of the network peak. Reflecting the Construction phase assumptions, to provide a robust assessment it has been assumed that 25% of the total vehicle movements would be during the peak hour (i.e., 7 trips).
- 7.2.5 A further five HGV movements per day are assumed during the maintenance phase, none during the peak hour.
- 7.2.6 During the Operational phase, there would be minimal - if any - movements to either of the Gas Connection, or Electrical Connection areas. These movements would be intermittent, and would be limited to periodic routine inspection and maintenance operations.

7.3 Operational Phase Employee Mode Share and Vehicle Trips

- 7.3.1 An estimate has been made of the mode share of the Operational phase employees using local Journey to Work data obtained from the 2011 Census.
- 7.3.2 The 2011 Census data has been obtained for the 'Middle Super Output' area within which the Project will be located - the 'Bedford 020' area, which incorporates Stewartby. The results are summarised in Table 7.1, the Census data contained in Appendix 7.1.
- 7.3.3 Assuming that the 12 trips per day generated by the Project reflect the current mode choice, these Operational phase movements per day are also shown in Table 7.1.

Table 7.1 - Employee Mode Share in Stewartby (2011 Census Information)

Mode of Travel to Work in Stewartby	Percentage of Total Trips	Operational Phase Movements per Day
Train	1.0%	0
Bus / Minibus / Coach	1.2%	0
Car Driver	81.5%	10
Car Passenger	4.8%	1
Bicycle	2.7%	0
Foot	7.8%	1
Other	1.0%	0
Total	100%	12

- 7.3.4 The likely Operational phase vehicle trip generation from the Project is summarised in Table 7.2.

Table 7.2 - Operational Vehicle Trip movements (Total 2-way)

Work Stage	Vehicles / Day		Peak Hour Trips	
	Car	HGV	Car	HGV
Operating Staff	10	0	0	0
Maintenance Staff	25	5	7	0
Total	35	5	7	0

- 7.3.5 The peak hour traffic flows from the Operational phase of the Project have been identified as being minimal – the worst case peak hour trip generation (during the periodic Maintenance cycle) generates one additional peak hour movement on the network every 9 minutes.

7.4 Operational Phase Distribution and Assignment

Operational Phase Employees

- 7.4.1 As identified in Section 7.2, in the operational phase almost no trips would be generated during the peak hour by the 4 workers per shift. As such, no assessment has been made of the distribution and assignment of these trips.

Maintenance

- 7.4.2 During the routine maintenance, the heavy vehicle and car trips are assumed to assign in accordance with the construction phase detailed in Section 6.5, albeit that these maintenance trips will not be as significant as the construction phase movements.
- 7.4.3 The assignment of the operational Phase trips during the Maintenance work is summarised in Table 7.3.

Table 7.3 – Assignment of Operational flows

Link	Assignment	Operational Phase Flow	
		AM Peak	PM peak
1 - Green Lane - between Bedford Rd Jn and Kimberley College	90%	6	6
2 - Bedford Road - between Green Lane and Slip Road to South	45%	3	3
3 - Bedford Road- between Green Lane and Broadmead Road	45%	3	3
4 - Green Lane - between Level Crossing and Churchill Close	10%	1	1
5 - Green Lane - Between Kimberley College and Level Crossing	90%	6	6
Total	-	7	7

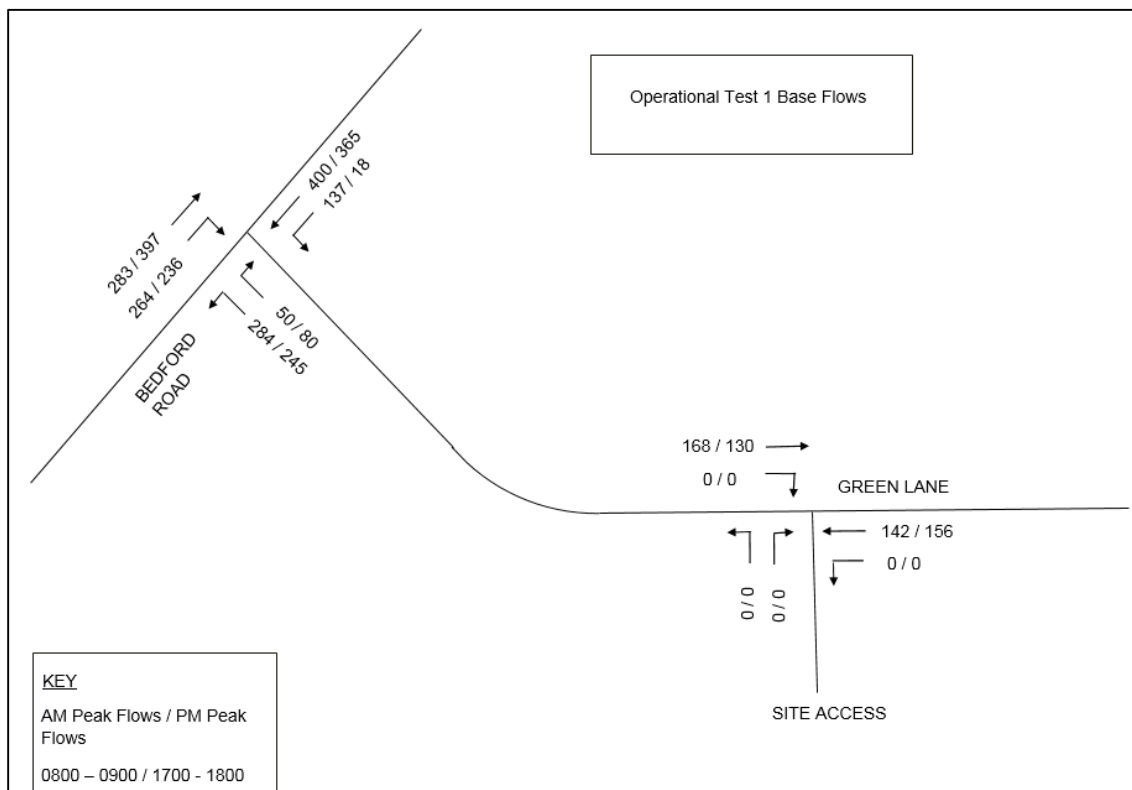
7.5 2031 Operational Test 1 Base Flows

- 7.5.1 An assessment has been made of the impact of the Operational phase in the 2031 Future Year.
- 7.5.2 Responding to a request from the Highway Authorities, the 2031 Operational Test 1 assessment includes:
- i) the growth in flows between 2017 to 2031; and
 - ii) the flows from the local residential development at Broadmead Road Stewartby.
- 7.5.3 The 2031 flows are synthesised by applying the following TEMPRO growth factors to the 2017 Observed Flows to generate the 2031 flows:

2017 – 2031 - AM: 1.194
- PM: 1.197

- 7.5.4 The output from the TEMPRO computer suite is included in Appendix 7.2. These 2031 Base flows are summarised in Appendix 7.3.
- 7.5.5 The flows from the Broadmead Road Development were extracted from the Broadmead Road Stewartby Transport Assessment (dated December 2002), and are contained in Appendix 2.6. These are summarised in the 2031 Operation Test 1 assessment contained in Appendix 7.3.
- 7.5.6 The Millbrook Power Project flows, summarised in Table 7.3, have been included within this assessment. These too are summarised in the 2031 Operation Test 1 assessment contained in Appendix 7.3.
- 7.5.7 The 2031 Operational Test 1 Base Flows - with the Broadmead Road Stewartby Development and the Millbrook Power Project flows summarised in Appendix 7.3 - are shown in Figure 7.1.

Figure 7.1 - 2031 Operational Test 1 flows - Including Broadmead Road Development and the Background Growth



- 7.5.8 The impact of the Operational phase on Green Lane in the 2031 Operational Test 1 is considered in more detail in Section 9.

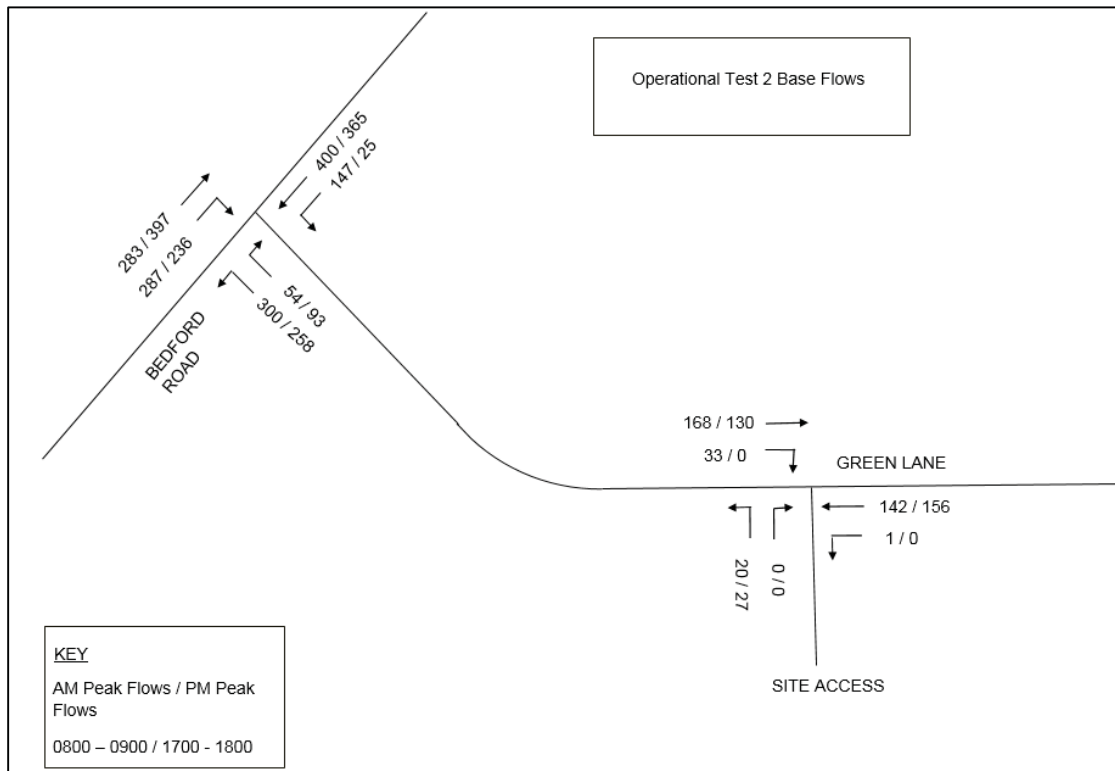
7.6 2031 Operational Test 2 Base Flows

- 7.6.1 Responding to the request of the Highway Authorities, the 2031 Operational Test 2 assessment includes:
 - i. the same growth in flows between 2017 to 2031 assumed in Section 7.5;

- ii. the flows from the local residential development at Broadmead Road Stewartby as assumed in Section 7.5; and
- iii. the Covanta RRF DCO flows.

7.6.2 These 2031 Test 2 base flows are summarised in Appendix 7.4 and are shown in Figure 7.2 below.

Figure 7.2 - 2031 Operational Test 2 Flows Including the Covanta development



7.6.3 The impact of the Operational phase on Green Lane in the 2031 Operational Test 2 is considered in more detail in Section 10.

7.7 Summary

- 7.7.1 The 2031 Future Year flows have been assessed, incorporating the Operational phase of the Project.
- 7.7.2 The traffic impact of the Operational phase of the Project has been identified as being minimal – around 1 additional peak hour movement on the network every 9 minutes.
- 7.7.3 The more significant changes in traffic flows in 2031 are mainly due to the Covanta development.

8 Traffic Impact Analysis – Construction

8.1 Introduction

- 8.1.1 This Section reviews the impact of the construction phase movements on the road network generated by the Project.
- 8.1.2 This assessment uses the traffic flows identified in Section 6, and reviews the impact on local links and junctions on the highway network.

8.2 Link Impact

- 8.2.1 When assessing the construction phase traffic flow impact, the highest third quarter (Q3) movements detailed in Section 6 have been used. The majority of construction phase movements will be outside of the network peak hours.
- 8.2.2 A plan showing the seven links assessed is included in Appendix 8.1.
- 8.2.3 The impact on the local links is summarised in Table 8.1.

Table 8.1 - Traffic Impact on Links during the Construction Phase (Third Quarter on Green Lane, Second Quarter on Millbrook Road) in 2017

Link	Direction	2017 Observed Flows		2017 Observed and Construction Flows		% Impact	
		AM	PM	AM	PM	AM	PM
1 Green Lane – Between Bedford Rd Junction and Kimberley College	Westbound	181	201	188	279		
	Eastbound	230	131	308	138		
	Two Way	411	332	496	417	21%	26%
2 Bedford Road- Between Green Lane and Slip Road to South	Northbound	392	448	428	448		
	Southbound	474	439	474	475		
	Two Way	866	887	902	923	4%	4%
3 Bedford Road- Between Green Lane and Broadmead Road	Northbound	279	399	286	442		
	Southbound	450	320	493	327		
	Two Way	729	719	779	769	7%	7%
4 Green Lane - Between Level Crossing and Churchill Close	Westbound	114	109	122	109		
	Eastbound	119	130	119	138		
	Two Way	233	239	241	247	3%	3%
5 Green Lane - Between Kimberley College and Level Crossing	Westbound	181	201	188	279		
	Eastbound	270	131	348	138		
	Two Way	451	332	536	417	19%	26%
6 Millbrook Road, east of the Gas Connection Site Access	Westbound	100	78	104	78		
	Eastbound	84	954	84	958		
	Two Way	184	1032	188	1036	2%	0%
7 Millbrook Road, west of the Electrical Connection Site Access	Westbound	100	78	100	92		
	Eastbound	84	954	98	954		
	Two Way	184	1032	198	1046	8%	1%

- 8.2.4 The results in Table 8.1 identify that the worst case third quarter Construction phase traffic impact upon Green Lane and Bedford Road is generally low, reflecting the relatively low base flows. At worst, the additional 86 trips generated by all aspects of the construction during the construction phase - one additional vehicle every 42 seconds in the AM and PM peaks - is unlikely to significantly affect traffic conditions.
- 8.2.5 Similarly, the worst case second quarter construction phase traffic impact on Millbrook Road is also limited - the increase in traffic represents one additional vehicle every two minutes.

8.3 Junction Capacity Assessment

- 8.3.1 This Section reviews the impact on the local junctions of Project Site / Green Lane, and Bedford Road / Green Lane - during the Construction phase.
- 8.3.2 For the purposes of this assessment, the construction movements are considered in the context of the 2017 flows as a proxy for the network flows when the construction phase starts.

Green Lane / Project Site Junction

- 8.3.3 The results of the Green Lane / Project Site peak hour junction capacity assessment, assuming the 2017 Observed flows with the Construction phase movements, are summarised in Table 8.2, the PICADY output contained in Appendix 8.2.

Table 8.2 - Summary of PICADY results for the Green Lane / Proposed Site Access junction - 2017 Flows with Construction Movements

Movement		AM Peak (0800-0900)		PM Peak (1700-1800)	
		RFC	MMQ	RFC	MMQ
B – C	Project Site to Green Lane (W)	0.01	0	0.13	0
B – A	Project Site to Green Lane (E)	0.00	0	0.02	0
C – B	Green Lane (W) to Site Access	0.16	0	0.1	0
Total Junction Delay (s)		1.96		1.93	

- 8.3.4 This junction operates well within capacity during the Construction phase with minimal queuing or delay.

Bedford Road / Green Lane Junction

- 8.3.5 The results of the Bedford Road / Green Lane peak hour junction capacity assessment, assuming the 2017 Observed flows with the Construction phase movements, are summarised in Table 8.3, the PICADY output contained in Appendix 8.2.

Table 8.3 - Summary of PICADY results for the Bedford Road / Green Lane junction - 2017 Flows with Construction movements

Movement		AM Peak (0800-0900)		PM Peak (1700-1800)	
		RFC	MMQ	RFC	MMQ
B – C	Green Lane to Bedford Road (S)	0.26	0	0.31	1
B – A	Green Lane to Bedford Road (N)	0.21	0	0.35	1
C – B	Bedford Road (S) to Green Lane	0.41	1	0.21	0
Total Junction Delay (s)		3.94		3.94	

8.3.6 The Bedford Road / Green Lane junction operates well within capacity during the typical Construction phase peak hour flows with minimal queuing or delay.

8.4 Conclusions

8.4.1 This Section reports an assessment of the traffic impact on the local highway links likely to be affected by the construction phase. It identifies that the impact on the links is shown to be minimal.

8.4.2 The junction capacity assessments show that the Green Lane / Project Site and the Bedford Road / Green Lane junctions both operate well within capacity during the construction phase with minimal queuing or delay.

8.4.3 The operational conditions on the local highway network will therefore be imperceptibly affected by the Construction phase.

9 Traffic Impact Analysis – 2031 Operational Test 1

9.1 Introduction

- 9.1.1 This Section reviews the impact of the operational phase movements generated by the Project with the 2031 operational Test 1 road network flows.
- 9.1.2 This assessment uses the 2031 operational Test 1 traffic flows identified in Section 7, and reviews the impact on local links and junctions on the highway network.

9.2 Link Impact

- 9.2.1 The impact on the local links is summarised in Table 9.1.
- 9.2.2 As no flows are assumed to assign to Millbrook Road, no assessment has been undertaken of this link.

Table 9.1 – 2031 Operational Test 1 - Traffic Impact of the Project on Links with the background growth and Broadmead Road Development

Link	Direction	2031 Operational Test 1 without Millbrook Power		2031 Operational Test 1 with Millbrook Power		% Impact	
		AM	PM	AM	PM	AM	PM
1 Green Lane – Between Bedford Rd Junction and Kimberley College	Westbound	334	325	334	331		
	Eastbound	354	253	360	253		
	Two Way	688	578	694	584	1%	1%
2 Bedford Road – Between Green Lane and Slip Road to South	Northbound	547	632	550	632		
	Southbound	684	609	684	612		
	Two Way	1231	1241	1234	1244	1%	1%
3 Bedford Road – Between Green Lane and Broadmead Road	Northbound	333	476	333	479		
	Southbound	537	382	540	382		
	Two Way	870	859	873	862	1%	1%
4 Green Lane – Between Level Crossing and Churchill Close	Westbound	136	130	137	130		
	Eastbound	142	155	142	156		
	Two Way	278	285	279	286	1%	1%
5 Green Lane – Between Kimberley College and Level Crossing	Westbound	216	240	216	246		
	Eastbound	322	156	328	156		
	Two Way	539	396	545	402	1%	1%

9.2.3 The impact of the operational phase flows is minimal on the links assessed – as there are only 7 additional trips on the network in the peak hour, this contributes a further 1 extra trip per 9 minutes in the peak hour.

9.3 Junction Capacity Assessments

9.3.1 This Section reviews the impact of the operational phase on the local junctions – the Project Site / Green Lane, and Bedford Road / Green Lane – assuming the 2031 Operational Test 1 flows.

Green Lane / Proposed Site Access Junction

9.3.2 The results of the Green Lane / Project Site peak hour junction capacity assessment, assuming the 2031 Operational Test 1 flows with the operational phase movements, are summarised in Table 9.2, the PICADY output contained in Appendix 9.1.

Table 9.2 – Summary of PICADY results for the Green Lane / Proposed Site Access junction - 2031 Operational Test 1 flows with background growth and the Millbrook Power Project Flows

Movement		AM Peak (0800-0900)		PM Peak (1700-1800)	
		RFC	MMQ	RFC	MMQ
B – C	Project Site to Green Lane (W)	0.0	0	0.01	0
B – A	Project Site to Green Lane (E)	0.0	0	0.00	0
C – B	Green Lane (W) to Site Access	0.01	0	0.00	0
Total Inclusive Queueing (veh/s)				0.0	

9.3.3 This junction is indicated as operating well within capacity with the operational phase with minimal queuing or delay with the 2031 operation Test 1 flows.

Bedford Road / Green Lane Junction

9.3.4 The results of the Bedford Road / Green Lane peak hour junction capacity assessment, assuming the 2031 Operational Test 1 flows with the Operational phase movements, are summarised in Table 9.3, the PICADY output contained in Appendix 9.1.

Table 9.3 - Summary of PICADY results for the Green Lane / Bedford Road junction - 2031 Operational Test 1 flows with background growth and the Millbrook Power Project Flows

Movement		AM Peak (0800-0900)		PM Peak (1700-1800)	
		RFC	MMQ	RFC	MMQ
B – C	Green Lane to Bedford Road (S)	0.54	1	0.45	1
B – A	Green Lane to Bedford Road (N)	0.29	1	0.34	1
C – B	Bedford Road (S) to Green Lane	0.59	2	0.44	1
Total Inclusive Queueing (veh/s)		7.05		5.10	

9.3.5 The Bedford Road / Green Lane junction is indicated as operating well within capacity with the Operational phase with minimal queuing or delay with the 2031 Operation Test 1 flows.

9.4 Conclusions

9.4.1 This Section reports an assessment of the Operational phase traffic impact on the local highway links assuming the 2031 Operational Test 1 flows. It identifies that the impact on the links is shown to be minimal.

9.4.2 The junction capacity assessments shows that the Green Lane / Proposed Site Access, and the Bedford Road / Green Lane junctions both operate well within capacity with the 2031 Operational Test 1 phase with minimal queuing or delay.

9.4.3 The local highway network will therefore be affected imperceptibly by the background growth on the network, and the Project flows.

10 Traffic Impact Analysis – 2031 Operational Test 2

10.1 Introduction

- 10.1.1 This Section reviews the impact of the Operational phase movements generated by the Project with the 2031 Operational Test 2 (including the Covanta RRF development) road network flows.
- 10.1.2 This assessment uses the 2031 Operational Test 2 traffic flows identified in Section 7, and reviews the impact on local links and junctions on the highway network.

10.2 Link Impact

- 10.2.1 The impact on the local links is summarised in Table 10.1.
- 10.2.2 As no flows are assumed to assign to Millbrook Road, no assessment has been undertaken of this link.

Table 10.1 – 2031 Operational Test 2 – Traffic Impact of the Project on Links with the Covanta RRF Development in place

Link	Direction	2031 Operational Test 2 without Millbrook Power		2031 Operational Test 2 with Millbrook Power		% Impact	
		AM	PM	AM	PM	AM	PM
1 Green Lane – Between Bedford Rd Junction and Kimberley College	Westbound	354	351	354	357		
	Eastbound	387	260	393	260		
	Two Way	741	611	747	617	1%	1%
2 Bedford Road – Between Green Lane and Slip Road to South	Northbound	570	632	573	632		
	Southbound	700	622	700	625		
	Two Way	1270	1254	1273	1257	0%	0%
3 Bedford Road – Between Green Lane and Broadmead Road	Northbound	337	489	337	492		
	Southbound	547	389	550	389		
	Two Way	884	879	887	882	0%	0%
4 Green Lane – Between Level Crossing and Churchill Close	Westbound	137	130	138	130		
	Eastbound	142	157	142	158		
	Two Way	279	287	280	288	0%	0%
5 Green Lane – Between Kimberley College and Level Crossing	Westbound	236	266	236	272		
	Eastbound	355	163	361	163		
	Two Way	592	429	598	435	1%	1%

10.2.3 The impact of the Operational Test 2 flows is minimal on the links assessed – as there are only 7 additional trips on the network in the peak hour, this contributes a further 1 extra trip per 9 minutes in the peak hour.

10.3 Junction Capacity Assessment

10.3.1 This Section reviews the impact of the operational phase on the local junctions – the Project Site / Green Lane, and Bedford Road / Green Lane – assuming the 2031 operational Test 2 flows.

Green Lane / Project Site Junction

10.3.2 The results of the Green Lane / Project Site peak hour junction capacity assessment, assuming the 2031 Operational Test 2 flows - with the operational phase movements - are summarised in Table 10.2, the PICADY output contained in Appendix 10.1.

Table 10.2 – Summary of PICADY results for the Green Lane / Proposed Site Access junction - 2031 Operational Test 2 including the background growth, Covanta Development and Millbrook Power Project Flows

Movement		AM Peak (0800-0900)		PM Peak (1700-1800)	
		RFC	MMQ	RFC	MMQ
B – C	Project Site to Green Lane (W)	0.03	0	0.05	0
B – A	Project Site to Green Lane (E)	0.00	0	0.01	0
C – B	Green Lane (W) to Site Access	0.08	0.1	0.00	0
Total Inclusive Queueing (veh/s)		0.68		0.42	

10.3.3 The Proposed Site Access junction is indicated as operating well within capacity with the Operational phase with minimal queuing or delay with the 2031 Operation Test 2 flows.

Bedford Road / Green Lane Junction

10.3.4 The results of the Bedford Road / Green Lane peak hour junction capacity assessment, assuming the 2031 Operational Test 2 flows with the Operational phase movements, are summarised in Table 10.3, the PICADY output contained in Appendix 10.1.

Table 10.3 – Summary of PICADY results for the Green Lane / Bedford Road junction - 2031 Operational Test 2 – including the background growth, the Covanta Development and Millbrook Power Project Flows

Movement		AM Peak (0800-0900)		PM Peak (1700-1800)	
		RFC	MMQ	RFC	MMQ
B – C	Green Lane to Bedford Road (S)	0.58	1	0.48	1
B – A	Green Lane to Bedford Road (N)	0.33	1	0.40	1
C – B	Bedford Road (S) to Green Lane	0.64	2	0.44	1
Total Inclusive Queueing (veh/s)		8.18		5.59	

10.3.5 The Bedford Road / Green Lane junction is indicated as operating well within capacity with the Operational phase with minimal queuing or delay with the 2031 Operational Test 2 flows.

10.4 Conclusions

10.4.1 This Section reports an assessment of the traffic impact on the local highway links likely to be affected by the 2031 Operational Test 2 phase. It identifies that the impact on the links is shown to be minimal.

10.4.2 The junction capacity assessments show that the Green Lane / Project Site, and the Bedford Road / Green Lane junctions both operate well within capacity during the 2031 Operational Test 2 phase with minimal queuing or delay.

10.4.3 The local highway network will therefore be affected imperceptibly by the operational phase flows.

11 Mitigation

11.1 Introduction

- 11.1.1 This Section summarises the proposed mitigation strategy for the local highway network to manage the effects of the Project.
- 11.1.2 This Section considers the mitigation measures for both the construction and operation phases.

11.2 Mitigation during Construction

- 11.2.1 The assessment of construction phase-generated impact on the surrounding links and junctions on the local highway network has been considered earlier in this Assessment. This concluded that no highway capacity mitigation is required to respond to capacity issues.
- 11.2.2 To manage any short-term construction-generated impact on the surrounding highway network, the following will be provided:
- i. a framework Construction Environmental Management Plan to reduce the transport impacts of the construction traffic servicing the Project Site, and the movements associated with construction waste;
 - ii. a Route Management Plan to direct HGVs away from the sensitive local transport network;
 - iii. a traffic management scheme at the Green Lane / Proposed Site Access to control queuing and to ensure no blocking of the rail develops;
 - iv. a traffic management scheme at the Houghton Lane / Proposed Construction Access;
 - v. a traffic management scheme at the Station Lane / Proposed Construction Access;
 - vi. the Construction Vehicle Parking Strategy to control the vehicle generation and minimise impact on the surrounding area;
 - vii. a footpath management plan to ensure any footpath route affected by the works are protected, and that the pedestrians may use them safely; and
 - viii. an Abnormal Load Delivery strategy to manage the delivery to site of the major items of plant and apparatus that are indivisible.

11.3 Mitigation during Operation

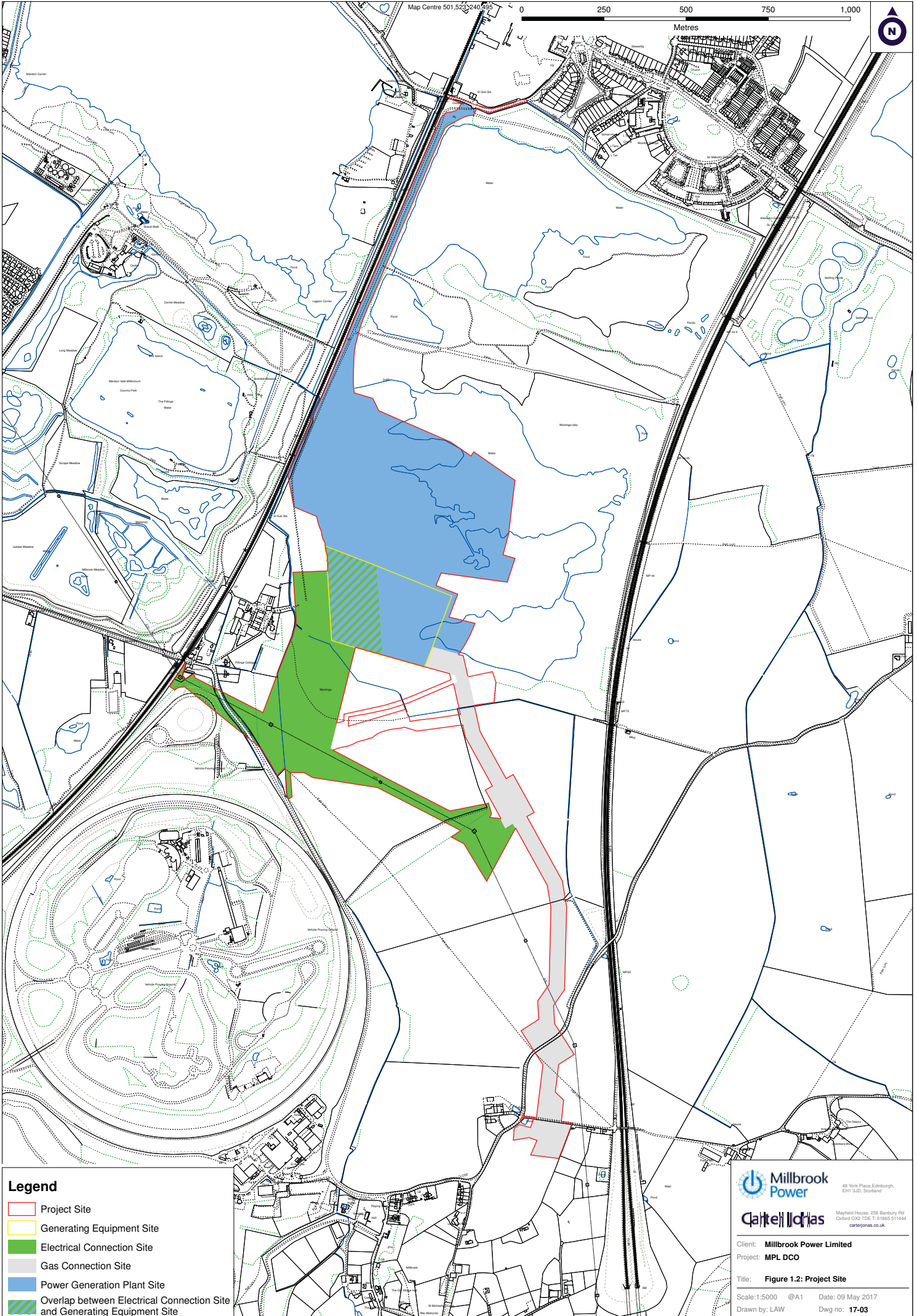
- 11.3.1 The assessment of operational phase-generated impact on the surrounding links and junctions on the local highway network has been considered earlier in this Assessment. This concluded that no highway capacity mitigation is required to respond to capacity issues.
- 11.3.2 To manage any Operational phase-generated impact on the surrounding highway network, a Travel Plan has been created specifically targeting employees to decrease the number of vehicles accessing the Project.
- 11.3.3 In reality, any significant mode shift away from the private car is unlikely for the Project, as there are likely to be only five workers on site at the same time. Notwithstanding, a series of initiatives will be implemented to encourage the use of alternative modes of travel to the private car.

12 Conclusions

- 12.1.1 Peter Brett Associates has been commissioned by Millbrook Power Limited (the MPL Applicant) to prepare a Transport Assessment to support the application for a Development Consent Order for the Millbrook Power Project.
- 12.1.2 The existing highway access to the Project Site is well-suited to minimise the vehicle impact on surrounding communities, as Bedford Road, the old A421 around 2km to the north-west of the Project Site connects to the new A421 and the M1 Junction 13 without passing through existing settlements.
- 12.1.3 Pre-application transport scoping discussions have taken place with a range of statutory and non-statutory consultees and stakeholders at all levels to discuss the Project. The MPL Applicant has engaged with the Highways England, Central Bedfordshire Council, Bedford Borough Council and Network Rail to agree the scope of work for this transport assessment, this input has directly informed the proposals.
- 12.1.4 The results of the junction capacity assessment show that the Bedford Road / Green Lane priority junction currently operates well within capacity in both peaks with no queuing.
- 12.1.5 There is no reason from the policy perspective why the Project should not be progressed.
- 12.1.6 In order to assess robustly the impact of the Construction movements of the Project, a vehicle trip generation assessment has been undertaken for the Construction phase. The junction capacity assessments show that the Green Lane / Proposed Site Access, and the Bedford Road / Green Lane junctions both operate well within capacity during the Construction phase with minimal queuing or delay. The local highway network will therefore not be affected by the Construction phase.
- 12.1.7 The 2031 Future Year conditions have been assessed, incorporating the operational phase of the Project. The impact of the operational phase has been identified as being minimal – around 1 additional peak hour movement on the network every 9 minutes. The local highway network will therefore not be affected by the operational phase.
- 12.1.8 The Assessment also reports the mitigation measures for both the Construction and Operation phases. To manage any Construction-generated impact on the surrounding highway network, the following will be provided:
- i. a framework Construction Environmental Management Plan to reduce the transport impacts of the construction traffic servicing the Site, and the movements associated with construction waste;
 - ii. a Route Management Plan to direct HGVs away from the sensitive local transport network;
 - iii. a traffic management scheme at the Green Lane / Proposed Site Access to control queuing and to ensure no blocking of the rail develops;
 - iv. a traffic management scheme at the Houghton Lane / Proposed Construction Access;
 - v. a traffic management scheme at the Station Lane / Proposed Construction Access;
 - vi. the Construction Vehicle Parking Strategy to control the vehicle generation and minimise impact on the surrounding area;
 - vii. a footpath management plan to ensure any footpath route affected by the works are protected, and that the pedestrians may use them safely; and

- viii. an Abnormal Load Delivery strategy to manage the delivery to site of the major items of plant and apparatus that are indivisible.
- 12.1.9 Whilst any significant mode shift away from the private car is unlikely for the Project - there are likely to be only four workers on site at the same time - a Travel Plan has been created specifically targeting employees to decrease the number of vehicles accessing the Project. A range of non-car Initiatives will be implemented to encourage the use of alternative modes of travel to the private car
- 12.1.10 Given the scale of development and anticipated impact with reference to paragraph 32 of the National Planning Policy Framework (NPPF), the cumulative impact of the development is not considered to be severe.

Appendix 1.1 – Development Site Plan



- LEGEND**
- INDICATIVE GROUND ELECTRICITY CABLES
 - GAS PIPELINE
 - PROJECT SITE
 - LAYDOWN AREA (TEMPORARY)
 - ACCESS ROAD

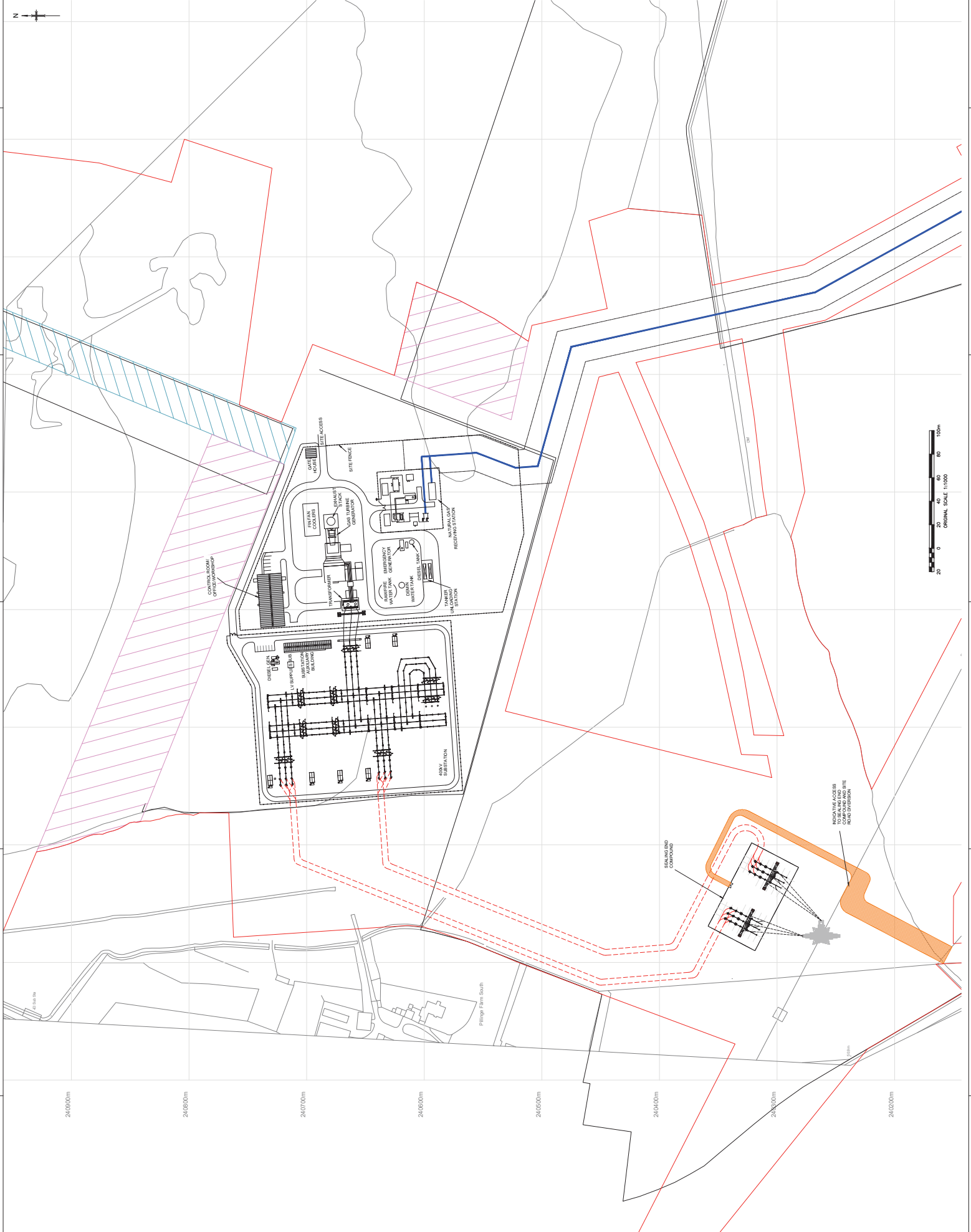
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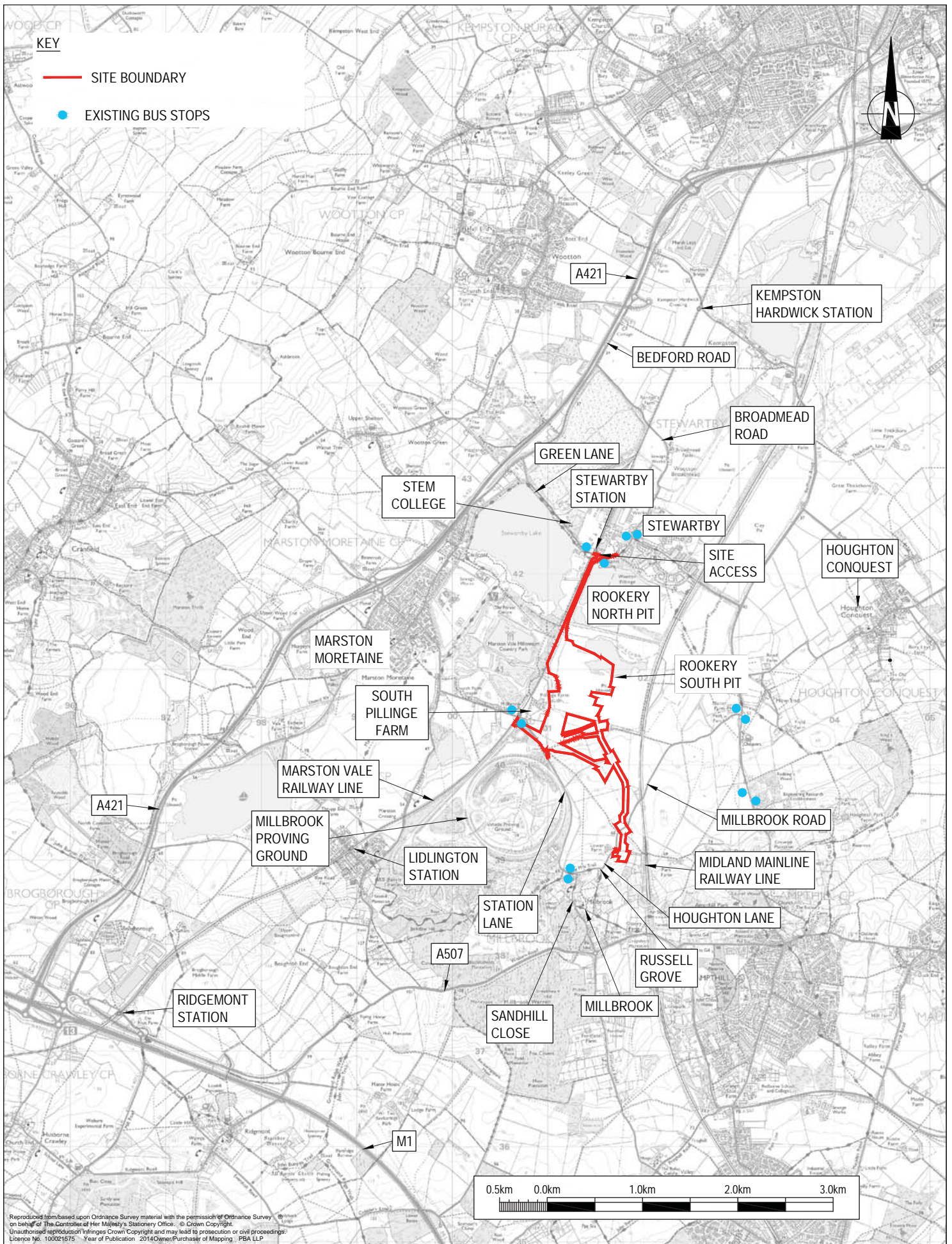
WSP | CONSULTANTS
 100 WATERLOO STREET
 SUITE 1000
 TORONTO, ONTARIO M5X 1C9

Millbrook Power
 MILLBROOK POWER PROJECT
 INDICATIVE LAYOUT OF GENERATING EQUIPMENT AND ELECTRICAL CONNECTION OPTION 2

DATE	DESCRIPTION	BY	CHK
2023-08-17	ISSUE FOR PERMITTING	JL	ML

70032619 Figure 3.1 B A





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Client

Millbrook Power

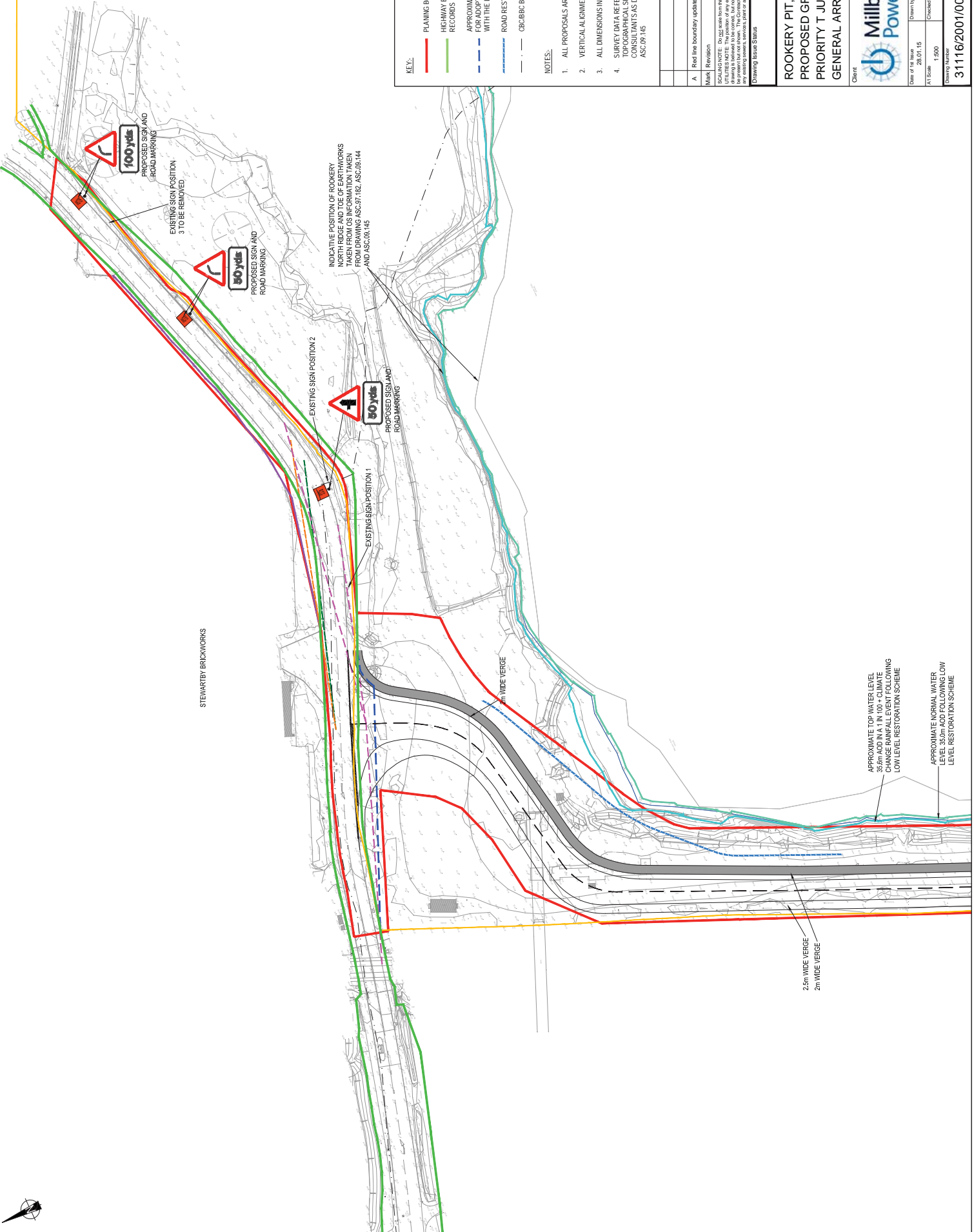
SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plants or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.

MILLBROOK POWER PROJECT

LOCATION PLAN

A	Red line boundary updated.	SB	23.02.15	JPH
Mark	Revision	Drawn	Date	Chkd
Drawing Status				
TRANSPORT ASSESSMENT				
Date of 1st Issue	18.12.2014	Drawing Number	Revision	
A3 Scale	NTS	FIGURE 1.1		A
Drawn by	TPA			
Checked by	JPH			

Appendix 2.1 – Proposed Site Access Plans



- KEY:**
- PLANNING BOUNDARY
 - HIGHWAY BOUNDARY AS INDICATED BY HIGHWAY AUTHORITY RECORDS
 - APPROXIMATE EXTENT OF HIGHWAY TO BE BROUGHT FORWARD FOR ADAPTATION - TO BE CONFIRMED FOLLOWING DISCUSSIONS WITH THE LOCAL AUTHORITY
 - ROAD RESTRAINT BARRIER
 - CR2/BBC BOUNDARY (FROM OS 1:25000 DATA)


- NOTES:**
1. ALL PROPOSALS ARE SUBJECT TO DETAILED DESIGN
 2. VERTICAL ALIGNMENT SUBJECT TO DETAILED DESIGN
 3. ALL DIMENSIONS INDICATED ARE IN METRES
 4. SURVEY DATA REFERENCED IN THIS DRAWING IS BASED ON TOPOGRAPHICAL SURVEYS PREPARED BY ASSOCIATE SURVEYING CONSULTANTS AS DETAILED IN DRAWINGS ASC.97.182, ASC.09.144 AND ASC.09.145


Mark	Revision	SB	JPH	Date	Checked
A	Red line boundary updated.		22.02.15		

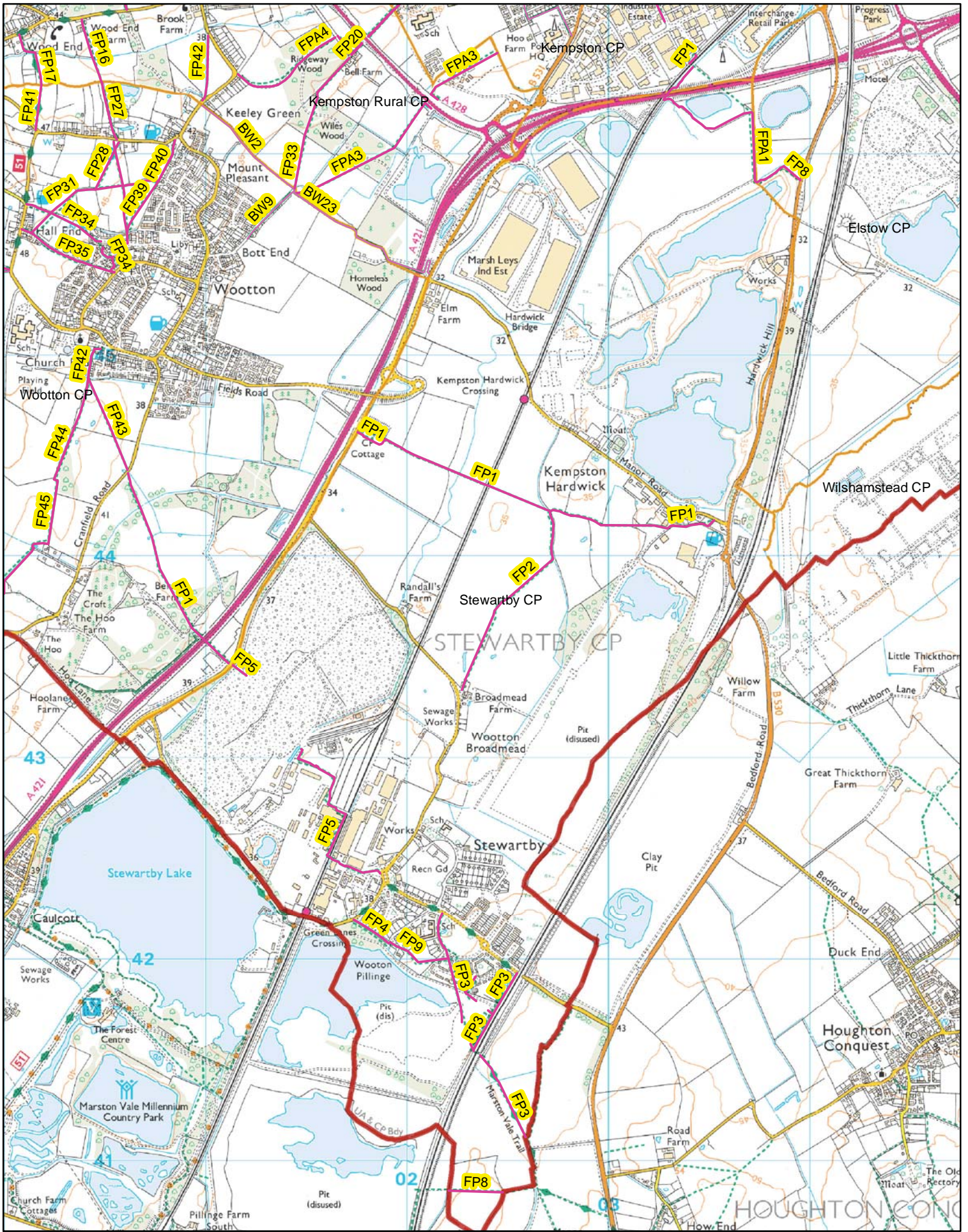
SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
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INFORMATION

**ROOKERY PIT, MILLBROOK POWER PLOT
 PROPOSED GREEN LANE ACCESS JUNCTION
 PRIORITY T JUNCTION AND ACCESS
 GENERAL ARRANGEMENT**

Client

 Date of the Issue: 28.01.15
 Drawn by: BHP
 At Scale: 1:500
 Checked by: JH
 Drawing Number: 31116/2001/008
 Revision: A


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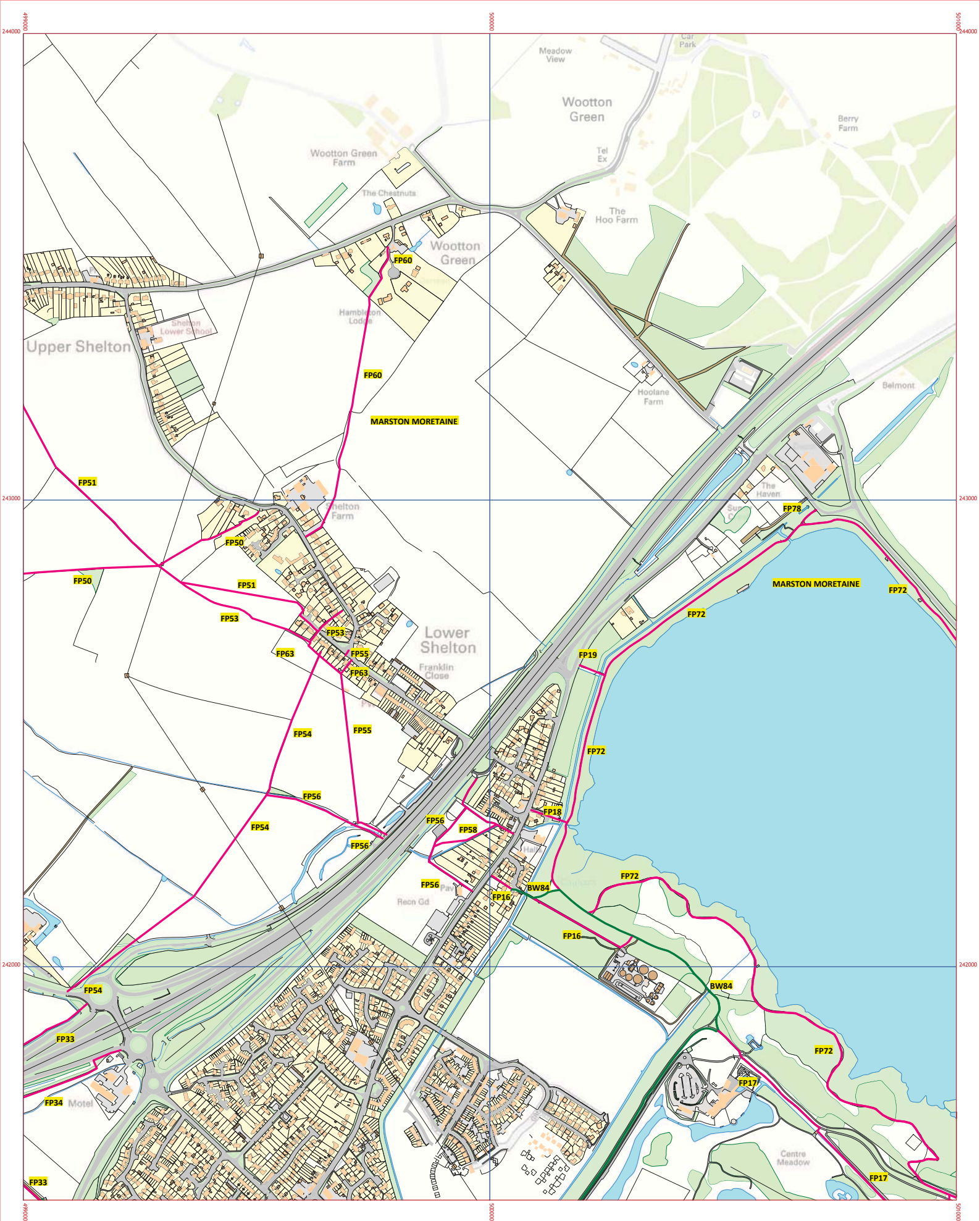


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- PUBLIC FOOTPATH
- PUBLIC BRIDLEWAY
- BYWAY OPEN TO ALL TRAFFIC (BOAT)
- BOROUGH BOUNDARY
- - - PARISH BOUNDARY

A4P
 1:24,000
 Date: 12/08/2014





THE DEFINITIVE MAP FOR CENTRAL BEDFORDSHIRE

Scale 1 : 5000

Sheet Number



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- Public Footpath —
- Public Bridleway —
- Byway Open to All Traffic —
- Parish Boundary - - -



1



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- Public Bridleway —
- Byway Open to All Traffic —
- Parish Boundary - - -





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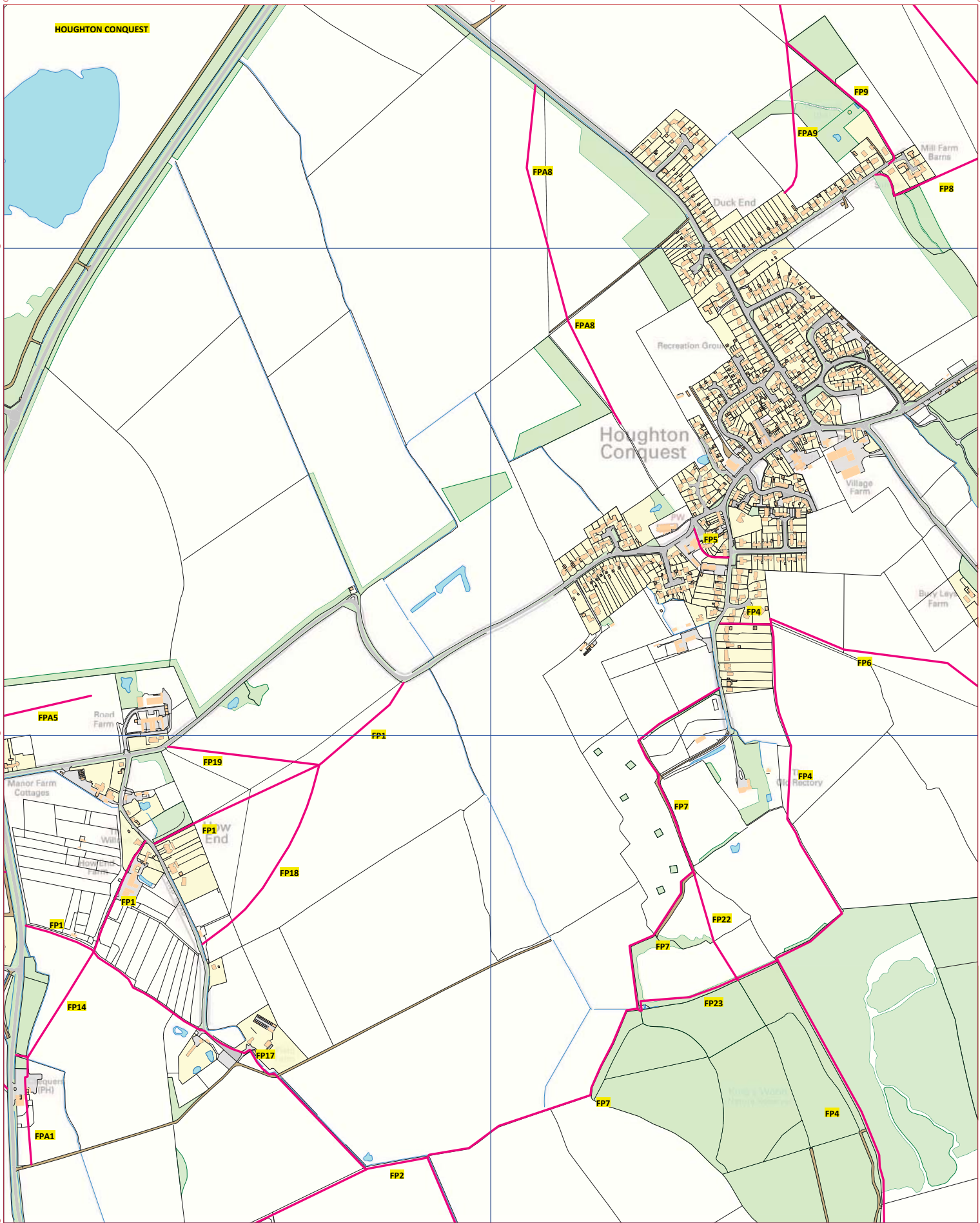
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- Public Bridleway
- Byway Open to All Traffic
- Parish Boundary





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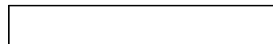
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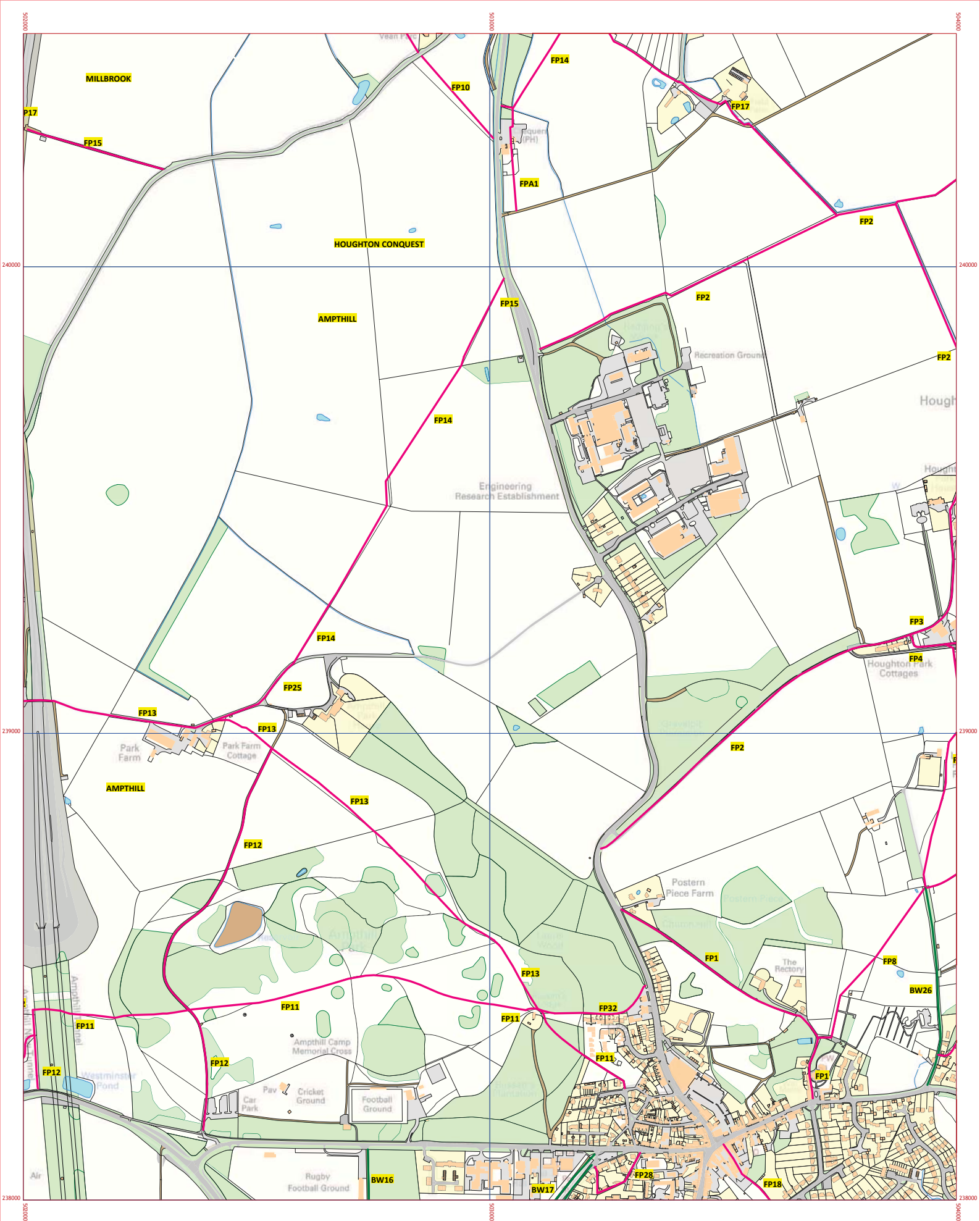
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- Public Footpath
- Public Bridleway
- Byway Open to All Traffic
- Parish Boundary





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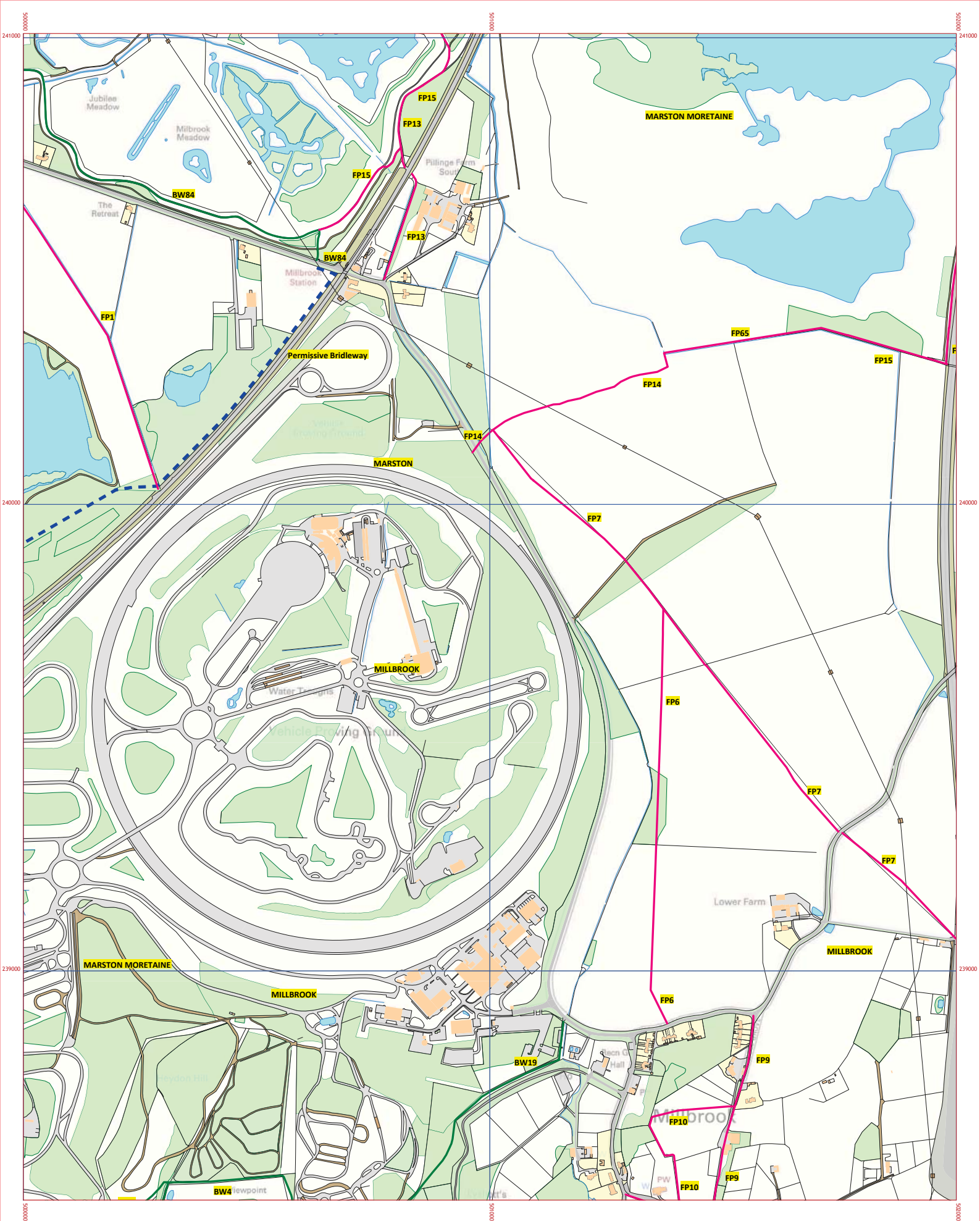
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- Parish Boundary - - -





THE DEFINITIVE MAP FOR CENTRAL BEDFORDSHIRE

Scale 1 : 5000

Sheet Number

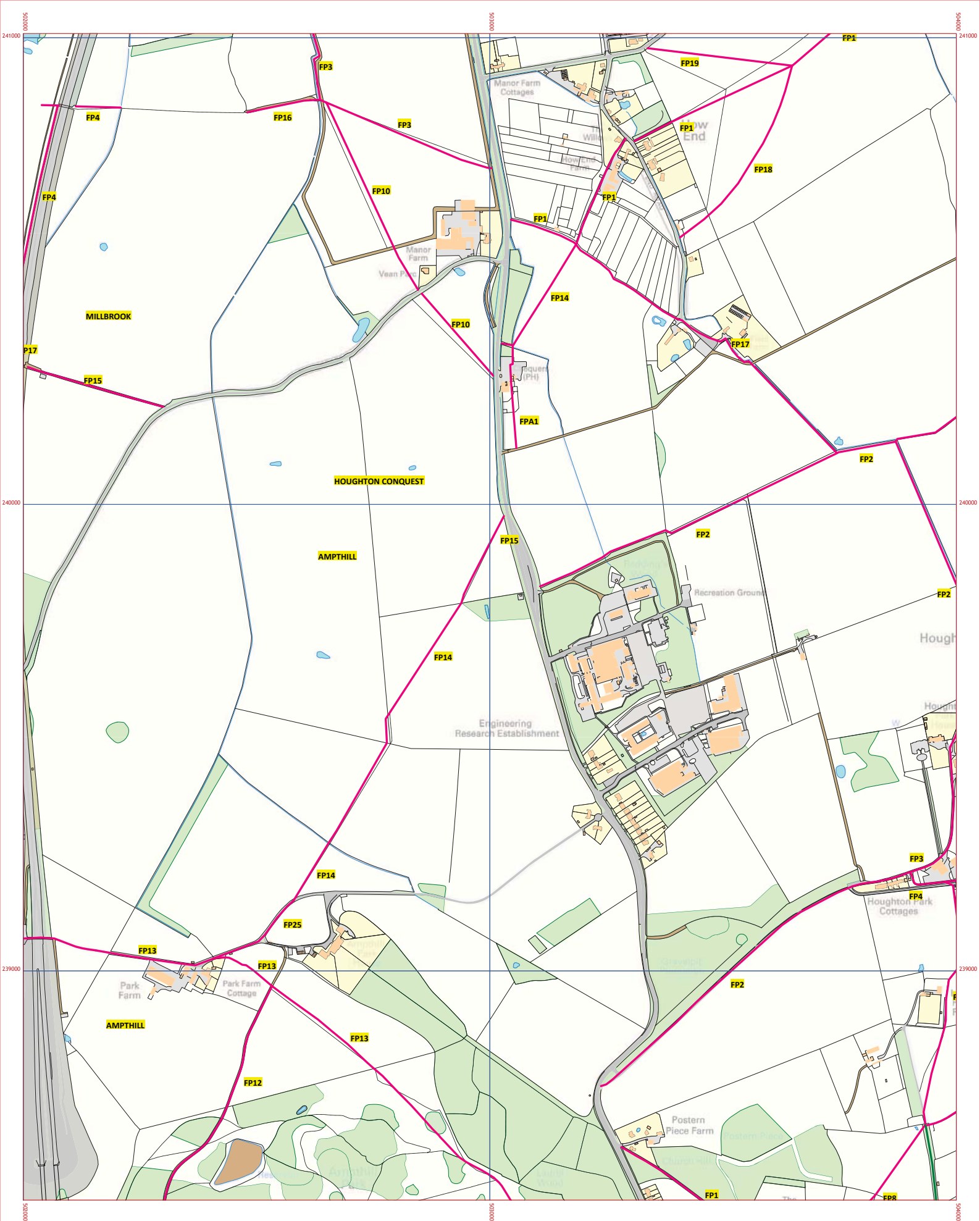
100



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- Public Footpath
- Public Bridleway
- Byway Open to All Traffic
- Parish Boundary





THE DEFINITIVE MAP FOR CENTRAL BEDFORDSHIRE

Scale 1 : 5000

Sheet Number

100



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- Public Footpath
- Public Bridleway
- Byway Open to All Traffic
- Parish Boundary



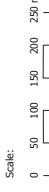


The Rookery Low Level Restoration Scheme

Restoration Strategy

Key

- Application site boundary
- Existing Features**
 - Existing contours
 - Trees, scrub & woodland
 - Neutral grassland
 - Semi-improved grassland
 - Grassland and bare ground
 - Lake
 - Watercourse
 - Public footpath
 - Long distance footpath
 - Cycle route
- Proposed Features**
 - Restoration contours
 - Base of pit levelled, graded and grassed
 - Neutral grassland established on regraded / restored areas
 - Amenity grassland
 - Natural regeneration on regraded slopes
 - Marsh, marginal aquatics
 - Pond, open water
 - Proposed tree, scrub planting
 - Proposed hedgerow
 - Proposed grass verge with tree avenue
 - Proposed new footpaths



Date	May 2009
A3 Scale	1:7,500
Drawn by	MA
Checked by	MOC
Figure Number	8.7



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 21 Park Black, Great Clarendon Road, Oxford, OX4 1DQ
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Appendix 2.2 – Notes of Joint Authority and Network Rail Meetings

NOTES OF MEETING

Meeting Title: Millbrook Power Ltd, Rookery Pit South, Marston Vale
Joint Highway Authority Transport Meeting

Attendees:

Kim Healy	- Bedford Borough Council	(BBC)
Mark Cornell	- Central Bedfordshire	(CBC)
David Abbott	- Highways Agency	(HA)
Keith Dove	- Luton Borough Council	(LBC)
Nick Johnson	- Millbrook Power Limited	(MPL)
John Hopkins	- Peter Brett Associates LLP	(PBA)

cc:

Richard Draper	- Network Rail	(NR)
Jenny Volp	- Highways Agency	(HA)
Chris Leach	- Peter Brett Associates LLP	(PBA)
David Atherton	- Peter Brett Associates LLP	(PBA)

Date of Meeting: 14.00 - 16.00, August 27th, 2014

Job Number: 31116

Item	Subject	Actions
1.	Introduction	
1.1	This meeting was arranged to scope the planning and highway authorities' requirements for a transport assessment to support the Development Consent Order (DCO) application to be made by Millbrook Power Ltd. This meeting follows the issue of the DCO EIA Scoping Report in June 2014 to all relevant consultees.	Info.
1.2	It is intended that this technical assessment process would progress together with the authorities to ensure that all matters arising be discussed and dealt with together in a mutually acceptable manner as the assessment work proceeds.	Info.
1.3	Whilst there were no Network Rail (NR) representatives at this meeting, they had been invited. Copies of these Notes will be circulated to NR, the intention is that they be invited to future meetings.	Info. PBA
2.	Project Description and Historical / Background Planning Context	
2.1	The Project Applicant is Millbrook Power Ltd (MPL), an energy development company established for the Project by Watt Power Limited.	Info.
2.2	As detailed in the EIA Scoping Report, and shown on the attached presentation and draft Figures 12.1 and 12.2 of the Preliminary Environmental Information Report (PEIR) circulated to the attendees, the Project would comprise: <ul style="list-style-type: none"> i) a new Power Generation Plant, a gas fired peaking 299MW power generating station fuelled by natural gas. The Generation Plant would be accessed via a new purpose built access road from Green Lane, Stewartby; ii) a new Gas Connection to bring natural gas to the Power Generation Plant from the National Transmission System; 	Info.

NOTES OF MEETING

Item	Subject	Actions
	<ul style="list-style-type: none"> iii) a new Electrical Connection to export power from the Power Generation Plant to the National Grid Electricity Transmission system for distribution; iv) a temporary laydown area for the storage of plant and equipment during construction adjacent to the Generating Equipment Site; v) a new purpose-built 1.7km access road constructed from Green Lane to the Generating Equipment; vi) the route of the access road would follow the existing track which borders the lake within Rookery North Pit. On reaching Rookery South Pit, the Access Road would descend the ramp to enter into the Pit, and cross through the Pit until it reaches the Generating Equipment Site along the alignment shown on Figure 12.1. 	
2.3	<p>The Generating Equipment within the Project would run during periods of high electricity demand to support the high-output “base” suppliers such as nuclear and coal-fired power stations, as well as to complement the output from renewable energy sources. As such, this plant will not operate constantly - an environmental permit limited to 1,500 hours operation per year is being sought.</p>	Info.
2.4	<p>There are a series of extant consents for Rookery South Pit that could be implemented concurrently with the Project:</p> <ul style="list-style-type: none"> i) the “Low Level Restoration Scheme” to restore the Rookery South Pit, including drainage, landscaping, and earthworks to ensure the long-term stability of the area (this will be fundamentally completed before the MPL works commence); ii) Covanta has an extant DCO for an Energy from Waste (EfW) plant, with an annual throughput of 580,000t of refuse passing into the Site for incineration. The IPCC order was published in March 2013 – although there is currently some uncertainty as to delivery timetables for this though; and iii) an Integrated Waste Management Facility associated with this EfW – albeit this facility would be entirely dependent upon the EfW facility. 	Info.
2.5	<p>The design of the Gas and Electrical Connection is on-going, hence the lack of certainty at this point and why the redline boundary in the EIA Scoping Report covers a significant area of land. In particular:</p> <ul style="list-style-type: none"> i) the Gas Connection will consist of an Above Ground Installation (AGI) on the existing gas main, connecting the existing pipeline apparatus to the Generating Equipment; ii) a sub-station would be located adjacent the Generating Equipment Site within the Rookery South Pit - and will transform the Plant output to a voltage compatible with the National Grid network voltage. 	Info.
3.	Summary of the Development Consent Order process work stages	
3.1	<p>A summary of the Development Consent Order process was provided (see attached). The MPL application is in currently within the Pre-Application stage.</p>	Info.

NOTES OF MEETING

Item	Subject	Actions
<p>4.</p> <p>4.1</p> <p>4.2</p> <p>4.3</p> <p>4.4</p>	<p>Likely Vehicle Trip Generation</p> <p>An average vehicle trip generation estimate for the 18 month construction period has been prepared by Parsons Brinckerhoff, based on observations at other similar facilities. This is attached. This would inform the traffic impact assessment on the surrounding highway network.</p> <p>It was agreed that a further sensitivity test would be provided, identifying the very occasional worst case daily construction trip generation – likely to be the casting of the concrete foundation for the facility. These sensitivity test flows would also be applied in demonstrating the impact of the proposals on the local network from this generation.</p> <p>During operation of the Generating Equipment - and unlike the earlier approved Covanta DCO - the trip generation would be minimal – it is likely to consist of a maximum 4 staff attending each shift.</p> <p>The Generating Equipment would be subject to periodical maintenance during operation, undertaken by a specialist maintenance contractor. The frequency of the maintenance operation would be determined by the number of hours the Project would be running, but is likely to occur no more frequently than annually. During this maintenance period, the numbers of vehicles accessing the site would increase. Further details will be provided within the TA.</p>	<p>Info.</p> <p>PBA</p> <p>Info.</p> <p>Info.</p> <p>PBA</p>
<p>5.</p> <p>5.1</p> <p>5.2</p> <p>5.3</p> <p>5.4</p> <p>5.5</p>	<p>Proposed Access Arrangements and Highway Authority requirements</p> <p><u>To the Generation Equipment area from Green Lane</u></p> <p>The Covanta DCO included for an approved ghost island priority junction to Green Lane. If Covanta delivers this arrangement, it would have sufficient spare capacity to accommodate the MPL application trip generation without amendment.</p> <p>It was noted and acknowledged that this ghost island access arrangement was derived to accommodate a significantly higher daily operational trip generation than is being proposed by the MPL application, and is therefore considered to be excessive.</p> <p>In the event that Covanta did not deliver this ghost island priority junction, a more suitably scaled alternative for this application is being considered by MPL.</p> <p>A simple priority junction, possibly similar to the attached PBA drawing reference 31116/3010/003, is proposed as the site access. In capacity terms, this will be tested and reported with the peak hour sensitivity test construction movements as a worst case to demonstrate its suitability.</p> <p>The forward visibility from the north-east (i.e., from Stewartby) to the vehicles turning right into the site would be marginally below the desirable minimum stated within the Design Manual for Roads and Bridges, albeit within the requirements stated within the Manual for Streets. CBC confirmed that they would accept this situation subject to the provision of traffic calming on Green Lane to control speeds and provide advance notice of the potential turning movements.</p>	<p>Info.</p> <p>Info.</p> <p>Info.</p> <p>Info.</p> <p>PBA</p> <p>Info.</p> <p>PBA</p>

NOTES OF MEETING

Item	Subject	Actions
5.6	The proposed construction access route, and any further HGV movements during operation and maintenance, would be from the A421 dual carriageway, and from either the Marston Moretaine (A421 / Beancroft Road) junction to the south, or the A421 / Woburn Road junction to the north. This is shown on the attached Figure 12.2, tabled at the meeting.	Info.
5.7	It was noted that the STEM College development off Green Lane included a commitment to implement a quality footway along Green Lane. <u>To the Gas Connection area</u>	Info.
5.8	Whilst subject to confirmation of the connection location, the temporary construction site access junctions would be likely to be formed at a suitable point on Millbrook Road. This is likely to consist of two accesses from either side of Millbrook Road.	Info.
5.9	The number of deliveries to the Gas Connection area would be limited to the temporary site accommodation, the necessary plant and machinery, the AGI housing and apparatus, and the 200mm dia. gas pipes.	Info.
5.10	Four temporary construction routes are being considered – these are also shown on Figure 12.2. The adopted route will respond to the existing local weight and height restrictions.	PBA
5.11	Further details of the likely trip generation relating to the Gas Connection area will be provided in the TA.	PBA
5.12	It is more likely that the connecting gas main would be the one located to the west of the Midland Main Rail Line – thus, no new under-rail connection would be required. Notwithstanding, a connection under Millbrook Road will be required. This could be implemented either by directional drilling, or by a cut-and-cover trench. MPL to contact Martin Freeman, the CBC Watchman-in-Chief for this area to confirm details, CBC to provide the contact details. <u>To the Electrical Connection area</u>	Info. PBA CBC
5.13	Whilst subject to confirmation of the Sub Station and connection location, the temporary construction site access junction could be formed from one of: i) the Green Lane Site Access; ii) Station Road – from the west; or iii) a suitable point on Millbrook Road.	Info.
5.14	Again, the number of deliveries to the Electrical Connection area would be limited to the temporary site accommodation, the necessary plant and machinery, the sub-station transformer housing and apparatus, the towers and the cables.	Info.
5.15	The same temporary construction routes as are being proposed for the Gas Connection area are being considered for the Electrical Connection area. The adopted route will respond to the existing local weight and height restrictions.	Info.
5.16	Further details of the likely trip generation relating to the Electrical Connection area will be provided in the TA.	PBA

NOTES OF MEETING

Item	Subject	Actions
5.17	<p><u>Abnormal and Hazardous loads</u></p> <p>Abnormal loads will be required, the weight of these would be determined by the precise form of the Generating Equipment. These abnormal loads would be either several 80t loads, or a single 200t load. Further details will be provided within the DCO process.</p>	PBA
5.18	No Hazardous loads are anticipated.	Info.
6.	Report Work	
6.1	<p>As part of the DCO application submission, a series of documents detailing the transport assessment will be produced:</p> <ul style="list-style-type: none"> i) Preliminary Environmental Information Report; ii) a Transport Assessment; iii) a Route Management Strategy; and a iv) Travel Plan. 	PBA
6.2	<p>The list of suggested contents was circulated – these are attached. It was commented that:</p> <ul style="list-style-type: none"> i) a Non-Technical Summary is required for all documents, especially the PEIR; ii) despite the operational flow of the MPL being very low, the Joint Authorities will require a Transport Assessment rather than a Transport Statement. This would include an assessment of the MPL impact, and a further Sensitivity Test assessing the MPL impact in the context of the Covanta proposal flows within the base line flows. It was acknowledged that the TA would be sought mainly for the Construction phase rather than for the Operational phase; iii) the TP is to consider both the Construction and Operational Phases. 	<p>Info.</p> <p>PBA</p> <p>PBA</p> <p>PBA</p>
7.	Project Programme	
7.1	<p>The draft programme was outlined:</p> <ul style="list-style-type: none"> i) this MPL application is within the Pre-Application stage, the timescale is dictated by the applicant needing to complete satisfactorily all elements of the application; ii) the PEIR will be submitted in late September / early October; iii) a formal consultation process will then commence, the assessment work would then include the comments from this public engagement process; iv) the final DCO submission would be made to the Planning Inspectorate around January / February; v) once the submission is made, the application would then proceed through a statutory defined programme as summarised in Section 3 of these Notes; 	Info.

NOTES OF MEETING

Item	Subject	Actions
7.2	<p>vi) a DCO decision is sought from the Planning Inspectorate in March 2016;</p> <p>vii) with the above programme, electricity generation is anticipated to start 2019 – 2020.</p> <p>As the Covanta DCO expires in 2016 (albeit potentially subject to later applications seeking extensions), it is unlikely that the construction of both the MPL and Covanta projects would be undertaken simultaneously.</p>	Info.
8.	Any Other Business	
	<u>Highways Agency comments:</u>	
8.1	The HA confirmed that they did not anticipate there being significant impacts from the MPL application, but sought clarity that the application would not impact upon the strategic highway network.	PBA
8.2	HA to provide the Post Opening Project Evaluation flows on the A421 – to assist HA, PBA is to forward the email received from the HA earlier.	HA PBA
	<u>Bedford Borough Council comments</u>	
8.3	BBC confirmed their issues had been addressed earlier within the meeting.	Info.
	<u>Central Bedfordshire comments</u>	
8.4	It was suggested that a mini-roundabout access option be considered at the Green Lane access.	Info.
	<u>Luton Borough Council comments</u>	
8.5	LBC commented that a Stewartby Chord railway link option considered was to align a new rail on the bund between the Rookery North and South Pits. NR has recently confirmed that work started in September 2014 to consider potential East-West Rail options, but was not due to report with their preferred options until 2016.	Info.
8.6	The Covanta DCO consent approved an access route that would cross the potential rail link, this MPL scheme would use the same access. As such, it would be incumbent upon the promoter of the rail scheme to resolve any crossing issues should this rail option progress.	Info.
8.7	LBC to circulate the indicative plans of the potential rail alignment from Network Rail.	LBC
9.	Date of Next Meetings	
9.1	As the draft PEIR is due to be submitted around mid-October, it was agreed a further meeting around the end of October would be beneficial.	PBA

NOTES OF MEETING

Attachments:

- Traffic and Transport Introduction
- Draft Figure 12.1 – Location Plan
- Draft Figure 12.2 – Potential Construction / Operational Access Routes
- National Infrastructure Planning process
- Predicted Construction and Operational Vehicle Trip generation
- Draft Figure 31116 / 3010 / 003 – Priority T-junction based on Geometry and
- Visibility Parameters previously agreed by Borehams with the Highways Authority
- Proposed Contents

NOTES OF MEETING

Meeting Title: Millbrook Power Ltd, Rookery Pit South, Marston Vale
Joint Highway Authority Transport Meeting 2

Attendees:

Kim Healy	- Bedford Borough Council	(BBC)
Mark Cornell	- Central Bedfordshire	(CBC)
Jenny Volp	- Highways Agency	(HA)
Nick Johnson	- Millbrook Power Limited	(MPL)
John Hopkins	- Peter Brett Associates LLP	(PBA)

cc:

Richard Draper	- Network Rail	(NR)
Keith Dove	- Luton Borough Council	(LBC)
David Abbott	- Highways Agency	
Chris Leach, Paul Wormald, David Atherton	- Peter Brett Associates LLP	

Date of Meeting: 14.30 – 16.30, November 6th, 2014

Job Number: 31116 - Millbrook Power Ltd

Item	Subject	Actions
1.	Introduction	
1.1	This meeting was arranged to discuss the planning and highway authorities' emerging requirements for a transport assessment to support the Development Consent Order (DCO) application to be made by Millbrook Power Ltd. This meeting follows: <ul style="list-style-type: none"> i) an earlier Joint Highway Authority Transport Meeting on 28th August 2014; and ii) the issue of the DCO Preliminary Environmental Information Report (PEIR) in October 2014 to all relevant consultees. 	Info
1.2	MPL intended that this technical assessment process would be progressed together with the Joint Highway Authorities to ensure that all matters arising be discussed and dealt with together in a mutually acceptable manner as the assessment work proceeds.	Info
1.3	Whilst there have been no Network Rail (NR) representatives at these two Joint Highway Authority Transport Meetings, they had been invited to both. A further meeting has been arranged separately to discuss matters with them, the intention is that they be invited to future meetings. Copies of all Meeting Notes will be circulated to all parties.	PBA
2.	Comments to the Notes of Meeting No.1	
2.1	No comments were made to the Notes of Meeting No. 1.	Info
3.	Project Update	
	<u>PEIR issue</u>	
3.1	The Section 42 consultation exercise commenced on October 16 th following the issue of the PEIR on October 7 th 2014. The responses are due to be returned on 12 th November 2014.	Info

NOTES OF MEETING

Item	Subject	Actions
	<u>Local Engagement and consultation</u>	
3.2	Four consultation exhibitions have been held as part of the Local Engagement exercise at Stewartby, Marston Moretaine, Lidlington and Ampthill. The proposals have been generally well received.	Info
	<u>Refinement of the red line boundary</u>	
3.3	The PEIR includes a redline boundary significantly reduced from that circulated at the meeting in August as the gas and electricity connection routes are confirmed. It is likely that the next iteration will remove further areas from the current red line.	Info
3.4	The redline boundary now includes the area to accommodate the traffic calming measures sought for Green Lane relating to the Site Access, as discussed at the previous meeting.	Info
	<u>Network Rail - East-West Rail Meeting</u>	
3.5	Network Rail has published proposals to deliver a higher quality line for the high speed East-West Rail (EWR) link. Associated with this is NR's objective of removing all level crossings across their network.	Info
3.6	MPL and PBA met with the East-West Rail Manager on October 24 th to exchange information. The notes of this meeting are attached.	Info
3.7	NR acknowledges that the delivery programme for EWR is after that for the MPL proposals. NR would need to accommodate the approved / consented access proposals for the Covanta EFW plant, which may be delivered earlier by MPL. As such, the EWR proposals have no impact on the delivery of the MPL proposals.	Info
4.	Highways Agency comments	
4.1	HA had already forwarded the comments from Aecom to the TA / TP / ES Scoping issued in August 2014 by PBA, these comments are attached.	Info
4.2	In summary, HA has confirmed that they see no transport-related reasons why the MPL proposals should not be approved, albeit that they will seek further definition:	
	i) regarding the construction movements assigning between the electrical / gas / power plant areas;	PBA
	ii) on the source of this information;	PBA
	iii) to the construction trip routing;	PBA
	iv) on the worst case construction trip assessment;	PBA
	v) of the two-way trip movements through the strategic road network junctions; and	PBA
	vi) to the construction trip analysis period.	PBA
4.3	Aecom confirmed that:	Info
	i) the Transport Assessment contents comply with the Department for Transport's Guidance on Transport Assessment (March 2007); and	
	ii) the content of the proposed TA and Travel Plan appears to comply with the HA guidance on requirements for transport assessments and travel plans.	

NOTES OF MEETING

Item	Subject	Actions
<p>5.</p> <p>5.1</p>	<p>Bedford Borough Council comments to the PEIR</p> <p>BBC confirmed that they see no transport-related reasons why the MPL proposals should not be approved, albeit that in addition to the HA comments they seek:</p> <ul style="list-style-type: none"> i) further clarity to the quoted worst-case construction trip assessment – what this relates to; ii) a planning condition to ensure that the construction trips generated by the MPL and Covanta developments will be managed to avoid two operations with high HGV trip generation occurring together; iii) further definition to the construction programme; iv) a review of the construction routes shown in the PEIR, to comply with existing weight or height limits – such as through Millbrook and Kempston Hardwick; v) details of the construction movements through the local highway network junctions; vi) the collection of further traffic data on the B530 to inform the likely construction movement impacts – an additional automatic traffic counter site was agreed as part of the ongoing traffic count survey to support the application. 	<p>Info</p> <p>PBA</p> <p>PBA/MPL</p> <p>PBA</p> <p>PBA</p> <p>PBA</p> <p>PBA</p>
<p>6.</p> <p>6.1</p>	<p>Central Bedfordshire comments to the PEIR</p> <p>CBC confirmed that:</p> <ul style="list-style-type: none"> i) CBC too could see no transport-related reasons why the MPL proposals should not be approved; and ii) they were seeking no further information than was being sought by BBC and HA. 	<p>Info</p>
<p>7.</p> <p>7.1</p>	<p>Traffic Survey - update</p> <p>As discussed, MPL commissioned the following traffic count surveys by Traffic Survey Partners in October / November:</p> <ul style="list-style-type: none"> i) a three day (Saturday / Sunday / Monday) pedestrian and cyclist survey along Green Lane adjacent the level crossing; ii) a peak hour part-classified turning movement survey at the Bedford Road / Green Lane junction; iii) three automatic traffic counts for 14 days : on Bedford Road north and south of the Bedford Road / Green Lane junction, and on Green Lane; and iv) a fourth ATC is also to be commissioned on Millbrook Road following this meeting. 	<p>Info</p> <p>Info</p> <p>Info</p> <p>Info</p> <p>PBA</p>
<p>8.</p> <p>8.1</p>	<p>Ongoing work – Transport Assessment</p> <p>The future year assessment is to consider:</p>	<p>Info</p>

NOTES OF MEETING

Item	Subject	Actions
8.2	i) 2019 (Year of Opening); and ii) 2031 As discussed, two future assessments are to be considered: i) Test 1 – assuming all local development except for Covanta; and ii) Test 2 – assuming all local development and including Covanta.	PBA
8.3	Because of the uncertainty over the progression of the local developments, BBC and CBC agreed that they would detail the local development quanta to be included for, the status of these developments, and any supporting transport assessment technical data.	BBC / CBC
9.	Date of Next Meeting	
9.1	The next meeting is to be held on January 21 st , 2015. The draft TA / ES / TP documents will be circulated a minimum of two weeks before the meeting to the attendees to enable the Joint Authorities to review the work.	PBA

Attachments:

- Network Rail – October 24th EWR Meeting Notes
- Aecom TA Scoping response

SUMMARY NOTE OF MEETING

Meeting Title: Millbrook Power Ltd, Rookery Pit South, Marston Vale
Network Rail - East - West Rail Update

Peter Brett Associates LLP

11 Prospect Court,
Courteenhall Road,
Blisworth
Northamptonshire,
NN7 3DG

Invitees: Abdul Jamal – Network Rail (NR)
Charles Hurst – NR – EWR Programme Manager
Nick Johnson – Stag Energy
Chris McKerrow – Stag Energy
Paul Wormald – Peter Brett Associates
Nigel Fern – Peter Brett Associates
John Hopkins – Peter Brett Associates

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Details of Meeting: 10.00 – 11.30, October 24th 2014

Location: PBA Offices, Blisworth

Job Number: 31116 – Millbrook Power Ltd, Rookery Pit South, Stewartby

1. Network Rail (NR) is currently reviewing the current rail provision in the Marston Vale within the context of the East – West Rail proposals :
 - i) East West Rail will increase the existing rail frequency from 1 to 2 trains per hour per direction as an initial stage;
 - ii) it is likely that this could increase to around 6 trains per hour per direction at a later stage;
 - iii) this increase in movement will require a risk assessment to confirm that any increased risk at all level crossings is acceptable with the higher number of rail movements. Should this assessment identify a greater risk, the Office of Rail Regulation will expect these risks to be mitigated;
 - iv) Parsons Brinckerhoff has been commissioned by NR to undertake risk assessments of all level crossings affected by the EWR proposals;
 - v) concurrently, following a series of pedestrian fatalities associated with level crossings around the country, NR has a commitment and remit to remove all level crossings nationally;
 - vi) Network Rail further wishes to electrify the Bedford – Bletchley section of EWR as part of delivery of a higher speed service. This electrification also has implications to the level crossing facilities, as well as the associated risk assessment. It is unlikely that this electrification would happen until NR's expenditure programme timescale of Control Period 5 (2019 – 2024).
 2. Whilst the existing Green Lane level crossing apparatus could be enhanced with an “Object Protection System” to deliver improved pedestrian / cyclist / motorist safety, this would require the barriers to remain lowered for around 4½ mins per train passing – considerably longer than the existing situation.
 3. With the proposed 2 trains per hour per direction (i.e., 4 trains per hour in total), this would result in barriers being lowered for around 18 minutes per hour.
 4. The necessary level crossing closures with a further increased frequency of train movements with the emerging EWR proposals (potentially 6 / hr / direction) would have a significant, potentially unacceptable impact, on traffic movements along Green Lane, the barriers being closed for the majority of the time.
 5. The provision of a bridge replacement for any level crossing is a significant engineering undertaking. Funding is not certain, nor indeed are deliverable technical solutions possible within the available highway.
 6. NR is currently undertaking initial scoping to understand the constraints within which NR would have to work – this work includes speaking to local authorities and potentially affected local developers.
-

SUMMARY NOTE OF MEETING

7. No formal proposals exist for the Green Lane level crossing replacement – NR is indeed considering a relocation of Green Lane into the adjacent Brickworks site.
8. No likely timescale has been confirmed yet.
9. NR is aware of the proposals for Rookery Pit South, and is aware that they would need to accommodate the access arrangements consented for the Covanta EFW project (possibly to be implemented by MPL) or provide an acceptable alternative.

NOTES OF MEETING

Meeting Title: Millbrook Power Ltd, Rookery Pit South, Stewartby

Attendees: N Johnson – Stag Energy
R Draper – Network Rail
J Amadi-Ahuama – Network Rail
J Hopkins – Peter Brett Associates
P Wormald – Peter Brett Associates

Peter Brett Associates LLP
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Copied to for info: K Healy – Bedford Borough Council
M Cornell – Central Bedfordshire Council
J Volp – Highways Agency
S Davis- Peter Brett Associates
C Leach – Peter Brett Associates
D Atherton- Peter Brett Associates
C McKerrow – Stag Energy

Details of Meeting: 11:00-13:00, November 25th 2014

Location: PBA Offices, Blisworth

Job Number: 31116 – Millbrook Power Ltd

Item	Subject	Actions
1.	Introduction	
1.1	This meeting was arranged to outline the Development Consent Order (DCO) application to be made by Millbrook Power Ltd, and discuss any emerging Network Rail requirements to protect their assets.	Info
1.2	MPL intends that this process would be progressed together with the Joint Authorities – the Highways Agency, Bedford Borough Council, Central Bedfordshire Council and Network Rail - to ensure that all matters arising be discussed and dealt with together in a mutually acceptable manner as the supporting assessment work proceeds. Copies of all Meeting Notes will be circulated to all parties.	Info
1.3	This meeting follows: <ul style="list-style-type: none"> i) an earlier Joint Highway Authority Transport Meeting on 28th August 2014; ii) the issue of the DCO Preliminary Environmental Information Report (PEIR) in October 2014 to all relevant consultees; iii) a meeting with Network Rail's East-West Rail Project team members on October 24th 2014 and iv) a further Joint Highway Authority Transport Meeting on 6th November 2014. 	Info
1.4	The Network Rail attendees' roles are as follows: <ul style="list-style-type: none"> i) Johnny Amadi - Ahuama – NR's Level Crossing Manager – Bletchley Delivery Unit – responsible for planning and protection matters relating to all the level crossings on the various rail lines between London and Rugby; and ii) Richard Draper – NR's Asset Protection Engineer for London North West Southern – responsible for reviewing all planning applications affecting NR assets on the various rail lines between Euston and Crewe. 	Info

NOTES OF MEETING

Item	Subject	Actions
2.	Project Description	
2.1	The Project Applicant is Millbrook Power Ltd (MPL), an energy development company established for this Project by Watt Power Limited.	Info.
2.2	<p>The Project comprises:</p> <ul style="list-style-type: none"> i) a new Power Generation Plant, a gas fired peaking 299MW power generating station fuelled by natural gas. The Generation Plant would be accessed via a new purpose built access road from Green Lane, Stewartby; ii) a new Gas Connection to bring natural gas to the Power Generation Plant from the National Transmission System; iii) a new Electrical Connection to export power from the Power Generation Plant to the National Grid Electricity Transmission system for distribution; iv) a temporary laydown area for the storage of plant and equipment during construction adjacent to the Generating Equipment Site; v) a new purpose-built 1.7km access road constructed from Green Lane to the Generating Equipment. This access road would follow the existing track which borders the lake within Rookery North Pit. On reaching Rookery South Pit, the Access Road would descend the ramp to enter into the Pit, and cross through the Pit until it reaches the Generating Equipment Site. 	Info.
2.3	The Generating Equipment within the Project would run during periods of high electricity demand to support the high-output “base” suppliers such as nuclear and coal-fired power stations, as well as to complement the output from renewable energy sources. As such, this plant will not operate constantly - an environmental permit limited to 1,500 hours operation per year is being sought.	Info.
2.4	The likely operational staffing of the MPL proposals would be a maximum of 5 staff per shift. As the plant is powered by gas, there would be no / minimal additional delivery movements during normal operation.	Info.
3.	Summary of the background planning	
3.1	<p>There are a series of extant consents for Rookery South Pit that could be implemented concurrently with the Project:</p> <ul style="list-style-type: none"> i) the “Low Level Restoration Scheme” to restore the Rookery South Pit, including drainage, landscaping, and earthworks to ensure the long-term stability of the area (this will be fundamentally completed before the MPL works commence); ii) Covanta has an extant DCO for an Energy from Waste (EfW) plant, with an annual throughput of 580,000t of refuse passing into the Site for incineration. The IPCC order was published in March 2013 – although there is currently some uncertainty as to delivery timetables for this though; and iii) an Integrated Waste Management Facility associated with this EfW – albeit this facility would be entirely dependent upon the EfW facility. 	Info.

NOTES OF MEETING

Item	Subject	Actions
3.2	<p>The redline boundary covers the ground over which the Gas and Electrical Connections pass. In particular:</p> <ul style="list-style-type: none"> i) the Gas Connection will consist of an Above Ground Installation (AGI) on the existing gas main, connecting the existing pipeline apparatus to the Generating Equipment; ii) a sub-station would be located adjacent the Generating Equipment Site within the Rookery South Pit - and will transform the Plant output to a voltage compatible with the National Grid network voltage. 	Info.
4.	<p>Project Update</p> <p><u>Local Engagement and consultation</u></p> <p>4.1 Four consultation exhibitions have been held this autumn as part of the Local Engagement exercise at Stewartby, Marston Moretaine, Lidlington and Ampthill. The proposals have been generally well received.</p> <p><u>PEIR issue</u></p> <p>4.2 The Section 42 consultation exercise commenced on October 16th following the issue of the PEIR on October 7th 2014. The responses were due to be returned on 12th November 2014. (<i>Post Meeting Note - NR were requested to contact their planning colleagues to progress this response.</i>)</p> <p><u>Network Rail - East-West Rail Meeting</u></p> <p>4.3 Network Rail has published proposals to deliver a higher quality line for the high speed East-West Rail (EWR) link. Associated with this is NR's objective of removing all level crossings across their network. MPL and PBA met with the East-West Rail Manager on October 24th to exchange information.</p> <p>4.4 NR acknowledges that the delivery programme for EWR is after that for the MPL proposals. NR would need to accommodate the approved / consented access proposals for the Covanta EfW plant, which may be delivered earlier by MPL. As such, the EWR proposals have no impact on the delivery of the MPL proposals.</p>	<p>Info</p> <p>NR</p> <p>Info</p> <p>Info</p>
4.	<p>Network Rail comments to the MPL proposals</p> <p><u>Access Junction – Green Lane</u></p> <p>4.1 The Covanta DCO included for an approved ghost island priority junction to Green Lane. If Covanta delivers this arrangement, it would have sufficient spare capacity to accommodate the MPL application trip generation without amendment.</p> <p>4.2 This ghost island access arrangement was derived to accommodate a significantly higher daily operational trip generation than is being proposed by the MPL application, and is therefore considered to be excessive – and indeed, potentially detrimental to highway safety providing excess highway width.</p>	<p>Info</p> <p>Info</p>

NOTES OF MEETING

Item	Subject	Actions
4.3	In the event that Covanta did not deliver this ghost island priority junction, a more suitably scaled alternative for this application is being considered by MPL. A simple priority junction, possibly similar to the attached PBA drawing reference 31116/3010/003, is proposed as the site access. In capacity terms, this will be tested and reported with the worst case peak hour construction movements to demonstrate its suitability.	PBA
4.4	Whilst NR has no concerns over the level of queuing arising during the normal operation, NR concerned over the greater number of movements during the construction period. It was agreed that a temporary traffic signal controlled arrangement would be acceptable in principle during working hours. PBA to prepare a Traffic Management signage plan and note on the potential arrangement, to Chapter 8 of the Traffic Signs Manual. <u>Access Track</u>	PBA
4.5	The Covanta DCO also included a new, purpose-built, 1.7km access road constructed from Green Lane to the Rookery South Pit, following the existing track which borders the lake within Rookery North Pit. This had been agreed with NR at the time of the Covanta DCO.	Info
4.6	As it is intended that the proposed access road is to be constructed at the existing level, NR has minimal concerns. PBA to issue details of the access track agreed in the DCO to NR.	PBA
4.7	PBA to forward details of: <ul style="list-style-type: none"> - the railway boundary fencing identified within the DCO; - the “anti-dazzle” fencing to protect on-coming train drivers’ vision; - carriageway construction details; and - the safety fence detail. 	PBA
4.8	NR will allow no discharge of rainwater onto the rail land.	Info
4.9	Details of the dust control measures are to be forwarded to NR. <u>Building construction</u>	PBA
4.10	As the proposed Generating Equipment Building would be circa 90m from the rail boundary, NR does not perceive this to impact detrimentally upon the rail, hence would not influence NR’s response. <u>General</u>	Info
4.11	NR to forward NR’s standard construction guidance documentation to PBA.	NR
4.12	All correspondence to NR to be issued to Amanda Ashton, the NR Town Planning Technician LNE & EM (who issued the initial response to the PEIR Scoping in June 2014), copied to the appropriate contact.	Info
9.	Date of Next Meeting	
9.1	The next Joint Authorities meeting is to be held on January 21 st , 2015, and Network Rail is invited to this. The draft TA / ES / TP documents will be circulated a minimum of two weeks before the meeting to the attendees to enable the Joint Authorities to review the work.	PBA

NOTES OF MEETING

Meeting Title: Millbrook Power Ltd, Rookery Pit South, Marston Vale
Joint Highway Authority Transport Meeting 3

Attendees:

Kim Healy	- Bedford Borough Council	(BBC)
Mark Cornell	- Central Bedfordshire	(CBC)
Johnny Amadi-Ahuama	- Network Rail	(NR)
Nick Johnson	- Millbrook Power Limited	(MPL)
Paul Wormald	- Peter Brett Associates LLP	(PBA)
John Hopkins	- Peter Brett Associates LLP	(PBA)

Apologies: Jenny Volp - Highways Agency (HA)

cc: Richard Draper - Network Rail (NR)
Keith Dove - Luton Borough Council (LBC)
Chris Leach, David Atherton
- Peter Brett Associates LLP

Date of Meeting: 14.00 – 16.00, January 21st, 2015

Job Number: 31116 - Millbrook Power Ltd

Item	Subject	Actions
1.	Introduction	
1.1	This meeting was arranged to review progress with the transport-related documents to support the Development Consent Order (DCO) application to be made by Millbrook Power Ltd.	Info
1.2	MPL intends that this technical assessment process would be progressed together with the Joint Authorities (Bedford Borough Council, Central Bedfordshire Council, Highways Agency and Network Rail) to ensure that all matters arising be discussed and dealt with together in a mutually acceptable manner as the assessment work proceeds.	Info
1.3	This meeting follows: <ul style="list-style-type: none"> i) two Joint Highway Authority Transport Meetings - on 28th August and 6th November 2014; ii) two Network Rail Meetings - on 24th October and 25th November 2014; and iii) the issue of the DCO Preliminary Environmental Information Report (PEIR) in October 2014 to all the relevant consultees. 	Info
2.	Project Update	
	<u>PEIR issue</u>	
2.1	The consultees' responses to the Section 42 consultation exercise, commenced on October 16 th following the issue of the PEIR, have now been returned to the Planning Inspectorate.	Info
	<u>Refinement of the red line boundary</u>	
2.2	The redline boundary has significantly reduced from that original circulated earlier, as the Gas and Electrical Connection Routes have been defined. A revised plan was tabled, showing a significantly reduced area. This will be reviewed further as the electricity connection route is confirmed.	Info

NOTES OF MEETING

Item	Subject	Actions
	<u>Network Rail (NR) Meetings</u>	
2.3	MPL has met with NR (as noted above) to discuss the access road arrangement, and the traffic management to protect the level crossing. This meeting has informed the proposals.	Info
	<u>Programme</u>	
2.4	MPL will be making the formal DCO Submission on February 27 th .	Info
2.5	Following the submission of the draft submission documents to the Joint Authorities (see Section 3 below), PBA requested that the Joint Authorities complete their review of these documents before the next meeting on February 11 th 2015. This would enable PBA to make any necessary changes, and recirculate a second draft documents for approval.	BBC / CBC / HA / NR
3.	Submission documents	
3.1	PBA submitted the following draft documents for the Joint Authorities' review: <ul style="list-style-type: none"> i) Environmental Statement Transport Chapter ii) Transport Assessment iii) Travel Plan 	Info
3.2	PBA "walked through" the submitted documents, and detailed where these had responded to all the concerns of the authorities previously articulated at the 6 th November 2014 meeting.	Info
3.3	PBA offered assistance should anyone need further information in preparing their responses.	PBA
4.	Traffic Management proposals	
4.1	Two traffic management schemes were submitted to accommodate the construction movements: the first for the works access to Green Lane: the second to Houghton Lane.	Info
4.2	Green Lane / Site Access priority junction – to respond to NR's concerns to ensure that no queuing arising from right turning vehicles blocks across the level crossing - despite the construction movements along Green Lane flows being light A Method Statement accompanies the plan. <ul style="list-style-type: none"> i) NR agree with the scheme in-principle, but will undertake a site visit and prepare a risk assessment review once the traffic management scheme has been installed; ii) PBA to amend the plan to show the forward visibility constrained by the highway and not the Stewartby Brickworks boundary (there is a minor discrepancy between these two lines that remains unresolved following work undertaken to support the Covanta application). 	NR PBA
4.3	Houghton Lane Above Ground Installation and Central Section Gas Connection Site access – a simple TM scheme plan was tabled for the Joint Authority review. MPL to confirm with their contractor the need for an access to the Gas Connection Sites in both directions from Houghton Lane - to both the north and south.	PBA/MPL
4.4	A third scheme is being developed still for Station Lane, to enable the Electrical Connection to be installed. This would entail:	Info

NOTES OF MEETING

Item	Subject	Actions
4.5	i) use of the existing LLRS southern Station Lane access for some of the Electrical Connection works; ii) the closure of the layby on Station Lane on two occasions, each of around 5 days, to accommodate the cable tensioning equipment; iii) two overnight closures each of around 5 hours to enable a scaffold to be installed then dismantled, providing the safety cage to enable overhead cabling works to proceed without interference to the traffic below. This would require vehicles to be re-routed south through Lidlington to the A507 to avoid the closed section of Station Lane; Further details to be forwarded upon confirmation.	PBA CBC
5.1	5. Footpath Closures The works would affect three public footpaths and one permissive footpath shown on the attached Figure 3.1 (from the TA): i) Footpath 65 during the installation of the Central Section of the Gas Connection – requiring a minor footpath diversion to enable the pipeline to be installed and the ground reinstated; ii) Footpath 7 during the installation of the Southern Section of the Gas Connection – requiring a minor footpath diversion to enable the pipeline to be installed and the ground reinstated; iii) Footpath 14 during the installation of the Electrical Connection overhead cables – likely to require a more substantial footpath diversion from under the cable route whilst the works are ongoing; and iv) the permissive footpaths in the LLRS Scheme within the Rookery Pit – Post Meeting Note – it is unlikely that the footpath will be constructed until the Access Road construction works are complete – hence this issue will not arise.	Info CBC
6.1	6. Date of Next Meeting The next meeting is to be arranged for 11 th February 2015, to enable the Joint Authorities comments to be discussed and resolved prior to the completion of the second draft.	PBA

Encs: Transport Assessment Figure 3.1

NOTES OF MEETING

Meeting Title: Millbrook Power Ltd, Rookery Pit South, Marston Vale
Joint Authority Transport Meeting 4

Attendees: Kim Healy - Bedford Borough Council (BBC)
Johnny Amadi-Ahuama - Network Rail (NR)
Richard Draper - Network Rail (NR)
John Hopkins - Peter Brett Associates LLP (PBA)

Apologies: Jenny Volp - Highways Agency (HA)
Mark Cornell - Central Bedfordshire (CBC)
Nick Johnson - Millbrook Power Limited (MPL)
Paul Wormald - Peter Brett Associates LLP (PBA)

cc: Keith Dove - Luton Borough Council (LBC)
Chris Leach, David Atherton
- Peter Brett Associates LLP

Date of Meeting: 14.30 – 16.00, February 11th, 2015

Job Number: 31116 - Millbrook Power Ltd

Item	Subject	Actions
1.	Introduction	
1.1	This meeting forms the latest in a series of meetings arranged with the Joint Authorities (Bedford Borough Council, Central Bedfordshire Council, the Highways Agency and Network Rail) to review progress with the transport-related assessment to support the Development Consent Order (DCO) application to be made by Millbrook Power Ltd.	Info
1.2	This meeting follows: <ul style="list-style-type: none"> i) three Joint Highway Transport Meetings - on 28th August, 6th November 2014 and 21st January 2015; ii) two Network Rail Meetings - on 24th October and 25th November 2014; and iii) the issue of the DCO draft transport-related documents in January 2015 to the Joint Authorities. 	Info
1.3	This meeting was specifically arranged to review the transport-related documents to support the application. PBA submitted the following draft documents for the Joint Authorities' review on 21 st January 2015: <ul style="list-style-type: none"> i) Environmental Statement Transport Chapter; ii) Transport Assessment; and iii) Travel Plan. 	Info
2.	Comments from Bedford Borough Council	
2.1	BBC had reviewed the submitted documentation, and provided these comments to PBA on 27 th January, 2015 by email.	Info
2.2	PBA had reviewed these, and responded on 28 th January, 2015 (a copy of this email is attached).	Info
2.3	BBC confirmed that they were seeking no further amendments to the submission documents, and that the proposals put forward are acceptable in transport terms.	Info

NOTES OF MEETING

Item	Subject	Actions
3.	Comments from Central Bedfordshire Council	
3.1	CBC confirmed by email to PBA on 11 th February, 2015 that CBC was seeking no further amendments to the submission documents, and that the proposals put forward are acceptable in transport terms. A copy of this email is also attached.	Info
4.	Comments from Highways Agency	
4.1	HA confirmed by email to PBA on 10 th February, 2015 that HA was seeking no further amendments to the submission documents, and that the proposals put forward are acceptable in transport terms. A copy of this email is also attached.	Info
5.	Comments from Network Rail	
5.1	NR has reviewed the submitted documentation.	Info
5.2	NR confirmed that the 3.85m minimum offset shown on the Access Road general arrangement plans between the Network Rail / Rookery Pit common boundary fence and the western Access Road kerbline was accepted.	Info
5.3	PBA to establish which party has the maintenance liability of the boundary fence.	PBA/MPL
5.4	NR has provided the NR Emergency Contact number for inclusion in the proposed Traffic Management Method Statement issued in January 2015. NR confirmed that they had no further comment to these documents.	PBA
5.5	NR confirmed that they were seeking no further amendments to the submission documents, and that the proposals put forward are acceptable in transport terms.	Info
6.	Comments from the Joint Authorities to the Proposed Green Lane Access	
6.1	Following discussions with the Joint Authorities, two changes were accepted to the proposed Access Road arrangement plan relating to: <ul style="list-style-type: none"> i) the substitution of text referring to a Section 38 commitment, for text referring to a DCO Requirement preventing building or planting within the visibility splay to obstruct visibility; and ii) a statement that the street lighting at this junction is to be reviewed, and upgraded if required. 	Info
6.2	PBA is liaising directly with CBC regarding the Section 278 process.	PBA
6.3	BBC sought confirmation that the Access junction arrangement was acceptable with reference to the vehicle swept path analysis. This will be forwarded to BBC / CBC under separate cover.	BBC
6.4	BBC and CBC were content with the Site Access arrangement as submitted.	Info
7.	Next Steps	
7.1	PBA is to complete the review of documents, incorporating comments from all Stakeholders, the legal review, and their internal review. These will be circulated in TRACK change to ease this second review. Any comments to these amendments would be gratefully received before 23 rd February, 2015.	PBA
7.2	This work, the definition of the transport-related documentation during the Pre Application Stage, is drawing to a conclusion. The Application for a DCO will be made on 27 th February, 2015.	PBA

NOTES OF MEETING

Item	Subject	Actions
7.3	PBA confirmed that all registered stakeholders will have the opportunity to provide their views both in writing and appearance to the Submission documentation at the Examination. Further details of the process are contained on the Planning Inspectorate's website at http://infrastructure.planningportal.gov.uk/application-process/the-process/ .	Info
7.4	A Statement of Common Ground would be prepared for submission to the Examination, identifying where aspects of the Application meet the requirements of the Stakeholder. BBC to liaise with the other Joint Authorities to ascertain whether this would be a Joint Statement, or a series of individual Statements.	BBC
7.5	On behalf of MPL, PBA thanked the Joint Authorities for their assistance over the last six months in clarifying, reviewing and agreeing the transport-related assessment work.	Info

Encs: BBC – PBA email exchange (email of 29/1/15 : 15.25)
 CBC – PBA email exchange (email of 11/2/15 : 08.59)
 HA – PBA email exchange (email of 10/2/15 : 10.49)



NOTES OF MEETING

From: Kim Healy [mailto:Kim.Healy@bedford.gov.uk]

Sent: 29 January 2015 15:25

To: John Hopkins

Cc: Mark.cornell@centralbedfordshire.gov.uk; NJohnson@stagenenergy.com; Paul Wormald; jenny.volp@highways.gsi.gov.uk; johnny.amadi-ahuama@networkrail.co.uk; Chris Leach; Paul Wormald; Paul James; Simon Davis; Kathryn Taylor

Subject: RE: 31116 - Millbrook Power, Rookery Pit South, Stewartby

Bedford BC - OFFICIAL-Unsecure

John,

Thanks for your response. I attach my further comments in Green(!)

1. There is no assessment of the Construction phase 'likely generation' Q4 or 'worst case generation' Q1 with background traffic, Temprow growth, Stewartby Broadmead and Covanta. I recognise that this will not be typical traffic and would only occur for a short period but it would be the worst, worst case and may be useful to have so that the percentage impact compared to development already permitted is clear –in case the question arises?

We agree that this would be an unrepresentative scenario, and request you reconsider its requirement:

- i) **the anticipated construction commencement for the MPL Project is 2017, completion 2019. TEMPRO growth for background traffic between 2014 – 2019 for the ward that contains Stewartby (Bedfordshire Bedford) is 1.0749 (AM) – 1.0781 (PM). This increase is minimal.**
- ii) **the Q4 (End of 2017) peak hour trip generation from MPL is 28 lights / 4 heavies. By the end of construction (Q8 End of 2019) this has decreased to 15 lights / 0 heavies – a reduction of 17 peak hour trips.**
- iii) **whilst Broadmead Road has a consent for 800 units, we are unaware of any movement in progressing the design, discharging the list of conditions or resolving the reserved matters applications. Assuming that these planning approvals take ? 2 years to resolve, then 50 units per year are constructed (a completion rate adopted by most house builders), only 100 units would be occupied by the time MPL construction activity has completed. In 2017 Q4 this would add 12 peak hour trips, by 2019 Q8 this would add a further 25 peak hour trips to Green Lane. The increase in Broadmead Road Devt trips along Green Lane is similar to the reduction in MPL trips as construction completes;**
- iv) **assuming that design work recommences on Covanta immediately and a 2 year design process, Covanta will not be operational by the time that MPL completes works. We have already offered a DCO Requirement to restrict the peak MPL construction operations when a peak Covanta construction operation is programmed.**

As the assessment demonstrated that the impact on Green Lane was minimal, the conclusions of this assessment will not change by including these additional movements. I suggest that the TA already reports a reasonable worst case assessment, and that other cases would be contrived and almost unlikely to occur.

As I said I do realise that, but programmes slip and the question may be asked by others. If you don't feel it necessary to clarify then that is fine.

NOTES OF MEETING

2. I am still concerned that the estimate of the Worst Case construction phase generation should be double. 750m³ concrete at 6m³ per load is 125 loads. The lorries will deliver **and leave** this is 125 in and 125 out, 250 total a day not 125. In the ES Table 12.11 indicates 125 Peak Construction (1-way) and Table 12.13 reflects 250 total (two-way, 50% Bedford Rd North:50% South) but only 125 total appears to have been used in the TA (Table 6.3)

I regret this work has suffered from editing by others and there are two minor errors in this – but please be assured that PBA has assessed a “more worse” case than was required, the following minor changes will be required to the documents in the next issue:

- i) **ES Table 12.11 – title to have “Total 1 way” replaced with “Total Vehs” 1 way is correct based on your methodology, no need to change it just does not match with Ta Table 6.3. the Peak Construction Car Movements of 40 should read 20 (the 30 members of staff travelling 1.6 to the car). The impacts have been marginally over-reported by 20 cars, this will be corrected in the next issue;**
 - ii) **ES Table 12.13 is correct; I also agree this is correct, but TA Table 6.3 only adds 125 into the total 2-way, so the HGV total 2-way vehicles/day is shown as 128 (14 PK) when it should be 253 (26PK). It won't make a material difference but needs correcting to avoid confusion.**
 - iii) **TA Table 6.3 - the Peak Construction Car Movements error of 40 / 20 has replicated and will be corrected in the next issue – albeit 20 vehicles too many have been assessed and reported in the TA.**
3. Please could you clarify if we have any other formal opportunity to comment on the DCO once it is submitted? How do we go about attaching 'requirements'?

The Draft DCO and Requirements have been sent to the local authorities last week to provide them the opportunity to comment on these. All registered stakeholders will have the opportunity to provide their views both in writing and appearance to the Submission documentation at the Examination – the Statement of Common Ground will form part of this. I trust that BBC's comments will have been responded to before then and be minimal! Further details of the process are contained on the Planning Inspectorate's website at <http://infrastructure.planningportal.gov.uk/application-process/the-process/>.

4. I would like to see a commitment to the following included as the suggested requirement (supplied on a separate sheet at the 21.1.15 meeting) does not seem to cover all these:
 - Provide access as shown in Drawing no. 31116/3010/003 before the start of any works; **these works will be delivered in advance of the MPL generation-related construction works commencing;**
 - Provide details of Traffic Management to be delivered during construction phase on Green Lane; **these are detailed in TA Appendix 5.2. References are to be included within the CEMP and the DCO Requirements;**
 - **Not** undertake worst case trip generating activities on days of high contractor activity on other sites within the pit; **this is referred to in 1(i) of the Requirements – we suggest that this provides the LPA with the power to control construction activity;**
 - An agreed Construction Management plan (including signing Strategy) before works begin; **this is a CEMP Requirement (within section 3.10)**
 - An agreed TP before works begin. **this requirement is detailed within the CEMP (section 3.10).**

NOTES OF MEETING

I had not been provided a full copy of the Draft Requirements prior to my comments. I have now seen them and they do cover most of my concerns. My only outstanding concern is the need for a reference to Wheel washing facilities /Measures on site to control the deposition of dirt mud on surrounding roads during construction – probably within the CMP?

Regards

Kim

From: John Hopkins [<mailto:JHopkins@peterbrett.com>]

Sent: 28 January 2015 18:14

To: Kim Healy

Cc: Mark.cornell@centralbedfordshire.gov.uk; NJohnson@stagenenergy.com; Paul Wormald; jenny.volp@highways.gsi.gov.uk; johnny.amadi-ahuama@networkrail.co.uk; Chris Leach; Paul Wormald; Paul James; Simon Davis; Kathryn Taylor

Subject: 31116 - Millbrook Power, Rookery Pit South, Stewartby

Kim,

Thanks for your email.

I have embedded our responses within your email – to differentiate, I have used **Red Bold** font.

Many thanks for your assistance, and regards,

Regards,

John Hopkins

Associate

For and on behalf of Peter Brett Associates LLP
11 Prospect Court, Courteenhall Road, Blisworth, Northampton, NN7 3DG
t 01604 878305
f 01604 878333
m 07876 576290
e jhopkins@peterbrett.com
w www.peterbrett.com

NOTES OF MEETING

From: Mark Cornell [mailto:Mark.Cornell@centralbedfordshire.gov.uk]
Sent: 11 February 2015 08:59
To: Stuart Borgognoni; John Hopkins
Cc: 'Kim Healy'
Subject: FW: 31116 - Millbrook Power Ltd DCO Application

John, Kim

Sorry but I'm not likely to be able to make the meeting this afternoon – although I may be able to get there towards the end assuming that Planning Committee gets through the agenda in good time.

With regard to the TA I've nothing to add to the comments we made at the last meeting or those that Kim put forward. Stuart will hopefully be able to speak with Paul this morning.

Apologies for the late notice but I wasn't expecting to have to attend Committee.

Kind regards

Mark Cornell
Principal Highway Officer
Highway Development Management
Community Services

Central Bedfordshire Council Priory House, Monks Walk, Chicksands, Shefford, Bedfordshire,
SG17 5TQ
Direct dial: 0300 300 5793
| Internal: 75793 | Email: mark.cornell@centralbedfordshire.gov.uk

NOTES OF MEETING

From: Volp, Jenny [mailto:Jenny.Volp@highways.gsi.gov.uk]

Sent: 10 February 2015 10:49

To: 'Kim Healy'; John Hopkins

Cc: Mark.cornell@centralbedfordshire.gov.uk; NJohnson@stagenenergy.com; Paul Wormald; johnny.amadi-ahuama@networkrail.co.uk; Chris Leach; Paul Wormald; Paul James; Simon Davis; Kathryn Taylor

Subject: RE: 31116 - Millbrook Power, Rookery Pit South, Stewartby

John and others

I have nothing to add to Kim's comments below. As we discussed at the last meeting I attended, I have no additional concerns regarding the amount of trips generated by this proposal.

My view is that the proposal will not severely affect the SRN. Details of traffic management during construction is essential however this is dealt with in the copy of the draft TA (dated Jan 2015) through your method statement. I understand that a construction management plan has been developed and Bedford Borough have commented on this.

Are you expecting the HA to sign a statement of common ground too – will this be a joint one with all authorities signing one statement or do you need individual ones?

I will try to get the meeting tomorrow, however I am in a meeting in the morning which may overrun.

Best Wishes

Jenny Volp, Asset Manager - Area 8

Highways Agency | Woodlands | Manton Lane | Bedford | MK41 7LW

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Appendix 2.3 – Scoping of Transport Assessment

PETER BRETT ASSOCIATES LLP

Millbrook Power Project, Bedfordshire

Preliminary Environmental Information Report - Proposed Contents:

- Non-Technical Summary and Executive Summary
- Introduction
 - Approach
 - Relevant Policy and Guidance
 - Assessment Methodology
 - Significance Criteria
 - Consultation and Consultation Responses
- Power Generation Plant Assessment
 - Baseline Conditions and Receptors
 - Construction/Decommissioning - assessed using tabular form (see below)
 - Operation - assessed using tabular form (see below)
- Gas Connection Assessment
 - Baseline Conditions and Receptors
 - Construction/Decommissioning - assessed using tabular form (see below)
 - Operation - assessed using tabular form (see below)
- Electrical Connection Assessment
 - Baseline Conditions and Receptors
 - Construction/Decommissioning - assessed using tabular form (see below)
 - Operation - assessed using tabular form (see below)
- Cumulative Impacts
 - Construction/Decommissioning - assessed using tabular form (see below)
 - Operation - assessed using tabular form (see below)
- Summary and Conclusions
 - Further work
 - Summary
 - Conclusions

Receptor name and description	Preliminary Assessment of Impacts	Potential Specific Mitigation	Potential Residual Impacts	Further assessments and consultation to be undertaken
Generating Equipment and Laydown Area				
<i>Short description of the receptor and potential impact.</i>	<i>Preliminary assessment of the impact.</i>	<i>Additional mitigation identified in response to the specifics of the project</i>	<i>A short simple statement of the preliminary assessment of significance.</i>	<i>Details of further work to be undertaken prior to the ES.</i>

Transport Assessment

Prepared in accordance with Department for Transport's Guidance on Transport Assessment' - March 2007, and if required would include:

- Non-Technical Summary and Executive Summary
- Introduction
- Development Proposals
- Existing Conditions
- Policy Context / Review
- Access and Movement Strategy
- Review of local road safety records
- Person Trip Movement
- Traffic Impact Assessment – construction and operation
- Mitigation Strategy - if required

Route Management Strategy

To include details of:

- Traffic and HGV control measures
- Site Access Points
- Access for NMUs
- Access routes
- Enforcement / Policing

Travel Plan

- Introduction, Aims and Objectives
- Policy and Guidance Context
- Existing Conditions and Accessibility
- Development Proposals and Access Strategy
- Travel Plan Measures and Promotional Strategy
- Travel Plan Coordinator
- Targets, Monitoring and Review
- Implementation Programme and Responsibilities

Appendix 2.4 – Correspondence with Highways England

Project:	Highways Agency Spatial Planning Contract	Job No:	60295882 – DT018.001
Subject:	A421 Millbrook Power Station Review		
Prepared by:	Irene O’Riordan	Date:	1st October 2014
Checked by:	Simon Willison	Date:	2nd October 2014
Verified and Approved by:	John Alderman	Date:	3rd October 2014

1. Introduction

- 1.1. This Technical Note has been prepared by AECOM, on behalf of the Highways Agency (HA), to detail the review a series of documents associated with a proposed Millbrook Power Station (MPS) development in Bedfordshire. The proposal is currently at pre-application/scoping stage. The site is understood to straddle Bedford Borough and Central Bedfordshire authorities.
- 1.2. The documents were prepared by Peter Brett Associates (PBA) on behalf of Millbrook Power Ltd (MPL) a company set up for this project by Watt Power Limited.
- 1.3. Within the vicinity of the Millbrook Power Station site the HA are responsible for the A421 and the M1 (Junction 13).
- 1.4. The following documents have been provided:
 - Copy of 27th August meeting notes (attended by the HA);
 - Preliminary Environmental Information Report (PEIR), Transport Assessment, Route Management Strategy, Travel Plan – proposed document contents.
 - PIER Draft Figures 12.1 and 2 (maps showing the location of the site and proposed access routes);
 - Traffic and Transport Introduction presentation (containing background information on the planned development);
 - Notes of the National Infrastructure Planning process;
 - Construction and Operational Movements (trip generation estimates during construction);
 - Drawing 31116 / 3010 / 003 (proposed access junction)
- 1.5. The purpose of this technical note is to review the submitted documentation, which indicates the trip generation and route of construction traffic PBA propose to take in the development of their TA and provides recommendations regarding the contents of the TA that will be required by the HA.

2. Proposed Development

- 2.1. The proposed development site is located approximately 9km to the south-west of Bedford town centre. Milton Keynes is around 16km west of the site. The A421 which is approximately 1.5km north-west of the site as the crow flies. The closest A421 junction is the dumbbell junction at Marston Moretaine.
- 2.2. The M1 at Junction 13 is located approximately 6km south-west of the site as the crow flies. The western corner of the site is bounded by Millbrook train station and Houghton Conquest is located to the east. The southern end of the site reaches just to the north of Woburn Road and the northern end of the site extends to the Rookery South Pit. The exact extent of the proposed development is not yet determined so the above listed edges are the furthest possible boundaries of the site.

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- 2.3. At this stage the development consists of (as detailed in the meeting notes provided from August 2014):
- “A new Power Generation Plant, a gas fired peaking 299MW power generating station fuelled by natural gas. The Generation Plant would be accessed via a new purpose built access road from Green Lane, Stewartby;
 - A new Gas Connection to bring natural gas to the Power Generation Plant from the National Transmission System;
 - A new Electrical Connection to export power from the Power Generation Plant to the National Grid Electricity Transmission system for distribution;
 - A temporary laydown area for the storage of plant and equipment during construction adjacent to the Generating Equipment Site;
 - A new purpose-built 1.7km access road constructed from Green Lane to the Generating Equipment;
 - The route of the access road would follow the existing track which borders the lake within Rookery North Pit. On reaching Rookery South Pit, the Access Road would descend the ramp to enter into the Pit, and cross through the Pit until it reaches the Generating Equipment Site.”
- 2.4. There is extant planning permission for the Rookery South Pit which is proposed to be implemented concurrently with the proposed development. The permission consists of a “low level restoration scheme” to restore the site, a DCO for an Energy from Waste (EfW) plant and a Integrated Waste Management Facility which is dependent on the EfW plant.
- 2.5. The DCO extant permission for the EfW includes the proposal for a ghost island priority junction on Green Lane. If this is delivered it is proposed that it will provide sufficient capacity to accommodate the MPS proposal. This junction is understood to be more than sufficient to accommodate the proposed development as it was designed to cater for significantly more traffic. Green Lane links to Bedford Road, access to the A421 could potentially be gained via Marston Moretaine or Marsh Leys Interchanges.
- 2.6. If the ghost island priority junction permitted with the EfW site is not built then PBA propose a simple priority junction at the same location. This will be tested for capacity as part of the TA.

3. Trip Generation

- 3.1. The information provided on trip generation relates to the construction period. The proposed trips for the construction period are presented as an attachment in “construction workers profile and HGV loads v3.0 MPL”. It is detailed that they have been generated by Parsons Brinkerhoff and based on data collected from similar facilities. This is used to create a vehicle trip generation estimate. The supplied meeting notes indicates that this is for an 18 month construction period. No further detail is provided to verify how these trips were generated although it is mentioned in the meeting notes (from 27th August 2014) that a sensitivity test will be provided to identify the worst case daily construction trip generation.
- 3.2. The trips are split into vehicles per day and then peak hour trips. Within these sections the trips are categorised as associated with the “electrical connection” or the “power plant and gas connection” separately for cars and HGVs. It seems that the vehicles per day trips are total two way trips and the peak hour trips are one way trips but it is unclear from the table to confirm this definitely. AECOM recommends that further clarity is provided in the forthcoming TA. The trips are split into 8 quarters but it is not defined how long a quarter is. It seems intuitive that this represents a quarter

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of year but the meeting notes detail PBA expect an 18 month construction period, not a two-year construction period. This definition needs to be provided by PBA in the TA.

- 3.3. The electric connection trips are defined separately and the power plant and gas connection trips are combined. It is unclear why the power plant and gas trips have been combined. Figure 12.2 provided by PBA presents the electricity and gas connection routes combined. Under most options the power generation plant has a separate route and access point. Option 3 however appears to indicate that the Power Plant, Gas and Electricity Connections could all be combined. Following discussion with the local highway authorities it is recommended that potential trip routing options are confirmed. Details of all the routes made available to the various disciplines should be confirmed in the forthcoming TA.
- 3.4. Peak hour trips are presented but it is not defined what peak hour this represents i.e. is this representative of the expected construction traffic peak (and if so, at what times of the day is this expected to occur) or of traditional peak hours when background flows are at their highest? HGV traffic may have a relatively short stay on the site and hence potentially leave within the same peak hour as arrival. It is recommended that details of the anticipated number of trips are expanded upon within the forthcoming TA, listing both the number of arrivals and departures for the peak hours considered. This information should be presented for the 'worse case' scenario, reported 'likely to be casting of the concrete foundation'.
- 3.5. AECOM has performed a preliminary comparison of the trips with those suggested by Parsons Brinckerhoff for the submission of Progress Power Project (April 2014) in Eye, Suffolk (currently being examined as a nationally significant infrastructure project). This proposal is referenced within the material supplied by PBA, as it is also being developed by Watt Power Limited. The Progress Power Project proposal is for a Simple Cycle Gas Turbine (SCGT) peaking plant to provide an electrical output of up to 299MW and will operate for up to 1,500 hours per year. The electrical output and hours of operation per year are the same as those proposed for the MPS application. It is unclear if the type of power plant at the Progress Power Project site would be similar or different in terms of construction traffic characteristics to the MPS power plant, however it serves as a useful reference point to reviewing the traffic flows proposed for the Millbrook site at this early stage.
- 3.6. The Progress Power Project (PPP) reports details that the peak hours are assumed to stretch over 2 hours as it assumes take HGVs an hour to leave the site. The peak hours presented are AM 07:00-09:00 and PM 16:00-18:00. The working weekday is considered to consist of arrivals from 07:00-17:00 and departures from 08:00-18:00. The proposal assumes there will be a range of 25 to 127 workers visiting the site each day over the duration of the construction. It is assumed that a car share proportion of 1.6 people per car. The construction will take 2 years to complete and the trips are split into 8 quarters. These suggest around 80 car trips to and 80 car trips from the site for visiting workers. It is likely that there would be a peak in trips within the two hour period and the worse case may not be reflected by simply half of the two hour flow.
- 3.7. It is recommended that further evidence is provided in the forthcoming TA to substantiate the figures for the Millbrook proposal, including when peak hours occur, the number of construction workers likely to be on site and assumed car occupancy.
- 3.8. Once the plant is operational it is expected to consist of a maximum of 4 staff each shift. The traffic generated from the operational site therefore is likely to be negligible. It is noted however in the Construction Workers Profile and HGV Loads 250714 table that during maintenance periods there may be up to 40 extra staff on site for a period of a month. The meeting notes indicate that maintenance periods should be no more frequent than once a year. The notes acknowledge that

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traffic flows will increase during these periods and that more details will be provided within the forthcoming TA.

4. Routing of Traffic

- 4.1. PIER Draft Figure 12.2 details possible route options for construction traffic between the development site and the SRN. There are three possible route options defined from different junctions on the A421: Marston Moretaine dumbbell junction, A421/A428 Marsh Leys signalised gyratory and the A421/A6 Elstow gyratory. One route option could go via M1 Junction 13. It is unclear whether one or more routes will eventually be chosen. From the HA's perspective, having more than one route defined would be more acceptable as it would reduce the impact on any single point on the SRN. This may not however be acceptable to the local highway authority, particularly for HGV movements. The meeting notes appear to suggest only two potential access points to the SRN, with the inference that Green Lane would be the access route. The preferred routing options available should be clarified within the forthcoming TA.
- 4.2. PBA have not detailed the proposed scope of assessment at this stage, however it would be expected that it details the number of trips at any SRN junction. HA Protocol states that junction or link capacity assessments should be undertaken on the SRN where development proposals results in generating significant amount of movement. It is recommended that the number of two way trips at each of the SRN junctions is identified. Depending upon the number of trips identified and how critical these additional trips could be to the operation of the junction, consideration can be given to whether or not there is a need for capacity assessments to be undertaken.

5. Proposed Transport Assessment, Travel Plan and Route Management Strategy

- 5.1. PBA have detailed what they propose to include in a forthcoming TA, Travel Plan and Route Management Strategy. This complies with the Department for Transport's Guidance on Transport Assessment (March 2007). Although it is implied under the suggested heading "traffic impact assessment", AECOM request that specific and detailed information is provided on development trip generation, distribution of trips and the analysis period is clearly defined.
- 5.2. The content of the proposed TA and Travel Plan appears to comply with the HA guidance on requirements for transport assessments and travel plans.
- 5.3. A Route Management Strategy is proposed, which will indicate amongst other items the traffic and HGV control measures to be imposed. Details such as this would effectively form a Construction Management Plan which, for a development of this scale and nature, would be recommended. Provision of this information should provide the HA an opportunity to agree appropriate measures to manage traffic flows via the SRN, for example control the number of trips occurring during the peak hours when background flows are at their highest (if this was considered necessary) and the junctions and routes to be used by construction vehicles.

6. Conclusion

- 6.1. This Technical Note has been prepared by AECOM to detail the review of trip rates and potential impact for a forthcoming Transport Assessment associated with a proposed power plant in Millbrook, Bedfordshire. The information supplied was prepared by Peter Brett Associates (PBA) on behalf of Millbrook Power Limited (MPL) working form Watt Power Limited.
- 6.2. PBA's approach is to calculate trips individually for the separate components of the power plant into cars and HGVs for the construction phase. This is considered reasonable.

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- 6.3. AECOM query some of the assumptions used to generate the proposed trips and request more information on; when is the defined peak hours, what are the trips for arrivals and departures, comparisons to other comparable site for verification and for each trip to be presented separately i.e. gas, electrical and power plant. Clarification is also needed of the proposed construction period – is it 18 months or two years?
- 6.4. PBA detail various options for the proposed construction access routes. Final confirmation of the proposed routes will be provided in the TA once the development proposals are finalised. It is possible that more than one SRN junction could be used by construction traffic, which could help to dissipate the impact.
- 6.5. Subject to further evidence being provided to clarify and justify the trip generation, it is not confirmed at this stage that junction capacity assessments of the SRN junctions would be required. It is recommended that the 'worse case' traffic impact at each of the affected SRN junctions is identified such that the Agency can provide a view on whether or not capacity assessments will be required. A Route Management Strategy (which will detail plans to manage construction traffic) is proposed. If concerns materialise with regard to the level of traffic generation on the SRN, controls could potentially be put in place to reduce trip generation and to encourage traffic to avoid the peak periods in background traffic flows when the operation of SRN junctions are likely to be most susceptible to increases in traffic. Preparation of an acceptable Route Management Strategy may remove the need for capacity assessments to be undertaken.

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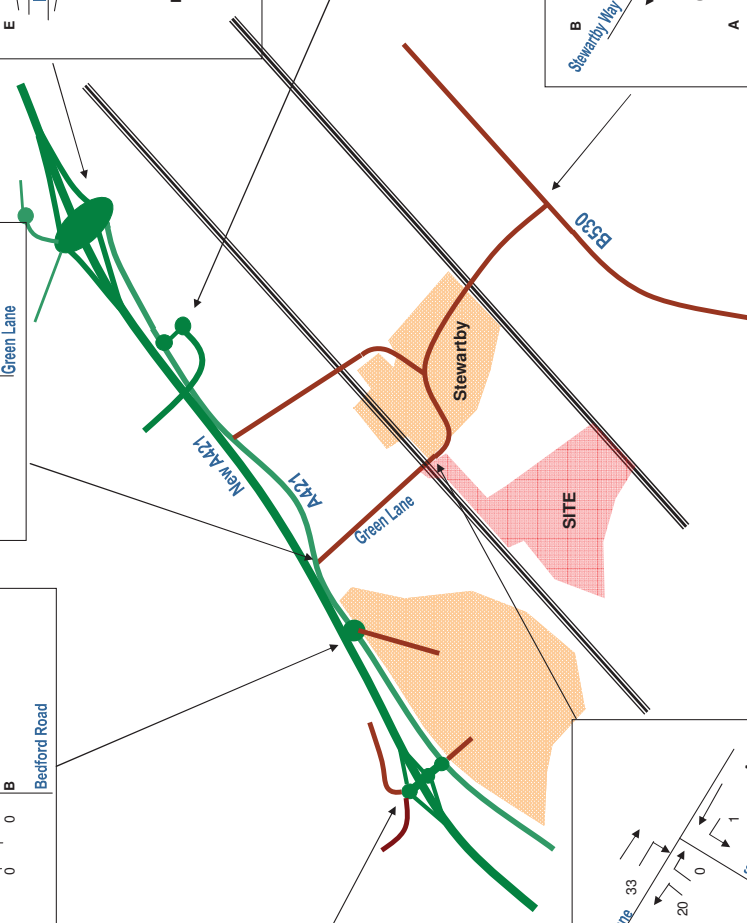
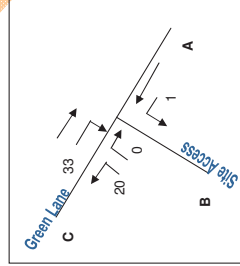
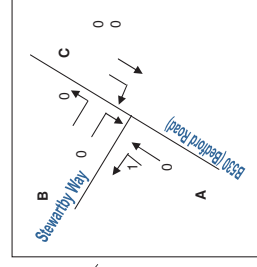
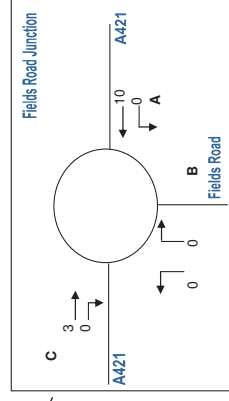
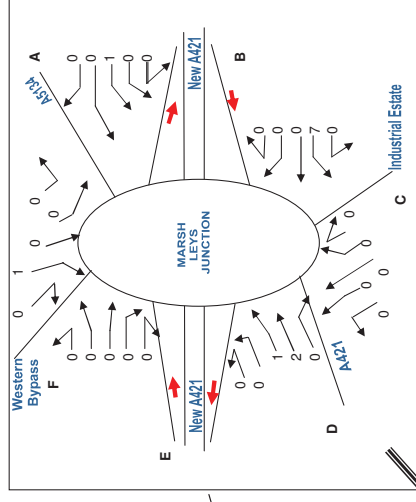
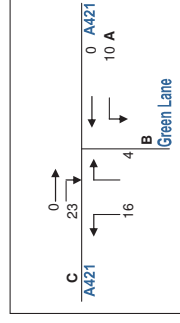
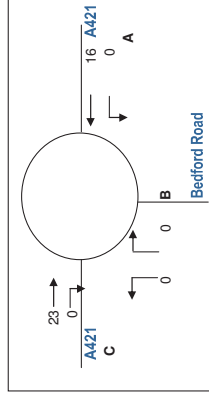
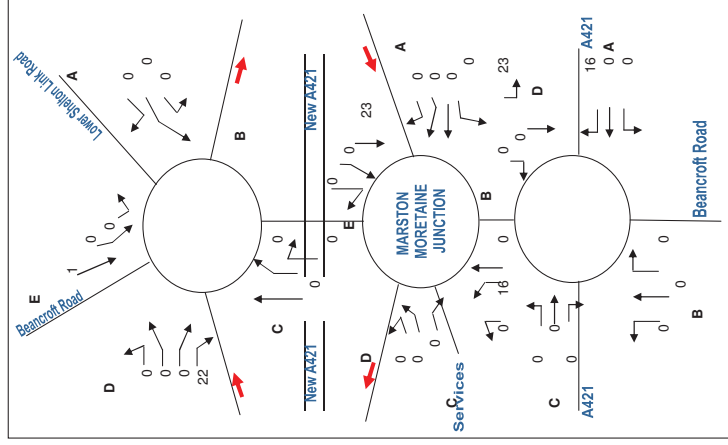
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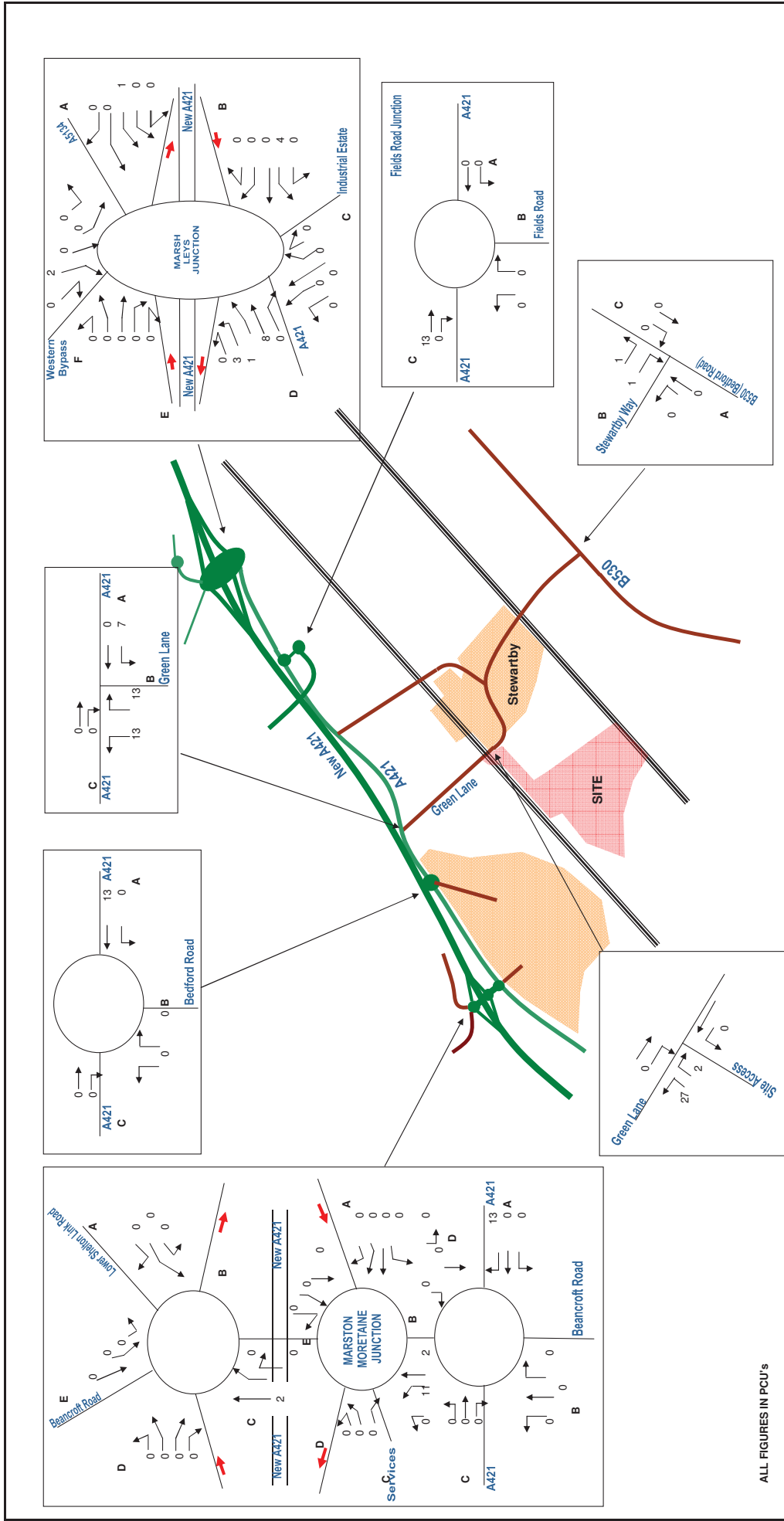
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Appendix 2.5 – Details of Covanta Development



ALL FIGURES IN PCU's

Client	Team		Drawn by	Date
	D	MA'L	MA'L	April 2010
Project	Checked		Approved	
	MB		MA'L	
Title	Figure No.			Rev.
	210010 - Fig 26			
<p>Waterman Boreham Transport Planning</p> <p>Waterman Boreham Ltd. Regent House Hubert Road Brentwood Essex CM14 4JE Telephone 01277 238100 Facsimile 01277 238150 Email enquiries@waterman-boreham.com</p>				
 FS22721				

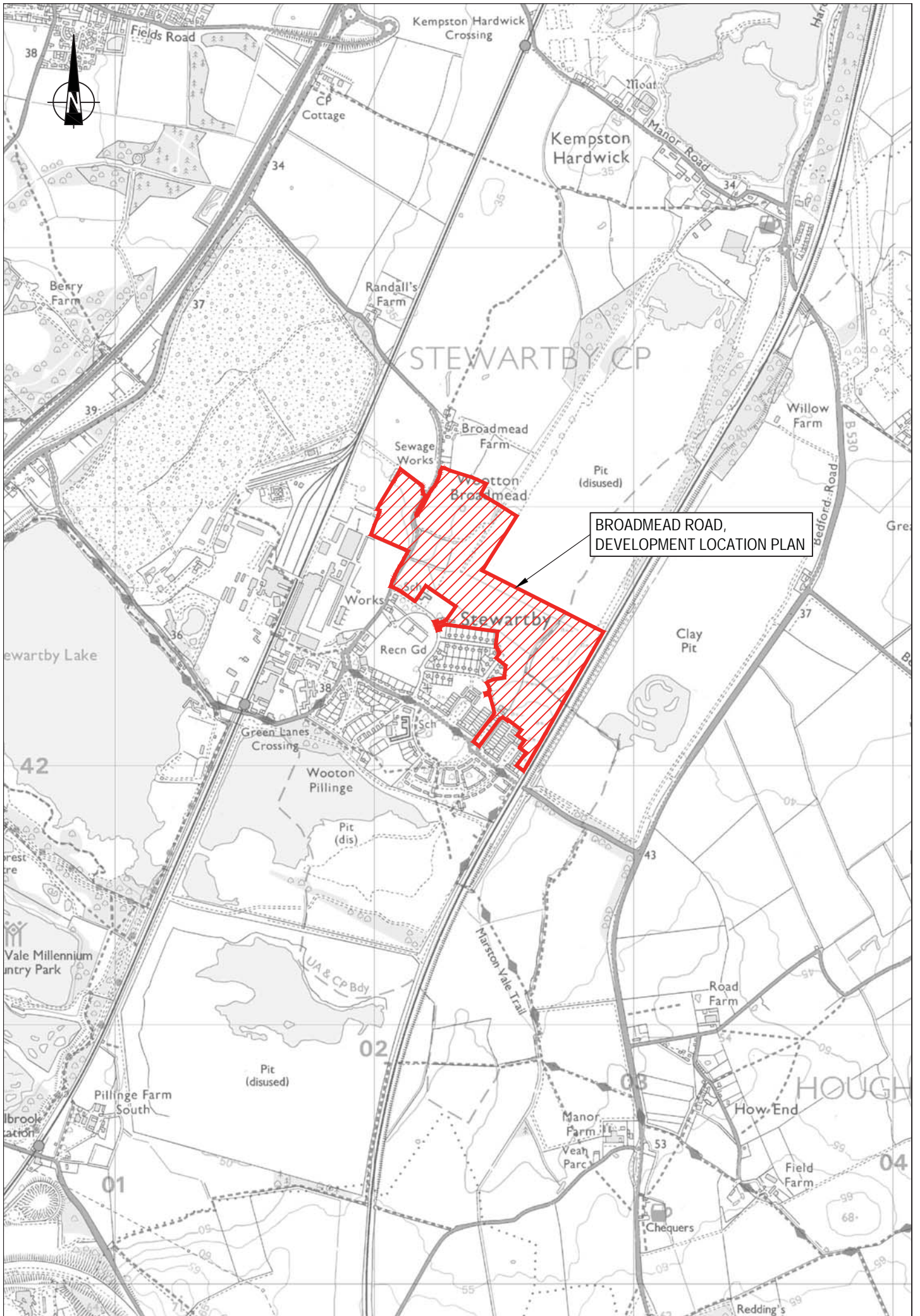


ALL FIGURES IN PCU'S

Client	COVANTA		Waterman Boreham Ltd. Regent House Hubert Road Brentwood Essex CM14 4JE	Waterman Boreham Transport Planning	BSI FS23721	
	Team	D	Drawn by	MA'L		Date
Project	Checked	MB	Approved	MA'L	Rev.	
Title	Proposed Rookery South Resource Recovery Facility		210010 - Fig 55			
Total Development Flows - 17:00-18:00 PM Peak						

Waterman Boreham Ltd.
Regent House
Hubert Road
Brentwood
Essex CM14 4JE
Telephone 01277 238100
Facsimile 01277 238150
Email enquiries@waterman-boreham.com

Appendix 2.6 – Details of Broadmead Rd Development



BROADMEAD ROAD,
DEVELOPMENT LOCATION PLAN

STEWARTBY CP

HOUGH

- 6.13 In terms of total traffic volumes, the residential development generates 527 vehicles in each peak hour, whilst the employment area generates between 144 and 184 vehicles in the peak hours. In terms of Heavy Goods Vehicle movements, it is unlikely that any HGVs will be generated by the residential development during the peak hours. The employment area will generate a number of HGVs, the precise amounts dependant upon the split of B1/B2/B8 uses (HGV proportions will increase from B1 to B2 to B8 use), although large numbers of HGV movements do not generally occur during the peak hours. For this assessment it is assumed that none of the peak hour residential traffic will comprise HGVs, and that 10% of trips to/from the employment area will comprise HGVs.

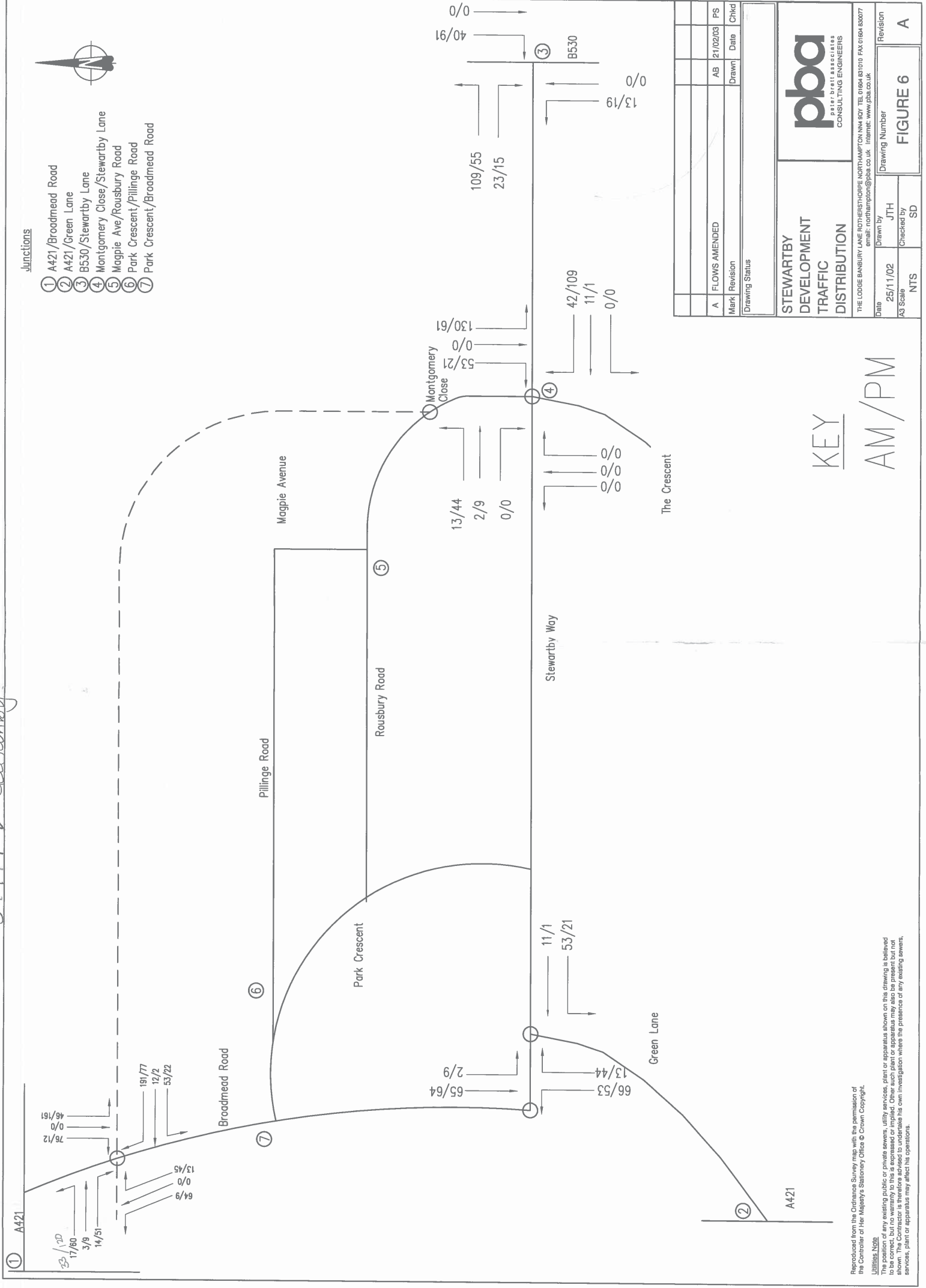
Trip Distribution / Assignment

- 6.14 Trip distribution and assignment assumptions are consistent with the two Wootton development Transport Assessments, as agreed with Bedfordshire County Council. The resulting trip distributions (which differ between residential and employment) are shown below and are assumed to be the same for both AM and PM peaks (see Figure 6).

To / From	Residential	Employment
A421 North	45%	50%
A421 South	25%	35%
B530 South	5%	5%
B530 North	25%	10%
Total	100%	100%

- 6.15 The above trip generation and trip distribution figures result in the following assignment

	AM		PM	
	In	Out	In	Out
A421 N (Broadmead Road)	122	208	173	137
A421 S (Green Lane)	79	118	97	85
B530 S (via Stewartby Way)	13	23	19	15
B530 N (via Stewartby Way)	40	109	91	55
Total	254	458	380	292



Junctions

- ① A421/Broadmead Road
- ② A421/Green Lane
- ③ B530/Stewartby Lane
- ④ Montgomery Close/Stewartby Lane
- ⑤ Magpie Ave/Rousbury Road
- ⑥ Park Crescent/Pilling Road
- ⑦ Park Crescent/Broadmead Road

KEY
AM/PM

Mark	Revision	Drawn	Date	Chkd
A	FLAWS AMENDED	AB	21/02/03	PS
Drawing Status				

Revision
A

FIGURE 6

STEWARTBY DEVELOPMENT TRAFFIC DISTRIBUTION

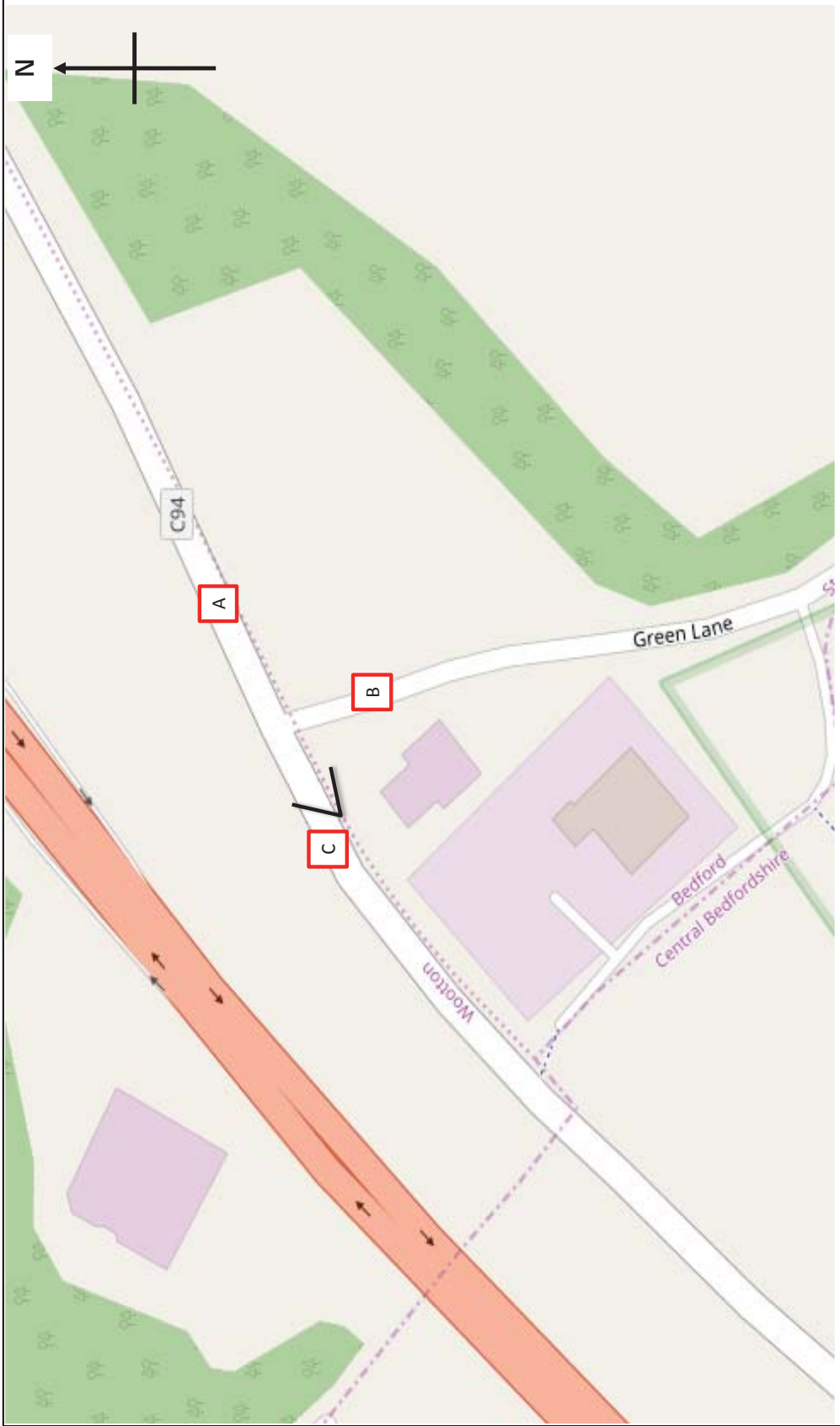
THE LODGE BANBURY LANE ROTHERSTHORPE NORTHAMPTON NN4 8DY TEL 01604 831010 FAX 01604 830077
email: northampton@pba.co.uk internet: www.pba.co.uk


Date: 25/11/02
AS Scale: NTS
Drawn by: JTH
Checked by: SD

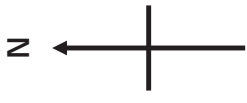
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Utilities Note:
The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct. However, the Contractor is advised to undertake his own investigation when the presence of any existing sewers, services, plant or apparatus may affect his operations.

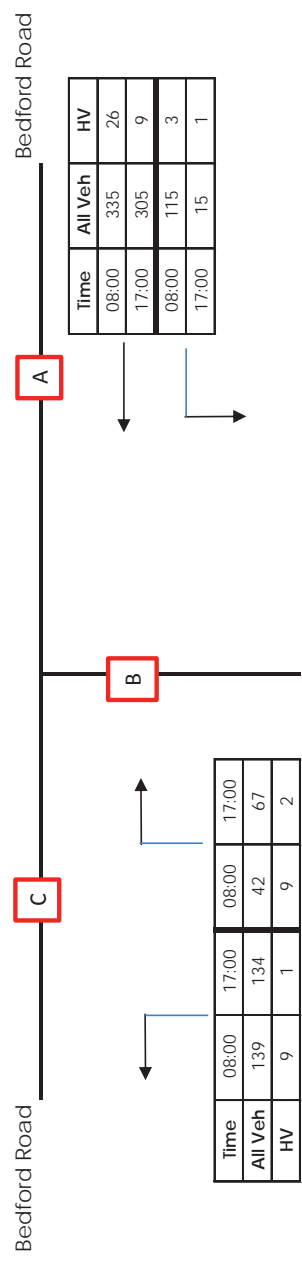
Appendix 3.1 – Traffic Survey Results



	Site / Location: Site 1, Bedford Road / Green Lane	Project No.: 7480	Drawing No.: 7480-01	Drawn By: JE
	Survey Date: Thursday 18th May 2017	Project Name: Stewartby		
	Survey Times: 07:00 to 09:30 & 15:30 to 19:00	Drawing Title: Site Layout and Observed Movements		




Time	All Veh	HV
08:00	237	25
17:00	332	8
08:00	155	16
17:00	116	0



Time	All Veh	HV
08:00	335	26
17:00	305	9
08:00	115	3
17:00	15	1

Time	08:00	17:00	08:00	17:00
All Veh	139	134	42	67
HV	9	1	9	2

	Site / Location: Site 1, Bedford Road / Green Lane	Project No.: 7480	Drawing No.: 7480-02	Drawn By: NT
	Survey Date: Thursday 18th May 2017	Project Name: Stewartby		
	Survey Times: 07:00 to 09:30 & 15:30 to 19:00	Drawing Title: Peak Hour Turning Movements		

SITE: 1 LOCATION: Bedford Road / Green Lane DATE: 18/05/2017 SITE: 1 LOCATION: Bedford Road / Green Lane DATE: 18/05/2017 DAY: Thursday DAY: Thursday

TIME	A to B		A to C		B to C		C to B		FROM ARM A		TO ARM B		FROM ARM B		TO ARM C		FROM ARM C		JUNCTION TOTAL		PEAK HOUR CALCULATION																
	L	V	L	V	L	V	L	V	L	V	L	V	L	V	L	V	L	V	L	V	L	V															
07:00	0	3	73	10	83	22	1	15	07:00	36	6	42	76	10	86	17	1	18	24	1	25	95	11	106	48	7	85										
07:15	0	3	38	6	34	4	2	4	07:15	33	6	49	133	9	103	14	1	18	24	1	25	129	11	136	77	76	92										
07:30	0	2	11	12	13	1	3	2	07:30	15	4	16	49	5	55	14	3	22	28	3	35	50	6	61	25	24	29										
07:45	29	1	30	103	14	117	24	5	29	4	63	132	15	147	57	3	60	28	6	34	127	19	146	83	5	88											
08:00	20	0	20	78	9	87	34	3	37	4	3	08:00	64	9	73	98	9	65	38	4	42	112	12	124	89	14	103										
08:15	25	1	26	92	5	97	31	0	31	7	3	08:15	75	4	79	117	6	123	60	7	67	128	10	138	103	7	110										
08:30	36	0	36	63	6	69	31	0	31	7	3	08:30	86	6	92	129	7	138	60	7	67	139	10	149	111	8	118										
08:45	36	0	36	63	6	69	31	0	31	7	3	08:45	97	4	103	140	7	149	60	7	67	150	11	161	119	9	129										
09:00	11	0	11	67	4	71	24	1	25	7	2	9	39	6	45	12	7	30	31	3	34	91	5	96	51	13	64										
09:15	11	0	11	65	4	69	19	7	26	3	0	3	40	4	44	12	2	25	22	2	29	84	11	95	52	6	58										
PFOT	182	8	190	849	69	918	266	30	296	55	11	62	468	54	522	260	40	300	PFOT	523	68	591	1031	77	1108	412	48	430	321	44	365	1115	99	1314	728	94	822

TIME	A to B		A to C		B to C		C to B		FROM ARM A		TO ARM B		FROM ARM B		TO ARM C		FROM ARM C		JUNCTION TOTAL		PEAK HOUR CALCULATION																			
	L	V	L	V	L	V	L	V	L	V	L	V	L	V	L	V	L	V	L	V	L	V																		
15:30	3	1	4	51	6	57	35	4	39	19	0	19	51	3	54	27	1	28	15:30	70	3	73	54	7	61	30	2	32	54	4	58	66	10	96	78	4	82			
15:45	3	1	4	51	6	57	35	4	39	19	0	19	53	6	58	27	1	28	15:45	88	9	97	63	7	70	31	3	34	54	5	59	88	5	93	83	4	87	88		
16:00	1	0	4	64	3	69	22	2	24	12	2	12	62	9	69	17	2	15	16:00	71	4	75	50	3	53	30	4	34	79	6	85	83	4	87	87	6	91	83	4	87
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16:30	1	0	1	69	2	71	39	1	40	22	0	22	60	9	69	26	1	27	16:30	52	9	61	70	2	72	27	1	28	61	1	62	108	3	111	56	10	66	66		
16:45	4	0	4	70	0	70	47	2	49	4	0	4	67	2	69	21	0	21	16:45	71	2	73	74	0	74	25	0	25	51	2	53	117	2	119	88	2	90	90		
17:15	4	0	4	71	3	74	30	0	30	8	0	8	78	1	79	28	0	28	17:15	86	1	87	75	3	78	32	0	32	88	0	88	101	3	104	106	1	107	107		
17:30	2	0	2	65	0	65	44	0	44	18	0	18	84	1	85	27	0	27	17:30	102	1	103	67	0	67	29	0	29	62	0	62	109	0	109	111	1	112	112		
17:45	4	0	4	83	3	86	28	0	28	8	1	9	96	2	98	33	0	33	17:45	104	3	107	87	3	90	37	0	37	111	3	114	129	2	131	131					
18:00	1	0	1	73	0	73	34	0	34	12	0	12	83	0	83	34	0	34	18:00	85	1	86	70	1	71	30	0	30	92	1	93	92	0	92	92					
18:15	2	0	2	73	2	75	16	0	16	4	0	4	80	20	0	20	0	20	18:15	89	6	95	75	2	77	22	0	22	89	2	91	91	0	91	91					
18:30	5	0	5	42	4	46	23	0	23	2	0	2	55	2	57	18	0	18	18:30	62	1	63	64	2	66	18	0	18	19	1	20	78	3	81	75	1	76	76		
18:45	5	0	5	42	4	46	23	0	23	2	0	2	55	2	57	18	0	18	18:45	57	2	59	47	4	51	23	0	23	25	0	25	65	4	69	73	2	75	75		
PFOT	48	3	51	919	36	965	400	17	417	161	7	168	918	49	967	222	7	328	PFOT	1079	56	1135	967	39	1006	370	10	380	561	24	885	1319	53	1372	1240	56	1296			

NORTHBOUND

Time	ATCA	CTC	Difference	%
0700	210	211	1	100%
0800	278	279	1	100%
1600	312	292	-20	94%
1700	396	399	3	101%
1800	309	304	-5	98%

SOUTHBOUND

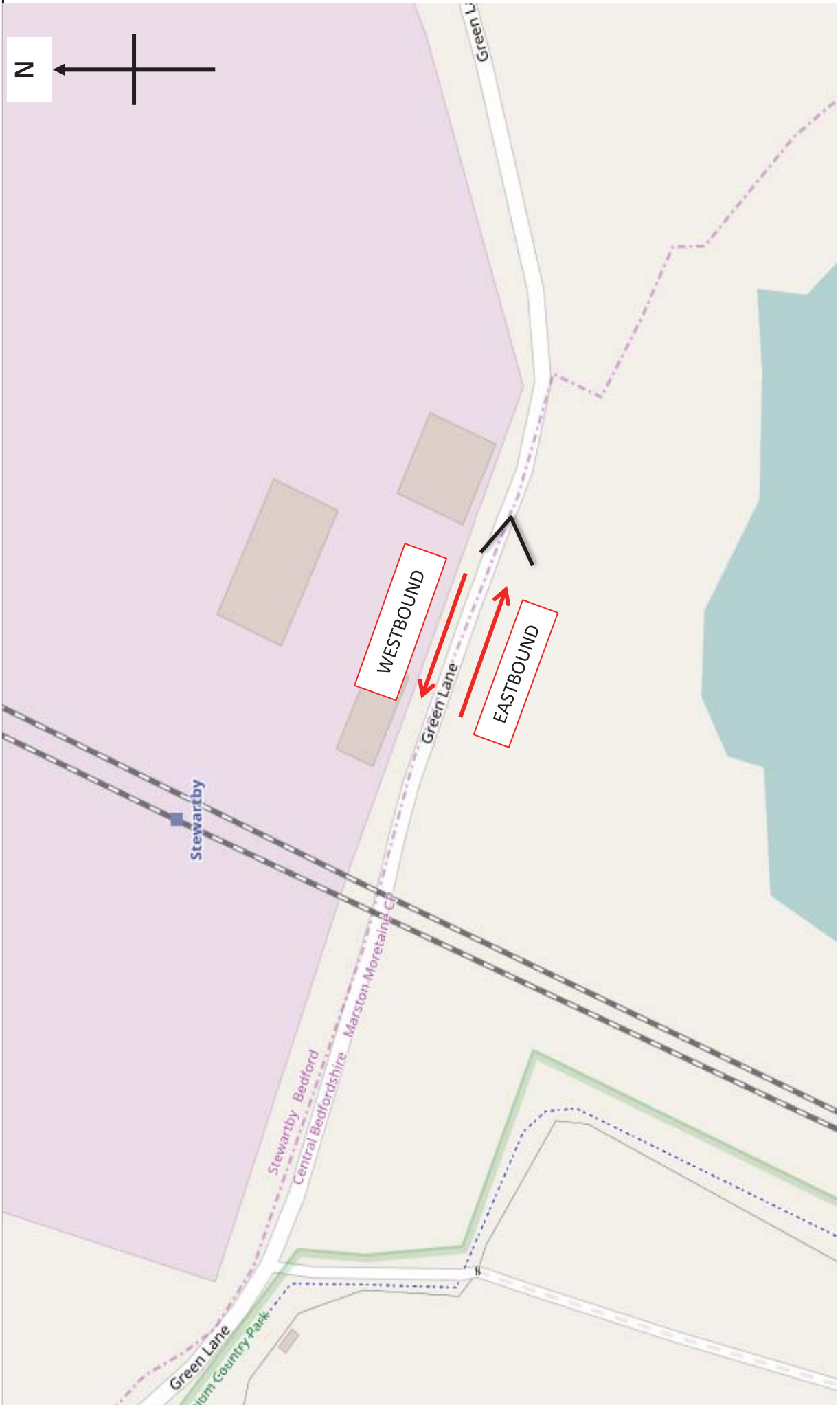
Time	ATCA	CTC	Difference	%
0700	524	496	-28	95%
0800	458	450	-8	98%
1600	287	289	2	101%
1700	311	320	9	103%
1800	270	268	-2	99%


NORTHBOUND

Time	ATCB	CTC	Difference	%
0700	323	308	-15	95%
0800	413	392	-21	95%
1600	349	331	-18	95%
1700	444	448	4	101%
1800	373	359	-14	96%

SOUTHBOUND

Time	ATCB	CTC	Difference	%
0700	547	549	2	100%
0800	470	474	4	101%
1600	401	408	7	102%
1700	424	439	15	104%
1800	337	344	7	102%



	Site / Location: Site 2, Green Lane - East of Level Crossing	Project No.: 7480	Drawing No.: 7480-03	Drawn By: JE
	Survey Date: Saturday 20th to Monday 22nd May 2017	Project Name: Stewartby		
	Survey Times: 00:00 to 24:00	Drawing Title: Site Layout and Observed Movements		



7337 / STEWARTBY
MAY 2017
PEDESTRIAN COUNT

SITE: 2 DATE: 20/05/2017
LOCATION: Green Lane - East of Level Crossing DAY: Saturday

TIME	EASTBOUND			TOTAL	WESTBOUND			TOTAL
	PED	PCL - ROAD	PCL - PAVEMENT		PED	PCL - ROAD	PCL - PAVEMENT	
00:00	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0
07:00	2	0	0	2	4	0	0	4
08:00	1	2	0	3	2	1	0	3
09:00	47	3	1	51	4	3	0	7
10:00	3	1	0	4	8	1	0	9
11:00	2	1	0	3	2	0	0	2
12:00	5	0	0	5	6	1	0	7
13:00	15	2	0	17	2	0	0	2
14:00	3	1	0	4	2	0	0	2
15:00	5	3	0	8	6	1	0	7
16:00	4	0	1	5	0	0	1	1
17:00	0	0	0	0	0	0	0	0
18:00	1	0	0	1	3	0	0	3
19:00	1	0	0	1	2	1	0	3
20:00	0	0	0	0	2	0	0	2
21:00	2	0	0	2	0	0	0	0
22:00	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0
P/TOT	91	13	2	106	43	8	1	52



7337 / STEWARTBY
MAY 2017
PEDESTRIAN COUNT

SITE: 2 DATE: 21/05/2017
LOCATION: Green Lane - East of Level Crossing DAY: Sunday

TIME	EASTBOUND			TOTAL	WESTBOUND			TOTAL
	PED	PCL - ROAD	PCL - PAVEMENT		PED	PCL - ROAD	PCL - PAVEMENT	
00:00	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0
07:00	1	1	0	2	1	0	0	1
08:00	3	2	0	5	3	3	0	6
09:00	1	0	0	1	2	3	0	5
10:00	2	9	0	11	2	4	0	6
11:00	0	3	0	3	5	1	0	6
12:00	3	3	0	6	0	4	0	4
13:00	1	1	0	2	3	2	0	5
14:00	2	10	0	12	5	2	0	7
15:00	7	1	0	8	8	1	1	10
16:00	8	4	0	12	1	1	0	2
17:00	5	0	0	5	5	1	0	6
18:00	1	1	0	2	0	4	0	4
19:00	3	4	0	7	6	0	0	6
20:00	3	0	0	3	0	1	0	1
21:00	0	0	0	0	0	2	0	2
22:00	0	2	0	2	0	0	0	0
23:00	0	0	0	0	0	0	0	0
P/TOT	40	41	0	81	41	29	1	71



7337 / STEWARTBY
MAY 2017
PEDESTRIAN COUNT

SITE: 2 DATE: 22/05/2017
LOCATION: Green Lane - East of Level Crossing DAY: Monday

TIME	EASTBOUND			TOTAL	WESTBOUND			TOTAL
	PED	PCL - ROAD	PCL - PAVEMENT		PED	PCL - ROAD	PCL - PAVEMENT	
00:00	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0
04:00	0	0	0	0	1	0	0	1
05:00	1	0	0	1	2	0	0	2
06:00	3	1	0	4	6	1	0	7
07:00	2	0	0	2	6	0	0	6
08:00	2	1	2	5	6	1	0	7
09:00	2	1	0	3	7	1	0	8
10:00	3	5	0	8	4	2	1	7
11:00	7	0	0	7	3	1	0	4
12:00	12	1	0	13	6	1	0	7
13:00	3	1	0	4	7	2	0	9
14:00	5	0	0	5	6	2	1	9
15:00	7	6	0	13	1	4	2	7
16:00	3	0	0	3	6	0	0	6
17:00	8	3	0	11	13	0	4	17
18:00	13	4	9	26	4	3	6	13
19:00	7	1	0	8	5	0	0	5
20:00	6	2	1	9	5	2	1	8
21:00	5	0	0	5	0	0	0	0
22:00	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0
P/TOT	89	26	12	127	88	20	15	123



7480 / Stewartby
May 2017
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
1	Bedford Road, attached to lamp column, OSGR: TL 00836 43275	Northbound	60	11 May 2017	24 May 2017	44172	3449	3155	2933	6.6	563	1.3	162	0.4	48.6	56.1
		Southbound	60	11 May 2017	24 May 2017	53399	4229	3814	2971	5.6	638	1.2	158	0.3	48.5	55.5
		Two Way	60	11 May 2017	24 May 2017	97571	7677	6969	5904	6.1	1201	1.2	320	0.3	48.5	55.9

Automatic Tr

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed
2	Bedford Road, attached to lamp column, OSGR: TL 00650 43164	Northbound	60	11 May 2017	24 May 2017	54140	4219	3867	2503	4.6	372	0.7	85	0.2	46.9
		Southbound	60	11 May 2017	24 May 2017	63737	5008	4553	3358	5.3	664	1.0	191	0.3	46.7
		Two Way	60	11 May 2017	24 May 2017	117877	9227	8420	5861	5.0	1036	0.9	276	0.2	46.8

/ Stewartby
May 2017
Traffic Count

85%ile Speed
54.8
55.3
55.0

Site
Location
Direction

2 Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Northbound

7480 / Stewartby
May 2017
Automatic Traffic Count

11 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	11	0	11	0	0	0	0	0	0	0	0	0	0	0	1	9.1	1	9.1	0	0	48.9	52.8
0100	12	0	10	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	40.2	48.5
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0	0	0	54.6	-
0300	5	0	3	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	46.4	-
0400	12	0	10	0	2	0	0	0	0	0	0	0	0	0	2	16.7	1	8.3	1	8.3	48	57.9
0500	45	1	38	0	6	0	0	0	0	0	0	0	0	0	8	17.8	1	2.2	0	0	51.7	60.2
0600	115	2	101	1	7	0	1	0	0	0	0	0	1	2	6	5.2	0	0	0	0	47.1	55.9
0700	338	6	290	1	26	2	12	0	0	0	0	0	0	1	10	3	0	0	0	0	45.4	52.8
0800	403	5	358	2	33	1	4	0	0	0	0	0	0	0	9	2.2	4	1	2	0.5	45.8	53.7
0900	239	2	193	4	25	4	8	0	0	0	0	0	1	2	4	1.7	0	0	0	0	46.1	54.1
1000	210	2	171	1	22	2	10	0	0	0	0	0	1	1	8	3.8	0	0	0	0	44.2	52.3
1100	217	2	179	1	23	2	10	0	0	0	0	0	0	0	6	2.8	0	0	0	0	45.2	54.4
1200	204	4	163	0	24	3	6	1	0	0	0	0	0	3	3	1.5	0	0	0	0	44.4	51.2
1300	248	5	214	2	20	1	4	0	0	0	0	0	0	1	12	4.8	2	0.8	0	0	46.2	53.5
1400	228	1	180	2	25	3	16	0	0	0	0	0	0	1	9	3.9	1	0.4	0	0	45.9	54.6
1500	304	3	255	1	28	6	6	0	0	0	0	2	0	2	8	2.6	0	0	0	0	45.2	52.6
1600	347	1	310	2	27	1	2	0	0	0	0	1	2	1	14	4	2	0.6	1	0.3	47.4	54.1
1700	420	5	388	3	20	0	3	0	0	0	0	0	0	1	15	3.6	0	0	0	0	48.3	55.5
1800	331	10	302	2	13	1	1	1	1	0	0	0	0	0	36	10.9	7	2.1	1	0.3	50.8	58.4
1900	233	6	215	2	9	1	0	0	0	0	0	0	0	0	18	7.7	3	1.3	0	0	49.2	56.8
2000	164	2	156	0	5	0	0	0	0	0	0	0	1	0	14	8.5	3	1.8	1	0.6	48.5	56.8
2100	99	1	89	0	7	1	0	0	0	0	0	0	1	0	7	7.1	2	2	0	0	46.4	54.1
2200	81	0	77	0	2	1	0	0	0	0	0	0	1	0	6	7.4	1	1.2	0	0	46.5	54.6
2300	44	0	40	0	3	0	0	0	0	0	0	0	1	0	3	6.8	0	0	0	0	48.8	56.6
07-19	3489	46	3003	21	286	26	82	2	4	4	13	0	2	0	134	3.8	16	0.5	4	0.1	46.5	54.4
06-22	4100	57	3564	24	314	28	83	2	4	7	15	0	2	0	179	4.4	24	0.6	5	0.1	46.7	54.8
06-00	4225	57	3681	24	319	29	83	2	4	9	15	0	2	0	188	4.4	25	0.6	5	0.1	46.8	54.8
00-00	4313	58	3756	24	329	29	83	2	5	10	15	0	2	0	200	4.6	28	0.6	6	0.1	46.8	54.8



Site
Location
Direction

2 Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Northbound

7480 / Stewartby
May 2017
Automatic Traffic Count

12 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	22	0	20	0	2	0	0	0	0	0	0	0	0	4	18.2	0	0	0	49.6	61.1	
0100	11	2	5	0	3	1	0	0	0	0	0	0	0	2	18.2	0	0	0	45.9	55.9	
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	2	40	0	0	0	56.7	-	
0300	7	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	45.7	-	
0400	15	0	11	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	47.5	55.7	
0500	34	1	27	0	6	0	0	0	0	0	0	0	0	8	23.5	0	0	0	52.4	60.4	
0600	115	2	103	2	5	0	0	0	0	0	0	0	0	7	6.1	0	0	0	47.5	55.9	
0700	308	1	263	4	30	2	5	0	0	1	2	0	0	4	1.3	0	0	0	44.5	51.7	
0800	373	3	338	4	20	5	2	0	0	1	0	0	0	3	0.8	0	0	0	43.7	50.8	
0900	236	1	193	1	26	4	6	1	0	0	0	0	0	6	2.5	0	0	0	46	53.2	
1000	224	1	189	0	25	1	4	1	1	0	2	0	0	8	3.6	1	0.4	0	45.4	53.5	
1100	195	0	163	4	21	1	5	0	0	0	1	0	0	3	1.5	0	0	0	45.2	53.2	
1200	229	3	178	1	29	5	8	1	0	1	3	0	0	4	1.7	0	0	0	44.9	52.3	
1300	236	4	192	2	24	3	9	0	0	0	2	0	0	7	3	0	0	0	44.8	54.4	
1400	262	4	205	1	30	5	14	0	2	1	0	0	0	6	2.3	1	0.4	1	47	53.9	
1500	342	4	297	4	24	4	4	1	0	4	0	0	0	11	3.2	1	0.3	0	45.4	52.3	
1600	354	1	320	1	24	1	3	0	1	2	0	0	0	12	3.4	1	0.3	0	47.6	55.5	
1700	423	4	399	0	17	1	0	0	0	1	1	0	0	20	4.7	4	0.9	0	48.6	55.9	
1800	314	6	298	0	9	0	0	0	0	1	0	0	0	30	9.6	6	1.9	4	49.4	57.3	
1900	223	4	210	2	7	0	0	0	0	0	0	0	0	28	12.6	3	1.3	1	50	58.2	
2000	141	0	137	0	4	0	0	0	0	0	0	0	0	13	9.2	3	2.1	2	50.3	58.6	
2100	101	0	96	1	4	0	0	0	0	0	0	0	0	8	7.9	4	4	1	48.8	56.6	
2200	88	0	82	0	4	0	0	0	0	1	0	0	0	5	5.7	1	1.1	0	47.3	55.7	
2300	65	4	59	0	2	0	0	0	0	0	0	0	0	10	15.4	3	4.6	1	48.2	59.7	
07-19	3496	32	3035	22	279	32	60	4	4	12	14	1	1	114	3.3	14	0.4	5	46.2	54.1	
06-22	4076	38	3581	27	299	32	60	4	4	14	15	1	1	170	4.2	24	0.6	9	46.6	54.8	
06-00	4229	42	3722	27	305	32	60	4	5	15	15	1	1	185	4.4	28	0.7	10	46.7	54.8	
00-00	4323	45	3795	27	322	33	60	4	5	15	15	1	1	201	4.6	28	0.6	10	46.8	55	



Site
Location
Direction

2 Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Northbound

7480 / Stewartby
May 2017
Automatic Traffic Count

13 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	24	0	22	0	2	0	0	0	0	0	0	0	0	0	3	12.5	0	0	0	46.4	55
0100	22	0	22	0	0	0	0	0	0	0	0	0	0	0	3	13.6	0	0	0	50.7	58.8
0200	12	0	11	0	1	0	0	0	0	0	0	0	0	0	1	8.3	0	0	0	47.3	56.4
0300	12	0	12	0	0	0	0	0	0	0	0	0	0	0	1	8.3	0	0	0	48.4	53.9
0400	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.1	-
0500	22	1	20	0	1	0	0	0	0	0	0	0	0	0	5	22.7	1	4.5	1	53.6	62.9
0600	35	1	30	0	4	0	0	0	0	0	0	0	0	0	6	17.1	1	2.9	0	50.2	60.8
0700	80	1	62	3	12	1	0	0	1	0	0	0	0	0	5	6.3	0	0	0	47	55.3
0800	132	3	112	2	13	1	0	0	1	0	0	0	0	0	9	6.8	1	0.8	0	47.8	55.7
0900	197	4	177	3	12	0	1	0	0	0	0	0	0	0	21	10.7	2	1	1	49.3	57
1000	239	9	214	3	11	1	1	0	0	0	0	0	0	0	11	4.6	1	0.4	0	46.9	55
1100	230	0	221	0	9	0	0	0	0	0	0	0	0	0	10	4.3	2	0.9	0	47.9	55.9
1200	249	5	234	0	9	0	1	0	0	0	0	0	0	0	13	5.2	0	0	0	47.4	54.8
1300	259	3	241	1	13	0	1	0	0	0	0	0	0	0	25	9.7	1	0.4	0	48.4	57.7
1400	245	5	229	1	8	0	0	0	0	0	0	0	0	0	9	3.7	2	0.8	0	46.5	54.8
1500	234	1	222	1	10	0	0	0	0	0	0	0	0	0	11	4.7	3	1.3	0	47.9	54.6
1600	234	4	221	1	8	0	0	0	0	0	0	0	0	0	17	7.3	5	2.1	1	48.2	55.9
1700	252	1	242	2	7	0	0	0	0	0	0	0	0	0	16	6.3	5	2	2	48.4	55.7
1800	224	3	205	3	12	0	0	0	0	0	0	0	0	0	22	9.8	2	0.9	0	48.4	57.3
1900	172	0	166	0	6	0	0	0	0	0	0	0	0	0	8	4.7	1	0.6	0	47.6	55.5
2000	120	1	117	0	2	0	0	0	0	0	0	0	0	0	21	17.5	5	4.2	1	51.1	60.4
2100	109	3	104	0	2	0	0	0	0	0	0	0	0	0	4	3.7	1	0.9	0	46.4	53.2
2200	89	0	88	0	1	0	0	0	0	0	0	0	0	0	7	7.9	3	3.4	0	48.2	57.7
2300	64	0	60	0	4	0	0	0	0	0	0	0	0	0	3	4.7	1	1.6	1	47.2	55
07-19	2575	39	2380	20	124	3	4	1	2	2	2	2	2	0	169	6.6	24	0.9	4	47.9	55.9
06-22	3011	44	2797	20	138	3	4	1	2	2	2	2	2	0	208	6.9	32	1.1	5	47.9	55.9
06-00	3164	44	2945	20	143	3	4	1	2	2	2	2	2	0	218	6.9	36	1.1	6	47.9	56.1
00-00	3265	45	3040	20	148	3	4	1	2	2	2	2	2	0	231	7.1	37	1.1	7	48	56.1



Site
Location
Direction

2
Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Northbound

7480 / Stewartby
May 2017
Automatic Traffic Count

14 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	35	0	34	0	1	0	0	0	0	0	0	0	0	0	4	11.4	1	2.9	0	0	48.8	57.3
0100	27	0	27	0	0	0	0	0	0	0	0	0	0	0	1	3.7	1	3.7	0	0	47.6	54.6
0200	12	0	10	0	2	0	0	0	0	0	0	0	0	0	3	25	2	16.7	1	8.3	52.1	62.4
0300	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.3	-
0400	9	0	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-
0500	11	1	10	0	0	0	0	0	0	0	0	0	0	0	1	9.1	0	0	0	0	44.2	52.8
0600	19	0	19	0	0	0	0	0	0	0	0	0	0	0	3	15.8	0	0	0	0	51.7	57.9
0700	16	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.4	56.4
0800	40	4	34	0	2	0	0	0	0	0	0	0	0	0	4	10	0	0	0	0	47.1	55.9
0900	121	3	109	2	7	0	0	0	0	0	0	0	0	0	8	6.6	2	1.7	2	1.7	47.6	56.1
1000	200	7	186	0	5	0	0	0	0	0	0	0	0	0	9	4.5	3	1.5	0	0	47.9	54.6
1100	251	5	237	1	4	0	2	0	0	2	0	0	0	0	14	5.6	2	0.8	0	0	46	55.3
1200	275	3	265	0	6	0	1	0	0	0	0	0	0	0	11	4	2	0.7	0	0	46.7	55.5
1300	275	5	258	5	6	0	0	0	1	0	0	0	0	0	5	1.8	0	0	0	0	45.8	53.2
1400	223	5	211	3	4	0	0	0	0	0	0	0	0	0	13	5.8	0	0	0	0	47.3	55.5
1500	186	2	171	2	8	1	1	0	0	1	0	0	0	0	21	11.3	6	3.2	0	0	50.7	58.2
1600	223	12	204	0	7	0	0	0	0	0	0	0	0	0	12	5.4	2	0.9	0	0	47.9	56.1
1700	204	4	194	3	2	0	0	0	1	0	0	0	0	0	15	7.4	4	2	2	1	49	56.4
1800	180	2	176	0	2	0	0	0	0	0	0	0	0	0	16	8.9	4	2.2	0	0	49.7	57.9
1900	140	2	136	0	2	0	0	0	0	0	0	0	0	0	19	13.6	3	2.1	0	0	49.8	59.3
2000	100	0	97	0	3	0	0	0	0	0	0	0	0	0	7	7	1	1	0	0	48.6	56.6
2100	62	0	61	1	0	0	0	0	0	0	0	0	0	0	3	4.8	1	1.6	0	0	49.3	55.9
2200	55	0	53	0	2	0	0	0	0	0	0	0	0	0	9	16.4	2	3.6	2	3.6	51.6	61.1
2300	24	0	23	0	1	0	0	0	0	0	0	0	0	0	4	16.7	0	0	0	0	48.9	59.3
07-19	2194	52	2060	16	54	1	6	2	0	1	2	0	0	0	128	5.8	25	1.1	4	0.2	47.7	55.9
06-22	2515	54	2373	17	59	1	6	2	0	1	2	0	0	0	160	6.4	30	1.2	4	0.2	47.9	56.1
06-00	2594	54	2449	17	62	1	6	2	0	1	2	0	0	0	173	6.7	32	1.2	6	0.2	48	56.1
00-00	2697	55	2545	17	68	1	6	2	0	1	2	0	0	0	182	6.7	36	1.3	7	0.3	47.9	56.1



Site
Location
Direction

2
Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Northbound

7480 / Stewartby
May 2017
Automatic Traffic Count

15 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	15	1	14	0	0	0	0	0	0	0	0	0	0	0	1	6.7	0	0	0	47.9	53.9
0100	10	0	8	0	0	1	0	0	0	1	0	0	0	0	1	10	0	0	0	49.5	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	1	25	1	25	0	57	-
0300	8	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.8	-
0400	6	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.5	-
0500	38	3	30	1	4	0	0	0	0	0	0	0	0	0	2	5.3	0	0	0	48.2	54.4
0600	115	1	105	0	7	0	1	0	0	0	0	0	0	0	8	7	1	0.9	1	48	57.3
0700	317	1	276	0	26	0	11	0	0	0	0	0	0	0	9	2.8	2	0.6	0	45.3	52.8
0800	401	3	362	1	30	2	2	0	0	0	0	0	0	0	6	1.5	0	0	0	44.8	52.1
0900	195	1	168	0	20	0	4	0	0	0	0	0	0	0	7	3.6	1	0.5	0	46.4	54.6
1000	189	0	147	1	25	1	7	0	1	4	3	0	0	0	3	1.6	0	0	0	44.3	51
1100	202	1	166	2	17	2	11	0	0	1	2	0	0	0	5	2.5	1	0.5	0	44.7	53.2
1200	194	2	158	2	19	3	9	0	0	0	1	0	0	0	12	6.2	4	2.1	4	46.1	53.7
1300	219	2	180	1	24	2	6	0	0	2	2	0	0	0	8	3.7	0	0	0	44.7	52.6
1400	255	0	215	3	17	3	12	2	1	0	2	0	0	0	12	4.7	2	0.8	0	46	54.4
1500	300	2	257	1	26	1	8	1	2	2	0	0	0	0	13	4.3	2	0.7	0	47.1	54.4
1600	332	3	291	2	26	3	4	0	0	2	1	0	0	0	9	2.7	1	0.3	0	47.6	53.9
1700	426	3	400	2	16	1	2	0	0	0	1	0	0	0	18	4.2	2	0.5	0	47.6	54.4
1800	355	6	326	1	15	1	0	0	0	1	3	1	0	1	18	5.1	1	0.3	1	48.7	56.4
1900	206	2	192	2	8	0	1	0	0	0	1	0	0	0	20	9.7	3	1.5	0	48.8	57
2000	126	2	117	1	6	0	0	0	0	0	0	0	0	0	9	7.1	2	1.6	0	48.1	55.9
2100	62	1	56	1	4	0	0	0	0	0	0	0	0	0	4	6.5	1	1.6	1	45.8	55.9
2200	46	0	46	0	0	0	0	0	0	0	0	0	0	0	11	23.9	2	4.3	1	52	62.6
2300	29	0	28	0	1	0	0	0	0	0	0	0	0	0	2	6.9	1	3.4	0	45.8	52.1
07-19	3385	24	2946	16	261	19	76	3	7	15	16	1	1	1	120	3.5	16	0.5	5	46.3	53.9
06-22	3894	30	3416	20	286	19	78	3	7	15	18	1	1	1	161	4.1	23	0.6	7	46.5	54.4
06-00	3969	30	3490	20	287	19	78	3	7	15	18	1	1	1	174	4.4	26	0.7	8	46.6	54.4
00-00	4050	35	3557	21	293	20	78	3	7	15	19	1	1	1	179	4.4	27	0.7	8	46.6	54.4



Site
Location
Direction

2 Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Northbound

7480 / Stewartby
May 2017
Automatic Traffic Count

16 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.1	85	
0100	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51.3	-	
0200	6	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	51.4	-	
0300	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54.9	-	
0400	15	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	51.1	57.9	
0500	31	1	25	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	50.7	58.8	
0600	115	2	99	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	50.2	57	
0700	299	4	253	1	29	0	7	0	1	1	1	1	1	2	1	0	0	0	46	53.9	
0800	400	5	348	4	31	1	8	0	2	1	1	0	0	0	0	0	0	0	45.3	52.3	
0900	198	1	159	0	20	2	14	0	0	1	1	1	0	0	0	0	0	0	46.8	54.8	
1000	155	2	128	0	21	1	2	0	0	1	1	0	0	0	0	0	0	0	45.8	53.7	
1100	207	3	167	3	21	3	6	0	0	2	2	0	0	0	0	0	0	0	46.4	53.2	
1200	200	2	165	0	24	1	2	0	2	1	3	0	0	0	0	0	0	0	47	54.4	
1300	216	2	190	1	18	0	3	0	1	1	1	0	0	0	0	0	0	0	46.2	54.1	
1400	237	3	182	1	25	5	18	0	0	1	2	0	0	0	0	0	0	0	45.9	53.9	
1500	279	3	239	2	28	2	1	0	1	2	1	0	0	0	0	0	0	0	45.8	54.1	
1600	347	3	311	2	25	0	3	0	0	2	1	0	0	0	0	0	0	0	49.6	55.9	
1700	392	2	371	1	16	0	0	0	0	0	1	0	0	0	0	0	0	0	48.5	55	
1800	354	5	334	2	12	0	0	0	0	0	1	0	0	0	0	0	0	0	47.7	55.5	
1900	209	3	198	1	5	0	0	0	0	1	1	0	0	0	0	0	0	0	49.8	57.7	
2000	143	0	136	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	48.9	58.8	
2100	82	0	80	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	47.9	58.8	
2200	52	0	51	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	47.5	55.9	
2300	37	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.4	57	
07-19	3284	35	2847	17	270	15	64	0	7	13	14	1	1	1	1	1	1	1	46.9	54.4	
06-22	3833	40	3360	18	296	15	64	0	7	15	16	1	1	1	1	1	1	1	47.3	54.8	
06-00	3922	40	3448	18	296	15	65	0	7	15	16	1	1	1	1	1	1	1	47.3	54.8	
00-00	4001	41	3518	18	303	16	65	0	7	15	16	1	1	1	1	1	1	1	47.3	55	



Site
Location
Direction

2
Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Northbound

7480 / Stewartby
May 2017
Automatic Traffic Count

17 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85			
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT											
0000	14	0	12	0	2	0	0	0	0	0	0	0	0	0	2	14.3	0	0	0	0	0	0	51.1	85
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49.7	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.8	-
0300	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.5	-
0400	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.4	-
0500	34	0	28	0	6	0	0	0	0	0	0	0	0	0	7	20.6	1	2.9	1	2.9	1	2.9	52.1	61.5
0600	115	2	102	3	3	2	0	0	0	0	0	0	0	0	3	2.6	0	0	0	0	0	0	47.2	55.9
0700	307	5	268	4	18	1	7	0	2	0	2	0	0	0	4	1.3	0	0	0	0	0	0	44.9	51
0800	413	3	360	4	33	4	2	3	0	2	1	0	0	0	5	1.2	0	0	0	0	0	0	42.9	51.7
0900	200	1	173	0	9	2	12	1	0	0	2	0	0	0	3	1.5	1	0.5	0	0	0	0	44.8	51.2
1000	177	0	138	1	23	3	7	0	2	0	3	0	0	0	1	0.6	0	0	0	0	0	0	43.4	50.3
1100	229	1	190	1	26	1	6	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	43.2	49.7
1200	168	0	148	0	12	3	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	44.6	50.6
1300	220	1	180	1	26	0	5	0	1	2	4	0	0	0	0	0	0	0	0	0	0	0	43	50.6
1400	226	1	183	1	22	5	11	0	0	2	1	0	0	0	6	2.7	2	0.9	0	0	0	0	45	52.8
1500	322	0	278	3	25	2	12	0	0	2	0	0	0	0	4	1.2	0	0	0	0	0	0	43.4	49.7
1600	324	1	280	0	32	2	7	0	0	1	1	0	0	0	8	2.5	0	0	0	0	0	0	46.3	52.6
1700	433	1	408	2	18	0	0	0	2	1	1	0	0	0	2	0.5	0	0	0	0	0	0	45.3	51.4
1800	674	1	629	2	32	0	0	0	5	5	0	0	0	0	1	0.1	0	0	0	0	0	0	45	50.6
1900	327	0	304	0	19	0	1	0	2	0	1	0	0	0	8	2.4	0	0	0	0	0	0	46.6	53.9
2000	146	0	139	2	5	0	0	0	0	0	0	0	0	0	9	6.2	1	0.7	1	0.7	1	0.7	46.7	54.6
2100	88	0	85	0	3	0	0	0	0	0	0	0	0	0	6	6.8	1	1.1	0	0	0	0	45.2	54.6
2200	74	0	74	0	0	0	0	0	0	0	0	0	0	0	6	8.1	1	1.4	0	0	0	0	47.2	55.3
2300	36	0	35	0	1	0	0	0	0	0	0	0	0	0	3	8.3	2	5.6	1	2.8	1	2.8	50.6	56.6
07-19	3693	15	3235	19	276	23	73	4	13	16	18	0	1	1	34	0.9	3	0.1	0	0	0	0	44.4	51.2
06-22	4369	17	3865	24	306	26	76	4	15	16	19	0	1	1	60	1.4	5	0.1	1	0	1	0	44.7	51.7
06-00	4479	17	3974	24	307	26	76	4	15	16	19	0	1	1	69	1.5	8	0.2	2	0	2	0	44.8	51.9
00-00	4549	17	4034	24	317	26	76	4	15	16	19	0	1	1	78	1.7	9	0.2	3	0.1	3	0.1	44.9	52.1



Site
Location
Direction

2 Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Northbound

7480 / Stewartby
May 2017
Automatic Traffic Count

18 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	11	0	11	0	0	0	0	0	0	0	0	0	0	0	3	27.3	0	0	0	50.3	60.4
0100	9	0	9	0	0	0	0	0	0	0	0	0	0	0	1	11.1	1	11.1	0	52	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.2	-
0300	7	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50.2	-
0400	7	0	7	0	0	0	0	0	0	0	0	0	0	0	1	14.3	0	0	0	45.9	-
0500	43	2	36	0	4	0	1	0	0	0	0	0	0	0	2	4.7	1	2.3	0	49.8	56.8
0600	135	2	120	0	10	1	2	0	0	0	0	0	0	0	9	6.7	3	2.2	0	47.9	54.6
0700	323	3	284	2	17	4	10	0	0	1	1	0	0	0	10	3.1	0	0	0	46.5	54.1
0800	413	6	353	2	34	2	13	0	3	0	0	0	0	0	7	1.7	0	0	0	45.3	52.6
0900	209	2	167	1	22	0	16	0	0	0	0	0	0	0	9	4.3	0	0	0	47.3	53.9
1000	198	1	167	0	17	2	9	0	1	1	0	0	0	0	7	3.5	0	0	0	46.8	54.6
1100	212	0	167	0	29	3	10	0	1	2	0	0	0	0	5	2.4	0	0	0	44.5	51.4
1200	192	2	160	2	15	2	7	0	0	2	2	0	0	0	4	2.1	1	0.5	0	45.5	52.8
1300	256	4	208	1	26	0	12	0	1	1	2	0	1	1	6	2.3	1	0.4	0	44.4	52.8
1400	224	5	189	1	17	0	10	0	0	0	2	0	0	0	9	4	1	0.4	0	44.5	53
1500	318	3	271	1	26	1	10	0	2	0	4	0	0	0	9	2.8	3	0.9	0	45.1	52.6
1600	349	4	314	1	22	4	3	0	0	1	0	0	0	0	12	3.4	2	0.6	1	47.9	54.6
1700	444	1	420	2	17	1	3	0	0	0	0	0	0	0	10	2.3	0	0	0	47.1	53
1800	373	3	358	1	8	0	3	0	0	0	0	0	0	0	17	4.6	1	0.3	0	48.1	54.8
1900	197	3	181	1	9	1	0	0	0	0	1	0	0	1	14	7.1	1	0.5	0	47.6	55.7
2000	128	0	127	0	1	0	0	0	0	0	0	0	0	0	9	7	2	1.6	0	46.9	54.6
2100	84	0	76	0	6	0	0	0	1	1	0	0	0	0	0	0	0	0	0	43.9	51.2
2200	76	0	74	0	1	1	0	0	0	0	0	0	0	0	4	5.3	0	0	0	44	53.2
2300	39	0	37	0	2	0	0	0	0	0	0	0	0	0	2	5.1	1	2.6	1	46.8	52.8
07-19	3511	34	3058	14	250	19	106	0	8	8	12	0	2	0	105	3	9	0.3	1	46.2	53.5
06-22	4055	39	3562	15	276	21	108	1	9	8	13	0	3	0	137	3.4	15	0.4	1	46.3	53.7
06-00	4170	39	3673	15	279	22	108	1	9	8	13	0	3	0	143	3.4	16	0.4	2	46.3	53.7
00-00	4251	42	3745	15	284	22	109	1	9	8	13	0	3	0	150	3.5	18	0.4	2	46.4	53.9



Site
Location
Direction

2 Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Northbound

7480 / Stewartby
May 2017
Automatic Traffic Count

19 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	24	0	20	1	3	0	0	0	0	0	0	0	0	0	1	4.2	0	0	0	44.6	50.1
0100	12	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.3	51.4
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.8	-
0300	11	0	8	0	1	1	0	0	0	1	0	0	0	0	1	9.1	0	0	0	47.9	53
0400	12	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	46.6	51	
0500	30	0	25	0	5	0	0	0	0	0	0	0	0	0	4	13.3	1	3.3	0	51.9	59.5
0600	110	1	97	1	6	2	2	0	0	1	0	0	0	0	4	3.6	1	0.9	0	47.8	55.3
0700	256	4	219	1	22	1	4	0	0	1	4	0	0	0	7	2.7	0	0	0	45.7	53
0800	389	3	338	5	27	2	12	0	0	0	2	0	0	0	3	0.8	0	0	0	42.9	51.4
0900	230	4	199	0	12	3	12	0	0	0	0	0	0	0	2	0.9	1	0.4	0	46.5	52.6
1000	202	0	161	2	18	2	16	0	1	1	1	0	0	0	7	3.5	1	0.5	1	43.9	51.7
1100	201	1	168	1	19	3	6	0	1	1	1	0	0	0	1	0.5	0	0	0	44.4	52.1
1200	191	1	163	2	15	0	7	0	0	1	2	0	0	0	4	2.1	0	0	0	44.9	52.1
1300	270	0	229	1	28	1	10	0	0	1	0	0	0	0	1	0.4	0	0	0	43.5	49.9
1400	276	1	241	1	22	1	8	0	0	1	1	0	0	0	8	2.9	1	0.4	1	45.4	52.6
1500	312	0	272	1	28	3	6	0	0	0	2	0	0	0	6	1.9	1	0.3	0	45.2	52.3
1600	354	3	326	1	13	1	8	0	0	2	0	0	0	0	11	3.1	1	0.3	0	48.3	54.8
1700	406	2	385	2	14	1	1	0	0	0	1	0	0	0	14	3.4	1	0.2	0	49.1	55.3
1800	314	3	297	0	13	0	0	0	0	1	0	0	0	0	18	5.7	2	0.6	0	48.8	56.4
1900	189	2	184	1	2	0	0	0	0	0	0	0	0	0	32	16.9	5	2.6	1	50.6	60.4
2000	133	1	124	0	7	0	0	0	1	0	0	0	0	0	12	9	3	2.3	0	49.3	56.8
2100	107	1	103	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	44.8	52.3
2200	82	0	80	0	2	0	0	0	0	0	0	0	0	0	3	3.7	1	1.2	1	45.7	53.7
2300	55	0	52	2	1	0	0	0	0	0	0	0	0	0	3	5.5	0	0	0	46.6	53.9
07-19	3401	22	2998	17	231	18	90	0	5	6	14	0	0	0	82	2.4	8	0.2	2	45.9	53.5
06-22	3940	27	3506	19	248	20	93	0	6	7	14	0	0	0	130	3.3	17	0.4	3	46.3	53.9
06-00	4077	27	3638	21	251	20	93	0	6	7	14	0	0	0	136	3.3	18	0.4	4	46.3	53.9
00-00	4169	28	3716	22	261	21	93	0	6	7	15	0	0	0	142	3.4	19	0.5	4	46.3	53.9



Site
Location
Direction

2
Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Northbound

7480 / Stewartby
May 2017
Automatic Traffic Count

20 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	38	0	38	0	0	0	0	0	0	0	0	0	0	0	3	7.9	0	0	0	0	47.7	56.4
0100	22	0	22	0	0	0	0	0	0	0	0	0	0	0	2	9.1	0	0	0	0	49.1	57.5
0200	19	0	18	0	0	1	0	0	0	0	0	0	0	0	1	5.3	1	5.3	0	0	46.1	50.1
0300	7	0	6	0	1	0	0	0	0	0	0	0	0	0	1	14.3	0	0	0	0	48.4	-
0400	15	1	12	0	2	0	0	0	0	0	0	0	0	0	1	6.7	1	6.7	0	0	50.1	58.2
0500	19	0	17	0	2	0	0	0	0	0	0	0	0	0	2	10.5	1	5.3	0	0	51.9	57.5
0600	33	1	28	0	4	0	0	0	0	0	0	0	0	0	3	9.1	1	3	0	0	52.2	58.6
0700	95	2	82	0	10	1	0	0	0	0	0	0	0	0	10	10.5	0	0	0	0	48.6	59.1
0800	142	3	121	3	14	1	0	0	0	0	0	0	0	0	9	6.3	1	0.7	0	0	47.6	55.9
0900	206	4	189	0	12	0	1	0	0	0	0	0	0	0	12	5.8	1	0.5	0	0	48.3	55.9
1000	223	6	209	3	4	0	0	0	0	0	0	1	0	0	7	3.1	0	0	0	0	47.8	54.6
1100	250	5	230	1	12	0	1	0	0	0	1	0	0	0	13	5.2	2	0.8	0	0	46.9	54.8
1200	226	1	218	1	5	0	1	0	0	0	0	0	0	0	11	4.9	2	0.9	2	0.9	49.1	56.1
1300	257	4	243	1	9	0	0	0	0	0	0	0	0	0	7	2.7	0	0	0	0	45.7	54.6
1400	231	2	220	0	6	0	1	0	0	1	0	0	0	0	21	9.1	2	0.9	1	0.4	48.4	57
1500	193	1	181	0	10	1	0	0	0	0	0	0	0	0	9	4.7	2	1	0	0	49	55.5
1600	228	3	216	0	9	0	0	0	0	0	0	0	0	0	11	4.8	0	0	0	0	47.6	55
1700	233	2	224	2	5	0	0	0	0	0	0	0	0	0	3	1.3	0	0	0	0	45.1	52.3
1800	228	2	218	2	6	0	0	0	0	0	0	0	0	0	14	6.1	1	0.4	0	0	48	56.4
1900	202	3	192	0	6	0	1	0	0	0	0	0	0	0	13	6.4	4	2	1	0.5	47.9	55.7
2000	103	0	102	0	0	0	1	0	0	0	0	0	0	0	3	2.9	0	0	0	0	47.7	56.4
2100	114	1	111	0	2	0	0	0	0	0	0	0	0	0	11	9.6	2	1.8	1	0.9	45.7	54.6
2200	77	1	76	0	0	0	0	0	0	0	0	0	0	0	4	5.2	1	1.3	1	1.3	46.6	55.9
2300	52	0	49	1	2	0	0	0	0	0	0	0	0	0	7	13.5	2	3.8	0	0	48	58.4
07-19	2512	35	2351	13	102	3	4	0	0	2	1	1	0	0	127	5.1	11	0.4	3	0.1	47.6	55.5
06-22	2964	40	2784	13	114	3	6	0	0	2	1	1	0	0	157	5.3	18	0.6	5	0.2	47.6	55.5
06-00	3093	41	2909	14	116	3	6	0	0	2	1	1	0	0	168	5.4	21	0.7	6	0.2	47.6	55.5
00-00	3213	42	3022	14	121	4	6	0	0	2	1	1	0	0	178	5.5	24	0.7	6	0.2	47.6	55.7



Site
Location
Direction

2 Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Northbound

7480 / Stewartby
May 2017
Automatic Traffic Count

21 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	29	0	27	1	1	0	0	0	0	0	0	0	0	0	1	3.4	0	0	0	45.8	56.8
0100	28	0	27	0	1	0	0	0	0	0	0	0	0	0	4	14.3	0	0	0	48.8	57.9
0200	18	0	15	0	2	1	0	0	0	0	0	0	0	0	3	16.7	1	5.6	1	50.9	55.3
0300	14	0	14	0	0	0	0	0	0	0	0	0	0	0	1	7.1	0	0	0	44.9	55.3
0400	7	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.1	-
0500	15	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.1	54.6
0600	19	0	19	0	0	0	0	0	0	0	0	0	0	0	4	21.1	2	10.5	0	51.2	60.6
0700	27	1	24	0	2	0	0	0	0	0	0	0	0	0	4	14.8	0	0	0	47.7	57.9
0800	50	5	41	0	3	0	0	0	0	0	0	1	0	0	2	4	0	0	0	48.1	56.1
0900	120	2	114	0	2	1	0	0	0	0	0	0	0	0	5	4.2	0	0	0	48.2	55.3
1000	217	9	196	1	10	0	1	0	0	0	0	0	0	0	8	3.7	1	0.5	0	47.9	56.4
1100	292	10	270	2	9	0	1	0	0	0	0	0	0	0	9	3.1	0	0	0	46.5	53.9
1200	323	8	310	0	5	0	0	0	0	0	0	0	0	0	7	2.2	1	0.3	0	46.3	54.4
1300	230	6	213	3	7	0	1	0	0	0	0	0	0	0	5	2.2	0	0	0	46.9	54.6
1400	205	5	193	1	5	0	1	0	0	0	0	0	0	0	10	4.9	2	1	0	48.1	56.1
1500	211	9	194	3	4	0	0	0	0	0	0	1	0	0	19	9	2	0.9	2	48.7	57.7
1600	219	11	202	1	5	0	0	0	0	0	0	0	0	0	14	6.4	2	0.9	0	47.8	55.9
1700	199	5	186	2	5	0	1	0	0	0	0	0	0	0	15	7.5	8	4	1	49.1	57.7
1800	195	1	186	1	7	0	0	0	0	0	0	0	0	0	13	6.7	3	1.5	1	48.8	56.4
1900	130	2	126	0	2	0	0	0	0	0	0	0	0	0	17	13.1	4	3.1	1	49.3	57.9
2000	101	1	98	0	2	0	0	0	0	0	0	0	0	0	11	10.9	0	0	0	49.4	58.8
2100	58	1	53	0	2	0	0	0	0	0	0	0	0	0	8	13.8	1	1.7	1	49.5	58.2
2200	47	0	45	0	1	0	0	0	0	0	0	1	0	0	5	10.6	2	4.3	1	49.3	58.4
2300	22	0	20	0	2	0	0	0	0	0	0	0	0	0	1	4.5	1	4.5	0	50.9	56.8
07-19	2288	72	2129	14	64	1	6	0	2	0	0	0	0	0	111	4.9	19	0.8	4	47.7	55.7
06-22	2596	76	2425	14	70	1	6	2	2	0	0	0	0	0	151	5.8	26	1	6	47.9	55.9
06-00	2665	76	2490	14	73	1	6	2	3	0	0	0	0	0	157	5.9	29	1.1	7	47.9	55.9
00-00	2776	76	2593	15	79	2	6	2	3	0	0	0	0	0	166	6	30	1.1	8	47.9	56.1



Site
Location
Direction

2 Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Northbound

7480 / Stewartby
May 2017
Automatic Traffic Count

22 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	16	0	15	0	1	0	0	0	0	0	0	0	0	0	3	18.8	1	6.3	1	6.3	51.8	60.2
0100	8	0	7	0	1	0	0	0	0	0	0	0	0	0	2	25	2	25	2	25	54.3	-
0200	7	0	6	0	1	0	0	0	0	0	0	0	0	0	1	14.3	0	0	0	0	52.7	-
0300	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50.8	-
0400	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.6	-
0500	42	0	39	0	3	0	0	0	0	0	0	0	0	0	3	7.1	1	2.4	1	2.4	49.8	57
0600	137	3	123	0	9	0	1	0	0	0	0	0	0	0	11	8	1	0.7	0	0	49.7	57.5
0700	280	1	246	3	19	0	5	0	3	0	2	1	0	0	7	2.5	1	0.4	0	0	46.4	53.2
0800	401	6	358	3	25	0	5	0	1	2	1	0	0	0	8	2	0	0	0	0	44.1	51.7
0900	213	1	182	2	20	0	7	0	1	0	0	0	0	0	6	2.8	0	0	0	0	47.3	53.9
1000	193	2	151	0	23	3	9	1	1	2	1	0	0	0	4	2.1	0	0	0	0	45.2	53
1100	237	2	194	2	27	3	8	0	0	0	0	0	0	0	6	2.5	1	0.4	1	0.4	46.4	53.2
1200	168	6	145	0	13	1	1	1	0	0	0	0	0	0	12	7.1	6	3.6	2	1.2	48.7	55.5
1300	231	5	173	1	30	3	13	0	3	1	2	0	0	0	4	1.7	0	0	0	0	44.5	51.2
1400	222	5	184	1	18	0	13	0	0	0	1	0	0	0	7	3.2	0	0	0	0	46.9	54.4
1500	335	4	296	1	21	3	7	0	2	1	0	0	0	0	14	4.2	4	1.2	2	0.6	46.2	53.7
1600	351	8	311	1	22	1	4	0	1	0	2	1	0	0	19	5.4	3	0.9	1	0.3	48.4	56.1
1700	405	8	372	2	23	0	0	0	0	0	0	0	0	0	20	4.9	4	1	1	0.2	48.5	55.5
1800	385	3	363	1	17	0	0	0	0	0	0	0	0	1	32	8.3	4	1	0	0	49.2	56.6
1900	190	5	176	1	7	0	0	0	1	0	0	0	0	0	19	10	1	0.5	0	0	49	58.6
2000	149	5	135	2	6	0	0	0	0	0	1	0	0	0	9	6	2	1.3	0	0	47.7	57.3
2100	96	1	86	0	6	0	1	0	0	0	2	0	0	0	5	5.2	1	1	0	0	46.4	55.9
2200	51	2	48	0	1	0	0	0	0	0	0	0	0	0	6	11.8	0	0	0	0	48.3	57.5
2300	25	4	21	0	0	0	0	0	0	0	0	0	0	0	1	4	1	4	0	0	46.7	54.8
07-19	3421	51	2975	17	258	14	72	2	12	6	11	2	1	1	139	4.1	23	0.7	7	0.2	46.9	54.4
06-22	3993	65	3495	20	286	14	74	2	13	9	12	2	1	1	183	4.6	28	0.7	7	0.2	47.1	54.6
06-00	4069	71	3564	20	287	14	74	2	13	9	12	2	1	1	190	4.7	29	0.7	7	0.2	47.1	54.8
00-00	4156	71	3643	20	295	14	74	2	13	9	12	2	1	1	199	4.8	33	0.8	11	0.3	47.2	54.8



Site
Location
Direction

2 Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Northbound

7480 / Stewartby
May 2017
Automatic Traffic Count

23 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 ACPO 68	>SL1% ACPO 68	>SL2 DfT 75	>SL2% DfT 75	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	17	0	15	0	2	0	0	0	0	0	0	0	0	0	1	5.9	1	5.9	0	0	48.5	85.9
0100	7	0	5	0	1	0	0	0	0	0	0	0	0	0	2	28.6	1	14.3	0	0	46.3	-
0200	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53.2	-
0300	7	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.1	-
0400	15	1	13	0	1	0	0	0	0	0	0	0	0	0	1	6.7	0	0	0	0	46.3	52.1
0500	50	2	44	0	4	0	0	0	0	0	0	0	0	0	7	14	2	4	0	0	51.7	59.7
0600	126	3	107	0	10	0	5	0	0	0	0	0	0	0	4	3.2	1	0.8	0	0	48.6	55.7
0700	273	3	246	1	17	1	5	0	0	0	0	0	0	0	8	2.9	2	0.7	0	0	47.4	54.1
0800	386	4	352	1	24	0	3	0	0	0	0	0	0	0	4	1	0	0	0	0	45.4	51.7
0900	183	2	155	1	13	0	10	0	0	0	0	0	0	0	10	5.5	2	1.1	0	0	47.2	54.1
1000	193	1	159	3	19	0	9	0	0	0	0	0	0	0	8	4.1	1	0.5	0	0	46.1	53.2
1100	193	1	157	0	21	0	11	0	0	0	0	0	0	0	3	1.6	1	0.5	0	0	44.4	52.1
1200	183	4	148	3	18	0	7	0	0	0	0	0	0	0	6	3.3	2	1.1	0	0	45	52.1
1300	233	1	195	1	25	1	8	1	0	0	0	0	0	0	10	4.3	1	0.4	0	0	46.5	54.1
1400	223	6	183	1	19	1	10	0	0	0	0	0	0	0	8	3.6	2	0.9	0	0	45.2	54.1
1500	314	0	276	1	29	2	4	0	0	0	0	0	0	0	9	2.9	1	0.3	0	0	47.3	53.2
1600	363	8	323	1	25	2	3	0	0	0	0	0	0	0	13	3.6	1	0.3	1	0.3	48.3	55
1700	442	2	413	2	22	0	1	0	0	0	0	0	0	0	11	2.5	0	0	0	0	47.5	54.4
1800	367	10	340	1	14	0	0	0	0	0	0	0	0	0	18	4.9	1	0.3	0	0	48.6	55.7
1900	208	4	194	2	6	0	0	0	0	0	0	0	0	0	16	7.7	3	1.4	1	0.5	49.8	57.5
2000	147	3	141	1	2	0	0	0	0	0	0	0	0	0	18	12.2	1	0.7	0	0	48.9	57.7
2100	95	2	91	0	2	0	0	0	0	0	0	0	0	0	7	7.4	1	1.1	1	1.1	47.2	55.3
2200	60	1	59	0	0	0	0	0	0	0	0	0	0	0	3	5	1	1.7	1	1.7	45.9	54.8
2300	38	0	37	0	0	0	0	0	0	0	0	0	0	0	3	7.9	1	2.6	0	0	46.3	53.5
07-19	3353	42	2947	16	246	7	71	1	8	4	9	0	0	2	108	3.2	14	0.4	1	0	46.8	53.9
06-22	3929	54	3480	19	266	7	76	1	9	6	9	0	0	2	153	3.9	20	0.5	3	0.1	47.1	54.4
06-00	4027	55	3576	19	266	7	76	1	9	6	10	0	0	2	159	3.9	22	0.5	4	0.1	47.1	54.4
00-00	4127	58	3661	19	276	9	76	1	9	6	10	0	0	2	170	4.1	26	0.6	4	0.1	47.1	54.6



Nationwide Data Collection
for
Peter Brett Associates

Site
Location
Direction

2 Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Northbound

7480 / Stewartby
May 2017
Automatic Traffic Count

24 May 2017

Time	Total	Classification										>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6									11 BD
0000	10	0	9	0	1	0	0	0	0	0	0	0	0	1	10	0	0	0	46.3	-
0100	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	46.7	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50	0	0	0	55.9	-
0300	9	0	8	0	1	0	0	0	0	0	0	0	0	1	11.1	0	0	0	46.5	-
0400	12	0	9	0	3	0	0	0	0	0	0	0	0	1	8.3	0	0	0	49.7	56.1
0500	42	4	34	0	4	0	0	0	0	0	0	0	0	2	4.8	0	0	0	49.6	56.4
0600	118	1	107	0	9	0	1	0	0	0	0	0	0	14	11.9	2	1.7	0	49.8	57.9
0700	296	4	261	1	20	1	7	0	0	1	1	0	0	11	3.7	3	1	0	47.3	54.6
0800	405	4	350	9	29	4	7	0	1	1	0	0	0	5	1.2	0	0	0	44.8	52.3
0900	200	3	162	0	21	3	10	0	1	0	0	0	0	6	3	1	0.5	0	46.4	54.4
1000	196	2	152	1	29	1	8	0	2	1	0	0	0	8	4.1	1	0.5	0	44.5	51.9
1100	193	3	169	0	14	1	5	0	0	0	0	0	0	8	4.1	0	0	0	45.7	54.1
1200	208	5	167	1	28	0	6	0	0	0	0	0	0	8	3.8	0	0	0	47	54.6
1300	239	8	181	4	32	0	6	0	2	2	4	0	0	9	3.8	0	0	0	45.7	53.7
1400	233	8	193	0	13	6	11	0	0	1	1	0	0	16	6.9	5	2.1	0	47.1	55.3
1500	325	4	277	1	27	3	10	0	0	1	2	0	0	11	3.4	0	0	0	46.9	54.1
1600	359	10	308	1	31	2	5	0	0	1	1	0	0	16	4.5	0	0	0	48.1	54.8
1700	445	7	413	5	19	0	0	0	1	0	0	0	0	25	5.6	3	0.7	0	48.5	55.7
1800	358	6	338	3	11	0	0	0	0	0	0	0	0	22	6.1	2	0.6	0	48.6	55.3
1900	233	4	219	1	8	0	0	0	1	0	0	0	0	17	7.3	2	0.9	0	47.8	55.7
2000	139	2	127	1	9	0	0	0	0	0	0	0	0	13	9.4	2	1.4	1	48.7	56.6
2100	111	2	103	0	6	0	0	0	0	0	0	0	0	11	9.9	2	1.8	1	47.6	54.4
2200	68	1	64	1	2	0	0	0	0	0	0	0	0	5	7.4	0	0	0	47.6	54.8
2300	40	0	38	0	1	0	1	0	0	0	0	0	0	8	20	2	5	2	52.6	60.6
07-19	3457	64	2971	26	274	21	75	0	7	8	11	0	0	145	4.2	15	0.4	0	46.9	54.6
06-22	4058	73	3527	28	306	21	76	0	8	8	11	0	0	200	4.9	23	0.6	2	47.1	54.8
06-00	4166	74	3629	29	309	21	77	0	8	8	11	0	0	213	5.1	25	0.6	4	47.2	54.8
00-00	4250	78	3699	29	319	21	77	0	8	8	11	0	0	219	5.2	25	0.6	4	47.2	55



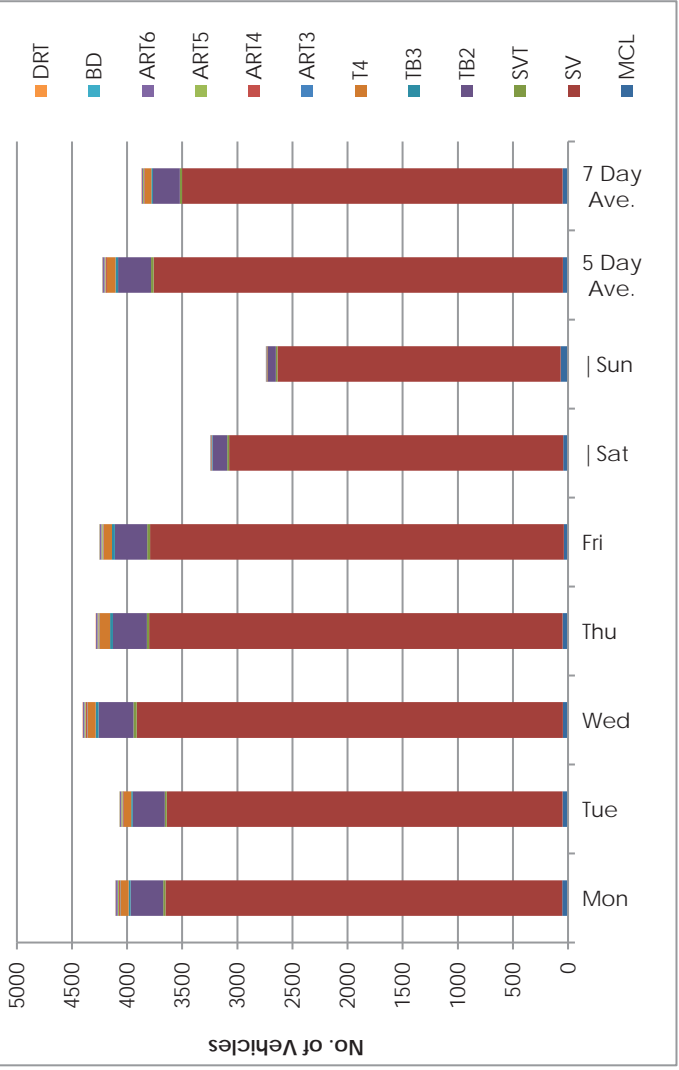
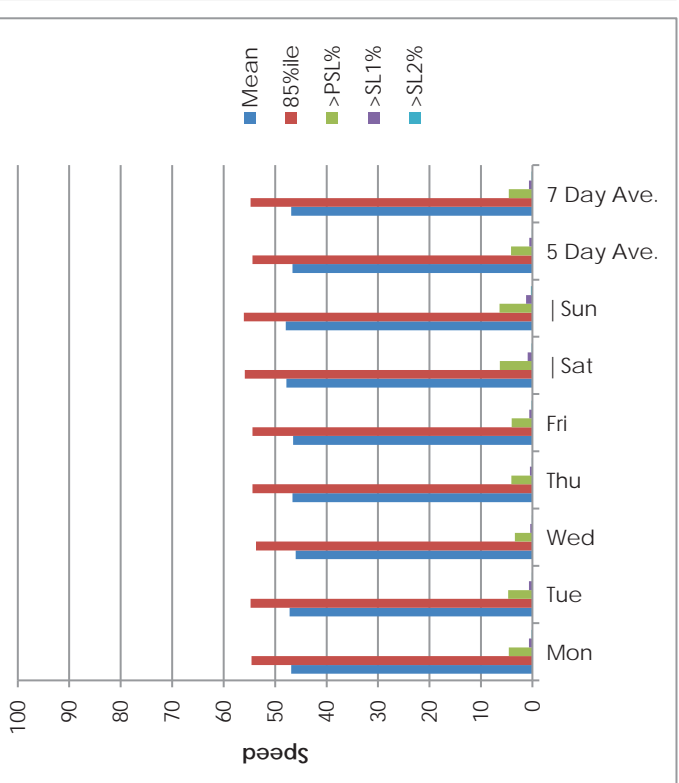
Virtual Day (14)

Time	Total	Classification														>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT										
0000	20	0	19	0	1	0	0	0	0	0	0	0	0	0	0	2	10	0	1.4	0	0.4	48	57.7
0100	14	0	12	0	1	0	0	0	0	0	0	0	0	0	0	1	10.1	0	2.6	0	1.1	48.3	57.5
0200	7	0	7	0	1	0	0	0	0	0	0	0	0	0	0	1	13.6	0	4.9	0	1.9	50.2	-
0300	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	5.3	0	0	0	0	47.5	-
0400	11	0	9	0	2	0	0	0	0	0	0	0	0	0	0	1	5.3	0	1.3	0	0.7	47.2	56.1
0500	33	1	28	0	4	0	0	0	0	0	0	0	0	0	0	4	12.1	1	2.2	0	0.7	50.6	58.8
0600	93	2	83	1	6	0	1	0	0	0	0	0	0	0	0	6	6.9	1	1.1	0	0.1	48.6	56.6
0700	230	3	199	2	18	1	5	0	1	0	0	0	0	0	0	7	3.2	1	0.3	0	0	46	53.7
0800	311	4	273	3	23	2	4	0	1	1	0	0	0	0	0	6	1.8	0	0.1	0	0	44.8	52.3
0900	196	2	167	1	16	1	7	0	0	0	0	0	0	0	0	8	3.9	1	0.4	0	0.1	46.9	54.4
1000	201	3	169	1	18	1	6	0	1	1	0	0	0	0	0	7	3.4	1	0.4	0	0.1	45.8	53.9
1100	222	2	191	1	18	1	6	0	0	1	0	0	0	0	0	6	2.8	1	0.3	0	0	45.6	53.5
1200	215	3	187	1	16	1	4	0	0	0	0	0	0	0	0	8	3.6	1	0.7	1	0.3	46.3	54.1
1300	242	4	207	2	21	1	6	0	1	1	0	0	0	0	0	8	3.2	0	0.2	0	0	45.5	53.7
1400	235	4	201	1	17	2	9	0	0	1	0	0	0	0	0	10	4.2	2	0.7	0	0.1	46.4	54.6
1500	284	3	249	2	21	2	5	0	1	1	0	0	0	0	0	11	3.8	2	0.7	0	0.1	46.4	53.9
1600	313	5	281	1	20	1	3	0	1	1	0	0	0	0	0	14	4.4	2	0.7	0	0.1	48	55
1700	366	3	344	2	14	0	1	0	0	0	0	0	0	0	0	14	3.9	2	0.6	0	0.1	47.9	55
1800	332	4	312	1	12	0	0	0	1	1	0	0	0	0	0	20	6	3	0.8	1	0.2	48.3	55.7
1900	204	3	192	1	7	0	0	0	0	0	0	0	0	0	0	18	8.6	3	1.3	0	0.2	48.7	57
2000	131	1	125	1	4	0	0	0	0	0	0	0	0	0	12	9	2	1.5	1	0.4	48.6	57.5	
2100	91	1	85	0	3	0	0	0	0	0	0	0	0	0	6	6.8	1	1.6	0	0.5	46.7	55	
2200	68	0	66	0	1	0	0	0	0	0	0	0	0	0	6	8.1	1	1.6	1	0.7	47.4	56.8	
2300	41	1	38	0	1	0	0	0	0	0	0	0	0	0	4	9.6	1	2.6	0	1.1	48.2	56.8	
07-19	3147	40	2781	18	213	14	56	1	6	7	10	0	1	1	118	3.7	16	0.5	3	0.1	46.6	54.4	
06-22	3667	47	3267	20	233	15	58	2	6	8	10	0	1	1	160	4.4	23	0.6	5	0.1	46.8	54.6	
06-00	3775	48	3371	20	236	15	58	2	6	8	10	0	1	1	170	4.5	25	0.7	5	0.1	46.9	54.6	
00-00	3867	49	3452	20	244	16	58	2	7	8	11	0	1	1	179	4.6	27	0.7	6	0.2	46.9	54.8	

Automatic Traffic Count

Virtual Week (2)

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 ACPO 68	>SL1% ACPO 68	>SL2 DfT 75	>SL2% DfT 75	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	4103	53	3600	21	294	17	76	3	10	12	16	2	1	189	4.6	30	0.7	10	0.2	46.9	54.6
Tue	4064	50	3590	19	290	13	71	1	8	11	13	1	2	189	4.7	29	0.7	5	0.1	47.2	54.8
Wed	4400	48	3867	27	318	24	77	2	12	12	15	0	1	149	3.4	17	0.4	4	0.1	46	53.7
Thu	4282	50	3751	20	307	26	96	2	7	9	14	0	3	175	4.1	23	0.5	4	0.1	46.6	54.4
Fri	4246	37	3756	25	292	27	77	2	6	11	15	1	1	172	4	24	0.6	7	0.2	46.5	54.4
Sat	3239	44	3031	17	135	4	5	1	2	2	1	0	0	205	6.3	31	0.9	7	0.2	47.8	55.9
Sun	2737	66	2569	16	74	2	6	2	2	1	1	0	0	174	6.4	33	1.2	8	0.3	47.9	56.1
5 Day Ave.	4219	48	3713	22	300	21	79	2	9	11	15	1	2	175	4.1	25	0.6	6	0.1	46.6	54.4
7 Day Ave.	3867	49	3452	20	244	16	58	2	7	8	11	0	1	179	4.6	27	0.7	6	0.2	46.9	54.8
--	54140	691	48324	285	3415	221	813	22	91	113	148	5	12	2503	4.6	372	0.7	85	0.2	46.9	54.8



Site
Location
Direction

2
Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Northbound

7480 / Stewartby
May 2017
Automatic Traffic Count

11 May 2017

Time	Total	Speed Bins (mph)																												
		0-5 5	5-10 10	10-15 15	15-20 20	20-25 25	25-30 30	30-35 35	35-40 40	40-45 45	45-50 50	50-55 55	55-60 60	60-65 65	65-70 70	70-75 75	75-80 80	80-85 85	85-90 90	90-95 95	95-100 100	100-105 105	105-110 110	110-115 115	115-120 120	120-125 125	125-130 130	130-135 135	135-140 140	
0000	11	0	0	0	0	0	2	0	1	4	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	12	0	0	0	1	1	0	3	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	3	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	5	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	12	0	0	0	0	1	1	2	1	2	2	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
0500	45	0	0	0	0	0	2	1	5	14	7	8	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	115	0	0	1	0	0	5	7	9	20	29	16	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	338	0	1	4	0	0	1	26	47	87	68	20	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	403	0	0	1	0	1	9	17	58	101	68	40	5	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	239	0	0	0	0	0	0	15	43	55	45	29	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	210	0	0	1	0	1	3	18	46	47	28	10	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	217	0	0	0	0	2	6	16	28	50	29	22	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	204	0	0	1	0	1	6	14	34	50	26	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	248	0	1	0	2	0	1	10	39	48	47	14	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	228	0	0	0	0	0	1	10	40	62	34	22	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	304	0	0	1	0	0	3	9	67	73	48	18	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	347	0	0	0	0	0	0	10	45	75	82	29	10	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	420	0	0	1	1	0	10	30	90	113	99	61	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	331	0	0	0	0	1	3	6	17	42	78	56	19	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	233	0	0	1	0	0	0	1	27	53	55	32	11	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	164	0	0	0	0	1	4	5	16	28	34	26	10	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	99	0	0	0	0	0	5	4	11	28	11	7	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	81	0	0	0	0	0	1	10	13	8	19	20	4	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	44	0	0	0	0	0	0	1	7	9	10	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3489	0	2	9	3	6	33	161	494	766	652	333	91	31	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4100	0	2	11	3	7	47	178	557	890	796	414	121	40	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4225	0	2	11	3	7	48	189	577	903	826	427	126	43	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4313	0	2	11	3	8	50	194	583	915	839	438	133	46	15	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0



12 May 2017

Time	Total	Speed Bins (mph)																												
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140	
0000	22	0	0	0	0	0	0	3	0	6	1	3	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	11	0	0	0	0	0	0	2	2	2	2	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	7	0	0	0	0	0	0	0	1	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	15	0	0	0	0	0	0	2	1	2	3	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	34	0	0	0	0	0	0	0	3	2	8	10	3	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	115	0	0	1	0	0	0	3	6	15	27	28	13	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	308	0	0	0	0	0	0	2	24	53	62	53	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	373	0	1	0	1	0	2	9	30	61	111	87	47	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	236	0	0	0	0	0	0	1	9	43	45	78	33	21	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	224	0	0	0	0	0	2	5	17	29	51	62	28	22	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	195	0	0	0	0	0	0	3	11	39	49	34	44	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	229	0	0	1	1	1	1	0	18	41	53	55	37	18	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	236	0	0	2	1	2	1	2	5	14	40	59	45	38	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	262	0	0	0	0	0	0	0	14	32	50	76	56	28	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	342	0	0	0	2	5	6	13	41	105	79	62	18	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	354	0	0	0	0	0	0	2	9	39	87	90	63	52	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	423	0	0	0	0	0	1	0	10	47	70	123	89	63	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	314	0	0	0	0	0	0	1	4	34	60	74	67	44	17	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0
1900	223	0	0	0	0	0	2	1	3	17	43	47	49	33	19	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	141	0	0	0	0	0	0	0	2	12	27	33	24	30	8	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	101	0	0	0	0	0	0	0	3	6	24	32	17	11	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	88	0	0	0	0	0	1	3	6	8	10	27	18	10	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	65	0	0	0	0	0	0	2	1	9	17	11	7	8	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3496	0	1	3	5	13	34	173	499	835	865	617	337	80	23	6	2	2	0	1	0	0	0	0	0	0	0	0	0	0
06-22	4076	0	1	4	5	15	38	187	549	944	1004	735	424	118	36	7	4	2	1	2	0	0	0	0	0	0	0	0	0	0
06-00	4229	0	1	4	5	16	43	194	566	971	1042	760	442	127	39	9	5	2	1	2	0	0	0	0	0	0	0	0	0	0
00-00	4323	0	1	4	5	16	43	201	573	986	1058	779	456	141	41	9	5	2	1	2	0	0	0	0	0	0	0	0	0	0

13 May 2017

Time	Total	Speed Bins (mph)																												
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140	
0000	24	0	0	0	0	0	1	4	6	5	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	22	0	0	0	0	0	0	3	3	3	7	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	12	0	0	0	0	0	0	2	4	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	12	0	0	0	0	0	0	2	2	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	9	0	0	0	0	0	0	3	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	22	0	0	0	0	0	0	3	3	1	5	5	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0600	35	0	0	0	1	0	0	3	5	6	8	5	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	80	0	0	0	1	0	0	12	17	21	12	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	132	0	0	0	0	3	0	15	25	28	33	15	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	197	0	0	0	0	2	0	6	19	25	44	25	16	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	239	0	0	0	4	1	1	9	28	54	46	27	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	230	0	0	0	0	0	1	10	28	34	66	51	30	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	249	0	0	0	1	0	1	2	30	65	67	48	22	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	259	0	0	1	1	1	0	13	33	39	50	58	38	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	245	0	0	0	2	0	4	10	37	48	57	50	28	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	234	0	0	0	0	0	0	3	32	53	47	68	20	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	234	0	0	0	1	0	0	6	30	45	67	46	22	11	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	252	0	0	0	0	0	0	6	33	48	66	56	27	8	6	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
1800	224	0	0	1	0	0	0	4	26	53	45	42	31	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	172	0	0	0	0	0	0	7	21	37	47	30	22	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	120	0	0	0	0	0	0	3	11	17	24	26	18	11	7	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	109	0	0	2	0	0	3	6	16	10	30	30	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	89	0	0	0	0	0	1	2	14	17	19	15	14	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	64	0	0	0	0	0	1	3	7	16	12	14	8	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2575	0	0	2	10	6	8	75	323	506	627	554	295	129	28	8	2	1	1	0	0	0	0	0	0	0	0	0	0	0
06-22	3011	0	0	4	11	6	11	92	374	575	734	648	348	152	40	11	2	2	1	0	0	0	0	0	0	0	0	0	0	0
06-00	3164	0	0	4	11	6	13	97	395	608	765	677	370	157	42	13	3	2	1	0	0	0	0	0	0	0	0	0	0	0
00-00	3265	0	0	4	11	6	14	98	412	627	779	698	385	167	44	13	3	3	1	0	0	0	0	0	0	0	0	0	0	0

Site
Location
Direction

2
Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Northbound

7480 / Stewartby
May 2017
Automatic Traffic Count

14 May 2017

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	35	0	0	0	0	0	0	2	5	7	7	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	27	0	0	0	0	0	0	1	5	7	5	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	12	0	0	0	0	0	0	1	1	2	3	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	0	0	0	0	0	0	1	2	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	9	0	0	0	0	0	0	4	2	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	11	0	0	0	0	0	1	0	3	1	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	19	0	0	0	0	0	0	0	1	2	4	8	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	16	0	0	0	0	0	0	0	3	2	5	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	40	0	0	1	1	0	0	0	6	7	7	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	121	0	0	0	2	1	1	2	19	29	28	15	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	200	0	0	1	2	2	0	4	27	53	55	21	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	251	0	0	3	2	4	7	3	36	55	50	27	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	275	0	0	0	0	0	4	11	40	61	61	36	8	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	275	0	0	1	0	2	1	12	45	64	62	59	24	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	223	0	0	2	1	0	0	9	24	46	56	47	25	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	186	0	0	0	0	0	0	1	15	32	39	46	32	12	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	223	0	0	1	2	1	2	9	22	44	53	39	38	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	204	0	0	0	0	0	1	0	20	36	48	28	6	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	180	0	0	0	0	1	0	0	10	40	44	36	30	7	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	140	0	0	0	0	1	0	0	16	30	24	21	26	12	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	100	0	0	0	0	0	0	2	8	25	24	21	13	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	62	0	0	0	0	0	1	3	2	10	16	15	12	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	55	0	0	0	0	0	0	1	0	3	10	6	11	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	24	0	0	0	0	0	0	0	2	6	9	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2194	0	0	9	11	11	16	62	267	429	507	470	284	79	31	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2515	0	0	9	12	11	17	70	294	496	575	535	336	98	41	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2594	0	0	9	12	11	18	70	299	512	599	542	349	107	43	17	4	2	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2697	0	0	9	12	12	22	77	314	526	619	564	360	111	47	17	5	2	0	0	0	0	0	0	0	0	0	0	0	0



15 May 2017

Time	Total	Speed Bins (mph)																													
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140		
0000	15	0	0	0	0	0	0	0	0	3	2	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	10	0	0	0	0	0	0	0	0	1	4	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	8	0	0	0	0	0	1	0	2	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	0	0	0	0	0	0	0	0	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	38	0	0	2	0	0	0	0	2	4	12	12	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	115	0	0	1	0	0	3	4	12	22	29	20	16	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	317	0	0	1	0	0	4	15	58	85	72	51	22	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	401	0	0	1	1	1	0	5	18	67	119	99	61	24	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	195	0	0	0	0	0	3	8	31	46	46	33	21	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	189	0	0	0	0	0	2	3	12	37	44	53	26	9	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	202	0	0	1	1	1	0	2	12	39	56	43	31	12	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	194	0	0	0	1	1	0	7	37	47	47	28	14	7	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	219	0	0	1	0	0	0	18	43	51	58	29	11	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	255	0	0	0	0	0	3	19	37	62	57	41	24	10	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	300	0	0	0	0	0	0	7	45	68	77	60	30	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	332	0	0	0	0	1	0	2	34	84	92	82	28	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	426	0	0	0	0	0	2	12	48	100	109	97	40	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	355	0	0	0	0	0	5	9	25	62	101	83	52	16	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	206	0	0	0	0	0	1	11	17	37	48	47	25	16	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	126	0	0	0	0	0	1	4	12	26	37	21	16	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	62	0	0	0	0	0	2	5	12	13	11	7	8	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	46	0	0	0	0	0	1	2	3	6	7	9	7	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	29	0	0	0	0	0	1	2	5	5	6	7	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3385	0	0	4	4	4	3	27	139	501	824	854	622	287	90	18	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	3894	0	0	5	4	4	4	33	163	554	922	979	717	352	122	22	10	7	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	3969	0	0	5	4	4	4	35	167	562	933	992	733	360	130	24	12	8	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4050	0	0	7	4	4	4	36	167	570	950	1010	754	369	134	24	13	8	0	0	0	0	0	0	0	0	0	0	0	0	0

Site
Location
Direction

2
Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Northbound

7480 / Stewartby
May 2017
Automatic Traffic Count

16 May 2017

Time	Total	Speed Bins (mph)																												
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140	
0000	13	0	0	0	0	0	0	2	1	2	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	0	0	0	0	0	0	0	1	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	0	0	0	0	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	0	0	0	1	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	15	0	0	0	0	0	0	1	1	2	3	3	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	31	0	0	0	1	0	0	0	1	4	8	7	6	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	115	0	0	0	0	0	0	2	9	11	36	25	24	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	299	0	0	0	2	5	2	12	38	74	81	48	24	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	400	0	0	1	1	1	1	21	55	110	108	82	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	198	0	0	0	0	0	1	15	21	45	46	40	23	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	155	0	0	0	1	0	1	6	31	38	36	22	14	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	207	0	0	0	0	0	2	7	25	49	55	45	20	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	200	0	0	0	1	0	1	9	22	50	49	43	13	8	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	216	0	0	1	0	5	5	6	22	51	52	48	16	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	237	0	0	0	0	1	1	16	35	51	62	44	22	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	279	0	0	0	0	1	2	15	50	71	63	44	25	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	347	0	0	1	0	0	0	5	28	55	100	94	39	9	9	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	392	0	0	0	0	0	0	8	32	89	86	112	48	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	354	0	0	0	0	2	1	10	32	94	89	67	35	17	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	209	0	0	0	0	1	0	4	14	44	44	51	33	12	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	143	0	0	0	0	0	0	4	25	27	22	26	21	12	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	82	0	0	0	0	0	1	4	11	23	12	12	7	5	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	52	0	0	0	0	0	1	1	9	7	12	13	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	37	0	0	0	0	0	2	0	3	7	12	5	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3284	0	0	3	5	15	17	130	391	777	827	689	294	89	32	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0
06-22	3833	0	0	3	5	16	18	144	450	882	941	803	379	124	45	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0
06-00	3922	0	0	3	5	16	21	145	462	896	965	821	388	131	46	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4001	0	0	3	6	16	21	148	465	907	981	841	405	136	48	19	4	1	0	0	0	0	0	0	0	0	0	0	0	0



Site
Location
Direction

2
Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Northbound

7480 / Stewartby
May 2017
Automatic Traffic Count

17 May 2017

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	14	0	0	0	0	0	0	1	3	2	5	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	0	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	8	0	0	0	0	0	0	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	34	0	0	0	0	0	0	2	5	8	10	2	4	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	115	0	0	1	0	0	1	5	26	21	30	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	307	0	0	2	1	2	4	13	79	101	44	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	413	0	0	3	5	5	6	34	102	68	65	22	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	200	0	0	0	2	0	1	13	33	44	28	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	177	0	0	0	0	0	3	21	38	42	17	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	229	0	0	0	0	0	1	3	56	65	20	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	168	0	0	0	0	0	0	7	30	44	33	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	220	0	0	0	1	0	1	22	49	71	38	25	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	226	0	0	1	0	1	6	14	35	51	60	38	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	322	0	0	0	0	0	6	16	71	74	31	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	324	0	0	0	0	0	1	15	39	80	64	18	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	433	0	0	0	0	0	0	17	54	155	71	24	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	674	0	0	0	0	1	2	20	98	226	208	99	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	327	0	0	0	0	0	1	13	39	82	94	61	29	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	146	0	0	0	0	0	1	6	28	30	32	28	12	8	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	88	0	0	0	0	0	1	10	16	21	13	14	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	74	0	0	0	0	0	2	3	16	11	11	19	6	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	36	0	0	0	0	0	0	0	3	6	7	12	5	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	3693	0	0	6	9	10	33	210	643	1075	962	535	176	29	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4369	0	0	7	9	10	37	244	739	1234	1122	668	239	52	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0
06-00	4479	0	0	7	9	10	39	247	758	1251	1140	699	250	56	8	3	0	2	0	0	0	0	0	0	0	0	0	0	0
00-00	4549	0	0	7	9	10	39	250	761	1263	1155	721	256	60	12	3	0	3	0	0	0	0	0	0	0	0	0	0	0



18 May 2017

Time	Total	Speed Bins (mph)																												
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140	
0000	11	0	0	0	0	0	0	2	2	2	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	0	0	0	0	0	1	1	1	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	7	0	0	0	0	0	1	0	0	1	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	7	0	0	0	0	0	0	0	2	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	43	0	0	1	1	0	1	0	4	10	15	9	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	135	0	0	0	1	1	1	14	28	39	32	10	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	323	0	0	0	2	0	6	4	77	89	62	28	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	413	0	0	0	1	0	3	18	70	118	60	34	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	209	0	0	0	0	0	0	6	23	49	57	15	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	198	0	0	0	0	0	0	5	33	43	46	22	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	212	0	0	0	0	0	4	20	37	49	55	28	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	192	0	1	0	1	0	0	8	29	54	44	11	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	256	0	0	0	2	3	5	18	45	64	56	34	23	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	224	0	0	0	2	7	5	13	32	57	48	35	16	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	318	0	1	0	2	5	7	10	53	74	59	20	5	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	349	0	0	0	1	0	0	6	27	86	107	73	37	10	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	444	0	0	0	0	0	3	16	36	106	133	109	31	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	373	0	0	0	0	0	1	0	2	39	83	88	38	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	197	0	0	0	0	0	0	3	12	21	38	44	22	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	128	0	0	0	0	0	6	5	13	25	31	32	7	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	84	0	0	0	0	0	1	0	11	14	19	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	76	0	0	0	0	0	1	0	9	20	13	15	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	39	0	0	0	0	0	0	4	6	7	9	8	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3511	0	2	0	11	16	33	126	469	860	920	680	289	85	14	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4055	0	2	0	12	17	43	155	531	970	1053	803	332	108	19	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4170	0	2	0	12	18	43	168	557	990	1074	826	337	111	21	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4251	0	2	1	13	19	45	169	560	1000	1092	847	353	115	24	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0

Site
Location
Direction

2
Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Northbound

7480 / Stewartby
May 2017
Automatic Traffic Count

19 May 2017

Time	Total	Speed Bins (mph)																												
		0 - 5 5	5 - 10 10	10 - 15 15	15 - 20 20	20 - 25 25	25 - 30 30	30 - 35 35	35 - 40 40	40 - 45 45	45 - 50 50	50 - 55 55	55 - 60 60	60 - 65 65	65 - 70 70	70 - 75 75	75 - 80 80	80 - 85 85	85 - 90 90	90 - 95 95	95 - 100 100	100 - 105 105	105 - 110 110	110 - 115 115	115 - 120 120	120 - 125 125	125 - 130 130	130 - 135 135	135 - 140 140	
0000	24	0	0	0	0	0	2	1	4	6	4	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	12	0	0	0	0	0	0	1	2	2	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	11	0	0	0	0	0	0	1	1	1	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	12	0	0	0	0	0	0	1	1	2	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	30	0	0	0	0	0	0	0	2	4	6	8	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	110	0	0	0	0	0	2	4	7	26	26	27	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	256	0	0	0	3	0	1	16	34	61	66	48	20	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	389	0	0	2	1	0	8	31	86	129	66	50	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	230	0	0	0	0	0	1	3	34	55	72	47	16	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	202	0	0	0	2	2	5	16	36	49	54	23	8	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	201	0	0	0	0	0	1	3	32	61	39	37	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	191	0	0	0	0	0	3	1	9	41	51	28	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	270	0	0	0	0	0	2	21	57	79	70	33	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	276	0	0	0	0	0	2	12	51	77	58	45	21	5	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1500	312	0	0	0	0	0	3	5	54	93	79	49	18	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	354	0	0	0	0	0	0	9	37	66	86	103	42	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	406	0	0	0	0	1	0	5	21	86	108	113	58	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	314	0	0	0	0	0	0	10	27	58	75	83	43	10	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	189	0	0	0	0	0	1	2	15	35	46	32	26	24	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	133	0	0	0	0	0	0	4	10	26	27	39	15	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	107	0	0	0	0	0	1	8	24	21	26	16	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	82	0	0	0	0	0	1	7	10	24	17	14	6	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	55	0	0	0	0	0	1	1	10	9	18	8	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3401	0	0	2	6	12	28	151	510	853	824	659	274	60	18	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
06-22	3940	0	0	2	6	12	32	169	566	961	949	773	340	96	25	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4077	0	0	2	6	12	34	177	586	994	984	795	351	99	27	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4169	0	0	2	6	12	36	181	596	1010	1006	816	362	102	30	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0



Site
Location
Direction

2
Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Northbound

7480 / Stewartby
May 2017
Automatic Traffic Count

20 May 2017

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	38	0	0	0	0	0	0	2	6	9	4	9	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	22	0	0	0	0	0	1	1	1	5	2	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	19	0	0	0	0	0	0	1	3	4	7	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	7	0	0	0	0	0	0	0	1	2	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	15	0	0	0	0	0	0	1	2	2	0	4	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	19	0	0	0	0	0	0	0	2	3	1	8	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	33	0	0	0	0	0	0	0	1	4	6	11	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	95	0	0	0	2	0	0	3	7	27	12	19	15	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	142	0	0	0	2	1	1	5	12	34	31	30	17	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	206	0	0	0	2	1	2	3	24	28	58	52	24	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	223	0	0	0	2	1	2	5	18	35	73	57	23	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	250	0	0	0	2	0	2	9	38	45	76	41	24	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	226	0	0	0	0	0	0	1	4	17	46	57	38	5	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1300	257	0	0	0	2	0	2	15	41	63	60	38	29	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	231	0	0	0	1	0	1	10	19	50	56	47	26	16	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1500	193	0	0	0	0	0	0	2	1	17	34	48	59	23	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0
1600	228	0	0	0	0	0	1	1	11	13	63	47	24	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	233	0	0	0	0	0	0	4	14	29	75	39	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	228	0	0	0	0	0	0	6	5	23	38	53	33	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	202	0	0	0	0	0	0	1	9	25	42	44	24	7	3	2	0	0	0	1	0	0	0	0	0	0	0	0	0
2000	103	0	0	1	0	0	0	1	2	15	17	25	21	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	114	0	0	0	0	0	0	4	13	21	14	24	21	6	8	2	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	77	0	0	0	0	0	0	1	10	9	16	11	15	11	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	52	0	0	0	0	0	0	1	3	5	13	6	4	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2512	0	0	0	13	4	24	85	258	556	625	534	286	92	25	7	2	1	0	0	0	0	0	0	0	0	0	0	0
06-22	2964	0	0	1	13	4	30	109	320	633	724	631	342	112	31	9	3	1	0	1	0	0	0	0	0	0	0	0	0
06-00	3093	0	0	1	13	4	32	122	334	662	748	652	357	119	33	10	4	1	0	1	0	0	0	0	0	0	0	0	0
00-00	3213	0	0	1	13	4	33	127	349	687	763	683	375	125	36	11	4	1	0	1	0	0	0	0	0	0	0	0	0



Site
Location
Direction

2
Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Northbound

7480 / Stewartby
May 2017
Automatic Traffic Count

21 May 2017

Time	Total	Speed Bins (mph)																												
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140	
0000	29	0	0	0	0	0	1	4	4	4	6	2	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	28	0	0	0	0	0	0	1	4	7	4	4	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	18	0	0	0	0	0	1	0	0	3	5	5	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	14	0	0	0	0	0	1	0	0	2	1	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	7	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	15	0	0	0	0	0	0	0	0	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	19	0	0	0	0	0	0	0	0	2	10	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	27	0	0	0	0	0	1	0	2	4	7	7	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	50	0	0	0	0	2	1	0	1	2	11	14	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	120	0	0	0	1	1	1	0	1	11	22	30	16	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	217	0	0	2	4	2	1	5	13	33	67	42	40	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	292	0	0	0	6	3	1	15	32	54	75	70	27	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	323	0	0	1	3	1	0	10	50	68	82	67	34	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	230	0	0	1	2	0	1	11	25	51	56	50	28	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	205	0	0	2	1	1	1	4	18	49	42	41	36	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	211	0	0	0	0	1	1	8	19	44	47	39	33	13	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	219	0	0	0	0	4	0	5	29	43	52	41	31	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	199	0	0	1	1	1	0	10	16	28	50	50	28	6	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
1800	195	0	0	0	0	0	0	4	26	38	38	47	29	6	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	130	0	0	0	0	0	0	4	14	27	28	27	13	9	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	101	0	0	0	0	0	1	2	10	21	17	23	16	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	58	0	0	0	0	0	0	2	3	15	11	12	7	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	47	0	0	0	0	0	0	2	7	11	7	5	10	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	22	0	0	0	0	0	0	0	1	4	5	4	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2288	0	0	7	24	11	5	76	245	442	554	501	312	73	26	8	2	1	0	0	0	1	0	0	0	0	0	0	0	0
06-22	2596	0	0	7	24	11	8	82	273	507	620	565	348	97	38	10	4	1	0	0	0	1	0	0	0	0	0	0	0	0
06-00	2665	0	0	7	24	11	8	84	281	522	632	574	365	98	42	10	5	1	0	0	0	1	0	0	0	0	0	0	0	0
00-00	2776	0	0	7	24	12	10	91	297	546	651	589	383	102	46	10	6	1	0	0	0	1	0	0	0	0	0	0	0	0



Site
Location
Direction

2
Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Northbound

7480 / Stewartby
May 2017
Automatic Traffic Count

22 May 2017

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	16	0	0	0	0	0	0	2	1	5	3	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	0	0	0	0	0	1	2	1	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	0	0	0	0	0	2	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	8	0	0	0	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	42	0	0	0	0	0	0	3	4	4	13	9	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	137	0	0	0	0	0	1	3	12	29	35	23	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	280	0	0	0	1	0	2	11	38	66	74	57	24	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	401	0	0	1	1	1	0	6	24	85	114	84	56	22	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	213	0	0	0	0	0	0	4	21	57	58	53	14	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	193	0	0	0	0	0	0	5	10	30	57	40	35	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	237	0	0	0	0	0	1	1	10	29	65	60	47	18	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1200	168	0	0	1	1	1	0	0	1	24	40	18	5	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	231	0	1	1	1	1	0	4	12	41	57	63	35	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	222	0	0	2	2	0	1	8	23	43	64	51	21	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	335	0	0	1	1	1	4	2	8	55	85	79	60	26	8	3	1	2	0	0	0	0	0	0	0	0	0	0	0
1600	351	0	0	1	0	1	0	1	2	24	71	99	80	43	14	3	1	1	0	0	0	0	0	0	0	0	0	0	0
1700	405	0	0	1	1	1	1	4	37	80	108	100	52	15	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1800	385	0	0	0	0	0	1	1	9	22	75	105	96	44	21	10	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	190	0	0	0	0	0	0	0	6	19	44	41	33	28	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	149	0	0	0	2	1	0	7	14	29	36	29	22	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	96	0	0	0	0	0	0	2	19	28	19	12	11	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	51	0	0	0	0	0	1	2	7	8	13	10	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	25	0	0	0	0	0	0	2	7	2	1	9	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3421	0	1	8	8	8	8	25	112	429	797	878	710	306	98	26	8	7	0	0	0	0	0	0	0	0	0	0	0
06-22	3993	0	1	8	10	9	9	26	130	493	921	1003	819	390	129	37	10	7	0	0	0	0	0	0	0	0	0	0	0
06-00	4069	0	1	8	10	9	9	27	134	507	931	1017	838	397	132	40	11	7	0	0	0	0	0	0	0	0	0	0	0
00-00	4156	0	1	8	10	9	9	27	139	515	943	1030	862	413	136	41	11	11	0	0	0	0	0	0	0	0	0	0	0



Site
Location
Direction

2
Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Northbound

7480 / Stewartby
May 2017
Automatic Traffic Count

23 May 2017

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	17	0	0	0	0	0	1	0	4	1	2	4	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	0	0	0	2	1	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	7	0	0	0	0	0	0	0	1	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	15	0	0	0	0	0	0	0	2	5	3	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	50	0	0	0	1	0	0	1	3	5	8	13	12	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	126	0	0	0	2	0	1	5	12	14	27	41	20	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	273	0	0	1	2	0	0	5	25	69	71	64	28	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	386	0	0	0	0	0	5	9	51	126	105	69	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	183	0	0	0	0	0	0	11	19	44	46	41	12	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	193	0	0	1	0	0	0	9	34	43	46	39	13	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	193	0	0	0	0	0	4	12	31	61	46	25	11	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	183	0	0	0	2	1	3	6	41	40	43	34	7	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	233	0	0	0	0	0	6	14	26	47	60	48	22	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	223	0	0	0	1	1	6	17	38	52	49	33	18	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	314	0	0	0	0	0	2	8	36	69	86	79	25	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	363	0	0	1	0	0	0	4	38	69	91	104	43	10	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	442	0	0	0	0	0	1	11	52	97	120	105	45	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	367	0	0	0	1	2	0	2	26	81	109	78	50	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	208	0	0	0	0	0	1	0	3	15	32	55	32	8	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	147	0	0	0	0	1	1	10	9	26	37	25	20	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	95	0	0	0	0	0	1	7	11	22	19	18	10	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	60	0	0	0	0	0	4	0	9	18	7	12	6	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	38	0	0	0	0	0	0	0	6	4	9	8	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3353	0	0	3	6	4	27	108	417	798	872	719	291	80	21	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	3929	0	0	3	8	6	30	133	464	892	1009	858	373	106	34	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4027	0	0	3	8	10	30	140	477	916	1025	878	381	108	37	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4127	0	0	3	9	10	31	143	488	931	1040	903	399	115	39	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0



24 May 2017

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	10	0	0	0	0	0	0	2	1	2	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	0	0	0	0	0	1	2	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	0	0	0	0	0	1	0	4	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	12	0	0	0	0	0	0	1	0	2	3	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	42	0	0	1	1	0	0	1	2	3	10	12	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	118	0	0	0	1	1	0	1	10	19	27	30	16	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	296	0	0	1	2	4	0	9	28	65	77	68	31	8	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	405	0	0	1	0	1	0	9	23	51	120	109	67	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	200	0	0	1	0	0	0	2	13	27	41	47	43	20	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	196	0	0	0	0	0	1	6	9	41	55	45	20	11	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	193	0	0	0	1	1	1	4	12	21	57	43	30	16	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	208	0	0	0	0	0	1	4	6	22	52	55	40	20	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	239	0	0	1	1	1	0	2	13	35	58	67	32	21	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	233	0	0	0	3	0	3	5	10	32	43	48	52	24	8	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	325	0	0	0	1	1	1	2	10	39	76	84	68	33	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	359	0	0	2	0	1	2	10	25	73	109	84	37	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	445	0	0	0	0	0	0	14	38	92	112	99	65	17	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	358	0	0	0	0	0	0	4	5	19	89	102	76	41	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	233	0	0	0	0	0	0	0	10	25	58	51	47	25	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	139	0	0	0	0	0	0	1	10	19	11	32	34	19	9	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	111	0	0	0	0	0	0	3	4	20	16	23	28	6	7	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	68	0	0	0	0	0	0	0	5	7	18	8	19	6	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	40	0	0	0	0	0	0	0	1	3	5	12	6	5	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3457	0	0	5	9	9	9	40	134	378	821	898	679	107	29	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4058	0	0	5	10	9	9	44	159	452	925	1031	818	405	145	42	11	2	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4166	0	0	5	10	9	9	44	165	462	948	1051	843	416	152	46	11	3	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4250	0	0	6	11	9	9	44	171	467	960	1068	863	432	158	46	11	3	0	0	0	0	0	0	0	0	0	0	0	0

Site
Location
Direction

2
Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Northbound

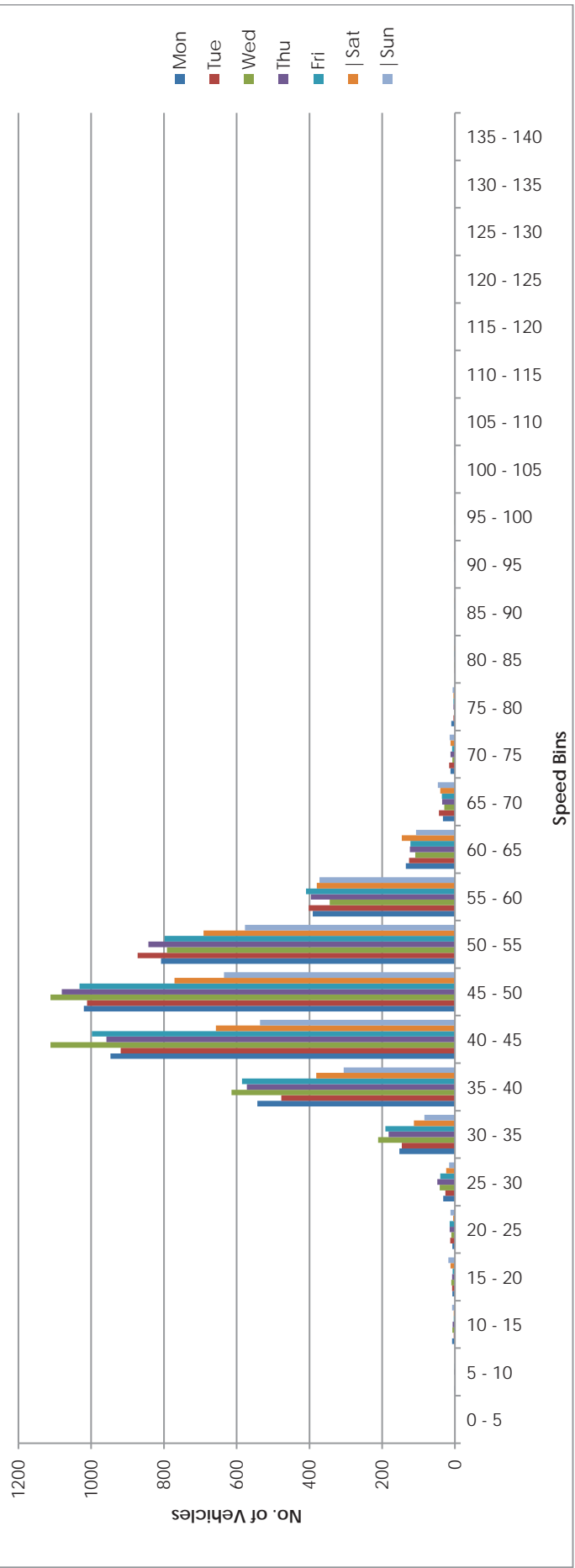
7480 / Stewartby
May 2017
Automatic Traffic Count

Virtual Day (14)

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	20	0	0	0	0	0	0	1	3	4	4	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	14	0	0	0	0	0	0	1	2	3	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	0	0	0	0	0	0	1	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	8	0	0	0	0	0	0	0	1	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	11	0	0	0	0	0	0	1	1	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	33	0	0	0	0	0	0	1	2	4	7	9	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	93	0	0	0	0	0	0	3	9	16	22	23	13	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	230	0	0	1	1	1	1	2	10	31	57	43	18	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	311	0	0	1	1	1	1	4	17	51	88	72	51	20	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	196	0	0	0	1	1	0	1	8	26	40	53	41	19	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	201	0	0	0	1	1	1	3	10	32	44	52	34	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	222	0	0	0	1	1	1	3	12	34	54	53	39	19	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	215	0	0	0	1	1	1	2	8	33	50	54	41	19	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0
1300	242	0	0	1	1	1	1	3	14	39	57	58	41	20	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	235	0	0	1	1	1	1	3	12	32	53	56	44	23	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1500	284	0	0	0	0	0	1	3	8	42	71	68	55	24	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1600	313	0	0	0	1	1	0	1	8	31	67	85	72	35	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0
1700	366	0	0	0	0	0	0	1	10	35	82	96	85	41	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0
1800	332	0	0	0	0	0	1	2	7	30	76	88	71	39	14	5	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	204	0	0	0	0	0	0	1	6	20	43	47	43	26	12	4	2	0	0	0	0	0	0	0	0	0	0	0	0
2000	131	0	0	0	0	0	0	1	5	14	24	30	27	18	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	91	0	0	0	0	0	0	2	6	13	19	19	17	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	68	0	0	0	0	0	0	1	4	10	13	13	14	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	41	0	0	0	0	0	0	1	2	5	8	10	8	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3147	0	0	4	9	9	9	25	124	416	739	794	616	293	84	23	7	2	1	0	0	0	0	0	0	0	0	0	0
06-22	3667	0	0	5	9	9	10	30	144	473	839	911	726	359	113	33	10	3	1	0	0	0	0	0	0	0	0	0	0
06-00	3775	0	0	5	9	9	10	31	150	487	860	934	747	371	118	35	11	4	1	0	0	0	0	0	0	0	0	0	0
00-00	3867	0	0	5	10	10	11	32	154	496	875	952	769	385	124	37	11	5	1	0	0	0	0	0	0	0	0	0	0



Time	Total	Speed Bins (mph)																													
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140		
Mon	4103	0	1	8	7	7	32	153	543	947	1020	808	391	135	33	12	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	4064	0	0	3	8	13	26	146	477	919	1011	872	402	126	44	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	4400	0	0	7	10	10	42	211	614	1112	1112	792	344	109	29	7	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0
Thu	4282	0	2	6	8	14	48	182	572	958	1081	843	396	124	35	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	4246	0	1	3	6	14	40	191	585	998	1032	798	409	122	36	8	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0
Sat	3239	0	0	3	12	5	24	113	381	657	771	691	380	146	40	12	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0
Sun	2737	0	0	8	18	12	16	84	306	536	635	577	372	107	47	14	6	2	0	0	0	1	0	0	0	0	0	0	0	0	0
5 Day Ave.	4219	0	1	5	8	12	38	177	558	987	1051	823	388	123	35	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	3867	0	0	5	10	11	32	154	496	875	952	769	385	124	37	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
--	54140	0	6	73	136	147	451	2156	6950	12251	13322	10759	5386	1735	524	159	63	15	2	3	1	1	0	0	0	0	0	0	0	0	0



Site
Location
Direction

2 Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Southbound

7480 / Stewartby
May 2017
Automatic Traffic Count

11 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	13	0	12	0	1	0	0	0	0	0	0	0	0	0	2	15.4	2	15.4	0	0	48.4	51.4
0100	11	0	8	0	3	0	0	0	0	0	0	0	0	0	2	18.2	0	0	0	0	41.3	59.5
0200	9	0	6	0	2	0	0	0	0	1	0	0	0	0	1	11.1	0	0	0	0	46.3	-
0300	11	0	9	0	1	0	0	0	0	0	0	1	0	0	1	9.1	1	9.1	1	9.1	44	46.1
0400	21	1	14	0	4	0	1	0	0	0	0	0	0	0	1	4.8	0	0	0	0	48.1	57.7
0500	93	1	76	1	11	0	1	0	0	1	2	0	0	0	29	31.2	5	5.4	2	2.2	53.2	64
0600	192	1	166	0	17	5	2	0	0	1	0	0	0	0	27	14.1	6	3.1	2	1	49.9	59.5
0700	541	8	454	4	53	3	18	0	0	1	0	0	0	0	23	4.3	3	0.6	0	0	48.1	56.4
0800	457	3	406	2	39	2	4	1	0	0	0	0	0	0	17	3.7	2	0.4	0	0	45.7	53.9
0900	292	1	245	0	37	2	3	0	0	2	2	0	0	0	9	3.1	0	0	0	0	46.8	55.5
1000	251	3	197	0	36	1	12	1	0	1	0	0	0	0	15	6	2	0.8	0	0	45.4	53.2
1100	248	3	216	0	26	0	2	0	1	0	0	0	0	0	19	7.7	5	2	2	0.8	46.5	55.9
1200	266	1	225	1	25	1	11	0	0	0	2	0	0	0	3	1.1	0	0	0	0	44	52.8
1300	290	2	238	2	35	1	9	1	1	1	0	0	0	0	8	2.8	0	0	0	0	45.6	54.8
1400	289	4	244	1	25	0	12	1	0	1	1	0	0	0	6	2.1	2	0.7	2	0.7	46	53.2
1500	382	4	323	2	35	1	12	0	1	1	3	0	0	0	11	2.9	2	0.5	0	0	43.7	52.1
1600	414	4	369	3	30	1	6	0	0	1	0	0	0	0	7	1.7	2	0.5	1	0.2	45.8	53.5
1700	468	6	440	1	19	0	0	0	1	0	1	0	0	0	12	2.6	0	0	0	0	46.2	54.6
1800	317	7	290	3	16	0	0	0	1	0	0	0	0	0	28	8.8	4	1.3	0	0	47.4	55.9
1900	209	4	197	1	7	0	0	0	0	0	0	0	0	0	20	9.6	4	1.9	2	1	49.5	57.9
2000	162	9	150	0	2	0	1	0	0	0	0	0	0	0	16	9.9	5	3.1	3	1.9	48.9	57.3
2100	111	3	103	1	4	0	0	0	0	0	0	0	0	0	7	6.3	3	2.7	2	1.8	48	56.6
2200	57	1	51	0	3	0	0	0	0	1	1	0	0	0	6	10.5	2	3.5	0	0	46.9	55.9
2300	40	0	37	0	2	0	0	0	0	0	1	0	0	0	7	17.5	3	7.5	1	2.5	49.2	59.9
07-19	4215	46	3647	19	376	12	89	4	5	8	9	0	0	0	158	3.7	22	0.5	5	0.1	46	54.8
06-22	4889	63	4263	21	406	17	92	4	5	9	9	0	0	0	228	4.7	40	0.8	14	0.3	46.5	55.3
06-00	4986	64	4351	21	411	17	92	4	6	11	9	0	0	0	241	4.8	45	0.9	15	0.3	46.5	55.5
00-00	5144	66	4476	22	433	17	94	4	7	13	12	0	0	0	277	5.4	53	1	18	0.3	46.6	55.5



Nationwide Data Collection
for
Peter Brett Associates

Site
Location
Direction

2 Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Southbound

7480 / Stewartby
May 2017
Automatic Traffic Count

12 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	10	1	7	0	2	0	0	0	0	0	0	0	0	0	1	10	0	0	0	47.9	-
0100	5	0	2	0	2	1	0	0	0	0	0	0	0	0	1	20	0	0	0	43.8	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0	0	47.2	-
0300	12	0	8	0	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	42.6	50.3
0400	17	1	12	0	3	0	0	0	1	0	0	1	0	0	5	29.4	2	11.8	0	51.3	62.4
0500	95	0	77	0	12	2	1	0	0	2	1	0	0	0	17	17.9	3	3.2	2	50	61.7
0600	170	2	150	0	10	3	1	0	0	2	2	0	0	0	23	13.5	10	5.9	1	50.4	59.3
0700	516	2	449	4	43	3	11	0	1	2	1	0	0	0	14	2.7	2	0.4	0	46.4	54.1
0800	455	3	405	1	32	4	6	1	0	1	2	0	0	0	10	2.2	1	0.2	0	44.5	53
0900	307	0	265	2	31	1	8	0	0	0	0	0	0	0	13	4.2	3	1	0	46.8	54.4
1000	266	0	224	0	24	3	8	0	2	1	4	0	0	0	12	4.5	5	1.9	1	45.3	53.2
1100	246	1	208	1	27	3	5	0	1	0	0	0	0	0	7	2.8	0	0	0	44.2	53.2
1200	279	2	241	3	24	4	5	0	0	0	0	0	0	0	11	3.9	3	1.1	0	44.2	53
1300	308	2	250	3	34	0	16	0	0	1	2	0	0	0	9	2.9	0	0	0	45.4	54.1
1400	280	4	237	1	25	2	9	0	0	2	0	0	0	0	7	2.5	1	0.4	1	45.3	53.5
1500	441	4	373	2	44	2	13	0	0	2	1	0	0	0	12	2.7	3	0.7	0	43.7	51.9
1600	420	3	373	4	35	1	1	0	0	1	2	0	0	0	10	2.4	1	0.2	0	46.5	54.6
1700	402	2	379	3	16	0	1	0	0	0	0	0	1	0	17	4.2	1	0.2	1	47.8	55.5
1800	313	5	290	0	16	1	0	0	1	0	0	0	0	0	24	7.7	8	2.6	2	48.6	56.6
1900	243	3	233	0	7	0	0	0	0	0	0	0	0	0	21	8.6	2	0.8	0	48.1	56.4
2000	148	3	140	0	5	0	0	0	0	0	0	0	0	0	21	14.2	7	4.7	2	50.4	59.3
2100	99	1	95	0	3	0	0	0	0	0	0	0	0	0	12	12.1	3	3	2	48.1	56.8
2200	55	1	53	0	1	0	0	0	0	0	0	0	0	0	8	14.5	3	5.5	1	49.2	57.3
2300	54	0	51	1	2	0	0	0	0	0	0	0	0	0	10	18.5	3	5.6	1	49.5	61.5
07-19	4233	28	3694	24	351	24	83	1	5	10	12	0	1	1	146	3.4	28	0.7	5	45.8	54.1
06-22	4893	37	4312	24	376	27	84	1	5	12	14	0	1	1	223	4.6	50	1	10	46.2	54.8
06-00	5002	38	4416	25	379	27	84	1	5	12	14	0	1	1	241	4.8	56	1.1	12	46.3	54.8
00-00	5144	40	4525	25	400	30	85	1	7	14	16	0	1	1	266	5.2	61	1.2	14	46.4	55



Site
Location
Direction

2 Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Southbound

7480 / Stewartby
May 2017
Automatic Traffic Count

13 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	29	0	27	0	2	0	0	0	0	0	0	0	0	0	2	6.9	1	3.4	1	3.4	46.3	56.8
0100	12	0	11	0	0	0	0	0	0	0	0	0	0	0	2	16.7	1	8.3	0	8.3	54.5	58.6
0200	7	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.8	-
0300	6	0	6	0	0	0	0	0	0	0	0	0	0	0	1	16.7	0	0	0	0	49.4	-
0400	10	0	8	0	2	0	0	0	0	0	0	0	0	0	4	40	1	10	0	10	55.5	-
0500	44	1	36	0	6	0	0	0	0	0	0	0	0	0	12	27.3	3	6.8	1	6.8	53.2	63.8
0600	71	2	59	0	9	1	0	0	0	0	0	0	0	0	13	18.3	2	2.8	0	2.8	51	60.6
0700	94	4	77	1	11	1	0	0	0	0	0	0	0	0	13	13.8	0	0	0	0	48.3	59.3
0800	154	2	142	1	9	0	0	0	0	0	0	0	0	0	23	14.9	5	3.2	0	3.2	49.4	59.7
0900	269	8	244	1	15	0	0	0	0	0	0	0	0	0	24	8.9	3	1.1	1	1.1	46.6	56.8
1000	277	3	258	0	15	0	0	0	0	0	0	0	0	0	15	5.4	2	0.7	0	0.7	46.5	55.9
1100	297	6	278	2	10	0	1	0	0	0	0	0	0	0	12	4	4	1.3	1	1.3	46.6	54.6
1200	328	3	310	2	12	0	1	0	0	0	0	0	0	0	19	5.8	4	1.2	1	1.2	48.1	56.1
1300	272	2	254	1	15	0	0	0	0	0	0	0	0	0	19	7	7	2.6	2	2.6	47.5	55.9
1400	311	5	292	1	12	0	0	0	0	0	0	0	0	0	19	6.1	3	1	1	1	47.5	55.3
1500	254	2	244	1	6	0	0	0	0	0	0	0	0	0	10	3.9	0	0	0	0	47.5	55
1600	269	6	254	1	7	0	0	0	0	0	0	0	0	0	15	5.6	6	2.2	3	2.2	47.9	56.4
1700	271	5	256	1	9	0	0	0	0	0	0	0	0	0	13	4.8	1	0.4	0	0.4	47.1	55.9
1800	242	1	231	3	7	0	0	0	0	0	0	0	0	0	17	7	2	0.8	1	0.8	48.3	57.3
1900	175	2	167	0	6	0	0	0	0	0	0	0	0	0	17	9.7	2	1.1	1	1.1	49.1	57.9
2000	137	2	133	0	1	0	1	0	0	0	0	0	0	0	14	10.2	3	2.2	0	2.2	49.1	58.8
2100	80	1	76	2	1	0	0	0	0	0	0	0	0	0	3	3.8	1	1.3	0	1.3	47.9	55.3
2200	81	1	80	0	0	0	0	0	0	0	0	0	0	0	5	6.2	1	1.2	0	1.2	47.4	56.4
2300	43	0	43	0	0	0	0	0	0	0	0	0	0	0	4	9.3	2	4.7	1	4.7	49.3	57.9
07-19	3038	47	2840	15	128	1	2	1	1	1	2	0	0	0	199	6.6	37	1.2	10	1.2	47.5	56.1
06-22	3501	54	3275	17	145	2	3	1	1	1	2	0	0	0	246	7	45	1.3	11	1.3	47.7	56.6
06-00	3625	55	3398	17	145	2	3	1	1	1	2	0	0	0	255	7	48	1.3	12	1.3	47.7	56.6
00-00	3733	56	3491	17	157	2	3	1	2	1	3	0	0	0	276	7.4	54	1.4	14	1.4	47.8	56.8



Site
Location
Direction

2 Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Southbound

7480 / Stewartby
May 2017
Automatic Traffic Count

14 May 2017

Time	Total	Classification											>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85		
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD									12 DRT	
0000	52	1	49	0	2	0	0	0	0	0	0	0	0	0	4	7.7	1	1.9	0	0	47.5	53.9
0100	17	0	16	0	1	0	0	0	0	0	0	0	0	0	3	17.6	1	5.9	0	0	49.1	57
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	1	20	0	0	0	0	49.3	-
0300	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.4	-
0400	7	0	5	0	2	0	0	0	0	0	0	0	0	0	1	14.3	0	0	0	0	45.4	-
0500	28	0	27	0	1	0	0	0	0	0	0	0	0	0	7	25	3	10.7	0	0	54.6	63.3
0600	27	0	26	0	1	0	0	0	0	0	0	0	0	0	5	18.5	1	3.7	0	0	50.1	61.5
0700	42	0	40	0	2	0	0	0	0	0	0	0	0	0	5	11.9	1	2.4	0	0	48.6	58.6
0800	102	3	90	2	5	2	0	0	0	0	0	0	0	0	7	6.9	1	1	0	0	46.7	56.6
0900	180	1	172	0	7	0	0	0	0	0	0	0	0	0	7	3.9	0	0	0	0	46.9	55.5
1000	258	2	254	0	2	0	0	0	0	0	0	0	0	0	9	3.5	1	0.4	0	0	47.4	54.6
1100	261	9	243	3	6	0	0	0	0	0	0	0	0	0	12	4.6	4	1.5	2	0.8	47.6	55.7
1200	324	6	304	2	10	0	1	0	0	0	0	0	0	0	11	3.4	2	0.6	2	0.6	46.4	53.5
1300	275	8	263	0	4	0	0	0	0	0	0	0	0	0	17	6.2	3	1.1	2	0.7	48.2	55.9
1400	260	8	247	1	3	0	1	0	0	0	0	0	0	0	29	11.2	4	1.5	2	0.8	48.9	58.2
1500	227	7	212	2	6	0	0	0	0	0	0	0	0	0	17	7.5	4	1.8	2	0.9	48.1	56.6
1600	254	6	234	4	7	0	0	0	0	0	0	1	0	0	17	6.7	3	1.2	1	0.4	47.5	56.4
1700	183	1	176	1	5	0	0	0	0	0	0	0	0	0	22	12	5	2.7	0	0	48.9	58.6
1800	199	3	194	0	2	0	0	0	0	0	0	0	0	0	12	6	2	1	1	0.5	47.1	55.5
1900	147	5	138	0	4	0	0	0	0	0	0	0	0	0	18	12.2	7	4.8	4	2.7	50.1	57.5
2000	99	0	94	0	5	0	0	0	0	0	0	0	0	0	9	9.1	0	0	0	0	48.2	56.8
2100	62	1	59	1	1	0	0	0	0	0	0	0	0	0	6	9.7	2	3.2	1	1.6	48	58.2
2200	35	1	33	0	1	0	0	0	0	0	0	0	0	0	7	20	0	0	0	0	47.4	61.5
2300	18	0	17	0	1	0	0	0	0	0	0	0	0	0	4	22.2	2	11.1	1	5.6	51.4	60.6
07-19	2565	54	2429	15	59	2	2	1	1	0	0	2	0	0	165	6.4	30	1.2	12	0.5	47.6	56.1
06-22	2900	60	2746	16	70	2	2	1	1	0	0	2	0	0	203	7	40	1.4	17	0.6	47.8	56.4
06-00	2953	61	2796	16	72	2	2	1	1	0	0	2	0	0	214	7.2	42	1.4	18	0.6	47.8	56.4
00-00	3068	62	2903	16	79	2	2	1	1	0	0	2	0	0	230	7.5	47	1.5	18	0.6	47.9	56.6



Site
Location
Direction

2 Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Southbound

7480 / Stewartby
May 2017
Automatic Traffic Count

15 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	6	0	5	0	1	0	0	0	0	0	0	0	0	0	3	50	1	16.7	0	0	56.1	-
0100	7	0	6	0	1	0	0	0	0	0	0	0	0	0	1	14.3	0	0	0	0	46	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-
0300	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.4	-
0400	22	0	16	0	3	0	0	0	0	2	1	0	0	0	4	18.2	1	4.5	1	4.5	51.8	60.6
0500	95	1	82	0	6	2	1	0	1	1	0	0	1	0	17	17.9	3	3.2	1	1.1	51	60.8
0600	183	1	166	0	12	1	0	0	1	1	0	1	0	0	41	22.4	15	8.2	7	3.8	52	61.5
0700	529	6	456	3	44	4	13	0	3	0	0	3	0	0	16	3	3	0.6	0	0	46.7	53.9
0800	484	2	431	3	38	1	6	2	0	1	0	0	0	0	5	1	0	0	0	0	44.8	53.2
0900	303	2	259	1	27	3	7	0	0	3	1	0	0	0	11	3.6	1	0.3	0	0	44.6	53
1000	248	0	203	0	31	2	5	1	1	3	2	0	0	0	8	3.2	0	0	0	0	45.5	53.7
1100	244	1	203	1	27	3	8	0	0	1	0	0	0	0	12	4.9	1	0.4	1	0.4	45.5	52.8
1200	245	3	194	2	29	4	8	0	0	2	3	0	0	0	6	2.4	0	0	0	0	44.5	53.5
1300	261	2	220	1	27	2	5	0	2	0	2	0	0	0	3	1.1	1	0.4	0	0	44.2	51.9
1400	283	0	244	1	22	2	13	0	0	1	0	0	0	0	9	3.2	0	0	0	0	45.6	53
1500	349	3	302	1	37	1	3	0	1	0	1	0	0	0	10	2.9	1	0.3	0	0	44	52.8
1600	409	7	356	2	37	0	5	0	1	0	1	0	0	0	14	3.4	2	0.5	2	0.5	45.9	53.5
1700	435	1	412	1	18	1	0	0	0	1	1	0	0	0	13	3	0	0	0	0	46.1	53.9
1800	318	4	299	2	13	0	0	0	0	0	0	0	0	0	16	5	2	0.6	0	0	46.2	55.3
1900	183	4	170	0	8	0	0	0	0	1	0	0	0	0	17	9.3	5	2.7	0	0	47.1	56.1
2000	116	2	110	0	4	0	0	0	0	0	0	0	0	0	16	13.8	3	2.6	1	0.9	50.4	59.3
2100	80	1	78	0	1	0	0	0	0	0	0	0	0	0	7	8.8	0	0	0	0	47.7	57
2200	91	0	80	0	5	0	0	0	3	1	2	0	0	0	9	9.9	1	1.1	0	0	48.6	56.4
2300	39	0	29	0	1	0	0	0	4	1	4	0	0	0	4	10.3	1	2.6	0	0	48.5	52.1
07-19	4108	31	3579	18	350	23	73	3	8	12	11	0	0	0	123	3	11	0.3	3	0.1	45.4	53.5
06-22	4670	39	4103	18	375	24	73	3	9	14	11	1	0	0	204	4.4	34	0.7	11	0.2	45.9	54.4
06-00	4800	39	4212	18	381	24	73	3	16	16	17	1	0	0	217	4.5	36	0.8	11	0.2	46	54.4
00-00	4937	40	4327	18	393	26	74	3	17	19	18	1	1	1	242	4.9	41	0.8	13	0.3	46.1	54.6



Site
Location
Direction

2 Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Southbound

7480 / Stewartby
May 2017
Automatic Traffic Count

16 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	30	0	18	0	5	0	0	4	3	0	0	0	0	0	6	20	3	10	1	3.3	51.2	62.2
0100	18	0	9	0	2	0	0	2	3	2	0	0	0	0	2	11.1	1	5.6	1	5.6	51.7	58.4
0200	5	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	40.3	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55.6	-
0400	19	0	13	0	3	0	0	1	2	0	0	0	0	0	3	15.8	1	5.3	1	5.3	49.1	59.3
0500	99	0	85	0	8	0	2	1	1	2	0	0	0	0	20	20.2	5	5.1	2	2	51.4	62.2
0600	216	1	185	0	19	5	1	0	1	4	0	0	0	0	29	13.4	4	1.9	0	0	49	59.1
0700	578	6	504	2	42	3	16	0	1	3	0	1	0	1	22	3.8	2	0.3	0	0	47.6	54.6
0800	421	4	366	3	35	3	6	0	3	1	0	0	0	0	13	3.1	1	0.2	0	0	45.4	54.4
0900	278	2	237	1	33	0	4	0	1	0	0	0	0	0	15	5.4	1	0.4	0	0	46.6	55
1000	234	1	198	1	21	3	5	0	2	0	3	0	0	0	14	6	2	0.9	2	0.9	45.9	54.6
1100	250	3	196	2	31	1	13	0	1	3	0	0	0	0	4	1.6	2	0.8	0	0	46.4	53
1200	281	5	241	1	24	2	5	0	2	1	0	0	0	0	8	2.8	1	0.4	0	0	46.1	53.2
1300	250	1	197	1	37	2	12	0	0	0	0	0	0	0	11	4.4	3	1.2	1	0.4	45.5	53.7
1400	266	3	219	2	25	2	13	0	0	1	1	0	0	0	11	4.1	1	0.4	0	0	45.2	52.6
1500	329	1	279	1	36	1	7	0	1	1	2	0	0	0	7	2.1	0	0	0	0	44.4	53.2
1600	425	2	388	1	32	0	0	0	1	0	1	0	0	0	13	3.1	2	0.5	0	0	45.2	53
1700	446	7	419	5	14	0	0	0	1	0	0	0	0	0	22	4.9	1	0.2	0	0	46.8	55
1800	304	2	284	0	16	1	0	0	1	0	0	0	0	0	12	3.9	1	0.3	0	0	45.9	54.6
1900	211	5	199	2	5	0	0	0	0	0	0	0	0	0	16	7.6	3	1.4	2	0.9	48.2	56.8
2000	127	2	117	0	8	0	0	0	0	0	0	0	0	0	13	10.2	5	3.9	4	3.1	50.1	57.9
2100	84	2	79	0	3	0	0	0	0	0	0	0	0	0	3	3.6	0	0	0	0	47.3	56.6
2200	71	0	68	0	3	0	0	0	0	0	0	0	0	0	10	14.1	4	5.6	2	2.8	50.3	59.5
2300	28	0	25	0	3	0	0	0	0	0	0	0	0	0	4	14.3	3	10.7	0	0	50	59.5
07-19	4062	37	3528	20	346	18	81	0	12	9	10	0	1	1	152	3.7	17	0.4	3	0.1	46	54.1
06-22	4700	47	4108	22	381	23	82	0	12	10	14	0	1	1	213	4.5	29	0.6	9	0.2	46.4	54.6
06-00	4799	47	4201	22	387	23	82	0	12	10	14	0	1	1	227	4.7	36	0.8	11	0.2	46.5	54.6
00-00	4972	47	4332	22	405	23	84	0	20	19	19	0	1	1	258	5.2	46	0.9	16	0.3	46.6	55



17 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	11	1	10	0	0	0	0	0	0	0	0	0	0	0	1	9.1	0	0	0	49.9	55.3
0100	4	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52.2	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	-
0300	12	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.9	50.8
0400	19	0	17	0	2	0	0	0	0	0	0	0	0	0	7	36.8	5	26.3	2	58	69.3
0500	87	1	78	0	5	1	1	0	0	0	0	0	0	0	25	28.7	3	3.4	1	51.8	62
0600	199	1	178	0	16	1	1	0	0	0	0	0	0	0	23	11.6	3	1.5	0	50	58.2
0700	538	1	474	3	41	1	14	0	0	1	3	0	0	0	9	1.7	0	0	0	46.1	52.6
0800	479	2	440	2	27	3	3	0	0	1	1	0	0	0	11	2.3	2	0.4	0	44.9	52.8
0900	302	3	254	0	33	1	5	2	0	2	2	0	0	0	16	5.3	3	1	0	46	53.9
1000	222	1	181	1	32	2	3	0	1	0	1	0	0	0	2	0.9	1	0.5	0	43.6	50.6
1100	227	1	185	0	37	1	2	1	0	0	0	0	0	0	4	1.8	0	0	0	44	51.7
1200	265	1	224	2	27	1	7	1	0	1	1	0	0	0	4	1.5	1	0.4	0	43.4	50.3
1300	235	2	199	0	22	3	4	0	1	1	3	0	0	0	4	1.7	1	0.4	1	44	52.1
1400	221	0	181	2	25	1	11	0	0	1	0	0	0	0	2	0.9	0	0	0	45.1	52.3
1500	387	2	330	1	36	2	8	0	3	4	1	0	0	0	2	0.5	1	0.3	0	42.1	49.7
1600	385	6	340	2	29	0	5	0	0	2	1	0	0	0	6	1.6	1	0.3	0	45.1	53.2
1700	441	3	415	1	19	0	2	0	0	0	1	0	0	0	9	2	1	0.2	0	44.8	52.6
1800	273	1	256	0	14	0	0	0	0	1	0	1	0	0	5	1.8	1	0.4	0	46.2	53.5
1900	207	2	199	0	6	0	0	0	0	0	0	0	0	0	9	4.3	1	0.5	1	47.8	55.5
2000	129	0	125	1	3	0	0	0	0	0	0	0	0	0	11	8.5	3	2.3	2	48.1	56.4
2100	112	1	103	0	7	0	0	0	0	0	0	0	0	0	5	4.5	1	0.9	0	43	52.3
2200	126	0	111	0	7	0	0	0	3	3	1	0	0	1	5	4	1	0.8	0	46.7	53.7
2300	49	1	39	0	2	0	0	0	4	1	2	0	0	0	3	6.1	1	2	1	48.4	54.6
07-19	3975	23	3479	14	342	15	64	4	5	14	14	1	0	0	74	1.9	0.3	1	0	44.7	52.3
06-22	4622	27	4084	15	374	16	65	4	5	15	16	1	0	0	122	2.6	20	0.4	4	45.1	52.8
06-00	4797	28	4234	15	383	16	65	4	12	19	19	1	1	1	130	2.7	22	0.5	5	45.2	52.8
00-00	4931	30	4351	15	394	17	66	4	12	20	20	1	1	1	163	3.3	30	0.6	8	45.4	53.2

Site
Location
Direction

2 Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Southbound

7480 / Stewartby
May 2017
Automatic Traffic Count

18 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	36	0	29	0	1	0	0	0	2	3	1	0	0	2	5.6	2	5.6	2	5.6	48.7	54.8
0100	23	0	13	0	2	0	0	0	4	2	2	0	0	2	8.7	1	4.3	0	0	48.4	56.4
0200	9	0	6	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	45.1	-	-
0300	8	0	5	0	3	0	0	0	0	0	0	0	0	2	25	1	12.5	0	0	51	-
0400	15	0	12	0	3	0	0	0	0	0	0	0	0	3	20	1	6.7	1	6.7	50.6	62.9
0500	98	1	85	0	8	1	1	0	1	0	1	0	0	18	18.4	6	6.1	1	1	50.9	60.6
0600	195	1	169	0	19	2	1	0	1	2	0	0	0	20	10.3	4	2.1	1	0.5	49.8	58.4
0700	547	5	470	4	42	1	24	0	0	1	0	0	0	11	2	1	0.2	1	0.2	47.3	54.8
0800	470	4	415	2	32	0	14	0	0	1	2	0	0	8	1.7	3	0.6	0	0	45.4	54.1
0900	315	1	266	2	26	2	15	0	1	1	1	0	0	14	4.4	2	0.6	1	0.3	46.4	53.9
1000	238	2	199	2	23	2	8	0	2	0	0	0	0	7	2.9	1	0.4	0	0	46	54.6
1100	234	1	193	1	21	1	13	0	2	1	1	0	0	8	3.4	1	0.4	0	0	46.1	55
1200	292	7	236	1	23	2	17	0	1	3	2	0	0	12	4.1	2	0.7	1	0.3	45.1	53
1300	273	2	228	3	20	0	17	1	0	2	0	0	0	9	3.3	0	0	0	0	45.4	54.4
1400	257	5	210	2	19	0	19	0	1	0	1	0	0	11	4.3	0	0	0	0	47.3	54.4
1500	382	3	324	0	42	1	11	0	0	1	0	0	0	9	2.4	1	0.3	0	0	43.8	51.9
1600	401	2	361	2	31	2	0	0	1	1	1	0	0	10	2.5	2	0.5	1	0.2	44.9	53.5
1700	424	1	397	3	18	0	2	0	1	0	2	0	0	9	2.1	0	0	0	0	45.5	53.2
1800	337	1	318	0	17	1	0	0	0	0	0	0	0	13	3.9	3	0.9	0	0	46.8	54.1
1900	202	2	189	0	9	0	1	0	0	0	1	0	0	6	3	0	0	0	0	46.9	54.8
2000	137	1	133	0	3	0	0	0	0	0	0	0	0	5	3.6	2	1.5	1	0.7	47.8	55.3
2100	82	2	76	1	2	0	0	0	1	0	0	0	0	4	4.9	1	1.2	0	0	45.7	54.8
2200	74	0	70	0	3	0	0	1	0	0	0	0	0	4	5.4	0	0	0	0	43.6	51.2
2300	23	0	21	0	2	0	0	0	0	0	0	0	0	4	17.4	2	8.7	1	4.3	50.4	60.6
07-19	4170	34	3617	22	314	12	140	1	9	11	10	0	0	121	2.9	16	0.4	4	0.1	45.8	53.9
06-22	4786	40	4184	23	347	14	142	1	11	13	11	0	0	156	3.3	23	0.5	6	0.1	46.1	54.4
06-00	4883	40	4275	23	352	14	142	2	11	13	11	0	0	164	3.4	25	0.5	7	0.1	46.1	54.4
00-00	5072	41	4425	23	370	15	143	2	18	20	15	0	0	191	3.8	36	0.7	11	0.2	46.2	54.4



19 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	14	0	14	0	0	0	0	0	0	0	0	0	0	0	3	21.4	1	7.1	0	0	48.2	60.4
0100	8	0	4	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	45.9	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.8	-
0300	10	0	7	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.9	-
0400	21	0	16	1	3	0	1	0	0	0	0	0	0	0	2	9.5	1	4.8	0	0	46.5	55.7
0500	83	0	72	0	8	1	1	0	0	1	0	0	0	0	14	16.9	6	7.2	3	3.6	50.1	62
0600	191	1	167	0	19	3	1	0	0	0	0	0	0	0	22	11.5	9	4.7	2	1	50.2	58.4
0700	508	3	454	2	28	2	14	0	1	2	2	0	0	0	11	2.2	1	0.2	0	0	46.7	54.1
0800	452	2	402	3	28	2	13	0	0	1	1	0	0	0	11	2.4	1	0.2	0	0	44.8	52.3
0900	291	1	233	4	35	4	9	0	3	1	1	0	0	7	2.4	2	0.7	1	0.3	46.2	54.4	
1000	239	3	199	0	22	2	10	1	1	1	0	0	0	6	2.5	0	0	0	0	45.4	53.2	
1100	285	1	227	2	39	3	10	0	1	0	2	0	0	5	1.8	0	0	0	0	43.4	51.2	
1200	282	1	240	4	23	1	13	0	0	0	0	0	0	5	1.8	1	0.4	1	0.4	45.9	52.3	
1300	322	2	280	0	25	0	13	0	1	1	0	0	0	5	1.6	0	0	0	0	43.6	51.4	
1400	263	0	217	4	30	1	11	0	0	0	0	0	0	6	2.3	0	0	0	0	45.4	53.2	
1500	437	0	380	1	46	0	8	0	0	0	2	0	0	11	2.5	1	0.2	0	0	43.1	51.2	
1600	335	3	300	5	23	0	3	0	0	0	1	0	0	14	4.2	2	0.6	0	0	46.4	54.8	
1700	391	2	378	1	10	0	0	0	0	0	0	0	0	16	4.1	2	0.5	1	0.3	48.2	56.4	
1800	293	1	281	1	9	0	0	0	1	0	0	0	0	25	8.5	5	1.7	0	0	49.2	57.3	
1900	207	0	200	0	7	0	0	0	0	0	0	0	0	21	10.1	6	2.9	3	1.4	49.4	58.4	
2000	143	0	138	0	5	0	0	0	0	0	0	0	0	16	11.2	5	3.5	3	2.1	48.9	58.4	
2100	112	0	108	0	4	0	0	0	0	0	0	0	0	6	5.4	2	1.8	0	0	45.5	53.7	
2200	55	0	53	0	1	0	0	0	1	0	0	0	0	3	5.5	2	3.6	1	1.8	46.7	57.5	
2300	43	0	42	0	1	0	0	0	0	0	0	0	0	5	11.6	2	4.7	2	4.7	49.9	58.4	
07-19	4098	19	3591	27	318	15	104	1	8	6	9	0	0	122	3	15	0.4	3	0.1	45.7	53.9	
06-22	4751	20	4204	27	353	18	105	1	8	6	9	0	0	187	3.9	37	0.8	11	0.2	46.1	54.6	
06-00	4849	20	4299	27	355	18	105	1	9	6	9	0	0	195	4	41	0.8	14	0.3	46.1	54.6	
00-00	4989	20	4416	28	371	19	107	1	10	8	9	0	0	214	4.3	49	1	17	0.3	46.2	54.8	



Site
Location
Direction

2 Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Southbound

7480 / Stewartby
May 2017
Automatic Traffic Count

20 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	27	0	25	0	2	0	0	0	0	0	0	0	0	0	2	7.4	0	0	0	46.9	54.6
0100	15	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.2	47.9
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52.3	-
0300	8	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.2	-
0400	16	0	14	0	2	0	0	0	0	0	0	0	0	0	1	6.3	1	6.3	0	49.9	57.9
0500	30	0	24	0	4	0	0	0	0	0	0	0	0	0	12	40	4	13.3	0	56.8	66.7
0600	56	0	50	0	5	0	1	0	0	0	0	0	0	0	9	16.1	4	7.1	0	49.3	62
0700	127	2	113	2	10	0	0	0	0	0	0	0	0	0	21	16.5	3	2.4	2	50	61.1
0800	205	4	179	1	18	1	0	2	0	0	0	0	0	0	22	10.7	5	2.4	1	48.9	57.7
0900	250	1	231	0	17	0	1	0	0	0	0	0	0	0	17	6.8	2	0.8	1	47.9	55.5
1000	297	7	275	1	14	0	0	0	0	0	0	0	0	0	23	7.7	5	1.7	2	48.2	57
1100	311	4	288	4	15	0	0	0	0	0	0	0	0	0	13	4.2	1	0.3	1	47.1	55
1200	323	2	301	1	19	0	0	0	0	0	0	0	0	0	12	3.7	2	0.6	0	47.6	54.8
1300	302	4	279	1	17	0	0	0	0	0	0	0	0	0	10	3.3	0	0	0	46.2	54.1
1400	268	3	250	1	13	1	0	0	0	0	0	0	0	0	12	4.5	2	0.7	0	47.5	55.5
1500	260	1	247	2	10	0	0	0	0	0	0	0	0	0	13	5	1	0.4	0	47.9	56.4
1600	272	3	258	2	8	1	0	0	0	0	0	0	0	0	6	2.2	2	0.7	0	46.1	54.8
1700	240	1	236	0	3	0	0	0	0	0	0	0	0	0	3	1.3	0	0	0	45.3	52.6
1800	207	0	201	0	5	0	0	0	0	0	0	0	0	0	14	6.8	2	1	0	47.8	56.4
1900	152	1	148	0	3	0	0	0	0	0	0	0	0	0	14	9.2	3	2	1	48.2	57.5
2000	135	0	130	1	3	0	0	0	0	0	0	0	0	0	6	4.4	1	0.7	0	46.3	54.1
2100	112	3	107	0	2	0	0	0	0	0	0	0	0	0	6	5.4	2	1.8	0	45.7	53
2200	77	0	74	0	3	0	0	0	0	0	0	0	0	0	2	2.6	1	1.3	0	48.3	55.3
2300	42	0	41	0	1	0	0	0	0	0	0	0	0	0	3	7.1	1	2.4	1	48.2	54.4
07-19	3062	32	2858	15	149	3	1	2	1	0	1	0	0	0	166	5.4	25	0.8	7	47.4	55.7
06-22	3517	36	3293	16	162	3	2	2	2	0	1	0	0	0	201	5.7	35	1	8	47.4	55.7
06-00	3636	36	3408	16	166	3	2	2	2	0	1	0	0	0	206	5.7	37	1	9	47.4	55.7
00-00	3736	36	3495	16	176	4	2	2	2	2	1	0	0	0	221	5.9	42	1.1	9	47.5	55.9



Site
Location
Direction

2 Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Southbound

7480 / Stewartby
May 2017
Automatic Traffic Count

21 May 2017

Time	Total	Classification											>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD									12 DRT
0000	29	0	28	0	1	0	0	0	0	0	0	0	0	0	4	13.8	0	0	0	46.9	57.7
0100	17	0	17	0	0	0	0	0	0	0	0	0	0	0	1	5.9	1	5.9	0	51.7	56.8
0200	5	0	4	0	1	0	0	0	0	0	0	0	0	0	1	20	0	0	49.9	-	-
0300	10	0	6	0	3	0	0	0	0	0	0	0	0	0	2	20	0	0	52.3	-	-
0400	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	48.3	-	-
0500	19	1	17	0	1	0	0	0	0	0	0	0	0	0	4	21.1	0	0	50	63.1	63.1
0600	46	2	41	0	3	0	0	0	0	0	0	0	0	0	4	8.7	1	2.2	47.1	57.5	57.5
0700	52	5	41	0	6	0	0	0	0	0	0	0	0	0	6	11.5	2	3.8	44.6	56.1	56.1
0800	129	4	113	2	9	0	0	0	0	0	0	0	0	0	8	6.2	1	0.8	48.1	57	57
0900	225	6	214	0	5	0	0	0	0	0	0	0	0	0	22	9.8	5	2.2	49.3	57.5	57.5
1000	293	14	263	2	10	1	2	0	0	0	0	0	0	0	17	5.8	6	2	48.3	55.7	55.7
1100	260	5	248	1	6	0	0	0	0	0	0	0	0	0	17	6.5	2	0.8	48.6	56.4	56.4
1200	311	12	293	1	5	0	0	0	0	0	0	0	0	0	12	3.9	0	0	48	56.1	56.1
1300	260	5	246	2	7	0	0	0	0	0	0	0	0	0	13	5	1	0.4	46.9	55.3	55.3
1400	241	5	229	0	7	0	0	0	0	0	0	0	0	0	14	5.8	4	1.7	47.3	55.5	55.5
1500	218	4	210	2	2	0	0	0	0	0	0	0	0	0	11	5	2	0.9	48.4	56.1	56.1
1600	220	5	210	1	3	0	1	0	0	0	0	0	0	0	12	5.5	1	0.5	47.3	55.5	55.5
1700	200	4	192	0	3	0	0	0	0	0	0	0	0	0	14	7	2	1	48.3	56.6	56.6
1800	187	2	177	1	7	0	0	0	0	0	0	0	0	0	19	10.2	4	2.1	49.9	57.7	57.7
1900	146	5	136	0	5	0	0	0	0	0	0	0	0	0	11	7.5	4	2.7	48.2	57.3	57.3
2000	121	4	113	2	2	0	0	0	0	0	0	0	0	0	13	10.7	6	5	49.1	57.9	57.9
2100	65	3	58	0	4	0	0	0	0	0	0	0	0	0	10	15.4	3	4.6	49.7	59.7	59.7
2200	41	0	40	0	1	0	0	0	0	0	0	0	0	0	3	7.3	1	2.4	47.2	56.6	56.6
2300	19	0	17	0	2	0	0	0	0	0	0	0	0	0	3	15.8	1	5.3	50.3	59.3	59.3
07-19	2596	71	2436	12	70	1	3	0	0	0	0	0	0	0	165	6.4	30	1.2	48.1	56.4	56.4
06-22	2974	85	2784	14	84	1	3	0	0	0	0	0	0	0	203	6.8	44	1.5	48.2	56.6	56.6
06-00	3034	85	2841	14	87	1	3	0	0	0	0	0	0	0	209	6.9	46	1.5	48.2	56.6	56.6
00-00	3120	86	2918	14	94	1	3	0	0	0	0	0	0	0	221	7.1	47	1.5	48.2	56.8	56.8



Site
Location
Direction

2 Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Southbound

7480 / Stewartby
May 2017
Automatic Traffic Count

22 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	12	0	11	0	1	0	0	0	0	0	0	0	0	0	1	8.3	1	8.3	1	8.3	51.6	85.2
0100	6	0	4	0	2	0	0	0	0	0	0	0	0	0	4	66.7	2	33.3	0	0	58.6	-
0200	3	0	2	0	1	0	0	0	0	0	0	0	0	0	1	33.3	1	33.3	1	33.3	56.7	-
0300	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	-	
0400	16	0	13	0	2	0	0	0	0	1	0	0	0	0	5	31.3	0	0	0	49.9	62.4	
0500	104	1	93	0	7	1	0	1	0	1	0	0	0	18	17.3	6	5.8	1	1	51.3	60.6	
0600	189	3	161	0	21	2	1	0	0	1	0	0	0	29	15.3	6	3.2	2	1.1	51.3	60.4	
0700	504	5	449	1	38	1	6	0	2	2	0	0	0	33	6.5	3	0.6	0	0	49.1	57	
0800	478	3	417	1	36	1	16	0	1	0	3	0	0	7	1.5	1	0.2	1	0.2	45.5	52.6	
0900	289	3	252	1	23	4	4	1	0	0	0	1	0	16	5.5	2	0.7	0	0	47.9	56.6	
1000	243	3	192	0	30	5	10	0	2	0	1	0	0	6	2.5	2	0.8	0	0	45.8	53.7	
1100	271	3	217	3	33	1	8	1	3	1	1	0	0	7	2.6	0	0	0	0	45.4	53.7	
1200	276	9	226	3	30	1	5	0	1	1	0	0	0	13	4.7	2	0.7	0	0	46.1	54.1	
1300	288	3	241	3	26	1	9	0	2	3	0	0	0	11	3.8	0	0	0	0	45.6	55	
1400	254	2	217	1	21	1	10	0	1	0	1	0	0	18	7.1	3	1.2	0	0	47.1	55.9	
1500	338	6	287	0	31	1	10	0	0	3	0	0	0	12	3.6	4	1.2	1	0.3	44.7	53	
1600	420	8	367	2	35	0	3	1	1	2	1	0	0	20	4.8	4	1	1	0.2	46.5	55.3	
1700	462	5	431	1	22	1	1	0	0	0	1	0	0	19	4.1	5	1.1	1	0.2	47.6	55.5	
1800	323	4	305	0	11	1	1	0	0	0	1	0	0	16	5	0	0	0	0	46.9	54.8	
1900	186	6	168	2	9	0	0	0	1	0	0	0	0	16	8.6	2	1.1	0	0	48.8	57.9	
2000	149	5	137	1	4	0	1	0	0	0	1	0	0	15	10.1	6	4	0	0	48	57.7	
2100	92	2	82	2	3	0	1	0	0	2	0	0	0	12	13	4	4.3	2	2.2	47.8	57	
2200	59	1	56	1	1	0	0	0	0	0	0	0	0	4	6.8	2	3.4	0	0	46.5	54.6	
2300	17	0	17	0	0	0	0	0	0	0	0	0	0	2	11.8	0	0	0	0	50	54.6	
07-19	4146	54	3601	16	336	18	83	3	13	12	9	1	0	178	4.3	26	0.6	4	0.1	46.6	55	
06-22	4762	70	4149	21	373	20	86	3	14	15	10	1	0	250	5.2	44	0.9	8	0.2	47	55.7	
06-00	4838	71	4222	22	374	20	86	3	14	15	10	1	0	256	5.3	46	1	8	0.2	47	55.7	
00-00	4986	72	4351	22	388	21	86	4	14	17	10	1	0	285	5.7	56	1.1	11	0.2	47.1	55.9	



Site
Location
Direction

2 Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Southbound

7480 / Stewartby
May 2017
Automatic Traffic Count

23 May 2017

Time	Total	Classification											>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85		
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD									12 DRT	
0000	9	1	6	0	2	0	0	0	0	0	0	0	0	0	1	11.1	1	11.1	1	11.1	55.6	-
0100	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-
0200	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55.2	-
0300	8	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.1	-
0400	16	0	14	0	1	0	0	0	0	0	0	0	0	0	3	18.8	1	6.3	0	0	49.1	66.4
0500	109	2	91	0	11	4	0	0	0	0	0	0	0	0	20	18.3	3	2.8	1	0.9	50.1	60.6
0600	209	7	175	0	20	4	2	0	0	0	0	0	0	0	20	9.6	2	1	0	0	50.4	58.2
0700	550	5	483	1	36	3	16	0	2	0	3	0	0	1	22	4	0.7	2	0.4	47.8	54.8	
0800	428	4	383	2	26	2	7	0	1	1	2	0	0	0	9	2.1	1	0.2	0	0	46.7	54.4
0900	251	2	211	1	25	2	6	1	2	1	0	0	0	0	16	6.4	1	0.4	0	0	47.1	56.1
1000	241	0	201	2	24	0	10	0	4	0	0	0	0	0	7	2.9	1	0.4	0	0	45.4	53.2
1100	268	1	229	2	24	1	11	0	0	0	0	0	0	0	6	2.2	0	0	0	0	44	53
1200	249	3	208	0	21	5	10	0	1	0	1	0	0	0	8	3.2	0	0	0	0	45.9	53.9
1300	241	3	200	1	25	1	10	0	1	0	0	0	0	0	11	4.6	1	0.4	0	0	46.2	54.8
1400	258	3	217	2	26	0	5	0	3	2	0	0	0	0	5	1.9	1	0.4	0	0	44.7	53.7
1500	353	3	312	0	29	1	5	0	0	0	2	0	0	0	8	2.3	1	0.3	0	0	44	52.8
1600	424	3	387	0	29	1	4	0	0	0	0	0	0	0	15	3.5	1	0.2	1	0.2	46.5	54.6
1700	437	1	414	5	14	0	1	0	0	0	2	0	0	13	3	2	0.5	2	0.5	45.9	54.1	
1800	309	6	289	2	10	0	1	0	1	0	0	0	0	0	11	3.6	1	0.3	0	0	47.1	56.4
1900	210	9	190	2	9	0	0	0	0	0	0	0	0	0	27	12.9	10	4.8	1	0.5	49.5	59.1
2000	145	6	137	0	2	0	0	0	0	0	0	0	0	0	16	11	4	2.8	4	2.8	47.3	57.9
2100	88	3	83	0	2	0	0	0	0	0	0	0	0	0	6	6.8	2	2.3	1	1.1	48.6	57.3
2200	58	0	55	0	2	0	0	0	1	0	0	0	0	0	6	10.3	0	0	0	0	48.1	57.5
2300	18	1	16	0	1	0	0	0	0	0	0	0	0	0	2	11.1	1	5.6	0	0	48.5	59.1
07-19	4009	34	3534	18	289	16	86	1	15	5	10	0	1	131	3.3	14	0.3	5	0.1	46.1	54.4	
06-22	4661	59	4119	20	322	20	88	1	15	6	10	0	1	200	4.3	32	0.7	11	0.2	46.5	55	
06-00	4737	60	4190	20	325	20	88	1	16	6	10	0	1	208	4.4	33	0.7	11	0.2	46.5	55	
00-00	4883	63	4308	20	344	24	88	1	16	7	11	0	1	232	4.8	38	0.8	13	0.3	46.6	55.3	



Site
Location
Direction

2 Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Southbound

7480 / Stewartby
May 2017
Automatic Traffic Count

24 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	13	0	12	0	0	0	0	0	1	0	0	0	0	4	30.8	1	7.7	0	0	48.9	66
0100	4	0	3	0	1	0	0	0	0	0	0	0	0	1	25	0	0	0	0	52.8	-
0200	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50.6	-
0300	8	0	7	0	0	0	0	0	0	1	0	0	0	1	12.5	0	0	0	0	51.5	-
0400	13	0	9	0	3	0	1	0	0	0	0	0	0	2	15.4	0	0	0	0	47.6	59.3
0500	112	3	101	1	6	1	0	0	0	0	0	0	0	32	28.6	12	10.7	3	2.7	52.6	65.8
0600	210	4	174	0	22	5	2	0	0	0	0	0	0	28	13.3	7	3.3	2	1	50.4	59.7
0700	545	11	476	0	42	1	10	1	1	1	1	1	1	25	4.6	2	0.4	0	0	47.8	55
0800	429	5	375	4	31	3	9	0	1	1	1	0	0	9	2.1	1	0.2	0	0	45.6	54.4
0900	301	4	249	1	29	3	10	0	2	0	0	0	0	7	2.3	0	0	0	0	45.9	53.7
1000	232	2	191	0	20	4	10	0	2	2	2	1	0	15	6.5	3	1.3	0	0	45.6	56.1
1100	265	5	214	0	26	2	13	0	2	3	0	0	0	9	3.4	0	0	0	0	45.3	54.1
1200	252	3	210	1	24	1	10	0	2	0	0	0	0	13	5.2	3	1.2	0	0	46.6	55
1300	230	10	189	1	21	2	5	0	0	2	0	0	0	11	4.8	3	1.3	1	0.4	46.6	55.5
1400	263	4	206	2	27	3	12	1	3	2	3	0	0	9	3.4	1	0.4	1	0.4	45.2	53.2
1500	368	5	303	1	47	3	8	0	0	1	0	0	0	5	1.4	2	0.5	1	0.3	44.2	52.8
1600	418	5	381	0	24	2	3	0	1	1	1	0	0	15	3.6	2	0.5	1	0.2	44.8	53.5
1700	469	11	436	1	14	2	2	0	1	1	1	0	0	31	6.6	6	1.3	1	0.2	47.2	55.9
1800	335	3	313	0	18	0	0	0	0	0	0	0	0	20	6	5	1.5	0	0	47.6	56.6
1900	218	5	201	1	10	0	1	0	0	0	0	0	0	8	3.7	2	0.9	0	0	47.1	55.3
2000	141	6	129	0	6	0	0	0	0	0	0	0	0	10	7.1	3	2.1	2	1.4	47.3	56.1
2100	111	2	103	0	6	0	0	0	0	0	0	0	0	11	9.9	5	4.5	1	0.9	47	55.7
2200	57	1	53	0	3	0	0	0	0	0	0	0	0	9	15.8	2	3.5	2	3.5	49.7	59.7
2300	26	0	24	0	1	0	0	0	1	0	0	0	0	7	26.9	4	15.4	1	3.8	53.6	60.8
07-19	4107	68	3543	11	323	26	92	2	15	14	13	0	0	169	4.1	28	0.7	5	0.1	46.1	54.6
06-22	4787	85	4150	12	367	31	95	2	15	16	14	0	0	226	4.7	45	0.9	10	0.2	46.4	55
06-00	4870	86	4227	12	371	31	95	2	16	16	14	0	0	242	5	51	1	13	0.3	46.5	55.3
00-00	5022	89	4359	13	382	32	96	2	17	17	15	0	0	282	5.6	64	1.3	16	0.3	46.6	55.5



Site
Location
Direction

2 Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Southbound

7480 / Stewartby
May 2017
Automatic Traffic Count

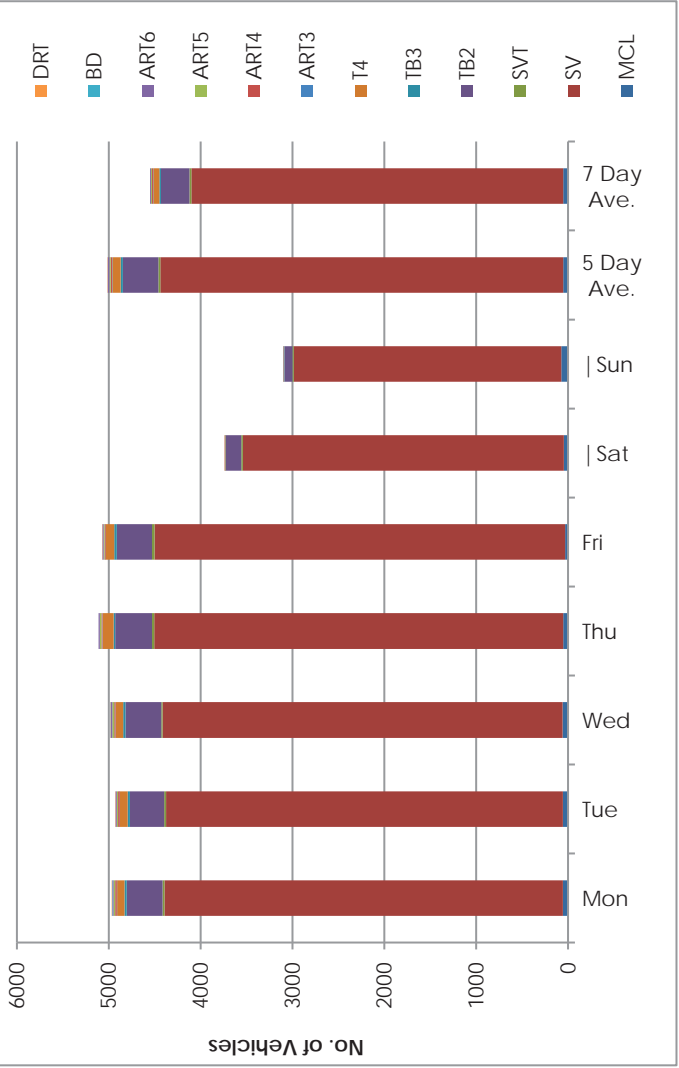
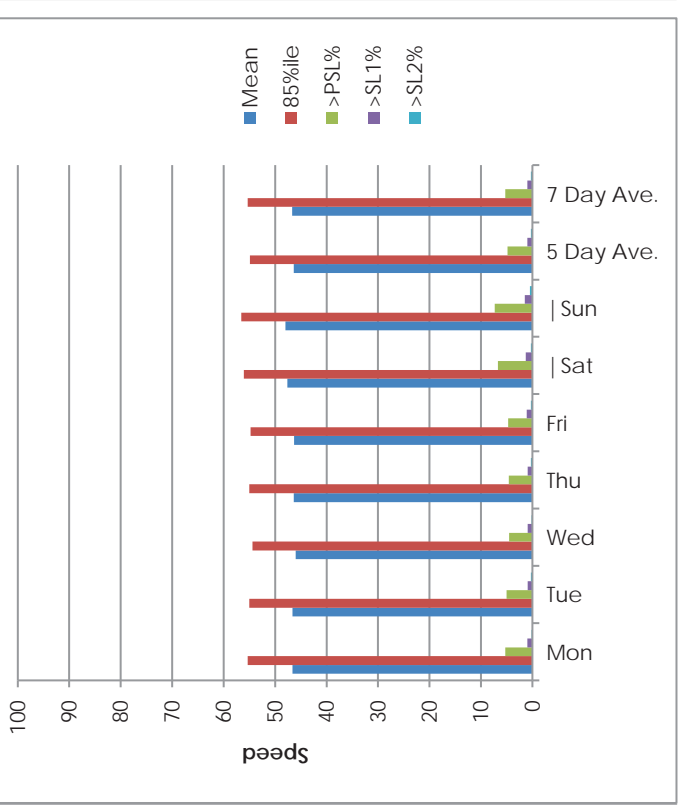
Virtual Day (14)

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	21	0	18	0	1	0	0	0	1	0	0	0	0	3	12.4	1	4.8	0	2.1	48.6	58.2
0100	11	0	8	0	1	0	0	0	1	0	0	0	0	1	12.8	1	4.7	0	0.7	48.6	58.6
0200	4	0	3	0	1	0	0	0	0	0	0	0	0	0	8.3	0	1.7	0	1.7	46.9	-
0300	8	0	6	0	2	0	0	0	0	0	0	0	0	1	6.1	0	1.8	0	0.9	46.6	-
0400	16	0	12	0	2	0	0	0	0	0	0	0	0	3	18.8	1	6.4	0	2.3	50.3	60.8
0500	78	1	67	0	7	1	1	0	1	0	0	0	0	18	22.4	4	5.7	1	1.6	51.5	62.6
0600	154	2	133	0	14	2	1	0	1	1	0	0	0	21	13.6	5	3.4	1	0.8	50.2	59.5
0700	405	5	353	2	31	2	10	0	1	1	0	0	0	17	4.1	2	0.5	0	0.1	47.4	55
0800	367	3	326	2	26	2	6	0	0	1	0	0	0	11	3.1	2	0.5	0	0	45.7	54.1
0900	275	3	238	1	25	2	5	0	1	1	0	0	0	14	5	2	0.6	0	0.1	46.7	55.3
1000	253	3	217	1	22	2	6	0	1	1	0	0	0	11	4.4	2	0.9	1	0.3	46.1	54.6
1100	262	3	225	2	23	1	6	0	1	1	0	0	0	10	3.7	1	0.5	1	0.2	45.8	54.4
1200	284	4	247	2	21	2	7	0	1	1	0	0	0	10	3.4	2	0.5	0	0.1	45.9	53.9
1300	272	3	235	1	23	1	7	0	1	1	0	0	0	10	3.7	1	0.5	1	0.2	45.8	54.4
1400	265	3	229	2	20	1	8	0	1	1	0	0	0	11	4.3	2	0.6	1	0.3	46.3	54.4
1500	338	3	295	1	29	1	6	0	0	1	0	0	0	10	2.9	2	0.5	0	0.1	44.6	53.2
1600	362	5	327	2	24	1	2	0	1	1	0	0	0	12	3.4	2	0.6	1	0.2	46	54.4
1700	376	4	356	2	13	0	1	0	0	1	0	0	0	15	4	2	0.5	0	0.1	46.7	55
1800	283	3	266	1	12	0	0	0	0	0	0	0	0	17	5.9	3	1	0	0.1	47.4	55.9
1900	193	4	181	1	7	0	0	0	0	0	0	0	0	16	8.2	4	1.9	1	0.6	48.4	57
2000	135	3	128	0	4	0	0	0	0	0	0	0	0	13	9.6	4	2.8	2	1.3	48.5	57.3
2100	92	2	86	1	3	0	0	0	0	0	0	0	0	7	7.6	2	2.2	1	0.7	47	56.4
2200	67	0	63	0	2	0	0	0	1	0	0	0	0	6	8.6	1	2.1	0	0.6	47.6	56.6
2300	33	0	30	0	1	0	0	0	1	0	0	0	0	4	13.5	2	5.7	1	2.2	49.6	58.8
07-19	3742	41	3313	18	268	13	65	2	7	7	8	0	0	148	3.9	22	0.6	6	0.1	46.2	54.6
06-22	4315	52	3841	19	295	16	66	2	7	9	9	0	0	204	4.7	37	0.9	10	0.2	46.6	55
06-00	4415	52	3934	19	299	16	66	2	9	9	9	0	0	215	4.9	40	0.9	11	0.3	46.6	55
00-00	4553	53	4048	19	313	17	67	2	10	11	11	0	0	240	5.3	47	1	14	0.3	46.7	55.3



Nationwide Data Collection
for
Peter Brett Associates

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 ACPO 68	>SL1% ACPO 68	>SL2 DfT 75	>SL2% DfT 75	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	4962	56	4339	20	391	24	80	4	16	18	14	1	1	264	5.3	49	1	12	0.2	46.6	55.3
Tue	4928	55	4320	21	375	24	86	1	18	13	15	0	1	245	5	42	0.9	15	0.3	46.6	55
Wed	4977	60	4355	14	388	25	81	3	15	19	18	1	1	223	4.5	47	0.9	12	0.2	46	54.4
Thu	5108	54	4451	23	402	16	119	3	13	17	14	0	0	234	4.6	45	0.9	15	0.3	46.4	55
Fri	5067	30	4471	27	386	25	96	1	9	11	13	0	1	240	4.7	55	1.1	16	0.3	46.3	54.8
Sat	3735	46	3493	17	167	3	3	2	2	3	1	0	1	249	6.7	48	1.3	12	0.3	47.6	56.1
Sun	3094	74	2911	15	87	2	3	1	2	1	2	0	0	226	7.3	47	1.5	16	0.5	48	56.6
5 Day Ave.	5008	51	4387	21	388	23	92	2	14	16	15	0	1	241	4.8	48	1.0	14	0.3	46.4	54.9
7 Day Ave.	4553	53	4048	19	313	17	67	2	10	11	11	0	0	240	5.3	47	1.0	14	0.3	46.7	55.3
--	63737	748	56677	271	4386	233	933	26	145	160	149	3	6	3358	5.3	664	1.0	191	0.3	46.7	55.3



Summary Graphs

11 May 2017

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	13	0	0	0	0	0	1	2	2	3	3	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	11	0	0	0	1	0	1	3	2	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	9	0	0	0	0	0	0	2	3	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	11	0	0	0	0	0	1	3	3	1	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0400	21	0	0	0	0	0	0	2	3	4	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	93	0	0	0	0	0	1	8	7	9	19	14	19	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	192	0	0	0	0	0	6	11	33	11	44	42	20	3	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	541	0	0	0	1	3	3	31	49	96	107	134	94	17	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	457	0	0	1	0	1	7	42	84	66	101	100	38	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	292	0	0	0	0	2	6	25	37	36	71	65	41	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	251	0	0	0	1	1	7	32	35	28	66	52	14	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	248	0	0	0	1	4	2	22	38	42	52	42	26	11	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	266	0	0	0	0	3	9	33	40	54	55	44	25	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	290	0	0	0	1	1	9	29	37	46	70	55	34	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	289	0	0	0	1	1	5	30	36	39	78	68	25	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	382	0	0	0	0	2	12	59	63	76	82	46	31	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	414	0	0	0	1	1	7	36	58	72	97	102	33	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	468	0	0	0	1	1	6	41	80	62	104	105	56	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	317	0	0	1	1	2	5	19	49	41	66	68	37	22	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	209	0	0	1	0	0	1	12	33	15	35	46	46	14	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	162	0	0	0	2	0	2	11	22	15	31	40	23	10	1	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0
2100	111	0	0	0	0	1	0	8	18	14	22	26	15	4	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	57	0	0	1	0	1	2	4	8	6	13	8	8	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	40	0	0	0	0	0	0	2	6	5	11	7	2	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4215	0	0	2	8	22	78	399	606	658	949	881	454	117	28	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4889	0	0	3	10	23	87	441	712	713	1055	1037	580	165	34	15	7	4	1	0	1	0	0	0	0	0	0	0	0	0
06-00	4986	0	0	4	10	24	89	447	726	724	1079	1052	590	171	38	17	8	4	1	0	1	0	0	0	0	0	0	0	0	0
00-00	5144	0	0	4	11	24	92	464	742	742	1097	1079	612	194	44	21	10	5	1	0	1	0	0	0	0	0	0	0	0	0

12 May 2017

Time	Total	Speed Bins (mph)																												
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140	
0000	10	0	0	0	0	0	1	0	2	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	0	1	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	12	0	0	0	0	0	0	0	3	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	17	0	0	0	0	0	0	0	3	4	2	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	95	0	0	0	0	0	2	10	13	5	13	18	17	8	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	170	0	0	0	1	1	6	9	16	8	27	45	34	12	4	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	516	0	0	0	1	1	2	33	84	67	162	97	55	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	455	0	0	0	1	1	10	50	96	66	101	88	32	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	307	0	0	0	0	0	1	7	26	42	34	75	31	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	266	0	0	0	0	0	3	6	31	36	47	53	65	13	6	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1100	246	0	0	0	0	5	2	6	27	37	39	64	44	15	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	279	0	0	0	0	2	8	14	21	37	50	76	42	18	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	308	0	0	0	0	0	4	11	26	42	48	78	64	26	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	280	0	0	0	0	0	0	10	31	41	32	73	57	27	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	441	0	0	0	0	0	1	13	59	82	83	99	66	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	420	0	0	1	2	4	3	30	60	47	119	98	46	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	402	0	0	0	1	0	3	25	46	57	99	94	60	15	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	313	0	0	0	0	2	0	6	18	35	31	73	80	44	14	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	243	0	0	0	2	1	0	1	15	33	27	49	65	29	14	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	148	0	0	0	0	0	0	2	12	13	10	31	39	20	12	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	99	0	0	0	0	0	0	1	11	13	17	15	16	14	7	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0
2200	55	0	0	0	0	0	0	0	5	7	7	13	9	6	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	54	0	0	0	0	0	0	0	3	11	9	4	11	6	2	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4233	0	0	3	14	25	91	377	638	601	1075	870	393	103	29	9	3	0	0	2	0	0	0	0	0	0	0	0	0	0
06-22	4893	0	0	5	16	26	101	424	713	663	1197	1035	490	148	43	22	5	1	1	3	0	0	0	0	0	0	0	0	0	0
06-00	5002	0	0	5	16	26	101	432	731	679	1214	1055	502	153	51	25	7	1	1	3	0	0	0	0	0	0	0	0	0	0
00-00	5144	0	0	5	16	26	105	447	751	694	1231	1077	526	167	58	27	9	1	1	3	0	0	0	0	0	0	0	0	0	0

Site
Location
Direction

2
Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Southbound

7480 / Stewartby
May 2017
Automatic Traffic Count

13 May 2017

Time	Total	Speed Bins (mph)																													
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140		
0000	29	0	0	0	0	0	1	2	6	7	5	3	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
0100	12	0	0	0	0	0	0	0	1	0	3	2	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	7	0	0	0	0	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	6	0	0	0	0	0	0	0	1	1	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	10	0	0	0	0	0	1	0	1	0	0	0	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	44	0	0	0	0	1	0	4	3	3	2	8	11	7	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
0600	71	0	0	0	0	1	0	4	6	3	7	18	17	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	94	0	0	0	2	1	2	7	11	8	15	18	17	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	154	0	0	0	1	0	1	17	21	10	19	37	25	14	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	269	0	0	3	2	2	1	2	29	31	64	45	32	17	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	277	0	0	1	0	0	0	4	32	35	44	58	32	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	297	0	0	1	2	0	2	28	38	50	53	80	31	7	3	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
1200	328	0	0	0	1	0	4	16	40	49	76	79	44	13	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	272	0	0	0	0	0	5	18	48	33	59	56	34	11	4	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
1400	311	0	0	0	0	0	1	2	35	46	77	77	32	13	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	254	0	0	0	0	1	0	2	12	31	39	54	29	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	269	0	0	1	0	0	2	18	32	46	62	52	41	8	2	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1700	271	0	0	0	0	0	4	21	39	38	58	55	43	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	242	0	0	0	0	0	0	18	34	35	45	52	41	14	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	175	0	0	0	1	0	3	7	23	20	31	42	31	13	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	137	0	0	0	0	0	1	6	21	13	34	29	19	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	80	0	0	0	0	0	0	2	10	12	27	16	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	81	0	0	0	0	0	1	6	12	12	20	11	14	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	43	0	0	0	0	0	0	2	3	10	9	8	7	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3038	0	0	6	9	3	30	238	395	434	660	663	401	136	37	16	5	2	1	1	0	1	0	0	0	0	0	0	0	0	
06-22	3501	0	0	6	11	3	36	257	455	482	759	768	478	171	46	18	5	3	1	1	0	1	0	0	0	0	0	0	0	0	0
06-00	3625	0	0	6	11	3	37	265	470	504	788	787	499	176	48	19	6	3	1	1	0	1	0	0	0	0	0	0	0	0	0
00-00	3733	0	0	6	12	4	38	273	482	517	800	804	521	187	53	22	6	4	2	1	0	1	0	0	0	0	0	0	0	0	0



Site
Location
Direction

2
Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Southbound

7480 / Stewartby
May 2017
Automatic Traffic Count

14 May 2017

Time	Total	Speed Bins (mph)																													
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140		
0000	52	0	0	0	0	0	0	5	6	9	9	16	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	17	0	0	0	0	0	2	0	1	3	3	3	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	5	0	0	0	0	0	0	1	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	6	0	0	0	0	0	0	1	1	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	7	0	0	0	0	0	0	1	1	2	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	28	0	0	0	0	0	0	1	1	1	5	6	7	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	27	0	0	0	0	1	1	3	1	2	4	5	5	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	42	0	0	0	0	0	0	4	7	2	6	16	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	102	0	0	0	0	0	5	10	12	9	26	20	13	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	180	0	0	1	0	0	3	10	29	18	51	35	26	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	258	0	0	0	0	0	2	18	29	33	74	64	29	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	261	0	0	1	1	0	2	20	29	35	70	58	33	7	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	324	0	1	0	1	0	3	28	43	50	83	77	27	7	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
1300	275	0	0	0	1	0	0	12	39	26	87	57	36	11	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
1400	260	0	0	0	2	1	2	16	32	23	61	58	36	19	7	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
1500	227	0	0	0	0	0	3	17	25	31	55	51	28	9	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	254	0	0	0	1	0	6	14	30	44	59	51	32	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	183	0	0	0	1	0	6	11	22	19	29	37	36	17	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	199	0	1	2	0	0	3	14	27	17	56	43	24	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	147	0	0	0	0	0	3	8	16	12	31	41	18	7	4	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	
2000	99	0	0	0	0	0	0	7	13	14	21	25	10	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	62	0	0	0	0	0	1	6	8	7	12	14	8	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
2200	35	0	0	0	0	0	0	4	6	8	4	4	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	18	0	0	0	0	0	0	3	1	1	3	2	4	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2565	0	2	4	7	1	35	174	324	307	657	567	322	112	30	11	6	1	2	2	0	1	0	0	0	0	0	0	0	0	
06-22	2900	0	2	4	7	2	40	198	362	342	725	652	363	131	39	16	7	4	2	2	1	1	0	0	0	0	0	0	0	0	
06-00	2953	0	2	4	7	2	40	205	369	351	732	658	369	139	41	16	8	4	2	2	1	1	0	0	0	0	0	0	0	0	
00-00	3068	0	2	4	7	2	42	214	379	369	751	685	383	148	44	20	8	4	2	2	1	1	0	0	0	0	0	0	0	0	



15 May 2017

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	6	0	0	0	0	0	0	1	1	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	0	0	0	4	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	22	0	0	0	0	1	0	1	0	2	3	5	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	95	0	0	0	0	0	0	6	12	9	12	19	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	183	0	0	0	1	0	2	11	21	18	15	35	23	8	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	529	0	0	0	2	5	7	25	68	81	150	130	45	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	484	0	0	0	0	0	5	44	93	109	93	92	43	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	303	0	0	1	0	0	5	33	59	60	65	48	21	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	248	0	0	0	0	0	5	30	35	40	59	51	20	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	244	0	0	0	0	0	3	21	48	31	75	41	13	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	245	0	0	1	1	3	11	27	29	43	59	45	20	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	261	0	0	0	0	1	8	25	50	49	62	46	17	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	283	0	0	0	0	0	6	25	38	56	73	61	15	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	349	0	0	0	0	0	22	40	56	62	75	63	21	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	409	0	1	0	1	1	4	33	58	73	112	84	28	7	5	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1700	435	0	0	0	0	2	5	25	77	76	110	91	36	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	318	0	1	0	1	0	6	32	46	49	58	74	35	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	183	0	0	2	0	0	3	17	28	31	20	41	24	8	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	116	0	0	0	0	0	0	5	16	14	16	27	22	8	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	80	0	0	0	0	0	0	9	9	10	19	17	9	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	91	0	0	0	0	0	1	4	9	13	27	14	14	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	39	0	0	0	0	0	0	0	3	8	18	5	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4108	0	2	2	5	12	87	360	657	729	991	826	314	91	26	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0
06-22	4670	0	2	4	6	12	92	402	731	802	1061	946	408	136	48	9	8	1	1	1	0	0	0	0	0	0	0	0	0	0
06-00	4800	0	2	4	6	12	93	406	743	823	1106	965	423	144	52	10	8	1	1	1	0	0	0	0	0	0	0	0	0	0
00-00	4937	0	2	4	6	13	94	414	763	835	1122	993	449	160	57	12	9	1	2	1	0	0	0	0	0	0	0	0	0	0

16 May 2017

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	30	0	0	0	0	0	0	3	2	4	5	5	2	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	18	0	0	0	0	0	0	0	0	5	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	0	0	1	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	19	0	0	0	0	0	0	4	2	1	4	1	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0500	99	0	0	0	0	0	1	0	7	8	12	23	17	13	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0600	216	0	0	1	3	2	3	8	32	24	32	46	36	18	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	578	0	0	2	4	5	26	60	83	159	166	51	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	421	0	0	1	1	0	9	44	77	57	93	82	44	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	278	0	0	0	0	0	3	7	20	42	33	65	28	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	234	0	0	0	0	0	1	4	24	37	36	61	37	20	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	250	0	0	0	1	1	4	13	31	42	77	59	18	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	281	0	0	1	1	1	0	3	22	36	43	64	19	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	250	0	0	0	0	0	2	26	45	51	53	41	21	7	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	266	0	0	1	0	0	4	27	53	28	61	71	10	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	329	0	0	1	0	1	15	40	51	47	83	57	27	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	425	0	0	1	0	1	5	29	77	102	94	76	27	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	446	0	0	0	0	0	3	33	72	57	121	90	48	20	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	304	0	0	1	0	0	1	38	49	40	71	62	30	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	211	0	1	0	0	0	1	17	27	23	49	44	33	11	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	127	0	0	1	0	0	0	7	15	13	17	40	21	7	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	84	0	0	0	0	0	1	9	11	11	12	23	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	71	0	0	0	0	0	0	7	7	9	8	20	10	5	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	28	0	0	0	0	0	1	2	2	3	6	7	3	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4062	0	0	6	5	11	62	342	630	619	1022	870	343	117	23	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4700	0	1	8	8	13	67	383	715	690	1132	1023	447	155	37	12	7	2	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4799	0	1	8	8	13	68	392	724	702	1146	1050	460	161	41	14	8	3	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4972	0	1	8	8	14	68	407	741	721	1170	1084	492	178	47	17	10	5	1	0	0	0	0	0	0	0	0	0	0	0

17 May 2017

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	11	0	0	0	0	0	0	2	1	1	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	12	0	0	0	0	0	0	3	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	19	0	0	0	0	0	0	1	1	1	4	4	1	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	87	0	0	0	0	0	2	8	7	6	17	14	16	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	199	0	0	0	1	0	3	6	22	22	53	34	16	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	538	0	0	0	3	10	26	59	99	190	110	32	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	479	0	0	0	1	0	8	53	84	73	104	29	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	302	0	0	0	0	1	11	21	39	50	64	21	12	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	222	0	0	0	3	3	7	13	30	59	68	30	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	227	0	0	0	0	0	7	26	36	53	48	39	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	265	0	0	0	1	0	6	39	37	59	78	31	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	235	0	0	1	0	0	9	24	34	50	68	35	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	221	0	0	0	0	0	6	15	33	46	66	35	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	387	0	0	0	0	0	13	78	63	87	95	34	15	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	385	0	0	1	0	6	11	33	58	54	105	83	28	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	441	0	0	0	1	10	47	75	81	100	89	29	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	273	0	0	0	0	0	2	24	33	51	64	22	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	207	0	0	0	0	0	1	12	21	34	39	27	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	129	0	0	0	0	0	1	12	14	14	32	12	5	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	112	0	0	0	0	1	9	10	24	23	20	15	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	126	0	0	0	0	0	1	6	19	22	33	29	11	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	49	0	0	0	0	0	0	1	2	12	18	9	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3975	0	0	2	5	14	100	399	581	762	1085	718	235	58	9	6	0	1	0	0	0	0	0	0	0	0	0	0	0
06-22	4622	0	0	2	6	15	114	439	662	855	1236	858	313	88	21	9	3	1	0	0	0	0	0	0	0	0	0	0	0
06-00	4797	0	0	2	6	15	115	446	683	889	1287	896	328	92	24	9	4	1	0	0	0	0	0	0	0	0	0	0	0
00-00	4931	0	0	2	6	15	117	459	696	897	1301	926	349	110	34	11	6	1	1	0	0	0	0	0	0	0	0	0	0

18 May 2017

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	36	0	0	0	0	0	0	1	3	11	7	9	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0100	23	0	0	0	0	0	0	1	4	4	5	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	9	0	0	0	0	0	0	1	1	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	8	0	0	0	0	0	0	1	1	1	0	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	15	0	0	0	0	0	0	4	1	0	2	1	4	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0500	98	0	0	0	1	0	0	9	8	7	13	26	16	11	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0
0600	195	0	0	0	0	0	0	6	23	19	32	56	33	14	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	547	0	0	0	1	0	8	25	72	87	123	152	68	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	470	0	0	1	0	0	3	49	93	67	97	105	47	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	315	0	0	0	0	0	5	27	42	51	76	78	22	12	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	238	0	0	0	1	0	2	29	29	39	57	50	24	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	234	0	0	0	0	0	2	20	44	39	40	49	32	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	292	0	0	0	5	2	5	29	45	43	71	66	14	9	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1300	273	0	0	0	2	3	8	28	35	37	69	54	28	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	257	0	0	1	0	0	1	20	18	46	71	66	23	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	382	0	0	0	1	2	13	51	76	43	98	70	19	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	401	0	0	0	0	0	4	41	73	71	104	62	32	8	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1700	424	0	0	0	0	1	1	39	69	88	93	88	36	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	337	0	0	0	1	0	3	26	43	53	78	92	28	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	202	0	0	0	0	0	2	19	24	24	53	53	21	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	137	0	0	0	0	1	3	5	16	20	33	36	18	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	82	0	0	0	0	0	1	7	15	20	12	15	8	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	74	0	0	0	0	0	2	9	13	19	18	8	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	23	0	0	0	0	0	0	2	2	4	4	4	3	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	4170	0	0	2	11	12	55	384	639	664	977	932	373	96	16	5	4	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4786	0	0	2	11	13	67	421	717	747	1107	1092	453	118	25	7	5	1	0	0	0	0	0	0	0	0	0	0	0
06-00	4883	0	0	2	11	13	69	432	732	770	1129	1104	457	122	27	8	5	2	0	0	0	0	0	0	0	0	0	0	0
00-00	5072	0	0	2	12	13	70	448	750	795	1159	1148	484	137	32	11	9	2	0	0	0	0	0	0	0	0	0	0	0

Site
Location
Direction

2
Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Southbound

7480 / Stewartby
May 2017
Automatic Traffic Count

19 May 2017

Time	Total	Speed Bins (mph)																											
		0-5 5	5-10 10	10-15 15	15-20 20	20-25 25	25-30 30	30-35 35	35-40 40	40-45 45	45-50 50	50-55 55	55-60 60	60-65 65	65-70 70	70-75 75	75-80 80	80-85 85	85-90 90	90-95 95	95-100 100	100-105 105	105-110 110	110-115 115	115-120 120	120-125 125	125-130 130	130-135 135	135-140 140
0000	14	0	0	0	0	0	1	3	2	1	4	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	0	0	0	0	0	1	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	0	1	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	0	0	0	3	1	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	21	0	0	0	0	0	3	5	2	4	2	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	83	0	0	0	0	0	9	11	10	6	22	11	6	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0
0600	191	0	0	0	1	0	3	7	13	35	37	44	10	7	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0
0700	508	0	0	1	0	1	3	58	88	152	116	43	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	452	0	0	2	0	4	49	77	93	116	63	37	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	291	0	0	0	0	5	20	48	49	72	58	32	5	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	239	0	0	0	0	4	26	31	50	56	45	21	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	285	0	0	0	0	2	12	37	48	52	38	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	282	0	0	0	1	0	3	23	37	42	54	21	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	322	0	0	0	1	0	9	41	62	61	82	43	18	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	263	0	0	0	0	0	9	20	42	36	76	62	12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	437	0	0	0	0	2	12	64	87	90	100	54	17	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	335	0	0	0	2	3	4	27	44	43	92	72	34	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	391	0	0	1	0	1	2	29	47	50	70	104	71	14	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1800	293	0	0	0	0	0	3	20	29	30	58	87	41	17	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	207	0	0	0	0	0	1	15	36	16	34	42	42	14	3	1	0	2	0	0	0	0	1	0	0	0	0	0	0
2000	143	0	0	0	0	1	2	6	28	12	26	29	23	10	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0
2100	112	0	0	0	0	1	2	11	17	25	23	16	11	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	55	0	0	0	0	0	1	6	11	7	10	7	10	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	43	0	0	0	0	0	0	4	5	5	8	7	9	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4098	0	0	1	7	8	70	392	610	684	1045	796	363	98	16	5	1	1	1	0	0	0	0	0	0	0	0	0	0
06-22	4751	0	0	1	8	10	78	431	720	750	1163	920	483	135	29	12	3	5	1	1	0	0	1	0	0	0	0	0	0
06-00	4849	0	0	1	8	10	79	441	736	762	1181	934	502	139	29	13	6	5	1	1	0	0	1	0	0	0	0	0	0
00-00	4989	0	0	1	8	10	79	455	759	780	1196	968	519	147	34	16	8	6	1	1	0	0	1	0	0	0	0	0	0



Site
Location
Direction

2
Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Southbound

7480 / Stewartby
May 2017
Automatic Traffic Count

20 May 2017

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	27	0	0	0	0	0	0	2	3	6	7	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	15	0	0	0	0	0	2	0	3	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	8	0	0	0	0	0	0	0	2	1	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	16	0	0	0	0	0	0	0	2	1	3	4	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	30	0	0	0	0	0	0	0	0	4	5	3	6	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	56	0	0	0	0	0	1	6	9	3	7	13	8	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	127	0	0	1	0	0	4	6	17	11	15	32	20	12	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	205	0	0	0	1	0	3	15	23	17	45	50	29	13	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	250	0	0	0	0	1	5	10	35	32	60	57	33	14	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	297	0	0	0	0	2	0	0	24	34	56	65	47	18	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1100	311	0	0	1	1	2	5	16	38	42	90	66	37	11	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	323	0	0	2	0	0	5	22	33	42	70	102	35	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	302	0	0	0	0	0	3	25	47	53	63	76	25	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	268	0	0	0	0	0	1	11	44	52	49	60	39	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	260	0	0	0	0	0	3	21	31	29	52	69	42	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	272	0	0	0	0	0	7	33	33	30	69	59	35	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	240	0	0	0	0	0	2	11	42	54	74	38	16	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	207	0	0	0	0	0	5	16	16	35	50	44	27	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	152	0	0	0	0	0	1	8	24	22	31	34	18	10	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	135	0	0	0	0	0	1	12	23	22	28	33	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	112	0	0	0	0	1	3	8	14	24	35	15	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	77	0	0	0	0	0	1	2	3	21	19	18	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	42	0	0	0	0	0	0	2	5	9	9	12	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3062	0	0	4	4	4	3	43	210	393	443	718	385	119	31	9	6	0	1	0	0	0	0	0	0	0	0	0	0	0
06-22	3517	0	0	4	4	4	4	49	244	463	514	813	427	141	39	13	7	0	1	0	0	0	0	0	0	0	0	0	0	0
06-00	3636	0	0	4	4	4	4	50	248	471	544	843	440	144	40	13	8	0	1	0	0	0	0	0	0	0	0	0	0	0
00-00	3736	0	0	4	4	4	4	52	252	480	563	860	455	151	44	17	8	0	1	0	0	0	0	0	0	0	0	0	0	0



Site
Location
Direction

2
Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Southbound

7480 / Stewartby
May 2017
Automatic Traffic Count

21 May 2017

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	29	0	0	0	0	0	0	1	5	10	3	4	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	17	0	0	0	0	0	0	1	0	2	2	7	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	0	0	1	0	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	0	0	0	0	0	1	2	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	19	0	0	0	1	0	0	1	1	1	4	5	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	46	0	0	0	1	1	1	1	9	1	14	8	6	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	52	0	1	0	2	0	1	6	12	6	4	10	4	3	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0
0800	129	0	0	0	2	0	1	15	9	17	18	39	20	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	225	0	0	0	4	0	2	5	20	25	65	49	33	15	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0
1000	293	0	0	1	1	1	0	2	15	34	59	72	40	9	3	1	0	3	0	0	0	1	0	0	0	0	0	0	0
1100	260	0	0	0	1	1	1	12	28	40	45	71	44	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	311	0	0	2	2	0	0	5	13	31	37	75	49	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	260	0	0	0	1	0	6	18	30	38	58	66	30	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	241	1	0	1	4	2	0	20	20	35	55	63	26	10	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0
1500	218	0	0	0	0	0	1	18	22	26	44	59	37	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1600	220	0	0	0	0	0	4	13	27	40	45	54	25	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	200	0	0	0	0	0	1	15	18	33	45	46	28	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	187	0	0	0	0	0	0	7	23	22	36	46	34	15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	146	0	0	0	0	0	1	15	21	13	33	23	29	5	3	2	0	0	0	1	0	0	0	0	0	0	0	0	0
2000	121	0	0	0	0	0	1	15	13	12	18	27	22	7	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0
2100	65	0	0	1	0	0	1	4	5	8	13	12	11	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	41	0	0	0	0	0	1	4	7	3	9	9	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	19	0	0	0	0	0	0	2	3	2	2	1	6	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2596	1	1	4	17	3	24	157	274	371	549	660	370	120	20	15	2	4	1	1	0	1	1	0	0	0	0	0	0
06-22	2974	1	1	5	18	4	28	192	322	405	627	730	438	141	27	22	3	5	1	2	0	1	1	0	0	0	0	0	0
06-00	3034	1	1	5	18	4	29	198	332	410	638	740	449	143	29	24	3	5	1	2	0	1	1	0	0	0	0	0	0
00-00	3120	1	1	5	19	4	29	202	339	426	650	763	460	151	33	24	3	5	1	2	0	1	1	0	0	0	0	0	0



Time	Total	Speed Bins (mph)																												
		0-5 5	5-10 10	10-15 15	15-20 20	20-25 25	25-30 30	30-35 35	35-40 40	40-45 45	45-50 50	50-55 55	55-60 60	60-65 65	65-70 70	70-75 75	75-80 80	80-85 85	85-90 90	90-95 95	95-100 100	100-105 105	105-110 110	110-115 115	115-120 120	120-125 125	125-130 130	130-135 135	135-140 140	
0000	12	0	0	0	0	0	1	2	0	1	4	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	0	0	0	1	0	1	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	7	0	0	0	0	0	1	2	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	16	0	0	0	0	0	0	3	2	4	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	104	0	0	0	0	0	10	13	8	9	23	23	7	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	189	0	0	1	0	4	9	15	17	23	43	48	17	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	504	0	2	1	1	3	28	48	52	102	147	87	28	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	478	0	1	0	1	4	41	89	65	123	111	36	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	289	0	0	0	2	5	20	32	33	74	61	46	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	243	0	1	3	1	2	17	36	41	59	52	25	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	271	0	0	0	4	7	18	50	37	65	58	25	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	276	0	0	3	1	1	21	36	58	75	47	21	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	288	0	1	0	2	12	30	41	37	56	63	35	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	254	0	1	0	0	5	23	33	35	48	61	30	12	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	338	0	2	0	0	14	43	50	50	79	68	20	7	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	420	0	0	1	2	13	36	74	42	82	98	52	14	2	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1700	462	0	0	0	2	34	59	67	105	117	59	12	4	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
1800	323	0	2	1	0	6	16	43	62	62	83	32	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	186	0	0	2	1	7	15	16	17	21	49	42	11	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	149	0	0	1	0	0	14	26	14	25	35	19	9	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	92	0	0	0	0	0	13	18	8	15	17	9	6	3	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2200	59	0	0	0	0	1	6	10	10	10	16	2	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	17	0	0	0	0	0	1	0	2	7	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4146	0	1	9	9	14	74	327	591	930	966	468	132	32	10	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0
06-22	4762	0	1	9	13	15	85	378	666	1014	1110	586	175	50	17	5	0	1	1	1	0	0	0	0	0	0	0	0	0	0
06-00	4838	0	1	9	13	15	86	385	676	1031	1130	589	179	50	19	5	0	1	1	1	0	0	0	0	0	0	0	0	0	0
00-00	4986	0	1	9	13	15	86	397	697	1048	1161	616	193	57	24	8	0	1	1	1	0	0	0	0	0	0	0	0	0	0

23 May 2017

Time	Total	Speed Bins (mph)																														
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140			
0000	9	0	0	0	0	0	0	1	0	0	0	3	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0		
0100	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0200	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	8	0	0	0	0	0	1	1	2	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	16	0	0	0	0	0	2	4	1	1	2	3	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	109	0	0	0	0	0	15	10	9	10	26	19	15	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	209	0	0	2	0	0	3	8	19	12	41	54	50	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	550	0	0	2	1	2	1	32	57	87	152	60	14	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	428	0	0	0	1	1	5	30	58	70	95	114	45	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	251	0	0	0	0	2	4	14	43	31	56	54	31	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	241	0	0	0	0	0	2	29	39	35	61	49	19	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	268	0	0	0	0	0	1	8	32	53	41	72	35	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	249	0	0	0	1	1	2	21	41	33	74	51	17	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	241	0	0	0	1	1	3	25	33	34	65	43	25	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	258	0	0	1	1	2	3	24	50	42	61	44	25	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	353	0	0	0	0	0	3	12	55	54	86	55	27	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	424	0	0	2	2	4	5	34	57	53	105	102	45	11	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	437	0	0	0	0	0	5	42	73	69	105	35	10	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	309	0	0	1	1	1	3	27	41	43	65	65	51	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	210	0	0	0	0	0	2	19	22	24	35	51	30	13	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	145	0	0	0	0	0	1	23	19	21	24	22	19	11	1	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	88	0	0	0	0	0	1	5	10	14	15	22	15	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	58	0	0	0	0	0	0	5	7	12	8	12	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	18	0	0	0	0	0	1	0	2	7	1	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4009	0	0	4	9	17	53	365	599	591	997	843	400	97	24	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4661	0	0	6	9	17	60	420	669	662	1112	992	514	139	39	11	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4737	0	0	6	9	17	61	425	678	681	1121	1005	526	143	42	12	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4883	0	0	6	9	17	62	444	694	693	1132	1039	555	158	48	13	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0

24 May 2017

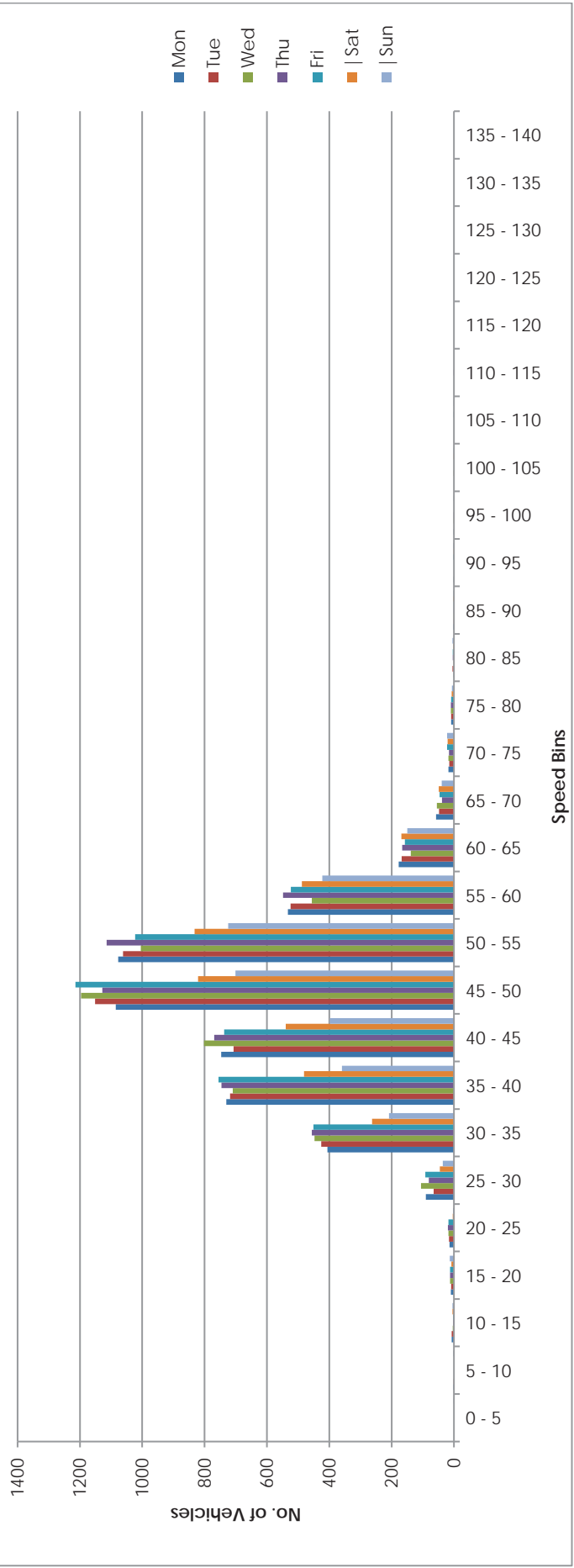
Time	Total	Speed Bins (mph)																													
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140		
0000	13	0	0	0	0	0	3	0	1	1	2	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	4	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	8	0	0	0	0	0	0	0	1	0	3	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	13	0	0	0	0	0	0	0	2	1	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	112	0	0	0	1	0	1	11	10	11	11	14	21	12	13	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	210	0	0	1	0	0	4	14	24	16	26	53	44	16	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	545	0	0	1	1	1	3	4	21	71	142	147	60	17	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	429	0	0	0	1	1	5	47	79	56	82	106	43	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	301	0	0	0	0	0	4	38	33	50	67	73	29	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	232	0	0	1	8	2	6	21	30	31	43	46	29	11	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	265	0	0	0	0	0	2	5	20	50	61	51	22	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	252	0	0	0	1	0	1	20	37	44	62	46	28	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	230	0	0	0	1	2	5	15	27	42	56	43	28	7	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	263	0	0	1	0	2	4	26	37	56	65	44	19	4	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	368	0	0	0	0	0	3	11	48	65	82	78	28	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	418	0	0	0	0	0	4	23	36	59	75	100	75	8	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	469	0	0	0	1	0	1	42	81	51	107	100	55	22	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	335	0	0	0	1	1	5	28	45	42	59	83	51	11	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	218	0	0	1	1	0	2	16	26	32	54	51	27	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	141	0	0	0	2	0	5	12	19	15	26	35	17	6	1	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	
2100	111	0	0	0	0	0	3	11	17	13	29	18	9	4	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	57	0	0	0	0	0	3	5	7	2	9	12	10	6	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
2300	26	0	0	0	0	0	0	1	2	4	3	3	6	3	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4107	0	0	3	14	20	74	362	614	610	926	892	423	111	40	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	4787	0	0	5	17	20	88	415	700	686	1061	1049	520	142	55	19	9	0	0	0	1	0	0	0	0	0	0	0	0	0	
06-00	4870	0	0	5	17	20	91	421	709	692	1073	1064	536	151	57	21	11	1	0	0	1	0	0	0	0	0	0	0	0	0	
00-00	5022	0	0	5	18	20	95	435	723	706	1091	1084	563	166	75	25	13	1	0	0	1	1	0	0	0	0	0	0	0	0	

Virtual Day (14)

Time	Total	Speed Bins (mph)																												
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140	
0000	21	0	0	0	0	0	0	1	3	4	3	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	11	0	0	0	0	0	1	1	1	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	8	0	0	0	0	0	0	1	2	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	16	0	0	0	0	0	0	2	2	2	2	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	78	0	0	0	0	0	0	7	8	6	9	16	14	10	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	154	0	0	0	1	0	3	7	19	12	23	36	31	13	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	405	0	0	0	1	2	4	22	48	60	106	101	46	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	367	0	0	0	1	0	5	36	64	55	80	79	34	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	275	0	0	0	0	1	5	21	38	38	67	59	30	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	253	0	0	0	1	1	4	24	34	42	59	53	24	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	262	0	0	0	1	1	5	22	41	42	63	52	25	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	284	0	0	0	1	1	5	24	37	46	74	60	25	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	272	0	0	0	1	1	6	24	41	43	66	53	26	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	265	0	0	1	1	1	4	22	37	41	65	59	24	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	338	0	0	0	0	1	10	43	54	55	79	59	26	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	362	0	0	0	1	2	7	30	53	57	89	76	35	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	376	0	0	0	0	0	4	30	57	57	87	82	43	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	283	0	0	1	1	0	3	22	37	39	61	67	36	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	193	0	0	0	0	0	2	14	25	22	39	44	30	10	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	135	0	0	0	0	0	1	11	18	15	26	32	18	8	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	92	0	0	0	0	0	2	8	14	15	19	17	10	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	67	0	0	0	0	0	1	5	9	11	14	13	8	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	33	0	0	0	0	0	0	2	3	6	7	6	4	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3742	0	0	4	9	12	63	320	539	575	897	800	375	108	26	9	3	1	1	0	0	0	0	0	0	0	0	0	0	0
06-22	4315	0	1	5	10	13	71	360	615	639	1003	930	464	142	38	14	6	2	1	1	0	0	0	0	0	0	0	0	0	0
06-00	4415	0	1	5	10	13	72	367	627	656	1025	949	476	147	41	16	7	2	1	1	0	0	0	0	0	0	0	0	0	0
00-00	4553	0	1	5	11	13	74	379	643	671	1042	977	499	161	47	19	8	3	1	1	0	0	0	0	0	0	0	0	0	0

Virtual Week (2)

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
Mon	4962	0	2	7	10	14	90	406	730	747	1085	1077	533	177	57	18	9	1	2	1	1	0	0	0	0	0	0	0	0	0
Tue	4928	0	1	7	9	16	65	426	718	707	1151	1062	524	168	48	15	9	5	1	0	0	0	0	0	0	0	0	0	0	0
Wed	4977	0	0	4	12	18	106	447	710	802	1196	1005	456	138	55	18	10	1	1	0	1	0	0	0	0	0	0	0	0	0
Thu	5108	0	0	3	12	19	81	456	746	769	1128	1114	548	166	38	16	10	4	1	0	1	0	0	0	0	0	0	0	0	0
Fri	5067	0	0	3	12	18	92	451	755	737	1214	1023	523	157	46	22	9	4	1	2	0	1	0	0	0	0	0	0	0	0
Sat	3735	0	0	5	8	4	45	263	481	540	821	832	488	169	49	20	7	2	2	1	0	1	0	0	0	0	0	0	0	0
Sun	3094	1	2	5	13	3	36	208	359	398	701	724	422	150	39	22	6	5	2	2	1	1	1	0	0	0	0	0	0	0
5 Day Ave.	5008	0	1	5	11	17	87	437	732	752	1155	1056	517	161	49	18	9	3	1	1	1	0	0	0	0	0	0	0	0	0
7 Day Ave.	4553	0	1	5	11	13	74	379	643	671	1042	977	499	161	47	19	8	3	1	1	0	0	0	0	0	0	0	0	0	0
--	63737	1	7	65	149	181	1029	5311	8996	9396	14589	13671	6984	2247	660	260	114	40	15	11	4	4	2	1	0	0	0	0	0	



Summary Graphs



Site
Location
Direction

2
Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Two Way

7480 / Stewartby
May 2017
Automatic Traffic Count

11 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	24	0	23	0	1	0	0	0	0	0	0	0	0	0	3	12.5	3	12.5	0	0	48.6	52.8
0100	23	0	18	0	4	0	0	0	0	0	0	1	0	0	2	8.7	0	0	0	0	40.8	51.7
0200	12	0	9	0	2	0	0	0	0	0	0	0	0	0	2	16.7	0	0	0	0	48.4	58.4
0300	16	0	12	0	2	0	0	0	0	0	0	1	0	0	1	6.3	1	6.3	1	6.3	44.7	52.6
0400	33	1	24	0	6	0	0	0	0	0	0	0	0	0	3	9.1	1	3	1	3	48.1	57.9
0500	138	2	114	1	17	0	0	0	0	0	0	0	0	0	37	26.8	6	4.3	2	1.4	52.7	63.8
0600	307	3	267	1	24	5	3	0	0	0	0	0	0	0	33	10.7	6	2	2	0.7	48.9	58.4
0700	879	14	744	5	79	5	30	0	0	0	0	0	0	0	33	3.8	3	0.3	0	0	47.1	55.3
0800	860	8	764	4	72	3	8	1	0	0	0	0	0	0	26	3	6	0.7	2	0.2	45.8	53.7
0900	531	3	438	4	62	6	11	0	0	0	0	0	0	0	13	2.4	0	0	0	0	46.5	55
1000	461	5	368	1	58	3	22	1	0	0	0	0	0	0	23	5	2	0.4	0	0	44.9	53
1100	465	5	395	1	49	2	12	0	0	0	0	0	0	0	25	5.4	5	1.1	2	0.4	45.9	55.3
1200	470	5	388	1	49	4	17	1	0	0	0	0	0	0	6	1.3	0	0	0	0	44.2	52.6
1300	538	7	452	4	55	2	13	1	1	1	0	0	0	0	20	3.7	2	0.4	0	0	45.9	54.1
1400	517	5	424	3	50	3	28	1	0	0	0	0	0	0	15	2.9	3	0.6	2	0.4	46	53.7
1500	686	7	578	3	63	7	18	0	0	0	0	0	0	0	19	2.8	2	0.3	0	0	44.4	52.3
1600	761	5	679	5	57	2	8	0	0	0	0	0	0	0	21	2.8	4	0.5	2	0.3	46.5	53.7
1700	888	11	828	4	39	0	3	0	0	0	0	0	0	0	27	3	0	0	0	0	47.2	55.3
1800	648	17	592	5	29	1	1	1	1	2	0	0	0	0	64	9.9	11	1.7	1	0.2	49.1	57.5
1900	442	10	412	3	16	1	0	0	0	0	0	0	0	0	38	8.6	7	1.6	2	0.5	49.3	57.7
2000	326	11	306	0	7	0	1	0	0	0	0	0	0	0	30	9.2	8	2.5	4	1.2	48.7	57.3
2100	210	4	192	1	11	1	0	0	0	0	0	0	0	0	14	6.7	5	2.4	2	1	47.3	56.1
2200	138	1	128	0	5	1	0	0	0	0	0	0	0	0	12	8.7	3	2.2	0	0	46.7	55.3
2300	84	0	77	0	5	0	0	0	0	0	0	0	0	0	10	11.9	3	3.6	1	1.2	49	57.5
07-19	7704	92	6650	40	662	38	171	6	9	12	22	0	0	2	292	3.8	38	0.5	9	0.1	46.2	54.6
06-22	8989	120	7827	45	720	45	175	6	9	16	24	0	2	2	407	4.5	64	0.7	19	0.2	46.6	55
06-00	9211	121	8032	45	730	46	175	6	10	20	24	0	2	2	429	4.7	70	0.8	20	0.2	46.6	55
00-00	9457	124	8232	46	762	46	177	6	12	23	27	0	2	2	477	5	81	0.9	24	0.3	46.7	55.3



Nationwide Data Collection
for
Peter Brett Associates

12 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85						
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT														
0000	32	1	27	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.6	0	0	0	0	49.1	58.8
0100	16	2	7	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	0	0	0	0	45.3	63.1
0200	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.5	0	0	0	0	53.2	-
0300	19	0	13	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	43.8	51.2
0400	32	1	23	0	7	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	15.6	2	6.3	0	0	49.5	57.9
0500	129	1	104	0	18	2	1	0	0	0	0	0	2	1	0	0	0	0	0	0	19.4	3	2.3	2	1.6	50.6	61.5
0600	285	4	253	2	15	3	1	0	0	0	0	0	4	3	0	0	0	0	0	0	10.5	10	3.5	1	0.4	49.2	57.7
0700	824	3	712	8	73	5	16	0	1	3	3	0	0	0	0	0	0	0	0	0	2.2	2	0.2	0	0	45.7	53.2
0800	828	6	743	5	52	9	8	1	0	2	2	0	0	2	0	0	0	0	0	13	1.6	1	0.1	0	44.2	52.1	
0900	543	1	458	3	57	5	14	1	0	0	0	0	0	3	0	1	19	3.5	3	0.6	0	0	0	0	46.4	54.1	
1000	490	1	413	0	49	4	12	1	3	1	6	0	0	0	0	0	20	4.1	6	1.2	1	0.2	1	0	45.3	53.5	
1100	441	1	371	5	48	4	10	0	1	0	0	0	0	1	0	0	10	2.3	0	0	0	0	0	0	44.7	53.2	
1200	508	5	419	4	53	9	13	1	0	1	3	0	0	0	0	0	15	3	3	0.6	0	0	0	0	44.5	52.8	
1300	544	6	442	5	58	3	25	0	0	1	4	0	0	0	0	0	16	2.9	0	0	0	0	0	0	45.2	54.1	
1400	542	8	442	2	55	7	23	0	2	3	0	0	0	0	0	0	13	2.4	2	0.4	2	0.4	2	0	46.1	53.7	
1500	783	8	670	6	68	6	17	1	0	6	1	0	0	0	0	0	23	2.9	4	0.5	0	0	0	0	44.5	52.1	
1600	774	4	693	5	59	2	4	0	1	3	2	1	0	0	0	0	22	2.8	2	0.3	0	0	0	0	47	55	
1700	825	6	778	3	33	1	1	0	0	1	1	0	0	1	0	1	37	4.5	5	0.6	1	0.1	1	0	48.2	55.7	
1800	627	11	588	0	25	1	0	0	1	1	0	0	0	0	0	0	54	8.6	14	2.2	6	1	0	0	49	56.8	
1900	466	7	443	2	14	0	0	0	0	0	0	0	0	0	0	0	49	10.5	5	1.1	1	0.2	1	0	49	57.3	
2000	289	3	277	0	9	0	0	0	0	0	0	0	0	0	0	0	34	11.8	10	3.5	4	1.4	4	0	50.4	58.8	
2100	200	1	191	1	7	0	0	0	0	0	0	0	0	0	0	0	20	10	7	3.5	3	1.5	3	0	48.5	56.8	
2200	143	1	135	0	5	0	0	0	0	0	0	1	1	0	0	0	13	9.1	4	2.8	1	0.7	1	0	48	56.6	
2300	119	4	110	1	4	0	0	0	0	0	0	0	0	0	0	0	20	16.8	6	5	2	1.7	2	0	48.8	60.6	
07-19	7729	60	6729	46	630	56	143	5	9	22	26	1	2	26	1	2	260	3.4	42	0.5	10	0.1	10	0.1	46	54.1	
06-22	8969	75	7893	51	675	59	144	5	9	26	29	1	2	29	1	2	393	4.4	74	0.8	19	0.2	19	0.2	46.4	54.8	
06-00	9231	80	8138	52	684	59	144	5	10	27	29	1	2	29	1	2	426	4.6	84	0.9	22	0.2	22	0.2	46.5	54.8	
00-00	9467	85	8320	52	722	63	145	5	12	29	31	1	2	31	1	2	467	4.9	89	0.9	24	0.3	24	0.3	46.6	55	

Site
Location
Direction

2 Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Two Way

7480 / Stewartby
May 2017
Automatic Traffic Count

13 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	53	0	49	0	4	0	0	0	0	0	0	0	0	0	5	9.4	1	1.9	1	1.9	46.3	56.8
0100	34	0	33	0	0	0	0	0	0	0	0	0	0	0	5	14.7	1	2.9	0	0	52.1	58.8
0200	19	0	16	0	3	0	0	0	0	0	0	0	0	0	1	5.3	0	0	0	0	46.3	53.2
0300	18	0	18	0	0	0	0	0	0	0	0	0	0	0	2	11.1	0	0	0	0	48.7	54.4
0400	19	0	16	0	3	0	0	0	0	0	0	0	0	0	4	21.1	1	5.3	0	0	51.6	60.6
0500	66	2	56	0	7	0	0	0	0	0	0	0	0	0	17	25.8	4	6.1	2	3	53.3	63.1
0600	106	3	89	0	13	1	0	0	0	0	0	0	0	0	19	17.9	3	2.8	0	0	50.7	60.8
0700	174	5	139	4	23	2	0	0	0	0	0	0	0	0	18	10.3	0	0	0	0	47.7	57
0800	286	5	254	3	22	1	0	0	0	0	0	0	0	0	32	11.2	6	2.1	0	0	48.7	57.7
0900	466	12	421	4	27	0	1	0	0	0	0	0	0	0	45	9.7	5	1.1	2	0.4	47.8	56.8
1000	516	12	472	3	26	1	1	0	0	0	0	0	0	0	26	5	3	0.6	0	0	46.7	55.5
1100	527	6	499	2	19	0	1	0	0	0	0	0	0	0	22	4.2	6	1.1	1	0.2	47.2	55
1200	577	8	544	2	21	0	2	0	0	0	0	0	0	0	32	5.5	4	0.7	1	0.2	47.8	55.5
1300	531	5	495	2	28	0	1	0	0	0	0	0	0	0	44	8.3	8	1.5	2	0.4	47.9	57
1400	556	10	521	2	20	0	0	0	0	0	0	0	0	0	28	5	5	0.9	1	0.2	47.1	55
1500	488	3	466	2	16	0	0	0	0	0	0	0	0	0	21	4.3	3	0.6	0	0	47.7	54.8
1600	503	10	475	2	15	0	0	0	0	0	0	0	0	0	32	6.4	11	2.2	4	0.8	48	56.1
1700	523	6	498	3	16	0	0	0	0	0	0	0	0	0	29	5.5	6	1.1	2	0.4	47.7	55.9
1800	466	4	436	6	19	0	0	0	0	0	0	0	0	0	39	8.4	4	0.9	1	0.2	48.3	57.3
1900	347	2	333	0	12	0	0	0	0	0	0	0	0	0	25	7.2	3	0.9	1	0.3	48.4	56.8
2000	257	3	250	0	3	0	1	0	0	0	0	0	0	0	35	13.6	8	3.1	1	0.4	50	59.3
2100	189	4	180	2	3	0	0	0	0	0	0	0	0	0	7	3.7	2	1.1	0	0	47	54.6
2200	170	1	168	0	1	0	0	0	0	0	0	0	0	0	12	7.1	4	2.4	0	0	47.8	57.3
2300	107	0	103	0	4	0	0	0	0	0	0	0	0	0	7	6.5	3	2.8	2	1.9	48.1	55.9
07-19	5613	86	5220	35	252	4	6	2	3	4	0	0	0	0	368	6.6	61	1.1	14	0.2	47.7	56.1
06-22	6512	98	6072	37	283	5	7	2	3	4	0	0	0	0	454	7	77	1.2	16	0.2	47.8	56.4
06-00	6789	99	6343	37	288	5	7	2	3	4	0	0	0	0	473	7	84	1.2	18	0.3	47.8	56.4
00-00	6998	101	6531	37	305	5	7	2	4	5	0	0	0	0	507	7.2	91	1.3	21	0.3	47.9	56.6



Nationwide Data Collection
for
Peter Brett Associates

Site
Location
Direction

2
Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Two Way

7480 / Stewartby
May 2017
Automatic Traffic Count

14 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	87	1	83	0	3	0	0	0	0	0	0	0	0	0	8	9.2	2	2.3	0	0	48	55
0100	44	0	43	0	1	0	0	0	0	0	0	0	0	0	4	9.1	2	4.5	0	0	48.2	55
0200	17	0	15	0	2	0	0	0	0	0	0	0	0	0	4	23.5	2	11.8	1	5.9	51.3	62.4
0300	15	0	13	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.9	55
0400	16	0	12	0	4	0	0	0	0	0	0	0	0	0	1	6.3	0	0	0	0	40.6	52.1
0500	39	1	37	0	1	0	0	0	0	0	0	0	0	0	8	20.5	3	7.7	0	0	51.7	62.9
0600	46	0	45	0	1	0	0	0	0	0	0	0	0	0	8	17.4	1	2.2	0	0	50.8	60.4
0700	58	0	55	0	3	0	0	0	0	0	0	0	0	0	5	8.6	1	1.7	0	0	48	56.4
0800	142	7	124	2	7	2	0	0	0	0	0	0	0	0	11	7.7	1	0.7	0	0	46.8	56.6
0900	301	4	281	2	14	0	0	0	0	0	0	0	0	0	15	5	2	0.7	2	0.7	47.2	55.9
1000	458	9	440	0	7	0	2	0	0	0	0	0	0	0	18	3.9	4	0.9	0	0	47.6	54.6
1100	512	14	480	4	10	0	2	0	0	0	0	0	0	0	26	5.1	6	1.2	2	0.4	46.8	55.5
1200	599	9	569	2	16	0	2	1	0	0	0	0	0	0	22	3.7	4	0.7	2	0.3	46.5	54.6
1300	550	13	521	5	10	0	0	1	0	0	0	0	0	0	22	4	3	0.5	2	0.4	47	54.6
1400	483	13	458	4	7	0	1	0	0	0	0	0	0	0	42	8.7	4	0.8	2	0.4	48.1	57
1500	413	9	383	4	14	1	1	0	0	1	0	0	0	0	38	9.2	10	2.4	2	0.5	49.3	57.3
1600	477	18	438	4	14	0	0	0	0	1	0	0	0	0	29	6.1	5	1	1	0.2	47.7	56.1
1700	387	5	370	4	7	0	0	1	0	0	0	0	0	0	37	9.6	9	2.3	2	0.5	49	57.3
1800	379	5	370	0	4	0	0	0	0	0	0	0	0	0	28	7.4	6	1.6	1	0.3	48.3	56.8
1900	287	7	274	0	6	0	0	0	0	0	0	0	0	0	37	12.9	10	3.5	4	1.4	49.9	58.8
2000	199	0	191	0	8	0	0	0	0	0	0	0	0	0	16	8	1	0.5	0	0	48.4	56.8
2100	124	1	120	2	1	0	0	0	0	0	0	0	0	0	9	7.3	3	2.4	1	0.8	48.6	56.1
2200	90	1	86	0	3	0	0	0	0	0	0	0	0	0	16	17.8	2	2.2	2	2.2	50	61.3
2300	42	0	40	0	2	0	0	0	0	0	0	0	0	0	8	19	2	4.8	1	2.4	50	61.1
07-19	4759	106	4489	31	113	3	8	3	1	1	1	1	1	4	293	6.2	55	1.2	16	0.3	47.7	56.1
06-22	5415	114	5119	33	129	3	8	3	1	1	1	1	4	0	363	6.7	70	1.3	21	0.4	47.8	56.1
06-00	5547	115	5245	33	134	3	8	3	1	1	1	1	4	0	387	7	74	1.3	24	0.4	47.9	56.4
00-00	5765	117	5448	33	147	3	8	3	1	1	1	1	4	0	412	7.1	83	1.4	25	0.4	47.9	56.4



Site
Location
Direction

2 Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Two Way

7480 / Stewartby
May 2017
Automatic Traffic Count

15 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	21	1	19	0	1	0	0	0	0	0	0	0	0	0	4	19	1	4.8	0	0	50.2	63.1
0100	17	0	14	0	1	0	0	0	0	1	0	0	0	0	2	11.8	0	0	0	0	48.1	57.9
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	1	20	1	20	0	0	52.5	-
0300	14	0	11	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.5	50.8
0400	28	1	21	0	3	0	0	0	0	2	1	0	0	0	4	14.3	1	3.6	1	3.6	51.1	59.7
0500	133	4	112	1	10	2	1	0	1	1	0	0	1	1	19	14.3	3	2.3	1	0.8	50.2	59.3
0600	298	2	271	0	19	1	1	0	1	1	1	0	1	1	49	16.4	16	5.4	8	2.7	50.4	60.2
0700	846	7	732	3	70	4	24	0	3	0	2	1	1	1	25	3	0.6	0	0	0	46.2	53.7
0800	885	5	793	4	68	3	8	2	0	1	1	0	0	0	11	1.2	0	0	0	0	44.8	52.8
0900	498	3	427	1	47	3	11	0	0	4	2	0	0	0	18	3.6	2	0.4	0	0	45.3	53.5
1000	437	0	350	1	56	3	12	1	2	7	5	0	0	0	11	2.5	0	0	0	0	45	52.8
1100	446	2	369	3	44	5	19	0	0	2	2	0	0	0	17	3.8	2	0.4	1	0.2	45.1	53
1200	439	5	352	4	48	7	17	0	0	2	4	0	0	0	18	4.1	4	0.9	4	0.9	45.2	53.5
1300	480	4	400	2	51	4	11	0	2	2	4	0	0	0	11	2.3	1	0.2	0	0	44.4	52.1
1400	538	0	459	4	39	5	25	2	1	1	2	0	0	0	21	3.9	2	0.4	0	0	45.8	53.2
1500	649	5	559	2	63	2	11	1	3	2	1	0	0	0	23	3.5	3	0.5	0	0	45.5	53.2
1600	741	10	647	4	63	3	9	0	3	1	1	0	0	0	23	3.1	3	0.4	2	0.3	46.7	53.7
1700	861	4	812	3	34	2	2	0	0	2	2	0	0	0	31	3.6	2	0.2	0	0	46.8	54.4
1800	673	10	625	3	28	1	0	0	1	3	1	0	1	1	34	5.1	3	0.4	1	0.1	47.5	55.7
1900	389	6	362	2	16	0	1	0	0	1	1	0	0	0	37	9.5	8	2.1	0	0	48	56.6
2000	242	4	227	1	10	0	0	0	0	0	0	0	0	0	25	10.3	5	2.1	1	0.4	49.2	57.5
2100	142	2	134	1	5	0	0	0	0	0	0	0	0	0	11	7.7	1	0.7	1	0.7	46.9	56.6
2200	137	0	126	0	5	0	0	0	3	1	2	0	0	0	20	14.6	3	2.2	1	0.7	49.8	59.5
2300	68	0	57	0	2	0	0	0	4	1	4	0	0	0	6	8.8	2	2.9	0	0	47.4	52.1
07-19	7493	55	6525	34	611	42	149	6	15	27	27	1	1	1	243	3.2	27	0.4	8	0.1	45.8	53.7
06-22	8564	69	7519	38	661	43	151	6	16	29	29	2	1	1	365	4.3	57	0.7	18	0.2	46.2	54.4
06-00	8769	69	7702	38	668	43	151	6	23	31	35	2	1	1	391	4.5	62	0.7	19	0.2	46.2	54.4
00-00	8987	75	7884	39	686	46	152	6	24	34	37	2	2	2	421	4.7	68	0.8	21	0.2	46.3	54.6



Site
Location
Direction

2 Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Two Way

7480 / Stewartby
May 2017
Automatic Traffic Count

16 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	43	0	31	0	5	0	0	4	3	0	0	0	0	0	6	14	3	7	1	2.3	50	59.1
0100	26	0	17	0	2	0	0	2	3	2	0	0	0	0	3	11.5	1	3.8	1	3.8	51.6	58.4
0200	11	0	8	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	46.3	51.4
0300	8	0	8	0	0	0	0	0	0	0	0	0	0	0	1	12.5	0	0	0	0	55.1	-
0400	34	0	27	0	4	0	0	1	2	0	0	0	0	0	5	14.7	1	2.9	1	2.9	50	59.3
0500	130	1	110	0	13	0	2	1	1	2	0	0	0	0	24	18.5	6	4.6	2	1.5	51.2	60.6
0600	331	3	284	0	31	5	1	0	2	5	0	0	0	0	37	11.2	5	1.5	0	0	49.4	58.2
0700	877	10	757	3	71	3	23	0	1	5	1	1	1	1	35	4	3	0.3	0	0	47	54.1
0800	821	9	714	7	66	4	14	0	5	2	0	0	0	0	18	2.2	1	0.1	0	0	45.4	53
0900	476	3	396	1	53	2	18	0	2	1	0	0	0	0	22	4.6	2	0.4	0	0	46.7	55
1000	389	3	326	1	42	4	7	0	2	1	3	0	0	0	20	5.1	3	0.8	3	0.8	45.9	53.9
1100	457	6	363	5	52	4	19	0	1	5	2	0	0	0	8	1.8	2	0.4	0	0	46.4	53
1200	481	7	406	1	48	3	7	0	4	2	3	0	0	0	20	4.2	3	0.6	1	0.2	46.5	53.9
1300	466	3	387	2	55	2	15	0	1	1	0	0	0	0	21	4.5	4	0.9	1	0.2	45.9	53.9
1400	503	6	401	3	50	7	31	0	0	2	3	0	0	0	16	3.2	2	0.4	0	0	45.5	53
1500	608	4	518	3	64	3	8	0	2	3	3	0	0	0	15	2.5	2	0.3	0	0	45	53.5
1600	772	5	699	3	57	0	3	0	1	2	2	0	0	0	38	4.9	12	1.6	1	0.1	47.2	54.6
1700	838	9	790	6	30	0	0	0	1	0	1	0	1	1	39	4.7	2	0.2	0	0	47.6	55
1800	658	7	618	2	28	1	0	0	1	0	1	0	0	0	36	5.5	2	0.3	1	0.2	46.8	55
1900	420	8	397	3	10	0	0	0	0	1	1	0	0	0	34	8.1	6	1.4	2	0.5	49	57.3
2000	270	2	253	0	15	0	0	0	0	0	0	0	0	0	31	11.5	8	3	5	1.9	49.5	58.8
2100	166	2	159	0	5	0	0	0	0	0	0	0	0	0	15	9	3	1.8	0	0	47.6	57.5
2200	123	0	119	0	3	0	1	0	0	0	0	0	0	0	13	10.6	4	3.3	2	1.6	49.2	58.6
2300	65	0	62	0	3	0	0	0	0	0	0	0	0	0	9	13.8	3	4.6	0	0	49.1	57
07-19	7346	72	6375	37	616	33	145	0	19	22	24	1	2	2	288	3.9	38	0.5	7	0.1	46.4	54.1
06-22	8533	87	7468	40	677	38	146	0	19	25	30	1	2	2	405	4.7	60	0.7	14	0.2	46.8	54.6
06-00	8721	87	7649	40	683	38	147	0	19	25	30	1	2	2	427	4.9	67	0.8	16	0.2	46.8	54.8
00-00	8973	88	7850	40	708	39	149	0	27	34	35	1	2	2	466	5.2	78	0.9	21	0.2	46.9	55



Site
Location
Direction

2
Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Two Way

7480 / Stewartby
May 2017
Automatic Traffic Count

17 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	25	1	22	0	2	0	0	0	0	0	0	0	0	0	3	12	0	0	50.6	85.7	
0100	8	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	50.9	-	
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.1	-	
0300	18	0	14	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	44.7	52.1	
0400	27	0	24	0	3	0	0	0	0	0	0	0	0	0	7	25.9	5	18.5	54.9	68.5	
0500	121	1	106	0	11	1	0	0	0	0	0	0	0	0	32	26.4	4	3.3	51.9	62	
0600	314	3	280	3	19	4	3	0	0	0	0	0	0	0	26	8.3	3	1	48.9	57	
0700	845	6	742	7	59	2	21	0	2	1	5	0	0	0	13	1.5	0	0	45.7	52.1	
0800	892	5	800	6	60	7	5	3	0	3	2	0	0	0	16	1.8	2	0.2	44	52.3	
0900	502	4	427	0	42	3	17	3	0	2	4	0	0	0	19	3.8	4	0.8	45.5	52.6	
1000	399	1	319	2	55	5	10	0	3	0	4	0	0	0	3	0.8	1	0.3	43.5	50.6	
1100	456	2	375	1	63	2	8	1	1	1	2	0	0	0	4	0.9	0	0	43.6	51.2	
1200	433	1	372	2	39	4	11	1	0	1	2	0	0	0	4	0.9	1	0.2	43.9	50.6	
1300	455	3	379	1	48	3	9	0	2	3	7	0	0	0	4	0.9	1	0.2	43.5	50.8	
1400	447	1	364	3	47	6	22	0	0	3	1	0	0	0	8	1.8	2	0.4	45.1	52.8	
1500	709	2	608	4	61	4	20	0	3	6	1	0	0	0	6	0.8	1	0.1	42.7	49.7	
1600	709	7	620	2	61	2	12	0	0	3	2	0	0	0	14	2	1	0.1	45.7	53	
1700	874	4	823	3	37	0	2	0	2	1	2	0	0	0	11	1.3	1	0.1	45.1	52.1	
1800	947	2	885	2	46	0	0	0	5	6	0	1	0	0	6	0.6	1	0.1	45.3	51.4	
1900	534	2	503	0	25	0	1	0	2	0	1	0	0	0	17	3.2	1	0.2	47.1	54.4	
2000	275	0	264	3	8	0	0	0	0	0	0	0	0	0	20	7.3	4	1.5	47.3	55.7	
2100	200	1	188	0	10	0	0	0	0	1	0	0	0	0	11	5.5	2	1	44	53.7	
2200	200	0	185	0	7	0	0	0	3	3	1	0	0	0	11	5.5	2	1	46.9	54.6	
2300	85	1	74	0	3	0	0	0	4	1	2	0	0	0	6	7.1	3	3.5	49.3	55.3	
07-19	7668	38	6714	33	618	38	137	8	18	30	32	1	1	1	108	1.4	15	0.2	44.6	51.9	
06-22	8991	44	7949	39	680	42	141	8	20	31	35	1	1	1	182	2	25	0.3	44.9	52.3	
06-00	9276	45	8208	39	690	42	141	8	27	35	38	1	2	2	199	2.1	30	0.3	45	52.6	
00-00	9480	47	8385	39	711	43	142	8	27	36	39	1	2	2	241	2.5	39	0.4	45.2	52.6	



18 May 2017

Time	Total	Classification											>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85		
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD									12 DRT	
0000	47	0	40	0	1	0	0	2	3	1	0	0	0	0	5	10.6	2	4.3	2	4.3	49.1	58.2
0100	32	0	22	0	2	0	4	2	2	2	0	0	0	0	3	9.4	2	6.3	0	0	49.4	56.4
0200	13	0	10	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	44.8	51.7
0300	15	1	10	0	4	0	0	0	0	0	0	0	0	0	2	13.3	1	6.7	0	0	50.6	59.5
0400	22	0	19	0	3	0	0	0	0	0	0	0	0	0	4	18.2	1	4.5	1	4.5	49.1	61.1
0500	141	3	121	0	12	2	0	1	0	1	0	0	0	0	20	14.2	7	5	1	0.7	50.5	59.9
0600	330	3	289	0	29	3	0	1	2	0	0	0	0	0	29	8.8	7	2.1	1	0.3	49	57.5
0700	870	8	754	6	59	5	34	0	2	1	0	0	1	0	21	2.4	1	0.1	1	0.1	47	54.6
0800	883	10	768	4	66	27	0	3	1	2	0	0	0	0	15	1.7	3	0.3	0	0	45.4	53.7
0900	524	3	433	3	48	2	31	0	1	2	0	0	0	0	23	4.4	2	0.4	1	0.2	46.7	53.9
1000	436	3	366	2	40	4	17	0	3	1	0	0	0	0	14	3.2	1	0.2	0	0	46.4	54.6
1100	446	1	360	1	50	4	23	0	3	1	0	0	0	0	13	2.9	1	0.2	0	0	45.3	53.5
1200	484	9	396	3	38	4	24	0	1	5	4	0	0	0	16	3.3	3	0.6	1	0.2	45.3	53
1300	529	6	436	4	46	0	29	1	1	3	2	0	1	0	15	2.8	1	0.2	0	0	44.9	53.7
1400	481	10	399	3	36	0	29	0	1	0	3	0	0	0	20	4.2	1	0.2	0	0	46	54.1
1500	700	6	595	1	68	2	21	0	2	1	4	0	0	0	18	2.6	4	0.6	0	0	44.4	52.3
1600	750	6	675	3	53	6	3	0	1	2	1	0	0	0	22	2.9	4	0.5	2	0.3	46.3	53.9
1700	868	2	817	5	35	1	5	0	1	0	2	0	0	0	19	2.2	0	0	0	0	46.4	53.2
1800	710	4	676	1	25	1	3	0	0	0	0	0	0	0	30	4.2	4	0.6	0	0	47.5	54.4
1900	399	5	370	1	18	1	1	0	0	2	0	1	0	0	20	5	1	0.3	0	0	47.2	55
2000	265	1	260	0	4	0	0	0	0	0	0	0	0	0	14	5.3	4	1.5	1	0.4	47.4	54.8
2100	166	2	152	1	8	0	0	1	2	0	0	0	0	0	4	2.4	1	0.6	0	0	44.8	53.7
2200	150	0	144	0	4	1	0	1	0	0	0	0	0	0	8	5.3	0	0	0	0	43.8	52.6
2300	62	0	58	0	4	0	0	0	0	0	0	0	0	0	6	9.7	3	4.8	2	3.2	48.1	57.9
07-19	7681	68	6675	36	564	31	246	1	17	19	22	0	2	2	226	2.9	25	0.3	5	0.1	46	53.9
06-22	8841	79	7746	38	623	35	250	2	20	21	24	0	3	3	293	3.3	38	0.4	7	0.1	46.2	54.1
06-00	9053	79	7948	38	631	36	250	3	20	21	24	0	3	3	307	3.4	41	0.5	9	0.1	46.2	54.1
00-00	9323	83	8170	38	654	37	252	3	27	28	28	0	3	3	341	3.7	54	0.6	13	0.1	46.3	54.1

Site
Location
Direction

2
Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Two Way

7480 / Stewartby
May 2017
Automatic Traffic Count

19 May 2017

Time	Total	Classification											>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85		
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD									12 DRT	
0000	38	0	34	1	3	0	0	0	0	0	0	0	0	0	4	10.5	1	2.6	0	0	45.9	52.1
0100	20	1	15	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	45.5	51.4
0200	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.7	-
0300	21	0	15	0	4	1	0	0	0	0	0	0	0	0	1	4.8	0	0	0	0	47.4	55
0400	33	0	27	1	4	0	1	0	0	0	0	0	0	0	2	6.1	1	3	0	0	46.5	55.3
0500	113	0	97	0	13	1	1	0	0	1	0	0	0	0	18	15.9	7	6.2	3	2.7	50.6	60.2
0600	301	2	264	1	25	5	3	0	0	1	0	0	0	0	26	8.6	10	3.3	2	0.7	49.4	57.3
0700	764	7	673	3	50	3	18	0	1	3	6	0	0	0	18	2.4	1	0.1	0	0	46.4	53.5
0800	841	5	740	8	55	4	25	0	0	1	3	0	0	0	14	1.7	1	0.1	0	0	43.9	51.9
0900	521	5	432	4	47	7	21	0	3	1	1	0	0	0	9	1.7	3	0.6	1	0.2	46.3	53.7
1000	441	3	360	2	40	4	26	1	2	2	1	0	0	0	13	2.9	1	0.2	1	0.2	44.7	52.8
1100	486	2	395	3	58	6	16	0	2	1	3	0	0	0	6	1.2	0	0	0	0	43.8	51.9
1200	473	2	403	6	38	1	20	0	0	1	2	0	0	0	9	1.9	1	0.2	1	0.2	45.5	52.3
1300	592	2	509	1	53	1	23	0	1	2	0	0	0	0	6	1	0	0	0	0	43.5	50.8
1400	539	1	458	5	52	2	19	0	0	1	1	0	0	0	14	2.6	1	0.2	1	0.2	45.4	52.8
1500	749	0	652	2	74	3	14	0	0	0	4	0	0	0	17	2.3	2	0.3	0	0	44	51.9
1600	689	6	626	6	36	1	11	0	2	0	1	0	0	0	25	3.6	3	0.4	0	0	47.4	54.8
1700	797	4	763	3	24	1	1	0	0	0	1	0	0	0	30	3.8	3	0.4	1	0.1	48.7	55.9
1800	607	4	578	1	22	0	0	0	2	0	0	0	0	0	43	7.1	7	1.2	0	0	49	56.6
1900	396	2	384	1	9	0	0	0	0	0	0	0	0	0	53	13.4	11	2.8	4	1	50	59.3
2000	276	1	262	0	12	0	0	0	1	0	0	0	0	0	28	10.1	8	2.9	3	1.1	49.1	57.3
2100	219	1	211	0	6	0	1	0	0	0	0	0	0	0	6	2.7	2	0.9	0	0	45.1	52.8
2200	137	0	133	0	3	0	0	0	1	0	0	0	0	0	6	4.4	3	2.2	2	1.5	46.1	55
2300	98	0	94	2	2	0	0	0	0	0	0	0	0	0	8	8.2	2	2	2	2	48	56.4
07-19	7499	41	6589	44	549	33	194	1	13	12	23	0	0	0	204	2.7	23	0.3	5	0.1	45.8	53.7
06-22	8691	47	7710	46	601	38	198	1	14	13	23	0	0	0	317	3.6	54	0.6	14	0.2	46.2	54.4
06-00	8926	47	7937	48	606	38	198	1	15	13	23	0	0	0	331	3.7	59	0.7	18	0.2	46.2	54.4
00-00	9158	48	8132	50	632	40	200	1	16	15	24	0	0	0	356	3.9	68	0.7	21	0.2	46.3	54.4



Nationwide Data Collection
for
Peter Brett Associates

Site
Location
Direction

2 Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Two Way

7480 / Stewartby
May 2017
Automatic Traffic Count

20 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	65	0	63	0	2	0	0	0	0	0	0	0	0	0	5	7.7	0	0	0	47.4	56.1
0100	37	0	36	0	0	0	0	0	0	1	0	0	0	0	2	5.4	0	0	0	46.3	55.7
0200	23	0	22	0	0	0	0	0	0	0	0	0	0	0	1	4.3	1	4.3	0	47.2	52.3
0300	15	0	12	0	3	0	0	0	0	0	0	0	0	0	1	6.7	0	0	0	47.8	58.6
0400	31	1	26	0	4	0	0	0	0	0	0	0	0	0	2	6.5	2	6.5	0	50	57.9
0500	49	0	41	0	6	1	0	0	0	1	0	0	0	0	14	28.6	5	10.2	0	54.9	64.9
0600	89	1	78	0	9	0	1	0	0	0	0	0	0	0	12	13.5	5	5.6	0	50.4	59.5
0700	222	4	195	2	20	1	0	0	0	0	0	0	0	0	31	14	3	1.4	2	49.4	59.5
0800	347	7	300	4	32	2	0	2	0	0	0	0	0	0	31	8.9	6	1.7	1	48.3	57
0900	456	5	420	0	29	0	2	0	0	0	0	0	0	0	29	6.4	3	0.7	1	48.1	55.7
1000	520	13	484	4	18	0	0	0	0	1	0	0	0	0	30	5.8	5	1	2	48	55.9
1100	561	9	518	5	27	0	1	0	0	0	0	0	0	0	26	4.6	3	0.5	1	47	55
1200	549	3	519	2	24	0	1	0	0	0	0	0	0	0	23	4.2	4	0.7	2	48.2	55.7
1300	559	8	522	2	26	0	0	0	0	0	0	0	0	0	17	3	0	0	0	46	54.1
1400	499	5	470	1	19	1	1	0	1	1	0	0	0	0	33	6.6	4	0.8	1	47.9	55.9
1500	453	2	428	2	20	1	0	0	0	0	0	0	0	0	22	4.9	3	0.7	0	48.4	55.9
1600	500	6	474	2	17	1	0	0	0	0	0	0	0	0	17	3.4	2	0.4	0	46.8	55
1700	473	3	460	2	8	0	0	0	0	0	0	0	0	0	6	1.3	0	0	0	45.2	52.6
1800	435	2	419	2	11	0	0	0	0	1	0	0	0	0	28	6.4	3	0.7	0	47.9	56.4
1900	354	4	340	0	9	0	1	0	0	0	0	0	0	0	27	7.6	7	2	2	48.1	56.4
2000	238	0	232	1	3	0	1	0	1	0	0	0	0	0	9	3.8	1	0.4	0	46.9	55
2100	226	4	218	0	4	0	0	0	0	0	0	0	0	0	17	7.5	4	1.8	1	45.7	53.7
2200	154	1	150	0	3	0	0	0	0	0	0	0	0	0	6	3.9	2	1.3	1	47.4	55.5
2300	94	0	90	1	3	0	0	0	0	0	0	0	0	0	10	10.6	3	3.2	1	48.1	56.4
07-19	5574	67	5209	28	251	6	5	2	3	1	2	0	0	0	293	5.3	36	0.6	10	47.5	55.5
06-22	6481	76	6077	29	276	6	8	2	4	1	2	0	0	0	358	5.5	53	0.8	13	47.5	55.7
06-00	6729	77	6317	30	282	6	8	2	4	1	2	0	0	0	374	5.6	58	0.9	15	47.5	55.7
00-00	6949	78	6517	30	297	8	8	2	4	3	2	0	0	0	399	5.7	66	0.9	15	47.5	55.7



Site
Location
Direction

2
Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Two Way

7480 / Stewartby
May 2017
Automatic Traffic Count

21 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	58	0	55	1	2	0	0	0	0	0	0	0	0	0	5	8.6	0	0	46.3	57.3	
0100	45	0	44	0	1	0	0	0	0	0	0	0	0	0	5	11.1	1	2.2	49.9	57.9	
0200	23	0	19	0	3	1	0	0	0	0	0	0	0	0	4	17.4	1	4.3	50.7	61.1	
0300	24	0	20	0	3	0	0	0	0	0	0	0	0	0	3	12.5	0	0	48	55.3	
0400	13	0	10	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	46.6	56.4	
0500	34	1	32	0	1	0	0	0	0	0	0	0	0	0	4	11.8	0	0	48.3	57.3	
0600	65	2	60	0	3	0	0	0	0	0	0	0	0	0	8	12.3	3	4.6	48.3	57.7	
0700	79	6	65	0	8	0	0	0	0	0	0	0	0	0	10	12.7	2	2.5	45.6	56.4	
0800	179	9	154	2	12	0	0	0	0	0	0	0	0	0	10	5.6	1	0.6	48.1	57	
0900	345	8	328	0	7	1	1	0	0	0	0	0	0	0	27	7.8	5	1.4	48.9	56.6	
1000	510	23	459	3	20	1	3	0	0	0	0	0	0	0	25	4.9	7	1.4	48.1	56.1	
1100	552	15	518	3	15	0	1	0	0	0	0	0	0	0	26	4.7	2	0.4	47.5	55.5	
1200	634	20	603	1	10	0	0	0	0	0	0	0	0	0	19	3	1	0.2	47.2	55	
1300	490	11	459	5	14	0	1	0	0	0	0	0	0	0	18	3.7	1	0.2	46.9	55	
1400	446	10	422	1	12	0	1	0	0	0	0	0	0	0	24	5.4	6	1.3	47.6	55.9	
1500	429	13	404	5	6	0	0	0	0	0	0	0	0	0	30	7	4	0.9	48.6	57	
1600	439	16	412	2	8	0	1	0	0	0	0	0	0	0	26	5.9	3	0.7	47.6	55.7	
1700	399	9	378	2	8	0	1	0	0	0	0	0	0	0	29	7.3	10	2.5	48.7	57.3	
1800	382	3	363	2	14	0	0	0	0	0	0	0	0	0	32	8.4	7	1.8	49.3	57.3	
1900	276	7	262	0	7	0	0	0	0	0	0	0	0	0	28	10.1	8	2.9	48.7	57.5	
2000	222	5	211	2	4	0	0	0	0	0	0	0	0	0	24	10.8	6	2.7	49.2	58.4	
2100	123	4	111	0	6	0	0	0	0	0	0	0	0	0	18	14.6	4	3.3	49.6	59.7	
2200	88	0	85	0	2	0	0	0	0	0	0	0	0	0	8	9.1	3	3.4	48.3	57.7	
2300	41	0	37	0	4	0	0	0	0	0	0	0	0	0	4	9.8	2	4.9	50.6	58.2	
07-19	4884	143	4565	26	134	2	9	0	3	1	1	0	0	0	276	5.7	49	1	47.9	56.1	
06-22	5570	161	5209	28	154	2	9	2	3	1	1	0	0	0	354	6.4	70	1.3	48	56.4	
06-00	5699	161	5331	28	160	2	9	2	4	1	1	0	0	0	366	6.4	75	1.3	48.1	56.4	
00-00	5896	162	5511	29	173	3	9	2	5	1	1	0	0	0	387	6.6	77	1.3	48.1	56.4	



Site
Location
Direction

2 Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Two Way

7480 / Stewartby
May 2017
Automatic Traffic Count

22 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	28	0	26	0	2	0	0	0	0	0	0	0	0	0	4	14.3	2	7.1	2	7.1	51.7	59.9
0100	14	0	11	0	3	0	0	0	0	0	0	0	0	0	6	42.9	4	28.6	2	14.3	56.1	71.1
0200	10	0	8	0	2	0	0	0	0	0	0	0	0	0	2	20	1	10	1	10	53.9	-
0300	13	0	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.2	55
0400	24	0	20	0	3	0	0	0	0	0	0	0	0	0	5	20.8	0	0	0	0	48.1	60.2
0500	146	1	132	0	10	1	0	1	0	1	0	0	0	0	21	14.4	7	4.8	2	1.4	50.9	59.5
0600	326	6	284	0	30	2	2	0	0	2	0	0	0	0	40	12.3	7	2.1	2	0.6	50.6	59.3
0700	784	6	695	4	57	1	11	0	5	2	2	1	0	0	40	5.1	4	0.5	0	0	48.1	56.1
0800	879	9	775	4	61	1	21	0	2	2	4	0	0	0	15	1.7	1	0.1	1	0.1	44.8	52.3
0900	502	4	434	3	43	4	11	1	1	0	0	1	0	0	22	4.4	2	0.4	0	0	47.6	55.5
1000	436	5	343	0	53	8	19	1	3	2	2	0	0	0	10	2.3	2	0.5	0	0	45.5	53.2
1100	508	5	411	5	60	4	16	1	3	1	2	0	0	0	13	2.6	1	0.2	1	0.2	45.9	53.7
1200	444	15	371	3	43	2	6	1	1	1	1	0	0	0	25	5.6	8	1.8	2	0.5	47.1	54.6
1300	519	8	414	4	56	4	22	0	5	4	2	0	0	0	15	2.9	0	0	0	0	45.1	53.9
1400	476	7	401	2	39	1	23	0	1	0	2	0	0	0	25	5.3	3	0.6	0	0	47	55.5
1500	673	10	583	1	52	4	17	0	2	4	0	0	0	0	26	3.9	8	1.2	3	0.4	45.5	53.5
1600	771	16	678	3	57	1	7	1	2	2	3	1	0	0	39	5.1	7	0.9	2	0.3	47.4	55.5
1700	867	13	803	3	45	1	1	0	0	0	1	0	0	0	39	4.5	9	1	2	0.2	48	55.5
1800	708	7	668	1	28	1	1	0	0	0	1	0	1	0	48	6.8	4	0.6	0	0	48.2	55.7
1900	376	11	344	3	16	0	0	0	2	0	0	0	0	0	35	9.3	3	0.8	0	0	48.9	57.9
2000	298	10	272	3	10	0	1	0	0	0	2	0	0	0	24	8.1	8	2.7	0	0	47.9	57.3
2100	188	3	168	2	9	0	2	0	0	4	0	0	0	0	17	9	5	2.7	2	1.1	47.1	56.4
2200	110	3	104	1	2	0	0	0	0	0	0	0	0	0	10	9.1	2	1.8	0	0	47.3	54.6
2300	42	4	38	0	0	0	0	0	0	0	0	0	0	0	3	7.1	1	2.4	0	0	48.1	56.8
07-19	7567	105	6576	33	594	32	155	5	25	18	20	3	1	1	317	4.2	49	0.6	11	0.1	46.8	54.8
06-22	8755	135	7644	41	659	34	160	5	27	24	22	3	1	1	433	4.9	72	0.8	15	0.2	47	55.3
06-00	8907	142	7786	42	661	34	160	5	27	24	22	3	1	1	446	5	75	0.8	15	0.2	47	55.3
00-00	9142	143	7994	42	683	35	160	6	27	26	22	3	1	1	484	5.3	89	1	22	0.2	47.1	55.5



Nationwide Data Collection
for
Peter Brett Associates

Site
Location
Direction

2 Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Two Way

7480 / Stewartby
May 2017
Automatic Traffic Count

23 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	26	1	21	0	4	0	0	0	0	0	0	0	0	0	2	7.7	2	7.7	1	3.8	51	57.7
0100	9	0	5	0	3	1	0	0	0	0	0	0	0	0	2	22.2	1	11.1	0	0	43.1	-
0200	6	0	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53.9	-
0300	15	0	11	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.5	55.7
0400	31	1	27	0	2	0	0	0	0	1	0	0	0	0	4	12.9	1	3.2	0	0	47.8	57.3
0500	159	4	135	0	15	4	0	0	0	1	0	0	0	0	27	17	5	3.1	1	0.6	50.6	60.2
0600	335	10	282	0	30	4	7	0	0	2	0	0	0	0	24	7.2	3	0.9	0	0	49.7	57.5
0700	823	8	729	2	53	4	21	0	2	0	3	0	1	0	30	3.6	6	0.7	2	0.2	47.7	54.8
0800	814	8	735	3	50	2	10	0	1	2	3	0	0	0	13	1.6	1	0.1	0	0	46.1	53.5
0900	434	4	366	2	38	2	16	1	2	1	1	0	1	0	26	6	3	0.7	0	0	47.2	55.3
1000	434	1	360	5	43	0	19	0	6	0	0	0	0	0	15	3.5	2	0.5	0	0	45.7	53.2
1100	461	2	386	2	45	1	22	0	1	1	1	0	0	0	9	2	1	0.2	0	0	44.2	52.6
1200	432	7	356	3	39	5	17	0	1	0	3	0	1	0	14	3.2	2	0.5	0	0	45.5	53.2
1300	474	4	395	2	50	2	18	1	2	0	0	0	0	0	21	4.4	2	0.4	0	0	46.4	54.8
1400	481	9	400	3	45	1	15	0	3	3	2	0	0	0	13	2.7	3	0.6	0	0	45	53.7
1500	667	3	588	1	58	3	9	0	1	1	3	0	0	0	17	2.5	2	0.3	0	0	45.6	53.2
1600	787	11	710	1	54	3	7	0	0	0	1	0	0	0	28	3.6	2	0.3	2	0.3	47.3	54.8
1700	879	3	827	7	36	0	2	0	2	0	2	0	0	0	24	2.7	2	0.2	2	0.2	46.7	54.1
1800	676	16	629	3	24	0	1	0	2	1	0	0	0	0	29	4.3	2	0.3	0	0	47.9	55.9
1900	418	13	384	4	15	0	0	0	1	1	0	0	0	0	43	10.3	13	3.1	2	0.5	49.7	58.4
2000	292	9	278	1	4	0	0	0	0	0	0	0	0	0	34	11.6	5	1.7	4	1.4	48.1	57.9
2100	183	5	174	0	4	0	0	0	0	0	0	0	0	0	13	7.1	3	1.6	2	1.1	47.9	56.4
2200	118	1	114	0	2	0	0	0	1	0	0	0	0	0	9	7.6	1	0.8	1	0.8	47	56.4
2300	56	1	53	0	1	0	0	0	0	0	1	0	0	0	5	8.9	2	3.6	0	0	47	58.6
07-19	7362	76	6481	34	535	23	157	2	23	9	19	0	3	0	239	3.2	28	0.4	6	0.1	46.4	54.1
06-22	8590	113	7599	39	588	27	164	2	24	12	19	0	3	0	353	4.1	52	0.6	14	0.2	46.8	54.8
06-00	8764	115	7766	39	591	27	164	2	25	12	20	0	3	0	367	4.2	55	0.6	15	0.2	46.8	54.8
00-00	9010	121	7969	39	620	33	164	2	25	13	21	0	3	0	402	4.5	64	0.7	17	0.2	46.9	54.8



Site
Location
Direction

2
Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Two Way

7480 / Stewartby
May 2017
Automatic Traffic Count

24 May 2017

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	23	0	21	0	1	0	0	0	1	0	0	0	0	0	5	21.7	1	4.3	0	0	47.8	62.6
0100	13	0	11	0	2	0	0	0	0	0	0	0	0	0	1	7.7	0	0	0	0	48.6	57.7
0200	4	0	2	0	1	0	0	0	0	0	0	0	0	0	1	25	0	0	0	0	53.3	-
0300	17	0	15	0	1	0	0	0	0	1	0	0	0	0	2	11.8	0	0	0	0	48.8	54.1
0400	25	0	18	0	6	1	0	0	0	0	0	0	0	0	3	12	0	0	0	0	48.6	58.6
0500	154	7	135	1	10	1	0	0	0	0	0	0	0	0	34	22.1	12	7.8	3	1.9	51.8	63.5
0600	328	5	281	0	31	5	3	0	0	2	1	0	0	0	42	12.8	9	2.7	2	0.6	50.2	59.5
0700	841	15	737	1	62	2	17	1	1	2	3	0	0	0	36	4.3	5	0.6	0	0	47.7	55
0800	834	9	725	13	60	7	16	0	2	2	0	0	0	0	14	1.7	1	0.1	0	0	45.2	53.2
0900	501	7	411	1	50	6	20	0	3	0	3	0	0	0	13	2.6	1	0.2	0	0	46.1	53.9
1000	428	4	343	1	49	5	18	0	4	3	1	0	0	0	23	5.4	4	0.9	0	0	45.1	54.6
1100	458	8	383	0	40	3	18	0	2	3	1	0	0	0	17	3.7	0	0	0	0	45.5	54.1
1200	460	8	377	2	52	1	16	0	2	0	2	0	0	0	21	4.6	3	0.7	0	0	46.8	54.8
1300	469	18	370	5	53	2	11	0	2	4	4	0	0	0	20	4.3	3	0.6	1	0.2	46.2	54.6
1400	496	12	399	2	40	9	23	1	3	3	4	0	0	0	25	5	6	1.2	1	0.2	46.1	54.6
1500	693	9	580	2	74	6	18	0	0	2	2	0	0	0	16	2.3	2	0.3	1	0.1	45.5	53.7
1600	777	15	689	1	55	4	8	0	1	2	2	0	0	0	31	4	2	0.3	1	0.1	46.3	54.4
1700	914	18	849	6	33	2	2	0	2	1	1	0	0	0	56	6.1	9	1	1	0.1	47.8	55.9
1800	693	9	651	3	29	0	0	0	0	0	1	0	0	0	42	6.1	7	1	0	0	48.1	55.7
1900	451	9	420	2	18	0	1	0	1	0	0	0	0	0	25	5.5	4	0.9	0	0	47.5	55.5
2000	280	8	256	1	15	0	0	0	0	0	0	0	0	0	23	8.2	5	1.8	3	1.1	48	56.4
2100	222	4	206	0	12	0	0	0	0	0	0	0	0	0	22	9.9	7	3.2	2	0.9	47.3	56.1
2200	125	2	117	1	5	0	0	0	0	0	0	0	0	0	14	11.2	2	1.6	2	1.6	48.5	57.3
2300	66	0	62	0	2	0	1	0	1	0	0	0	0	0	15	22.7	6	9.1	3	4.5	53	60.8
07-19	7564	132	6514	37	597	47	167	2	22	22	24	0	0	0	314	4.2	43	0.6	5	0.1	46.5	54.6
06-22	8845	158	7677	40	673	52	171	2	23	24	25	0	0	0	426	4.8	68	0.8	12	0.1	46.7	55
06-00	9036	160	7856	41	680	52	172	2	24	24	25	0	0	0	455	5	76	0.8	17	0.2	46.8	55
00-00	9272	167	8058	42	701	53	173	2	25	25	26	0	0	0	501	5.4	89	1	20	0.2	46.9	55.3



Site
Location
Direction

2
Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Two Way

7480 / Stewartby
May 2017
Automatic Traffic Count

Virtual Day (14)

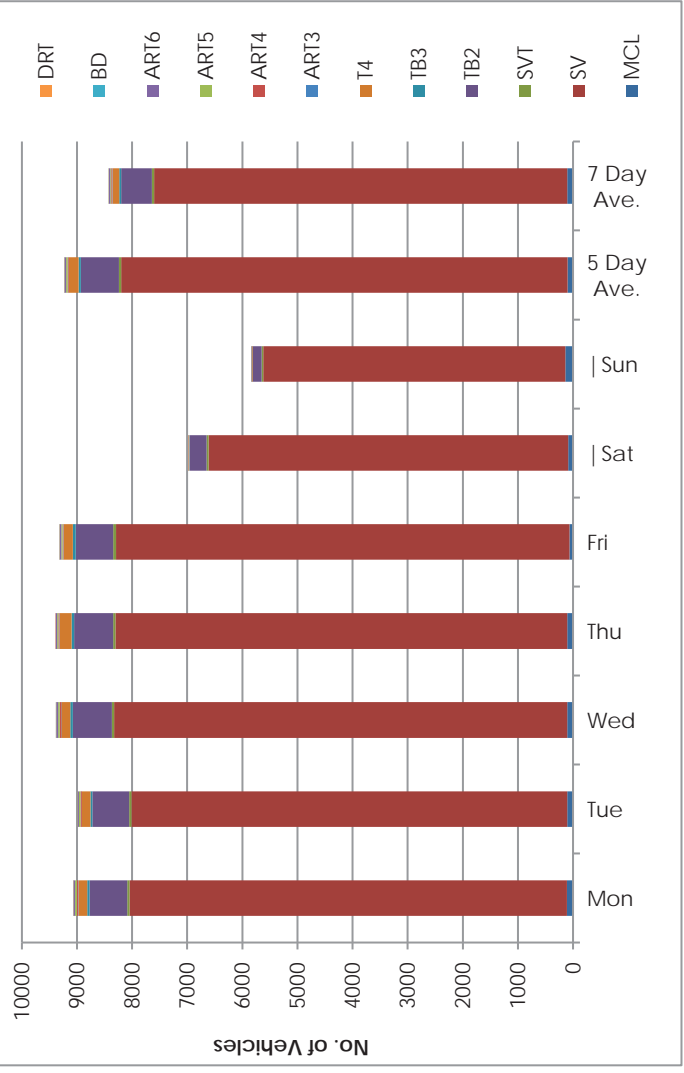
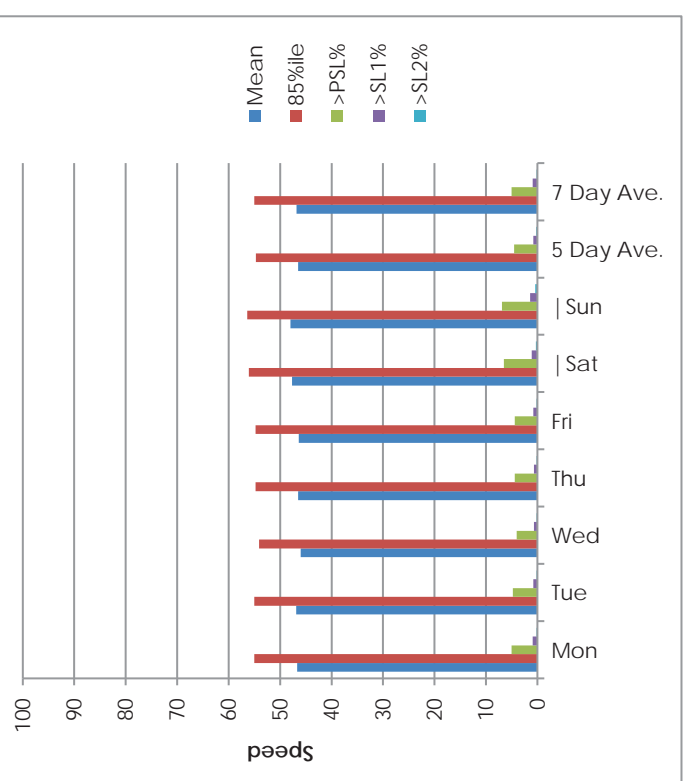
Time	Total	Classification														>PSL 60	>PSL% 60	>SL1 68 ACPO	>SL1% 68 ACPO	>SL2 75 DfT	>SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT										
0000	41	0	37	0	3	0	0	0	1	0	0	0	0	0	0	5	11.2	1	3.2	1	1.2	48.3	58.2
0100	24	0	20	0	2	0	0	0	1	0	0	0	0	0	0	3	11.2	1	3.6	0	0.9	48.4	57.9
0200	12	0	10	0	1	0	0	0	0	0	0	0	0	0	0	1	11.7	0	3.7	0	1.8	49	57.9
0300	16	0	13	0	3	0	0	0	0	0	0	0	0	0	0	1	5.7	0	0.9	0	0.4	47.1	55.7
0400	26	0	21	0	4	0	0	0	0	0	0	0	0	0	0	4	13.3	1	4.3	0	1.6	49	59.3
0500	111	2	95	0	10	1	0	0	1	0	0	0	0	0	0	21	19.3	5	4.6	2	1.4	51.3	61.3
0600	247	3	216	1	20	2	0	0	1	1	0	0	0	0	0	27	11.1	6	2.5	1	0.5	49.6	58.4
0700	635	7	552	3	49	3	15	0	1	2	0	0	0	0	0	24	3.7	3	0.4	0	0.1	46.9	54.6
0800	678	7	599	5	49	3	10	1	1	1	0	0	0	0	0	17	2.5	2	0.3	0	0	45.3	53.5
0900	471	5	405	2	40	3	12	0	1	2	0	0	0	0	0	21	4.5	3	0.6	1	0.1	46.8	54.8
1000	454	6	386	2	40	3	12	0	2	2	0	0	0	0	0	18	3.9	3	0.6	1	0.2	46	54.4
1100	484	6	416	3	41	3	12	0	1	1	0	0	0	0	0	16	3.3	2	0.4	1	0.1	45.7	53.9
1200	499	7	434	3	37	3	11	0	1	2	0	0	0	0	0	17	3.5	3	0.6	1	0.2	46.1	53.9
1300	514	7	442	3	43	2	13	0	1	2	0	0	0	0	0	18	3.5	2	0.4	1	0.1	45.6	54.1
1400	500	7	430	3	37	3	17	0	1	2	0	0	0	0	0	21	4.2	3	0.6	1	0.2	46.3	54.4
1500	621	6	544	3	50	3	11	0	1	2	0	0	0	0	0	21	3.3	4	0.6	1	0.1	45.4	53.7
1600	675	10	608	3	43	2	5	0	1	1	0	0	0	0	0	26	3.9	4	0.6	1	0.2	46.9	54.6
1700	742	7	700	4	28	1	1	0	1	0	0	0	0	0	0	30	4	4	0.6	1	0.1	47.3	55
1800	615	7	578	2	24	0	0	0	1	1	0	0	0	0	0	37	6	5	0.9	1	0.1	47.9	55.9
1900	397	7	373	2	14	0	0	0	0	0	0	0	0	0	0	33	8.4	6	1.6	2	0.4	48.6	57
2000	266	4	253	1	8	0	0	0	0	0	0	0	0	0	0	25	9.3	6	2.2	2	0.8	48.6	57.5
2100	183	3	172	1	7	0	0	0	0	0	0	0	0	0	0	13	7.2	4	1.9	1	0.6	46.8	55.9
2200	135	1	128	0	4	0	0	0	1	1	0	0	0	0	0	11	8.4	3	1.9	1	0.7	47.5	56.8
2300	74	1	68	0	3	0	0	0	1	0	0	0	0	0	0	8	11.4	3	4	1	1.6	48.8	57.9
07-19	6889	82	6094	35	480	28	121	3	13	14	18	1	1	1	0	266	3.9	38	0.5	9	0.1	46.4	54.4
06-22	7982	98	7108	39	529	31	124	3	14	16	19	1	1	1	0	365	4.6	60	0.7	15	0.2	46.7	54.8
06-00	8190	100	7304	39	535	31	124	3	15	17	20	1	1	1	0	384	4.7	65	0.8	17	0.2	46.7	54.8
00-00	8420	103	7500	40	557	32	125	3	17	20	21	1	1	1	0	419	5	74	0.9	20	0.2	46.8	55



Automatic Traffic Count

Virtual Week (2)

Time	Total	Classification												>PSL 60	>PSL% 60	>SL1 ACPO 68	>SL1% ACPO 68	>SL2 DfT 75	>SL2% DfT 75	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	9065	109	7939	41	685	41	156	6	26	30	30	2	453	5	79	0.9	22	46.7	55		
Tue	8992	105	7910	40	664	36	157	1	26	24	28	3	434	4.8	71	0.8	19	46.9	55		
Wed	9376	107	8222	41	706	48	158	5	26	31	33	1	371	4	64	0.7	16	46	54.1		
Thu	9390	104	8201	42	708	42	215	5	20	26	28	3	409	4.4	68	0.7	19	46.5	54.8		
Fri	9313	67	8226	51	677	52	173	3	14	22	28	1	412	4.4	79	0.8	23	46.4	54.8		
Sat	6974	90	6524	34	301	7	8	2	4	4	1	0	453	6.5	79	1.1	18	47.7	56.1		
Sun	5831	140	5480	31	160	3	9	3	3	1	3	0	400	6.9	80	1.4	23	48	56.4		
5 Day Ave.	9227	98	8100	43	688	44	172	4	22	27	29	1	416	4.5	72	0.8	20	46.5	54.7		
7 Day Ave.	8420	103	7500	40	557	32	125	3	17	20	21	1	419	5.0	74	0.9	20	46.8	55.0		
--	117877	1439	105001	556	7801	454	1746	48	236	273	297	8	5861	5.0	1036	0.9	276	46.8	55.0		



Summary Graphs



11 May 2017

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	24	0	0	0	0	0	3	2	3	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	23	0	0	0	1	2	3	4	4	4	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	12	0	0	0	0	0	2	0	4	1	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	16	0	0	0	0	0	1	3	5	3	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	33	0	0	0	0	0	1	3	5	6	7	5	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	138	0	0	0	0	0	1	10	8	23	26	22	24	9	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	307	0	0	1	0	0	11	18	42	33	73	58	26	3	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	879	0	1	4	1	3	4	57	96	170	202	114	26	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	860	0	0	2	0	2	16	59	142	165	168	78	19	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	531	0	0	0	0	2	6	40	80	84	126	70	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	461	0	0	1	1	2	10	50	81	75	114	80	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	465	0	0	0	1	6	8	38	66	100	102	71	48	7	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	470	0	0	1	0	4	15	47	74	104	112	70	37	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	538	0	1	0	3	1	10	39	76	94	144	102	48	17	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	517	0	0	0	1	1	6	40	76	101	128	102	47	10	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1500	686	0	0	1	0	2	15	68	130	149	159	94	49	13	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	761	0	0	0	1	1	7	46	103	147	189	184	62	13	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1700	888	0	0	1	2	1	6	51	110	152	217	204	117	18	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	648	0	0	1	1	3	8	25	66	83	158	146	93	41	15	7	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	442	0	0	2	0	0	1	13	60	61	88	101	78	25	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	326	0	0	0	2	1	6	16	38	43	67	74	49	20	3	3	1	0	0	1	0	0	0	0	0	0	0	0	0
2100	210	0	0	0	0	1	5	12	29	42	33	52	22	7	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0
2200	138	0	0	1	0	1	3	14	21	14	32	28	12	4	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	84	0	0	0	0	0	0	3	13	10	20	17	11	7	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
07-19	7704	0	2	11	11	28	111	560	1100	1424	1845	1533	787	208	59	16	7	2	0	0	0	0	0	0	0	0	0	0	0
06-22	8989	0	2	14	13	30	134	619	1269	1603	2071	1833	994	286	74	28	12	4	1	0	1	0	0	0	0	0	0	0	0
06-00	9211	0	2	15	13	31	137	636	1303	1627	2123	1878	1017	297	81	31	13	4	1	0	1	0	0	0	0	0	0	0	0
00-00	9457	0	2	15	14	32	142	658	1325	1657	2167	1918	1050	327	90	36	16	5	1	0	1	0	0	0	0	0	0	0	0

12 May 2017

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	32	0	0	0	0	0	1	3	2	8	1	4	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	16	0	0	0	0	0	1	3	2	3	3	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	8	0	0	0	0	0	0	0	1	0	2	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	19	0	0	0	0	0	0	0	3	3	6	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	32	0	0	0	0	0	0	0	2	4	6	5	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	129	0	0	0	0	0	0	0	2	10	16	20	20	15	7	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	285	0	0	1	1	1	9	15	31	23	54	73	47	19	4	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	824	0	0	0	1	1	4	57	137	162	224	150	70	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	828	0	1	0	2	3	19	80	157	177	188	135	53	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	543	0	0	0	0	1	8	35	85	79	156	108	52	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	490	0	0	0	0	5	11	48	65	98	115	93	35	12	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	441	0	0	0	5	2	9	38	76	88	98	88	27	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	508	0	0	1	3	9	14	39	78	103	131	79	36	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	544	0	0	2	1	6	16	40	82	107	123	102	49	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	542	0	0	2	0	0	10	45	73	82	149	113	55	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	783	0	0	0	2	2	6	19	72	123	188	128	44	15	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	774	0	0	1	2	4	5	39	99	134	209	161	98	15	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	825	0	0	0	1	1	3	35	93	127	222	183	123	29	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	627	0	0	0	2	0	7	22	69	91	147	147	88	31	14	3	3	2	0	1	0	0	0	0	0	0	0	0	0	0
1900	466	0	0	2	1	2	2	18	50	70	96	114	62	33	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	289	0	0	0	0	0	2	14	25	37	64	63	50	20	6	4	2	0	1	1	0	0	0	0	0	0	0	0	0	0
2100	200	0	0	0	0	0	1	14	19	41	47	33	25	11	5	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0
2200	143	0	0	0	0	0	1	3	11	15	17	40	27	16	5	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	119	0	0	0	0	0	2	4	20	26	15	18	14	9	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	7729	0	1	6	19	38	125	550	1137	1436	1940	1487	730	183	52	15	5	2	0	3	0	0	0	0	0	0	0	0	0	0
06-22	8969	0	1	9	21	41	139	611	1262	1607	2201	1770	914	266	79	29	9	3	2	5	0	0	0	0	0	0	0	0	0	0
06-00	9231	0	1	9	21	42	144	626	1297	1650	2256	1815	944	280	90	34	12	3	2	5	0	0	0	0	0	0	0	0	0	0
00-00	9467	0	1	9	21	42	148	648	1324	1680	2289	1856	982	308	99	36	14	3	2	5	0	0	0	0	0	0	0	0	0	0

Site
Location
Direction

2
Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Two Way

7480 / Stewartby
May 2017
Automatic Traffic Count

13 May 2017

Time	Total	Speed Bins (mph)																													
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140		
0000	53	0	0	0	0	0	2	3	10	13	10	5	5	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
0100	34	0	0	0	0	0	0	0	4	3	6	9	7	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	19	0	0	0	0	0	0	0	1	3	6	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	18	0	0	0	0	0	0	0	3	3	3	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	19	0	0	0	0	0	1	0	3	1	1	2	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	66	0	0	0	1	0	0	4	6	6	3	13	16	10	4	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	
0600	106	0	0	0	2	0	2	5	9	8	13	26	22	15	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	174	0	0	0	3	1	2	9	23	25	36	30	27	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	286	0	0	0	1	3	1	21	36	35	47	70	40	21	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	466	0	0	3	2	3	2	35	50	61	119	89	57	33	9	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	516	0	0	1	4	1	5	41	63	98	114	104	59	20	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	527	0	0	1	2	0	3	38	66	84	119	131	61	14	5	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
1200	577	0	0	0	2	0	5	18	70	114	143	127	66	26	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	531	0	0	1	1	1	0	6	31	72	109	114	72	31	8	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1400	556	0	0	0	2	1	6	32	72	94	134	127	60	20	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	488	0	0	0	1	0	2	15	63	92	123	122	49	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	503	0	0	1	1	0	2	24	62	91	129	98	63	19	4	5	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1700	523	0	0	0	0	0	4	27	72	86	124	111	70	19	7	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1800	466	0	0	1	0	0	0	22	60	88	90	94	72	32	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	347	0	0	0	1	0	3	14	44	57	78	72	53	19	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	257	0	0	0	0	0	1	9	32	30	58	55	37	20	11	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	189	0	0	2	0	0	3	8	26	22	57	46	18	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	170	0	0	0	0	0	2	8	26	29	39	26	28	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	107	0	0	0	0	0	1	5	10	26	21	22	15	4	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	5613	0	0	8	19	9	38	313	718	940	1287	1217	696	265	65	24	7	3	2	1	0	1	0	0	0	0	0	0	0	0	0
06-22	6512	0	0	10	22	9	47	349	829	1057	1493	1416	826	323	86	29	7	5	2	1	0	1	0	0	0	0	0	0	0	0	0
06-00	6789	0	0	10	22	9	50	362	865	1112	1553	1464	869	333	90	32	9	5	2	1	0	1	0	0	0	0	0	0	0	0	0
00-00	6998	0	0	10	23	10	52	371	894	1144	1579	1502	906	354	97	35	9	7	3	1	0	1	0	0	0	0	0	0	0	0	0

14 May 2017

Time	Total	Speed Bins (mph)																													
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140		
0000	87	0	0	0	0	0	0	7	11	14	16	23	8	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	44	0	0	0	0	0	0	2	1	6	8	10	8	5	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	17	0	0	0	0	0	0	0	2	1	3	3	2	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	15	0	0	0	0	0	0	1	2	4	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	16	0	0	0	0	0	0	4	3	2	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	39	0	0	0	0	0	1	0	2	4	5	10	7	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	46	0	0	0	0	0	1	3	2	4	8	13	6	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	58	0	0	0	0	0	0	5	10	4	11	17	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	142	0	0	1	1	1	0	5	10	16	33	30	17	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	301	0	0	1	2	1	4	12	48	34	80	63	41	11	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	458	0	0	1	2	2	2	22	56	59	127	119	50	11	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	512	0	0	4	3	4	9	23	65	90	120	108	60	17	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	599	0	1	0	1	0	7	39	83	111	144	128	63	15	3	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
1300	550	0	0	1	1	1	2	1	24	84	90	149	116	60	15	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	483	0	0	2	3	1	2	25	56	69	117	105	61	30	9	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1500	413	0	0	0	0	0	0	4	17	40	63	94	97	60	21	10	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	477	0	0	1	3	1	8	23	52	88	112	90	70	21	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	387	0	0	0	1	1	6	19	42	55	77	85	64	23	7	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	379	0	1	2	1	0	3	17	37	57	100	79	54	14	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	287	0	0	0	1	0	3	11	32	42	55	62	44	19	9	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	199	0	0	0	0	0	0	9	21	39	45	46	23	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	124	0	0	0	0	0	0	2	9	10	17	28	29	4	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	90	0	0	0	0	0	1	4	9	18	19	10	13	12	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	42	0	0	0	0	0	0	3	3	7	12	3	6	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4759	0	2	13	18	12	51	236	591	736	1164	1037	606	191	61	25	9	2	2	2	0	1	0	0	0	0	0	0	0	0	0
06-22	5415	0	2	13	19	13	57	268	656	838	1300	1187	699	229	80	33	10	5	2	2	1	1	0	0	0	0	0	0	0	0	0
06-00	5547	0	2	13	19	13	58	275	668	863	1331	1200	718	246	84	33	12	6	2	2	1	1	0	0	0	0	0	0	0	0	0
00-00	5765	0	2	13	19	14	64	291	693	895	1370	1249	743	259	91	37	13	6	2	2	1	1	0	0	0	0	0	0	0	0	0

Site
Location
Direction

2
Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Two Way

7480 / Stewartby
May 2017
Automatic Traffic Count

15 May 2017

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	21	0	0	0	0	0	0	4	3	4	4	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	17	0	0	0	0	0	0	5	4	1	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	14	0	0	0	0	0	2	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	28	0	0	0	0	0	1	0	1	5	3	7	6	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	133	0	0	2	0	0	0	6	14	24	32	23	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	298	0	0	1	0	1	0	5	15	33	40	55	30	8	3	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	846	0	0	1	2	5	11	40	126	222	181	67	17	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	885	0	0	1	1	1	0	10	62	160	228	67	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	498	0	0	1	0	0	0	8	41	90	106	42	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	437	0	0	0	0	2	8	42	72	84	112	29	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	446	0	0	1	1	0	5	33	87	87	118	25	8	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	439	0	0	1	2	4	11	34	66	90	106	73	34	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	480	0	0	1	0	1	8	43	93	100	120	75	28	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	538	0	0	0	0	0	9	44	75	118	130	102	39	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	649	0	0	0	0	0	22	47	101	130	152	123	51	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	741	0	1	0	2	1	4	35	92	157	204	166	56	14	7	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1700	861	0	0	0	0	2	7	37	125	176	219	188	76	26	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	673	0	1	0	1	0	11	41	71	111	159	157	87	28	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	389	0	0	2	0	0	4	28	45	68	88	49	24	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	242	0	0	0	0	1	0	9	28	40	53	48	38	14	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	142	0	0	0	0	0	2	14	21	23	30	24	17	9	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	137	0	0	0	0	0	2	6	12	19	34	23	21	12	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	68	0	0	0	0	0	1	2	8	13	24	12	2	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	7493	0	2	6	9	15	114	499	1158	1553	1845	1448	601	181	44	10	7	0	1	0	0	0	0	0	0	0	0	0	0	0
06-22	8564	0	2	9	10	16	125	565	1285	1724	2040	1663	760	258	70	19	15	1	1	1	0	0	0	0	0	0	0	0	0	0
06-00	8769	0	2	9	10	16	128	573	1305	1756	2098	1698	783	274	76	22	16	1	1	1	0	0	0	0	0	0	0	0	0	0
00-00	8987	0	2	11	10	17	130	581	1333	1785	2132	1747	818	294	81	25	17	1	2	1	0	0	0	0	0	0	0	0	0	0



16 May 2017

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	43	0	0	0	0	0	0	5	3	6	9	9	5	2	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0100	26	0	0	0	0	0	0	0	0	6	4	9	4	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0200	11	0	0	0	0	0	0	1	2	2	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	8	0	0	0	0	0	0	0	0	1	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	34	0	0	0	0	0	0	5	3	3	7	4	7	1	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	130	0	0	1	1	1	0	7	12	12	20	30	23	16	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	331	0	0	1	3	2	3	10	41	35	68	71	60	24	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	877	0	0	4	9	7	38	98	157	240	214	75	28	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	821	0	0	2	2	1	10	65	132	167	201	164	59	16	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	476	0	0	0	0	3	8	35	63	78	111	105	51	19	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	389	0	0	0	1	1	5	30	68	74	97	59	34	15	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0
1100	457	0	0	0	1	1	6	20	56	91	132	104	38	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	481	0	0	1	2	0	4	31	58	93	133	107	32	14	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1300	466	0	0	1	0	5	7	32	67	102	105	89	37	13	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1400	503	0	0	1	0	1	5	43	88	79	123	115	32	12	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	608	0	0	1	0	2	17	55	101	118	146	101	52	12	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	772	0	0	2	0	1	5	34	105	157	194	170	66	16	14	7	1	0	0	0	0	0	0	0	0	0	0	0	0
1700	838	0	0	0	0	0	3	41	104	146	207	202	96	33	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	658	0	0	1	0	2	2	48	81	134	160	129	65	23	12	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1900	420	0	1	0	0	1	1	21	41	67	93	95	66	23	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0
2000	270	0	0	1	0	0	0	11	40	40	39	66	42	19	6	1	3	2	0	0	0	0	0	0	0	0	0	0	0
2100	166	0	0	0	0	0	2	13	22	34	24	35	21	7	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	123	0	0	0	0	0	1	8	16	16	20	33	16	8	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0
2300	65	0	0	0	0	0	3	2	5	10	18	12	6	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	7346	0	0	9	10	26	79	472	1021	1396	1849	1559	637	206	55	20	6	1	0	0	0	0	0	0	0	0	0	0	0
06-22	8533	0	1	11	13	29	85	527	1165	1572	2073	1826	826	279	82	30	11	3	0	0	0	0	0	0	0	0	0	0	0
06-00	8721	0	1	11	13	29	89	537	1186	1598	2111	1871	848	292	87	32	12	4	0	0	0	0	0	0	0	0	0	0	0
00-00	8973	0	1	11	14	30	89	555	1206	1628	2151	1925	897	314	95	36	14	6	1	0	0	0	0	0	0	0	0	0	0

17 May 2017

Time	Total	Speed Bins (mph)																												
		0 - 5 5	5 - 10 10	10 - 15 15	15 - 20 20	20 - 25 25	25 - 30 30	30 - 35 35	35 - 40 40	40 - 45 45	45 - 50 50	50 - 55 55	55 - 60 60	60 - 65 65	65 - 70 70	70 - 75 75	75 - 80 80	80 - 85 85	85 - 90 90	90 - 95 95	95 - 100 100	100 - 105 105	105 - 110 110	110 - 115 115	115 - 120 120	120 - 125 125	125 - 130 130	130 - 135 135	135 - 140 140	
0000	25	0	0	0	0	0	0	3	4	3	9	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	0	0	0	0	0	0	1	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	18	0	0	0	0	0	3	4	1	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	27	0	0	0	0	0	2	2	2	2	6	6	1	3	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	121	0	0	0	0	0	2	10	7	11	27	16	20	9	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0600	314	0	0	1	1	0	4	11	35	48	83	49	19	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	845	0	0	2	1	5	14	39	101	178	291	154	47	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	892	0	0	3	6	5	14	87	182	175	184	169	51	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	502	0	0	0	2	1	12	34	72	94	143	92	33	14	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	399	0	0	0	3	3	10	34	68	101	112	47	18	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	456	0	0	0	0	1	10	44	92	118	100	59	28	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	433	0	0	0	1	0	6	46	67	109	122	64	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	455	0	0	1	1	0	10	46	83	121	106	60	23	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1400	447	0	0	1	0	1	12	29	68	97	126	73	32	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	709	0	0	0	0	0	19	94	134	197	169	65	25	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	709	0	0	1	0	6	12	48	97	134	204	147	46	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	874	0	0	0	0	1	10	64	129	236	210	160	53	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	947	0	0	0	0	1	4	44	131	277	280	163	41	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	534	0	0	0	0	0	2	25	60	116	158	100	56	13	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	275	0	0	0	0	0	2	18	42	44	64	61	24	13	3	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	200	0	0	0	0	1	10	20	40	44	33	29	12	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	200	0	0	0	0	0	3	9	35	33	44	48	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	85	0	0	0	0	0	0	1	5	18	25	21	9	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
07-19	7668	0	0	8	14	24	133	609	1224	1837	2047	1253	411	87	13	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06-22	8991	0	0	9	15	25	151	683	1401	2089	2358	1526	552	140	27	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0
06-00	9276	0	0	9	15	25	154	693	1441	2140	2427	1595	578	148	32	12	4	3	0	0	0	0	0	0	0	0	0	0	0	0
00-00	9480	0	0	9	15	25	156	709	1457	2160	2456	1647	605	170	46	14	6	4	1	0	0	0	0	0	0	0	0	0	0	0

Site
Location
Direction

2
Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Two Way

7480 / Stewartby
May 2017
Automatic Traffic Count

18 May 2017

Time	Total	Speed Bins (mph)																												
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140	
0000	47	0	0	0	0	0	0	1	5	13	9	10	4	2	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	32	0	0	0	0	0	0	1	5	5	6	8	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	13	0	0	0	0	1	0	1	1	2	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	15	0	0	0	0	0	2	0	1	2	0	3	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	22	0	0	0	0	0	0	5	1	2	5	1	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	141	0	0	1	2	0	1	9	8	11	23	41	25	12	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	330	0	0	0	1	0	7	7	37	47	71	88	43	17	7	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	870	0	0	0	3	0	14	29	117	164	212	214	96	19	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	883	0	0	1	1	1	0	6	67	163	199	165	81	12	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	524	0	0	0	0	0	5	33	65	100	133	128	37	19	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	436	0	0	0	1	0	2	34	62	82	103	92	46	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	446	0	0	0	0	0	6	40	81	88	95	77	46	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	484	0	1	0	6	2	5	37	74	97	115	106	25	12	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	529	0	0	0	4	6	13	46	80	101	125	88	51	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	481	0	0	1	2	7	6	33	50	103	119	101	39	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	700	0	1	0	3	7	20	61	129	117	176	129	39	11	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	750	0	0	0	1	4	4	47	100	157	211	135	69	18	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	868	0	0	0	0	1	4	55	105	194	226	197	67	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	710	0	0	0	1	1	3	28	82	136	183	180	66	23	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	399	0	0	0	0	0	5	31	45	62	96	97	43	17	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	265	0	0	0	0	1	9	10	29	45	64	68	25	10	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	166	0	0	0	0	1	1	18	29	39	32	30	12	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	150	0	0	0	0	1	2	18	33	32	30	23	3	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	62	0	0	0	0	0	0	6	8	11	13	12	6	3	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
07-19	7681	0	2	2	22	28	88	510	1108	1524	1897	1612	662	181	30	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	8841	0	2	2	23	30	110	576	1248	1717	2160	1895	785	226	44	16	6	1	0	0	0	0	0	0	0	0	0	0	0	0
06-00	9053	0	2	2	23	31	112	600	1289	1760	2203	1930	794	233	48	17	6	3	0	0	0	0	0	0	0	0	0	0	0	0
00-00	9323	0	2	3	25	32	115	617	1310	1795	2251	1995	837	252	56	20	10	3	0	0	0	0	0	0	0	0	0	0	0	0



19 May 2017

Time	Total	Speed Bins (mph)																													
		0 - 5 5	5 - 10 10	10 - 15 15	15 - 20 20	20 - 25 25	25 - 30 30	30 - 35 35	35 - 40 40	40 - 45 45	45 - 50 50	50 - 55 55	55 - 60 60	60 - 65 65	65 - 70 70	70 - 75 75	75 - 80 80	80 - 85 85	85 - 90 90	90 - 95 95	95 - 100 100	100 - 105 105	105 - 110 110	110 - 115 115	115 - 120 120	120 - 125 125	125 - 130 130	130 - 135 135	135 - 140 140		
0000	38	0	0	0	0	2	2	7	8	5	9	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	20	0	0	0	0	0	1	3	4	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	0	0	0	1	0	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	21	0	0	0	0	0	1	4	2	4	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	33	0	0	0	0	0	4	6	4	8	4	5	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	113	0	0	0	0	0	9	13	14	12	30	17	8	5	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	301	0	0	0	1	0	5	11	36	61	64	58	13	8	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	764	0	0	0	4	0	4	52	92	218	164	63	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	841	0	0	2	3	0	12	80	222	182	113	50	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	521	0	0	0	0	0	6	23	104	144	105	48	6	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	441	0	0	0	2	2	9	42	99	110	68	29	9	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	486	0	0	0	0	3	15	51	80	113	114	75	29	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	473	0	0	0	1	3	4	32	78	81	147	36	8	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	592	0	0	0	1	0	11	62	119	140	152	76	25	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	539	0	0	0	0	2	11	32	93	113	134	107	33	11	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	749	0	0	0	0	5	17	69	141	183	179	103	35	15	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	689	0	0	0	2	3	4	36	81	109	178	175	76	18	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	797	0	0	1	0	2	2	34	68	136	178	217	129	25	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1800	607	0	0	0	0	0	3	30	56	88	133	170	84	27	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	396	0	0	0	0	0	2	17	51	80	74	68	38	7	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	276	0	0	0	0	1	2	10	38	53	68	38	19	4	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	219	0	0	0	0	1	3	19	41	46	49	32	22	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	137	0	0	0	0	0	2	13	21	31	27	21	16	2	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	98	0	0	0	0	0	1	5	15	26	15	14	5	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	7499	0	0	3	13	20	98	543	1120	1869	1455	637	158	34	7	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	8691	0	0	3	14	22	110	600	1286	2112	1693	823	231	54	18	5	6	1	1	0	0	1	0	0	0	0	0	0	0	0	0
06-00	8926	0	0	3	14	22	113	618	1322	2165	1729	853	238	56	19	9	6	1	1	0	0	1	0	0	0	0	0	0	0	0	0
00-00	9158	0	0	3	14	22	115	636	1355	2202	1784	881	249	64	22	11	7	1	1	0	0	1	0	0	0	0	0	0	0	0	0

Site
Location
Direction

2
Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Two Way

7480 / Stewartby
May 2017
Automatic Traffic Count

20 May 2017

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	65	0	0	0	0	0	0	4	9	15	11	14	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	37	0	0	0	0	0	3	1	4	10	5	7	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	23	0	0	0	0	0	0	1	3	4	8	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	15	0	0	0	0	0	0	0	3	3	3	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	31	0	0	0	0	0	0	3	3	5	1	8	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	49	0	0	0	0	0	0	0	2	7	6	11	9	7	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	89	0	0	0	0	0	1	6	10	7	13	24	16	5	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	222	0	0	1	2	0	4	9	24	38	27	51	35	20	8	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	347	0	0	0	3	1	4	20	35	51	76	80	46	19	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	456	0	0	0	2	2	7	13	59	60	118	109	57	21	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	520	0	0	0	4	1	2	29	52	81	129	122	70	24	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1100	561	0	0	1	3	2	7	25	76	87	166	107	61	22	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	549	0	0	2	0	0	6	26	50	88	127	154	73	14	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	559	0	0	0	2	0	5	40	88	116	123	114	54	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	499	0	0	0	1	0	2	21	63	102	105	107	65	25	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1500	453	0	0	0	0	0	5	22	48	63	100	128	65	18	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	500	0	0	0	0	0	1	8	44	93	126	106	59	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	473	0	0	0	0	0	6	25	71	129	133	77	26	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	435	0	0	0	0	0	11	21	39	91	88	97	60	20	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	354	0	0	0	0	0	2	17	49	64	75	78	42	17	5	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2000	238	0	0	1	0	0	2	14	38	39	53	54	28	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	226	0	0	0	0	1	7	21	35	38	59	36	12	12	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	154	0	0	0	0	0	2	12	12	37	30	33	22	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	94	0	0	0	0	0	1	5	10	22	22	18	6	7	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	5574	0	0	4	17	7	67	295	651	999	1318	1252	671	211	56	16	8	1	1	0	0	0	0	0	0	0	0	0	0	0
06-22	6481	0	0	5	17	8	79	353	783	1147	1518	1444	769	253	70	22	10	1	1	1	0	0	0	0	0	0	0	0	0	0
06-00	6729	0	0	5	17	8	82	370	805	1206	1570	1495	797	263	73	23	12	1	1	1	0	0	0	0	0	0	0	0	0	0
00-00	6949	0	0	5	17	8	85	379	829	1250	1604	1543	830	276	80	28	12	1	1	1	0	0	0	0	0	0	0	0	0	0



21 May 2017

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	58	0	0	0	0	0	1	5	9	14	9	6	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	45	0	0	0	0	0	0	2	4	9	6	11	8	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	23	0	0	0	0	0	1	1	0	3	6	7	1	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	24	0	0	0	0	0	1	0	5	3	3	7	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	0	0	0	0	0	0	4	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	34	0	0	0	1	0	0	3	1	7	7	7	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	65	0	0	0	1	1	1	1	10	3	24	10	6	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	79	0	1	0	2	1	1	8	16	7	11	17	5	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	179	0	0	0	4	1	1	16	11	28	26	53	29	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	345	0	0	0	5	1	2	6	31	47	95	82	49	17	7	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	510	0	0	3	5	2	3	20	47	85	126	114	80	15	4	2	0	3	0	0	0	1	0	0	0	0	0	0	0	0
1100	552	0	0	0	7	4	2	27	60	94	120	141	71	21	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	634	0	0	3	5	1	5	23	81	105	157	152	83	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	490	0	0	1	3	0	7	29	55	89	114	116	58	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	446	1	0	3	5	3	1	24	38	84	97	104	62	17	3	1	1	0	1	0	0	0	1	0	0	0	0	0	0	0
1500	429	0	0	0	0	1	2	26	41	70	91	98	70	20	6	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1600	439	0	0	0	4	0	4	18	56	83	97	95	56	21	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	399	0	0	1	1	1	0	1	25	34	61	95	96	16	8	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0
1800	382	0	0	0	0	0	0	11	49	60	74	93	63	21	4	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	276	0	0	0	0	0	1	19	35	40	61	50	42	14	8	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2000	222	0	0	0	0	0	2	17	23	33	35	50	38	14	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	123	0	0	1	0	0	3	4	8	23	24	18	12	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	88	0	0	0	0	0	1	6	14	14	16	14	15	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	41	0	0	0	0	0	0	2	4	6	7	5	13	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4884	1	1	11	41	14	29	233	519	813	1103	1161	682	193	46	23	4	5	1	1	0	2	1	0	0	0	0	0	0	0
06-22	5570	1	1	12	42	15	36	274	595	912	1247	1295	786	238	65	32	7	6	1	2	0	2	1	0	0	0	0	0	0	0
06-00	5699	1	1	12	42	15	37	282	613	932	1270	1314	814	241	71	34	8	6	1	2	0	2	1	0	0	0	0	0	0	0
00-00	5896	1	1	12	43	16	39	293	636	972	1301	1352	843	253	79	34	9	6	1	2	0	2	1	0	0	0	0	0	0	0

Site
Location
Direction

2
Bedford Road, attached to lamp column, OSGR: TL 00650 43164
Two Way

7480 / Stewartby
May 2017
Automatic Traffic Count

22 May 2017

Time	Total	Speed Bins (mph)																													
		0 - 5 5	5 - 10 10	10 - 15 15	15 - 20 20	20 - 25 25	25 - 30 30	30 - 35 35	35 - 40 40	40 - 45 45	45 - 50 50	50 - 55 55	55 - 60 60	60 - 65 65	65 - 70 70	70 - 75 75	75 - 80 80	80 - 85 85	85 - 90 90	90 - 95 95	95 - 100 100	100 - 105 105	105 - 110 110	110 - 115 115	115 - 120 120	120 - 125 125	125 - 130 130	130 - 135 135	135 - 140 140		
0000	28	0	0	0	0	0	1	4	1	6	7	5	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	14	0	0	0	0	0	0	2	2	2	1	1	2	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	10	0	0	0	0	0	0	0	3	1	2	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	13	0	0	0	0	0	1	2	1	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	24	0	0	0	0	0	2	4	2	6	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	146	0	0	0	0	0	13	17	14	13	36	32	8	7	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	326	0	0	0	1	0	5	12	27	40	78	71	26	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	784	0	0	2	2	1	5	39	86	118	204	111	32	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	879	0	0	2	1	1	10	65	174	179	207	58	14	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	502	0	0	0	0	2	5	24	53	90	132	114	60	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	436	0	0	1	3	1	7	27	66	98	99	87	37	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	508	0	0	0	0	5	8	28	79	102	125	105	43	11	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	444	0	0	1	4	1	1	22	60	85	119	87	39	16	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	519	0	2	1	1	2	16	42	82	94	119	98	47	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	476	0	0	3	2	0	6	31	56	78	112	112	51	18	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	673	0	0	3	1	4	16	51	105	135	158	128	46	15	6	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	771	0	0	1	1	3	15	47	98	113	181	178	95	28	5	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1700	867	0	0	1	1	1	3	38	96	147	213	217	111	27	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	708	0	0	2	1	1	7	25	65	137	167	179	76	34	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	376	0	0	0	2	1	7	21	35	61	62	82	70	25	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	298	0	0	0	3	1	0	21	40	43	61	64	41	15	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	188	0	0	0	0	0	0	15	37	36	34	29	20	8	5	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	110	0	0	0	0	0	2	8	17	18	23	26	6	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	42	0	0	0	0	0	0	3	7	4	8	13	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	7567	0	2	17	17	22	99	439	1020	1376	1808	1676	774	230	58	18	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06-22	8755	0	2	17	23	24	111	508	1159	1556	2017	1929	976	304	87	27	12	0	1	1	1	0	0	0	0	0	0	0	0	0	0
06-00	8907	0	2	17	23	24	113	519	1183	1578	2048	1968	986	311	90	30	12	0	1	1	1	0	0	0	0	0	0	0	0	0	0
00-00	9142	0	2	17	23	24	113	536	1212	1601	2078	2023	1029	329	98	35	19	0	1	1	1	0	0	0	0	0	0	0	0	0	0



23 May 2017

Time	Total	Speed Bins (mph)																												
		0-5 5	5-10 10	10-15 15	15-20 20	20-25 25	25-30 30	30-35 35	35-40 40	40-45 45	45-50 50	50-55 55	55-60 60	60-65 65	65-70 70	70-75 75	75-80 80	80-85 85	85-90 90	90-95 95	95-100 100	100-105 105	105-110 110	110-115 115	115-120 120	120-125 125	125-130 130	130-135 135	135-140 140	
0000	26	0	0	0	0	1	0	5	1	2	7	8	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	0	0	0	1	3	1	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	6	0	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	15	0	0	0	0	0	1	2	4	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	31	0	0	0	0	0	2	6	6	4	6	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	159	0	0	1	0	1	0	16	13	14	39	31	20	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
0600	335	0	0	2	2	0	4	13	31	26	68	95	70	16	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	823	0	0	1	4	1	1	37	82	156	223	200	88	18	9	1	2	0	0	0	0	0	0	0	0	0	0	0	0	
0800	814	0	0	0	1	1	10	39	109	196	200	183	62	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	434	0	0	0	0	2	4	25	62	75	102	95	43	18	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	434	0	0	1	0	0	2	38	73	78	107	88	32	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	461	0	0	0	0	1	12	44	84	102	118	60	31	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	432	0	0	0	3	2	5	27	82	73	117	85	24	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	474	0	0	0	1	1	9	39	59	81	125	91	47	17	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	481	0	0	1	2	3	9	41	88	94	110	77	43	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	667	0	0	0	0	3	14	63	90	122	172	134	52	12	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	787	0	0	3	2	4	5	38	95	122	196	206	88	21	5	0	1	1	0	0	0	0	0	0	0	0	0	0	0	
1700	879	0	0	0	0	0	6	53	125	166	225	200	80	20	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	
1800	676	0	0	1	2	3	3	29	67	124	174	143	101	25	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	418	0	0	0	0	1	2	22	37	56	89	106	62	21	13	7	2	0	0	0	0	0	0	0	0	0	0	0	0	
2000	292	0	0	0	0	1	2	33	28	47	61	47	39	23	6	1	2	1	0	0	0	0	0	0	0	0	0	0	0	
2100	183	0	0	0	0	0	2	12	21	36	34	40	25	8	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	
2200	118	0	0	0	0	4	0	6	16	30	15	24	14	4	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
2300	56	0	0	0	0	0	1	6	6	13	10	9	6	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	7362	0	0	7	15	21	80	473	1016	1389	1869	1562	691	177	45	11	4	2	0	0	0	0	0	0	0	0	0	0	0	
06-22	8590	0	0	9	17	23	90	553	1133	1554	2121	1850	887	245	73	21	10	3	1	0	0	0	0	0	0	0	0	0	0	
06-00	8764	0	0	9	17	27	91	565	1155	1597	2146	1883	907	251	79	22	11	3	1	0	0	0	0	0	0	0	0	0	0	
00-00	9010	0	0	9	18	27	93	587	1182	1624	2172	1942	954	273	87	25	11	5	1	0	0	0	0	0	0	0	0	0	0	

24 May 2017

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	23	0	0	0	0	0	3	2	2	3	3	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	13	0	0	0	0	0	0	1	2	2	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	17	0	0	0	0	0	0	1	1	4	4	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	25	0	0	0	0	0	0	4	2	3	4	6	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	154	0	0	1	2	0	1	12	12	14	21	26	31	14	13	4	2	0	0	0	0	0	1	0	0	0	0	0	0	0
0600	328	0	0	1	1	0	4	15	34	35	53	60	25	13	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	841	0	0	2	3	7	4	30	99	135	219	215	91	25	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	834	0	0	0	2	1	14	70	130	176	191	173	63	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	501	0	0	1	0	0	6	51	60	91	114	116	49	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	428	0	0	1	8	3	12	30	71	86	88	66	40	17	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	458	0	0	0	1	3	9	32	71	102	104	81	38	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	460	0	0	0	1	1	5	26	59	96	117	86	48	14	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	469	0	0	1	2	2	7	28	62	100	123	75	49	14	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	496	0	0	1	3	2	9	36	69	99	113	96	43	12	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	693	0	0	0	1	4	13	58	104	124	166	146	61	10	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	777	0	0	2	0	5	25	46	84	148	209	159	68	22	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	914	0	0	0	1	0	1	56	119	143	219	199	120	39	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	693	0	0	0	1	1	9	33	64	131	161	159	92	28	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	451	0	0	1	1	0	2	26	51	90	105	98	52	18	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	280	0	0	0	2	0	6	22	38	26	58	69	36	15	3	2	2	0	0	0	0	1	0	0	0	0	0	0	0	0
2100	222	0	0	0	0	0	6	15	37	29	52	46	15	11	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	125	0	0	0	0	0	3	10	14	20	17	31	16	8	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	66	0	0	0	0	0	0	2	5	9	15	9	11	8	2	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07-19	7564	0	0	8	23	29	114	496	992	1431	1824	1571	762	218	69	22	5	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	8845	0	0	10	27	29	132	574	1152	1611	2092	1867	925	287	97	30	11	0	0	0	0	1	0	0	0	0	0	0	0	0
06-00	9036	0	0	10	27	29	135	586	1171	1640	2124	1907	952	303	103	32	14	1	0	0	0	2	0	0	0	0	0	0	0	0
00-00	9272	0	0	11	29	29	139	606	1190	1666	2159	1947	995	324	121	36	16	1	0	0	0	2	1	0	0	0	0	0	0	0

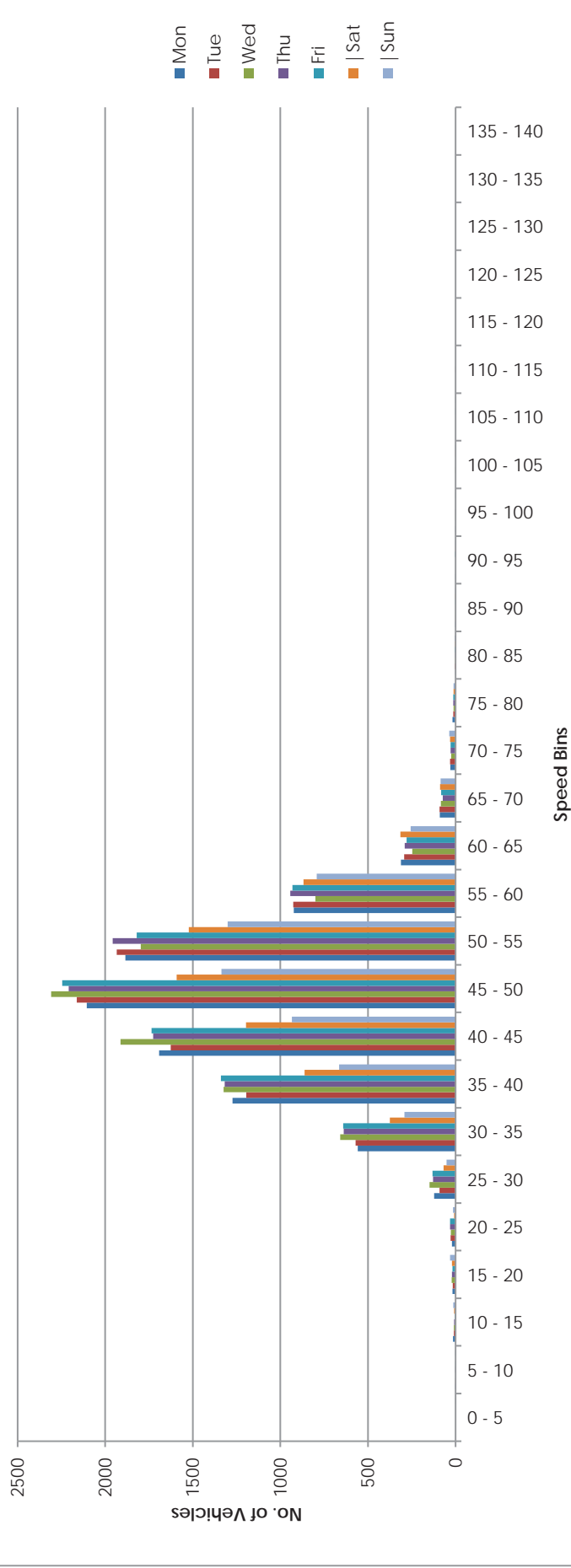


Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	41	0	0	0	0	0	1	3	5	8	7	8	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	24	0	0	0	0	0	1	1	3	5	4	5	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	12	0	0	0	0	0	0	1	1	2	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	16	0	0	0	0	0	0	1	3	3	2	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	26	0	0	0	0	0	0	3	3	3	4	4	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	111	0	0	0	1	0	1	8	10	10	15	25	20	12	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	247	0	0	1	1	1	4	10	27	28	45	60	44	17	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	635	0	0	1	2	2	5	32	79	116	165	144	64	18	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	678	0	0	1	2	1	9	53	115	143	152	130	54	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	471	0	0	0	1	1	6	29	64	79	120	100	49	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	454	0	0	1	2	2	6	35	65	86	111	87	42	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	484	0	0	1	2	2	8	34	74	96	117	91	43	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	499	0	0	1	2	2	7	32	70	96	128	100	44	12	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	514	0	0	1	2	2	9	39	79	101	124	94	46	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	500	0	0	1	2	2	7	34	69	94	121	103	47	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	621	0	0	0	1	2	13	51	96	125	147	114	50	14	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	675	0	0	1	1	2	8	38	84	124	174	148	69	18	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	742	0	0	0	1	1	4	40	92	140	183	167	85	22	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	615	0	0	1	1	1	5	28	67	115	148	138	74	25	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	397	0	0	1	0	0	3	20	45	65	86	87	56	22	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	266	0	0	0	1	0	2	15	33	39	55	60	36	16	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	183	0	0	0	0	0	3	14	27	34	38	35	19	8	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	135	0	0	0	0	0	2	10	19	23	28	26	15	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	74	0	0	0	0	0	1	4	9	14	17	13	9	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	6889	0	1	8	18	21	88	445	955	1314	1690	1416	668	192	49	16	6	2	1	1	0	0	0	0	0	0	0	0	0	0
06-22	7982	0	1	10	20	22	100	504	1087	1478	1915	1657	823	255	71	25	9	3	1	1	0	0	0	0	0	0	0	0	0	0
06-00	8190	0	1	10	20	23	103	517	1115	1515	1959	1696	847	265	76	27	11	3	1	1	0	0	0	0	0	0	0	0	0	0
00-00	8420	0	1	10	20	23	106	533	1139	1546	1994	1745	884	284	85	30	13	4	1	1	0	0	0	0	0	0	0	0	0	0

Virtual Week (2)

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
Mon	9065	0	2	14	17	21	122	559	1273	1693	2105	1885	924	312	90	30	18	1	2	1	1	0	0	0	0	0	0	0	0	0
Tue	8992	0	1	10	16	29	91	571	1194	1626	2162	1934	926	294	91	31	13	6	1	0	0	0	0	0	0	0	0	0	0	0
Wed	9376	0	0	10	22	27	148	658	1324	1913	2308	1797	800	247	84	25	11	3	1	0	1	0	0	0	0	0	0	0	0	0
Thu	9390	0	2	9	20	32	129	638	1318	1726	2209	1957	944	290	73	28	13	4	1	0	1	0	0	0	0	0	0	0	0	0
Fri	9313	0	1	6	18	32	132	642	1340	1735	2246	1820	932	279	82	29	13	5	2	3	0	0	1	0	0	0	0	0	0	0
Sat	6974	0	0	8	20	9	69	375	862	1197	1592	1523	868	315	89	32	11	4	2	1	0	1	0	0	0	0	0	0	0	0
Sun	5831	1	2	13	31	15	52	292	665	934	1336	1301	793	256	85	36	11	6	2	2	1	2	1	0	0	0	0	0	0	0
5 Day Ave.	9227	0	1	10	19	28	124	614	1290	1739	2206	1879	905	284	84	29	14	4	1	1	1	0	0	0	0	0	0	0	0	0
7 Day Ave.	8420	0	1	10	20	23	106	533	1139	1546	1994	1745	884	284	85	30	13	4	1	1	0	0	0	0	0	0	0	0	0	0
--	117877	1	13	138	285	328	1480	7467	15946	21647	27911	24430	12370	3982	1184	419	177	55	17	14	5	5	2	1	0	0	0	0	0	

Summary Graphs





Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
3	Green Lane, attached to sign post, OSGR: TL 01550 42197	Eastbound	30	11 May 2017	24 May 2017	14624	1171	1045	7122	48.7	2468	16.9	167	1.1	29.9	35.3
		Westbound	30	11 May 2017	24 May 2017	15877	1266	1134	8182	51.5	2619	16.5	125	0.8	29.9	35.1
		Two Way	30	11 May 2017	24 May 2017	30501	2436	2179	15304	50.2	5087	16.7	292	1.0	29.9	35.3

Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Eastbound

7480 / Stewartby
May 2017
Automatic Traffic Count

11 May 2017

Time	Total	Classification											>PSL 30	>PSL% 30	>SL1 ACPO	>SL1% ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85			
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD									12 DRT		
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	0	0	0	0	27.7	-
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	25	1	25	0	0	27.8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-
0400	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	50	1	25	1	25	31.7	-
0500	5	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	80	3	60	1	20	35.6	-
0600	50	1	45	0	3	1	0	0	0	0	0	0	0	0	0	0	44	10	20	1	2	27.7	36.7
0700	110	0	98	0	9	2	1	0	0	0	0	0	0	0	0	0	55.5	20	18.2	2	1.8	30.5	36.9
0800	129	3	112	0	12	1	1	0	0	0	0	0	0	0	0	0	56	43.4	15	11.6	0	28.2	33.6
0900	47	1	38	1	5	1	0	0	0	0	0	0	0	0	0	0	18	38.3	5	10.6	0	27.9	33.8
1000	57	1	45	0	10	1	0	0	0	0	0	0	0	0	0	0	20	35.1	5	8.8	0	28	32.9
1100	55	2	44	1	7	1	0	0	0	0	0	0	0	0	0	0	20	36.4	3	5.5	0	28	32.4
1200	56	1	48	0	6	1	0	0	0	0	0	0	0	0	0	0	21	37.5	8	14.3	0	27.6	34.2
1300	53	0	49	0	4	0	0	0	0	0	0	0	0	0	0	0	22	41.5	4	7.5	0	29.3	33.1
1400	61	0	49	0	8	1	3	0	0	0	0	0	0	0	0	0	26	42.6	8	13.1	0	29.1	34.9
1500	117	2	103	0	11	0	0	0	1	0	0	0	0	0	0	0	41	35	10	8.5	0	28.3	33.6
1600	105	0	99	0	5	0	0	0	0	0	0	0	0	0	0	0	60	57.1	21	20	0	30.6	36
1700	113	4	103	0	5	0	0	0	0	0	0	0	0	0	0	0	52	46	22	19.5	0	29.6	35.8
1800	82	2	78	0	2	0	0	0	0	0	0	0	0	0	0	0	56	68.3	20	24.4	1	32.1	36.2
1900	66	2	63	0	1	0	0	0	0	0	0	0	0	0	0	0	30	45.5	15	22.7	0	30.6	35.6
2000	44	0	41	1	2	0	0	0	0	0	0	0	0	0	0	0	28	63.6	16	36.4	3	32.8	39.4
2100	35	0	33	0	2	0	0	0	0	0	0	0	0	0	0	0	16	45.7	4	11.4	0	30.2	34.7
2200	26	0	24	0	2	0	0	0	0	0	0	0	0	0	0	0	11	42.3	4	15.4	0	29.2	34.4
2300	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12.5	1	12.5	0	29	-
07-19	985	16	866	2	84	8	5	0	1	0	0	0	0	0	0	0	453	46	141	14.3	3	29.3	34.7
06-22	1180	19	1048	3	92	9	5	0	1	0	0	0	0	0	0	0	549	46.5	186	15.8	7	29.4	35.1
06-00	1214	19	1079	3	95	9	5	0	1	0	0	0	0	0	0	0	561	46.2	191	15.7	7	29.4	35.1
00-00	1231	19	1092	3	99	9	5	0	1	0	0	0	0	0	0	0	569	46.2	196	15.9	9	29.4	35.1



Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Eastbound

7480 / Stewartby
May 2017
Automatic Traffic Count

12 May 2017

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO	>SL1% ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	7	0	6	0	1	0	0	0	0	0	0	0	0	0	4	57.1	0	0	0	0	29.5	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	3	0	2	0	1	0	0	0	0	0	0	0	0	0	1	33.3	1	33.3	0	0	29.8	-
0400	2	0	1	0	1	0	0	0	0	0	0	0	0	0	2	100	2	100	0	0	37.2	-
0500	7	0	5	0	2	0	0	0	0	0	0	0	0	0	7	100	6	85.7	1	14.3	39.9	-
0600	34	1	32	0	1	0	0	0	0	0	0	0	0	0	5	14.7	5	14.7	0	0	23.3	28.2
0700	100	1	85	0	13	0	0	0	0	0	0	0	0	0	34	34	10	10	0	0	28	32.2
0800	105	1	93	0	8	2	1	0	0	0	0	0	0	0	55	52.4	22	21	0	0	29.2	35.6
0900	48	1	37	0	8	0	0	1	0	0	0	0	0	0	22	45.8	11	22.9	0	0	28.7	36.2
1000	62	1	44	1	13	0	2	0	0	0	0	0	0	0	19	30.6	8	12.9	1	1.6	26.6	33.1
1100	53	0	48	0	4	0	1	0	0	0	0	0	0	0	14	26.4	4	7.5	1	1.9	27	32.2
1200	60	0	49	0	7	3	0	0	0	0	0	0	0	0	24	40	8	13.3	0	0	29.6	33.6
1300	52	0	47	1	4	0	0	0	0	0	0	0	0	0	22	42.3	8	15.4	2	3.8	29.6	34.4
1400	51	0	43	0	8	0	0	0	0	0	0	0	0	0	23	45.1	8	15.7	0	0	29	34.7
1500	114	2	103	1	8	0	0	0	0	0	0	0	0	0	59	51.8	19	16.7	0	0	30.2	34.9
1600	82	0	74	1	7	0	0	0	0	0	0	0	0	0	38	46.3	20	24.4	2	2.4	31.3	36.9
1700	127	3	120	0	3	1	0	0	0	0	0	0	0	0	67	52.8	26	20.5	3	2.4	30.3	35.3
1800	94	3	89	0	2	0	0	0	0	0	0	0	0	0	56	59.6	20	21.3	1	1.1	30	36.9
1900	62	0	61	0	1	0	0	0	0	0	0	0	0	0	46	74.2	17	27.4	0	0	32.5	36.2
2000	42	1	40	0	1	0	0	0	0	0	0	0	0	0	21	50	10	23.8	0	0	30.4	37.6
2100	24	0	23	1	0	0	0	0	0	0	0	0	0	0	15	62.5	4	16.7	0	0	31.7	33.6
2200	24	0	24	0	0	0	0	0	0	0	0	0	0	0	12	50	3	12.5	1	4.2	31.2	33.3
2300	18	0	18	0	0	0	0	0	0	0	0	0	0	0	11	61.1	5	27.8	0	0	31.4	37.1
07-19	948	12	832	4	85	6	4	1	1	0	3	0	0	0	433	45.7	164	17.3	10	1.1	29.3	35.3
06-22	1110	14	988	5	88	6	4	1	1	0	3	0	0	0	520	46.8	200	18	10	0.9	29.4	35.3
06-00	1152	14	1030	5	88	6	4	1	1	0	3	0	0	0	543	47.1	208	18.1	11	1	29.5	35.6
00-00	1172	14	1044	5	94	6	4	1	1	0	3	0	0	0	557	47.5	217	18.5	12	1	29.5	35.6



Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Eastbound

7480 / Stewartby
May 2017
Automatic Traffic Count

13 May 2017

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO	>SL1% ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	8	0	6	0	2	0	0	0	0	0	0	0	0	0	7	87.5	4	50	0	0	34.5	-
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	2	50	0	0	0	0	29	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	2	66.7	2	66.7	0	0	34.7	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100	1	50	1	50	41.2	-
0400	2	0	1	0	1	0	0	0	0	0	0	0	0	0	2	100	1	50	0	0	36.3	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-
0600	13	0	12	0	1	0	0	0	0	0	0	0	0	0	6	46.2	4	30.8	1	7.7	29.8	36.7
0700	22	2	15	1	4	0	0	0	0	0	0	0	0	0	7	31.8	6	27.3	1	4.5	27.6	37.8
0800	21	0	20	0	1	0	0	0	0	0	0	0	0	0	15	71.4	3	14.3	0	0	30.9	34
0900	35	0	35	0	0	0	0	0	0	0	0	0	0	0	20	57.1	9	25.7	1	2.9	32	37.4
1000	65	7	55	0	3	0	0	0	0	0	0	0	0	34	52.3	14	21.5	1	1.5	29.9	37.6	
1100	49	0	46	1	2	0	0	0	0	0	0	0	0	0	18	36.7	7	14.3	0	0	28.6	34
1200	44	1	42	0	1	0	0	0	0	0	0	0	0	0	15	34.1	7	15.9	0	0	29.4	34.9
1300	64	2	59	0	3	0	0	0	0	0	0	0	0	0	26	40.6	16	25	1	1.6	30.2	36.7
1400	49	1	45	0	3	0	0	0	0	0	0	0	0	0	20	40.8	6	12.2	1	2	29.7	33.6
1500	57	2	52	1	2	0	0	0	0	0	0	0	0	0	31	54.4	9	15.8	1	1.8	30.5	34.2
1600	67	1	63	0	3	0	0	0	0	0	0	0	0	0	42	62.7	16	23.9	1	1.5	31.5	36.5
1700	69	1	65	1	2	0	0	0	0	0	0	0	0	42	60.9	23	33.3	1	1.4	32.3	38.3	
1800	65	0	60	1	3	0	1	0	0	0	0	0	0	0	41	63.1	8	12.3	0	0	30.8	33.8
1900	50	1	46	0	3	0	0	0	0	0	0	0	0	0	27	54	9	18	0	0	30.4	35.6
2000	31	0	30	0	1	0	0	0	0	0	0	0	0	0	17	54.8	11	35.5	0	0	31.5	38
2100	32	0	31	0	1	0	0	0	0	0	0	0	0	0	18	56.3	7	21.9	1	3.1	31.1	36.5
2200	23	0	22	0	1	0	0	0	0	0	0	0	0	0	13	56.5	6	26.1	0	0	31.9	37.6
2300	16	0	15	0	1	0	0	0	0	0	0	0	0	0	7	43.8	2	12.5	0	0	29.1	34.7
07-19	607	17	557	5	27	0	1	0	0	0	0	0	0	311	51.2	124	20.4	8	1.3	30.5	36.7	
06-22	733	18	676	5	33	0	1	0	0	0	0	0	0	379	51.7	155	21.1	10	1.4	30.5	36.7	
06-00	772	18	713	5	35	0	1	0	0	0	0	0	0	399	51.7	163	21.1	10	1.3	30.5	36.7	
00-00	792	18	730	5	38	0	1	0	0	0	0	0	0	414	52.3	171	21.6	11	1.4	30.6	36.7	



Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Eastbound

7480 / Stewartby
May 2017
Automatic Traffic Count

14 May 2017

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO	>SL1% ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	7	0	6	0	1	0	0	0	0	0	0	0	0	0	4	57.1	0	0	0	0	29.8	-
0100	9	0	9	0	0	0	0	0	0	0	0	0	0	0	6	66.7	2	22.2	0	0	32.3	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	-
0400	3	0	1	0	2	0	0	0	0	0	0	0	0	0	1	33.3	1	33.3	0	0	29.4	-
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100	0	0	0	0	30.9	-
0600	4	0	4	0	0	0	0	0	0	0	0	0	0	0	2	50	1	25	0	0	32.2	-
0700	5	0	5	0	0	0	0	0	0	0	0	0	0	0	3	60	1	20	0	0	29.8	-
0800	7	1	6	0	0	0	0	0	0	0	0	0	0	0	2	28.6	1	14.3	0	0	25.9	-
0900	24	1	19	1	3	0	0	0	0	0	0	0	0	0	16	66.7	9	37.5	1	4.2	32.4	38.7
1000	45	1	42	0	1	0	1	0	0	0	0	0	0	0	23	51.1	8	17.8	0	0	29.8	36
1100	52	6	41	0	1	0	0	0	0	0	0	0	0	0	26	50	7	13.5	3	5.8	29.2	34.7
1200	71	2	67	0	1	0	1	0	0	0	0	0	0	0	30	42.3	12	16.9	1	1.4	30.1	35.3
1300	62	0	61	1	0	0	0	0	0	0	0	0	0	0	29	46.8	13	21	1	1.6	30.2	37.6
1400	58	1	56	0	0	1	0	0	0	0	0	0	0	0	29	50	9	15.5	1	1.7	29.9	34.9
1500	57	2	54	1	0	0	0	0	0	0	0	0	0	0	20	35.1	8	14	0	0	28.5	32.7
1600	68	3	61	0	4	0	0	0	0	0	0	0	0	0	32	47.1	11	16.2	1	1.5	30.5	36.7
1700	53	0	51	0	1	0	0	1	0	0	0	0	0	0	29	54.7	10	18.9	0	0	30.3	35.1
1800	47	3	43	0	1	0	0	0	0	0	0	0	0	0	32	68.1	12	25.5	3	6.4	32.1	37.4
1900	41	1	40	0	0	0	0	0	0	0	0	0	0	0	33	80.5	14	34.1	0	0	33	36.9
2000	37	2	34	0	1	0	0	0	0	0	0	0	0	0	23	62.2	7	18.9	1	2.7	32	35.8
2100	10	0	10	0	0	0	0	0	0	0	0	0	0	0	7	70	3	30	0	0	32.5	-
2200	13	0	13	0	0	0	0	0	0	0	0	0	0	0	7	53.8	4	30.8	0	0	31.6	36.7
2300	13	0	12	0	1	0	0	0	0	0	0	0	0	0	10	76.9	7	53.8	4	30.8	38	45.2
07-19	549	20	506	3	12	0	3	1	0	0	0	0	0	0	271	49.4	101	18.4	11	2	30.1	36
06-22	641	23	594	3	13	0	3	1	0	0	0	0	0	0	336	52.4	126	19.7	12	1.9	30.4	36.2
06-00	667	23	619	3	14	0	3	1	0	0	0	0	0	0	353	52.9	137	20.5	16	2.4	30.6	36.5
00-00	689	23	638	3	17	0	3	1	0	0	0	0	0	0	366	53.1	140	20.3	16	2.3	30.6	36.5



Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Eastbound

7480 / Stewartby
May 2017
Automatic Traffic Count

15 May 2017

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO	>SL1% ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0	5	100	1	20	0	0	33.3	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	0	35.8	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100	0	0	0	0	30.5	-
0400	3	0	2	0	1	0	0	0	0	0	0	0	0	0	3	100	3	100	0	0	43.4	-
0500	9	0	7	0	2	0	0	0	0	0	0	0	0	0	6	66.7	2	22.2	1	11.1	32.9	-
0600	46	0	42	0	2	1	0	0	0	0	0	0	0	0	11	23.9	7	15.2	0	0	25.3	32.7
0700	99	0	87	0	10	0	2	0	0	0	0	0	0	0	50	50.5	19	19.2	0	0	29.4	35.8
0800	133	1	110	2	19	1	0	0	0	0	0	0	0	0	64	48.1	11	8.3	0	0	28.5	33.1
0900	35	0	30	0	5	0	0	0	0	0	0	0	0	0	22	62.9	9	25.7	2	5.7	32.1	38
1000	51	1	37	0	9	2	0	1	0	0	1	0	0	0	17	33.3	5	9.8	0	0	28.7	33.1
1100	49	0	39	0	8	2	0	0	0	0	0	0	0	0	16	32.7	4	8.2	0	0	25.8	31.8
1200	47	1	40	0	5	1	0	0	0	0	0	0	0	0	20	42.6	11	23.4	0	0	28.5	36.5
1300	59	0	50	0	9	0	0	0	0	0	0	0	0	0	25	42.4	9	15.3	0	0	29.5	33.6
1400	57	0	50	0	6	0	0	1	0	0	1	0	0	0	28	49.1	6	10.5	0	0	28.5	32.7
1500	87	0	74	2	10	0	0	1	0	0	1	0	0	0	38	43.7	7	8	0	0	29.7	33.1
1600	87	1	79	0	6	0	0	0	1	0	0	1	0	0	42	48.3	8	9.2	0	0	30	33.1
1700	123	1	121	0	1	0	0	0	0	0	0	0	0	0	53	43.1	19	15.4	1	0.8	29.9	35.1
1800	90	1	83	0	4	0	0	0	0	0	0	0	0	0	53	58.9	21	23.3	3	3.3	32	37.6
1900	67	2	65	0	0	0	0	0	0	0	0	0	0	0	36	53.7	16	23.9	1	1.5	31.1	36.9
2000	40	0	38	2	0	0	0	0	0	0	0	0	0	0	22	55	6	15	0	0	30.6	33.8
2100	28	0	26	0	2	0	0	0	0	0	0	0	0	0	9	32.1	3	10.7	0	0	28.1	32.4
2200	11	0	11	0	0	0	0	0	0	0	0	0	0	0	6	54.5	1	9.1	0	0	29.8	32.9
2300	12	0	12	0	0	0	0	0	0	0	0	0	0	0	10	83.3	5	41.7	0	0	34.8	39.6
07-19	917	6	800	4	92	6	2	3	1	0	3	0	0	0	428	46.7	129	14.1	6	0.7	29.5	34.4
06-22	1098	8	971	6	96	7	3	3	1	0	3	0	0	0	506	46.1	161	14.7	7	0.6	29.4	34.9
06-00	1121	8	994	6	96	7	3	3	1	0	3	0	0	0	522	46.6	167	14.9	7	0.6	29.4	34.9
00-00	1141	8	1010	6	100	7	3	3	1	0	3	0	0	0	538	47.2	174	15.2	8	0.7	29.5	35.1



Nationwide Data Collection
for
Peter Brett Associates

Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Eastbound

7480 / Stewartby
May 2017
Automatic Traffic Count

16 May 2017

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO 35	>SL1% ACPO 35	>SL2 DfT 45	>SL2% DfT 45	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	1	33.3	39.4	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	0	1	0	0	0	0	0	0	0	0	0	0	0	2	100	2	100	0	0	38.9	-
0500	5	0	4	0	0	0	0	0	0	0	0	0	0	0	3	60	1	20	0	0	28.4	-
0600	48	1	44	0	0	0	0	0	0	0	0	0	0	0	13	27.1	4	8.3	1	2.1	26.8	32.4
0700	94	2	79	0	0	0	0	0	0	0	0	0	0	0	52	55.3	13	13.8	1	1.1	30.2	34.7
0800	114	0	97	0	16	1	0	0	0	0	0	0	0	0	45	39.5	15	13.2	0	0	28.6	33.8
0900	32	0	26	0	6	0	0	0	0	0	0	0	0	0	9	28.1	5	15.6	0	0	28.1	34.2
1000	47	3	35	0	9	0	0	0	0	0	0	0	0	0	10	21.3	1	2.1	0	0	25.9	31.8
1100	41	0	32	1	8	0	0	0	0	0	0	0	0	0	16	39	4	9.8	0	0	28.9	32.7
1200	50	1	44	0	5	0	0	0	0	0	0	0	0	0	18	36	4	8	1	2	28.4	32.9
1300	60	0	57	0	3	0	0	0	0	0	0	0	0	0	29	48.3	13	21.7	1	1.7	31.2	37.1
1400	53	2	45	1	5	0	0	0	0	0	0	0	0	0	21	39.6	10	18.9	1	1.9	29.7	35.8
1500	96	2	82	0	11	0	1	0	0	0	0	0	0	0	42	43.8	17	17.7	1	1	29.9	37.1
1600	72	1	70	0	1	0	0	0	0	0	0	0	0	0	47	65.3	18	25	1	1.4	32	36.5
1700	125	1	121	0	2	0	0	0	0	0	0	0	0	0	61	48.8	16	12.8	0	0	29.9	34.7
1800	100	0	94	1	4	0	0	0	0	0	0	0	0	0	50	50	14	14	4	4	30.6	34.7
1900	61	4	57	0	0	0	0	0	0	0	0	0	0	0	32	52.5	11	18	2	3.3	30.4	36.9
2000	55	0	51	1	3	0	0	0	0	0	0	0	0	0	31	56.4	10	18.2	0	0	30.5	35.3
2100	30	0	30	0	0	0	0	0	0	0	0	0	0	0	8	26.7	3	10	0	0	28.9	33.3
2200	15	0	15	0	0	0	0	0	0	0	0	0	0	0	11	73.3	4	26.7	1	6.7	32.9	40.5
2300	11	0	11	0	0	0	0	0	0	0	0	0	0	0	6	54.5	2	18.2	0	0	29.2	31.8
07-19	884	12	782	3	83	1	1	0	0	0	0	0	0	0	400	45.2	130	14.7	10	1.1	29.7	34.7
06-22	1078	17	964	4	89	1	1	0	0	0	0	0	0	0	484	44.9	158	14.7	13	1.2	29.6	34.7
06-00	1104	17	990	4	89	1	1	0	0	0	0	0	0	0	501	45.4	164	14.9	14	1.3	29.7	34.9
00-00	1115	17	998	4	91	2	1	0	0	0	0	0	0	0	508	45.6	168	15.1	15	1.3	29.7	34.9



Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Eastbound

7480 / Stewartby
May 2017
Automatic Traffic Count

17 May 2017

Time	Total	Classification											>PSL 30	>PSL% 30	>SL1 ACPO 35	>SL1% ACPO 35	>SL2 DfT 45	>SL2% DfT 45	Mean	Vpp 85		
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD									12 DRT	
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	100	1	100	0	0	40.1	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	3	0	2	0	1	0	0	0	0	0	0	0	0	0	3	100	3	100	0	0	41.6	-
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100	1	50	0	0	37.2	-
0600	45	1	41	1	2	0	0	0	0	0	0	0	0	0	16	35.6	6	13.3	1	2.2	27.3	33.6
0700	84	1	74	0	8	1	0	0	0	0	0	0	0	0	46	54.8	19	22.6	2	2.4	30.7	36.2
0800	134	1	118	1	13	1	0	0	0	0	0	0	0	0	60	44.8	14	10.4	0	0	29.1	33.8
0900	32	1	28	0	3	0	0	0	0	0	0	0	0	0	10	31.3	2	6.3	1	3.1	27.1	32.2
1000	49	0	42	0	3	3	0	0	0	0	0	0	0	0	14	28.6	1	2	0	0	27.8	32.9
1100	50	0	44	0	5	1	0	0	0	0	0	0	0	0	13	26	5	10	0	0	27.7	32
1200	36	0	31	0	5	0	0	0	0	0	0	0	0	0	16	44.4	2	5.6	0	0	29.9	34
1300	57	0	50	1	5	1	0	0	0	0	0	0	0	0	19	33.3	5	8.8	0	0	28.1	32.9
1400	44	0	36	0	8	0	0	0	0	0	0	0	0	0	23	52.3	5	11.4	0	0	30.2	34.2
1500	108	2	101	1	4	0	0	0	0	0	0	0	0	0	50	46.3	12	11.1	0	0	29.6	33.6
1600	87	0	83	0	4	0	0	0	0	0	0	0	0	0	40	46	19	21.8	2	2.3	30.9	36.2
1700	135	0	130	0	5	0	0	0	0	0	0	0	0	0	73	54.1	18	13.3	2	1.5	30.6	34.4
1800	110	1	105	0	4	0	0	0	0	0	0	0	0	0	54	49.1	22	20	2	1.8	30.7	36
1900	55	0	53	0	2	0	0	0	0	0	0	0	0	0	14	25.5	5	9.1	1	1.8	24.5	33.8
2000	42	2	36	0	4	0	0	0	0	0	0	0	0	0	17	40.5	8	19	1	2.4	26.9	36.2
2100	36	0	32	0	4	0	0	0	0	0	0	0	0	0	16	44.4	4	11.1	0	0	29.1	33.6
2200	25	0	25	0	0	0	0	0	0	0	0	0	0	0	10	40	4	16	0	0	28.8	32.9
2300	6	0	6	0	0	0	0	0	0	0	0	0	0	0	1	16.7	1	16.7	0	0	30.2	-
07-19	926	6	842	3	67	7	0	0	0	0	0	0	0	0	418	45.1	124	13.4	9	1	29.7	34.2
06-22	1104	9	1004	4	79	7	0	0	0	0	0	0	0	0	481	43.6	147	13.3	12	1.1	29.2	34.4
06-00	1135	9	1035	4	79	7	0	0	0	0	0	0	0	0	492	43.3	152	13.4	12	1.1	29.2	34.4
00-00	1141	9	1039	4	81	7	0	0	0	0	0	0	0	0	498	43.6	157	13.8	12	1.1	29.3	34.4



Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Eastbound

7480 / Stewartby
May 2017
Automatic Traffic Count

18 May 2017

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO	>SL1% ACPO	>SL2 DfT	>SL2% DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	50	1	50	0	0	31.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	0	1	0	1	0	0	0	0	0	0	0	0	0	1	50	1	50	0	0	32.4	-
0500	7	1	3	0	3	0	0	0	0	0	0	0	0	0	5	71.4	3	42.9	0	0	32.1	-
0600	61	0	55	0	5	1	0	0	0	0	0	0	0	0	26	42.6	11	18	3	4.9	29.4	36
0700	80	0	72	0	7	1	0	0	0	0	0	0	0	0	49	61.3	22	27.5	0	0	31.5	37.6
0800	118	2	101	1	12	1	1	0	0	0	0	0	0	0	68	57.6	18	15.3	0	0	30.3	34.9
0900	46	2	37	0	7	0	0	0	0	0	0	0	0	0	18	39.1	4	8.7	0	0	28.4	32.4
1000	56	0	52	0	4	0	0	0	0	0	0	0	0	0	31	55.4	10	17.9	0	0	30.8	35.6
1100	54	3	44	0	7	0	0	0	0	0	0	0	0	0	24	44.4	11	20.4	0	0	30	36
1200	57	1	53	0	3	0	0	0	0	0	0	0	0	0	27	47.4	7	12.3	0	0	29	34
1300	58	2	48	0	6	0	0	0	0	1	0	0	0	0	31	53.4	14	24.1	0	0	30	38
1400	46	1	38	2	5	0	0	0	0	0	0	0	0	0	13	28.3	3	6.5	0	0	27.2	31.1
1500	118	3	100	1	12	2	0	0	0	0	0	0	0	0	30	25.4	8	6.8	1	0.8	27.1	31.5
1600	108	0	100	0	7	1	0	0	0	0	0	0	0	0	57	52.8	19	17.6	1	0.9	31	34.9
1700	130	2	122	0	4	2	0	0	0	0	0	0	0	0	79	60.8	21	16.2	1	0.8	31.1	36.2
1800	82	0	78	1	3	0	0	0	0	0	0	0	0	0	46	56.1	20	24.4	3	3.7	31.8	36.7
1900	49	0	48	0	1	0	0	0	0	0	0	0	0	0	22	44.9	11	22.4	2	4.1	30.4	35.6
2000	42	0	40	0	1	0	0	1	0	0	0	0	0	0	28	66.7	11	26.2	2	4.8	32.3	38.7
2100	32	0	29	0	2	0	0	1	0	0	0	0	0	0	12	37.5	6	18.8	0	0	30	36
2200	25	0	24	0	0	1	0	0	0	0	0	0	0	0	11	44	1	4	0	0	29.5	33.6
2300	12	0	12	0	0	0	0	0	0	0	0	0	0	0	10	83.3	1	8.3	0	0	32.4	34.7
07-19	953	16	845	5	77	7	1	0	0	1	1	0	0	0	473	49.6	157	16.5	6	0.6	30	35.3
06-22	1137	16	1017	5	86	8	1	2	0	1	1	0	0	0	561	49.3	196	17.2	13	1.1	30.1	35.6
06-00	1174	16	1053	5	86	9	1	2	0	1	1	0	0	0	582	49.6	198	16.9	13	1.1	30.1	35.3
00-00	1186	17	1060	5	90	9	1	2	0	1	1	0	0	0	589	49.7	203	17.1	13	1.1	30.1	35.6



Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Eastbound

7480 / Stewartby
May 2017
Automatic Traffic Count

19 May 2017

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO	>SL1% ACPO	>SL2 DfT	>SL2% DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	4	0	3	0	1	0	0	0	0	0	0	0	0	0	3	75	3	75	1	25	35.9	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	0	38.4	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	0	36.7	-
0300	3	0	2	0	1	0	0	0	0	0	0	0	0	0	2	66.7	2	66.7	1	33.3	36.1	-
0400	3	0	2	0	1	0	0	0	0	0	0	0	0	0	2	66.7	0	0	0	0	30.8	-
0500	4	0	2	0	2	0	0	0	0	0	0	0	0	0	3	75	1	25	0	0	34.2	-
0600	41	0	37	0	2	2	0	0	0	0	0	0	0	0	13	31.7	6	14.6	2	4.9	27.6	34.4
0700	53	0	43	1	7	2	0	0	0	0	0	0	0	0	29	54.7	11	20.8	0	0	30.9	35.6
0800	95	0	82	0	11	2	0	0	0	0	0	0	0	0	49	51.6	12	12.6	0	0	30	34.4
0900	34	1	29	1	3	0	0	0	0	0	0	0	0	0	13	38.2	6	17.6	0	0	29	36.7
1000	48	0	42	0	5	0	1	0	0	0	0	0	0	0	25	52.1	5	10.4	0	0	30.1	34.2
1100	43	0	37	0	4	1	1	0	0	0	0	0	0	0	12	27.9	3	7	0	0	28.1	33.8
1200	39	0	36	0	1	1	0	0	0	0	0	0	0	0	21	53.8	7	17.9	0	0	30.6	34.9
1300	69	2	59	0	7	1	0	0	0	0	0	0	0	0	30	43.5	7	10.1	0	0	29.4	33.3
1400	55	0	49	1	5	0	0	0	0	0	0	0	0	0	27	49.1	10	18.2	1	1.8	30.9	36
1500	105	0	95	0	8	2	0	0	0	0	0	0	0	0	46	43.8	17	16.2	0	0	29.5	35.6
1600	83	0	79	0	4	0	0	0	0	0	0	0	0	0	39	47	11	13.3	1	1.2	29.3	34.4
1700	111	1	104	0	3	3	0	0	0	0	0	0	0	0	68	61.3	22	19.8	1	0.9	31.6	35.8
1800	92	0	91	0	1	0	0	0	0	0	0	0	0	0	45	48.9	15	16.3	0	0	29.4	35.1
1900	54	1	53	0	0	0	0	0	0	0	0	0	0	0	33	61.1	13	24.1	2	3.7	31.6	37.1
2000	29	0	28	0	1	0	0	0	0	0	0	0	0	0	22	75.9	9	31	2	6.9	34.2	37.4
2100	49	1	48	0	0	0	0	0	0	0	0	0	0	0	21	42.9	8	16.3	1	2	29.9	35.1
2200	20	0	20	0	0	0	0	0	0	0	0	0	0	0	11	55	2	10	0	0	30.5	34.4
2300	15	0	12	1	1	1	0	0	0	0	0	0	0	0	11	73.3	4	26.7	0	0	32.3	35.6
07-19	827	4	746	3	59	12	2	1	0	0	0	0	0	0	404	48.9	126	15.2	3	0.4	30	34.9
06-22	1000	6	912	3	62	14	2	1	0	0	0	0	0	0	493	49.3	162	16.2	10	1	30.1	35.3
06-00	1035	6	944	4	63	15	2	1	0	0	0	0	0	0	515	49.8	168	16.2	10	1	30.1	35.3
00-00	1051	6	955	4	68	15	2	1	0	0	0	0	0	0	527	50.1	176	16.7	12	1.1	30.2	35.3



Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Eastbound

7480 / Stewartby
May 2017
Automatic Traffic Count

20 May 2017

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO 35	>SL1% ACPO 35	>SL2 DfT 45	>SL2% DfT 45	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	13	0	13	0	0	0	0	0	0	0	0	0	0	0	12	92.3	8	61.5	0	0	35.1	37.1
0100	8	0	8	0	0	0	0	0	0	0	0	0	0	0	7	87.5	6	75	0	0	36	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	50	0	0	0	0	29.6	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100	0	0	0	0	30.7	-
0400	4	1	1	0	2	0	0	0	0	0	0	0	0	0	3	75	1	25	0	0	33.6	-
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100	1	50	0	0	35	-
0600	4	0	3	0	1	0	0	0	0	0	0	0	0	0	2	50	1	25	0	0	28.3	-
0700	22	0	21	0	1	0	0	0	0	0	0	0	0	0	13	59.1	10	45.5	1	4.5	32.7	39.6
0800	28	2	21	0	5	0	0	0	0	0	0	0	0	0	11	39.3	4	14.3	2	7.1	30	34.9
0900	38	3	32	0	3	0	0	0	0	0	0	0	0	0	17	44.7	5	13.2	0	0	28.4	34.4
1000	39	2	35	0	2	0	0	0	0	0	0	0	0	0	20	51.3	8	20.5	1	2.6	31.2	35.8
1100	73	2	68	0	3	0	0	0	0	0	0	0	0	0	40	54.8	15	20.5	1	1.4	30.6	35.6
1200	49	0	48	0	1	0	0	0	0	0	0	0	0	0	21	42.9	8	16.3	0	0	28.9	35.3
1300	61	2	57	0	1	1	0	0	0	0	0	0	0	0	32	52.5	10	16.4	0	0	29.6	35.6
1400	64	2	61	0	1	0	0	0	0	0	0	0	0	0	22	34.4	7	10.9	0	0	28.9	33.8
1500	45	2	40	0	3	0	0	0	0	0	0	0	0	0	21	46.7	7	15.6	0	0	29.7	34.7
1600	71	1	66	0	4	0	0	0	0	0	0	0	0	0	33	46.5	14	19.7	0	0	30.3	35.8
1700	62	0	58	1	2	1	0	0	0	0	0	0	0	0	34	54.8	8	12.9	1	1.6	30.4	33.8
1800	46	0	41	1	1	3	0	0	0	0	0	0	0	0	25	54.3	11	23.9	0	0	31.1	35.8
1900	41	0	38	1	2	0	0	0	0	0	0	0	0	0	23	56.1	7	17.1	0	0	31.6	35.6
2000	23	0	21	1	0	1	0	0	0	0	0	0	0	0	14	60.9	8	34.8	0	0	32.4	37.6
2100	31	0	27	3	0	1	0	0	0	0	0	0	0	0	12	38.7	4	12.9	0	0	29.1	34
2200	21	0	20	1	0	0	0	0	0	0	0	0	0	0	13	61.9	3	14.3	0	0	31.1	33.1
2300	17	0	16	0	0	1	0	0	0	0	0	0	0	0	13	76.5	6	35.3	1	5.9	33.4	37.1
07-19	598	16	548	2	27	5	0	0	0	0	0	0	0	0	289	48.3	107	17.9	6	1	30.1	35.6
06-22	697	16	637	7	30	7	0	0	0	0	0	0	0	0	340	48.8	127	18.2	6	0.9	30.2	35.6
06-00	735	16	673	8	30	8	0	0	0	0	0	0	0	0	366	49.8	136	18.5	7	1	30.3	35.8
00-00	765	17	700	8	32	8	0	0	0	0	0	0	0	0	392	51.2	152	19.9	7	0.9	30.4	36



Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Eastbound

7480 / Stewartby
May 2017
Automatic Traffic Count

21 May 2017

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO	>SL1% ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	13	0	13	0	0	0	0	0	0	0	0	0	0	0	5	38.5	2	15.4	1	7.7	31.3	34.2
0100	7	0	7	0	0	0	0	0	0	0	0	0	0	0	3	42.9	1	14.3	0	0	29.3	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	-
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	0	1	25	0	0	0	0	29.5	-
0400	2	0	0	0	2	0	0	0	0	0	0	0	0	0	2	100	1	50	0	0	34.2	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	0	37.5	-
0600	5	0	5	0	0	0	0	0	0	0	0	0	0	0	3	60	3	60	0	0	34.5	-
0700	9	1	8	0	0	0	0	0	0	0	0	0	0	0	3	33.3	0	0	0	0	25.8	-
0800	12	3	8	0	1	0	0	0	0	0	0	0	0	0	6	50	2	16.7	0	0	26.8	33.8
0900	29	0	26	0	3	0	0	0	0	0	0	0	0	0	17	58.6	5	17.2	0	0	31.1	35.1
1000	33	3	27	0	2	0	1	0	0	0	0	0	0	0	17	51.5	11	33.3	0	0	29.3	36.5
1100	41	1	38	0	2	0	0	0	0	0	0	0	0	0	20	48.8	5	12.2	0	0	29.8	34.4
1200	70	5	62	0	1	2	0	0	0	0	0	0	0	0	27	38.6	11	15.7	1	1.4	29.9	35.6
1300	49	1	47	0	1	0	0	0	0	0	0	0	0	0	30	61.2	9	18.4	1	2	31.7	37.1
1400	45	2	41	0	1	0	0	0	0	0	0	0	0	1	23	51.1	7	15.6	1	2.2	30.3	34.9
1500	63	2	58	0	1	2	0	0	0	0	0	0	0	0	40	63.5	15	23.8	1	1.6	30.8	37.4
1600	59	1	54	0	3	0	1	0	0	0	0	0	0	0	36	61	17	28.8	1	1.7	31.9	37.8
1700	52	0	52	0	0	0	0	0	0	0	0	0	0	0	26	50	13	25	1	1.9	31.7	36.9
1800	67	2	62	1	2	0	0	0	0	0	0	0	0	0	34	50.7	13	19.4	1	1.5	31.2	36.5
1900	41	1	38	0	2	0	0	0	0	0	0	0	0	0	22	53.7	12	29.3	1	2.4	31.3	37.8
2000	30	0	29	1	0	0	0	0	0	0	0	0	0	0	18	60	5	16.7	2	6.7	31.6	36
2100	17	0	17	0	0	0	0	0	0	0	0	0	0	0	10	58.8	4	23.5	0	0	31	35.3
2200	16	1	14	0	0	0	0	0	0	0	0	0	0	0	11	68.8	3	18.8	0	0	30.4	36
2300	5	0	4	0	1	0	0	0	0	0	0	0	0	0	3	60	2	40	0	0	34.5	-
07-19	529	21	483	1	17	4	2	0	0	0	0	0	0	0	279	52.7	108	20.4	7	1.3	30.7	36.5
06-22	622	22	572	2	19	4	2	0	0	0	0	0	0	1	332	53.4	132	21.2	10	1.6	30.8	36.5
06-00	643	23	590	2	20	4	2	0	0	1	0	0	0	1	346	53.8	137	21.3	10	1.6	30.8	36.5
00-00	671	23	616	2	22	4	2	0	0	1	0	0	0	1	358	53.4	142	21.2	11	1.6	30.8	36.5



Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Eastbound

7480 / Stewartby
May 2017
Automatic Traffic Count

22 May 2017

Time	Total	Classification											>PSL 30	>PSL% 30	>SL1 ACPO	>SL1% ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85		
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD									12 DRT	
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3	100	1	33.3	0	0	32.7	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100	0	0	0	0	30.8	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	0	38.2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	4	0	3	0	1	0	0	0	0	0	0	0	0	0	2	50	2	50	0	0	31.2	-
0500	5	0	4	0	1	0	0	0	0	0	0	0	0	0	2	40	0	0	0	0	29	-
0600	48	1	44	0	1	2	0	0	0	0	0	0	0	0	20	41.7	10	20.8	1	2.1	28.9	38.5
0700	86	0	78	0	6	2	0	0	0	0	0	0	0	0	48	55.8	25	29.1	0	0	30.9	36.7
0800	126	2	107	0	14	2	1	0	0	0	0	0	0	0	50	39.7	9	7.1	1	0.8	29	33.1
0900	35	0	31	0	4	0	0	0	0	0	0	0	0	0	17	48.6	5	14.3	0	0	30.9	34.7
1000	55	1	46	0	7	1	0	0	0	0	0	0	0	0	31	56.4	8	14.5	1	1.8	29.8	34.2
1100	55	2	48	0	3	2	0	0	0	0	0	0	0	0	21	38.2	10	18.2	1	1.8	29.4	36.9
1200	55	1	49	0	3	0	1	0	0	0	0	0	0	0	13	23.6	8	14.5	0	0	28.7	32
1300	50	0	41	0	7	1	0	0	0	0	0	0	0	0	26	52	11	22	1	2	31	37.1
1400	59	1	49	0	9	0	0	0	0	0	0	0	0	0	23	39	8	13.6	2	3.4	29.8	34.7
1500	117	3	108	0	5	1	0	0	0	0	0	0	0	0	57	48.7	14	12	0	0	29.6	34.2
1600	88	3	82	0	3	0	0	0	0	0	0	0	0	0	41	46.6	13	14.8	2	2.3	30.2	34.7
1700	140	4	125	0	9	1	1	0	0	0	0	0	0	0	76	54.3	22	15.7	1	0.7	30.2	35.1
1800	111	4	103	0	4	0	0	0	0	0	0	0	0	0	47	42.3	14	12.6	1	0.9	29.2	33.3
1900	67	2	62	2	0	0	0	0	0	0	0	0	0	0	32	47.8	5	7.5	0	0	29	32.2
2000	47	0	44	0	2	0	1	0	0	0	0	0	0	0	21	44.7	9	19.1	1	2.1	30	36.5
2100	46	0	42	0	4	0	0	0	0	0	0	0	0	0	25	54.3	6	13	0	0	30.7	34.2
2200	11	0	10	0	0	0	0	0	0	0	0	0	0	0	8	72.7	4	36.4	0	0	32.6	36.7
2300	6	1	5	0	0	0	0	0	0	0	0	0	0	0	3	50	1	16.7	0	0	29	-
07-19	977	21	867	0	74	10	3	1	0	0	0	0	0	0	450	46.1	147	15	10	1	29.8	34.9
06-22	1185	24	1059	2	81	12	4	1	1	0	0	0	0	0	548	46.2	177	14.9	12	1	29.8	34.9
06-00	1202	25	1074	2	81	13	4	1	1	0	0	0	0	0	559	46.5	182	15.1	12	1	29.8	34.9
00-00	1216	25	1086	2	83	13	4	1	1	0	0	0	0	0	568	46.7	186	15.3	12	1	29.8	34.9



Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Eastbound

7480 / Stewartby
May 2017
Automatic Traffic Count

23 May 2017

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO	>SL1% ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0	3	60	2	40	0	0	32.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	2	0	1	0	0	0	0	0	0	0	0	0	0	0	2	100	1	50	0	0	34.9	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-
0500	6	0	5	0	1	0	0	0	0	0	0	0	0	0	4	66.7	2	33.3	1	16.7	34.1	-
0600	46	1	42	0	2	1	0	0	0	0	0	0	0	0	14	30.4	7	15.2	2	4.3	27.7	34.4
0700	76	0	72	0	4	0	0	0	0	0	0	0	0	0	48	63.2	19	25	1	1.3	31.6	37.1
0800	106	0	98	0	8	0	0	0	0	0	0	0	0	0	45	42.5	11	10.4	1	0.9	29.7	33.1
0900	35	0	28	0	6	0	0	0	1	0	0	0	0	0	15	42.9	4	11.4	0	0	29.2	32.9
1000	39	2	34	0	2	1	0	0	0	0	0	0	0	0	15	38.5	5	12.8	0	0	28.1	32.7
1100	56	1	50	0	4	0	0	0	0	1	0	0	0	0	22	39.3	4	7.1	1	1.8	28.1	32.4
1200	52	2	47	1	1	0	1	0	0	0	0	0	0	0	20	38.5	4	7.7	0	0	28.9	31.8
1300	60	0	55	0	2	3	0	0	0	0	0	0	0	0	28	46.7	8	13.3	1	1.7	30.3	34.4
1400	41	0	37	0	3	1	0	0	0	0	0	0	0	0	18	43.9	3	7.3	0	0	28.9	32.2
1500	98	1	92	0	3	1	1	0	0	0	0	0	0	0	42	42.9	13	13.3	0	0	30	34.7
1600	92	2	82	0	6	1	0	0	0	0	0	0	0	0	61	66.3	23	25	0	0	31.3	36.2
1700	137	2	131	0	2	2	0	0	0	0	0	0	0	0	72	52.6	14	10.2	1	0.7	30	33.6
1800	137	4	130	0	3	0	0	0	0	0	0	0	0	0	71	51.8	17	12.4	1	0.7	30.3	33.8
1900	58	0	56	1	1	0	0	0	0	0	0	0	0	0	32	55.2	9	15.5	1	1.7	30.8	34.7
2000	52	0	52	0	0	0	0	0	0	0	0	0	0	0	33	63.5	8	15.4	1	1.9	32	34.9
2100	29	1	28	0	0	0	0	0	0	0	0	0	0	0	13	44.8	6	20.7	1	3.4	30.1	36.7
2200	21	1	20	0	0	0	0	0	0	0	0	0	0	0	12	57.1	7	33.3	1	4.8	32.6	37.4
2300	16	0	16	0	0	0	0	0	0	0	0	0	0	0	5	31.3	5	31.3	0	0	29.9	37.6
07-19	929	14	856	1	44	9	2	0	1	1	1	1	1	0	457	49.2	125	13.5	6	0.6	30	34.4
06-22	1114	16	1034	2	47	10	2	0	1	1	1	1	0	0	549	49.3	155	13.9	11	1	30	34.7
06-00	1151	17	1070	2	47	10	2	0	1	1	1	1	0	0	566	49.2	167	14.5	12	1	30.1	34.7
00-00	1165	17	1082	2	49	10	2	0	1	1	1	1	0	0	575	49.4	172	14.8	13	1.1	30.1	34.9



Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Eastbound

7480 / Stewartby
May 2017
Automatic Traffic Count

24 May 2017

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO	>SL1% ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	6	0	5	0	1	0	0	0	0	0	0	0	0	0	3	50	3	50	0	0	32.3	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	50	0	0	0	0	26.1	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100	1	50	0	0	34.1	-
0400	2	0	0	0	2	0	0	0	0	0	0	0	0	0	2	100	1	50	0	0	35.9	-
0500	4	0	3	0	1	0	0	0	0	0	0	0	0	0	2	50	2	50	1	25	34.9	-
0600	53	1	48	0	1	3	0	0	0	0	0	0	0	0	22	41.5	8	15.1	1	1.9	28.3	34.4
0700	101	0	92	0	7	2	0	0	0	0	0	0	0	0	67	66.3	19	18.8	1	1	32.1	35.6
0800	127	0	112	0	11	4	0	0	0	0	0	0	0	0	71	55.9	13	10.2	0	0	30.5	34.2
0900	47	3	33	0	9	2	0	0	0	0	0	0	0	0	24	51.1	9	19.1	1	2.1	29.4	35.8
1000	55	0	48	0	6	1	0	0	0	0	0	0	0	0	14	25.5	2	3.6	0	0	26.1	32
1100	51	1	43	0	7	0	0	0	0	0	0	0	0	0	25	49	10	19.6	0	0	29.7	35.6
1200	49	1	38	0	10	0	0	0	0	0	0	0	0	0	24	49	11	22.4	2	4.1	30	36.2
1300	59	1	55	0	3	0	0	0	0	0	0	0	0	0	36	61	12	20.3	1	1.7	30.8	35.6
1400	54	1	43	0	9	1	0	0	0	0	0	0	0	0	24	44.4	11	20.4	2	3.7	30.1	35.8
1500	117	1	104	1	10	0	1	0	0	0	0	0	0	0	48	41	13	11.1	2	1.7	29	34
1600	101	1	88	0	10	2	0	0	0	0	0	0	0	0	56	55.4	18	17.8	2	2	30.4	35.8
1700	161	2	154	0	5	0	0	0	0	0	0	0	0	0	93	57.8	34	21.1	0	0	30.5	35.6
1800	106	2	98	0	5	1	0	0	0	0	0	0	0	0	58	54.7	13	12.3	0	0	29.2	34
1900	67	0	64	0	3	0	0	0	0	0	0	0	0	0	35	52.2	9	13.4	1	1.5	30.8	34.7
2000	40	2	32	1	3	2	0	0	0	0	0	0	0	0	17	42.5	7	17.5	0	0	28.8	35.1
2100	51	0	50	0	1	0	0	0	0	0	0	0	0	0	21	41.2	7	13.7	1	2	29.6	34.4
2200	24	0	21	1	2	0	0	0	0	0	0	0	0	0	15	62.5	9	37.5	1	4.2	30.4	35.6
2300	8	0	8	0	0	0	0	0	0	0	0	0	0	0	3	37.5	2	25	0	0	29.8	-
07-19	1028	13	908	1	92	13	1	0	0	0	0	0	0	0	540	52.5	165	16.1	11	1.1	30	35.1
06-22	1239	16	1102	2	100	18	1	0	0	0	0	0	0	0	635	51.3	196	15.8	14	1.1	29.9	35.1
06-00	1271	16	1131	3	102	18	1	0	0	0	0	0	0	0	653	51.4	207	16.3	15	1.2	29.9	35.1
00-00	1289	16	1145	3	106	18	1	0	0	0	0	0	0	0	663	51.4	214	16.6	16	1.2	30	35.3



Site

3

Green Lane, attached to sign post, OSGR: TL 01550 42197
Eastbound

7480 / Stewartby
May 2017
Automatic Traffic Count

Virtual Day (14)

Time	Total	Classification											>PSL 30	>PSL% 30	>SL1 ACPO 35	>SL1% ACPO 35	>SL2 DfT 45	>SL2% DfT 45	Mean	Vpp 85		
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD									12 DRT	
0000	6	0	5	0	1	0	0	0	0	0	0	0	0	0	4	67.5	2	33.8	0	3.8	32.8	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	2	53.8	1	28.2	0	0	30.7	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	58.3	0	41.7	0	0	31.4	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	60	0	30	0	10	32.1	-
0400	3	0	1	0	1	0	0	0	0	0	0	0	0	0	2	73	1	51.4	0	2.7	34.6	-
0500	4	0	3	0	1	0	0	0	0	0	0	0	0	0	3	71.7	2	38.3	0	8.3	33.6	-
0600	36	1	32	0	2	1	0	0	0	0	0	0	0	0	13	35.1	6	16.7	1	2.6	27.6	36
0700	67	1	59	0	6	1	0	0	0	0	0	0	0	0	36	54.2	14	20.6	1	1	30.5	36.2
0800	90	1	78	0	9	1	0	0	0	0	0	0	0	0	43	47.6	11	12	0	0.3	29.3	34
0900	37	1	31	0	5	0	0	0	0	0	0	0	0	0	17	46	6	17	0	1.2	29.5	35.1
1000	50	2	42	0	5	1	0	0	0	0	0	0	0	0	21	41.4	7	13	0	0.6	28.7	34.4
1100	52	1	44	0	5	1	0	0	0	0	0	0	0	0	21	39.8	7	12.7	1	1	28.7	34.4
1200	53	1	47	0	4	1	0	0	0	0	0	0	0	0	21	40.4	8	14.7	0	0.7	29.2	34.9
1300	58	1	53	0	4	1	0	0	0	0	0	0	0	0	28	47.4	10	17.1	1	1.1	30.1	35.6
1400	53	1	46	0	5	0	0	0	0	0	0	0	0	0	23	43.4	7	13.7	1	1.2	29.4	34.7
1500	93	2	83	1	6	1	0	0	0	0	0	0	0	0	40	43.5	12	13	0	0.5	29.4	34.2
1600	84	1	77	0	5	0	0	0	0	0	0	0	0	0	45	53.3	16	19.5	1	1.2	30.7	36
1700	110	2	104	0	3	1	0	0	0	0	0	0	0	0	59	53.6	19	17.4	1	0.8	30.5	35.3
1800	88	2	83	0	3	0	0	0	0	0	0	0	0	0	48	54.4	16	17.9	1	1.6	30.6	35.8
1900	56	1	53	0	1	0	0	0	0	0	0	0	0	0	30	53.5	11	19.6	1	1.4	30.5	35.8
2000	40	1	37	1	1	0	0	0	0	0	0	0	0	0	22	56.3	9	22.6	1	2.3	31	36.9
2100	32	0	30	0	1	0	0	0	0	0	0	0	0	0	15	45.1	5	15.3	0	0.9	30	34.9
2200	20	0	19	0	0	0	0	0	0	0	0	0	0	0	11	54.9	4	20	0	1.5	30.7	36
2300	12	0	11	0	0	0	0	0	0	0	0	0	0	0	7	57.7	3	27	0	3.1	31.8	37.8
07-19	833	14	746	3	60	6	2	1	0	0	0	0	0	0	400	48.1	132	15.9	8	0.9	29.8	35.1
06-22	996	16	898	4	65	7	2	1	0	0	0	0	0	0	480	48.2	163	16.3	11	1.1	29.8	35.3
06-00	1027	16	928	4	66	8	2	1	0	0	0	0	0	0	497	48.4	170	16.5	11	1.1	29.9	35.3
00-00	1045	16	943	4	69	8	2	1	0	0	0	0	0	0	509	48.7	176	16.9	12	1.1	29.9	35.3



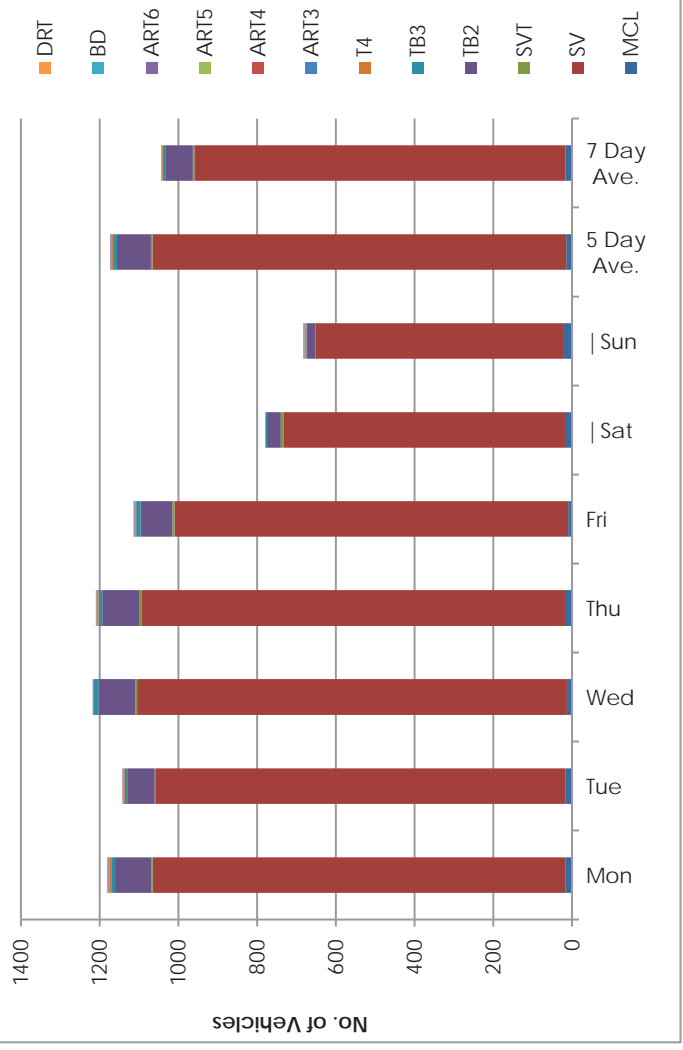
Nationwide Data Collection
for
Peter Brett Associates

Automatic Traffic Count

Virtual Week (2)

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO 35	>SL1% ACPO 35	>SL2 DfT 45	>SL2% DfT 45	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	1179	17	1048	4	92	10	4	2	1	0	2	0	0	553	46.9	180	15.3	10	0.8	29.7	34.9
Tue	1140	17	1040	3	70	6	2	1	1	2	0	0	542	47.5	170	14.9	14	1.2	29.9	34.9	
Wed	1215	13	1092	4	94	13	1	0	0	1	0	0	581	47.8	186	15.3	14	1.2	29.6	34.9	
Thu	1209	18	1076	4	95	9	3	1	1	2	0	0	579	47.9	200	16.5	11	0.9	29.8	35.3	
Fri	1112	10	1000	5	81	11	3	1	1	2	0	0	542	48.8	197	17.7	12	1.1	29.9	35.6	
Sat	779	18	715	7	35	4	1	0	0	0	0	0	403	51.8	162	20.7	9	1.2	30.5	36.5	
Sun	680	23	627	3	20	2	3	1	0	2	0	1	362	53.2	141	20.7	14	2	30.7	36.5	
5 Day Ave.	1171	15	1051	4	86	10	3	1	1	2	0	0	559	47.7	187	16.0	12	1.0	29.8	35.1	
7 Day Ave.	1045	16	943	4	69	8	2	1	0	1	0	0	509	48.7	176	16.9	12	1.1	29.9	35.3	
--	14624	229	13195	56	970	108	29	9	5	18	0	2	7122	48.7	2468	16.9	167	1.1	29.9	35.3	

Summary Graphs



11 May 2017

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135	140
0000	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	0	0	0	0	1	1	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	50	0	0	1	8	12	7	12	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	110	0	0	0	7	12	30	41	13	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	129	0	1	5	9	12	46	41	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	47	0	2	2	1	4	20	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	57	0	0	4	2	6	25	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	55	0	1	2	2	4	26	17	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	56	0	2	2	3	9	19	13	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	53	0	0	1	0	7	23	18	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	61	0	0	0	6	6	23	18	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	117	0	0	2	6	19	49	31	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	105	0	0	1	3	7	34	39	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	113	0	0	4	3	11	43	30	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	82	0	0	1	3	1	21	36	13	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	66	0	0	1	0	7	28	15	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	44	0	0	0	0	5	11	12	9	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	35	0	0	0	1	3	15	12	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	26	0	0	0	2	1	12	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	8	0	0	0	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	985	0	6	24	45	98	359	312	106	32	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1180	0	6	26	54	125	420	363	137	42	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1214	0	6	26	56	126	439	370	142	42	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1231	0	6	26	58	129	443	373	145	42	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

12 May 2017

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	7	0	0	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	7	0	0	0	0	0	0	1	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	34	0	1	4	8	7	9	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	100	0	0	2	6	21	37	24	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	105	0	3	4	4	10	29	33	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	48	0	0	2	5	4	15	11	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	62	0	6	2	2	13	20	11	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	53	0	0	0	8	13	18	10	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	60	0	0	0	1	8	27	16	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	52	0	0	1	3	6	20	14	5	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	51	0	0	1	4	6	17	15	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	114	0	0	1	3	8	43	40	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	82	0	0	0	1	5	38	18	11	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	127	0	1	2	7	9	41	41	18	5	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	94	1	1	3	4	5	24	36	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	62	0	0	0	2	1	13	29	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	42	0	0	0	2	5	14	11	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	24	0	0	0	0	0	9	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	24	0	0	0	0	1	11	9	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	18	0	0	0	2	0	5	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	948	1	11	18	48	108	329	269	117	37	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1110	1	12	22	60	121	374	320	142	48	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1152	1	12	22	62	122	390	335	148	49	5	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1172	1	12	22	63	123	394	340	153	52	5	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

13 May 2017

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	8	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	13	0	0	1	1	2	3	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	22	1	0	0	3	5	6	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	21	0	0	0	0	0	6	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	35	0	0	0	0	4	11	11	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	65	0	2	3	1	6	19	20	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	49	0	0	0	3	9	19	11	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	44	0	0	0	1	6	22	8	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	64	0	0	1	1	8	28	10	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	49	0	0	1	2	1	25	14	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	57	0	1	1	0	5	19	22	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	67	0	0	0	1	7	17	26	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	69	0	0	0	1	8	18	19	16	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	65	0	0	1	1	2	20	33	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	50	0	0	2	0	6	15	18	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	31	0	0	0	0	6	8	6	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	32	0	0	1	0	2	11	11	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	23	0	0	0	0	0	10	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	16	0	0	0	0	3	6	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	607	1	3	7	14	61	210	187	83	33	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	733	1	3	11	15	77	247	224	103	42	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	772	1	3	11	15	80	263	236	110	43	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	792	1	3	11	15	83	265	243	116	44	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site

3

Green Lane, attached to sign post, OSGR: TL 01550 42197
Eastbound

7480 / Stewartby
May 2017
Automatic Traffic Count

14 May 2017

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	7	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	0	0	0	0	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	5	0	0	0	1	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	7	0	1	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	24	0	1	0	0	1	6	7	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	45	0	0	3	1	4	14	15	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	52	0	1	3	3	6	13	19	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	71	0	1	0	0	8	32	18	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	62	0	0	2	3	6	22	16	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	58	0	2	1	0	3	23	20	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	57	0	0	1	5	4	27	12	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	68	0	0	0	1	6	29	21	8	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	53	0	0	0	3	5	16	19	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	47	0	1	0	2	1	11	20	6	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	41	0	0	1	0	1	6	19	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	37	0	0	0	0	1	13	16	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	10	0	0	0	0	1	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	13	0	0	0	0	0	6	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	13	0	0	0	0	0	3	3	2	1	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	549	0	7	10	19	46	196	170	70	20	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	641	0	7	11	19	49	219	210	89	25	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	667	0	7	11	19	49	228	216	94	27	13	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	689	0	7	11	19	50	236	226	97	27	13	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



15 May 2017

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135	140
0000	5	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	9	0	0	0	0	0	3	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	46	0	0	3	8	14	10	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	99	0	0	1	4	18	26	31	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	133	0	1	1	7	23	37	53	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	35	0	0	1	0	2	10	13	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	51	0	0	2	0	7	25	12	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	49	0	2	2	5	14	10	12	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	47	0	0	1	4	11	11	9	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	59	0	0	0	2	8	24	16	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	57	0	2	1	3	3	20	22	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	87	0	0	1	0	6	42	31	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	87	0	0	0	1	7	37	34	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	123	0	0	1	1	16	52	34	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	90	0	0	1	0	3	33	32	14	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	67	0	0	0	2	3	26	20	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	40	0	0	0	1	2	15	16	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	28	0	0	0	2	7	10	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	11	0	0	0	0	1	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	12	0	0	0	0	0	2	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	917	0	5	12	27	118	327	299	99	24	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1098	0	5	15	40	144	388	345	122	32	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1121	0	5	15	40	145	394	355	126	34	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1141	0	5	15	40	146	397	364	129	37	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site

3

Green Lane, attached to sign post, OSGR: TL 01550 42197
Eastbound

7480 / Stewartby
May 2017
Automatic Traffic Count

16 May 2017

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135	140
0000	3	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	0	1	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	48	0	0	1	4	17	13	9	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	94	0	0	0	2	15	25	39	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	114	0	1	2	7	17	42	30	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	32	0	0	1	3	3	16	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	47	0	1	3	4	9	20	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	41	0	0	0	2	3	20	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	50	0	0	2	0	11	19	14	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	60	0	0	0	1	4	26	16	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	53	0	0	1	2	5	24	11	7	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	96	0	0	1	3	15	35	25	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	72	0	0	0	2	5	18	29	14	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	125	0	0	1	3	15	45	45	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	100	0	0	0	3	5	42	36	8	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	61	0	1	1	2	3	22	21	8	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	55	0	0	0	1	7	16	21	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	30	0	0	0	0	6	16	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	15	0	0	0	0	3	1	7	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	11	0	0	0	0	1	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	884	0	2	11	32	107	332	270	91	29	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1078	0	3	13	39	140	399	326	109	36	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1104	0	3	13	39	144	404	337	112	38	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1115	0	3	15	39	144	406	340	114	39	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



17 May 2017

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135	140
0000	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	45	0	0	4	17	8	10	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	84	0	0	1	2	8	27	15	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	134	0	0	3	2	15	54	46	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	32	0	0	2	3	4	13	8	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	49	0	0	2	2	7	24	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	50	0	0	2	2	8	25	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	36	0	0	0	0	3	17	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	57	0	1	1	3	5	28	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	44	0	0	0	0	5	16	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	108	0	0	2	0	9	47	38	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	87	0	0	0	1	6	40	21	14	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	135	0	0	0	1	7	54	55	15	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	110	0	0	0	1	13	42	32	11	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	55	0	2	6	11	8	14	9	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	42	0	3	2	4	6	10	9	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	36	0	0	1	1	5	13	12	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	25	0	0	1	2	2	10	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	6	0	0	0	0	1	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	926	0	1	13	17	90	387	294	94	21	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1104	0	6	22	37	126	432	334	110	25	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1135	0	6	23	39	129	446	340	112	28	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1141	0	6	23	39	129	446	341	112	33	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

18 May 2017

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	7	0	0	0	1	0	1	0	1	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	61	0	0	0	4	13	18	15	6	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	80	0	0	1	3	7	20	27	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	118	0	0	1	3	9	37	50	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	46	0	0	0	4	6	18	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	56	0	0	0	1	1	23	21	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	54	0	0	1	0	8	21	13	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	57	0	1	2	1	11	15	20	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	58	0	0	2	4	4	17	17	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	46	0	0	1	3	9	20	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	118	0	0	4	5	27	52	22	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	108	0	0	0	1	6	44	38	16	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	130	0	1	0	1	9	40	58	14	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	82	0	0	0	0	4	32	26	15	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	49	0	0	1	1	6	19	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	42	0	0	0	0	4	10	17	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	32	0	0	0	2	2	16	6	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	25	0	0	0	0	3	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	12	0	0	0	0	0	2	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	953	0	2	12	26	101	339	316	122	29	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1137	0	2	13	33	126	402	365	146	37	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1174	0	2	13	33	129	415	384	147	38	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1186	0	2	13	34	130	418	386	151	39	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

19 May 2017

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135	140
0000	4	0	0	0	0	0	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	41	0	0	1	5	10	12	7	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	53	0	0	0	2	5	17	18	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	95	0	0	0	3	4	39	37	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	34	0	0	1	3	4	13	7	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	48	0	0	0	1	4	18	20	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	43	0	0	1	2	7	21	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	39	0	0	2	0	1	15	14	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	69	0	0	1	2	4	32	23	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	55	0	0	0	0	8	20	17	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	105	0	0	2	1	13	43	29	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	83	0	1	2	4	9	28	28	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	111	0	0	1	0	7	35	46	17	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	92	0	2	1	3	10	31	30	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	54	0	0	0	1	5	15	20	10	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	29	0	0	0	0	2	5	13	6	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	49	0	0	1	0	8	19	13	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	20	0	0	0	0	2	7	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	15	0	0	0	0	0	4	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	827	0	3	11	21	76	312	278	93	30	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1000	0	3	13	27	101	363	331	117	35	7	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1035	0	3	13	27	103	374	347	121	37	7	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1051	0	3	13	27	103	378	351	127	37	9	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

21 May 2017

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	13	0	0	0	0	2	6	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	0	3	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	5	0	0	0	0	0	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	9	0	0	0	2	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	12	0	1	0	1	3	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	29	0	0	0	0	3	9	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	33	0	1	1	3	6	5	6	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	41	0	0	0	2	3	16	15	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	70	0	0	3	0	3	37	16	10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	49	0	0	0	1	3	15	21	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	45	0	0	1	1	3	17	16	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	63	0	0	2	2	6	13	25	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	59	0	0	1	1	1	20	19	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	52	0	0	0	1	3	22	13	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	67	0	0	0	1	4	28	21	7	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	41	0	1	0	0	4	14	10	10	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	30	0	0	0	0	3	9	13	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	17	0	0	0	0	2	5	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	16	0	0	1	0	0	4	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	5	0	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	529	0	2	8	15	39	186	171	79	22	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	622	0	3	8	15	48	216	200	96	26	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	643	0	3	9	15	48	222	209	100	27	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	671	0	3	9	15	54	232	216	102	29	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

22 May 2017

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135	140
0000	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	1	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	48	0	0	1	1	18	8	10	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	86	0	1	2	2	5	28	23	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	126	0	0	5	14	57	41	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	35	0	0	0	0	0	18	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	55	0	0	2	3	6	13	23	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	55	0	1	0	1	10	22	11	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	55	0	0	1	1	9	31	5	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	50	0	0	0	0	3	21	15	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	59	0	0	1	2	8	25	15	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	117	0	0	3	1	14	42	43	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	88	0	0	0	5	6	36	28	8	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	140	0	1	1	5	14	43	54	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	111	0	3	0	3	7	51	33	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	67	0	0	0	0	15	20	27	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	47	0	0	0	3	6	17	12	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	46	0	0	0	0	3	18	19	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	11	0	0	0	0	1	2	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	6	0	0	0	1	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	977	0	6	10	28	96	387	303	113	24	8	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1185	0	6	11	32	138	450	371	137	28	10	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1202	0	6	11	33	140	453	377	141	29	10	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1216	0	7	11	33	141	456	382	143	31	10	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

23 May 2017

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	5	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	6	0	0	0	0	0	2	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	46	0	0	2	2	15	13	7	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	76	0	0	0	1	4	23	29	13	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	106	0	0	0	1	11	49	34	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	35	0	0	0	1	4	15	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	39	0	0	2	0	8	14	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	56	0	0	2	3	9	20	18	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	52	0	0	2	0	4	26	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	60	0	0	0	3	3	26	20	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	41	0	0	1	0	6	16	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	98	0	0	1	0	9	46	29	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	92	0	0	2	5	3	21	38	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	137	0	0	2	0	10	53	58	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	137	0	1	2	1	8	54	54	12	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	58	0	0	1	0	3	22	23	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	52	0	0	0	1	1	17	25	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	29	0	0	1	0	3	12	7	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	21	0	0	0	0	2	7	5	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	16	0	0	0	1	2	8	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	929	0	1	14	15	79	363	332	93	26	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1114	0	1	18	18	101	427	394	112	32	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1151	0	1	18	19	105	442	399	120	35	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1165	0	1	18	19	106	446	403	124	35	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

24 May 2017

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	6	0	0	0	1	0	2	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	53	0	0	2	3	14	12	14	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	101	0	0	0	0	3	31	48	13	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	127	0	0	0	2	7	47	58	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	47	0	0	3	1	5	14	15	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	55	0	1	2	4	16	18	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	51	0	0	1	2	5	18	15	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	49	0	0	1	0	9	15	13	8	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	59	0	0	0	3	4	16	24	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	54	0	0	1	2	4	23	13	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	117	0	0	1	8	13	47	35	10	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	101	0	2	1	2	7	33	38	14	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	161	0	1	4	8	4	51	59	28	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	106	0	4	1	4	10	29	45	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	67	0	0	0	2	1	29	26	5	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	40	0	1	0	1	9	12	10	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	51	0	0	1	0	6	23	14	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	24	0	0	2	1	3	3	6	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	8	0	0	0	0	2	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1028	0	8	15	36	87	342	375	130	24	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1239	0	9	18	42	117	418	439	152	30	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1271	0	9	20	43	122	424	446	159	33	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1289	0	9	20	44	123	430	449	163	35	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Virtual Day (14)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135	140
0000	6	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	36	0	0	1	4	10	8	7	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	67	0	0	1	3	8	20	23	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	90	0	1	1	3	9	33	32	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	37	0	0	1	2	3	14	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	50	0	1	2	2	7	18	14	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	52	0	0	1	3	7	20	14	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	53	0	0	1	1	7	22	14	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	58	0	0	1	2	5	23	18	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	53	0	0	1	2	5	21	16	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	93	0	0	2	3	11	37	28	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	84	0	0	1	2	6	30	28	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	110	0	0	1	3	9	38	40	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	88	0	1	1	2	5	31	32	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	56	0	0	1	2	5	19	19	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	40	0	0	0	1	4	12	13	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	32	0	0	0	0	4	13	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	20	0	0	0	0	1	7	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	12	0	0	0	0	1	4	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	833	0	4	12	26	83	306	268	98	27	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	996	0	5	15	32	106	358	317	119	34	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1027	0	5	15	33	108	369	327	123	35	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1045	0	5	15	33	109	373	332	127	37	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

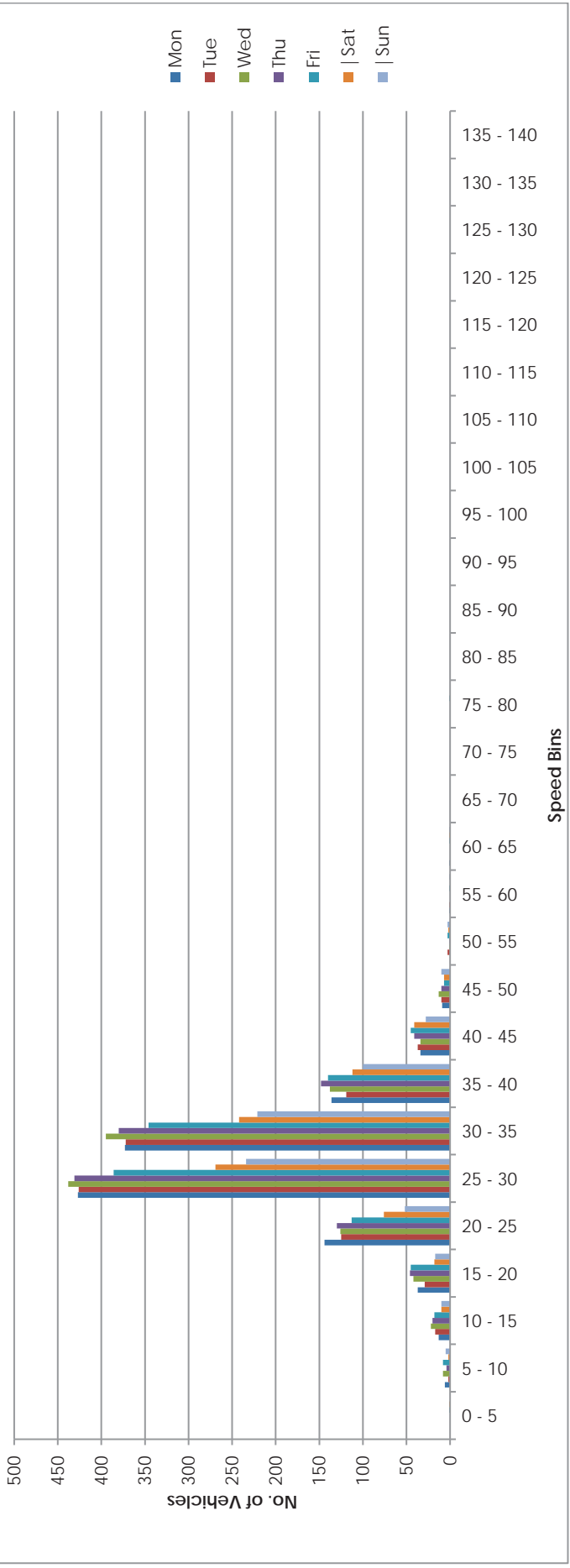
Site 3

Green Lane, attached to sign post, OSGR: TL 01550 42197
Eastbound

7480 / Stewartby
May 2017
Automatic Traffic Count

Virtual Week (2)

Time	Total	Speed Bins (mph)																																				
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140									
Mon	1179	0	6	13	37	144	427	373	136	34	9	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Tue	1140	0	2	17	29	125	426	372	119	37	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Wed	1215	0	8	22	42	126	438	395	138	34	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Thu	1209	0	4	20	46	130	431	380	148	41	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Fri	1112	1	8	18	45	113	386	346	140	45	7	3	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Sat	779	1	2	10	18	76	269	242	112	41	7	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Sun	680	0	5	10	17	52	234	221	100	28	10	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5 Day Ave.	1171	0	6	18	40	128	422	373	136	38	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	1045	0	5	15	33	109	373	332	127	37	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	14624	2	68	216	466	1530	5220	4654	1784	517	130	25	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Summary Graphs



Nationwide Data Collection
for
Peter Brett Associates

11 May 2017

Time	Total	Classification											>PSL 30	>PSL% 30	>SL1 ACPO 35	>SL1% ACPO 35	>SL2 DfT 45	>SL2% DfT 45	Mean	Vpp 85		
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD									12 DRT	
0000	3	0	2	0	1	0	0	0	0	0	0	0	0	0	1	33.3	1	33.3	0	0	30.5	-
0100	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.1	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	-
0400	8	0	6	0	2	0	0	0	0	0	0	0	0	0	2	25	0	0	0	0	25.4	-
0500	18	0	16	0	2	0	0	0	0	0	0	0	0	0	14	77.8	5	27.8	0	0	33	37.8
0600	45	1	40	0	4	0	0	0	0	0	0	0	0	0	30	66.7	12	26.7	0	0	31.8	35.3
0700	106	2	95	1	7	0	0	0	0	0	0	0	0	0	62	58.5	29	27.4	1	0.9	30.6	36.2
0800	144	1	129	0	11	2	1	0	0	0	0	0	0	0	70	48.6	24	16.7	2	1.4	30.1	34.9
0900	84	2	74	0	8	0	0	0	0	0	0	0	0	0	36	42.9	5	6	0	0	28.9	33.3
1000	65	1	49	0	14	1	0	0	0	0	0	0	0	0	28	43.1	4	6.2	0	0	28.5	33.3
1100	74	2	59	0	12	1	0	0	0	0	0	0	0	0	19	25.7	5	6.8	0	0	27.6	32.9
1200	73	1	63	0	9	0	0	0	0	0	0	0	0	0	31	42.5	7	9.6	0	0	28.6	33.6
1300	68	1	58	0	8	0	0	0	0	0	0	0	0	0	22	32.4	7	10.3	0	0	27.7	32.7
1400	62	2	51	0	8	0	1	0	0	0	0	0	0	0	23	37.1	4	6.5	0	0	27.7	32.9
1500	124	1	108	0	12	0	2	0	0	0	0	0	0	0	52	41.9	9	7.3	0	0	28.4	33.1
1600	100	1	92	0	6	0	1	0	0	0	0	0	0	0	60	60	14	14	1	1	29.9	34
1700	129	3	119	0	6	0	0	0	0	0	0	0	0	0	64	49.6	18	14	0	0	29.4	34.7
1800	109	5	99	0	4	0	0	0	0	0	0	0	0	0	47	43.1	21	19.3	0	0	28.1	35.6
1900	50	0	46	0	4	0	0	0	0	0	0	0	0	0	21	42	9	18	2	4	29.5	36.2
2000	44	1	41	0	2	0	0	0	0	0	0	0	0	0	27	61.4	14	31.8	2	4.5	32	38.5
2100	27	0	26	0	1	0	0	0	0	0	0	0	0	0	12	44.4	2	7.4	1	3.7	29.6	34.4
2200	15	0	13	0	2	0	0	0	0	0	0	0	0	0	5	33.3	1	6.7	0	0	28	32.7
2300	7	0	6	0	1	0	0	0	0	0	0	0	0	0	5	71.4	0	0	0	0	30.5	-
07-19	1138	22	996	1	105	4	5	1	2	0	0	0	0	0	514	45.2	147	12.9	4	0.4	29	34.2
06-22	1304	24	1149	1	116	4	5	1	2	0	0	0	0	0	604	46.3	184	14.1	9	0.7	29.2	34.7
06-00	1326	24	1168	1	119	4	5	1	2	0	0	0	0	0	614	46.3	185	14	9	0.7	29.2	34.7
00-00	1361	24	1196	1	126	4	5	1	2	0	0	0	0	0	631	46.4	191	14	9	0.7	29.2	34.7



12 May 2017

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO	>SL1% ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	-	
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	-	
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	-	
0300	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	-	
0400	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	3	60	36.4	-	
0500	23	0	19	0	4	0	0	0	0	0	0	0	0	0	0	11	47.8	0	33.9	36.9	
0600	39	1	35	0	2	1	0	0	0	0	0	0	0	0	5	12.8	1	2.6	27.3	33.3	
0700	110	1	101	0	7	0	1	0	0	0	0	0	0	0	19	17.3	0	0	30.6	35.3	
0800	145	0	133	2	8	2	0	0	0	0	0	0	0	0	75	51.7	1	0.7	29.8	35.6	
0900	77	0	68	0	8	1	0	0	0	0	0	0	0	0	42	54.5	0	0	30	35.1	
1000	56	2	48	0	5	0	0	0	0	0	0	0	0	1	17	30.4	0	0	26.5	32.7	
1100	71	0	59	1	8	2	0	0	0	0	0	0	0	0	32	45.1	0	0	28.5	33.6	
1200	60	0	50	0	7	3	0	0	0	0	0	0	0	0	25	41.7	1	1.7	28.8	34.9	
1300	67	0	64	1	1	0	0	0	0	0	0	0	0	1	34	50.7	14	3	30.5	35.3	
1400	65	1	58	0	5	1	0	0	0	0	0	0	0	0	39	60	14	1.5	31	36	
1500	148	3	127	2	15	1	0	0	0	0	0	0	0	0	74	50	20	13.5	29.3	34.4	
1600	100	0	91	0	8	0	1	0	0	0	0	0	0	0	56	56	17	17	30.7	35.1	
1700	83	1	74	1	6	1	0	0	0	0	0	0	0	0	54	65.1	17	20.5	31.2	36	
1800	92	1	87	0	4	0	0	0	0	0	0	0	0	0	48	52.2	23	25	28.3	36.2	
1900	55	1	53	0	1	0	0	0	0	0	0	0	0	0	33	60	12	21.8	31.6	37.1	
2000	28	1	26	0	1	0	0	0	0	0	0	0	0	0	15	53.6	3	10.7	31.2	34.7	
2100	20	1	19	0	0	0	0	0	0	0	0	0	0	0	13	65	3	15	31.1	34.4	
2200	9	0	9	0	0	0	0	0	0	0	0	0	0	0	5	55.6	1	11.1	30.8	-	
2300	16	0	16	0	0	0	0	0	0	0	0	0	0	0	11	68.8	4	25	34.2	38.5	
07-19	1074	9	960	7	82	11	2	0	1	0	2	0	0	0	562	52.3	183	17	29.7	35.1	
06-22	1216	13	1093	7	86	12	2	0	1	0	2	0	0	0	638	52.5	206	16.9	29.8	35.1	
06-00	1241	13	1118	7	86	12	2	0	1	0	2	0	0	0	654	52.7	211	17	29.8	35.3	
00-00	1276	13	1146	7	93	12	2	0	1	0	2	0	0	0	677	53.1	225	17.6	29.9	35.3	

Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Westbound

7480 / Stewartby
May 2017
Automatic Traffic Count

13 May 2017

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO	>SL1% ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85		
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT										
0000	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	12.5	0	0	0	0	0	27.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	100	2	66.7	1	33.3	0	42.4	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	-
0500	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	60	2	40	0	0	0	31.8	-
0600	14	0	13	0	1	0	0	0	0	0	0	0	0	0	0	71.4	4	28.6	0	0	0	32.2	37.6
0700	29	2	24	0	3	0	0	0	0	0	0	0	0	0	0	48.3	8	27.6	0	0	0	30.4	36.9
0800	48	1	39	1	7	0	0	0	0	0	0	0	0	0	0	60.4	7	14.6	0	0	0	30.8	34.7
0900	72	3	68	1	0	0	0	0	0	0	0	0	0	0	0	58.3	8	11.1	0	0	0	30.1	34.4
1000	79	2	73	0	4	0	0	0	0	0	0	0	0	0	0	40.5	8	10.1	0	0	0	29	33.8
1100	80	2	74	1	2	0	1	0	0	0	0	0	0	0	0	56.3	11	13.8	0	0	0	29.8	34.7
1200	71	1	65	2	3	0	0	0	0	0	0	0	0	0	0	50.7	19	26.8	0	0	0	30.8	38.3
1300	67	2	63	1	1	0	0	0	0	0	0	0	0	0	0	50.7	12	17.9	0	0	0	29.8	35.6
1400	69	3	62	1	3	0	0	0	0	0	0	0	0	0	0	44.9	11	15.9	1	1.4	0	30.1	35.1
1500	52	2	50	0	0	0	0	0	0	0	0	0	0	0	0	42.3	5	9.6	1	1.9	0	28.5	32.4
1600	62	1	57	0	3	0	1	0	0	0	0	0	0	0	0	40.3	10	16.1	0	0	0	28.5	34.9
1700	63	0	59	1	3	0	0	0	0	0	0	0	0	0	0	58.7	17	27	0	0	0	31.3	36.7
1800	65	4	59	0	2	0	0	0	0	0	0	0	0	0	0	64.6	12	18.5	0	0	0	30.3	35.1
1900	37	1	36	0	0	0	0	0	0	0	0	0	0	0	0	56.8	10	27	0	0	0	31.5	36.5
2000	27	0	26	0	1	0	0	0	0	0	0	0	0	0	0	70.4	10	37	0	0	0	32.6	38.7
2100	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0	62.5	4	25	0	0	0	31.3	36.9
2200	18	2	16	0	0	0	0	0	0	0	0	0	0	0	0	44.4	3	16.7	0	0	0	29.6	34
2300	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	57.1	1	14.3	0	0	0	31.7	-
07-19	757	23	693	8	31	0	2	0	0	0	0	0	0	0	0	51.4	128	16.9	2	0.3	0	29.9	35.1
06-22	851	24	784	8	33	0	2	0	0	0	0	0	0	0	0	52.8	156	18.3	2	0.2	0	30.1	35.6
06-00	876	26	807	8	33	0	2	0	0	0	0	0	0	0	0	52.6	160	18.3	2	0.2	0	30.1	35.6
00-00	895	26	824	8	35	0	2	0	0	0	0	0	0	0	0	52.3	164	18.3	3	0.3	0	30.2	35.6



14 May 2017

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO	>SL1% ACPO	>SL2 DfT	>SL2% DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	11	0	10	0	1	0	0	0	0	0	0	0	0	0	6	54.5	2	18.2	0	0	30	31.3
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	0	3	60	1	20	0	0	30.4	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4	-
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0	3	75	2	50	1	25	37.3	-
0600	7	0	7	0	0	0	0	0	0	0	0	0	0	0	3	42.9	0	0	0	0	29.3	-
0700	12	0	11	0	1	0	0	0	0	0	0	0	0	0	8	66.7	4	33.3	0	0	32.1	36.5
0800	27	3	24	0	0	0	0	0	0	0	0	0	0	0	13	48.1	5	18.5	0	0	28.6	36.5
0900	49	1	47	0	1	0	0	0	0	0	0	0	0	0	29	59.2	14	28.6	0	0	32	37.4
1000	56	1	55	0	0	0	0	0	0	0	0	0	0	0	33	58.9	7	12.5	0	0	30.8	34.7
1100	69	2	65	0	2	0	0	0	0	0	0	0	0	0	36	52.2	10	14.5	0	0	29.9	34.9
1200	76	6	66	0	2	0	0	1	0	0	0	0	0	0	39	51.3	15	19.7	0	0	29.3	35.6
1300	76	1	74	0	1	0	0	0	0	0	0	0	0	0	39	51.3	13	17.1	1	1.3	29.7	35.1
1400	64	2	61	0	1	0	0	0	0	0	0	0	0	0	34	53.1	6	9.4	1	1.6	30	33.8
1500	60	1	58	1	0	0	0	0	0	0	0	0	0	0	35	58.3	15	25	1	1.7	31.1	36.2
1600	49	0	46	1	2	0	0	0	0	0	0	0	0	0	30	61.2	6	12.2	0	0	31.2	34.4
1700	51	2	48	0	1	0	0	0	0	0	0	0	0	0	27	52.9	8	15.7	0	0	29.9	34.7
1800	51	1	49	0	1	0	0	0	0	0	0	0	0	0	31	60.8	13	25.5	1	2	32.1	37.1
1900	28	0	28	0	0	0	0	0	0	0	0	0	0	0	19	67.9	7	25	0	0	32.9	38
2000	28	2	24	2	0	0	0	0	0	0	0	0	0	0	15	53.6	7	25	2	7.1	30.9	38.5
2100	13	0	13	0	0	0	0	0	0	0	0	0	0	0	11	84.6	6	46.2	0	0	34.2	38.3
2200	13	0	12	0	1	0	0	0	0	0	0	0	0	0	9	69.2	4	30.8	1	7.7	33.7	37.8
2300	5	0	5	0	0	0	0	0	0	0	0	0	0	0	4	80	3	60	0	0	34	-
07-19	640	20	604	2	12	0	0	1	0	0	0	0	0	0	354	55.3	116	18.1	4	0.6	30.4	35.6
06-22	716	22	676	4	12	0	0	1	0	0	0	0	0	0	402	56.1	136	19	6	0.8	30.6	35.8
06-00	734	22	693	4	13	0	0	1	0	0	0	0	0	0	415	56.5	143	19.5	7	1	30.7	36
00-00	757	22	714	4	15	0	0	1	0	0	0	0	0	0	427	56.4	148	19.6	8	1.1	30.7	35.8

Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Westbound

7480 / Stewartby
May 2017
Automatic Traffic Count

15 May 2017

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO	>SL1% ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	100	1	100	1	100	46.7	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100	2	100	0	0	37.1	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	50	1	50	0	0	34.3	-
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	0	4	80	3	60	0	0	33.5	-
0500	23	0	21	0	2	0	0	0	0	0	0	0	0	0	17	73.9	12	52.2	0	0	34.4	40
0600	47	0	45	0	2	0	0	0	0	0	0	0	0	0	28	59.6	9	19.1	2	4.3	31.7	35.3
0700	119	4	105	0	8	1	1	0	0	0	0	0	0	0	63	52.9	21	17.6	0	0	29.4	35.3
0800	151	1	138	0	12	0	0	0	0	0	0	0	0	0	85	56.3	20	13.2	2	1.3	29.8	34.2
0900	66	0	56	1	9	0	0	0	0	0	0	0	0	0	23	34.8	4	6.1	0	0	28.2	32
1000	60	0	57	0	3	0	0	0	0	0	0	0	0	0	27	45	10	16.7	1	1.7	28.6	35.3
1100	49	1	40	0	6	0	1	0	0	1	0	0	0	0	21	42.9	9	18.4	0	0	29.6	35.8
1200	59	2	48	0	6	2	1	0	0	0	0	0	0	0	15	25.4	2	3.4	0	0	27.1	31.1
1300	59	0	51	0	7	1	0	0	0	0	0	0	0	0	25	42.4	8	13.6	1	1.7	29	33.3
1400	57	0	54	0	3	0	0	0	0	0	0	0	0	0	37	64.9	12	21.1	1	1.8	31.1	35.8
1500	88	1	73	0	11	1	0	0	1	0	0	0	0	0	37	42	11	12.5	1	1.1	29	34.2
1600	97	4	82	0	10	0	1	0	0	0	0	0	0	0	44	45.4	14	14.4	1	1	28.9	34.4
1700	106	0	102	0	4	0	0	0	0	0	0	0	0	0	61	57.5	21	19.8	0	0	30.9	35.8
1800	111	6	103	0	2	0	0	0	0	0	0	0	0	0	51	45.9	16	14.4	1	0.9	28.3	34.7
1900	68	0	62	1	5	0	0	0	0	0	0	0	0	0	29	42.6	9	13.2	0	0	28.6	33.6
2000	29	2	26	0	1	0	0	0	0	0	0	0	0	0	20	69	11	37.9	0	0	31.4	37.4
2100	26	0	24	0	2	0	0	0	0	0	0	0	0	0	13	50	2	7.7	0	0	29.7	32
2200	8	0	8	0	0	0	0	0	0	0	0	0	0	0	2	25	1	12.5	0	0	28.4	-
2300	5	0	5	0	0	0	0	0	0	0	0	0	0	0	5	100	3	60	2	40	38.9	-
07-19	1022	19	909	1	81	5	4	0	1	1	1	1	1	1	489	47.8	148	14.5	8	0.8	29.2	34.7
06-22	1192	21	1066	2	91	5	4	0	1	1	1	1	1	1	579	48.6	179	15	10	0.8	29.4	34.9
06-00	1205	21	1079	2	91	5	4	0	1	1	1	1	1	1	586	48.6	183	15.2	12	1	29.4	34.9
00-00	1239	21	1110	2	94	5	4	0	1	1	1	1	1	1	611	49.3	202	16.3	13	1	29.5	35.1



Site
Location
Direction

3 Green Lane, attached to sign post, OSGR: TL 01550 42197
Westbound

7480 / Stewartby
May 2017
Automatic Traffic Count

16 May 2017

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO	>SL1% ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	3	0	2	0	1	0	0	0	0	0	0	0	0	0	3	100	2	66.7	0	0	37.2	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	50	1	50	0	0	32.4	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	6	0	4	0	2	0	0	0	0	0	0	0	0	0	4	66.7	1	16.7	0	0	30.1	-
0500	26	0	21	0	4	0	0	0	0	0	0	0	0	0	18	69.2	8	30.8	0	0	31.8	36.2
0600	45	1	40	0	2	1	0	0	0	0	0	0	0	0	26	57.8	8	17.8	2	4.4	30.8	36.2
0700	120	1	113	0	6	0	0	0	0	0	0	0	0	0	72	60	25	20.8	2	1.7	31	36.2
0800	136	1	124	1	9	0	0	0	1	0	0	0	0	0	74	54.4	16	11.8	0	0	30.1	34.2
0900	76	0	68	0	7	0	1	0	0	0	0	0	0	0	47	61.8	15	19.7	0	0	30.6	35.3
1000	48	0	43	0	5	0	0	0	0	0	0	0	0	0	22	45.8	8	16.7	1	2.1	28.9	35.3
1100	57	1	51	0	4	1	0	0	0	0	0	0	0	0	23	40.4	7	12.3	1	1.8	29.1	34
1200	53	1	44	1	7	0	0	0	0	0	0	0	0	0	23	43.4	7	13.2	0	0	29.2	33.8
1300	56	0	47	0	8	1	0	0	0	0	0	0	0	0	23	41.1	6	10.7	0	0	29.2	34.4
1400	64	1	53	0	9	0	1	0	0	0	0	0	0	0	22	34.4	7	10.9	1	1.6	28.7	33.6
1500	83	1	70	0	12	0	0	0	0	0	0	0	0	0	36	43.4	5	6	1	1.2	28.6	32.9
1600	108	0	99	0	9	0	0	0	0	0	0	0	0	0	56	51.9	22	20.4	2	1.9	30.6	35.8
1700	106	2	99	2	3	0	0	0	0	0	0	0	0	0	52	49.1	19	17.9	0	0	30.1	35.3
1800	112	1	103	0	7	1	0	0	0	0	0	0	0	0	43	38.4	14	12.5	1	0.9	28.3	34
1900	64	0	61	0	3	0	0	0	0	0	0	0	0	0	24	37.5	7	10.9	0	0	27.7	33.3
2000	23	0	22	0	1	0	0	0	0	0	0	0	0	0	8	34.8	3	13	0	0	30	32.7
2100	19	0	19	0	0	0	0	0	0	0	0	0	0	0	10	52.6	3	15.8	0	0	30.8	34.2
2200	16	0	16	0	0	0	0	0	0	0	0	0	0	0	10	62.5	1	6.3	0	0	30.7	34.7
2300	4	0	3	0	1	0	0	0	0	0	0	0	0	0	1	25	0	0	0	0	27.8	-
07-19	1019	9	914	4	86	3	2	0	1	0	0	0	0	0	493	48.4	151	14.8	9	0.9	29.7	34.9
06-22	1170	10	1056	4	92	4	2	0	1	0	0	0	0	0	561	47.9	172	14.7	11	0.9	29.6	34.9
06-00	1190	10	1075	4	93	4	2	0	1	0	0	0	0	0	572	48.1	173	14.5	11	0.9	29.6	34.9
00-00	1227	10	1104	4	100	4	2	0	1	0	0	0	0	0	598	48.7	185	15.1	11	0.9	29.7	34.9



Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Westbound

7480 / Stewartby
May 2017
Automatic Traffic Count

17 May 2017

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO 35	>SL1% ACPO 35	>SL2 DfT 45	>SL2% DfT 45	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	-		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-		
0300	4	0	2	0	2	0	0	0	0	0	0	0	0	0	3	75	1	32.4	-		
0400	3	0	2	0	1	0	0	0	0	0	0	0	0	0	2	66.7	1	31.8	-		
0500	21	0	19	0	2	0	0	0	0	0	0	0	0	13	61.9	8	31.9	36.7			
0600	49	0	47	0	2	0	0	0	0	0	0	0	0	32	65.3	8	30.6	35.1			
0700	109	2	100	1	4	0	1	0	0	0	0	0	0	71	65.1	28	30.8	36.7			
0800	141	1	135	0	4	1	0	0	0	0	0	0	0	70	49.6	20	30.3	34.9			
0900	57	0	52	0	4	0	0	0	0	1	0	0	0	34	59.6	9	30.9	34.7			
1000	71	0	60	0	9	0	1	0	0	0	1	0	0	13	18.3	2	23	30			
1100	67	0	55	0	11	0	0	0	0	0	0	0	0	17	25.4	5	25.6	31.3			
1200	73	0	64	0	8	0	0	0	0	0	0	0	0	26	35.6	10	29.3	34.4			
1300	52	0	46	0	6	0	0	0	0	0	0	0	0	27	51.9	2	29.9	33.6			
1400	50	0	43	0	7	0	0	0	0	0	0	0	0	27	54	7	30.6	34.4			
1500	110	0	101	0	9	0	0	0	0	0	0	0	0	43	39.1	12	29.4	34			
1600	83	1	77	0	5	0	0	0	0	0	0	0	0	45	54.2	17	30.5	35.6			
1700	106	1	100	0	5	0	0	0	0	0	0	0	0	56	52.8	17	30.7	35.1			
1800	65	2	60	0	3	0	0	0	0	0	0	0	0	36	55.4	7	29.8	33.8			
1900	40	0	39	0	1	0	0	0	0	0	0	0	0	8	20	2	23.5	30.6			
2000	31	1	27	0	3	0	0	0	0	0	0	0	0	10	32.3	2	24.3	31.8			
2100	37	0	33	0	4	0	0	0	0	0	0	0	0	10	27	2	26.5	30.6			
2200	16	0	14	0	2	0	0	0	0	0	0	0	0	4	25	1	28.2	32.4			
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	2	50	1	32.2	-			
07-19	984	7	893	1	75	3	2	0	0	1	2	0	0	465	47.3	136	29.4	34.7			
06-22	1141	8	1039	1	85	3	2	0	0	1	2	0	0	525	46	150	29	34.7			
06-00	1161	8	1057	1	87	3	2	0	0	1	2	0	0	531	45.7	152	29	34.4			
00-00	1191	8	1082	1	92	3	2	0	0	1	2	0	0	549	46.1	162	29.1	34.7			



18 May 2017

Time	Total	Classification											>PSL 30	>PSL% 30	>SL1 ACPO	>SL1% ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85		
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD									12 DRT	
0000	2	0	1	0	1	0	0	0	0	0	0	0	0	0	1	50	1	50	0	0	30.6	-
0100	3	0	2	0	1	0	0	0	0	0	0	0	0	0	2	66.7	0	0	0	0	29.8	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	50	1	50	0	0	32.6	-
0400	6	0	5	0	1	0	0	0	0	0	0	0	0	0	4	66.7	1	16.7	0	0	31.4	-
0500	22	0	19	0	3	0	0	0	0	0	0	0	0	0	15	68.2	7	31.8	0	0	32.8	38.7
0600	48	1	42	0	5	0	0	0	0	0	0	0	0	0	32	66.7	14	29.2	1	2.1	32.7	38
0700	110	1	104	2	3	0	0	0	0	0	0	0	0	0	73	66.4	22	20	1	0.9	31.4	36.2
0800	143	2	131	0	10	0	0	0	0	0	0	0	0	0	83	58	21	14.7	0	0	31	34.9
0900	70	0	61	0	9	0	0	0	0	0	0	0	0	0	28	40	9	12.9	0	0	28	34.2
1000	62	0	55	0	7	0	0	0	0	0	0	0	0	0	37	59.7	9	14.5	2	3.2	31.4	34.7
1100	50	0	46	0	4	0	0	0	0	0	0	0	0	0	20	40	7	14	0	0	28.9	33.8
1200	81	6	65	0	8	1	0	0	0	0	0	0	0	0	32	39.5	7	8.6	0	0	27.5	33.6
1300	64	0	59	0	4	0	0	0	0	0	0	0	0	0	44	68.8	15	23.4	2	3.1	31	36.5
1400	42	3	33	0	6	0	0	0	0	0	0	0	0	0	15	35.7	5	11.9	0	0	27	34.4
1500	104	2	93	0	9	0	0	0	0	0	0	0	0	0	43	41.3	10	9.6	0	0	28.9	32.4
1600	124	0	115	1	7	0	0	0	0	0	0	0	0	0	52	41.9	14	11.3	0	0	28.2	33.8
1700	109	1	107	0	1	0	0	0	0	0	0	0	0	0	62	56.9	20	18.3	1	0.9	30.8	35.6
1800	87	1	85	0	1	0	0	0	0	0	0	0	0	0	46	52.9	12	13.8	0	0	28.2	34.7
1900	41	0	38	0	3	0	0	0	0	0	0	0	0	0	25	61	9	22	0	0	31.4	36.2
2000	33	2	31	0	0	0	0	0	0	0	0	0	0	0	13	39.4	5	15.2	1	3	29.8	34.2
2100	27	0	27	0	0	0	0	0	0	0	0	0	0	0	17	63	4	14.8	0	0	31.7	34.9
2200	21	0	19	0	1	0	0	0	0	0	0	0	0	0	10	47.6	3	14.3	0	0	29.8	33.1
2300	4	0	3	0	1	0	0	0	0	0	0	0	0	0	3	75	1	25	0	0	34.4	-
07-19	1046	16	954	3	69	1	1	0	0	0	0	0	0	0	535	51.1	151	14.4	6	0.6	29.6	34.7
06-22	1195	19	1092	3	77	1	1	0	0	0	0	0	0	0	622	52.1	183	15.3	8	0.7	29.8	34.9
06-00	1220	19	1114	3	79	1	1	1	0	0	0	0	0	0	635	52	187	15.3	8	0.7	29.8	34.9
00-00	1256	19	1144	3	85	1	1	1	0	0	0	0	0	0	658	52.4	197	15.7	8	0.6	29.9	35.1

Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Westbound

7480 / Stewartby
May 2017
Automatic Traffic Count

19 May 2017

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO	>SL1% ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0	2	50	0	0	0	0	30.2	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	-
0300	3	0	2	0	1	0	0	0	0	0	0	0	0	0	3	100	2	66.7	0	0	37.4	-
0400	8	0	6	0	2	0	0	0	0	0	0	0	0	0	5	62.5	1	12.5	0	0	31.2	-
0500	24	0	20	0	4	0	0	0	0	0	0	0	0	0	17	70.8	7	29.2	0	0	33.1	37.8
0600	44	1	41	0	2	0	0	0	0	0	0	0	0	0	32	72.7	12	27.3	0	0	31.6	35.8
0700	115	1	105	1	8	0	0	0	0	0	0	0	0	0	62	53.9	22	19.1	0	0	30	35.8
0800	126	0	119	0	4	3	0	0	0	0	0	0	0	0	62	49.2	17	13.5	2	1.6	30.5	34.7
0900	80	0	77	0	3	0	0	0	0	0	0	0	0	0	33	41.3	9	11.3	0	0	27.7	34
1000	54	0	50	0	4	0	0	0	0	0	0	0	0	0	22	40.7	6	11.1	0	0	28.6	34
1100	65	0	55	0	8	2	0	0	0	0	0	0	0	0	20	30.8	6	9.2	1	1.5	27.6	31.3
1200	50	0	48	0	2	0	0	0	0	0	0	0	0	0	28	56	8	16	0	0	30.7	34.9
1300	76	0	67	1	8	0	0	0	0	0	0	0	0	0	44	57.9	16	21.1	0	0	29.9	35.3
1400	58	0	51	0	5	0	1	0	0	0	0	0	0	0	30	51.7	11	19	0	0	30.4	35.1
1500	133	0	116	0	15	0	0	0	0	1	0	0	0	0	68	51.1	17	12.8	0	0	30.1	34.2
1600	72	1	64	1	6	0	0	0	0	0	0	0	0	0	34	47.2	6	8.3	0	0	29.3	34
1700	77	1	73	0	3	0	0	0	0	0	0	0	0	0	38	49.4	11	14.3	0	0	30.1	34.4
1800	72	0	69	2	1	0	0	0	0	0	0	0	0	0	40	55.6	14	19.4	0	0	30	36
1900	55	0	54	0	1	0	0	0	0	0	0	0	0	0	37	67.3	18	32.7	0	0	32.6	38
2000	46	0	44	0	2	0	0	0	0	0	0	0	0	0	23	50	8	17.4	0	0	29.4	36
2100	22	0	22	0	0	0	0	0	0	0	0	0	0	0	15	68.2	6	27.3	1	4.5	33.5	40.3
2200	12	0	12	0	0	0	0	0	0	0	0	0	0	0	6	50	2	16.7	0	0	31.2	32
2300	7	0	7	0	0	0	0	0	0	0	0	0	0	0	4	57.1	1	14.3	1	14.3	33	-
07-19	978	3	894	5	67	5	1	0	1	1	1	1	1	0	481	49.2	143	14.6	3	0.3	29.7	34.9
06-22	1145	4	1055	5	72	5	1	0	1	1	1	1	0	0	588	51.4	187	16.3	4	0.3	29.9	35.1
06-00	1164	4	1074	5	72	5	1	0	1	1	1	1	0	0	598	51.4	190	16.3	5	0.4	30	35.1
00-00	1204	4	1107	5	79	5	1	0	1	1	1	1	0	0	625	51.9	200	16.6	5	0.4	30.1	35.1



Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Westbound
20 May 2017

7480 / Stewartby
May 2017
Automatic Traffic Count

Time	Total	Classification											>PSL 30	>PSL% 30	>SL1 ACPO 35	>SL1% ACPO 35	>SL2 DfT 45	>SL2% DfT 45	Mean	Vpp 85		
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD									12 DRT	
0000	7	0	7	0	0	0	0	0	0	0	0	0	0	0	4	57.1	1	14.3	1	14.3	32.5	-
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	2	50	1	25	0	0	31.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	100	1	100	0	0	38	-
0400	4	0	3	0	1	0	0	0	0	0	0	0	0	0	2	50	0	0	0	0	30.3	-
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100	1	50	0	0	33.8	-
0600	16	0	15	0	1	0	0	0	0	0	0	0	0	0	12	75	7	43.8	0	0	33.6	38.3
0700	33	1	30	1	1	0	0	0	0	0	0	0	0	0	20	60.6	10	30.3	1	3	31.3	37.1
0800	60	1	57	0	2	0	0	0	0	0	0	0	0	0	40	66.7	14	23.3	0	0	31.6	35.8
0900	70	4	62	0	4	0	0	0	0	0	0	0	0	0	37	52.9	10	14.3	0	0	29.5	34.9
1000	63	1	60	0	2	0	0	0	0	0	0	0	0	0	29	46	6	9.5	0	0	29.4	34
1100	64	0	63	0	1	0	0	0	0	0	0	0	0	0	41	64.1	11	17.2	0	0	31	35.3
1200	81	2	73	0	6	0	0	0	0	0	0	0	0	0	40	49.4	21	25.9	1	1.2	30.1	38.5
1300	69	1	65	1	1	0	1	0	0	0	0	0	0	0	27	39.1	8	11.6	0	0	28.8	33.8
1400	60	0	57	0	3	0	0	0	0	0	0	0	0	0	32	53.3	12	20	0	0	30.6	36
1500	58	1	53	0	4	0	0	0	0	0	0	0	0	0	26	44.8	9	15.5	0	0	28.9	34
1600	69	0	65	0	4	0	0	0	0	0	0	0	0	0	26	37.7	8	11.6	0	0	28.6	34.2
1700	46	0	46	0	0	0	0	0	0	0	0	0	0	0	28	60.9	11	23.9	0	0	31.8	35.8
1800	42	0	41	1	0	0	0	0	0	0	0	0	0	0	23	54.8	8	19	0	0	30.6	35.1
1900	37	1	35	0	1	0	0	0	0	0	0	0	0	0	20	54.1	10	27	0	0	31.3	38.3
2000	31	0	31	0	0	0	0	0	0	0	0	0	0	0	17	54.8	4	12.9	1	3.2	30.9	34.2
2100	23	0	23	0	0	0	0	0	0	0	0	0	0	0	13	56.5	5	21.7	1	4.3	31.9	37.4
2200	8	0	8	0	0	0	0	0	0	0	0	0	0	0	4	50	1	12.5	0	0	29.6	-
2300	5	0	5	0	0	0	0	0	0	0	0	0	0	0	2	40	1	20	0	0	31	-
07-19	715	11	672	3	28	0	1	0	0	0	0	0	0	0	369	51.6	128	17.9	2	0.3	30.1	35.3
06-22	822	12	776	3	30	0	1	0	0	0	0	0	0	0	431	52.4	154	18.7	4	0.5	30.3	35.6
06-00	835	12	789	3	30	0	1	0	0	0	0	0	0	0	437	52.3	156	18.7	4	0.5	30.3	35.6
00-00	853	12	805	3	32	0	1	0	0	0	0	0	0	0	448	52.5	160	18.8	5	0.6	30.3	35.6



21 May 2017

Time	Total	Classification										>PSL 30	>PSL% 30	>SL1 ACPO	>SL1% ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6								
0000	7	0	7	0	0	0	0	0	0	0	0	0	0	0	1	14.3	14.3	32.2	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100	100	33.2	-
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100	0	31.6	-
0600	14	0	12	0	2	0	0	0	0	0	0	0	0	9	64.3	21.4	32.1	35.6	
0700	17	0	15	0	2	0	0	0	0	0	0	0	0	11	64.7	17.6	31.7	34.4	
0800	24	3	19	0	2	0	0	0	0	0	0	0	0	11	45.8	8.3	28	32.9	
0900	41	3	38	0	0	0	0	0	0	0	0	0	0	24	58.5	34.1	31.7	36.7	
1000	66	7	58	0	1	0	0	0	0	0	0	0	0	36	54.5	15.2	30	34.4	
1100	60	1	56	0	2	1	0	0	0	0	0	0	0	36	60	18.3	30.9	34.9	
1200	64	3	59	0	1	0	1	0	0	0	0	0	0	37	57.8	20.3	30.7	36.2	
1300	68	0	64	1	3	0	0	0	0	0	0	0	0	33	48.5	10.3	29.7	34.2	
1400	50	4	43	0	3	0	0	0	0	0	0	0	0	32	64	24	31.2	36	
1500	61	3	57	0	1	0	0	0	0	0	0	0	0	29	47.5	18	30	35.1	
1600	51	1	49	0	1	0	0	0	0	0	0	0	0	32	62.7	19.6	31.6	35.6	
1700	47	1	46	0	0	0	0	0	0	0	0	0	0	31	66	25.5	32.1	36.5	
1800	39	0	37	0	1	0	0	0	0	0	0	0	0	25	64.1	23.1	31.5	37.6	
1900	50	2	46	0	2	0	0	0	0	0	0	0	0	38	76	32	33	37.4	
2000	27	1	25	0	1	0	0	0	0	0	0	0	0	19	70.4	29.6	33.2	39.8	
2100	15	1	14	0	0	0	0	0	0	0	0	0	0	9	60	20	31	37.1	
2200	11	0	10	0	1	0	0	0	0	0	0	0	0	5	45.5	36.4	31.3	36.7	
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	-	
07-19	588	26	541	1	17	1	1	0	0	0	0	0	0	337	57.3	19.4	30.7	35.6	
06-22	694	30	638	1	22	1	1	0	0	0	0	0	0	412	59.4	20.7	31	36	
06-00	707	30	650	1	23	1	1	0	0	0	0	0	0	417	59	20.9	31	36	
00-00	718	30	661	1	23	1	1	0	0	0	0	0	0	422	58.8	20.8	31	36	

Site

3

Green Lane, attached to sign post, OSGR: TL 01550 42197
Westbound

7480 / Stewartby
May 2017
Automatic Traffic Count

22 May 2017

Time	Total	Classification											>PSL 30	>PSL% 30	>SL1 ACPO 35	>SL1% ACPO 35	>SL2 DfT 45	>SL2% DfT 45	Mean	Vpp 85		
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD									12 DRT	
0000	3	0	2	0	1	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	0	0	32.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100	1	50	0	0	33.7	-
0400	5	0	4	0	1	0	0	0	0	0	0	0	0	0	3	60	3	60	1	20	35	-
0500	27	0	25	0	2	0	0	0	0	0	0	0	0	0	20	74.1	10	37	1	3.7	34.2	39.1
0600	38	2	35	0	1	0	0	0	0	0	0	0	0	0	23	60.5	8	21.1	0	0	30.8	35.6
0700	119	0	110	0	9	0	0	0	0	0	0	0	0	0	76	63.9	16	13.4	1	0.8	31.2	34.2
0800	147	2	132	0	11	1	0	0	0	0	0	0	0	0	75	51	18	12.2	0	0	29.2	34.2
0900	73	3	65	0	4	0	0	1	0	0	0	0	0	0	44	60.3	13	17.8	0	0	30.4	34.9
1000	53	0	46	0	5	2	0	0	0	0	0	0	0	0	30	56.6	9	17	0	0	30.6	34.9
1100	79	2	68	1	7	0	0	0	1	0	0	0	0	0	29	36.7	7	8.9	0	0	26.4	32.7
1200	58	3	47	0	7	1	0	0	0	0	0	0	0	0	30	51.7	7	12.1	2	3.4	29	32.9
1300	66	1	58	1	6	0	0	0	0	0	0	0	0	0	37	56.1	8	12.1	0	0	30.3	34.7
1400	61	3	54	0	3	1	0	0	0	0	0	0	0	0	29	47.5	12	19.7	3	4.9	30	36.9
1500	98	6	81	0	9	0	0	0	0	0	0	0	0	0	52	53.1	16	16.3	2	2	29.8	34.9
1600	113	3	99	0	10	0	0	0	0	1	0	0	0	0	66	58.4	19	16.8	1	0.9	30.4	35.3
1700	110	0	108	0	2	0	0	0	0	0	0	0	0	0	59	53.6	17	15.5	1	0.9	30.7	35.1
1800	101	4	94	0	2	0	1	0	0	0	0	0	0	0	54	53.5	17	16.8	0	0	28.8	35.3
1900	61	1	56	0	4	0	0	0	0	0	0	0	0	0	21	34.4	6	9.8	1	1.6	28.1	33.8
2000	46	1	43	0	2	0	0	0	0	0	0	0	0	0	24	52.2	10	21.7	2	4.3	31.2	35.6
2100	38	3	34	0	1	0	0	0	0	0	0	0	0	0	20	52.6	8	21.1	0	0	31.1	35.8
2200	14	0	14	0	0	0	0	0	0	0	0	0	0	0	4	28.6	2	14.3	0	0	29.4	31.3
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	2	66.7	0	0	0	0	27.3	-
07-19	1078	27	962	2	75	5	2	1	1	3	0	0	0	0	581	53.9	159	14.7	10	0.9	29.8	34.7
06-22	1261	34	1130	2	83	5	2	1	1	3	0	0	0	0	669	53.1	191	15.1	13	1	29.8	34.9
06-00	1278	34	1147	2	83	5	2	1	1	3	0	0	0	0	675	52.8	193	15.1	13	1	29.8	34.9
00-00	1315	34	1180	2	87	5	2	1	1	3	0	0	0	0	702	53.4	208	15.8	15	1.1	29.9	35.1



Site

3

Green Lane, attached to sign post, OSGR: TL 01550 42197
Westbound

7480 / Stewartby
May 2017
Automatic Traffic Count

23 May 2017

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO	>SL1% ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0100	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	50	31	-		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0300	2	0	1	0	1	0	0	0	0	0	0	0	0	0	1	50	31.7	-	-		
0400	8	0	7	0	1	0	0	0	0	0	0	0	0	0	4	50	33.3	-	-		
0500	35	0	32	0	3	0	0	0	0	0	0	0	0	0	23	65.7	32	36.2	36.2		
0600	41	1	40	0	0	0	0	0	0	0	0	0	0	0	25	61	32	36.7	36.7		
0700	114	4	102	0	7	0	1	0	0	0	0	0	0	0	71	62.3	31.1	36.2	36.2		
0800	122	3	111	1	7	0	0	0	0	0	0	0	0	0	57	46.7	29.5	34.7	34.7		
0900	66	2	56	0	6	0	1	0	0	0	0	0	0	0	35	53	29.8	35.1	35.1		
1000	64	0	58	0	6	0	0	0	0	0	0	0	0	0	25	39.1	28.3	33.6	33.6		
1100	69	2	60	0	7	0	0	0	0	0	0	0	0	0	34	49.3	28.9	34.4	34.4		
1200	65	2	56	0	4	1	2	0	0	0	0	0	0	0	31	47.7	29.2	34.2	34.2		
1300	59	1	54	0	4	0	0	0	0	0	0	0	0	0	22	37.3	28.4	33.8	33.8		
1400	49	0	42	0	5	1	1	0	0	0	0	0	0	0	25	51	29.3	34.7	34.7		
1500	95	2	81	0	11	1	0	0	0	0	0	0	0	0	58	61.1	30.6	35.3	35.3		
1600	101	1	91	0	8	1	0	0	0	0	0	0	0	0	70	69.3	31.8	36.9	36.9		
1700	114	1	108	0	4	0	1	0	0	0	0	0	0	0	70	61.4	30.4	35.8	35.8		
1800	99	3	93	0	1	0	1	0	0	0	0	0	0	0	48	48.5	27.8	33.6	33.6		
1900	61	3	56	0	2	0	0	0	0	0	0	0	0	0	30	49.2	28.6	36.2	36.2		
2000	53	1	51	0	1	0	0	0	0	0	0	0	0	0	20	37.7	28.3	31.8	31.8		
2100	15	0	15	0	0	0	0	0	0	0	0	0	0	0	11	73.3	33.1	37.6	37.6		
2200	16	0	16	0	0	0	0	0	0	0	0	0	0	0	9	56.3	31.8	34.4	34.4		
2300	3	0	2	0	1	0	0	0	0	0	0	0	0	0	2	66.7	40.5	-	-		
07-19	1017	21	912	1	70	4	7	1	0	0	0	0	0	0	546	53.7	29.8	35.1	35.1		
06-22	1187	26	1074	1	73	4	7	1	0	0	0	0	0	0	632	53.2	29.8	35.3	35.3		
06-00	1206	26	1092	1	74	4	7	1	0	0	0	0	0	0	643	53.3	29.8	35.3	35.3		
00-00	1253	26	1132	1	81	4	7	1	0	0	0	0	0	0	672	53.6	29.9	35.3	35.3		



Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Westbound
24 May 2017

7480 / Stewartby
May 2017
Automatic Traffic Count

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO	>SL1% ACPO	>SL2 DfT	>SL2% DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0	0	0	29	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100	0	0	0	0	32.8	-
0400	6	1	4	0	1	0	0	0	0	0	0	0	0	0	5	83.3	3	50	0	0	34.3	-
0500	33	1	28	0	4	0	0	0	0	0	0	0	0	0	27	81.8	15	45.5	3	9.1	34.5	38.7
0600	49	1	48	0	0	0	0	0	0	0	0	0	0	0	33	67.3	11	22.4	0	0	31.4	37.1
0700	106	3	97	2	4	0	0	0	0	0	0	0	0	0	73	68.9	28	26.4	3	2.8	32.4	37.1
0800	152	4	138	1	9	0	0	0	0	0	0	0	0	0	93	61.2	20	13.2	0	0	30	34.2
0900	77	3	64	1	9	0	0	0	0	0	0	0	0	0	32	41.6	7	9.1	0	0	28.9	33.3
1000	52	1	44	0	5	2	0	0	0	0	0	0	0	0	10	19.2	1	1.9	0	0	24.6	30.9
1100	61	0	54	0	6	1	0	0	0	0	0	0	0	0	27	44.3	7	11.5	0	0	29.2	33.8
1200	57	1	45	0	11	0	0	0	0	0	0	0	0	0	26	45.6	8	14	0	0	29.6	34.4
1300	41	0	38	0	1	0	2	0	0	0	0	0	0	0	15	36.6	5	12.2	0	0	28.8	34
1400	61	0	54	0	7	0	0	0	0	0	0	0	0	0	27	44.3	5	8.2	0	0	28.9	32.4
1500	106	1	90	0	14	1	0	0	0	0	0	0	0	0	58	54.7	10	9.4	1	0.9	29.5	33.3
1600	109	0	102	0	6	0	1	0	0	0	0	0	0	0	73	67	23	21.1	1	0.9	31.9	36.7
1700	153	1	138	1	12	0	1	0	0	0	0	0	0	0	82	53.6	25	16.3	0	0	30.2	35.1
1800	116	4	107	0	5	0	0	0	0	0	0	0	0	0	53	45.7	17	14.7	0	0	27.7	34.9
1900	71	3	60	0	7	0	0	1	0	0	0	0	0	0	30	42.3	14	19.7	2	2.8	28.5	36
2000	35	4	28	0	3	0	0	0	0	0	0	0	0	0	18	51.4	7	20	2	5.7	31.5	35.8
2100	27	0	26	0	1	0	0	0	0	0	0	0	0	0	5	18.5	2	7.4	0	0	26.8	30
2200	11	0	9	0	2	0	0	0	0	0	0	0	0	0	3	27.3	0	0	0	0	26.7	30.2
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	1	33.3	1	33.3	0	0	31	-
07-19	1091	18	971	5	89	4	4	0	0	0	0	0	0	0	569	52.2	156	14.3	5	0.5	29.7	34.7
06-22	1273	26	1133	5	100	4	4	1	0	0	0	0	0	0	655	51.5	190	14.9	9	0.7	29.7	34.9
06-00	1287	26	1145	5	102	4	4	1	0	0	0	0	0	0	659	51.2	191	14.8	9	0.7	29.6	34.9
00-00	1332	28	1183	5	107	4	4	1	0	0	0	0	0	0	694	52.1	209	15.7	12	0.9	29.8	35.1



Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Westbound

7480 / Stewartby
May 2017
Automatic Traffic Count

Virtual Day (14)

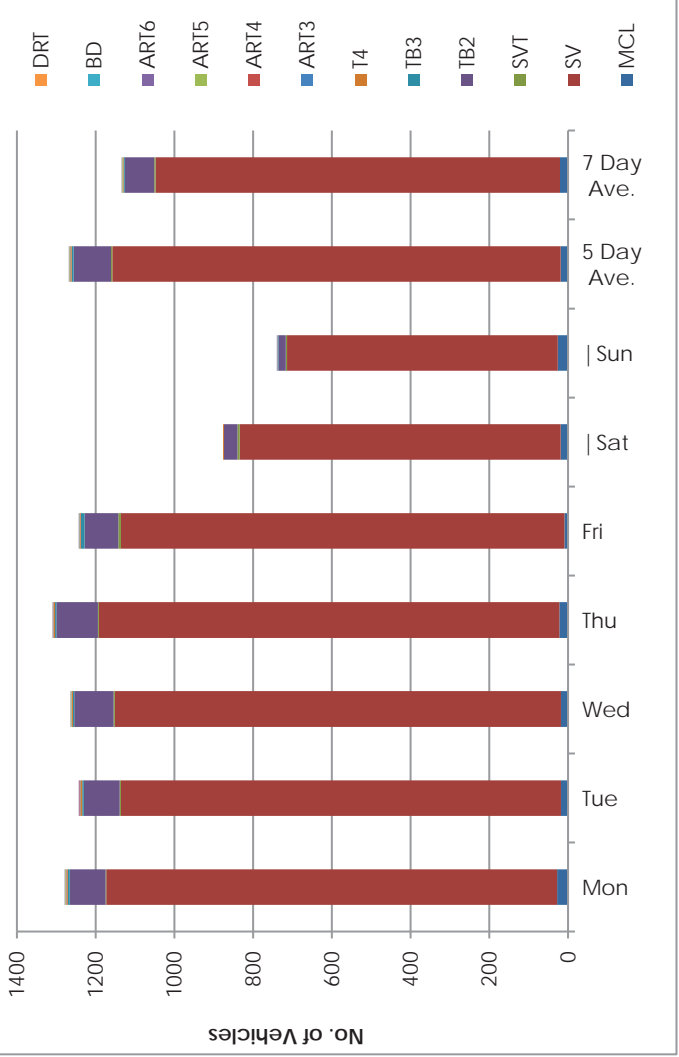
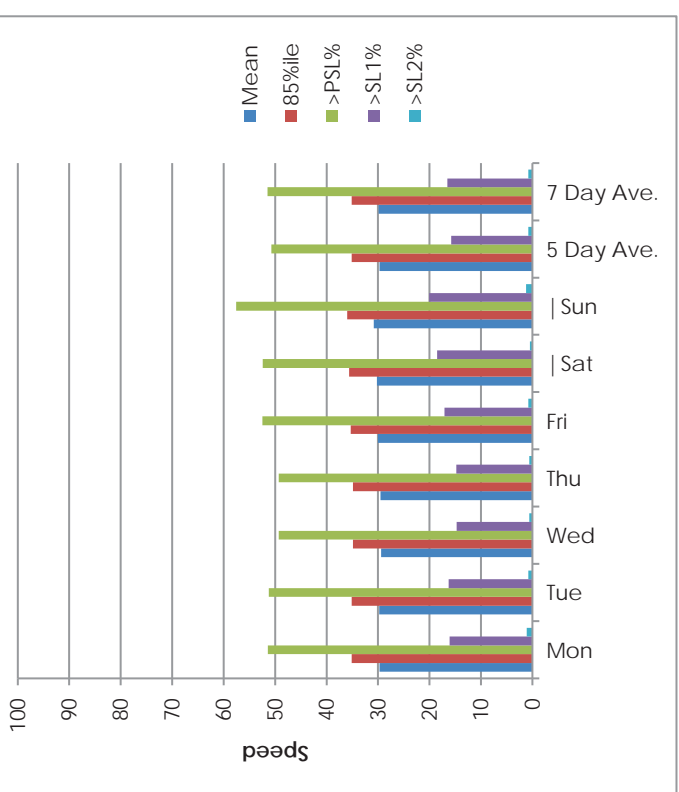
Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 ACPO	>SL1% ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT											
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	44.6	1	17.9	0	5.4	31.1	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	50	0	25	0	0	29.7	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	0	20	0	6.7	28.7	-
0300	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	66.7	1	38.1	0	0	32.3	-
0400	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	3	57.1	1	27.1	0	2.9	31.4	-
0500	19	0	17	0	2	0	0	0	0	0	0	0	0	0	0	0	14	72.5	7	36.2	0	1.9	33.2	37.8
0600	35	1	33	0	2	0	0	0	0	0	0	0	0	0	0	0	22	62.5	8	22.2	0	1.2	31.2	36.5
0700	87	2	79	1	5	0	0	0	0	0	0	0	0	0	0	0	53	60.9	19	21.5	1	1	30.9	36.2
0800	112	2	102	0	7	1	0	0	0	0	0	0	0	0	0	0	60	53.4	16	14.5	1	0.5	30.1	34.9
0900	68	2	61	0	5	0	0	0	0	0	0	0	0	0	0	0	35	50.7	10	14.7	0	0.2	29.6	34.9
1000	61	1	54	0	5	0	0	0	0	0	0	0	0	0	0	0	26	42.5	6	10.6	0	0.5	28.4	34
1100	65	1	58	0	6	1	0	0	0	0	0	0	0	0	0	0	29	43.7	8	12.1	0	0.3	28.7	34
1200	66	2	57	0	6	1	0	0	0	0	0	0	0	0	0	0	30	45.5	10	15.6	0	0.7	29.2	34.9
1300	63	1	58	0	4	0	0	0	0	0	0	0	0	0	0	0	30	48	9	14.5	0	0.7	29.5	34.9
1400	58	1	51	0	5	0	0	0	0	0	0	0	0	0	0	0	29	49.6	9	15.3	1	1	29.8	35.1
1500	94	2	83	0	9	0	0	0	0	0	0	0	0	0	0	0	45	48	12	12.7	1	0.7	29.4	34.2
1600	88	1	81	0	6	0	0	0	0	0	0	0	0	0	0	0	48	54	15	16.9	1	0.7	30.1	35.3
1700	93	1	88	0	4	0	0	0	0	0	0	0	0	0	0	0	52	55.5	17	18.2	0	0.4	30.6	35.6
1800	83	2	78	0	2	0	0	0	0	0	0	0	0	0	0	0	42	50.6	14	16.5	1	0.6	28.9	35.3
1900	51	1	48	0	2	0	0	0	0	0	0	0	0	0	0	0	25	49.6	10	19.8	0	0.8	29.7	36
2000	34	1	32	0	1	0	0	0	0	0	0	0	0	0	0	0	18	51.6	7	19.5	1	2.7	30.4	36
2100	23	0	22	0	1	0	0	0	0	0	0	0	0	0	0	0	12	52	4	17.2	0	0.9	30.5	35.6
2200	13	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	6	44.7	2	13.8	0	0.5	30	34.7
2300	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	61.3	1	24	0	8	32.9	-
07-19	939	17	848	3	63	3	2	0	1	1	1	1	1	1	1	0	477	50.8	145	15.5	6	0.6	29.7	34.9
06-22	1083	20	983	3	69	3	2	0	1	1	1	1	1	1	0	0	555	51.2	174	16	8	0.7	29.8	35.1
06-00	1102	20	1001	3	70	3	2	0	1	1	1	1	1	0	0	0	564	51.2	177	16.1	8	0.7	29.8	35.1
00-00	1134	20	1028	3	75	3	2	0	1	1	1	1	1	0	0	0	584	51.5	187	16.5	9	0.8	29.9	35.1



Automatic Traffic Count

Virtual Week (2)

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO 35	>SL1% ACPO 35	>SL2 DfT 45	>SL2% DfT 45	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	1277	28	1145	2	91	5	3	1	1	2	1	0	0	657	51.4	205	16.1	14	1.1	29.7	35.1
Tue	1240	18	1118	3	91	4	5	1	1	0	2	0	0	635	51.2	202	16.3	10	0.8	29.8	35.1
Wed	1262	18	1133	3	100	4	3	1	0	1	1	0	0	622	49.3	186	14.7	8	0.6	29.4	34.9
Thu	1309	22	1170	2	106	3	3	1	1	1	1	0	0	645	49.3	194	14.8	9	0.6	29.5	34.9
Fri	1240	9	1127	6	86	9	2	0	1	1	2	0	0	651	52.5	213	17.1	10	0.8	30	35.3
Sat	874	19	815	6	34	0	2	0	0	0	0	0	0	458	52.4	162	18.5	4	0.5	30.2	35.6
Sun	738	26	688	3	19	1	1	1	0	0	1	0	0	425	57.6	149	20.1	9	1.2	30.8	36
5 Day Ave.	1266	19	1139	3	95	5	3	1	1	1	1	0	0	642	50.7	200	15.8	10	0.8	29.7	35.1
7 Day Ave.	1134	20	1028	3	75	3	2	0	1	1	1	0	0	584	51.5	187	16.5	9	0.8	29.9	35.1
--	15877	277	14388	47	1049	48	34	6	7	8	13	0	0	8182	51.5	2619	16.5	125	0.8	29.9	35.1



Summary Graphs



Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Westbound

7480 / Stewartby
May 2017
Automatic Traffic Count

11 May 2017

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	3	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	8	0	0	1	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	18	0	0	0	0	1	3	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	45	0	0	0	0	3	12	18	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	106	0	1	7	1	4	31	33	24	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	144	0	0	5	2	9	58	46	20	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	84	0	0	3	2	11	32	31	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	65	0	0	0	9	5	23	24	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	74	0	0	3	6	8	38	14	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	73	0	0	3	3	7	29	24	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	68	0	0	2	6	10	28	15	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	62	0	1	0	8	5	25	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	124	0	0	2	12	10	48	43	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	100	0	0	1	9	10	20	46	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	129	0	2	4	2	9	48	46	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	109	0	0	6	14	12	30	26	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	50	0	0	1	4	6	18	12	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	44	0	0	0	2	3	12	13	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	27	0	0	0	2	0	13	10	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	15	0	0	0	1	4	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	7	0	0	0	0	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1138	0	4	36	74	100	410	367	123	20	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1304	0	4	37	82	112	465	420	150	25	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1326	0	4	37	83	117	471	429	151	25	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1361	0	5	38	84	123	480	440	155	27	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Westbound

7480 / Stewartby
May 2017
Automatic Traffic Count

12 May 2017

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135	140
0000	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	23	0	0	0	0	1	4	7	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	39	1	2	0	4	4	13	10	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	110	0	1	1	2	7	33	47	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	145	0	0	4	9	13	44	49	21	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	77	0	0	1	5	8	21	29	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	56	0	1	1	5	13	19	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	71	0	1	0	3	11	24	26	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	60	0	1	1	5	6	22	14	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	67	0	0	1	2	5	25	20	11	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	65	0	0	1	4	2	19	25	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	148	0	0	6	8	10	50	54	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	100	0	0	0	3	8	33	39	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	83	0	1	1	1	6	20	37	14	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	92	0	3	7	11	12	11	25	13	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	55	0	0	0	2	1	19	21	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	28	0	0	0	0	1	12	12	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	20	0	0	1	0	0	6	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	9	0	0	0	0	1	3	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	16	0	0	0	0	0	5	7	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1074	0	8	24	58	101	321	379	142	31	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1216	1	10	25	64	107	371	432	159	34	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1241	1	10	25	64	108	379	443	161	35	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1276	1	10	25	65	110	388	452	172	38	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site

3

Green Lane, attached to sign post, OSGR: TL 01550 42197
Westbound

7480 / Stewartby
May 2017
Automatic Traffic Count

13 May 2017

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	8	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	14	0	0	0	0	0	3	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	29	0	0	0	2	4	9	6	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	48	0	0	1	0	3	15	22	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	72	0	0	3	2	5	20	34	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	79	0	0	1	2	10	34	24	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	80	0	0	2	4	4	25	34	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	71	0	0	0	6	5	24	17	12	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	67	0	0	1	2	8	22	22	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	69	0	0	0	1	10	27	20	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	52	0	0	3	2	6	19	17	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	62	0	0	1	3	10	23	15	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	63	0	0	0	0	7	19	20	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	65	0	1	3	2	4	13	30	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	37	0	0	1	0	1	14	11	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	27	0	0	1	0	1	6	9	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	16	0	0	0	1	0	5	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	18	0	0	1	0	2	7	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	7	0	0	0	0	0	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	757	0	1	15	26	76	250	261	100	26	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	851	0	1	17	27	79	278	293	120	34	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	876	0	1	18	27	81	288	301	122	36	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	895	0	1	18	27	83	298	304	125	36	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



14 May 2017

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	11	0	0	0	0	1	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	7	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	12	0	0	0	0	1	3	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	27	0	2	2	0	2	8	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	49	0	1	0	1	1	17	15	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	56	0	0	0	1	4	18	26	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	69	0	0	1	2	4	26	26	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	76	0	3	2	3	3	26	24	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	76	0	0	2	4	5	26	26	11	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	64	0	1	0	2	5	22	28	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	60	0	0	1	1	5	18	20	12	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	49	0	0	0	0	3	16	24	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	51	0	0	1	2	6	15	19	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	51	0	1	0	0	2	17	18	9	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	28	0	0	0	0	0	9	12	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	28	0	1	0	0	4	8	8	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	13	0	0	0	0	0	2	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	13	0	0	0	0	0	4	5	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	5	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	640	0	8	9	16	41	212	238	93	19	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	716	0	9	9	16	45	235	266	108	22	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	734	0	9	9	16	45	240	272	114	22	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	757	0	9	9	16	46	250	279	117	23	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Westbound

7480 / Stewartby
May 2017
Automatic Traffic Count

15 May 2017

Time	Total	Speed Bins (mph)																											
		0-5 5	5-10 10	10-15 15	15-20 20	20-25 25	25-30 30	30-35 35	35-40 40	40-45 45	45-50 50	50-55 55	55-60 60	60-65 65	65-70 70	70-75 75	75-80 80	80-85 85	85-90 90	90-95 95	95-100 100	100-105 105	105-110 110	110-115 115	115-120 120	120-125 125	125-130 130	130-135 135	135-140 140
0000	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	23	0	0	0	0	0	6	5	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	47	0	0	0	1	3	15	19	6	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	119	0	4	3	5	7	37	42	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	151	0	0	4	7	9	46	65	16	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	66	0	0	0	4	9	30	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	60	0	0	3	4	7	19	17	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	49	0	0	0	2	6	20	12	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	59	0	2	1	5	5	31	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	59	0	0	1	4	7	22	17	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	57	0	0	1	3	3	13	25	10	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	88	0	0	2	6	9	34	26	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	97	0	1	1	7	12	32	30	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	106	0	0	0	3	10	32	40	14	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	111	0	4	3	10	8	35	35	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	68	0	0	1	3	13	22	20	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	29	0	0	2	0	0	7	9	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	26	0	0	0	0	2	11	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	8	0	0	0	0	1	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	5	0	0	0	0	0	0	2	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1022	0	11	19	60	92	351	341	121	19	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1192	0	11	22	64	110	406	400	145	24	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1205	0	11	22	64	111	411	403	147	24	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1239	0	11	22	64	112	419	409	160	29	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



16 May 2017

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	3	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	26	0	0	0	0	3	5	10	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	45	0	0	1	1	5	12	18	6	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	120	0	0	2	3	12	31	47	17	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	136	0	0	2	5	5	50	58	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	76	0	0	1	2	5	21	32	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	48	0	0	1	4	5	16	14	6	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	57	0	0	2	2	6	24	16	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	53	0	0	2	1	4	23	16	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	56	0	0	0	1	6	26	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	64	0	0	3	2	7	30	15	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	83	0	0	4	4	6	33	31	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	108	0	0	1	5	7	39	34	17	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	106	0	0	1	5	5	43	33	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	112	0	0	1	12	21	35	29	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	64	0	0	0	11	9	20	17	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	23	0	0	0	0	0	15	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	19	0	0	0	0	1	8	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	16	0	0	0	0	2	4	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1019	0	0	20	46	89	371	342	119	23	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1170	0	0	21	58	104	426	389	135	26	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1190	0	0	21	58	108	431	399	136	26	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1227	0	0	21	58	112	438	413	146	28	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Westbound

7480 / Stewartby
May 2017
Automatic Traffic Count

17 May 2017

Time	Total	Speed Bins (mph)																												
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140	
0000	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	21	0	0	0	1	0	7	5	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	49	0	0	1	1	2	13	24	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	109	0	1	2	7	8	20	43	23	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	141	0	1	0	5	6	59	50	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	57	0	0	1	0	4	18	25	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	71	0	1	3	27	12	15	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	67	1	0	4	11	11	23	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	73	0	0	1	3	9	34	16	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	52	0	0	1	0	4	20	25	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	50	0	0	0	0	4	19	20	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	110	0	0	1	5	7	54	31	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	83	0	0	1	3	3	31	28	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	106	0	0	0	3	4	43	39	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	65	0	0	2	3	5	19	29	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	40	1	2	4	5	8	12	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	31	0	2	2	6	6	5	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	37	0	0	0	5	8	14	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	16	0	0	0	0	0	3	9	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	984	1	3	16	67	77	355	329	109	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1141	2	7	23	84	101	399	375	121	26	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1161	2	7	23	84	104	410	379	121	28	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1191	2	7	23	85	104	421	387	131	28	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



18 May 2017

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	22	0	0	0	1	2	4	8	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	48	0	0	0	1	3	12	18	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	110	0	0	1	1	12	23	51	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	143	0	0	1	4	8	47	62	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	70	0	1	1	10	7	23	19	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	62	0	0	0	1	3	21	28	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	50	0	0	0	5	5	20	13	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	81	1	0	5	9	6	28	25	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	64	0	1	1	4	4	10	29	10	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	42	0	0	3	3	8	13	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	104	0	0	3	1	11	46	33	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	124	0	0	2	13	19	38	38	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	109	0	0	1	2	10	34	42	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	87	0	0	2	15	7	17	34	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	41	0	0	0	0	1	15	16	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	33	0	0	0	2	3	15	8	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	27	0	0	0	0	1	9	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	21	0	0	0	0	2	9	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1046	1	2	20	68	100	320	384	120	25	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1195	1	2	20	71	108	371	439	142	33	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1220	1	2	20	71	110	381	448	145	34	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1256	1	2	20	72	113	390	461	152	37	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

19 May 2017

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	8	0	0	0	0	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	24	0	0	0	0	0	1	6	10	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	44	0	0	1	0	2	9	20	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	115	0	3	2	1	10	37	40	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	126	0	0	0	3	10	51	45	13	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	80	0	0	6	11	7	23	24	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	54	0	0	1	2	13	16	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	65	0	0	3	5	4	33	14	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	50	0	0	0	1	5	16	20	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	76	0	0	2	5	6	19	28	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	58	0	0	0	3	5	20	19	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	133	0	0	2	1	7	55	51	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	72	0	0	2	3	2	31	28	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	77	0	1	0	2	6	30	27	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	72	0	0	4	1	3	24	26	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	55	0	0	0	1	2	15	19	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	46	0	0	3	2	3	15	15	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	22	0	0	0	0	1	6	9	2	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	12	0	0	0	0	0	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	7	0	0	0	0	0	3	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	978	0	4	22	38	78	355	338	117	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1145	0	4	26	41	86	400	401	151	32	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1164	0	4	26	41	86	409	408	152	33	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1204	0	4	26	41	87	421	425	160	35	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

20 May 2017

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	7	0	0	0	0	0	3	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	16	0	0	0	0	1	3	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	33	0	0	1	1	1	10	10	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	60	0	0	1	0	1	18	26	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	70	0	1	1	3	5	23	27	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	63	0	0	0	5	6	23	23	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	64	0	0	0	1	5	17	30	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	81	0	0	3	5	7	26	19	13	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	69	0	0	3	2	7	30	19	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	60	0	0	1	1	5	21	20	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	58	0	0	2	5	7	18	17	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	69	0	0	0	3	7	33	18	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	46	0	0	0	0	0	18	17	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	42	0	0	0	2	2	15	15	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	37	0	0	1	0	4	12	10	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	31	0	0	1	0	2	11	13	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	23	0	0	0	0	2	8	8	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	8	0	0	0	0	0	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	5	0	0	0	0	0	1	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	715	0	1	12	28	53	252	241	97	29	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	822	0	1	14	28	62	286	277	113	37	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	835	0	1	14	28	63	292	281	114	38	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	853	0	1	14	28	63	299	288	117	38	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site

3

Green Lane, attached to sign post, OSGR: TL 01550 42197
Westbound

7480 / Stewartby
May 2017
Automatic Traffic Count

21 May 2017

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	7	0	0	0	0	0	5	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	14	0	0	0	0	1	4	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	17	0	0	0	0	2	4	8	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	24	0	1	1	1	1	9	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	41	0	0	0	3	2	12	10	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	66	0	1	1	2	5	21	26	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	60	0	0	1	0	6	17	25	9	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	64	0	0	1	3	1	22	24	10	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	68	0	0	1	4	3	27	26	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	50	0	0	0	3	2	13	20	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	61	0	1	1	1	10	19	18	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	51	0	0	1	0	1	17	22	7	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	47	0	0	0	1	0	15	19	8	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	39	0	1	0	1	1	11	16	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	50	0	0	0	0	1	11	22	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	27	0	0	0	1	1	6	11	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	15	0	0	0	0	2	4	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	11	0	0	0	0	1	5	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	588	0	4	7	19	34	187	223	88	19	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	694	0	4	7	20	39	212	268	110	25	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	707	0	4	7	20	40	219	269	114	25	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	718	0	4	7	20	40	225	273	114	25	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



22 May 2017

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	3	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	0	0	0	0	2	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	27	0	0	0	0	0	5	10	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	38	0	0	1	0	4	10	15	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	119	0	0	0	2	8	33	60	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	147	0	2	1	9	13	47	57	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	73	0	0	1	2	5	21	31	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	53	0	0	0	1	3	19	21	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	79	0	1	4	11	9	25	22	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	58	0	0	1	4	9	14	23	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	66	0	0	1	3	3	22	29	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	61	0	1	1	4	3	23	17	9	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	98	0	2	2	3	8	31	36	12	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	113	0	1	0	7	7	32	47	13	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	110	0	0	0	3	5	43	42	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	101	0	1	4	8	11	23	37	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	61	0	0	1	11	3	25	15	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	46	0	0	0	2	1	19	14	7	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	38	0	0	0	1	1	16	12	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	14	0	0	0	0	1	9	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1078	0	8	15	57	84	333	422	124	25	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1261	0	8	17	71	93	403	478	145	33	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1278	0	8	17	72	94	412	482	146	34	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1315	0	8	17	72	96	420	494	157	36	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

23 May 2017

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	8	0	0	0	0	0	4	1	2	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	35	0	0	0	0	0	11	15	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	41	0	0	0	0	0	15	16	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	114	0	0	3	1	9	30	44	22	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	122	0	0	4	3	12	46	40	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	66	0	1	2	1	4	23	24	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	64	0	1	1	2	13	22	18	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	69	0	2	0	3	9	21	25	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	65	0	1	3	2	4	24	22	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	59	0	0	2	4	7	24	14	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	49	0	0	2	2	4	16	19	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	95	0	0	5	2	3	27	41	14	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	101	0	0	2	0	8	21	41	21	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	114	0	1	2	4	10	27	47	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	99	0	1	2	16	14	18	39	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	61	0	1	0	9	6	15	17	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	53	0	0	1	2	7	23	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	15	0	0	0	0	0	4	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	16	0	0	0	0	0	7	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1017	0	7	28	40	97	299	374	140	26	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1187	0	8	29	51	111	356	430	162	34	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1206	0	8	29	51	112	363	437	164	35	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1253	0	8	29	51	114	379	453	174	37	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

24 May 2017

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	33	0	0	1	0	0	5	12	10	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	49	0	0	1	0	3	12	22	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	106	0	0	2	0	3	28	45	20	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	152	0	1	2	10	4	42	73	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	77	0	1	2	0	7	35	25	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	52	0	1	4	4	15	18	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	61	0	0	0	3	8	23	20	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	57	0	0	1	1	7	22	18	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	41	0	0	0	3	5	18	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	61	0	0	1	2	5	26	22	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	106	0	0	0	3	17	28	48	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	109	0	0	0	4	2	30	50	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	153	0	0	1	5	12	53	57	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	116	0	2	5	15	17	24	36	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	71	0	1	2	12	8	18	16	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	35	0	0	0	1	3	13	11	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	27	0	0	2	0	6	14	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	11	0	0	0	2	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1091	0	5	18	50	102	347	413	130	21	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1273	0	6	23	63	122	404	465	151	30	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1287	0	6	23	65	123	411	468	152	30	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1332	0	6	24	66	123	419	485	164	33	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Virtual Day (14)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135	140
0000	4	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	19	0	0	0	0	1	4	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	35	0	0	0	1	2	10	14	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	87	0	1	2	2	6	24	34	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	112	0	1	2	4	7	39	44	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	68	0	0	2	3	6	23	25	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	61	0	0	1	5	8	20	19	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	65	0	0	1	4	7	24	21	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	66	0	1	2	4	6	24	20	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	63	0	0	1	3	6	23	21	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	58	0	0	1	3	5	21	20	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	94	0	0	2	4	8	34	33	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	88	0	0	1	4	7	28	33	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	93	0	0	1	2	6	31	35	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	83	0	1	3	8	9	21	28	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	51	0	0	1	4	5	16	15	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	34	0	0	1	1	3	12	11	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	23	0	0	0	1	2	9	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	13	0	0	0	0	1	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	5	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	939	0	5	19	46	80	312	332	116	24	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1083	0	5	21	53	91	358	381	137	30	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1102	0	5	21	53	93	366	387	139	30	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1134	0	5	21	54	95	375	397	146	32	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Two Way

7480 / Stewartby
May 2017
Automatic Traffic Count

11 May 2017

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO	>SL1% ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	6	0	5	0	1	0	0	0	0	0	0	0	0	0	2	33.3	1	16.7	0	0	29.1	-
0100	7	0	6	0	1	0	0	0	0	0	0	0	0	0	1	14.3	1	14.3	0	0	26.3	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.1	-
0300	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	-
0400	12	0	9	0	3	0	0	0	0	0	0	0	0	0	4	33.3	1	8.3	1	8.3	27.5	33.3
0500	23	0	19	0	4	0	0	0	0	0	0	0	0	0	18	78.3	8	34.8	1	4.3	33.6	37.8
0600	95	2	85	0	7	1	0	0	0	0	0	0	0	0	52	54.7	22	23.2	1	1.1	29.7	36.2
0700	216	2	193	1	16	2	1	0	0	0	0	0	0	0	123	56.9	49	22.7	3	1.4	30.5	36.7
0800	273	4	241	0	23	3	2	0	0	0	0	0	0	0	126	46.2	39	14.3	2	0.7	29.2	34.2
0900	131	3	112	1	13	1	0	0	0	0	0	0	0	0	54	41.2	10	7.6	0	0	28.5	33.8
1000	122	2	94	0	24	2	0	0	0	0	0	0	0	0	48	39.3	9	7.4	0	0	28.3	33.3
1100	129	4	103	1	19	2	0	0	0	0	0	0	0	0	39	30.2	8	6.2	0	0	27.7	32.9
1200	129	2	111	0	15	1	0	0	0	0	0	0	0	0	52	40.3	15	11.6	0	0	28.2	33.8
1300	121	1	107	0	12	0	0	1	0	0	0	0	0	0	44	36.4	11	9.1	0	0	28.4	32.9
1400	123	2	100	0	16	1	4	0	0	0	0	0	0	0	49	39.8	12	9.8	0	0	28.4	34
1500	241	3	211	0	23	0	2	0	0	0	0	0	0	0	93	38.6	19	7.9	0	0	28.4	33.6
1600	205	1	191	0	11	0	1	0	0	0	0	0	0	0	120	58.5	35	17.1	1	0.5	30.3	35.6
1700	242	7	222	0	11	0	0	0	0	0	0	0	0	0	116	47.9	40	16.5	0	0	29.5	34.9
1800	191	7	177	0	6	0	0	0	1	0	0	0	0	0	103	53.9	41	21.5	1	0.5	29.9	36
1900	116	2	109	0	5	0	0	0	0	0	0	0	0	0	51	44	24	20.7	2	1.7	30.1	36
2000	88	1	82	1	4	0	0	0	0	0	0	0	0	0	55	62.5	30	34.1	5	5.7	32.4	39.1
2100	62	0	59	0	3	0	0	0	0	0	0	0	0	0	28	45.2	6	9.7	1	1.6	30	34.7
2200	41	0	37	0	4	0	0	0	0	0	0	0	0	0	16	39	5	12.2	0	0	28.7	33.8
2300	15	0	13	0	2	0	0	0	0	0	0	0	0	0	6	40	1	6.7	0	0	29.7	33.8
07-19	2123	38	1862	3	189	12	10	1	3	0	5	0	0	0	967	45.5	288	13.6	7	0.3	29.1	34.4
06-22	2484	43	2197	4	208	13	10	1	3	0	5	0	0	0	1153	46.4	370	14.9	16	0.6	29.3	34.9
06-00	2540	43	2247	4	214	13	10	1	3	0	5	0	0	0	1175	46.3	376	14.8	16	0.6	29.3	34.9
00-00	2592	43	2288	4	225	13	10	1	3	0	5	0	0	0	1200	46.3	387	14.9	18	0.7	29.3	34.9



Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Two Way

7480 / Stewartby
May 2017
Automatic Traffic Count

12 May 2017

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO	>SL1% ACPO	>SL2 DfT	>SL2% DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	10	0	9	0	1	0	0	0	0	0	0	0	0	0	5	50	0	0	0	29.7	-
0100	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	-
0300	5	0	3	0	2	0	0	0	0	0	0	0	0	0	1	20	1	20	0	27.8	-
0400	7	0	5	0	2	0	0	0	0	0	0	0	0	0	6	85.7	5	71.4	0	36.6	-
0500	30	0	24	0	6	0	0	0	0	0	0	0	0	0	25	83.3	17	56.7	1	35.3	37.8
0600	73	2	67	0	3	1	0	0	0	0	0	0	0	0	20	27.4	10	13.7	1	25.4	33.3
0700	210	2	186	0	20	0	1	0	0	0	0	0	0	0	100	47.6	29	13.8	0	29.4	34.9
0800	250	1	226	2	16	4	1	0	0	0	0	0	0	0	130	52	48	19.2	1	29.5	35.8
0900	125	1	105	0	16	1	0	1	0	0	0	0	0	0	64	51.2	24	19.2	0	29.5	35.3
1000	118	3	92	1	18	0	2	0	0	0	0	0	0	0	36	30.5	11	9.3	1	26.5	32.7
1100	124	0	107	1	12	2	1	0	1	0	0	0	0	0	46	37.1	10	8.1	1	27.9	33.1
1200	120	0	99	0	14	6	0	0	1	0	0	0	0	0	49	40.8	19	15.8	1	29.2	34.9
1300	119	0	111	2	5	0	0	0	0	0	0	0	0	0	56	47.1	22	18.5	4	30.1	35.3
1400	116	1	101	0	13	1	0	0	0	0	0	0	0	0	62	53.4	22	19	1	30.1	35.8
1500	262	5	230	3	23	1	0	0	0	0	0	0	0	0	133	50.8	39	14.9	0	29.7	34.7
1600	182	0	165	1	15	0	1	0	0	0	0	0	0	0	94	51.6	37	20.3	3	31	36
1700	210	4	194	1	9	2	0	0	0	0	0	0	0	0	121	57.6	43	20.5	5	30.7	35.8
1800	186	4	176	0	6	0	0	0	0	0	0	0	0	0	104	55.9	43	23.1	3	29.2	36.7
1900	117	1	114	0	2	0	0	0	0	0	0	0	0	0	79	67.5	29	24.8	1	32.1	36.2
2000	70	2	66	0	2	0	0	0	0	0	0	0	0	0	36	51.4	13	18.6	1	30.7	35.6
2100	44	1	42	1	0	0	0	0	0	0	0	0	0	0	28	63.6	7	15.9	0	31.4	34.4
2200	33	0	33	0	0	0	0	0	0	0	0	0	0	0	17	51.5	4	12.1	1	31.1	34.7
2300	34	0	34	0	0	0	0	0	0	0	0	0	0	0	22	64.7	9	26.5	2	32.8	38
07-19	2022	21	1792	11	167	17	6	1	2	0	0	0	0	0	995	49.2	347	17.2	20	29.5	35.3
06-22	2326	27	2081	12	174	18	6	1	2	0	0	0	0	0	1158	49.8	406	17.5	23	29.6	35.3
06-00	2393	27	2148	12	174	18	6	1	2	0	0	0	0	0	1197	50	419	17.5	26	29.7	35.3
00-00	2448	27	2190	12	187	18	6	1	2	0	0	0	0	0	1234	50.4	442	18.1	27	29.7	35.6



Nationwide Data Collection
for
Peter Brett Associates

Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Two Way

7480 / Stewartby
May 2017
Automatic Traffic Count

13 May 2017

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO	>SL1% ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	16	0	14	0	2	0	0	0	0	0	0	0	0	0	8	50	4	25	0	0	31.2	36.9
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	2	50	0	0	0	0	29	-
0200	6	0	5	0	1	0	0	0	0	0	0	0	0	0	5	83.3	4	66.7	1	16.7	38.5	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100	1	50	1	50	41.2	-
0400	5	0	3	0	2	0	0	0	0	0	0	0	0	0	2	40	1	20	0	0	29.6	-
0500	6	0	6	0	0	0	0	0	0	0	0	0	0	0	3	50	2	33.3	0	0	30.6	-
0600	27	0	25	0	2	0	0	0	0	0	0	0	0	0	16	59.3	8	29.6	1	3.7	31.1	37.6
0700	51	4	39	1	7	0	0	0	0	0	0	0	0	0	21	41.2	14	27.5	1	2	29.2	36.9
0800	69	1	59	1	8	0	0	0	0	0	0	0	0	0	44	63.8	10	14.5	0	0	30.8	34.7
0900	107	3	103	1	0	0	0	0	0	0	0	0	0	0	62	57.9	17	15.9	1	0.9	30.7	35.1
1000	144	9	128	0	7	0	0	0	0	0	0	0	0	0	66	45.8	22	15.3	1	0.7	29.4	34.9
1100	129	2	120	2	4	0	1	0	0	0	0	0	0	0	63	48.8	18	14	0	0	29.4	34.7
1200	115	2	107	2	4	0	0	0	0	0	0	0	0	0	51	44.3	26	22.6	0	0	30.2	37.6
1300	131	4	122	1	4	0	0	0	0	0	0	0	0	0	60	45.8	28	21.4	1	0.8	30	36.7
1400	118	4	107	1	6	0	0	0	0	0	0	0	0	0	51	43.2	17	14.4	2	1.7	29.9	34.7
1500	109	4	102	1	2	0	0	0	0	0	0	0	0	0	53	48.6	14	12.8	2	1.8	29.6	34.2
1600	129	2	120	0	6	0	1	0	0	0	0	0	0	0	67	51.9	26	20.2	1	0.8	30.1	36
1700	132	1	124	2	5	0	0	0	0	0	0	0	0	0	79	59.8	40	30.3	1	0.8	31.8	37.4
1800	130	4	119	1	5	0	1	0	0	0	0	0	0	0	83	63.8	20	15.4	0	0	30.6	35.1
1900	87	2	82	0	3	0	0	0	0	0	0	0	0	0	48	55.2	19	21.8	0	0	30.9	36
2000	58	0	56	0	2	0	0	0	0	0	0	0	0	0	36	62.1	21	36.2	0	0	32	38.7
2100	48	0	47	0	1	0	0	0	0	0	0	0	0	0	28	58.3	11	22.9	1	2.1	31.2	36.7
2200	41	2	38	0	1	0	0	0	0	0	0	0	0	0	21	51.2	9	22	0	0	30.9	37.6
2300	23	0	22	0	1	0	0	0	0	0	0	0	0	0	11	47.8	3	13	0	0	29.9	34.9
07-19	1364	40	1250	13	58	0	3	0	0	0	0	0	0	0	700	51.3	252	18.5	10	0.7	30.2	35.8
06-22	1584	42	1460	13	66	0	3	0	0	0	0	0	0	0	828	52.3	311	19.6	12	0.8	30.3	36.2
06-00	1648	44	1520	13	68	0	3	0	0	0	0	0	0	0	860	52.2	323	19.6	12	0.7	30.3	36.2
00-00	1687	44	1554	13	73	0	3	0	0	0	0	0	0	0	882	52.3	335	19.9	14	0.8	30.4	36.2



Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Two Way

7480 / Stewartby
May 2017
Automatic Traffic Count

14 May 2017

Time	Total	Classification											>PSL 30	>PSL% 30	>SL1 ACPO 35	>SL1% ACPO 35	>SL2 DfT 45	>SL2% DfT 45	Mean	Vpp 85		
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD									12 DRT	
0000	18	0	16	0	2	0	0	0	0	0	0	0	0	0	10	55.6	2	11.1	0	0	30	33.1
0100	14	0	14	0	0	0	0	0	0	0	0	0	0	0	9	64.3	3	21.4	0	0	31.6	35.6
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	-
0400	5	0	2	0	3	0	0	0	0	0	0	0	0	0	1	20	1	20	0	0	28.2	-
0500	6	0	6	0	0	0	0	0	0	0	0	0	0	0	5	83.3	2	33.3	1	16.7	35.2	-
0600	11	0	11	0	0	0	0	0	0	0	0	0	0	0	5	45.5	1	9.1	0	0	30.4	33.1
0700	17	0	16	0	1	0	0	0	0	0	0	0	0	0	11	64.7	5	29.4	0	0	31.5	36.5
0800	34	4	30	0	0	0	0	0	0	0	0	0	0	0	15	44.1	6	17.6	0	0	28	36.5
0900	73	2	66	1	4	0	0	0	0	0	0	0	0	0	45	61.6	23	31.5	1	1.4	32.1	37.8
1000	101	2	97	0	1	0	1	0	0	0	0	0	0	0	56	55.4	15	14.9	0	0	30.4	34.7
1100	121	8	106	0	3	0	0	0	0	0	0	0	0	0	62	51.2	17	14	3	2.5	29.6	34.7
1200	147	8	133	0	3	0	1	0	0	0	1	0	0	0	69	46.9	27	18.4	1	0.7	29.7	35.6
1300	138	1	135	1	1	0	0	0	0	0	0	0	0	0	68	49.3	26	18.8	2	1.4	30	35.3
1400	122	3	117	0	1	0	1	0	0	0	0	0	0	0	63	51.6	15	12.3	2	1.6	29.9	34.4
1500	117	3	112	2	0	0	0	0	0	0	0	0	0	0	55	47	23	19.7	1	0.9	29.8	35.3
1600	117	3	107	1	6	0	0	0	0	0	0	0	0	0	62	53	17	14.5	1	0.9	30.8	34.4
1700	104	2	99	0	2	0	0	0	0	0	0	0	0	0	56	53.8	18	17.3	0	0	30.1	35.1
1800	98	4	92	0	2	0	0	0	0	0	0	0	0	0	63	64.3	25	25.5	4	4.1	32.1	37.4
1900	69	1	68	0	0	0	0	0	0	0	0	0	0	0	52	75.4	21	30.4	0	0	32.9	37.4
2000	65	4	58	2	1	0	0	0	0	0	0	0	0	0	38	58.5	14	21.5	3	4.6	31.5	38
2100	23	0	23	0	0	0	0	0	0	0	0	0	0	0	18	78.3	9	39.1	0	0	33.5	38
2200	26	0	25	0	1	0	0	0	0	0	0	0	0	0	16	61.5	8	30.8	1	3.8	32.7	37.6
2300	18	0	17	0	1	0	0	0	0	0	0	0	0	0	14	77.8	10	55.6	4	22.2	36.9	45
07-19	1189	40	1110	5	24	0	3	2	0	0	0	0	0	0	625	52.6	217	18.3	15	1.3	30.3	35.8
06-22	1357	45	1270	7	25	0	3	2	0	0	0	0	0	0	738	54.4	262	19.3	18	1.3	30.5	36
06-00	1401	45	1312	7	27	0	3	2	0	0	0	0	0	0	768	54.8	280	20	23	1.6	30.6	36.2
00-00	1446	45	1352	7	32	0	3	2	0	0	0	0	0	0	793	54.8	288	19.9	24	1.7	30.7	36.2



Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Two Way

7480 / Stewartby
May 2017
Automatic Traffic Count

15 May 2017

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO	>SL1% ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	6	0	5	0	1	0	0	0	0	0	0	0	0	0	6	100	2	33.3	1	16.7	35.5	-
0100	3	0	2	0	1	0	0	0	0	0	0	0	0	0	2	66.7	2	66.7	0	0	32.8	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	50	1	50	0	0	32.6	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	0	0	33	-
0400	8	0	7	0	1	0	0	0	0	0	0	0	0	0	7	87.5	6	75	0	0	37.2	-
0500	32	0	28	0	4	0	0	0	0	0	0	0	0	0	23	71.9	14	43.8	1	3.1	34	38.3
0600	93	0	87	0	4	1	0	0	0	0	0	0	0	0	39	41.9	16	17.2	2	2.2	28.5	35.3
0700	218	4	192	0	18	1	3	0	0	0	0	0	0	0	113	51.8	40	18.3	0	0	29.4	35.6
0800	284	2	248	2	31	1	0	0	0	0	0	0	0	0	149	52.5	31	10.9	2	0.7	29.2	33.8
0900	101	0	86	1	14	0	0	0	0	0	0	0	0	0	45	44.6	13	12.9	2	2	29.5	34.2
1000	111	1	94	0	12	2	0	1	0	0	1	0	0	0	44	39.6	15	13.5	1	0.9	28.6	34.2
1100	98	1	79	0	14	2	1	0	0	1	0	0	0	0	37	37.8	13	13.3	0	0	27.7	33.6
1200	106	3	88	0	11	3	1	0	0	0	0	0	0	0	35	33	13	12.3	0	0	27.7	33.3
1300	118	0	101	0	16	1	0	0	0	0	0	0	0	0	50	42.4	17	14.4	1	0.8	29.3	33.6
1400	114	0	104	0	9	0	0	1	0	0	0	0	0	0	65	57	18	15.8	1	0.9	29.8	35.1
1500	175	1	147	2	21	1	0	1	1	0	1	0	0	0	75	42.9	18	10.3	1	0.6	29.3	33.6
1600	184	5	161	0	16	0	1	0	1	0	1	0	0	0	86	46.7	22	12	1	0.5	29.4	34
1700	229	1	223	0	5	0	0	0	0	0	0	0	0	0	114	49.8	40	17.5	1	0.4	30.4	35.1
1800	201	7	186	0	6	0	0	0	0	0	0	0	0	0	104	51.7	37	18.4	4	2	30	36.2
1900	135	2	127	1	5	0	0	0	0	0	0	0	0	0	65	48.1	25	18.5	1	0.7	29.9	36.2
2000	69	2	64	2	1	0	0	0	0	0	0	0	0	0	42	60.9	17	24.6	0	0	30.9	36.7
2100	54	0	50	0	4	0	0	0	0	0	0	0	0	0	22	40.7	5	9.3	0	0	28.9	32.4
2200	19	0	19	0	0	0	0	0	0	0	0	0	0	0	8	42.1	2	10.5	0	0	29.2	32.9
2300	17	0	17	0	0	0	0	0	0	0	0	0	0	0	15	88.2	8	47.1	2	11.8	36	40.7
07-19	1939	25	1709	5	173	11	6	3	2	1	4	0	0	0	917	47.3	277	14.3	14	0.7	29.3	34.7
06-22	2290	29	2037	8	187	12	7	3	2	1	4	0	0	0	1085	47.4	340	14.8	17	0.7	29.4	34.9
06-00	2326	29	2073	8	187	12	7	3	2	1	4	0	0	0	1108	47.6	350	15	19	0.8	29.4	34.9
00-00	2380	29	2120	8	194	12	7	3	2	1	4	0	0	0	1149	48.3	376	15.8	21	0.9	29.5	35.1



Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Two Way

7480 / Stewartby
May 2017
Automatic Traffic Count

16 May 2017

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO	>SL1% ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	6	0	5	0	1	0	0	0	0	0	0	0	0	0	5	83.3	3	50	1	16.7	38.3	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.2	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	50	1	50	0	0	32.4	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	8	0	5	0	3	0	0	0	0	0	0	0	0	0	6	75	3	37.5	0	0	32.3	-
0500	31	0	25	0	5	0	0	0	0	0	0	0	0	0	21	67.7	9	29	0	0	31.2	36.2
0600	93	2	84	0	5	1	0	0	0	0	0	0	0	0	39	41.9	12	12.9	3	3.2	28.7	34.2
0700	214	3	192	0	19	0	0	0	0	0	0	0	0	0	124	57.9	38	17.8	3	1.4	30.7	35.6
0800	250	1	221	1	25	1	0	0	1	0	0	0	0	0	119	47.6	31	12.4	0	0	29.4	34.2
0900	108	0	94	0	13	0	1	0	0	0	0	0	0	0	56	51.9	20	18.5	0	0	29.9	35.1
1000	95	3	78	0	14	0	0	0	0	0	0	0	0	0	32	33.7	9	9.5	1	1.1	27.4	33.3
1100	98	1	83	1	12	1	0	0	0	0	0	0	0	0	39	39.8	11	11.2	1	1	29	33.8
1200	103	2	88	1	12	0	0	0	0	0	0	0	0	0	41	39.8	11	10.7	1	1	28.8	33.8
1300	116	0	104	0	11	1	0	0	0	0	0	0	0	0	52	44.8	19	16.4	1	0.9	30.2	35.1
1400	117	3	98	1	14	0	1	0	0	0	0	0	0	0	43	36.8	17	14.5	2	1.7	29.1	34.7
1500	179	3	152	0	23	0	1	0	0	0	0	0	0	0	78	43.6	22	12.3	2	1.1	29.3	33.8
1600	180	1	169	0	10	0	0	0	0	0	0	0	0	0	103	57.2	40	22.2	3	1.7	31.1	36.2
1700	231	3	220	2	5	0	0	0	0	0	0	0	0	0	113	48.9	35	15.2	0	0	30	34.9
1800	212	1	197	1	11	1	0	0	0	0	0	0	0	0	93	43.9	28	13.2	5	2.4	29.4	34.2
1900	125	4	118	0	3	0	0	0	0	0	0	0	0	0	56	44.8	18	14.4	2	1.6	29	34.7
2000	78	0	73	1	4	0	0	0	0	0	0	0	0	0	39	50	13	16.7	0	0	30.3	34.9
2100	49	0	49	0	0	0	0	0	0	0	0	0	0	0	18	36.7	6	12.2	0	0	29.6	34.2
2200	31	0	31	0	0	0	0	0	0	0	0	0	0	0	21	67.7	5	16.1	1	3.2	31.8	34.9
2300	15	0	14	0	1	0	0	0	0	0	0	0	0	0	7	46.7	2	13.3	0	0	28.8	34
07-19	1903	21	1696	7	169	4	3	0	1	0	0	0	0	0	893	46.9	281	14.8	19	1	29.7	34.9
06-22	2248	27	2020	8	181	5	3	0	1	0	0	0	0	0	1045	46.5	330	14.7	24	1.1	29.6	34.9
06-00	2294	27	2065	8	182	5	3	0	1	0	0	0	0	0	1073	46.8	337	14.7	25	1.1	29.6	34.9
00-00	2342	27	2102	8	191	6	3	0	1	0	0	0	0	0	1106	47.2	353	15.1	26	1.1	29.7	34.9



Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Two Way

7480 / Stewartby
May 2017
Automatic Traffic Count

17 May 2017

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO	>SL1% ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	2	0	1	0	1	0	0	0	0	0	0	0	0	0	1	50	1	50	0	0	34.6	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-
0300	4	0	2	0	2	0	0	0	0	0	0	0	0	0	3	75	1	25	0	0	32.4	-
0400	6	0	4	0	2	0	0	0	0	0	0	0	0	0	5	83.3	4	66.7	0	0	36.7	-
0500	23	0	21	0	2	0	0	0	0	0	0	0	0	0	15	65.2	9	39.1	0	0	32.4	36.9
0600	94	1	88	1	4	0	0	0	0	0	0	0	0	0	48	51.1	14	14.9	1	1.1	29	34.9
0700	193	3	174	1	12	1	0	0	0	0	0	0	0	0	117	60.6	47	24.4	3	1.6	30.8	36.2
0800	275	2	253	1	17	2	0	0	0	0	0	0	0	0	130	47.3	34	12.4	0	0	29.7	34.2
0900	89	1	80	0	7	0	0	0	0	0	0	0	0	0	44	49.4	11	12.4	2	2.2	29.6	34.4
1000	120	0	102	0	12	3	1	0	0	0	0	0	0	0	27	22.5	3	2.5	0	0	24.9	30.9
1100	117	0	99	0	16	2	0	0	0	0	0	0	0	0	30	25.6	10	8.5	0	0	26.5	32
1200	109	0	95	0	13	1	0	0	0	0	0	0	0	0	42	38.5	12	11	0	0	29.5	34.4
1300	109	0	96	1	11	1	0	0	0	0	0	0	0	0	46	42.2	7	6.4	0	0	29	33.6
1400	94	0	79	0	15	0	0	0	0	0	0	0	0	0	50	53.2	12	12.8	0	0	30.4	34.4
1500	218	2	202	1	13	0	0	0	0	0	0	0	0	0	93	42.7	24	11	0	0	29.5	33.8
1600	170	1	160	0	9	0	0	0	0	0	0	0	0	0	85	50	36	21.2	2	1.2	30.7	36.2
1700	241	1	230	0	10	0	0	0	0	0	0	0	0	0	129	53.5	35	14.5	2	0.8	30.7	34.7
1800	175	3	165	0	7	0	0	0	0	0	0	0	0	0	90	51.4	29	16.6	3	1.7	30.4	35.3
1900	95	0	92	0	3	0	0	0	0	0	0	0	0	0	22	23.2	7	7.4	1	1.1	24.1	31.5
2000	73	3	63	0	7	0	0	0	0	0	0	0	0	0	27	37	10	13.7	1	1.4	25.8	34.4
2100	73	0	65	0	8	0	0	0	0	0	0	0	0	0	26	35.6	6	8.2	0	0	27.8	33.6
2200	41	0	39	0	2	0	0	0	0	0	0	0	0	0	14	34.1	5	12.2	0	0	28.6	32.7
2300	10	0	10	0	0	0	0	0	0	0	0	0	0	0	3	30	2	20	0	0	31	-
07-19	1910	13	1735	4	142	10	2	0	0	0	0	0	0	0	883	46.2	260	13.6	12	0.6	29.5	34.7
06-22	2245	17	2043	5	164	10	2	0	0	0	0	0	0	0	1006	44.8	297	13.2	15	0.7	29.1	34.4
06-00	2296	17	2092	5	166	10	2	0	0	0	0	0	0	0	1023	44.6	304	13.2	15	0.7	29.1	34.4
00-00	2332	17	2121	5	173	10	2	0	0	0	0	0	0	0	1047	44.9	319	13.7	15	0.6	29.2	34.7



Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Two Way

7480 / Stewartby
May 2017
Automatic Traffic Count

18 May 2017

Time	Total	Classification											>PSL 30	>PSL% 30	>SL1 ACPO	>SL1% ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85		
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD									12 DRT	
0000	4	0	3	0	1	0	0	0	0	0	0	0	0	0	2	50	2	50	0	0	31	-
0100	3	0	2	0	1	0	0	0	0	0	0	0	0	0	2	66.7	0	0	0	0	29.8	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	50	1	50	0	0	32.6	-
0400	8	0	6	0	2	0	0	0	0	0	0	0	0	0	5	62.5	2	25	0	0	31.6	-
0500	29	1	22	0	6	0	0	0	0	0	0	0	0	0	20	69	10	34.5	0	0	32.6	38.7
0600	109	1	97	0	10	0	0	0	0	0	0	0	0	0	58	53.2	25	22.9	4	3.7	30.9	36.7
0700	190	1	176	2	10	0	0	0	0	0	0	0	0	0	122	64.2	44	23.2	1	0.5	31.4	37.6
0800	261	4	232	1	22	1	0	0	0	0	0	0	0	0	151	57.9	39	14.9	0	0	30.7	34.9
0900	116	2	98	0	16	0	0	0	0	0	0	0	0	0	46	39.7	13	11.2	0	0	28.1	33.6
1000	118	0	107	0	11	0	0	0	0	0	0	0	0	0	68	57.6	19	16.1	2	1.7	31.1	34.9
1100	104	3	90	0	11	0	0	0	0	0	0	0	0	0	44	42.3	18	17.3	0	0	29.5	35.6
1200	138	7	118	0	11	1	0	0	0	0	0	0	0	0	59	42.8	14	10.1	0	0	28.1	34
1300	122	2	107	0	10	0	0	0	0	0	0	0	0	0	75	61.5	29	23.8	2	1.6	30.6	37.4
1400	88	4	71	2	11	0	0	0	0	0	0	0	0	0	28	31.8	8	9.1	0	0	27.1	33.1
1500	222	5	193	1	21	2	0	0	0	0	0	0	0	0	73	32.9	18	8.1	1	0.5	27.9	32.2
1600	232	0	215	1	14	1	0	0	0	0	0	0	0	0	109	47	33	14.2	1	0.4	29.5	34.4
1700	239	3	229	0	5	2	0	0	0	0	0	0	0	0	141	59	41	17.2	2	0.8	31	35.6
1800	169	1	163	1	4	0	0	0	0	0	0	0	0	0	92	54.4	32	18.9	3	1.8	30	35.3
1900	90	0	86	0	4	0	0	0	0	0	0	0	0	0	47	52.2	20	22.2	2	2.2	30.8	36.2
2000	75	2	71	0	1	0	0	1	0	0	0	0	0	0	41	54.7	16	21.3	3	4	31.2	37.8
2100	59	0	56	0	2	0	0	1	0	0	0	0	0	0	29	49.2	10	16.9	0	0	30.8	36
2200	46	0	43	0	1	1	0	1	0	0	0	0	0	0	21	45.7	4	8.7	0	0	29.6	33.6
2300	16	0	15	0	1	0	0	0	0	0	0	0	0	0	13	81.3	2	12.5	0	0	32.9	34.7
07-19	1999	32	1799	8	146	8	2	0	0	3	1	0	0	0	1008	50.4	308	15.4	12	0.6	29.8	34.9
06-22	2332	35	2109	8	163	9	2	2	0	3	1	0	0	0	1183	50.7	379	16.3	21	0.9	29.9	35.3
06-00	2394	35	2167	8	165	10	2	3	0	3	1	0	0	0	1217	50.8	385	16.1	21	0.9	29.9	35.1
00-00	2442	36	2204	8	175	10	2	3	0	3	1	0	0	0	1247	51.1	400	16.4	21	0.9	30	35.3



Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Two Way

7480 / Stewartby
May 2017
Automatic Traffic Count

19 May 2017

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO	>SL1% ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	8	0	7	0	1	0	0	0	0	0	0	0	0	0	5	62.5	3	37.5	1	12.5	33	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	0	38.4	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	50	1	50	0	0	32.8	-
0300	6	0	4	0	2	0	0	0	0	0	0	0	0	0	5	83.3	4	66.7	1	16.7	36.8	-
0400	11	0	8	0	3	0	0	0	0	0	0	0	0	0	7	63.6	1	9.1	0	0	31.1	32.2
0500	28	0	22	0	6	0	0	0	0	0	0	0	0	0	20	71.4	8	28.6	0	0	33.2	37.8
0600	85	1	78	0	4	2	0	0	0	0	0	0	0	0	45	52.9	18	21.2	2	2.4	29.6	35.8
0700	168	1	148	2	15	2	0	0	0	0	0	0	0	0	91	54.2	33	19.6	0	0	30.3	35.8
0800	221	0	201	0	15	5	0	0	0	0	0	0	0	0	111	50.2	29	13.1	2	0.9	30.3	34.4
0900	114	1	106	1	6	0	0	0	0	0	0	0	0	0	46	40.4	15	13.2	0	0	28.1	34.4
1000	102	0	92	0	9	0	1	0	0	0	0	0	0	0	47	46.1	11	10.8	0	0	29.3	34.2
1100	108	0	92	0	12	3	1	0	0	0	0	0	0	0	32	29.6	9	8.3	1	0.9	27.8	33.3
1200	89	0	84	0	3	1	0	1	0	0	0	0	0	0	49	55.1	15	16.9	0	0	30.7	34.9
1300	145	2	126	1	15	1	0	0	0	0	0	0	0	0	74	51	23	15.9	0	0	29.7	34.9
1400	113	0	100	1	10	0	1	0	0	0	0	0	0	0	57	50.4	21	18.6	1	0.9	30.7	35.6
1500	238	0	211	0	23	2	0	0	0	0	0	0	0	0	114	47.9	34	14.3	0	0	29.9	34.7
1600	155	1	143	1	10	0	0	0	0	0	0	0	0	0	73	47.1	17	11	1	0.6	29.3	34.2
1700	188	2	177	0	6	3	0	0	0	0	0	0	0	0	106	56.4	33	17.6	1	0.5	31	35.3
1800	164	0	160	2	2	0	0	0	0	0	0	0	0	0	85	51.8	29	17.7	0	0	29.7	35.6
1900	109	1	107	0	1	0	0	0	0	0	0	0	0	0	70	64.2	31	28.4	2	1.8	32.1	37.6
2000	75	0	72	0	3	0	0	0	0	0	0	0	0	0	45	60	17	22.7	2	2.7	31.2	36.5
2100	71	1	70	0	0	0	0	0	0	0	0	0	0	0	36	50.7	14	19.7	2	2.8	31	36.7
2200	32	0	32	0	0	0	0	0	0	0	0	0	0	0	17	53.1	4	12.5	0	0	30.8	34.4
2300	22	0	19	1	1	1	0	0	0	0	0	0	0	0	15	68.2	5	22.7	1	4.5	32.5	35.6
07-19	1805	7	1640	8	126	17	3	1	1	1	1	1	1	1	885	49	269	14.9	6	0.3	29.8	34.9
06-22	2145	10	1967	8	134	19	3	1	1	1	1	1	1	1	1081	50.4	349	16.3	14	0.7	30	35.1
06-00	2199	10	2018	9	135	20	3	1	1	1	1	1	1	1	1113	50.6	358	16.3	15	0.7	30	35.1
00-00	2255	10	2062	9	147	20	3	1	1	1	1	1	1	1	1152	51.1	376	16.7	17	0.8	30.1	35.3



Nationwide Data Collection
for
Peter Brett Associates

20 May 2017

Time	Total	Classification											>PSL 30	>PSL% 30	>SL1 ACPO 35	>SL1% ACPO 35	>SL2 DfT 45	>SL2% DfT 45	Mean	Vpp 85		
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD									12 DRT	
0000	20	0	20	0	0	0	0	0	0	0	0	0	0	0	16	80	9	45	1	5	34.2	37.1
0100	12	0	12	0	0	0	0	0	0	0	0	0	0	0	9	75	7	58.3	0	0	34.4	40.3
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	50	0	0	0	0	29.6	-
0300	2	0	1	0	1	0	0	0	0	0	0	0	0	0	2	100	1	50	0	0	34.3	-
0400	8	1	4	0	3	0	0	0	0	0	0	0	0	0	5	62.5	1	12.5	0	0	32	-
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	0	4	100	2	50	0	0	34.4	-
0600	20	0	18	0	2	0	0	0	0	0	0	0	0	0	14	70	8	40	0	0	32.6	38.3
0700	55	1	51	1	2	0	0	0	0	0	0	0	0	0	33	60	20	36.4	2	3.6	31.9	38.3
0800	88	3	78	0	7	0	0	0	0	0	0	0	0	0	51	58	18	20.5	2	2.3	31.1	35.6
0900	108	7	94	0	7	0	0	0	0	0	0	0	0	0	54	50	15	13.9	0	0	29.1	34.9
1000	102	3	95	0	4	0	0	0	0	0	0	0	0	0	49	48	14	13.7	1	1	30.1	34.7
1100	137	2	131	0	4	0	0	0	0	0	0	0	0	0	81	59.1	26	19	1	0.7	30.8	35.3
1200	130	2	121	0	7	0	0	0	0	0	0	0	0	0	61	46.9	29	22.3	1	0.8	29.7	36.5
1300	130	3	122	1	2	1	1	0	0	0	0	0	0	0	59	45.4	18	13.8	0	0	29.2	34.7
1400	124	2	118	0	4	0	0	0	0	0	0	0	0	0	54	43.5	19	15.3	0	0	29.7	34.7
1500	103	3	93	0	7	0	0	0	0	0	0	0	0	0	47	45.6	16	15.5	0	0	29.3	35.3
1600	140	1	131	0	8	0	0	0	0	0	0	0	0	0	59	42.1	22	15.7	0	0	29.5	35.3
1700	108	0	104	1	2	1	0	0	0	0	0	0	0	0	62	57.4	19	17.6	1	0.9	31	35.6
1800	88	0	82	2	1	3	0	0	0	0	0	0	0	0	48	54.5	19	21.6	0	0	30.9	35.6
1900	78	1	73	1	3	0	0	0	0	0	0	0	0	0	43	55.1	17	21.8	0	0	31.4	36.5
2000	54	0	52	1	0	1	0	0	0	0	0	0	0	0	31	57.4	12	22.2	1	1.9	31.5	35.8
2100	54	0	50	3	0	1	0	0	0	0	0	0	0	0	25	46.3	9	16.7	1	1.9	30.3	34.9
2200	29	0	28	1	0	0	0	0	0	0	0	0	0	0	17	58.6	4	13.8	0	0	30.7	34.2
2300	22	0	21	0	0	1	0	0	0	0	0	0	0	0	15	68.2	7	31.8	1	4.5	32.9	40.5
07-19	1313	27	1220	5	55	5	1	0	0	0	0	0	0	0	658	50.1	235	17.9	8	0.6	30.1	35.6
06-22	1519	28	1413	10	60	7	1	0	0	0	0	0	0	0	771	50.8	281	18.5	10	0.7	30.2	35.6
06-00	1570	28	1462	11	60	8	1	0	0	0	0	0	0	0	803	51.1	292	18.6	11	0.7	30.3	35.6
00-00	1618	29	1505	11	64	8	1	0	0	0	0	0	0	0	840	51.9	312	19.3	12	0.7	30.4	35.8



Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Two Way

7480 / Stewartby
May 2017
Automatic Traffic Count

21 May 2017

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO	>SL1% ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	20	0	20	0	0	0	0	0	0	0	0	0	0	0	7	35	3	15	2	10	31.6	34.2
0100	7	0	7	0	0	0	0	0	0	0	0	0	0	0	3	42.9	1	14.3	0	0	29.3	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	-
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	0	1	25	0	0	0	0	29.5	-
0400	3	0	1	0	2	0	0	0	0	0	0	0	0	0	3	100	1	33.3	0	0	33.9	-
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3	100	1	33.3	0	0	33.6	-
0600	19	0	17	0	2	0	0	0	0	0	0	0	0	0	12	63.2	6	31.6	0	0	32.7	36.5
0700	26	1	23	0	2	0	0	0	0	0	0	0	0	0	14	53.8	3	11.5	0	0	29.7	34.2
0800	36	6	27	0	3	0	0	0	0	0	0	0	0	0	17	47.2	4	11.1	0	0	27.6	34.2
0900	70	3	64	0	3	0	0	0	0	0	0	0	0	0	41	58.6	19	27.1	1	1.4	31.5	36.5
1000	99	10	85	0	3	0	1	0	0	0	0	0	0	0	53	53.5	21	21.2	0	0	29.8	36
1100	101	2	94	0	4	1	0	0	0	0	0	0	0	0	56	55.4	16	15.8	1	1	30.4	34.9
1200	134	8	121	0	2	2	1	0	0	0	0	0	0	0	64	47.8	24	17.9	3	2.2	30.2	36.2
1300	117	1	111	1	4	0	0	0	0	0	0	0	0	0	63	53.8	16	13.7	1	0.9	30.5	34.7
1400	95	6	84	0	4	0	0	0	0	0	0	0	0	1	55	57.9	19	20	1	1.1	30.7	35.8
1500	124	5	115	0	2	2	0	0	0	0	0	0	0	0	69	55.6	26	21	1	0.8	30.4	36.5
1600	110	2	103	0	4	0	1	0	0	0	0	0	0	0	68	61.8	27	24.5	3	2.7	31.8	36.9
1700	99	1	98	0	0	0	0	0	0	0	0	0	0	0	57	57.6	25	25.3	2	2	31.9	36.9
1800	106	2	99	1	3	0	0	0	0	0	0	0	0	0	59	55.7	22	20.8	1	0.9	31.3	37.1
1900	91	3	84	0	4	0	0	0	0	0	0	0	0	0	60	65.9	28	30.8	1	1.1	32.3	37.4
2000	57	1	54	1	1	0	0	0	0	0	0	0	0	0	37	64.9	13	22.8	4	7	32.3	37.8
2100	32	1	31	0	0	0	0	0	0	0	0	0	0	0	19	59.4	7	21.9	0	0	31	37.1
2200	27	1	24	0	1	0	0	0	0	0	0	0	0	0	16	59.3	7	25.9	0	0	30.8	36.5
2300	7	0	6	0	1	0	0	0	0	0	0	0	0	0	3	42.9	2	28.6	0	0	32.8	-
07-19	1117	47	1024	2	34	5	3	0	0	0	0	0	0	0	616	55.1	222	19.9	14	1.3	30.7	36
06-22	1316	52	1210	3	41	5	3	0	0	0	0	0	0	0	744	56.5	276	21	19	1.4	30.9	36.2
06-00	1350	53	1240	3	43	5	3	0	0	0	0	0	0	0	763	56.5	285	21.1	19	1.4	30.9	36.2
00-00	1389	53	1277	3	45	5	3	0	0	0	0	0	0	0	780	56.2	291	21	21	1.5	30.9	36.2



Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Two Way

7480 / Stewartby
May 2017
Automatic Traffic Count

22 May 2017

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO 35	>SL1% ACPO 35	>SL2 DfT 45	>SL2% DfT 45	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	6	0	5	0	1	0	0	0	0	0	0	0	0	0	5	83.3	2	33.3	0	0	32.8	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100	0	0	0	0	30.8	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	0	38.2	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	100	1	50	0	0	33.7	-
0400	9	0	7	0	2	0	0	0	0	0	0	0	0	0	5	55.6	5	55.6	1	11.1	33.3	-
0500	32	0	29	0	3	0	0	0	0	0	0	0	0	0	22	68.8	10	31.3	1	3.1	33.4	38.7
0600	86	3	79	0	2	2	0	0	0	0	0	0	0	0	43	50	18	20.9	1	1.2	29.7	36.7
0700	205	0	188	0	15	2	0	0	0	0	0	0	0	0	124	60.5	41	20	1	0.5	31.1	35.8
0800	273	4	239	0	25	3	2	0	0	0	0	0	0	0	125	45.8	27	9.9	1	0.4	29.1	34
0900	108	3	96	0	8	0	0	1	0	0	0	0	0	0	61	56.5	18	16.7	0	0	30.5	34.9
1000	108	1	92	0	12	3	0	0	0	0	0	0	0	0	61	56.5	17	15.7	1	0.9	30.2	34.9
1100	134	4	116	1	10	2	0	0	1	0	0	0	0	0	50	37.3	17	12.7	1	0.7	27.7	34
1200	113	4	96	0	10	1	1	1	0	0	0	0	0	0	43	38.1	15	13.3	2	1.8	28.8	32.9
1300	116	1	99	1	13	1	0	0	0	0	0	0	0	0	63	54.3	19	16.4	1	0.9	30.6	35.6
1400	120	4	103	0	12	1	0	0	0	0	0	0	0	0	52	43.3	20	16.7	5	4.2	29.9	35.8
1500	215	9	189	0	14	1	0	0	0	0	0	0	0	0	109	50.7	30	14	2	0.9	29.7	34.7
1600	201	6	181	0	13	0	0	0	0	0	0	0	0	0	107	53.2	32	15.9	3	1.5	30.3	35.1
1700	250	4	233	0	11	1	1	0	0	0	0	0	0	0	135	54	39	15.6	2	0.8	30.4	35.1
1800	212	8	197	0	6	0	1	0	0	0	0	0	0	0	101	47.6	31	14.6	1	0.5	29	34.4
1900	128	3	118	2	4	0	0	0	1	0	0	0	0	0	53	41.4	11	8.6	1	0.8	28.6	32.4
2000	93	1	87	0	4	0	1	0	0	0	0	0	0	0	45	48.4	19	20.4	3	3.2	30.6	36
2100	84	3	76	0	5	0	0	0	0	0	0	0	0	0	45	53.6	14	16.7	0	0	30.9	34.9
2200	25	0	24	0	0	1	0	0	0	0	0	0	0	0	12	48	6	24	0	0	30.8	35.8
2300	9	1	8	0	0	0	0	0	0	0	0	0	0	0	5	55.6	1	11.1	0	0	28.4	-
07-19	2055	48	1829	2	149	15	5	2	1	3	1	0	0	0	1031	50.2	306	14.9	20	1	29.8	34.9
06-22	2446	58	2189	4	164	17	6	2	2	3	1	0	0	0	1217	49.8	368	15	25	1	29.8	34.9
06-00	2480	59	2221	4	164	18	6	2	2	3	1	0	0	0	1234	49.8	375	15.1	25	1	29.8	34.9
00-00	2531	59	2266	4	170	18	6	2	2	3	1	0	0	0	1270	50.2	394	15.6	27	1.1	29.9	35.1



Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Two Way

7480 / Stewartby
May 2017
Automatic Traffic Count

23 May 2017

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO	>SL1% ACPO	>SL2 DfT	>SL2% DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0	3	60	2	40	0	0	32.4	-
0100	2	0	0	0	2	0	0	0	0	0	0	0	0	0	1	50	1	50	0	0	31	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	4	0	2	0	2	0	0	0	0	0	0	0	0	0	3	75	2	50	0	0	33.3	-
0400	9	0	8	0	1	0	0	0	0	0	0	0	0	0	4	44.4	3	33.3	1	11.1	32.9	-
0500	41	0	37	0	4	0	0	0	0	0	0	0	0	0	27	65.9	10	24.4	1	2.4	32.3	36.5
0600	87	2	82	0	2	1	0	0	0	0	0	0	0	0	39	44.8	16	18.4	2	2.3	29.7	36.2
0700	190	4	174	0	11	0	1	0	0	0	0	0	0	0	119	62.6	46	24.2	3	1.6	31.3	36.7
0800	228	3	209	1	15	0	0	0	0	0	0	0	0	0	102	44.7	28	12.3	2	0.9	29.6	34.2
0900	101	2	84	0	12	0	1	1	0	0	0	0	0	0	50	49.5	15	14.9	0	0	29.6	34.9
1000	103	2	92	0	8	1	0	0	0	0	0	0	0	0	40	38.8	12	11.7	0	0	28.2	33.8
1100	125	3	110	0	11	0	0	0	0	1	0	0	0	0	56	44.8	13	10.4	1	0.8	28.5	33.8
1200	117	4	103	1	5	1	3	0	0	0	0	0	0	0	51	43.6	13	11.1	0	0	29	33.3
1300	119	1	109	0	6	3	0	0	0	0	0	0	0	0	50	42	16	13.4	1	0.8	29.4	34.4
1400	90	0	79	0	8	2	1	0	0	0	0	0	0	0	43	47.8	9	10	0	0	29.1	34.4
1500	193	3	173	0	14	2	1	0	0	0	0	0	0	0	100	51.8	30	15.5	2	1	30.3	34.9
1600	193	3	173	0	14	2	0	0	0	0	0	0	0	0	131	67.9	52	26.9	0	0	31.6	36.5
1700	251	3	239	0	6	2	1	0	0	0	0	0	0	0	142	56.6	37	14.7	1	0.4	30.2	34.7
1800	236	7	223	0	4	0	1	0	0	0	0	0	0	0	119	50.4	26	11	2	0.8	29.2	33.8
1900	119	3	112	1	3	0	0	0	0	0	0	0	0	0	62	52.1	22	18.5	1	0.8	29.7	35.1
2000	105	1	103	0	1	0	0	0	0	0	0	0	0	0	53	50.5	10	9.5	1	1	30.1	34.4
2100	44	1	43	0	0	0	0	0	0	0	0	0	0	0	24	54.5	12	27.3	1	2.3	31.1	37.4
2200	37	1	36	0	0	0	0	0	0	0	0	0	0	0	21	56.8	9	24.3	1	2.7	32.2	36.5
2300	19	0	18	0	1	0	0	0	0	0	0	0	0	0	7	36.8	7	36.8	1	5.3	31.5	37.6
07-19	1946	35	1768	2	114	13	9	1	1	1	1	1	1	1	1003	51.5	297	15.3	12	0.6	29.9	34.9
06-22	2301	42	2108	3	120	14	9	1	1	1	1	1	1	1	1181	51.3	357	15.5	17	0.7	29.9	34.9
06-00	2357	43	2162	3	121	14	9	1	1	1	1	1	1	1	1209	51.3	373	15.8	19	0.8	29.9	34.9
00-00	2418	43	2214	3	130	14	9	1	1	1	1	1	1	1	1247	51.6	391	16.2	21	0.9	30	35.1



Nationwide Data Collection
for
Peter Brett Associates

Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Two Way

7480 / Stewartby
May 2017
Automatic Traffic Count

24 May 2017

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO	>SL1% ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85	
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									
0000	9	0	8	0	1	0	0	0	0	0	0	0	0	0	4	44.4	3	33.3	0	0	31.2	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0	0	0	23	-
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	0	4	100	1	25	0	0	33.4	-
0400	8	1	4	0	3	0	0	0	0	0	0	0	0	0	7	87.5	4	50	0	0	34.7	-
0500	37	1	31	0	5	0	0	0	0	0	0	0	0	0	29	78.4	17	45.9	4	10.8	34.5	38.7
0600	102	2	96	0	1	3	0	0	0	0	0	0	0	0	55	53.9	19	18.6	1	1	29.8	36
0700	207	3	189	2	11	2	0	0	0	0	0	0	0	0	140	67.6	47	22.7	4	1.9	32.3	36.7
0800	279	4	250	1	20	4	0	0	0	0	0	0	0	0	164	58.8	33	11.8	0	0	30.2	34.2
0900	124	6	97	1	18	2	0	0	0	0	0	0	0	0	56	45.2	16	12.9	1	0.8	29.1	34
1000	107	1	92	0	11	3	0	0	0	0	0	0	0	0	24	22.4	3	2.8	0	0	25.4	31.3
1100	112	1	97	0	13	1	0	0	0	0	0	0	0	0	52	46.4	17	15.2	0	0	29.4	34.9
1200	106	2	83	0	21	0	0	0	0	0	0	0	0	0	50	47.2	19	17.9	2	1.9	29.8	35.3
1300	100	1	93	0	4	0	2	0	0	0	0	0	0	0	51	51	17	17	1	1	30	35.6
1400	115	1	97	0	16	1	0	0	0	0	0	0	0	0	51	44.3	16	13.9	2	1.7	29.5	34.4
1500	223	2	194	1	24	1	1	0	0	0	0	0	0	0	106	47.5	23	10.3	3	1.3	29.3	33.6
1600	210	1	190	0	16	2	1	0	0	0	0	0	0	0	129	61.4	41	19.5	3	1.4	31.2	36.2
1700	314	3	292	1	17	0	1	0	0	0	0	0	0	0	175	55.7	59	18.8	0	0	30.4	35.6
1800	222	6	205	0	10	1	0	0	0	0	0	0	0	0	111	50	30	13.5	0	0	28.4	34.7
1900	138	3	124	0	10	0	0	1	0	0	0	0	0	0	65	47.1	23	16.7	3	2.2	29.6	35.1
2000	75	6	60	1	6	2	0	0	0	0	0	0	0	0	35	46.7	14	18.7	2	2.7	30.1	35.8
2100	78	0	76	0	2	0	0	0	0	0	0	0	0	0	26	33.3	9	11.5	1	1.3	28.7	32.9
2200	35	0	30	1	4	0	0	0	0	0	0	0	0	0	18	51.4	9	25.7	1	2.9	29.3	35.6
2300	11	0	11	0	0	0	0	0	0	0	0	0	0	0	4	36.4	3	27.3	0	0	30.1	34.9
07-19	2119	31	1879	6	181	17	5	0	0	0	0	0	0	0	1109	52.3	321	15.1	16	0.8	29.8	34.9
06-22	2512	42	2235	7	200	22	5	1	0	0	0	0	0	0	1290	51.4	386	15.4	23	0.9	29.8	34.9
06-00	2558	42	2276	8	204	22	5	1	0	0	0	0	0	0	1312	51.3	398	15.6	24	0.9	29.8	35.1
00-00	2621	44	2328	8	213	22	5	1	0	0	0	0	0	0	1357	51.8	423	16.1	28	1.1	29.9	35.1



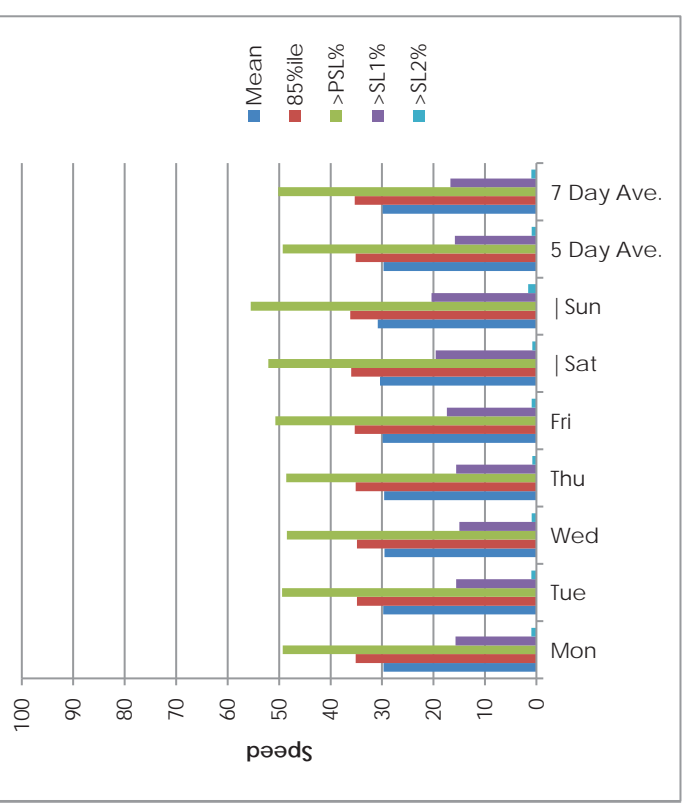
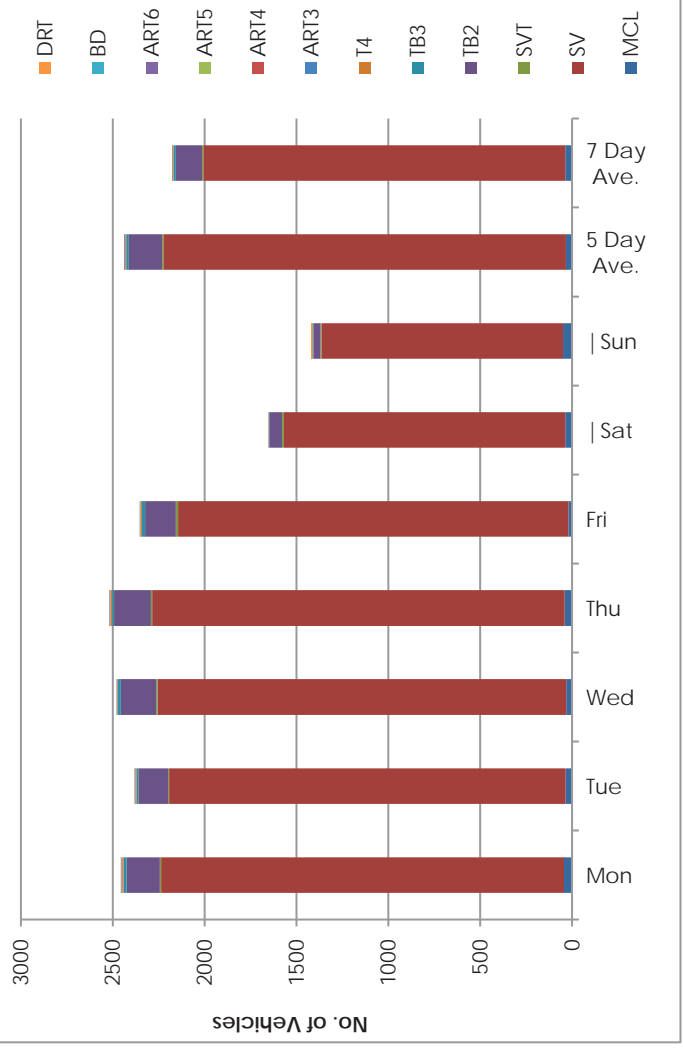
Virtual Day (14)

Time	Total	Classification														>PSL 30	>PSL% 30	>SL1 ACPO 35	>SL1% ACPO 35	>SL2 DfT 45	>SL2% DfT 45	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT										
0000	10	0	9	0	1	0	0	0	0	0	0	0	0	0	0	6	58.1	3	27.2	0	4.4	32.1	-
0100	4	0	4	0	1	0	0	0	0	0	0	0	0	0	0	2	52.5	1	27.1	0	0	30.4	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	40.7	1	29.6	0	3.7	29.9	-
0300	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	2	63.4	1	34.1	0	4.9	32.2	-
0400	8	0	5	0	2	0	0	0	0	0	0	0	0	0	0	5	62.6	3	35.5	0	2.8	32.5	-
0500	23	0	20	0	3	0	0	0	0	0	0	0	0	0	0	17	72.3	9	36.6	1	3.1	33.3	37.8
0600	71	1	65	0	3	1	0	0	0	0	0	0	0	0	0	35	48.8	14	19.4	1	1.9	29.4	36
0700	154	2	139	1	11	1	1	0	0	0	0	0	0	0	0	89	58	33	21.1	2	1	30.7	36.2
0800	202	3	180	1	16	2	0	0	0	0	0	0	0	0	0	102	50.8	27	13.4	1	0.4	29.7	34.4
0900	105	2	92	0	10	0	0	0	0	0	0	0	0	0	0	52	49.1	16	15.5	1	0.5	29.6	34.9
1000	111	3	96	0	10	1	0	0	0	0	0	0	0	0	0	47	42	13	11.7	1	0.5	28.5	34.2
1100	117	2	102	0	10	1	0	0	0	0	0	0	0	0	0	49	42	15	12.4	1	0.6	28.7	34.2
1200	118	3	103	0	9	1	1	0	0	0	0	0	0	0	0	51	43.2	18	15.2	1	0.7	29.2	34.9
1300	122	1	110	1	8	1	0	0	0	0	0	0	0	0	0	58	47.7	19	15.8	1	0.9	29.8	35.1
1400	111	2	97	0	10	1	0	0	0	0	0	0	0	0	0	52	46.7	16	14.5	1	1.1	29.6	34.9
1500	187	3	166	1	15	1	0	0	0	0	0	0	0	0	0	86	45.7	24	12.8	1	0.6	29.4	34.2
1600	172	2	158	0	11	0	0	0	0	0	0	0	0	0	0	92	53.7	31	18.1	2	1	30.4	35.6
1700	203	3	192	1	7	1	0	0	0	0	0	0	0	0	0	110	54.5	36	17.8	1	0.6	30.5	35.6
1800	171	4	160	1	5	0	0	0	0	0	0	0	0	0	0	90	52.5	29	17.2	2	1.1	29.8	35.6
1900	107	2	101	0	4	0	0	0	0	0	0	0	0	0	0	55	51.6	21	19.7	1	1.1	30.1	36
2000	74	2	69	1	3	0	0	0	0	0	0	0	0	0	0	40	54.1	16	21.2	2	2.5	30.7	36.5
2100	55	1	53	0	2	0	0	0	0	0	0	0	0	0	0	27	48	9	16.1	1	0.9	30.2	35.3
2200	33	0	31	0	1	0	0	0	0	0	0	0	0	0	0	17	50.8	6	17.5	0	1.1	30.4	35.8
2300	17	0	16	0	1	0	0	0	0	0	0	0	0	0	0	10	58.8	4	26.1	1	4.6	32.1	37.8
07-19	1772	30	1594	6	123	10	4	1	1	1	1	1	1	1	1	878	49.5	277	15.6	13	0.7	29.8	35.1
06-22	2079	36	1881	7	135	11	5	1	1	1	1	1	1	1	1	1034	49.8	337	16.2	18	0.9	29.8	35.1
06-00	2129	36	1929	7	136	11	5	1	1	1	1	1	1	1	1	1061	49.8	347	16.3	19	0.9	29.8	35.1
00-00	2179	36	1970	7	144	11	5	1	1	1	1	1	1	1	1	1093	50.2	363	16.7	21	1	29.9	35.3

Virtual Week (2)

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 ACPO 35	>SL1% ACPO 35	>SL2 DfT 45	>SL2% DfT 45	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	2456	44	2193	6	182	15	7	3	2	2	3	0	0	1210	49.3	385	15.7	24	1	29.7	35.1
Tue	2380	35	2158	6	161	10	6	1	1	3	0	0	1177	49.4	372	15.6	24	1	29.8	34.9	
Wed	2477	31	2225	7	193	16	4	1	1	2	0	0	1202	48.5	371	15	22	0.9	29.5	34.9	
Thu	2517	40	2246	6	200	12	6	2	2	3	0	0	1224	48.6	394	15.6	20	0.8	29.6	35.1	
Fri	2352	19	2126	11	167	19	5	1	2	3	0	0	1193	50.7	409	17.4	22	0.9	29.9	35.3	
Sat	1653	37	1530	12	69	4	2	0	0	0	0	0	861	52.1	324	19.6	13	0.8	30.4	36	
Sun	1418	49	1315	5	39	3	3	1	0	3	0	1	787	55.5	290	20.4	23	1.6	30.8	36.2	
5 Day Ave.	2436	34	2190	7	181	14	6	2	1	3	0	0	1201	49.3	386	15.8	22	0.9	29.7	35.1	
7 Day Ave.	2179	36	1970	7	144	11	5	1	1	2	0	0	1093	50.2	363	16.7	21	1.0	29.9	35.3	
--	30501	506	27583	103	2019	156	63	15	12	31	0	2	15304	50.2	5087	16.7	292	1.0	29.9	35.3	

Summary Graphs



11 May 2017

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	6	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	12	0	0	1	1	2	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	23	0	0	0	0	1	4	10	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	95	0	0	1	8	15	19	30	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	216	0	1	7	8	16	61	74	37	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	273	0	1	10	11	21	104	87	30	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	131	0	2	5	3	15	52	44	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	122	0	0	4	11	11	48	39	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	129	0	1	5	8	12	64	31	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	129	0	2	5	6	16	48	37	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	121	0	0	3	6	17	51	33	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	123	0	1	0	14	11	48	37	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	241	0	0	4	18	29	97	74	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	205	0	0	2	12	17	54	85	28	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	242	0	2	8	5	20	91	76	36	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	191	0	0	7	17	13	51	62	31	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	116	0	0	2	4	13	46	27	19	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	88	0	0	0	2	8	23	25	19	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	62	0	0	0	3	3	28	22	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	41	0	0	0	3	5	17	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	15	0	0	0	0	1	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2123	0	10	60	119	198	769	679	229	52	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2484	0	10	63	136	237	885	783	287	67	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2540	0	10	63	139	243	910	799	293	67	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2592	0	11	64	142	252	923	813	300	69	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

12 May 2017

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	10	0	0	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	1	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	7	0	0	0	0	0	1	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	30	0	0	0	0	1	4	8	13	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	73	1	3	4	12	11	22	10	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	210	0	1	3	8	28	70	71	24	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	250	0	3	8	13	23	73	82	39	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	125	0	0	3	10	12	36	40	19	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	118	0	7	3	7	26	39	25	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	124	0	1	0	11	24	42	36	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	120	0	1	1	6	14	49	30	13	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	119	0	0	2	5	11	45	34	16	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	116	0	0	2	8	8	36	40	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	262	0	0	7	11	18	93	94	35	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	182	0	0	0	4	13	71	57	24	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	210	0	2	3	8	15	61	78	32	6	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	186	1	4	10	15	17	35	61	28	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	117	0	0	0	4	2	32	50	19	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	70	0	0	0	2	6	26	23	10	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	44	0	0	1	0	0	15	21	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	33	0	0	0	0	2	14	13	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	34	0	0	0	2	0	10	13	6	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2022	1	19	42	106	209	650	648	259	68	13	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2326	2	22	47	124	228	745	752	301	82	15	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2393	2	22	47	126	230	769	778	309	84	15	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2448	2	22	47	128	233	782	792	325	90	15	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

13 May 2017

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	16	0	0	0	0	0	8	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	1	0	1	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	0	0	0	1	2	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	6	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	27	0	0	1	1	3	6	8	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	51	1	0	0	5	9	15	7	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	69	0	0	1	0	3	21	34	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	107	0	0	3	2	9	31	45	13	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	144	0	2	4	3	16	53	44	14	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	129	0	0	2	7	13	44	45	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	115	0	0	0	7	11	46	25	17	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	131	0	0	2	3	16	50	32	20	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	118	0	0	1	3	11	52	34	13	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	109	0	1	4	2	11	38	39	9	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	129	0	0	1	4	17	40	41	18	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	132	0	0	0	1	15	37	39	31	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	130	0	1	4	3	6	33	63	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	87	0	0	3	0	7	29	29	13	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	58	0	0	1	0	7	14	15	13	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	48	0	0	1	1	2	16	17	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	41	0	0	1	0	2	17	12	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	23	0	0	0	0	3	9	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1364	1	4	22	40	137	460	448	183	59	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1584	1	4	28	42	156	525	517	223	76	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1648	1	4	29	42	161	551	537	232	79	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1687	1	4	29	42	166	563	547	241	80	9	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

14 May 2017

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	18	0	0	0	0	1	7	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	14	0	0	0	0	0	5	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	0	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	6	0	0	0	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	11	0	0	0	0	0	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	17	0	0	0	1	1	4	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	34	0	3	2	0	4	10	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	73	0	2	0	1	2	23	22	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	101	0	0	3	2	8	32	41	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	121	0	1	4	5	10	39	45	13	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	147	0	4	2	3	11	58	42	20	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	138	0	0	4	7	11	48	42	18	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	122	0	3	1	2	8	45	48	13	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	117	0	0	2	6	9	45	32	19	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	117	0	0	0	1	9	45	45	12	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	104	0	0	1	5	11	31	38	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	98	0	2	0	2	3	28	38	15	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	69	0	0	1	0	1	15	31	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	65	0	1	0	0	5	21	24	8	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	23	0	0	0	0	1	4	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	26	0	0	0	0	0	10	8	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	18	0	0	0	0	0	4	4	5	1	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1189	0	15	19	35	87	408	408	163	39	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1357	0	16	20	35	94	454	476	197	47	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1401	0	16	20	35	94	468	488	208	49	17	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1446	0	16	20	35	96	486	505	214	50	18	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site

3

Green Lane, attached to sign post, OSGR: TL 01550 42197
Two Way

7480 / Stewartby
May 2017
Automatic Traffic Count

15 May 2017

Time	Total	Speed Bins (mph)																												
		0 - 5 5	5 - 10 10	10 - 15 15	15 - 20 20	20 - 25 25	25 - 30 30	30 - 35 35	35 - 40 40	40 - 45 45	45 - 50 50	50 - 55 55	55 - 60 60	60 - 65 65	65 - 70 70	70 - 75 75	75 - 80 80	80 - 85 85	85 - 90 90	90 - 95 95	95 - 100 100	100 - 105 105	105 - 110 110	110 - 115 115	115 - 120 120	120 - 125 125	125 - 130 130	130 - 135 135	135 - 140 140	
0000	6	0	0	0	0	0	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	8	0	0	0	0	0	1	1	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	32	0	0	0	0	0	0	9	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	93	0	0	3	9	17	25	23	11	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	218	0	4	4	9	25	63	73	36	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	284	0	1	5	14	32	83	118	25	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	101	0	0	1	4	11	40	32	10	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	111	0	0	5	4	14	44	29	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	98	0	2	2	7	20	30	24	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	106	0	2	2	9	16	42	22	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	118	0	0	1	6	15	46	33	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	114	0	2	2	6	6	33	47	15	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	175	0	0	3	6	15	76	57	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	184	0	1	1	8	19	69	64	19	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	229	0	0	1	4	26	84	74	29	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	201	0	4	4	10	11	68	67	29	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	135	0	0	1	5	16	48	40	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	69	0	0	2	1	2	22	25	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	54	0	0	0	2	9	21	17	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	19	0	0	0	0	2	9	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	17	0	0	0	0	0	2	7	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1939	0	16	31	87	210	678	640	220	43	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2290	0	16	37	104	254	794	745	267	56	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2326	0	16	37	104	256	805	758	273	58	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2380	0	16	37	104	258	816	773	289	66	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



16 May 2017

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	6	0	0	0	0	0	1	2	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	8	0	0	0	0	0	1	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	31	0	0	1	0	3	6	12	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	93	0	0	2	5	22	25	27	9	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	214	0	0	2	5	27	56	86	27	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	250	0	1	4	12	22	92	88	29	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	108	0	0	2	5	8	37	36	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	95	0	1	4	8	14	36	23	7	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	98	0	0	2	4	9	44	28	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	103	0	0	4	1	15	42	30	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	116	0	0	0	2	10	52	33	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	117	0	0	4	4	12	54	26	12	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	179	0	0	5	7	21	68	56	13	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	180	0	0	1	7	12	57	63	31	6	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	231	0	0	2	8	20	88	78	26	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	212	0	0	1	15	26	77	65	20	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	125	0	1	1	13	12	42	38	13	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	78	0	0	0	1	7	31	26	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	49	0	0	0	0	7	24	12	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	31	0	0	0	0	5	5	16	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	15	0	0	0	0	3	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1903	0	2	31	78	196	703	612	210	52	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2248	0	3	34	97	244	825	715	244	62	18	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2294	0	3	34	97	252	835	736	248	64	18	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2342	0	3	36	97	256	844	753	260	67	18	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site
Location
Direction

3
Green Lane, attached to sign post, OSGR: TL 01550 42197
Two Way

7480 / Stewartby
May 2017
Automatic Traffic Count

17 May 2017

Time	Total	Speed Bins (mph)																												
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140	
0000	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	6	0	0	0	0	0	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	23	0	0	0	1	0	7	6	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	94	0	0	1	5	19	21	34	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	193	0	1	3	9	16	47	70	38	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	275	0	1	3	7	21	113	96	31	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	89	0	0	3	3	8	31	33	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	120	0	1	5	29	19	39	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	117	1	0	6	13	19	48	20	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	109	0	0	1	3	12	51	30	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	109	0	1	2	3	9	48	39	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	94	0	0	0	0	9	35	38	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	218	0	0	3	5	16	101	69	18	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	170	0	0	1	4	9	71	49	29	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	241	0	0	4	11	97	94	28	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	175	0	0	2	4	18	61	16	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	95	1	4	10	16	16	26	15	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	73	0	5	4	10	12	15	17	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	73	0	0	1	6	13	27	20	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	41	0	0	1	2	5	19	9	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	10	0	0	0	0	1	6	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1910	1	4	29	84	167	742	623	203	45	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2245	2	13	45	121	227	831	709	231	51	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2296	2	13	46	123	233	856	719	233	56	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2332	2	13	46	124	233	867	728	243	61	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

18 May 2017

Time	Total	Speed Bins (mph)																												
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140	
0000	4	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	8	0	0	0	0	0	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	29	0	0	0	2	2	5	10	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	109	0	0	0	5	16	30	33	14	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	190	0	0	2	4	19	43	78	34	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	261	0	0	2	7	17	84	112	33	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	116	0	1	1	14	13	41	33	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	118	0	0	0	2	4	44	49	12	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	104	0	0	1	5	13	41	26	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	138	1	1	7	10	17	43	45	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	122	0	1	3	8	8	27	46	21	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	88	0	0	4	6	17	33	20	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	222	0	0	7	6	38	98	55	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	232	0	0	2	14	25	82	76	29	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	239	0	1	1	3	19	74	100	33	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	169	0	0	2	15	11	49	60	25	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	90	0	0	1	1	7	34	27	17	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	75	0	0	0	2	7	25	25	9	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	59	0	0	0	2	3	25	19	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	46	0	0	0	0	5	20	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	16	0	0	0	0	0	3	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1999	1	4	32	94	201	659	700	242	54	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2332	1	4	33	104	234	773	804	288	70	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2394	1	4	33	104	239	796	832	292	72	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2442	1	4	33	106	243	808	847	303	76	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

19 May 2017

Time	Total	Speed Bins (mph)																												
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140	
0000	8	0	0	0	0	0	3	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	0	0	0	0	1	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	11	0	0	0	0	0	4	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	28	0	0	0	0	1	7	12	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	85	0	0	2	5	12	21	27	15	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	168	0	3	2	3	15	54	58	26	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	221	0	0	0	6	14	90	82	25	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	114	0	0	7	14	11	36	31	8	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	102	0	0	1	3	17	34	36	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	108	0	0	4	7	11	54	23	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	89	0	0	2	1	6	31	34	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	145	0	0	3	7	10	51	51	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	113	0	0	0	3	13	40	36	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	238	0	0	4	2	20	98	80	30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	155	0	1	4	7	11	59	56	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	188	0	1	1	2	13	65	73	26	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	164	0	2	5	4	13	55	56	25	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	109	0	0	0	2	7	30	39	24	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	75	0	0	3	2	5	20	28	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	71	0	0	1	0	9	25	22	7	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	32	0	0	0	0	2	13	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	22	0	0	0	0	0	7	10	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1805	0	7	33	59	154	667	616	210	53	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2145	0	7	39	68	187	763	732	268	67	10	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2199	0	7	39	68	189	783	755	273	70	10	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2255	0	7	39	68	190	799	776	287	72	12	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

20 May 2017

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	20	0	0	0	0	0	4	7	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	12	0	0	0	0	0	3	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	8	0	0	0	0	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	20	0	0	0	1	2	3	6	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	55	0	0	1	2	3	16	13	13	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	88	0	0	1	2	4	30	33	13	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	108	0	1	2	7	9	35	39	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	102	0	0	1	5	11	36	35	8	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	137	0	0	1	2	10	43	55	21	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	130	0	0	5	8	11	45	32	19	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	130	0	1	3	5	14	48	41	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	124	0	0	3	2	13	52	35	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	103	0	0	4	6	9	37	31	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	140	0	0	0	3	20	58	37	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	108	0	0	0	2	5	39	43	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	88	0	0	0	3	5	32	29	12	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	78	0	0	1	0	6	28	26	10	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	54	0	0	1	0	3	19	19	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	54	0	0	0	0	5	24	16	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	29	0	0	0	0	1	11	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	22	0	0	0	1	1	5	8	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1313	0	2	21	47	114	471	423	174	53	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1519	0	2	23	48	130	545	490	203	68	8	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1570	0	2	23	49	132	561	511	210	71	9	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1618	0	2	23	49	132	572	528	225	75	10	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

21 May 2017

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	20	0	0	0	0	2	11	4	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	0	3	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	19	0	0	0	0	1	6	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	26	0	0	0	2	3	7	11	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	36	0	2	1	2	4	10	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	70	0	0	0	3	5	21	22	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	99	0	2	2	5	11	26	32	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	101	0	0	1	2	9	33	40	12	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	134	0	0	4	3	4	59	40	20	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	117	0	0	1	5	6	42	47	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	95	0	0	1	4	5	30	36	16	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	124	0	1	3	3	16	32	43	21	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	110	0	0	2	1	2	37	41	18	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	99	0	0	0	2	3	37	32	17	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	106	0	1	0	2	5	39	37	14	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	91	0	1	0	0	5	25	32	24	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	57	0	0	0	1	4	15	24	6	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	32	0	0	0	0	4	9	12	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	27	0	0	1	0	1	9	9	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	7	0	0	0	0	0	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1117	0	6	15	34	73	373	394	167	41	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	1316	0	7	15	35	87	428	468	206	51	12	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	1350	0	7	16	35	88	441	478	214	52	12	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	1389	0	7	16	35	94	457	489	216	54	14	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



22 May 2017

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	6	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	9	0	1	0	0	0	3	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	32	0	0	0	0	3	7	12	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	86	0	0	2	1	22	18	25	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	205	0	1	2	4	13	61	83	32	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	273	0	2	1	14	27	104	98	25	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	108	0	0	1	2	5	39	43	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	108	0	0	2	4	9	32	44	15	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	134	0	2	4	12	19	47	33	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	113	0	0	2	5	18	45	28	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	116	0	0	1	3	6	43	44	13	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	120	0	1	2	6	11	48	32	14	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	215	0	2	5	4	22	73	79	24	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	201	0	1	0	12	13	68	75	21	8	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	250	0	1	1	8	19	86	96	29	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	212	0	4	4	11	18	74	70	24	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	128	0	0	1	11	18	45	42	7	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	93	0	0	0	5	7	36	26	14	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	84	0	0	0	1	4	34	31	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	25	0	0	0	0	2	11	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	9	0	0	0	2	1	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2055	0	14	25	85	180	720	725	237	49	17	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2446	0	14	28	103	231	853	849	282	61	21	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2480	0	14	28	105	234	865	859	287	63	21	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2531	0	15	28	105	237	876	876	300	67	23	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

23 May 2017

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	5	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	9	0	0	0	0	0	5	1	2	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	41	0	0	0	0	1	13	17	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	87	0	0	2	2	16	28	23	9	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	190	0	0	3	2	13	53	73	35	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	228	0	0	4	4	23	95	74	26	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	101	0	1	2	2	8	38	35	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	103	0	1	3	2	21	36	28	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	125	0	2	2	6	18	41	43	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	117	0	1	5	2	8	50	38	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	119	0	0	2	7	10	50	34	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	90	0	0	3	2	10	32	34	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	193	0	0	6	2	12	73	70	23	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	193	0	0	4	5	11	42	79	38	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	251	0	1	4	4	20	80	105	31	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	236	0	2	4	17	22	72	93	16	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	119	0	1	1	9	9	37	40	18	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	105	0	0	1	3	8	40	43	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	44	0	0	1	0	3	16	12	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	37	0	0	0	0	2	14	12	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	19	0	0	0	0	1	3	8	0	5	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1946	0	8	42	55	176	662	706	233	52	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2301	0	9	47	69	212	783	824	274	66	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2357	0	9	47	70	217	805	836	284	70	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2418	0	9	47	70	220	825	856	298	72	16	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

24 May 2017

Time	Total	Speed Bins (mph)																											
		0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	9	0	0	0	1	0	4	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	8	0	0	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	37	0	0	1	0	0	7	12	11	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	102	0	0	3	3	17	24	36	16	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	207	0	0	2	0	6	59	93	33	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	279	0	1	2	12	11	89	131	28	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	124	0	1	5	1	12	49	40	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	107	0	2	6	8	31	36	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	112	0	0	1	5	13	41	35	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	106	0	0	2	1	16	37	31	14	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	100	0	0	0	6	9	34	34	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	115	0	0	2	4	9	49	35	14	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	223	0	0	1	11	30	75	83	17	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	210	0	2	1	6	9	63	88	32	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	314	0	1	5	13	16	104	116	51	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	222	0	6	6	19	27	53	81	25	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	138	0	1	2	14	9	47	42	12	8	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	75	0	1	0	2	12	25	21	9	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	78	0	0	3	0	12	37	17	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	35	0	0	2	3	4	8	9	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	11	0	0	0	0	2	5	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2119	0	13	33	86	189	689	788	260	45	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	2512	0	15	41	105	239	822	904	303	60	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	2558	0	15	43	108	245	835	914	311	63	19	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2621	0	15	44	110	246	849	934	327	68	23	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Appendix 3.2 – Bus Timetables

**68****Bedford - Kempston - Wootton - Stewartby**

Grant Palmer

Timetable valid from 01/01/2017 until further notice

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Bedford, Bus Station (Stop R)	0735	0905	1035	1200	1335	1500	1620	1750
Bedford, Bedford Hospital A&E (Stop F)	0741	0911	1041	1206	1341	1508	1630	1800
Bedford, opp Morrisons	0743	0913	1043	1208	1343	1510	1633	1802
Kempston, opp Dunkirk Close				1219			1643	
Kempston, opp The Mulberry Bush	0748	0917	1047		1347	1515		1807
Kempston, o/s Saxon Centre	0752	0922	1052	1222	1352	1520	1646	1811
Box End, o/s 32 Box End Road				1227			1650	
Kempston West End, Tithe Road (S-bound)				1230			1653	
Wootton, in Wootton Upper School				1238		1529	1700	
Stewartby, adj Montgomery Close	0806	0936	1106	1246	1406	1537	1708	1825

Saturdays

Bedford, Bus Station (Stop R)	0735	0905	1035	1200	1335	1500	1620	1750
Bedford, Bedford Hospital A&E (Stop F)	0741	0911	1041	1206	1341	1508	1630	1800
Bedford, opp Morrisons	0743	0913	1043	1208	1343	1510	1633	1802
Kempston, opp Dunkirk Close				1219			1643	
Kempston, opp The Mulberry Bush	0748	0917	1047		1347	1515		1807
Kempston, o/s Saxon Centre	0752	0922	1052	1222	1352	1520	1646	1811
Box End, o/s 32 Box End Road				1227			1650	
Kempston West End, Tithe Road (S-bound)				1230			1653	
Wootton, in Wootton Upper School				1238		1529	1700	
Stewartby, adj Montgomery Close	0806	0936	1106	1246	1406	1537	1708	1825

Sundays

no service

**68****Stewartby - Wootton - Kempston - Bedford**

Grant Palmer

Timetable valid from 01/01/2017 until further notice

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Stewartby, adj Montgomery Close	0705	0815	0940	1110	1250	1410	1540	1710
Wootton, in Wootton Upper School		0826	0951			1421		
Kempston West End, Tithe Road (N-bound)			0957			1427		
Box End, o/s 31 Box End Road			1000			1430		
Kempston, opp Saxon Centre	0717	0836	1006	1126	1306	1436	1556	1726
Kempston, o/s The Mullberry Bush	0721	0840		1130	1310		1600	1730
Kempston, opp Dunkirk Close			1009			1439		
Bedford, adj Morrison's	0725	0846	1016	1134	1314	1446	1605	1736
Bedford, Bedford Hospital A&E (Stop E)	0727	0848	1018	1136	1316	1448	1607	1739
Bedford, Bus Station (Stop R)	0733	0856	1024	1142	1322	1454	1617	1747

Saturdays

Stewartby, adj Montgomery Close	0705	0815	0940	1110	1250	1410	1540	1710
Wootton, in Wootton Upper School		0826	0951			1421		
Kempston West End, Tithe Road (N-bound)			0957			1427		
Box End, o/s 31 Box End Road			1000			1430		
Kempston, opp Saxon Centre	0717	0836	1006	1126	1306	1436	1556	1726
Kempston, o/s The Mullberry Bush	0721	0840		1130	1310		1600	1730
Kempston, opp Dunkirk Close			1009			1439		
Bedford, adj Morrison's	0725	0846	1016	1134	1314	1446	1605	1736
Bedford, Bedford Hospital A&E (Stop E)	0727	0848	1018	1136	1316	1448	1607	1739
Bedford, Bus Station (Stop R)	0733	0856	1024	1142	1322	1454	1617	1747

Sundays

no service

**68****Bedford - Kempston - Wootton - Stewartby**

Grant Palmer

For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgt 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at www.nextbuses.mobi (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
bfsdapja	Bedford, Bus Station (Stop R)	Greenhill Street	020035590
bfsajwjm	Bedford, St Paul's Square (Stop P1)	St Paul's Square	020035024
bfsapdpg	Bedford, St John's Street (S-bound)	St John's Street	020035770
bfsapapd	Bedford, Bedford Hospital A&E (Stop F)	Amphill Road	020035714
bfsapapa	Bedford, opp Morrisons	Amphill Road	020035713
bfsapamp	Bedford, opp Technology House	Amphill Road	020035710
bfsapamg	Kempston, opp Cosmic Avenue	Amphill Road	020035708
bfsapapw	Kempston, opp Savannah Close	Walcourt Road	020035719
bfsapatd	Kempston, opp Dunkirk Close	Walcourt Road	020035721
bfsapapt	Kempston, adj Savannah Close	Walcourt Road	020035718
bfsapamd	Kempston, adj The Fire Station	Elstow Road	020035707
bfsapajd	Kempston, o/s Cherry Walk	Orchard Street	020035700
bfsapajp	Kempston, opp The Mullberry Bush	Orchard Street	020035703
bfsapajt	Kempston, The Alders (W-bound)	Orchard Street	020035704
bfsapaga	Kempston, o/s 13 Chantry Road	Chantry Road	020035692
bfsapada	Kempston, adj Spring Road	Bedford Road	020035685
bfsapadj	Kempston, adj Margetts Road	Bedford Road	020035687
bfsapwpd	Kempston, Bunyan Road (S-bound)	Bunyan Road	020035777
bfsamwmt	Kempston, o/s Saxon Centre	Bedford Road	020035669
bfsamwgm	Kempston, o/s The Windermere	St John's Street	020035653
bfsamwga	Kempston, opp Royal Oak	Woburn Road	020035650
bfsapadp	Kempston, opp War Memorial	Bedford Road	020035689
bfsamwgt	Kempston, opp Judith Gardens	High Street	020035655
bfsamwgv	Kempston, opp King William Road	High Street	020035656
bfsapmwt	Kempston, adj Lodge Avenue	High Street	020035056
bfsamwjm	Kempston, adj Hill Rise	Ridge Road	020035660
bfsapgdt	Gibraltar, o/s Ridgeways Farm	Ridge Road	020036071
bfsdagjp	Gibraltar, opp Ibbett Close	Ridge Road	020036069
bfsapgdj	Gibraltar, o/s 83 Wootton Road	Wootton Road	020036067
bfsapgda	Wootton, Keeley Corner (S-bound)	Bedford Road	020036065
bfsdagdp	Kempston Church End, o/s Bury Cottages	Cemetery Road	020036033
bfsapdwd	Box End, o/s 32 Box End Road	Box End Road	020036031
bfsdagdt	Kempston West End, Tithe Road (S-bound)	Tithe Road	020036040
bfsdagja	Wood End, o/s Cross Keys	Wood End Lane	020036044
bfsdagjd	Hall End, Wootton (S-bound)	Hall End Road	020036046
bfsapwmj	Wootton, in Wootton Upper School	Church Road	020036500
bfsapdwp	Wootton, opp Squires Road	Church Road	020036049
bfsapgpm	Wootton, opp Fields Road Surgery		020036120
bfsapgja	Stewartby, opp Brickworks	Broadmead Road	020036083
bfsatadm	Stewartby, o/s The Post Office	Stewartby Way	020036505
bfsaptwa	Stewartby, adj Montgomery Close	Stewartby Way	020036000

**68****Stewartby - Wootton - Kempston - Bedford**

Grant Palmer

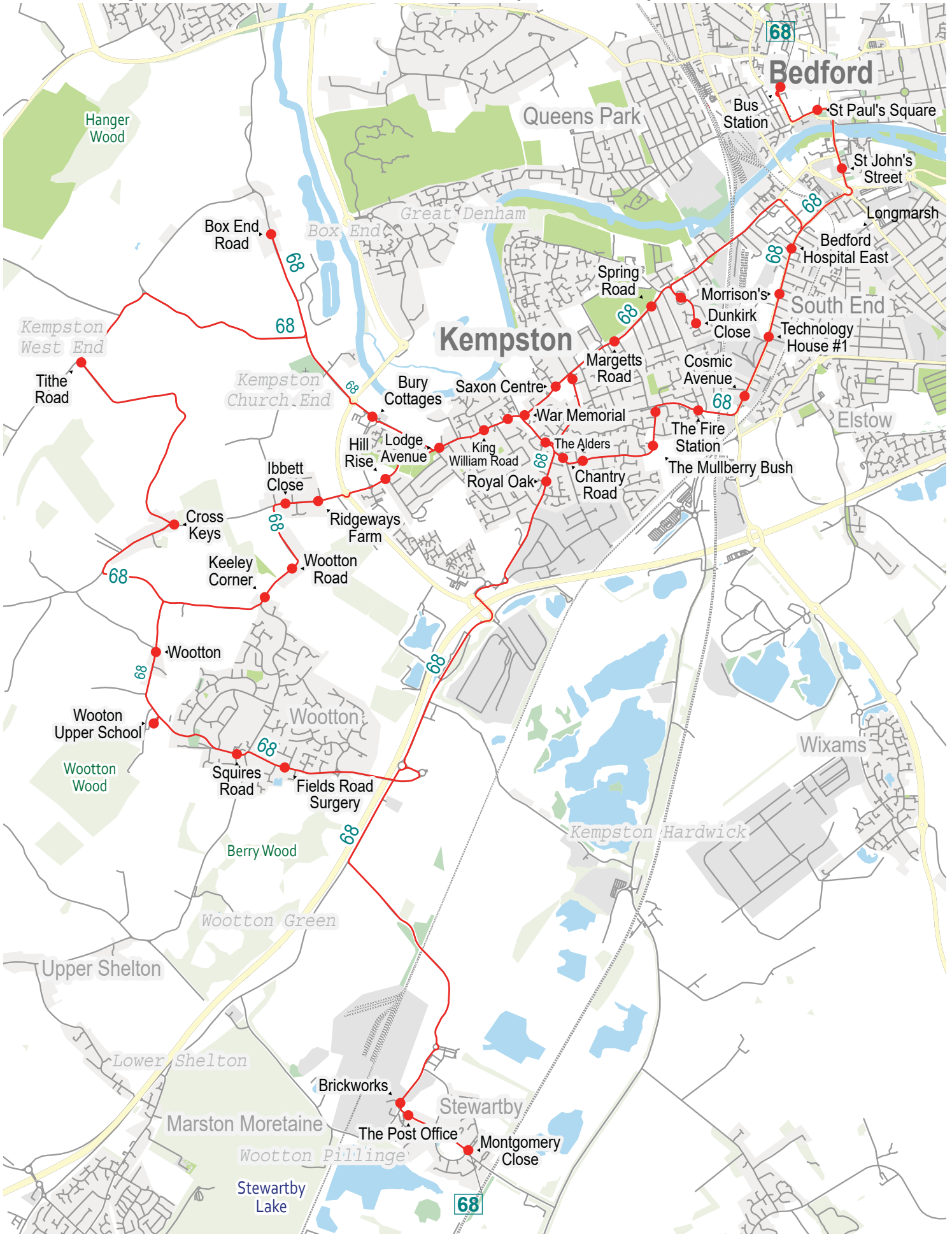
For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgt 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at www.nextbuses.mobi (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

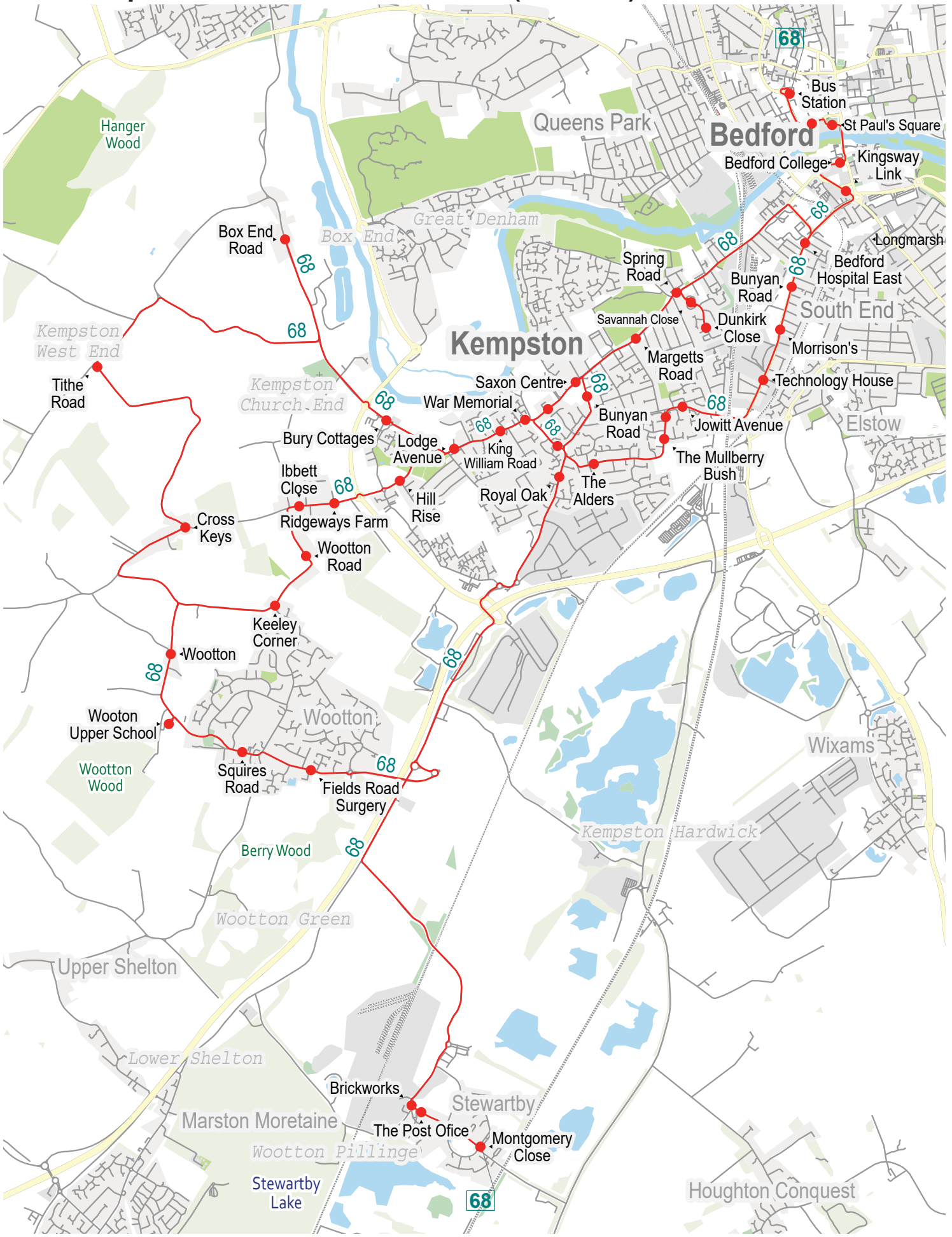
NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
bfsaptwa	Stewartby, adj Montgomery Close	Stewartby Way	020036000
bfsatadp	Stewartby, opp The Post Office	Stewartby Way	020036506
bfsapgdw	Stewartby, o/s Brickworks	Stewartby Village Centre	020036082
bfsamwgd	Kempston, o/s Royal Oak	Woburn Road	020035651
bfsamwgj	Kempston, opp The Windmere	St John's Street	020035652
bfsdamga	Wootton, o/s Fields Road Surgery		020036011
bfsapdwm	Wootton, nr Squires Road	Church Road	020036048
bfsapwmj	Wootton, in Wootton Upper School	Church Road	020036500
bfsdagjg	Hall End, Wootton (N-bound)	Hall End Road	020036047
bfsapgaw	Wootton, Keeley Corner (N-bound)	Bedford Road	020036064
bfsapgdg	Gibraltar, opp 53 Wootton Road	Wootton Road	020036066
bfsapgdm	Gibraltar, adj Ibbett Close	Ridge Road	020036068
bfsapgdp	Gibraltar, opp Ridgeways Farm	Ridge Road	020036070
bfsamwjp	Kempston, opp Hill Rise	Ridge Road	020035661
bfsapdwj	Wood End, opp Cross Keys	Wood End Road	020036043
bfsdagdw	Kempston West End, Tithe Road (N-bound)	Tithe Road	020036041
bfsapdwa	Box End, o/s 31 Box End Road	Box End Road	020036030
bfsapdwg	Kempston Church End, opp Bury Cottages	Cemetery Road	020036032
bfsapmwp	Kempston, opp Lodge Avenue	High Street	020035055
bfsamwja	Kempston, adj King William Road	High Street	020035657
bfsamwgp	Kempston, adj War Memorial	High Street	020035654
bfsdajpm	Kempston, o/s St John's Homes	Bedford Road	020035524
bfsapadm	Kempston, opp Saxon Centre	Bedford Road	020035688
bfsamwmp	Kempston, Bunyan Road (N-bound)	Bunyan Road	020035668
bfsapajt	Kempston, The Alders (W-bound)	Orchard Street	020035704
bfsapajm	Kempston, o/s The Mullberry Bush	Orchard Street	020035702
bfsapajg	Kempston, opp Cherry Walk	Orchard Street	020035701
bfsapadg	Kempston, opp Margetts Road	Bedford Road	020035686
bfsapmtd	Kempston, opp Spring Road	Bedford Road	020035814
bfsapapw	Kempston, opp Savannah Close	Walcourt Road	020035719
bfsapatd	Kempston, opp Dunkirk Close	Walcourt Road	020035721
bfsapapt	Kempston, adj Savannah Close	Walcourt Road	020035718
bfsapama	Kempston, adj Jowitt Avenue	Elstow Road	020035706
bfsapamj	Bedford, adj Technology House	Amphill Road	020035709
bfsapamt	Bedford, adj Morrison's	Amphill Road	020035711
bfsapamw	Bedford, opp Bunyan Road	Amphill Road	020035712
bfsapapg	Bedford, Bedford Hospital A&E (Stop E)	Amphill Road	020035715
bfsapmjt	Cauldwell, opp Kingsway Link	Kingsway	020035822
bfsapmjm	Cauldwell, o/s Bedford College	Cauldwell Street	020035817
bfsajwjp	Bedford, St Paul's Square (Arrivals)	St Paul's Square	020035025
bfsajwmd	Bedford, o/s Pilgrims House	Horne Lane	020035029
bfsdapja	Bedford, Bus Station (Stop R)	Greenhill Street	020035590

Route map for Grant Palmer service 68 (outbound)



Route map for Grant Palmer service 68 (inbound)





FL2

Haynes West End - Houghton Conquest - Lidlington - Milton Keynes

Flittabus

Timetable valid from 01/01/2017 until further notice

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

	Service Restrictions	Tu2
Haynes West End, opp Oxley's Farm		0908
Houghton Conquest, opp Village Hall		0914
Millbrook, adj Sandhill Close		0921
Marston Moretaine, o/s Social Club		0924
Lidlington, adj Oak Gardens		0926
Brogborough, o/s Shops		0932
Central Milton Keynes, The Point (Stop J3)		0955

Saturdays

		no service
--	--	------------

Sundays

		no service
--	--	------------

Service Restrictions: Tu2 - Operates 2nd Tuesday of each month only

FL2**Milton Keynes - Lidlington - Houghton Conquest - Haynes West End**

Flittabus

Timetable valid from 01/01/2017 until further notice

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Service Restrictions	Tu2
Central Milton Keynes, The Point (Stop J3)	1300
Brogborough, opp Shops	1320s
Lidlington, Railway Station (S-bound)	1325s
Marston Moretaine, opp Social Club	1328s
Millbrook, opp Sandhill Close	1331s
Houghton Conquest, o/s Village Hall	1338s
Haynes West End, adj Oxley's Farm	1344s

Saturdays

no service

Sundays

no service

Service Restrictions: Tu2 - Operates 2nd Tuesday of each month only**Notes:** s - sets down only



FL2

Haynes West End - Houghton Conquest - Lidlington - Milton Keynes

Flittabus

For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgt 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. Departure times will be real-time predictions where available, or scheduled departure times if not.

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NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
ahlajap	Haynes West End, opp Oxley's Farm	Deadman's Hill	021024072
ahlajadp	Houghton Conquest, opp Village Hall	High Street	021024044
ahlajadj	Houghton Conquest, opp Church	The Grove	021024042
ahlajada	Houghton Conquest, adj How End Road	Road Farm	021024040
ahlawgda	Amphill, opp Millbrook Turn	Hazelwood Lane B530	021024062
ahlawgaj	Millbrook, adj Sandhill Close	Station Lane	021024038
ahlawgad	Millbrook, Millbrook Railway Station (W-bound)	Station Lane	021024036
ahlawdwp	Marston Moretaine, o/s Social Club	Marston Road	021024012
ahlawdwm	Lidlington, adj Valley House	Marston Road	021024009
ahlagwjd	Lidlington, opp Great Farm Close	Marston Road	021024007
ahlajajt	Lidlington, adj Oak Gardens	Church Street	021024080
ahlagwgt	Lidlington, Railway Station (N-bound)	Church Street	021024001
ahlagwgj	Brogborough, o/s Shops	Bedford Road	021023023
mltdagd	Central Milton Keynes, The Point (Stop J3)	Midsummer Boulevard	049003030941

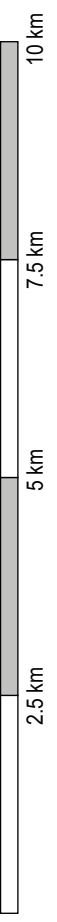
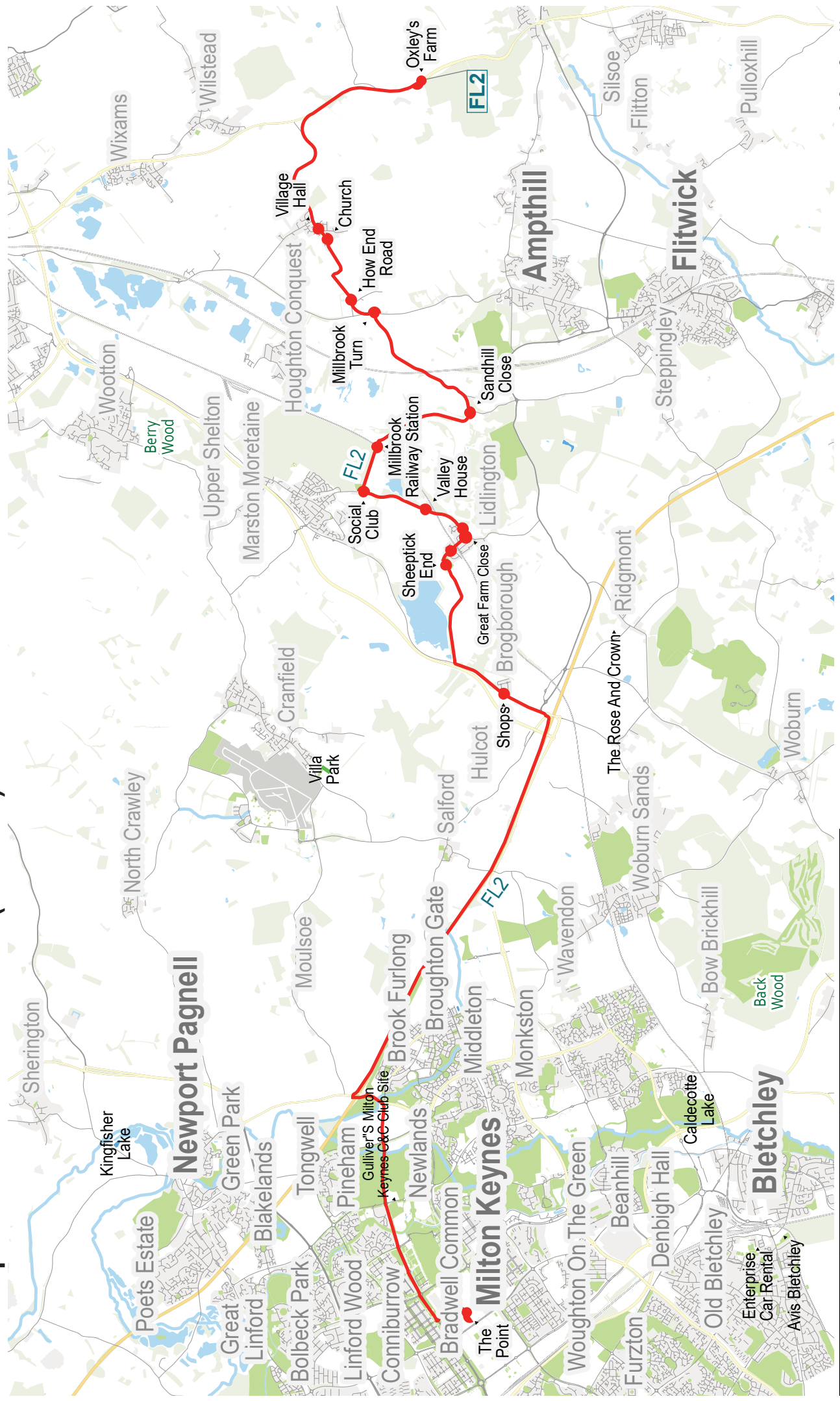
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NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
mitdagd	Central Milton Keynes, The Point (Stop J3)	Midsummer Boulevard	049003030941
ahlawdwd	Brogborough, opp Shops	Bedford Road	021023026
ahlapwpa	Lidlington, Sheeptick End (NE-bound)	Sheeptick End	021024101
ahlapmpm	Lidlington, Railway Station (S-bound)	Station Road	021024000
ahlagwgv	Lidlington, opp Oak Gardens	Church Street	021024002
ahlagwja	Lidlington, adj Great Farm Close	Marston Road	021024006
ahlagwjg	Lidlington, opp Valley House	Marston Road	021024008
ahlagwjp	Marston Moretaine, opp Social Club	Marston Road	021024011
ahlawdwt	Millbrook, Millbrook Railway Station (E-bound)	Millbrook Rail Station	021024035
ahlawgag	Millbrook, opp Sandhill Close	Station Lane	021024037
ahlawgaw	Ampthill, adj Millbrook Turn	Hazelwood Lane B530	021024061
ahlawgtw	Houghton Conquest, opp How End Road	Road Farm	021024039
ahlajadg	Houghton Conquest, o/s Church	The Grove	021024041
ahlajadm	Houghton Conquest, o/s Village Hall	High Street	021024043
ahlapmpt	Haynes West End, adj Oxley's Farm	Deadman's Hill	021024073

Route map for Flittabus service FL2 (inbound)





FL6B

Lidlington - Milbrook - Ampthill - Silsoe - Pulloxhill - Flitwick (Tesco)

Flittabus

Timetable valid from 01/01/2017 until further notice

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Service Restrictions	Th
Lidlington, Station Crescent (N-bound)	0906
Lidlington, Railway Station (S-bound)	0907
Lidlington, opp Oak Gardens	0907
Marston Moretaine, opp Social Club	0913
Millbrook, opp Sandhill Close	0916
Ampthill, opp Prince of Wales	0923
Ampthill, opp Alameda Walk	0924
Ampthill, opp Houghton Close	0926
Ampthill, opp Cedar Close	0927
Silsoe, The Grove (S-bound)	0934
Silsoe, opp The George Hotel	0936
Silsoe, nr Barton Road	0938
Wardhedges, opp Highfield Road	0943
Flitton, opp Church	0944
Pulloxhill, adj Fieldside Road	0948
Greenfield, opp School Lane	0952
Flitwick, opp Derwent Rise	0958
Flitwick, o/s Railway Station	0958
Ampthill, adj Grange Road	1005
Ampthill, opp Rectory Lane	1009
Flitwick, o/s The Rufus Centre	1017
Flitwick, o/s Leisure Centre	1021
Flitwick, adj St Pauls Close	1024
Flitwick, nr Derwent Rise	1029

Saturdays

no service

Sundays

no service

Service Restrictions: Th - Thursdays only



FL6B

Flitwick - Ampthill - Milbrook - Lidlington - Flitwick - Pulloxhill - Silsoe

Flittabus

Timetable valid from 01/01/2017 until further notice

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Service Restrictions	Th
Flitwick, nr Derwent Rise	1102
Ampthill, adj Grange Road	1106
Ampthill, opp Houghton Close	1108
Ampthill, opp Cedar Close	1109
Ampthill, opp Rectory Lane	1114
Milbrook, adj Sandhill Close	1120
Marston Moretaine, o/s Social Club	1124
Lidlington, Railway Station (N-bound)	1133
Ampthill, opp Prince of Wales	1140
Flitwick, opp Derwent Rise	1148
Flitwick, adj The Ridgeway	1151s
Flitwick, adj St Pauls Close	1153s
Greenfield, adj School Lane	1159
Pulloxhill, opp Fieldside Road	1203
Flitton, o/s Church	1207
Wardhedges, adj Highfield Road	1207
Silsoe, o/s The Church	1211s
Silsoe, nr Barton Road	1212s
Silsoe, o/s The George Hotel	1214
Silsoe, The Grove (S-bound)	1216

Saturdays

no service

Sundays

no service

Service Restrictions: Th - Thursdays only

Notes: s - sets down only



FL6B

Lidlington - Milbrook - Ampthill - Silsoe - Pulloxhill - Flitwick (Tesco)

Flittabus

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NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
ahlawgdp	Lidlington, Station Crescent (N-bound)	Station Road	021024110
ahlapmpm	Lidlington, Railway Station (S-bound)	Station Road	021024000
ahlagwgv	Lidlington, opp Oak Gardens	Church Street	021024002
ahlagwja	Lidlington, adj Great Farm Close	Marston Road	021024006
ahlagwjg	Lidlington, opp Valley House	Marston Road	021024008
ahlagwjp	Marston Moretaine, opp Social Club	Marston Road	021024011
ahlawdwt	Milbrook, Millbrook Railway Station (E-bound)	Millbrook Rail Station	021024035
ahlawgag	Milbrook, opp Sandhill Close	Station Lane	021024037
ahlajajd	Ampthill, o/s Lockheed Martin	Hazelwood Lane	021024060
ahlagmgw	Ampthill, opp Prince of Wales	Bedford Street	021020524
ahlagwjg	Ampthill, opp Alameda Walk	Dunstable Street	021020213
ahlatwad	Ampthill, adj Arthur Street	Oliver Street	021020299
ahlatpwp	Ampthill, opp Houghton Close	Oliver Street	021020297
ahlatpwj	Ampthill, opp Cedar Close	Oliver Street	021020295
ahlatptd	Ampthill, adj Elms Close	Russell Drive	021020286
ahlatpmw	Ampthill, adj Fallowfield	Glebe Road	021020284
ahlagjtm	Ampthill, opp Grange Road	Flitwick Road	021020208
ahlatwta	Silsoe, The Grove (S-bound)	The Grove	021020703
ahlatwtp	Silsoe, adj Apple Tree Close	Newbury Lane	021020708
ahlagmda	Silsoe, opp Newbury Lane	High Street	021020326
ahlagmat	Silsoe, opp The George Hotel	High Street	021020324
ahlagmam	Silsoe, o/s The Church	High Street	021020322
ahlamapj	Silsoe, nr Barton Road	Mander Farm Road	021024524
ahlagmag	Silsoe, adj Mander Farm Road	Barton Road	021020320
ahlagmap	Silsoe, opp The Church	High Street	021020323
ahlatwpg	Wardhedges, opp Highfield Road	Wardhedges Road	021020693
ahlatpma	Flitton, opp Church	High Street	021020251
ahlatwmw	Flitton, adj Cobbett Lane	High Street	021020690
ahlagjwm	Pulloxhill, adj Fieldside Road	High Street	021020260
ahlagmja	Pulloxhill, Greenfield Road (N-bound)	Greenfield Road	021020695
ahlagjwv	Greenfield, opp School Lane	High Street	021020271
ahlagjgt	Flitwick, King's Road (W-bound)	King's Road	021020171
ahlatwjim	Flitwick, opp Derwent Rise	Coniston Road	021020660
ahlagjpi	Flitwick, o/s Railway Station	High Street	021020200
ahlagjpw	Flitwick, opp The Ridgeway	High Street	021020203
ahlagjtd	Flitwick, adj Williams Way	Ampthill Road	021020205
ahlagjitj	Ampthill, opp Redborne Upper School	Flitwick Road	021020207
ahlagjitp	Ampthill, adj Grange Road	Flitwick Road	021020209
ahlagjwa	Ampthill, adj Sidney Road	Flitwick Road	021020211
ahlagdpa	Ampthill, opp Rectory Lane	Church Street	021020054
ahljtaw	Ampthill, o/s Lavender Court	Flitwick Road	021028074
ahlagjtw	Ampthill, adj The Avenue	Flitwick Road	021020210
ahlatwjt	Flitwick, o/s The Rufus Centre	Steppingley Road	021020665
ahlatwma	Flitwick, o/s Leisure Centre	Steppingley Road	021020667
ahlagjpt	Flitwick, adj The Ridgeway	High Street	021020202
ahlagjmt	Flitwick, adj Catherine Road	Hinksley Road	021020185
ahlagjmw	Flitwick, adj St Pauls Close	Hinksley Road	021020186
ahlagjpd	Flitwick, opp Hatfield Road	Hinksley Road	021020188
ahlagjpp	Flitwick, adj Ivel Way	Hatfield Road	021020189
ahlagjdt	Flitwick, adj Moor Lane	Maulden Road	021020140
ahlatwjp	Flitwick, nr Derwent Rise	Coniston Road	021020661



FL6B

Flitwick - Ampt Hill - Milbrook - Lidlington - Flitwick - Pulloxhill - Silsoe

Flittabus

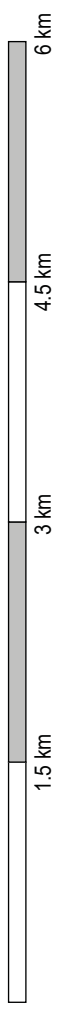
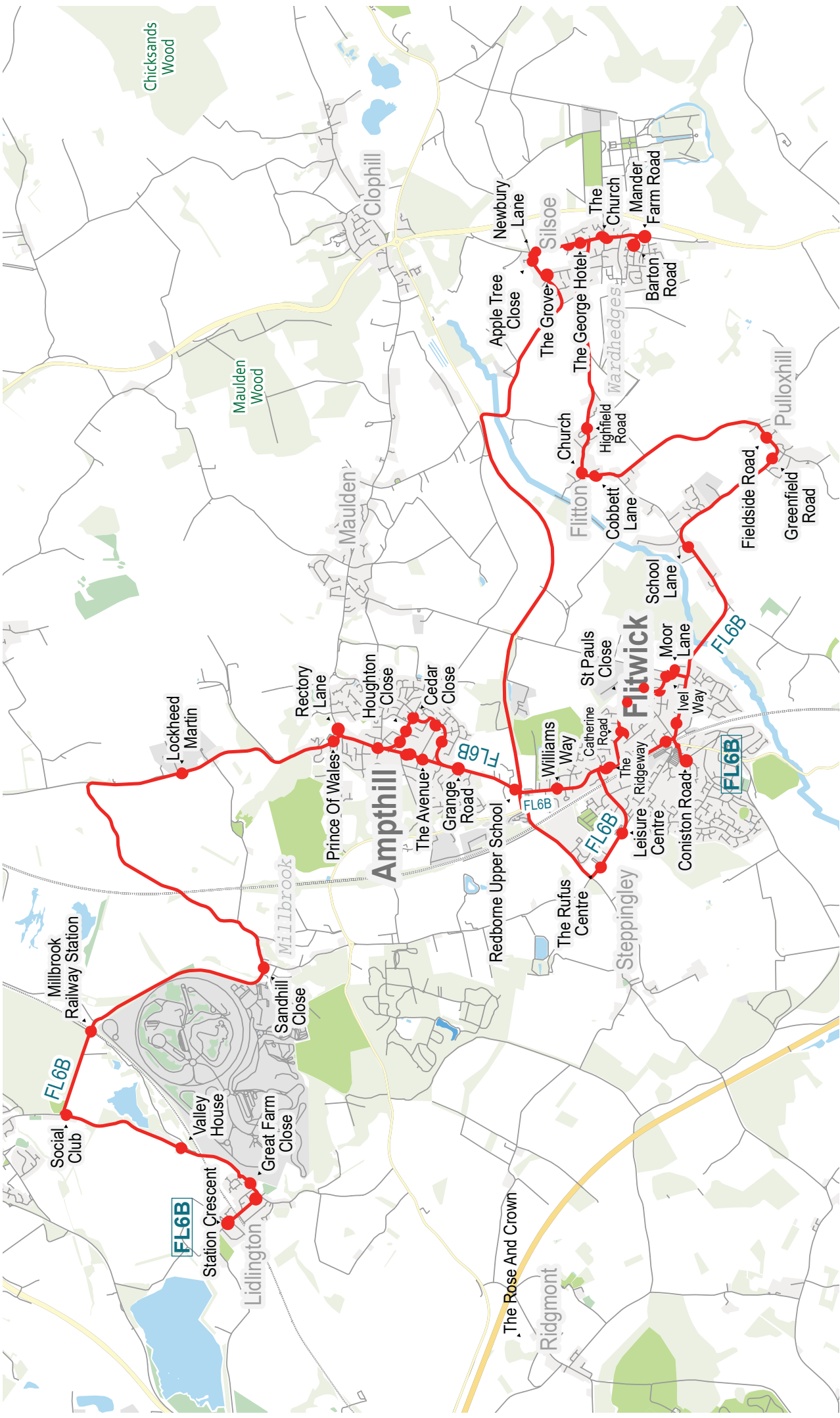
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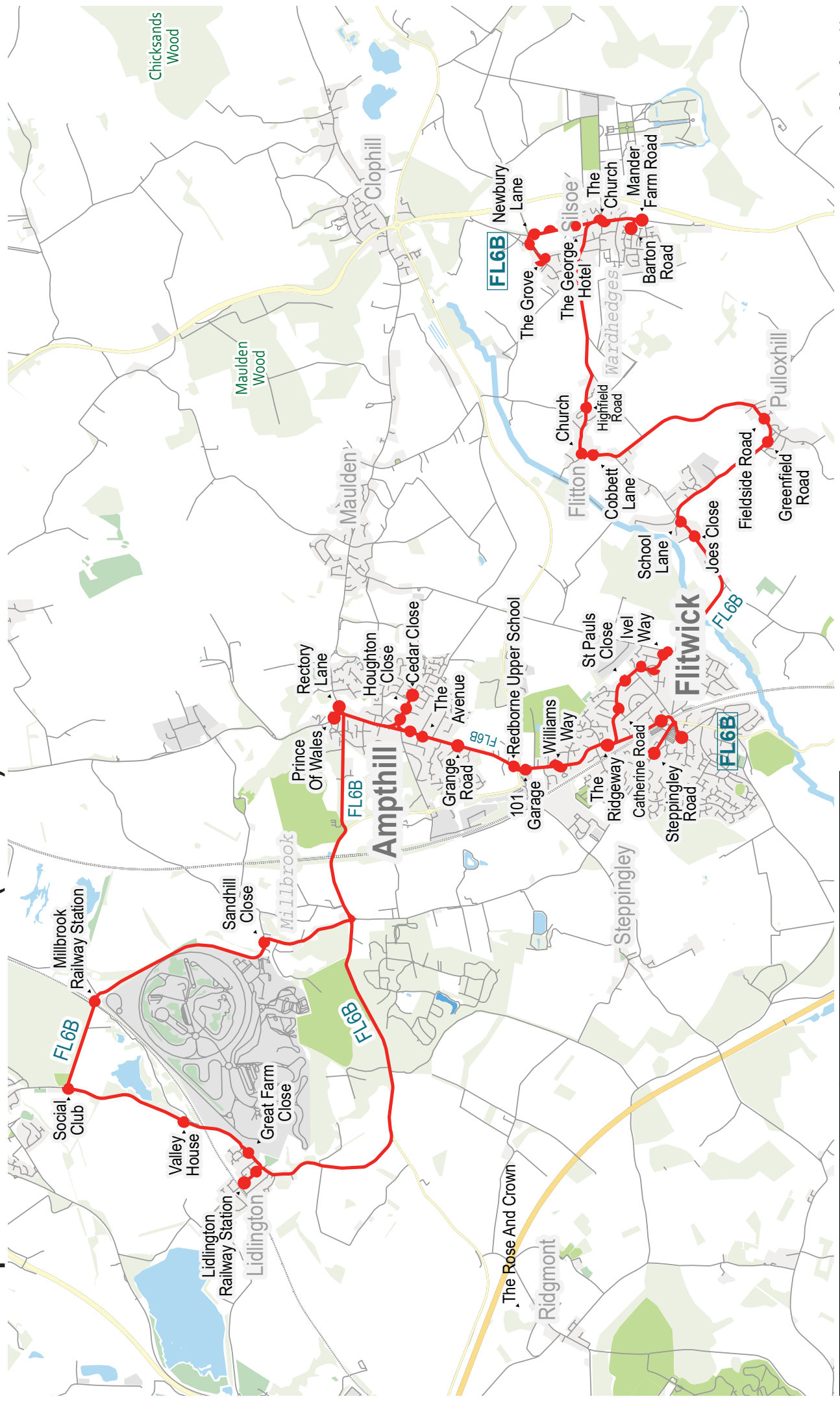
NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
ahlatwjp	Flitwick, nr Derwent Rise	Coniston Road	021020661
ahlagjpi	Flitwick, o/s Railway Station	High Street	021020200
ahlagjpw	Flitwick, opp The Ridgeway	High Street	021020203
ahlagjtd	Flitwick, adj Williams Way	Ampt Hill Road	021020205
ahlagjtj	Ampt Hill, opp Redborne Upper School	Flitwick Road	021020207
ahlagjtp	Ampt Hill, adj Grange Road	Flitwick Road	021020209
ahlagjwa	Ampt Hill, adj Sidney Road	Flitwick Road	021020211
ahlatwad	Ampt Hill, adj Arthur Street	Oliver Street	021020299
ahlatpwp	Ampt Hill, opp Houghton Close	Oliver Street	021020297
ahlatpwj	Ampt Hill, opp Cedar Close	Oliver Street	021020295
ahlagdpa	Ampt Hill, opp Rectory Lane	Church Street	021020054
ahlawgaj	Milbrook, adj Sandhill Close	Station Lane	021024038
ahlawgad	Milbrook, Millbrook Railway Station (W-bound)	Station Lane	021024036
ahlawdwp	Marston Moretaine, o/s Social Club	Marston Road	021024012
ahlawdwm	Lidlington, adj Valley House	Marston Road	021024009
ahlagwjd	Lidlington, opp Great Farm Close	Marston Road	021024007
ahljajt	Lidlington, adj Oak Gardens	Church Street	021024080
ahlagwgt	Lidlington, Railway Station (N-bound)	Church Street	021024001
ahlagmgw	Ampt Hill, opp Prince of Wales	Bedford Street	021020524
ahlagjtw	Ampt Hill, adj The Avenue	Flitwick Road	021020210
ahlagjtm	Ampt Hill, opp Grange Road	Flitwick Road	021020208
ahlagjtg	Flitwick, opp 101 Garage	Ampt Hill Road	021020206
ahlagjta	Flitwick, opp Williams Way	Ampt Hill Road	021020204
ahlagjpt	Flitwick, adj The Ridgeway	High Street	021020202
ahlagjpm	Flitwick, opp Railway Station	High Street	021020201
ahlatwjm	Flitwick, opp Derwent Rise	Coniston Road	021020660
ahlagjdm	Flitwick, o/s Woodlands Middle School	Steppingley Road	021020115
ahlagjmt	Flitwick, adj Catherine Road	Hinksley Road	021020185
ahlagjmw	Flitwick, adj St Pauls Close	Hinksley Road	021020186
ahlagjpd	Flitwick, opp Hatfield Road	Hinksley Road	021020188
ahlagjpg	Flitwick, adj Ivel Way	Hatfield Road	021020189
ahlagjdt	Flitwick, adj Moor Lane	Maulden Road	021020140
ahlagmad	Greenfield, adj Joes Close	High Street	021020272
ahlagjwp	Greenfield, adj School Lane	High Street	021020270
ahlatwpj	Pulloxhill, Greenfield Road (S-bound)	Greenfield Road	021020694
ahlatpmd	Pulloxhill, opp Fieldside Road	High Street	021020261
ahlatwpa	Flitton, opp Cobbett Lane	High Street	021020691
ahlagjwj	Flitton, o/s Church	High Street	021020250
ahlatwpd	Wardhedges, adj Highfield Road	Wardhedges Road	021020692
ahlagmam	Silsoe, o/s The Church	High Street	021020322
ahlamapi	Silsoe, nr Barton Road	Mander Farm Road	021024524
ahlagmag	Silsoe, adj Mander Farm Road	Barton Road	021020320
ahlagmap	Silsoe, opp The Church	High Street	021020323
ahlagmaw	Silsoe, o/s The George Hotel	High Street	021020325
ahlagmdg	Silsoe, adj Newbury Lane	High Street	021020327
ahlatwtw	Silsoe, opp Apple Tree Close	Newbury Lane	021020709
ahlatwta	Silsoe, The Grove (S-bound)	The Grove	021020703

Route map for Flittabus service FL6B (outbound)



Route map for Flittabus service FL6B (inbound)



**42****Bedford - Ampthill - Flitwick - Toddington - Dunstable**

Grant Palmer

Timetable valid from 02/05/2017 until further notice

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Bedford, Bus Station (Bay B)	—	0857	1005	1105	1205	1305	1405	1510	1605	1635	1705	1735	1835	1935
Kempston, Interchange Park (Entrance)	—	0913	1019	1119	1219	1319	1419	1527	1622	1655	1728	1756	1847	1945
Houghton Conquest, opp Village Hall	—	0920	1026	1126	1226	1326	1426	1535	1630	1703	—	1804	1854	—
Ampthill, opp Prince of Wales	—	0926	1032	1132	1232	1332	1432	1543	1636	1711	1741	1812	1902	1955
Flitwick, opp Railway Station	—	0939	1042	1142	1242	1342	1442	1555	1645	1725	1751	1820	1910	2001
Flitwick, opp Pennine Rise	—	0943	1046	1146	1246	1346	1446	1559	—	1729	1755	1825	1914	—
Westoning, opp The Chequers	—	0948	1051	1151	1251	1351	1451	1604	—	1736	—	1832	—	—
Harlington, Memorial (W-bound)	—	0952	1055	—	1255	—	1455	—	—	1741	—	1833	—	—
Toddington, adj The Green	0720	0957	1100	1157	1300	1357	1500	1612	—	1747	—	1840	—	—
Houghton Regis, Morrisons (Stop M1)	0727	—	—	—	—	—	—	—	—	1754	—	—	—	—
Dunstable, The Square (Stop S1)	—	—	—	—	—	—	—	—	—	1802	—	—	—	—
Dunstable, Church Street (Stop P1)	0740	—	—	—	—	—	—	—	—	—	—	—	—	—

Saturdays

Bedford, Bus Station (Bay B)	0900	1005	1105	1205	1305	1405	1505	1605	1635	1735	1835	1935	—	—
Kempston, Interchange Park (Entrance)	0914	1019	1119	1219	1319	1419	1519	1619	1652	1749	1849	1945	—	—
Houghton Conquest, opp Village Hall	0921	1026	1127	1226	1327	1426	—	—	—	—	—	—	—	—
Ampthill, opp Prince of Wales	0929	1032	1134	1232	1334	1432	1530	1630	1703	1800	1900	1955	—	—
Flitwick, opp Railway Station	0938	1042	1142	1242	1342	1442	1540	1640	1713	1810	1910	2001	—	—
Flitwick, opp Pennine Rise	0941	1046	1146	1246	1346	1446	1544	—	1717	1814	1914	—	—	—
Westoning, opp The Chequers	0946	1051	1152	1251	1352	1451	—	—	—	—	—	—	—	—
Harlington, Memorial (W-bound)	0951	1055	—	1255	—	1455	—	—	—	—	—	—	—	—
Toddington, adj The Green	0955	1100	1158	1300	1358	1500	—	—	—	—	—	—	—	—

Sundays

no service

**42****Dunstable - Toddington - Flitwick - Ampthill - Bedford**

Grant Palmer

Timetable valid from 02/05/2017 until further notice

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Dunstable, The Square (Stop S1)	—	—	—	—	0702	—	—	—	—	—	—	—	—	—	—	—
Houghton Regis, Morrisons (Stop M2)	—	—	—	—	0713	—	—	—	—	—	—	—	—	—	—	—
Toddington, adj The Green	arr	—	—	—	0722	—	—	—	—	—	—	—	—	—	—	—
Toddington, adj The Green	dep	—	—	—	0723	0850	0958	1103	1158	1303	1358	1503	1618	—	—	—
Harlington, Memorial (N-bound)	—	—	—	—	0729	0856	1004	1204	1404	1624	—	—	—	—	—	—
Westoning, adj The Chequers	—	—	—	—	0736	0903	1009	1109	1209	1309	1409	1509	1629	—	—	—
Flitwick, opp Conway Drive	—	—	—	—	0744	0911	1015	1115	1215	1315	1415	1515	1635	—	—	—
Flitwick, o/s Railway Station	0545	0645	0715	0735	0755	0922	1022	1122	1222	1322	1422	1522	1642	—	—	—
Ampthill, o/s Prince of Wales	0551	0651	0721	0742	0803	0928	1028	1128	1228	1328	1428	1528	1648	—	—	—
Houghton Conquest, o/s Village Hall	—	—	—	—	0813	0938	1038	1138	1238	1338	1438	1538	1658	—	—	—
Kempston, Interchange Park (Entrance)	0601	0702	0732	0757	0821	0946	1046	1146	1246	1346	1446	1546	1706	—	—	—
Bedford, Bus Station (Bay B)	0610	0715	0745	0815	0835	1000	1100	1200	1300	1400	1500	1600	1720	—	—	—

Saturdays

Dunstable, The Square (Stop S1)	0705	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Houghton Regis, Morrisons (Stop M2)	0712	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Toddington, adj The Green	arr	0718	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Toddington, adj The Green	dep	0718	—	0858	0958	1103	1158	1303	1358	1503	—	—	—	—	—	—
Harlington, Memorial (N-bound)	0724	—	0904	1004	1204	1404	—	—	—	—	—	—	—	—	—	—
Westoning, adj The Chequers	0729	—	0909	1009	1109	1209	1309	1409	1509	—	—	—	—	—	—	—
Flitwick, opp Conway Drive	0735	—	0915	1015	1115	1215	1315	1415	1515	1615	—	—	—	—	—	—
Flitwick, o/s Railway Station	0742	0825	0922	1022	1122	1222	1322	1422	1522	1622	—	—	—	—	—	—
Ampthill, o/s Prince of Wales	0748	0831	0928	1028	1128	1228	1328	1428	1528	1628	—	—	—	—	—	—
Houghton Conquest, o/s Village Hall	0758	—	0938	1038	1138	1238	1338	1438	—	—	—	—	—	—	—	—
Kempston, Interchange Park (Entrance)	0806	0845	0946	1046	1146	1246	1346	1446	1543	1643	—	—	—	—	—	—
Bedford, Bus Station (Bay B)	0820	0900	1000	1100	1200	1300	1400	1500	1557	1657	—	—	—	—	—	—

Sundays

no service



For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgt 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at www.nextbuses.mobi (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
bfsamadj	Bedford, Bus Station (Bay B)	Bedford Bus Station	020035051
bfsajwgj	Bedford, St Paul's Square (Stop P2)	St Paul's Square	020035023
bfsapdpj	Cauldwell, Kingsway Link (W-bound)	Kingsway Link	020035771
bfsapdpw	Cauldwell, opp Borough Hall	Cauldwell Street	020035811
bfsapapj	Bedford, Britannia Road (Stop D)	Britannia Road	020035716
bfsapapd	Bedford, Bedford Hospital A&E (Stop F)	Amptill Road	020035714
bfsapapa	Bedford, opp Morrisons	Amptill Road	020035713
bfsapamp	Bedford, opp Technology House	Amptill Road	020035710
bfsapamg	Kempston, opp Cosmic Avenue	Amptill Road	020035708
bfsapmpa	Kempston, Interchange Park (Entrance)	Polofield Way	020035824
bfsajtw	Kempston Hardwick, opp Manor Road	Bedford Road	020034042
ahljagp	Kempston Hardwick, adj Thickthorn Lane	Bedford Road	021024053
ahlawgdj	Houghton Conquest, opp Stewartby Turn	B530	021024064
ahljagm	Houghton Conquest, adj Mill Lane	Bedford Road	021024052
ahljagd	Houghton Conquest, adj Broadway	Bedford Road	021024050
ahljadp	Houghton Conquest, opp Village Hall	High Street	021024044
ahljadj	Houghton Conquest, opp Church	The Grove	021024042
ahljada	Houghton Conquest, adj How End Road	Road Farm	021024040
ahlawgda	Amptill, opp Millbrook Turn	Hazelwood Lane B530	021024062
ahljajd	Amptill, o/s Lockheed Martin	Hazelwood Lane	021024060
ahljagw	Amptill, o/s 14 Hazelwood Lane	Hazelwood Lane	021024058
ahlagmgw	Amptill, opp Prince of Wales	Bedford Street	021020524
ahljagwg	Amptill, opp Alameda Walk	Dunstable Street	021020213
ahljatw	Amptill, o/s Lavender Court	Flitwick Road	021028074
ahljagtw	Amptill, adj The Avenue	Flitwick Road	021020210
ahljagtm	Amptill, opp Grange Road	Flitwick Road	021020208
ahljagtg	Flitwick, opp 101 Garage	Amptill Road	021020206
ahljagta	Flitwick, opp Williams Way	Amptill Road	021020204
ahljagpt	Flitwick, adj The Ridgeway	High Street	021020202
ahljagpm	Flitwick, opp Railway Station	High Street	021020201
ahljagjdm	Flitwick, o/s Woodlands Middle School	Steppingley Road	021020115
ahljagjdj	Flitwick, adj Bluebell Close	Manor Way	021020114
ahljagjda	Flitwick, adj Campion Way	Manor Way	021020112
ahljagjat	Flitwick, opp Pennine Rise	Manor Way	021020110
ahljagjam	Flitwick, adj Blenheim Link	Manor Way	021020108
ahljagjag	Flitwick, opp Woburn Close	Manor Way	021020106
ahlagdwt	Flitwick, adj Larkway	Temple Way	021020104
ahlagdwp	Flitwick, adj Eagle Drive	Temple Way	021020103
ahlagdww	Flitwick, o/s Lower School	Temple Way	021020100
ahlagjgd	Flitwick, adj Vicarage Hill	Dunstable Road	021020161
ahlagmdt	Westoning, opp Highfields Court	High Street	021020382
ahlagmdm	Westoning, opp The Chequers	Park Road	021020380
ahlatwam	Harlington, o/s Garden Cemetery	Westoning Road	021020385
ahlagmdj	Harlington, adj Glebe Gardens	Westoning Road	021020352
ahlagdwd	Harlington, Memorial (W-bound)	Station Road	021020094
ahlatpaw	Harlington, Railway Station (W-bound)	Station Road	021020088
ahlatdj	Harlington, Harlington Road (S-bound)	Harlington Road	021015021
ahlagadw	Toddington, Station Road (W-bound)	Station Road	021015124
ahlagaga	Toddington, adj The Green	Church Square	021015125
ahlagagm	Toddington, opp Grange Road	Dunstable Road	021015128
ahlatjpa	Toddington, opp BP Garage	Dunstable Road	021015130
ahlagagt	Toddington, adj Mount Pleasant Close	Dunstable Road	021015136
ahlagajd	Tebworth, Toddington Road (W-bound)	Toddington Road	021015143
ahladwtd	Wingfield, o/s The Plough Inn	Tebworth Road	021015060
ahlatawg	Houghton Regis, opp Roslyn Way	Bedford Road	021013691
ahlatawj	Houghton Regis, St Michaels Avenue (Stop M3)	Bedford Road	021013771
ahladmwd	Houghton Regis, Morrisons (Stop M1)	High Street	021013708
ahladmtw	Dunstable, adj Townsend Farm Road	Houghton Road	021013706
ahladmtm	Dunstable, adj Mayer Way	Houghton Road	021013704
ahladmtj	Dunstable, opp All Saints Academy	Houghton Road	021013703
ahladmta	Dunstable, opp Northfields	Houghton Road	021013700
ahladmjd	Dunstable, opp Council Offices	High Street North	021013606
ahladawg	Dunstable, adj Park Street	High Street North	021013160
ahladmjp	Dunstable, opp Regent Street	High Street North	021013611
ahladapt	Dunstable, The Quadrant (Stop N3)	High Street North	021013112
ahladamp	Dunstable, The Square (Stop S1)	The Square	021013102
ahladapg	Dunstable, Church Street (Stop P1)	Church Street	021013108



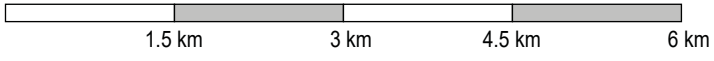
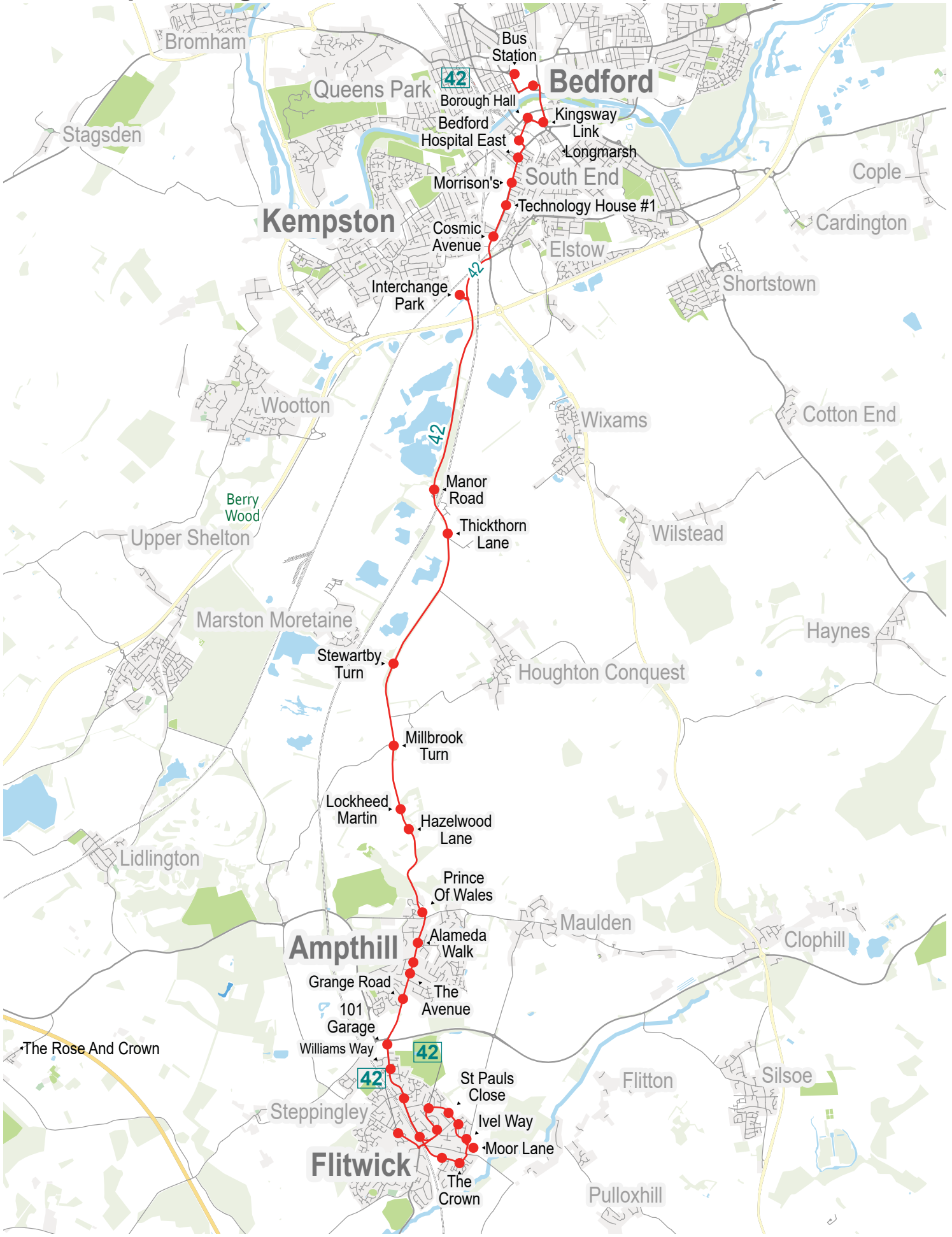
For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgt 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. Departure times will be real-time predictions where available, or scheduled departure times if not.

You can also get the same information by using the SMS code at www.nextbuses.mobi (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

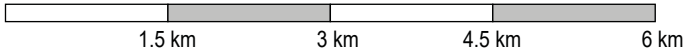
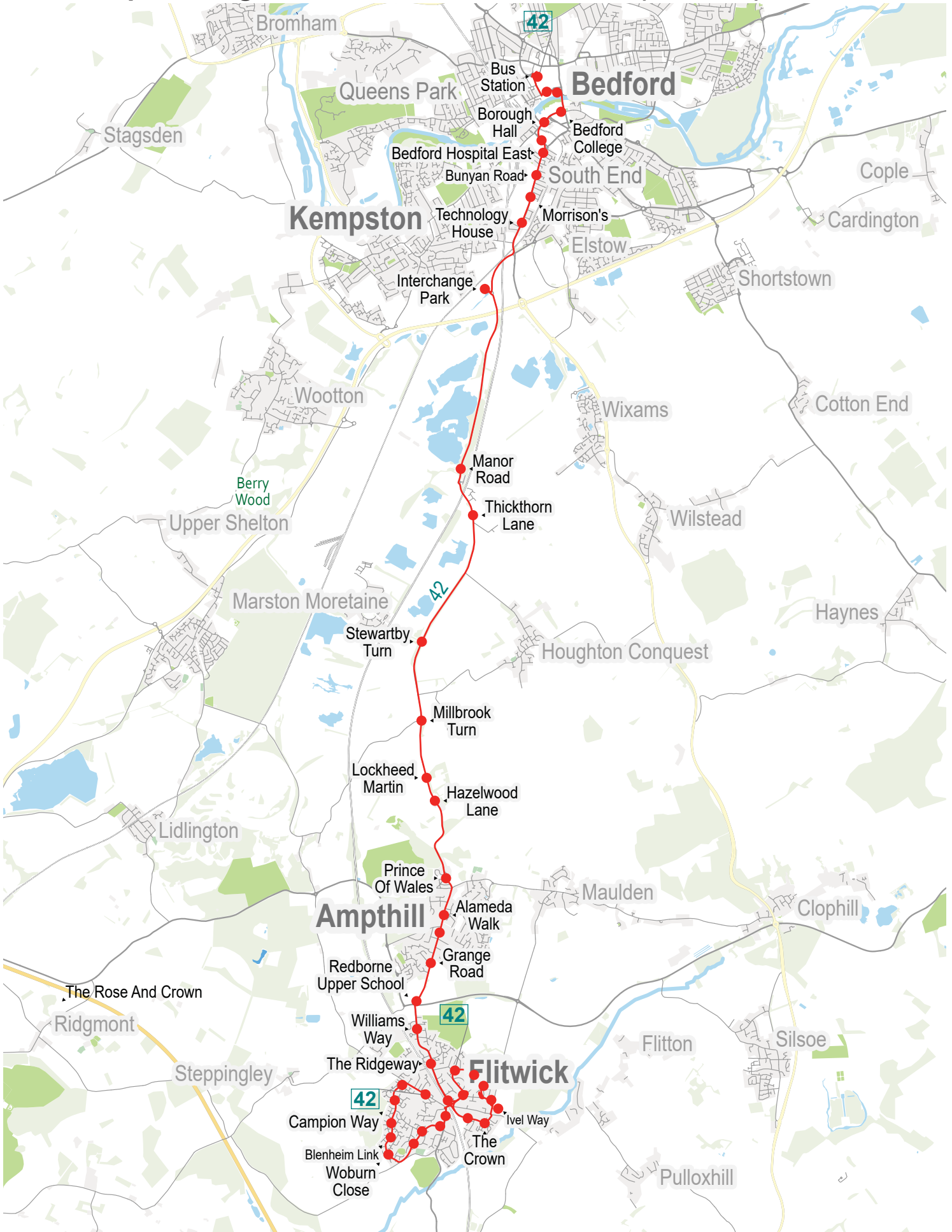
NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
ahladamp	Dunstable, The Square (Stop S1)	The Square	021013102
ahladapm	Dunstable, The Quadrant (Stop N1)	High Street North	021013111
ahladmjt	Dunstable, adj Regent Street	High Street North	021013612
ahladmjm	Dunstable, opp Ashton Road	High Street North	021013610
ahladmjj	Dunstable, adj Council Offices	High Street North	021013608
ahladmtd	Dunstable, adj Northfields	Houghton Road	021013701
ahladmtg	Dunstable, o/s All Saints Academy	Houghton Road	021013702
ahladmtp	Dunstable, opp Townsend Farm Road	Houghton Road	021013705
ahlajwga	Houghton Regis, Morrisons (Stop M2)	High Street	021013907
ahladtd	Houghton Regis, St Michaels Avenue (Stop M4)	Bedford Road	021013770
ahlamaga	Houghton Regis, adj Bidwell Hill	Bedford Road	021013774
ahlatawd	Houghton Regis, adj Roslyn Way	Bedford Road	021013690
ahlatjpm	Toddington, opp Mount Pleasant Close	Dunstable Road	021015135
ahlagagp	Toddington, adj BP Garage	Dunstable Road	021015129
ahlagagj	Toddington, adj Grange Road	High Street	021015127
ahlagaga	Toddington, adj The Green	Church Square	021015125
ahlagadt	Toddington, Station Road (E-bound)	Harlington Road	021015123
ahlatjdg	Harlington, Harlington Road (N-bound)	Harlington Road	021015020
ahlatpda	Harlington, Railway Station (E-bound)	Station Road	021020089
ahlagdwa	Harlington, Memorial (N-bound)	Westoning Road	021020093
ahlatwaj	Harlington, opp Glebe Gardens	Westoning Road	021020353
ahlatwap	Harlington, opp Garden Cemetery	Westoning Road	021020386
ahlagmdp	Westoning, adj The Chequers	Park Road	021020381
ahlagmdw	Westoning, o/s Highfields Court	Flitwick Road	021020383
ahlagjga	Flitwick, opp Vicarage Hill	Dunstable Road	021020160
ahlagjgj	Flitwick, adj Village Hall	Dunstable Road	021020162
ahlagdww	Flitwick, opp Lower School	Temple Way	021020101
ahlagdwm	Flitwick, opp Eagle Drive	Temple Way	021020102
ahlagjad	Flitwick, opp Larkway	Temple Way	021020105
ahlagjaj	Flitwick, adj Woburn Close	Manor Way	021020107
ahlagjap	Flitwick, opp Conway Drive	Manor Way	021020109
ahlagjaw	Flitwick, opp Champion Way	Manor Way	021020111
ahlagjdg	Flitwick, opp Bluebell Close	Manor Way	021020113
ahlagjdp	Flitwick, opp Woodlands Middle School	Steppingley Road	021020116
ahlagjpi	Flitwick, o/s Railway Station	High Street	021020200
ahlagjpw	Flitwick, opp The Ridgeway	High Street	021020203
ahlagjtd	Flitwick, adj Williams Way	Ampthill Road	021020205
ahlagjit	Ampthill, opp Redborne Upper School	Flitwick Road	021020207
ahlagjtp	Ampthill, adj Grange Road	Flitwick Road	021020209
ahlagjwa	Ampthill, adj Sidney Road	Flitwick Road	021020211
ahlagjwd	Ampthill, adj Alameda Walk	Dunstable Street	021020212
ahlagdmp	Ampthill, o/s Prince of Wales	Bedford Street	021020051
ahlawgat	Ampthill, opp 14 Hazelwood Lane	Hazelwood Lane	021024057
ahlajaja	Ampthill, opp Lockheed Martin	Hazelwood Lane	021024059
ahlawgaw	Ampthill, adj Millbrook Turn	Hazelwood Lane B530	021024061
ahlagwtw	Houghton Conquest, opp How End Road	Road Farm	021024039
ahlajadg	Houghton Conquest, o/s Church	The Grove	021024041
ahlajadm	Houghton Conquest, o/s Village Hall	High Street	021024043
ahlajaga	Houghton Conquest, opp Broadway	Bedford Road	021024049
ahlajagj	Houghton Conquest, opp Mill Lane	Bedford Road	021024051
ahlawgdg	Houghton Conquest, adj Stewartby Turn	B530	021024063
ahlajagt	Kempston Hardwick, opp Thickthorn Lane	Bedford Road	021024054
bfsdadpm	Kempston Hardwick, adj Manor Road	Bedford Road	020034041
bfsapmpa	Kempston, Interchange Park (Entrance)	Polofield Way	020035824
bfsapamj	Bedford, adj Technology House	Ampthill Road	020035709
bfsapamt	Bedford, adj Morrison's	Ampthill Road	020035711
bfsapamw	Bedford, opp Bunyan Road	Ampthill Road	020035712
bfsapapg	Bedford, Bedford Hospital A&E (Stop E)	Ampthill Road	020035715
bfsapapm	Bedford, Britannia Road (Stop C)	Britannia Road	020035717
bfsapdpt	Cauldwell, o/s Borough Hall	Cauldwell Street	020035810
bfsapmjm	Cauldwell, o/s Bedford College	Cauldwell Street	020035817
bfsajwjp	Bedford, St Paul's Square (Arrivals)	St Paul's Square	020035025
bfsajwmd	Bedford, o/s Pilgrims House	Horne Lane	020035029
bfsamadj	Bedford, Bus Station (Bay B)	Bedford Bus Station	020035051

Route map for Stagecoach in Bedford service 42 (outbound)



Route map for Stagecoach in Bedford service 42 (inbound)



Appendix 3.3 – Rail Timetables

15

train times

21 May to 9 December 2017



Bedford ●

Bedford St Johns ●

Kempston Hardwick ●

Stewartby ●

Millbrook ●

Lidlington ●

Ridgmont ●

Aspley Guise ●

Woburn Sands ●

Bow Brickhill ●

Fenny Stratford ●

Bletchley ●



including connections to
London and the Midlands

London **midland** ●●●●

Bletchley – Bedford

Mondays to Fridays – Page 7

Saturdays – Page 18

Bedford – Bletchley

Mondays to Fridays – Page 29

Saturdays – Page 40

Holiday periods

We will be running amended timetables over the May and August bank holidays. Details will be available in online journey planners and information displayed at our stations.

Bring your bike

Bikes (except tandems) are welcome on board our trains but please be extra careful when it's busy. On weekdays, only folding bikes are allowed on trains arriving at London Euston between 0700–1000, and departing between 1600–1900.

This policy may change during the duration of this timetable. Please visit londonmidland.com for more information.

Getting assistance at the station

Call us on 0800 092 4260 if you need some help getting on or off the trains and we'll make the necessary arrangements. Please give at least 24 hours notice if possible.

Rail User Groups

If you'd like to be more involved with the development of rail services, why not join your local rail user group.

Bedford to Bletchley Rail Users Association

Richard Crane, Chairman

web: bbrua.org.uk

email: chairman@bbrua.org.uk

tel: 01234 351 771

Transport Focus

web: transportfocus.org.uk

email: advice@transportfocus.org.uk

tel: 0300 123 2350

post: Freepost (RTEH-XAGE-BYKZ),
Transport Focus, PO Box 5594,
Southend-on-Sea, SS1 9PZ

Welcome

In this timetable we have introduced a number of changes to train times. These changes have been made in response to requests from local residents to improve connections across the Marston Vale line and with other train services at Bedford and at Bletchley.

Thank you, Marston Vale Line Service
Delivery Manager

Community Rail Partnership

The Community Rail Partnership brings together the local community, businesses, local government and the railway to secure the long term future of the Marston Vale line. For more information about how you can get involved please contact the Community Rail Partnership Officer.

Marston Vale Community Rail Partnership

Stephen Sleight, Marston Vale
Community Rail Partnership Officer

web: marstonvalecommunityrail.org.uk

email: stephens@bedsrcc.org.uk

tel: 01234 832 645

facebook: facebook.com/marstonvalecrp

twitter: @marstonvalecrp

London Travelwatch

web: londontravelwatch.org.uk

email: info@londontravelwatch.org.uk

tel: 0203 176 2999

post: London TravelWatch
169 Union Street, London, SE1 0LL

Special events and maintenance work

Changes to our planned timetable can occur at short notice. Online journey planners generally provide the most up-to-date information. Please check before you travel.

Off-Peak travel

Certain Off-Peak tickets are not valid on trains leaving London between 1649-1900 Mondays to Fridays. Please check before you travel.

Buying tickets

Passengers can buy their tickets in advance or at staffed stations (including Bletchley and Bedford). Passengers will still need to purchase a ticket when boarding at unstaffed stations on the Marston Vale line, however please buy your tickets from the Conductor on the train.



EM

1

PLUSBUS through ticketing available
operated by East Midlands Trains
this train is formed of 1 carriage – limited
seating and bicycle space on this train

2

this train is formed of 2 carriages.

London Midland services on this route
have Standard class only

Which platform from Bletchley?










- ⑤ This service uses platform 5 at Bletchley. Platform 5 has step free access.
- ⑥ This service uses platform 6 at Bletchley. Platform 6 does not have step free access (36 steps between platform and footbridge)
- ⑤⑥ Until Saturday 7 October this train uses Platform 5 at Bletchley. From Monday 9 October it uses Platform 6. Platform 6 does not have step free access (36 steps between platform and footbridge)

Please be aware that the above information is subject to change.
Please check the information screens at the station for the
latest information.

Bletchley - Bedford

EM

EM

departure platform from Bletchley	⑤	⑤		
number of carriages	②	①		
London Euston				
 Watford Junction				
 Leighton Buzzard				
 Milton Keynes Central	0504		0603	
 Bletchley	0508	0516	0607	0624
Fenny Stratford		0519		0628
Bow Brickhill		0523		0632
Woburn Sands		0527		0636
Aspley Guise		0530		0639
Ridgmont		0534		0643
Lidlington		0538		0647
Millbrook		0541		0650
Stewartby		0544		0654
Kempston Hardwick		0548		0657
 Bedford St Johns		0554		0704
 Bedford		0600	0627	0708 0733
 Wellingborough			0638	0746
 Kettering			0646	0755
Market Harborough			0656	0806
 Leicester			0710	0822

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Bletchley - Bedford

EM

departure platform from Bletchley

⑥

number of carriages

2

London Euston	0624				0724
 Watford Junction	0641				0741
 Leighton Buzzard	0709				0809
 Milton Keynes Central	▼	0722			0759 ▼
 Bletchley	0716	0726	0731		0804 0817
Fenny Stratford			0734		
Bow Brickhill			0738		
Woburn Sands			0742		
Aspley Guise			0745		
Ridgmont			0749		
Lidlington			0753		
Millbrook			0756		
Stewartby			0759		
Kempston Hardwick			0803		
 Bedford St Johns			0809		
 Bedford			0815	0837	
 Wellingborough				0848	
 Kettering				0859	
Market Harborough					
 Leicester					










[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Bletchley - Bedford

EM

EM










departure platform from Bletchley	⑤			⑥
number of carriages	1			2
London Euston		0913		
 Watford Junction		▼		
 Leighton Buzzard		0942		
 Milton Keynes Central		▼	0947	
 Bletchley	0822	0949	0951	1001
Fenny Stratford	0826			1004
Bow Brickhill	0830			1008
Woburn Sands	0834			1012
Aspley Guise	0837			1015
Ridgmont	0841			1019
Lidlington	0845			1023
Millbrook	0848			1026
Stewartby	0852			1029
Kempston Hardwick	0855			1033
 Bedford St Johns	0902			1039
 Bedford	0906	0937		1045 1104
 Wellingborough		0948		1116
 Kettering		0957		1123
Market Harborough				1133
 Leicester				1146

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Bletchley - Bedford

EM

departure platform from Bletchley		⑥		
number of carriages		1		
London Euston	1013			1113
 Watford Junction	▼			▼
 Leighton Buzzard	1042			1142
 Milton Keynes Central	▼	1047		▼ 1147
 Bletchley	1049	1051	1101	1149 1151
Fenny Stratford			1104	
Bow Brickhill			1108	
Woburn Sands			1112	
Aspley Guise			1115	
Ridgmont			1119	
Lidlington			1123	
Millbrook			1126	
Stewartby			1129	
Kempston Hardwick			1133	
 Bedford St Johns			1139	
 Bedford			1145	1204
 Wellingborough				1216
 Kettering				1223
Market Harborough				1233
 Leicester				1246










[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Bletchley - Bedford

EM

EM










departure platform from Bletchley	⑤			⑤
number of carriages	2			1
London Euston		1213		
 Watford Junction		▼		
 Leighton Buzzard		1242		
 Milton Keynes Central		▼	1247	
 Bletchley	1201	1249	1251	1301
Fenny Stratford	1204			1304
Bow Brickhill	1208			1308
Woburn Sands	1212			1312
Aspley Guise	1215			1315
Ridgmont	1219			1319
Lidlington	1223			1323
Millbrook	1226			1326
Stewartby	1229			1329
Kempston Hardwick	1233			1333
 Bedford St Johns	1239			1339
 Bedford	1245	1304		1345 1404
 Wellingborough		1316		1416
 Kettering		1323		1423
Market Harborough		1333		1433
 Leicester		1346		1446

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Bletchley - Bedford

EM

departure platform from Bletchley		⑤	
number of carriages		2	
London Euston	1313		1413
 Watford Junction	▼		▼
 Leighton Buzzard	1342		1442
 Milton Keynes Central	▼	1347	▼ 1447
 Bletchley	1349	1351 1401	1449 1451
Fenny Stratford		1404	
Bow Brickhill		1408	
Woburn Sands		1412	
Aspley Guise		1415	
Ridgmont		1419	
Lidlington		1423	
Millbrook		1426	
Stewartby		1429	
Kempston Hardwick		1433	
 Bedford St Johns		1439	
 Bedford		1445	1504
 Wellingborough			1516
 Kettering			1523
Market Harborough			1533
 Leicester			1546










[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Bletchley - Bedford

EM

EM










departure platform from Bletchley	⑤			⑤
number of carriages	1			2
London Euston		1454		
 Watford Junction		1511		
 Leighton Buzzard		1536		
 Milton Keynes Central		▼	1541	
 Bletchley	1501	1542	1544	1551
Fenny Stratford	1504			1554
Bow Brickhill	1508			1558
Woburn Sands	1512			1602
Aspley Guise	1515			1605
Ridgmont	1519			1609
Lidlington	1523			1613
Millbrook	1526			1616
Stewartby	1529			1619
Kempston Hardwick	1533			1623
 Bedford St Johns	1539			1629
 Bedford	1545	1604		1635 1707
 Wellingborough		1616		1719
 Kettering		1623		1726
Market Harborough		1633		1736
 Leicester		1646		1750

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Bletchley - Bedford

EM

departure platform from Bletchley					
number of carriages					
					⑤
					1
London Euston	1554				1650
 Watford Junction	1611				▼
 Leighton Buzzard	1636				1720
 Milton Keynes Central	▼	1641			▼ 1722
 Bletchley	1642	1645	1651		1726 1726
Fenny Stratford			1654		
Bow Brickhill			1658		
Woburn Sands			1702		
Aspley Guise			1705		
Ridgmont			1709		
Lidlington			1713		
Millbrook			1716		
Stewartby			1719		
Kempston Hardwick			1723		
 Bedford St Johns			1729		
 Bedford			1735	1804	
 Wellingborough				1816	
 Kettering				1823	
Market Harborough				1833	
 Leicester				1846	










[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Bletchley - Bedford

EM

EM










departure platform from Bletchley	⑤⑥		⑤	
number of carriages	2		1	
London Euston		1730		
 Watford Junction		1749		
 Leighton Buzzard		↓		
 Milton Keynes Central			1822	
 Bletchley	1736	1820	1826	1831
Fenny Stratford	1739			1834
Bow Brickhill	1743			1838
Woburn Sands	1748			1842
Aspley Guise	1750			1845
Ridgmont	1754			1849
Lidlington	1758			1853
Millbrook	1801			1856
Stewartby	1804			1859
Kempston Hardwick	1808			1903
 Bedford St Johns	1814			1909
 Bedford	1820	1837		1915 1940
 Wellingborough		1848		1953
 Kettering		1900		2004
Market Harborough				
 Leicester				

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Bletchley - Bedford

EM

departure platform from Bletchley			⑥		
number of carriages			②		
London Euston	1854			2013	
 Watford Junction	1913			▼	
 Leighton Buzzard	1939			2042	
 Milton Keynes Central	▼	1947		▼	2047
 Bletchley	1945	1951	2001	2048	2051
Fenny Stratford			2004		
Bow Brickhill			2008		
Woburn Sands			2012		
Aspley Guise			2015		
Ridgmont			2019		
Lidlington			2023		
Millbrook			2026		
Stewartby			2029		
Kempston Hardwick			2033		
 Bedford St Johns			2039		
 Bedford			2045	2104	
 Wellingborough				2117	
 Kettering				2123	
Market Harborough				2134	
 Leicester				2147	

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)










Bletchley - Bedford

EM

departure platform from Bletchley
number of carriages

⑥

1

London Euston		
 Watford Junction		
 Leighton Buzzard		
 Milton Keynes Central		
 Bletchley	2101	
Fenny Stratford	2104	
Bow Brickhill	2108	
Woburn Sands	2112	
Aspley Guise	2115	
Ridgmont	2119	
Lidlington	2123	
Millbrook	2126	
Stewartby	2129	
Kempston Hardwick	2133	
 Bedford St Johns	2139	
 Bedford	2145	2205
 Wellingborough		2217
 Kettering		2224
Market Harborough		2234
 Leicester		2247










[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Bletchley - Bedford

EM

EM










departure platform from Bletchley	⑤		⑤	
number of carriages	2		1	
London Euston				0624
 Watford Junction				0641
 Leighton Buzzard				0709
 Milton Keynes Central		0622		▼
 Bletchley	0534	0626	0634	0716
Fenny Stratford	0537		0637	
Bow Brickhill	0541		0641	
Woburn Sands	0545		0645	
Aspley Guise	0548		0648	
Ridgmont	0552		0652	
Lidlington	0556		0656	
Millbrook	0559		0659	
Stewartby	0602		0702	
Kempston Hardwick	0606		0706	
 Bedford St Johns	0612		0712	
 Bedford	0618	0627	0718	0736
 Wellingborough		0638		0748
 Kettering		0646		0757
Market Harborough		0656		0807
 Leicester		0710		0821

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Bletchley - Bedford

EM

departure platform from Bletchley	⑥	⑤
number of carriages	2	1
London Euston		0724
 Watford Junction		0741
 Leighton Buzzard		0809
 Milton Keynes Central	0722	▼ 0822
 Bletchley	0726 0731	0815 0826 0834
Fenny Stratford	0734	0837
Bow Brickhill	0738	0841
Woburn Sands	0742	0845
Aspley Guise	0745	0848
Ridgmont	0749	0852
Lidlington	0753	0856
Millbrook	0756	0859
Stewartby	0759	0902
Kempston Hardwick	0803	0906
 Bedford St Johns	0809	0912
 Bedford	0815 0837	0918
 Wellingborough		0848
 Kettering		0859
Market Harborough		
 Leicester		

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Bletchley - Bedford

EM










EM

departure platform from Bletchley

⑥

number of carriages

2










London Euston	0913			1013
 Watford Junction	▼			▼
 Leighton Buzzard	0942			1042
 Milton Keynes Central	▼	0947		▼
 Bletchley	0949	0951	1001	1049
Fenny Stratford			1004	
Bow Brickhill			1008	
Woburn Sands			1012	
Aspley Guise			1015	
Ridgmont			1019	
Lidlington			1023	
Millbrook			1026	
Stewartby			1029	
Kempston Hardwick			1033	
 Bedford St Johns			1039	
 Bedford	0937		1045	1104
 Wellingborough	0948			1116
 Kettering	0959			1123
Market Harborough				1133
 Leicester				1146

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Bletchley - Bedford

EM

departure platform from Bletchley		⑤			⑤
number of carriages		1			2
London Euston				1113	
 Watford Junction				▼	
 Leighton Buzzard				1142	
 Milton Keynes Central	1047			▼	1147
 Bletchley	1051	1101		1149	1151 1201
Fenny Stratford		1104			1204
Bow Brickhill		1108			1208
Woburn Sands		1112			1212
Aspley Guise		1115			1215
Ridgmont		1119			1219
Lidlington		1123			1223
Millbrook		1126			1226
Stewartby		1129			1229
Kempston Hardwick		1133			1233
 Bedford St Johns		1139			1239
 Bedford		1145	1204		1245
 Wellingborough			1216		
 Kettering			1223		
Market Harborough			1233		
 Leicester			1246		

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Bletchley - Bedford










EM

EM

departure platform from Bletchley
number of carriages

⑤

1










London Euston	1213			1313
 Watford Junction	▼			▼
 Leighton Buzzard	1242			1342
 Milton Keynes Central	▼	1247		▼
 Bletchley	1249	1251	1301	1349
Fenny Stratford			1304	
Bow Brickhill			1308	
Woburn Sands			1312	
Aspley Guise			1315	
Ridgmont			1319	
Lidlington			1323	
Millbrook			1326	
Stewartby			1329	
Kempston Hardwick			1333	
 Bedford St Johns			1339	
 Bedford	1304		1345	1404
 Wellingborough	1316			1416
 Kettering	1323			1423
Market Harborough	1333			1433
 Leicester	1346			1446

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Bletchley - Bedford

EM

departure platform from Bletchley	⑤	⑤
number of carriages	②	①
London Euston		1413
 Watford Junction		▼
 Leighton Buzzard		1442
 Milton Keynes Central	1347	▼ 1447
 Bletchley	1351	1401 1449 1451 1501
Fenny Stratford	1404	1504
Bow Brickhill	1408	1508
Woburn Sands	1412	1512
Aspley Guise	1415	1515
Ridgmont	1419	1519
Lidlington	1423	1523
Millbrook	1426	1526
Stewartby	1429	1529
Kempston Hardwick	1433	1533
 Bedford St Johns	1439	1539
 Bedford	1445	1504 1545
 Wellingborough		1516
 Kettering		1523
Market Harborough		1533
 Leicester		1546

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Bletchley - Bedford

EM










EM

departure platform from Bletchley

⑤

number of carriages

2










London Euston	1513			1613
 Watford Junction	▼			▼
 Leighton Buzzard	1542			1642
 Milton Keynes Central	▼	1547		▼
 Bletchley	1549	1551	1601	1650
Fenny Stratford			1604	
Bow Brickhill			1608	
Woburn Sands			1612	
Aspley Guise			1615	
Ridgmont			1619	
Lidlington			1623	
Millbrook			1626	
Stewartby			1629	
Kempston Hardwick			1633	
 Bedford St Johns			1639	
 Bedford	1604		1645	1704
 Wellingborough	1616			1716
 Kettering	1623			1723
Market Harborough	1633			1733
 Leicester	1646			1746

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Bletchley - Bedford

EM

departure platform from Bletchley	⑤		⑤⑥		
number of carriages	1		2		
London Euston			1654		
 Watford Junction			1711		
 Leighton Buzzard			1736		
 Milton Keynes Central	1647		1741	▼	
 Bletchley	1651	1701	1745	1742	1750
Fenny Stratford		1704			1753
Bow Brickhill		1708			1757
Woburn Sands		1712			1801
Aspley Guise		1715			1804
Ridgmont		1719			1808
Lidlington		1723			1812
Millbrook		1726			1815
Stewartby		1729			1818
Kempston Hardwick		1733			1822
 Bedford St Johns		1739			1828
 Bedford		1745	1804		1834
 Wellingborough			1816		
 Kettering			1823		
Market Harborough			1833		
 Leicester			1846		

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Bletchley - Bedford










EM

EM

departure platform from Bletchley
number of carriages

⑤

1










London Euston	1754			1913
 Watford Junction	1811			▼
 Leighton Buzzard	1836			1942
 Milton Keynes Central	1822	▼		▼
 Bletchley	1826	1842	1847	1949
Fenny Stratford			1850	
Bow Brickhill			1854	
Woburn Sands			1858	
Aspley Guise			1901	
Ridgmont			1905	
Lidlington			1909	
Millbrook			1912	
Stewartby			1915	
Kempston Hardwick			1919	
 Bedford St Johns			1925	
 Bedford	1904		1931	1937
 Wellingborough	1916			1948
 Kettering	1923			1959
Market Harborough	1933			
 Leicester	1946			

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Bletchley - Bedford

EM

departure platform from Bletchley	⑤⑥				⑤
number of carriages	②				①
London Euston			2002		
 Watford Junction			2019		
 Leighton Buzzard			2042		
 Milton Keynes Central	1947		▼	2050	
 Bletchley	1951	2004	2049	2054	2101
Fenny Stratford	2007				2104
Bow Brickhill	2011				2108
Woburn Sands	2015				2112
Aspley Guise	2018				2115
Ridgmont	2022				2119
Lidlington	2026				2123
Millbrook	2029				2126
Stewartby	2032				2129
Kempston Hardwick	2036				2133
 Bedford St Johns	2042				2139
 Bedford	2048	2104			2145
 Wellingborough			2116		
 Kettering			2123		
Market Harborough			2133		
 Leicester			2146		

[For Contents see page 2](#)









[For Notes & Symbols see page 6](#)

Bletchley - Bedford

EM

departure platform from Bletchley

number of carriages

London Euston	
 Watford Junction	
 Leighton Buzzard	
 Milton Keynes Central	
 Bletchley	
Fenny Stratford	
Bow Brickhill	
Woburn Sands	
Aspley Guise	
Ridgmont	
Lidlington	
Millbrook	
Stewartby	
Kempston Hardwick	
 Bedford St Johns	
 Bedford	2205
 Wellingborough	2217
 Kettering	2224
Market Harborough	2234
 Leicester	2247

no Sunday Service on this route[For Contents see page 2](#)[For Notes & Symbols see page 6](#)

Bedford - Bletchley

EM

EM










departure platform from Bletchley
number of carriages

⑥

2

⑤

1

 Leicester	0445			
Market Harborough	▼			
 Kettering	0505		0645	
 Wellingborough	0517		0654	
 Bedford	0538	0610	0709	0729
 Bedford St Johns		0613		0732
Kempston Hardwick		0620		0739
Stewartby		0624		0743
Millbrook		0627		0746
Lidlington		0631		0750
Ridgmont		0635		0754
Aspley Guise		0639		0758
Woburn Sands		0642		0801
Bow Brickhill		0647		0806
Fenny Stratford		0650		0809
 Bletchley	0653	0700	0716	0812
 Milton Keynes Central		▼	0722	
 Leighton Buzzard		0706		
 Watford Junction		▼		
London Euston		0739		

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Bedford - Bletchley










EM

departure platform from Bletchley

⑥

number of carriages

2

 Leicester	0706				
Market Harborough	▼				
 Kettering	0730				
 Wellingborough	0738				
 Bedford	0755	0829			
 Bedford St Johns	0832				
Kempston Hardwick	0839				
Stewartby	0843				
Millbrook	0846				
Lidlington	0850				
Ridgmont	0854				
Aspley Guise	0858				
Woburn Sands	0901				
Bow Brickhill	0906				
Fenny Stratford	0909				
 Bletchley	0819	0827	0912	0919	0927
 Milton Keynes Central	0824	▼	0924	▼	
 Leighton Buzzard	0832		0933		
 Watford Junction	▼		0958		
London Euston	0910		1018		

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Bedford - Bletchley

EM

EM










departure platform from Bletchley
number of carriages

⑥

1

⑤

2

 Leicester	0832			
Market Harborough	0846			
 Kettering	0856		1026	
 Wellingborough	0903		1034	
 Bedford	0917	0929	1047	1055
 Bedford St Johns		0932		1058
Kempston Hardwick		0939		1105
Stewartby		0943		1108
Millbrook		0946		1112
Lidlington		0950		1115
Ridgmont		0954		1120
Aspley Guise		0958		1123
Woburn Sands		1001		1126
Bow Brickhill		1006		1130
Fenny Stratford		1009		1133
 Bletchley		1012	1024	1027
 Milton Keynes Central			1029	▼
 Leighton Buzzard				1033
 Watford Junction				1058
London Euston				1117

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Bedford - Bletchley










EM

departure platform from Bletchley

⑤










number of carriages

1

 Leicester					
Market Harborough					
 Kettering		1126			
 Wellingborough		1134			
 Bedford		1147	1155		
 Bedford St Johns			1158		
Kempston Hardwick			1205		
Stewartby			1208		
Millbrook			1212		
Lidlington			1215		
Ridgmont			1220		
Aspley Guise			1223		
Woburn Sands			1226		
Bow Brickhill			1230		
Fenny Stratford			1233		
 Bletchley	1143	1146	1238	1243	1246
 Milton Keynes Central	1148	▼		1248	▼
 Leighton Buzzard		1153			1253
 Watford Junction		▼			▼
London Euston		1227			1327

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Bedford - Bletchley	EM		EM	
departure platform from Bletchley			⑤	⑤
number of carriages			2	1
 Leicester				
Market Harborough				
 Kettering	1226			1326
 Wellingborough	1234			1334
 Bedford	1247	1255		1347 1355
 Bedford St Johns		1258		1358
Kempston Hardwick		1305		1405
Stewartby		1308		1408
Millbrook		1312		1412
Lidlington		1315		1415
Ridgmont		1320		1420
Aspley Guise		1323		1423
Woburn Sands		1326		1426
Bow Brickhill		1330		1430
Fenny Stratford		1333		1433
 Bletchley	1338	1343	1346	1438
 Milton Keynes Central		1348	▼	
 Leighton Buzzard			1353	
 Watford Junction			▼	
London Euston			1427	

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Bedford - Bletchley










EM

departure platform from Bletchley

⑤










number of carriages

2

 Leicester					
Market Harborough					
 Kettering		1426			
 Wellingborough		1434			
 Bedford		1447	1455		
 Bedford St Johns			1458		
Kempston Hardwick			1505		
Stewartby			1508		
Millbrook			1512		
Lidlington			1515		
Ridgmont			1520		
Aspley Guise			1523		
Woburn Sands			1526		
Bow Brickhill			1530		
Fenny Stratford			1533		
 Bletchley	1443	1446	1538	1543	1546
 Milton Keynes Central	1448	▼		1548	▼
 Leighton Buzzard		1453			1553
 Watford Junction		▼			▼
London Euston		1527			1627

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Bedford - Bletchley	EM		EM	
departure platform from Bletchley	⑤		⑤⑥	
number of carriages	1		2	
 Leicester			1532	
Market Harborough			1546	
 Kettering	1526			1556
 Wellingborough	1534			1603
 Bedford	1547	1555	1617 1640	
 Bedford St Johns	1558		1643	
Kempston Hardwick	1605		1650	
Stewartby	1608		1654	
Millbrook	1612		1657	
Lidlington	1615		1701	
Ridgmont	1620		1705	
Aspley Guise	1623		1709	
Woburn Sands	1626		1712	
Bow Brickhill	1630		1716	
Fenny Stratford	1633		1719	
 Bletchley	1638	1643	1646	1722
 Milton Keynes Central			1648	▼
 Leighton Buzzard			1653	
 Watford Junction			▼	
London Euston			1727	

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)










Bedford - Bletchley

EM

departure platform from Bletchley
number of carriages










⑤

1

 Leicester	1632				
Market Harborough	1646				
 Kettering	1656				
 Wellingborough	1703				
 Bedford	1717	1740			
 Bedford St Johns			1743		
Kempston Hardwick			1750		
Stewartby			1754		
Millbrook			1757		
Lidlington			1801		
Ridgmont			1805		
Aspley Guise			1809		
Woburn Sands			1812		
Bow Brickhill			1816		
Fenny Stratford			1819		
 Bletchley	1727	1727	1822	1827	1841
 Milton Keynes Central	1732	▼		▼	1846
 Leighton Buzzard		1733		1833	
 Watford Junction		1759		1858	
London Euston		1818		1918	

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Bedford - Bletchley	EM			EM
departure platform from Bletchley				⑥
number of carriages				①
 Leicester	1732			1832
Market Harborough	1746			1846
 Kettering	1756			1856
 Wellingborough	1803			1903
 Bedford	1817	1826		1917 1929
 Bedford St Johns		1829		1932
Kempston Hardwick		1836		1939
Stewartby		1839		1943
Millbrook		1843		1946
Lidlington		1846		1950
Ridgmont		1851		1954
Aspley Guise		1854		1958
Woburn Sands		1857		2001
Bow Brickhill		1901		2006
Fenny Stratford		1904		2009
 Bletchley	1909	1920	1927	2012
 Milton Keynes Central		1927	▼	
 Leighton Buzzard			1933	
 Watford Junction			1958	
London Euston			2020	

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)










Bedford - Bletchley

EM

departure platform from Bletchley
number of carriages

⑤

2

 Leicester						
Market Harborough						
 Kettering		2026				
 Wellingborough		2034				
 Bedford		2047	2100			
 Bedford St Johns			2103			
Kempston Hardwick			2110			
Stewartby			2113			
Millbrook			2117			
Lidlington			2120			
Ridgmont			2125			
Aspley Guise			2128			
Woburn Sands			2131			
Bow Brickhill			2135			
Fenny Stratford			2138			
 Bletchley	2019	2030		2143	2152	2158
 Milton Keynes Central	2024	▼			2156	▼
 Leighton Buzzard		2036				2204
 Watford Junction		2101				2232
London Euston		2120				2252

[For Contents see page 2](#)






[For Notes & Symbols see page 6](#)

Bedford - Bletchley

EM

⑤

1

 Leicester			
Market Harborough			
 Kettering	2118		
 Wellingborough	2127		
 Bedford	2142	2200	
 Bedford St Johns		2203	
Kempston Hardwick		2210	
Stewartby		2214	
Millbrook		2217	
Lidlington		2221	
Ridgmont		2225	
Aspley Guise		2229	
Woburn Sands		2232	
Bow Brickhill		2237	
Fenny Stratford		2240	
 Bletchley	2243	2254	2318
 Milton Keynes Central		2302	▼
 Leighton Buzzard			2324
 Watford Junction			2358
London Euston			0021

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Bedford - Bletchley

EM

EM


departure platform from Bletchley
number of carriages

⑥

2

⑤

1

 Leicester	0445			0632
Market Harborough	▼			0646
 Kettering	0505			0656
 Wellingborough	0517			0703
 Bedford	0544	0629		0717 0729
 Bedford St Johns		0632		0732
Kempston Hardwick		0639		0739
Stewartby		0643		0743
Millbrook		0646		0746
Lidlington		0650		0750
Ridgmont		0654		0754
Aspley Guise		0658		0758
Woburn Sands		0701		0801
Bow Brickhill		0706		0806
Fenny Stratford		0709		0809
 Bletchley		0712	0719 0727	0812
 Milton Keynes Central			0724 ▼	
 Leighton Buzzard				0733
 Watford Junction				0758
London Euston				0818

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)


Bedford - Bletchley

EM

departure platform from Bletchley
number of carriages










⑥

2

 Leicester			0732			
Market Harborough			0746			
 Kettering			0756			
 Wellingborough			0803			
 Bedford			0817	0829		
 Bedford St Johns				0832		
Kempston Hardwick				0839		
Stewartby				0843		
Millbrook				0846		
Lidlington				0850		
Ridgmont				0854		
Aspley Guise				0858		
Woburn Sands				0901		
Bow Brickhill				0906		
Fenny Stratford				0909		
 Bletchley	0819	0827		0912	0924	0927
 Milton Keynes Central	0824	▼			0929	▼
 Leighton Buzzard		0833				0933
 Watford Junction		0858				0958
London Euston		0917				1017

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Bedford - Bletchley	EM		EM	
departure platform from Bletchley			⑤	⑤
number of carriages			1	2
 Leicester	0832			
Market Harborough	0846			
 Kettering	0856		1026	
 Wellingborough	0903		1034	
 Bedford	0917	0929	1047	1055
 Bedford St Johns		0932		1058
Kempston Hardwick		0939		1105
Stewartby		0943		1108
Millbrook		0946		1112
Lidlington		0950		1115
Ridgmont		0954		1120
Aspley Guise		0958		1123
Woburn Sands		1001		1126
Bow Brickhill		1006		1130
Fenny Stratford		1009		1133
 Bletchley		1012	1024	1027
 Milton Keynes Central			1029	▼
 Leighton Buzzard				1033
 Watford Junction				1058
London Euston				1117

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)










Bedford - Bletchley

EM

departure platform from Bletchley
number of carriages










⑤

1

 Leicester					
Market Harborough					
 Kettering		1126			
 Wellingborough		1134			
 Bedford		1147	1155		
 Bedford St Johns			1158		
Kempston Hardwick			1205		
Stewartby			1208		
Millbrook			1212		
Lidlington			1215		
Ridgmont			1220		
Aspley Guise			1223		
Woburn Sands			1226		
Bow Brickhill			1230		
Fenny Stratford			1233		
 Bletchley	1143	1146	1238	1243	1246
 Milton Keynes Central	1148	▼		1248	▼
 Leighton Buzzard		1153			1253
 Watford Junction		▼			▼
London Euston		1227			1327

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Bedford - Bletchley	EM		EM	
departure platform from Bletchley			⑤	⑤
number of carriages			2	1
 Leicester				
Market Harborough				
 Kettering	1226			1326
 Wellingborough	1234			1334
 Bedford	1247	1255		1347 1355
 Bedford St Johns		1258		1358
Kempston Hardwick		1305		1405
Stewartby		1308		1408
Millbrook		1312		1412
Lidlington		1315		1415
Ridgmont		1320		1420
Aspley Guise		1323		1423
Woburn Sands		1326		1426
Bow Brickhill		1330		1430
Fenny Stratford		1333		1433
 Bletchley	1338	1343	1346	1438
 Milton Keynes Central		1348	▼	
 Leighton Buzzard			1353	
 Watford Junction			▼	
London Euston			1427	

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Bedford - Bletchley










EM

departure platform from Bletchley

⑤

number of carriages

2

 Leicester					
Market Harborough					
 Kettering		1426			
 Wellingborough		1434			
 Bedford		1447	1455		
 Bedford St Johns			1458		
Kempston Hardwick			1505		
Stewartby			1508		
Millbrook			1512		
Lidlington			1515		
Ridgmont			1520		
Aspley Guise			1523		
Woburn Sands			1526		
Bow Brickhill			1530		
Fenny Stratford			1533		
 Bletchley	1443	1446	1538	1543	1546
 Milton Keynes Central	1448	▼		1548	▼
 Leighton Buzzard		1453			1553
 Watford Junction		▼			▼
London Euston		1527			1627

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Bedford - Bletchley

EM

EM










departure platform from Bletchley
number of carriages

⑤

⑤⑥

1

2

 Leicester				
Market Harborough				
 Kettering	1526			1626
 Wellingborough	1534			1634
 Bedford	1547	1555		1647 1700
 Bedford St Johns		1558		1703
Kempston Hardwick		1605		1710
Stewartby		1608		1713
Millbrook		1612		1717
Lidlington		1615		1720
Ridgmont		1620		1725
Aspley Guise		1623		1728
Woburn Sands		1626		1731
Bow Brickhill		1630		1735
Fenny Stratford		1633		1738
 Bletchley	1638	1643	1646	1743
 Milton Keynes Central		1648	▼	
 Leighton Buzzard			1653	
 Watford Junction			▼	
London Euston			1727	

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Bedford - Bletchley

EM

departure platform from Bletchley
number of carriages










⑤

1

 Leicester					
Market Harborough					
 Kettering		1726			
 Wellingborough		1734			
 Bedford		1747	1755		
 Bedford St Johns			1758		
Kempston Hardwick			1805		
Stewartby			1808		
Millbrook			1812		
Lidlington			1815		
Ridgmont			1820		
Aspley Guise			1823		
Woburn Sands			1826		
Bow Brickhill			1830		
Fenny Stratford			1833		
 Bletchley	1750	1752	1838	1843	1852
 Milton Keynes Central	1753	▼		1848	▼
 Leighton Buzzard		1759			1859
 Watford Junction		1826			1927
London Euston		1845			1946

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Bedford - Bletchley	EM		EM	
departure platform from Bletchley	⑤⑥		⑤	
number of carriages	②		①	
 Leicester	1732		1832	
Market Harborough	1746		1846	
 Kettering	1756		1856	
 Wellingborough	1803		1903	
 Bedford	1817	1839	1917	1936
 Bedford St Johns		1842		1939
Kempston Hardwick		1849		1946
Stewartby		1852		1949
Millbrook		1856		1953
Lidlington		1859		1956
Ridgmont		1904		2001
Aspley Guise		1907		2004
Woburn Sands		1910		2007
Bow Brickhill		1914		2011
Fenny Stratford		1917		2014
 Bletchley	1922	1927	1943	2019
 Milton Keynes Central		▼	1948	
 Leighton Buzzard		1933		
 Watford Junction		1958		
London Euston		2018		

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)










Bedford - Bletchley

EM

departure platform from Bletchley
number of carriages

⑤

2

 Leicester						
Market Harborough						
 Kettering		2026				
 Wellingborough		2034				
 Bedford		2047	2100			
 Bedford St Johns			2103			
Kempston Hardwick			2110			
Stewartby			2113			
Millbrook			2117			
Lidlington			2120			
Ridgmont			2125			
Aspley Guise			2128			
Woburn Sands			2131			
Bow Brickhill			2135			
Fenny Stratford			2138			
 Bletchley	2029	2055	2143	2157	2226	
 Milton Keynes Central	2034	↓		2205	▼	
 Leighton Buzzard		↓				2232
 Watford Junction		2130				2306
London Euston		2152				2327

[For Contents see page 2](#)









[For Notes & Symbols see page 6](#)

Bedford - Bletchley

EM

⑤

1

 Leicester			
Market Harborough			
 Kettering	2126		
 Wellingborough	2134		
 Bedford	2147	2200	
 Bedford St Johns		2203	
Kempston Hardwick		2210	
Stewartby		2214	
Millbrook		2217	
Lidlington		2221	
Ridgmont		2225	
Aspley Guise		2229	
Woburn Sands		2232	
Bow Brickhill		2237	
Fenny Stratford		2240	
 Bletchley	2243	2254	2304
 Milton Keynes Central		2302	▼
 Leighton Buzzard			2311
 Watford Junction			2345
London Euston			0006

no Sunday Service on this route

[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Appendix 3.4 – Junction Capacity Assessment Computer Output Files – Observed

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2017
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Bedford Rd - Green Lane 2017 Observed Flows.j9
Path: J:\40335 Millbrook Power Project\Junctions 9\Bedford Road - Green Lane\2017 - Observed Flows
Report generation date: 02/08/2017 16:23:28

- »2017 - Observed, AM
- »2017 - Observed, PM

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
2017 - Observed										
Stream B-C	0.4	8.05	0.26	A	3.43	0.3	7.26	0.23	A	2.76
Stream B-A	0.3	16.22	0.17	C		0.3	12.85	0.21	B	
Stream C-AB	0.5	10.51	0.33	B		0.3	7.46	0.21	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	24/07/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PBA\pcullen
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017 - Observed	AM	ONE HOUR	08:00	09:30	15
D2	2017 - Observed	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017 - Observed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Bedford Rd (N)		Major
B	Green Lane		Minor
C	Bedford Rd (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00		✓	2.80	160.0	✓	13.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	10.00	7.60	6.00	5.00	✓	3.00	58	110

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	556	0.101	0.256	0.161	0.366
1	B-C	807	0.124	0.313	-	-
1	C-B	710	0.275	0.275	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017 - Observed	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	479	100.000
B		✓	199	100.000
C		✓	433	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	118	361
	B	51	0	148
	C	262	171	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	3	8
	B	21	0	6
	C	11	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.26	8.05	0.4	A
B-A	0.17	16.22	0.3	C
C-AB	0.33	10.51	0.5	B
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	111	694	0.161	111	0.2	6.537	A
B-A	38	398	0.096	38	0.1	12.065	B
C-AB	129	611	0.211	128	0.3	8.173	A
C-A	197			197			
A-B	89			89			
A-C	272			272			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	133	670	0.199	133	0.3	7.097	A
B-A	46	367	0.125	46	0.2	13.529	B
C-AB	154	592	0.260	153	0.4	9.027	A
C-A	236			236			
A-B	106			106			
A-C	325			325			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	163	637	0.256	163	0.4	8.035	A
B-A	56	325	0.173	56	0.2	16.167	C
C-AB	188	565	0.333	188	0.5	10.475	B
C-A	288			288			
A-B	130			130			
A-C	397			397			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	163	637	0.256	163	0.4	8.052	A
B-A	56	325	0.173	56	0.3	16.215	C
C-AB	188	565	0.333	188	0.5	10.509	B
C-A	288			288			
A-B	130			130			
A-C	397			397			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	133	670	0.199	133	0.3	7.121	A
B-A	46	367	0.125	46	0.2	13.579	B
C-AB	154	592	0.260	154	0.4	9.069	A
C-A	236			236			
A-B	106			106			
A-C	325			325			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	111	693	0.161	112	0.2	6.564	A
B-A	38	398	0.096	39	0.1	12.124	B
C-AB	129	611	0.211	129	0.3	8.226	A
C-A	197			197			
A-B	89			89			
A-C	272			272			

2017 - Observed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D2	2017 - Observed	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	330	100.000
B		✓	204	100.000
C		✓	456	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	16	314
	B	69	0	135
	C	340	116	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	7	3
	B	3	0	1
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.23	7.26	0.3	A
B-A	0.21	12.85	0.3	B
C-AB	0.21	7.46	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	102	698	0.146	101	0.2	6.082	A
B-A	52	428	0.121	51	0.1	9.818	A
C-AB	87	642	0.136	87	0.2	6.479	A
C-A	256			256			
A-B	12			12			
A-C	236			236			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	121	678	0.179	121	0.2	6.529	A
B-A	62	402	0.154	62	0.2	10.906	B
C-AB	104	629	0.166	104	0.2	6.863	A
C-A	306			306			
A-B	14			14			
A-C	282			282			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	149	649	0.229	148	0.3	7.252	A
B-A	76	365	0.208	76	0.3	12.815	B
C-AB	128	610	0.209	127	0.3	7.454	A
C-A	374			374			
A-B	18			18			
A-C	346			346			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	149	649	0.229	149	0.3	7.263	A
B-A	76	365	0.208	76	0.3	12.845	B
C-AB	128	610	0.209	128	0.3	7.460	A
C-A	374			374			
A-B	18			18			
A-C	346			346			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	121	678	0.179	122	0.2	6.542	A
B-A	62	402	0.154	62	0.2	10.940	B
C-AB	104	629	0.166	105	0.2	6.875	A
C-A	306			306			
A-B	14			14			
A-C	282			282			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	102	698	0.146	102	0.2	6.103	A
B-A	52	428	0.121	52	0.1	9.861	A
C-AB	87	642	0.136	87	0.2	6.498	A
C-A	256			256			
A-B	12			12			
A-C	236			236			

Appendix 3.5 – Road Personal Injury Collision Data and Calculations

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016
 Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident
 Severity < 4

No.	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street			
1	E06000056		12DA0839	Slight	Saturday	20/10/2012	22:36	499184/241870					
Location: A421, Marston Moretaine, Bedfordshire 1st Rd: A421 2nd Rd:													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
70MPH	Dual c'way	NotJCT	Dark/no lights	Rain	Wet	None	None	None	None				
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Going ahead	W E	On main	Not at	Yes	None	O/s cent res	Cent barr	Female	33	-\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Female	33	Slight	No	Not ped	Not ped	Not ped	Other			
Description: V1 Trav East for Unknown Reason Has Lost Control in Heavy Rain and Collided with the Central Reservation.....													
User Information:													
2	E06000056		15DA1046	Slight	Thursday	03/12/2015	18:34	499211/241883					
Location: A421 BEDFORD BYPASS EASTBOUND, 316 metres southwest of BEANCROFT ROAD ENTRY SLIP ROAD, MARSTON MORETAINE, Bedfordshire 1st Rd: A421 2nd Rd:													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
70MPH	Dual c'way	NotJCT	Dark/no lights	Rain Wind	Wet	None	None	None	None				
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Chg lt lane	SW NE	On main	Not at	No	None		None	Male	25	-\
2	Car	No	Going ahead	SW NE	On main	Not at	No	None		None	Male	50	-\
3	Car	No	Going ahead	SW NE	On main	Not at	No	None		None	Male	28	-\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Male	25	Slight	No	Not ped	Not ped	Not ped	Other			
2	2	Drv/Rider	Male	50	Slight	No	Not ped	Not ped	Not ped	Other			
3	1	Passenger	Male	25	Slight	Front	Not ped	Not ped	Not ped	Other			
Description: V1 TRAV NE IN LANE 2 OF 2. WITH TRAFFIC BUILD UP AHEAD, V1 MOVES ACROSS INTO LANE 1 AND COLLIDES WITH V2. V1 REBOUNDS AND COLLIDES WITH V3.....													
User Information:													
3	E06000056		61073	Slight	Saturday	16/04/2016	00:47	499235/241888					
Location: BYPASS EASTBOUND A421 292 METRES WEST OF JUNCTION WITH EASTBOUND MARSTON ENTRY SLIP ROAD, MARSTON MORETAINE. BEDFORDSHIRE. 1st Rd: A421 2nd Rd:													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
70MPH	Dual c'way	NotJCT	Dark/no lights	Rain	Flood	None	None	None	None				
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Going ahead	SW NE	On main	Not at	Yes	None	O/s cent res	Cent barr	Male	21	N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Male	21	Slight	No	Not ped	Not ped	Not ped	Other			
Description: V1 has been travelling on the A421 towards Bedford. V1 has hit an amount of surface water which caused his vehicle to aquaplane, the vehicle has spun and hit the central reservation.....													
User Information:													
4	E06000056		14DA0423	Slight	Tuesday	06/05/2014	13:04	499285/241766					
Location: C94 Woburn Road Metres C77 Beancroft Road, Marston, Bedfordshire 1st Rd: C94 2nd Rd: C77													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
30MPH	Roundabout	R'dabt Give	Daylight	Fine	Dry	None	None	None	None				
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Going ahead	N S	On main	Ent r'about	No	None		None	Female	31	-\
2	Pedal Cycle	No	Going ahead	SW NE	On main	Mid junction	No	None		None	Female	45	N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	2	Drv/Rider	Female	45	Slight	No	Not ped	Not ped	Not ped	Other			
Description: V1 Trav South Enters Rdbt and Fails to See V2, to its Right, a Pedal Cycle Trav Ne, Already on Rdbt. Collision Occurs.....													
User Information:													

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

No.	Area L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street				
5	E06000056	14DA0626	Slight	Friday	11/07/2014	13:17	499287/241733						
Location: C94 Woburn Road Metres C77 BeancroftRoad, Marston Moretaine, Bedfordshire 1st Rd: C94 2nd Rd: C77													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
60MPH	Roundabout	R'dabt Give	Daylight	Fine	Wet	None	None	None	None				
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Going ahead	SE	NW On main	Ent r'about	No	None		None	Female	42	N/
2	Car	No	Going ahead	NE	SW On main	Mid junction	No	None		None	Male	42	N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Female	42	Slight	No	Not ped	Not ped	Not ped	Other			
Description: V1 Trav Nw, Enters Rdbt, Failing to Give Way to V2 Already on Rdbt, Trav Sw. Collision Occurs.													
User Information:													
6	E06000056	13DA0101	Slight	Tuesday	19/02/2013	08:40	499296/241751						
Location: C94 Metres C77 Beancroft Rd, Marston Moretaine, Bedfordshire 1st Rd: C94 2nd Rd: C77													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
60MPH	Single c'way	R'dabt Give	Daylight	Fine	Dry	None	None	None	None				
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Going ahead	NE	SW On main	Ent r'about	No	None		None	Female	45	N/
2	Car	No	Going ahead	NW	SE On main	Mid junction	No	None		None	Male	49	N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Female	45	Slight	No	Not ped	Not ped	Not ped	Other			
2	2	Drv/Rider	Male	49	Slight	No	Not ped	Not ped	Not ped	Other			
Description: V1 Trav Southwest on C94has Entered the Roundabout into the Path of V2 Who was Trav Southeast Twds Beancroft Rd.													
User Information:													
7	E06000056	14DA0454	Slight	Thursday	15/05/2014	13:25	499299/241741						
Location: C94 Woburn Road Metres C77 Beancroft Road, Marston, Bedfordshire 1st Rd: C94 2nd Rd: C77													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
30MPH	Roundabout	R'dabt Give	Daylight	Fine	Dry	None	None	None	None				
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Left turn	NE	SE On main	Ent r'about	No	None		None	Female	28	N/
2	Pedal Cycle	No	Going ahead	NE	SW On main	Ent r'about	No	None		None	Male	35	N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	2	Drv/Rider	Male	35	Slight	No	Not ped	Not ped	Not ped	Other			
Description: V2 a Pedal Cycle Trav Sw Enters Rdbt as V1 Overtakes V2 on Rdbt and then Turns Left. this Causes V2 to Clip Rear N/S of V1 Causing Injury.													
User Information:													
8	E06000056	14BA0059	Slight	Thursday	16/01/2014	20:12	499301/241755						
Location: C94 Woburn Road Metres C77 Beancroft Road, Marston Moretaine, Bedfordshire 1st Rd: C94 2nd Rd: C77													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
60MPH	Single c'way	R'dabt Give	Dark/lights lit	Rain	Wet	None	None	None	None				
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Going ahead	NE	SW On main	Ent r'about	No	None		None	Female	27	N/
2	Pedal Cycle	No	Going ahead	NW	SE On main	Mid junction	No	None		None	Male	49	N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	2	Drv/Rider	Male	49	Slight	No	Not ped	Not ped	Not ped	Other			
Description: V1 Trav Sw to Rdbt Junction in N/S Lane with Unknown Vehicle Stationary in O/S Lane at Entry to Rdbt. V1 Pulls onto Rdbt and Fails to See V2, a Pedal Cycle Already on Rdbt. Collision Occurs.													
User Information:													

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

No.	Area L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street												
9	E06000056	14BA0734	Serious	Monday	04/08/2014	22:50	499520/241965														
Location: C94 Bedford Road 300 Metres North East of Beancroft Road, Marston Moretaine, Bedfordshire 1st Rd: C94 2nd Rd:																					
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard												
60MPH	Single c'way	NotJCT	Dark/no lights	Fine	Dry	None	None	None	None												
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age									
1	M/cycle <= 50c	No	Going ahead	SW	NE On main	Not at	No	None	Nearside	None	Male	16									
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil											
1	1	Drv/Rider	Male	16	Serious	No	Not ped	Not ped	Not ped	Other											
Description: V1 a Motor Cycle Trav Ne. Rider of V1 Gets a Fly in his Eye, Causing Rider to Lose Conrol and Veer V1 to the N/S Where he Falls Off.																					
User Information:																					
10	E06000056	13DA0293	Slight	Sunday	05/05/2013	10:47	499528/242031														
Location: A421 Metres A421 Westbound Exit Slip, Marston Moretaine, Bedfordshire 1st Rd: A421 2nd Rd: A421																					
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard												
70MPH	Dual c'way	Slip-R Give	Daylight	Fine	Dry	None	None	None	None												
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age									
1	Car	No	Chg lt lane	NE	SW On main	Junt appr	OT	None	Nearside	Barr	Male	23									
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil											
1	1	Drv/Rider	Male	23	Slight	No	Not ped	Not ped	Not ped	Other											
Description: V1 Trav West on A421 at Speed Has Made a Last Minute Attempt to Exit the Carriageway and Lost Control Colliding with the Nearside Barrier and Overturned																					
User Information:																					
11	E06000056	12DA0119	Serious	Friday	17/02/2012	12:40	499563/242079														
Location: A421, Marston Moretaine, Bedfordshire 1st Rd: A421 2nd Rd:																					
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard												
70MPH	Dual c'way	NotJCT	Daylight	Fine	Dry	None	None	None	None												
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age									
1	Agric Veh	Single	Going ahead	SW	NE On main	Not at	No	None	Nearside	Ditch	Male	44									
2	Goods > 7.5t	Art	Going ahead	SW	NE On main	Not at	No	None	None	None	Male	61									
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil											
1	1	Drv/Rider	Male	44	Serious	No	Not ped	Not ped	Not ped	Other											
Description: V1 and V2 Trav Ne on A421. V2 Overtaking V1. V1 Drifts to Nearside into Storm Drain. Driver of V2 Sounds Horn as Believes Driver of V1 May Have Fallen Asleep. V1 then Drifts into Lane Two Hitting the Nearside of V2, V2 Brakes Heavily. V1 Continues to Drift into the Central Barrier Before Swerving Back across Lanes One and Two and off the Rd.																					
User Information:																					
12	E06000056	15DA0905	Slight	Saturday	24/10/2015	18:44	499578/241449														
Location: C280 BEDFORD ROAD, 10 metres southwest of C77 BEANCROFT ROAD , MARSTON MORETAINE, Bedfordshire 1st Rd: C280 2nd Rd: C77																					
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard												
30MPH	Single c'way	T/Stag Give	Dark/lights lit	Fine	Dry	None	None	None	None												
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age									
1	Car	No	Going ahead	NE	SW On main	Junt cleared	No	None	None	None	Female	45									
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil											
1	1	Drv/Rider	Female	45	Slight	No	Not ped	Not ped	Not ped	Other											
2	1	Passenger	Male	56	Slight	Front	Not ped	Not ped	Not ped	Other											
Description: V1 TRAV SW WHEN DRIVER IS ALLEGEDLY DAZZLED BY ONCOMING VEHICLE HEADLIGHTS AND COLLIDES INTO TRAFFIC CALMING KERBED ISLAND TO N/S OF ROAD.																					
User Information:																					

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

No.	Area L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street			
13	E06000056	15DA0141	Slight	Tuesday	17/02/2015	11:17	499660/241478					
Location: C77 Station Road 12 Metres North West of Uc Browns Close, Marston Moretaine, Bedfordshire 1st Rd: C77 2nd Rd: U												
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
30MPH	Single c'way	T/Stag Give	Daylight		Fine	Dry	None	None	None	None		
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	Car	No	Going ahead	SW	NW On main	Junt cleared	No	None		None	Female	53 -\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Pedestrian	Male	7	Slight	No	North east	Nearside	In c'way	Other		
Description: V1 Turns left onto Main Road to Trav Nw. V1 Straightens out at Low Speed and a Child Ped, Cas1, Steps out from V1 Drivers N/S. Small Impact Occurs.												
User Information:												
14	E06000056	85304	Slight	Sunday	12/06/2016	20:45	499719/242199					
Location: A421 BYPASS, 25METRES EAST OF J/W MARSTON ENTRY SLIP ROAD, MARSTON MORTAINE, BEDFORDSHIRE. 1st Rd: A421 2nd Rd:												
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
70MPH	Dual c'way	NotJCT	Dark/lights lit		Rain	Wet	None	None	None	None		
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	Car	No	Going ahead	SW	NE On main	Not at	Yes	None	O/s cent res	Cent barr	Female	21 -\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Drv/Rider	Female	21	Slight	No	Not ped	Not ped	Not ped	Other		
2	1	Passenger	Female	20	Slight	Front	Not ped	Not ped	Not ped	Other		
3	1	Passenger	Male	21	Slight	Rear	Not ped	Not ped	Not ped	Other		
Description: Vehicle 1 travelling Eastbound A421, has Aqua-planned due to heavy rain, began to skid, attempted to correct skid, crashed into central reservation. Leaving vehicle 1 diagonal across carriageway												
User Information:												
15	E06000056	15BA0178	Slight	Thursday	19/02/2015	05:19	499726/242214					
Location: A421 Eastbound 60 Metres East of Entry Slip Road, Marston, Bedfordshire 1st Rd: A421 2nd Rd:												
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
70MPH	Dual c'way	NotJCT	Dark/no lights		Fine	Wet	None	None	None	None		
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	Car	No	Parked	P	P On main	Not at	No	None		None	Female	39 N/
2	Goods > 7.5t	Art	Going ahead	W	E On main	Not at	No	P'd veh u/l		None	Male	64 N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Drv/Rider	Female	39	Slight	No	Not ped	Not ped	Not ped	Other		
Description: V1 Trav East, Brakes down in Lane 1 of 2 with no Electrical Power on Unlit Section of Road. Driver of V1 Climbs into Back Seat and Shines Torch out of Rear Window. V2 an Artic Lgv, Fails to See V1 Until Late, Swerves but Collides with a Glancing Blow of Trailer V2, into Rear of V1.												
User Information:												
16	E06000056	12DA1026	Serious	Monday	17/12/2012	23:25	499728/242210					
Location: A421 400 Metres East of Beancroft Rd, Marston Moretaine, Bedfordshire 1st Rd: A421 2nd Rd:												
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
70MPH	Dual c'way	NotJCT	Dark/no lights		Fine	Dry	None	None	None	None		
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	Van/Goods < 3.No	No	Going ahead	SW	NE On main	Not at	No	None		None	Male	32 -\
2	M/cycle <= 50cNo	No	Going ahead	SW	NE On main	Not at	No	None		None	Male	36 N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	2	Drv/Rider	Male	36	Serious	No	Not ped	Not ped	Not ped	Other		
Description: V1 and V2 (P2w) Trav Northeast on A421. V1 Has Failed to Judge the Speed of V2 and Collided into the Rear of V2 Unseating the Rider.												
User Information:												

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

No.	Area L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street				
17	E06000056	15DA0889	Slight	Thursday	22/10/2015	17:34	499786/241853						
Location: C280 BEDFORD ROAD, 50 metres southwest of Unclassified Road CHAPEL ROAD, MARSTON MORETAINE, Bedfordshire													
1st Rd: C280 2nd Rd:													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
30MPH	Single c'way	NotJCT	Daylight	Fine	Dry	None	None	None	None				
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	M/cycle <= 50c	No	Going ahead	NE	SW On main	Not at	No	None		None	Male	16	N/
2	Car	No	Waiting	NE	SW On main	Not at	No	None		None	Female	35	N/
3	Car	No	Going ahead	SW	NE On main	Not at	No	None		None	Female	34	N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Male	16	Slight	No	Not ped	Not ped	Not ped	Other			
Description: V2 TRAV SW, STOPS BEHIND A PARKED VEHICLE TO ALLOW ONCOMING TRAFFIC THROUGH GAP. ONCOMING V3 STARTS TO MOVE THROUGH AS V1 TRAV SW, FAILS TO REACT TO V2 STOPPING AND CLIPS REAR OF V2, LOSES CONTROL TO THE O/S AND HITS V3, BEFORE RIDER FALLS OFF V1.													
User Information:													
18	E06000056	12DA0647	Serious	Monday	20/08/2012	16:31	499805/241916						
Location: C280 Bedford Rd Metres Uc Arundel Rd, Marston Moretaine, Bedfordshire 1st Rd: C280 2nd Rd: U													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
30MPH	Single c'way	R'dabt Give	Daylight	Fine	Dry	None	None	None	None				
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Going ahead	W	E On main	Ent r'about	No	None		None	Female	44	N/
2	M/cycle <= 50c	No	Going ahead	S	N On main	Mid junction	No	None		None	Male	16	N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	2	Drv/Rider	Male	16	Serious	No	Not ped	Not ped	Not ped	Other			
Description: V1, Trav East, Has Entered the Roundabout from Arundel Road, into the Path of V2(P2w) Trav North on Bedford Road.													
User Information:													
19	E06000056	107151	Serious	Tuesday	23/08/2016	10:45	499825/241935						
Location: C280 BEDFORD ROAD 10 METRES NORTH OF J/W UC CHAPEL ROAD, MARSTON MORETAINE, BEDFORDSHIRE. 1st Rd: C280 2nd Rd: U													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
30MPH	Single c'way	R'dabt Give	Daylight	Fine	Dry	None	Refuge	None	None				
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	M/cycle > 50c	No	Stop	NE	SW On main	Junt appr	Yes	None		None	Male	53	N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Male	53	Serious	No	Not ped	Not ped	Not ped	Other			
Description: V1, a motorcycle was travelling south west along Bedford Road, Marston Moretaine. As it has approached roundabout, junction with Chapel Road, traffic in front has braked quicker than anticipated by v001. V001 has moved to the centre of the road and braked accordingly. V1 has lost control of its front wheel a dirt/debris in ghost island and wheel has lost grip. Bike (V1) has gone on to its side and rider has sustained dislocated left shoulder. No other vehicles involved													
User Information:													
20	E06000056	12BA0782	Slight	Monday	29/10/2012	23:39	499924/242091						
Location: C280 Bedford Rd at House no 110, Moretaine, Bedfordshire 1st Rd: C280 2nd Rd:													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
30MPH	Single c'way	NotJCT	Dark/lights lit	Fine	Dry	None	None	None	None				
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Going ahead	NE	SW On main	Not at	Over	None	Nearside	None	Female	26	N/
2	Car	No	Parked	P	P On main	Not at	No	None		None	Untra.	-1	N/
3	Car	No	Parked	P	P On main	Not at	No	None		None	Untra.	-1	N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Female	26	Slight	No	Not ped	Not ped	Not ped	Other			
Description: V1, Trav Sw, Has Lost Control and left the Rd to the N/Side, Rolling over and Colliding with 2 Parked Cars.													
User Information:													

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

No.	Area L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street				
21	E06000056	98676	Slight	Wednesday	03/08/2016	08:11	500085/242359						
Location: 173 BEDFORD ROAD C280 16 METRES NORTH OF JUNCTION WITH ALLEN COURT 1st Rd: C280 2nd Rd: U													
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
30MPH	Single c'way	T/Stag Give	Daylight		Fine	Dry	None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	O/T sta veh	NE	SW On main	Junt appr	No	None	Offside		Female	59	N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Female	59	Slight	No	Not ped	Not ped	Not ped	Other			
Description: Female driving Southwest on Bedford Road, on way home from a night shift at the hospital has gone to overtake a parked car on her nearside and it appears to have hit the wrong pedal and collided with the side of a house, bouncing back into carriageway after impact.													
User Information:													
22	E06000056	120485	Serious	Wednesday	12/10/2016	08:20	500085/242340						
Location: C280 BEDFORD ROAD J/W ALLEN COURT, MARSTON MORETAINE, BEDFORDSHIRE. 1st Rd: C280 2nd Rd: U													
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
30MPH	Single c'way	T/Stag Give	Daylight		Fine	Dry	None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Van/Goods < 3.0	No	Going ahead	NE	SW On main	Junt appr	No	None		None	Untra.	-1	N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Pedestrian	Male	9	Serious	No	North west	Nearside	In c'way	Other			
Description: Location is a main road which is situated in large village. At stated time pedestrian stepped into road and was hit by an oncoming van trav Southwest. Pedestrian walked home giving driver his address. Driver also attended home address with I/p but details were not obtained from driver. I/N of vehicle was noted. Injuries consisted of hair line fracture to leg and swollen right eye. Pedestrian didn't fall to floor, head knocked side of van													
User Information:													
23	E06000056	12DA0790	Slight	Monday	01/10/2012	08:36	500139/242638						
Location: C94 Bedford Rd Metres C280 Bedford Rd, Marston Moretaine, Bedfordshire 1st Rd: C94 2nd Rd: C280													
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
60MPH	Single c'way	T/Stag Give	Daylight		Fine	Dry	None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	O/T mov veh	SW	NE On main	Junt appr	No	Bollard	Offside	Sign	Female	37	N/
2	Goods 3.5 - 7.0	No	Right turn	SW	SE On main	Leav main	No	None		None	Male	60	N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Female	37	Slight	No	Not ped	Not ped	Not ped	Other			
Description: V2 was turning right from the C94 to the C280. V1 Has Overtaken V2 at Speed and Collided with Street Furniture, There was no Contact Between V1 and V2.													
User Information:													
24	E06000056	95676	Slight	Friday	22/07/2016	12:16	500140/242643						
Location: C94 MARSTON BYPASS J/W C280 BEDFORD ROAD, MARSTON MARETAINE, BEDFORDSHIRE. 1st Rd: C94 2nd Rd: C280													
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
60MPH	Single c'way	T/Stag Give	Daylight		Fine Wind	Dry	None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Goods > 7.5t	No	Right turn	SW	SE On main	Mid junction	No	None		None	Male	28	N/
2	Car	No	Going ahead	NE	SW On main	Mid junction	No	None		None	Male	43	N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	2	Passenger	Male	14	Slight	Front	Not ped	Not ped	Not ped	Other			
2	2	Passenger	Male	8	Slight	Rear	Not ped	Not ped	Not ped	Other			
Description: V1 an LGV travelling NE, turns right at T junction, to leave main road, crossing the path of V2, travelling in opposite direction. V2 brakes in attempt to avoid collision but collides with 4th wheel to V1.													
User Information:													

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016
 Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident
 Severity < 4

No.	Area L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street			
25	E06000056	16BA0217	Slight	Friday	04/03/2016	13:01	500145/242649					
Location: C94 BEDFORD ROAD, at its Junction with C280 BEDFORD ROAD, MARSTON MORETAINE, Bedfordshire 1st Rd: C94 2nd Rd: C280												
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
60MPH	Single c'way	T/Stag Give	Daylight		Rain	Wet	None	None	None	None		
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	Car	No	Stop	NE	SW On main	Mid junction	No	None		None	Untra.	-1 N/
2	Car	No	Going ahead	SW	NE On main	Junt appr	No	None		None	Untra.	-1 N/
3	Bus or Coach	No	Stop	NE	SW On main	Mid junction	No	None		None	Male	70 N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	3	Passenger	Female	68	Slight	No	Not ped	Not ped	Not ped	Other		
Description: V1 TRAV SW, WHEN DRIVER SEES ONCOMING V2, A POLICE VEHICLE WITH LIGHTS AND SIRENS ON. V1 BRAKES SHARPLY AND STOPS. V3, A BUS TRAVELLING BEHIND V1 HAS TO BRAKE HARD TO AVOID COLLISION. AS A RESULT A SEATED PASSENGER FROM V3 FALLS OUT OF SEAT AND INJURY IS CAUSED. NO IMPACT BETWEEN VEHICLES.												
User Information:												
26	E06000056	13BA0172	Serious	Monday	18/03/2013	08:35	500469/243077					
Location: A421, Marston Moretaine, Bedfordshire 1st Rd: A421 2nd Rd:												
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
70MPH	Dual c'way	NotJCT	Daylight		Fog Mist	Ice	None	None	None	None		
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	M/cycle > 500cNo	No	Stop	NE	SW On main	Not at	No	None		None	Male	35 N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Drv/Rider	Male	35	Serious	No	Not ped	Not ped	Not ped	Other		
Description: V1 (P2w) Trav Sw Has Lost Control on Black Ice.												
User Information:												
27	E06000055	12BA0888	Slight	Sunday	09/12/2012	22:15	500719/243208					
Location: C94 Woburn Road Metres C79 Green Lane, Wootton, Bedfordshire 1st Rd: C94 2nd Rd: C79												
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
60MPH	Single c'way	T/Stag Give	Dark/lights lit		Fine	Dry	None	None	None	None		
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	Car	No	O/T on N/S	SW	NE On main	Mid junction	No	None		None	Untra.	-1 N/
2	M/cycle <= 50cNo	No	Wt turn rt	SW	NE On main	Mid junction	No	None		None	Male	16 N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	2	Drv/Rider	Male	16	Slight	No	Not ped	Not ped	Not ped	Other		
Description: V2 (P2w) was Waiting to Turn right onto the C79. V1 Has Undertaken V2 to the Nearside. this Caused V2 to Wobble and the Rider Put his Leg down to Stabilise the Bike, Injuring It.												
User Information:												
28	E06000055	15BA0203	Slight	Thursday	05/03/2015	08:27	500727/243209					
Location: C94 Bedford Road Metres C79 Green Lane, Wootton, Bedfordshire 1st Rd: C94 2nd Rd: C79												
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
60MPH	Single c'way	T/Stag Give	Daylight		Fine	Dry	None	None	None	None		
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	Car	No	Right turn	SW	SE On main	Mid junction	No	None		None	Female	18 N/
2	Car	No	Going ahead	NE	SW On main	Mid junction	No	None	Nearside	None	Female	28 N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Drv/Rider	Female	18	Slight	No	Not ped	Not ped	Not ped	Other		
2	2	Drv/Rider	Female	28	Slight	No	Not ped	Not ped	Not ped	Other		
Description: V1 Trav Ne, Turns right at T Junc to Leave Main Road and Collides with Oncoming V2.												
User Information:												

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

No.	Area L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street			
29	E06000055	14DA0560	Serious	Thursday	12/06/2014	16:23	500774/243386					
Location: A421 Eastbound at Marker Post 8.1, Wootton, Bedfordshire 1st Rd: A421 2nd Rd:												
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
70MPH	Dual c'way	NotJCT	Daylight	Fine	Dry	None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	Car	No	O/T mov veh	SW	NE On main	Not at	Yes	None	O/s & reboun	Cent barr	Female	28 N/
2	Goods 3.5 - 7.	No	Going ahead	SW	NE On main	Not at	No	None		None	Male	35 -\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Drv/Rider	Female	28	Serious	No	Not ped	Not ped	Not ped	Other		
Description: V1 Trav Ne in Lane 2 of 2. V1 Moves up to V2 in Lane 1. for Reasons Unknown, Possibly Puncture, V1 Begins to Weave to N/S and Clips V2. V1 then Veers across to O/S and Collides with Concrete Barrier.												
User Information:												
30	E06000055	15DA1089	Fatal	Friday	25/12/2015	23:10	500889/243482					
Location: A421 EASTBOUND, 1780 metres northeast of MARSTON MORETAINE ENTRY SLIP ROAD, WOOTTON, Bedfordshire 1st Rd: A421 2nd Rd:												
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
70MPH	Dual c'way	NotJCT	Dark/no lights	Fine	Wet	None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	Car	No	Going ahead	SW	NE On main	Not at	Over	None	O/s rebound	Ditch	Male	32 N/
2	Car	No	Going ahead	SW	NE On main	Not at	No	None		None	Male	69 -\
3	Car	No	Going ahead	SW	NE On main	Not at	No	None		None	Untra.	-1 N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Drv/Rider	Male	32	Fatal	No	Not ped	Not ped	Not ped	Other		
2	1	Passenger	Male	3	Fatal	Front	Not ped	Not ped	Not ped	Other		
3	1	Passenger	Female	30	Serious	Front	Not ped	Not ped	Not ped	Other		
Description: ALL THREE VEHICLES TRAV NE. V2 AND V3 WERE IN LANES 1 AND 2 ADJACENT TO ONE ANOTHER. V1 APPROACHED FROM BEHIND AT SPEED AND APPEARS TO FAIL TO JUDGE SPEED OF V2 AND V3. V1 ATTEMPTS TO OVERTAKE TO THE O/S . V1 COLLIDES WITH CONCRETE CENTRAL BARRIER AND REBOUNDS, LEAVING THE ROAD TO THE N/S, YAWING AND OVERTURNING AS IT DOES SO. CAS2 AND CAS3 ARE EJECTED FROM V1. V1 CATCHES FIRE AND DRIVER IS TRAPPED WITHIN V1.												
User Information:												
31	E06000055	16BA0123	Serious	Friday	12/02/2016	22:32	501069/243410					
Location: C94 BEDFORD ROAD, 390 metres northeast of C79 GREEN LANE, STEWARTBY, Bedfordshire 1st Rd: C94 2nd Rd:												
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
60MPH	Single c'way	NotJCT	Dark/no lights	Fine	Dry	None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	Car	No	Going ahead	NE	SW On main	Not at	No	None		None	Male	36 +\
2	Car	No	Going ahead	SW	NE On main	Not at	No	None		None	Male	58 -\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	2	Drv/Rider	Male	58	Serious	No	Not ped	Not ped	Not ped	Other		
2	1	Passenger	Female	2	Slight	Rear	Not ped	Not ped	Not ped	Other		
3	2	Passenger	Male	31	Serious	Front	Not ped	Not ped	Not ped	Other		
4	2	Passenger	Female	5	Serious	Rear	Not ped	Not ped	Not ped	Other		
5	2	Passenger	Female	3	Slight	Rear	Not ped	Not ped	Not ped	Other		
6	2	Passenger	Male	1	Slight	Rear	Not ped	Not ped	Not ped	Other		
Description: V1 TRAV SW, WITH 6 OCCUPANTS ON BOARD, INCLUDING 4 CHILDREN IN THE REAR SEATS. DRIVER OF V1 LOSES CONTROL AND CROSSED THE CENTRE MARKINGS IN THE ROAD AND COLLIDED WITH ONCOMING V2. V2 CATCHES FIRE BUT DRIVER MANAGES TO EVACUATE, RECEIVING SERIOUS INJURY.												
User Information:												
32	E06000055	14BA1263	Slight	Monday	29/12/2014	09:05	501079/243412					
Location: C94 Bedford Road 400 Metres North East of Green Lane, Wootton, Bedfordshire 1st Rd: C94 2nd Rd:												
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
60MPH	Single c'way	NotJCT	Daylight	Fine	Ice	None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	Car	No	Rt hand bend	NE	SW On main	Not at	Over	None	Nearside	Ditch	Female	35 -\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Drv/Rider	Female	35	Slight	No	Not ped	Not ped	Not ped	Other		
Description: V1 Trav Sw on O/S Bend, Loses Control on Icy Road Surface and Leaves the Road to the N/S and Enters Ditch.												
User Information:												

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016
 Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident
 Severity < 4

No.	Area L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street				
33	E06000055	12BA0248	Slight	Tuesday	17/04/2012	12:50	501122/243458						
Location: C94 Bedford Rd, Wootton, Bedfordshire 1st Rd: C94 2nd Rd:													
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
60MPH	Single c'way	NotJCT	Daylight		Fine	Wet	None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Rt hand bend	N	SW On main	Not at	Yes	None	Nearside	None	Male	19	-\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Male	19	Slight	No	Not ped	Not ped	Not ped	Other			
Description: Rider of V1 Has Lost Control on Damp Carriageway and left the Rd.													
User Information:													
34	E06000055	15BA0182	Slight	Tuesday	24/02/2015	18:05	501198/243662						
Location: C94 600 Metres South West of Broadmead Road, Wootton, Bedfordshire 1st Rd: C94 2nd Rd:													
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
60MPH	Single c'way	NotJCT	Dark/no lights		Fine	Dry	None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Pedal Cycle	No	Going ahead	NE	SW On main	Not at	No	P'd veh u/l		None	Male	54	N/
2	Car	No	Parked	P	P On main	Not at	No	None		None	Male	28	-\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Male	54	Slight	No	Not ped	Not ped	Not ped	Other			
Description: V2 a Broken down Vehicle, Facing Sw, Parked to the N/S Displaying Hazard Warning Lights. V1 a Pedal Cycle Trav Sw, the Rider Not Looking Ahead, Collides into the Back of V2.													
User Information:													
35	E06000055	12BA0169	Slight	Tuesday	28/02/2012	16:35	501512/244184						
Location: C94 Metres C82 Broadmead Rd, Wootton, Bedfordshire 1st Rd: C94 2nd Rd: C82													
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
60MPH	Single c'way	T/Stag Give	Daylight		Fine	Dry	None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Goods 3.5 - 7.	No	Right turn	SE	NE On main	Enter main	No	None		None	Male	53	-\
2	Car	No	Going ahead	NE	SW On main	Junt appr	Yes	None		None	Male	30	-\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Male	53	Slight	No	Not ped	Not ped	Not ped	Other			
Description: V1 was Waiting at Junction to Pull out onto C94. Vehicles Were Approaching from the Right, Two Vehicles Were Indicating to Turn into Broadmead Rd. V1 Has Pulled out to Turn and V2 Trav Sw Overtook the Two Vehicles Indicating left and Has Collided with V1.													
User Information:													
36	E06000055	15BA1213	Slight	Friday	04/12/2015	05:28	501693/244517						
Location: C94 WOBURN ROAD, 360 metres northeast of C82 BROADMEAD ROAD, WOOTTON, Bedfordshire 1st Rd: C94 2nd Rd:													
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
60MPH	Single c'way	NotJCT	Dark/lights lit		Fine	Dry	None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car		SingleRight turn	NE	W On main	Not at	No	None		None	Male	49	-\
2	Van/Goods < 3.	No	Going ahead	SW	NE On main	Not at	No	None	Offside	Ditch	Male	75	-\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	2	Passenger	Female	64	Slight	No	Not ped	Not ped	Not ped	Other			
Description: V1 TRAV SW, TURNS RIGHT TO ENTER LAYBY TO THE O/S AND CROSSES THE PATH OF V2 TRAV IN OPP DIRECTION. V2 COLLIDES WITH R/N/S OF TRAILER TO V1. V2 LEAVES THE ROAD TO THE O/S AND ENTERS A DITCH.													
User Information:													

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

No.	Area L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street			
37	E06000055	14BA0289	Slight	Saturday	29/03/2014	17:35	501696/244601					
Location: A421 Bedford Bypass 1120 Metres South West of Entry Slip Road from Marsh Leys, Wootton, Bedfordshire 1st Rd: A421 2nd Rd:												
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
70MPH	Dual c'way	NotJCT	Daylight		Fine	Dry	None	None	None	None		
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	Car	No	Going ahead	NE	SW On main	Not at	No	None	N/s & reboun	Barr	Male	57 -\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Passenger	Female	47	Slight	Rear	Not ped	Not ped	Not ped	Other		
Description: V1 Trav Southwest in Lane 1 of 2. Driver Falls Asleep at the Wheel and Loses Control and Collides with N/S Crash Barrier.												
User Information:												
38	E06000055	15BA0339	Slight	Sunday	19/04/2015	15:14	501722/244663					
Location: A421 BEDFORD BYPASS, 1000 metres southwest of WOOTTON WESTBOUND ENTRY SLIP, WOOTTON, Bedfordshire 1st Rd: A421 2nd Rd:												
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
70MPH	Dual c'way	NotJCT	Daylight		Fine	Dry	None	None	None	Objt		
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	Car	No	Going ahead	NE	SW On main	Not at	Yes	Object	O/s rebound	Cent barr	Male	44 -\
2	Car	No	Going ahead	NE	SW On main	Not at	No	None		None	Male	-1 -\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Drv/Rider	Male	44	Slight	No	Not ped	Not ped	Not ped	Other		
Description: V1 TRAV SW SWERVES TO AVOID TYRE DEBRIS IN THE CARRIAGEWAY, LOSING CONTROL AND COLLIDING WITH THE CENTRAL BARRIER, REBOUNDING AND COLLIDES WITH V2 TRAV BEHIND.												
User Information:												
39	E06000055	14BA0838	Slight	Wednesday	27/08/2014	07:34	501737/244689					
Location: A421 Westbound at Marker Post B9.7, Wootton, Bedfordshire 1st Rd: A421 2nd Rd:												
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
70MPH	Dual c'way	NotJCT	Daylight		Fine	Dry	None	None	None	None		
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	Car	No	Going ahead	NE	SW On main	Not at	No	None		None	Male	29 -\
2	Car	No	Stop	NE	SW On main	Not at	OT	None	O/s cent res	Cent barr	Female	33 -\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Drv/Rider	Male	29	Slight	No	Not ped	Not ped	Not ped	Other		
2	2	Drv/Rider	Female	33	Slight	No	Not ped	Not ped	Not ped	Other		
Description: V1 and V2 Trav Sw in Lane 2 of 2. an Unknown White Van Undertakes V1 and V2 at Speed Towards Heavy Traffic. V2 Brakes Sharply Owing to Traffic ahead but V1 Trav Behind, Failed to Slow in Time and Collided into Rear of V2.												
User Information:												
40	E06000055	130984	Slight	Friday	21/10/2016	17:15	501757/244752					
Location: MARKER POST 9/7 A A421 1st Rd: A421 2nd Rd:												
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
70MPH	Dual c'way	NotJCT	Daylight		Fine	Dry	None	None	None	None		
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	Car	No	Stop	SW	NE On main	Not at	No	None		None	Male	55 N/
2	Car	No	Going ahead	SW	NE On main	Not at	Yes	None	O/s rebound	None	Male	38 -\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	2	Drv/Rider	Male	38	Slight	No	Not ped	Not ped	Not ped	Other		
Description: V1 was travelling behind v2 eastbound on A421 approaching the Wootton Flyover. V1 undertook v2 then moved back into lane 2. V2 moved into lane 1. V1 then also moved into lane 1 and applied brakes causing v2 to brake skid, hit the central barrier and flip onto its roof. V1 did not stop.												
User Information:												

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

No.	Area L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street				
41	E06000055	16BA0193	Slight	Thursday	25/02/2016	18:13	501884/244868						
Location: C94 BEDFORD ROAD, at its Junction with U80, WOOTTON, Bedfordshire 1st Rd: C94 2nd Rd: U80													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
60MPH	Single c'way	R'dabt Give	Dark/lights lit	Fine	Dry	None	None	None	None				
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Going ahead	SW	NE On main	Junt appr	No	None		None	Male	25	N
2	Car	No	Going ahead	SW	NE On main	Junt appr	No	None		None	Female	19	N
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	2	Drv/Rider	Female	19	Slight	No	Not ped	Not ped	Not ped	Other			
2	1	Drv/Rider	Male	25	Slight	No	Not ped	Not ped	Not ped	Other			
Description: V1 TRAV NE ON APPROACH TO RDBT THAT WAS CLEAR. V1 BEING FOLLOWED BY V2. V1 SLOWED AND APPROACHED GIVE WAY LINES AND WHEN V2 HAD CLOSED UP BEHIND, V1 BRAKED FOR NO REASON, CAUSING V2 TO COLLIDE INTO REAR OF V1.													
User Information:													
42	E06000055	14BA0762	Slight	Thursday	14/08/2014	17:31	501926/243748						
Location: C82 Broadmead Road at House Name Wildlife Trust 60 Metres South East of Woburn Road, Stewartby, Bedfordshire 1st Rd: C82 2nd Rd:													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
60MPH	Single c'way	NotJCT	Daylight	Rain	Wet	None	None	None	None				
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Rt hand bend	NW	SE On main	Not at	No	None	Nearside	None	Male	20	N
2	Agric Veh	Single	Lt hand bend	SE	NW On main	Not at	No	None		None	Male	65	N
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Male	20	Slight	No	Not ped	Not ped	Not ped	Other			
Description: V1trav Se Behind another Vehicle Unknown, into an O/S Bend. V1 Braked Owing to Unknown Vehicle Braking Hard. V1 is then Met by Large Oncoming Agricultural V2 Trav in Opp Direction. V1 Swerves but Clips Rear Trailer Wheel of V2.													
User Information:													
43	E06000055	14BA0716	Slight	Monday	28/07/2014	20:33	501944/244900						
Location: C94 Woburn Road Metres Uc80 Fields Road, Stewartby, Bedfordshire 1st Rd: C94 2nd Rd: U													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
60MPH	Roundabout	R'dabt Give	Daylight	Fine	Dry	None	Refuge	None	None				
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	M/cycle 50 - 1	No	Left turn	N	E On main	Leave r'about	Yes	None	Nearside	Sign	Male	17	N
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Male	17	Slight	No	Not ped	Not ped	Not ped	Other			
Description: V1 a Motor Cycle Trav South, Turns left on Rdbt and Runs over Gravel to Side of Road , Loses Control to the N/S and Hits Kerb. Rider of V1 Falls of Vehicle.													
User Information:													
44	E06000055	79272	Serious	Wednesday	01/06/2016	02:42	501965/245023						
Location: WOBURN ROAD C94 100 METRES NORTH OF JUNCTION WITH FIELDS ROAD 1st Rd: C94 2nd Rd:													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
60MPH	Single c'way	NotJCT	Dark/no lights	Fine	Wet	None	None	None	None				
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Goods unknown	No	Going ahead	NE	SW On main	Not at	No	None		None	Male	27	N
2	Car	No	Going ahead	SW	NE On main	Not at	No	None	N/s & reboun	None	Female	26	N
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Male	27	Slight	No	Not ped	Not ped	Not ped	Other			
2	2	Drv/Rider	Female	26	Serious	No	Not ped	Not ped	Not ped	Other			
Description: Vehicle 1 travelling west along C94 Old A421 between Marsh Leys and Wootton, vehicle 2 travelling in opposite direction and for unknown reason both vehicles have struck front end offside to offside													
User Information:													

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

No.	Area L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street				
45	E06000055	14BA0306	Slight	Friday	04/04/2014	17:05	502065/242674						
Location: C82 Broadmead Road Metres Uc Park Crescent, Stewartby, Bedfordshire 1st Rd: C82 2nd Rd: U													
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
30MPH	Single c'way	T/Stag Give	Daylight		Fine	Dry	None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Left turn	SE	SW On main	Enter main	No	None		None	Male	19	-\
2	M/cycle 125 -	No	Going ahead	NE	SW On main	Mid junction	No	None		None	Male	24	-\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	2	Drv/Rider	Male	24	Slight	No	Not ped	Not ped	Not ped	Other			
Description: V2 Trav Sw with T Junc to N/S. V1 Exits T Junc turning left and Collides with V2.													
User Information:													

46	E06000055	67208	Serious	Monday	16/05/2016	14:50	502090/245340						
Location: WOBURN ROAD C94 20 METRES SOUTH OF JUNCTION WITH MANOR ROAD C81 1st Rd: C94 2nd Rd: C81													
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
60MPH	Single c'way	T/Stag Give	Daylight		Fine	Dry	None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Going ahead	SW	NE On main	Junt appr	No	None		None	Male	37	-\
2	Car	No	Waiting	NE	SW On main	Junt cleared	No	None		None	Male	44	-\
3	Car	No	Going ahead	NE	SW On main	Mid junction	No	None	Offside	None	Female	20	N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Male	37	Slight	No	Not ped	Not ped	Not ped	Other			
2	3	Drv/Rider	Female	20	Serious	No	Not ped	Not ped	Not ped	Other			
3	1	Passenger	Male	35	Serious	Front	Not ped	Not ped	Not ped	Other			
Description: THAMES VALLEY POLICE HAD A PURSUIT WITH A VW GOLF VRM S789DKN WHICH WAS INITIATED BY AN ANPR MARKER IN MILTON KEYNES ON THE A5 AS OCCUPANTS OF VEHICLE HAD BEEN RESPONSIBLE FOR INCIDENT IN BEDFORDSHIRE ON 14/5/16 WHERE KNIVES WERE INVOLVED. VEHICLE WAS BEING PURSUED ALONG THE A421 (C94) TOWARDS KEMPSTON AND THREE POLICE VEHICLES IN THE DIRECT CONVOY MARKED TVP ARV AND TWO UNMARKED ROADS POLICING VEHICLES. AS THEY APPROACHED JUNCTION WITH MANOR ROAD VAUXHALL INSIGNIA TRAVELLING IN OPPOSITE DIRECTION HAS SEEN VEHICLES APPROACHING AND MOVED TO NEARSIDE AND STOPPED TO ALLOW POLICE PAST. SUBJECT VEHICLE AND 3 CARS PAST WITHOUT INCIDENT ABOUT 10 SECONDS LATER MARKED POLICE TVP TRAFFIC CAR MAKING GROUND ON THE CONVOY APPROACHED JUNCTION MANOR ROAD AND WAS ON THE CENTRE CHEVRONS AS BEEN OVERTAKING AND AS MID JUNCTION A RED CITROEN C1 TRAVELLING IN OPPOSITE DIRECTION HAD NOT SEEN INSIGNIA HAD STOPPED IN FRONT AND SWERVED ONTO OPPOSING CARRIAGEWAY AND FRONT NEARSIDE OF CITROEN STRUCK REAR OFF SIDE OF INSIGNIA AND THEN BOTH THE MARKED POLICE VEHICLE AND THE CITROEN STRUCK HEAD ON.													
User Information:													

47	E06000055	139741	Serious	Wednesday	07/12/2016	14:10	502101/245371						
Location: WOBURN ROAD C94 MANOR ROAD C81 1st Rd: C94 2nd Rd: C81													
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
60MPH	Single c'way	T/Stag Give	Daylight		Other	Wet	None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Wt turn rt	SW	SE On main	Mid junction	No	None		None	Male	38	-\
2	Van/Goods < 3.	No	Right turn	SE	NE On main	Mid junction	No	None		None	Male	69	-\
3	Car	No	Going ahead	SW	NE On main	Mid junction	No	None		None	Male	78	N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	3	Passenger	Female	80	Serious	Front	Not ped	Not ped	Not ped	Other			
Description: Vehicle was leaving Manor Toad turning onto Woburn Road. Driver misjudged junction and collided with V1 and 3 down Woburn Road.													
User Information:													

48	E06000055	123735	Serious	Wednesday	26/10/2016	18:35	502101/245369						
Location: WOBURN ROAD C94 MANOR ROAD C81 1st Rd: C94 2nd Rd: C81													
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
60MPH	Single c'way	T/Stag Give	Dark/no lights		Fine	Dry	None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Right turn	SE	NE On main	Mid junction	No	None		None	Female	21	N/
2	Car	No	Going ahead	NE	SW On main	Mid junction	No	None		None	Male	33	N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	2	Drv/Rider	Male	33	Slight	No	Not ped	Not ped	Not ped	Other			
2	1	Drv/Rider	Female	21	Serious	No	Not ped	Not ped	Not ped	Other			
Description: V1 travelling along Manor Road Kempston Hardwick towards old A421. At junction V1 pulled out attempting to turn right, onto old A421. V1 did not see V2 travelling westbound on A421, causing V2 to collide with V1.													
User Information:													

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

No.	Area L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street				
49	E06000055	12BA0600	Slight	Saturday	25/08/2012	17:54	502109/245371						
Location: C94 Woburn Rd Metres C81 Manor Rd, Kempston, Bedfordshire 1st Rd: C94 2nd Rd: C81													
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
60MPH	Single c'way	T/Stag Give	Daylight		Fine	Dry	None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Right turn	SW	SE On main	Junt appr	No	None		None	Male	20	-\
2	Van/Goods < 3.	No	Going ahead	NE	SW On main	Junt appr	No	None		None	Male	27	-\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Male	20	Slight	No	Not ped	Not ped	Not ped	Other			

Description: V1 Has Turned right into Manor Rd and Stalled. V2 Trav Sw Has Collided with V1.

User Information:

50	E06000055	133844	Slight	Tuesday	15/11/2016	07:28	502109/245556						
Location: WESTBOUND A421 130 METRES SOUTH OF JUNCTION WITH MARSH LEYS ENTRY SLIP ROAD A421 1st Rd: A421 2nd Rd:													
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
70MPH	Dual c'way	NotJCT	Daylight		Rain	Wet	None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Going ahead	NE	SW On main	Not at	No	None		None	Female	20	-\
2	Car	No	Going ahead	NE	SW On main	Not at	No	None		None	Male	41	-\
3	Car	No	Going ahead	NE	SW On main	Not at	No	None		None	Male	50	-\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Female	20	Slight	No	Not ped	Not ped	Not ped	Other			

Description: THREE VEHICLE RTC. APPEARS VEH 3 HAS HAD TO BRAKE DUE TO ANOTHER VEHICLE CAUSING IT TO BRAKE. VEH 2 HAS HIT REAR OF VEH 3. VEH 1 HAS THEN GONE INTO THE REAR OF VEH 2. AIR BAGS DEPLOYED ON VEH 1.

User Information:

51	E06000055	14BA0521	Slight	Monday	09/06/2014	21:24	502168/242993						
Location: C82 Broadmead Road at Approx 330 Metres North East of Park Crescent, Stewartby, Bedfordshire 1st Rd: C82 2nd Rd:													
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
60MPH	Single c'way	NotJCT	Daylight		Rain	Wet	None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	M/cycle 50 - 1	No	Going ahead	SW	NE On main	Not at	Yes	None		None	Female	37	N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Female	37	Slight	No	Not ped	Not ped	Not ped	Other			

Description: V1 a Motor Cycle Trav Ne on Wet Road Conditions. Driver Loses Control of V1 After Exit of Bend and Falls off V1.

User Information:

52	E06000055	132048	Slight	Monday	21/11/2016	07:29	502292/245850						
Location: WESTBOUND ENTRY SLIP ROAD A421 230 METRES WEST OF JUNCTION WITH MARSH LEYS ROUNDABOUT A428 1st Rd: A421 2nd Rd:													
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
70MPH	Slip road	NotJCT	Daylight		Rain	Wet	None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Stop	NE	SW On main	Not at	Yes	None		None	Male	53	N/
2	Car	No	Stop	NE	SW On main	Not at	No	None		None	Female	40	N/
3	Car	No	Stop	NE	SW On main	Not at	No	None		None	Male	50	N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Male	53	Slight	No	Not ped	Not ped	Not ped	Other			

Description: Traffic has slowed and v002 and v003 have stopped. V001 has braked heavily and skidded into the back of v002 causing it to shunt the rear of v003.

User Information:

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

No.	Area L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street			
53	E06000055	61284	Slight	Saturday	16/04/2016	10:04	502336/242127					
Location: UC STEWARTBY WAY 55 METRES NORTH OF JUNCTION WITH MONTGOMERY CLOSE, STEWARTBY, BEDFORDSHIRE. 1st Rd: U 2nd Rd:												
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
30MPH	Single c'way	NotJCT	Daylight		Unknown	Dry	None	None	None	None		
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	Goods unknown	No	Going ahead	NW	SE On main	Not at	No	P'd veh u/1		None	Male	48 N/
2	Car	No	Parked	P P	On main	Not at	No	None		None	Male	54 N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Pedestrian	Male	33	Slight	No	Stand	Unknown	c'way not cr	Other		
Description: Driver of v2 attended Kempston HQ to report incident. D2 stated that the RTC had occurred at 10:04 on 16/04/2016. He stated details were exchanged at scene, but police were not called, it was only later he attended to report. He states he was parked on side of road on opposite side of highway, facing oncoming traffic. His son was talking to him via the passenger side with the door open, his son had one foot in the foot well and the other on the highway and had been leaning in and out of vehicle talking to driver. V1 approached, tried to overtake, but collided with Mr Bithells passenger door of V2. DV2's son hit by passenger door as V1 made contact, complained of no injury at the time, however later complained of chest pain and attended hospital. Has bruising to left side and told to take normal painkillers.												
User Information:												
54	E06000055	12BA0215	Serious	Saturday	31/03/2012	00:22	502365/245950					
Location: A421, Bedford, Bedfordshire 1st Rd: A421 2nd Rd:												
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
70MPH	Dual c'way	NotJCT	Dark/no lights		Fine	Dry	None	None	None	None		
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	Goods > 7.5t	Db1	Going ahead	NE	SW On main	Not at	No	None		None	Male	37 N/
2	Pedal Cycle	No	Going ahead	NE	SW On main	Not at	No	None		None	Male	25 N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	2	Drv/Rider	Male	25	Serious	No	Not ped	Not ped	Not ped	Other		
Description: V2 (Cycle) Trav West with no Lights on and Wearing Dark Clothing. V1 Trav West Has Clipped Rider of V2:												
User Information:												
55	E06000055	12BA0626	Slight	Wednesday	05/09/2012	09:34	502378/246102					
Location: A428 the Branston Way, Metres A421 Kempston, Bedfordshire 1st Rd: A428 2nd Rd: A421												
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
40MPH	Single c'way	R'dabt Give	Daylight		Fine	Dry	None	Refuge	None	None		
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	Pedal Cycle	No	Start	SW	NE On main	Junt appr	No	None		None	Female	42 N/
2	Car	No	Going ahead	SE	NW On main	Leave r'about	No	None		None	Female	59 N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Drv/Rider	Female	42	Slight	No	Not ped	Not ped	Not ped	Other		
Description: V2 Has Exited onto the A428 as V1 (Cycle) Has Crossed the Rd Without Looking and Been Struck by V2.												
User Information:												
56	E06000055	114464	Slight	Wednesday	21/09/2016	15:14	502385/246124					
Location: THE BRANSTON WAY A428 5 METRES WEST OF JUNCTION WITH MARSH LEYS ROUNDABOUT A428 1st Rd: A428 2nd Rd: A428												
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
60MPH	Single c'way	R'dabt Give	Daylight		Fine	Dry	None	Refuge	None	None		
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	Car	No	Start	NW	SE On main	Junt appr	No	None		None	Male	50 N/
2	Car	No	Waiting	NW	SE On main	Junt appr	No	None		None	Female	60 N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Drv/Rider	Male	50	Slight	No	Not ped	Not ped	Not ped	Other		
Description: A learner driver was in front of V2 and was slow pulling away. V2 stopped for learner driver, V1 was behind V2 and hit V2 which had stopped due to learner driver.												
User Information:												

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

No.	Area L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street				
57	E06000055	16BA0229	Slight	Tuesday	08/03/2016	17:00	502396/246058						
Location: A421 EXIT SLIP ROAD, at its Junction with A428 MARS LEYS RONDAABOUT, KEMPSTON RURAL, Bedfordshire 1st Rd: A421 2nd Rd: A428													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
70MPH	Slip road	R'dabt ATS	Daylight	Fine	Wet	None	None	None	None				
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Van/Goods < 3.	No	Going ahead	SW	NE On main	Junt appr	No	None		None	Male	44	N/
2	Car	No	Waiting	SW	NE On main	Junt appr	No	None		None	Female	53	N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	2	Drv/Rider	Female	53	Slight	No	Not ped	Not ped	Not ped	Other			
Description: V1 TRAV NE ON EXIT SLIP ROAD TO THE ATS CONTROLLED JUNC WITH THE RDBT. V2 AHEAD WAS SEEN TO MOVE OFF WITH OTHER TRAFFIC ON THE GREEN ATS AND THEN STOP SUDDENLY WHEN ATS CHANGED TO AMBER. V1 THEN COLLIDES INTO REAR OF V2.													
User Information:													
58	E06000055	15BA1064	Slight	Friday	13/11/2015	17:01	502397/246136						
Location: A428 THE BRANSTON WAY, at its Junction with A428 MARSH LEYS RONDAABOUT, KEMPSTON, Bedfordshire 1st Rd: A428 2nd Rd: A428													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
40MPH	Roundabout	R'dabt Give	Dark/lights lit	Fine Wind	Wet	None	Refuge	None	None				
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Start	NW	E On main	Mid junction	No	None		None	Male	22	N/
2	Pedal Cycle	No	Going ahead	SW	N On main	Mid junction	No	None		None	Male	55	N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	2	Drv/Rider	Male	55	Slight	No	Not ped	Not ped	Not ped	Other			
Description: V1 TRAV SE, WAITING TO ENTER BUSY RDBT. V1 MOVES OFF AND COLLIDES WITH V2, A PEDAL CYCLE THAT HAD PULLED ACROSS THE FRONT OF V1. V2 WAS MOVING THROUGH STATIONARY TRAFFIC TO CROSS MOUTH OF JUNC.													
User Information:													
59	E06000055	14BA1294	Slight	Tuesday	30/12/2014	18:30	502399/245874						
Location: C94 Woburn Road at Approx 140 Metres South West of A428 Marsh Leys, Kempston Rural, Bedfordshire 1st Rd: C94 2nd Rd:													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
60MPH	Single c'way	NotJCT	Dark/no lights	Fog Mist	Ice	None	None	None	None				
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Going ahead	SW	NE On main	Not at	No	None		None	Untra.	-1	N/
2	Car	No	U turn	NE	NE On main	Not at	No	None	Nearside	Barr	Male	60	N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	2	Drv/Rider	Male	60	Slight	No	Not ped	Not ped	Not ped	Other			
2	2	Passenger	Female	57	Slight	Front	Not ped	Not ped	Not ped	Other			
Description: V2 Trav Sw Completes a U Turn in Road to Face Ne. Starts to Pull Away and is Hit from Behind by V1, Pushing V2 into N/S Barrier. V1 Turned off its Lights and Drove Off, Failing to Stop.													
User Information:													
60	E06000055	15BA0556	Slight	Monday	22/06/2015	22:05	502403/246078						
Location: A428, at its Junction with A421 BYPASS EASTBOUND EXIT SLIP , KEMPSTON RURAL, Bedfordshire 1st Rd: A428 2nd Rd: A421													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
40MPH	Roundabout	R'dabt ATS	Dark/lights lit	Fine	Dry	None	Refuge	None	None				
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Start	SW	NE On main	Mid junction	No	None		None	Female	25	N/
2	Pedal Cycle	No	Going ahead	SE	NW On main	Mid junction	No	None		None	Male	33	N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	2	Drv/Rider	Male	33	Slight	No	Not ped	Not ped	Not ped	Other			
Description: V2 A PEDAL CYCLE TRAV NW AT SLOW SPEED. V1 MOVES OFF FROM GREEN ATS ONTO RDBT AND COLLIDES WITH V2.													
User Information:													

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016
 Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident
 Severity < 4

No.	Area L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street			
61	E06000055	13BA0454	Slight	Wednesday	03/07/2013	10:50	502404/246123					
Location: A428 the Branston Way Metres A421 Southern Bypass, Kempston, Bedfordshire 1st Rd: A428 2nd Rd: A421												
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
40MPH	Single c'way	R'dabt Give	Daylight		Fine	Dry	None	None	None	None		
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	Van/Goods < 3.No	No	Going ahead	NW	SE On main	Mid junction	No	None	Str't ahead	Other	Male	48 -\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Drv/Rider	Male	48	Slight	No	Not ped	Not ped	Not ped	Other		
Description: V1 Trav South East on the Branston Way Fails to Negotiate Entry onto Rdbt, Carries Straight on Through Wooden Perimeter Fence, Coming to Rest in Ditch												
User Information:												
62	E06000055	13BA0558	Slight	Tuesday	27/08/2013	00:25	502446/246036					
Location: A421 Bypass on Overbridge, Eastbound at Approx 485 Metres North East of Kempston Exit Slip Road, Kempston Rural, Bedfordshire 1st Rd: A421 2nd Rd:												
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
70MPH	Dual c'way	NotJCT	Dark/no lights		Fine	Dry	None	None	None	None		
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	Car	No	Going ahead	SW	NE On main	Not at	Yes	None	O/s cent res	Cent barr	Male	35 N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Drv/Rider	Male	35	Slight	No	Not ped	Not ped	Not ped	Other		
Description: V1 Trav East when for Unkown Reason Loses Control to O/S and Hits Central Concrete Barrier.												
User Information:												
63	E06000055	118879	Slight	Friday	07/10/2016	17:01	502459/246139					
Location: MARSH LEYS ROUNDABOUT A428 ENTRY SLIP ROAD EASTBOUND A421 1st Rd: A428 2nd Rd: A421												
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
30MPH	Roundabout	R'dabt Give	Daylight		Fine	Dry	None	Refuge	None	None		
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	Car	No	Chg rt lane	NW	SE On main	Mid junction	No	None		None	Female	59 -\
2	Car	No	Going ahead	NW	SE On main	Mid junction	No	None	Offside	Barr	Male	23 -\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	2	Drv/Rider	Male	23	Slight	No	Not ped	Not ped	Not ped	Other		
Description: V1 was travelling from A428 and was in the lane to go left onto the slip road for the A421. V1 has changed their mind and turned right hitting V2 who was travelling towards Marsh Leys . V1 has crashed into V2 causing V2 to crash into railings.												
User Information:												
64	E06000055	12BA0144	Slight	Wednesday	07/03/2012	07:18	502482/245989					
Location: A428 the Frank Branston Way Metres C94 Woburn Road, Kempston, Bedfordshire 1st Rd: A428 2nd Rd: A428												
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
40MPH	Roundabout	Slip-R ATS	Daylight		Fine	Dry	None	Ped Phase	None	None		
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	M/cycle 50 - 1No	No	Going ahead	SE	NW On main	Mid junction	Yes	None		None	Male	38 -\
2	Car	No	Going ahead	SE	NW On main	Mid junction	No	None		None	Male	43 -\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Drv/Rider	Male	38	Slight	No	Not ped	Not ped	Not ped	Other		
Description: V1 was in the Wrong Lane and Indicated to Move Lanes. V2 Did Not See V1 as it was in a Blind Spot. V1 Has Braked Hard to Avoid a Collision and Lost Control.												
User Information:												

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

No.	Area L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street				
65	E06000055	12BA0663	Serious	Wednesday	19/09/2012	08:25	502492/246126						
Location: A421 Eastbound Entry Slip Metres A428 the Branston Way, Kempston, Bedfordshire 1st Rd: A421 2nd Rd: A428													
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
70MPH	Slip road	R'dabt Give	Daylight		Fine	Dry	None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Going ahead	SW	NE On main	Junt cleared	No	None		None	Male	23	-\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Pedestrian	Male	16	Serious	No	North west	Offside	In c'way	Other			

Description: V1 Has Entered the Slip Rd from the Roundabout. Cas 1 Has Ran out into the Path of V1 and V1 Has Collided with Cas 1.

User Information:

66	E06000055	57289	Slight	Sunday	03/04/2016	11:51	502507/245977						
Location: MARSH LEYS ROUNDABOUT A428 A421 1st Rd: A428 2nd Rd: A421													
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
40MPH	Roundabout	R'dabt ATS	Daylight		Unknown	Dry	None	Ped Phase	None	None			
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Stop	NE	NW On main	Mid junction	No	None		None	Male	43	-\
2	Car	No	Waiting	SE	NW On main	Mid junction	No	None		None	Male	61	-\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Passenger	Male	9	Slight	Front	Not ped	Not ped	Not ped	Other			
2	2	Passenger	Male	35	Slight	Rear	Not ped	Not ped	Not ped	Other			
3	2	Passenger	Female	56	Slight	Front	Not ped	Not ped	Not ped	Other			

Description: V2 was stationary at a red light on the Marsh Leys roundabout, Bedford. V1 has approached the red traffic light but failed to stop in time. V1 has collided with the rear of v2.

User Information:

67	E06000055	15BA0942	Slight	Sunday	11/10/2015	15:05	502516/245971						
Location: A428 MARSH LEYS ROUNDABOUT, at its Junction with C94 WOBURN ROAD, STEWARTBY, Bedfordshire 1st Rd: A428 2nd Rd: C94													
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
40MPH	Roundabout	R'dabt ATS	Daylight		Fine	Dry	None	Refuge	None	None			
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	M/cycle > 500c	No	Going ahead	SE	NW On main	Mid junction	Yes	None		None	Male	44	-\
2	Car	No	Waiting	SE	NW On main	Mid junction	No	None		None	Female	23	-\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Male	44	Slight	No	Not ped	Not ped	Not ped	Other			
2	1	Passenger	Female	54	Slight	No	Not ped	Not ped	Not ped	Other			

Description: V1 A MOTOR CYCLE TRAV NW, AROUND RDBT, LOSES CONTROL AND COLLIDES INTO REAR OF V2, STOPPED AT RED ATS.

User Information:

68	E06000055	15BA1002	Slight	Friday	16/10/2015	14:33	502544/245962						
Location: A428 MARSH LEYS ROUNDABOUT, at its Junction with C94 WOBURN ROAD, STEWARTBY, Bedfordshire 1st Rd: A428 2nd Rd: C94													
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
40MPH	Roundabout	R'dabt ATS	Daylight		Fine	Dry	None	Ped Phase	None	None			
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Going ahead	NE	SW On main	Mid junction	No	None		None	Male	40	-\
2	Car	No	Waiting	NW	SW On main	Mid junction	No	None	Nearside	Barr	Female	50	-\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	2	Drv/Rider	Female	50	Slight	No	Not ped	Not ped	Not ped	Other			

Description: V2 HAD STOPPED AT ATS FACING SW. V1 TRAVELS ONTO RDBT AT SPEED AND COLLIDES INTO REAR OF V2, PUSHING V2 INTO THE N/S BARRIER.

User Information:

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

No.	Area L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street				
69	E06000055	12BA0446	Slight	Thursday	28/06/2012	11:25	502572/246104						
Location: A421 Westbound, Kempston, Bedfordshire 1st Rd: A421 2nd Rd:													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
70MPH	Dual c'way	NotJCT	Daylight	Fine	Dry	None	None	None	Objt				
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Going ahead	E W	On main	Not at	No	None	O/s rebound	Cent barr	Male	32	-\
2	Car	No	Parked	P P	On main	Not at	No	None		None	Male	47	-\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Male	32	Slight	No	Not ped	Not ped	Not ped	Other			
Description: V2 Has Broken down and is Stopped. V1 Has Swerved to Avoid V2 and Collided with the Central Reservation and Rebounded.													
User Information:													
70	E06000055	12BA0291	Slight	Thursday	19/01/2012	13:50	502575/245994						
Location: A428 Metres A421, Kempston, Bedfordshire 1st Rd: A428 2nd Rd: A421													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
40MPH	Roundabout	R'dabt ATS	Daylight	Fine	Dry	None	Ped Phase	None	None				
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Goods > 7.5t	Art	Chg lt lane	NW SE	On main	Leave r'about	No	None		None	Untra.	-1	N/
2	Car	No	Stop	NW SE	On main	Mid junction	No	None	Nearside	Barr	Male	31	-\
3	Car	No	Going ahead	NW SE	On main	Mid junction	No	None		None	Female	30	-\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	2	Drv/Rider	Male	31	Slight	No	Not ped	Not ped	Not ped	Other			
2	3	Drv/Rider	Female	30	Slight	No	Not ped	Not ped	Not ped	Other			
Description: V1 ,2 and 3 Have Been on the Roundabout V3 Has Slowed to Allow V1 to Turn Twds Marsh Leys Distribution Centre. V2 Following V3 Has Been Unable to Stop and Swerved into the Barrier Clipping the Rear of V3.													
User Information:													
71	E06000055	12BA0770	Slight	Friday	26/10/2012	20:35	502582/246038						
Location: A421 Metres A428, Stewartby, Bedfordshire. 1st Rd: A421 2nd Rd: A428													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
40MPH	Slip road	R'dabt ATS	Dark/lights lit	Fine	Dry	None	Ped Phase	None	None				
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Stop	NE SW	On main	Junt appr	No	None		None	Female	42	-\
2	Pedal Cycle	No	Going ahead	NW SE	On main	Junt appr	No	None		None	Male	25	N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	2	Drv/Rider	Male	25	Slight	No	Not ped	Not ped	Not ped	Other			
Description: V1 Has Slowed for Ats Controlled Junction and Colliided with V2 (Cycle). V2 was Crossing at the Lights.													
User Information:													
72	E06000055	14BA1032	Slight	Wednesday	29/10/2014	17:54	502584/246050						
Location: A421 Bedford Bypass Westbound Exit Slip Metres A428 Marsh Leys Roundabout, Kempston, Bedfordshire 1st Rd: A421 2nd Rd: A428													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
40MPH	Slip road	R'dabt ATS	Dark/lights lit	Rain	Wet	None	Ped Phase	None	None				
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Going ahead	NE SW	On main	Junt appr	No	None		None	Female	37	-\
2	Car	No	Waiting	NE SW	On main	Junt appr	No	None		None	Male	43	-\
3	Car	No	Waiting	NE SW	On main	Junt appr	No	None		None	Male	23	-\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	2	Drv/Rider	Male	43	Slight	No	Not ped	Not ped	Not ped	Other			
Description: V3 and V2 Trav Sw, Were Stationary at Entry to Rdbt, Held at Ats. V1 Collided into Rear of V2, Pushing V2 into Rear of V3.													
User Information:													

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016
 Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident
 Severity < 4

No.	Area L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street			
73	E06000055	13BA0345	Slight	Thursday	16/05/2013	08:35	502618/241900					
Location: C79 Stewartby Way at Approx 470 Metres North West of B530, Stewartby, Bedfordshire 1st Rd: C79 2nd Rd:												
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
60MPH	Single c'way	NotJCT	Daylight		Fine	Wet	None	None	None	None		
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	Car	No	Going ahead	SE	NW On main	Not at	No	None	Offside	Other	Male	25 N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Drv/Rider	Male	25	Slight	No	Not ped	Not ped	Not ped	Other		
Description: V1 Trav Nw Towards Centre of Stewartby, V1 Leaves the Carriageway to its O/S Travelled Along Grass Verge Before Colliding with Traffic Management Box and Vodafone Data Boxes												
User Information:												
74	E06000056	12BA0822	Slight	Saturday	17/11/2012	23:04	502924/241236					
Location: B530 Ampthill Rd, Houghton Conquest, Bedfordshire 1st Rd: B530 2nd Rd:												
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
60MPH	Single c'way	NotJCT	Dark/no lights		Fine	Wet	None	None	None	Animal		
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	Taxi	No	Stop	S	N On main	Not at	No	None		None	Male	39 N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Passenger	Male	22	Slight	Rear	Not ped	Not ped	Not ped	Other		
Description: V1 (Taxi) Trav North Has Braked Hard Due to an Animal Being in the Rd Ahead. Cas 1 Has Been Thrown Forward												
User Information:												
75	E06000056	14BA0348	Slight	Monday	21/04/2014	14:30	502980/240953					
Location: B530 Ampthill Road 35 Metres North of Manor Farm Cottages, Houghton Conquest, Bedfordshire 1st Rd: B530 2nd Rd:												
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
60MPH	Single c'way	NotJCT	Daylight		Fine	Dry	None	None	None	None		
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	M/cycle > 500c	No	Going ahead	N	S On main	Not at	Yes	None		None	Male	43 N/
2	Car	No	Stop	N	S On main	Not at	No	None		None	Male	54 N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Drv/Rider	Male	43	Slight	No	Not ped	Not ped	Not ped	Other		
2	2	Drv/Rider	Male	54	Slight	No	Not ped	Not ped	Not ped	Other		
3	2	Passenger	Female	66	Slight	Front	Not ped	Not ped	Not ped	Other		
Description: V2 Trav South Towards Ampthill, Slows for Traffic Slowing Ahead. V1, a Motorcycle Trav Behind, Fails to React and Collides into Rear of V2.												
User Information:												
76	E06000056	134162	Slight	Monday	28/11/2016	17:38	502984/240916					
Location: B530 AMPTHILL ROAD J/W UC125 MANOR FARM COTTAGES, HOUGHTON CONQUEST, BEDFORDSHIRE. 1st Rd: B530 2nd Rd: U												
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
60MPH	Single c'way	T/Stag Give	Dark/no lights		Fine	Wet	None	None	None	None		
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	Car	No	Right turn	S	E On main	Mid junction	No	None		None	Female	27 N/
2	Car	No	Going ahead	N	S On main	Mid junction	No	None	Nearside		Male	49 N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Drv/Rider	Female	27	Slight	No	Not ped	Not ped	Not ped	Other		
2	2	Drv/Rider	Male	49	Slight	No	Not ped	Not ped	Not ped	Other		
Description: V1 driving North along B530, V1 came to a slow speed to turn right, into Manor Farm Cottages, Houghton Conquest. V1 turned towards Manor Farm Cottages and V2 was driving South along B530 and V1 collided with V2. Serious impact, both vehicles air bags deployed.												
User Information:												

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016
 Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident
 Severity < 4

No.	Area L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street				
77	E06000056	12DA1025	Slight	Wednesday	19/12/2012	17:44	503014/240265						
Location: B530 Ampthill Rd at House Name Chequers Public House, Houghton Conquest, Bedfordshire 1st Rd: B530 2nd Rd:													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
60MPH	Single c'way	Priv Give	Dark/no lights	Rain	Wet	None	None	None	None				
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Going ahead	S N	On main	Junt appr	Yes	None		None	Male	55	-\
2	Car	No	Waiting	S N	On main	Junt appr	No	None		None	Male	19	-\
3	Car	No	Wt turn rt	S N	On main	Junt appr	No	None		None	Male	22	-\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Male	55	Slight	No	Not ped	Not ped	Not ped	Other			
Description: V3 Has Slowed Waiting to Turn right into Pub Car Park. V2 Following Has Stopped Behind V3. V1 Has Failed to Stop and Collided into the Rear of V2 Pushing it into V3.													
User Information:													
78	E06000056	14BA0441	Serious	Sunday	01/06/2014	03:46	503077/241756						
Location: B530 Bedford Road 100 Metres North of Stewartby Way, Houghton Conquest, Bedfordshire 1st Rd: B530 2nd Rd:													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
60MPH	Single c'way	NotJCT	Dark/no lights	Fine	Dry	None	None	None	None				
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	M/cycle <= 50cNo	No	Going ahead	S N	On main	Not at	No	None	Offside	Sign	Male	18	+\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Male	18	Serious	No	Not ped	Not ped	Not ped	Other			
Description: V1 a Motor Cycle, Trav North, Veers off the Carriageway to the O/S and Collides with a Road Sign.													
User Information:													
79	E06000056	12DA0930	Serious	Saturday	24/11/2012	12:03	503504/242440						
Location: B530 Ampthill Rd 300 Metres South of Bedford Rd, Houghton Conquest, Bedfordshire 1st Rd: B530 2nd Rd:													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
60MPH	Single c'way	NotJCT	Daylight	Rain	Dry	None	None	None	None				
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Going ahead	SW NE	On main	Not at	No	None		None	Female	29	-\
2	Pedal Cycle	No	Going ahead	SW NE	On main	Not at	No	None		None	Male	42	N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	2	Drv/Rider	Male	42	Serious	No	Not ped	Not ped	Not ped	Other			
Description: V1 Trav Ne on B530. V2 (Cycle) Trav in Same Direction. for Unknown Reason V2 Has Wobbled and Drifted Twds the Centre of the Rd. V1 was Passing V2 at the Time and V1 Has Collided with V2 in a Glancing Impact Unseating the Cyclist.													
User Information:													
80	E06000055	12BA0739	Slight	Thursday	11/10/2012	17:10	503586/244166						
Location: C81 Manor Rd Metres B530 Bedford Rd, Kempston Hardwick, Bedfordshire 1st Rd: C81 2nd Rd: B530													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
30MPH	Single c'way	T/Stag Stop	Daylight	Fine	Dry	None	None	None	None				
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Stop	W E	On main	Junt appr	No	None		None	Female	-1	N/
2	Car	No	Wt turn lt	W E	On main	Junt appr	No	None		None	Female	58	N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	2	Passenger	Female	14	Slight	Rear	Not ped	Not ped	Not ped	Other			
Description: V2 Has Stopped at the Junction Waiting to Turn left onto the B530. V1 Has Failed to Stop and Collided into the Rear of V2.													
User Information:													

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

No.	Area L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street			
81	E06000055	13BA0652	Slight	Monday	30/09/2013	19:56	503597/244162					
Location: C81 Manor Road Metres B530 Bedford Road, Stewartby, Bedfordshire 1st Rd: C81 2nd Rd: B530												
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
40MPH	Single c'way	T/Stag Give	Dark/lights lit		Fine	Dry	None	None	None	None		
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	Car	No	Right turn	W S	On main	Mid junction	No	None		None	Female	50 N/
2	M/cycle 50 - 1No	No	Going ahead	S N	On main	Mid junction	Yes	None		None	Male	48 -\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	2	Drv/Rider	Male	48	Slight	No	Not ped	Not ped	Not ped	Other		

Description: V1 on Manor Road at T Junc, Pulls Out, turning Right, into Path of V2 Trav North, V2 Brakes Hard and Skids and Avoids Collision but Rider Falls off V2.

User Information:

82	E06000055	15DA0465	Slight	Wednesday	20/05/2015	19:15	503600/244213					
Location: B530 AMPHILL ROAD, 30 metres north of C81 MANOR ROAD, STEWARTBY, Bedfordshire 1st Rd: B530 2nd Rd:												
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
40MPH	Single c'way	NotJCT	Daylight		Other	Wet	None	None	None	None		
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	Car	No	Going ahead	S N	On main	Not at	Yes	None		None	Female	60 N/
2	Car	No	Going ahead	N S	On main	Not at	No	None		None	Female	71 N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Drv/Rider	Female	60	Slight	No	Not ped	Not ped	Not ped	Other		
2	2	Drv/Rider	Female	71	Slight	No	Not ped	Not ped	Not ped	Other		

Description: V1 TRAV NORTH, FOR REASONS UNKNOWN, DRIVER FINDS HERSELF SPINNING OUT OF CONTROL AND ENTERS OPP CARRIAGEWAY AND COLLIDES WITH ONCOMING V2.

User Information:

83	E06000055	12BA0237	Slight	Thursday	12/04/2012	12:32	503601/244179					
Location: B530 20 Metres North of C81 Manor Rd, Kempston Hardwick, Bedfordshire 1st Rd: B530 2nd Rd: C81												
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
40MPH	Single c'way	T/Stag Give	Daylight		Fine	Dry	None	None	Rdworks	None		
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	Car	No	Going ahead	N S	On main	Junt appr	No	None		None	Female	44 -\
2	Car	No	Stop	N S	On main	Junt appr	No	None		None	Male	45 -\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	2	Drv/Rider	Male	45	Slight	No	Not ped	Not ped	Not ped	Other		

Description: V1 and V2 Trav South. V2 Has Slowed Due to Road Resurfacing. V1 Has Hit the Wrong Pedal and Accelerated into the Rear of V2.

User Information:

84	E06000055	15BA0017	Serious	Friday	09/01/2015	16:10	503608/244206					
Location: B530 Ampthill Road 25 Metres North of Manor Road, Stewartby, Bedfordshire 1st Rd: B530 2nd Rd:												
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
40MPH	Single c'way	NotJCT	Daylight		Fine	Dry	None	None	None	None		
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	M/cycle 50 - 1No	No	O/T mov veh	S N	On main	Not at	Yes	Kerb		Sign	Male	51 -\
2	Goods > 7.5t	Art	Start	S N	On main	Not at	No	None		None	Male	55 -\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Drv/Rider	Male	51	Serious	No	Not ped	Not ped	Not ped	Other		

Description: V2 an Artic Lgv, Trav North, Moves off from O/S Kerb After Delivering Load. V2 Moves across 2 Lanes Towards N/S. V1 a Motor Cycle Trav North, on Seeing V2, Moves out to Overtake V2 but then Sees Central Keep left Island, Brakes and Loses Control of V1 and Falls off V1. no Impact with V2.

User Information:

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

No.	Area L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street			
85	E06000055	14BA1230	Slight	Wednesday	17/12/2014	11:13	503617/243868					
Location: B530 Bedford Road 115 Metres South of Kiln Road, Stewartby, Bedfordshire 1st Rd: B530 2nd Rd:												
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
40MPH	Single c'way	NotJCT	Daylight	Fine	Wet	None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	Van/Goods < 3.5t	No	Lt hand bend	N S	On main	Not at	No	None		None	Male	76 N/
2	Goods > 7.5t	Art	Stop	N S	On main	Not at	No	None		None	Male	39 N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Drv/Rider	Male	76	Slight	No	Not ped	Not ped	Not ped	Other		
Description: V2 an Artic Lgv Trav South, Slows on Bend on Approach to Railway Overbridge. V1 Trav Behind Fails to React and Collides into Trailer at Rear of V2.												
User Information:												
86	E06000055	13BA0212	Slight	Tuesday	02/04/2013	11:37	503660/243799					
Location: B530 Ampthill Rd at House no 1, Stewartby, Bedfordshire 1st Rd: B530 2nd Rd:												
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
40MPH	Single c'way	NotJCT	Daylight	Fine	Dry	None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	Car	No	Going ahead	SE NW	On main	Not at	No	None	N/s & reboun	None	Male	71 N/
2	Car	No	Going ahead	NW SE	On main	Not at	No	None		None	Female	66 N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Drv/Rider	Male	71	Slight	No	Not ped	Not ped	Not ped	Other		
2	2	Drv/Rider	Female	66	Slight	No	Not ped	Not ped	Not ped	Other		
3	1	Passenger	Female	67	Slight	Front	Not ped	Not ped	Not ped	Other		
Description: V1 Trav Nw. Driver of V1 Has Fallen Alseep Due to Wife Wrongly Giving Him Sleeping Tablets Instead of Painkillers. V1 Has left the Rd to the Nearside and Rebounded into the Path of Oncoming V2.												
User Information:												
87	E06000056	114137	Slight	Tuesday	20/09/2016	08:10	503663/242672					
Location: B530 AMPHILL ROAD J/W UC124 BEDFORD ROAD, HOUGHTON CONQUEST, BEDFORDSHIRE. 1st Rd: B530 2nd Rd: U124												
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
60MPH	Single c'way	T/Stag Give	Daylight	Fine	Dry	None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	Car	No	Stop	SW NE	On main	Junt appr	No	None		None	Male	-1 N/
2	Car	No	Stop	SW NE	On main	Junt appr	No	None		None	Female	29 N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	2	Drv/Rider	Female	29	Slight	No	Not ped	Not ped	Not ped	Other		
Description: V2 trav NE on B530, slows down due to a car in front turning right across the traffic into Bedford Road Houghton Conquest. Offending V1 travelling directly behind V2 has failed to stop in time and run into the rear of V2 causing damage. Both parties exchanged details but driver of V2 has later attended her doctors for an injury to be treated.												
User Information:												
88	E06000056	12DA0058	Slight	Sunday	22/01/2012	13:34	503668/242678					
Location: B530 Metres Uc124 Bedford Rd, Houghton Conquest, Bedfordshire 1st Rd: B530 2nd Rd: U												
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
60MPH	Single c'way	T/Stag Give	Daylight	Fine	Dry	None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/
1	Car	No	Going ahead	SW NE	On main	Junt appr	No	None		None	Male	74 N/
2	Car	No	Wt turn rt	SW NE	On main	Junt appr	No	None		None	Male	48 N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Drv/Rider	Male	74	Slight	No	Not ped	Not ped	Not ped	Other		
Description: V2 was Stopped Indicating to Turn Right. V1 Has Failed to Slow in Time and Collided with the Rear of V2.												
User Information:												

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

No.	Area L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street				
89	E06000056	13DA0839	Slight	Wednesday	20/11/2013	11:53	503669/242678						
Location: B530 Bedford Road Metres Ucl24 Bedford Road, Houghton Conquest, Bedfordshire 1st Rd: B530 2nd Rd: U													
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
60MPH	Single c'way	T/Stag Give	Daylight		Other	Wet	None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Stop	SW	NE On main	Junt appr	Yes	None		None	Female	20	N/
2	Car	No	Waiting	SW	NE On main	Junt appr	No	None		None	Female	-1	N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Female	20	Slight	No	Not ped	Not ped	Not ped	Other			

Description: V1 and V2 Trav Ne, V1 Behind V2. V2 Slows to a Stop for Traffic ahead turning Right. V1 Fails to Stop in Time and Skids on Slippery Road Surface Following Heavy Sleet Shower and Collides into Rear of V2.

User Information:

No.	Area L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street				
90	E06000056	12DA0823	Slight	Sunday	14/10/2012	13:34	503670/242678						
Location: B530 Ampthill Road, Metres Ucl24 Bedford Rd, Houghton Conquest, Bedfordshire 1st Rd: B530 2nd Rd: U													
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
60MPH	Single c'way	T/Stag Give	Daylight		Fine	Dry	None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Stop	SW	NE On main	Junt appr	No	None		None	Female	17	N/
2	Car	No	Waiting	SW	NE On main	Junt appr	No	None		None	Female	43	N/
3	Van/Goods < 3.	No	Waiting	SW	NE On main	Junt appr	No	None		None	Male	40	N/
4	Car	No	Wt turn rt	SW	NE On main	Junt appr	No	None		None	Male	62	N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Female	17	Slight	No	Not ped	Not ped	Not ped	Other			
2	2	Drv/Rider	Female	43	Slight	No	Not ped	Not ped	Not ped	Other			

Description: V4, Trav Ne, Has Stopped to Turn right onto the Ucl24. V3 Has Stopped Behind V4 and V2 Behind V3. V1 Has then Collided into the Rear of V2, Pushing it into V3.

User Information:

No.	Area L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street				
91	E06000056	13DA0795	Slight	Friday	08/11/2013	12:26	503681/242678						
Location: B530 Metres Ucl24 Bedford Road, Houghton Conquest, Bedfordshire 1st Rd: B530 2nd Rd: U													
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
60MPH	Single c'way	T/Stag Give	Daylight		Rain	Wet	None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Right turn	SW	SE On main	Leav main	No	None		None	Male	78	N/
2	Car	No	Left turn	NE	SE On main	Leav main	No	None	Offside	Ditch	Male	49	N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	2	Drv/Rider	Male	49	Slight	No	Not ped	Not ped	Not ped	Other			

Description: V1 Trav Ne Commences to Turn right into T Junction as V2 Trav in Opp Direction Enters Same Junction. V2 Takes Avoiding Action and Swerves to Rear of V1 and Enters Ditch in Junction.

User Information:

No.	Area L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street				
92	E06000055	13BA0522	Slight	Tuesday	16/07/2013	00:02	503694/244446						
Location: B530 300 Metres North of C81 Manor Road, Elstow, Bedfordshire 1st Rd: B530 2nd Rd:													
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
60MPH	Single c'way	NotJCT	Dark/no lights		Fine	Dry	None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Going ahead	N S	On main	Not at	Over	None	Offside	Ditch	Male	26	N/
2	Car	No	Going ahead	N S	On main	Not at	No	None		None	Male	32	N/
3	Car	No	Going ahead	N S	On main	Not at	No	None		None	Male	52	N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Passenger	Female	24	Slight	Front	Not ped	Not ped	Not ped	Other			

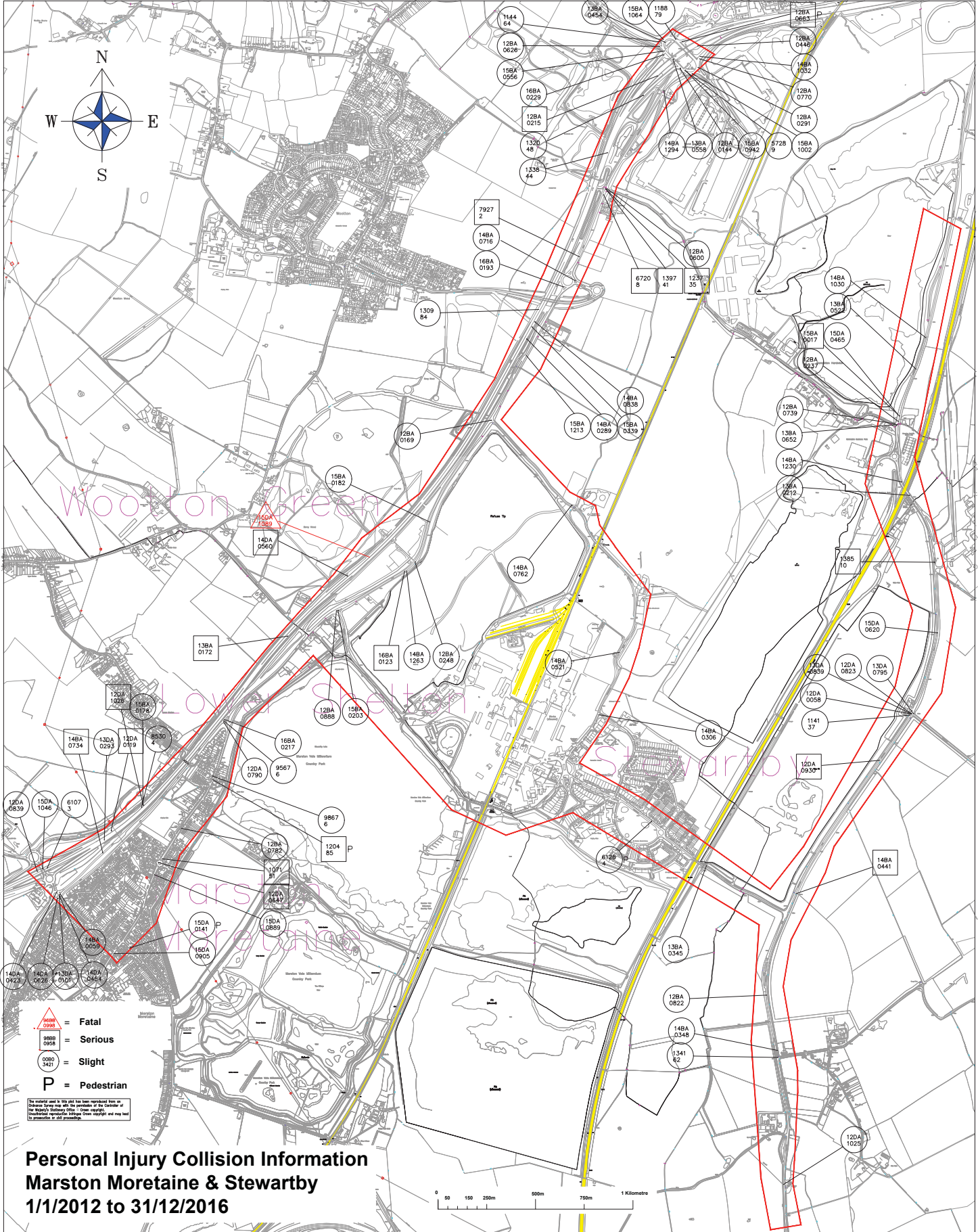
Description: V1 Trav South, Made off from Unmarked Police V2. Pursuit Commences Along B530 in South Direction, Whereby V3 another Police Joins in the Pursuit of Stopping V2. V3 Pulls Alongside V1 which Rams V3 and then V2 Before V1 is Forced off the Road by V3.

User Information:

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

No.	Area L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street				
93	E06000055	14BA1030	Slight	Tuesday	28/10/2014	16:40	503744/244607						
Location: B530 455 Metres North of Manor Road, Stewartby, Bedfordshire 1st Rd: B530 2nd Rd:													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
60MPH	Single c'way	NotJCT	Daylight	Fine	Dry	None	None	None	None				
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Going ahead	S N	On main	Not at	No	None		None	Male	31	-\
2	Car	No	Stop	S N	On main	Not at	No	None	Nearside	Tree	Female	35	-\
3	Car	No	Going ahead	N S	On main	Not at	No	None	Nearside	Tree	Male	74	-\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Male	31	Slight	No	Not ped	Not ped	Not ped	Other			
2	2	Drv/Rider	Female	35	Slight	No	Not ped	Not ped	Not ped	Other			
3	3	Drv/Rider	Male	74	Slight	No	Not ped	Not ped	Not ped	Other			
4	2	Passenger	Male	18	Slight	Front	Not ped	Not ped	Not ped	Other			
Description: V2 Trav North, Indicates to the N/S to Pull over for Oncoming Ambulance with Lights and Sirens On. V1 Trav Behind Fails to React and Collides into the Rear of V2. V2 Leaves the Road to the N/S and Hits a Tree. V1 Rebounds off to Opp Carriageway and Hits V3, Trav Behind Ambulance.													
User Information:													
94	E06000056	138510	Serious	Friday	18/11/2016	13:15	503788/243456						
Location: B530 AMPHILL ROAD 50 METRES NORTH OF J/W THICKTHORN LANE, HOUGHTON CONQUEST, BEDFORDSHIRE. 1st Rd: B530 2nd Rd:													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
40MPH	Single c'way	NotJCT	Daylight	Fine	Dry	None	None	Rdworks	None				
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Going ahead	S N	On main	Not at	No	None	Nearside	None	Male	18	N/
2	Car	No	Chg rt lane	N S	On main	Not at	OT	None	Nearside	None	Female	58	-\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Male	18	Serious	No	Not ped	Not ped	Not ped	Other			
Description: V2 has been stationary sat at red temporary traffic signals travelling south towards Houghton Conequest. Traffic signals have changed to green for V2. V2 has pulled out where V1 has been oncoming. F/o/s of V1 has collided with veh f/o/s of V2. V2 has rolled coming to rest verge side.													
User Information:													
95	E06000056	15DA0620	Slight	Tuesday	04/08/2015	15:23	503803/243094						
Location: B530 AMPHILL ROAD, 300 metres south of THICKTHORN LANE, HOUGHTON CONQUEST, Bedfordshire 1st Rd: B530 2nd Rd:													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
60MPH	Single c'way	NotJCT	Daylight	Fine	Dry	None	None	None	None				
Veh	Vehicle type	Towing	Manoeuvr	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	O/T mov veh	S N	On main	Not at	Over	None	Offside	Ditch	Male	42	-\
2	Car	No	Going ahead	S N	On main	Not at	No	None		None	Male	47	-\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Male	42	Slight	No	Not ped	Not ped	Not ped	Other			
Description: V1 TRAV NORTH BEHIND V2. ON SHORT STRAIGHT, V1 COMMENCES OVERTAKING V2. V1 MOVES BACK TO THE N/S BUT COLLIDES WITH FRONT OF V2. V1 SPINS OUT OF CONTROL TO THE O/S OF THE ROAD AND ENTERS DITCH ON ITS ROOF.													
User Information:													



**Personal Injury Collision Information
Marston Moretaine & Stewartby
1/1/2012 to 31/12/2016**

- = Fatal
 - = Serious
 - = Slight
 - = Pedestrian
- The material used in this plot has been reproduced from an Ordnance Survey map. All the positions of the Central or New Street Railway Station - Cross signals, level crossings, telephone masts, etc. are subject to alteration or still possible.



Job Name:	Millbrook Power
Job Number:	40335
Title	Accident Analysis

Combined AM / PM to AADT	Growth Factors		
	Factor 1 Bedford Road	Factor 2 Green Lane	Factor 3
4.85	4.27		Factor 4



Accidents on Links															
Link Reference	Link Description	Observed Data					Anticipated (National) Data								
		Total Observed Accidents	AM Peak	PM Peak	Combined AM / PM	Approx AADT	Link Length (Km)	Rate (P/AMV-km)	DMRB Link No.	Speed Limit	DMRB Description	Link only Accident Rate	Link & Junction Accident Rate	Link only Accident Rate	Link & Junction Accident Rate
1	Green Lane - between Bedford Rd Junction and Kimberley College	0	451	332	783	3343	1.0	0.00	8	60	Older SZ A Roads	0.15	0.26	1	2
2	Bedford Road - between Green Lane and Slip Road to South	0	866	887	1753	8520	0.7	0.00	8	60	Older SZ A Roads	0.15	0.26	2	3
3	Bedford Road - between Green Lane and Broadhead Road	4	729	719	1448	7037	1.3	0.24	8	60	Older SZ A Roads	0.15	0.26	3	4
4	Green Lane - between Level Crossing and Churchill Close	0	119	130	249	1063	0.5	0.00	8	60	Older SZ A Roads	0.15	0.26	0	0
5	Green Lane - between Kimberley College and Level Crossing	0	141	109	250	1068	0.3	0.00	9	30	Older SZ A Roads	0.23	0.66	0	0

Prepared by:	P. Cullen
Checked by:	
Date of 1st Issue:	
Revision:	

Rev Mark	Revision Description	Date	Check

Job Name: Millbrook Power
 Job Number: 40335
 Title: Accident Analysis

Growth Factors			
Factor 1	Factor 2	Factor 3	Factor 4
Bedford Road	Green Lane		
4.86	4.27		

Combined AM / PM to AADT



Year of Count Data: NA

Junction Reference	Junction Description	Total Observed Accidents	Junction Type	Priority with Ghost Island	Coef 'a'	Power 'b'	Formula Type	AM & PM peak inflow		AM & PM Major Arm Minor Arm (s)	Major Arm AADT	Minor Arm AADT	(f)	2000 BASE		2014	
								AM & PM Major Arm	AM & PM Minor Arm					(A) Predicted accidents per year	Total Anticipated accidents in 5 years	(A) Predicted accidents per year	Total Anticipated accidents in 5 years
								(s)	(s)					0.609	3 D	0.996	Minor, NBU
1	Bedford Road Priority Junction with Green Lane	2		2	0.195	0.46	C	993	577	4826	2464	11.89	0.609	0.996	0.58	3	

Observed Accidents at Junctions

FORMULA
 Anticipated Accidents
 $A_N = A_0 \times \beta^N$
 where:
 β = Accident Rate (Table XX)
 N = number of years
 $A = a (f)^b$

FORMULA TYPE Reference	Description
C =	Cross product combined inflow from two major opposing links multiplied by the sum of inflows on other one or two minor links in thousands of vehicles per annual average day
I =	Inflow value of total inflow from all links in thousands of vehicles per annual average day

Rev Mark	Revision Description	Date	Check

Prepared by:
 Checked by:
 Date of 1st Issue:
 Revision:

Appendix 5.1 – Outline Construction Environmental Management Plan

Millbrook Power Project

Outline Construction Environmental Management Plan

On behalf of Millbrook Power Limited



Contents

1	Introduction	1
1.1	Overview and Project Description	1
2	Outline CEMP – General Information	5
2.1	Introduction	5
2.2	Register of Environmental Aspects	5
2.3	Risk Assessments.....	5
2.4	Method Statements	6
2.5	Site Environmental Standards.....	7
2.6	Environmental Management System	7
2.7	Public Relations / complaints procedures	8
2.8	Monitoring and Measurement.....	8
2.9	Roles and Responsibilities	8
3	Outline CEMP – Specific Measures	10
3.1	Introduction	10
3.2	Noise and Vibration.....	10
3.3	Air Quality.....	12
3.4	Ground Conditions	14
3.5	Water Quality and Resources	19
3.6	Ecology	20
3.7	Landscape and Visual.....	22
3.8	Historic Environment	23
3.9	Artificial Lighting.....	23
3.10	Traffic and Transport.....	24
3.11	Waste Management.....	25
4	Conclusions.....	27

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1 Introduction

1.1 Overview and Project Description

1.1.1 This document is the outline Construction Environmental Management Plan (outline CEMP) for the Millbrook Power Project (hereafter referred to as the 'Project'). The Project comprises an up to 299 Megawatts (MW) gas fired peaking power generation plant designed to produce electricity, along with associated development, such as a gas connection and electrical connection. This outline CEMP has been prepared by Peter Brett Associates LLP (PBA) on behalf of Millbrook Power Limited (MPL), (the 'Applicant').

1.1.2 The Project will be located in an area known as 'the Marston Vale' between Milton Keynes and Bedford with the approximate centre of the Project Site at grid reference 501373, 240734).

1.1.3 The up to 299 MW gas fired peaking power generation plant element of the Project constitutes a Nationally Significant Infrastructure Project (NSIP) pursuant to the Planning Act 2008 (PA 2008) and therefore requires development consent under that Act. The Applicant is therefore applying for a development consent order (DCO); this outline CEMP is provided as part of that application.

1.1.4 The Project would comprise:

- a new Power Generation Plant in the form of an Open Cycle Gas Turbine (OCGT) peaking power generating station, fuelled by natural gas with a rated electrical output of up to 299 MW. This is the output of the generating station as a whole, measured at the terminals of the generating equipment. The Power Generation Plant comprises:
 - generating equipment including one Gas Turbine Generator with one exhaust gas flue stack and Balance of Plant (together referred to as the 'Generating Equipment'), which are located within the 'Generating Equipment Site';
 - a new purpose built access road from Green Lane to the Generating Equipment Site (the 'Access Road' or the 'Short Access Road');
 - a temporary construction compound required during construction only (the 'Laydown Area');
- a new underground gas pipeline connection, approximately 1.8 km in length (the 'Pipeline') to bring natural gas to the Generating Equipment from the National Transmission System (the 'Gas Connection'). The Gas Connection also incorporates an Above Ground Installation (AGI) at the point of connection to the National Transmission System; and
- a new electrical connection to export power from the Generating Equipment to the National Grid Electricity Transmission System (NETS) (the 'Electrical

Connection'), comprising an underground double circuit Tee-in. This would require one new tower (which will replace an existing tower and be located in the existing Grendon – Sundon transmission route corridor, thereby resulting in no net additional towers). This option would require two SECs, one located on each side of the existing transmission line, and both circuits would then be connected via underground cables approximately 500 m in length to a new substation (the 'Substation').

- 1.1.5 The Generating Equipment, Access Road and Laydown Area are together known as the 'Power Generation Plant' and are located within the 'Power Generation Plant Site'. The Power Generation Plant Site is approximately 12.5 ha in area.
- 1.1.6 The Power Generation Plant, Gas Connection, and Electrical Connection, together with all access requirements are referred to as the 'Project'. The land upon which the Project would be developed, or which would be required in order to facilitate the development of the Project, is referred to as the 'Project Site'. The Project Site is approximately 48 ha in area. The Project is described in more detail in Chapter 3.
- 1.1.7 A full glossary of defined terms is presented in Appendix 1.1 of the ES.
- 1.1.8 The Project Site and all elements of the Project listed above are shown on Figure 1.2 of the ES.

1.2 Purpose of the document

- 1.2.1 This document provides a framework from which a final CEMP will be produced by the Contractor prior to construction of the Project. The purpose of a CEMP is to provide mitigation against potentially adverse construction impacts on environmental resources, local residents and businesses. It will form the management framework for the planning and implementation of construction activities in accordance with the environmental commitments identified as part of the application for a DCO or any subsequent requirements, section 106 agreements or equivalent. The final CEMP will remain a live document and will be updated as required throughout construction.
- 1.2.2 This outline CEMP is informed by the Environmental Statement (ES) (Document Reference 6.1) and associated DCO application documents.
- 1.2.3 Schedule 2 of the DCO includes a requirement that prior to the commencement of development of the various works packages which make up the Project, the undertaker (via its Contractor) must submit a final CEMP to the local planning authorities, (namely CBC and BBC) for approval. The CEMP submitted must be substantially in accordance with this outline CEMP and must include certain items (see below). Such final CEMP(s) will be developed after any grant of a DCO, in conjunction with, or by, the main contractor/s appointed for such works once the timescales for the detailed implementation are defined.
- 1.2.4 The contractor's final CEMP must, under the requirement in the DCO, include the following:

- the construction and phasing programme;
- liaison procedures to discuss and agree all relevant construction aspects with the relevant planning authority;
- complaints procedures;
- nuisance management including measures to avoid or minimise the impacts of construction works (covering dust, lighting, noise and vibration);
- A waste management strategy;
- an assessment of the site specific risks to and mitigation measures designed to protect controlled waters (surface and groundwaters) including pollution incident control;
- procedures for crossing watercourses (by reference to best practice methods);
- landscape and visual impact mitigation (specifically the protection of trees and hedgerows to be retained in accordance with BS 5837: 2012 (or its updates) and a scheme to minimise visual intrusion of the construction works);
- security measures;
- measures for the maintenance of construction equipment;
- restoration of site following completion of construction; and
- liaison procedures with all other contractors working within Rookery Pit regarding programmed construction movements and processes.

1.2.5 In addition to the CEMP, the following documents will be used to implement specific environmental mitigation during the construction phase. The CEMP will provide a signpost to these additional documents:

- A Written Scheme of Investigation to detail procedures for topsoil stripping to record features of archaeological significance;
- A Landscape and Ecology Mitigation and Management Strategy;
- A Phase 2 ground investigation; and
- A Construction Traffic Management Plan.

1.2.6 The contractor's final CEMP will provide information on:

- A register of environmental aspects [the effects of the Project];
- Risk assessments;

- Method statements;
- Site environmental standards;
- Environmental Management System;
- Public relations (including the set-up of a Community Liaison Group);
- Monitoring and measurements;
- Roles and responsibilities;
- Training and awareness;

1.2.7 This outline CEMP is considered to provide sufficient information, based on best practice guidance and references to mitigation measures set out in the ES to act as a framework for the final CEMP and to provide assurance to the decision maker and stakeholders that all appropriate measures will be taken forward to the construction phase through the submission and approval of a final CEMP prior to the commencement of each of the numbered works which comprise the Project.

1.2.8 An overview of the Project Site and the activities relating to construction for the Power Generation Plant, Gas Connection and Electrical Connection is provided in Chapter 3 of the ES.

2 Outline CEMP – General Information

2.1 Introduction

2.1.1 This section of the document sets out the general information which should be included within the contractor's final CEMP and is not necessarily linked to a specific environmental topic area. Section 3 of this document covers specific considerations for environmental topics linked to the items listed above at paragraph 1.2.4. Preparation of the final CEMP will be consistent with the best practice advice on CEMPs contained within Chapter 10 of BS42020 (or its updates).

2.2 Register of Environmental Aspects

2.2.1 A register of Environmental Aspects will be produced as part of the final CEMP. This Register will be used to inform the environmental procedures to be undertaken on the construction site (e.g. any specifically identified environmental risks) and to provide a tool for construction teams when preparing construction method statements or field briefings.

2.2.2 This register would cover several environmental topic areas and would be regularly updated to reflect any additional risks resulting from the main contractor/s selected methods of working, changing site conditions etc. Risks (and other relevant aspects) would be identified under the following general headings:

- Noise & Vibration;
- Air Quality;
- Pollution and Groundwater
- Surface Water;
- Ecology;
- Landscape and Visual Impacts;
- Archaeology and Cultural Heritage;
- Artificial Lighting; and
- Traffic and Transport;

2.3 Risk Assessments

2.3.1 The majority of construction activities undertaken on-site will be subject to an environmental risk assessment which will be required by the final CEMP, which will:

- Identify potential significant environmental impacts or effects that can be anticipated;
- Assess the impact or effects and probability of risks from these;
- Identify the control measures to be taken and re-calculate the risk; and
- Report where an unacceptable level of residual risk is identified so that action can be taken through design changes, re-scheduling of work or alternative methods of working in order to reduce the risk to an acceptable level.

2.3.2 The results of risk assessments, and their residual risks are only considered acceptable if:

- The severity of outcome is reduced to the lowest practical level;
- The number of risk exposures are minimised;
- All reasonably practical mitigating measures have been taken; and
- The residual risk rating is reduced to a minimum.

2.3.3 The findings of the risk assessment and in particular the necessary controls would be explained to all contractors before the commencement of the relevant works using an agreed instruction format (e.g. Toolbox Talks). The controls will be agreed by the Project developer's environmental staff (or appropriately experienced personnel).

2.3.4 The risk assessments would be kept and filed to be checked/reported against.

2.4 Method Statements

2.4.1 Method statements would be completed by all contractors required to undertake work on the Project Site, in consultation with the Project developer's engineers (or appropriately experienced personnel), on-site environmental staff and, where necessary, environmental specialists. Their production would include a review of the environmental risks and commitments referred to in section 2.3, so that appropriate control measures are developed and included within construction processes.

2.4.2 Method statements would be reviewed by the Site Manager or appointed delegate and, where necessary, by an appropriate environmental specialist.

2.4.3 The Contractor and / or in conjunction with the Contractor's Environmental staff shall decide which of the works have environmental implications using the following criteria:

- The work may result in an adverse effect on the environment or human health; and /or

- the work is adjacent to a surface water drain or water body.

2.4.4 Where the works have environmental implications, the method statements will be passed to the main contractor and Project developer's environmental staff for approval prior to work commencing. Work would then need to be carried out in accordance with the approved method statements.

2.4.5 Where required, method statements would also be submitted to the relevant enforcement agencies (Environment Agency, Natural England, Environmental Health Officer etc.). Method statements should contain at least the following information:

- Location of the activity and access/egress arrangements;
- Work to be undertaken and methods of construction;
- Plant and materials to be used;
- Labour and supervision requirements;
- Health, safety and environmental considerations; and
- Any permit or consent requirements beyond those already obtained (including the DCO).

2.5 Site Environmental Standards

2.5.1 Site Environmental Standards will be agreed between the main contractor and Project developer and will detail the minimum measures that should be achieved for general operations falling outside the risk assessment/method statement procedure. These will be determined on a case by case basis and through consideration of e.g. site conditions or weather conditions. The site environmental standards would be designed to cover the majority of construction activities in accordance with the ES and Requirements associated with the DCO.

2.5.2 These will cover issues such as storage of materials, management of waste, dust, noise and vibration, and water pollution control. The standards will be printed on A3 posters, placed on site notice boards and used as a briefing tool on site. These standards will also form the basis of Toolbox talks which will inform all contractors working on site of the potential environmental risks arising from construction activities.

2.6 Environmental Management System

2.6.1 Following construction, an Environmental Management System (EMS) for commercial operation will be developed and designed to comply with ISO 14001 or an equivalent recognised standard.

2.6.2 Implementation of ISO 14001 is key to work undertaken by MPL and the use of an Environmental Management Plan for commissioning based on ISO 14001

(or similar) will be used to support implementation and compliance with the DCO and the Environmental Permit that will be required for operation of the Project under the Environmental Permitting (England and Wales) Regulations 2016.

2.7 Public Relations / complaints procedures

2.7.1 The following steps will be taken to make the public aware of the activities on site and the available lines of communication with MPL:

- A Community Liaison Group will be set up;
- Neighbouring occupiers will be notified of the start of site works and the likely duration of the overall construction phase;
- A telephone number for environmental complaints will be published locally to the Project Site;
- The main contractor will maintain a close liaison with the council's Environmental Health Officer (EHO) at all times;
- Should any unforeseen event occur within the construction site that has the potential to cause off-site pollution then the contractor will notify the EHO as soon as possible.

2.8 Monitoring and Measurement

2.8.1 Regular site inspections will be carried out by the Site Manager or delegate which will assess the potential for environmental impacts to arise from construction works.

2.8.2 Particular notice will be taken during and following extreme weather events, when working in areas of known or potential contamination, and when particularly hazardous activities are being carried out. Method Statements will be required where the risk assessment has identified a significant risk to the environment (see section 2.4 above).

2.8.3 In the event of any environmental incident the most senior representative of the main contractor will take the role of the responsible person and will take charge of the situation. The responsible person will take immediate steps to eliminate the impact on the environment and mitigate/minimise any environmental damage through immediate preventative action (e.g. use of spill response kits) or by contacting the relevant regulatory body.

2.9 Roles and Responsibilities

2.9.1 Suggested specific roles and responsibilities for the implementation of the final CEMP are described below:

2.9.2 The MPL Project Director would have overall responsibility for the environmental performance throughout the construction period and will ensure

that appropriate resources are made available, and environmental control and any agreed or appropriate protection measures are implemented.

2.9.3 The Site Manager would be appointed the responsibility for co-ordinating and managing all the environmental activities during the construction phase. The role would involve carrying out the following duties:

- Develop and review the final CEMP and specialist procedures in accordance with this Outline CEMP;
- Lead the appointment of construction environmental specialists;
- Review method statements for environmental aspects prior to works starting;
- Ensure delivery of environmental training to personnel within the project team;
- Monitor construction activities and performance to ensure compliance with the final CEMP and that identified and appropriate control measures are being effective;
- Act as a main point of contact between the regulatory authorities and the Project on environmental issues;
- Monitor construction activities and performance to ensure control measures are effective;
- Maintain full records of the progress of any environmental works;
- Implement an auditable environment record system;
- Maintain regular contact and liaison with the Environmental Specialists and MPL Project Director;
- Carry out audits as required by the final CEMP; and
- Implement and monitor measures to ensure correct waste minimisation, segregation and disposal.

3 Outline CEMP – Specific Measures

3.1 Introduction

3.1.1 This section outlines some of the specific design and mitigation measures which will be used in the final CEMP for the Project in order to limit impacts on noise and vibration, air quality, ground conditions, water quality and resources, ecology, the historic environment, traffic and transport, and landscape and visual receptors. It will additionally outline the measures to prevent impacts arising from artificial lighting and also consider any waste management measures.

3.2 Noise and Vibration

3.2.1 An assessment of the likely significant noise and vibration effects resulting from construction of the Project has been undertaken and this is set out in Chapter 7 of the ES.

3.2.2 This section outlines the potential sources of noise and vibration created by construction works and the methods of mitigation proposed to reduce these impacts which should be adopted in a final CEMP.

3.2.3 All construction activities will be undertaken in accordance with the recommendations of BS 5228 'Noise and Vibration Control on Construction and Open Sites' - Part 1 Noise and Part 2 Vibration.

3.2.4 This standard details the legislative background to noise control, along with the recommended procedures for effective liaison between developers, site operators and local authorities. Methods of how to minimise the impact of site noise on workers and local residents are also provided.

3.2.5 Additionally, the final CEMP will implement working methods agreed with the Local Authorities (namely CBC and BBC) which may include conditions regarding one or more of the following:

- Working Hours;
- Noise / vibration action levels (at noise sensitive locations);
- Working Practices (site equipment, methodology etc.);
- Noise / vibration mitigation measures (corrective actions).

3.2.6 The final CEMP will include at least the following measures:

- The contractor shall ensure that plant used has a known noise / vibration output, so that accurate data can be used in any assessment if required;

- Only plant conforming with relevant national or international standards, directives or recommendations on noise or vibrations emissions would be used;
- Approved routes and programming for the transport of construction materials, spoil and personnel to reduce the risk of increased noise and vibration impacts due to the construction of the Project;
- Construction plant will be operated and maintained appropriately, having regard to the manufacturer's written recommendations or using other appropriate operation and maintenance programmes which reduce noise and vibration emissions;
- The use of temporary sound reducing screens/enclosures around plant and activities (where necessary or possible) which provide 10dB of noise attenuation from construction activities;
- All vehicles and plant will be switched off when not in use;
- Vehicle and mechanical plant used for the purpose of the works should be fitted with effective exhaust silencers, to be maintained in good working order and operated in such a manner as to minimise noise emissions. The contractor should use plant items that comply with the relevant EU/UK noise limits applicable to all equipment;
- All ancillary plant such as generators, compressors and pumps would be positioned so as to cause minimum noise disturbance (e.g. as far away as practicable from sensitive receptors);
- A requirement to use mufflers on pneumatic tools;
- Where practicable, rotary drills actuated by hydraulic or electrical power should be used for excavating hard materials;
- The use of non-reciprocating construction plant where practicable;
- Drop heights are to be minimised and chutes are to be used where possible;
- Loading and unloading of vehicles, dismantling of equipment such as scaffolding or moving equipment or materials around the Project Site will be conducted in such a manner as to minimise noise / vibration generation. The targeting, where possible, of noisy work at times which minimise disturbance;
- If any abnormal operations occur which lead to noise levels in excess of the agreed planning limits (e.g. any equipment malfunction), the operator will inform the local authority and residents of the reasons for these operations, and the anticipated period.

3.3 Air Quality

- 3.3.1 An assessment of the Air Quality impacts resulting from the development has been undertaken and this is set out in Chapter 6 of the ES.
- 3.3.2 Relevant air quality mitigation measures are outlined in Chapter 6 of the ES and in the Statement of Engagement of Section 79(1) of the Environmental Protection Act 1990 (Document Reference: 5.5). However, the following provides an outline of the processes which could be employed in the final CEMP in order to reduce dust, particulate matter and exhaust emissions during construction.
- 3.3.3 Construction activities associated with the greatest potential for dust generation are:
- Earthworks including topsoil excavation, handling on site and deposition;
 - Handling and storage of materials (including loading and unloading);
 - Wind blow across disturbed/exposed site surfaces and materials; and
 - Mechanical operations such as crushing, drilling, concrete mixing and cutting.
- 3.3.4 In order to ensure the employment of best practical means to minimise the risk of adverse effects from construction dust and causing nuisance or damage, specific control measures are proposed as follows:

Site Planning

- Prior to commencing works, the site manager must have regard to weather conditions and the dust generating potential of material to be excavated. The final CEMP will provide further details about specific considerations and actions to be taken in different scenarios;
- Plan site layout to maximise distance from plant/stockpiles etc. to sensitive receptors (as defined in the ES); and
- Removal of dusty materials from site as soon as possible.

Construction Traffic

- Loads entering and leaving the site with dust generating potential should be covered and wheel washing facilities made available;
- The performance of the wheel washing system will be maintained by the regular removal of settled sediment from within the sump;
- Plant and wheel washing to be carried out in a designated area;
- No idling of vehicles;

- Vehicles to comply with site speed limits;
- Water assisted sweeping of local roads to be undertaken if material is tracked out of site on to Green Lane or Houghton Lane;
- Hard surfacing (e.g. access roads) installed as soon as practicable on site following commencement of construction; and
- Site roads should be cleaned regularly, and damped down if necessary to prevent nuisance dust.

Site Activities

- Exposed soils should be re-vegetated as soon as practicable;
- Minimise dust generating activities during prolonged dry, dusty weather unless damping / other suppressants are used;
- Use water as dust suppressant where applicable;
- Ensure any site machinery is well maintained and in full working order;
- Ensure equipment available for cleaning spills etc is available at all times; and;
- Fine material should be delivered to site in bags.

3.3.5 Good site management practices (e.g. adherence to guidance such as ‘control of dust and emissions from construction and demolition, best practice guidance’ 2006) during the construction works will help to prevent the generation of airborne dust. It will be the responsibility of the nominated main contractor and site manager to ensure through the CEMP that sufficient precautionary measures to limit dust generation are undertaken.

3.3.6 Standard mitigation measures for low risk sites, taken from the Institute of Air Quality Management (IAQM) document ‘Dust and Air Emissions Mitigation Measures’ tables would also be applied. These are:

- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken. Make the complaints log available to the local authority when asked.;
- Record any exceptional incidents that cause dust and/or air emissions, either on- or off- site, and the action taken to resolve the situation in a log book.
- Avoid bonfires and burning of waste materials on site; and
- Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.

3.4 Ground Conditions

3.4.1 An assessment of the likely significant effects on ground conditions resulting from construction of the Project has been undertaken and this is set out in Chapter 10 of the ES.

3.4.2 This section outlines some of the specific design and mitigation measures which will be used in the final CEMP for the Project in order to limit impacts on ground stability, contaminated land and groundwater.

3.4.3 The final CEMP must require the following:

- The carrying out of a Foundation Works Risk Assessment (FWRA) by the contractor once the proposed foundation solutions are known, which will then form part of the CEMP. This will be in accordance with ‘Piling and Penetrative Ground Improvements Methods on Land Affected by Contamination: Guidance on Pollution Prevention, NGCLC report NC/99/73’ and is required to ensure that the proposed foundations do not adversely affect the water environment beneath the site.
- Construction activities will be carried out in full compliance with appropriate health and safety legislation, at current amendments, and with reference to appropriate guidance documents and approved Codes of Practice published by the Health and Safety Executive (HSE), including where appropriate, HSE Guidance Note HS (G) 66 “The Protection of Workers and the General Public during the Redevelopment of Contaminated Land” HMSO 1991.
- Where there is the potential for instability to occur, temporary works measures including trench sheeting in any excavations will be utilised.

3.4.4 Methods to protect soils and agricultural land will include:

- Stockpiling of any excavated materials in discreet horizons, in reverse order of excavation to test whether any can be re-used on site and also to ensure that proper reinstatement (where appropriate) can take place;
- Methods to prevent compaction of soils such as constructing access roads first and ensuring traffic only uses designated access routes;
- Ensuring any exposed soils are re-vegetated as soon as practical to prevent excess runoff or wind erosion and all agricultural land required temporarily during construction would be reinstated, with a five-year aftercare plan to ensure land is returned to its former productivity.
- The following procedures would be applied if unidentified contaminant “hotspots” showing visual or olfactory evidence of contamination are discovered during construction works:

— Stop work immediately;

- Report the discovery to the Site Manager;
 - Seal off the area to contain the spread of contaminants;
 - Clear the area to ensure there is nothing that could cause fire or explosion;
 - Contact the regulator or local authority once it is confirmed that contamination is found;
 - Arrange for testing to be carried out and agree changes to the existing contamination strategy;
 - Record details of the incident, including photos and relevant information on the Environmental Incident Report Form; and
 - Any soils which are considered to be contaminated hotspots) will be removed and disposed of by a suitably licensed contractor or treated on-site.
- Any material which is excavated and free from visual and olfactory evidence of contamination will be stockpiled and tested to assess its suitability for reuse on the Project Site.
 - If significant groundwater flows are encountered within excavations, then temporary dewatering pumps will be implemented.
 - In the relation to the potential to induce mixing of confined groundwater bodies by construction of piled foundations, the design and construction will be undertaken in accordance with EA guidance 'Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination' (EA, 2001), and therefore will follow best practice to ensure that groundwater mixing does not occur.
 - All water from dewatering activities shall either be transported off site by a suitably licensed contractor or treated on site. Any proposed discharges to existing land drains (or other surface water bodies) will be undertaken in accordance with the requirements of the Environment Agency (EA) Regulatory Position Statement on temporary water discharges from excavations.
 - Where soils are imported onto the Project Site then they shall be subject to testing to ensure they are not contaminated.
 - The imposition of speed restrictions onsite to minimise disturbance of bare surfaces. Measures shall also be put into place to ensure that the length of time bare surfaces are left exposed are minimised.
 - The imposition of the following measures in accordance with the EAs Pollution Prevention Guidance to ensure that silt laden runoff, arisings or chemicals are not allowed to enter watercourses:

- testing of arisings to see whether they are suitable for reuse on site;
 - siting stockpiles well away from watercourses;
 - covering stockpiles in inclement weather;
 - use of impermeable liners; and
 - use of fixing agents.
- Water inflows to excavated areas will be minimised by the use of lining materials, good housekeeping techniques and by the control of drainage in order to prevent the contamination of ground water.
 - To minimise the risk of coming into contact with potentially contaminated materials, contractors should comply with the measures set out in the following documents:
 - Protection of Workers and the general public during the development of contaminated land (HSE 1991); and
 - If applicable, a guide to safe working on contaminated sites R132 (CIRIA 1996).
 - Construction workers will wear appropriate personal protective equipment (PPE) for the nature of works being undertaken. This will involve standard site PPE, plus overall, gloves and eye protection where required.

3.4.5 Additional mitigation measures that should be implemented are:

- Eating, drinking and smoking will be limited to a designated ‘clean’ area of the Project Site;
- Project Site welfare facilities will be made available;
- All workers will be required to wash their hands and remove overalls/boots when moving from ‘dirty’ to ‘clean’ areas of the Project Site;
- Any soils excavated which are considered to be potentially contaminated (e.g. visual or olfactory evidence) will be reported to site management and left alone until their appropriate treatment. Suitable training will be provided to site personnel to ensure the correct identification of potentially contaminated soils by olfactory means;
- Water inflows to excavated areas will be minimised by the use of lining materials, good housekeeping techniques and by the control of drainage and construction materials in order to prevent the contamination of ground water. Site personnel will be made aware of the potential impact on ground and surface water associated with certain aspects of the construction works to further reduce the incidence of accidental impacts;

- Measures should be taken to avoid/minimise the potential for fuel and chemical spills. A spill response procedure will also apply on-site; and indicative procedure is shown below.

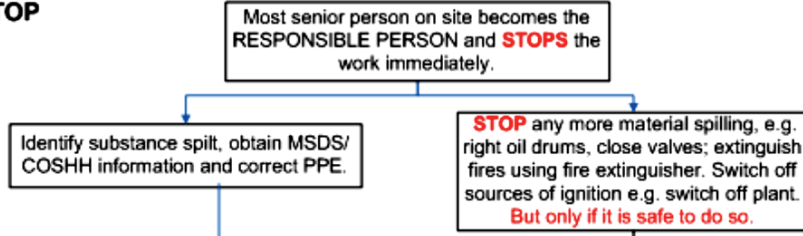
Insert 3.1 - Emergency Spill Response Procedure

EMERGENCY SPILL RESPONSE PROCEDURE

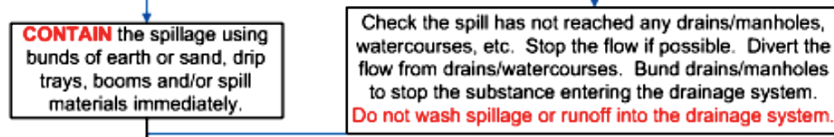
What to do if you find a spillage of any substance on site.

STOP – CONTAIN – NOTIFY – CLEAN UP – INVESTIGATE

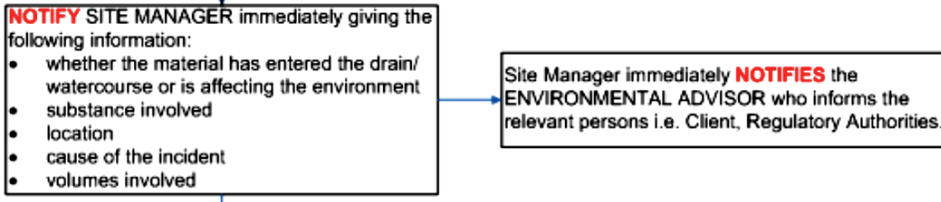
STOP



CONTAIN



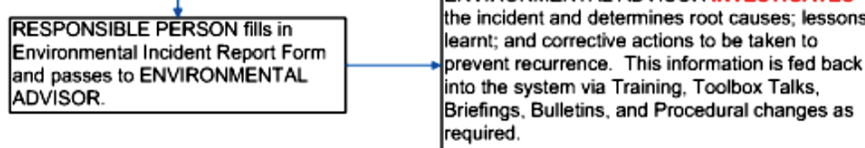
NOTIFY



CLEAN UP



INVESTIGATE



SPILLAGE TYPE

MAJOR	Cannot be controlled; pollution has entered or could enter a drain or watercourse. Report to Site Manager/Environmental Advisor immediately.
MINOR	Can be controlled; pollution has not entered, and cannot enter a drain or watercourse

3.5 Water Quality and Resources

- 3.5.1 An assessment of the likely significant effects on water quality and resources from the construction of the Project has been undertaken and this is set out in Chapter 9 of the ES.
- 3.5.2 This section outlines some of the specific design and mitigation measures which will be used in the final CEMP for the Project in order to limit impacts on surface water.
- 3.5.3 All construction activities will be undertaken in accordance with Requirements attached to the DCO (specifically Requirement 7) and should include best practice working methods to prevent water pollution, including:
- siting stockpiles away from watercourses;
 - refuelling on designated areas of hardstanding and supplied with appropriate spill kits and bunded bowser to be located away from watercourses and surface drains; and
 - installing construction site drainage.
- 3.5.4 The most appropriate crossing methods will be used for watercourses in the context of the Gas Connection which may include open cut or horizontal direct drilling techniques. Further detail is provided in section 3.5 of the ES.
- 3.5.5 All oil and chemical storage tanks and areas where drums are stored will be surrounded by an impermeable bund and located away from watercourses in accordance with COSHH Regulations 2002 and the Control of Pollution (Oil Storage) Regulations 2001. Single tanks will be within bunds sized to contain 110 per cent of capacity and multiple tanks or drums will be within bunds sized to contain the greater of 110 per cent of the capacity of the largest tank or 25 per cent of the total tanks contents. Empty drums and any drums that are identified as leaking will be removed from the Project Site as soon as possible and disposed of appropriately in accordance with the relevant legislation;
- 3.5.6 Any surface water contaminated by hydrocarbons will be passed through oil/grit interceptors prior to discharge.
- 3.5.7 Precautions will be undertaken to ensure that silt laden runoff, arisings or chemicals are not allowed to enter watercourses including the following:
- Siting stockpiles well away from watercourses;
 - Covering stockpiles in inclement weather;
 - Use of impermeable liners; and
 - Use of fixing agents.
- 3.5.8 Water inflows to excavated areas will be minimised by the use of lining materials, good housekeeping techniques and by the control of drainage in order to prevent the contamination of ground water

3.6 Ecology

- 3.6.1 An assessment of the ecological impacts resulting from the development has been undertaken and this is set out in Chapter 8 of the ES.
- 3.6.2 The LEMMS for the Project (Appendix 11.3 of the ES) will ensure that any habitats of ecological value that would have been created as part of the LLRS (in the absence of the Project) will be incorporated into the design of the Project. These include surface water management ditches, and areas of tree and scrub planting. Should the construction of the Access Road result in the loss of any vegetation, this would be replanted with appropriate native species. In addition, the enhancement of retained vegetation and creation of new habitats, through tree and hedgerow planting and new ponds (as detailed in the LEMMS) would be expected to result in a net gain in biodiversity.
- 3.6.3 This section outlines some of the specific design and mitigation measures which will be used in the final CEMP for the Project in order to limit impacts on ecology.
- 3.6.4 Appropriate regard for the protection of habitats and protected species during the construction works will be included within the final CEMP and will incorporate the following measures:
- Haul routes would be established at appropriate locations within the Project Site (away from sensitive residential receptors, waterbodies and the hedgerows and woodland adjacent to the Power Generation Plant Site). The construction laydown area would also be prepared which would include offices and welfare facilities for the management team and construction workers. Site fencing will be used to prevent access to areas outside working areas, particularly in areas adjacent to features of ecological value; and
 - Procedures will be implemented to address site safety issues, including storage of potentially dangerous materials;
 - Best practice method statements would be set out prior to construction;
 - Briefings and instruction would be given to contractors regarding the biodiversity issues associated with the Project Site.
- 3.6.5 With regard to specific protected species, the following control measures will be implemented through the final CEMP:

Great Crested Newts

- 3.6.6 The management measures identified below are required in order to avoid the incidental mortality/ injury of great crested newts during the implementation of the Project, and to ensure that the favourable conservation status of the local great crested newt population is maintained.
- Any requirement to carry out the works under a precautionary method statement included within the CEMP or a derogation licence issued by

Natural England to ensure that no newts are harmed during the construction process, will be determined prior to construction.

- If required, appropriate mitigation measures will involve the appropriate timing of works, avoidance of suitable terrestrial habitat as far as possible, and the careful removal/ dismantling by hand of any suitable refugia beneath the footprint of the works.
- The working width of the Gas Connection through the hedgerows will be minimised as far as possible and gaps will be used in the hedgerows to reduce the habitat loss; and
- Given that construction is due to commence six years after the 2014 great crested newt surveys were completed; updated surveys may be required to confirm the management and/or mitigation measures. This approach has been agreed with NE.

Reptiles

3.6.7 As there is the potential to impact reptile populations during construction of the Project, the following mitigation measures would be applied to displace reptiles present into areas of retained habitat within and adjacent to the Project Site prior to construction works commencing:

- Progressive removal of suitable low-lying vegetation, including long grass, ruderals and scrub, using hand-held tools. The final stages of clearance to ground level should take place during suitable climatic conditions at a time of year when reptiles are active (generally April to September inclusive).
- Dismantling of any potential hibernacula or refugia by hand, including compost heaps and log piles.
- Where appropriate, ground level clearance work will be overseen by a suitably experienced ecologist who would relocate any reptiles encountered to an area of suitable retained habitat within and adjacent to the site.
- Following the clearance of vegetation, the vegetation will be maintained at ground level to prevent re-colonisation prior to works commencing.
- Given that construction is due to commence six years after the 2014 reptile surveys were completed; updated surveys may be required to confirm the management/mitigation measures that will be implemented.

Breeding birds

3.6.8 Any clearance or cutting of woody vegetation will avoid the breeding bird season (generally taken to be March to August inclusive) in order to avoid the destruction of active birds' nests. If this is not possible, the vegetation will be checked prior to removal for the presence of any active birds' nests. If active nests are present, an appropriate exclusion zone will be retained around the

nest and such works will be delayed until the young birds have fledged and the nest becomes inactive.

Bats

3.6.9 The Project layout has been designed to ensure that the tree and scrub-lined Access Road, which was found to constitute an important resource for foraging and commuting bats will be retained. Similarly, the plantation woodland edge, field margins and road side hedgerows will be retained (as outlined in the LEMMS).

3.6.10 No night time construction working would be undertaken at the Project Site (ie outside of permitted construction working hours).

3.6.11 The lighting scheme associated with the Project has been sensitively designed to minimise potential impacts on bats (see section 3.9 below).

3.7 Landscape and Visual

3.7.1 An assessment of the likely significant landscape and visual effects resulting from construction of the Project has been undertaken and this is set out in Chapter 11 of the ES.

3.7.2 This section outlines some of the specific design and mitigation measures which will be used in the CEMP for the Project in order to limit landscape and visual impacts.

3.7.3 The construction period is of a limited duration (approximately 22 months), significant mitigation to limit landscape and visual impacts is not anticipated. However, the following measures will be adopted in the final CEMP:

- Land / vegetation clearance will be limited to the minimum necessary for the works;
- Temporary protection of vegetation and other vulnerable features to be retained would be undertaken in accordance with prevailing best practice;
- Temporary storage of soils and other material considered of value for retention. Where practical stockpiles would be sited to screen the construction works from sensitive receptors where appropriate, such as public rights of way and residential properties in close proximity to the Project Site;
- Construction areas will be laid out to minimise adverse impacts arising from temporary structures, construction activities and lighting;
- Construction roads will use the same alignment as permanent access roads where possible;
- Use of construction site lighting outside the construction working hours that are set out as a requirement in the DCO will be restricted to the

minimum necessary for workforce and public safety, and for security.
Directional luminaries will be used to limit unwanted light spill;

- Maintenance will be undertaken to ensure tidy and contained site compounds;
- Hoardings will be erected around the area of construction works, for reasons of creating a visual barrier to construction activities and also as a safety measure, to prevent access to the general public.
- The removal of all temporary structures and stockpiles when no longer required, and prompt reinstatement of construction areas will be carried out;
- Reinstatement of all agricultural land required temporarily during construction and a five-year aftercare plan to seek to ensure land is returned to its former productivity will be undertaken;
- Replacement of all trees, shrubs and hedgerows removed to accommodate the utility Connections, subject to National Grid planting constraints, will be undertaken.

3.8 Historic Environment

- 3.8.1 An assessment of the likely significant effects on the historic environment resulting from construction of the Project has been undertaken and this is set out in Chapter 13 of the ES.
- 3.8.2 Although the potential impacts on archaeology are likely to be very limited, they cannot be ruled out completely.
- 3.8.3 A Written Scheme of Investigation (WSI) will be prepared for the Project and intrusive works (including topsoil stripping) will be undertaken along the route of the Gas Connection and Electrical Connection prior to construction. This is secured as a Requirement to the DCO (Requirement 9).

3.9 Artificial Lighting

- 3.9.1 This section outlines some of the specific design and mitigation measures related to artificial lighting which will be used in the final CEMP for the Project.
- 3.9.2 The Project Site will require artificial lighting during construction to provide a safe working site during hours of darkness.
- 3.9.3 The contractor should follow guidance and legislation relevant to lighting, including:
 - Institution of Lighting Professionals (ILP) Guidance Notes for the Reduction of Obtrusive Light, (2011)

- The English Department for Communities and Local Government (DCLG) Guidance on Lighting in the Countryside: Towards Good Practice (1997)
- Assessment of the Problem of Light Pollution from Security and Decorative Light produced by Temple and NEP Lighting Consultancy on behalf of Defra
- The Bat Conservation Trust – Bats and Lighting in the UK (May, 2009)..
- The Bat Conservation Trust (BCT) – Statement on the Impact and Design of Artificial Light on Bats.
- Environmental Protection Act 1990 (as amended)

3.9.4 The general design objectives that will be used to ensure that potential adverse effects of lighting associated with construction of the Project are minimised are listed below:

- Use appropriately designed luminaires for the task at hand;
- Use louvres and shields to prevent undesirable light break-out;
- Construction lighting should be directed away from all sensitive receptors;
- Preference should be given to several, lower lighting units rather than tall, wide beam lighting units to illuminate large areas as it will limit light trespass, glare and sky glow from the Project Site;
- Vehicle lights should be properly directed (conforming to MOT requirements) and lenses must be intact to prevent un-necessary glare and light intrusion;
- Lighting should be reduced or switched off when not required for safety purposes. Security lighting should be kept at the minimum level needed for visual and security protection; and
- Motion sensitive lighting will be used in order to avoid unnecessary lighting.

3.9.5 Light fittings will comply with the specifications and the requirements of CIE 150 (2003) and Institute of Lighting Engineer's Guidance Notes for the Reduction of Obtrusive Light.

3.9.6 Arrangements for construction lighting following these principles will be set out in the final CEMP.

3.10 Traffic and Transport

3.10.1 An assessment of the likely significant effects resulting from Traffic and Transport has been undertaken and this is set out in Chapter 12 of the ES.

3.10.2 Separate to this CEMP, to manage the impact of the construction phase movements, an outline Construction Traffic Management Plan has been developed and is included as Appendix 12.4 of the ES (Document Reference 6.2). The DCO requires that a final CTMP is agreed with the relevant Authorities and adhered to during the construction of the Project (Requirement 11). The CTMP includes the following:

- a Route Management Plan to direct HGVs away from the sensitive local transport network;
- a traffic management scheme at the junction with Green Lane and the Access Road to control queuing and to ensure no blocking of the railway develops;
- a traffic management scheme for the Gas Connection access at Houghton Lane;
- a traffic management scheme for the Electrical Connection access at Station Lane;
- the Construction Vehicle Parking Strategy to control the vehicle generation and minimise impact on the surrounding area;
- a footpath management plan to ensure any footpath route affected by the works are protected, and that the pedestrians may use them safely; and
- an Abnormal Load Delivery Strategy to manage the delivery to site of the major items of plant and apparatus that are indivisible.

3.11 Waste Management

3.11.1 This section outlines some of the specific design and mitigation measures in relation to waste management which will be used in the final CEMP for the Project.

3.11.2 The Project will operate in full accordance with the Waste Framework Directive, the EPR and the Waste (England and Wales) Regulations 2011 (where relevant). The Applicant, at all phases of the Project, will apply the waste hierarchy which will focus on;

- Prevention;
- Re-use;
- Recycling;
- Other recovery (e.g. energy recovery); and
- Disposal.

3.11.3 Where hazardous waste is transported from the Project Site, it will be handled in accordance with relevant regulations (e.g. by a registered waste carrier and in line with the hazardous waste regulations (2005)), and, where necessary, be transported in sealed tankers.

3.11.4 As part of the construction works, there is likely to be limited potential for the generation of waste associated with the Power Generation Plant given that the LLRS will ensure that a level platform is created in the base of the Rookery South Pit on which to site the Generating Equipment. However, where possible waste will be re-used on site.

3.11.5 The final CEMP must:

- provide for the submission of construction method statements for approval by the local authority
- provide for the stockpiling of excavated spoil and testing for Waste Acceptance Criteria (as defined in the Landfill (England and Wales) (Amendment) Regulations 2005), to determine whether it can be re-used on- or off-site
- provide for the testing and removal, as appropriate, of any water from de-watering activities which will be handled by a suitably licensed waste contractor; and
- require that structures and equipment for the Project will be made of materials suitable for recycling as far as is practicable.

4 Conclusions

- 4.1.1 This outline CEMP provides a framework on which the construction contractor should base a more detailed and CEMP which will be implemented during construction of the Project.
- 4.1.2 Although no likely significant effects are predicted as a result of the construction phase of the Project, the mitigation measures outlined herein will ensure that the lowest level of risk possible is placed on the environment.
- 4.1.3 Mitigation measures have been outlined to limit potential impacts of noise, air quality, ground conditions, surface water, ecology, historic environment, landscape and visual, artificial lighting, traffic and transport and waste. These mitigation measures should be taken forward for further consideration when preparing the final CEMP.
- 4.1.4 It has also outlined a series of general best practice principles which should be adhered to, including; a register of environmental impacts, the production of risk assessments and method statements, the adherence to Site Environmental Standards, dealing with public relations, the monitoring and measurement of construction activities and the roles and responsibilities of key site staff.

Appendix 5.2 – Method Statement - Traffic Management at the Proposed Site Access

MILLBROOK POWER LIMITED DEVELOPMENT
METHOD STATEMENT – TRAFFIC MANAGEMENT

Prepared by: John Hopkins

Date: January 12th, 2015

1. Introduction

- 1.1 Peter Brett Associates LLP has been commissioned by Millbrook Power Limited to resolve all transport matters relating to the development of land at the former clay extraction pit at Rookery South, in Stewartby, Bedfordshire. This land shown in Figure 1 is proposed to be developed into a Power Generation Plant.
- 1.2 The site is to be accessed by a simple priority junction on Green Lane, located 75m to the south-east of the Stewartby Rail Station level crossing. The proposed access is shown on drawing reference 31116/2001/06.
- 1.3 This Method Statement has been prepared by Peter Brett Associates LLP to detail the proposed traffic management scheme to be implemented at this Development access during the construction phase.

2. Traffic management control requirements

- 2.1 The proposed site vehicle access is located adjacent the Stewartby Rail Station level crossing on Green Lane. This permanent site access will be constructed in advance of the Power Generation Plant construction works, and will form the main Development vehicle access.
- 2.2 Whilst the predicted construction vehicle movements are likely to be limited – peaking at 60 vehicle movements per hour – Network Rail has expressed concerns that any significant queuing arising from vehicles waiting to turn right into the Development could back on to the level crossing, hence obstruct rail movements.
- 2.3 As discussed and agreed with Network Rail, a temporary traffic light controlled traffic management scheme will be implemented during the construction of both the access and the Power Generation Station to ensure the efficient movement of vehicles along Green Lane, and to ensure that no obstructions to the rail occur.
- 2.4 The predicted daily operational vehicle movements are much less than in the construction phase. Network Rail has concurred that these do not require any such traffic management.

3. Approval process

- 3.1 The Green Lane traffic management scheme is within the jurisdiction of two local highway authorities - Bedford Borough Council and Central Bedfordshire Council.
- 3.2 The traffic management scheme has been prepared in accordance with the Highways Agency's Chapter 8 Traffic Signs Manual (2009), and is shown on the attached drawing reference 31116//2001/06. The detail of these scheme proposals will be agreed with the local highway authorities and Network Rail before implementation on site.
- 3.3 Prior to first use, the scheme will be set out on site, and will be inspected and approved by the local highway authorities and Network Rail. Any necessary amendments will be made.



4. Traffic Management Scheme

Hours of operation

- 4.1 The traffic management scheme will be temporary, only operating during the construction working hours. Outside of these construction working hours, the signs and lights will be removed so that traffic can flow unobstructed.

Traffic management scheme

- 4.2 This traffic management scheme consists of the following:

- i) advance temporary access and traffic signal control signing on all approaches;
- ii) temporary stop line signage on all approaches;
- iii) manually-operated three-stage traffic signal controls to all approaches. Whilst the Site Exit and Green Lane Northbound approaches will be provided with a standard three aspects light, the Green Lane Southbound approach will be provided with an additional green right turn filter aspect as well as the standard three aspects light;

Signal phases

- 4.3 The traffic signal scheme will have three stages:

- i) Stage 1 – for normal operation - allowing the Green Lane North- and Southbound movements, all Site Exit movements stopped;
- ii) Stage 2 – when a vehicle approaches to turn into the Site - allowing Green Lane Southbound movements and the inward Site Access movements. The Site Exit and Green Lane Northbound movements will be stopped; and
- iii) Stage 3 - allowing Site Exit movements, the Green Lane North- and Southbound movements will be stopped.

5. Operational procedure

Maintenance and back-up

- 5.1 All signal apparatus will be maintained in accordance with the manufacturer's / supplier's recommendations.
- 5.2 A set of "Stop Go" boards will be held on site in case of an emergency.

Daily establishment

- 5.3 The traffic management scheme will be set up each working day prior to any arrivals of construction traffic on site. A member of the contractor's staff will be nominated to ensure that the traffic management scheme has been set out as agreed.

Signal Operative

- 5.4 A member of staff will be nominated as the Signal Operative to operate the traffic signal controls manually at all times that the traffic signals are in place.
- 5.5 This Signal Operative:



- i) will be suitably trained;
- ii) will confirm that the traffic management has been established each day as agreed prior to operation, and will report to the senior site staff any shortfall;
- iii) will be provided with a heated shelter, with simple welfare facilities immediately available to minimise the need to be absent;
- iv) has the sole role on site of operating the traffic signals, any duties relating to security or the recording of movements will be undertaken by others;
- v) have a suitably-trained deputy to relieve him for breaks; and
- vi) will report to the senior site staff any problems with the traffic management.

Procedure - approaching Southbound vehicle to enter the Site

- 5.6 Upon sighting any vehicle approaching southbound along Green Lane indicating to turn into the Site Access, the Signal Operative will advance the traffic light phase immediately to Stage 2.
- 5.7 Upon the amber / red aspect being provided for Green Lane Northbound movements, the additional green arrow aspect will be provided to the Green Lane Southbound movements without the need to provide a red aspect. This will enable the approaching Southbound vehicle to clear the junction as quickly as possible, with minimal development of a queue.
- 5.8 As soon as the entering vehicle has cleared, the Signal Operative will advance the traffic light phase immediately to Stage 1 again.
- 5.9 The approaching vehicle will be moved into the Site as soon as possible, any queries or security matters will be addressed by the Gate Keeper and not the Signal Operative.

Procedure - approaching Southbound vehicle to enter the Site

- 5.10 Upon sighting any vehicle exiting the Site approaching the Site Access, the Signal Operative will review the vehicle movements along Green Lane, and when convenient advance the traffic light sequence to Stage 3.
- 5.11 It is accepted that the vehicles exiting the Site Access have a lower priority than those moving along Green Lane, and at no point should the Site Access green aspect cause the queue to extend to the level crossing.
- 5.12 As soon as the exiting vehicle has cleared, the Signal Operative will advance the traffic light phase immediately to Stage 1 (or Stage 2 as appropriate).

6. Review

- 6.1 The scheme will be reviewed on a regular basis with all the local highway authorities and Network Rail as part of a monthly traffic management meeting. Any issues will be raised at this meeting, and if necessary this Method Statement be amended to reflect any agreed changes.

7. Emergency Procedure



- 7.1 The Signal Operative will be provided with a charged mobile telephone, and with Network Rail's emergency contact number and the signal control room should there be any concern with the level crossing.
- 7.2 The contact number for Network Rail's national fault control centre is 0121 345 6546.
- 7.3 Should the traffic lights fail during the working day, these will be replaced immediately with the "Stop Go" boards to ensure Green Lane is not subject to any congestion, with additional manpower being provided as appropriate.



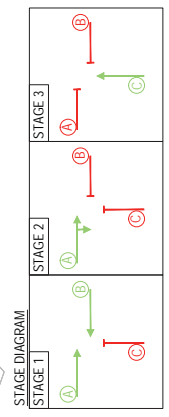
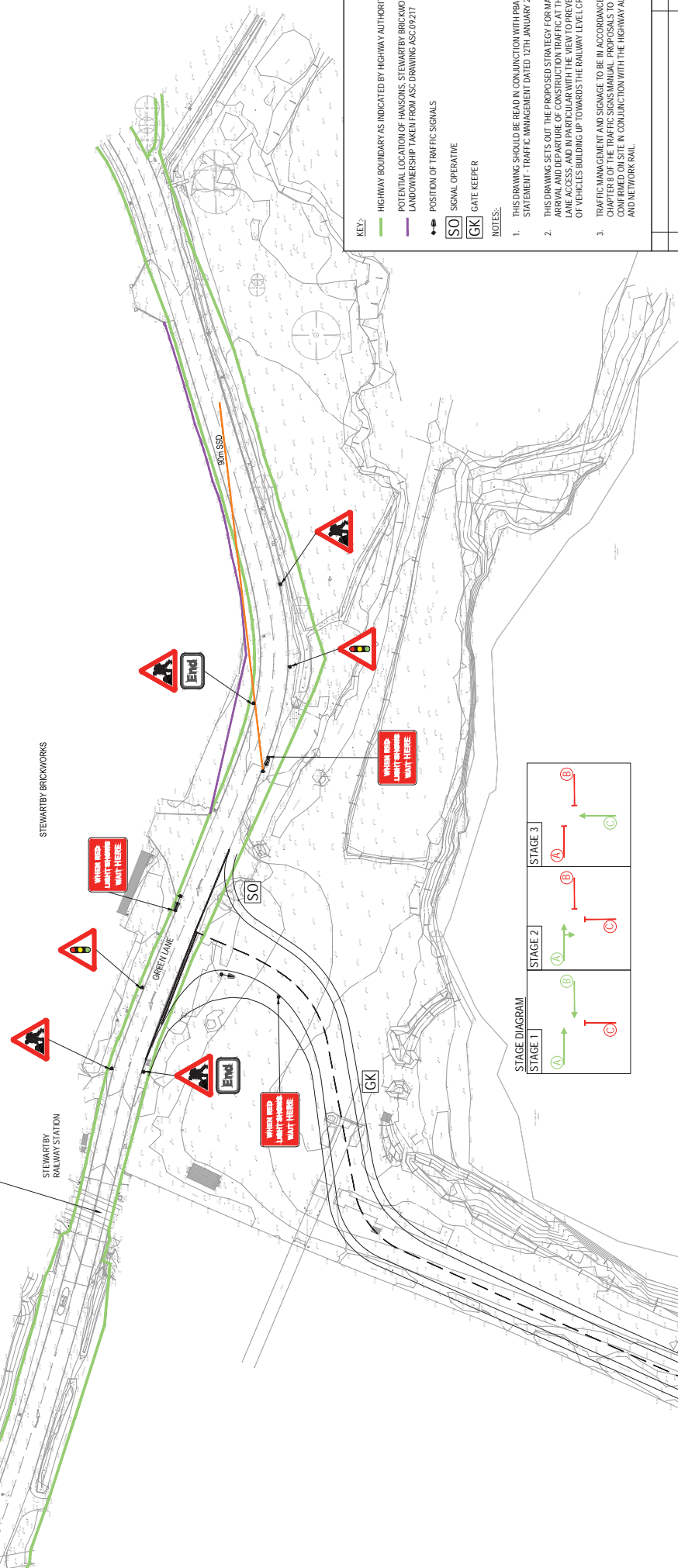


EXISTING LEVEL CROSSING

STEWARTBY RAILWAY STATION

GREEN LANE

90m SSD



- KEY:**
- HIGHWAY BOUNDARY AS INDICATED BY HIGHWAY AUTHORITY RECORDS
 - POTENTIAL LOCATION OF HANSONS, STEWARTBY BRICKWORKS LANDOWNERSHIP TAKEN FROM ASC DRAWING ASC.09.217
 - POSITION OF TRAFFIC SIGNALS
 - SIGNAL OPERATIVE
 - GATE KEEPER

NOTES:

1. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH PRAMETHOD STATEMENT - TRAFFIC MANAGEMENT DATED 12TH JANUARY 2015.
2. THIS DRAWING SETS OUT THE PROPOSED STRATEGY FOR MANAGING THE ARRIVAL AND DEPARTURE OF CONSTRUCTION TRAFFIC AT THE GREEN LANE ACCESS AND IN PARTICULAR WITH THE VIEW TO PREVENT COLLISIONS OF VEHICLES BUILDING UP TOWARDS THE RAILWAY LEVEL CROSSING.
3. TRAFFIC MANAGEMENT AND SIGNAGE TO BE IN ACCORDANCE WITH CHAPTER 8 OF THE TRAFFIC SIGNS MANUAL. PROPOSALS TO BE CONFIRMED ON SITE IN CONJUNCTION WITH THE HIGHWAY AUTHORITIES AND NETWORK RAIL.

Mark	Revision	Drawn	Date	Checked

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.

UTILITIES NOTE: The position of any existing public or private sewers, utility poles, pipes or apparatus shown on this drawing is for information only and does not constitute a guarantee of their position or depth. The Contractor is to be responsible for their own investigation where in the presence of any existing sewers, cables, pipes or apparatus may affect the operations.

INFORMATION

Client
Millbrook Power
 ROOKERY PIT, MILLBROOK POWER PLOT
 PROPOSED GREEN LANE ACCESS JUNCTION
 PRIORITY T JUNCTION AND ACCESS - CONSTRUCTION
 ACCESS TRAFFIC MANAGEMENT STRATEGY

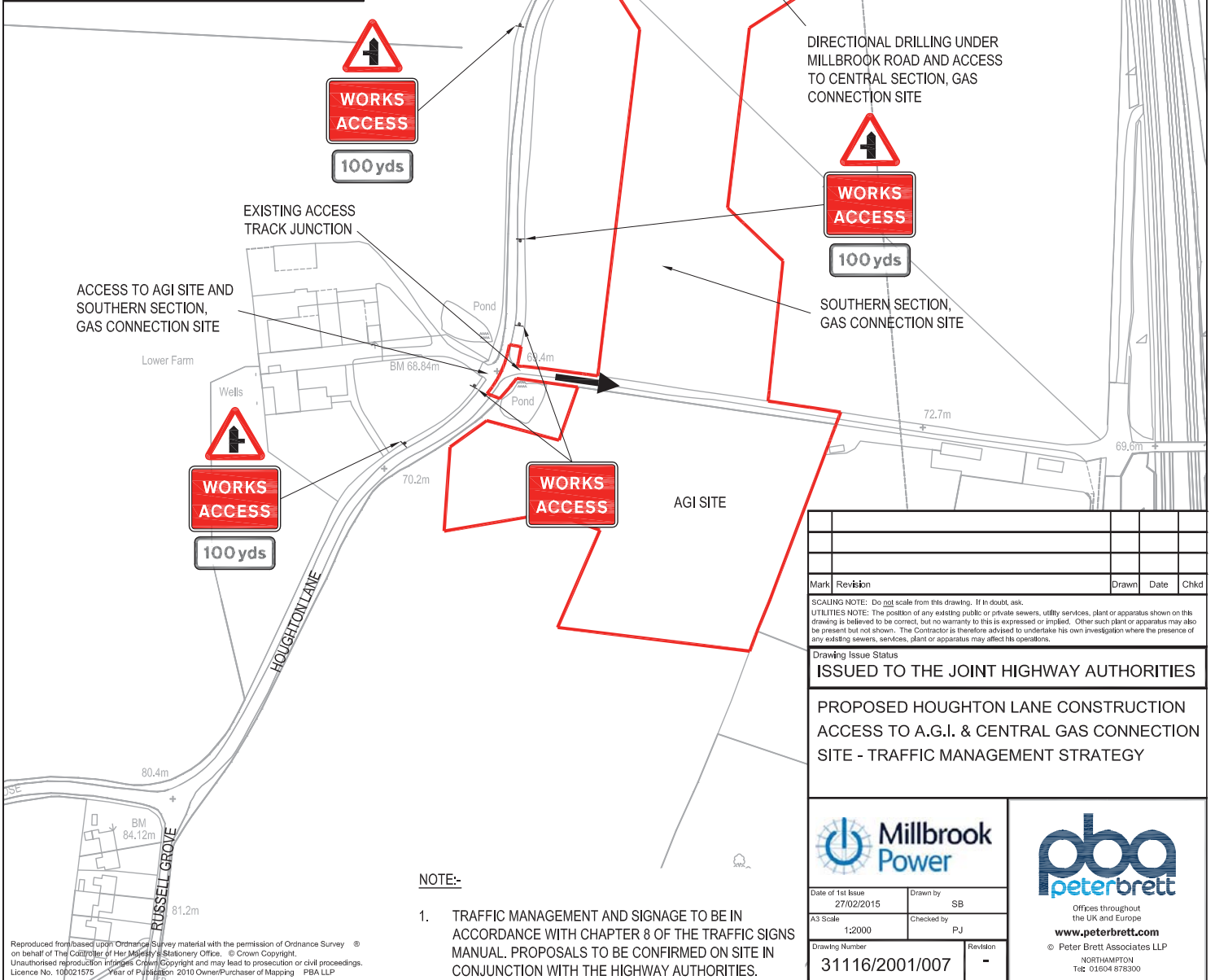
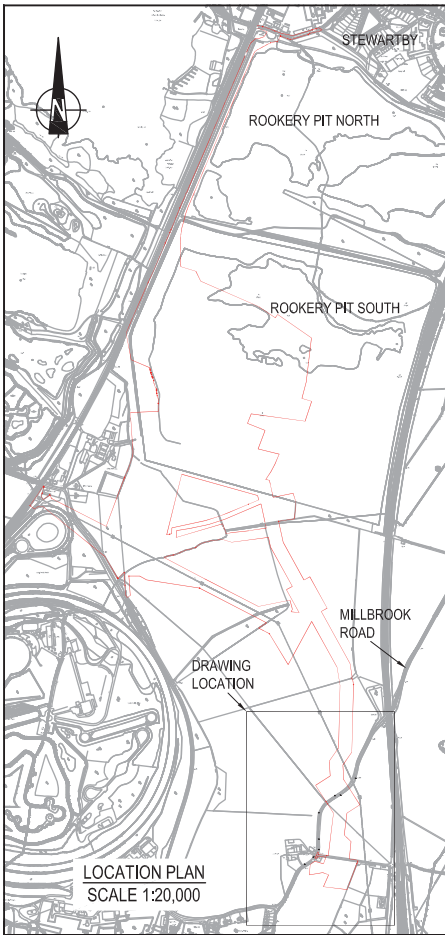
Drawings Number: **31116/2001/006**

Revisions: -

Date of the Issue: 12.01.15
 Drawn by: SB
 AT Scale: 1:500
 Checked by: PJ

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Appendix 5.3 – Traffic Management at the Houghton Lane Construction Access



Mark	Revision	Drawn	Date	Chkd

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Drawing Issue Status
ISSUED TO THE JOINT HIGHWAY AUTHORITIES
 PROPOSED HOUGHTON LANE CONSTRUCTION
 ACCESS TO A.G.I. & CENTRAL GAS CONNECTION
 SITE - TRAFFIC MANAGEMENT STRATEGY

Millbrook Power

Date of 1st Issue	27/02/2015	Drawn by	SB
A3 Scale	1:2000	Checked by	PJ
Drawing Number	31116/2001/007	Revision	-

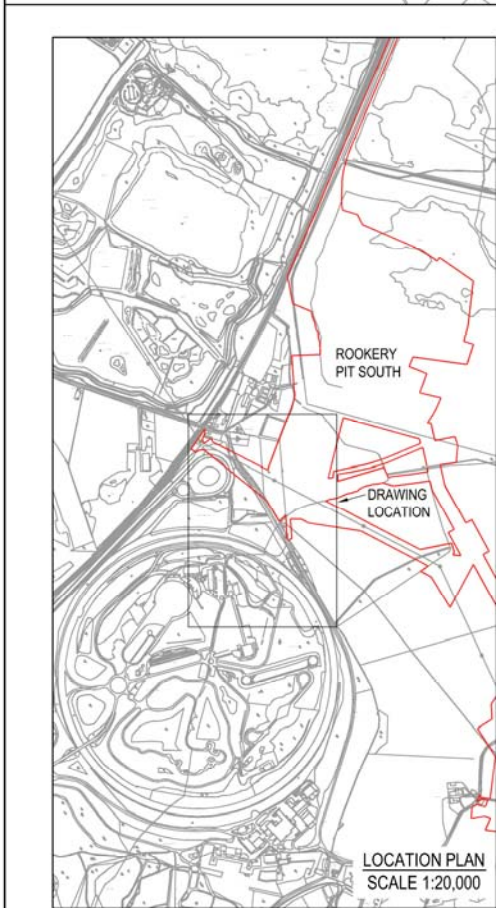
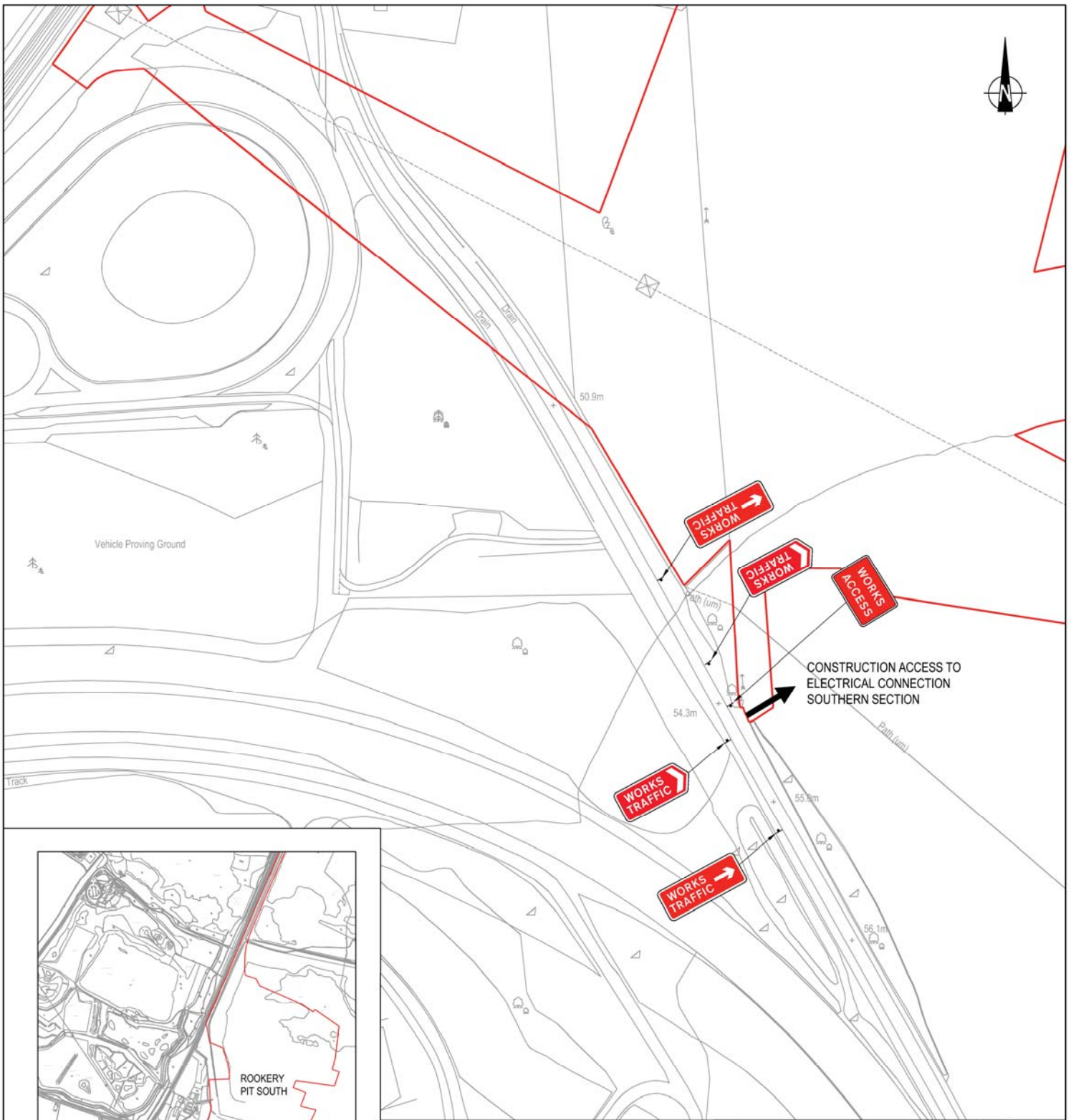
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- NOTE:-**
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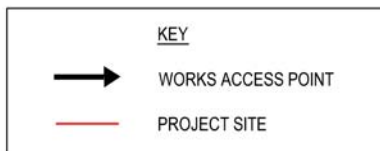
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Appendix 5.4 – Traffic Management at the Station Lane Construction Access



NOTE:-

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Mark	Revision	Drawn	Date	Chkd

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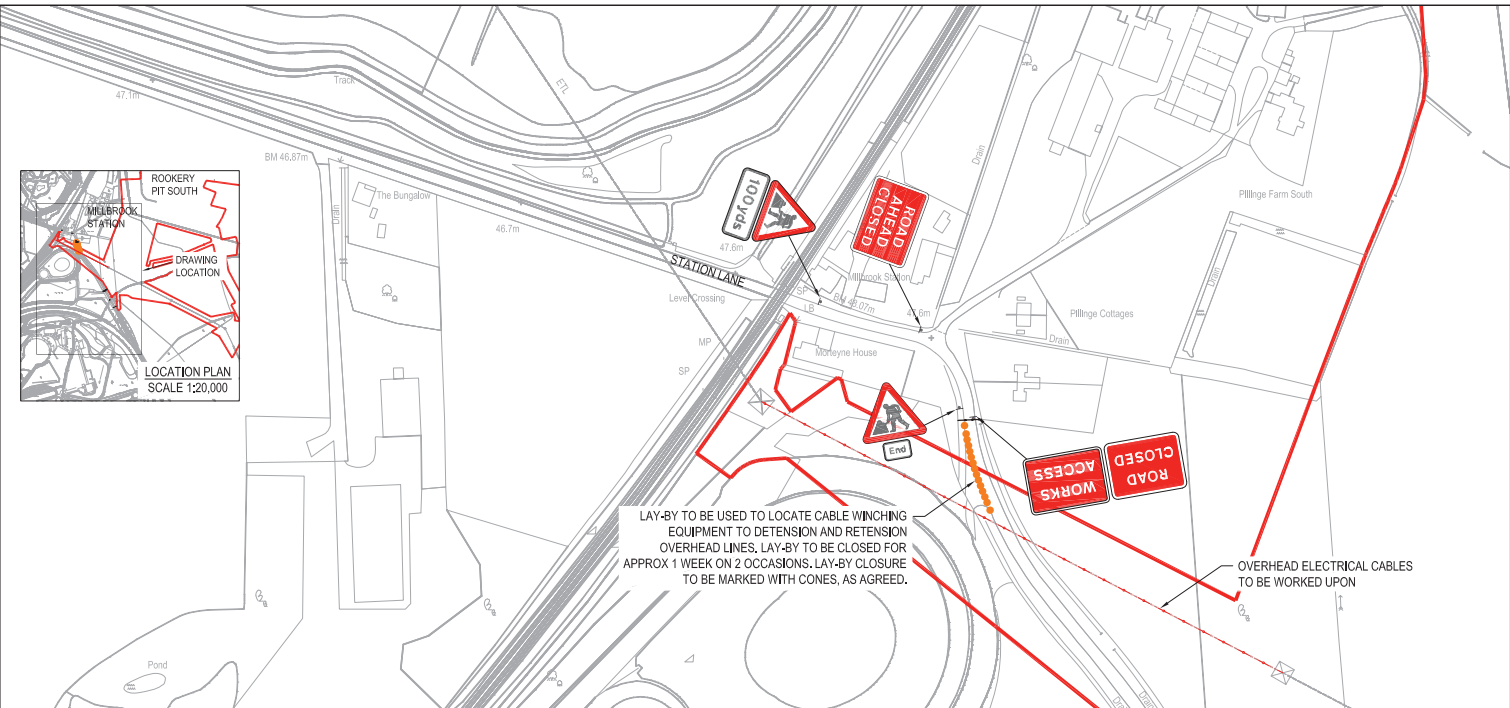
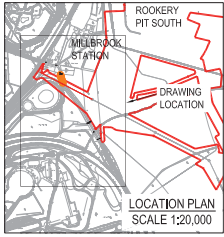
PROPOSED STATION LANE CONSTRUCTION
 ACCESS TO ELECTRICAL CONNECTION SITE
 TRAFFIC MANAGEMENT STRATEGY

Date of 1st issue: 27/02/2015
 A3 Scale: 1:2000
 Drawing Number: 31116/2001/009

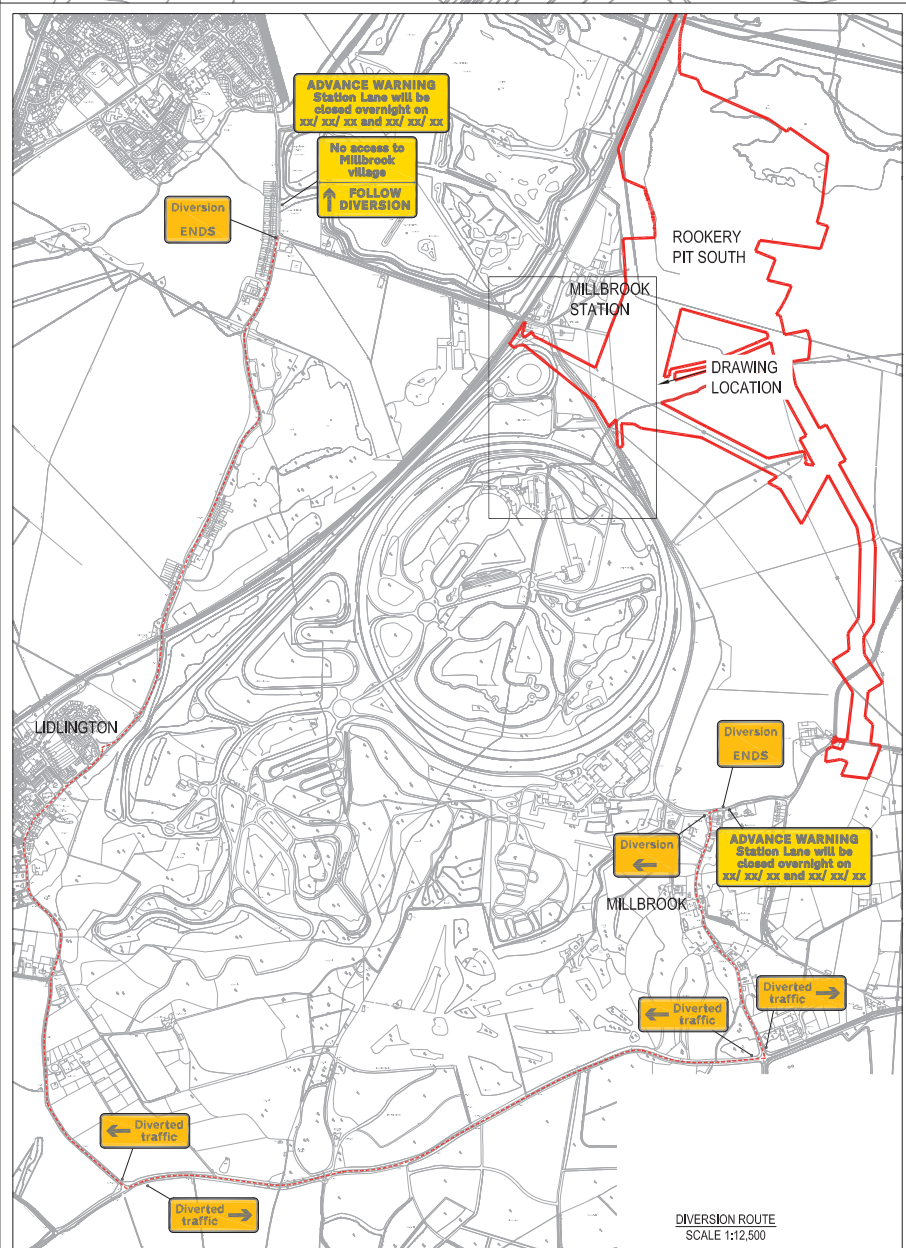
Drawn by: REM
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 Revision: -

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LAY-BY TO BE USED TO LOCATE CABLE WINCHING EQUIPMENT TO DETENSION AND RETENSION OVERHEAD LINES. LAY-BY TO BE CLOSED FOR APPROX 1 WEEK ON 2 OCCASIONS. LAY-BY CLOSURE TO BE MARKED WITH CONES, AS AGREED.



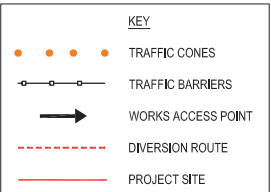
Mark	Revision	Drawn	Date	Chkd

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**PROPOSED STATION LANE CONSTRUCTION
CABLE TENSIONING WORKS - DIVERSION ROUTE
TRAFFIC MANAGEMENT STRATEGY**



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Millbrook Power

Date of 1st Issue: 27/02/2015
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Appendix 5.5 – Travel Plan

Millbrook Power Project

Travel Plan

On behalf of Millbrook Power Limited



Project Ref: 40335/TP | Rev: 02 | Date: August 2017



Document Control Sheet

Project Name: Millbrook Power Project

Project Ref: 40335/TP

Report Title: Travel Plan

Doc Ref: 02

Date: August 2017

	Name	Position	Signature	Date
Prepared by:	James Williams	Graduate Engineer	<i>James Williams</i>	27/02/2015
Reviewed by:	John Hopkins	Associate	<i>John Hopkins</i>	27/02/2015
Approved by:	David Atherton	Partner	<i>David Atherton</i>	27/02/2015
For and on behalf of Peter Brett Associates LLP				

Revision	Date	Description	Prepared	Reviewed	Approved
1	27/02/2015	DCO Application Document	JW	JPH	DAA
2	15/08/2017	Updated DCO Application Document	TPA	EM	DS

This report has been prepared by Peter Brett Associates LLP ('PBA') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which PBA was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). PBA accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

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Contents

1	Introduction	1
2	Development Description	2
3	Policy	3
	3.1 Guidance on Transport Assessment	3
	3.2 National Planning Policy Framework (March 2012)	3
	3.3 Central Bedfordshire Council Local Transport Plan 3 (adopted April 2011)	3
	3.4 Bedford Borough Council Local Transport Plan 3 (adopted April 2011)	3
	3.5 Summary	4
4	Travel Demand Measures	5
	4.1 Introduction	5
5	Conclusion	6

Appendices

Appendix A Site Location Plan

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1 Introduction

- 1.1 Peter Brett Associates LLP has been commissioned by Millbrook Power Limited to resolve all transport matters relating to the development of land at the former clay extraction pit at Rookery South, in Stewartby, Bedfordshire.
- 1.2 This land is proposed to be developed into a Power Generation Plant. The location of the site is shown on Figure 1 in Appendix A.
- 1.3 This Travel Plan has been prepared to summarise the proposed travel demand management measures for this Development.

2 Development Description

- 2.1 The Proposed Development would be a Power Generating Plant, to be run during periods of high electricity demand to support the high-output “base” electricity suppliers such as nuclear and coal-fired power stations, as well as to complement the output from renewable energy sources.
- 2.2 During the normal operation, the Proposed Development would generate a very low number of vehicle trips, particularly in the operational phase – a maximum of only 4 workers are anticipated on site per day. However, during the yearly maintenance periods, there may be up to 40 extra staff for a period of a month.

3 Policy

3.1 Guidance on Transport Assessment

3.1.1 The Department for Transport's archived document "Guidance on Transport Assessment" provided indicative thresholds for when travel plans are required to support planning applications. It suggests that Travel Plans would not be required for:

- B2 General Industrial development less than 4,000m²,
- any development generating less than 30 or more two-way vehicle movements in any hour; nor
- any development generating less than 100 or more two-way vehicle movements per day.

3.1.2 As detailed above, this proposal would generate significantly fewer trips than these thresholds. As such, this brief Travel Plan document has been prepared to summarise the travel demand management measures that will be deployed to minimise the car trip generation from this Development.

3.2 National Planning Policy Framework (March 2012)

3.2.1 The National Planning Policy Framework (NPPF) promotes sustainable development, and states that there is to be a "presumption in favour of sustainable development" when making plans and decisions.

3.2.2 Decisions on planning applications should ensure that "...the use of sustainable transport modes can be maximised" (Paragraph 34), and take account of whether "the opportunities for sustainable transport modes have been taken up".

3.3 Central Bedfordshire Council Local Transport Plan 3 (adopted April 2011)

3.3.1 A key aspiration identified within the Central Bedfordshire Council Local Transport Plan 3 is to change single occupancy car-based travel habits within the region by finding solutions to transport matters.

3.3.2 As part of the objectives, a minimum 20% modal shift away from private car to more sustainable modes (based upon the existing local travel patterns) is the stated target set for all new developments in the area.

3.3.3 In the case of the Millbrook Power Ltd Development, assuming that all workers were to drive to work, meeting this target would require the change of 1 employee's travel pattern out of the five workers present on site during a shift.

3.4 Bedford Borough Council Local Transport Plan 3 (adopted April 2011)

3.4.1 The Bedford Borough Council Local Transport Plan 3 identifies aspirations to increase accessibility by non-car modes to employment by:

- i. improving physical access for non-car modes by addressing issues that affect the pedestrian and cycle environment;
- ii. improving the attractiveness of walking and cycling by improving routes and facilities;

- iii. considering the role of parking provision;
- iv. reducing the impact of congestion on accessibility through traffic calming or traffic management measures.

3.5 Summary

- 3.5.1 Despite the Millbrook Power Limited proposals generating a small number of car mode trips, this brief review of national and local policy highlights the need for a travel demand management strategy to assist in managing car movements on a local level.
- 3.5.2 This Travel Plan sets out the physical measures (“hard” measures) to be implemented on site, as well as identifying the travel demand management strategies and measures (“soft measures”) that will be developed.

4 Travel Demand Measures

4.1 Introduction

- 4.1.1 When considering the travel demand management measures for the Millbrook Power Development, these reflect the limited scale of car-based trip generation.
- 4.1.2 This Travel Plan identifies a number of “hard” and “soft” measures that will be delivered to encourage less private car movements for the users accessing the site.

Hard Measures

- **Cycle Storage and Shelters** – Cycling will form an attractive non-car alternative for workers resident locally. To encourage cycle use, on-site cycle storage for 4 cycles will be provided conveniently, close to the employees’ access. The storage will be secure, and located within the area covered by CCTV. The cycle storage will be sheltered, with cycles protected from the weather.
- **Showers and changing facilities** – showers and changing facilities will be provided within the Building for workers who walk and cycle to work. These will be heated, as well as maintained and cleaned on a regular basis.
- **Secure Lockers** – Millbrook Power Limited will provide secure lockers adjacent the changing facilities for cyclists and walkers to store their equipment safely during work hours.

Soft Measures

- **Car Sharing** – car sharing is an effective way of reducing the demand for car movement. It involves two or more people sharing a car for their journey to / from work, which brings direct cost savings to both parties. Millbrook Power Ltd staff will be encouraged to identify possible car share partners identified in the local Central Bedfordshire Council car share scheme: <https://liftshare.com/uk/community/luton-and-central-bedfordshire>. It is free for members to sign up, register their journeys and find someone to share a journey with.
- **Working with other future local employees** – with the Rookery Pit being promoted for further employment uses, future opportunities exist to co-operate with these other users to reduce car trips – such as the greater exposure to the car sharing database amongst all other employees within the Rookery Pit. Millbrook Power Limited will co-operate and consider changing shift patterns to increase the likelihood of finding car and cycle sharing partners.
- **Nominate Responsibility** – an employee will be nominated to promote the travel measures, to initiate change among colleagues, and to be the conduit for any comments arising relating to potential improvement of the facilities on offer.

5 Conclusion

- 5.1 The Millbrook Power Limited development would generate significantly fewer trips than the minimum thresholds identified within the archived Guidance on Transport Assessment needing a Travel Plan – typically, around 15 staff would be on site each day, split into three shifts.
- 5.2 This Travel Plan has been prepared to summarise the travel demand management measures that will be implemented to minimise the car trip generation from this Development, to meet national and local objectives.

Appendix 6.1 – Trip Generation of Construction Phase

Design Concept Report:

	Vehicles / day				Total
	Electrical Connection		Power Plant & Gas		
	Car	HGV	Car	HGV	
Q1	25	1	23	47	96
Q2	25	9	104	43	181
Q3	25	9	157	40	231
Q4	25	9	164	20	218
Q5	25	9	129	20	183
Q6	13	9	107	24	153
Q7	13	1	72	53	139
Q8	13	1	3	0	17

	Peak Hour Vehicles				Total
	Electrical Connection		Power Plant & Gas		
	Car	HGV	Car	HGV	
Q1	13	0	12	9	34
Q2	13	2	54	8	77
Q3	13	2	82	7	104
Q4	13	2	85	4	104
Q5	13	2	67	4	86
Q6	7	2	56	4	69
Q7	7	0	37	10	54
Q8	7	0	2	0	9

Movement Split:

Q3 Construction Period	Vehicles / day		Peak Hour trips	
	Car	HGV	Car	HGV
Generating Equipment	75%	75%	75%	75%
Gas Connection	25%	25%	25%	25%
Total	100%	100%	100%	100%

New Total:

	Vehicles / day		Peak Hour trips	
	Car	HGV	Car	HGV
Generating Equipment	118	30	62	5
Electrical Connection	25	9	13	2
Gas Connection	39	10	21	2
Total	182	49	95	9

Proportions between Green Lane and Millbrook Rd:

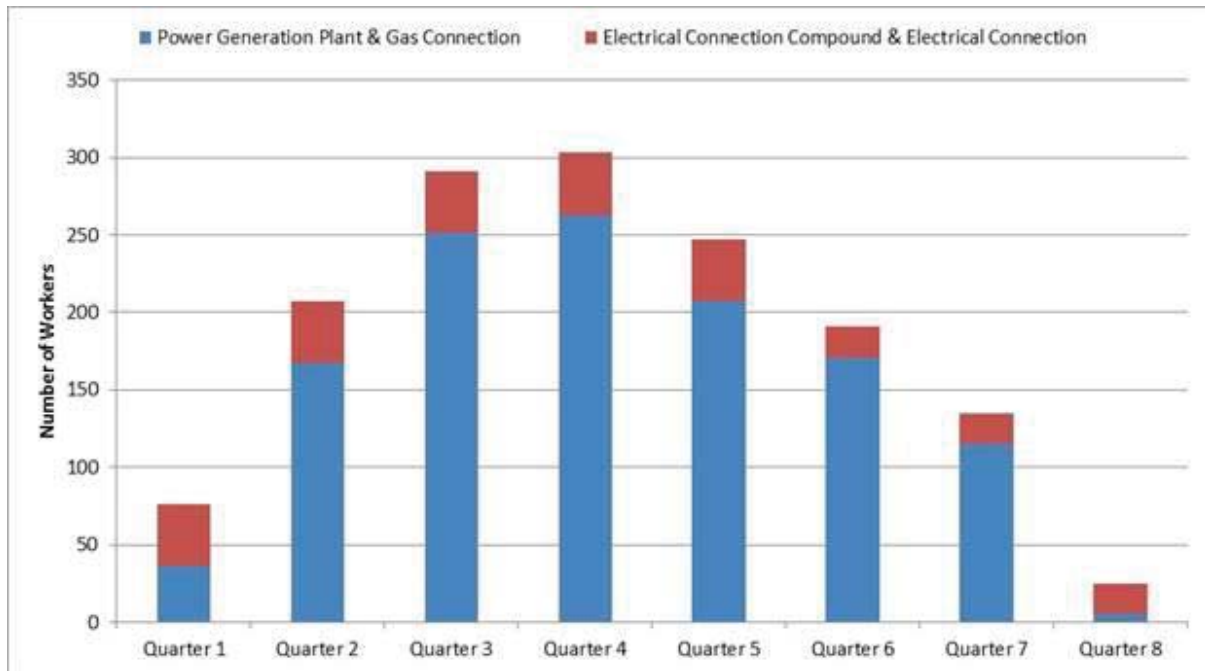
Green Lane	Vehicles / day		Peak Hour trips	
	Car	HGV	Car	HGV
Generating Equipment	100%	100%	100%	100%
Electrical Connection	50%	50%	50%	50%
Gas Connection	50%	50%	50%	50%

Millbrook Rd	Vehicles / day		Peak Hour trips	
	Car	HGV	Car	HGV
Generating Equipment	0%	0%	0%	0%
Electrical Connection	50%	50%	50%	50%
Gas Connection	50%	50%	50%	50%

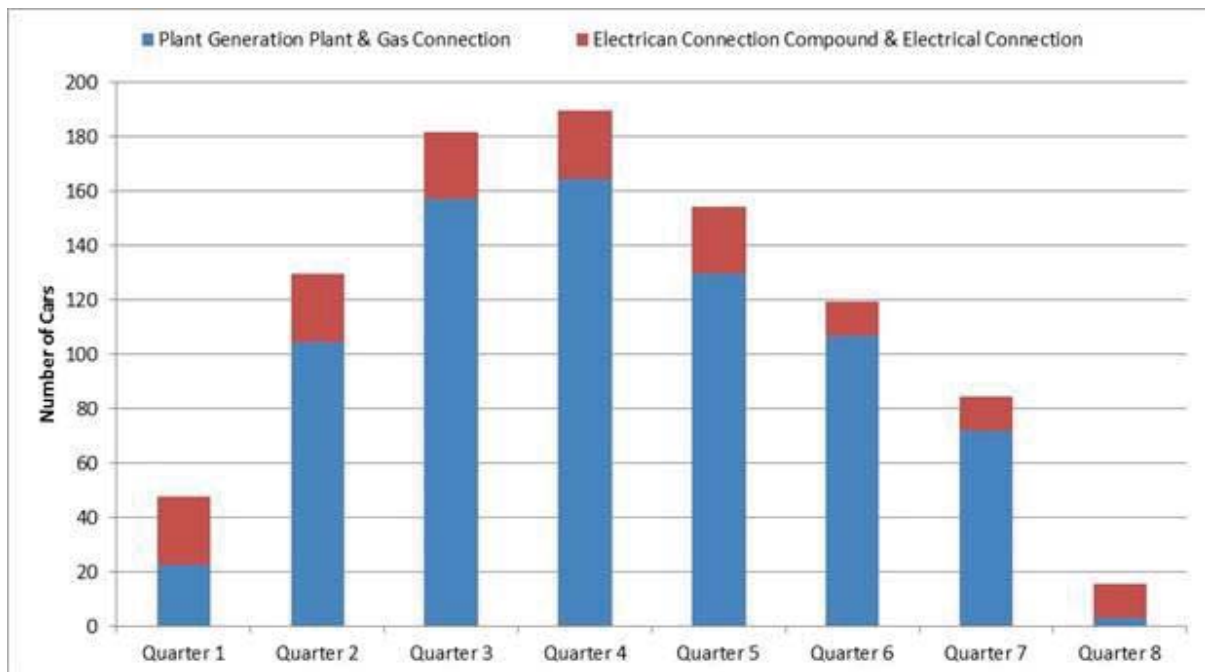
Green Lane	Vehicles / day		Peak Hour trips		Millbrook Rd	Vehicles / day		Peak Hour trips	
	Car	HGV	Car	HGV		Car	HGV	Car	HGV
Generating Equipment	118	30	62	5	0	0	0	0	
Electrical Connection	13	5	7	1	13	5	7	1	
Gas Connection	20	5	10	1	20	5	10	1	

Construction Workers Profile and HGV Numbers – Graphs

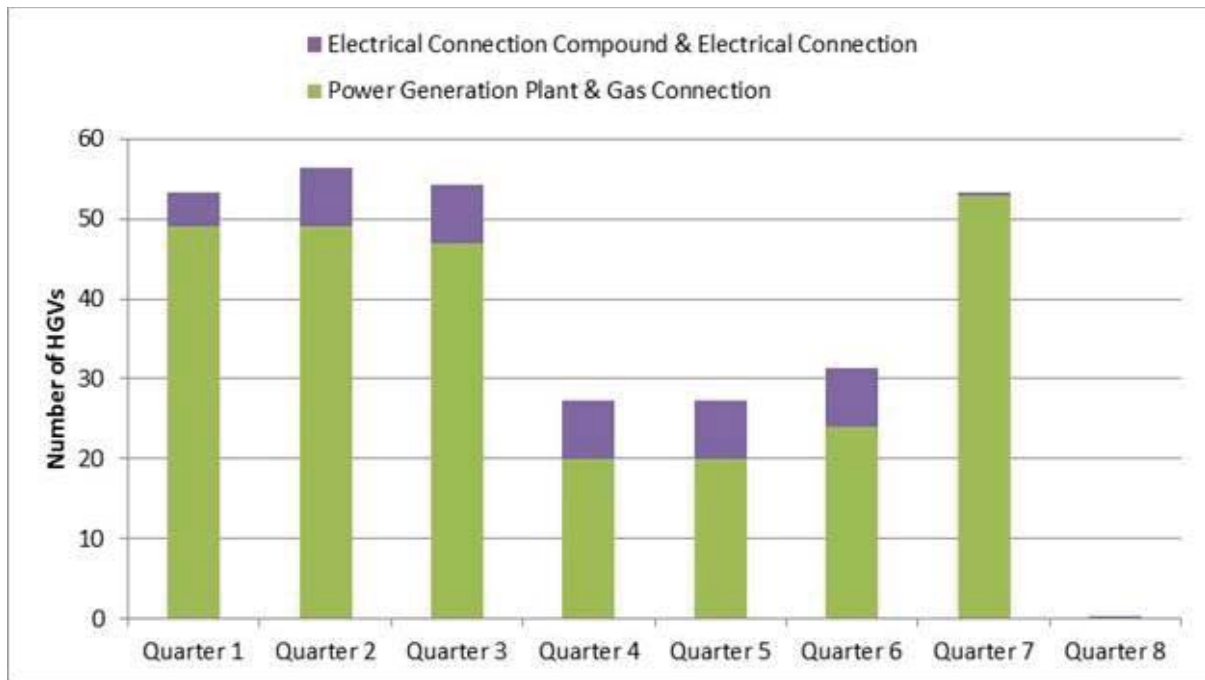
Construction Worker Profile - Daily average workers by period



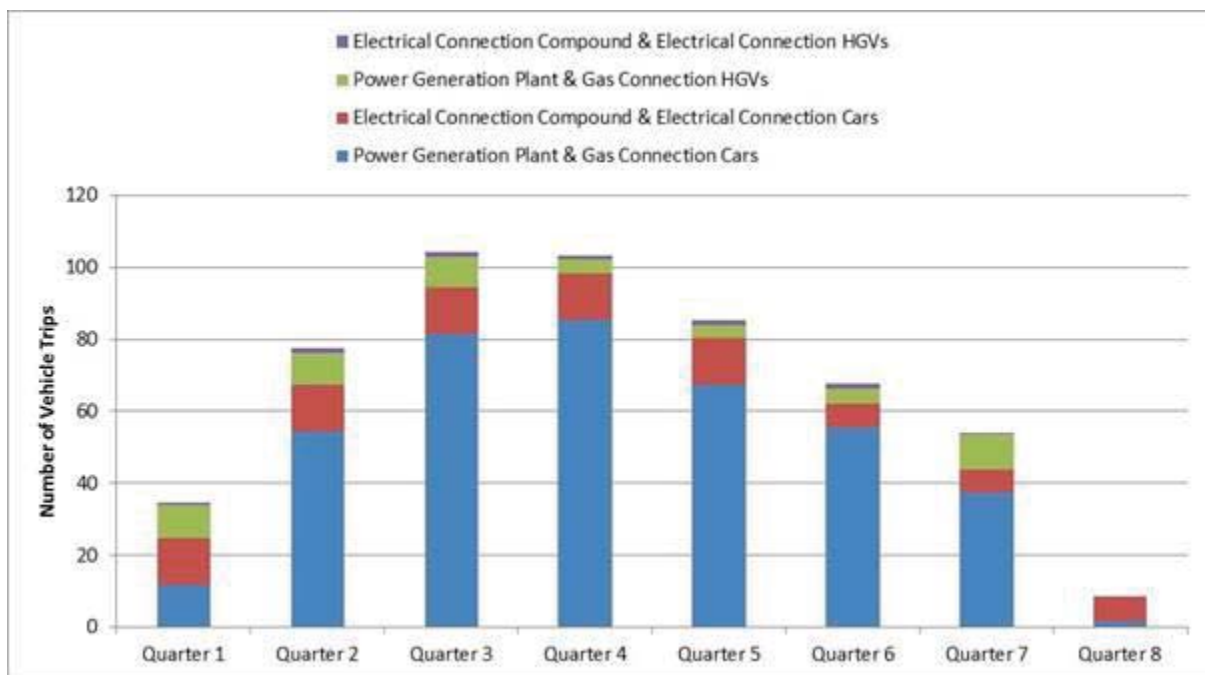
Construction Worker Traffic Profile assuming 1.6 occupants per car



HGV Traffic Profile – Daily average HGVs per period



Combined Traffic Profile



Appendix 6.2 – Typical Generating Equipment Foundation Detail

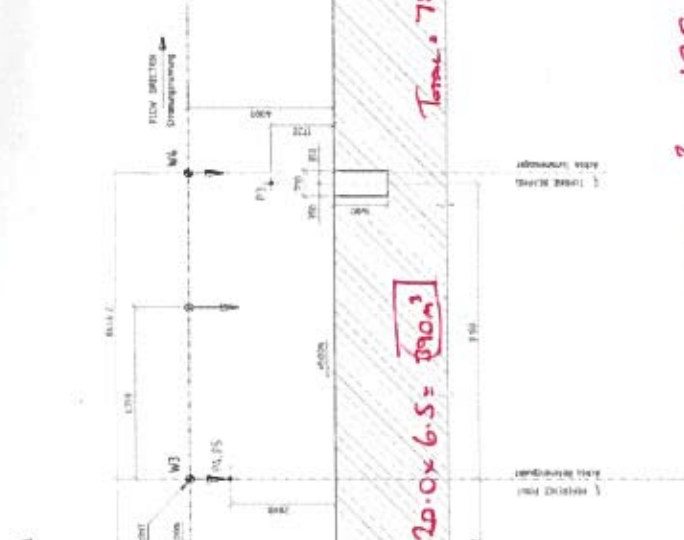
SECTION A-A

NOTES / ANMERKUNGEN

- 1. KONTAKTE SIND ZUM ANSCHLUSS DER BELEUCHTUNG GEMÄß DEN ANSCHLUSSTABELLEN ANZUBINDEN.
- 2. DIE VERBUNDENEN BELEUCHTUNGSPUNKTE SIND AN DEN BELEUCHTUNGSPUNKTEN ANZUBINDEN.
- 3. DIE VERBUNDENEN BELEUCHTUNGSPUNKTE SIND AN DEN BELEUCHTUNGSPUNKTEN ANZUBINDEN.
- 4. DIE VERBUNDENEN BELEUCHTUNGSPUNKTE SIND AN DEN BELEUCHTUNGSPUNKTEN ANZUBINDEN.

RELEVANT NOTES:

- 1. THE CONTACTS SHALL BE CONNECTED TO THE LIGHTING POINTS ACCORDING TO THE CONNECTION TABLES.
- 2. THE CONNECTED LIGHTING POINTS SHALL BE CONNECTED TO THE LIGHTING POINTS.
- 3. THE CONNECTED LIGHTING POINTS SHALL BE CONNECTED TO THE LIGHTING POINTS.
- 4. THE CONNECTED LIGHTING POINTS SHALL BE CONNECTED TO THE LIGHTING POINTS.



**780m³ → 125 No. 6m³ loads.
1 EVERY 5mins for 10 Hrs.**

RELEVANT NOTES:

- 1. THE CONTACTS SHALL BE CONNECTED TO THE LIGHTING POINTS ACCORDING TO THE CONNECTION TABLES.
- 2. THE CONNECTED LIGHTING POINTS SHALL BE CONNECTED TO THE LIGHTING POINTS.
- 3. THE CONNECTED LIGHTING POINTS SHALL BE CONNECTED TO THE LIGHTING POINTS.
- 4. THE CONNECTED LIGHTING POINTS SHALL BE CONNECTED TO THE LIGHTING POINTS.

TOP VIEW

RELEVANT NOTES:

- 1. THE CONTACTS SHALL BE CONNECTED TO THE LIGHTING POINTS ACCORDING TO THE CONNECTION TABLES.
- 2. THE CONNECTED LIGHTING POINTS SHALL BE CONNECTED TO THE LIGHTING POINTS.
- 3. THE CONNECTED LIGHTING POINTS SHALL BE CONNECTED TO THE LIGHTING POINTS.
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RELEVANT NOTES:

- 1. THE CONTACTS SHALL BE CONNECTED TO THE LIGHTING POINTS ACCORDING TO THE CONNECTION TABLES.
- 2. THE CONNECTED LIGHTING POINTS SHALL BE CONNECTED TO THE LIGHTING POINTS.
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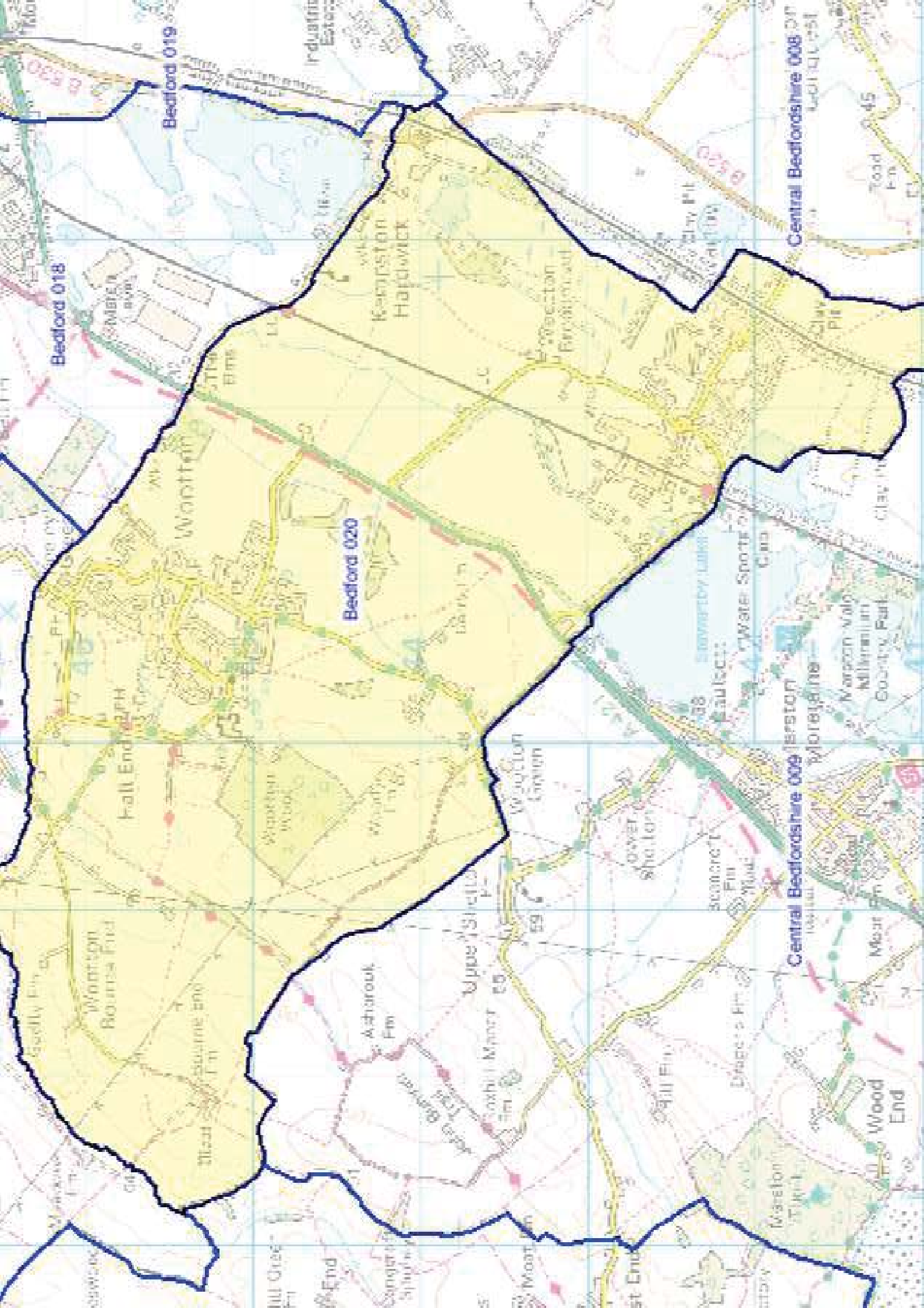
RELEVANT TABLES:

1. EINSTRICHTABELLE	2. EINSTRICHTABELLE
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RELEVANT TABLES:

1. EINSTRICHTABELLE	2. EINSTRICHTABELLE
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Appendix 7.1 – Census Data Location Plan



MSOA of residence	MSOA of workplace	Total: All people	Train: All people	Bus, minibus or coach: All people	Car – driver: All people	Car – passenger: All people	Bicycle: All people	On foot: All people
E02000005	E02003635	1	0	0	1	0	0	0
E02000016	E02003635	1	0	0	0	0	0	0
E02000017	E02003635	2	0	0	1	0	0	0
E02000166	E02003635	1	0	0	1	0	0	0
E02001895	E02003635	1	0	0	1	0	0	0
E02001907	E02003635	1	0	0	1	0	0	0
E02002109	E02003635	2	0	0	1	0	0	0
E02002110	E02003635	1	0	0	1	0	0	0
E02002269	E02003635	1	0	0	1	0	0	0
E02002843	E02003635	1	0	1	0	0	0	0
E02002845	E02003635	1	0	0	0	0	0	1
E02002848	E02003635	2	0	0	1	1	0	0
E02002867	E02003635	1	0	0	1	0	0	0
E02003023	E02003635	1	0	0	1	0	0	0
E02003210	E02003635	1	0	0	1	0	0	0
E02003259	E02003635	4	0	0	3	1	0	0
E02003260	E02003635	3	0	0	2	1	0	0
E02003262	E02003635	1	0	0	1	0	0	0
E02003263	E02003635	5	0	0	3	2	0	0
E02003264	E02003635	3	0	0	3	0	0	0
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E02003270	E02003635	1	0	0	1	0	0	0
E02003269	E02003635	6	0	0	4	2	0	0
E02003271	E02003635	2	0	0	2	0	0	0
E02003274	E02003635	1	0	0	1	0	0	0
E02003275	E02003635	3	0	0	3	0	0	0
E02003277	E02003635	3	0	0	3	0	0	0
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E02003534	E02003635	1	0	0	1	0	0	0
E02003599	E02003635	5	0	0	5	0	0	0
E02003600	E02003635	6	1	0	5	0	0	0

E02003601	E02003635	4	0	0	3	0	0	1
E02003602	E02003635	5	0	0	5	0	0	0
E02003603	E02003635	7	0	0	6	0	0	1
E02003604	E02003635	3	0	0	3	0	0	0
E02003605	E02003635	26	1	2	20	1	2	0
E02003606	E02003635	32	0	0	29	1	2	0
E02003607	E02003635	47	2	1	33	3	2	4
E02003608	E02003635	2	1	0	1	0	0	0
E02003609	E02003635	7	0	0	7	0	0	0
E02003610	E02003635	26	0	0	24	0	0	2
E02003611	E02003635	4	0	0	3	1	0	0
E02003612	E02003635	4	0	0	4	0	0	0
E02003613	E02003635	20	1	0	16	3	0	0
E02003614	E02003635	10	0	0	10	0	0	0
E02003615	E02003635	11	0	0	9	2	0	0
E02003616	E02003635	10	0	0	10	0	0	0
E02003617	E02003635	27	0	1	21	1	2	2
E02003618	E02003635	29	0	0	27	1	1	0
E02003619	E02003635	15	0	0	14	0	0	0
E02003620	E02003635	29	0	0	26	0	2	1
E02003621	E02003635	26	0	0	23	2	1	0
E02003622	E02003635	26	0	1	19	3	1	2
E02003623	E02003635	30	0	0	29	0	0	0
E02003624	E02003635	12	1	0	9	1	1	0
E02003625	E02003635	20	0	1	17	1	1	0
E02003626	E02003635	12	0	0	11	1	0	0
E02003627	E02003635	25	0	1	18	3	1	2
E02003628	E02003635	7	1	0	6	0	0	0
E02003629	E02003635	32	0	1	26	2	1	1
E02003630	E02003635	23	1	3	18	0	1	0
E02003631	E02003635	23	0	0	18	2	0	1
E02003632	E02003635	31	0	0	29	1	1	0
E02003633	E02003635	37	1	0	30	3	2	1
E02003634	E02003635	29	0	0	28	0	0	1
E02003635	E02003635	143	0	1	74	3	5	59
E02003636	E02003635	3	0	0	3	0	0	0
E02003637	E02003635	3	0	0	3	0	0	0
E02003639	E02003635	3	1	0	2	0	0	0
E02003642	E02003635	3	0	0	3	0	0	0
E02003643	E02003635	3	0	0	2	0	0	1
E02003644	E02003635	1	0	0	1	0	0	0
E02003645	E02003635	3	0	0	3	0	0	0
E02003646	E02003635	3	0	0	3	0	0	0
E02003647	E02003635	3	0	0	3	0	0	0
E02003648	E02003635	2	0	0	1	1	0	0
E02003651	E02003635	2	0	0	2	0	0	0
E02003654	E02003635	1	0	0	1	0	0	0
E02003655	E02003635	2	0	0	2	0	0	0
E02003737	E02003635	1	0	0	1	0	0	0
E02003749	E02003635	1	0	0	1	0	0	0
E02003753	E02003635	2	0	0	2	0	0	0
E02003755	E02003635	3	0	0	3	0	0	0
E02003766	E02003635	1	0	0	1	0	0	0
E02003767	E02003635	2	0	0	2	0	0	0
E02003769	E02003635	1	0	0	1	0	0	0
E02003770	E02003635	1	0	0	1	0	0	0
E02003771	E02003635	3	0	0	2	1	0	0

E02003772	E02003635	2	0	0	2	0	0	0
E02003773	E02003635	3	0	0	3	0	0	0
E02003774	E02003635	3	0	0	3	0	0	0
E02003781	E02003635	1	0	0	1	0	0	0
E02003787	E02003635	3	0	0	3	0	0	0
E02003789	E02003635	1	0	0	1	0	0	0
E02003793	E02003635	1	0	0	1	0	0	0
E02004067	E02003635	1	0	0	0	1	0	0
E02004434	E02003635	1	0	0	1	0	0	0
E02004441	E02003635	1	0	0	1	0	0	0
E02004463	E02003635	1	0	0	1	0	0	0
E02004466	E02003635	1	0	0	1	0	0	0
E02004484	E02003635	1	0	0	0	1	0	0
E02004677	E02003635	1	0	0	1	0	0	0
E02004766	E02003635	1	0	0	1	0	0	0
E02004863	E02003635	1	0	0	1	0	0	0
E02004875	E02003635	1	0	0	1	0	0	0
E02004878	E02003635	1	0	0	1	0	0	0
E02004895	E02003635	1	0	0	1	0	0	0
E02004901	E02003635	1	0	0	1	0	0	0
E02004912	E02003635	1	0	0	1	0	0	0
E02004916	E02003635	2	0	0	2	0	0	0
E02004918	E02003635	1	0	0	1	0	0	0
E02004919	E02003635	2	0	0	2	0	0	0
E02004920	E02003635	1	0	0	1	0	0	0
E02004921	E02003635	1	0	0	1	0	0	0
E02004922	E02003635	1	0	0	1	0	0	0
E02004925	E02003635	1	0	0	1	0	0	0
E02004934	E02003635	2	0	0	2	0	0	0
E02004950	E02003635	1	0	0	1	0	0	0
E02004954	E02003635	1	0	0	1	0	0	0
E02004960	E02003635	1	0	0	1	0	0	0
E02004974	E02003635	2	0	0	2	0	0	0
E02005081	E02003635	1	0	0	1	0	0	0
E02005173	E02003635	1	0	0	1	0	0	0
E02005373	E02003635	2	0	0	2	0	0	0
E02005403	E02003635	1	0	0	1	0	0	0
E02005408	E02003635	1	0	0	1	0	0	0
E02005498	E02003635	1	0	0	1	0	0	0
E02005563	E02003635	1	0	0	1	0	0	0
E02005613	E02003635	2	0	0	0	0	2	0
E02005615	E02003635	1	0	0	1	0	0	0
E02005617	E02003635	1	0	0	1	0	0	0
E02005628	E02003635	1	0	0	1	0	0	0
E02005633	E02003635	1	0	0	1	0	0	0
E02005634	E02003635	2	0	0	1	1	0	0
E02005636	E02003635	1	0	0	1	0	0	0
E02005637	E02003635	3	0	0	3	0	0	0
E02005638	E02003635	5	0	0	4	1	0	0
E02005660	E02003635	1	0	0	1	0	0	0
E02005663	E02003635	1	0	0	1	0	0	0
E02005667	E02003635	1	0	0	1	0	0	0
E02005669	E02003635	1	0	0	1	0	0	0
E02005671	E02003635	1	0	0	1	0	0	0
E02005675	E02003635	1	0	0	1	0	0	0
E02005676	E02003635	1	0	0	1	0	0	0
E02005678	E02003635	1	0	0	1	0	0	0

E02005684	E02003635	2	0	0	2	0	0	0
E02005696	E02003635	1	0	0	1	0	0	0
E02005701	E02003635	1	0	0	1	0	0	0
E02005929	E02003635	1	0	0	1	0	0	0
E02005936	E02003635	1	0	0	1	0	0	0
E02006485	E02003635	1	0	0	1	0	0	0
E02006744	E02003635	1	0	0	1	0	0	0
E02006826	E02003635	1	0	0	1	0	0	0
E02006894	E02003635	1	0	0	1	0	0	0
W02000026	E02003635	1	0	0	1	0	0	0
W02000054	E02003635	1	0	0	1	0	0	0
Total		1058	11	13	862	50	29	82

Mode Shares

Train	1.04%
Bus/Minibus/Coach	1.23%
Car Driver	81.47%
Car Passenger	4.73%
Bicycle	2.74%
Foot	7.75%

Appendix 7.2 – TEMPRO Data

data selections

Select dataset version:

Result type

- Trip ends by time period
- Trip ends by car availability
- Car ownership data
- Planning data

Set area definition

Enter base year

Enter future year

Trip end selections

Trip end by time period selection

Reset Selection

NTM Traffic Growth Calculations

Results

1: Select NTM Dataset:

NTM Dataset Description	From	To
NTM AF15 Dataset	2010	2040
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

Bedford 020 (E02003635)

3. Select area type:

Urban
 Rural
 All

4. Select road type:

Motorway
 Trunk
 Principal
 Minor
 All

5. Select which area it serves:

Region
 England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02003635	Bedford 020	1.1941

onal level than when

Destination

1.1256



Results

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
NTM AF15 Dataset	2010	2040
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region: 3. Select area type: 4. Select road type: 5. Select which area it serves:

Bedford 020 (E02003635)

Urban

Rural

All

Motoway

Trunk

Principal

Minor

All

Region

England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02003635	Bedford 020	1.1969

Reset Selection

Trip end selections

Trip end by time period sel

Select time period:

Weekday PM peak period (16

Trip end type

- Production/Attraction
- Origin/Destination

Appendix 7.3 – Assessment of the 2031 Operational Test 1

Prepared by: P Cullen

Checked by: M Balding

40335 - Millbrook Power Plant

Year	TEMPRO v7 Growth	
	AM Peak (0700 - 1000)	PM Peak (1600 - 1900)
2017-2031	1.194	1.197

Bedford 020 All Roads

Green Lane / Site Access

2017 Observed Flows

All Vehicles

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	0	119	119
Arm B - Site Access	0	0	0	0
Arm C - Green Lane (W)	141	0	0	141
Total	141	0	119	260

HGVs

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	0	2	2
Arm B - Site Access	0	0	0	0
Arm C - Green Lane (W)	1	0	0	1
Total	1	0	2	3

HGV %

AM Peak (0800-0900)	Arm A	Arm B	Arm C
Arm A - Green Lane (E)	#DIV/0!	#DIV/0!	2%
Arm B - Site Access	#DIV/0!	#DIV/0!	#DIV/0!
Arm C - Green Lane (W)	1%	#DIV/0!	#DIV/0!

PCU

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	0	121	121
Arm B - Site Access	0	0	0	0
Arm C - Green Lane (W)	142	0	0	142
Total	142	0	121	263

2017 Observed Flows

All Vehicles

PM Peak (1700-1800)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	0	130	130
Arm B - Site Access	0	0	0	0
Arm C - Green Lane (W)	109	0	0	109
Total	109	0	130	239

HGVs

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	0	1	1
Arm B - Site Access	0	0	0	0
Arm C - Green Lane (W)	1	0	0	1
Total	1	0	1	2

HGV %

PM Peak (1700-1800)	Arm A	Arm B	Arm C
Arm A - Green Lane (E)	#DIV/0!	#DIV/0!	1%
Arm B - Site Access	#DIV/0!	#DIV/0!	#DIV/0!
Arm C - Green Lane (W)	1%	#DIV/0!	#DIV/0!

PCU

PM Peak (1700-1800)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	0	131	131
Arm B - Site Access	0	0	0	0
Arm C - Green Lane (W)	110	0	0	110
Total	110	0	131	241

2031 Operational Test 1 Base Flows - Background Growth + Broadmead

All Vehicles

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	0	260	260
Arm B - Site Access	0	0	0	0
Arm C - Green Lane (W)	247	0	0	247
Total	247	0	260	507

HGVs

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	0	2	2
Arm B - Site Access	0	0	0	0
Arm C - Green Lane (W)	1	0	0	1
Total	1	0	2	4

HGV %

AM Peak (0800-0900)	Arm A	Arm B	Arm C
Arm A - Green Lane (E)	#DIV/0!	#DIV/0!	1%
Arm B - Site Access	#DIV/0!	#DIV/0!	#DIV/0!
Arm C - Green Lane (W)	0%	#DIV/0!	#DIV/0!

PCU

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	0	262	262
Arm B - Site Access	0	0	0	0
Arm C - Green Lane (W)	249	0	0	249
Total	249	0	262	511

All Vehicles

PM Peak (1700-1800)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	0	241	241
Arm B - Site Access	0	0	0	0
Arm C - Green Lane (W)	227	0	0	227
Total	227	0	241	468

HGVs

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	0	1	1
Arm B - Site Access	0	0	0	0
Arm C - Green Lane (W)	1	0	0	1
Total	1	0	1	2

HGV %

PM Peak (1700-1800)	Arm A	Arm B	Arm C
Arm A - Green Lane (E)	#DIV/0!	#DIV/0!	0%
Arm B - Site Access	#DIV/0!	#DIV/0!	#DIV/0!
Arm C - Green Lane (W)	1%	#DIV/0!	#DIV/0!

PCU

PM Peak (1700-1800)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	0	242	242
Arm B - Site Access	0	0	0	0
Arm C - Green Lane (W)	229	0	0	229
Total	229	0	242	470

Committed Developments

Broadmead Road Taken from Appendix Z.6

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)			118	118
Arm B - Site Access			0	0
Arm C - Green Lane (W)	79		0	79
Total	79	0	118	197

PM Peak (1700-1800)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)			85	85
Arm B - Site Access			0	0
Arm C - Green Lane (W)	97		0	97
Total	97	0	85	182

Covanta

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)		1	0	1
Arm B - Site Access		0	20	20
Arm C - Green Lane (W)		33	0	33
Total	0	34	20	54

PM Peak (1700-1800)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)		0	0	0
Arm B - Site Access	2	0	27	29
Arm C - Green Lane (W)		0	0	0
Total	2	0	27	29

Proposed Development

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)		1	0	1
Arm B - Site Access		0	0	0
Arm C - Green Lane (W)		6	0	6
Total	0	3	0	7

PCU

Arm A - Green Lane (E)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)		0	0	0
Arm B - Site Access	1	0	6	7
Arm C - Green Lane (W)		0	0	0
Total	1	0	6	7

2031 Operational Test 1 - Proposed Development and Background Growth + Broadmead

All Vehicles

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	1	260	261
Arm B - Site Access	0	0	0	0
Arm C - Green Lane (W)	247	6	0	253
Total	247	7	260	514

All Vehicles

PM Peak (1700-1800)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	0	241	241
Arm B - Site Access	1	0	6	7
Arm C - Green Lane (W)	227	0	0	227
Total	228	0	247	475

HGVs

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	0	2	2
Arm B - Site Access	0	0	0	0
Arm C - Green Lane (W)	1	0	0	1
Total	1	0	2	4

HGVs

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	0	1	1
Arm B - Site Access	0	0	0	0
Arm C - Green Lane (W)	1	0	0	1
Total	1	0	1	2

HGV %

AM Peak (0800-0900)	Arm A	Arm B	Arm C
Arm A - Green Lane (E)	#DIV/0!	0%	1%
Arm B - Site Access	#DIV/0!	#DIV/0!	#DIV/0!
Arm C - Green Lane (W)	0%	0%	#DIV/0!

HGV %

PM Peak (1700-1800)	Arm A	Arm B	Arm C
Arm A - Green Lane (E)	#DIV/0!	#DIV/0!	0%
Arm B - Site Access	0%	#DIV/0!	0%
Arm C - Green Lane (W)	1%	#DIV/0!	#DIV/0!

PCU

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	1	262	263
Arm B - Site Access	0	0	0	0
Arm C - Green Lane (W)	249	6	0	255
Total	249	7	262	518

PCU

PM Peak (1700-1800)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	0	242	242
Arm B - Site Access	1	0	6	7
Arm C - Green Lane (W)	229	0	0	229
Total	230	0	248	477

Prepared by: P Cullen

Checked by: M Balding 02/08/2017

Year	TEMPRO v7 Growth	
	AM Peak (0700 - 1000)	PM Peak (1600 - 1900)
2017-2031	1.194	1.197

40335 - Millbrook Power Plant

Green Lane / Bedford Rd

2017 Observed Flows

All Vehicles

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	115	335	450
Arm B - Green Lane	42	0	139	181
Arm C -C94 Bedford Rd (S)	237	155	0	392
Total	279	270	474	1023

HGVs

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	3	26	29
Arm B - Green Lane	9	0	9	18
Arm C -C94 Bedford Rd (S)	25	16	0	41
Total	34	19	35	88

HGV %

AM Peak (0800-0900)	Arm A	Arm B	Arm C
Arm A - C94 Bedford Rd (N)	#DIV/0!	3%	8%
Arm B - Green Lane	21%	#DIV/0!	6%
Arm C -C94 Bedford Rd (S)	11%	10%	#DIV/0!

PCU

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	118	361	479
Arm B - Green Lane	51	0	149	199
Arm C -C94 Bedford Rd (S)	262	171	0	433
Total	313	289	509	1111

2017 Observed Flows

All Vehicles

PM Peak (1700-1800)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	15	305	320
Arm B - Green Lane	67	0	134	201
Arm C -C94 Bedford Rd (S)	332	116	0	448
Total	399	131	439	969

HGVs

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	1	9	10
Arm B - Green Lane	2	0	1	3
Arm C -C94 Bedford Rd (S)	8	0	0	8
Total	10	1	10	21

HGV %

PM Peak (1700-1800)	Arm A	Arm B	Arm C
Arm A - C94 Bedford Rd (N)	#DIV/0!	7%	3%
Arm B - Green Lane	3%	#DIV/0!	1%
Arm C -C94 Bedford Rd (S)	2%	0%	#DIV/0!

PCU

PM Peak (1700-1800)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	16	314	330
Arm B - Green Lane	69	0	135	204
Arm C -C94 Bedford Rd (S)	340	116	0	456
Total	409	132	449	990

2031 Operational Test 1 Base Flows - Background Growth + Broadmead Road

All Vehicles

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	137	400	537
Arm B - Green Lane	50	0	284	334
Arm C -C94 Bedford Rd (S)	283	264	0	547
Total	333	401	684	1419

HGVs

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	4	31	35
Arm B - Green Lane	11	0	11	21
Arm C -C94 Bedford Rd (S)	30	19	0	49
Total	41	23	42	105

HGV %

AM Peak (0800-0900)	Arm A	Arm B	Arm C
Arm A - C94 Bedford Rd (N)	#DIV/0!	3%	8%
Arm B - Green Lane	21%	#DIV/0!	4%
Arm C -C94 Bedford Rd (S)	11%	7%	#DIV/0!

PCU

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	141	431	572
Arm B - Green Lane	61	0	295	356
Arm C -C94 Bedford Rd (S)	313	283	0	596
Total	374	424	726	1524

All Vehicles

PM Peak (1700-1800)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	18	365	383
Arm B - Green Lane	80	0	245	326
Arm C -C94 Bedford Rd (S)	397	236	0	633
Total	478	254	610	1342

HGVs

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	1	11	12
Arm B - Green Lane	2	0	1	4
Arm C -C94 Bedford Rd (S)	10	0	0	10
Total	12	1	12	25

HGV %

PM Peak (1700-1800)	Arm A	Arm B	Arm C
Arm A - C94 Bedford Rd (N)	#DIV/0!	7%	3%
Arm B - Green Lane	3%	#DIV/0!	0%
Arm C -C94 Bedford Rd (S)	2%	0%	#DIV/0!

PCU

PM Peak (1700-1800)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	19	376	395
Arm B - Green Lane	83	0	247	329
Arm C -C94 Bedford Rd (S)	407	236	0	643
Total	490	255	622	1367

Committed Developments

Broadmead Road Taken from Appendix 2.6

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - Bedford Road (N)	0	0	0	0
Arm B - Green Lane	0	0	118	118
Arm C - Bedford Road (S)	0	79	0	79
Total	0	79	118	197

PM Peak (1700-1800)	Arm A	Arm B	Arm C	Total
Arm A - Bedford Road (N)	0	0	0	0
Arm B - Green Lane	0	0	85	85
Arm C - Bedford Road (S)	0	97	0	97
Total	0	97	85	182

Covanta

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - Bedford Road (N)	0	10	0	10
Arm B - Green Lane	4	0	16	20
Arm C - Bedford Road (S)	0	23	0	23
Total	4	33	16	53

PM Peak (1700-1800)	Arm A	Arm B	Arm C	Total
Arm A - Bedford Road (N)	0	7	0	7
Arm B - Green Lane	13	0	13	26
Arm C - Bedford Road (S)	0	0	0	0
Total	13	7	13	33

Proposed Development

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)		3		3
Arm B - Green Lane			0	0
Arm C -C94 Bedford Rd (S)		3		3
Total	0	3	0	6

PM Peak (1700-1800)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)			0	0
Arm B - Green Lane			3	3
Arm C -C94 Bedford Rd (S)			0	0
Total	3	0	3	6

2031 Operational Test 1 - Proposed Development and Background Growth + Broadmead Road

All Vehicles

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	140	400	540
Arm B - Green Lane	50	0	284	334
Arm C -C94 Bedford Rd (S)	283	267	0	550
Total	333	407	684	1425

All Vehicles

PM Peak (1700-1800)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	18	365	383
Arm B - Green Lane	83	0	248	332
Arm C -C94 Bedford Rd (S)	397	236	0	633
Total	481	254	613	1348

HGVs

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	4	31	35
Arm B - Green Lane	11	0	11	21
Arm C -C94 Bedford Rd (S)	30	19	0	49
Total	41	23	42	105

HGVs

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	1	11	12
Arm B - Green Lane	2	0	1	4
Arm C -C94 Bedford Rd (S)	10	0	0	10
Total	12	1	12	25

HGV %

AM Peak (0800-0900)	Arm A	Arm B	Arm C
Arm A - C94 Bedford Rd (N)	#DIV/0!	3%	8%
Arm B - Green Lane	21%	#DIV/0!	4%
Arm C -C94 Bedford Rd (S)	11%	7%	#DIV/0!

HGV %

PM Peak (1700-1800)	Arm A	Arm B	Arm C
Arm A - C94 Bedford Rd (N)	#DIV/0!	7%	3%
Arm B - Green Lane	3%	#DIV/0!	0%
Arm C -C94 Bedford Rd (S)	2%	0%	#DIV/0!

PCU

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	144	431	575
Arm B - Green Lane	61	0	295	356
Arm C -C94 Bedford Rd (S)	313	286	0	599
Total	374	430	726	1530

PCU

PM Peak (1700-1800)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	19	376	395
Arm B - Green Lane	86	0	250	335
Arm C -C94 Bedford Rd (S)	407	236	0	643
Total	493	255	625	1373

Appendix 7.4 – Assessment of the 2031 Operational Test 2

Prepared by: P Cullen

Checked by: M Balding

40335 - Millbrook Power Plant

Year	TEMPRO v7 Growth	
	AM Peak (0700 - 1000)	PM Peak (1600 - 1900)
2017-2031	1.194	1.197

Bedford 020 All Roads

Green Lane / Site Access

2017 Observed Flows

All Vehicles

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	0	119	119
Arm B - Site Access	0	0	0	0
Arm C - Green Lane (W)	141	0	0	141
Total	141	0	119	260

HGVs

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	0	2	2
Arm B - Site Access	0	0	0	0
Arm C - Green Lane (W)	1	0	0	1
Total	1	0	2	3

HGV %

AM Peak (0800-0900)	Arm A	Arm B	Arm C
Arm A - Green Lane (E)	#DIV/0!	#DIV/0!	2%
Arm B - Site Access	#DIV/0!	#DIV/0!	#DIV/0!
Arm C - Green Lane (W)	1%	#DIV/0!	#DIV/0!

PCU

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	0	121	121
Arm B - Site Access	0	0	0	0
Arm C - Green Lane (W)	142	0	0	142
Total	142	0	121	263

2017 Observed Flows

All Vehicles

PM Peak (1700-1800)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	0	130	130
Arm B - Site Access	0	0	0	0
Arm C - Green Lane (W)	109	0	0	109
Total	109	0	130	239

HGVs

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	0	1	1
Arm B - Site Access	0	0	0	0
Arm C - Green Lane (W)	1	0	0	1
Total	1	0	1	2

HGV %

PM Peak (1700-1800)	Arm A	Arm B	Arm C
Arm A - Green Lane (E)	#DIV/0!	#DIV/0!	1%
Arm B - Site Access	#DIV/0!	#DIV/0!	#DIV/0!
Arm C - Green Lane (W)	1%	#DIV/0!	#DIV/0!

PCU

PM Peak (1700-1800)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	0	131	131
Arm B - Site Access	0	0	0	0
Arm C - Green Lane (W)	110	0	0	110
Total	110	0	131	241

Committed Developments

Broadmead Road

Taken from Appendix 2.6

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)			118	118
Arm B - Site Access			0	0
Arm C - Green Lane (W)	79		0	79
Total	79	0	118	197

PM Peak (1700-1800)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)			85	85
Arm B - Site Access			0	0
Arm C - Green Lane (W)	97		0	97
Total	97	0	85	182

Covanta

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)		1	0	1
Arm B - Site Access		0	20	20
Arm C - Green Lane (W)		33	0	33
Total	0	34	20	54

PM Peak (1700-1800)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)		0	0	0
Arm B - Site Access		2	27	29
Arm C - Green Lane (W)		0	0	0
Total	2	0	27	29

2031 Operational Test 2 Base Flows - Background Growth and Covanta

All Vehicles

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	1	260	261
Arm B - Site Access	0	0	20	20
Arm C - Green Lane (W)	247	33	0	280
Total	247	34	280	561

All Vehicles

PM Peak (1700-1800)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	0	241	241
Arm B - Site Access	2	0	27	29
Arm C - Green Lane (W)	227	0	0	227
Total	229	0	268	497

HGVs

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	0	2	2
Arm B - Site Access	0	0	0	0
Arm C - Green Lane (W)	1	0	0	1
Total	1	0	2	4

HGVs

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	0	1	1
Arm B - Site Access	0	0	0	0
Arm C - Green Lane (W)	1	0	0	1
Total	1	0	1	2

HGV %

AM Peak (0800-0900)	Arm A	Arm B	Arm C
Arm A - Green Lane (E)	#DIV/0!	0%	1%
Arm B - Site Access	#DIV/0!	#DIV/0!	0%
Arm C - Green Lane (W)	0%	0%	#DIV/0!

HGV %

PM Peak (1700-1800)	Arm A	Arm B	Arm C
Arm A - Green Lane (E)	#DIV/0!	#DIV/0!	0%
Arm B - Site Access	0%	#DIV/0!	0%
Arm C - Green Lane (W)	1%	#DIV/0!	#DIV/0!

PCU

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	1	262	263
Arm B - Site Access	0	0	20	20
Arm C - Green Lane (W)	249	33	0	282
Total	249	34	282	565

PCU

PM Peak (1700-1800)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	0	242	242
Arm B - Site Access	2	0	27	29
Arm C - Green Lane (W)	229	0	0	229
Total	231	0	269	499

Proposed Development

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)		1	0	1
Arm B - Site Access		0	6	6
Arm C - Green Lane (W)		6	0	6
Total	0	3	0	7

PCU

Arm A - Green Lane (E)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)				0
Arm B - Site Access	1		6	7
Arm C - Green Lane (W)			0	0
Total	1	0	6	7

2031 Operational Test 2 - Covanta + Broadmead + Proposed Development

All Vehicles

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	2	260	262
Arm B - Site Access	0	0	20	20
Arm C - Green Lane (W)	247	39	0	286
Total	247	41	280	568

All Vehicles

PM Peak (1700-1800)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	0	241	241
Arm B - Site Access	3	0	33	36
Arm C - Green Lane (W)	227	0	0	227
Total	230	0	274	504

HGVs

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	0	2	2
Arm B - Site Access	0	0	0	0
Arm C - Green Lane (W)	1	0	0	1
Total	1	0	2	4

HGVs

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	0	1	1
Arm B - Site Access	0	0	0	0
Arm C - Green Lane (W)	1	0	0	1
Total	1	0	1	2

HGV %

AM Peak (0800-0900)	Arm A	Arm B	Arm C
Arm A - Green Lane (E)	#DIV/0!	0%	1%
Arm B - Site Access	#DIV/0!	#DIV/0!	0%
Arm C - Green Lane (W)	0%	0%	#DIV/0!

HGV %

PM Peak (1700-1800)	Arm A	Arm B	Arm C
Arm A - Green Lane (E)	#DIV/0!	#DIV/0!	0%
Arm B - Site Access	0%	#DIV/0!	0%
Arm C - Green Lane (W)	1%	#DIV/0!	#DIV/0!

PCU

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	2	262	264
Arm B - Site Access	0	0	20	20
Arm C - Green Lane (W)	249	39	0	288
Total	249	41	282	572

PCU

PM Peak (1700-1800)	Arm A	Arm B	Arm C	Total
Arm A - Green Lane (E)	0	0	242	242
Arm B - Site Access	3	0	33	36
Arm C - Green Lane (W)	229	0	0	229
Total	232	0	275	506

40335 - Millbrook Power Plant

Green Lane / Bedford Rd

2017 Observed Flows

All Vehicles

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	115	335	450
Arm B - Green Lane	42	0	139	181
Arm C -C94 Bedford Rd (S)	237	155	0	392
Total	279	270	474	1023

HGVs

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	3	26	29
Arm B - Green Lane	9	0	9	18
Arm C -C94 Bedford Rd (S)	25	16	0	41
Total	34	19	35	88

HGV %

AM Peak (0800-0900)	Arm A	Arm B	Arm C
Arm A - C94 Bedford Rd (N)	#DIV/0!	3%	8%
Arm B - Green Lane	21%	#DIV/0!	6%
Arm C -C94 Bedford Rd (S)	11%	10%	#DIV/0!

PCU

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	118	361	479
Arm B - Green Lane	51	0	149	199
Arm C -C94 Bedford Rd (S)	262	171	0	433
Total	313	289	509	1111

2017 Observed Flows

All Vehicles

PM Peak (1700-1800)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	15	305	320
Arm B - Green Lane	67	0	134	201
Arm C -C94 Bedford Rd (S)	332	116	0	448
Total	399	131	439	969

HGVs

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	1	9	10
Arm B - Green Lane	2	0	1	3
Arm C -C94 Bedford Rd (S)	8	0	0	8
Total	10	1	10	21

HGV %

PM Peak (1700-1800)	Arm A	Arm B	Arm C
Arm A - C94 Bedford Rd (N)	#DIV/0!	7%	3%
Arm B - Green Lane	3%	#DIV/0!	1%
Arm C -C94 Bedford Rd (S)	2%	0%	#DIV/0!

PCU

PM Peak (1700-1800)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	16	314	330
Arm B - Green Lane	69	0	135	204
Arm C -C94 Bedford Rd (S)	340	116	0	456
Total	409	132	449	990

Comitted Developments

Broadmead Road

Taken from Appendix 2.6

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - Bedford Road (N)	0	0	0	0
Arm B - Green Lane	0	0	118	118
Arm C - Bedford Road (S)	0	79	0	79
Total	0	79	118	197

PM Peak (1700-1800)	Arm A	Arm B	Arm C	Total
Arm A - Bedford Road (N)	0	0	0	0
Arm B - Green Lane	0	0	85	85
Arm C - Bedford Road (S)	0	97	0	97
Total	0	97	85	182

Covanta

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - Bedford Road (N)	0	10	0	10
Arm B - Green Lane	4	0	16	20
Arm C - Bedford Road (S)	0	23	0	23
Total	4	33	16	53

PM Peak (1700-1800)	Arm A	Arm B	Arm C	Total
Arm A - Bedford Road (N)	0	7	0	7
Arm B - Green Lane	13	0	13	26
Arm C - Bedford Road (S)	0	0	0	0
Total	13	7	13	33

2031 Operational Test 2 Base Flows - Background Growth + Broadmead + Covanta

All Vehicles

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	147	400	547
Arm B - Green Lane	54	0	300	354
Arm C -C94 Bedford Rd (S)	283	287	0	570
Total	337	434	700	1472

All Vehicles

PM Peak (1700-1800)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	25	365	390
Arm B - Green Lane	93	0	258	352
Arm C -C94 Bedford Rd (S)	397	236	0	633
Total	491	261	623	1375

HGVs

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	4	31	35
Arm B - Green Lane	11	0	11	21
Arm C -C94 Bedford Rd (S)	30	19	0	49
Total	41	23	42	105

HGVs

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	1	11	12
Arm B - Green Lane	2	0	1	4
Arm C -C94 Bedford Rd (S)	10	0	0	10
Total	12	1	12	25

HGV %

AM Peak (0800-0900)	Arm A	Arm B	Arm C
Arm A - C94 Bedford Rd (N)	#DIV/0!	2%	8%
Arm B - Green Lane	20%	#DIV/0!	4%
Arm C -C94 Bedford Rd (S)	11%	7%	#DIV/0!

HGV %

PM Peak (1700-1800)	Arm A	Arm B	Arm C
Arm A - C94 Bedford Rd (N)	#DIV/0!	5%	3%
Arm B - Green Lane	3%	#DIV/0!	0%
Arm C -C94 Bedford Rd (S)	2%	0%	#DIV/0!

PCU

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	151	431	582
Arm B - Green Lane	65	0	311	376
Arm C -C94 Bedford Rd (S)	313	306	0	619
Total	378	457	742	1577

PCU

PM Peak (1700-1800)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	26	376	402
Arm B - Green Lane	96	0	260	355
Arm C -C94 Bedford Rd (S)	407	236	0	643
Total	503	262	635	1400

Proposed Development

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	3	0	3
Arm B - Green Lane	0	0	0	0
Arm C -C94 Bedford Rd (S)	0	3	0	3
Total	0	3	0	6

PCU

Arm A - C94 Bedford Rd (N)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	0	0	0
Arm B - Green Lane	3	0	3	6
Arm C -C94 Bedford Rd (S)	0	0	0	0
Total	3	0	3	6

2031 Operational Test 2 - Covanta + Proposed Development + Broadmead Road

All Vehicles

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	150	400	550
Arm B - Green Lane	54	0	300	354
Arm C -C94 Bedford Rd (S)	283	290	0	573
Total	337	440	700	1478

All Vehicles

PM Peak (1700-1800)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	25	365	390
Arm B - Green Lane	96	0	261	358
Arm C -C94 Bedford Rd (S)	397	236	0	633
Total	494	261	626	1381

HGVs

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	4	31	35
Arm B - Green Lane	11	0	11	21
Arm C -C94 Bedford Rd (S)	30	19	0	49
Total	41	23	42	105

HGVs

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	1	11	12
Arm B - Green Lane	2	0	1	4
Arm C -C94 Bedford Rd (S)	10	0	0	10
Total	12	1	12	25

HGV %

AM Peak (0800-0900)	Arm A	Arm B	Arm C
Arm A - C94 Bedford Rd (N)	#DIV/0!	2%	8%
Arm B - Green Lane	20%	#DIV/0!	4%
Arm C -C94 Bedford Rd (S)	11%	7%	#DIV/0!

HGV %

PM Peak (1700-1800)	Arm A	Arm B	Arm C
Arm A - C94 Bedford Rd (N)	#DIV/0!	5%	3%
Arm B - Green Lane	2%	#DIV/0!	0%
Arm C -C94 Bedford Rd (S)	2%	0%	#DIV/0!

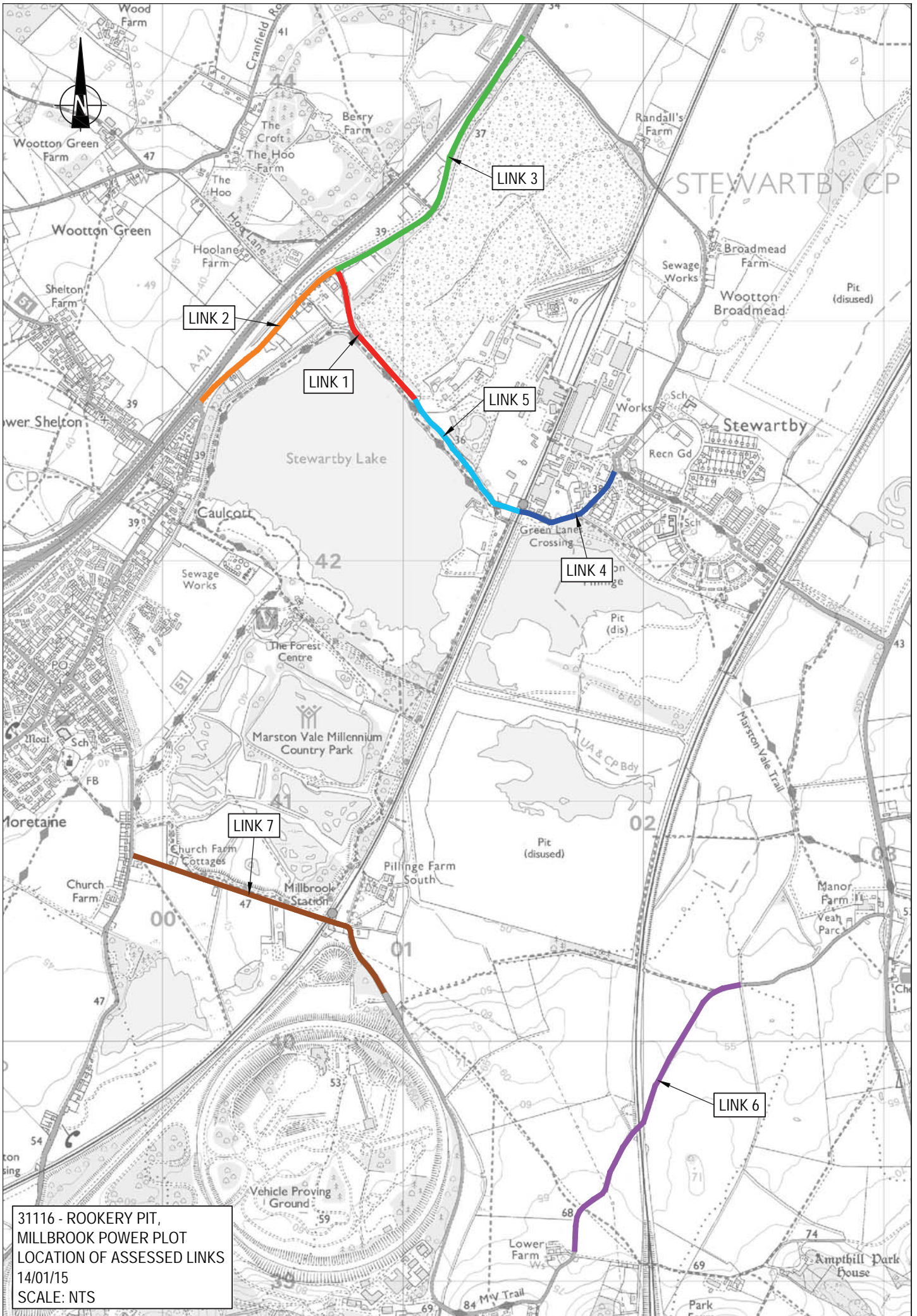
PCU

AM Peak (0800-0900)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	154	431	585
Arm B - Green Lane	65	0	311	376
Arm C -C94 Bedford Rd (S)	313	309	0	622
Total	378	463	742	1583

PCU

PM Peak (1700-1800)	Arm A	Arm B	Arm C	Total
Arm A - C94 Bedford Rd (N)	0	26	376	402
Arm B - Green Lane	99	0	263	361
Arm C -C94 Bedford Rd (S)	407	236	0	643
Total	506	262	638	1406

Appendix 8.1 – Link Location Plan



31116 - ROOKERY PIT,
 MILLBROOK POWER PLOT
 LOCATION OF ASSESSED LINKS
 14/01/15
 SCALE: NTS

Appendix 8.2 – Junction Capacity Assessment Computer Output Files – 2017 Observed With Construction

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2017
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: 2017 Observed with Construction Traffic.j9
Path: J:\40335 Millbrook Power Project\Junctions 9\Green Lane Site Access\2017 + Construction
Report generation date: 22/08/2017 15:52:36

»(Default Analysis Set) - 2017 + Construction Traffic, AM peak
»(Default Analysis Set) - 2017 + Construction Traffic, PM peak

Summary of junction performance

	AM peak					PM peak				
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
A1 - 2017 + Construction Traffic										
Stream B-C	0.0	5.12	0.01	A	1.96	0.2	6.47	0.13	A	1.93
Stream B-A	0.0	0.00	0.00	A		0.0	7.94	0.02	A	
Stream C-AB	0.2	7.92	0.16	A		0.0	6.25	0.01	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	18/11/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	jwilliams
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2017 + Construction Traffic	AM peak	ONE HOUR	08:00	09:30	15	✓
D2	2017 + Construction Traffic	PM peak	ONE HOUR	08:00	09:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

(Default Analysis Set) - 2017 + Construction Traffic, AM peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	1.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Green Lane (E)		Major
B	Site Access		Minor
C	Green Lane (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.25			76.0	✓	2.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	9.00	5.00	4.00	4.00	✓	2.00	43	36

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	509	0.092	0.232	0.146	0.331
1	B-C	750	0.114	0.288	-	-
1	C-B	618	0.237	0.237	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2017 + Construction Traffic	AM peak	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	129	100.000
B		ONE HOUR	✓	7	100.000
C		ONE HOUR	✓	227	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	A	B	C	
A	0	8	121	
B	0	0	7	
C	142	85	0	

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A	B	C	
A	0	0	2	
B	0	0	0	
C	1	9	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.01	5.12	0.0	A	6	10	0.81	5.05	0.01	0.81	5.05
B-A	0.00	0.00	0.0	A	0	0	0.00	0.00	0.00	0.00	0.00
C-AB	0.16	7.92	0.2	A	78	118	15.09	7.69	0.17	15.09	7.69
C-A					130	195					
A-B					7	11					
A-C					111	167					

Main Results for each time segment
08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	5	1	723	0.007	5	0.0	0.0	5.013	A
B-A	0	0	451	0.000	0	0.0	0.0	0.000	A
C-AB	64	16	597	0.108	64	0.0	0.1	7.353	A
C-A	107	27			107				
A-B	6	2			6				
A-C	91	23			91				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	6	2	718	0.009	6	0.0	0.0	5.057	A
B-A	0	0	439	0.000	0	0.0	0.0	0.000	A
C-AB	77	19	594	0.129	77	0.1	0.2	7.587	A
C-A	127	32			127				
A-B	7	2			7				
A-C	109	27			109				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	8	2	711	0.011	8	0.0	0.0	5.119	A
B-A	0	0	424	0.000	0	0.0	0.0	0.000	A
C-AB	94	24	590	0.160	94	0.2	0.2	7.911	A
C-A	155	39			155				
A-B	9	2			9				
A-C	133	33			133				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	8	2	711	0.011	8	0.0	0.0	5.119	A
B-A	0	0	423	0.000	0	0.0	0.0	0.000	A
C-AB	94	24	590	0.160	94	0.2	0.2	7.916	A
C-A	155	39			155				
A-B	9	2			9				
A-C	133	33			133				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	6	2	718	0.009	6	0.0	0.0	5.057	A
B-A	0	0	439	0.000	0	0.0	0.0	0.000	A
C-AB	77	19	593	0.129	77	0.2	0.2	7.595	A
C-A	127	32			127				
A-B	7	2			7				
A-C	109	27			109				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	5	1	723	0.007	5	0.0	0.0	5.013	A
B-A	0	0	451	0.000	0	0.0	0.0	0.000	A
C-AB	64	16	597	0.108	64	0.2	0.1	7.368	A
C-A	107	27			107				
A-B	6	2			6				
A-C	91	23			91				

Queueing Delay Results for each time segment
08:00 - 08:15

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	0.11	0.01	5.013	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	1.94	0.13	7.353	A	A

08:15 - 08:30

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	0.13	0.01	5.057	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	2.43	0.16	7.587	A	A

08:30 - 08:45

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	0.16	0.01	5.119	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	3.12	0.21	7.911	A	A

08:45 - 09:00

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	0.16	0.01	5.119	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	3.15	0.21	7.916	A	A

09:00 - 09:15

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	0.14	0.01	5.057	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	2.46	0.16	7.595	A	A

09:15 - 09:30

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	0.11	0.01	5.013	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	1.99	0.13	7.368	A	A

(Default Analysis Set) - 2017 + Construction Traffic, PM peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	1.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2017 + Construction Traffic	PM peak	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	131	100.000
B		ONE HOUR	✓	93	100.000
C		ONE HOUR	✓	117	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	131
	B	8	0	85
	C	110	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	9
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.13	6.47	0.2	A	78	117	12.12	6.22	0.13	12.12	6.22
B-A	0.02	7.94	0.0	A	7	11	1.42	7.72	0.02	1.42	7.72
C-AB	0.01	6.25	0.0	A	6	10	0.99	6.17	0.01	0.99	6.17
C-A					101	151					
A-B					0	0					
A-C					120	180					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	64	16	714	0.090	64	0.0	0.1	6.027	A
B-A	6	2	479	0.013	6	0.0	0.0	7.605	A
C-AB	5	1	595	0.009	5	0.0	0.0	6.107	A
C-A	83	21			83				
A-B	0	0			0				
A-C	99	25			99				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	76	19	708	0.108	76	0.1	0.1	6.209	A
B-A	7	2	472	0.015	7	0.0	0.0	7.744	A
C-AB	6	2	590	0.011	6	0.0	0.0	6.165	A
C-A	99	25			99				
A-B	0	0			0				
A-C	118	29			118				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	94	23	700	0.134	93	0.1	0.2	6.466	A
B-A	9	2	462	0.019	9	0.0	0.0	7.944	A
C-AB	8	2	584	0.013	8	0.0	0.0	6.247	A
C-A	121	30			121				
A-B	0	0			0				
A-C	144	36			144				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	94	23	700	0.134	94	0.2	0.2	6.469	A
B-A	9	2	462	0.019	9	0.0	0.0	7.944	A
C-AB	8	2	584	0.013	8	0.0	0.0	6.247	A
C-A	121	30			121				
A-B	0	0			0				
A-C	144	36			144				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	76	19	708	0.108	77	0.2	0.1	6.214	A
B-A	7	2	472	0.015	7	0.0	0.0	7.745	A
C-AB	6	2	590	0.011	6	0.0	0.0	6.168	A
C-A	99	25			99				
A-B	0	0			0				
A-C	118	29			118				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	64	16	714	0.090	64	0.1	0.1	6.038	A
B-A	6	2	479	0.013	6	0.0	0.0	7.609	A
C-AB	5	1	595	0.009	5	0.0	0.0	6.107	A
C-A	83	21			83				
A-B	0	0			0				
A-C	99	25			99				

Queueing Delay Results for each time segment
08:00 - 08:15

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	1.55	0.10	6.027	A	A
B-A	0.18	0.01	7.605	A	A
C-AB	0.13	0.01	6.107	A	A

08:15 - 08:30

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	1.93	0.13	6.209	A	A
B-A	0.23	0.02	7.744	A	A
C-AB	0.16	0.01	6.165	A	A

08:30 - 08:45

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	2.45	0.16	6.466	A	A
B-A	0.28	0.02	7.944	A	A
C-AB	0.20	0.01	6.247	A	A

08:45 - 09:00

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	2.51	0.17	6.469	A	A
B-A	0.29	0.02	7.944	A	A
C-AB	0.20	0.01	6.247	A	A

09:00 - 09:15

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	2.03	0.14	6.214	A	A
B-A	0.24	0.02	7.745	A	A
C-AB	0.16	0.01	6.168	A	A

09:15 - 09:30

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	1.65	0.11	6.038	A	A
B-A	0.20	0.01	7.609	A	A
C-AB	0.13	0.01	6.107	A	A

Junctions 9
PICADY 9 - Priority Intersection Module
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Filename: Bedford Rd - Green Lane 2017 Observed + Construction Traffic.j9
Path: J:\40335 Millbrook Power Project\Junctions 9\Bedford Road - Green Lane\2017 Observed + Construction Traffic
Report generation date: 22/08/2017 15:50:34

- »2017+Construction, AM
- »2017+Construction, PM

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
2017+Construction										
Stream B-C	0.4	8.33	0.26	A	3.94	0.5	8.69	0.31	A	3.94
Stream B-A	0.3	17.53	0.21	C		0.6	16.08	0.35	C	
Stream C-AB	0.8	12.07	0.41	B		0.3	7.49	0.21	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	24/07/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PBA\pcullen
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017+Construction	AM	ONE HOUR	08:00	09:30	15
D2	2017+Construction	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017+Construction, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Bedford Rd (N)		Major
B	Green Lane		Minor
C	Bedford Rd (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00		✓	2.80	160.0	✓	13.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	10.00	7.60	6.00	5.00	✓	3.00	58	110

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	559	0.102	0.257	0.162	0.368
1	B-C	803	0.123	0.311	-	-
1	C-B	710	0.275	0.275	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2017+Construction	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	529	100.000
B		✓	206	100.000
C		✓	469	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	168	361
	B	58	0	148
	C	262	207	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	6	8
	B	18	0	6
	C	11	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.26	8.33	0.4	A
B-A	0.21	17.53	0.3	C
C-AB	0.41	12.07	0.8	B
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	111	683	0.163	111	0.2	6.658	A
B-A	44	387	0.113	43	0.1	12.336	B
C-AB	156	601	0.259	154	0.4	8.685	A
C-A	197			197			
A-B	126			126			
A-C	272			272			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	133	658	0.202	133	0.3	7.267	A
B-A	52	353	0.148	52	0.2	14.103	B
C-AB	186	579	0.321	186	0.5	9.862	A
C-A	236			236			
A-B	151			151			
A-C	325			325			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	163	621	0.262	163	0.4	8.307	A
B-A	64	306	0.208	63	0.3	17.456	C
C-AB	228	550	0.414	227	0.7	12.001	B
C-A	288			288			
A-B	185			185			
A-C	397			397			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	163	621	0.262	163	0.4	8.328	A
B-A	64	306	0.209	64	0.3	17.535	C
C-AB	228	550	0.414	228	0.8	12.073	B
C-A	288			288			
A-B	185			185			
A-C	397			397			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	133	657	0.202	133	0.3	7.292	A
B-A	52	352	0.148	53	0.2	14.183	B
C-AB	186	579	0.321	187	0.5	9.935	A
C-A	236			236			
A-B	151			151			
A-C	325			325			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	111	682	0.163	112	0.2	6.692	A
B-A	44	386	0.113	44	0.2	12.418	B
C-AB	156	601	0.259	156	0.4	8.765	A
C-A	197			197			
A-B	126			126			
A-C	272			272			

2017+Construction, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	3.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D2	2017+Construction	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	337	100.000
B		✓	290	100.000
C		✓	456	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	23	314
	B	119	0	171
	C	340	116	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	5	3
	B	8	0	1
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.31	8.69	0.5	A
B-A	0.35	16.08	0.6	C
C-AB	0.21	7.49	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	129	667	0.193	128	0.2	6.734	A
B-A	90	439	0.204	88	0.3	11.064	B
C-AB	87	640	0.136	87	0.2	6.496	A
C-A	256			256			
A-B	17			17			
A-C	236			236			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	154	643	0.239	153	0.3	7.425	A
B-A	107	411	0.260	107	0.4	12.748	B
C-AB	104	627	0.166	104	0.2	6.886	A
C-A	306			306			
A-B	21			21			
A-C	282			282			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	188	607	0.310	188	0.4	8.652	A
B-A	131	373	0.352	130	0.6	15.986	C
C-AB	128	608	0.210	127	0.3	7.487	A
C-A	374			374			
A-B	25			25			
A-C	346			346			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	188	607	0.310	188	0.5	8.686	A
B-A	131	373	0.352	131	0.6	16.084	C
C-AB	128	608	0.210	128	0.3	7.493	A
C-A	374			374			
A-B	25			25			
A-C	346			346			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	154	642	0.239	154	0.3	7.465	A
B-A	107	411	0.260	108	0.4	12.843	B
C-AB	104	627	0.166	105	0.2	6.898	A
C-A	306			306			
A-B	21			21			
A-C	282			282			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	129	666	0.193	129	0.2	6.776	A
B-A	90	439	0.204	90	0.3	11.162	B
C-AB	87	640	0.136	87	0.2	6.515	A
C-A	256			256			
A-B	17			17			
A-C	236			236			

Appendix 9.1 – Junction Capacity Assessment Computer Output Files – 2031 Operational Test 1

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2017
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk
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Filename: 2031 Operational Test 1.j9

Path: J:\40335 Millbrook Power Project\Junctions 9\Green Lane Site Access\2031 Operational Test 1

Report generation date: 18/08/2017 15:11:00

- »(Default Analysis Set) - 2031 Operational Test 1 , AM peak
- »(Default Analysis Set) - 2031 Operational Test 1 , PM peak

Summary of junction performance

	AM peak					PM peak				
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
A1 - 2031 Operational Test 1										
Stream B-C	0.0	0.00	0.00	A	0.08	0.0	5.47	0.01	A	0.09
Stream B-A	0.0	0.00	0.00	A		0.0	8.58	0.00	A	
Stream C-AB	0.0	6.63	0.01	A		0.0	0.00	0.00	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	18/11/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	jwilliams
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031 Operational Test 1	AM peak	ONE HOUR	08:00	09:30	15	✓
D2	2031 Operational Test 1	PM peak	ONE HOUR	08:00	09:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

(Default Analysis Set) - 2031 Operational Test 1 , AM peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	0.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Green Lane (E)		Major
B	Site Access		Minor
C	Green Lane (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.25			76.0	✓	2.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	9.00	5.00	4.00	4.00	✓	2.00	43	36

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	560	0.101	0.255	0.160	0.364
1	B-C	711	0.108	0.273	-	-
1	C-B	618	0.237	0.237	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031 Operational Test 1	AM peak	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	263	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	255	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	1	262
	B	0	0	0
	C	249	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.00	0.00	0.0	A	0	0	0.00	0.00	0.00	0.00	0.00
B-A	0.00	0.00	0.0	A	0	0	0.00	0.00	0.00	0.00	0.00
C-AB	0.01	6.63	0.0	A	6	8	0.89	6.49	0.01	0.89	6.49
C-A					228	343					
A-B					0.92	1					
A-C					240	361					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	0	0	657	0.000	0	0.0	0.0	0.000	A
B-A	0	0	478	0.000	0	0.0	0.0	0.000	A
C-AB	5	1	571	0.008	4	0.0	0.0	6.353	A
C-A	187	47			187				
A-B	0.75	0.19			0.75				
A-C	197	49			197				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	0	0	647	0.000	0	0.0	0.0	0.000	A
B-A	0	0	462	0.000	0	0.0	0.0	0.000	A
C-AB	5	1	562	0.010	5	0.0	0.0	6.466	A
C-A	224	56			224				
A-B	0.90	0.22			0.90				
A-C	236	59			236				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	0	0	633	0.000	0	0.0	0.0	0.000	A
B-A	0	0	440	0.000	0	0.0	0.0	0.000	A
C-AB	7	2	549	0.012	7	0.0	0.0	6.631	A
C-A	274	69			274				
A-B	1	0.28			1				
A-C	288	72			288				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	0	0	633	0.000	0	0.0	0.0	0.000	A
B-A	0	0	440	0.000	0	0.0	0.0	0.000	A
C-AB	7	2	549	0.012	7	0.0	0.0	6.631	A
C-A	274	69			274				
A-B	1	0.28			1				
A-C	288	72			288				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	0	0	647	0.000	0	0.0	0.0	0.000	A
B-A	0	0	462	0.000	0	0.0	0.0	0.000	A
C-AB	5	1	562	0.010	5	0.0	0.0	6.467	A
C-A	224	56			224				
A-B	0.90	0.22			0.90				
A-C	236	59			236				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	0	0	657	0.000	0	0.0	0.0	0.000	A
B-A	0	0	478	0.000	0	0.0	0.0	0.000	A
C-AB	5	1	571	0.008	5	0.0	0.0	6.355	A
C-A	187	47			187				
A-B	0.75	0.19			0.75				
A-C	197	49			197				

Queueing Delay Results for each time segment
08:00 - 08:15

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.12	0.01	6.353	A	A

08:15 - 08:30

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.14	0.01	6.466	A	A

08:30 - 08:45

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.18	0.01	6.631	A	A

08:45 - 09:00

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.18	0.01	6.631	A	A

09:00 - 09:15

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.15	0.01	6.467	A	A

09:15 - 09:30

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	0.00	0.00	0.000	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.12	0.01	6.355	A	A

(Default Analysis Set) - 2031 Operational Test 1 , PM peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	0.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2031 Operational Test 1	PM peak	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	242	100.000
B		ONE HOUR	✓	7	100.000
C		ONE HOUR	✓	229	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	242
	B	1	0	6
	C	229	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.01	5.47	0.0	A	6	8	0.74	5.34	0.01	0.74	5.34
B-A	0.00	8.58	0.0	A	0.92	1	0.19	8.23	0.00	0.19	8.23
C-AB	0.00	0.00	0.0	A	0	0	0.00	0.00	0.00	0.00	0.00
C-A					210	315					
A-B					0	0					
A-C					222	333					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	5	1	689	0.007	4	0.0	0.0	5.259	A
B-A	0.75	0.19	452	0.002	0.75	0.0	0.0	7.970	A
C-AB	0	0	1155	0.000	0	0.0	0.0	0.000	A
C-A	172	43			172				
A-B	0	0			0				
A-C	182	46			182				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	5	1	679	0.008	5	0.0	0.0	5.345	A
B-A	0.90	0.22	439	0.002	0.90	0.0	0.0	8.216	A
C-AB	0	0	1139	0.000	0	0.0	0.0	0.000	A
C-A	206	51			206				
A-B	0	0			0				
A-C	218	54			218				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	7	2	665	0.010	7	0.0	0.0	5.468	A
B-A	1	0.28	420	0.003	1	0.0	0.0	8.583	A
C-AB	0	0	1115	0.000	0	0.0	0.0	0.000	A
C-A	252	63			252				
A-B	0	0			0				
A-C	266	67			266				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	7	2	665	0.010	7	0.0	0.0	5.468	A
B-A	1	0.28	420	0.003	1	0.0	0.0	8.583	A
C-AB	0	0	1115	0.000	0	0.0	0.0	0.000	A
C-A	252	63			252				
A-B	0	0			0				
A-C	266	67			266				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	5	1	679	0.008	5	0.0	0.0	5.347	A
B-A	0.90	0.22	439	0.002	0.90	0.0	0.0	8.216	A
C-AB	0	0	1139	0.000	0	0.0	0.0	0.000	A
C-A	206	51			206				
A-B	0	0			0				
A-C	218	54			218				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	5	1	689	0.007	5	0.0	0.0	5.259	A
B-A	0.75	0.19	452	0.002	0.75	0.0	0.0	7.971	A
C-AB	0	0	1155	0.000	0	0.0	0.0	0.000	A
C-A	172	43			172				
A-B	0	0			0				
A-C	182	46			182				

Queueing Delay Results for each time segment
08:00 - 08:15

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	0.10	0.01	5.259	A	A
B-A	0.02	0.00	7.970	A	A
C-AB	0.00	0.00	0.000	A	A

08:15 - 08:30

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	0.12	0.01	5.345	A	A
B-A	0.03	0.00	8.216	A	A
C-AB	0.00	0.00	0.000	A	A

08:30 - 08:45

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	0.15	0.01	5.468	A	A
B-A	0.04	0.00	8.583	A	A
C-AB	0.00	0.00	0.000	A	A

08:45 - 09:00

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	0.15	0.01	5.468	A	A
B-A	0.04	0.00	8.583	A	A
C-AB	0.00	0.00	0.000	A	A

09:00 - 09:15

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	0.12	0.01	5.347	A	A
B-A	0.03	0.00	8.216	A	A
C-AB	0.00	0.00	0.000	A	A

09:15 - 09:30

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	0.10	0.01	5.259	A	A
B-A	0.03	0.00	7.971	A	A
C-AB	0.00	0.00	0.000	A	A

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2017
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Filename: Bedford Rd - Green Lane Operational Test 1.j9
Path: J:\40335 Millbrook Power Project\Junctions 9\Bedford Road - Green Lane\2031 Operational Test 1
Report generation date: 18/08/2017 14:31:55

- »2031 Operational Test 1, AM
- »2031 Operational Test 1, PM

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
2031 Operational Test 1										
Stream B-C	1.2	13.82	0.54	B	7.05	0.8	10.73	0.45	B	5.10
Stream B-A	0.5	26.23	0.29	D		0.5	20.38	0.34	C	
Stream C-AB	1.5	17.85	0.59	C		0.8	10.88	0.44	B	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	24/07/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PBA\pcullen
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031 Operational Test 1	AM	ONE HOUR	08:00	09:30	15
D2	2031 Operational Test 1	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 Operational Test 1, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	7.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Bedford Rd (N)		Major
B	Green Lane		Minor
C	Bedford Rd (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00		✓	2.80	160.0	✓	13.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	10.00	7.60	6.00	5.00	✓	3.00	58	110

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	546	0.099	0.251	0.158	0.359
1	B-C	820	0.126	0.318	-	-
1	C-B	710	0.275	0.275	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031 Operational Test 1	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	575	100.000
B		✓	356	100.000
C		✓	599	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	144	431
	B	61	0	295
	C	313	286	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	3	8
	B	21	0	6
	C	11	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.54	13.82	1.2	B
B-A	0.29	26.23	0.5	D
C-AB	0.59	17.85	1.5	C
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	222	679	0.327	220	0.5	8.277	A
B-A	46	338	0.136	45	0.2	14.852	B
C-AB	215	591	0.364	213	0.6	10.405	B
C-A	236			236			
A-B	108			108			
A-C	324			324			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	265	648	0.409	264	0.7	9.916	A
B-A	55	295	0.186	55	0.3	18.073	C
C-AB	257	568	0.453	256	0.9	12.649	B
C-A	281			281			
A-B	129			129			
A-C	387			387			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	325	602	0.540	323	1.2	13.593	B
B-A	67	234	0.287	66	0.5	25.838	D
C-AB	315	537	0.588	313	1.5	17.500	C
C-A	344			344			
A-B	159			159			
A-C	475			475			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	325	601	0.541	325	1.2	13.815	B
B-A	67	233	0.288	67	0.5	26.230	D
C-AB	315	537	0.588	315	1.5	17.853	C
C-A	344			344			
A-B	159			159			
A-C	475			475			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	265	647	0.410	267	0.7	10.087	B
B-A	55	294	0.187	56	0.3	18.345	C
C-AB	257	568	0.453	260	0.9	12.936	B
C-A	281			281			
A-B	129			129			
A-C	387			387			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	222	678	0.327	223	0.5	8.398	A
B-A	46	336	0.136	46	0.2	15.031	C
C-AB	215	591	0.364	216	0.6	10.604	B
C-A	236			236			
A-B	108			108			
A-C	324			324			

2031 Operational Test 1, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	5.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D2	2031 Operational Test 1	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	395	100.000
B		✓	336	100.000
C		✓	643	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	19	376
	B	86	0	250
	C	407	236	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	7	3
	B	3	0	1
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.45	10.73	0.8	B
B-A	0.34	20.38	0.5	C
C-AB	0.44	10.88	0.8	B
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	188	685	0.275	187	0.4	7.277	A
B-A	65	367	0.176	64	0.2	12.188	B
C-AB	178	628	0.283	176	0.4	7.935	A
C-A	306			306			
A-B	14			14			
A-C	283			283			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	225	657	0.342	224	0.5	8.386	A
B-A	77	330	0.235	77	0.3	14.649	B
C-AB	212	612	0.346	212	0.5	8.970	A
C-A	366			366			
A-B	17			17			
A-C	338			338			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	275	615	0.448	274	0.8	10.642	B
B-A	95	277	0.342	94	0.5	20.160	C
C-AB	260	590	0.440	259	0.8	10.821	B
C-A	448			448			
A-B	21			21			
A-C	414			414			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	275	614	0.448	275	0.8	10.734	B
B-A	95	277	0.342	95	0.5	20.376	C
C-AB	260	590	0.440	260	0.8	10.884	B
C-A	448			448			
A-B	21			21			
A-C	414			414			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	225	656	0.342	226	0.5	8.471	A
B-A	77	329	0.235	78	0.3	14.819	B
C-AB	212	612	0.346	213	0.5	9.036	A
C-A	366			366			
A-B	17			17			
A-C	338			338			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	188	684	0.275	189	0.4	7.353	A
B-A	65	367	0.177	65	0.2	12.315	B
C-AB	178	628	0.283	178	0.4	8.009	A
C-A	306			306			
A-B	14			14			
A-C	283			283			

Appendix 10.1 – Junction Capacity Assessment Computer Output Files – 2031 Operational Test 2

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2017
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Filename: 2031 Operational Test 2.j9

Path: J:\40335 Millbrook Power Project\Junctions 9\Green Lane Site Access\2031 Operational Test 2

Report generation date: 18/08/2017 15:12:09

- »(Default Analysis Set) - 2031 Operational Test 2 , AM peak
- »(Default Analysis Set) - 2031 Operational Test 2, PM peak

Summary of junction performance

	AM peak					PM peak				
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
A1 - 2031 Operational Test 2										
Stream B-C	0.0	5.58	0.03	A	0.68	0.1	5.70	0.05	A	0.42
Stream B-A	0.0	0.00	0.00	A		0.0	8.71	0.01	A	
Stream C-AB	0.1	7.09	0.08	A		0.0	0.00	0.00	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	18/11/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	jwilliams
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031 Operational Test 2	AM peak	ONE HOUR	08:00	09:30	15	✓
D2	2031 Operational Test 2	PM peak	ONE HOUR	08:00	09:30	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	(Default Analysis Set)	✓	100.000	100.000

(Default Analysis Set) - 2031 Operational Test 2 , AM peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	0.68	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Green Lane (E)		Major
B	Site Access		Minor
C	Green Lane (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.25			76.0	✓	2.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	9.00	5.00	4.00	4.00	✓	2.00	43	36

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	509	0.092	0.232	0.146	0.331
1	B-C	750	0.114	0.288	-	-
1	C-B	618	0.237	0.237	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031 Operational Test 2	AM peak	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	264	100.000
B		ONE HOUR	✓	20	100.000
C		ONE HOUR	✓	288	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	2	262
	B	0	0	20
	C	249	39	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.03	5.58	0.0	A	18	28	2.49	5.42	0.03	2.49	5.42
B-A	0.00	0.00	0.0	A	0	0	0.00	0.00	0.00	0.00	0.00
C-AB	0.08	7.09	0.1	A	36	54	6.17	6.88	0.07	6.17	6.88
C-A					228	343					
A-B					2	3					
A-C					240	361					

Main Results for each time segment
08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	15	4	693	0.022	15	0.0	0.0	5.307	A
B-A	0	0	426	0.000	0	0.0	0.0	0.000	A
C-AB	29	7	571	0.051	29	0.0	0.1	6.634	A
C-A	187	47			187				
A-B	2	0.38			2				
A-C	197	49			197				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	18	4	682	0.026	18	0.0	0.0	5.418	A
B-A	0	0	410	0.000	0	0.0	0.0	0.000	A
C-AB	35	9	563	0.062	35	0.1	0.1	6.823	A
C-A	224	56			224				
A-B	2	0.45			2				
A-C	236	59			236				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	22	6	667	0.033	22	0.0	0.0	5.581	A
B-A	0	0	388	0.000	0	0.0	0.0	0.000	A
C-AB	43	11	551	0.078	43	0.1	0.1	7.089	A
C-A	274	69			274				
A-B	2	0.55			2				
A-C	288	72			288				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	22	6	667	0.033	22	0.0	0.0	5.581	A
B-A	0	0	388	0.000	0	0.0	0.0	0.000	A
C-AB	43	11	551	0.078	43	0.1	0.1	7.089	A
C-A	274	69			274				
A-B	2	0.55			2				
A-C	288	72			288				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	18	4	682	0.026	18	0.0	0.0	5.419	A
B-A	0	0	410	0.000	0	0.0	0.0	0.000	A
C-AB	35	9	563	0.062	35	0.1	0.1	6.825	A
C-A	224	56			224				
A-B	2	0.45			2				
A-C	236	59			236				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	15	4	693	0.022	15	0.0	0.0	5.309	A
B-A	0	0	426	0.000	0	0.0	0.0	0.000	A
C-AB	29	7	571	0.051	29	0.1	0.1	6.645	A
C-A	187	47			187				
A-B	2	0.38			2				
A-C	197	49			197				

Queueing Delay Results for each time segment
08:00 - 08:15

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	0.32	0.02	5.307	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.80	0.05	6.634	A	A

08:15 - 08:30

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	0.40	0.03	5.418	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.99	0.07	6.823	A	A

08:30 - 08:45

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	0.50	0.03	5.581	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	1.27	0.08	7.089	A	A

08:45 - 09:00

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	0.51	0.03	5.581	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	1.28	0.09	7.089	A	A

09:00 - 09:15

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	0.42	0.03	5.419	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	1.01	0.07	6.825	A	A

09:15 - 09:30

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	0.34	0.02	5.309	A	A
B-A	0.00	0.00	0.000	A	A
C-AB	0.82	0.05	6.645	A	A

(Default Analysis Set) - 2031 Operational Test 2, PM peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	0.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2031 Operational Test 2	PM peak	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	242	100.000
B		ONE HOUR	✓	36	100.000
C		ONE HOUR	✓	229	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	0	242
	B	3	0	33
	C	229	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-C	0.05	5.70	0.1	A	30	45	4.18	5.52	0.05	4.18	5.52
B-A	0.01	8.71	0.0	A	3	4	0.57	8.35	0.01	0.57	8.35
C-AB	0.00	0.00	0.0	A	0	0	0.00	0.00	0.00	0.00	0.00
C-A					210	315					
A-B					0	0					
A-C					222	333					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	25	6	692	0.036	25	0.0	0.0	5.394	A
B-A	2	0.56	448	0.005	2	0.0	0.0	8.076	A
C-AB	0	0	1155	0.000	0	0.0	0.0	0.000	A
C-A	172	43			172				
A-B	0	0			0				
A-C	182	46			182				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	30	7	682	0.044	30	0.0	0.0	5.521	A
B-A	3	0.67	435	0.006	3	0.0	0.0	8.332	A
C-AB	0	0	1139	0.000	0	0.0	0.0	0.000	A
C-A	206	51			206				
A-B	0	0			0				
A-C	218	54			218				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	36	9	667	0.054	36	0.0	0.1	5.704	A
B-A	3	0.83	416	0.008	3	0.0	0.0	8.714	A
C-AB	0	0	1115	0.000	0	0.0	0.0	0.000	A
C-A	252	63			252				
A-B	0	0			0				
A-C	266	67			266				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	36	9	667	0.054	36	0.1	0.1	5.704	A
B-A	3	0.83	416	0.008	3	0.0	0.0	8.714	A
C-AB	0	0	1115	0.000	0	0.0	0.0	0.000	A
C-A	252	63			252				
A-B	0	0			0				
A-C	266	67			266				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	30	7	682	0.044	30	0.1	0.0	5.522	A
B-A	3	0.67	435	0.006	3	0.0	0.0	8.332	A
C-AB	0	0	1139	0.000	0	0.0	0.0	0.000	A
C-A	206	51			206				
A-B	0	0			0				
A-C	218	54			218				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	25	6	692	0.036	25	0.0	0.0	5.399	A
B-A	2	0.56	448	0.005	2	0.0	0.0	8.076	A
C-AB	0	0	1155	0.000	0	0.0	0.0	0.000	A
C-A	172	43			172				
A-B	0	0			0				
A-C	182	46			182				

Queueing Delay Results for each time segment
08:00 - 08:15

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	0.54	0.04	5.394	A	A
B-A	0.07	0.00	8.076	A	A
C-AB	0.00	0.00	0.000	A	A

08:15 - 08:30

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	0.67	0.04	5.521	A	A
B-A	0.09	0.01	8.332	A	A
C-AB	0.00	0.00	0.000	A	A

08:30 - 08:45

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	0.84	0.06	5.704	A	A
B-A	0.12	0.01	8.714	A	A
C-AB	0.00	0.00	0.000	A	A

08:45 - 09:00

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	0.86	0.06	5.704	A	A
B-A	0.12	0.01	8.714	A	A
C-AB	0.00	0.00	0.000	A	A

09:00 - 09:15

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	0.70	0.05	5.522	A	A
B-A	0.10	0.01	8.332	A	A
C-AB	0.00	0.00	0.000	A	A

09:15 - 09:30

Stream	Queueing total delay (PCU-min)	Queueing rate of delay (PCU-min/min)	Average delay per arriving vehicle (s)	Unsignalised level of service	Signalised level of service
B-C	0.57	0.04	5.399	A	A
B-A	0.08	0.01	8.076	A	A
C-AB	0.00	0.00	0.000	A	A

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2017
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Filename: Bedford Rd - Green Lane Operational Test 2.j9
Path: J:\40335 Millbrook Power Project\Junctions 9\Bedford Road - Green Lane\2031 Operational Test 2
Report generation date: 18/08/2017 14:33:19

- »2031 Operational Test 2, AM
- »2031 Operational Test 2, PM

Summary of junction performance

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)
2031 Operational Test 2										
Stream B-C	1.4	15.22	0.58	C	8.18	0.9	11.70	0.48	B	5.59
Stream B-A	0.6	29.28	0.33	D		0.7	22.24	0.40	C	
Stream C-AB	1.9	20.41	0.64	C		0.8	10.95	0.44	B	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	24/07/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PBA\pcullen
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031 Operational Test 2	AM	ONE HOUR	08:00	09:30	15
D2	2031 Operational Test 2	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2031 Operational Test 2, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	8.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Bedford Rd (N)		Major
B	Green Lane		Minor
C	Bedford Rd (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00		✓	2.80	160.0	✓	13.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	10.00	7.60	6.00	5.00	✓	3.00	58	110

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	546	0.099	0.251	0.158	0.359
1	B-C	819	0.126	0.318	-	-
1	C-B	710	0.275	0.275	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031 Operational Test 2	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	585	100.000
B		✓	376	100.000
C		✓	622	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	154	431
	B	65	0	311
	C	313	309	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	3	8
	B	21	0	6
	C	11	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.58	15.22	1.4	C
B-A	0.33	29.28	0.6	D
C-AB	0.64	20.41	1.9	C
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	234	676	0.346	232	0.6	8.553	A
B-A	49	331	0.148	48	0.2	15.375	C
C-AB	233	589	0.395	230	0.7	10.943	B
C-A	236			236			
A-B	116			116			
A-C	324			324			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	280	644	0.434	279	0.8	10.424	B
B-A	58	286	0.204	58	0.3	19.067	C
C-AB	278	566	0.491	276	1.0	13.637	B
C-A	281			281			
A-B	138			138			
A-C	387			387			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	342	594	0.576	340	1.4	14.883	B
B-A	72	222	0.323	71	0.6	28.657	D
C-AB	341	535	0.638	338	1.8	19.818	C
C-A	344			344			
A-B	170			170			
A-C	475			475			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	342	593	0.578	342	1.4	15.216	C
B-A	72	220	0.325	72	0.6	29.282	D
C-AB	341	535	0.638	341	1.9	20.406	C
C-A	344			344			
A-B	170			170			
A-C	475			475			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	280	642	0.435	282	0.8	10.652	B
B-A	58	284	0.206	59	0.3	19.452	C
C-AB	278	566	0.491	281	1.1	14.071	B
C-A	281			281			
A-B	138			138			
A-C	387			387			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	234	675	0.347	235	0.6	8.700	A
B-A	49	329	0.149	49	0.2	15.596	C
C-AB	233	589	0.395	234	0.7	11.205	B
C-A	236			236			
A-B	116			116			
A-C	324			324			

2031 Operational Test 2, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	5.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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)
D2	2031 Operational Test 2	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	402	100.000
B		✓	362	100.000
C		✓	643	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	26	376
	B	99	0	263
	C	407	236	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	7	3
	B	3	0	1
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.48	11.70	0.9	B
B-A	0.40	22.24	0.7	C
C-AB	0.44	10.95	0.8	B
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	198	677	0.292	196	0.4	7.535	A
B-A	75	368	0.203	74	0.3	12.546	B
C-AB	178	627	0.283	176	0.4	7.960	A
C-A	306			306			
A-B	20			20			
A-C	283			283			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	236	648	0.365	236	0.6	8.811	A
B-A	89	330	0.270	89	0.4	15.336	C
C-AB	212	611	0.347	212	0.5	9.007	A
C-A	366			366			
A-B	23			23			
A-C	338			338			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	290	601	0.482	288	0.9	11.568	B
B-A	109	276	0.395	108	0.6	21.922	C
C-AB	260	588	0.442	259	0.8	10.890	B
C-A	448			448			
A-B	29			29			
A-C	414			414			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	290	600	0.483	290	0.9	11.703	B
B-A	109	275	0.396	109	0.7	22.245	C
C-AB	260	588	0.442	260	0.8	10.955	B
C-A	448			448			
A-B	29			29			
A-C	414			414			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	236	647	0.366	238	0.6	8.925	A
B-A	89	329	0.270	90	0.4	15.561	C
C-AB	212	611	0.347	213	0.5	9.076	A
C-A	366			366			
A-B	23			23			
A-C	338			338			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	198	676	0.293	199	0.4	7.624	A
B-A	75	367	0.203	75	0.3	12.707	B
C-AB	178	627	0.283	178	0.4	8.035	A
C-A	306			306			
A-B	20			20			
A-C	283			283			