



TRANSPORT STATEMENT

THE CASTLE HOTEL, HATTON
AH INVESTMENT SOLUTIONS

DOCUMENT QUALITY CONTROL			
Project Number	2019159	Report Number	001
Report Title	Transport Assessment		
Issue	Status	Date	Approved
-	Draft	March 2019	D Sagstad
A	Update	April 2019	D Sagstad

Development Planning Limited
 Old Barn 418 Aberford Road
 Stanley
 Wakefield
 WF3 4AA
 01924 684 000
info@devplanning.co.uk
www.devplanning.co.uk
 Company Number : 08771328

Contents

1. Executive Summary	1
2. Introduction	3
3. Planning Policy	4
4. Existing Accessibility	9
5. Highway Safety Review	15
6. Proposed Access	16
7. Highway Assessment	19

Appendices

Appendix A – Figures

Appendix B – Bus Timetable

Appendix C – Accident Plot

Appendix D – TRICS Data

Appendix E – Traffic Count

1. EXECUTIVE SUMMARY

- 1.1.1 Development Planning Limited have been commissioned by the applicant to provide a Transport Statement for the proposed residential development at land at the Castle Hotel, Hatton.
- 1.1.2 The site is located within the existing settlement boundary of Hatton, bound by Station Road (A511) to the west, Tutbury and Hatton railway station (and the Crewe to Derby Line) to the north, Masteron Old Lane to the south and residential development to the east.
- 1.1.3 The extant land use is that of a public house, restaurant and guest house with five bedrooms, as well as residential facilities for the current owners. The establishment has been operating for 25 years, but unfortunately, due to a multitude of reasons including the decline of business and retirement, the current owners will be closing down imminently.
- 1.1.4 The existing land use generates trips by vehicles and active travel modes. It is appropriate to consider the existing land use as the baseline against which the development proposals should be assessed.
- 1.1.5 The proposed development is for a change of use and conversion of the existing building and brownfield site from a (D1) drinking establishment to a number of high quality, one and two bedroom flats.
- 1.1.6 The scheme would be mixed-use and include a site-specific commercial unit such as a gym or coffee shop.
- 1.1.7 The Government sets out the criteria for assessing all developments which generate significant amounts of movement. This broader guidance is set out in Paragraph 108 as:
- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*
- 1.1.8 And importantly sets out the key test with regard to transport in Paragraph 109 as:
- 109. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.**
- 1.1.9 When considering the development implications of a site the first test set out in Paragraph 108 of the Framework is that:
- ...appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- 1.1.10 A review of the sustainable access options to the site show that the key shops and services within Hatton and Tutbury are within an easy walking distance of the site.
- 1.1.11 For areas, including Burton, there are commuter cycling opportunities, as well as leisure cycling opportunities available from the site.

- 1.1.12 The nearest bus stop to the site is immediately along the site frontage and the site is immediately adjacent to the Tutbury and Hatton railway station, which provides a travel time to Derby of just 15 minutes.
- 1.1.13 There are significant opportunities for residents to access key destinations, retail, leisure, further education and areas further afield by public transport, with a very short access time to Derby of around 15 minutes.
- 1.1.14 There is also a significant walk-in catchment to the commercial unit, with all of Hatton and a significant proportion of Tutbury being within a 1km walk.
- 1.1.15 A review of the five-year road traffic accident data on the local highway network has been undertaken for Station Road and its junctions with Bridge Street and Scropton Road. The review shows that there are no existing highway safety issues within the study area.
- 1.1.16 The access proposals for the site are to utilise the existing site access points.
- 1.1.17 The low traffic flows on the site will mean that vulnerable users are likely to utilise the site as a shared-use surface.
- 1.1.18 The access proposals are considered to meet with the needs of sustainable travel modes and vulnerable users.
- 1.1.19 A traffic generation exercise has been undertaken utilising the industry-standard TRICS database. A comparison with the extant land use forecasts an overall reduction in development-related traffic generation following the regeneration of the site.
- 1.1.20 A reduction in traffic flows would be beneficial to the local highway network and, also, the level crossing which is located adjacent to the site.
- 1.1.21 A net reduction in traffic must be described as positive and, as a result, the site is considered to accord with the requirements of Paragraph 109 of the Framework, as set out above. As such, there are considered to be no highway reasons to refuse the development proposals.

2. INTRODUCTION

2.1 BACKGROUND

- 2.1.1 Development Planning Limited have been commissioned by the applicant to provide a Transport Statement for the proposed residential development at land at the Castle Hotel, Hatton.
- 2.1.2 This Transport Statement assesses access to the development site by appropriate modes of transport and considers the implications on the wider transport network in relation to appropriate planning policies.
- 2.1.3 This Transport Statement has been prepared for submission as part of a planning application package and should be read in conjunction with the documents and plans which have been submitted as part of that package.
- 2.1.4 This Transport Assessment has been prepared in accordance with the principles set out within the Government's Revised National Planning Policy Framework (2018) (the Framework).
- 2.1.5 The conclusions and recommendations contained herein have been drawn based on information available and obtained in advance of any planning submission for the proposed use on the site.

2.2 SITE LOCATION

- 2.2.1 The site is located within the existing settlement boundary of Hatton, bound by Station Road (A511) to the west, Tutbury and Hatton railway station (and the Crewe to Derby Line) to the north, Masteron Old Lane to the south and residential development to the east.
- 2.2.2 The site location is shown in Figure 2.1, Appendix A.

2.3 EXISTING LAND USE

- 2.3.1 The extant land use is that of a public house, restaurant and guest house with five bedrooms, as well as residential facilities for the current owners. The establishment has been operating for 25 years, but unfortunately, due to a multitude of reasons including the decline of business and retirement, the current owners will be closing down imminently.
- 2.3.2 The existing land use generates trips by vehicles and active travel modes. It is appropriate to consider the existing land use as the baseline against which the development proposals should be assessed.

2.4 DEVELOPMENT PROPOSAL

- 2.4.1 The proposed development is for a change of use and conversion of the existing building and brownfield site from a (D1) drinking establishment to a number of high quality, one and two bedroom flats.
- 2.4.2 The scheme would be mixed-use and include a site-specific commercial unit such as a gym or coffee shop.

3. PLANNING POLICY

3.1 INTRODUCTION

- 3.1.1 A review of pertinent local and national planning policy has been undertaken to provide the context within which the proposals should be assessed. The review is summarised below.

3.2 LOCAL PLANNING POLICY

- 3.2.1 The vision for South Derbyshire is set out in the Local Plan for the period to 2028. The Local Plan states:

The vision for South Derbyshire is one of sustainable growth, renewal and opportunity. By 2028, the economy will have grown with more jobs in a more diverse business environment supported by a more skilled workforce. Local communities will be healthy and inclusive and will have access to a range of jobs, housing, education, health, shops, services, facilities and green space by a choice of travel options including public transport and other non-car modes. Climate change and adaption will lie at the heart of our strategy and residents and businesses will be supported to make efficient use of resources and cope with the effects of climate change which are already anticipated - such as reduced water availability and increased flooding.

The strategy for growth will have delivered at least an additional 12,618 homes over the plan period and ensured the District's housing stock is better aligned to the needs of – and available to - everyone, irrespective of their stage of life, income or circumstances. The countryside, rivers, green spaces and networks which connect them, together with the District's cultural and heritage assets will have been protected and enhanced and the quality and diversity of the District's wildlife habitats will have been improved. New development will reflect and reinforce the District's many distinct landscapes and will protect the integrity of our most sensitive wildlife sites, landscapes and heritage assets. South Derbyshire will have continued to be a major ingredient in the success of the National Forest and the District will have become an increasingly important tourist destination in the region.

To accommodate growth, brownfield land and disused buildings will be brought back into beneficial use and major sustainable urban extensions to Derby will have been developed, providing a wide range of accommodation to meet the expanding housing needs of the City of Derby and South Derbyshire. The growth potential of Derby and these new urban extensions in particular, will have been unlocked through transport and other infrastructure improvements such as the provision of a new secondary school and other required local amenities...

- 3.2.2 The vision with regard to Hatton includes:

Substantial housing and/or economic growth, facilities and infrastructure will also have been delivered in the key villages to meet the particular needs of those communities. This will have supported and balanced the significant expansion of employment in Hatton whilst providing some HGV traffic relief and potentially providing the first phase of a Hatton Bypass in the much longer term if needed. Similarly, substantial new provision of local infrastructure will have taken place at Hilton which may have been enabled through a measure of house-building and/or other development.

- 3.2.3 Specifically, Policy S4 sets out the Housing Strategy as:

Provision will be made in this plan for at least 12,618 additional dwellings over the plan period.

The dwellings will be split between the Local Plan Part 1 and 2 as follows:

A Part 1 – Strategic sites (greater than 99 dwellings) allocated to accommodate the majority of the housing target.

B The Part 1 allocations are to be made according to the following strategy:

Urban Areas – Swadlincote, edge of Derby and the edge of Burton upon Trent

Key Service Villages – strategic sites in Aston on Trent, Etwall, Hatton, Hilton and Repton.

C Local Plan Part 2 –600 dwellings will be allocated across non-strategic sites (less than 100 dwellings).

D The Council will maintain a five year rolling land supply of specific deliverable sites with additional buffers in accordance with the NPPF.

3.2.4 It can be seen that the Local Plan supports residential development, development in Hatton and development of disused buildings. These are considered to be material considerations in the determination of this planning application.

3.2.5 It can also be seen that there are future strategic visions for a Hatton bypass, the first phase of which may be forthcoming within the plan period.

3.2.6 Policy S6 of the Local Plan relates to Sustainable Access:

A The Council will seek to:

i) minimise the need to travel;

ii) make the most efficient use of transport infrastructure and services;

iii) encourage modal shift away from the private car and road based freight toward walking, cycling, public transport and rail freight; and

iv) support transport measures that address accessibility, safety, amenity, health, social, environmental and economic needs, both current and forecast.

B This will be achieved by seeking:

i) patterns of development that enable travelling distances to be minimised and that make best use of existing transport infrastructure and services;

ii) the provision of new or enhanced walking, cycling, public transport and rail freight services and infrastructure and, where needs cannot be met by the aforementioned means, highway and car/lorry parking infrastructure; and

iii) the use of promotional measures and improved communication to encourage sustainable travel.

3.2.7 It can be seen that sustainable access is a key consideration for development proposals and, as such, this report considers access to the proposed development site by all appropriate modes of transport.

3.3 NATIONAL PLANNING POLICY FRAMEWORK

3.3.1 The Revised National Planning Policy Framework was published in July 2018 and sets out the Government's aims for achieving sustainable development. Chapter 2 of the Framework sets out the Government's aim of achieving sustainable development and states:

The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

- 3.3.2 It is clear that the Government's aims are to encourage economic growth and, indeed, state that there is a presumption in favour of sustainable development. There are three overarching objectives for achieving sustainable development, economic, social and environmental.

a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

- 3.3.3 With regard to transport, Chapter 9 of the Framework sets out the Government's aims of "Promoting Sustainable Transport". In relation to development proposals, the Framework requires that:

108. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

109. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

- 3.3.4 In reviewing planning applications, the Framework sets out the hierarchy for consideration of transport issues, which prioritise sustainable travel modes over the private fossil fuel powered car.

110. Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

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

- 3.3.5 When considering access by sustainable travel modes, Paragraph 103 of the Framework requires that the nature and location of development is taken in to account:

...However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

- 3.3.6 For all major developments, Paragraph 111 states that:

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

- 3.3.7 The development proposals are considered to be smaller than the threshold for which a Travel Plan could realistically be applied, however consideration has been given to sustainable access options within this Transport Statement.

3.4 PLANNING PRACTICE GUIDANCE

- 3.4.1 The theme of sustainable development runs throughout Planning Practice Guidance, with the detailed elements regarding transport being focussed in the following sections:

- *Transport evidence bases in plan making and decision taking; and*
- *Travel plans, transport assessments and statements in decision-taking.*

- 3.4.2 Both sections of the Guidance provide significant amounts of detail on the information types and sources that are appropriate for helping Local Planning Authorities to take forward their Local Plan with an appropriate evidence base. The Guidance is also a useful reference for assessing schemes such as the Development.

- 3.4.3 The core components of the requirements for assessment, as set out in the Guidance, can be summarised as:

The key issues, which should be considered in developing a transport evidence base, include the need to:

- *assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms*
- *assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport*
- *highlight and promote opportunities to reduce the need for travel where appropriate*
- *identify opportunities to prioritise the use of alternative modes in both existing and new development locations if appropriate*
- *consider the cumulative impacts of existing and proposed development on transport networks*
- *assess the quality and capacity of transport infrastructure and its ability to meet forecast demands*
- *identify the short, medium and long-term transport proposals across all modes*

3.5 SUMMARY

3.5.1 The Government sets out the criteria for assessing all developments which generate significant amounts of movement. This broader guidance is set out in Paragraph 108 as:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

3.5.2 And importantly sets out the key test with regard to transport in Paragraph 109 as:

109. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

4. EXISTING ACCESSIBILITY

4.1 INTRODUCTION

- 4.1.1 When considering the development implications of a site the first test set out in Paragraph 108 of the Framework is that:

...appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

- 4.1.2 Paragraph 103 clarifies that the Government consider:

...However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

- 4.1.3 This chapter reviews access by non-car modes of transport with regard to the guidance provided within the Framework.

4.2 SUSTAINABLE ACCESS

- 4.2.1 The key purposes for residents of a housing development to need to travel fall into five general categories, these are:

- Education;
- Employment;
- Healthcare;
- Leisure; and
- Shopping.

- 4.2.2 A review has been undertaken of the availability of these facilities and the range of transport modes which are available to be used to access.

- 4.2.3 Consideration has also been given to the site-specific commercial unit.

- 4.2.4 Changing technologies are likely to reflect the ways in which people travel and, as such, consideration has been given to working and shopping opportunities using the internet, as well as by travelling.

4.3 HOME WORKING

- 4.3.1 The most sustainable way of accessing work is through homeworking. Homeworking would not involve travelling away from the home and, as such, there could be no travel at all involved.

- 4.3.2 A key element of home working will be the provision of appropriate internet connection being provided to the site. With an appropriate internet connection to the site there is an opportunity for home working to be encouraged.

- 4.3.3 The higher the proportion of home worker trips, the lower the overall offsite travel implications there are in relation to this site.

- 4.3.4 For some, access to employment is considered feasible by home working.

4.4 INTERNET SHOPPING

- 4.4.1 As with home working, access to the internet provides the opportunity for shopping to be undertaken from home. There are increasingly more efficient services for shopping online, which include:

- Some catalogue companies offering same day delivery on some products;
- Many national/ international sales sites offering next day delivery on the full range of products;
- Food shopping can be undertaken online and delivered to the home;
- Shopping can be reserved online and picked up at the shopper's convenience; and
- Fast food products can be ordered online and delivered to the door.

4.4.2 Access to the internet provides the opportunity for reduced numbers of shopping trips through these services, however even where shopping is undertaken on the high street there is opportunity to browse products in person and order them online. As such, when shopping isn't undertaken wholly online, the use of sustainable modes to access shopping (particularly where no products are required to be carried back to the house) is becoming increasingly more viable.

4.4.3 Even the availability of being able to stock check online reduces the number of wasted trips as people can check that a product is available before leaving the house.

4.4.4 The retention of the servicing/ delivery area at the site will allow delivery drivers to access and egress the site in a forward gear, without needing to stop on Durham Road.

4.5 ACCESS BY ULTRA LOW EMISSION VEHICLE

4.5.1 Everyone who can drive a car can also drive an ultra-low emission vehicle. Ultra-low emission vehicles have all the benefits of personalised transportation, whilst significantly reducing the overall impact of travel.

4.6 ACCESS ON FOOT

4.6.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled Providing for Journeys on Foot (2000) suggests walking distances which are relevant to this application. These distances are shown in Table 4.1.

Table 4.1 Suggested Acceptable Walking Distances

Criteria	Town Centres (m)	Commuting/ School/ Sightseeing (m)	Elsewhere/ Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

4.6.2 Whilst Table 4.1 provides useful guidance on walking distances, Manual for Streets provides a context for interpreting them. Manual for Streets states that:

The propensity to walk is influenced not only by distance, but also by the quality of the walking experience. A 20-minute walk alongside a busy highway can seem endless, yet in a rich and stimulating street, such as in a town centre, it can pass without noticing. Residential areas can offer a pleasant walking experience if good quality landscaping, gardens or interesting architecture are present.

- 4.6.3 It is reasonable to describe the local area as involving a pleasant walking experience, as the routes are typically local residential areas and publicly accessible buildings such as shops, services and churches.
- 4.6.4 The site is located on Station Road, within the existing built form of Hatton. Figure 4.1, Appendix A, shows the 1km and 2km walking isochrones from the boundary of the site. It can be seen that all of Hatton is located within 1km of the site, with the key shops and services within a much shorter walking distance than 1km.
- 4.6.5 Within the 1km isochrone lies the northern half of Tutbury, which is where the key destinations of that settlement are located.
- 4.6.6 All of Tutbury is located within the 2km isochrone.
- 4.6.7 There are continuous lit footways connecting the site to the rest of Hatton and Tutbury.
- 4.6.8 For access to the commercial unit, it is likely that the catchment may be predominantly limited to the residents and workers of Hatton and Tutbury. For the purposes of the commercial unit, there is a high likelihood that the vast majority of trade may arrive on foot from Hatton itself.

EDUCATION

- 4.6.9 The nearest school to the site is Heath Fields Primary School, located around 600m from the boundary of the site.
- 4.6.10 Brookfield's Day Nursery is located around 150m to the north of the site on Station Road and offers care for children from birth to 12 years.
- 4.6.11 Richard Wakefield C of E Primary School is located around 1km to the south of the site within Tutbury (East Staffordshire).
- 4.6.12 It is reasonable to conclude that the site is well located to provide convenient access to primary education on foot.

EMPLOYMENT

- 4.6.13 Around 75m to the north of the site is Nestle UK, who are a major local employer. Immediately opposite Nestle is the Castle View Industrial Estate, which provides further employment opportunities within around 100m of the site.
- 4.6.14 Additional employment is available at all of the destinations described within this chapter, such as the schools and shops.
- 4.6.15 The Local Plan sets out:

Substantial housing and/or economic growth, facilities and infrastructure will also have been delivered in the key villages to meet the particular needs of those communities. This will have supported and balanced the significant expansion of employment in Hatton...

- 4.6.16 It is reasonable to conclude that the site is well located to provide convenient access to significant employment opportunities on foot and that the opportunities will increase in to the future.

HEALTHCARE

- 4.6.17 The nearest doctors is the Dove River Practice located around 800m to the south of the site, in Tutbury. The surgery provides a wide range of services, provided by both doctors and treatment room nurses.
- 4.6.18 The practice also dispenses prescriptions.

- 4.6.19 The surgery provides online registration, repeat prescriptions and appointments, which may reduce the need to travel to the surgery for some purposes.
- 4.6.20 The nearest dentist is Bupa Dental Care Tutbury, also located around 800m from the site.
- 4.6.21 It is reasonable to conclude that the site is well located to provide convenient access to primary healthcare on foot.

LEISURE

- 4.6.22 The individual leisure needs of individuals varies significantly, based upon their interests and lifestyle. Leisure activities can be either informal or formal.
- 4.6.23 Many informal leisure activities, such as walking and jogging require nothing more than a pleasant and safe environment to allow people to enjoy participating.
- 4.6.24 Being a village, Hatton benefits from easy access to a wide range of countryside locations, including the River Dove, Tutbury Mill and Tutbury Castle within a very short walking distance of the site.
- 4.6.25 The open countryside can be accessed locally via a variety of public rights of way and bridleways.
- 4.6.26 For more formal activities, Hatton benefits from a sports and social club, the Scropton Road Sports Ground, Hatton United, the Doveside Social Club and a Parish Council which involves the community through the provision of a community noticeboard and links to local events.
- 4.6.27 It is reasonable to conclude that the site is well located to provide convenient access to leisure activities on foot.

SHOPPING

- 4.6.28 The closest shop to the site is the Co-Op, located around 30m from the boundary of the site.
- 4.6.29 Further convenience retail is located at the NISA, around 300m north of the site.
- 4.6.30 A range of local shops and facilities are also available within both Hatton and Tutbury, including grocers, butchers and hair dressing facilities.
- 4.6.31 It is reasonable to conclude that the site is well located to provide convenient access to day to day and week to week shopping facilities on foot.

4.7 ACCESS BY CYCLE

- 4.7.1 It is widely recognised that cycling offers an attractive alternative to short car trips, particularly those under 5km, but also as part of longer journeys by public transport. Figure 4.2, Appendix A, shows the 3km, 4km and 5km cycle isochrones.
- 4.7.2 All destinations within a reasonable walking distance of the site are also within a reasonable cycling distance, with additional areas including parts of Burton within a 5km cycle of the site.
- 4.7.3 Whilst 5km is a commonly used distance for considering accessibility by cycle, some cyclists will be happy to cycle further, particularly when the additional distance involves accessing all of the employment, shopping and leisure facilities that are offered by Burton.
- 4.7.4 For access to Burton, a cyclist could utilise the local road network .

- 4.7.5 The nearest cycle route to the site is located on Scropton Road, around 150m to the north of the site. The route is National Cycle Route 549 and provides a rural on and off road cycle connection to Scropton, Hilton, Burnaston, Etwell, Egginton, Sudbury, Doveridge, Uttoxeter and beyond.
- 4.7.6 It is reasonable to conclude that the site is well located for access to local facilities by cycle, is well located for leisure cycling and has the opportunity for commuter cyclists to access Burton.
- 4.7.7 The likely catchment for cycle access to the commercial unit is Hatton and Tutbury, which is within a short cycle distance of the site.

4.8 ACCESS BY PUBLIC TRANSPORT

- 4.8.1 The nearest bus stop to the site is immediately along the site frontage. The nearest bus stops provide access to services 401, 405 and The Villager (V1).
- 4.8.2 Service 401 operates from around 06:30am and provides access to Burton, Queen's Hospital, Beam Hill, Uttoxeter and stops in between. The service operates approximately once per hour until 19:00pm.
- 4.8.3 Service 405 operates once per day in each direction, providing access to Tutbury, Rolleston, Stretton and Burton. On the return journey the service continues on to Ashbourne.
- 4.8.4 The Villager (V1) is an twice per hour bus services that provides access to Derby, including the Royal Derby Hospital, Rolleston, Stretton and Burton,
- 4.8.5 The relevant bus timetables are attached at Appendix B.
- 4.8.6 The bus stops and railway Station are shown in Figure 4.3, Appendix A.
- 4.8.7 The nearest rail station to the site is the Tutbury and Hatton railway station. The railway station provides connections to Derby and Crewe. The travel time to Derby is around 15 minutes, depending on the time of day, and is a direct service.
- 4.8.8 The travel time to Crewe is around 1 hour 5 minutes, depending upon the time of day. The route to Crewe also stops at Uttoxeter, Blythe Bridge, Longton, Stoke-on-Trent, Kidsgrove and Alsagar.
- 4.8.9 There are significant opportunities for residents to access key destinations, retail, leisure, further education and areas further afield by public transport, with a very short access time to Derby of around 15 minutes.
- 4.8.10 For the commercial unit, some people may travel from surrounding villages by public transport to access the facilities.

4.9 SUMMARY

- 4.9.1 When considering the development implications of a site the first test set out in Paragraph 108 of the Framework is that:

...appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

- 4.9.2 A review of the sustainable access options to the site show that the key shops and services within Hatton and Tutbury are within an easy walking distance of the site.
- 4.9.3 For areas, including Burton, there are commuter cycling opportunities, as well as leisure cycling opportunities available from the site.

- 4.9.4 The nearest bus stop to the site is immediately along the site frontage. The nearest bus stops provide access to services 401, 405 and The Villager (V1).
- 4.9.5 The Villager (V1) is an twice per hour bus services that provides access to Derby, including the Royal Derby Hospital, Rolleston, Stretton and Burton,
- 4.9.6 The nearest rail station to the site is the Tutbury and Hatton railway station. The railway station provides connections to Derby and Crewe. The travel time to Derby is around 15 minutes, depending on the time of day, and is a direct service.
- 4.9.7 The travel time to Crewe is around 1 hour 5 minutes, depending upon the time of day. The route to Crewe also stops at Uttoxeter, Blythe Bridge, Longton, Stoke-on-Trent, Kidsgrove and Alsagar.
- 4.9.8 There are significant opportunities for residents to access key destinations, retail, leisure, further education and areas further afield by public transport, with a very short access time to Derby of around 15 minutes.

5. HIGHWAY SAFETY REVIEW

5.1 INTRODUCTION

- 5.1.1 In order to consider whether there are any existing issues relating to road safety which are relevant to this site, a review of the five-year road traffic accident data on the local highway network has been undertaken for the key routes between the site, key local destinations and the wider transport networks.
- 5.1.2 The assessment considers the quantum and severity of recorded accidents.

5.2 SCOPE OF ASSESSMENT

- 5.2.1 For the purposes of this assessment, the study area has been taken as Station Road between its junction with Scropton Road and its junction with Bridge Street.
- 5.2.2 The accident data plot is attached at Appendix C.

5.3 STATION ROAD

- 5.3.1 There has been one slight accident recorded on Station Road within the five-year accident period. The accident had a slight severity and involved only one vehicle. The accident occurred in April 2018.
- 5.3.2 There were no accidents at all recorded between the start of the study period in 2014, meaning that there were 51 consecutive months with no accidents at all recorded on Station Road.
- 5.3.3 It is reasonable to conclude that there is no existing safety issue on Station Road.

5.4 STATION ROAD/ SCROPTON ROAD MINI-ROUNDBOUT

- 5.4.1 There has been one slight accident recorded at the mini-roundabout junction of Station Road/ Scropton Road in the five-year accident study period. The accident occurred in January 2016 and involved two vehicles.
- 5.4.2 There were 24 consecutive months at the start of the study period and 35 consecutive months at the end of the study where no accidents at all were recorded at the junction.
- 5.4.3 It is reasonable to conclude that there is no existing safety issue at the junction.

5.5 STATION ROAD/ BRIDGE STREET

- 5.5.1 There have been no recorded accidents at all within the five-year accident study period.
- 5.5.2 It is reasonable to conclude that there is no existing safety issue at the junction.

5.6 SUMMARY

- 5.6.1 A review of the five-year road traffic accident data on the local highway network has been undertaken for Station Road and its junctions with Bridge Street and Scropton Road. The review shows that there are no existing highway safety issues within the study area.

6. PROPOSED ACCESS

6.1 INTRODUCTION

- 6.1.1 The transport hierarchy requires sustainable modes of transport to be afforded the highest priority in terms of access. This is clear from the national and local planning policies, which have been discussed in the Chapter 3, including the Framework, which requires development to:

...give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.

- 6.1.2 As such, the primary consideration for the site is access by sustainable modes.
- 6.1.3 Chapter 4 has demonstrated that the proposed development site meets with the sustainable access criteria, as set out in Paragraph 108 of the Framework.
- 6.1.4 This chapter considers the access proposals for the site, with the residual highway impacts considered within Chapter 7.

6.2 PEDESTRIANS

- 6.2.1 The existing footways on Station Road are of an appropriate width and have provided pedestrian access to the site when it operated as a public house/ hotel.
- 6.2.2 The existing pedestrian access to the site is considered to be appropriate.

6.3 REDUCED MOBILITY

- 6.3.1 The design width requirements for people who are mobility impaired and/ or visually impaired are set out in the Government document Inclusive Mobility. The width requirements are states to be:

Someone who does not use a walking aid can manage to walk along a passage way less than 700mm wide, but just using a walking stick requires greater width than this; a minimum of 750mm. A person who uses two sticks or crutches, or a walking frame needs a minimum of 900mm, a blind person using a long cane or with an assistance dog needs 1100mm. A visually impaired person who is being guided needs a width of 1200mm. A wheelchair user and an ambulant person side-by-side need 1500mm width.

- 6.3.2 The existing footway widths are appropriate to accommodate the needs of those with reduced mobility.
- 6.3.3 The site previously had disabled parking bays and level access. The driveways and access to the properties will all be designed to comply with building regulations, including Part M which covers access to and use of buildings.

6.4 CYCLISTS

- 6.4.1 Appropriate cycle storage facilities will be provided for residents and visitors.

6.5 PUBLIC TRANSPORT

- 6.5.1 The existing public transport infrastructure close to the site is considered to be appropriate to meet with the needs of residents.

6.6 PRIVATE VEHICLES

6.6.1 Whilst private vehicles are the lowest mode of transport on the road user hierarchy, for the purposes of this Transport Statement, it is important to discuss these as traffic volumes to and within the site could have an influence on the way that the vulnerable road users and vehicles interact.

6.6.2 In terms of appropriate guidance for pedestrians and vehicles sharing a space, Government guidance recommends that shared use spaces can work well with vehicle flows of up to 100 vehicles per hour. The guidance is provided within Manual for Streets (Department for Transport, 2007) which states on Page 83 that:

A study of public transport in London Borough Pedestrian Priority Areas (PPAs) undertaken by TRL for the Bus Priority Team at Transport for London concluded that there is a self-limiting factor on pedestrians sharing space with motorists, of around 100 vph. Above this, pedestrians treat the general path taken by motor vehicles as a 'road' to be crossed rather than as a space to occupy. The speed of vehicles also had a strong influence on how pedestrians used the shared area. Although this research project concentrated on PPAs, it is reasonable to assume that these factors are relevant to other shared space schemes.

6.6.3 As such, if vehicle flows are forecast to be up to 100 vehicles per hour or less, pedestrians have the opportunity to view the site access as a shared space and have greater ownership of the space.

6.6.4 A detailed review of the TRICS database is included within Chapter 7 and concludes that there are forecast to be less than 100 two-way peak hour vehicle movements associated with the development. As such, the interaction of vehicles and vulnerable users could reasonably be considered to fall within the range where pedestrians treat the space as shared use. There are considered to be no highway safety issues relating to the interaction of vehicles and vulnerable users as part of the site access proposals.

6.7 SERVICING AND DELIVERIES

6.7.1 The site previously operated as a public house and hotel. As such, the site has previously accommodated the needs of dray wagons, delivery vehicles and refuse vehicles.

6.7.2 There will be some deliveries associated with a commercial unit, however a 57sqm commercial unit is likely to be serviced less frequently and by smaller vehicles than for a public house.

6.7.3 The redevelopment of the scheme for mixed-use purposes is likely to reduce the number and size of deliveries to the site, resulting in less impact from these types of vehicles.

6.8 RESIDENTIAL PARKING

6.8.1 Residential properties across the site are to be provided with parking within the main car parking area. The car parking area has previously been used for that purpose and, as such, it is considered appropriate.

6.9 COMMERCIAL PARKING

6.9.1 For a small commercial operation of around 57sqm, such as that envisaged, the car parking requirements are very low and generally align with the previous use of the site as a public house/ hotel, particularly if the unit comes forward as a coffee shop.

6.9.2 The use of the parking area for commercial purposes is considered to be appropriate as this is the extant use of the car park.

6.10 SUMMARY

6.10.1 The access proposals for the site are to utilise the existing site access points.

- 6.10.2 The low traffic flows on the site will mean that vulnerable users are likely to utilise the site as a shared-use surface.
- 6.10.3 The existing public transport infrastructure close to the site is considered to be appropriate to meet with the needs of residents.
- 6.10.4 The access proposals are considered to meet with the needs of sustainable travel modes and vulnerable users.

7. HIGHWAY ASSESSMENT

7.1 INTRODUCTION

7.1.1 Chapter 6 has demonstrated that the proposed development site meets with the sustainable access criteria, as set out in Paragraph 108 of the Framework.

7.1.2 As there is a presumption in favour of sustainable development, the residual transport-related test is that set out in Paragraph 109 of the Framework, as follows:

109. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

7.1.3 This chapter considers the residual access by vehicles to the site.

7.2 ASSESSMENT CRITERIA

7.2.1 As discussed above, current Government guidance sets out the criteria for assessing all developments which generate significant amounts of movement as a residual cumulative severe impact.

7.2.2 Whilst the severe test is not set out in numerical terms, earlier Government documents set a threshold of 30 two-way vehicle trips as being considered to be the minimum threshold for which more detailed consideration may be required. Importantly, the earlier Government documents was clear in stating that:

...there is no suggestion that 30 two-way peak hour vehicle trips would, in themselves, cause a detrimental impact, it is a useful point of reference from which to progress discussions

7.2.3 The forecast development flows will be assessed against this 30 two-way trip threshold.

7.3 TRAFFIC GENERATION

7.3.1 A review has been undertaken of the TRICS database for residential properties. The following restrictions have been applied:

- Date range extended to 2000 to obtain more results;
- Regions exclude London, the south, Wales, Scotland and Northern Ireland;
- Site sizes of 8 to 30 selected (around half to around double the proposals);
- Weekends excluded.

7.3.2 A total of 9 survey results have been returned, which allows for both mean and 85th percentile trip rates to be calculated.. The TRICS analysis is attached at Appendix D.

7.3.3 The forecast trip rates are as shown in Table 7.1, below.

Table 7.1 TRICS Traffic Generation Rates - Residential

	AM (08:00 to 09:00)			PM (17:00 to 18:00)		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Mean	0.084	0.226	0.310	0.237	0.116	0.353

7.3.4 The forecast traffic flows for the proposed 14 properties are showing in Table 7.2, below.

Table 7.2 TRICS Traffic Generation Flows - Residential

	AM (08:00 to 09:00)			PM (17:00 to 18:00)		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Mean	1	3	4	3	2	5

7.3.5 The commercial unit is proposed to be around 57sqm. A review has been undertaken as if the unit were a gym or a coffee shop.

7.3.6 For a gym, the data within TRICS is for larger units, therefore the 85th percentile trip rate has been utilised.

7.3.7 The trip rates is set out below.

Table 7.3 TRICS Traffic Generation Rates - Gym

Per 100sqm	AM (08:00 to 09:00)			PM (17:00 to 18:00)		
	IN	OUT	TOTAL	IN	OUT	TOTAL
85 th %ile	0.60	1.317	1.917	3.538	2.000	5.538

7.3.8 The resultant forecast traffic flows are shown below.

Table 7.4 TRICS Traffic Generation Flows - Residential

	AM (08:00 to 09:00)			PM (17:00 to 18:00)		
	IN	OUT	TOTAL	IN	OUT	TOTAL
85 th %ile	0	1	1	2	1	3

7.3.9 For a coffee shop, there is no data within TRICS, therefore a worst-case assessment of the unit being a local shop has been utilised.

7.3.10 The trip rate is set out below.

Table 7.5 TRICS Traffic Generation Rates – Local Shop (Worst Case)

Per 100sqm	AM (08:00 to 09:00)			PM (17:00 to 18:00)		
	IN	OUT	TOTAL	IN	OUT	TOTAL
85 th %ile	5.000	4.231	9.231	5.111	5.333	10.444

7.3.1 The resultant forecast traffic flows are shown below.

Table 7.6 TRICS Traffic Generation Flows – Local Shop (Worst Case)

	AM (08:00 to 09:00)			PM (17:00 to 18:00)		
	IN	OUT	TOTAL	IN	OUT	TOTAL
85 th %ile	3	2	5	3	3	6

7.3.2 It can be seen from Table 7.2, 7.4 and 7.6 that the forecast two-way peak hour mean traffic flows for the proposed development are in the region of 5 to 11 vehicle trips (depending on the use of the commercial unit). That quantum of development-generated traffic is considered to be significantly below the 30 two-way trip threshold, as discussed in Section 7.2.

7.3.3 There are considered to be no material highway impact as a result of the development proposals, even before consideration is given the extant land use.

7.4 EXTANT LAND USE

7.4.1 The extant land use is a public house, restaurant and hotel. The total Gross Internal Area of the building is 939sqm. It would be reasonable to apply an uplift of 5% to account for wall thickness to calculate the Gross Floor Area, however for robustness the Gross Internal Area will be used as a proxy for the Gross Floor Area.

7.4.2 A review of the TRICS databased shows that four of the five surveys which are available from the search criteria have very similar characteristics in the AM peak hour. The fifth has a very high AM peak hour traffic generation and, as such, has been excluded from the Am peak hour traffic generation rate for the purposes of robustness.

7.4.3 Instead, as a proxy for the AM mean trip rate the third (out of five) result has been used.

7.4.4 The mean trip rate has been used for the PM peak hour trip rate as there is no such skewing in that data.

Table 7.7 TRICS Traffic Generation Rates – Extant Land Use

Per 100sqm	AM (08:00 to 09:00)			PM (17:00 to 18:00)		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Mean	0.400	0.850	1.250	2.795	1.923	4.718

7.4.5 The resultant forecast traffic flows are shown below.

Table 7.8 TRICS Traffic Generation Flows – Extant Lane Use

	AM (08:00 to 09:00)			PM (17:00 to 18:00)		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Mean	4	8	12	26	18	44

- 7.4.6 In order to compare the forecast traffic flow scenario with the extant traffic flow scenario, the extant traffic flows have been netted off the worst-case development-generated traffic scenario of residential plus a local shop (as a proxy for a coffee shop). The results are shown below.

Table 7.9 Net Traffic Impact

	AM (08:00 to 09:00)			PM (17:00 to 18:00)		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Mean	-1	-5	-5	-21	-14	-35

- 7.4.7 It can be seen that the forecast traffic generation for the development proposals could result in a reduction in traffic in the AM peak hour of around 5 vehicles and in the PM peak hour of around 35 vehicles.
- 7.4.8 The development proposals could result in an overall reduction in traffic and, as a result, there could be a net benefit to the local highway network.

7.5 LEVEL CROSSING

- 7.5.1 The development site is located adjacent to a level crossing of the Crewe to Derby Crewe Line. Trains operate on an hourly basis in each direction, with the level crossing closing twice per hour.
- 7.5.2 As there is a forecast net reduction in development-generated traffic, there should be no reason for refusal relating to the proposed development site.
- 7.5.3 Even so, in the preparation of this Transport Statement, a one-week Automatic Traffic Counter was laid on Station Road to allow consideration of the existing traffic flow situation at the level crossing.
- 7.5.4 The traffic counts show that there are around 13,017 two-way vehicle movements across the level crossing on an average weekday and around 11,968 on an average day.
- 7.5.5 The peak-hour two-way results for the weekdays during the count period are shown below:

Table 7.10 Peak Hour Vehicle Flows At Level Crossing

Vehicles	AM Peak Hour	PM Peak Hour
Monday	965	1,075
Tuesday	1,056	1,197
Wednesday	1,010	1,190
Thursday	1,038	1,213
Friday	1,000	1,118

- 7.5.6 It can be seen that the two-way vehicle flows at the level crossing are in the region of 1,000 to 1,200 peak hour movements. The count data is included at Appendix E.

- 7.5.7 It is reasonable to assume that not all traffic from the proposed development would cross the level crossing, however the forecast reduction in traffic from the extant forecast to the proposed forecasts could reduce the traffic flows at the level crossing in the region of 0.25% to 1.75%, depending upon the scenario (assuming a 50/50 split in traffic at the site access).
- 7.5.8 In comparison to the existing traffic at the level crossing the development flows are forecast to make up around 0.05% following the implementation, which is a significant reduction from the extant scenario.
- 7.5.9 A net reduction in traffic must be described as positive and, as a result, the site is considered to accord with the requirements of Paragraph 109 of the Framework.

109. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

- 7.5.10 There are considered to be no highway reasons to refuse the development proposals.

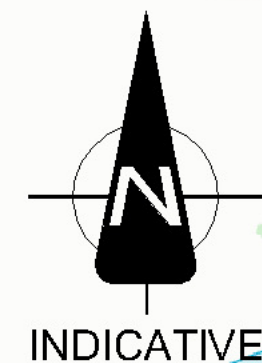
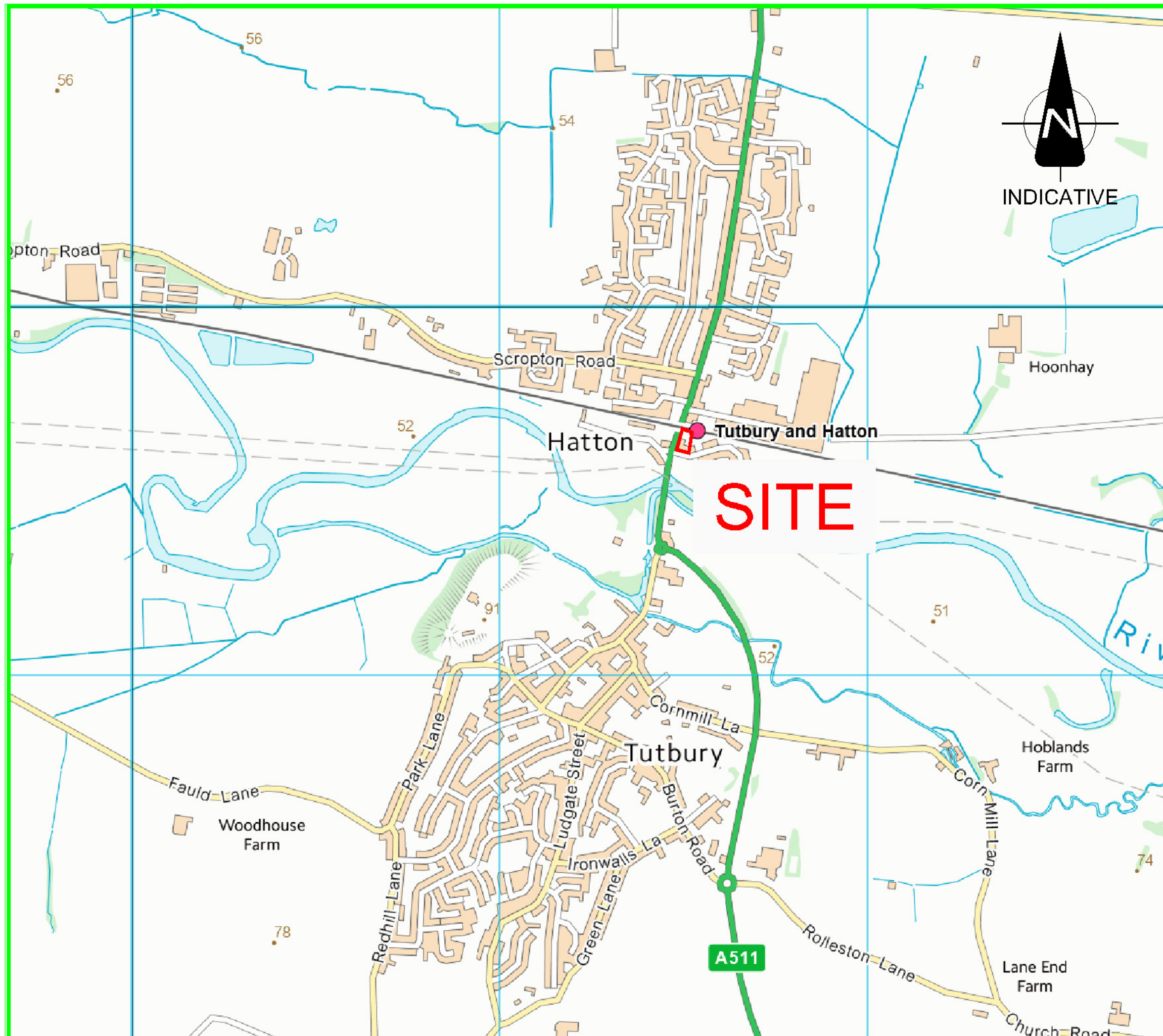
7.6 SUMMARY

- 7.6.1 A traffic generation exercise has been undertaken utilising the industry-standard TRICS database. A comparison with the extant land use forecasts an overall reduction in development-related traffic generation following the regeneration of the site.
- 7.6.2 A reduction in traffic flows would be beneficial to the local highway network and, also, the level crossing which is located adjacent to the site.
- 7.6.3 A net reduction in traffic must be described as positive and, as a result, the site is considered to accord with the requirements of Paragraph 109 of the Framework.

109. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

- 7.6.4 There are considered to be no highway reasons to refuse the development proposals.

APPENDIX A



Tel : 01924 684 000 Email : info@devplanning.co.uk
<http://www.devplanning.co.uk>

CLIENT:

AH INVESTMENT SOLUTIONS

PROJECT:

THE CASTLE
HATTON

TITLE

SITE LOCATION PLAN

SCALE @ A3

NTS

APPROVED:

DRS

DATE:

05/04/2019

PROJECT No:

2019159

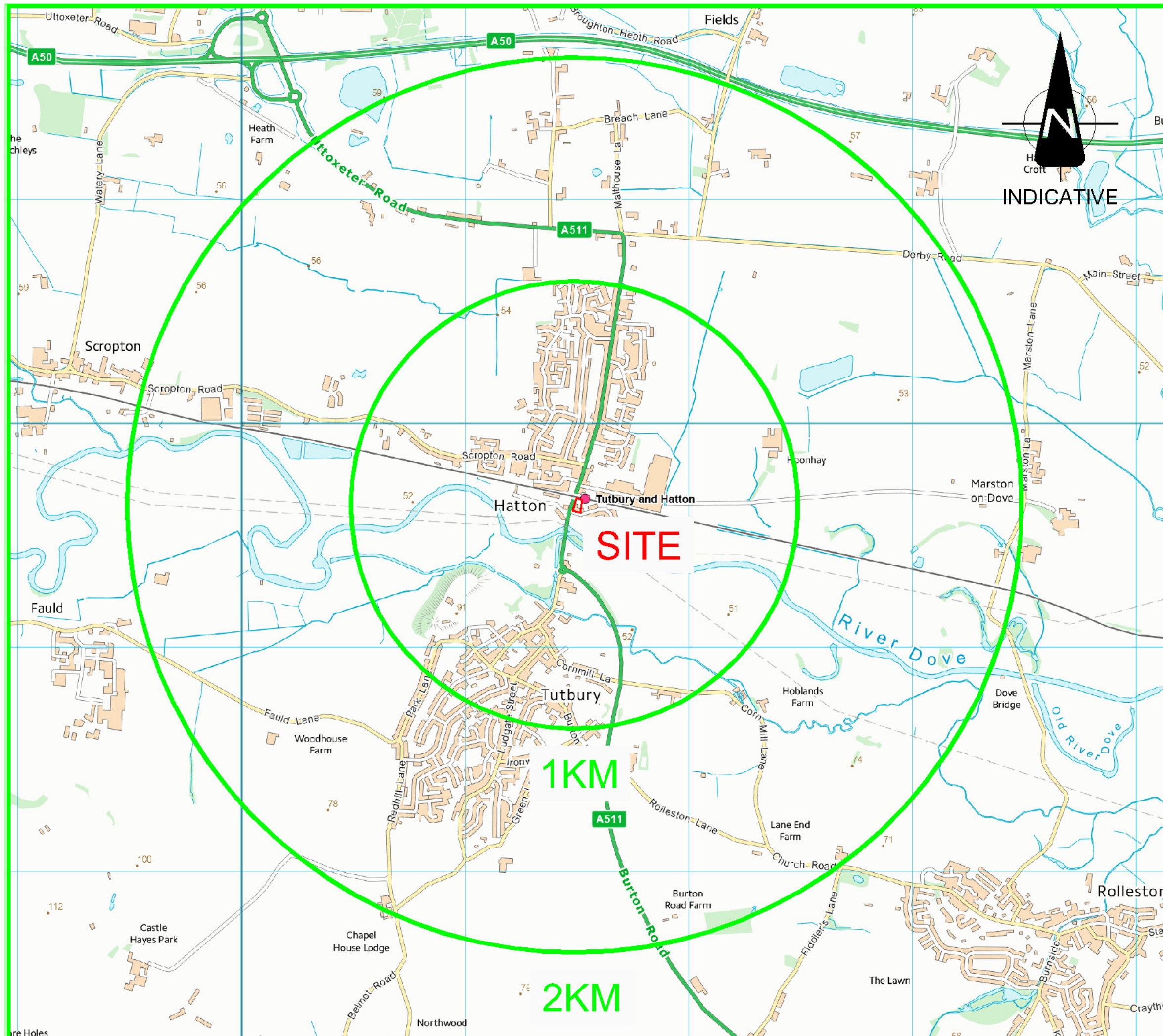
DRAWING No:

FIGURE 2.1

REV:

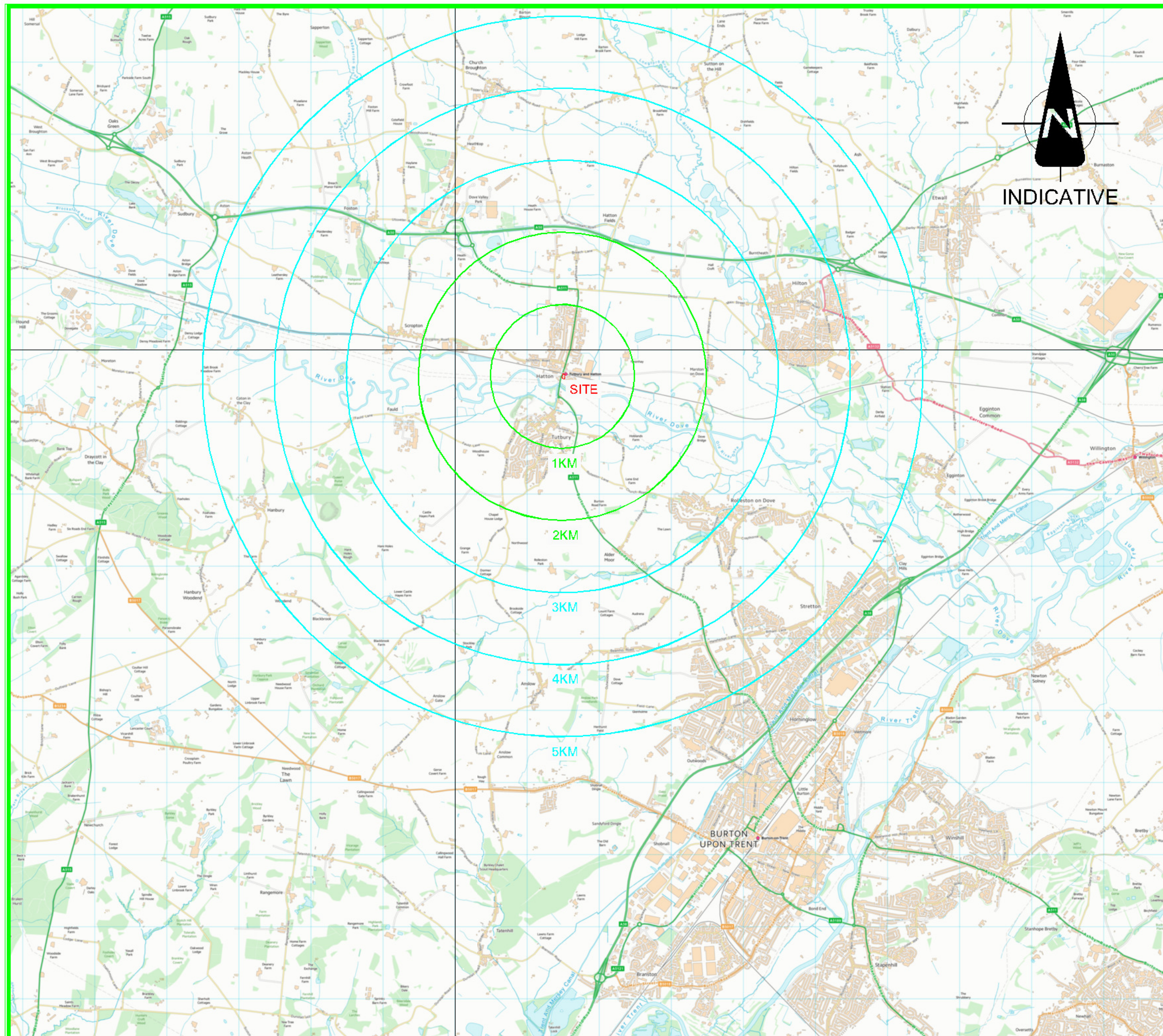
-

© Development Planning Limited



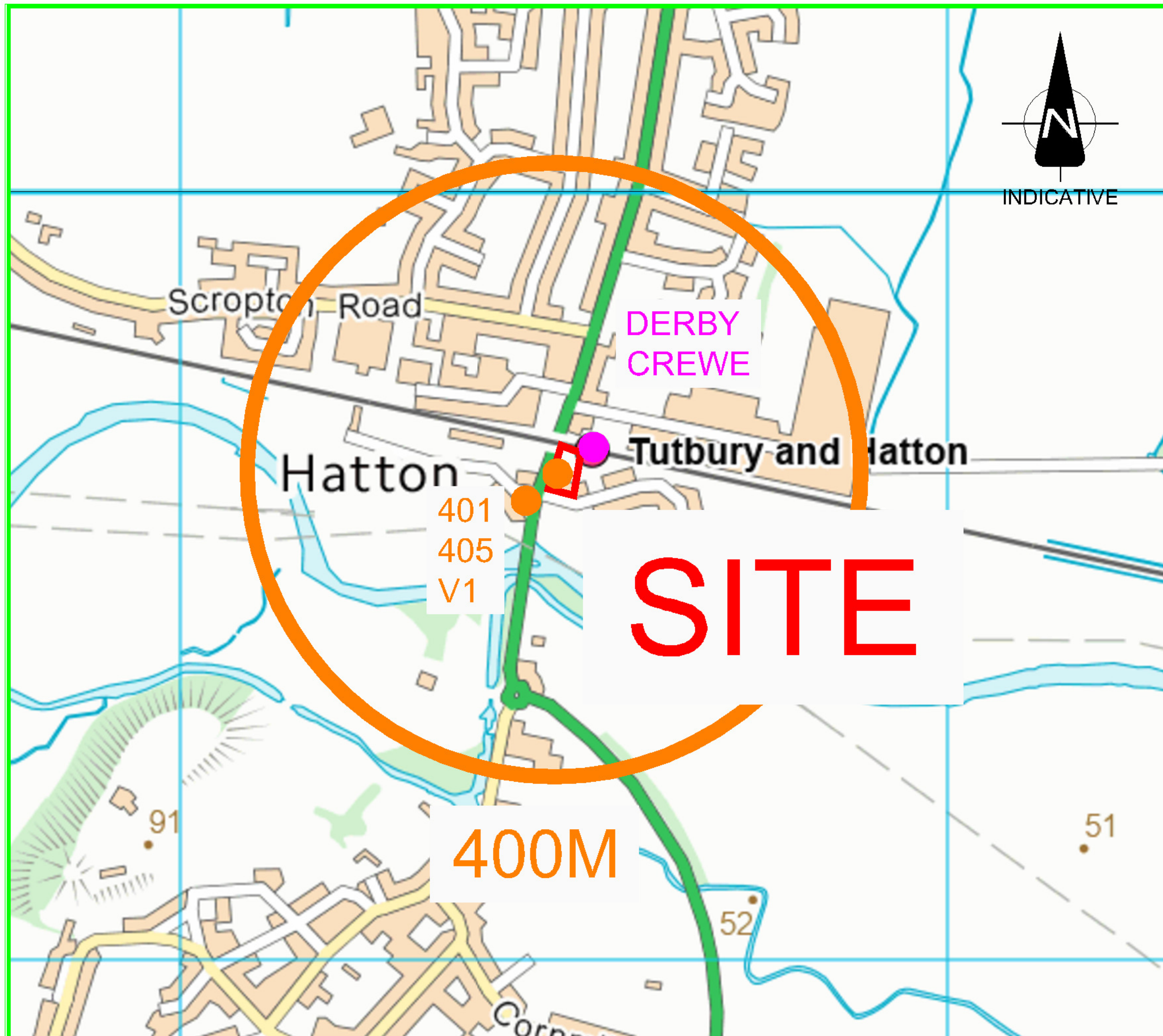
Tel : 01924 684 000 Email : info@devplanning.co.uk
<http://www.devplanning.co.uk>

CLIENT:	AH INVESTMENT SOLUTIONS		
PROJECT:	THE CASTLE HATTON		
TITLE:	WALKING ISOCHRONES 1KM and 2KM		
SCALE @ A3	NTS	APPROVED: DRS	DATE: 05/04/2019
PROJECT No:	2019159	DRAWING No:	FIGURE 4.1
		REV:	-
© Development Planning Limited			



Tel : 01924 684 000 Email : info@devplanning.co.uk
<http://www.devplanning.co.uk>

CLIENT:	AH INVESTMENT SOLUTIONS		
PROJECT:	THE CASTLE HATTON		
TITLE:	CYCLING ISOCHRONES 1KM, 2KM, 3KM, 4KM AND 5KM		
SCALE @ A3	NTS	APPROVED: DRS	DATE: 05/04/2019
PROJECT No:	2019159	DRAWING No:	FIGURE 4.2
© Development Planning Limited		REV:	-



Tel : 01924 684 000 Email : info@devplanning.co.uk
<http://www.devplanning.co.uk>

CLIENT:

AH INVESTMENT SOLUTIONS

PROJECT:

THE CASTLE
HATTON

TITLE

PUBLIC TRANSPORT
ACCESSIBILITY

SCALE @ A3

NTS

APPROVED:

DRS

DATE:

05/04/2019

PROJECT No:

2019159

DRAWING No:

FIGURE 4.3

REV:

-

© Development Planning Limited

APPENDIX B

401 402 403

Monday to Saturday

Burton , New Street, Bay 3
Burton , Railway Station
Queens Hospital
Beam Hill
Tutbury , Heritage Park
Tutbury , Duke Street
Tutbury , Holts Lane
Tutbury , High Street
Hatton , Salt Box
Dove Valley Park
Sudbury , Vernon Arms
Doveridge , Marston Lane
Uttoxeter , Tesco
Dovegate Prison
Draycott in the Clay
Marchington , Bulls Head
Acorn Inn
Needwood , New Inn
Newborough , Church
Abbots Bromley , Butter Cross
Uttoxeter , Westlands Road
Uttoxeter , Bus Station

Monday to Saturday

Burton , New Street, Bay 3
Burton , Railway Station
Queens Hospital
Beam Hill
Tutbury , Heritage Park
Tutbury , Duke Street
Tutbury , Holts Lane
Tutbury , High Street
Hatton , Salt Box
Dove Valley Park
Sudbury , Vernon Arms
Doveridge , Marston Lane
Uttoxeter , Tesco
Dovegate Prison
Draycott in the Clay
Marchington , Bulls Head
Uttoxeter , Bus Station

401 402 403

Monday to Saturday

Uttoxeter , Bus Station
Uttoxeter , Tesco
Uttoxeter , Railway Station
Marchington , Bulls Head
Draycott in the Clay
Dovegate Prison
Uttoxeter , Westlands Road
Abbots Bromley , Butter Cross
Newborough , Church
Needwood , New Inn
Acorn Inn
Doveridge , Marston Lane
Sudbury , Vernon Arms
Foston Village
Dove Valley Park
Hatton , Salt Box
Tutbury , High Street
Tutbury , Holts Lane
Tutbury , Duke Street
Tutbury , Heritage Park
Beam Hill
Queens Hospital
Burton , Railway Station

Monday to Saturday

Uttoxeter , Bus Station
Uttoxeter , Tesco
Uttoxeter , Railway Station
Marchington , Bulls Head
Draycott in the Clay
Newborough , Church
Abbots Bromley , Butter Cross
Newborough , Church
Needwood , New Inn
Acorn Inn
Doveridge , Marston Lane
Sudbury , Vernon Arms
Foston Village
Dove Valley Park
Hatton , Salt Box
Tutbury , High Street
Tutbury , Holts Lane
Tutbury , Duke Street
Tutbury , Heritage Park
Beam Hill
Queens Hospital
Burton , Railway Station



Burton upon Trent | Queen’s Hospital | Beam Hill | Uttoxeter

from 1 April 2019

401	401	402A	401	403	401	402	401	403	401	402	401	403	401	402	401	403	401	402
0600	0700	0710	0835	0910	0940	1010	1040	1110	1140	1210	1240	1310	1340	1410	1440	1525	1545	1630
0603	0703	0713	0838	0913	0943	1013	1043	1113	1143	1213	1243	1313	1343	1413	1443	1528	1548	1633
0611	0711		0846	0921	0951	1021	1051	1121	1151	1221	1251	1321	1351	1421	1451	1536	1556	1641
0616	0716		0851	0926	0956	1026	1056	1126	1156	1226	1256	1326	1356	1426	1456	1541	1601	1646
0620	0720		0855		1000	▼	1100		1200	▼	1300		1400	▼	1500		1605	▼
0622	0722		0858		1003	1032	1103		1203	1232	1303		1403	1432	1503		1608	1652
0624	0724		0900		1005		1105		1205		1305		1405		1505		1610	
0627	0727		0902		1006		1106		1206		1306		1406		1506		1611	
0631	0731		0906		1011		1111		1211		1311		1411		1511		1616	
0636	0736		0911		1016		1116		1216		1316		1416		1516		1621	
0641	0741		0915		1020		1120		1220		1320		1420		1520		1625	
0646	0746		0920		1025		1125		1225		1325		1425		1525		1630	
0652	0752		0925		1030		1130		1230		1330		1430		1530		1635	▼
		▼					1040				1240				1440			1700
		(0808)					1044				1244				1444			1704
		(0813)					1050				1250				1450			1710
		0723		0932					1132				1332			1547		
		0725		0935					1135				1335			1550		
		0731		0941					1141				1341			1556		
		0750		0948					1148				1348			1603		
▼	▼			1000					1200				1400			1615		▼
0655	0755	0825	0930	1008	1035	1108	1135	1208	1235	1308	1335	1408	1435	1508	1535	1623	1640	1728

Monday to Friday only

401	401	402	401
1645	1735	1750	1835
1648	1738	1753	1838
1656	1746	1801	1844
1701	1751	1806	1849
1705	1755	▼	1852
1708	1758	1812	1855
1710	1800		1857
1711	1801		1900
1716	1806		1904
1721	1811		1906
1725	1815		1910
1730	1820		1917
1735	1825	▼	▼
▼	▼	1820	▼
▼	▼	1824	▼
▼	▼	1830	▼
1740	1830	1848	1922

Routes 402 and 403 are supported by Staffordshire County Council

classic**day+** tickets can also be used on **D&G Bus** services including route 841 from Uttoxeter to Stafford

Uttoxeter | Beam Hill | Queen's Hospital | Burton upon Trent

401	402	401	401	403	402A	401	402	401	403	401	402	401	403	401	402	401	402A
	0710	0725	0830	0858		0937	1007	1037	1107	1137	1207	1237	1307	1337	1407	1437	1515
	▼			0900			1010		1110		1210		1310		1410		1517
	▼			0902			1012		1112		1212		1312		1412		1519
	0722						1023				1223				1423		1530
	0729				0904		1029				1229				1429		1536
	0733				▼		1033				1233				1433		▼
				0909	▼				1117				1317				
				0918	0918				1126				1326				1555
				0926	0926				1134				1334				1603
				0931	0931				1139				1339				1608
				0933	0933				1141				1341				1610
						0943		1043		1143		1243		1343		1443	
						0948		1048		1148		1248		1348		1448	
						0953		1053		1153		1253		1353		1453	
						0955		1055		1155		1255		1355		1455	
0634		0751	0852			0959		1059		1159		1259		1359		1459	
0639		0756	0857			1004		1104		1204		1304		1404		1504	
0642	▼	0756	0900			1006	▼	1106		1206	▼	1306		1406	▼	1506	
0645	0742	0802	0903			1010	1042	1110		1210	1242	1310		1410	1442	1510	
0647		0805	0906			1013	▼	1113		1213	▼	1313		1413	▼	1513	
0650	0749	0815	0910	0939	0939	1017	1047	1117	1147	1217	1247	1317	1347	1417	1447	1517	
0655	0754	0823	0915	0944	0944	1022	1052	1122	1152	1222	1252	1322	1352	1422	1452	1522	▼
0700	0800	0830	0921	0950	0950	1028	1058	1128	1158	1228	1258	1328	1358	1428	1458	1528	1618

Route **401** journey from Uttoxeter at **0725** runs via Rolleston, Spread Eagle at **0810**

401	402A	401	401	402A	401	401
1545	1630	1645	1745	1750	1845	1925
▼	1632			1752		▼
	1634			1754		
	1645			1805		
	1651			1811		
	1701			1821		
	1710			1830		
	1718			1838		
	1723			1843		
▼	1725	▼	▼	1845	▼	▼
1550		1650	1750		1850	1930
1555		1655	1755		1854	1934
1600		1700	1800		1859	1939
1602		1702	1802		1901	1941
1606		1706	1806		1905	1945
1611		1711	1811		1910	1950
1614		1714	1814		1912	1952
1617		1717	1817		1912	1953
1620		1720	1820		1915	1955
1624		1724	1824		1919	1959
1629	▼	1729	1829	▼	1924	2004
1635	1733	1735	1835	1858	1929	2009

Monday to Friday only

Saturdays only

DALES LINK

Dales Link is a connecting bus service for residents in the Southern Derbyshire Dales to our routes 1, 401 and 402 for journeys to and from Burton or Uttoxeter with connections at Tutbury, Duke Street or the railway station at Hatton for journeys to Derby or Crewe. This is a pre-book, door-to-door service run by Ashbourne Community Transport, commencing 25 September 2017 and operating on Mondays to Fridays.

Customers wishing to pre-book their journey should call **01335 300670**



405

Monday to Friday

Ashbourne, Bus Station**Clifton Village**, A515**Cubley Village**, A515**Sudbury Park****Sudbury**, Vernon Arms**Scropton****Hatton**, Scropton Road**Tutbury**, High Street**Rolleston**, Spread Eagle**Stretton**, Church**Burton**, Railway Station**Burton**, New Street

Ashbourne | Scropton | Rolleston | Stretton | Burton upon Trent

Term Hols

0850

0855

0901

0905

0908

0913 0913

0916 0916

0918 0918

0924 0924

0931 0931

0938 0938

0942 0942

Burton, High Street Bay 11

Burton, New Street Bay 3

Burton on Trent, Railway Station**Stretton**, Church**Rolleston**, Spread Eagle**Tutbury**, High Street**Hatton**, Scropton Road**Scropton****Sudbury**, Vernon Arms**Sudbury Park****Cubley Village**, A515**Clifton Village**, A515**Ashbourne** Bus Station**Term Hols**

1440 1440

1441 1441

1444 1444

1451 1451

1458 1458

1504 1504

1507 1507

1512 1512

1517

1520

1525

1531

1541

Term - runs on Derbyshire Schooldays**Hols** - runs on Derbyshire School Holidays

v1 derby > hilton > stretton > burton
mondays to fridays

	am	am	am	am	am	am	am
Derby, Bus Station	4.45 AS	-	5.40	6.00	6.25	7.00	7.20
Royal Derby Hospital	4.54	-	5.50	6.12	6.37	7.12	7.32
Mickleover, Square	4.57	-	5.55	6.17	6.42	7.17	7.37
Etwall, Spread Eagle	5.02	-	6.01	6.23	6.48	7.23	7.43
Hilton, Foss Road	5.08	-	6.08	6.30	6.55	7.30	7.50
Hilton, The Mease/Welland Road	5.10	-	6.10	6.33	6.58	7.33	7.53
Hatton, Scropton Road	5.16	-	6.16	6.40	7.05	7.40	8.00
Tutbury, High Street	5.18	-	6.18	6.42	7.07	7.42	8.02
Rolleston, Spread Eagle	5.23	-	6.24	6.48	7.13	7.48	8.08
Stretton, Britannia Drive	5.30	N	6.33	6.57	7.22	7.57	8.17
Burton, Bargates	5.36	5.58	6.39	7.03	7.28	8.08	8.28
Burton, High Street arr	5.38	6.00	6.41	7.06	7.31	8.11	8.31
Burton, High Street dep	5.40	6.00	6.45	7.10	7.35	8.15	8.31
Burton Train Station	5.44	6.04	6.49	7.14	7.38	8.19	8.35

	am	am	am	am			
Derby, Bus Station	8.10	8.35	9.05	9.35		05	35
Royal Derby Hospital	8.22	8.47	9.17	9.47		17	47
Mickleover, Square	8.27	8.52	9.22	9.52		22	52
Etwall, Spread Eagle	8.33	8.58	9.28	9.58	then	28	58
Hilton, Foss Road	8.40	9.05	9.35	10.05	at	35	05
Hilton, The Mease/Welland Road	8.43	9.08	9.38	10.08	these	38	08
Hatton, Scropton Road	8.50	9.15	9.45	10.15	mins	45	15
Tutbury, High Street	8.52	9.17	9.47	10.17	past	47	17
Rolleston, Spread Eagle	8.58	9.23	9.53	10.23	each	53	23
Stretton, Britannia Drive	9.07	9.32	10.02	10.32	hour	02	32
Burton, Bargates	9.13	9.38	10.08	10.38		08	38
Burton, High Street arr	9.16	9.41	10.11	10.41		11	41
Burton, High Street dep	9.18	9.45	10.15	10.45		15	45
Burton Train Station	9.22	9.49	10.19	10.49		19	49

		pm	pm	pm	pm	pm	pm
Derby, Bus Station		2.05	2.35	3.10	3.40	4.10	4.45
Royal Derby Hospital		2.17	2.47	3.25	3.55	4.25	5.00
Mickleover, Square		2.22	2.52	3.31	4.01	4.31	5.06
Etwall, Spread Eagle		2.28	2.58	3.37	4.07	4.37	5.12
Hilton, Foss Road		2.35	3.05	3.49	4.14	4.44	5.19
Hilton, The Mease/Welland Road		2.38	3.08	3.52	4.17	4.47	5.22
Hatton, Scropton Road	until	2.45	3.15	3.59	4.24	4.54	5.29
Tutbury, High Street		2.47	3.17	4.01	4.26	4.56	5.31
Rolleston, Spread Eagle		2.53	3.23	4.07	4.32	5.02	5.37
Stretton, Britannia Drive		3.02	3.32	4.16	4.41	5.11	5.46
Burton, Bargates		3.08	3.38	4.22	4.52	5.22	5.57
Burton, High Street arr		3.11	3.41	4.25	4.55	5.25	6.00
Burton, High Street dep		3.15	3.45	4.30	5.00	5.30	6.05
Burton Train Station		3.19	3.49	4.36	5.06	5.36	6.09

	pm	pm	pm	pm	pm	pm	pm
Derby, Bus Station	5.20	5.55	6.25	7.15	8.15	9.15	10.15
Royal Derby Hospital	5.35	6.07	6.37	7.24	8.24	9.24	10.24
Mickleover, Square	5.41	6.11	6.41	7.27	8.27	9.27	10.27
Etwall, Spread Eagle	5.47	6.17	6.47	7.32	8.32	9.32	10.32
Hilton, Foss Road	5.54	6.24	6.54	7.38	8.38	9.38	10.38
Hilton, The Mease/Welland Road	5.57	6.27	6.57	7.40	8.40	9.40	10.40
Hatton, Scropton Road	6.04	6.34	7.04	7.46	8.46	9.46	10.46
Tutbury, High Street	6.06	6.36	7.06	7.48	8.48	9.48	10.48
Rolleston, Spread Eagle	6.12	6.42	7.12	7.53	8.53	9.53	10.53
Stretton, Britannia Drive	6.21	6.51	7.21	8.00	9.00	10.00	11.00
Burton, Bargates	6.27	6.57	7.27	8.06	9.06	10.06	11.06
Burton, High Street arr	6.30	7.00	7.30	8.08	9.08	10.08	11.08
Burton, High Street dep	6.33	7.05	7.35	8.10	9.10	10.10	11.10
Burton Train Station	6.37	7.09	7.39	8.14	9.14	10.14	11.14

	pm
Derby, Bus Station	11.15
Royal Derby Hospital	11.24
Mickleover, Square	11.27
Etwall, Spread Eagle	11.32
Hilton, Foss Road	11.38
Hilton, The Mease/Welland Road	11.40
Hatton, Scropton Road	11.46
Tutbury, High Street	11.48
Rolleston, Spread Eagle	11.53
Stretton, Britannia Drive	12.00
Burton, Bargates	12.06
Burton, High Street arr	12.08
Burton, High Street dep	12.08
Burton Train Station	12.12

AS = this journey starts from Albert Street, not Derby bus station, N = starts from Wetmore, Northside Business Park at 5.55am

APPENDIX C



FIVE-YEAR ACCIDENT REVIEW

APPENDIX D

Calculation Reference: AUDIT-254601-190405-0436

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	RI EAST RIDING OF YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 8 to 30 (units:)
 Range Selected by User: 8 to 30 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 03/12/14

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

Selected survey days:

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

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	5
Built-Up Zone	2
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C3

9 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000

1 days

10,001 to 15,000

3 days

15,001 to 20,000

3 days

20,001 to 25,000

1 days

25,001 to 50,000

1 days

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

Population within 5 miles:

5,001 to 25,000

1 days

50,001 to 75,000

3 days

125,001 to 250,000

4 days

500,001 or More

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

4 days

1.1 to 1.5

5 days

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

Travel Plan:

Not Known

2 days

No

7 days

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

PTAL Rating:

No PTAL Present

9 days

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

LIST OF SITES relevant to selection parameters

1	DS-03-C-01 BLOCK OF FLATS DRAGE STREET DERBY LITTLE CHESTER Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 8 Survey date: THURSDAY 25/06/09	DERBYSHIRE	Survey Type: MANUAL
2	GM-03-C-03 BLOCK OF FLATS FAIRFIELD STREET MANCHESTER Town Centre Built-Up Zone Total Number of dwellings: 20 Survey date: FRIDAY 14/10/11	GREATER MANCHESTER	Survey Type: MANUAL
3	NR-03-C-01 BLOCK OF FLATS ROCKINGHAM ROAD CORBY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 20 Survey date: FRIDAY 21/11/08	NORTHAMPTONSHIRE	Survey Type: MANUAL
4	NY-03-C-01 BLOCKS OF FLATS BOROUGHBRIDGE ROAD NORTHALLERTON ROMANBY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 30 Survey date: MONDAY 22/09/03	NORTH YORKSHIRE	Survey Type: MANUAL
5	RI-03-C-01 FLATS 465 PRIORY ROAD HULL Edge of Town Residential Zone Total Number of dwellings: 20 Survey date: TUESDAY 13/05/14	EAST RIDING OF YORKSHIRE	Survey Type: MANUAL
6	SF-03-C-03 BLOCKS OF FLATS TOLLGATE LANE BURY ST EDMUNDS Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 30 Survey date: WEDNESDAY 03/12/14	SUFFOLK	Survey Type: MANUAL
7	WM-03-C-01 FLATS WAKE GREEN ROAD BIRMINGHAM MOSELEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 26 Survey date: FRIDAY 16/06/00	WEST MIDLANDS	Survey Type: MANUAL
8	WM-03-C-02 FLATS WAKE GREEN ROAD BIRMINGHAM MOSELEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 24 Survey date: TUESDAY 14/11/00	WEST MIDLANDS	Survey Type: MANUAL
9	WY-03-C-02 BLOCK OF FLATS KINGS MILL LANE HUDDERSFIELD ASPLEY Edge of Town Centre Built-Up Zone Total Number of dwellings: 12 Survey date: WEDNESDAY 13/09/06	WEST YORKSHIRE	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	21	0.042	9	21	0.142	9	21	0.184
08:00 - 09:00	9	21	0.084	9	21	0.226	9	21	0.310
09:00 - 10:00	9	21	0.089	9	21	0.121	9	21	0.210
10:00 - 11:00	9	21	0.089	9	21	0.095	9	21	0.184
11:00 - 12:00	9	21	0.079	9	21	0.100	9	21	0.179
12:00 - 13:00	9	21	0.105	9	21	0.111	9	21	0.216
13:00 - 14:00	9	21	0.095	9	21	0.095	9	21	0.190
14:00 - 15:00	9	21	0.100	9	21	0.095	9	21	0.195
15:00 - 16:00	9	21	0.111	9	21	0.100	9	21	0.211
16:00 - 17:00	9	21	0.137	9	21	0.079	9	21	0.216
17:00 - 18:00	9	21	0.237	9	21	0.116	9	21	0.353
18:00 - 19:00	9	21	0.158	9	21	0.116	9	21	0.274
19:00 - 20:00	2	25	0.160	2	25	0.140	2	25	0.300
20:00 - 21:00	2	25	0.100	2	25	0.100	2	25	0.200
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.586			1.636			3.222	

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

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

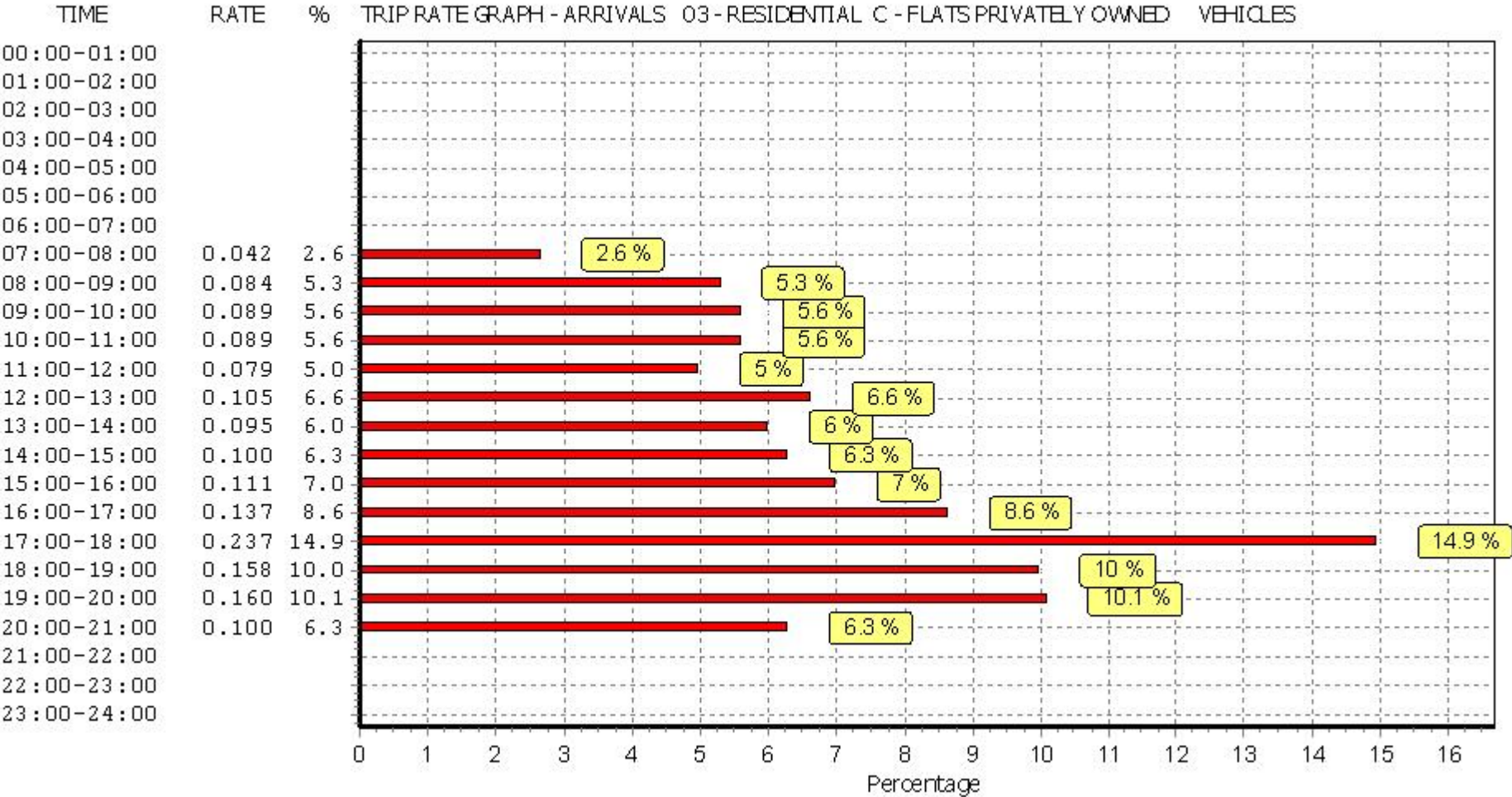
The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

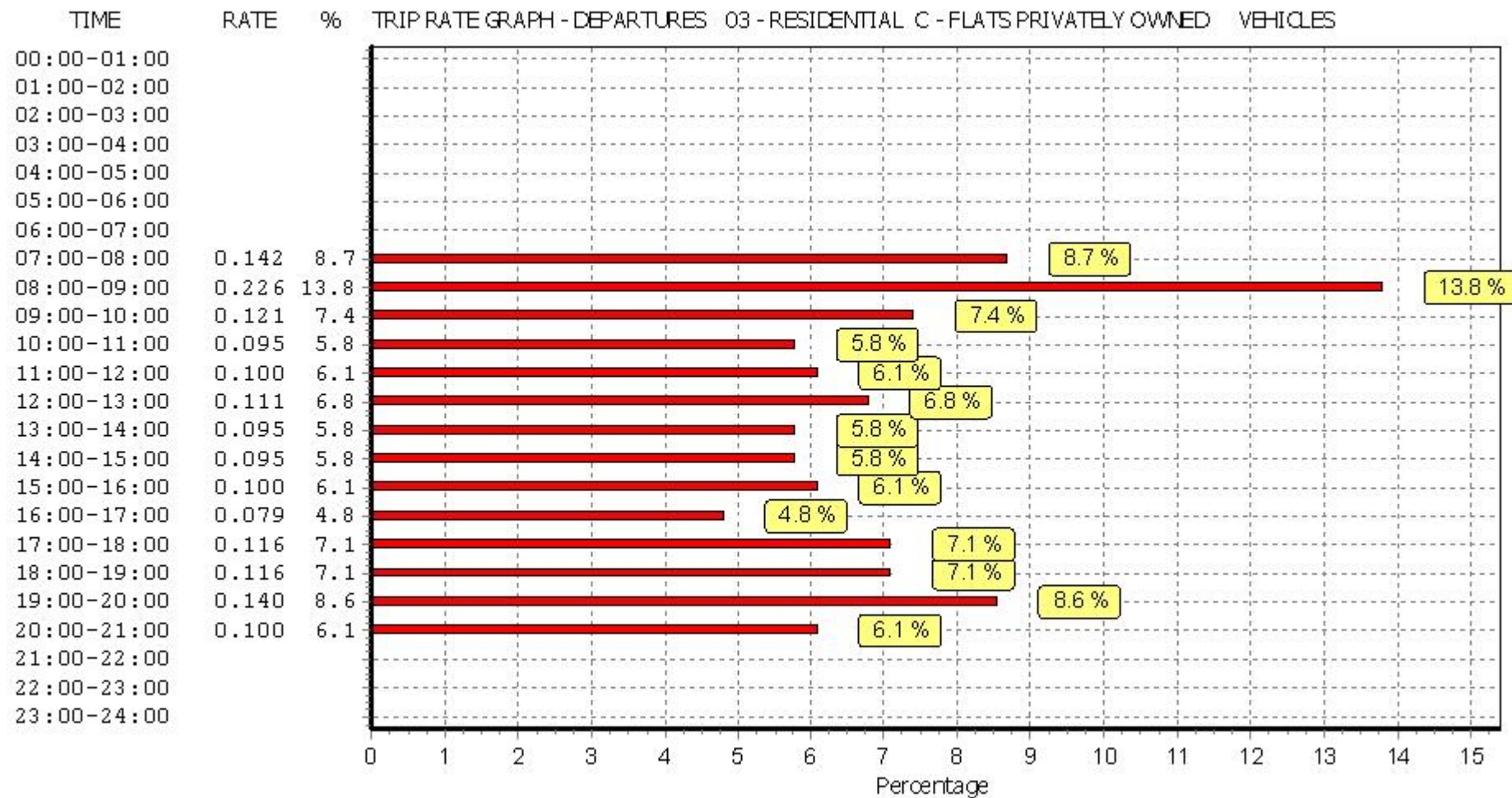
Parameter summary

Trip rate parameter range selected:	8 - 30 (units:)
Survey date date range:	01/01/00 - 03/12/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

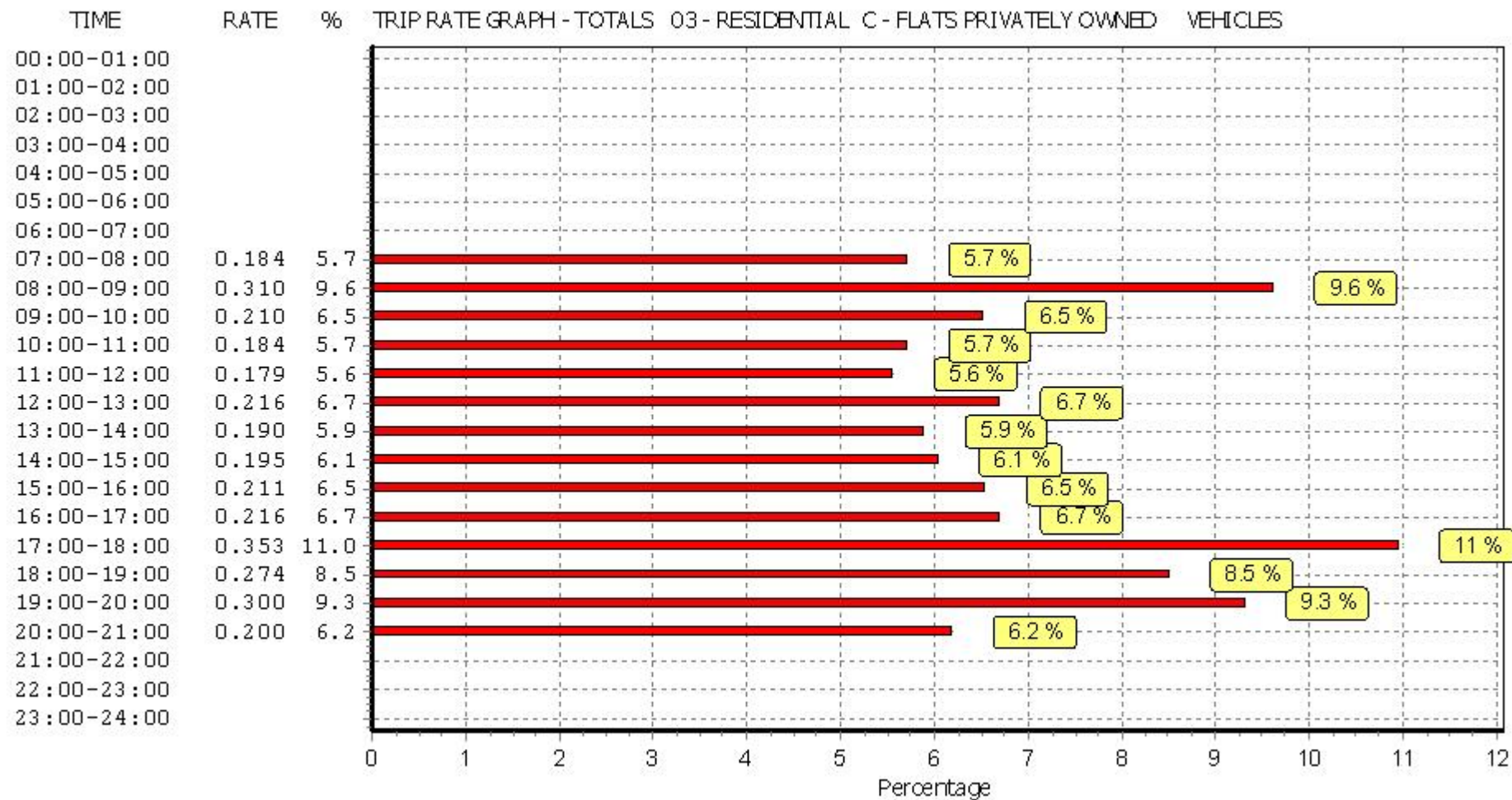
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



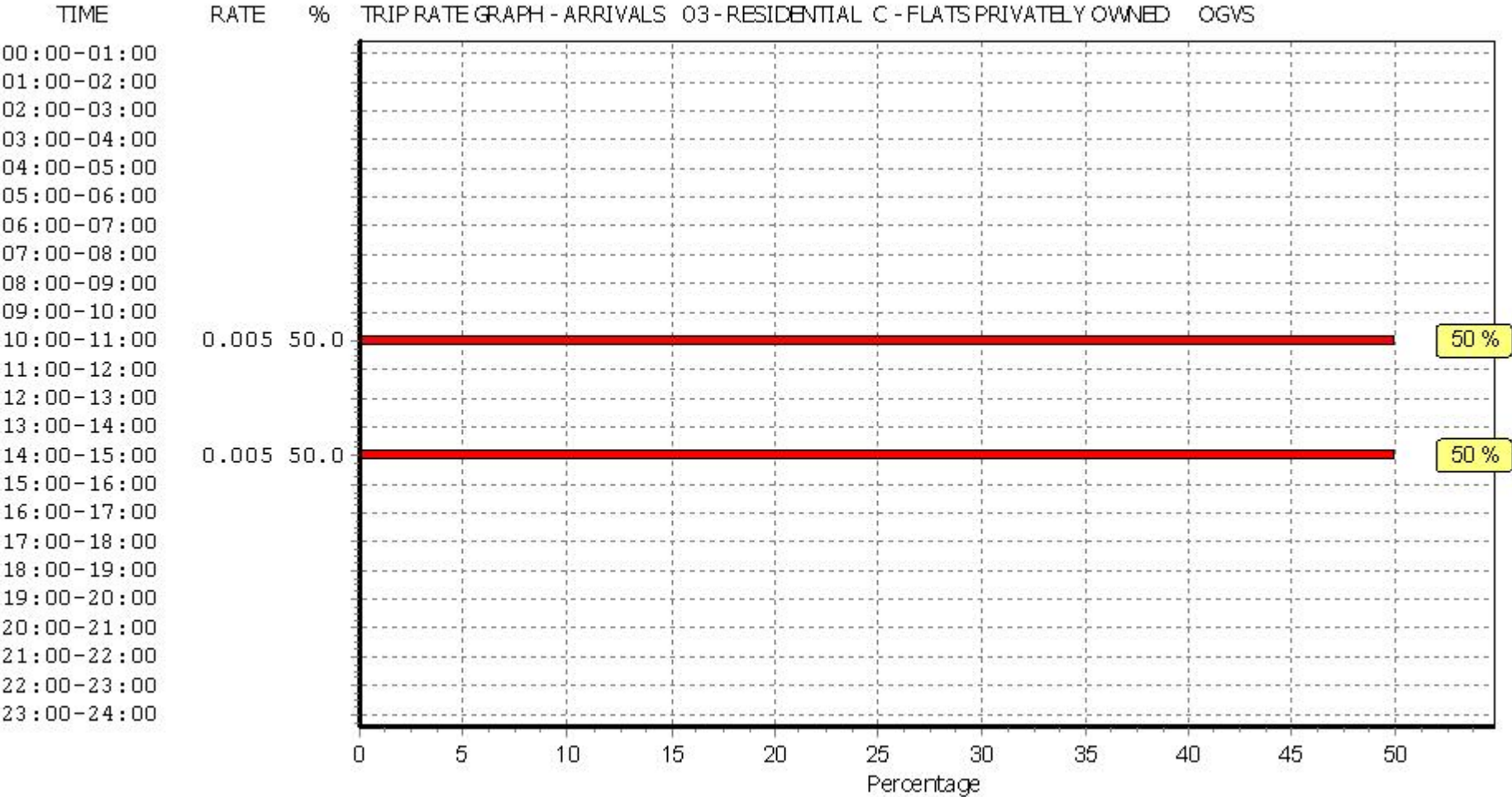
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 OGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

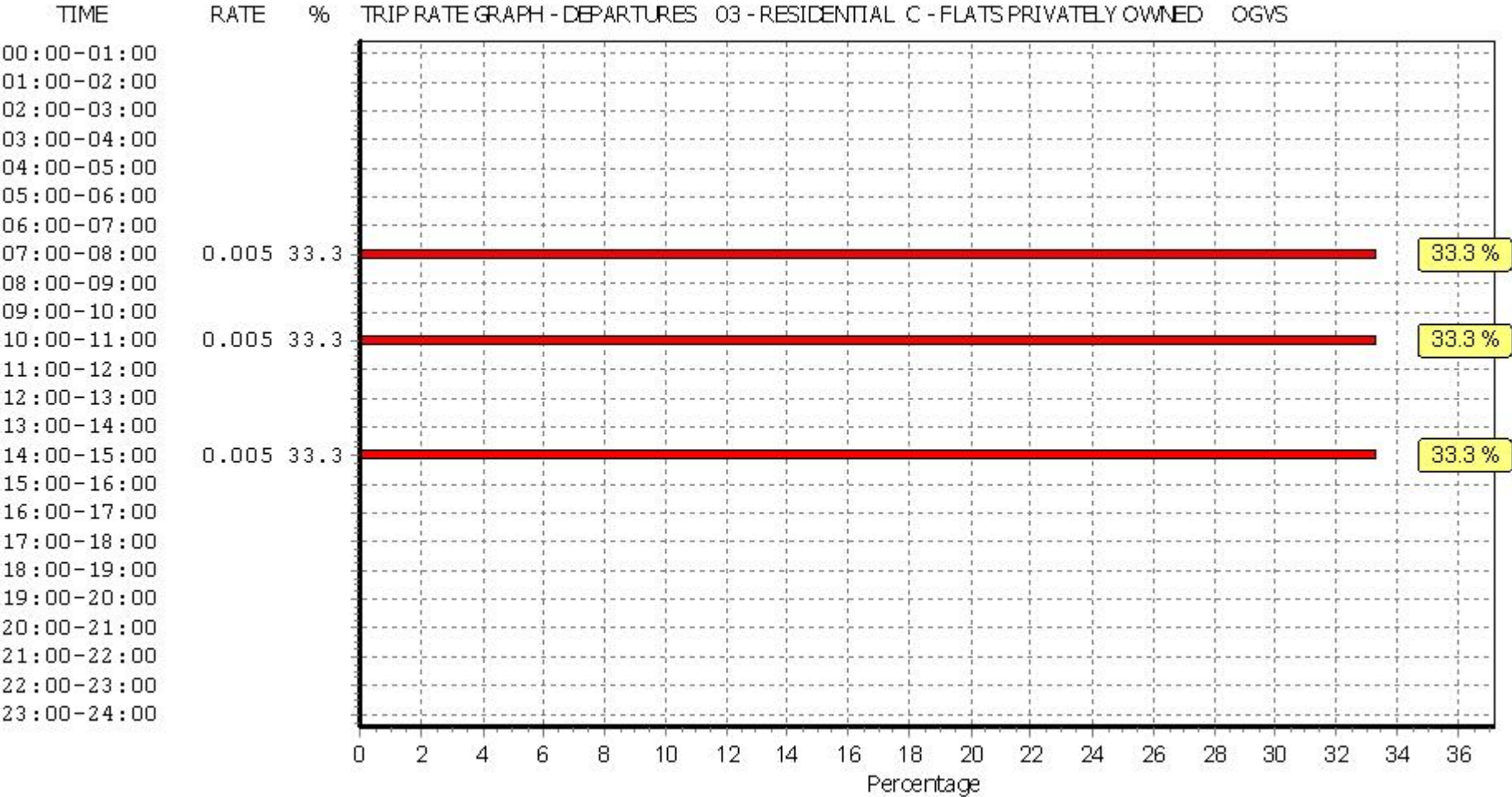
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	21	0.000	9	21	0.005	9	21	0.005
08:00 - 09:00	9	21	0.000	9	21	0.000	9	21	0.000
09:00 - 10:00	9	21	0.000	9	21	0.000	9	21	0.000
10:00 - 11:00	9	21	0.005	9	21	0.005	9	21	0.010
11:00 - 12:00	9	21	0.000	9	21	0.000	9	21	0.000
12:00 - 13:00	9	21	0.000	9	21	0.000	9	21	0.000
13:00 - 14:00	9	21	0.000	9	21	0.000	9	21	0.000
14:00 - 15:00	9	21	0.005	9	21	0.005	9	21	0.010
15:00 - 16:00	9	21	0.000	9	21	0.000	9	21	0.000
16:00 - 17:00	9	21	0.000	9	21	0.000	9	21	0.000
17:00 - 18:00	9	21	0.000	9	21	0.000	9	21	0.000
18:00 - 19:00	9	21	0.000	9	21	0.000	9	21	0.000
19:00 - 20:00	2	25	0.000	2	25	0.000	2	25	0.000
20:00 - 21:00	2	25	0.000	2	25	0.000	2	25	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.010			0.015			0.025		

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

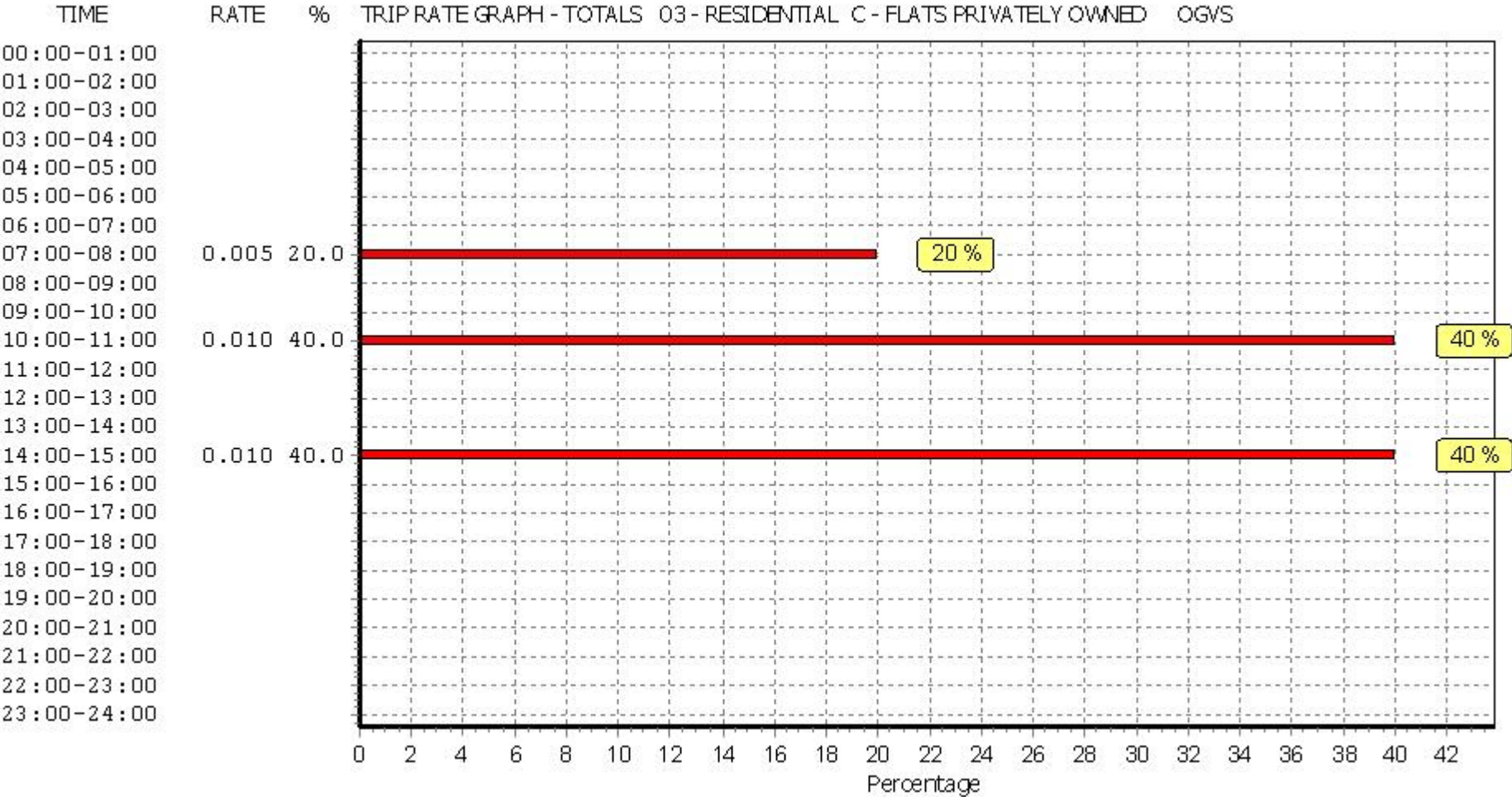
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



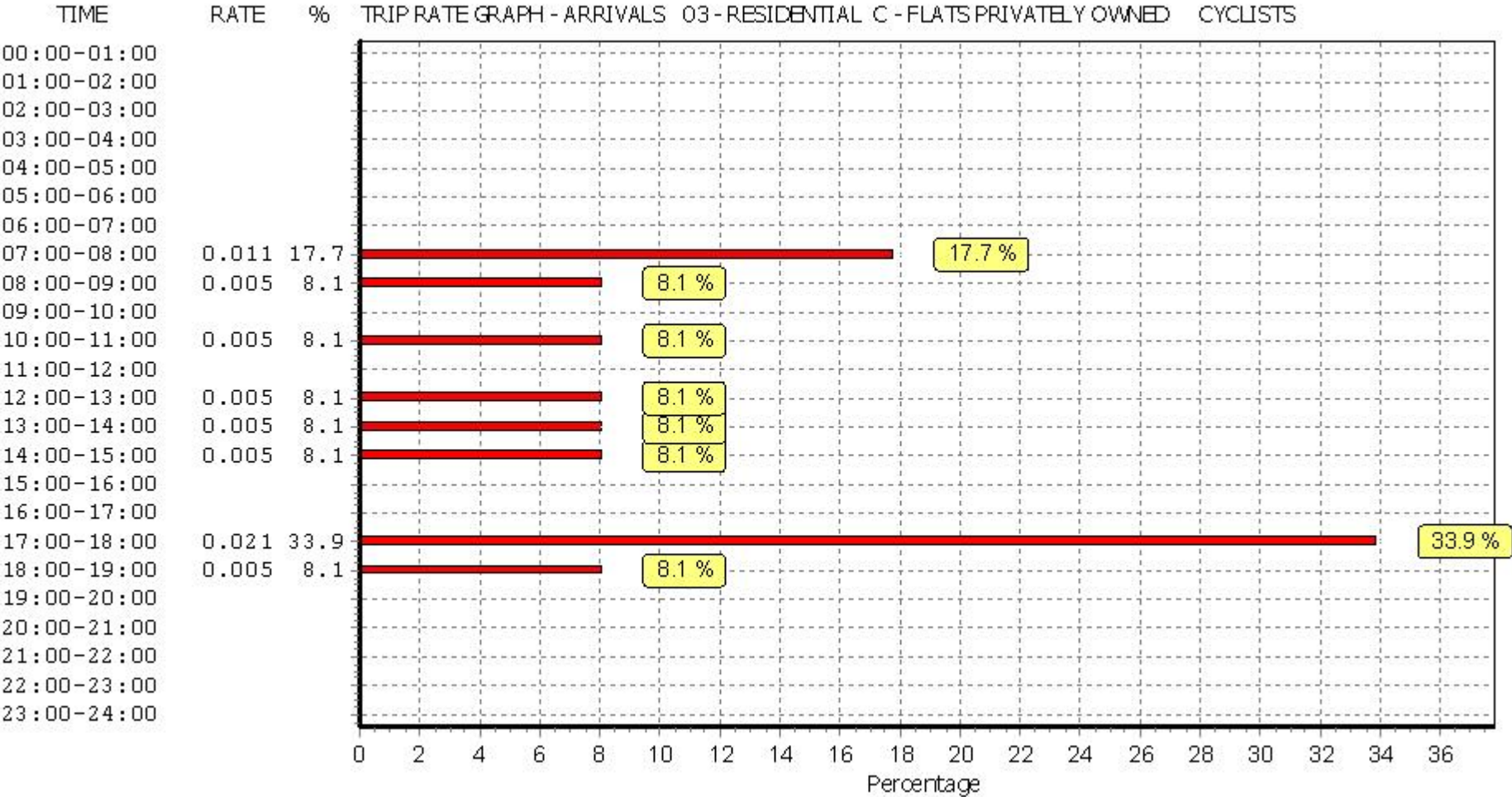
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

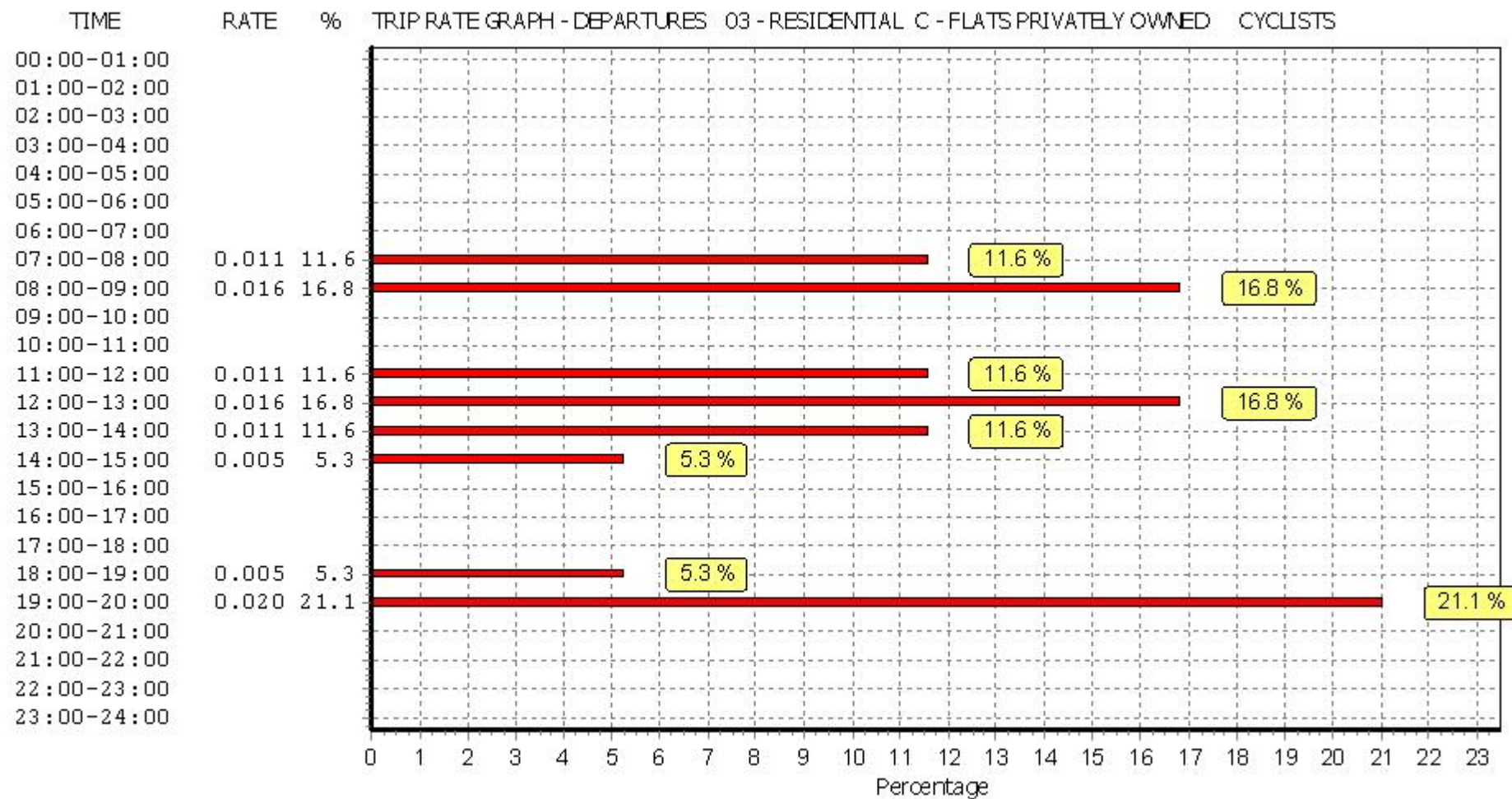
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	21	0.011	9	21	0.011	9	21	0.022
08:00 - 09:00	9	21	0.005	9	21	0.016	9	21	0.021
09:00 - 10:00	9	21	0.000	9	21	0.000	9	21	0.000
10:00 - 11:00	9	21	0.005	9	21	0.000	9	21	0.005
11:00 - 12:00	9	21	0.000	9	21	0.011	9	21	0.011
12:00 - 13:00	9	21	0.005	9	21	0.016	9	21	0.021
13:00 - 14:00	9	21	0.005	9	21	0.011	9	21	0.016
14:00 - 15:00	9	21	0.005	9	21	0.005	9	21	0.010
15:00 - 16:00	9	21	0.000	9	21	0.000	9	21	0.000
16:00 - 17:00	9	21	0.000	9	21	0.000	9	21	0.000
17:00 - 18:00	9	21	0.021	9	21	0.000	9	21	0.021
18:00 - 19:00	9	21	0.005	9	21	0.005	9	21	0.010
19:00 - 20:00	2	25	0.000	2	25	0.020	2	25	0.020
20:00 - 21:00	2	25	0.000	2	25	0.000	2	25	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.062			0.095			0.157		

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

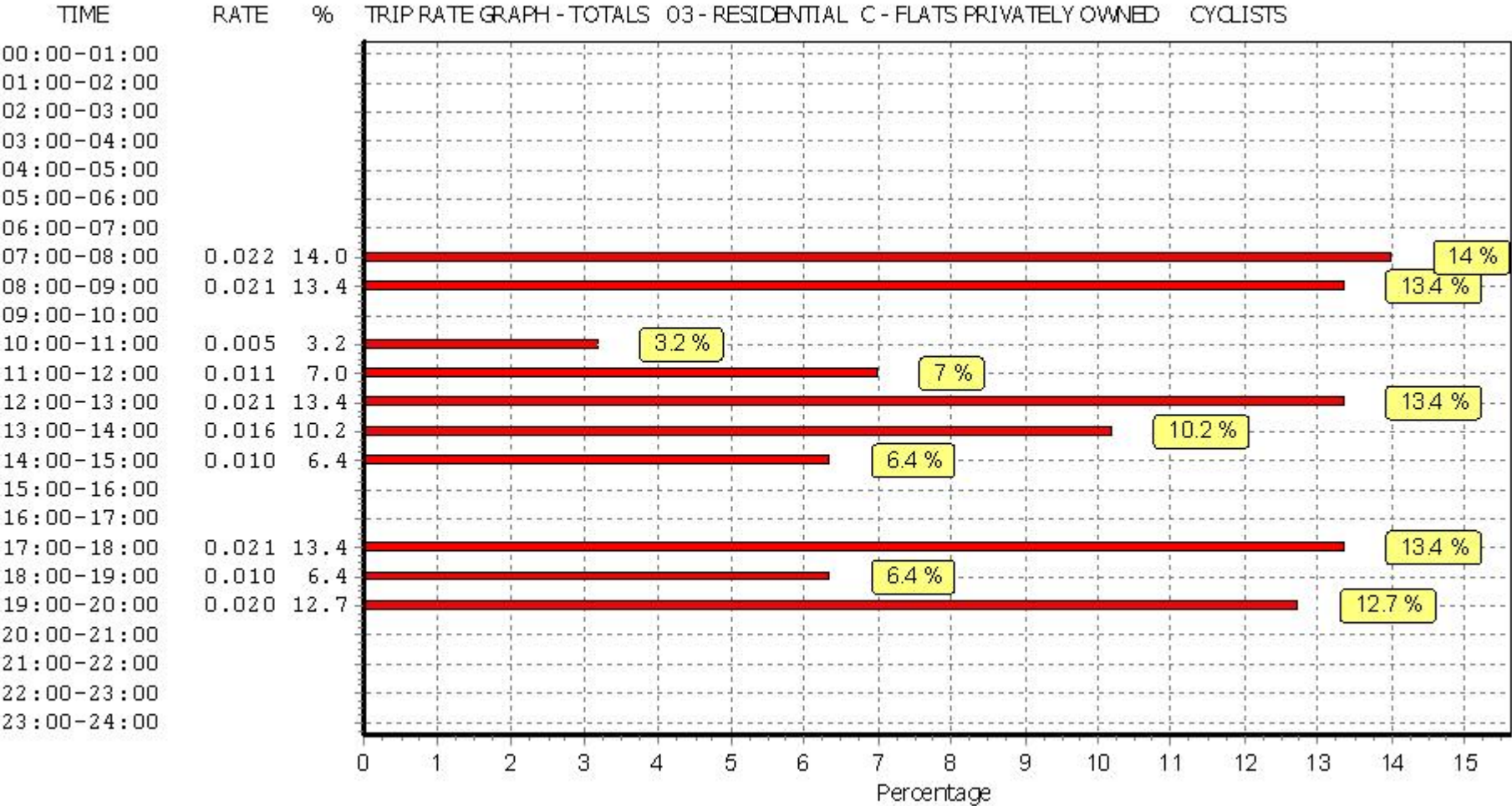
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : K - FITNESS CLUB (PRIVATE)
VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 404 to 9000 (units: sqm)
Range Selected by User: 404 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 06/04/17

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

Selected survey days:

Tuesday	4 days
Wednesday	2 days
Thursday	5 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	6

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	2
Development Zone	1
Residential Zone	2
Built-Up Zone	3
Out of Town	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

D2

11 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	3 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	8 days
1.1 to 1.5	3 days

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

Travel Plan:

No

11 days

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

PTAL Rating:

No PTAL Present

11 days

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

LIST OF SITES relevant to selection parameters

1	CB-07-K-01 COWPER ROAD PENRITH GILWILLY IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: Survey date: TUESDAY	FITNESS CLUB 650 sqm 10/06/14	CUMBRIA	Survey Type: MANUAL
2	DS-07-K-03 CARRINGTON STREET DERBY CASTLE WARD Edge of Town Centre Built-Up Zone Total Gross floor area: Survey date: THURSDAY	LA FITNESS 4000 sqm 25/06/15	DERBYSHIRE	Survey Type: MANUAL
3	GM-07-K-02 HEYWOOD OLD ROAD MIDDLETON Edge of Town Out of Town Total Gross floor area: Survey date: THURSDAY	VIRGIN ACTIVE 9000 sqm 22/10/15	GREATER MANCHESTER	Survey Type: MANUAL
4	LE-07-K-01 CARLTON PARK LEICESTER NARBOROUGH Edge of Town Residential Zone Total Gross floor area: Survey date: TUESDAY	DAVID LLOYD CLUB 8200 sqm 04/11/14	LEICESTERSHIRE	Survey Type: MANUAL
5	NR-07-K-01 GLADSTONE ROAD NORTHAMPTON KINGSFIELD BUS. CENTRE Edge of Town Commercial Zone Total Gross floor area: Survey date: WEDNESDAY	PUMP GYM 1333 sqm 23/11/16	NORTHAMPTONSHIRE	Survey Type: MANUAL
6	NT-07-K-02 LONDON ROAD NOTTINGHAM Edge of Town Centre Commercial Zone Total Gross floor area: Survey date: THURSDAY	VIRGIN ACTIVE 6000 sqm 27/06/13	NOTTINGHAMSHIRE	Survey Type: MANUAL
7	NY-07-K-01 RIVER VIEW ROAD RIPON Edge of Town No Sub Category Total Gross floor area: Survey date: TUESDAY	FITNESS CLUB 404 sqm 27/09/16	NORTH YORKSHIRE	Survey Type: MANUAL
8	SH-07-K-01 SUNDORNE ROAD SHREWSBURY Edge of Town Residential Zone Total Gross floor area: Survey date: WEDNESDAY	FITNESS, TENNIS & LEISURE 4500 sqm 21/05/14	SHROPSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	TW-07-K-01	DW SPORTS FITNESS	TYNE & WEAR
	TIMBER BEACH ROAD		
	SUNDERLAND		
	CASTLETOWN		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	1380 sqm	
	Survey date: THURSDAY	06/04/17	Survey Type: MANUAL
10	WK-07-K-01	STRENGTH & FITNESS GYM	WARWICKSHIRE
	FAR GOSFORD STREET		
	COVENTRY		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	554 sqm	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL
11	WY-07-K-02	FITNESS CLUB	WEST YORKSHIRE
	GELDERD ROAD		
	BIRSTALL		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2400 sqm	
	Survey date: TUESDAY	22/04/14	Survey Type: MANUAL

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

RANK ORDER for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
VEHICLES

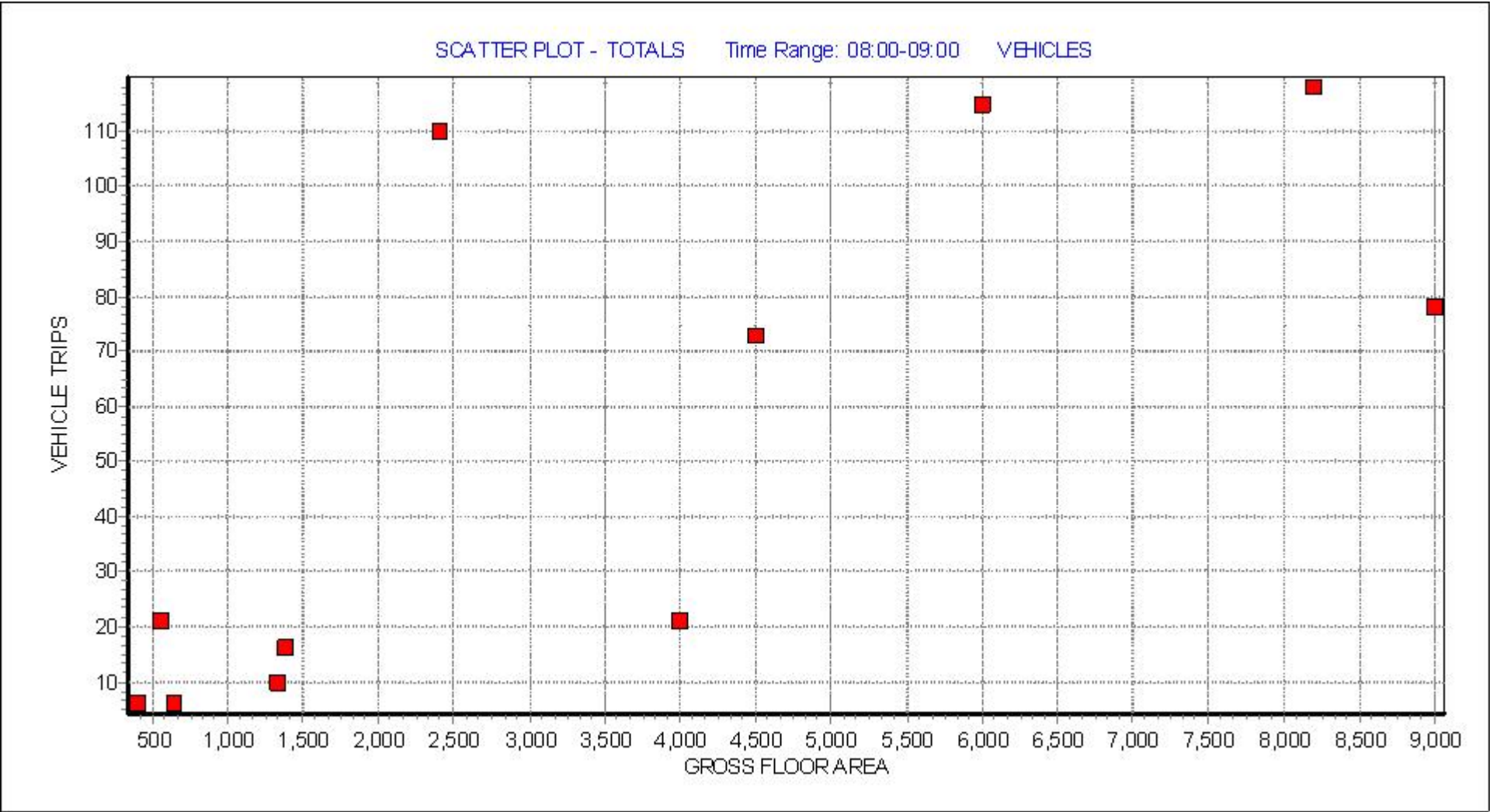
Ranking Type: TOTALS Time Range: 08:00-09:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 9 GM-07-K-02 Tot: 0.867
85th Percentile = No. 3 NT-07-K-02 Tot: 1.917

Median Values		Mean Values	
Arrivals:	0.976	Arrivals:	0.871
Departures:	0.463	Departures:	0.862
Totals:	1.439	Totals:	1.733

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	WY-07-K-02	FITNESS CLUB	BIRSTALL	WEST YORKSHIRE	2400	Tue	22/04/14	2.083	2.500	4.583
2	WK-07-K-01	STRENGTH & FIT	COVENTRY	WARWICKSHIRE	554	Thu	17/10/13	1.805	1.986	3.791
3	NT-07-K-02	VIRGIN ACTIVE	NOTTINGHAM	NOTTINGHAMSHIRE	6000	Thu	27/06/13	0.600	1.317	1.917
4	SH-07-K-01	FITNESS, TENNI	SHREWSBURY	SHROPSHIRE	4500	Wed	21/05/14	1.022	0.600	1.622
5	NY-07-K-01	FITNESS CLUB	RIPON	NORTH YORKSHIRE	404	Tue	27/09/16	0.743	0.743	1.486
6	LE-07-K-01	DAVID LLOYD CL	LEICESTER	LEICESTERSHIRE	8200	Tue	04/11/14	0.976	0.463	1.439
7	TW-07-K-01	DW SPORTS FITN	SUNDERLAND	TYNE & WEAR	1380	Thu	06/04/17	0.652	0.507	1.159
8	CB-07-K-01	FITNESS CLUB	PENRITH	CUMBRIA	650	Tue	10/06/14	0.462	0.462	0.924
9	GM-07-K-02	VIRGIN ACTIVE	MIDDLETON	GREATER MANCHESTER	9000	Thu	22/10/15	0.567	0.300	0.867
10	NR-07-K-01	PUMP GYM	NORTHAMPTON	NORTHAMPTONSHIRE	1333	Wed	23/11/16	0.375	0.375	0.750
11	DS-07-K-03	LA FITNESS	DERBY	DERBYSHIRE	4000	Thu	25/06/15	0.300	0.225	0.525

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : K - FITNESS CLUB (PRIVATE)
VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 404 to 9000 (units: sqm)
Range Selected by User: 404 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 06/04/17

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

Selected survey days:

Tuesday	4 days
Wednesday	2 days
Thursday	5 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	6

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	2
Development Zone	1
Residential Zone	2
Built-Up Zone	3
Out of Town	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

D2

11 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	3 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	8 days
1.1 to 1.5	3 days

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

Travel Plan:

No

11 days

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

PTAL Rating:

No PTAL Present

11 days

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

LIST OF SITES relevant to selection parameters

1	CB-07-K-01 COWPER ROAD PENRITH GILWILLY IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: Survey date: TUESDAY	FITNESS CLUB 650 sqm 10/06/14	CUMBRIA	Survey Type: MANUAL
2	DS-07-K-03 CARRINGTON STREET DERBY CASTLE WARD Edge of Town Centre Built-Up Zone Total Gross floor area: Survey date: THURSDAY	LA FITNESS 4000 sqm 25/06/15	DERBYSHIRE	Survey Type: MANUAL
3	GM-07-K-02 HEYWOOD OLD ROAD MIDDLETON Edge of Town Out of Town Total Gross floor area: Survey date: THURSDAY	VIRGIN ACTIVE 9000 sqm 22/10/15	GREATER MANCHESTER	Survey Type: MANUAL
4	LE-07-K-01 CARLTON PARK LEICESTER NARBOROUGH Edge of Town Residential Zone Total Gross floor area: Survey date: TUESDAY	DAVID LLOYD CLUB 8200 sqm 04/11/14	LEICESTERSHIRE	Survey Type: MANUAL
5	NR-07-K-01 GLADSTONE ROAD NORTHAMPTON KINGSFIELD BUS. CENTRE Edge of Town Commercial Zone Total Gross floor area: Survey date: WEDNESDAY	PUMP GYM 1333 sqm 23/11/16	NORTHAMPTONSHIRE	Survey Type: MANUAL
6	NT-07-K-02 LONDON ROAD NOTTINGHAM Edge of Town Centre Commercial Zone Total Gross floor area: Survey date: THURSDAY	VIRGIN ACTIVE 6000 sqm 27/06/13	NOTTINGHAMSHIRE	Survey Type: MANUAL
7	NY-07-K-01 RIVER VIEW ROAD RIPON Edge of Town No Sub Category Total Gross floor area: Survey date: TUESDAY	FITNESS CLUB 404 sqm 27/09/16	NORTH YORKSHIRE	Survey Type: MANUAL
8	SH-07-K-01 SUNDORNE ROAD SHREWSBURY Edge of Town Residential Zone Total Gross floor area: Survey date: WEDNESDAY	FITNESS, TENNIS & LEISURE 4500 sqm 21/05/14	SHROPSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	TW-07-K-01	DW SPORTS FITNESS	TYNE & WEAR
	TIMBER BEACH ROAD		
	SUNDERLAND		
	CASTLETOWN		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:		1380 sqm
	Survey date: THURSDAY		06/04/17
10	WK-07-K-01	STRENGTH & FITNESS GYM	Survey Type: MANUAL
	FAR GOSFORD STREET		WARWICKSHIRE
	COVENTRY		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:		554 sqm
	Survey date: THURSDAY		17/10/13
11	WY-07-K-02	FITNESS CLUB	Survey Type: MANUAL
	GELDERD ROAD		WEST YORKSHIRE
	BIRSTALL		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:		2400 sqm
	Survey date: TUESDAY		22/04/14
			Survey Type: MANUAL

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

RANK ORDER for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
VEHICLES

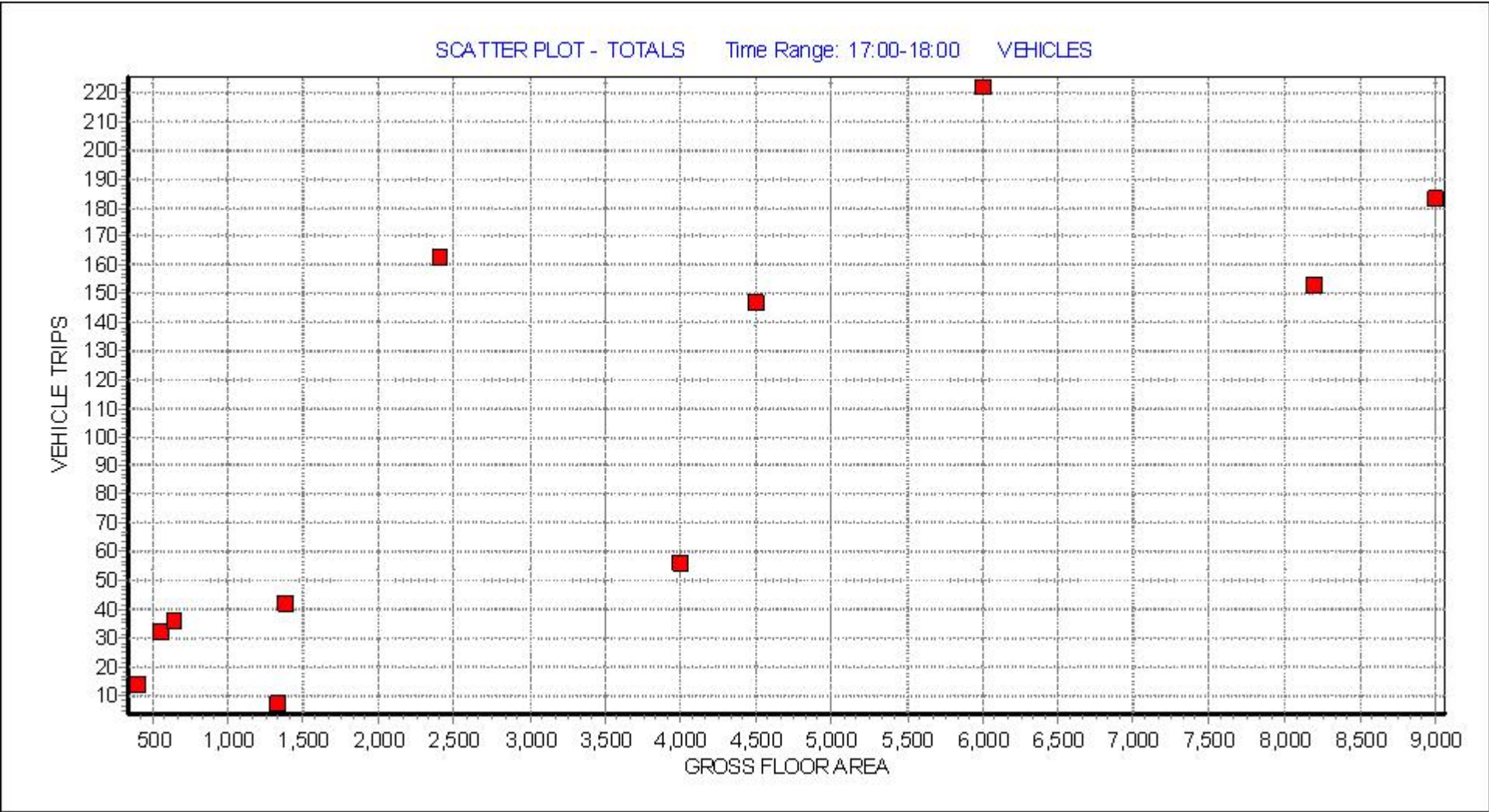
Ranking Type: TOTALS Time Range: 17:00-18:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 9 LE-07-K-01 Tot: 1.866
85th Percentile = No. 3 CB-07-K-01 Tot: 5.538

Median Values		Mean Values	
Arrivals:	1.822	Arrivals:	2.195
Departures:	1.444	Departures:	1.206
Totals:	3.266	Totals:	3.400

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	WY-07-K-02	FITNESS CLUB	BIRSTALL	WEST YORKSHIRE	2400	Tue	22/04/14	4.375	2.417	6.792
2	WK-07-K-01	STRENGTH & FIT	COVENTRY	WARWICKSHIRE	554	Thu	17/10/13	3.610	2.166	5.776
3	CB-07-K-01	FITNESS CLUB	PENRITH	CUMBRIA	650	Tue	10/06/14	3.538	2.000	5.538
4	NT-07-K-02	VIRGIN ACTIVE	NOTTINGHAM	NOTTINGHAMSHIRE	6000	Thu	27/06/13	2.817	0.883	3.700
5	NY-07-K-01	FITNESS CLUB	RIPON	NORTH YORKSHIRE	404	Tue	27/09/16	2.723	0.743	3.466
6	SH-07-K-01	FITNESS, TENNI	SHREWSBURY	SHROPSHIRE	4500	Wed	21/05/14	1.822	1.444	3.266
7	TW-07-K-01	DW SPORTS FITN	SUNDERLAND	TYNE & WEAR	1380	Thu	06/04/17	1.739	1.304	3.043
8	GM-07-K-02	VIRGIN ACTIVE	MIDDLETON	GREATER MANCHESTER	9000	Thu	22/10/15	1.200	0.833	2.033
9	LE-07-K-01	DAVID LLOYD CL	LEICESTER	LEICESTERSHIRE	8200	Tue	04/11/14	1.220	0.646	1.866
10	DS-07-K-03	LA FITNESS	DERBY	DERBYSHIRE	4000	Thu	25/06/15	0.875	0.525	1.400
11	NR-07-K-01	PUMP GYM	NORTHAMPTON	NORTHAMPTONSHIRE	1333	Wed	23/11/16	0.225	0.300	0.525

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 260 to 478 (units: sqm)
 Range Selected by User: 210 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 10/11/15

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	3
Retail Zone	1

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

Secondary Filtering selection:

Use Class:

A1	1 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

100,001 to 125,000	2 days
125,001 to 250,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	4 days

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

Travel Plan:

No	4 days
----	--------

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

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CA-01-I-01	LOCAL SHOPS	CAMBRIDGESHIRE
	WARWICK ROAD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	478 sqm	
	Survey date: MONDAY	17/10/11	Survey Type: MANUAL
2	CH-01-I-02	LOCAL SHOPS	CHESHIRE
	CHRISTLETON ROAD		
	CHESTER		
	BOUGHTON HEATH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	260 sqm	
	Survey date: TUESDAY	15/05/12	Survey Type: MANUAL
3	CH-01-I-03	LOCAL SHOPS	CHESHIRE
	MILL LANE		
	CHESTER		
	BACHE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	365 sqm	
	Survey date: THURSDAY	17/05/12	Survey Type: MANUAL
4	WM-01-I-03	LOCAL SHOPS	WEST MIDLANDS
	BRISTOL ROAD SOUTH		
	BIRMINGHAM		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	450 sqm	
	Survey date: TUESDAY	10/11/15	Survey Type: MANUAL

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

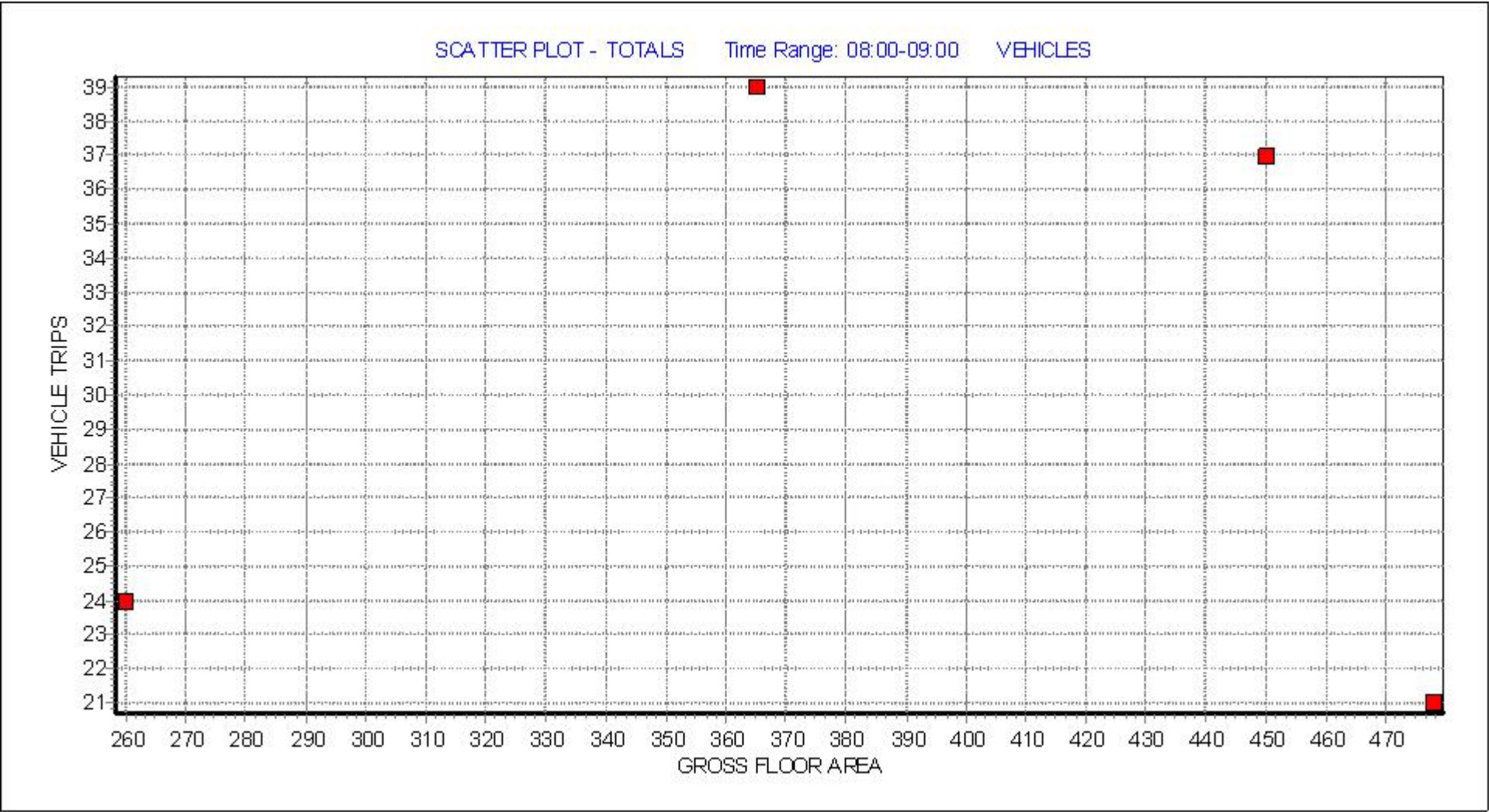
RANK ORDER for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
VEHICLES
Ranking Type: TOTALS Time Range: 08:00-09:00
Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

Median Values		Mean Values	
Arrivals:	4.722	Arrivals:	4.306
Departures:	4.005	Departures:	3.827
Totals:	8.726	Totals:	8.133

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	CH-01-I-03	LOCAL SHOPS	CHESTER	CHESHIRE	365	Thu	17/05/12	5.479	5.205	10.684
2	CH-01-I-02	LOCAL SHOPS	CHESTER	CHESHIRE	260	Tue	15/05/12	5.000	4.231	9.231
3	WM-01-I-03	LOCAL SHOPS	BIRMINGHAM	WEST MIDLANDS	450	Tue	10/11/15	4.444	3.778	8.222
4	CA-01-I-01	LOCAL SHOPS	PETERBOROUGH	CAMBRIDGESHIRE	478	Mon	17/10/11	2.301	2.092	4.393

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 260 to 478 (units: sqm)
Range Selected by User: 210 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 10/11/15

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	3
Retail Zone	1

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

Secondary Filtering selection:

Use Class:

A1	1 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

100,001 to 125,000	2 days
125,001 to 250,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	4 days

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

Travel Plan:

No	4 days
----	--------

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

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CA-01-I-01	LOCAL SHOPS	CAMBRIDGESHIRE
	WARWICK ROAD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	478 sqm	
	Survey date: MONDAY	17/10/11	Survey Type: MANUAL
2	CH-01-I-02	LOCAL SHOPS	CHESHIRE
	CHRISTLETON ROAD		
	CHESTER		
	BOUGHTON HEATH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	260 sqm	
	Survey date: TUESDAY	15/05/12	Survey Type: MANUAL
3	CH-01-I-03	LOCAL SHOPS	CHESHIRE
	MILL LANE		
	CHESTER		
	BACHE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	365 sqm	
	Survey date: THURSDAY	17/05/12	Survey Type: MANUAL
4	WM-01-I-03	LOCAL SHOPS	WEST MIDLANDS
	BRISTOL ROAD SOUTH		
	BIRMINGHAM		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	450 sqm	
	Survey date: TUESDAY	10/11/15	Survey Type: MANUAL

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

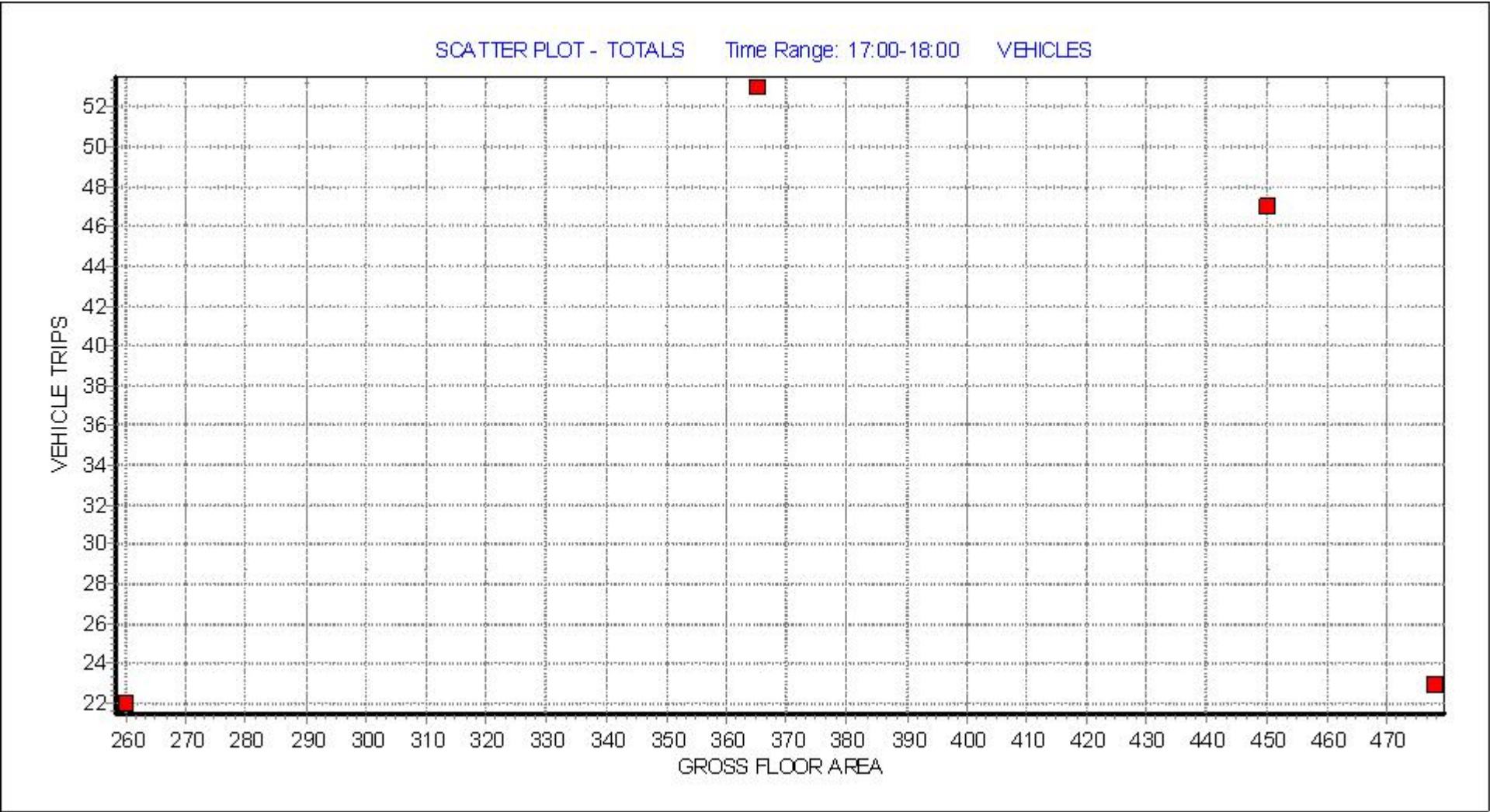
RANK ORDER for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
VEHICLES
Ranking Type: TOTALS Time Range: 17:00-18:00
Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

Median Values		Mean Values	
Arrivals:	4.671	Arrivals:	4.760
Departures:	4.782	Departures:	4.799
Totals:	9.453	Totals:	9.559

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	CH-01-I-03	LOCAL SHOPS	CHESTER	CHESHIRE	365	Thu	17/05/12	7.397	7.123	14.520
2	WM-01-I-03	LOCAL SHOPS	BIRMINGHAM	WEST MIDLANDS	450	Tue	10/11/15	5.111	5.333	10.444
3	CH-01-I-02	LOCAL SHOPS	CHESTER	CHESHIRE	260	Tue	15/05/12	4.231	4.231	8.462
4	CA-01-I-01	LOCAL SHOPS	PETERBOROUGH	CAMBRIDGESHIRE	478	Mon	17/10/11	2.301	2.510	4.811

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : H - PUB/RES + HOTEL
 VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 263 to 2000 (units: sqm)
 Range Selected by User: 263 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 24/10/18

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

Selected survey days:

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

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Commercial Zone	1
Residential Zone	1
No Sub Category	6

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

Secondary Filtering selection:

Use Class:

Not Known	6 days
C1	1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	4 days

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

Travel Plan:

Not Known	3 days
No	5 days

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

PTAL Rating:

No PTAL Present	8 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CA-06-H-01	PUB / RES+P. INN			CAMBRIDGESHIRE
	LINCOLN ROAD				
	PETERBOROUGH				
	DUKESMEAD				
	Suburban Area (PPS6 Out of Centre)				
	No Sub Category				
	Total Gross floor area:	2000	sqm		
	Survey date: THURSDAY	22/10/09			Survey Type: MANUAL
2	CB-06-H-01	PREMIER TRAVEL INN			CUMBRIA
	KINGSTOWN ROAD				
	CARLISLE				
	Suburban Area (PPS6 Out of Centre)				
	No Sub Category				
	Total Gross floor area:	1975	sqm		
	Survey date: THURSDAY	23/06/05			Survey Type: MANUAL
3	MS-06-H-01	PREMIER TRAVEL INN			MERSEYSIDE
	ROBY ROAD				
	HUYTON-WITH-ROBY				
	Suburban Area (PPS6 Out of Centre)				
	No Sub Category				
	Total Gross floor area:	1170	sqm		
	Survey date: TUESDAY	04/10/05			Survey Type: MANUAL
4	NR-06-H-02	PUB / RES / HOTEL			NORTHAMPTONSHIRE
	HOPPING HILL GARDENS				
	NORTHAMPTON				
	DUSTON				
	Edge of Town				
	Residential Zone				
	Total Gross floor area:	500	sqm		
	Survey date: MONDAY	24/11/08			Survey Type: MANUAL
5	WM-06-H-01	TOBY GRILL			WEST MIDLANDS
	A456 HAGLEY ROAD W.				
	BIRMINGHAM				
	RIDGACRE				
	Edge of Town				
	No Sub Category				
	Total Gross floor area:	1100	sqm		
	Survey date: FRIDAY	03/08/01			Survey Type: MANUAL
6	WO-06-H-01	THE SWAN			WORCESTERSHIRE
	A38 WORCESTER ROAD				
	NEAR BROMSGROVE				
	UPTON WARREN				
	Neighbourhood Centre (PPS6 Local Centre)				
	No Sub Category				
	Total Gross floor area:	800	sqm		
	Survey date: FRIDAY	15/02/02			Survey Type: MANUAL
7	WO-06-H-02	TOBY GRILL			WORCESTERSHIRE
	A38 BIRMINGHAM ROAD				
	NEAR BROMSGROVE				
	MARLBROOK				
	Neighbourhood Centre (PPS6 Local Centre)				
	No Sub Category				
	Total Gross floor area:	1000	sqm		
	Survey date: FRIDAY	01/03/02			Survey Type: MANUAL
8	WY-06-H-01	PREMIER INN & BREWERS FAYRE			WEST YORKSHIRE
	WHITEHALL ROAD EAST				
	CLECKHEATON				
	Edge of Town				
	Commercial Zone				
	Total Gross floor area:	263	sqm		
	Survey date: WEDNESDAY	24/10/18			Survey Type: MANUAL

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

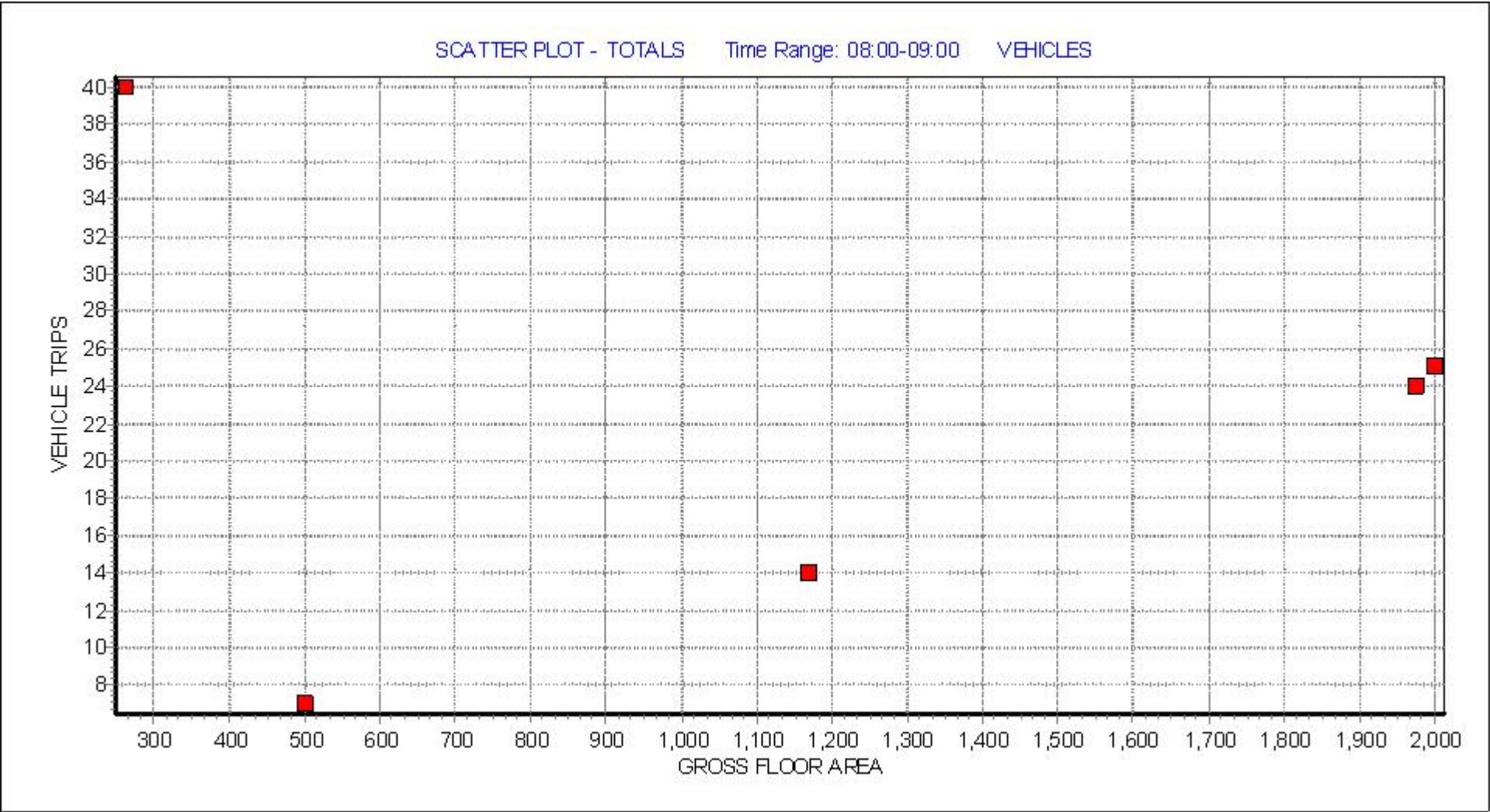
RANK ORDER for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL
VEHICLES
Ranking Type: TOTALS Time Range: 08:00-09:00
Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

Median Values		Mean Values	
Arrivals:	0.400	Arrivals:	1.725
Departures:	0.850	Departures:	2.329
Totals:	1.250	Totals:	4.054

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	WY-06-H-01	PREMIER INN &	CLECKHEATON	WEST YORKSHIRE	263	Wed	24/10/18	6.844	8.365	15.209
2	NR-06-H-02	PUB/RES/HOTEL	NORTHAMPTON	NORTHAMPTONSHIRE	500	Mon	24/11/08	0.800	0.600	1.400
3	CA-06-H-01	PUB/RES+P.INN	PETERBOROUGH	CAMBRIDGESHIRE	2000	Thu	22/10/09	0.400	0.850	1.250
4	CB-06-H-01	PREMIER TRAVEL	CARLISLE	CUMBRIA	1975	Thu	23/06/05	0.152	1.063	1.215
5	MS-06-H-01	PREMIER TRAVEL	HUYTON-WITH-ROBY	MERSEYSIDE	1170	Tue	04/10/05	0.427	0.769	1.196

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : H - PUB/RES + HOTEL

VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 263 to 2000 (units: sqm)
Range Selected by User: 263 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 24/10/18

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

Selected survey days:

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

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Commercial Zone	1
Residential Zone	1
No Sub Category	6

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

Secondary Filtering selection:

Use Class:

Not Known	6 days
C1	1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	4 days

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

Travel Plan:

Not Known	3 days
No	5 days

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

PTAL Rating:

No PTAL Present	8 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CA-06-H-01	PUB / RES + P. INN			CAMBRIDGESHIRE
	LINCOLN ROAD				
	PETERBOROUGH				
	DUKESMEAD				
	Suburban Area (PPS6 Out of Centre)				
	No Sub Category				
	Total Gross floor area:	2000	sqm		
	Survey date: THURSDAY	22/10/09			Survey Type: MANUAL
2	CB-06-H-01	PREMIER TRAVEL INN			CUMBRIA
	KINGSTOWN ROAD				
	CARLISLE				
	Suburban Area (PPS6 Out of Centre)				
	No Sub Category				
	Total Gross floor area:	1975	sqm		
	Survey date: THURSDAY	23/06/05			Survey Type: MANUAL
3	MS-06-H-01	PREMIER TRAVEL INN			MERSEYSIDE
	ROBY ROAD				
	HUYTON-WITH-ROBY				
	Suburban Area (PPS6 Out of Centre)				
	No Sub Category				
	Total Gross floor area:	1170	sqm		
	Survey date: TUESDAY	04/10/05			Survey Type: MANUAL
4	NR-06-H-02	PUB / RES / HOTEL			NORTHAMPTONSHIRE
	HOPPING HILL GARDENS				
	NORTHAMPTON				
	DUSTON				
	Edge of Town				
	Residential Zone				
	Total Gross floor area:	500	sqm		
	Survey date: MONDAY	24/11/08			Survey Type: MANUAL
5	WM-06-H-01	TOBY GRILL			WEST MIDLANDS
	A456 HAGLEY ROAD W.				
	BIRMINGHAM				
	RIDGACRE				
	Edge of Town				
	No Sub Category				
	Total Gross floor area:	1100	sqm		
	Survey date: FRIDAY	03/08/01			Survey Type: MANUAL
6	WO-06-H-01	THE SWAN			WORCESTERSHIRE
	A38 WORCESTER ROAD				
	NEAR BROMSGROVE				
	UPTON WARREN				
	Neighbourhood Centre (PPS6 Local Centre)				
	No Sub Category				
	Total Gross floor area:	800	sqm		
	Survey date: FRIDAY	15/02/02			Survey Type: MANUAL
7	WO-06-H-02	TOBY GRILL			WORCESTERSHIRE
	A38 BIRMINGHAM ROAD				
	NEAR BROMSGROVE				
	MARLBROOK				
	Neighbourhood Centre (PPS6 Local Centre)				
	No Sub Category				
	Total Gross floor area:	1000	sqm		
	Survey date: FRIDAY	01/03/02			Survey Type: MANUAL
8	WY-06-H-01	PREMIER INN & BREWERS FAYRE			WEST YORKSHIRE
	WHITEHALL ROAD EAST				
	CLECKHEATON				
	Edge of Town				
	Commercial Zone				
	Total Gross floor area:	263	sqm		
	Survey date: WEDNESDAY	24/10/18			Survey Type: MANUAL

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

RANK ORDER for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL
VEHICLES

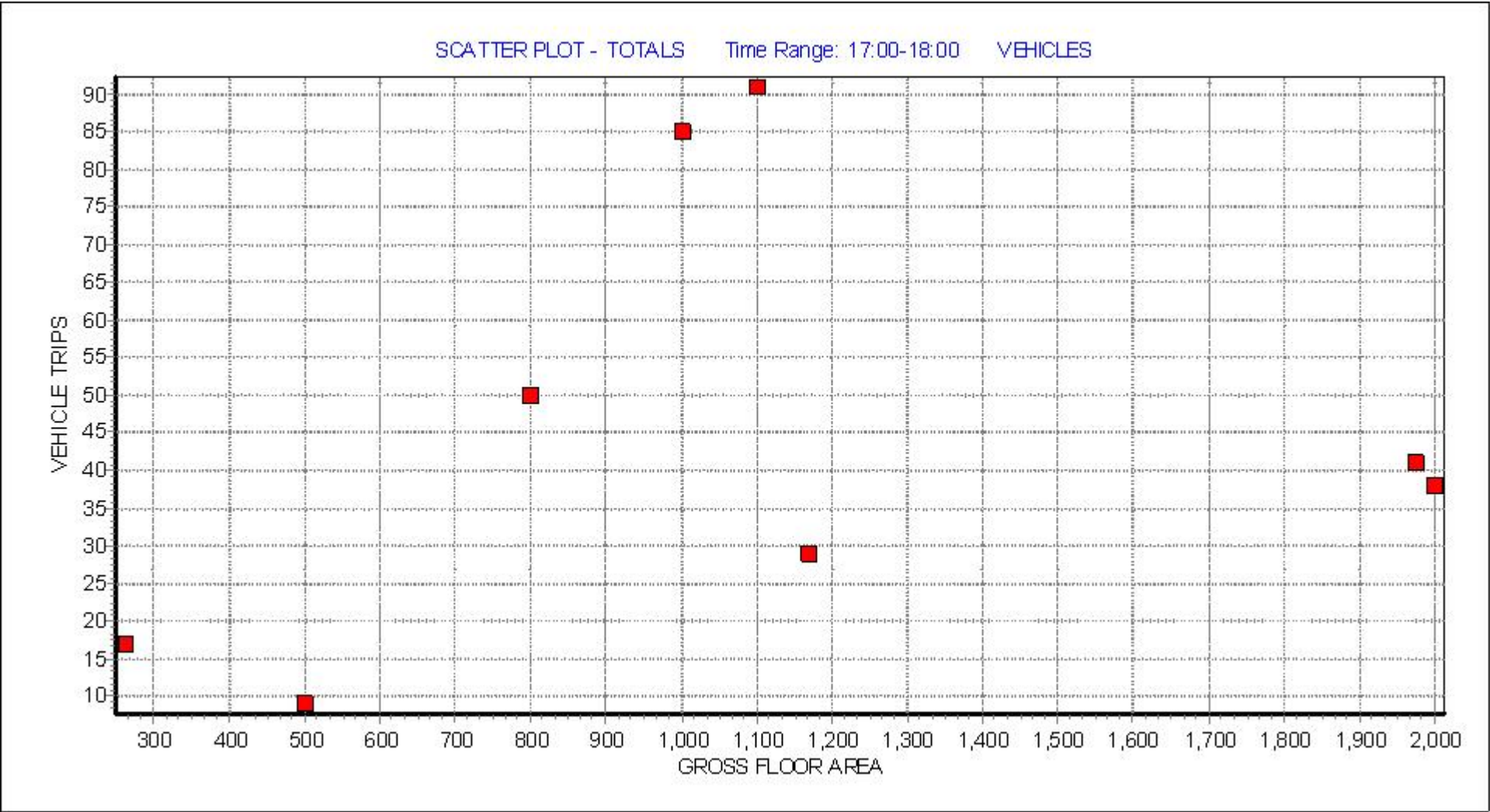
Ranking Type: TOTALS Time Range: 17:00-18:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 7 CA-06-H-01 Tot: 1.900
85th Percentile = No. 2 WM-06-H-01 Tot: 8.272

Median Values		Mean Values	
Arrivals:	2.625	Arrivals:	2.795
Departures:	1.740	Departures:	1.923
Totals:	4.364	Totals:	4.718

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	WO-06-H-02	TOBY GRILL	NEAR BROMSGROVE	WORCESTERSHIRE	1000	Fri	01/03/02	4.900	3.600	8.500
2	WM-06-H-01	TOBY GRILL	BIRMINGHAM	WEST MIDLANDS	1100	Fri	03/08/01	4.636	3.636	8.272
3	WY-06-H-01	PREMIER INN &	CLECKHEATON	WEST YORKSHIRE	263	Wed	24/10/18	3.802	2.662	6.464
4	WO-06-H-01	THE SWAN	NEAR BROMSGROVE	WORCESTERSHIRE	800	Fri	15/02/02	3.625	2.625	6.250
5	MS-06-H-01	PREMIER TRAVEL	HUYTON-WITH-ROBY	MERSEYSIDE	1170	Tue	04/10/05	1.624	0.855	2.479
6	CB-06-H-01	PREMIER TRAVEL	CARLISLE	CUMBRIA	1975	Thu	23/06/05	1.570	0.506	2.076
7	CA-06-H-01	PUB/RES+P.INN	PETERBOROUGH	CAMBRIDGESHIRE	2000	Thu	22/10/09	1.200	0.700	1.900
8	NR-06-H-02	PUB/RES/HOTEL	NORTHAMPTON	NORTHAMPTONSHIRE	500	Mon	24/11/08	1.000	0.800	1.800

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



This graph is a visual representation of the correlation between the selected trip rate calculation parameter and the rank order trip rates generated by each individual survey day in the selected set. The range of the trip rate parameter is shown along the x axis, with the level of trips shown on the y axis. The selected time range used to create the rank order list from which the graph is derived is displayed at the top of the graph (unless the peak period irrespective of time range has been selected). A line of best fit is sometimes displayed in the graph, should it be selected for inclusion by the user.

APPENDIX E

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	Station Road, Att - L COL, OSGR: SK 21480 29648	North bound	30	15 March 2019	21 March 2019	41991	6543	5999	5053	12.0	929	2.2	53	0.1	23.9	29.3
		South bound	30	15 March 2019	21 March 2019	41787	6474	5970	8321	19.9	1594	3.8	61	0.1	25.8	30.9
		Two way	30	15 March 2019	21 March 2019	83778	13017	11968	13374	16.0	2523	3.0	114	0.1	24.8	30.2

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction North bound

9883 / Tutbury
March 2019
Automatic Traffic Count

15 March 2019

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	23	1	17	0	0	2	0	0	1	1	1	0	0	8	34.8	4	17.4	0	0	27.1	38.7
0100	19	1	10	0	4	0	0	0	2	1	1	0	0	5	26.3	3	15.8	0	0	26	33.8
0200	8	0	3	0	1	0	0	0	1	1	2	0	0	4	50	0	0	0	0	28.6	-
0300	22	0	11	0	5	0	0	0	3	2	1	0	0	4	18.2	1	4.5	0	0	27.6	30.9
0400	29	0	23	0	2	1	0	0	0	3	0	0	0	12	41.4	4	13.8	2	6.9	28.9	34
0500	220	2	205	0	12	0	0	0	0	0	1	0	0	49	22.3	13	5.9	1	0.5	27.3	31.5
0600	340	1	308	3	26	0	0	0	0	1	1	0	0	72	21.2	14	4.1	0	0	26	30.9
0700	536	5	475	8	43	2	2	0	1	0	0	0	0	66	12.3	10	1.9	0	0	23.8	29.5
0800	458	0	410	7	36	1	1	0	0	1	2	0	0	58	12.7	9	2	0	0	24.4	29.5
0900	337	1	300	6	22	2	3	0	0	0	3	0	0	35	10.4	6	1.8	0	0	23.8	28.9
1000	398	3	353	6	28	1	4	0	0	3	0	0	0	23	5.8	5	1.3	0	0	21.9	27.5
1100	424	2	382	7	30	1	0	0	0	2	0	0	0	23	5.4	1	0.2	0	0	23	27.5
1200	384	2	343	0	32	2	0	0	0	2	2	1	0	24	6.3	6	1.6	0	0	23	28
1300	417	3	373	5	27	0	3	1	1	2	2	0	0	33	7.9	5	1.2	0	0	22.5	27.5
1400	384	5	344	4	25	1	1	1	1	2	0	0	0	24	6.3	2	0.5	0	0	22.8	27.7
1500	509	6	461	7	28	0	2	0	2	1	2	0	0	47	9.2	7	1.4	0	0	22.8	27.7
1600	533	3	501	6	17	2	2	0	0	1	1	0	0	42	7.9	2	0.4	0	0	23.1	28.2
1700	573	5	541	12	11	0	1	1	2	0	0	0	0	31	5.4	2	0.3	0	0	22.6	27.1
1800	369	2	348	7	9	1	0	0	0	2	0	0	0	34	9.2	4	1.1	0	0	23.5	28.2
1900	315	1	292	4	15	0	1	0	2	0	0	0	0	30	9.5	7	2.2	0	0	22.5	28.6
2000	198	0	185	0	13	0	0	0	0	0	0	0	0	50	25.3	6	3	1	0.5	26.3	32.4
2100	143	0	136	0	5	0	0	0	0	2	0	0	0	29	20.3	6	4.2	1	0.7	26.3	30.6
2200	96	0	93	1	2	0	0	0	0	0	0	0	0	26	27.1	6	6.3	1	1	27.5	32.2
2300	59	0	51	1	7	0	0	0	0	0	0	0	0	17	28.8	5	8.5	0	0	27.9	32.7
07-19	5322	37	4831	75	308	13	19	3	7	16	12	1	0	440	8.3	59	1.1	0	0	23.1	28.2
06-22	6318	39	5752	82	367	13	20	3	9	19	13	1	0	621	9.8	92	1.5	2	0	23.4	28.6
06-00	6473	39	5896	84	376	13	20	3	9	19	13	1	0	664	10.3	103	1.6	3	0	23.5	28.9
00-00	6794	43	6165	84	400	16	20	3	16	27	19	1	0	746	11	128	1.9	6	0.1	23.7	29.1

Site 1
 Location Station Road, Att - L COL, OSGR: SK 21480 29648
 Direction North bound

9883 / Tutbury
 March 2019
 Automatic Traffic Count

16 March 2019

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	48	0	44	0	3	0	0	0	0	1	0	0	0	15	31.3	4	8.3	1	2.1	28.2	32.2
0100	19	0	13	0	3	0	0	0	2	0	1	0	0	5	26.3	2	10.5	0	0	26.3	34.4
0200	21	0	14	0	3	1	0	0	2	0	1	0	0	10	47.6	1	4.8	0	0	28.6	32.2
0300	9	0	7	0	2	0	0	0	0	0	0	0	0	6	66.7	2	22.2	1	11.1	31.8	-
0400	28	0	22	0	5	0	0	0	0	0	1	0	0	12	42.9	3	10.7	0	0	29.3	33.3
0500	113	1	107	0	3	1	0	0	0	1	0	0	0	37	32.7	12	10.6	0	0	28.5	33.8
0600	97	2	87	1	5	0	0	0	0	1	1	0	0	46	47.4	15	15.5	2	2.1	29.8	34.9
0700	169	0	146	0	20	1	0	0	0	2	0	0	0	45	26.6	8	4.7	0	0	26.5	31.8
0800	252	0	224	3	22	0	2	0	1	0	0	0	0	48	19	10	4	0	0	25.6	30.6
0900	351	0	325	3	20	1	0	0	0	1	1	0	0	44	12.5	6	1.7	0	0	24.3	29.5
1000	349	1	330	1	14	0	1	0	0	1	1	0	0	38	10.9	2	0.6	0	0	23.3	29.3
1100	431	0	404	4	19	0	2	0	1	0	1	0	0	39	9	3	0.7	0	0	22.8	29.1
1200	446	4	407	7	26	0	2	0	0	0	0	0	0	31	7	3	0.7	0	0	22.2	28.4
1300	422	4	388	5	18	1	1	0	2	0	3	0	0	29	6.9	3	0.7	0	0	24.2	28.4
1400	350	1	331	4	13	0	1	0	0	0	0	0	0	33	9.4	5	1.4	0	0	23.7	28.6
1500	345	2	324	2	14	0	1	0	0	1	1	0	0	46	13.3	7	2	0	0	25	29.5
1600	340	3	320	2	12	1	0	0	1	1	0	0	0	29	8.5	6	1.8	0	0	24.1	28.9
1700	394	1	378	3	11	0	0	0	0	1	0	0	0	27	6.9	3	0.8	2	0.5	23.8	28.4
1800	286	2	269	1	13	0	1	0	0	0	0	0	0	33	11.5	3	1	0	0	23	28.9
1900	229	1	215	1	7	1	2	0	0	2	0	0	0	28	12.2	6	2.6	2	0.9	24.3	29.3
2000	127	0	120	2	5	0	0	0	0	0	0	0	0	22	17.3	9	7.1	1	0.8	25.5	30.6
2100	112	0	106	0	4	0	0	0	0	2	0	0	0	28	25	6	5.4	0	0	26.7	31.8
2200	112	0	105	1	4	1	0	0	0	1	0	0	0	18	16.1	4	3.6	0	0	26.3	30
2300	43	0	40	0	2	0	0	0	0	1	0	0	0	16	37.2	4	9.3	0	0	29.1	33.8
07-19	4135	18	3846	35	202	4	11	0	5	7	7	0	0	442	10.7	59	1.4	2	0	23.8	29.1
06-22	4700	21	4374	39	223	5	13	0	5	12	8	0	0	566	12	95	2	7	0.1	24.1	29.3
06-00	4855	21	4519	40	229	6	13	0	5	14	8	0	0	600	12.4	103	2.1	7	0.1	24.2	29.5
00-00	5093	22	4726	40	248	8	13	0	9	16	11	0	0	685	13.4	127	2.5	9	0.2	24.4	29.5

Site 1
 Location Station Road, Att - L COL, OSGR: SK 21480 29648
 Direction North bound

9883 / Tutbury
 March 2019
 Automatic Traffic Count

17 March 2019

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	51	0	47	1	1	0	0	0	0	2	0	0	0	18	35.3	8	15.7	0	0	28.7	34.4
0100	27	0	25	0	1	0	0	0	0	1	0	0	0	10	37	4	14.8	1	3.7	29.4	33.8
0200	10	0	8	0	0	0	0	0	0	2	0	0	0	6	60	3	30	0	0	30.4	-
0300	10	0	10	0	0	0	0	0	0	0	0	0	0	6	60	3	30	0	0	31.3	-
0400	23	0	21	0	2	0	0	0	0	0	0	0	0	10	43.5	3	13	0	0	28.7	34.7
0500	82	1	79	0	1	0	0	0	0	1	0	0	0	31	37.8	9	11	2	2.4	29.1	33.1
0600	45	0	39	0	5	0	0	0	0	1	0	0	0	26	57.8	10	22.2	0	0	30.7	35.6
0700	105	3	95	0	6	0	0	0	0	1	0	0	0	44	41.9	15	14.3	0	0	29.8	34.7
0800	141	3	130	1	7	0	0	0	0	0	0	0	0	53	37.6	6	4.3	0	0	28.4	33.3
0900	293	6	274	1	12	0	0	0	0	0	0	0	0	55	18.8	11	3.8	0	0	26.9	30.6
1000	378	6	357	4	10	0	1	0	0	0	0	0	0	64	16.9	4	1.1	0	0	26.2	30.2
1100	359	8	329	3	13	4	1	0	0	0	0	0	1	44	12.3	7	1.9	2	0.6	25	29.1
1200	427	6	398	8	11	1	3	0	0	0	0	0	0	55	12.9	11	2.6	2	0.5	25.9	29.3
1300	333	5	316	1	11	0	0	0	0	0	0	0	0	39	11.7	4	1.2	0	0	26.2	29.3
1400	326	4	310	3	6	0	0	0	1	0	2	0	0	33	10.1	2	0.6	0	0	24.6	29.1
1500	340	6	320	1	11	0	1	0	0	0	1	0	0	18	5.3	2	0.6	0	0	23.3	27.7
1600	295	8	269	3	14	0	1	0	0	0	0	0	0	45	15.3	8	2.7	0	0	24.7	30
1700	281	4	267	3	7	0	0	0	0	0	0	0	0	49	17.4	7	2.5	0	0	25.4	30.2
1800	198	1	187	0	7	2	1	0	0	0	0	0	0	33	16.7	10	5.1	0	0	25.2	30.2
1900	174	0	164	1	6	0	1	0	0	1	1	0	0	36	20.7	10	5.7	0	0	25.8	30.9
2000	111	2	103	0	3	0	0	0	0	2	0	1	0	22	19.8	5	4.5	0	0	25.8	30.9
2100	77	0	68	0	7	0	0	0	0	1	1	0	0	19	24.7	6	7.8	0	0	27.3	31.5
2200	67	3	61	0	2	0	0	0	0	0	1	0	0	17	25.4	7	10.4	1	1.5	27.6	32.9
2300	31	0	28	0	1	0	0	0	0	2	0	0	0	13	41.9	4	12.9	1	3.2	29.4	33.1
07-19	3476	60	3252	28	115	7	8	0	1	1	3	0	1	532	15.3	87	2.5	4	0.1	25.6	30
06-22	3883	62	3626	29	136	7	9	0	1	6	5	1	1	635	16.4	118	3	4	0.1	25.7	30.2
06-00	3981	65	3715	29	139	7	9	0	1	8	6	1	1	665	16.7	129	3.2	6	0.2	25.8	30.2
00-00	4184	66	3905	30	144	7	9	0	1	14	6	1	1	746	17.8	159	3.8	9	0.2	25.9	30.4

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction North bound

9883 / Tutbury
March 2019
Automatic Traffic Count

18 March 2019

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	18	0	13	0	3	0	0	0	0	2	0	0	0	7	38.9	5	27.8	0	0	29.7	36.5
0100	5	0	4	0	0	0	0	0	0	0	1	0	0	2	40	2	40	0	0	29	-
0200	7	0	6	0	0	0	0	0	0	0	1	0	0	3	42.9	2	28.6	0	0	30.9	-
0300	20	0	12	0	3	0	1	0	0	2	2	0	0	6	30	0	0	0	0	27.5	31.8
0400	36	0	31	0	2	1	0	0	0	0	2	0	0	17	47.2	3	8.3	0	0	28.2	32.7
0500	220	5	198	1	15	1	0	0	0	0	0	0	0	50	22.7	14	6.4	0	0	26.5	31.3
0600	352	2	322	2	22	3	1	0	0	0	0	0	0	88	25	19	5.4	2	0.6	26.4	31.5
0700	541	5	491	5	30	3	3	1	1	1	0	1	0	70	12.9	11	2	0	0	24.5	29.5
0800	445	1	412	3	23	2	2	0	0	0	1	1	0	47	10.6	6	1.3	0	0	23.3	28.9
0900	322	3	288	6	20	0	1	0	0	3	0	1	0	16	5	5	1.6	1	0.3	20.5	26.6
1000	314	3	275	2	28	2	1	0	1	2	0	0	0	30	9.6	3	1	0	0	23.1	28.4
1100	387	1	340	1	34	3	5	0	1	1	1	0	0	22	5.7	1	0.3	0	0	22.9	27.5
1200	371	4	325	6	25	0	5	0	2	1	3	0	0	30	8.1	4	1.1	0	0	23.4	28
1300	362	3	320	5	26	1	5	0	0	2	0	0	0	38	10.5	4	1.1	0	0	23	28.6
1400	382	3	341	5	30	0	0	0	1	0	1	1	0	20	5.2	1	0.3	0	0	22.7	27.3
1500	428	5	390	1	27	0	2	0	2	0	0	0	1	27	6.3	3	0.7	0	0	21.6	27.7
1600	507	3	459	10	30	0	4	0	0	1	0	0	0	7	1.4	1	0.2	0	0	15.9	23.5
1700	524	6	481	6	20	2	5	0	0	1	1	1	1	36	6.9	4	0.8	0	0	22.3	27.5
1800	330	1	309	3	13	1	1	0	1	0	1	0	0	37	11.2	9	2.7	1	0.3	24.4	29.1
1900	245	1	232	0	10	1	0	0	0	1	0	0	0	47	19.2	9	3.7	0	0	25.6	30.4
2000	146	0	135	1	9	0	0	0	0	1	0	0	0	36	24.7	9	6.2	0	0	26.2	30.9
2100	146	1	135	1	6	1	0	0	0	1	1	0	0	32	21.9	8	5.5	0	0	26.4	30.9
2200	66	0	58	0	4	1	0	0	0	3	0	0	0	21	31.8	4	6.1	2	3	28.8	32.4
2300	39	0	30	0	4	1	0	0	1	1	2	0	0	8	20.5	4	10.3	0	0	26.5	30.6
07-19	4913	38	4431	53	306	14	34	1	9	12	8	5	2	380	7.7	52	1.1	2	0	22.2	28
06-22	5802	42	5255	57	353	19	35	1	9	15	9	5	2	583	10	97	1.7	4	0.1	22.8	28.6
06-00	5907	42	5343	57	361	21	35	1	10	19	11	5	2	612	10.4	105	1.8	6	0.1	22.9	28.6
00-00	6213	47	5607	58	384	23	36	1	10	23	17	5	2	697	11.2	131	2.1	6	0.1	23.1	28.9

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction North bound

9883 / Tutbury
March 2019
Automatic Traffic Count

19 March 2019

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	20	0	11	0	3	3	0	0	1	1	1	0	0	7	35	4	20	0	0	26.7	36.5
0100	20	0	6	0	3	1	0	0	3	4	3	0	0	5	25	2	10	0	0	24.2	34
0200	14	0	7	0	1	0	0	0	1	3	2	0	0	3	21.4	1	7.1	0	0	26	31.5
0300	23	0	11	0	4	2	0	0	4	1	1	0	0	7	30.4	4	17.4	1	4.3	29.9	38
0400	40	0	33	0	6	0	0	0	0	0	1	0	0	9	22.5	5	12.5	1	2.5	26.7	31.3
0500	239	7	216	1	12	1	0	0	1	0	1	0	0	36	15.1	11	4.6	0	0	26.3	29.8
0600	408	3	359	3	38	1	1	0	0	2	1	0	0	73	17.9	16	3.9	1	0.2	25.2	30.6
0700	583	6	529	8	31	3	3	0	0	3	0	0	0	52	8.9	10	1.7	0	0	23.3	28.6
0800	445	2	397	5	32	3	3	0	2	0	1	0	0	66	14.8	10	2.2	0	0	24.2	29.8
0900	345	2	309	1	25	0	6	0	0	0	2	0	0	27	7.8	1	0.3	0	0	23.5	28.4
1000	317	2	278	2	32	0	2	0	0	1	0	0	0	36	11.4	9	2.8	1	0.3	23.6	28.9
1100	378	1	332	5	37	1	1	0	0	0	1	0	0	31	8.2	4	1.1	0	0	23.3	28
1200	379	3	350	4	19	2	0	0	0	0	1	0	0	23	6.1	1	0.3	0	0	21.7	27.5
1300	415	6	358	6	32	4	3	1	1	3	1	0	0	20	4.8	2	0.5	0	0	21.5	27.3
1400	344	2	308	2	26	1	2	0	2	0	1	0	0	44	12.8	3	0.9	0	0	23.7	28.9
1500	415	3	381	2	24	2	2	0	1	0	0	0	0	37	8.9	2	0.5	0	0	24.1	28.6
1600	489	5	437	6	29	5	2	0	2	3	0	0	0	30	6.1	3	0.6	0	0	23	27.3
1700	555	1	508	9	24	0	8	0	2	0	2	0	1	23	4.1	4	0.7	0	0	20.5	27.1
1800	339	3	318	3	9	2	2	0	1	1	0	0	0	43	12.7	10	2.9	1	0.3	23.2	29.1
1900	252	1	231	0	16	2	0	0	0	1	1	0	0	29	11.5	2	0.8	0	0	24.5	29.3
2000	162	1	153	1	6	1	0	0	0	0	0	0	0	37	22.8	10	6.2	2	1.2	26	30.6
2100	163	2	151	0	6	0	0	0	0	2	2	0	0	26	16	9	5.5	0	0	25.4	30.6
2200	72	0	65	1	4	0	0	0	0	2	0	0	0	12	16.7	4	5.6	0	0	25.6	30
2300	43	0	29	0	7	1	0	0	2	0	4	0	0	9	20.9	3	7	0	0	27.6	31.3
07-19	5004	36	4505	53	320	23	34	1	11	11	9	0	1	432	8.6	59	1.2	2	0	22.9	28.2
06-22	5989	43	5399	57	386	27	35	1	11	16	13	0	1	597	10	96	1.6	5	0.1	23.3	28.6
06-00	6104	43	5493	58	397	28	35	1	13	18	17	0	1	618	10.1	103	1.7	5	0.1	23.3	28.6
00-00	6460	50	5777	59	426	35	35	1	23	27	26	0	1	685	10.6	130	2	7	0.1	23.5	28.9

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction North bound

9883 / Tutbury
March 2019
Automatic Traffic Count

20 March 2019

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	20	0	11	0	3	0	0	0	0	4	2	0	0	5	25	2	10	0	0	27.5	34
0100	9	0	4	0	2	1	0	0	0	2	0	0	0	2	22.2	0	0	0	0	26.6	-
0200	15	0	5	0	1	0	0	0	5	4	0	0	0	6	40	1	6.7	0	0	27.5	32.7
0300	16	0	9	0	3	0	0	0	1	0	3	0	0	6	37.5	2	12.5	0	0	26.4	33.3
0400	25	2	18	0	2	0	0	0	1	2	0	0	0	9	36	4	16	0	0	28.1	34.2
0500	255	3	231	4	15	1	0	0	0	1	0	0	0	50	19.6	13	5.1	0	0	25.7	30.9
0600	391	5	350	2	32	0	0	0	0	0	1	0	1	71	18.2	10	2.6	1	0.3	24.9	30.2
0700	539	6	491	7	29	2	1	0	0	2	1	0	0	101	18.7	6	1.1	0	0	25.3	30.4
0800	466	1	424	3	29	3	2	0	1	1	2	0	0	57	12.2	5	1.1	1	0.2	22.6	29.3
0900	340	1	293	4	31	1	3	1	3	0	3	0	0	31	9.1	5	1.5	0	0	24.7	28.6
1000	322	5	287	3	22	3	0	0	0	1	1	0	0	41	12.7	2	0.6	0	0	23.7	29.1
1100	390	9	335	4	31	4	4	0	1	1	0	1	0	30	7.7	3	0.8	0	0	23.8	28.6
1200	375	7	333	4	23	1	3	0	0	1	2	0	1	41	10.9	9	2.4	1	0.3	23.9	28.6
1300	390	3	354	4	19	1	2	1	2	0	1	1	2	8	2.1	2	0.5	0	0	17.7	25.1
1400	397	9	352	5	24	0	3	0	2	0	2	0	0	28	7.1	2	0.5	0	0	23	27.7
1500	471	9	411	12	33	0	0	1	4	0	1	0	0	37	7.9	7	1.5	2	0.4	23.3	28.2
1600	515	5	472	9	24	1	2	0	0	0	1	0	1	46	8.9	4	0.8	0	0	24.3	28.6
1700	549	6	500	16	21	1	3	1	0	0	1	0	0	22	4	4	0.7	1	0.2	21.9	27.1
1800	311	4	287	2	12	0	1	0	0	1	3	0	1	48	15.4	5	1.6	0	0	23.9	30
1900	288	2	261	3	16	3	2	0	1	0	0	0	0	36	12.5	8	2.8	1	0.3	25	29.3
2000	150	1	135	2	9	1	0	0	0	2	0	0	0	42	28	10	6.7	1	0.7	25.7	31.3
2100	170	1	160	0	6	0	0	0	0	1	2	0	0	45	26.5	12	7.1	0	0	26.5	32.4
2200	81	0	75	0	3	0	0	0	0	2	1	0	0	31	38.3	10	12.3	2	2.5	29.8	33.8
2300	41	0	32	0	3	0	0	0	3	2	1	0	0	12	29.3	4	9.8	1	2.4	28	32.9
07-19	5065	65	4539	73	298	17	24	4	13	7	18	2	5	490	9.7	54	1.1	5	0.1	23.2	28.6
06-22	6064	74	5445	80	361	21	26	4	14	10	21	2	6	684	11.3	94	1.6	8	0.1	23.5	29.1
06-00	6186	74	5552	80	367	21	26	4	17	14	23	2	6	727	11.8	108	1.7	11	0.2	23.6	29.1
00-00	6526	79	5830	84	393	23	26	4	24	27	28	2	6	805	12.3	130	2	11	0.2	23.8	29.3

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction North bound

9883 / Tutbury
March 2019
Automatic Traffic Count

21 March 2019

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	25	1	13	0	4	1	0	0	1	3	2	0	0	2	8	0	0	0	0	23.3	27.5
0100	16	0	7	0	2	0	0	0	1	2	4	0	0	5	31.3	0	0	0	0	26.2	32.7
0200	7	0	2	0	1	0	0	0	0	4	0	0	0	3	42.9	2	28.6	0	0	27.9	-
0300	30	0	19	0	4	0	0	0	2	5	0	0	0	7	23.3	3	10	0	0	27.3	32.7
0400	38	0	29	0	5	1	0	0	0	0	3	0	0	18	47.4	7	18.4	2	5.3	28.8	35.1
0500	221	5	202	0	9	0	0	1	0	0	4	0	0	48	21.7	8	3.6	0	0	27.1	30.4
0600	352	5	316	1	28	0	0	0	0	1	1	0	0	113	32.1	26	7.4	0	0	27.4	32.9
0700	563	13	497	7	37	1	1	1	0	2	4	0	0	59	10.5	5	0.9	0	0	24	29.1
0800	531	3	467	6	44	5	1	0	2	0	3	0	0	32	6	4	0.8	0	0	22.9	28.2
0900	319	2	265	5	38	1	3	0	1	3	1	0	0	28	8.8	5	1.6	0	0	23.4	28.6
1000	336	1	297	3	28	4	1	0	0	1	1	0	0	23	6.8	3	0.9	0	0	23	28
1100	338	4	287	2	35	1	4	0	0	2	2	0	1	21	6.2	2	0.6	0	0	21.9	27.3
1200	405	6	356	7	28	1	1	0	1	2	2	1	0	20	4.9	3	0.7	0	0	23.9	28.2
1300	384	4	327	4	41	0	3	0	1	2	2	0	0	29	7.6	6	1.6	0	0	21.9	27.5
1400	384	6	337	5	27	4	2	1	0	1	0	1	0	36	9.4	1	0.3	0	0	23.3	28.6
1500	462	6	416	9	25	0	4	0	0	1	0	0	1	22	4.8	3	0.6	0	0	22.4	27.7
1600	573	8	527	7	24	0	4	0	1	1	1	0	0	19	3.3	1	0.2	0	0	21.6	26.6
1700	561	7	517	12	18	2	3	0	0	0	2	0	0	19	3.4	5	0.9	0	0	21.1	26.6
1800	367	4	332	10	16	2	2	0	0	0	0	0	1	17	4.6	4	1.1	0	0	21.6	27.3
1900	297	2	276	3	14	0	0	0	1	1	0	0	0	50	16.8	6	2	0	0	25.4	30.2
2000	205	1	192	2	7	0	0	0	1	2	0	0	0	38	18.5	7	3.4	0	0	24.7	30.9
2100	163	5	147	0	6	0	1	0	0	2	2	0	0	29	17.8	8	4.9	1	0.6	26.4	30.6
2200	109	1	100	2	4	0	0	0	0	0	2	0	0	40	36.7	12	11	2	1.8	28.4	32.4
2300	35	0	27	0	2	0	0	0	1	4	1	0	0	11	31.4	3	8.6	0	0	27.4	32.9
07-19	5223	64	4625	77	361	21	29	2	6	15	18	2	3	325	6.2	42	0.8	0	0	22.6	28
06-22	6240	77	5556	83	416	21	30	2	8	21	21	2	3	555	8.9	89	1.4	1	0	23.1	28.4
06-00	6384	78	5683	85	422	21	30	2	9	25	24	2	3	606	9.5	104	1.6	3	0	23.2	28.6
00-00	6721	84	5955	85	447	23	30	3	13	39	37	2	3	689	10.3	124	1.8	5	0.1	23.4	28.9

Site 1
 Location Station Road, Att - L COL, OSGR: SK 21480 29648
 Direction North bound

9883 / Tutbury
 March 2019
 Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	29	0	22	0	2	1	0	0	0	2	1	0	0	9	30.2	4	13.2	0	0.5	27.5	33.8
0100	16	0	10	0	2	0	0	0	1	1	1	0	0	5	29.6	2	11.3	0	0.9	26.7	33.8
0200	12	0	6	0	1	0	0	0	1	2	1	0	0	5	42.7	1	12.2	0	0	28.3	34.2
0300	19	0	11	0	3	0	0	0	1	1	1	0	0	6	32.3	2	11.5	0	1.5	28.3	32.7
0400	31	0	25	0	3	0	0	0	0	1	1	0	0	12	39.7	4	13.2	1	2.3	28.3	34.4
0500	193	3	177	1	10	1	0	0	0	0	1	0	0	43	22.3	11	5.9	0	0.2	26.9	31.3
0600	284	3	254	2	22	1	0	0	0	1	1	0	0	70	24.6	16	5.5	1	0.3	26.2	31.8
0700	434	5	389	5	28	2	1	0	0	2	1	0	0	62	14.4	9	2.1	0	0	24.5	29.8
0800	391	1	352	4	28	2	2	0	1	0	1	0	0	52	13.2	7	1.8	0	0	23.9	29.5
0900	330	2	293	4	24	1	2	0	1	1	1	0	0	34	10.2	6	1.7	0	0	23.8	29.1
1000	345	3	311	3	23	1	1	0	0	1	0	0	0	36	10.6	4	1.2	0	0	23.5	28.9
1100	387	4	344	4	28	2	2	0	0	1	1	0	0	30	7.8	3	0.8	0	0.1	23.2	28.2
1200	398	5	359	5	23	1	2	0	0	1	1	0	0	32	8	5	1.3	0	0.1	23.5	28.4
1300	389	4	348	4	25	1	2	0	1	1	1	0	0	28	7.2	4	1	0	0	22.3	28
1400	367	4	332	4	22	1	1	0	1	0	1	0	0	31	8.5	2	0.6	0	0	23.4	28.2
1500	424	5	386	5	23	0	2	0	1	0	1	0	0	33	7.9	4	1	0	0.1	23.1	28.2
1600	465	5	426	6	21	1	2	0	1	1	0	0	0	31	6.7	4	0.8	0	0	22.1	28
1700	491	4	456	9	16	1	3	0	1	0	1	0	0	30	6	4	0.8	0	0.1	22.2	27.7
1800	314	2	293	4	11	1	1	0	0	1	1	0	0	35	11.1	6	2	0	0.1	23.4	29.1
1900	257	1	239	2	12	1	1	0	1	1	0	0	0	37	14.2	7	2.7	0	0.2	24.6	29.8
2000	157	1	146	1	7	0	0	0	0	1	0	0	0	35	22.5	8	5.1	1	0.5	25.7	31.1
2100	139	1	129	0	6	0	0	0	0	2	1	0	0	30	21.4	8	5.6	0	0.2	26.4	31.5
2200	86	1	80	1	3	0	0	0	0	1	1	0	0	24	27.4	7	7.8	1	1.3	27.7	32.2
2300	42	0	34	0	4	0	0	0	1	1	1	0	0	12	29.6	4	9.3	0	0.7	27.9	32.7
07-19	4734	45	4290	56	273	14	23	2	7	10	11	1	2	434	9.2	59	1.2	2	0	23.2	28.6
06-22	5571	51	5058	61	320	16	24	2	8	14	13	2	2	606	10.9	97	1.7	4	0.1	23.6	28.9
06-00	5699	52	5172	62	327	17	24	2	9	17	15	2	2	642	11.3	108	1.9	6	0.1	23.7	29.1
00-00	5999	56	5424	63	349	19	24	2	14	25	21	2	2	722	12	133	2.2	8	0.1	23.9	29.3

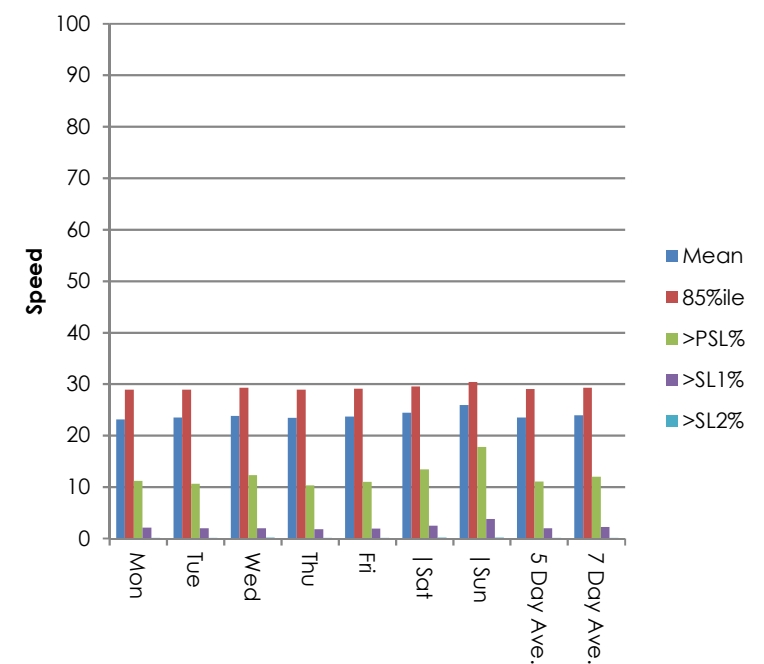
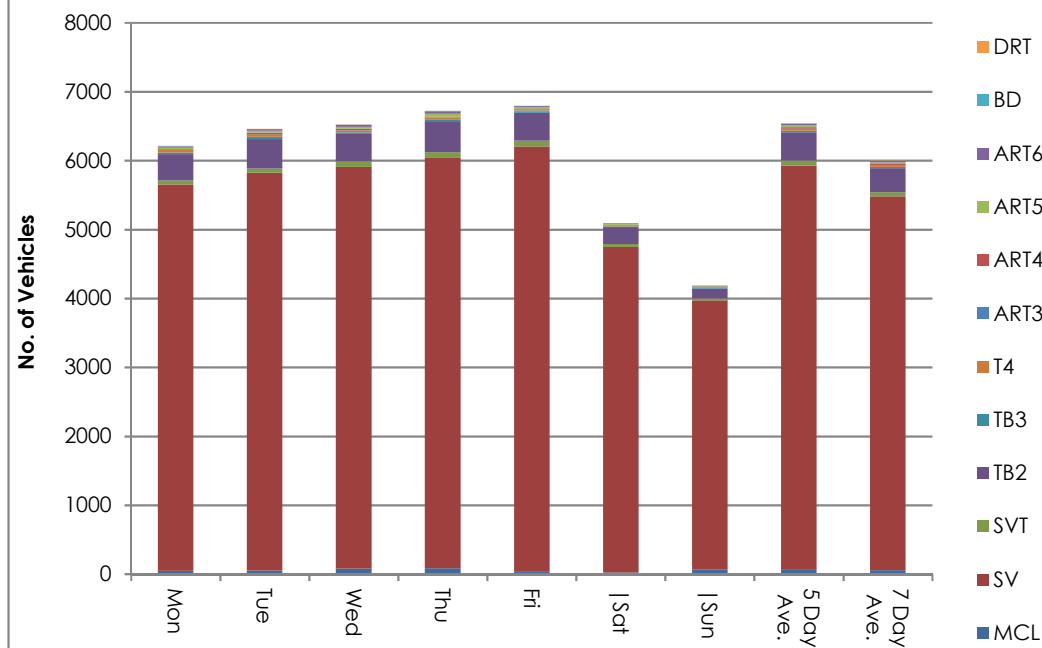
Site 1
 Location Station Road, Att - L COL, OSGR: SK 21480 29648
 Direction North bound

9883 / Tutbury
 March 2019
 Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	6213	47	5607	58	384	23	36	1	10	23	17	5	2	697	11.2	131	2.1	6	0.1	23.1	28.9
Tue	6460	50	5777	59	426	35	35	1	23	27	26	0	1	685	10.6	130	2	7	0.1	23.5	28.9
Wed	6526	79	5830	84	393	23	26	4	24	27	28	2	6	805	12.3	130	2	11	0.2	23.8	29.3
Thu	6721	84	5955	85	447	23	30	3	13	39	37	2	3	689	10.3	124	1.8	5	0.1	23.4	28.9
Fri	6794	43	6165	84	400	16	20	3	16	27	19	1	0	746	11	128	1.9	6	0.1	23.7	29.1
Sat	5093	22	4726	40	248	8	13	0	9	16	11	0	0	685	13.4	127	2.5	9	0.2	24.4	29.5
Sun	4184	66	3905	30	144	7	9	0	1	14	6	1	1	746	17.8	159	3.8	9	0.2	25.9	30.4
5 Day Ave.	6543	61	5867	74	410	24	29	2	17	29	25	2	2	724	11.1	129	2.0	7	0.1	23.5	29.0
7 Day Ave.	5999	56	5424	63	349	19	24	2	14	25	21	2	2	722	12.0	133	2.2	8	0.1	23.9	29.3
--	41991	391	37965	440	2442	135	169	12	96	173	144	11	13	5053	12.0	929	2.2	53	0.1	23.9	29.3

Summary Graphs



Site 1
 Location Station Road, Att - L COL, OSGR: SK 21480 29648
 Direction North bound

9883 / Tutbury
 March 2019
 Automatic Traffic Count

15 March 2019

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	2	2	6	5	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	19	0	0	1	3	7	3	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	8	0	0	0	1	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	22	0	0	0	3	2	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	29	0	0	3	2	2	10	8	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	220	0	0	3	9	53	106	36	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	340	0	1	12	39	70	146	58	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	536	0	4	66	60	131	209	56	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	458	0	2	23	73	122	180	49	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	337	0	1	42	32	99	128	29	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	398	0	6	51	74	144	100	18	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	424	0	1	17	80	175	128	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	384	0	4	41	62	116	137	18	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	417	0	4	45	76	151	108	28	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	384	0	3	52	42	148	115	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	509	0	5	54	73	195	135	40	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	533	0	6	50	78	191	166	40	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	573	0	7	46	87	247	155	29	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	369	0	2	23	71	122	117	30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	315	0	8	58	25	108	86	23	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	198	0	1	5	15	56	71	44	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	143	0	1	1	11	42	59	23	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	96	0	0	0	3	29	38	20	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	59	0	0	0	4	10	28	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	5322	0	45	510	808	1841	1678	381	55	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	6318	0	56	586	898	2117	2040	529	81	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	6473	0	56	586	905	2156	2106	561	90	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00-00	6794	0	56	595	925	2227	2245	618	104	18	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction North bound

9883 / Tutbury
March 2019
Automatic Traffic Count

16 March 2019

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	48	0	0	0	3	7	23	11	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	19	0	0	0	3	4	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	21	0	0	0	0	4	7	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	0	0	0	2	1	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	28	0	0	0	3	3	10	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	113	0	0	3	3	14	56	25	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	97	0	0	0	4	13	34	31	11	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	169	0	2	13	10	25	74	37	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	252	0	3	17	13	65	106	38	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	351	0	2	25	48	105	127	38	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	349	0	7	36	44	107	117	36	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	431	1	13	51	61	127	139	36	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	446	0	4	72	64	132	143	28	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	422	0	0	15	58	146	174	26	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	350	0	1	33	42	116	125	28	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	345	0	3	20	30	98	148	39	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	340	0	1	32	43	96	139	23	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	394	0	1	32	40	150	144	24	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	286	0	6	47	40	58	102	30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	229	0	1	23	27	75	75	22	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	127	0	2	14	9	21	59	13	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	112	0	0	3	4	38	39	22	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	112	0	0	2	5	30	57	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	43	0	0	0	1	7	19	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4135	1	43	393	493	1225	1538	383	45	12	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4700	1	46	433	537	1372	1745	471	72	16	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4855	1	46	435	543	1409	1821	497	79	17	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	5093	1	46	438	555	1443	1925	558	98	20	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Station Road, Att - L COL, OSGR: SK 21480 29648
 Direction North bound

9883 / Tutbury
 March 2019
 Automatic Traffic Count

17 March 2019

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	51	0	0	1	0	13	19	10	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	27	0	0	0	1	3	13	6	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	10	0	0	0	1	1	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	0	1	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	23	0	0	1	1	4	7	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	82	0	0	0	1	19	31	22	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	45	0	0	0	1	5	13	16	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	105	0	0	0	3	13	45	29	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	141	0	0	0	7	22	59	47	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	293	0	0	2	8	80	148	44	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	378	0	0	5	30	94	185	60	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	359	0	5	18	28	126	138	37	4	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0
1200	427	0	0	7	39	140	186	44	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
1300	333	0	0	3	19	94	178	35	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	326	0	1	15	32	117	128	31	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	340	0	1	21	50	144	106	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	295	0	0	15	43	87	105	37	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	281	0	0	17	27	66	122	42	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	198	0	4	12	20	46	83	23	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	174	0	1	9	15	42	71	26	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	111	0	0	6	9	34	40	17	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	77	0	1	0	5	16	36	13	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	67	0	0	1	6	14	29	10	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	31	0	0	1	0	4	13	9	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3476	0	11	115	306	1029	1483	445	70	13	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2	0
06-22	3883	0	13	130	336	1126	1643	517	94	20	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2	0
06-00	3981	0	13	132	342	1144	1685	536	101	22	2	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2	0
00-00	4184	0	13	134	346	1185	1760	587	123	27	3	2	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2	0

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction North bound

9883 / Tutbury
March 2019
Automatic Traffic Count

18 March 2019

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	4	7	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	1	0	2	0	2	0	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	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	20	0	0	0	0	5	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	36	0	0	1	2	6	10	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	220	0	0	6	17	51	96	36	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	352	0	1	10	30	79	144	69	15	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	541	0	3	30	93	129	216	59	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	445	0	2	48	75	121	152	41	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	322	0	6	88	49	105	58	11	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	314	0	1	28	56	104	95	27	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	387	0	2	37	68	120	138	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	371	0	4	18	55	156	108	26	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	362	0	3	27	63	145	86	34	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	382	0	4	27	63	148	120	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	428	1	17	67	71	121	124	24	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	507	6	62	209	113	60	50	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	524	1	5	57	104	180	141	32	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	330	0	2	18	47	96	130	28	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	245	0	6	15	7	60	110	38	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	146	0	0	10	8	35	57	27	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	146	0	1	3	9	43	58	24	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	66	0	0	1	0	11	33	17	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	39	0	0	1	4	10	16	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4913	8	111	654	857	1485	1418	328	45	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	5802	8	119	692	911	1702	1787	486	84	9	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	5907	8	119	694	915	1723	1836	507	89	10	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	6213	8	119	701	935	1789	1964	566	113	12	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction North bound

9883 / Tutbury
March 2019
Automatic Traffic Count

19 March 2019

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	3	2	3	5	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	20	0	0	4	3	4	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	14	0	0	0	2	5	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	23	0	0	0	1	3	12	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	40	0	0	1	8	3	19	4	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	239	0	0	2	9	78	114	25	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	408	0	0	22	50	110	153	57	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	583	0	3	52	103	179	194	42	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	445	0	6	45	42	123	163	56	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	345	0	4	41	26	124	123	26	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	317	0	2	34	41	111	93	27	7	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	378	0	2	32	50	148	115	27	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	379	0	10	54	79	102	111	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	415	1	17	52	63	159	103	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	344	0	3	23	51	110	113	41	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	415	0	2	34	33	137	172	35	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	489	0	2	51	60	204	142	27	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	555	0	26	120	95	151	140	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	339	0	5	21	85	93	92	33	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	252	0	3	18	21	76	105	27	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	162	0	0	6	23	44	52	27	6	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	163	0	1	2	28	41	65	17	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	72	0	1	2	5	23	29	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	43	0	0	0	2	6	26	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	5004	1	82	559	728	1641	1561	373	49	8	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	5989	1	86	607	850	1912	1936	501	80	11	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	6104	1	87	609	857	1941	1991	515	85	13	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	6460	1	87	619	882	2037	2149	555	101	22	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Station Road, Att - L COL, OSGR: SK 21480 29648
 Direction North bound

9883 / Tutbury
 March 2019
 Automatic Traffic Count

20 March 2019

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	2	5	8	3	2	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	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	15	0	0	2	0	1	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	16	0	0	1	2	4	3	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	25	0	0	1	3	2	10	5	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	255	0	1	18	21	64	101	37	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	391	2	6	29	43	78	162	61	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	539	0	3	29	48	142	216	95	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	466	0	6	93	61	98	151	52	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	340	0	0	11	39	109	150	26	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	322	0	6	19	47	109	100	39	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	390	0	1	30	37	158	134	27	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	375	0	7	21	59	114	133	32	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	390	1	24	155	70	76	56	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	397	0	4	38	63	125	139	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	471	0	2	50	88	146	148	30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
1600	515	0	2	27	53	193	194	42	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	549	0	2	71	128	168	158	18	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	311	0	2	20	63	71	107	43	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	288	0	1	13	25	107	106	28	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	150	0	2	14	12	35	45	32	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	170	0	0	1	19	52	53	33	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	81	0	0	1	4	11	34	21	7	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
2300	41	0	0	0	2	8	19	8	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	5065	1	59	564	756	1509	1686	436	44	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
06-22	6064	3	68	621	855	1781	2052	590	77	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
06-00	6186	3	68	622	861	1800	2105	619	87	10	7	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0
00-00	6526	3	69	644	889	1879	2237	675	101	18	7	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction North bound

9883 / Tutbury
March 2019
Automatic Traffic Count

21 March 2019

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	25	0	1	2	3	8	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	16	0	0	2	1	2	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	1	0	1	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	30	0	0	0	2	8	13	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	38	0	0	2	5	4	9	11	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	221	0	0	2	13	48	110	40	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	352	0	0	11	32	64	132	87	20	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	563	0	4	37	79	165	219	54	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	531	0	19	62	56	143	219	28	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	319	0	7	24	51	87	122	23	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	336	0	4	39	38	134	98	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	338	0	4	36	84	104	89	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	405	0	3	26	33	161	162	17	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	384	0	6	60	63	130	96	23	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	384	0	6	38	48	121	135	35	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	462	0	4	52	82	165	137	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	573	0	8	71	128	198	149	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	561	0	26	71	118	205	122	14	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	367	0	8	72	50	119	101	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	297	0	0	14	24	82	127	44	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	205	0	1	13	31	52	70	31	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	163	0	0	2	17	41	74	21	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	109	0	0	1	4	23	41	28	9	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	35	0	0	1	1	11	11	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	5223	0	99	588	830	1732	1649	283	36	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	6240	0	100	628	934	1971	2052	466	71	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	6384	0	100	630	939	2005	2104	502	83	18	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	6721	0	101	639	963	2076	2253	565	99	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction North bound

9883 / Tutbury
March 2019
Automatic Traffic Count

Virtual Day (7)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	29	0	0	1	2	7	11	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	16	0	0	1	2	3	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	12	0	0	0	1	2	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	19	0	0	0	1	4	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	31	0	0	1	3	3	11	8	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	193	0	0	5	10	47	88	32	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	284	0	1	12	28	60	112	54	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	434	0	3	32	57	112	168	53	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	391	0	5	41	47	99	147	44	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	330	0	3	33	36	101	122	28	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	345	0	4	30	47	115	113	32	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	387	0	4	32	58	137	126	27	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	398	0	5	34	56	132	140	27	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	389	0	8	51	59	129	114	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	367	0	3	32	49	126	125	29	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	424	0	5	43	61	144	139	29	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	465	1	12	65	74	147	135	28	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	491	0	10	59	86	167	140	25	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	314	0	4	30	54	86	105	29	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	257	0	3	21	21	79	97	30	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	157	0	1	10	15	40	56	27	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	139	0	1	2	13	39	55	22	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	86	0	0	1	4	20	37	17	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	42	0	0	0	2	8	19	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4734	2	64	483	683	1495	1573	376	49	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
06-22	5571	2	70	528	760	1712	1894	509	80	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
06-00	5699	2	70	530	766	1740	1950	534	88	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
00-00	5999	2	70	539	785	1805	2076	589	106	20	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

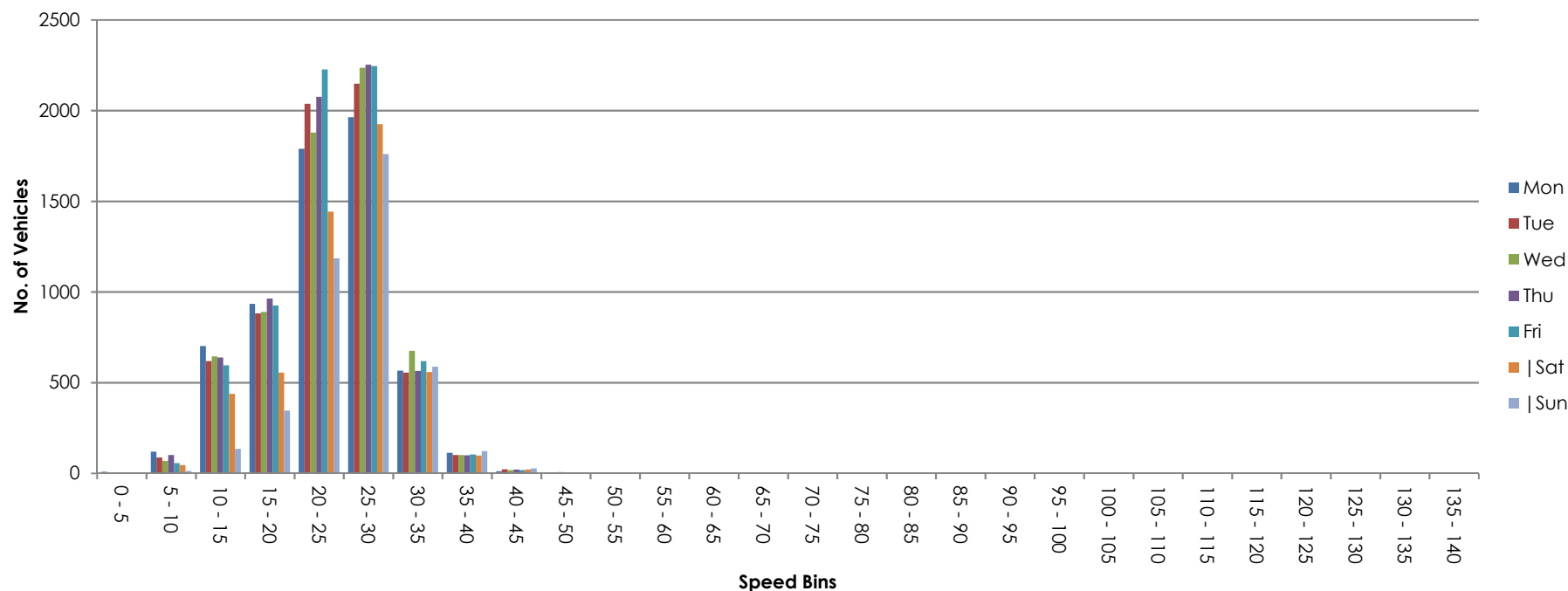
Site 1
 Location Station Road, Att - L COL, OSGR: SK 21480 29648
 Direction North bound

9883 / Tutbury
 March 2019
 Automatic Traffic Count

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	6213	8	119	701	935	1789	1964	566	113	12	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	6460	1	87	619	882	2037	2149	555	101	22	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	6526	3	69	644	889	1879	2237	675	101	18	7	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0
Thu	6721	0	101	639	963	2076	2253	565	99	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	6794	0	56	595	925	2227	2245	618	104	18	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	5093	1	46	438	555	1443	1925	558	98	20	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	4184	0	13	134	346	1185	1760	587	123	27	3	2	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2	0
5 Day Ave.	6543	2	86	640	919	2002	2170	596	104	18	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	5999	2	70	539	785	1805	2076	589	106	20	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
--	41991	13	491	3770	5495	12636	14533	4124	739	137	33	10	1	1	0	1	0	0	2	0	0	0	0	0	1	0	0	4	0

Summary Graphs



Site 1
 Location Station Road, Att - L COL, OSGR: SK 21480 29648
 Direction South bound

9883 / Tutbury
 March 2019
 Automatic Traffic Count

15 March 2019

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	22	1	15	0	0	1	0	0	3	2	0	0	0	8	36.4	2	9.1	0	0	29.5	34.4
0100	17	2	10	0	3	0	0	0	0	1	0	1	0	5	29.4	3	17.6	0	0	25.8	34
0200	5	0	3	0	0	0	0	0	0	1	1	0	0	2	40	1	20	0	0	27.6	-
0300	18	0	11	0	6	0	0	0	0	1	0	0	0	11	61.1	3	16.7	0	0	29.3	32.9
0400	22	0	16	0	3	1	0	0	0	1	1	0	0	9	40.9	3	13.6	0	0	27	33.6
0500	116	3	102	0	9	1	0	0	0	0	1	0	0	30	25.9	8	6.9	0	0	26.9	31.8
0600	231	2	208	0	17	0	0	0	1	0	3	0	0	82	35.5	12	5.2	1	0.4	27.6	32.2
0700	464	1	428	3	24	4	0	1	0	2	1	0	0	101	21.8	16	3.4	0	0	25.8	31.1
0800	490	0	448	1	34	5	0	0	0	1	1	0	0	105	21.4	16	3.3	1	0.2	25.9	31.5
0900	388	1	354	1	29	0	1	1	1	0	0	0	0	67	17.3	6	1.5	0	0	25.4	30.4
1000	400	2	374	1	15	3	0	0	1	2	2	0	0	58	14.5	9	2.3	1	0.3	24.7	29.8
1100	436	2	400	2	28	1	0	0	1	1	1	0	0	74	17	9	2.1	0	0	24.9	30.2
1200	454	0	417	3	23	1	4	0	0	1	5	0	0	75	16.5	8	1.8	0	0	24.6	30.2
1300	498	4	457	2	30	1	1	0	0	2	0	1	0	54	10.8	4	0.8	0	0	23.6	29.1
1400	436	9	396	0	22	1	4	1	1	0	2	0	0	55	12.6	12	2.8	0	0	24.7	29.1
1500	555	4	523	4	18	1	3	0	1	0	0	0	1	74	13.3	12	2.2	0	0	24.4	29.5
1600	531	6	506	0	17	0	0	0	1	0	1	0	0	115	21.7	21	4	0	0	26.2	30.6
1700	545	4	525	0	12	0	2	0	1	1	0	0	0	88	16.1	10	1.8	0	0	25.9	30.2
1800	490	3	471	0	14	0	1	0	0	1	0	0	0	90	18.4	12	2.4	1	0.2	26	30.4
1900	297	3	283	1	8	2	0	0	0	0	0	0	0	75	25.3	15	5.1	1	0.3	26.4	31.3
2000	190	0	184	0	5	1	0	0	0	0	0	0	0	49	25.8	14	7.4	1	0.5	27	32
2100	127	1	120	0	3	1	1	0	0	0	1	0	0	41	32.3	10	7.9	2	1.6	28.1	32.4
2200	105	0	97	0	7	0	0	0	0	1	0	0	0	43	41	10	9.5	0	0	28.8	34
2300	64	1	58	0	4	0	0	0	1	0	0	0	0	26	40.6	7	10.9	0	0	28.5	33.6
07-19	5687	36	5299	17	266	17	16	3	7	11	13	1	1	956	16.8	135	2.4	3	0.1	25.2	30.2
06-22	6532	42	6094	18	299	21	17	3	8	11	17	1	1	1203	18.4	186	2.8	8	0.1	25.4	30.4
06-00	6701	43	6249	18	310	21	17	3	9	12	17	1	1	1272	19	203	3	8	0.1	25.5	30.6
00-00	6901	49	6406	18	331	24	17	3	12	18	20	2	1	1337	19.4	223	3.2	8	0.1	25.6	30.6

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction South bound

9883 / Tutbury
March 2019
Automatic Traffic Count

16 March 2019

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	38	0	35	0	2	1	0	0	0	0	0	0	0	12	31.6	9	23.7	1	2.6	28.5	36.7
0100	17	0	14	0	1	0	0	0	1	1	0	0	0	5	29.4	2	11.8	0	0	26.8	31.3
0200	15	0	10	0	3	0	0	0	0	1	1	0	0	6	40	2	13.3	0	0	28.5	34.4
0300	11	0	9	0	2	0	0	0	0	0	0	0	0	6	54.5	2	18.2	0	0	31.3	31.5
0400	24	0	20	0	3	0	0	0	0	0	1	0	0	13	54.2	4	16.7	0	0	29.9	34.2
0500	63	0	59	0	3	0	0	0	0	0	1	0	0	14	22.2	8	12.7	0	0	26.8	32.2
0600	68	1	57	0	7	0	2	0	0	1	0	0	0	17	25	8	11.8	1	1.5	27.4	33.8
0700	142	0	123	0	13	2	1	0	0	0	3	0	0	43	30.3	13	9.2	1	0.7	26.7	33.3
0800	257	0	229	4	21	0	1	0	0	1	0	0	1	86	33.5	23	8.9	0	0	27	33.1
0900	333	3	304	1	21	0	2	1	0	0	1	0	0	86	25.8	15	4.5	0	0	26.3	32.2
1000	415	0	396	0	19	0	0	0	0	0	0	0	0	79	19	9	2.2	0	0	25.4	30.2
1100	431	7	412	3	9	0	0	0	0	0	0	0	0	68	15.8	21	4.9	0	0	24.6	30.2
1200	504	0	483	3	15	1	1	0	1	0	0	0	0	57	11.3	6	1.2	0	0	24.3	29.3
1300	388	2	367	0	16	1	1	0	0	0	1	0	0	75	19.3	9	2.3	0	0	26.2	30.6
1400	425	4	404	3	13	0	0	0	0	1	0	0	0	60	14.1	9	2.1	0	0	24.9	29.8
1500	330	2	312	2	13	0	0	0	1	0	0	0	0	72	21.8	14	4.2	0	0	26.3	30.9
1600	329	0	316	1	10	0	0	0	0	0	2	0	0	81	24.6	18	5.5	0	0	27	31.3
1700	355	1	340	3	8	0	0	0	1	1	1	0	0	57	16.1	13	3.7	0	0	25.8	30.4
1800	351	0	340	0	10	1	0	0	0	0	0	0	0	64	18.2	7	2	0	0	25.5	30.6
1900	246	0	237	0	9	0	0	0	0	0	0	0	0	60	24.4	14	5.7	3	1.2	27.1	31.3
2000	141	1	133	1	6	0	0	0	0	0	0	0	0	50	35.5	11	7.8	2	1.4	28.9	32.2
2100	116	0	108	0	6	1	0	0	0	0	1	0	0	43	37.1	5	4.3	1	0.9	27.4	32.2
2200	91	0	87	0	3	0	0	0	0	0	1	0	0	36	39.6	10	11	0	0	29.3	33.8
2300	55	0	52	0	2	0	0	0	0	0	1	0	0	29	52.7	12	21.8	3	5.5	31.4	38.7
07-19	4260	19	4026	20	168	5	6	1	3	3	8	0	1	828	19.4	157	3.7	1	0	25.7	30.9
06-22	4831	21	4561	21	196	6	8	1	3	4	9	0	1	998	20.7	195	4	8	0.2	25.9	30.9
06-00	4977	21	4700	21	201	6	8	1	3	4	11	0	1	1063	21.4	217	4.4	11	0.2	26	31.1
00-00	5145	21	4847	21	215	7	8	1	4	6	14	0	1	1119	21.7	244	4.7	12	0.2	26.1	31.1

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction South bound

9883 / Tutbury
March 2019
Automatic Traffic Count

17 March 2019

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	39	0	35	1	1	1	0	0	0	0	1	0	0	20	51.3	2	5.1	0	0	29.7	33.1
0100	20	0	19	0	1	0	0	0	0	0	0	0	0	6	30	3	15	0	0	28.9	33.8
0200	11	0	10	0	1	0	0	0	0	0	0	0	0	9	81.8	3	27.3	0	0	31.7	34.9
0300	15	0	14	0	1	0	0	0	0	0	0	0	0	9	60	5	33.3	1	6.7	32.8	42.5
0400	14	0	13	0	0	0	0	0	0	0	1	0	0	7	50	3	21.4	0	0	29	37.1
0500	48	1	47	0	0	0	0	0	0	0	0	0	0	15	31.3	5	10.4	0	0	27.4	33.1
0600	44	0	40	0	2	1	0	0	0	1	0	0	0	18	40.9	4	9.1	0	0	28.7	32.9
0700	79	7	58	0	12	1	0	1	0	0	0	0	0	41	51.9	19	24.1	1	1.3	29.9	36.2
0800	106	3	94	0	8	0	1	0	0	0	0	0	0	53	50	14	13.2	0	0	29.4	33.8
0900	242	4	228	1	9	0	0	0	0	0	0	0	0	89	36.8	18	7.4	0	0	28.6	32.9
1000	360	7	341	2	8	1	0	0	0	1	0	0	0	89	24.7	13	3.6	0	0	27.1	31.3
1100	351	14	323	2	8	1	1	0	0	0	1	0	1	68	19.4	10	2.8	0	0	25.6	30.6
1200	404	9	377	5	10	0	2	0	0	0	1	0	0	71	17.6	9	2.2	0	0	26.6	30.2
1300	423	5	397	2	17	1	0	0	0	0	1	0	0	91	21.5	13	3.1	2	0.5	27.2	31.1
1400	337	3	318	2	13	1	0	0	0	0	0	0	0	74	22	8	2.4	0	0	26.2	31.1
1500	386	2	372	2	10	0	0	0	0	0	0	0	0	64	16.6	15	3.9	0	0	26.1	30.4
1600	324	4	313	1	6	0	0	0	0	0	0	0	0	93	28.7	12	3.7	1	0.3	27.2	31.8
1700	317	1	311	1	3	0	0	0	0	1	0	0	0	64	20.2	11	3.5	0	0	26.5	30.9
1800	262	0	255	2	5	0	0	0	0	0	0	0	0	77	29.4	12	4.6	0	0	27.3	32.7
1900	185	0	177	0	4	1	1	0	0	1	1	0	0	53	28.6	15	8.1	1	0.5	27.6	32.9
2000	135	0	127	1	5	0	0	0	0	1	1	0	0	38	28.1	8	5.9	0	0	26.6	32.9
2100	81	2	72	1	4	1	0	0	0	1	0	0	0	26	32.1	8	9.9	0	0	27.4	32
2200	51	0	49	0	0	0	0	0	0	2	0	0	0	20	39.2	9	17.6	1	2	29.1	35.6
2300	36	1	32	0	1	0	0	0	0	2	0	0	0	20	55.6	7	19.4	1	2.8	30.7	36.7
07-19	3591	59	3387	20	109	5	4	1	0	2	3	0	1	874	24.3	154	4.3	4	0.1	26.9	31.5
06-22	4036	61	3803	22	124	8	5	1	0	6	5	0	1	1009	25	189	4.7	5	0.1	27	31.5
06-00	4123	62	3884	22	125	8	5	1	0	10	5	0	1	1049	25.4	205	5	7	0.2	27	31.8
00-00	4270	63	4022	23	129	9	5	1	0	10	7	0	1	1115	26.1	226	5.3	8	0.2	27.1	31.8

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction South bound

9883 / Tutbury
March 2019
Automatic Traffic Count

18 March 2019

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	16	0	14	0	0	0	0	0	0	2	0	0	0	8	50	2	12.5	0	0	29.8	33.1
0100	9	1	5	0	1	0	0	0	0	1	1	0	0	3	33.3	0	0	0	0	25	-
0200	7	0	5	0	2	0	0	0	0	0	0	0	0	3	42.9	2	28.6	0	0	29.9	-
0300	12	0	7	0	4	0	0	0	0	1	0	0	0	6	50	2	16.7	0	0	29.9	34.4
0400	18	1	14	0	2	0	0	0	0	1	0	0	0	7	38.9	1	5.6	0	0	28.3	32.9
0500	106	2	91	0	9	1	0	0	0	0	3	0	0	37	34.9	11	10.4	1	0.9	28.5	33.8
0600	191	3	170	0	13	2	0	0	0	0	3	0	0	49	25.7	17	8.9	1	0.5	27.6	32.4
0700	424	0	398	1	21	2	1	0	0	1	0	0	0	107	25.2	16	3.8	0	0	27.3	31.8
0800	479	2	441	2	20	3	1	1	0	6	3	0	0	110	23	19	4	0	0	26	31.8
0900	410	3	369	2	28	4	2	0	0	1	1	0	0	53	12.9	8	2	0	0	24.7	29.5
1000	369	2	330	0	29	2	4	0	0	1	1	0	0	41	11.1	8	2.2	0	0	24.2	29.1
1100	344	2	299	4	31	2	2	0	1	1	1	1	0	39	11.3	2	0.6	0	0	24.3	29.3
1200	327	4	295	0	23	2	3	0	0	0	0	0	0	47	14.4	6	1.8	0	0	24.3	29.8
1300	362	4	327	0	24	1	3	0	0	1	2	0	0	67	18.5	15	4.1	0	0	25.5	30.4
1400	406	5	363	3	28	1	1	0	1	2	2	0	0	52	12.8	9	2.2	0	0	25.1	29.3
1500	445	2	408	4	28	0	1	0	1	1	0	0	0	67	15.1	12	2.7	2	0.4	24.6	30
1600	470	5	441	0	23	1	0	0	0	0	0	0	0	47	10	10	2.1	0	0	24.5	29.1
1700	551	4	525	1	18	0	0	0	0	1	2	0	0	92	16.7	11	2	0	0	26.3	30.2
1800	457	2	439	0	12	0	0	0	0	2	2	0	0	78	17.1	10	2.2	0	0	26	30.2
1900	231	1	219	0	10	1	0	0	0	0	0	0	0	55	23.8	10	4.3	1	0.4	26.9	30.9
2000	178	1	162	0	7	3	0	0	2	3	0	0	0	48	27	14	7.9	1	0.6	26.9	31.8
2100	113	0	103	0	4	1	1	0	0	0	4	0	0	37	32.7	8	7.1	1	0.9	28.3	32.9
2200	83	0	79	0	1	0	0	0	0	3	0	0	0	28	33.7	8	9.6	0	0	28.4	32.4
2300	32	0	27	0	4	0	0	0	0	1	0	0	0	11	34.4	1	3.1	0	0	27.9	32.2
07-19	5044	35	4635	17	285	18	18	1	3	17	14	1	0	800	15.9	126	2.5	2	0	25.3	30
06-22	5757	40	5289	17	319	25	19	1	5	20	21	1	0	989	17.2	175	3	6	0.1	25.5	30.2
06-00	5872	40	5395	17	324	25	19	1	5	24	21	1	0	1028	17.5	184	3.1	6	0.1	25.6	30.4
00-00	6040	44	5531	17	342	26	19	1	5	29	25	1	0	1092	18.1	202	3.3	7	0.1	25.7	30.4

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction South bound

9883 / Tutbury
March 2019
Automatic Traffic Count

19 March 2019

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	12	0	8	0	1	1	0	0	1	1	0	0	0	4	33.3	1	8.3	0	0	26.8	31.3
0100	8	0	7	0	0	0	0	0	0	0	1	0	0	3	37.5	2	25	0	0	30.8	-
0200	10	0	3	0	4	2	0	0	0	1	0	0	0	2	20	1	10	0	0	21.9	-
0300	15	0	10	0	5	0	0	0	0	0	0	0	0	5	33.3	3	20	0	0	27.6	35.6
0400	28	0	19	0	8	0	0	0	0	1	0	0	0	14	50	4	14.3	1	3.6	29.3	34.7
0500	108	4	90	0	9	2	0	0	0	2	1	0	0	30	27.8	13	12	1	0.9	27.6	33.1
0600	222	4	204	0	13	0	0	0	0	0	1	0	0	71	32	16	7.2	1	0.5	28	32.7
0700	473	5	436	3	26	1	0	1	0	0	1	0	0	101	21.4	29	6.1	3	0.6	26.1	31.1
0800	455	2	414	2	26	3	4	0	1	1	2	0	0	101	22.2	19	4.2	0	0	25.8	31.1
0900	393	4	352	2	27	2	1	0	0	2	3	0	0	44	11.2	6	1.5	0	0	24.2	28.9
1000	320	5	280	1	30	0	0	0	1	1	2	0	0	39	12.2	8	2.5	0	0	23.4	29.1
1100	375	3	325	2	35	4	1	0	0	2	3	0	0	43	11.5	6	1.6	0	0	23.4	29.1
1200	401	3	360	1	26	3	1	0	1	4	2	0	0	39	9.7	3	0.7	0	0	24.2	28.9
1300	356	6	317	0	27	3	2	0	0	1	0	0	0	60	16.9	5	1.4	0	0	25.3	30.2
1400	410	2	377	2	23	1	1	1	0	0	2	0	1	51	12.4	3	0.7	0	0	24.6	29.5
1500	456	6	413	2	29	2	1	0	0	2	1	0	0	65	14.3	10	2.2	2	0.4	24.8	29.8
1600	523	3	493	1	23	0	0	0	0	0	3	0	0	105	20.1	9	1.7	1	0.2	26.1	30.6
1700	642	2	617	1	21	1	0	0	0	0	0	0	0	92	14.3	11	1.7	0	0	24.7	29.5
1800	466	5	448	1	10	0	0	0	1	0	1	0	0	87	18.7	15	3.2	0	0	26.1	30.2
1900	269	0	249	1	15	2	0	0	1	1	0	0	0	61	22.7	16	5.9	1	0.4	26.3	31.1
2000	191	1	178	0	5	0	0	0	3	2	1	0	1	47	24.6	12	6.3	0	0	26.6	32.4
2100	120	2	115	0	1	0	0	0	0	0	2	0	0	39	32.5	10	8.3	1	0.8	28.2	32.4
2200	98	1	88	0	4	1	0	0	1	2	1	0	0	38	38.8	10	10.2	1	1	28.3	33.6
2300	30	0	23	0	1	2	0	0	1	2	1	0	0	4	13.3	1	3.3	0	0	26.4	29.1
07-19	5270	46	4832	18	303	20	11	2	4	13	20	0	1	827	15.7	124	2.4	6	0.1	25	30
06-22	6072	53	5578	19	337	22	11	2	8	16	24	0	2	1045	17.2	178	2.9	9	0.1	25.3	30.2
06-00	6200	54	5689	19	342	25	11	2	10	20	26	0	2	1087	17.5	189	3	10	0.2	25.3	30.4
00-00	6381	58	5826	19	369	30	11	2	11	25	28	0	2	1145	17.9	213	3.3	12	0.2	25.4	30.4

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction South bound

9883 / Tutbury
March 2019
Automatic Traffic Count

20 March 2019

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	18	0	13	0	3	0	0	0	1	0	1	0	0	6	33.3	2	11.1	0	0	27.7	32.2
0100	15	2	8	0	1	1	0	0	0	2	1	0	0	4	26.7	2	13.3	0	0	26.7	32.9
0200	6	1	4	0	1	0	0	0	0	0	0	0	0	1	16.7	0	0	0	0	23	-
0300	9	0	7	0	2	0	0	0	0	0	0	0	0	4	44.4	2	22.2	0	0	28	-
0400	26	0	20	0	6	0	0	0	0	0	0	0	0	9	34.6	3	11.5	0	0	28.3	33.6
0500	101	1	94	0	5	1	0	0	0	0	0	0	0	40	39.6	13	12.9	0	0	28.9	34
0600	224	3	197	0	16	5	1	1	0	1	0	0	0	77	34.4	15	6.7	1	0.4	27.8	32.4
0700	459	6	411	2	32	2	3	1	0	1	1	0	0	133	29	21	4.6	0	0	27.1	31.8
0800	544	3	488	1	41	4	1	0	2	2	2	0	0	98	18	20	3.7	0	0	25.6	30.4
0900	359	5	320	0	30	2	1	0	0	0	1	0	0	66	18.4	12	3.3	1	0.3	25.5	30.6
1000	347	3	308	0	27	2	3	1	0	2	1	0	0	57	16.4	4	1.2	0	0	25.2	30.4
1100	319	3	284	1	26	2	0	0	0	2	1	0	0	36	11.3	7	2.2	0	0	24.5	29.5
1200	363	5	319	3	28	2	2	0	1	2	1	0	0	48	13.2	9	2.5	0	0	24.3	29.3
1300	371	7	342	1	15	2	2	0	0	1	0	1	0	29	7.8	4	1.1	0	0	22.6	28
1400	399	8	355	0	30	1	1	0	0	3	1	0	0	45	11.3	4	1	0	0	24.4	29.1
1500	430	8	391	1	27	1	0	1	0	0	1	0	0	74	17.2	13	3	0	0	25.4	30.4
1600	539	3	513	3	20	0	0	0	0	0	0	0	0	118	21.9	18	3.3	0	0	26.7	31.1
1700	641	5	614	2	17	1	0	0	0	0	2	0	0	120	18.7	18	2.8	0	0	26.3	30.4
1800	462	3	446	0	12	0	0	0	0	1	0	0	0	78	16.9	11	2.4	0	0	26.7	30.2
1900	280	4	258	0	11	3	0	0	0	3	1	0	0	73	26.1	19	6.8	0	0	27.9	32.2
2000	169	1	154	1	8	2	0	0	1	1	1	0	0	52	30.8	15	8.9	2	1.2	26.9	33.3
2100	138	1	127	0	3	1	0	0	0	3	3	0	0	41	29.7	7	5.1	0	0	27.3	31.3
2200	99	0	94	0	2	1	0	0	1	0	1	0	0	43	43.4	18	18.2	1	1	29.7	35.8
2300	38	0	32	0	1	0	0	0	0	3	2	0	0	11	28.9	2	5.3	1	2.6	27.6	31.8
07-19	5233	59	4791	14	305	19	13	3	3	14	11	1	0	902	17.2	141	2.7	1	0	25.5	30.4
06-22	6044	68	5527	15	343	30	14	4	4	22	16	1	0	1145	18.9	197	3.3	4	0.1	25.8	30.6
06-00	6181	68	5653	15	346	31	14	4	5	25	19	1	0	1199	19.4	217	3.5	6	0.1	25.9	30.6
00-00	6356	72	5799	15	364	33	14	4	6	27	21	1	0	1263	19.9	239	3.8	6	0.1	25.9	30.6

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction South bound

9883 / Tutbury
March 2019
Automatic Traffic Count

21 March 2019

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	20	0	14	0	2	0	0	0	2	2	0	0	0	10	50	3	15	1	5	30.9	34.9
0100	15	2	12	0	1	0	0	0	0	0	0	0	0	5	33.3	3	20	0	0	27.7	36.7
0200	11	1	8	0	1	1	0	0	0	0	0	0	0	2	18.2	1	9.1	0	0	25.5	28.9
0300	13	1	7	0	4	1	0	0	0	0	0	0	0	2	15.4	0	0	0	0	23.9	27.1
0400	31	2	25	0	0	3	0	0	0	1	0	0	0	13	41.9	6	19.4	0	0	28.2	35.1
0500	114	5	98	1	7	3	0	0	0	0	0	0	0	49	43	11	9.6	0	0	28.4	33.3
0600	243	1	224	1	11	4	1	1	0	0	0	0	0	74	30.5	24	9.9	0	0	28.1	32.9
0700	459	5	416	4	30	2	1	0	0	0	1	0	0	122	26.6	21	4.6	1	0.2	26.3	31.5
0800	507	3	468	1	26	3	3	0	0	0	3	0	0	112	22.1	20	3.9	0	0	26.6	31.5
0900	408	0	363	4	35	2	2	0	0	1	1	0	0	61	15	7	1.7	0	0	25	29.8
1000	344	0	310	1	30	0	0	0	0	0	2	1	0	55	16	7	2	0	0	24.9	30
1100	384	7	329	7	36	3	1	0	0	0	1	0	0	39	10.2	7	1.8	0	0	23.5	29.1
1200	365	1	328	1	31	3	0	0	0	1	0	0	0	59	16.2	10	2.7	0	0	24.7	30
1300	413	7	369	2	28	1	0	0	1	1	3	1	0	51	12.3	11	2.7	1	0.2	24.6	29.3
1400	411	4	373	1	27	1	1	0	1	2	1	0	0	46	11.2	7	1.7	0	0	23.9	28.9
1500	462	11	415	2	27	4	1	1	0	0	1	0	0	79	17.1	18	3.9	2	0.4	24.7	30.2
1600	571	8	541	1	18	1	0	0	0	0	2	0	0	85	14.9	12	2.1	0	0	25.9	29.8
1700	652	8	615	0	25	1	0	0	1	1	0	0	1	95	14.6	20	3.1	0	0	25.4	29.8
1800	519	3	500	1	11	2	1	0	0	0	1	0	0	91	17.5	21	4	0	0	26	30.6
1900	288	4	271	0	5	2	1	0	1	1	3	0	0	72	25	14	4.9	0	0	27	31.3
2000	182	3	171	0	6	0	0	0	1	0	1	0	0	54	29.7	11	6	2	1.1	27.8	31.5
2100	101	1	93	0	4	0	0	0	1	2	0	0	0	28	27.7	3	3	0	0	26.6	32.2
2200	137	1	124	1	5	0	0	0	1	4	1	0	0	32	23.4	7	5.1	1	0.7	27.2	31.3
2300	44	0	37	0	2	0	0	0	1	3	1	0	0	14	31.8	3	6.8	0	0	27.1	32.9
07-19	5495	57	5027	25	324	23	10	1	3	6	16	2	1	895	16.3	161	2.9	4	0.1	25.2	30.2
06-22	6309	66	5786	26	350	29	12	2	6	9	20	2	1	1123	17.8	213	3.4	6	0.1	25.5	30.4
06-00	6490	67	5947	27	357	29	12	2	8	16	22	2	1	1169	18	223	3.4	7	0.1	25.6	30.4
00-00	6694	78	6111	28	372	37	12	2	10	19	22	2	1	1250	18.7	247	3.7	8	0.1	25.6	30.6

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction South bound

9883 / Tutbury
March 2019
Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	24	0	19	0	1	1	0	0	1	1	0	0	0	10	41.2	3	12.7	0	1.2	29.1	34.4
0100	14	1	11	0	1	0	0	0	0	1	0	0	0	4	30.7	2	14.9	0	0	27.3	34.7
0200	9	0	6	0	2	0	0	0	0	0	0	0	0	4	38.5	1	15.4	0	0	27.1	-
0300	13	0	9	0	3	0	0	0	0	0	0	0	0	6	46.2	2	18.3	0	1.1	29	35.6
0400	23	0	18	0	3	1	0	0	0	1	0	0	0	10	44.2	3	14.7	0	0.6	28.6	34.7
0500	94	2	83	0	6	1	0	0	0	0	1	0	0	31	32.8	10	10.5	0	0.3	27.9	33.3
0600	175	2	157	0	11	2	1	0	0	0	1	0	0	55	31.7	14	7.8	1	0.4	27.8	32.7
0700	357	3	324	2	23	2	1	1	0	1	1	0	0	93	25.9	19	5.4	1	0.2	26.6	31.8
0800	405	2	369	2	25	3	2	0	0	2	2	0	0	95	23.4	19	4.6	0	0	26.2	31.5
0900	362	3	327	2	26	1	1	0	0	1	1	0	0	67	18.4	10	2.8	0	0	25.5	30.4
1000	365	3	334	1	23	1	1	0	0	1	1	0	0	60	16.4	8	2.3	0	0	25	30.2
1100	377	5	339	3	25	2	1	0	0	1	1	0	0	52	13.9	9	2.3	0	0	24.4	29.5
1200	403	3	368	2	22	2	2	0	0	1	1	0	0	57	14.1	7	1.8	0	0	24.7	29.8
1300	402	5	368	1	22	1	1	0	0	1	1	0	0	61	15.2	9	2.2	0	0.1	25	30
1400	403	5	369	2	22	1	1	0	0	1	1	0	0	55	13.6	7	1.8	0	0	24.8	29.5
1500	438	5	405	2	22	1	1	0	0	0	0	0	0	71	16.2	13	3.1	1	0.2	25.1	30.2
1600	470	4	446	1	17	0	0	0	0	0	1	0	0	92	19.6	14	3	0	0.1	26.2	30.6
1700	529	4	507	1	15	0	0	0	0	1	1	0	0	87	16.4	13	2.5	0	0	25.8	30.2
1800	430	2	414	1	11	0	0	0	0	1	1	0	0	81	18.8	13	2.9	0	0	26.2	30.6
1900	257	2	242	0	9	2	0	0	0	1	1	0	0	64	25	15	5.7	1	0.4	27	31.3
2000	169	1	158	0	6	1	0	0	1	1	1	0	0	48	28.5	12	7.2	1	0.7	27.2	32.2
2100	114	1	105	0	4	1	0	0	0	1	2	0	0	36	32	7	6.4	1	0.6	27.7	32.4
2200	95	0	88	0	3	0	0	0	0	2	1	0	0	34	36.1	10	10.8	1	0.6	28.6	33.6
2300	43	0	37	0	2	0	0	0	0	2	1	0	0	16	38.5	5	11	1	1.7	28.7	34
07-19	4940	44	4571	19	251	15	11	2	3	9	12	1	1	869	17.6	143	2.9	3	0.1	25.5	30.4
06-22	5654	50	5234	20	281	20	12	2	5	13	16	1	1	1073	19	190	3.4	7	0.1	25.7	30.6
06-00	5792	51	5360	20	286	21	12	2	6	16	17	1	1	1124	19.4	205	3.5	8	0.1	25.8	30.6
00-00	5970	55	5506	20	303	24	12	2	7	19	20	1	1	1189	19.9	228	3.8	9	0.1	25.8	30.9

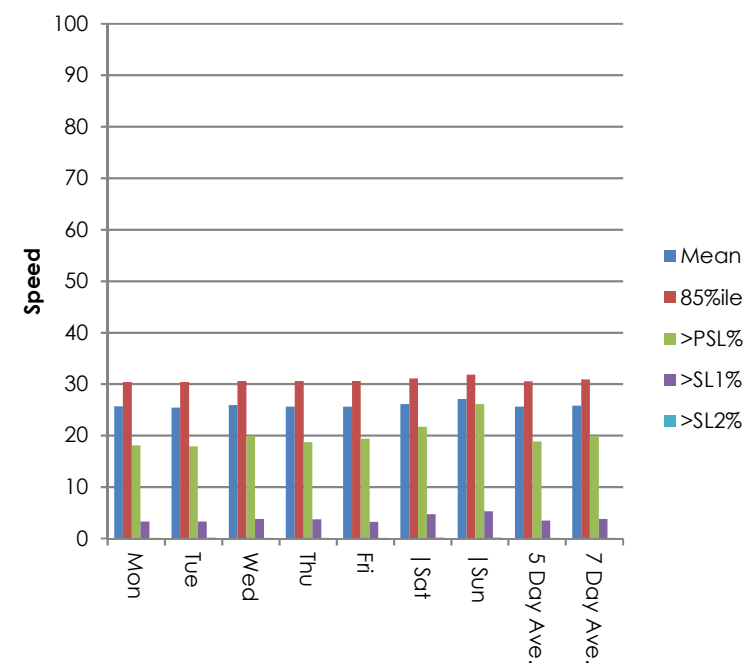
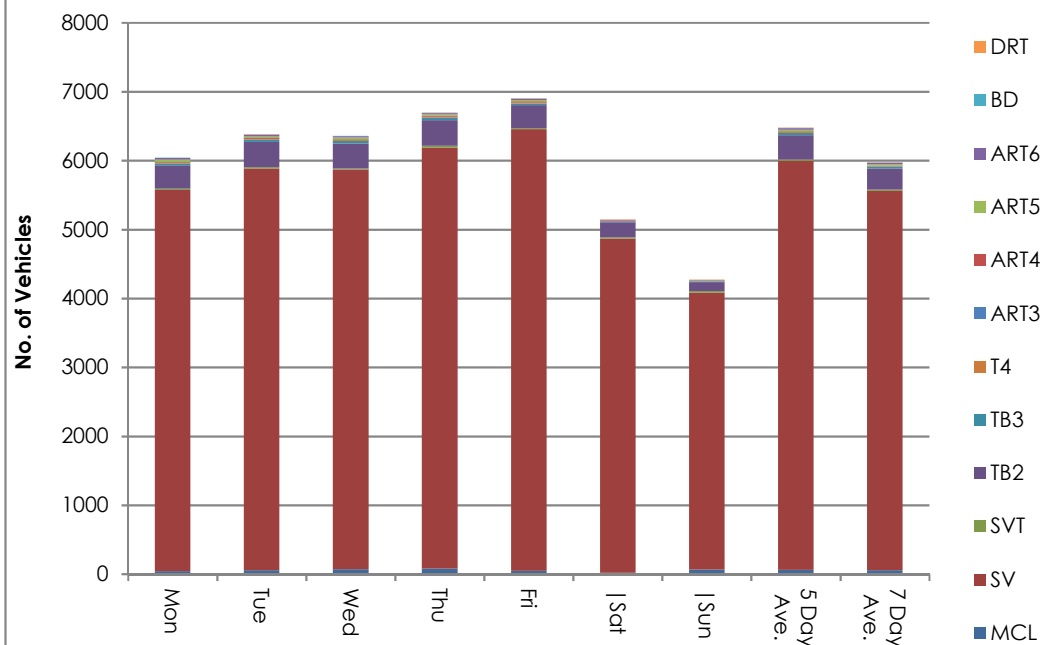
Site 1
 Location Station Road, Att - L COL, OSGR: SK 21480 29648
 Direction South bound

9883 / Tutbury
 March 2019
 Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	6040	44	5531	17	342	26	19	1	5	29	25	1	0	1092	18.1	202	3.3	7	0.1	25.7	30.4
Tue	6381	58	5826	19	369	30	11	2	11	25	28	0	2	1145	17.9	213	3.3	12	0.2	25.4	30.4
Wed	6356	72	5799	15	364	33	14	4	6	27	21	1	0	1263	19.9	239	3.8	6	0.1	25.9	30.6
Thu	6694	78	6111	28	372	37	12	2	10	19	22	2	1	1250	18.7	247	3.7	8	0.1	25.6	30.6
Fri	6901	49	6406	18	331	24	17	3	12	18	20	2	1	1337	19.4	223	3.2	8	0.1	25.6	30.6
Sat	5145	21	4847	21	215	7	8	1	4	6	14	0	1	1119	21.7	244	4.7	12	0.2	26.1	31.1
Sun	4270	63	4022	23	129	9	5	1	0	10	7	0	1	1115	26.1	226	5.3	8	0.2	27.1	31.8
5 Day Ave.	6474	60	5935	19	356	30	15	2	9	24	23	1	1	1217	18.8	225	3.5	8	0.1	25.6	30.5
7 Day Ave.	5970	55	5506	20	303	24	12	2	7	19	20	1	1	1189	19.9	228	3.8	9	0.1	25.8	30.9
--	41787	385	38542	141	2122	166	86	14	48	134	137	6	6	8321	19.9	1594	3.8	61	0.1	25.8	30.9

Summary Graphs



Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction South bound

9883 / Tutbury
March 2019
Automatic Traffic Count

15 March 2019

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	1	1	12	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	17	0	0	2	3	3	4	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	18	0	0	0	3	2	2	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	22	0	1	2	1	4	5	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	116	0	0	3	7	32	44	22	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	231	0	0	3	13	53	80	70	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	464	0	3	5	76	102	177	85	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	490	0	0	26	45	119	195	89	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	388	0	0	7	49	108	157	61	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	400	0	3	16	55	126	142	49	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	436	0	0	18	65	126	153	65	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	454	0	4	25	59	131	160	67	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	498	0	3	26	86	181	148	50	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	436	1	1	17	56	146	160	43	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	555	0	4	27	92	161	197	62	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	531	0	1	13	50	124	228	94	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	545	0	0	6	40	172	239	78	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	490	0	0	10	49	122	219	78	10	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	297	0	1	2	49	55	115	60	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	190	0	0	1	24	36	80	35	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	127	0	0	4	7	16	59	31	6	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	105	0	0	1	9	13	39	33	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	64	0	1	1	2	12	22	19	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	5687	1	19	196	722	1618	2175	821	120	12	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	6532	1	20	206	815	1778	2509	1017	154	24	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	6701	1	21	208	826	1803	2570	1069	168	27	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	6901	1	22	215	842	1846	2638	1114	182	33	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction South bound

9883 / Tutbury
March 2019
Automatic Traffic Count

16 March 2019

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	5	8	13	3	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	17	0	0	0	3	4	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	15	0	0	0	2	3	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	11	0	0	0	0	1	4	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	24	0	0	0	1	4	6	9	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	63	0	0	1	3	24	21	6	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	68	0	0	1	6	14	30	9	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	142	0	0	8	18	27	46	30	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	257	0	1	16	20	38	96	63	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	333	0	1	11	33	82	120	71	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	415	0	4	13	40	121	158	70	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	431	0	1	26	57	139	140	47	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	504	0	1	30	70	168	178	51	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	388	0	1	12	31	98	171	66	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	425	0	1	4	76	123	161	51	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	330	0	0	13	28	73	144	58	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	329	0	0	6	21	67	154	63	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	355	0	0	3	44	100	151	44	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	351	0	0	13	55	59	160	57	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	246	0	0	0	13	71	102	46	9	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	141	0	0	1	5	18	67	39	7	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	116	0	0	1	10	27	35	38	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	91	0	0	0	2	14	39	26	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	55	0	0	0	3	9	14	17	4	5	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4260	0	10	155	493	1095	1679	671	135	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4831	0	10	158	527	1225	1913	803	160	27	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4977	0	10	158	532	1248	1966	846	172	34	5	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	5145	0	10	159	546	1292	2019	875	188	44	5	5	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction South bound

9883 / Tutbury
March 2019
Automatic Traffic Count

17 March 2019

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	39	0	0	0	1	5	13	18	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	20	0	0	0	0	6	8	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	11	0	0	0	1	0	1	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	15	0	0	0	1	1	4	4	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	14	0	0	1	1	2	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	48	0	0	1	0	15	17	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	44	0	0	0	2	6	18	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	79	0	0	2	7	9	20	22	16	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	106	0	0	4	1	12	36	39	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	242	0	0	1	10	35	107	71	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	360	0	1	8	16	70	176	76	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	351	0	0	13	29	100	141	58	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	404	0	0	1	18	114	200	62	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	423	0	0	4	8	101	219	78	9	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	337	0	0	16	24	81	142	66	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	386	0	0	2	32	122	166	49	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	324	0	0	1	27	66	137	81	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	317	0	0	6	29	75	143	53	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	262	0	0	2	20	53	110	65	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	185	0	0	1	13	39	79	38	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	135	0	0	2	28	18	49	30	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	81	0	0	5	3	12	35	18	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	51	0	0	0	1	12	18	11	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	36	0	0	0	3	4	9	13	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3591	0	1	60	221	838	1597	720	132	18	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	4036	0	1	68	267	913	1778	820	159	25	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	4123	0	1	68	271	929	1805	844	170	28	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4270	0	1	70	275	958	1851	889	185	33	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction South bound

9883 / Tutbury
March 2019
Automatic Traffic Count

18 March 2019

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	4	4	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	0	1	1	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	0	1	0	3	1	2	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	2	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	18	0	0	0	2	1	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	106	0	0	1	3	27	38	26	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	191	0	0	4	11	37	90	32	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	424	0	0	4	16	108	189	91	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	479	0	2	21	49	118	179	91	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	410	0	0	12	64	128	153	45	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	369	0	2	16	66	108	136	33	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	344	0	1	26	41	100	137	37	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	327	1	4	21	40	104	110	41	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	362	1	1	14	46	95	138	52	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	406	0	0	3	68	123	160	43	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	445	0	0	31	60	125	162	55	10	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	470	3	2	8	52	207	151	37	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	551	0	1	2	26	184	246	81	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	457	0	0	4	44	140	191	68	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	231	0	0	2	22	50	102	45	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	178	0	0	3	17	35	75	34	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	113	0	0	2	6	14	54	29	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	83	0	0	0	3	13	39	20	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	32	0	0	0	4	3	14	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	5044	5	13	162	572	1540	1952	674	105	19	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	5757	5	13	173	628	1676	2273	814	147	22	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	5872	5	13	173	635	1692	2326	844	155	23	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	6040	5	13	175	642	1728	2385	890	169	26	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Station Road, Att - L COL, OSGR: SK 21480 29648
 Direction South bound

9883 / Tutbury
 March 2019
 Automatic Traffic Count

19 March 2019

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	12	0	0	0	3	2	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	0	0	0	0	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	10	0	0	2	2	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	15	0	0	0	2	4	4	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	28	0	1	0	2	2	9	10	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	108	0	0	2	3	30	43	17	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	222	0	0	2	12	38	99	55	14	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	473	0	0	10	66	119	177	72	24	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	455	0	2	16	47	126	163	82	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	393	1	6	21	59	101	161	38	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	320	0	2	21	75	98	85	31	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	375	0	3	38	48	133	110	37	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	401	0	0	13	61	149	139	36	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	356	1	0	6	52	94	143	55	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	410	0	0	10	62	134	153	48	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	456	0	1	15	79	127	169	55	6	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	523	0	0	3	42	166	207	96	7	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	642	0	1	26	92	191	240	81	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	466	0	0	5	39	136	199	72	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	269	0	1	16	20	66	105	45	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	191	0	0	3	22	51	68	35	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	120	0	0	2	4	20	55	29	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	98	0	1	0	6	17	36	28	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	30	0	0	1	1	7	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	5270	2	15	184	722	1574	1946	703	104	14	0	0	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	6072	2	16	207	780	1749	2273	867	147	22	2	1	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	6200	2	17	208	787	1773	2326	898	155	24	3	1	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	6381	2	18	212	799	1814	2391	932	173	28	5	1	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction South bound

9883 / Tutbury
March 2019
Automatic Traffic Count

20 March 2019

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	2	4	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	15	0	0	1	1	6	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	6	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	
0300	9	0	1	0	0	1	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	26	0	1	0	0	5	11	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	101	0	0	1	2	18	40	27	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	224	0	0	4	14	44	85	62	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	459	0	1	6	40	87	192	112	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	544	1	1	18	62	137	227	78	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	359	0	5	9	35	109	135	54	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	347	0	2	14	40	92	142	53	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	319	0	5	6	44	119	109	29	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	363	0	3	21	54	109	128	39	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	371	0	2	32	99	104	105	25	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	399	0	0	20	54	145	135	41	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	430	1	3	13	39	117	183	61	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	539	0	0	3	55	115	248	100	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	641	0	0	0	46	193	282	102	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	462	0	0	0	25	130	229	67	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	280	0	0	2	17	49	139	54	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	169	0	0	3	27	34	53	37	10	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	138	0	0	1	6	30	60	34	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	99	0	0	1	2	13	40	25	16	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	38	0	0	0	6	4	17	9	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	5233	2	22	142	593	1457	2115	761	122	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	6044	2	22	152	657	1614	2452	948	163	30	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	6181	2	22	153	665	1631	2509	982	180	31	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00-00	6356	2	24	155	671	1668	2573	1024	196	37	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction South bound

9883 / Tutbury
March 2019
Automatic Traffic Count

21 March 2019

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	8	7	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	15	0	0	1	1	3	5	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	11	0	0	2	1	0	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	13	0	0	1	1	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	31	0	0	0	3	7	8	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	114	0	0	3	3	25	34	38	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	243	0	0	2	9	46	112	50	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	459	0	3	10	61	88	175	101	18	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	507	1	0	10	56	100	228	92	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	408	0	0	12	52	128	155	54	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	344	0	0	9	56	104	120	48	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	384	0	4	31	72	100	138	32	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	365	0	1	14	72	85	134	49	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	413	1	2	6	70	122	161	40	9	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	411	0	4	26	75	106	154	39	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	462	0	4	20	76	127	156	61	16	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	571	1	0	1	51	163	270	73	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	652	0	1	6	71	222	257	75	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	519	0	0	1	65	151	211	70	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	288	0	0	2	12	83	119	58	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	182	0	0	0	8	44	76	43	8	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	101	0	1	4	6	25	37	25	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	137	0	1	0	9	26	69	25	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	44	0	0	1	4	13	12	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	5495	3	19	146	777	1496	2159	734	137	20	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	6309	3	20	154	812	1694	2503	910	182	25	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	6490	3	21	155	825	1733	2584	946	189	27	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	6694	3	21	162	834	1777	2647	1003	208	31	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction South bound

9883 / Tutbury
March 2019
Automatic Traffic Count

Virtual Day (7)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	24	0	0	0	2	4	8	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	14	0	0	1	1	3	5	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	9	0	0	1	1	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	13	0	0	0	1	3	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	23	0	0	0	1	4	7	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	94	0	0	2	3	24	34	21	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	175	0	0	2	10	34	73	42	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	357	0	1	6	41	77	139	73	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	405	0	1	16	40	93	161	76	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	362	0	2	10	43	99	141	56	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	365	0	2	14	50	103	137	51	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	377	0	2	23	51	117	133	44	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	403	0	2	18	53	123	150	49	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	402	0	1	14	56	114	155	52	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	403	0	1	14	59	123	152	47	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	438	0	2	17	58	122	168	57	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	470	1	0	5	43	130	199	78	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	529	0	0	7	50	162	223	73	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	430	0	0	5	42	113	188	68	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	257	0	0	4	21	59	109	49	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	169	0	0	2	19	34	67	36	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	114	0	0	3	6	21	48	29	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	95	0	0	0	5	15	40	24	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	43	0	0	0	3	7	15	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	4940	2	14	149	586	1374	1946	726	122	17	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	5654	2	15	160	641	1521	2243	883	159	25	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	5792	2	15	160	649	1544	2298	918	170	28	4	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	5970	2	16	164	658	1583	2358	961	186	33	5	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

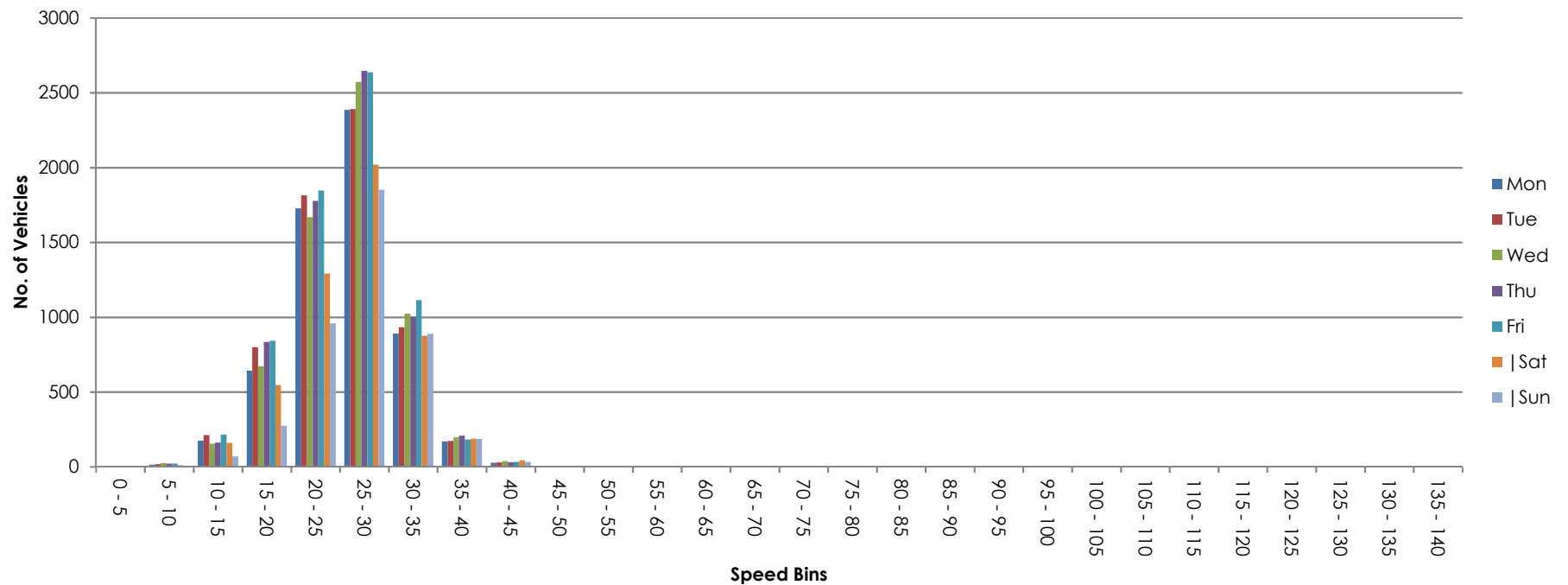
Site 1
 Location Station Road, Att - L COL, OSGR: SK 21480 29648
 Direction South bound

9883 / Tutbury
 March 2019
 Automatic Traffic Count

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	6040	5	13	175	642	1728	2385	890	169	26	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	6381	2	18	212	799	1814	2391	932	173	28	5	1	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	6356	2	24	155	671	1668	2573	1024	196	37	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	6694	3	21	162	834	1777	2647	1003	208	31	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	6901	1	22	215	842	1846	2638	1114	182	33	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	5145	0	10	159	546	1292	2019	875	188	44	5	5	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	4270	0	1	70	275	958	1851	889	185	33	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	6474	3	20	184	758	1767	2527	993	186	31	5	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	5970	2	16	164	658	1583	2358	961	186	33	5	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	41787	13	109	1148	4609	11083	16504	6727	1301	232	35	15	4	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction Two way

9883 / Tutbury
March 2019
Automatic Traffic Count

15 March 2019

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	45	2	32	0	0	3	0	0	4	3	1	0	0	16	35.6	6	13.3	0	0	28.3	34.4
0100	36	3	20	0	7	0	0	0	2	2	1	1	0	10	27.8	6	16.7	0	0	25.9	35.3
0200	13	0	6	0	1	0	0	0	1	2	3	0	0	6	46.2	1	7.7	0	0	28.3	32.9
0300	40	0	22	0	11	0	0	0	3	3	1	0	0	15	37.5	4	10	0	0	28.4	32.4
0400	51	0	39	0	5	2	0	0	0	4	1	0	0	21	41.2	7	13.7	2	3.9	28.1	34
0500	336	5	307	0	21	1	0	0	0	0	2	0	0	79	23.5	21	6.3	1	0.3	27.1	31.8
0600	571	3	516	3	43	0	0	0	1	1	4	0	0	154	27	26	4.6	1	0.2	26.6	31.5
0700	1000	6	903	11	67	6	2	1	1	2	1	0	0	167	16.7	26	2.6	0	0	24.7	30.2
0800	948	0	858	8	70	6	1	0	0	2	3	0	0	163	17.2	25	2.6	1	0.1	25.2	30.4
0900	725	2	654	7	51	2	4	1	1	0	3	0	0	102	14.1	12	1.7	0	0	24.7	29.8
1000	798	5	727	7	43	4	4	0	1	5	2	0	0	81	10.2	14	1.8	1	0.1	23.3	28.6
1100	860	4	782	9	58	2	0	0	1	3	1	0	0	97	11.3	10	1.2	0	0	24	28.9
1200	838	2	760	3	55	3	4	0	0	3	7	1	0	99	11.8	14	1.7	0	0	23.9	29.3
1300	915	7	830	7	57	1	4	1	1	4	2	1	0	87	9.5	9	1	0	0	23.1	28.4
1400	820	14	740	4	47	2	5	2	2	2	2	0	0	79	9.6	14	1.7	0	0	23.8	28.4
1500	1064	10	984	11	46	1	5	0	3	1	2	0	1	121	11.4	19	1.8	0	0	23.6	28.9
1600	1064	9	1007	6	34	2	2	0	1	1	2	0	0	157	14.8	23	2.2	0	0	24.7	29.8
1700	1118	9	1066	12	23	0	3	1	3	1	0	0	0	119	10.6	12	1.1	0	0	24.2	28.9
1800	859	5	819	7	23	1	1	0	0	3	0	0	0	124	14.4	16	1.9	1	0.1	24.9	29.8
1900	612	4	575	5	23	2	1	0	2	0	0	0	0	105	17.2	22	3.6	1	0.2	24.4	30.4
2000	388	0	369	0	18	1	0	0	0	0	0	0	0	99	25.5	20	5.2	2	0.5	26.6	32.2
2100	270	1	256	0	8	1	1	0	0	2	1	0	0	70	25.9	16	5.9	3	1.1	27.1	31.8
2200	201	0	190	1	9	0	0	0	0	1	0	0	0	69	34.3	16	8	1	0.5	28.1	33.3
2300	123	1	109	1	11	0	0	0	1	0	0	0	0	43	35	12	9.8	0	0	28.2	33.3
07-19	11009	73	10130	92	574	30	35	6	14	27	25	2	1	1396	12.7	194	1.8	3	0	24.2	29.3
06-22	12850	81	11846	100	666	34	37	6	17	30	30	2	1	1824	14.2	278	2.2	10	0.1	24.4	29.8
06-00	13174	82	12145	102	686	34	37	6	18	31	30	2	1	1936	14.7	306	2.3	11	0.1	24.5	29.8
00-00	13695	92	12571	102	731	40	37	6	28	45	39	3	1	2083	15.2	351	2.6	14	0.1	24.6	30

Site 1
 Location Station Road, Att - L COL, OSGR: SK 21480 29648
 Direction Two way
 16 March 2019

9883 / Tutbury
 March 2019
 Automatic Traffic Count

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	86	0	79	0	5	1	0	0	0	1	0	0	0	27	31.4	13	15.1	2	2.3	28.3	33.8
0100	36	0	27	0	4	0	0	0	3	1	1	0	0	10	27.8	4	11.1	0	0	26.6	34.7
0200	36	0	24	0	6	1	0	0	2	1	2	0	0	16	44.4	3	8.3	0	0	28.6	33.8
0300	20	0	16	0	4	0	0	0	0	0	0	0	0	12	60	4	20	1	5	31.5	38.9
0400	52	0	42	0	8	0	0	0	0	0	2	0	0	25	48.1	7	13.5	0	0	29.5	34.2
0500	176	1	166	0	6	1	0	0	0	1	1	0	0	51	29	20	11.4	0	0	27.9	33.8
0600	165	3	144	1	12	0	2	0	0	2	1	0	0	63	38.2	23	13.9	3	1.8	28.8	34.7
0700	311	0	269	0	33	3	1	0	0	2	3	0	0	88	28.3	21	6.8	1	0.3	26.6	32.4
0800	509	0	453	7	43	0	3	0	1	1	0	0	1	134	26.3	33	6.5	0	0	26.3	32
0900	684	3	629	4	41	1	2	1	0	1	2	0	0	130	19	21	3.1	0	0	25.2	30.9
1000	764	1	726	1	33	0	1	0	0	1	1	0	0	117	15.3	11	1.4	0	0	24.5	30
1100	862	7	816	7	28	0	2	0	1	0	1	0	0	107	12.4	24	2.8	0	0	23.7	29.3
1200	950	4	890	10	41	1	3	0	1	0	0	0	0	88	9.3	9	0.9	0	0	23.3	28.9
1300	810	6	755	5	34	2	2	0	2	0	4	0	0	104	12.8	12	1.5	0	0	25.1	29.8
1400	775	5	735	7	26	0	1	0	0	1	0	0	0	93	12	14	1.8	0	0	24.4	29.3
1500	675	4	636	4	27	0	1	0	1	1	1	0	0	118	17.5	21	3.1	0	0	25.6	30.2
1600	669	3	636	3	22	1	0	0	1	1	2	0	0	110	16.4	24	3.6	0	0	25.5	30
1700	749	2	718	6	19	0	0	0	1	2	1	0	0	84	11.2	16	2.1	2	0.3	24.8	29.3
1800	637	2	609	1	23	1	1	0	0	0	0	0	0	97	15.2	10	1.6	0	0	24.4	30
1900	475	1	452	1	16	1	2	0	0	2	0	0	0	88	18.5	20	4.2	5	1.1	25.7	30.9
2000	268	1	253	3	11	0	0	0	0	0	0	0	0	72	26.9	20	7.5	3	1.1	27.3	31.5
2100	228	0	214	0	10	1	0	0	0	2	1	0	0	71	31.1	11	4.8	1	0.4	27.1	32.2
2200	203	0	192	1	7	1	0	0	0	1	1	0	0	54	26.6	14	6.9	0	0	27.7	32.4
2300	98	0	92	0	4	0	0	0	0	1	1	0	0	45	45.9	16	16.3	3	3.1	30.4	35.3
07-19	8395	37	7872	55	370	9	17	1	8	10	15	0	1	1270	15.1	216	2.6	3	0	24.8	30
06-22	9531	42	8935	60	419	11	21	1	8	16	17	0	1	1564	16.4	290	3	15	0.2	25	30.2
06-00	9832	42	9219	61	430	12	21	1	8	18	19	0	1	1663	16.9	320	3.3	18	0.2	25.1	30.4
00-00	10238	43	9573	61	463	15	21	1	13	22	25	0	1	1804	17.6	371	3.6	21	0.2	25.2	30.4

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction Two way

9883 / Tutbury
March 2019
Automatic Traffic Count

17 March 2019

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	90	0	82	2	2	1	0	0	0	2	1	0	0	38	42.2	10	11.1	0	0	29.1	34.2
0100	47	0	44	0	2	0	0	0	0	1	0	0	0	16	34	7	14.9	1	2.1	29.2	33.8
0200	21	0	18	0	1	0	0	0	0	2	0	0	0	15	71.4	6	28.6	0	0	31.1	35.1
0300	25	0	24	0	1	0	0	0	0	0	0	0	0	15	60	8	32	1	4	32.2	39.8
0400	37	0	34	0	2	0	0	0	0	0	1	0	0	17	45.9	6	16.2	0	0	28.8	34.7
0500	130	2	126	0	1	0	0	0	0	1	0	0	0	46	35.4	14	10.8	2	1.5	28.5	33.1
0600	89	0	79	0	7	1	0	0	0	2	0	0	0	44	49.4	14	15.7	0	0	29.7	34.9
0700	184	10	153	0	18	1	0	1	0	1	0	0	0	85	46.2	34	18.5	1	0.5	29.8	35.3
0800	247	6	224	1	15	0	1	0	0	0	0	0	0	106	42.9	20	8.1	0	0	28.8	33.8
0900	535	10	502	2	21	0	0	0	0	0	0	0	0	144	26.9	29	5.4	0	0	27.7	31.8
1000	738	13	698	6	18	1	1	0	0	1	0	0	0	153	20.7	17	2.3	0	0	26.6	30.6
1100	710	22	652	5	21	5	2	0	0	0	1	0	2	112	15.8	17	2.4	2	0.3	25.3	30
1200	831	15	775	13	21	1	5	0	0	0	1	0	0	126	15.2	20	2.4	2	0.2	26.3	30
1300	756	10	713	3	28	1	0	0	0	0	1	0	0	130	17.2	17	2.2	2	0.3	26.8	30.4
1400	663	7	628	5	19	1	0	0	1	0	2	0	0	107	16.1	10	1.5	0	0	25.4	30.2
1500	726	8	692	3	21	0	1	0	0	0	1	0	0	82	11.3	17	2.3	0	0	24.8	29.1
1600	619	12	582	4	20	0	1	0	0	0	0	0	0	138	22.3	20	3.2	1	0.2	26	31.1
1700	598	5	578	4	10	0	0	0	0	1	0	0	0	113	18.9	18	3	0	0	26	30.6
1800	460	1	442	2	12	2	1	0	0	0	0	0	0	110	23.9	22	4.8	0	0	26.4	31.5
1900	359	0	341	1	10	1	2	0	0	2	2	0	0	89	24.8	25	7	1	0.3	26.7	32.2
2000	246	2	230	1	8	0	0	0	0	3	1	1	0	60	24.4	13	5.3	0	0	26.2	32
2100	158	2	140	1	11	1	0	0	0	2	1	0	0	45	28.5	14	8.9	0	0	27.3	32
2200	118	3	110	0	2	0	0	0	0	2	1	0	0	37	31.4	16	13.6	2	1.7	28.2	33.6
2300	67	1	60	0	2	0	0	0	0	4	0	0	0	33	49.3	11	16.4	2	3	30.1	35.1
07-19	7067	119	6639	48	224	12	12	1	1	3	6	0	2	1406	19.9	241	3.4	8	0.1	26.3	30.9
06-22	7919	123	7429	51	260	15	14	1	1	12	10	1	2	1644	20.8	307	3.9	9	0.1	26.4	30.9
06-00	8104	127	7599	51	264	15	14	1	1	18	11	1	2	1714	21.2	334	4.1	13	0.2	26.4	31.1
00-00	8454	129	7927	53	273	16	14	1	1	24	13	1	2	1861	22	385	4.6	17	0.2	26.5	31.3

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction Two way

9883 / Tutbury
March 2019
Automatic Traffic Count

18 March 2019

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	34	0	27	0	3	0	0	0	0	4	0	0	0	15	44.1	7	20.6	0	0	29.7	36.5
0100	14	1	9	0	1	0	0	0	0	1	2	0	0	5	35.7	2	14.3	0	0	26.4	34.7
0200	14	0	11	0	2	0	0	0	0	0	1	0	0	6	42.9	4	28.6	0	0	30.4	36.2
0300	32	0	19	0	7	0	1	0	0	3	2	0	0	12	37.5	2	6.3	0	0	28.4	33.1
0400	54	1	45	0	4	1	0	0	0	1	2	0	0	24	44.4	4	7.4	0	0	28.3	32.9
0500	326	7	289	1	24	2	0	0	0	0	3	0	0	87	26.7	25	7.7	1	0.3	27.2	32.2
0600	543	5	492	2	35	5	1	0	0	0	3	0	0	137	25.2	36	6.6	3	0.6	26.8	32
0700	965	5	889	6	51	5	4	1	1	2	0	1	0	177	18.3	27	2.8	0	0	25.7	30.4
0800	924	3	853	5	43	5	3	1	0	6	4	1	0	157	17	25	2.7	0	0	24.7	30.6
0900	732	6	657	8	48	4	3	0	0	4	1	1	0	69	9.4	13	1.8	1	0.1	22.8	28.6
1000	683	5	605	2	57	4	5	0	1	3	1	0	0	71	10.4	11	1.6	0	0	23.7	28.9
1100	731	3	639	5	65	5	7	0	2	2	2	1	0	61	8.3	3	0.4	0	0	23.5	28.2
1200	698	8	620	6	48	2	8	0	2	1	3	0	0	77	11	10	1.4	0	0	23.8	28.9
1300	724	7	647	5	50	2	8	0	0	3	2	0	0	105	14.5	19	2.6	0	0	24.2	29.8
1400	788	8	704	8	58	1	1	0	2	2	3	1	0	72	9.1	10	1.3	0	0	23.9	28.6
1500	873	7	798	5	55	0	3	0	3	1	0	0	1	94	10.8	15	1.7	2	0.2	23.1	29.1
1600	977	8	900	10	53	1	4	0	0	1	0	0	0	54	5.5	11	1.1	0	0	20	26.8
1700	1075	10	1006	7	38	2	5	0	0	2	3	1	1	128	11.9	15	1.4	0	0	24.3	29.3
1800	787	3	748	3	25	1	1	0	1	2	3	0	0	115	14.6	19	2.4	1	0.1	25.3	29.8
1900	476	2	451	0	20	2	0	0	0	1	0	0	0	102	21.4	19	4	1	0.2	26.2	30.6
2000	324	1	297	1	16	3	0	0	2	4	0	0	0	84	25.9	23	7.1	1	0.3	26.6	31.3
2100	259	1	238	1	10	2	1	0	0	1	5	0	0	69	26.6	16	6.2	1	0.4	27.3	31.8
2200	149	0	137	0	5	1	0	0	0	6	0	0	0	49	32.9	12	8.1	2	1.3	28.6	32.4
2300	71	0	57	0	8	1	0	0	1	2	2	0	0	19	26.8	5	7	0	0	27.1	32
07-19	9957	73	9066	70	591	32	52	2	12	29	22	6	2	1180	11.9	178	1.8	4	0	23.8	29.3
06-22	11559	82	10544	74	672	44	54	2	14	35	30	6	2	1572	13.6	272	2.4	10	0.1	24.2	29.5
06-00	11779	82	10738	74	685	46	54	2	15	43	32	6	2	1640	13.9	289	2.5	12	0.1	24.2	29.8
00-00	12253	91	11138	75	726	49	55	2	15	52	42	6	2	1789	14.6	333	2.7	13	0.1	24.4	29.8

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction Two way

9883 / Tutbury
March 2019
Automatic Traffic Count

19 March 2019

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	32	0	19	0	4	4	0	0	2	2	1	0	0	11	34.4	5	15.6	0	0	26.7	32
0100	28	0	13	0	3	1	0	0	3	4	4	0	0	8	28.6	4	14.3	0	0	26.1	34.2
0200	24	0	10	0	5	2	0	0	1	4	2	0	0	5	20.8	2	8.3	0	0	24.3	31.3
0300	38	0	21	0	9	2	0	0	4	1	1	0	0	12	31.6	7	18.4	1	2.6	29	35.6
0400	68	0	52	0	14	0	0	0	0	1	1	0	0	23	33.8	9	13.2	2	2.9	27.8	33.8
0500	347	11	306	1	21	3	0	0	1	2	2	0	0	66	19	24	6.9	1	0.3	26.8	31.3
0600	630	7	563	3	51	1	1	0	0	2	2	0	0	144	22.9	32	5.1	2	0.3	26.2	31.3
0700	1056	11	965	11	57	4	3	1	0	3	1	0	0	153	14.5	39	3.7	3	0.3	24.6	29.8
0800	900	4	811	7	58	6	7	0	3	1	3	0	0	167	18.6	29	3.2	0	0	25	30.4
0900	738	6	661	3	52	2	7	0	0	2	5	0	0	71	9.6	7	0.9	0	0	23.9	28.9
1000	637	7	558	3	62	0	2	0	1	2	2	0	0	75	11.8	17	2.7	1	0.2	23.5	29.1
1100	753	4	657	7	72	5	2	0	0	2	4	0	0	74	9.8	10	1.3	0	0	23.3	28.6
1200	780	6	710	5	45	5	1	0	1	4	3	0	0	62	7.9	4	0.5	0	0	23	28.2
1300	771	12	675	6	59	7	5	1	1	4	1	0	0	80	10.4	7	0.9	0	0	23.3	28.9
1400	754	4	685	4	49	2	3	1	2	0	3	0	1	95	12.6	6	0.8	0	0	24.2	29.3
1500	871	9	794	4	53	4	3	0	1	2	1	0	0	102	11.7	12	1.4	2	0.2	24.4	29.1
1600	1012	8	930	7	52	5	2	0	2	3	3	0	0	135	13.3	12	1.2	1	0.1	24.6	29.5
1700	1197	3	1125	10	45	1	8	0	2	0	2	0	1	115	9.6	15	1.3	0	0	22.7	28.4
1800	805	8	766	4	19	2	2	0	2	1	1	0	0	130	16.1	25	3.1	1	0.1	24.9	30
1900	521	1	480	1	31	4	0	0	1	2	1	0	0	90	17.3	18	3.5	1	0.2	25.4	30.2
2000	353	2	331	1	11	1	0	0	3	2	1	0	1	84	23.8	22	6.2	2	0.6	26.3	31.8
2100	283	4	266	0	7	0	0	0	0	2	4	0	0	65	23	19	6.7	1	0.4	26.6	31.8
2200	170	1	153	1	8	1	0	0	1	4	1	0	0	50	29.4	14	8.2	1	0.6	27.2	32.4
2300	73	0	52	0	8	3	0	0	3	2	5	0	0	13	17.8	4	5.5	0	0	27.1	30.4
07-19	10274	82	9337	71	623	43	45	3	15	24	29	0	2	1259	12.3	183	1.8	8	0.1	24	29.3
06-22	12061	96	10977	76	723	49	46	3	19	32	37	0	3	1642	13.6	274	2.3	14	0.1	24.3	29.5
06-00	12304	97	11182	77	739	53	46	3	23	38	43	0	3	1705	13.9	292	2.4	15	0.1	24.3	29.8
00-00	12841	108	11603	78	795	65	46	3	34	52	54	0	3	1830	14.3	343	2.7	19	0.1	24.4	29.8

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction Two way

9883 / Tutbury
March 2019
Automatic Traffic Count

20 March 2019

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	38	0	24	0	6	0	0	0	1	4	3	0	0	11	28.9	4	10.5	0	0	27.6	33.8
0100	24	2	12	0	3	2	0	0	0	4	1	0	0	6	25	2	8.3	0	0	26.7	32.4
0200	21	1	9	0	2	0	0	0	5	4	0	0	0	7	33.3	1	4.8	0	0	26.2	32.2
0300	25	0	16	0	5	0	0	0	1	0	3	0	0	10	40	4	16	0	0	27	33.3
0400	51	2	38	0	8	0	0	0	1	2	0	0	0	18	35.3	7	13.7	0	0	28.2	33.8
0500	356	4	325	4	20	2	0	0	0	1	0	0	0	90	25.3	26	7.3	0	0	26.6	32.4
0600	615	8	547	2	48	5	1	1	0	1	1	0	1	148	24.1	25	4.1	2	0.3	26	31.5
0700	998	12	902	9	61	4	4	1	0	3	2	0	0	234	23.4	27	2.7	0	0	26.2	31.1
0800	1010	4	912	4	70	7	3	0	3	3	4	0	0	155	15.3	25	2.5	1	0.1	24.2	30
0900	699	6	613	4	61	3	4	1	3	0	4	0	0	97	13.9	17	2.4	1	0.1	25.1	29.8
1000	669	8	595	3	49	5	3	1	0	3	2	0	0	98	14.6	6	0.9	0	0	24.5	29.8
1100	709	12	619	5	57	6	4	0	1	3	1	1	0	66	9.3	10	1.4	0	0	24.1	29.1
1200	738	12	652	7	51	3	5	0	1	3	3	0	1	89	12.1	18	2.4	1	0.1	24.1	29.1
1300	761	10	696	5	34	3	4	1	2	1	1	2	2	37	4.9	6	0.8	0	0	20.1	26.8
1400	796	17	707	5	54	1	4	0	2	3	3	0	0	73	9.2	6	0.8	0	0	23.7	28.4
1500	901	17	802	13	60	1	0	2	4	0	2	0	0	111	12.3	20	2.2	2	0.2	24.3	29.1
1600	1054	8	985	12	44	1	2	0	0	0	1	0	1	164	15.6	22	2.1	0	0	25.5	30
1700	1190	11	1114	18	38	2	3	1	0	0	3	0	0	142	11.9	22	1.8	1	0.1	24.3	29.3
1800	773	7	733	2	24	0	1	0	0	2	3	0	1	126	16.3	16	2.1	0	0	25.6	30.2
1900	568	6	519	3	27	6	2	0	1	3	1	0	0	109	19.2	27	4.8	1	0.2	26.4	30.6
2000	319	2	289	3	17	3	0	0	1	3	1	0	0	94	29.5	25	7.8	3	0.9	26.4	32
2100	308	2	287	0	9	1	0	0	0	4	5	0	0	86	27.9	19	6.2	0	0	26.9	32
2200	180	0	169	0	5	1	0	0	1	2	2	0	0	74	41.1	28	15.6	3	1.7	29.8	34.9
2300	79	0	64	0	4	0	0	0	3	5	3	0	0	23	29.1	6	7.6	2	2.5	27.8	32.2
07-19	10298	124	9330	87	603	36	37	7	16	21	29	3	5	1392	13.5	195	1.9	6	0.1	24.4	29.5
06-22	12108	142	10972	95	704	51	40	8	18	32	37	3	6	1829	15.1	291	2.4	12	0.1	24.7	30
06-00	12367	142	11205	95	713	52	40	8	22	39	42	3	6	1926	15.6	325	2.6	17	0.1	24.8	30
00-00	12882	151	11629	99	757	56	40	8	30	54	49	3	6	2068	16.1	369	2.9	17	0.1	24.8	30.2

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction Two way

9883 / Tutbury
March 2019
Automatic Traffic Count

21 March 2019

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	45	1	27	0	6	1	0	0	3	5	2	0	0	12	26.7	3	6.7	1	2.2	26.7	32.4
0100	31	2	19	0	3	0	0	0	1	2	4	0	0	10	32.3	3	9.7	0	0	26.9	32.7
0200	18	1	10	0	2	1	0	0	0	4	0	0	0	5	27.8	3	16.7	0	0	26.5	32.2
0300	43	1	26	0	8	1	0	0	2	5	0	0	0	9	20.9	3	7	0	0	26.3	32.7
0400	69	2	54	0	5	4	0	0	0	1	3	0	0	31	44.9	13	18.8	2	2.9	28.5	35.8
0500	335	10	300	1	16	3	0	1	0	0	4	0	0	97	29	19	5.7	0	0	27.5	32
0600	595	6	540	2	39	4	1	1	0	1	1	0	0	187	31.4	50	8.4	0	0	27.7	32.9
0700	1022	18	913	11	67	3	2	1	0	2	5	0	0	181	17.7	26	2.5	1	0.1	25	30.4
0800	1038	6	935	7	70	8	4	0	2	0	6	0	0	144	13.9	24	2.3	0	0	24.7	29.8
0900	727	2	628	9	73	3	5	0	1	4	2	0	0	89	12.2	12	1.7	0	0	24.3	29.3
1000	680	1	607	4	58	4	1	0	0	1	3	1	0	78	11.5	10	1.5	0	0	24	28.9
1100	722	11	616	9	71	4	5	0	0	2	3	0	1	60	8.3	9	1.2	0	0	22.7	28.4
1200	770	7	684	8	59	4	1	0	1	3	2	1	0	79	10.3	13	1.7	0	0	24.3	29.1
1300	797	11	696	6	69	1	3	0	2	3	5	1	0	80	10	17	2.1	1	0.1	23.3	28.4
1400	795	10	710	6	54	5	3	1	1	3	1	1	0	82	10.3	8	1	0	0	23.6	28.9
1500	924	17	831	11	52	4	5	1	0	1	1	0	1	101	10.9	21	2.3	2	0.2	23.6	28.9
1600	1144	16	1068	8	42	1	4	0	1	1	3	0	0	104	9.1	13	1.1	0	0	23.8	28.9
1700	1213	15	1132	12	43	3	3	0	1	1	2	0	1	114	9.4	25	2.1	0	0	23.4	28.6
1800	886	7	832	11	27	4	3	0	0	0	1	0	1	108	12.2	25	2.8	0	0	24.2	29.3
1900	585	6	547	3	19	2	1	0	2	2	3	0	0	122	20.9	20	3.4	0	0	26.2	30.9
2000	387	4	363	2	13	0	0	0	2	2	1	0	0	92	23.8	18	4.7	2	0.5	26.2	31.3
2100	264	6	240	0	10	0	1	0	1	4	2	0	0	57	21.6	11	4.2	1	0.4	26.5	31.5
2200	246	2	224	3	9	0	0	0	1	4	3	0	0	72	29.3	19	7.7	3	1.2	27.7	32.2
2300	79	0	64	0	4	0	0	0	2	7	2	0	0	25	31.6	6	7.6	0	0	27.2	32.9
07-19	10718	121	9652	102	685	44	39	3	9	21	34	4	4	1220	11.4	203	1.9	4	0	23.9	29.1
06-22	12549	143	11342	109	766	50	42	4	14	30	41	4	4	1678	13.4	302	2.4	7	0.1	24.3	29.5
06-00	12874	145	11630	112	779	50	42	4	17	41	46	4	4	1775	13.8	327	2.5	10	0.1	24.4	29.5
00-00	13415	162	12066	113	819	60	42	5	23	58	59	4	4	1939	14.5	371	2.8	13	0.1	24.5	29.8

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction Two way

9883 / Tutbury
March 2019
Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	53	0	41	0	4	1	0	0	1	3	1	0	0	19	35.1	7	13	0	0.8	28.2	34.4
0100	31	1	21	0	3	0	0	0	1	2	2	0	0	9	30.1	4	13	0	0.5	27	34.2
0200	21	0	13	0	3	1	0	0	1	2	1	0	0	9	40.8	3	13.6	0	0	27.8	34.4
0300	32	0	21	0	6	0	0	0	1	2	1	0	0	12	38.1	5	14.3	0	1.3	28.6	34.4
0400	55	1	43	0	7	1	0	0	0	1	1	0	0	23	41.6	8	13.9	1	1.6	28.4	34.4
0500	287	6	260	1	16	2	0	0	0	1	2	0	0	74	25.7	21	7.4	1	0.2	27.2	32
0600	458	5	412	2	34	2	1	0	0	1	2	0	0	125	27.3	29	6.4	2	0.3	26.9	32
0700	791	9	713	7	51	4	2	1	0	2	2	0	0	155	19.6	29	3.6	1	0.1	25.5	30.9
0800	797	3	721	6	53	5	3	0	1	2	3	0	0	147	18.4	26	3.2	0	0	25.1	30.6
0900	691	5	621	5	50	2	4	0	1	2	2	0	0	100	14.5	16	2.3	0	0	24.7	29.8
1000	710	6	645	4	46	3	2	0	0	2	2	0	0	96	13.5	12	1.7	0	0	24.3	29.5
1100	764	9	683	7	53	4	3	0	1	2	2	0	0	82	10.8	12	1.6	0	0	23.8	29.1
1200	801	8	727	7	46	3	4	0	1	2	3	0	0	89	11.1	13	1.6	0	0.1	24.1	29.1
1300	791	9	716	5	47	2	4	0	1	2	2	1	0	89	11.3	12	1.6	0	0.1	23.7	29.1
1400	770	9	701	6	44	2	2	1	1	2	2	0	0	86	11.1	10	1.3	0	0	24.1	29.1
1500	862	10	791	7	45	1	3	0	2	1	1	0	0	104	12.1	18	2.1	1	0.1	24.1	29.3
1600	934	9	873	7	38	2	2	0	1	1	2	0	0	123	13.2	18	1.9	0	0	24.2	29.5
1700	1020	8	963	10	31	1	3	0	1	1	2	0	0	116	11.4	18	1.7	0	0	24.1	29.1
1800	744	5	707	4	22	2	1	0	0	1	1	0	0	116	15.6	19	2.6	0	0.1	25	30
1900	514	3	481	2	21	3	1	0	1	2	1	0	0	101	19.6	22	4.2	1	0.3	25.8	30.6
2000	326	2	305	2	13	1	0	0	1	2	1	0	0	84	25.6	20	6.2	2	0.6	26.5	31.8
2100	253	2	234	0	9	1	0	0	0	2	3	0	0	66	26.2	15	6	1	0.4	26.9	32
2200	181	1	168	1	6	1	0	0	0	3	1	0	0	58	32	17	9.4	2	0.9	28.1	32.9
2300	84	0	71	0	6	1	0	0	1	3	2	0	0	29	34.1	9	10.2	1	1.2	28.3	33.6
07-19	9674	90	8861	75	524	29	34	3	11	19	23	2	2	1303	13.5	201	2.1	5	0.1	24.4	29.5
06-22	11225	101	10292	81	601	36	36	4	13	27	29	2	3	1679	15	288	2.6	11	0.1	24.7	30
06-00	11491	102	10531	82	614	37	36	4	15	33	32	2	3	1766	15.4	313	2.7	14	0.1	24.7	30
00-00	11968	111	10930	83	652	43	36	4	21	44	40	2	3	1911	16	360	3	16	0.1	24.8	30.2

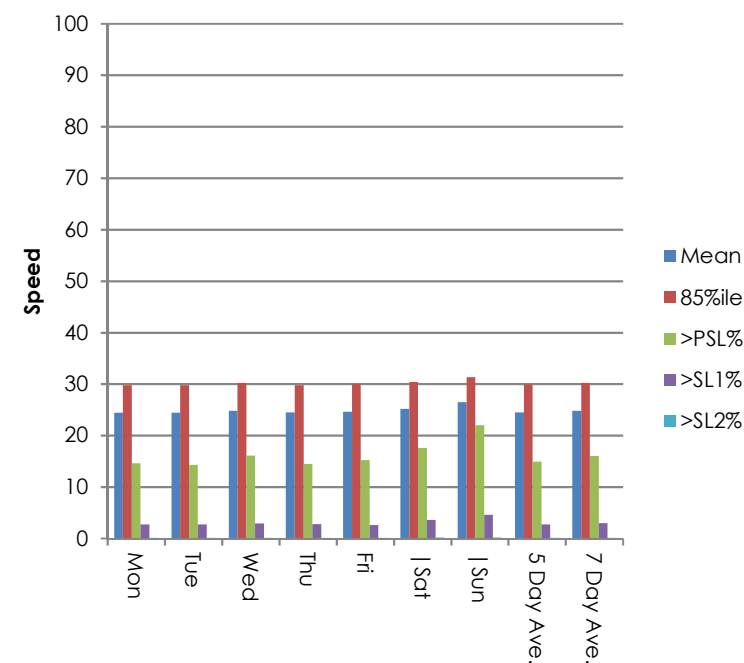
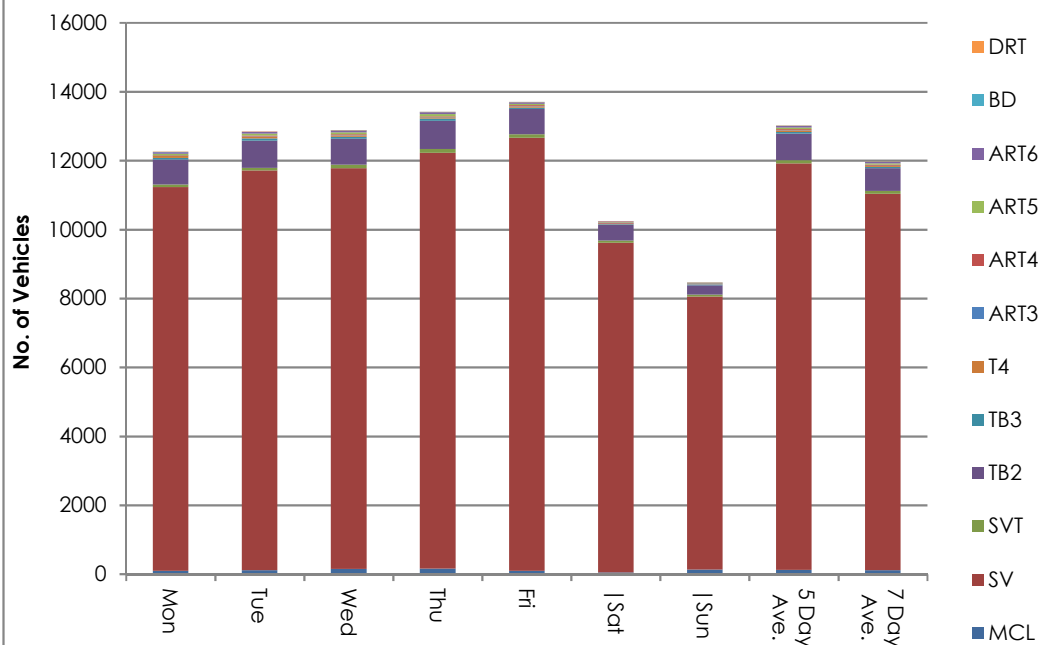
Site 1
 Location Station Road, Att - L COL, OSGR: SK 21480 29648
 Direction Two way

9883 / Tutbury
 March 2019
 Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	12253	91	11138	75	726	49	55	2	15	52	42	6	2	1789	14.6	333	2.7	13	0.1	24.4	29.8
Tue	12841	108	11603	78	795	65	46	3	34	52	54	0	3	1830	14.3	343	2.7	19	0.1	24.4	29.8
Wed	12882	151	11629	99	757	56	40	8	30	54	49	3	6	2068	16.1	369	2.9	17	0.1	24.8	30.2
Thu	13415	162	12066	113	819	60	42	5	23	58	59	4	4	1939	14.5	371	2.8	13	0.1	24.5	29.8
Fri	13695	92	12571	102	731	40	37	6	28	45	39	3	1	2083	15.2	351	2.6	14	0.1	24.6	30
Sat	10238	43	9573	61	463	15	21	1	13	22	25	0	1	1804	17.6	371	3.6	21	0.2	25.2	30.4
Sun	8454	129	7927	53	273	16	14	1	1	24	13	1	2	1861	22	385	4.6	17	0.2	26.5	31.3
5 Day Ave.	13017	121	11801	93	766	54	44	5	26	52	49	3	3	1942	14.9	353	2.7	15	0.1	24.5	29.9
7 Day Ave.	11968	111	10930	83	652	43	36	4	21	44	40	2	3	1911	16.0	360	3.0	16	0.1	24.8	30.2
--	83778	776	76507	581	4564	301	255	26	144	307	281	17	19	13374	16.0	2523	3.0	114	0.1	24.8	30.2

Summary Graphs



Site 1
 Location Station Road, Att - L COL, OSGR: SK 21480 29648
 Direction Two way

9883 / Tutbury
 March 2019
 Automatic Traffic Count

15 March 2019

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	45	0	0	2	3	7	17	10	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	36	0	0	3	6	10	7	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	13	0	0	0	2	2	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	40	0	0	0	6	4	15	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	51	0	1	5	3	6	15	14	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	336	0	0	6	16	85	150	58	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	571	0	1	15	52	123	226	128	21	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	1000	0	7	71	136	233	386	141	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	948	0	2	49	118	241	375	138	24	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	725	0	1	49	81	207	285	90	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	798	0	9	67	129	270	242	67	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	860	0	1	35	145	301	281	87	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	838	0	8	66	121	247	297	85	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	915	0	7	71	162	332	256	78	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	820	1	4	69	98	294	275	65	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	1064	0	9	81	165	356	332	102	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	1064	0	7	63	128	315	394	134	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	1118	0	7	52	127	419	394	107	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	859	0	2	33	120	244	336	108	14	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	612	0	9	60	74	163	201	83	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	388	0	1	6	39	92	151	79	12	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	270	0	1	5	18	58	118	54	11	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	201	0	0	1	12	42	77	53	13	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	123	0	1	1	6	22	50	31	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	11009	1	64	706	1530	3459	3853	1202	175	16	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	12850	1	76	792	1713	3895	4549	1546	235	33	7	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	13174	1	77	794	1731	3959	4676	1630	258	37	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00-00	13695	1	78	810	1767	4073	4883	1732	286	51	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction Two way

9883 / Tutbury
March 2019
Automatic Traffic Count

16 March 2019

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	86	0	0	0	8	15	36	14	9	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	36	0	0	0	6	8	12	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	36	0	0	0	2	7	11	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	20	0	0	0	0	3	5	8	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	52	0	0	0	4	7	16	18	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	176	0	0	4	6	38	77	31	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	165	0	0	1	10	27	64	40	17	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	311	0	2	21	28	52	120	67	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	509	0	4	33	33	103	202	101	27	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	684	0	3	36	81	187	247	109	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	764	0	11	49	84	228	275	106	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	862	1	14	77	118	266	279	83	20	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	950	0	5	102	134	300	321	79	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	810	0	1	27	89	244	345	92	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	775	0	2	37	118	239	286	79	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	675	0	3	33	58	171	292	97	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	669	0	1	38	64	163	293	86	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	749	0	1	35	84	250	295	68	12	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	637	0	6	60	95	117	262	87	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	475	0	1	23	40	146	177	68	13	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	268	0	2	15	14	39	126	52	15	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	228	0	0	4	14	65	74	60	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	203	0	0	2	7	44	96	40	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	98	0	0	0	4	16	33	29	8	5	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	8395	1	53	548	986	2320	3217	1054	180	33	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	9531	1	56	591	1064	2597	3658	1274	232	43	8	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	9832	1	56	593	1075	2657	3787	1343	251	51	9	7	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	10238	1	56	597	1101	2735	3944	1433	286	64	11	8	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction Two way

9883 / Tutbury
March 2019
Automatic Traffic Count

17 March 2019

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	90	0	0	1	1	18	32	28	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	47	0	0	0	1	9	21	9	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	21	0	0	0	2	1	3	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	25	0	0	0	1	2	7	7	5	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	37	0	0	2	2	6	10	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	130	0	0	1	1	34	48	32	9	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	89	0	0	0	3	11	31	30	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	184	0	0	2	10	22	65	51	27	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	247	0	0	4	8	34	95	86	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	535	0	0	3	18	115	255	115	27	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	738	0	1	13	46	164	361	136	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	710	0	5	31	57	226	279	95	14	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0
1200	831	0	0	8	57	254	386	106	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
1300	756	0	0	7	27	195	397	113	12	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	663	0	1	31	56	198	270	97	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	726	0	1	23	82	266	272	65	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	619	0	0	16	70	153	242	118	18	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	598	0	0	23	56	141	265	95	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	460	0	4	14	40	99	193	88	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	359	0	1	10	28	81	150	64	18	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	246	0	0	8	37	52	89	47	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	158	0	1	5	8	28	71	31	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	118	0	0	1	7	26	47	21	11	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	67	0	0	1	3	8	22	22	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	7067	0	12	175	527	1867	3080	1165	202	31	2	2	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2	0
06-22	7919	0	14	198	603	2039	3421	1337	253	45	3	2	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2	0
06-00	8104	0	14	200	613	2073	3490	1380	271	50	6	3	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2	0
00-00	8454	0	14	204	621	2143	3611	1476	308	60	7	5	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2	0

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction Two way

9883 / Tutbury
March 2019
Automatic Traffic Count

18 March 2019

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	34	0	0	0	0	8	11	8	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	14	0	0	1	2	2	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	14	0	0	0	1	0	7	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	32	0	0	0	0	7	13	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	54	0	0	1	4	7	18	20	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	326	0	0	7	20	78	134	62	21	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	543	0	1	14	41	116	234	101	31	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	965	0	3	34	109	237	405	150	23	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	924	0	4	69	124	239	331	132	22	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	732	0	6	100	113	233	211	56	12	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	683	0	3	44	122	212	231	60	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	731	0	3	63	109	220	275	58	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	698	1	8	39	95	260	218	67	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	724	1	4	41	109	240	224	86	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	788	0	4	30	131	271	280	62	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	873	1	17	98	131	246	286	79	12	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	977	9	64	217	165	267	201	43	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	1075	1	6	59	130	364	387	113	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	787	0	2	22	91	236	321	96	16	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	476	0	6	17	29	110	212	83	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	324	0	0	13	25	70	132	61	22	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	259	0	1	5	15	57	112	53	14	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	149	0	0	1	3	24	72	37	9	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	71	0	0	1	8	13	30	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	9957	13	124	816	1429	3025	3370	1002	150	24	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	11559	13	132	865	1539	3378	4060	1300	231	31	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	11779	13	132	867	1550	3415	4162	1351	244	33	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00-00	12253	13	132	876	1577	3517	4349	1456	282	38	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction Two way

9883 / Tutbury
March 2019
Automatic Traffic Count

19 March 2019

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	3	5	5	8	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	28	0	0	4	3	4	9	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	24	0	0	2	4	8	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	38	0	0	0	3	7	16	5	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	68	0	1	1	10	5	28	14	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	347	0	0	4	12	108	157	42	16	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	630	0	0	24	62	148	252	112	29	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1056	0	3	62	169	298	371	114	32	4	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	900	0	8	61	89	249	326	138	27	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	738	1	10	62	85	225	284	64	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	637	0	4	55	116	209	178	58	14	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	753	0	5	70	98	281	225	64	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	780	0	10	67	140	251	250	58	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	771	2	17	58	115	253	246	73	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	754	0	3	33	113	244	266	89	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	871	0	3	49	112	264	341	90	8	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	1012	0	2	54	102	370	349	123	10	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	1197	0	27	146	187	342	380	100	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	805	0	5	26	124	229	291	105	18	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	521	0	4	34	41	142	210	72	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	353	0	0	9	45	95	120	62	16	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	283	0	1	4	32	61	120	46	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	170	0	2	2	11	40	65	36	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	73	0	0	1	3	13	43	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	10274	3	97	743	1450	3215	3507	1076	153	22	1	0	1	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	12061	3	102	814	1630	3661	4209	1368	227	33	4	2	2	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	12304	3	104	817	1644	3714	4317	1413	240	37	5	2	2	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	12841	3	105	831	1681	3851	4540	1487	274	50	9	2	2	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
 Location Station Road, Att - L COL, OSGR: SK 21480 29648
 Direction Two way

9883 / Tutbury
 March 2019
 Automatic Traffic Count

20 March 2019

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	4	9	14	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	24	0	0	1	1	9	7	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	21	0	0	2	1	4	7	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	25	0	1	1	2	5	6	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	51	0	1	1	3	7	21	11	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	356	0	1	19	23	82	141	64	20	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	615	2	6	33	57	122	247	123	20	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	998	0	4	35	88	229	408	207	23	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1010	1	7	111	123	235	378	130	23	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	699	0	5	20	74	218	285	80	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	669	0	8	33	87	201	242	92	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	709	0	6	36	81	277	243	56	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	738	0	10	42	113	223	261	71	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	761	1	26	187	169	180	161	31	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	796	0	4	58	117	270	274	67	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	901	1	5	63	127	263	331	91	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
1600	1054	0	2	30	108	308	442	142	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	1190	0	2	71	174	361	440	120	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	773	0	2	20	88	201	336	110	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	568	0	1	15	42	156	245	82	21	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	319	0	2	17	39	69	98	69	18	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	308	0	0	2	25	82	113	67	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	180	0	0	2	6	24	74	46	23	2	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2300	79	0	0	0	8	12	36	17	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	10298	3	81	706	1349	2966	3801	1197	166	23	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
06-22	12108	5	90	773	1512	3395	4504	1538	240	39	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
06-00	12367	5	90	775	1526	3431	4614	1601	267	41	11	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0
00-00	12882	5	93	799	1560	3547	4810	1699	297	55	11	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction Two way

9883 / Tutbury
March 2019
Automatic Traffic Count

21 March 2019

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	45	0	1	2	3	10	17	9	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	31	0	0	3	2	5	11	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	18	0	0	3	1	1	8	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	43	0	0	1	3	15	15	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	69	0	0	2	8	11	17	18	9	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	335	0	0	5	16	73	144	78	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	595	0	0	13	41	110	244	137	41	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1022	0	7	47	140	253	394	155	23	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1038	1	19	72	112	243	447	120	17	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	727	0	7	36	103	215	277	77	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	680	0	4	48	94	238	218	68	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	722	0	8	67	156	204	227	51	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	770	0	4	40	105	246	296	66	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	797	1	8	66	133	252	257	63	15	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	795	0	10	64	123	227	289	74	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	924	0	8	72	158	292	293	80	19	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	1144	1	8	72	179	361	419	91	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	1213	0	27	77	189	427	379	89	19	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	886	0	8	73	115	270	312	83	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	585	0	0	16	36	165	246	102	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	387	0	1	13	39	96	146	74	13	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	264	0	1	6	23	66	111	46	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	246	0	1	1	13	49	110	53	13	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	79	0	0	2	5	24	23	19	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	10718	3	118	734	1607	3228	3808	1017	173	26	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	12549	3	120	782	1746	3665	4555	1376	253	42	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	12874	3	121	785	1764	3738	4688	1448	272	45	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	13415	3	122	801	1797	3853	4900	1568	307	51	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
Location Station Road, Att - L COL, OSGR: SK 21480 29648
Direction Two way

9883 / Tutbury
March 2019
Automatic Traffic Count

Virtual Day (7)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	53	0	0	1	3	10	19	12	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	31	0	0	2	3	7	10	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	21	0	0	1	2	3	6	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	32	0	0	0	2	6	11	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	55	0	0	2	5	7	18	15	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	287	0	0	7	13	71	122	52	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	458	0	1	14	38	94	185	96	24	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	791	0	4	39	97	189	307	126	24	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	797	0	6	57	87	192	308	121	22	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	691	0	5	44	79	200	263	84	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	710	0	6	44	97	217	250	84	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	764	0	6	54	109	254	258	71	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	801	0	6	52	109	254	290	76	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	791	1	9	65	115	242	269	77	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	770	0	4	46	108	249	277	76	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	862	0	7	60	119	265	307	86	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	934	1	12	70	117	277	334	105	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	1020	0	10	66	135	329	363	99	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	744	0	4	35	96	199	293	97	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	514	0	3	25	41	138	206	79	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	326	0	1	12	34	73	123	63	15	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	253	0	1	4	19	60	103	51	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	181	0	0	1	8	36	77	41	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	84	0	0	1	5	15	34	20	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	9674	3	78	633	1268	2869	3519	1102	171	25	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
06-22	11225	4	84	688	1401	3233	4137	1391	239	38	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
06-00	11491	4	85	690	1415	3284	4248	1452	258	42	8	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
00-00	11968	4	86	703	1443	3388	4434	1550	291	53	10	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0

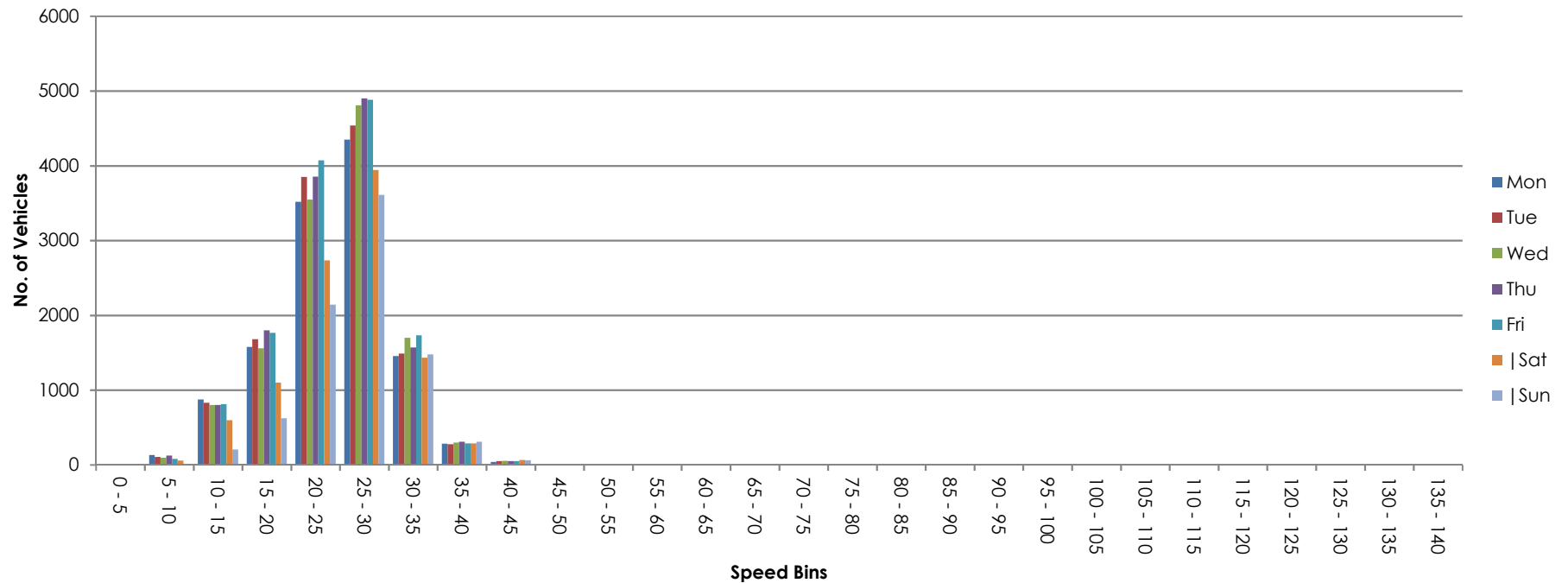
Site 1
 Location Station Road, Att - L COL, OSGR: SK 21480 29648
 Direction Two way

9883 / Tutbury
 March 2019
 Automatic Traffic Count

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	12253	13	132	876	1577	3517	4349	1456	282	38	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	12841	3	105	831	1681	3851	4540	1487	274	50	9	2	2	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	12882	5	93	799	1560	3547	4810	1699	297	55	11	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0
Thu	13415	3	122	801	1797	3853	4900	1568	307	51	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	13695	1	78	810	1767	4073	4883	1732	286	51	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	10238	1	56	597	1101	2735	3944	1433	286	64	11	8	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	8454	0	14	204	621	2143	3611	1476	308	60	7	5	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2	0
5 Day Ave.	13017	5	106	823	1676	3768	4696	1588	289	49	10	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	11968	4	86	703	1443	3388	4434	1550	291	53	10	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
--	83778	26	600	4918	10104	23719	31037	10851	2040	369	68	25	5	2	4	3	0	0	2	0	0	0	0	0	1	0	0	4	0

Summary Graphs



ATC VEHICLE CATEGORIES

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

ATC SPEED BINS & DATA HEADINGS

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

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

