



The Millbrook Power (Gas Fired Power Station) Order

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Contents – Appendices Volume L – Transport Assessment

12.1 - Transport Assessment

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Millbrook Power Project

Transport Assessment

On behalf of **Millbrook Power Limited**



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1 Introduction

1.1 Background

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

1.2 Planning Background

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

1.3 Millbrook Power Limited

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

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

1.4 The Project

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

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

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

1.4.4 The Project Site and all elements of the Project listed above are shown in Appendix 1.1.

1.4.5 The Generating Equipment would run for limited times throughout the year, and is referred to as a 'Peaking Plant'. Peaking plants are required to operate when:

- there is a 'stress event' on the grid - when there is a surge in demand for electricity associated with a particular event (e.g. where many people across the country might boil a kettle following the end of a popular television programme);
- where there is a sudden drop in power being generated from plants which are constantly operational (e.g. a sudden outage); and
- they are needed to 'balance out' the grid at other times of peak electricity demand and help to support the grid at times when other technologies (e.g. renewable energy sources, such as wind and solar farms) cannot generate electricity due to their intermittent operation and reliance on weather conditions.

1.4.6 The Power Generating Plant would run up to a maximum of 2,250 hours in any given year, provided that the 5-year rolling average does not exceed 1,500 hours.

1.4.7 The Project would generate a very low number of vehicle trips, particularly in the operational phase – a maximum of only four workers are anticipated on site per day. However, during the yearly maintenance periods, there may be up to 40 extra staff for a period of a month.

1.4.8 Further information regarding the Project is provided in Section 2.

1.5 Structure of the Report

1.5.1 This Transport Assessment considers national and local policy guidance which relates to the Project, reviews existing traffic conditions in the surrounding area, and analyses the transport impact of the Project.

1.5.2 This Transport Assessment contains 11 further sections, as follows:

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

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

2 Background and Development Proposals

2.1 Introduction

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

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

2.2 Site Location

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

2.2.2 The Project Site is located:

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

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

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

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

2.2.5 These are shown in Appendix 1.1.

2.3 Application Site and Planning Context

Application Site

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

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

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

Low Level Restoration Scheme (LLRS)

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

Site Access

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

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

2.3.14 Further details are also provided in Section 5.2.

2.4 Transport Scoping Discussions

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

Consultation

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

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

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

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

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

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

Scoping

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

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

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

2.5 Other Relevant Developments and Proposals

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

Covanta Rookery South Limited

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

Broadmead Road, Stewartby

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

3 Existing Conditions

3.1 Introduction

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

3.2 Existing Pedestrian, Cycle and Equestrian Conditions

Pedestrian Facilities

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

Cycling Facilities

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

Equestrian Facilities

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

Recreational Footpaths / Bridleways

3.2.8 Recreational footpaths in close proximity to the Project Site are shown in Appendix 2.1, and are as follows:

- Footpath FP72 to the north-west of the Project Site around Stewartby Lake;
- Footpath FP4 is located to the north-east of the Project Site, connecting Green Lane with Station Lane; and
- Footpath FP3 is adjacent to Rookery North to the east, travelling on a north-south axis from Stewartby;
- an east-west route is formed between Station Lane (adjacent the Millbrook Proving Ground) and Millbrook Road (adjacent How End) by Footpaths FP14, FP65, FP15, FP4 and FP8;
- a north-west to south-east route is formed between the above FP14 adjacent the Millbrook Proving Ground and Millbrook Road by Footpath FP7 and FP6;
- Footpath FP7 extends further eastwards from this route via FP13, FP25, FP14 and FP15 through Ampthill Park House to the B530 adjacent the Engineering Research Establishment.

3.2.9 The BW84 bridleway is located approximately 400m west of the Project, joining FP17 and FP72, towards the south and south-west of Stewartby Lake respectively. This is shown in Appendix 2.1.

3.2.10 Further new recreational footpaths in the Rookery Pit area are being promoted as part of the LLRS, including:

- a footpath connection to Green Lane, approximately at the Proposed Site Access location;
- a footpath circling the Rookery North Pit;
- a footpath surrounding the attenuation pond in the Rookery South Pit; and
- a footpath link to the existing public footpath FP4.

3.2.11 These are also shown in Appendix 2.1.

3.2.12 There are no Public Rights of Way within the Generating Equipment Site, although:

- Footpath FP65 is crossed by the northern part of the Gas Connection;
- Footpath FP7 is crossed by the southern part of the Gas Connection, and by the Electrical Connection access; and
- Footpath FP14 is crossed by the Electrical Connection access.

Pedestrian and Cycle Flows – 2017 Survey

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

Table 3.1 - Pedestrian Movements on Green Lane – May 2017

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

3.2.14 In summary:

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

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

Table 3.2 - Cycle Movements on Green Lane – May 2017

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

3.2.16 In summary:

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

3.3 Existing Public Transport Services

Bus Services

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

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

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

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

Rail Services

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

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

Table 3.4 – Rail Services from Stewartby Rail Station

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

3.4 Existing Local and Strategic Highway Network

Local Highway Network

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

Strategic Highway Network

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

3.5 Traffic Count Data - 2017 Surveys

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

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

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

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

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

Table 3.5 - Observed 2017 Automatic Traffic Count Flows

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

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

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

2014 – 2017 - AM: 1.063
- PM: 1.063

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

2014 – 2017 - AM: 1.179
- PM: 1.317

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

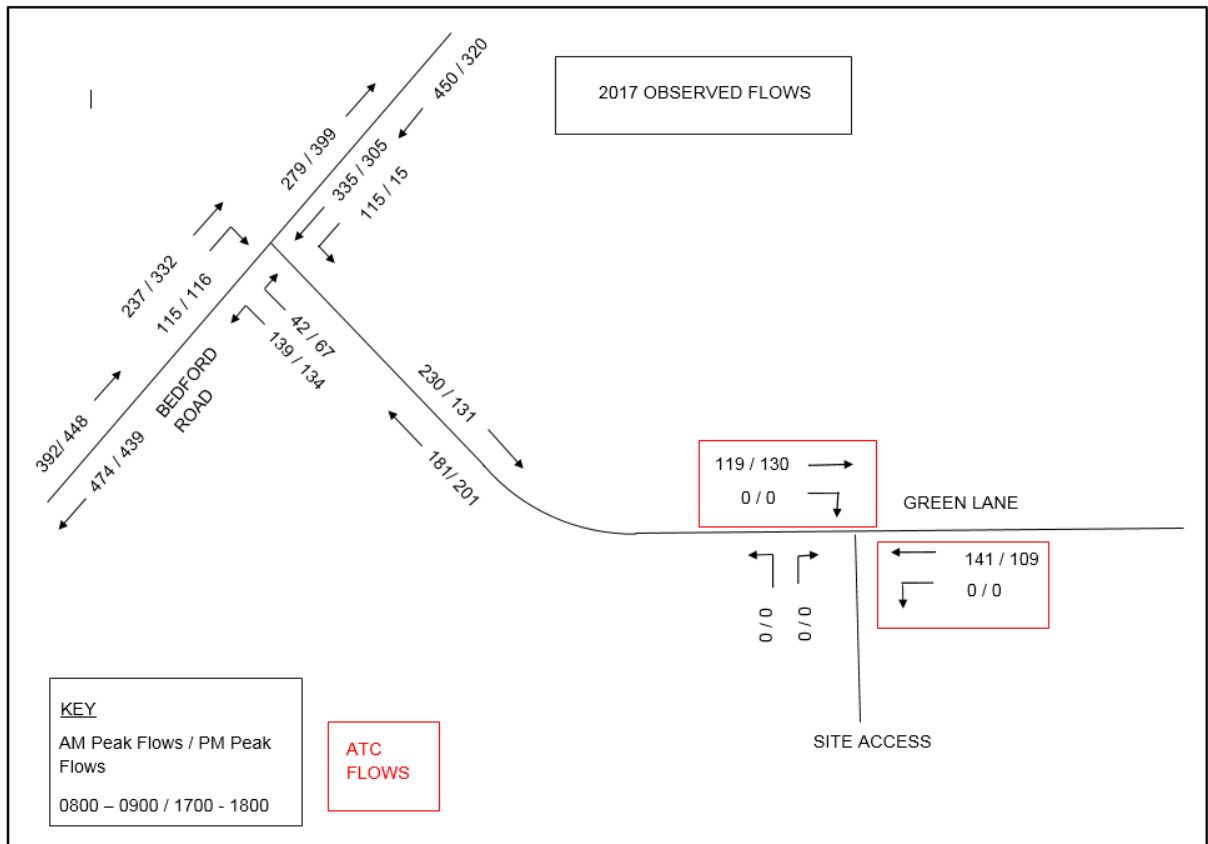
Table 3.6 – 2014 Millbrook Road ATC results factored to 2017 results

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

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

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

Figure 3.1 – 2017 AM / PM Peak Hour traffic flows



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

3.6 Junction Capacity Assessment

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

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

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

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

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

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

3.7 Road Traffic Collision Assessment

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

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

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

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

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

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

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

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

3.7.5 Of the six PICs reported within the assessment area:

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

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

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

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

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

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

4 Policy Review

4.1 Introduction

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

4.2 National Policy and Guidance

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

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

Planning Act 2008 (PA 2008)

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

National Planning Policy Framework (March 2012)

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

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

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

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

4.2.17 It also states the following:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4.3 Local Policy and Guidance

Central Bedfordshire Council Local Development Framework

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

4.3.2 Relevant policies within the Core Strategy include:

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

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

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

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

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

Bedford Borough Local Transport Plan 3 (2011-2021)

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

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

4.4 Conclusions

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

5 Travel Demand Management Strategy

5.1 Introduction

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

5.2 Construction Access Strategy

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

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

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

Construction Environmental Management Plan (CEMP)

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

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

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

Route Management Plan

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

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

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

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

Traffic management at the Green Lane / Proposed Site Access

- 5.2.12 Network Rail has sought that any queuing at the Green Lane / Project Access must be managed to ensure that no obstruction occurs to the railway at the Green Lane / Stewartby Station level crossing during the 22-month Construction phase.
- 5.2.13 As discussed and agreed with Network Rail, a temporary traffic light-controlled traffic management scheme will be implemented during the construction of both the access and the Generating Equipment Site to ensure the efficient movement of vehicles along Green Lane, and to ensure that no such obstructions to the rail crossing occur.
- 5.2.14 The traffic management scheme will be temporary, only operating during the construction working hours. Outside of these construction working hours, the signs and lights will be removed so that traffic can flow unobstructed.
- 5.2.15 A Method Statement, prepared to respond to a request from Network Rail, is contained in Appendix 5.2.

Traffic management at the Houghton Lane / Proposed Site Access

- 5.2.16 A traffic management scheme has been prepared for the construction accesses to the Gas Connection from Houghton Lane. This plan is shown in Appendix 5.3.
- 5.2.17 This scheme involves access to the southern section of the Project Site for construction vehicles from Houghton Lane via the following locations including:
- East of Houghton Lane using an existing agricultural access opposite a farm building;
 - North of Houghton Lane (approximately 200m north of the aforementioned agricultural access)
- 5.2.18 For more detail on the Houghton Lane access points, see the plan contained in Appendix 5.3.
- 5.2.19 This scheme will be deployed during construction; no further scheme is required for the operational phase.

Traffic management at the Station Lane / Proposed Site Access

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

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

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

Construction Vehicle Parking Strategy

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

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

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

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

Footpath Management Plan

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

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

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

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

iv. minimising the time that the route is affected.

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

Abnormal Load Delivery Strategy

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

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

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

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

5.3 Travel Plan Measures

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

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

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

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

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

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

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

6 Construction Vehicle Trip Generation, Distribution and Assignment

6.1 Introduction

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

6.2 Construction Movements

- 6.2.1 An assessment has been made of the likely traffic generated by the construction of the Project. This vehicle trip generation has been derived with reference to previous similar Power Plant applications, undertaken for the Construction phase of 22 months.
- 6.2.2 For the purposes of this assessment, it is assumed that:
- i. because of the many and varied skills needed by the workforce to be employed at this site, the majority of the construction workers are unlikely to be local residents;
 - ii. as alternative means of travel are limited, especially at the start and end of the normal construction worker shifts, it has been assumed that all of these trips would need to be made by car;
 - iii. reflecting typical construction industry work patterns across the United Kingdom, the majority of these movements are made outside of the peak hours; and
- each vehicle would have 1.6 occupants per car – reflecting the car occupancy within the National Travel Survey.
- 6.2.3 There are three components which comprise the construction traffic for the Millbrook Power project. These are:
- i. Generating Equipment Construction Traffic;
 - ii. Electrical Connection Construction Traffic; and
 - iii. Gas Connection Construction Traffic.
- 6.2.4 The flows are reported in Appendix 6.1 by Day and by Peak Hour for each quarter to reflect the changes in total movements of construction workers throughout the construction process. The third construction period, Q3, forms the peak construction traffic period. These flows are summarised in Table 6.1:

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

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

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

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

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

6.3 Typical Construction Phase Vehicle Trip Generation on Green Lane

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

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

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

6.4 Typical Construction Phase Vehicle Trip Generation on Millbrook Road

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

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

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

6.5 Worst Case Construction Phase Vehicle Trip Generation on Green Lane

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

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

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

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

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

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

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

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

6.6 Construction Phase Distribution and Assignment on Green Lane

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

Heavy Vehicle Movements

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

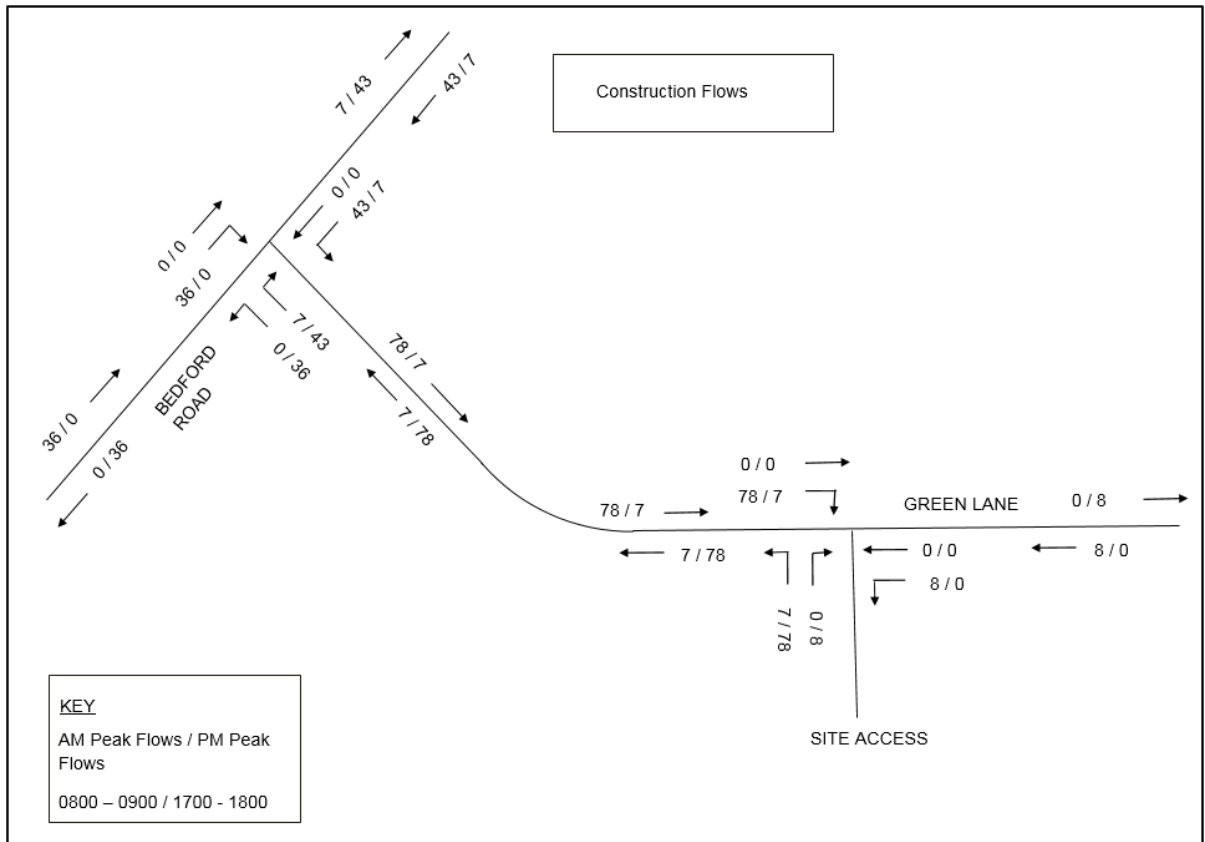
Car Movements

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

6.7 Construction Phase Traffic Flows on Green Lane

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

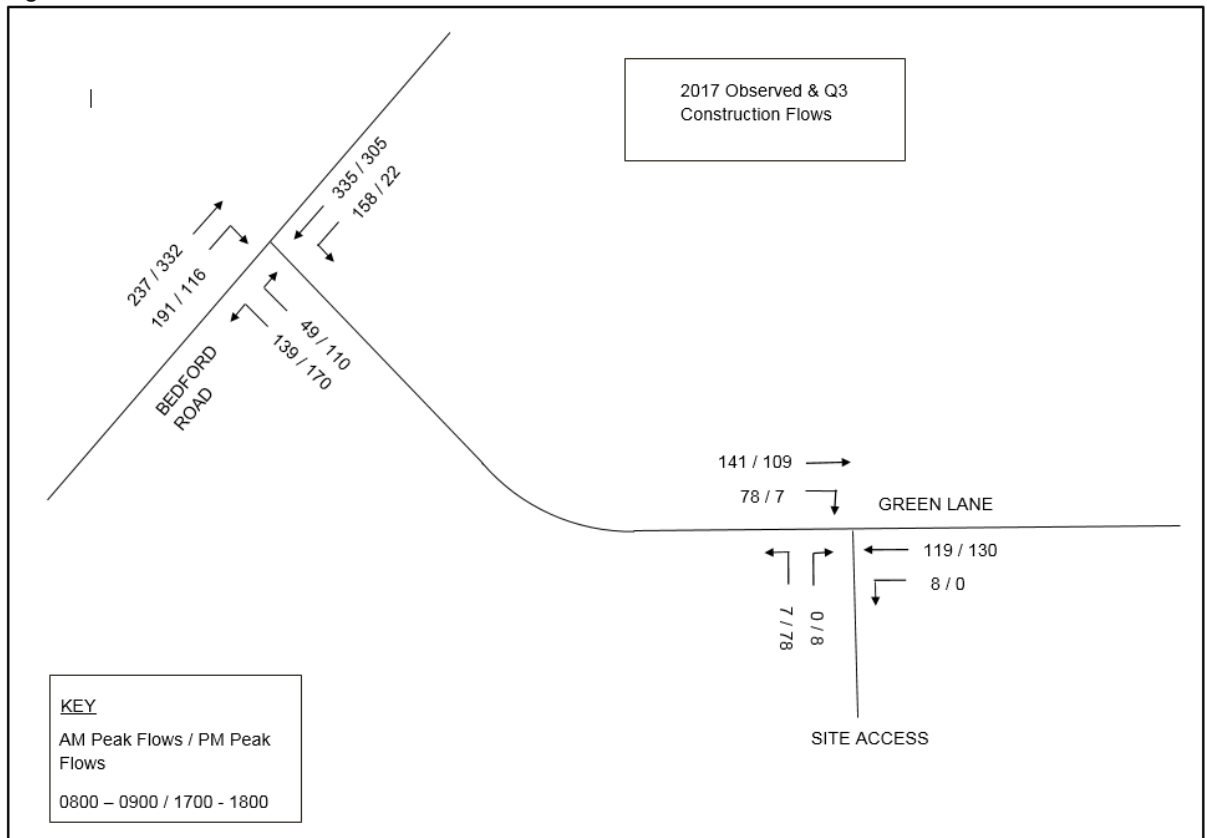
Figure 6.1 - Construction Traffic Flows – Third Quarter (with the highest peak hour flow) – Q3



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

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

Figure 6.2 - 2017 Observed and Q3 Construction Flows



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

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

6.8 Construction Phase Distribution and Assignment on Millbrook Road

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

Heavy Vehicle Movements

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

Car Movements

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

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

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

6.9 Construction Traffic Flows on Millbrook Road

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

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

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

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

6.10 Summary

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

7 Operational Vehicle Trip Generation, Distribution and Assignment

7.1 Introduction

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

7.2 Operational Phase Person Trip Generation

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

7.3 Operational Phase Employee Mode Share and Vehicle Trips

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

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

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

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

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

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

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

7.4 Operational Phase Distribution and Assignment

Operational Phase Employees

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

Maintenance

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

Table 7.3 – Assignment of Operational flows

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

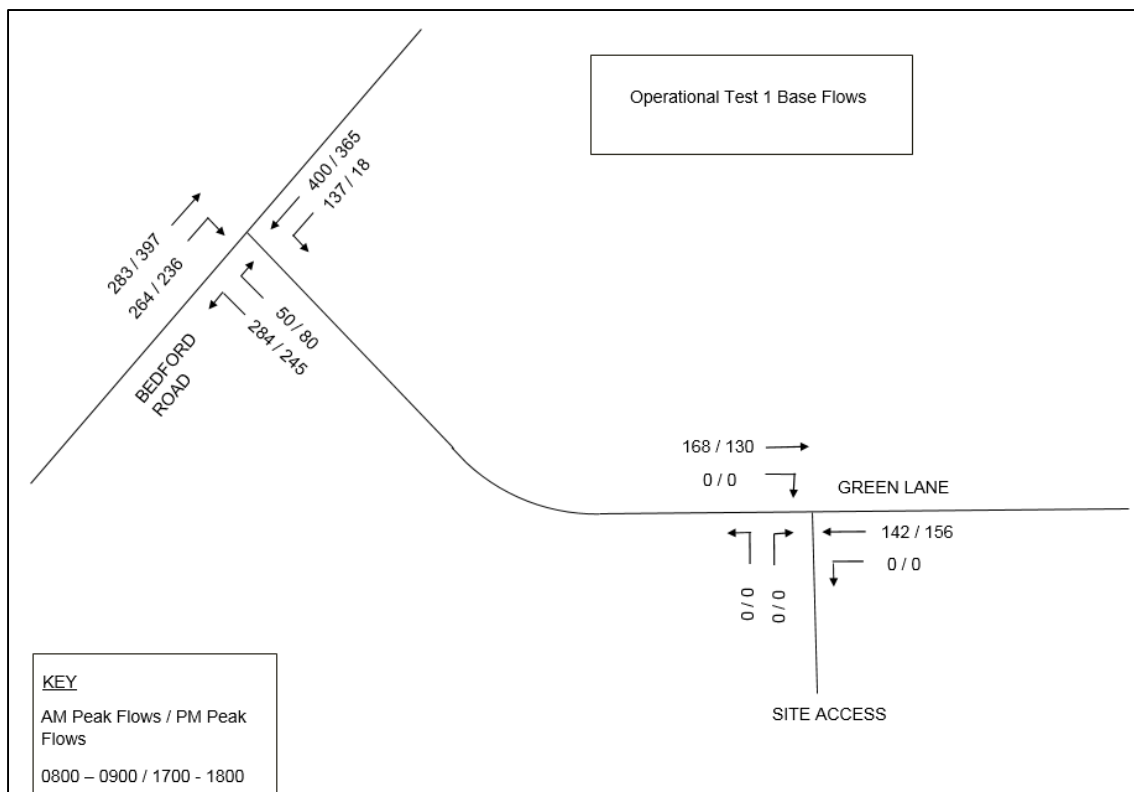
7.5 2031 Operational Test 1 Base Flows

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

2017 – 2031 - AM: 1.194
- PM: 1.197

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

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



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

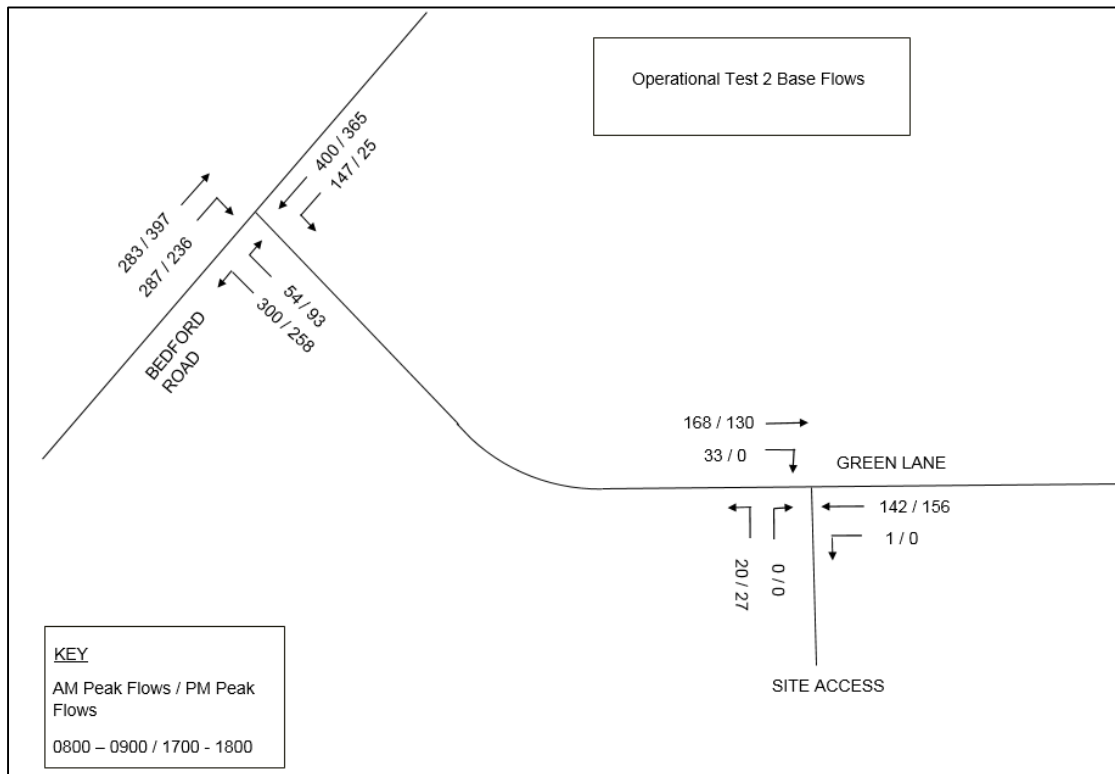
7.6 2031 Operational Test 2 Base Flows

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

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

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

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



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

7.7 Summary

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

8 Traffic Impact Analysis – Construction

8.1 Introduction

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

8.2 Link Impact

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

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

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

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

8.3 Junction Capacity Assessment

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

Green Lane / Project Site Junction

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

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

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

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

Bedford Road / Green Lane Junction

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

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

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

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

8.4 Conclusions

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

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

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

9 Traffic Impact Analysis – 2031 Operational Test 1

9.1 Introduction

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

9.2 Link Impact

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

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

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

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

9.3 Junction Capacity Assessments

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

Green Lane / Proposed Site Access Junction

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

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

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

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

Bedford Road / Green Lane Junction

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

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

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

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

9.4 Conclusions

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

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

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

10 Traffic Impact Analysis – 2031 Operational Test 2

10.1 Introduction

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

10.2 Link Impact

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

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

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

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

10.3 Junction Capacity Assessment

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

Green Lane / Project Site Junction

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

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

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

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

Bedford Road / Green Lane Junction

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

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

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

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

10.4 Conclusions

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

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

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

11 Mitigation

11.1 Introduction

11.1.1 This Section summarises the proposed mitigation strategy for the local highway network to manage the effects of the Project.

11.1.2 This Section considers the mitigation measures for both the construction and operation phases.

11.2 Mitigation during Construction

11.2.1 The assessment of construction phase-generated impact on the surrounding links and junctions on the local highway network has been considered earlier in this Assessment. This concluded that no highway capacity mitigation is required to respond to capacity issues.

11.2.2 To manage any short-term construction-generated impact on the surrounding highway network, the following will be provided:

- i. a framework Construction Environmental Management Plan to reduce the transport impacts of the construction traffic servicing the Project Site, and the movements associated with construction waste;
- ii. a Route Management Plan to direct HGVs away from the sensitive local transport network;
- iii. a traffic management scheme at the Green Lane / Proposed Site Access to control queuing and to ensure no blocking of the rail develops;
- iv. a traffic management scheme at the Houghton Lane / Proposed Construction Access;
- v. a traffic management scheme at the Station Lane / Proposed Construction Access;
- vi. the Construction Vehicle Parking Strategy to control the vehicle generation and minimise impact on the surrounding area;
- vii. a footpath management plan to ensure any footpath route affected by the works are protected, and that the pedestrians may use them safely; and
- viii. an Abnormal Load Delivery strategy to manage the delivery to site of the major items of plant and apparatus that are indivisible.

11.3 Mitigation during Operation

11.3.1 The assessment of operational phase-generated impact on the surrounding links and junctions on the local highway network has been considered earlier in this Assessment. This concluded that no highway capacity mitigation is required to respond to capacity issues.

11.3.2 To manage any Operational phase-generated impact on the surrounding highway network, a Travel Plan has been created specifically targeting employees to decrease the number of vehicles accessing the Project.

11.3.3 In reality, any significant mode shift away from the private car is unlikely for the Project, as there are likely to be only five workers on site at the same time. Notwithstanding, a series of initiatives will be implemented to encourage the use of alternative modes of travel to the private car.

12 Conclusions

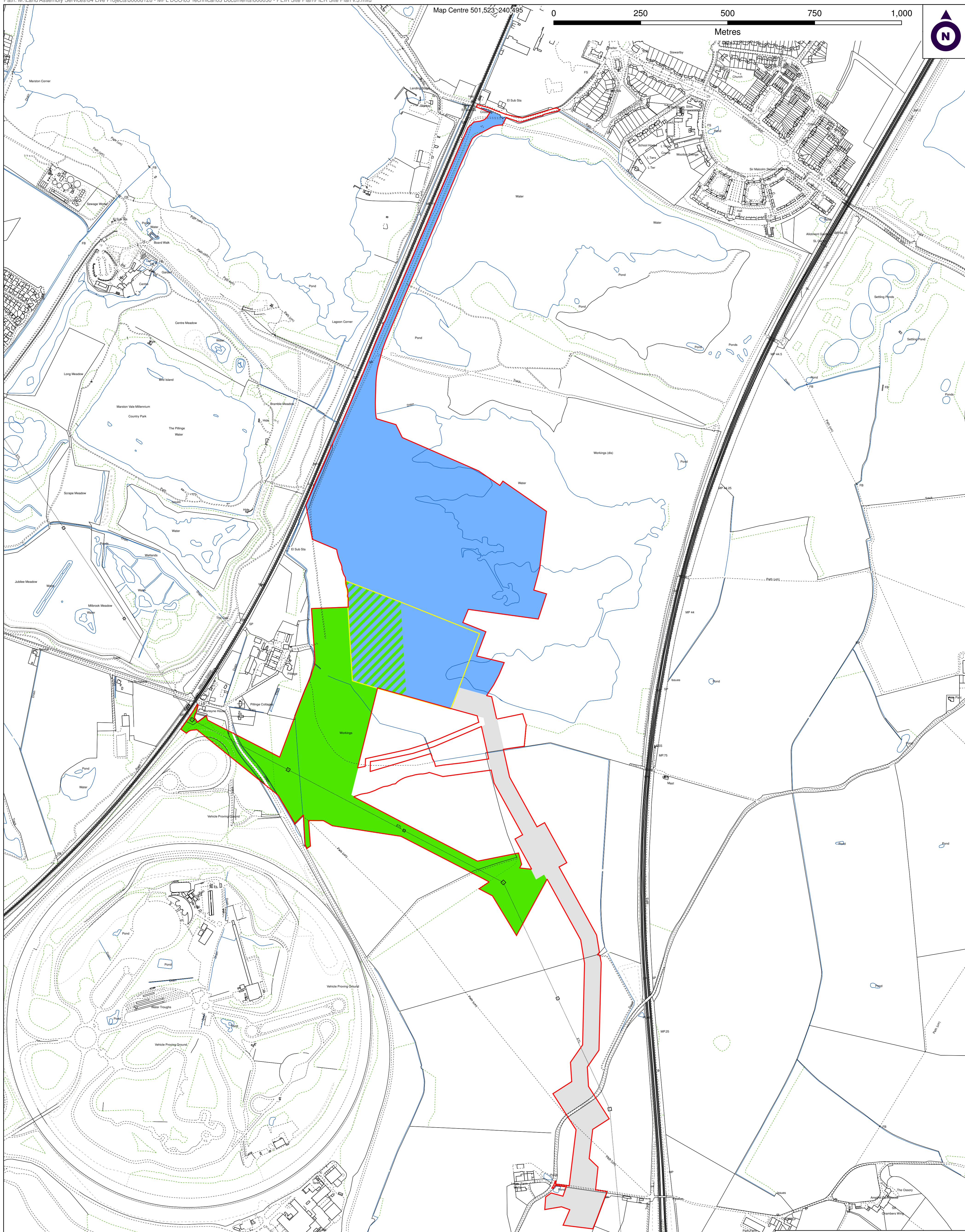
- 12.1.1 Peter Brett Associates has been commissioned by Millbrook Power Limited (the MPL Applicant) to prepare a Transport Assessment to support the application for a Development Consent Order for the Millbrook Power Project.
- 12.1.2 The existing highway access to the Project Site is well-suited to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

viii. an Abnormal Load Delivery strategy to manage the delivery to site of the major items of plant and apparatus that are indivisible.

12.1.9 Whilst any significant mode shift away from the private car is unlikely for the Project - there are likely to be only four workers on site at the same time - a Travel Plan has been created specifically targeting employees to decrease the number of vehicles accessing the Project. A range of non-car Initiatives will be implemented to encourage the use of alternative modes of travel to the private car

12.1.10 Given the scale of development and anticipated impact with reference to paragraph 32 of the National Planning Policy Framework (NPPF), the cumulative impact of the development is not considered to be severe.

Appendix 1.1 – Development Site Plan



Legend

- Project Site
- Generating Equipment Site
- Electrical Connection Site
- Gas Connection Site
- Power Generation Plant Site
- Overlap between Electrical Connection Site and Generating Equipment Site



49 York Place, Edinburgh, EH1 3JD, Scotland

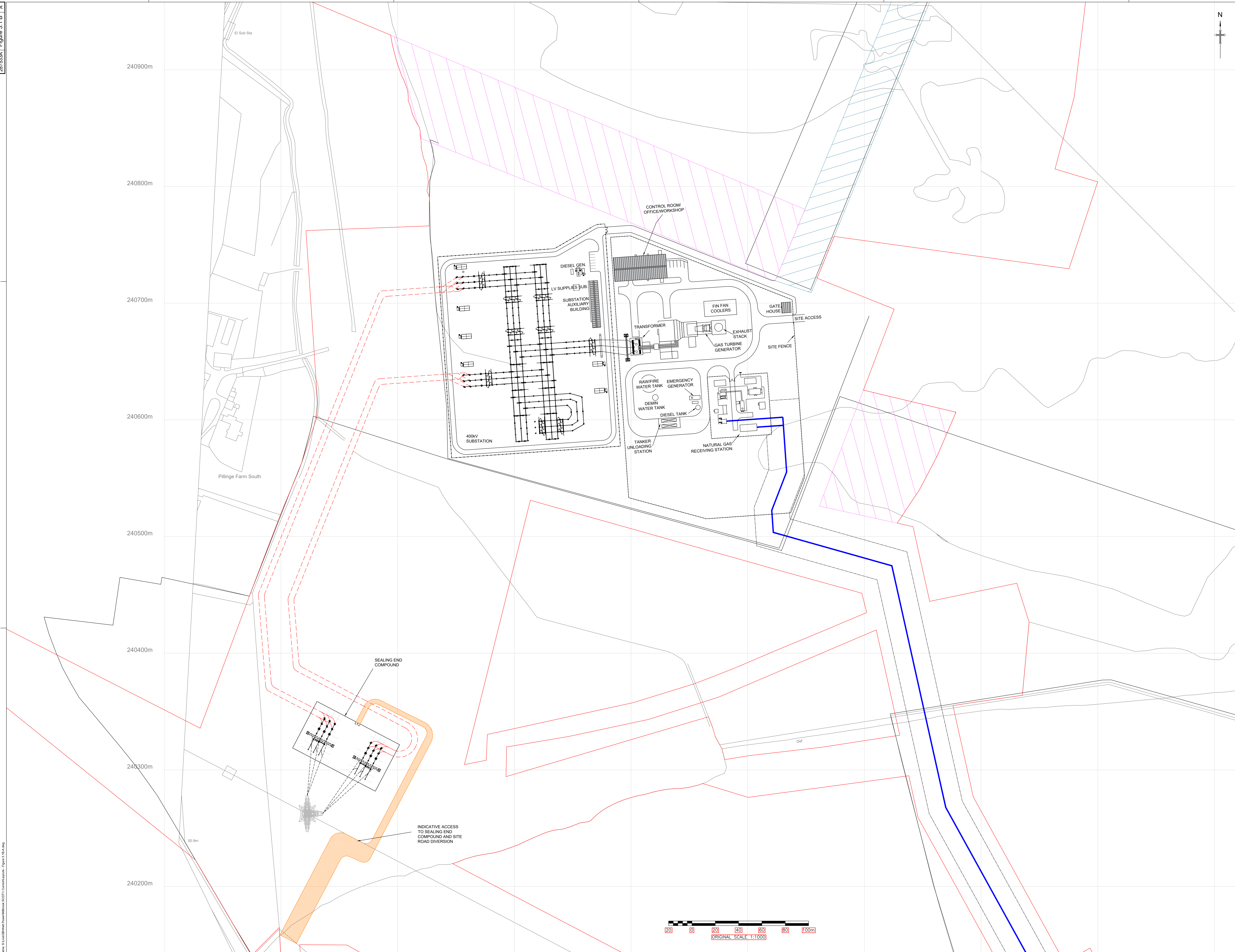


Mayfield House, 256 Banbury Rd, Oxford OX2 7DE T: 01865 511444 carterjonas.co.uk

Client: **Millbrook Power Limited**
Project: **MPL DCO**

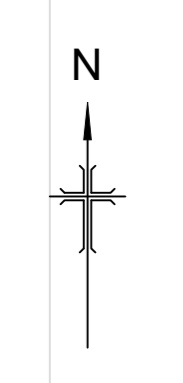
Title: **Figure 1.2: Project Site**

Scale: 1:5000 @A1 Date: 09 May 2017
Drawn by: LAW Dwg no: 17-03



LEGEND

- UNDERGROUND ELECTRICITY CABLES
- GAS PIPELINE
- PROJECT SITE
- ▨ LAYDOWN AREA (TEMPORARY)
- ▨ ACCESS ROAD

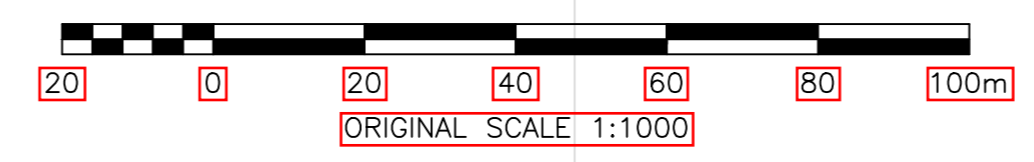


240900m
240800m
240700m
240600m
240500m
240400m
240300m
240200m

Pillige Farm South

SEALING END COMPOUND

INDICATIVE ACCESS TO SEALING END COMPOUND AND SITE ROAD DIVERSION



| | | | | | |
|------|-------------|-------------|-----|------|-----|
| A | 10/05/17 | FIRST ISSUE | SPS | SJS | IMG |
| Date | Description | By | Chk | Appr | |

INDICATIVE

WSP | **PARSONS BRINCKERHOFF**

Wesbrook Mills
Godalming Surrey GU24 2AZ

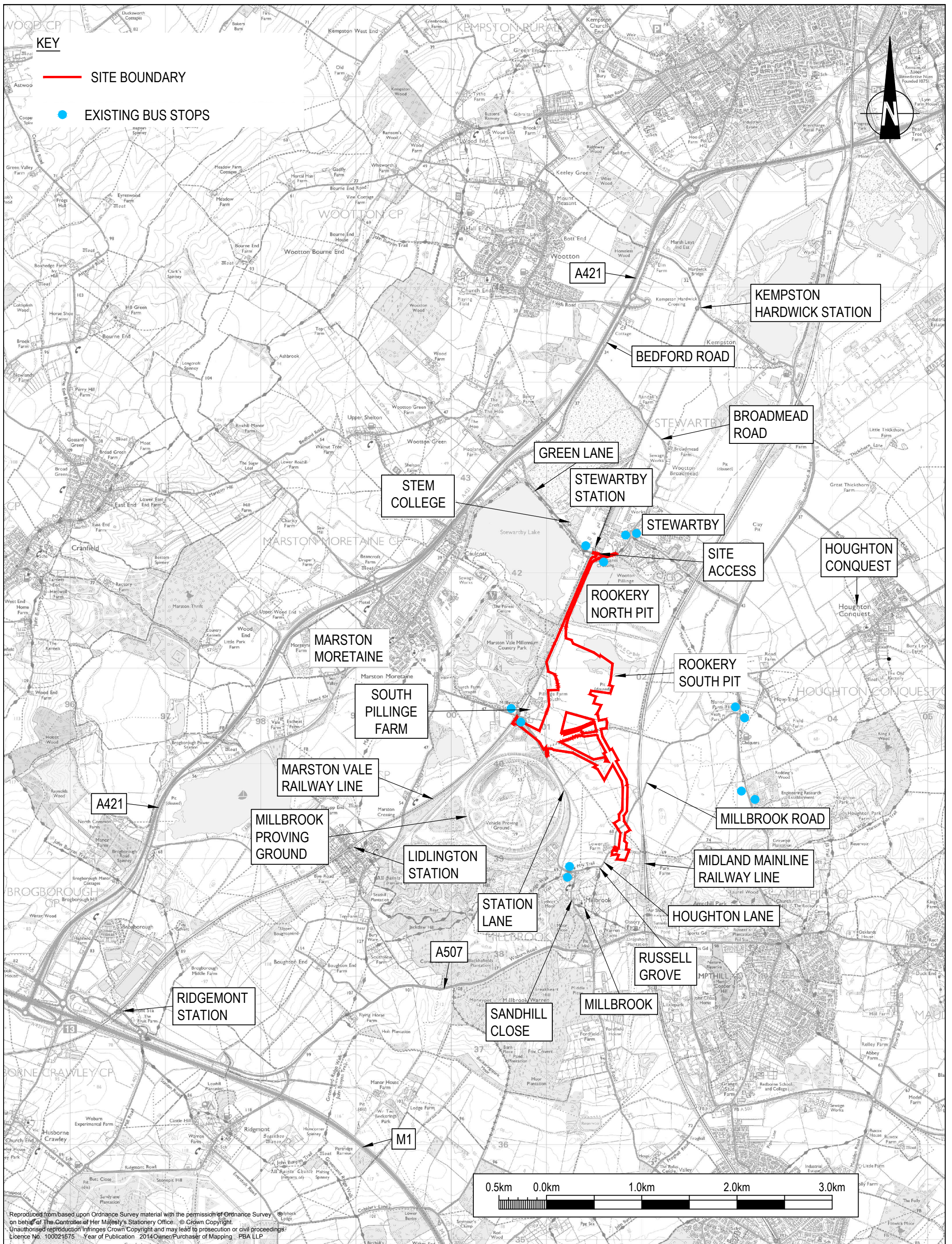
Tel: 44-(0)1483-628400
Fax: 44-(0)1483-628889
www.wsp.co.uk

Millbrook Power

MILLBROOK POWER PROJECT

INDICATIVE LAYOUT OF GENERATING EQUIPMENT AND ELECTRICAL CONNECTION OPTION 2

| | |
|--------------------------|---------------|
| Drawn: SPS | Checked: SJS |
| Designed: IMG | Approved: IMG |
| Date: 10/05/17 | Scale: 1:1000 |
| Project Number: 70032619 | Sheet: 1 OF 1 |



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Tel: 01604 878300

Client

Millbrook Power

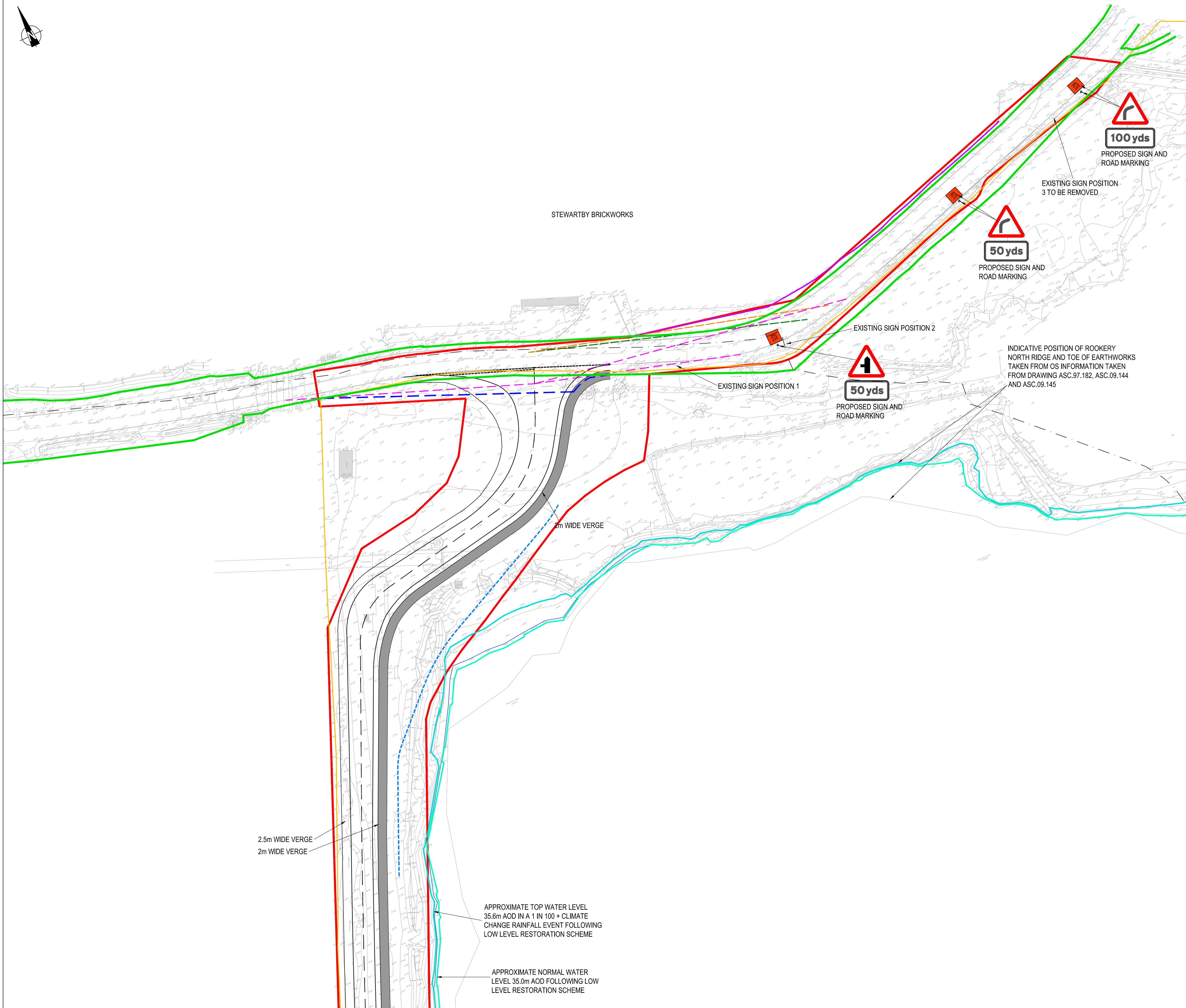
SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may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

MILLBROOK POWER PROJECT

LOCATION PLAN

| | | | | |
|-----------------------------|----------------------------|-------------------|----------|------|
| A | Red line boundary updated. | SB | 23.02.15 | JPH |
| Mark | Revision | Drawn | Date | Chkd |
| Drawing Status | | | | |
| TRANSPORT ASSESSMENT | | | | |
| Date of 1st Issue | 18.12.2014 | Drawing Number | | |
| A3 Scale | NTS | Revision | | |
| Drawn by | TPA | FIGURE 1.1 | | A |
| Checked by | JPH | 31116/3010/001 | | |

Appendix 2.1 – Proposed Site Access Plans



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

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

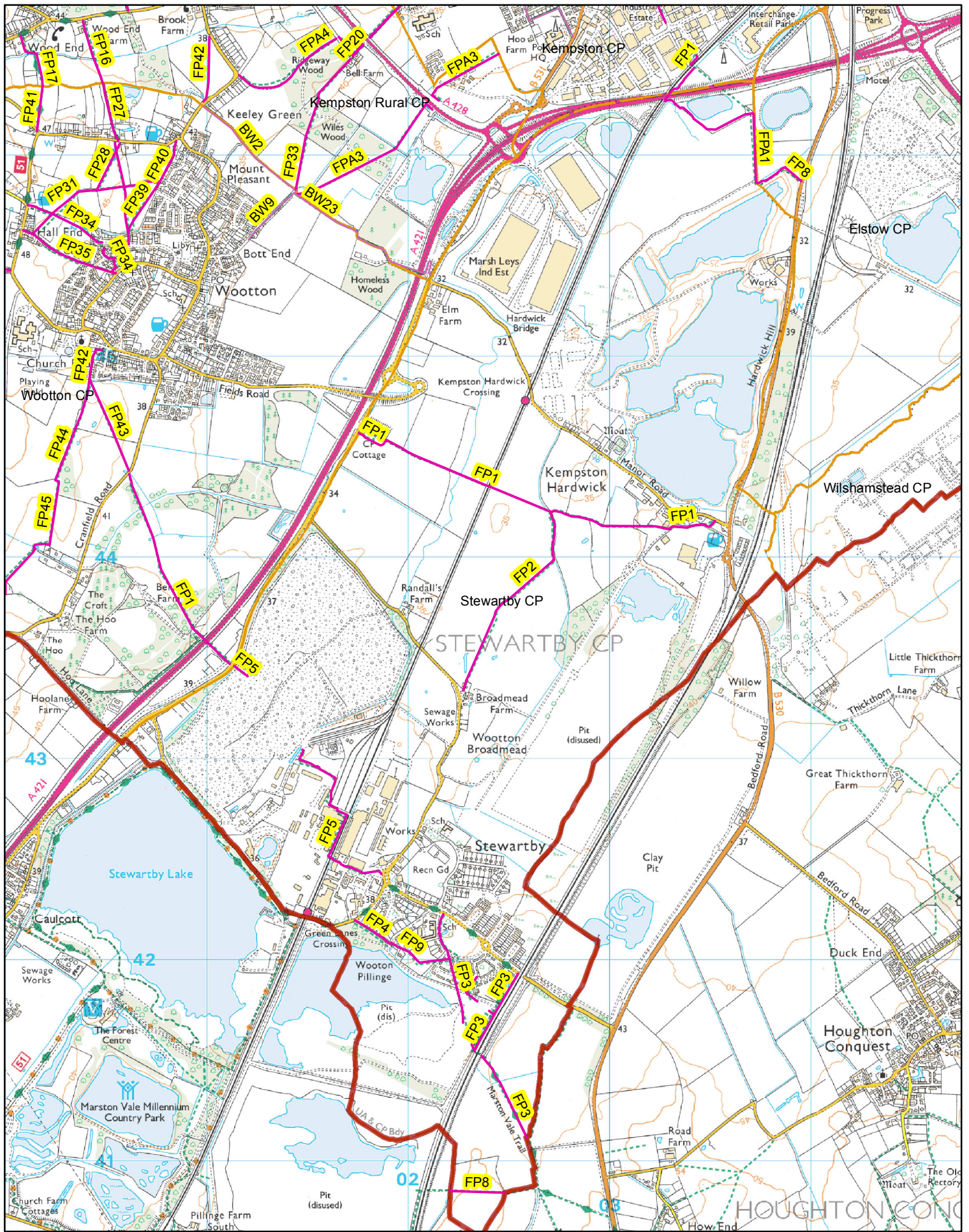
| Mark | Revision | Drawn | Date | Chkd |
|------|----------------------------|-------|----------|------|
| A | Red line boundary updated. | SB | 23.02.15 | JPH |

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

Information

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

| | | | | | |
|-------------------|----------------|------------|-----|--|--|
| Client | | | | | |
| Date of 1st Issue | 28.01.15 | Drawn by | BMP | Offices throughout the UK, Ireland, continental Europe, Africa, Asia and Australia | |
| A1 Scale | 1:500 | Checked by | JH | www.pba.co.uk | |
| Drawing Number | 31116/2001/008 | Revision | A | © Peter Brett Associates LLP NORTHAMPTON Tel: 0160 487 8300 Fax: 0160 487 8333 | |



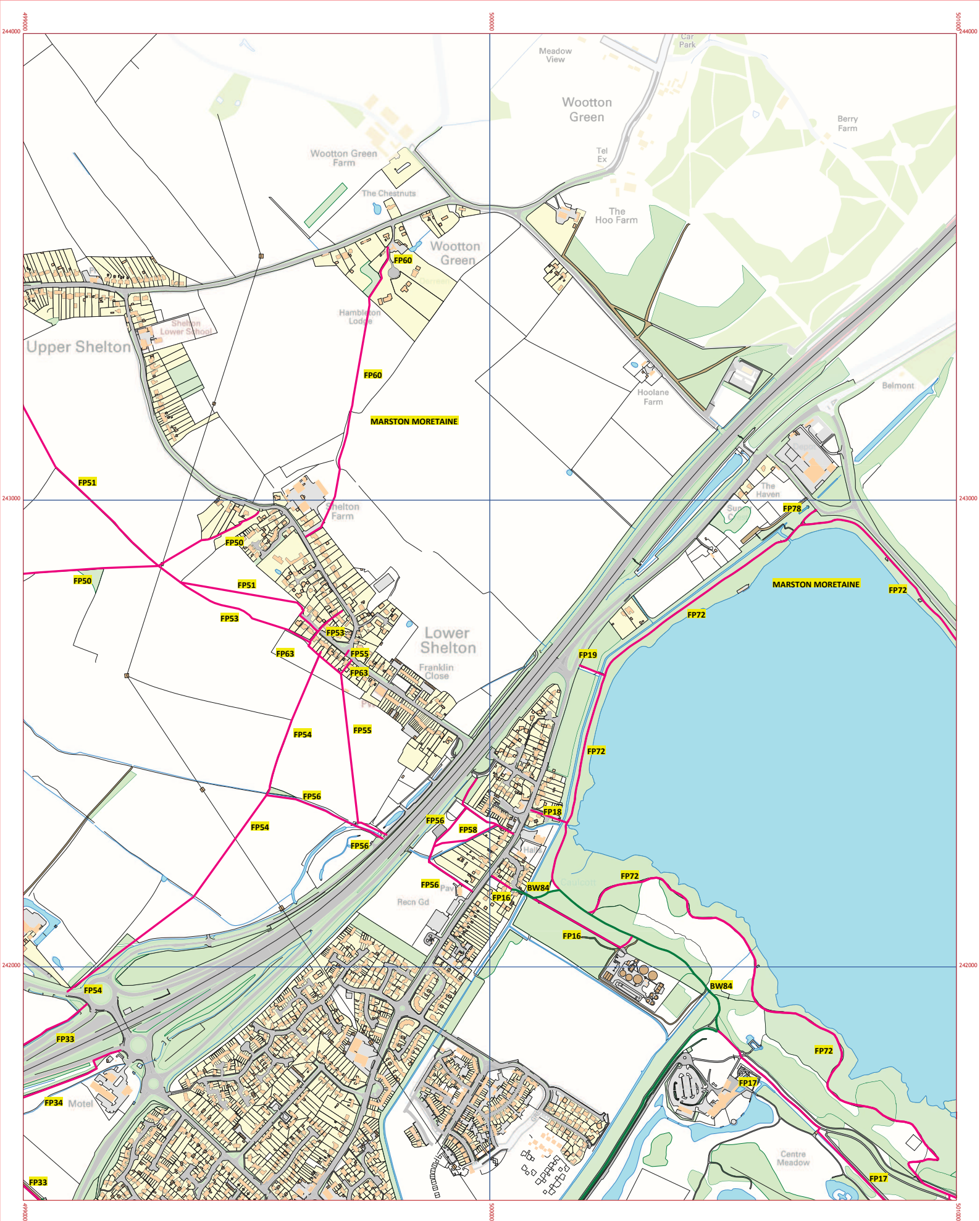
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- PUBLIC FOOTPATH
- PUBLIC BRIDLEWAY
- BYWAY OPEN TO ALL TRAFFIC (BOAT)
- BOROUGH BOUNDARY
- PARISH BOUNDARY

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



BEDFORD
 BOROUGH COUNCIL



THE DEFINITIVE MAP FOR CENTRAL BEDFORDSHIRE

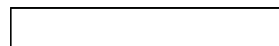
Scale 1 : 5000

Sheet Number



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



1



THE DEFINITIVE MAP FOR CENTRAL BEDFORDSHIRE

Scale 1 : 5000

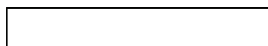
Sheet Number

2



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





THE DEFINITIVE MAP FOR CENTRAL BEDFORDSHIRE

Scale 1 : 5000

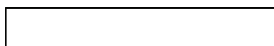
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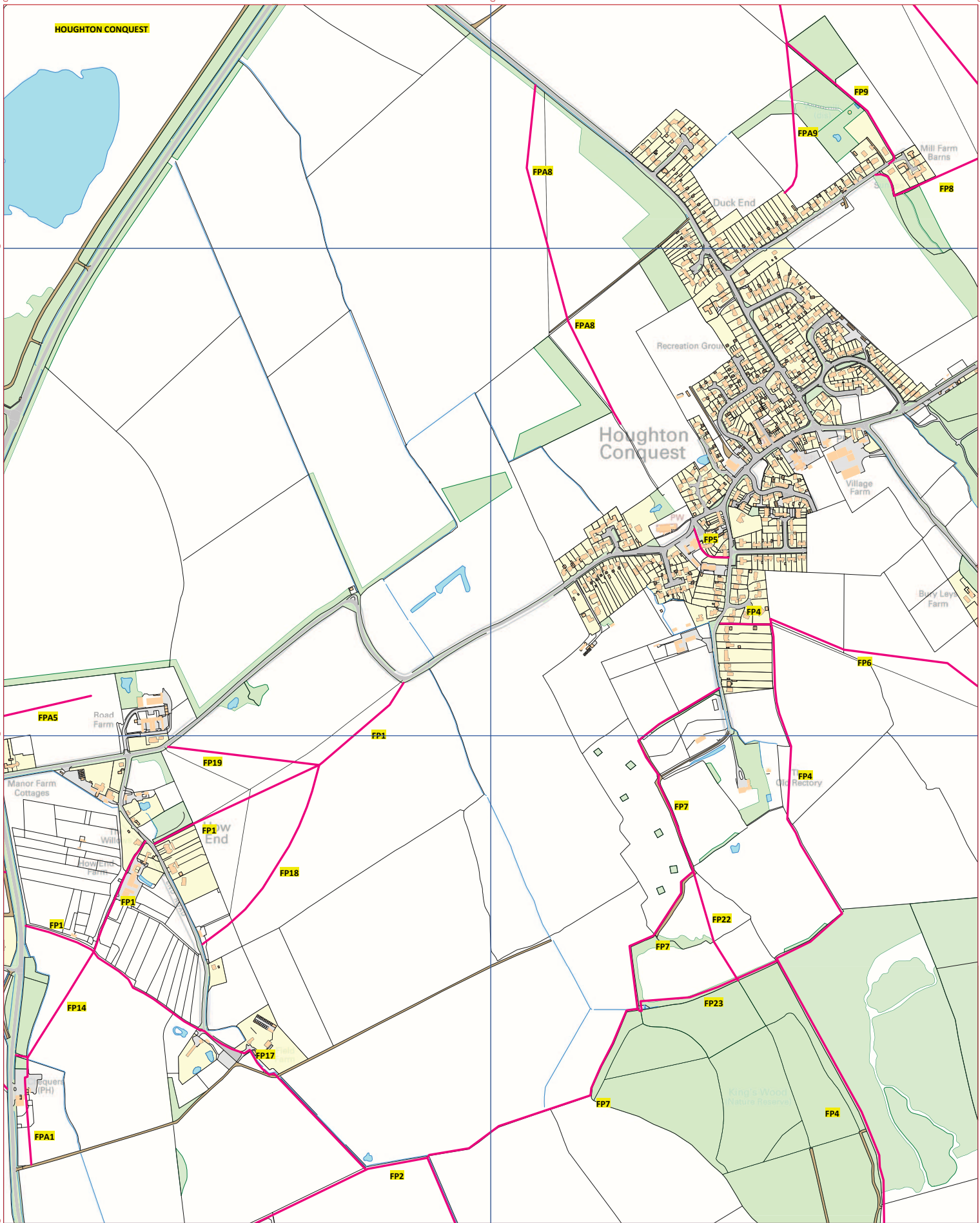
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- Public Footpath
- Public Bridleway
- Byway Open to All Traffic
- Parish Boundary





THE DEFINITIVE MAP FOR CENTRAL BEDFORDSHIRE

Scale 1 : 5000

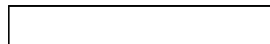
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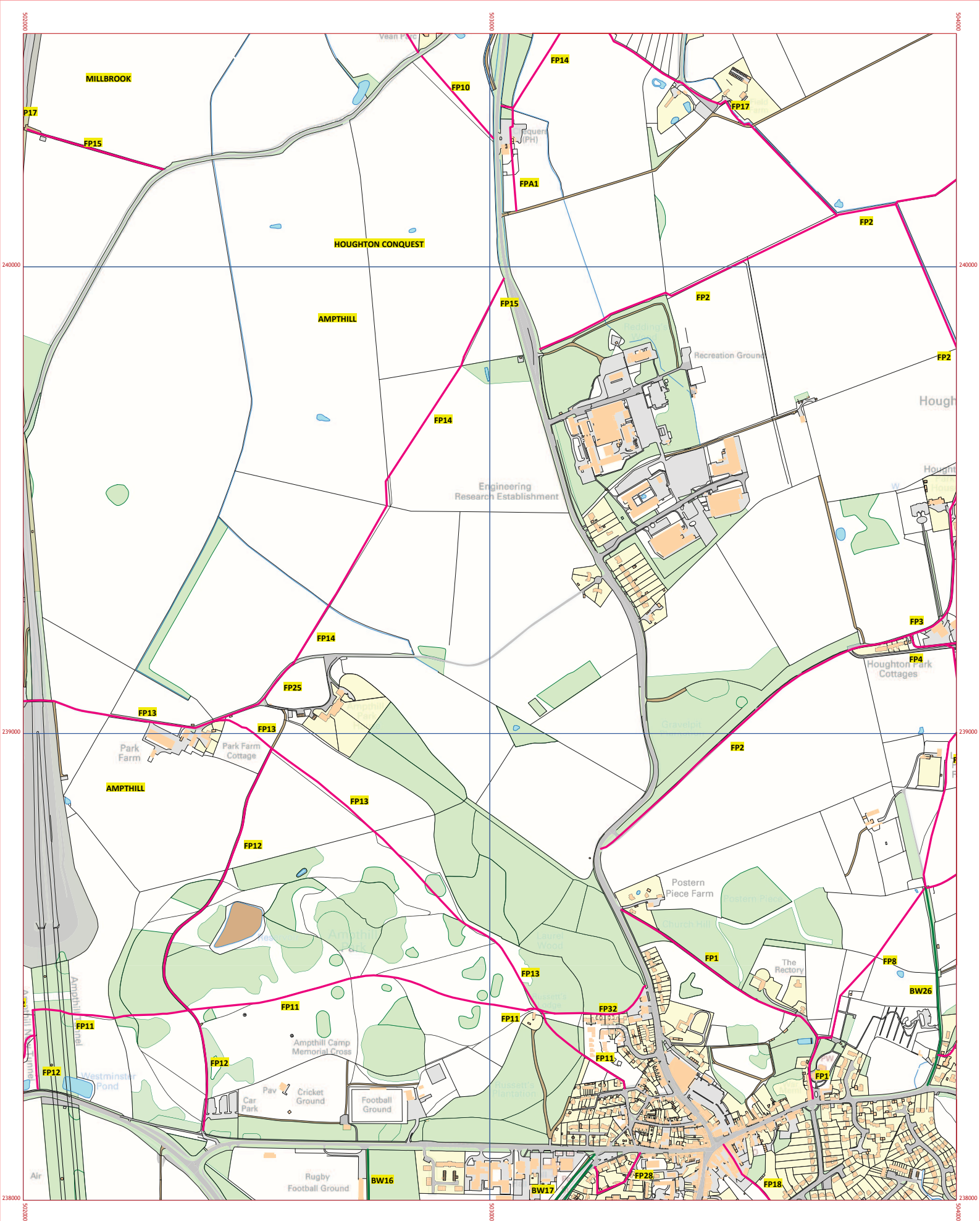
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- Public Footpath
- Public Bridleway
- Byway Open to All Traffic
- Parish Boundary





THE DEFINITIVE MAP FOR CENTRAL BEDFORDSHIRE

Scale 1 : 5000

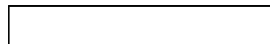
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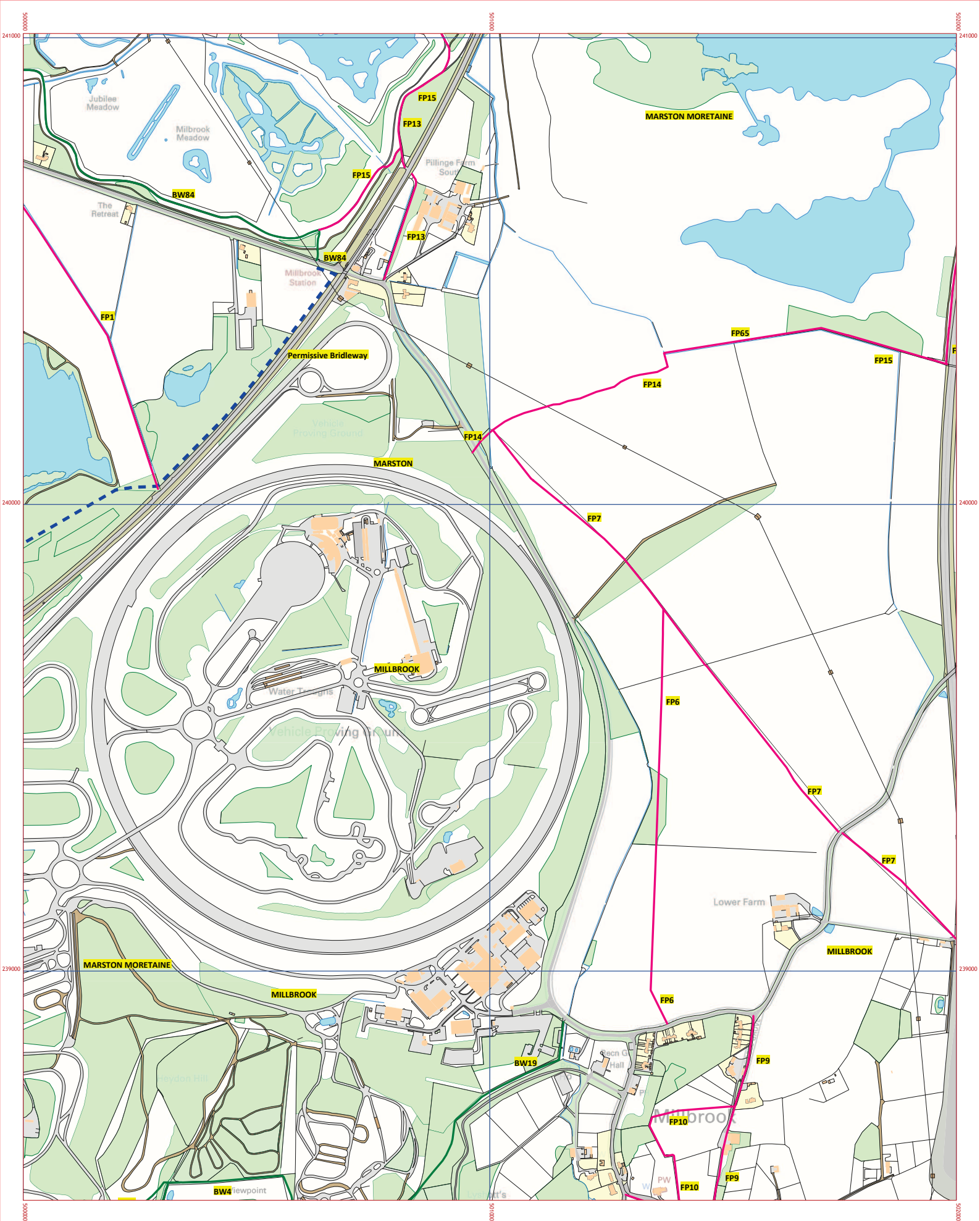
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- Public Footpath
- Public Bridleway
- Byway Open to All Traffic
- Parish Boundary





THE DEFINITIVE MAP FOR CENTRAL BEDFORDSHIRE

Scale 1 : 5000

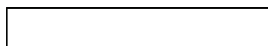
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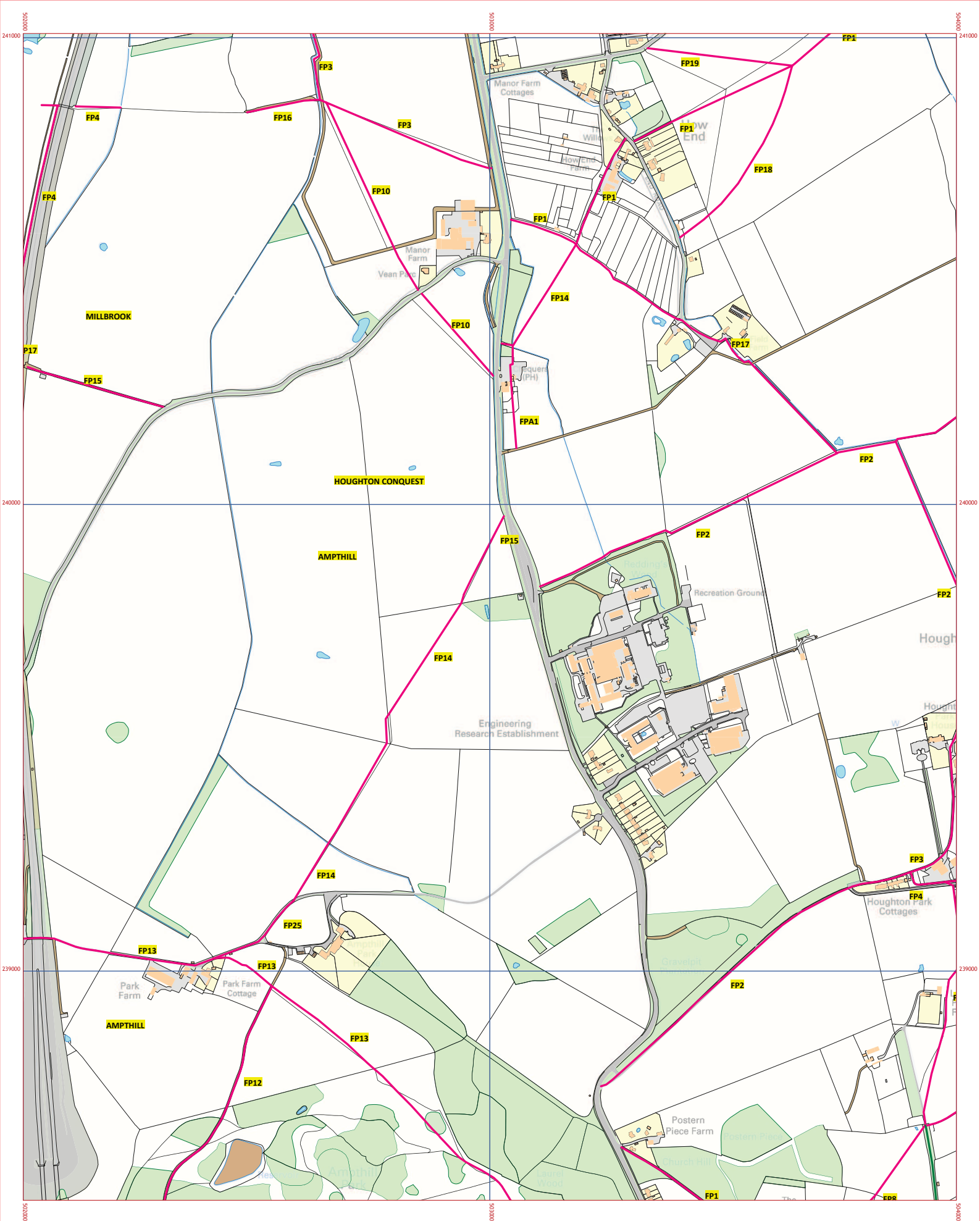
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- Public Footpath
- Public Bridleway
- Byway Open to All Traffic
- Parish Boundary





THE DEFINITIVE MAP FOR CENTRAL BEDFORDSHIRE

Scale 1 : 5000

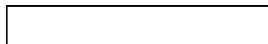
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- Public Footpath
- Public Bridleway
- Byway Open to All Traffic
- Parish Boundary





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



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The Rookery Low Level Restoration Scheme

Restoration Strategy

| | |
|---|----------|
| | |
| Date | May 2009 |
| A3 Scale | 1:7,500 |
| Drawn by | MA |
| Checked by | MOC |
| Figure Number | 8.7 |
| <small>21 Park Place, Cardiff, CF10 3DQ Tel: +44 (0) 29 2072 5000 Fax: +44 (0) 29 2039 5565 Email: info@wyg.com www.wyg.com</small> | |
| <small>Part of the WYG group © WYG Environmental Planning Services Ltd 2009 Registered in England Number: 301237</small> | |

Appendix 2.2 – Notes of Joint Authority and Network Rail Meetings

NOTES OF MEETING

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

Attendees:

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

cc:

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

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

Job Number: 31116

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

NOTES OF MEETING

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



NOTES OF MEETING

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



NOTES OF MEETING

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

NOTES OF MEETING

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

NOTES OF MEETING

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

NOTES OF MEETING

Attachments:

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

NOTES OF MEETING

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

Attendees:

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

cc:

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

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

Job Number: 31116 - Millbrook Power Ltd

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

NOTES OF MEETING

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

NOTES OF MEETING

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

NOTES OF MEETING

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

Attachments:

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

SUMMARY NOTE OF MEETING

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

Peter Brett Associates LLP
11 Prospect Court,
Courteenhall Road,
Blisworth
Northamptonshire,
NN7 3DG

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

T: +44 (0)1604 878305
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E: jhopkins@peterbrett.com

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

Location: PBA Offices, Blisworth

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

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

SUMMARY NOTE OF MEETING

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

NOTES OF MEETING

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

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

Peter Brett Associates LLP
11 Prospect Court,
Courteenhall Road,
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E: jhopkins@peterbrett.com

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

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

Location: PBA Offices, Blisworth

Job Number: 31116 – Millbrook Power Ltd

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

NOTES OF MEETING

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

NOTES OF MEETING

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

NOTES OF MEETING

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

NOTES OF MEETING

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

Attendees:

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

Apologies: Jenny Volp - Highways Agency (HA)

cc:

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

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

Job Number: 31116 - Millbrook Power Ltd

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

NOTES OF MEETING

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

NOTES OF MEETING

| Item | Subject | Actions |
|-----------|--|-----------------------|
| 4.5 | <ul style="list-style-type: none"> i) use of the existing LLRS southern Station Lane access for some of the Electrical Connection works; ii) the closure of the layby on Station Lane on two occasions, each of around 5 days, to accommodate the cable tensioning equipment; iii) two overnight closures each of around 5 hours to enable a scaffold to be installed then dismantled, providing the safety cage to enable overhead cabling works to proceed without interference to the traffic below. This would require vehicles to be re-routed south through Lidlington to the A507 to avoid the closed section of Station Lane; <p>Further details to be forwarded upon confirmation.</p> <p>CBC to provide the contact details of the Beds Highways Inspector, to enable discussions on these emerging proposals.</p> | <p>PBA</p> <p>CBC</p> |
| 5. | Footpath Closures | |
| 5.1 | <p>The works would affect three public footpaths and one permissive footpath shown on the attached Figure 3.1 (from the TA):</p> <ul style="list-style-type: none"> i) Footpath 65 during the installation of the Central Section of the Gas Connection – requiring a minor footpath diversion to enable the pipeline to be installed and the ground reinstated; ii) Footpath 7 during the installation of the Southern Section of the Gas Connection – requiring a minor footpath diversion to enable the pipeline to be installed and the ground reinstated; iii) Footpath 14 during the installation of the Electrical Connection overhead cables – likely to require a more substantial footpath diversion from under the cable route whilst the works are ongoing; and iv) the permissive footpaths in the LLRS Scheme within the Rookery Pit – Post Meeting Note – it is unlikely that the footpath will be constructed until the Access Road construction works are complete – hence this issue will not arise. | <p>Info</p> |
| 5.2 | <p>CBC to provide the contact details of the Public Rights of Way Officers to enable discussions to progress to clarify the requirements for the temporary diversions.</p> | <p>CBC</p> |
| 6. | Date of Next Meeting | |
| 6.1 | <p>The next meeting is to be arranged for 11th February 2015, to enable the Joint Authorities comments to be discussed and resolved prior to the completion of the second draft.</p> | <p>PBA</p> |

Encs: Transport Assessment Figure 3.1

NOTES OF MEETING

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

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

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

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

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

Job Number: 31116 - Millbrook Power Ltd

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

NOTES OF MEETING

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

NOTES OF MEETING

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

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



NOTES OF MEETING

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

Sent: 29 January 2015 15:25

To: John Hopkins

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

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

Bedford BC - **OFFICIAL-Unsecure**

John,

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

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

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

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

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

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

NOTES OF MEETING

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

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

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

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

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

NOTES OF MEETING

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

Regards

Kim

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

Sent: 28 January 2015 18:14

To: Kim Healy

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

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

Kim,

Thanks for your email.

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

Many thanks for your assistance, and regards,

Regards,

John Hopkins

Associate

For and on behalf of Peter Brett Associates LLP

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NOTES OF MEETING

From: Mark Cornell [mailto:Mark.Cornell@centralbedfordshire.gov.uk]

Sent: 11 February 2015 08:59

To: Stuart Borgognoni; John Hopkins

Cc: 'Kim Healy'

Subject: FW: 31116 - Millbrook Power Ltd DCO Application

John, Kim

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

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

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

Kind regards

Mark Cornell

Principal Highway Officer

Highway Development Management

Community Services

Central Bedfordshire Council Priory House, Monks Walk, Chicksands, Shefford, Bedfordshire,
SG17 5TQ

Direct dial: 0300 300 5793

| Internal: 75793 | Email: mark.cornell@centralbedfordshire.gov.uk

NOTES OF MEETING

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

Sent: 10 February 2015 10:49

To: 'Kim Healy'; John Hopkins

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

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

John and others

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

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

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

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

Best Wishes

Jenny Volp, Asset Manager - Area 8

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Appendix 2.3 – Scoping of Transport Assessment

PETER BRETT ASSOCIATES LLP

Millbrook Power Project, Bedfordshire

Preliminary Environmental Information Report - Proposed Contents:

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

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

Transport Assessment

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

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

Route Management Strategy

To include details of:

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

Travel Plan

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

Appendix 2.4 – Correspondence with Highways England

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

1. Introduction

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

2. Proposed Development

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

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

3. Trip Generation

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

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

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

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

4. Routing of Traffic

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

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

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

6. Conclusion

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

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

This document has been prepared by AECOM Limited for the sole use of our client (the "Highways Agency") and in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM Limited and the Client.

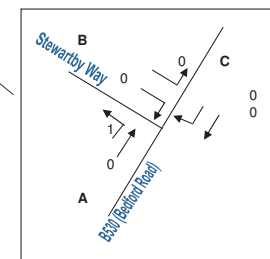
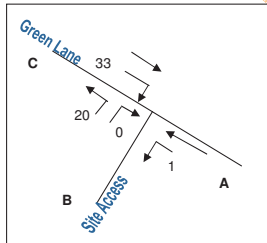
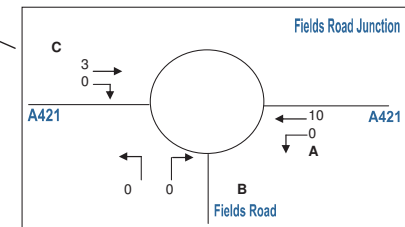
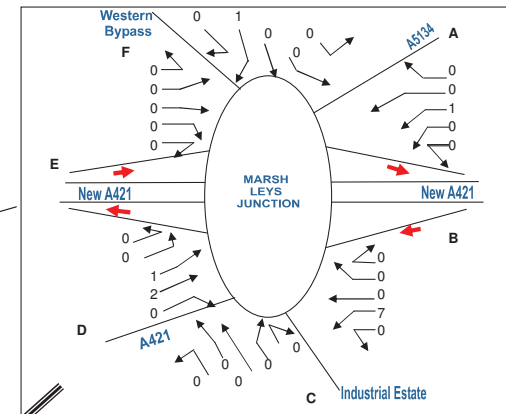
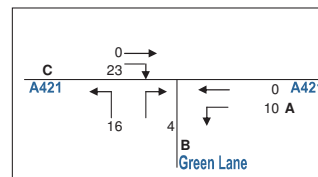
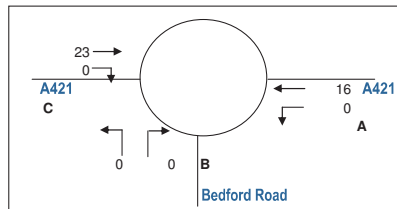
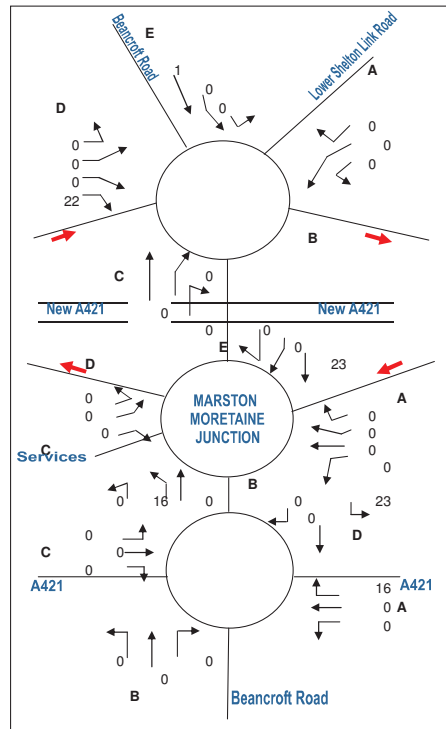
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Appendix 2.5 – Details of Covanta Development



ALL FIGURES IN PCU's

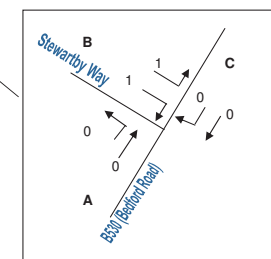
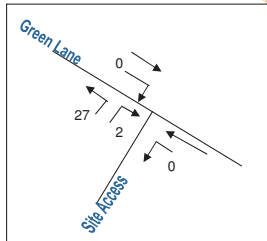
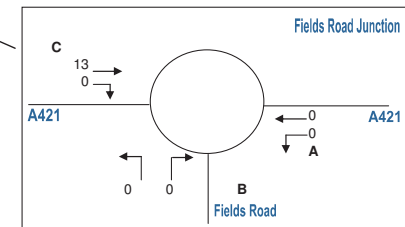
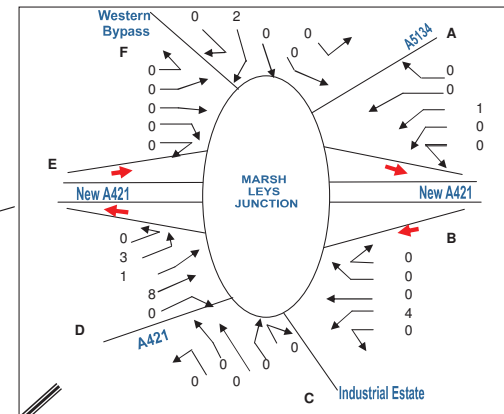
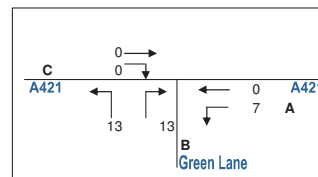
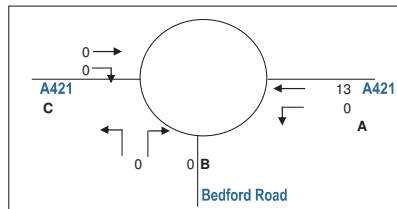
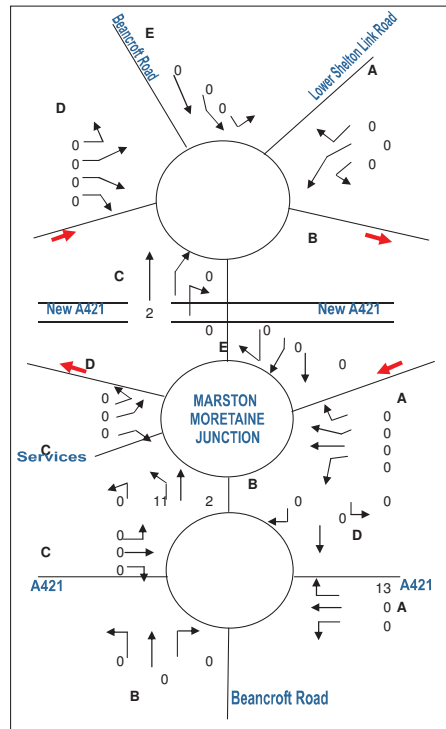
| | | | |
|--|---|-------------------------|---------------------------|
| Client COVANTA | Team D | Drawn by MA'L | Date April 2010 |
| | Project Proposed Rookery South Resource Recovery Facility | Checked MB | Approved MA'L |
| Title Total Proposed Development Flows - 08:00-09:00 AM Peak | Figure No. 210010 - Fig 26 | Rev. | |

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Waterman Boreham
Transport Planning



FS23721



ALL FIGURES IN PCU's

| | | | |
|---|---|-------------------------|---------------------------|
| Client COVANTA | Team D | Drawn by MA'L | Date April 2010 |
| | Project Proposed Rookery South Resource Recovery Facility | Checked MB | Approved MA'L |
| Title Total Development Flows - 17:00-18:00 PM Peak | Figure No. 210010 - Fig 55 | Rev. | |

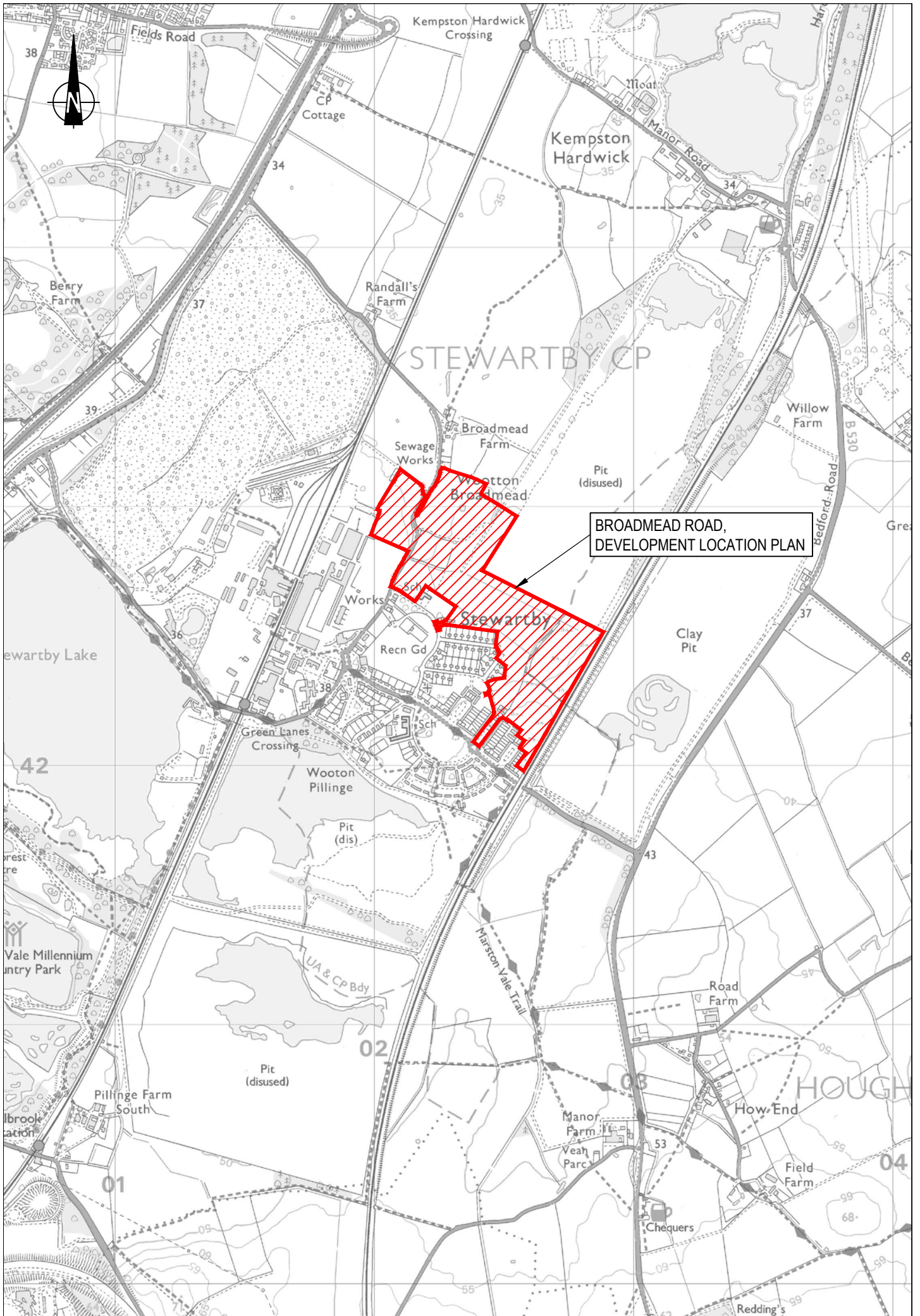
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Appendix 2.6 – Details of Broadmead Rd Development



BROADMEAD ROAD,
DEVELOPMENT LOCATION PLAN

STEWARTBY CP

HOUGH

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

Trip Distribution / Assignment

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

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

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

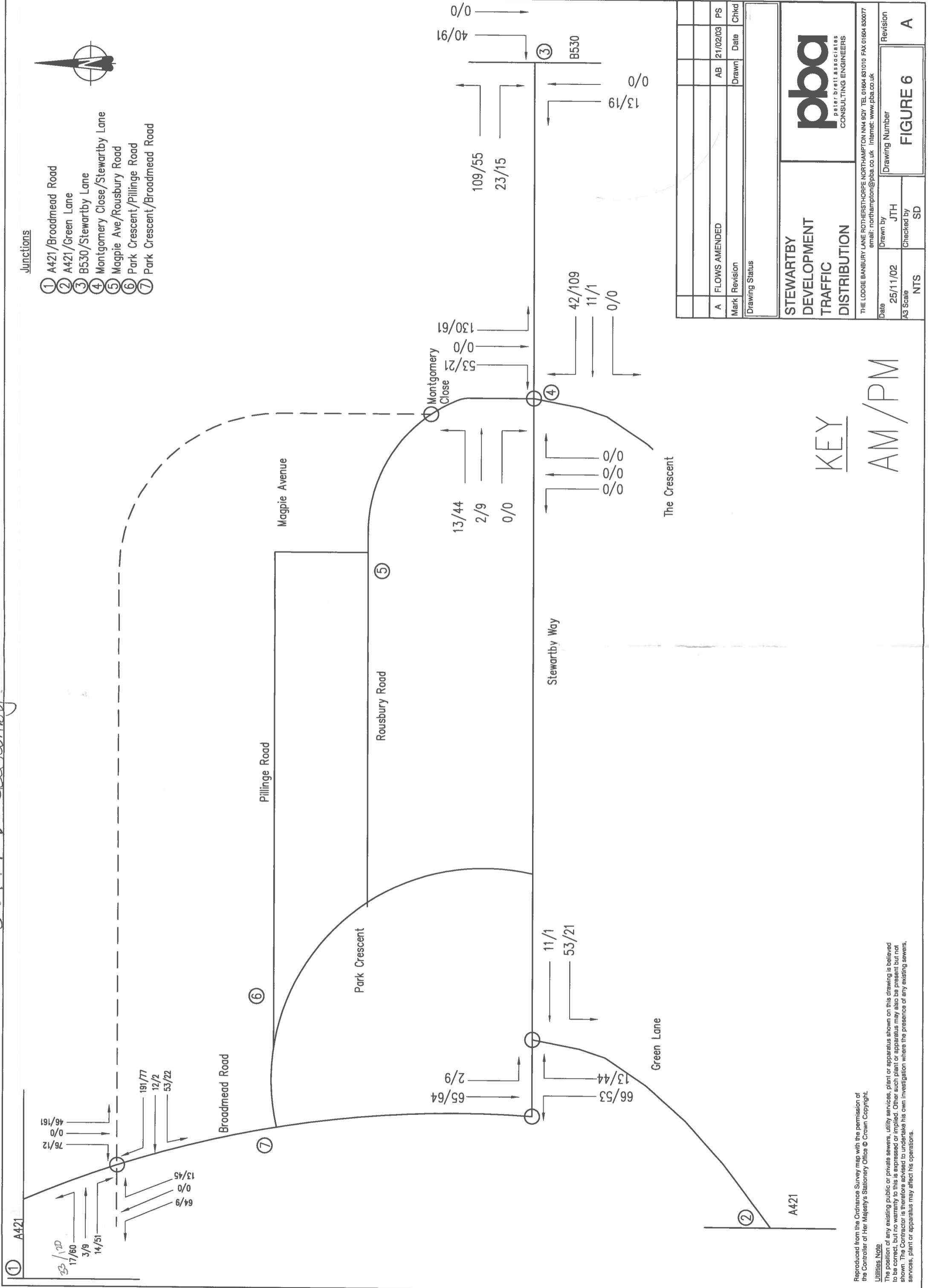
| | AM | | PM | |
|----------------------------|-----|-----|-----|-----|
| | In | Out | In | Out |
| A421 N (Broadmead Road) | 122 | 208 | 173 | 137 |
| A421 S (Green Lane) | 79 | 118 | 97 | 85 |
| B530 S (via Stewartby Way) | 13 | 23 | 19 | 15 |
| B530 N (via Stewartby Way) | 40 | 109 | 91 | 55 |
|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

0 1 1 1 1 V SEWARD



Junctions

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



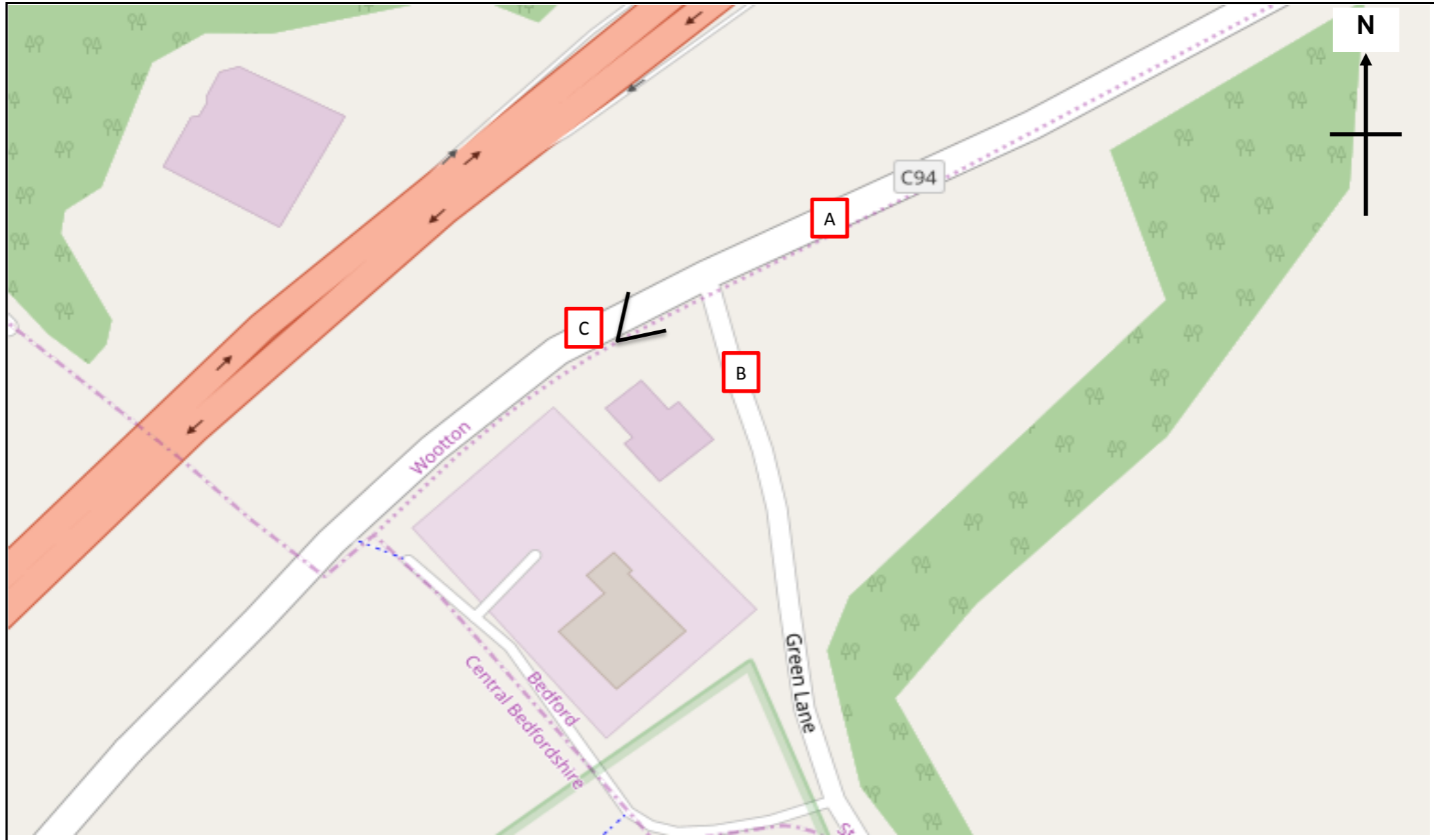
KEY
AM/PM


| | | | | |
|--|---------------|----------------|----------|----------|
| | | | | |
| Mark | Revision | Drawn | Date | Chkd |
| A | FLAWS AMENDED | AB | 21/02/03 | PS |
| Drawing Status | | | | |
| pba peter breitt associates CONSULTING ENGINEERS | | | | |
| STEWARTBY DEVELOPMENT TRAFFIC DISTRIBUTION | | | | |
| THE LODGE BANBURY LANE ROTHERSTHORPE NORTHAMPTON NN4 9DY TEL 01604 831010 FAX 01604 830077 email: northampton@pba.co.uk internet: www.pba.co.uk | | | | |
| Date | Drawn by | Drawing Number | | Revision |
| 25/11/02 | JTH | FIGURE 6 | | A |
| A3 Scale | Checked by | | | |
| NTS | SD | | | |

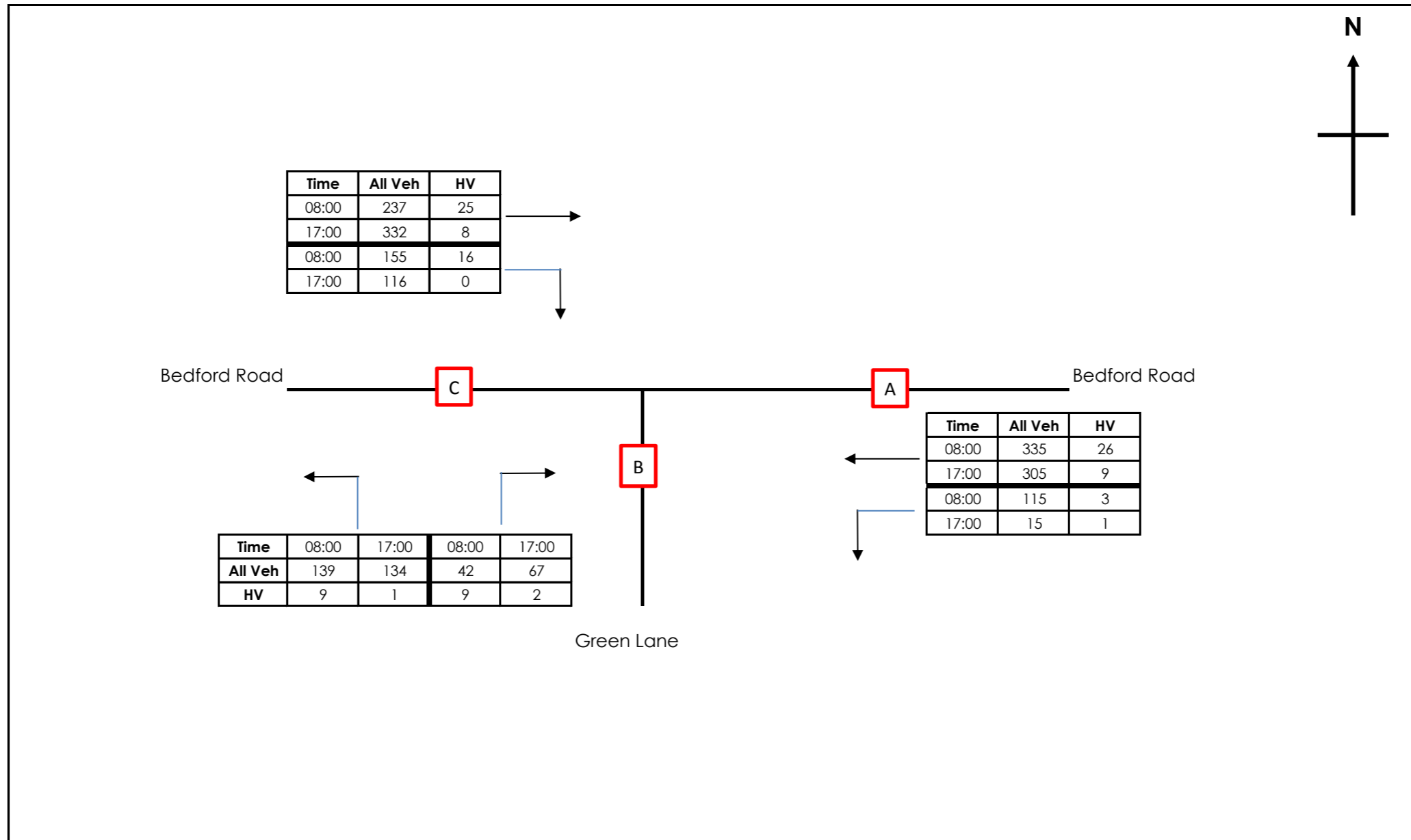
Reproduced from the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright.

Utilities Note
The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.

Appendix 3.1 – Traffic Survey Results



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



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

NORTHBOUND

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

SOUTHBOUND

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


NORTHBOUND

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

SOUTHBOUND

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



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



7337 / STEWARTBY
MAY 2017
PEDESTRIAN COUNT

SITE: 2

DATE: 20/05/2017

LOCATION: Green Lane - East of Level Crossing

DAY: Saturday

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



7337 / STEWARTBY
MAY 2017
PEDESTRIAN COUNT

SITE: 2

DATE: 21/05/2017

LOCATION: Green Lane - East of Level Crossing

DAY: Sunday

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



7337 / STEWARTBY
MAY 2017
PEDESTRIAN COUNT

SITE: 2

DATE: 22/05/2017

LOCATION: Green Lane - East of Level Crossing

DAY: Monday

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

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

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

/ Stewartby
May 2017
Traffic Count

| |
|-----------------|
| 85%ile Speed |
| 54.8 |
| 55.3 |
| 55.0 |

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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

11 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

12 May 2017

| Time | Total | Classification | | | | | | | | | | | | >PSL 60 | >PSL% 60 | >SL1 68 ACPO | >SL1% 68 ACPO | >SL2 75 DfT | >SL2% 75 DfT | Mean | Vpp 85 |
|--------------|-------------|----------------|-------------|-----------|------------|-----------|-----------|-----------|-----------|-----------|------------|----------|-----------|------------|-------------|--------------------|---------------------|-------------------|--------------------|-------------|-------------|
| | | 1 MCL | 2 SV | 3 SVT | 4 TB2 | 5 TB3 | 6 T4 | 7 ART3 | 8 ART4 | 9 ART5 | 10 ART6 | 11 BD | 12 DRT | | | | | | | | |
| 0000 | 22 | 0 | 20 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 18.2 | 0 | 0 | 0 | 0 | 49.6 | 61.1 |
| 0100 | 11 | 2 | 5 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 18.2 | 0 | 0 | 0 | 0 | 45.9 | 55.9 |
| 0200 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 40 | 0 | 0 | 0 | 0 | 56.7 | - |
| 0300 | 7 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45.7 | - |
| 0400 | 15 | 0 | 11 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47.5 | 55.7 |
| 0500 | 34 | 1 | 27 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 23.5 | 0 | 0 | 0 | 0 | 52.4 | 60.4 |
| 0600 | 115 | 2 | 103 | 2 | 5 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 7 | 6.1 | 0 | 0 | 0 | 0 | 47.5 | 55.9 |
| 0700 | 308 | 1 | 263 | 4 | 30 | 2 | 5 | 0 | 0 | 1 | 2 | 0 | 0 | 4 | 1.3 | 0 | 0 | 0 | 0 | 44.5 | 51.7 |
| 0800 | 373 | 3 | 338 | 4 | 20 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0.8 | 0 | 0 | 0 | 0 | 43.7 | 50.8 |
| 0900 | 236 | 1 | 193 | 1 | 26 | 4 | 6 | 1 | 0 | 0 | 3 | 0 | 1 | 6 | 2.5 | 0 | 0 | 0 | 0 | 46 | 53.2 |
| 1000 | 224 | 1 | 189 | 0 | 25 | 1 | 4 | 1 | 1 | 0 | 2 | 0 | 0 | 8 | 3.6 | 1 | 0.4 | 0 | 0 | 45.4 | 53.5 |
| 1100 | 195 | 0 | 163 | 4 | 21 | 1 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 1.5 | 0 | 0 | 0 | 0 | 45.2 | 53.2 |
| 1200 | 229 | 3 | 178 | 1 | 29 | 5 | 8 | 1 | 0 | 1 | 3 | 0 | 0 | 4 | 1.7 | 0 | 0 | 0 | 0 | 44.9 | 52.3 |
| 1300 | 236 | 4 | 192 | 2 | 24 | 3 | 9 | 0 | 0 | 0 | 2 | 0 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 44.8 | 54.4 |
| 1400 | 262 | 4 | 205 | 1 | 30 | 5 | 14 | 0 | 2 | 1 | 0 | 0 | 0 | 6 | 2.3 | 1 | 0.4 | 1 | 0.4 | 47 | 53.9 |
| 1500 | 342 | 4 | 297 | 4 | 24 | 4 | 4 | 1 | 0 | 4 | 0 | 0 | 0 | 11 | 3.2 | 1 | 0.3 | 0 | 0 | 45.4 | 52.3 |
| 1600 | 354 | 1 | 320 | 1 | 24 | 1 | 3 | 0 | 1 | 2 | 0 | 1 | 0 | 12 | 3.4 | 1 | 0.3 | 0 | 0 | 47.6 | 55.5 |
| 1700 | 423 | 4 | 399 | 0 | 17 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 20 | 4.7 | 4 | 0.9 | 0 | 0 | 48.6 | 55.9 |
| 1800 | 314 | 6 | 298 | 0 | 9 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 30 | 9.6 | 6 | 1.9 | 4 | 1.3 | 49.4 | 57.3 |
| 1900 | 223 | 4 | 210 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 12.6 | 3 | 1.3 | 1 | 0.4 | 50 | 58.2 |
| 2000 | 141 | 0 | 137 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 9.2 | 3 | 2.1 | 2 | 1.4 | 50.3 | 58.6 |
| 2100 | 101 | 0 | 96 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 7.9 | 4 | 4 | 1 | 1 | 48.8 | 56.6 |
| 2200 | 88 | 0 | 82 | 0 | 4 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 5 | 5.7 | 1 | 1.1 | 0 | 0 | 47.3 | 55.7 |
| 2300 | 65 | 4 | 59 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 15.4 | 3 | 4.6 | 1 | 1.5 | 48.2 | 59.7 |
| 07-19 | 3496 | 32 | 3035 | 22 | 279 | 32 | 60 | 4 | 4 | 12 | 14 | 1 | 1 | 114 | 3.3 | 14 | 0.4 | 5 | 0.1 | 46.2 | 54.1 |
| 06-22 | 4076 | 38 | 3581 | 27 | 299 | 32 | 60 | 4 | 4 | 14 | 15 | 1 | 1 | 170 | 4.2 | 24 | 0.6 | 9 | 0.2 | 46.6 | 54.8 |
| 06-00 | 4229 | 42 | 3722 | 27 | 305 | 32 | 60 | 4 | 5 | 15 | 15 | 1 | 1 | 185 | 4.4 | 28 | 0.7 | 10 | 0.2 | 46.7 | 54.8 |
| 00-00 | 4323 | 45 | 3795 | 27 | 322 | 33 | 60 | 4 | 5 | 15 | 15 | 1 | 1 | 201 | 4.6 | 28 | 0.6 | 10 | 0.2 | 46.8 | 55 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

13 May 2017

| Time | Total | Classification | | | | | | | | | | | | >PSL 60 | >PSL% 60 | >SL1 68 ACPO | >SL1% 68 ACPO | >SL2 75 DfT | >SL2% 75 DfT | Mean | Vpp 85 |
|--------------|-------------|----------------|-------------|-----------|------------|----------|----------|-----------|-----------|-----------|------------|----------|-----------|------------|-------------|--------------------|---------------------|-------------------|--------------------|-------------|-------------|
| | | 1 MCL | 2 SV | 3 SVT | 4 TB2 | 5 TB3 | 6 T4 | 7 ART3 | 8 ART4 | 9 ART5 | 10 ART6 | 11 BD | 12 DRT | | | | | | | | |
| 0000 | 24 | 0 | 22 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 12.5 | 0 | 0 | 0 | 0 | 46.4 | 55 |
| 0100 | 22 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 13.6 | 0 | 0 | 0 | 0 | 50.7 | 58.8 |
| 0200 | 12 | 0 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8.3 | 0 | 0 | 0 | 0 | 47.3 | 56.4 |
| 0300 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8.3 | 0 | 0 | 0 | 0 | 48.4 | 53.9 |
| 0400 | 9 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47.1 | - |
| 0500 | 22 | 1 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 22.7 | 1 | 4.5 | 1 | 4.5 | 53.6 | 62.9 |
| 0600 | 35 | 1 | 30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 17.1 | 1 | 2.9 | 0 | 0 | 50.2 | 60.8 |
| 0700 | 80 | 1 | 62 | 3 | 12 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 6.3 | 0 | 0 | 0 | 0 | 47 | 55.3 |
| 0800 | 132 | 3 | 112 | 2 | 13 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 6.8 | 1 | 0.8 | 0 | 0 | 47.8 | 55.7 |
| 0900 | 197 | 4 | 177 | 3 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 10.7 | 2 | 1 | 1 | 0.5 | 49.3 | 57 |
| 1000 | 239 | 9 | 214 | 3 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 4.6 | 1 | 0.4 | 0 | 0 | 46.9 | 55 |
| 1100 | 230 | 0 | 221 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 4.3 | 2 | 0.9 | 0 | 0 | 47.9 | 55.9 |
| 1200 | 249 | 5 | 234 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 5.2 | 0 | 0 | 0 | 0 | 47.4 | 54.8 |
| 1300 | 259 | 3 | 241 | 1 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 9.7 | 1 | 0.4 | 0 | 0 | 48.4 | 57.7 |
| 1400 | 245 | 5 | 229 | 1 | 8 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 9 | 3.7 | 2 | 0.8 | 0 | 0 | 46.5 | 54.8 |
| 1500 | 234 | 1 | 222 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 4.7 | 3 | 1.3 | 0 | 0 | 47.9 | 54.6 |
| 1600 | 234 | 4 | 221 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 7.3 | 5 | 2.1 | 1 | 0.4 | 48.2 | 55.9 |
| 1700 | 252 | 1 | 242 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 6.3 | 5 | 2 | 2 | 0.8 | 48.4 | 55.7 |
| 1800 | 224 | 3 | 205 | 3 | 12 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 22 | 9.8 | 2 | 0.9 | 0 | 0 | 48.4 | 57.3 |
| 1900 | 172 | 0 | 166 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 4.7 | 1 | 0.6 | 0 | 0 | 47.6 | 55.5 |
| 2000 | 120 | 1 | 117 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 17.5 | 5 | 4.2 | 1 | 0.8 | 51.1 | 60.4 |
| 2100 | 109 | 3 | 104 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3.7 | 1 | 0.9 | 0 | 0 | 46.4 | 53.2 |
| 2200 | 89 | 0 | 88 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7.9 | 3 | 3.4 | 0 | 0 | 48.2 | 57.7 |
| 2300 | 64 | 0 | 60 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4.7 | 1 | 1.6 | 1 | 1.6 | 47.2 | 55 |
| 07-19 | 2575 | 39 | 2380 | 20 | 124 | 3 | 4 | 1 | 2 | 2 | 0 | 0 | 0 | 169 | 6.6 | 24 | 0.9 | 4 | 0.2 | 47.9 | 55.9 |
| 06-22 | 3011 | 44 | 2797 | 20 | 138 | 3 | 4 | 1 | 2 | 2 | 0 | 0 | 0 | 208 | 6.9 | 32 | 1.1 | 5 | 0.2 | 47.9 | 55.9 |
| 06-00 | 3164 | 44 | 2945 | 20 | 143 | 3 | 4 | 1 | 2 | 2 | 0 | 0 | 0 | 218 | 6.9 | 36 | 1.1 | 6 | 0.2 | 47.9 | 56.1 |
| 00-00 | 3265 | 45 | 3040 | 20 | 148 | 3 | 4 | 1 | 2 | 2 | 0 | 0 | 0 | 231 | 7.1 | 37 | 1.1 | 7 | 0.2 | 48 | 56.1 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

14 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

15 May 2017

| Time | Total | Classification | | | | | | | | | | | | >PSL 60 | >PSL% 60 | >SL1 68 ACPO | >SL1% 68 ACPO | >SL2 75 DfT | >SL2% 75 DfT | Mean | Vpp 85 |
|--------------|-------------|----------------|-------------|-----------|------------|-----------|-----------|-----------|-----------|-----------|------------|----------|-----------|------------|-------------|--------------------|---------------------|-------------------|--------------------|-------------|-------------|
| | | 1 MCL | 2 SV | 3 SVT | 4 TB2 | 5 TB3 | 6 T4 | 7 ART3 | 8 ART4 | 9 ART5 | 10 ART6 | 11 BD | 12 DRT | | | | | | | | |
| 0000 | 15 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6.7 | 0 | 0 | 0 | 0 | 47.9 | 53.9 |
| 0100 | 10 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 10 | 0 | 0 | 0 | 0 | 49.5 | - |
| 0200 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 | 1 | 25 | 0 | 0 | 57 | - |
| 0300 | 8 | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41.8 | - |
| 0400 | 6 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48.5 | - |
| 0500 | 38 | 3 | 30 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5.3 | 0 | 0 | 0 | 0 | 48.2 | 54.4 |
| 0600 | 115 | 1 | 105 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 7 | 1 | 0.9 | 1 | 0.9 | 48 | 57.3 |
| 0700 | 317 | 1 | 276 | 0 | 26 | 0 | 11 | 0 | 0 | 0 | 2 | 1 | 0 | 9 | 2.8 | 2 | 0.6 | 0 | 0 | 45.3 | 52.8 |
| 0800 | 401 | 3 | 362 | 1 | 30 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 1.5 | 0 | 0 | 0 | 0 | 44.8 | 52.1 |
| 0900 | 195 | 1 | 168 | 0 | 20 | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 7 | 3.6 | 1 | 0.5 | 0 | 0 | 46.4 | 54.6 |
| 1000 | 189 | 0 | 147 | 1 | 25 | 1 | 7 | 0 | 1 | 4 | 3 | 0 | 0 | 3 | 1.6 | 0 | 0 | 0 | 0 | 44.3 | 51 |
| 1100 | 202 | 1 | 166 | 2 | 17 | 2 | 11 | 0 | 0 | 1 | 2 | 0 | 0 | 5 | 2.5 | 1 | 0.5 | 0 | 0 | 44.7 | 53.2 |
| 1200 | 194 | 2 | 158 | 2 | 19 | 3 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 12 | 6.2 | 4 | 2.1 | 4 | 2.1 | 46.1 | 53.7 |
| 1300 | 219 | 2 | 180 | 1 | 24 | 2 | 6 | 0 | 0 | 2 | 2 | 0 | 0 | 8 | 3.7 | 0 | 0 | 0 | 0 | 44.7 | 52.6 |
| 1400 | 255 | 0 | 215 | 3 | 17 | 3 | 12 | 2 | 1 | 0 | 2 | 0 | 0 | 12 | 4.7 | 2 | 0.8 | 0 | 0 | 46 | 54.4 |
| 1500 | 300 | 2 | 257 | 1 | 26 | 1 | 8 | 1 | 2 | 2 | 0 | 0 | 0 | 13 | 4.3 | 2 | 0.7 | 0 | 0 | 47.1 | 54.4 |
| 1600 | 332 | 3 | 291 | 2 | 26 | 3 | 4 | 0 | 2 | 1 | 0 | 0 | 0 | 9 | 2.7 | 1 | 0.3 | 0 | 0 | 47.6 | 53.9 |
| 1700 | 426 | 3 | 400 | 2 | 16 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 18 | 4.2 | 2 | 0.5 | 0 | 0 | 47.6 | 54.4 |
| 1800 | 355 | 6 | 326 | 1 | 15 | 1 | 0 | 0 | 1 | 3 | 1 | 0 | 1 | 18 | 5.1 | 1 | 0.3 | 1 | 0.3 | 48.7 | 56.4 |
| 1900 | 206 | 2 | 192 | 2 | 8 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 20 | 9.7 | 3 | 1.5 | 0 | 0 | 48.8 | 57 |
| 2000 | 126 | 2 | 117 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 7.1 | 2 | 1.6 | 0 | 0 | 48.1 | 55.9 |
| 2100 | 62 | 1 | 56 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 6.5 | 1 | 1.6 | 1 | 1.6 | 45.8 | 55.9 |
| 2200 | 46 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 23.9 | 2 | 4.3 | 1 | 2.2 | 52 | 62.6 |
| 2300 | 29 | 0 | 28 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6.9 | 1 | 3.4 | 0 | 0 | 45.8 | 52.1 |
| 07-19 | 3385 | 24 | 2946 | 16 | 261 | 19 | 76 | 3 | 7 | 15 | 16 | 1 | 1 | 120 | 3.5 | 16 | 0.5 | 5 | 0.1 | 46.3 | 53.9 |
| 06-22 | 3894 | 30 | 3416 | 20 | 286 | 19 | 78 | 3 | 7 | 15 | 18 | 1 | 1 | 161 | 4.1 | 23 | 0.6 | 7 | 0.2 | 46.5 | 54.4 |
| 06-00 | 3969 | 30 | 3490 | 20 | 287 | 19 | 78 | 3 | 7 | 15 | 18 | 1 | 1 | 174 | 4.4 | 26 | 0.7 | 8 | 0.2 | 46.6 | 54.4 |
| 00-00 | 4050 | 35 | 3557 | 21 | 293 | 20 | 78 | 3 | 7 | 15 | 19 | 1 | 1 | 179 | 4.4 | 27 | 0.7 | 8 | 0.2 | 46.6 | 54.4 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

16 May 2017

| Time | Total | Classification | | | | | | | | | | | | >PSL 60 | >PSL% 60 | >SL1 68 ACPO | >SL1% 68 ACPO | >SL2 75 DfT | >SL2% 75 DfT | Mean | Vpp 85 |
|--------------|-------------|----------------|-------------|-----------|------------|-----------|-----------|-----------|-----------|-----------|------------|----------|-----------|------------|-------------|--------------------|---------------------|-------------------|--------------------|-------------|-----------|
| | | 1 MCL | 2 SV | 3 SVT | 4 TB2 | 5 TB3 | 6 T4 | 7 ART3 | 8 ART4 | 9 ART5 | 10 ART6 | 11 BD | 12 DRT | | | | | | | | |
| 0000 | 13 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47.1 | 55.7 | |
| 0100 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12.5 | 0 | 0 | 0 | 51.3 | - | |
| 0200 | 6 | 0 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51.4 | - | |
| 0300 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16.7 | 0 | 0 | 0 | 54.9 | - | |
| 0400 | 15 | 0 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13.3 | 0 | 0 | 0 | 51.1 | 57.9 | |
| 0500 | 31 | 1 | 25 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 12.9 | 1 | 3.2 | 0 | 50.7 | 58.8 | |
| 0600 | 115 | 2 | 99 | 0 | 12 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 8 | 7 | 1 | 0.9 | 0 | 50.2 | 57 | |
| 0700 | 299 | 4 | 253 | 1 | 29 | 0 | 7 | 0 | 1 | 1 | 2 | 1 | 0 | 13 | 4.3 | 1 | 0.3 | 0 | 46 | 53.9 | |
| 0800 | 400 | 5 | 348 | 4 | 31 | 1 | 8 | 0 | 2 | 1 | 0 | 0 | 0 | 5 | 1.3 | 0 | 0 | 0 | 45.3 | 52.3 | |
| 0900 | 198 | 1 | 159 | 0 | 20 | 2 | 14 | 0 | 0 | 1 | 1 | 0 | 0 | 7 | 3.5 | 1 | 0.5 | 0 | 46.8 | 54.8 | |
| 1000 | 155 | 2 | 128 | 0 | 21 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 3.9 | 1 | 0.6 | 1 | 45.8 | 53.7 | |
| 1100 | 207 | 3 | 167 | 3 | 21 | 3 | 6 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 1.9 | 0 | 0 | 0 | 46.4 | 53.2 | |
| 1200 | 200 | 2 | 165 | 0 | 24 | 1 | 2 | 0 | 2 | 1 | 3 | 0 | 0 | 12 | 6 | 2 | 1 | 1 | 47 | 54.4 | |
| 1300 | 216 | 2 | 190 | 1 | 18 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 10 | 4.6 | 1 | 0.5 | 0 | 46.2 | 54.1 | |
| 1400 | 237 | 3 | 182 | 1 | 25 | 5 | 18 | 0 | 0 | 1 | 2 | 0 | 0 | 5 | 2.1 | 1 | 0.4 | 0 | 45.9 | 53.9 | |
| 1500 | 279 | 3 | 239 | 2 | 28 | 2 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 8 | 2.9 | 2 | 0.7 | 0 | 45.8 | 54.1 | |
| 1600 | 347 | 3 | 311 | 2 | 25 | 0 | 3 | 0 | 0 | 2 | 1 | 0 | 0 | 25 | 7.2 | 10 | 2.9 | 1 | 49.6 | 55.9 | |
| 1700 | 392 | 2 | 371 | 1 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 17 | 4.3 | 1 | 0.3 | 0 | 48.5 | 55 | |
| 1800 | 354 | 5 | 334 | 2 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 24 | 6.8 | 1 | 0.3 | 1 | 47.7 | 55.5 | |
| 1900 | 209 | 3 | 198 | 1 | 5 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 18 | 8.6 | 3 | 1.4 | 0 | 49.8 | 57.7 | |
| 2000 | 143 | 0 | 136 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 12.6 | 3 | 2.1 | 1 | 48.9 | 58.8 | |
| 2100 | 82 | 0 | 80 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 14.6 | 3 | 3.7 | 0 | 47.9 | 58.8 | |
| 2200 | 52 | 0 | 51 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5.8 | 0 | 0 | 0 | 47.5 | 55.9 | |
| 2300 | 37 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 13.5 | 0 | 0 | 0 | 48.4 | 57 | |
| 07-19 | 3284 | 35 | 2847 | 17 | 270 | 15 | 64 | 0 | 7 | 13 | 14 | 1 | 1 | 136 | 4.1 | 21 | 0.6 | 4 | 46.9 | 54.4 | |
| 06-22 | 3833 | 40 | 3360 | 18 | 296 | 15 | 64 | 0 | 7 | 15 | 16 | 1 | 1 | 192 | 5 | 31 | 0.8 | 5 | 47.3 | 54.8 | |
| 06-00 | 3922 | 40 | 3448 | 18 | 296 | 15 | 65 | 0 | 7 | 15 | 16 | 1 | 1 | 200 | 5.1 | 31 | 0.8 | 5 | 47.3 | 54.8 | |
| 00-00 | 4001 | 41 | 3518 | 18 | 303 | 16 | 65 | 0 | 7 | 15 | 16 | 1 | 1 | 208 | 5.2 | 32 | 0.8 | 5 | 47.3 | 55 | |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

17 May 2017

| Time | Total | Classification | | | | | | | | | | | | >PSL 60 | >PSL% 60 | >SL1 68 ACPO | >SL1% 68 ACPO | >SL2 75 DfT | >SL2% 75 DfT | Mean | Vpp 85 |
|--------------|-------------|----------------|-------------|-----------|------------|-----------|-----------|-----------|-----------|-----------|------------|----------|-----------|------------|-------------|--------------------|---------------------|-------------------|--------------------|-------------|-------------|
| | | 1 MCL | 2 SV | 3 SVT | 4 TB2 | 5 TB3 | 6 T4 | 7 ART3 | 8 ART4 | 9 ART5 | 10 ART6 | 11 BD | 12 DRT | | | | | | | | |
| 0000 | 14 | 0 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14.3 | 0 | 0 | 0 | 0 | 51.1 | 59.7 |
| 0100 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49.7 | - |
| 0200 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45.8 | - |
| 0300 | 6 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48.5 | - |
| 0400 | 8 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47.4 | - |
| 0500 | 34 | 0 | 28 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 20.6 | 1 | 2.9 | 1 | 2.9 | 52.1 | 61.5 |
| 0600 | 115 | 2 | 102 | 3 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2.6 | 0 | 0 | 0 | 0 | 47.2 | 55.9 |
| 0700 | 307 | 5 | 268 | 4 | 18 | 1 | 7 | 0 | 2 | 0 | 2 | 0 | 0 | 4 | 1.3 | 0 | 0 | 0 | 0 | 44.9 | 51 |
| 0800 | 413 | 3 | 360 | 4 | 33 | 4 | 2 | 3 | 0 | 2 | 1 | 0 | 1 | 5 | 1.2 | 0 | 0 | 0 | 0 | 42.9 | 51.7 |
| 0900 | 200 | 1 | 173 | 0 | 9 | 2 | 12 | 1 | 0 | 0 | 2 | 0 | 0 | 3 | 1.5 | 1 | 0.5 | 0 | 0 | 44.8 | 51.2 |
| 1000 | 177 | 0 | 138 | 1 | 23 | 3 | 7 | 0 | 2 | 0 | 3 | 0 | 0 | 1 | 0.6 | 0 | 0 | 0 | 0 | 43.4 | 50.3 |
| 1100 | 229 | 1 | 190 | 1 | 26 | 1 | 6 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43.2 | 49.7 |
| 1200 | 168 | 0 | 148 | 0 | 12 | 3 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44.6 | 50.6 |
| 1300 | 220 | 1 | 180 | 1 | 26 | 0 | 5 | 0 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 50.6 |
| 1400 | 226 | 1 | 183 | 1 | 22 | 5 | 11 | 0 | 0 | 2 | 1 | 0 | 0 | 6 | 2.7 | 2 | 0.9 | 0 | 0 | 45 | 52.8 |
| 1500 | 322 | 0 | 278 | 3 | 25 | 2 | 12 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 1.2 | 0 | 0 | 0 | 0 | 43.4 | 49.7 |
| 1600 | 324 | 1 | 280 | 0 | 32 | 2 | 7 | 0 | 0 | 1 | 1 | 0 | 0 | 8 | 2.5 | 0 | 0 | 0 | 0 | 46.3 | 52.6 |
| 1700 | 433 | 1 | 408 | 2 | 18 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 2 | 0.5 | 0 | 0 | 0 | 0 | 45.3 | 51.4 |
| 1800 | 674 | 1 | 629 | 2 | 32 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 1 | 0.1 | 0 | 0 | 0 | 0 | 45 | 50.6 |
| 1900 | 327 | 0 | 304 | 0 | 19 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 8 | 2.4 | 0 | 0 | 0 | 0 | 46.6 | 53.9 |
| 2000 | 146 | 0 | 139 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 6.2 | 1 | 0.7 | 1 | 0.7 | 46.7 | 54.6 |
| 2100 | 88 | 0 | 85 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6.8 | 1 | 1.1 | 0 | 0 | 45.2 | 54.6 |
| 2200 | 74 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 8.1 | 1 | 1.4 | 0 | 0 | 47.2 | 55.3 |
| 2300 | 36 | 0 | 35 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8.3 | 2 | 5.6 | 1 | 2.8 | 50.6 | 56.6 |
| 07-19 | 3693 | 15 | 3235 | 19 | 276 | 23 | 73 | 4 | 13 | 16 | 18 | 0 | 1 | 34 | 0.9 | 3 | 0.1 | 0 | 0 | 44.4 | 51.2 |
| 06-22 | 4369 | 17 | 3865 | 24 | 306 | 26 | 76 | 4 | 15 | 16 | 19 | 0 | 1 | 60 | 1.4 | 5 | 0.1 | 1 | 0 | 44.7 | 51.7 |
| 06-00 | 4479 | 17 | 3974 | 24 | 307 | 26 | 76 | 4 | 15 | 16 | 19 | 0 | 1 | 69 | 1.5 | 8 | 0.2 | 2 | 0 | 44.8 | 51.9 |
| 00-00 | 4549 | 17 | 4034 | 24 | 317 | 26 | 76 | 4 | 15 | 16 | 19 | 0 | 1 | 78 | 1.7 | 9 | 0.2 | 3 | 0.1 | 44.9 | 52.1 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

18 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

19 May 2017

| Time | Total | Classification | | | | | | | | | | | | >PSL 60 | >PSL% 60 | >SL1 68 ACPO | >SL1% 68 ACPO | >SL2 75 DfT | >SL2% 75 DfT | Mean | Vpp 85 |
|--------------|-------------|----------------|-------------|-----------|------------|-----------|-----------|-----------|-----------|-----------|------------|----------|-----------|------------|-------------|--------------------|---------------------|-------------------|--------------------|-------------|-------------|
| | | 1 MCL | 2 SV | 3 SVT | 4 TB2 | 5 TB3 | 6 T4 | 7 ART3 | 8 ART4 | 9 ART5 | 10 ART6 | 11 BD | 12 DRT | | | | | | | | |
| 0000 | 24 | 0 | 20 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4.2 | 0 | 0 | 0 | 0 | 44.6 | 50.1 |
| 0100 | 12 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45.3 | 51.4 |
| 0200 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47.8 | - |
| 0300 | 11 | 0 | 8 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 9.1 | 0 | 0 | 0 | 0 | 47.9 | 53 |
| 0400 | 12 | 0 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46.6 | 51 |
| 0500 | 30 | 0 | 25 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 13.3 | 1 | 3.3 | 0 | 0 | 51.9 | 59.5 |
| 0600 | 110 | 1 | 97 | 1 | 6 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 3.6 | 1 | 0.9 | 0 | 0 | 47.8 | 55.3 |
| 0700 | 256 | 4 | 219 | 1 | 22 | 1 | 4 | 0 | 0 | 1 | 4 | 0 | 0 | 7 | 2.7 | 0 | 0 | 0 | 0 | 45.7 | 53 |
| 0800 | 389 | 3 | 338 | 5 | 27 | 2 | 12 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0.8 | 0 | 0 | 0 | 0 | 42.9 | 51.4 |
| 0900 | 230 | 4 | 199 | 0 | 12 | 3 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0.9 | 1 | 0.4 | 0 | 0 | 46.5 | 52.6 |
| 1000 | 202 | 0 | 161 | 2 | 18 | 2 | 16 | 0 | 1 | 1 | 1 | 0 | 0 | 7 | 3.5 | 1 | 0.5 | 1 | 0.5 | 43.9 | 51.7 |
| 1100 | 201 | 1 | 168 | 1 | 19 | 3 | 6 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0.5 | 0 | 0 | 0 | 0 | 44.4 | 52.1 |
| 1200 | 191 | 1 | 163 | 2 | 15 | 0 | 7 | 0 | 0 | 1 | 2 | 0 | 0 | 4 | 2.1 | 0 | 0 | 0 | 0 | 44.9 | 52.1 |
| 1300 | 270 | 0 | 229 | 1 | 28 | 1 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0.4 | 0 | 0 | 0 | 0 | 43.5 | 49.9 |
| 1400 | 276 | 1 | 241 | 1 | 22 | 1 | 8 | 0 | 0 | 1 | 1 | 0 | 0 | 8 | 2.9 | 1 | 0.4 | 1 | 0.4 | 45.4 | 52.6 |
| 1500 | 312 | 0 | 272 | 1 | 28 | 3 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 1.9 | 1 | 0.3 | 0 | 0 | 45.2 | 52.3 |
| 1600 | 354 | 3 | 326 | 1 | 13 | 1 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 11 | 3.1 | 1 | 0.3 | 0 | 0 | 48.3 | 54.8 |
| 1700 | 406 | 2 | 385 | 2 | 14 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 14 | 3.4 | 1 | 0.2 | 0 | 0 | 49.1 | 55.3 |
| 1800 | 314 | 3 | 297 | 0 | 13 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 18 | 5.7 | 2 | 0.6 | 0 | 0 | 48.8 | 56.4 |
| 1900 | 189 | 2 | 184 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 16.9 | 5 | 2.6 | 1 | 0.5 | 50.6 | 60.4 |
| 2000 | 133 | 1 | 124 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 12 | 9 | 3 | 2.3 | 0 | 0 | 49.3 | 56.8 |
| 2100 | 107 | 1 | 103 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44.8 | 52.3 |
| 2200 | 82 | 0 | 80 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3.7 | 1 | 1.2 | 1 | 1.2 | 45.7 | 53.7 |
| 2300 | 55 | 0 | 52 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5.5 | 0 | 0 | 0 | 0 | 46.6 | 53.9 |
| 07-19 | 3401 | 22 | 2998 | 17 | 231 | 18 | 90 | 0 | 5 | 6 | 14 | 0 | 0 | 82 | 2.4 | 8 | 0.2 | 2 | 0.1 | 45.9 | 53.5 |
| 06-22 | 3940 | 27 | 3506 | 19 | 248 | 20 | 93 | 0 | 6 | 7 | 14 | 0 | 0 | 130 | 3.3 | 17 | 0.4 | 3 | 0.1 | 46.3 | 53.9 |
| 06-00 | 4077 | 27 | 3638 | 21 | 251 | 20 | 93 | 0 | 6 | 7 | 14 | 0 | 0 | 136 | 3.3 | 18 | 0.4 | 4 | 0.1 | 46.3 | 53.9 |
| 00-00 | 4169 | 28 | 3716 | 22 | 261 | 21 | 93 | 0 | 6 | 7 | 15 | 0 | 0 | 142 | 3.4 | 19 | 0.5 | 4 | 0.1 | 46.3 | 53.9 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

20 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

21 May 2017

| Time | Total | Classification | | | | | | | | | | | | >PSL 60 | >PSL% 60 | >SL1 68 ACPO | >SL1% 68 ACPO | >SL2 75 DfT | >SL2% 75 DfT | Mean | Vpp 85 |
|--------------|-------------|----------------|-------------|-----------|-----------|----------|----------|-----------|-----------|-----------|------------|----------|-----------|------------|-------------|--------------------|---------------------|-------------------|--------------------|-------------|-------------|
| | | 1 MCL | 2 SV | 3 SVT | 4 TB2 | 5 TB3 | 6 T4 | 7 ART3 | 8 ART4 | 9 ART5 | 10 ART6 | 11 BD | 12 DRT | | | | | | | | |
| 0000 | 29 | 0 | 27 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3.4 | 0 | 0 | 0 | 0 | 45.8 | 56.8 |
| 0100 | 28 | 0 | 27 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 14.3 | 0 | 0 | 0 | 0 | 48.8 | 57.9 |
| 0200 | 18 | 0 | 15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16.7 | 1 | 5.6 | 1 | 5.6 | 50.9 | 55.3 |
| 0300 | 14 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7.1 | 0 | 0 | 0 | 0 | 44.9 | 55.3 |
| 0400 | 7 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45.1 | - |
| 0500 | 15 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46.1 | 54.6 |
| 0600 | 19 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 21.1 | 2 | 10.5 | 0 | 0 | 51.2 | 60.6 |
| 0700 | 27 | 1 | 24 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 14.8 | 0 | 0 | 0 | 0 | 47.7 | 57.9 |
| 0800 | 50 | 5 | 41 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 48.1 | 56.1 |
| 0900 | 120 | 2 | 114 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 4.2 | 0 | 0 | 0 | 0 | 48.2 | 55.3 |
| 1000 | 217 | 9 | 196 | 1 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 3.7 | 1 | 0.5 | 0 | 0 | 47.9 | 56.4 |
| 1100 | 292 | 10 | 270 | 2 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 3.1 | 0 | 0 | 0 | 0 | 46.5 | 53.9 |
| 1200 | 323 | 8 | 310 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2.2 | 1 | 0.3 | 0 | 0 | 46.3 | 54.4 |
| 1300 | 230 | 6 | 213 | 3 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2.2 | 0 | 0 | 0 | 0 | 46.9 | 54.6 |
| 1400 | 205 | 5 | 193 | 1 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 4.9 | 2 | 1 | 0 | 0 | 48.1 | 56.1 |
| 1500 | 211 | 9 | 194 | 3 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 19 | 9 | 2 | 0.9 | 2 | 0.9 | 48.7 | 57.7 |
| 1600 | 219 | 11 | 202 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 6.4 | 2 | 0.9 | 0 | 0 | 47.8 | 55.9 |
| 1700 | 199 | 5 | 186 | 2 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 7.5 | 8 | 4 | 1 | 0.5 | 49.1 | 57.7 |
| 1800 | 195 | 1 | 186 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 6.7 | 3 | 1.5 | 1 | 0.5 | 48.8 | 56.4 |
| 1900 | 130 | 2 | 126 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 13.1 | 4 | 3.1 | 1 | 0.8 | 49.3 | 57.9 |
| 2000 | 101 | 1 | 98 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 10.9 | 0 | 0 | 0 | 0 | 49.4 | 58.8 |
| 2100 | 58 | 1 | 53 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 13.8 | 1 | 1.7 | 1 | 1.7 | 49.5 | 58.2 |
| 2200 | 47 | 0 | 45 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 10.6 | 2 | 4.3 | 1 | 2.1 | 49.3 | 58.4 |
| 2300 | 22 | 0 | 20 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4.5 | 1 | 4.5 | 0 | 0 | 50.9 | 56.8 |
| 07-19 | 2288 | 72 | 2129 | 14 | 64 | 1 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 111 | 4.9 | 19 | 0.8 | 4 | 0.2 | 47.7 | 55.7 |
| 06-22 | 2596 | 76 | 2425 | 14 | 70 | 1 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 151 | 5.8 | 26 | 1 | 6 | 0.2 | 47.9 | 55.9 |
| 06-00 | 2665 | 76 | 2490 | 14 | 73 | 1 | 6 | 2 | 3 | 0 | 0 | 0 | 0 | 157 | 5.9 | 29 | 1.1 | 7 | 0.3 | 47.9 | 55.9 |
| 00-00 | 2776 | 76 | 2593 | 15 | 79 | 2 | 6 | 2 | 3 | 0 | 0 | 0 | 0 | 166 | 6 | 30 | 1.1 | 8 | 0.3 | 47.9 | 56.1 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

22 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

23 May 2017

| Time | Total | Classification | | | | | | | | | | | | >PSL 60 | >PSL% 60 | >SL1 68 ACPO | >SL1% 68 ACPO | >SL2 75 DfT | >SL2% 75 DfT | Mean | Vpp 85 |
|--------------|-------------|----------------|-------------|-----------|------------|----------|-----------|-----------|-----------|-----------|------------|----------|-----------|------------|-------------|--------------------|---------------------|-------------------|--------------------|-------------|-------------|
| | | 1 MCL | 2 SV | 3 SVT | 4 TB2 | 5 TB3 | 6 T4 | 7 ART3 | 8 ART4 | 9 ART5 | 10 ART6 | 11 BD | 12 DRT | | | | | | | | |
| 0000 | 17 | 0 | 15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5.9 | 1 | 5.9 | 0 | 0 | 48.5 | 55.9 |
| 0100 | 7 | 0 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 28.6 | 1 | 14.3 | 0 | 0 | 46.3 | - |
| 0200 | 4 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53.2 | - |
| 0300 | 7 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47.1 | - |
| 0400 | 15 | 1 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6.7 | 0 | 0 | 0 | 0 | 46.3 | 52.1 |
| 0500 | 50 | 2 | 44 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 14 | 2 | 4 | 0 | 0 | 51.7 | 59.7 |
| 0600 | 126 | 3 | 107 | 0 | 10 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 3.2 | 1 | 0.8 | 0 | 0 | 48.6 | 55.7 |
| 0700 | 273 | 3 | 246 | 1 | 17 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2.9 | 2 | 0.7 | 0 | 0 | 47.4 | 54.1 |
| 0800 | 386 | 4 | 352 | 1 | 24 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 45.4 | 51.7 |
| 0900 | 183 | 2 | 155 | 1 | 13 | 0 | 10 | 0 | 0 | 0 | 1 | 0 | 1 | 10 | 5.5 | 2 | 1.1 | 0 | 0 | 47.2 | 54.1 |
| 1000 | 193 | 1 | 159 | 3 | 19 | 0 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 8 | 4.1 | 1 | 0.5 | 0 | 0 | 46.1 | 53.2 |
| 1100 | 193 | 1 | 157 | 0 | 21 | 0 | 11 | 0 | 1 | 1 | 1 | 0 | 0 | 3 | 1.6 | 1 | 0.5 | 0 | 0 | 44.4 | 52.1 |
| 1200 | 183 | 4 | 148 | 3 | 18 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 1 | 6 | 3.3 | 2 | 1.1 | 0 | 0 | 45 | 52.1 |
| 1300 | 233 | 1 | 195 | 1 | 25 | 1 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 10 | 4.3 | 1 | 0.4 | 0 | 0 | 46.5 | 54.1 |
| 1400 | 223 | 6 | 183 | 1 | 19 | 1 | 10 | 0 | 0 | 1 | 2 | 0 | 0 | 8 | 3.6 | 2 | 0.9 | 0 | 0 | 45.2 | 54.1 |
| 1500 | 314 | 0 | 276 | 1 | 29 | 2 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 9 | 2.9 | 1 | 0.3 | 0 | 0 | 47.3 | 53.2 |
| 1600 | 363 | 8 | 323 | 1 | 25 | 2 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 13 | 3.6 | 1 | 0.3 | 1 | 0.3 | 48.3 | 55 |
| 1700 | 442 | 2 | 413 | 2 | 22 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 11 | 2.5 | 0 | 0 | 0 | 0 | 47.5 | 54.4 |
| 1800 | 367 | 10 | 340 | 1 | 14 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 18 | 4.9 | 1 | 0.3 | 0 | 0 | 48.6 | 55.7 |
| 1900 | 208 | 4 | 194 | 2 | 6 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 16 | 7.7 | 3 | 1.4 | 1 | 0.5 | 49.8 | 57.5 |
| 2000 | 147 | 3 | 141 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 12.2 | 1 | 0.7 | 0 | 0 | 48.9 | 57.7 |
| 2100 | 95 | 2 | 91 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7.4 | 1 | 1.1 | 1 | 1.1 | 47.2 | 55.3 |
| 2200 | 60 | 1 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 1 | 1.7 | 1 | 1.7 | 45.9 | 54.8 |
| 2300 | 38 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 7.9 | 1 | 2.6 | 0 | 0 | 46.3 | 53.5 |
| 07-19 | 3353 | 42 | 2947 | 16 | 246 | 7 | 71 | 1 | 8 | 4 | 9 | 0 | 2 | 108 | 3.2 | 14 | 0.4 | 1 | 0 | 46.8 | 53.9 |
| 06-22 | 3929 | 54 | 3480 | 19 | 266 | 7 | 76 | 1 | 9 | 6 | 9 | 0 | 2 | 153 | 3.9 | 20 | 0.5 | 3 | 0.1 | 47.1 | 54.4 |
| 06-00 | 4027 | 55 | 3576 | 19 | 266 | 7 | 76 | 1 | 9 | 6 | 10 | 0 | 2 | 159 | 3.9 | 22 | 0.5 | 4 | 0.1 | 47.1 | 54.4 |
| 00-00 | 4127 | 58 | 3661 | 19 | 276 | 9 | 76 | 1 | 9 | 6 | 10 | 0 | 2 | 170 | 4.1 | 26 | 0.6 | 4 | 0.1 | 47.1 | 54.6 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

24 May 2017

| Time | Total | Classification | | | | | | | | | | | | >PSL 60 | >PSL% 60 | >SL1 68 ACPO | >SL1% 68 ACPO | >SL2 75 DfT | >SL2% 75 DfT | Mean | Vpp 85 |
|--------------|-------------|----------------|-------------|-----------|------------|-----------|-----------|-----------|-----------|-----------|------------|----------|-----------|------------|-------------|--------------------|---------------------|-------------------|--------------------|-------------|-------------|
| | | 1 MCL | 2 SV | 3 SVT | 4 TB2 | 5 TB3 | 6 T4 | 7 ART3 | 8 ART4 | 9 ART5 | 10 ART6 | 11 BD | 12 DRT | | | | | | | | |
| 0000 | 10 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 0 | 0 | 0 | 46.3 | - |
| 0100 | 9 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46.7 | - |
| 0200 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 50 | 0 | 0 | 0 | 0 | 55.9 | - |
| 0300 | 9 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11.1 | 0 | 0 | 0 | 0 | 46.5 | - |
| 0400 | 12 | 0 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8.3 | 0 | 0 | 0 | 0 | 49.7 | 56.1 |
| 0500 | 42 | 4 | 34 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4.8 | 0 | 0 | 0 | 0 | 49.6 | 56.4 |
| 0600 | 118 | 1 | 107 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 11.9 | 2 | 1.7 | 0 | 0 | 49.8 | 57.9 |
| 0700 | 296 | 4 | 261 | 1 | 20 | 1 | 7 | 0 | 0 | 1 | 1 | 0 | 0 | 11 | 3.7 | 3 | 1 | 0 | 0 | 47.3 | 54.6 |
| 0800 | 405 | 4 | 350 | 9 | 29 | 4 | 7 | 0 | 1 | 1 | 0 | 0 | 0 | 5 | 1.2 | 0 | 0 | 0 | 0 | 44.8 | 52.3 |
| 0900 | 200 | 3 | 162 | 0 | 21 | 3 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 3 | 1 | 0.5 | 0 | 0 | 46.4 | 54.4 |
| 1000 | 196 | 2 | 152 | 1 | 29 | 1 | 8 | 0 | 2 | 1 | 0 | 0 | 0 | 8 | 4.1 | 1 | 0.5 | 0 | 0 | 44.5 | 51.9 |
| 1100 | 193 | 3 | 169 | 0 | 14 | 1 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 4.1 | 0 | 0 | 0 | 0 | 45.7 | 54.1 |
| 1200 | 208 | 5 | 167 | 1 | 28 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 3.8 | 0 | 0 | 0 | 0 | 47 | 54.6 |
| 1300 | 239 | 8 | 181 | 4 | 32 | 0 | 6 | 0 | 2 | 2 | 4 | 0 | 0 | 9 | 3.8 | 0 | 0 | 0 | 0 | 45.7 | 53.7 |
| 1400 | 233 | 8 | 193 | 0 | 13 | 6 | 11 | 0 | 0 | 1 | 1 | 0 | 0 | 16 | 6.9 | 5 | 2.1 | 0 | 0 | 47.1 | 55.3 |
| 1500 | 325 | 4 | 277 | 1 | 27 | 3 | 10 | 0 | 0 | 1 | 2 | 0 | 0 | 11 | 3.4 | 0 | 0 | 0 | 0 | 46.9 | 54.1 |
| 1600 | 359 | 10 | 308 | 1 | 31 | 2 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 16 | 4.5 | 0 | 0 | 0 | 0 | 48.1 | 54.8 |
| 1700 | 445 | 7 | 413 | 5 | 19 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 25 | 5.6 | 3 | 0.7 | 0 | 0 | 48.5 | 55.7 |
| 1800 | 358 | 6 | 338 | 3 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 6.1 | 2 | 0.6 | 0 | 0 | 48.6 | 55.3 |
| 1900 | 233 | 4 | 219 | 1 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 17 | 7.3 | 2 | 0.9 | 0 | 0 | 47.8 | 55.7 |
| 2000 | 139 | 2 | 127 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 9.4 | 2 | 1.4 | 1 | 0.7 | 48.7 | 56.6 |
| 2100 | 111 | 2 | 103 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 9.9 | 2 | 1.8 | 1 | 0.9 | 47.6 | 54.4 |
| 2200 | 68 | 1 | 64 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 7.4 | 0 | 0 | 0 | 0 | 47.6 | 54.8 |
| 2300 | 40 | 0 | 38 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 20 | 2 | 5 | 2 | 5 | 52.6 | 60.6 |
| 07-19 | 3457 | 64 | 2971 | 26 | 274 | 21 | 75 | 0 | 7 | 8 | 11 | 0 | 0 | 145 | 4.2 | 15 | 0.4 | 0 | 0 | 46.9 | 54.6 |
| 06-22 | 4058 | 73 | 3527 | 28 | 306 | 21 | 76 | 0 | 8 | 8 | 11 | 0 | 0 | 200 | 4.9 | 23 | 0.6 | 2 | 0 | 47.1 | 54.8 |
| 06-00 | 4166 | 74 | 3629 | 29 | 309 | 21 | 77 | 0 | 8 | 8 | 11 | 0 | 0 | 213 | 5.1 | 25 | 0.6 | 4 | 0.1 | 47.2 | 54.8 |
| 00-00 | 4250 | 78 | 3699 | 29 | 319 | 21 | 77 | 0 | 8 | 8 | 11 | 0 | 0 | 219 | 5.2 | 25 | 0.6 | 4 | 0.1 | 47.2 | 55 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

Virtual Day (14)

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



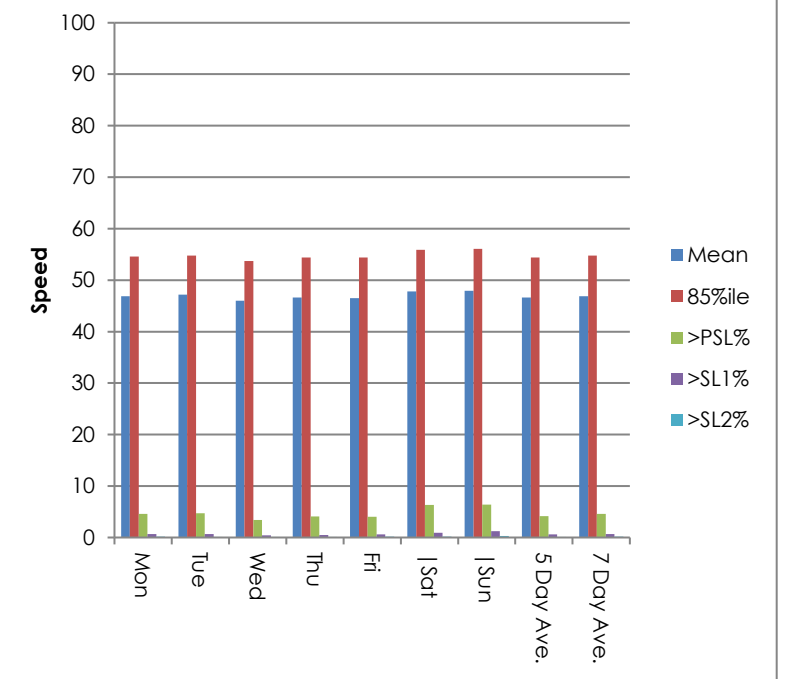
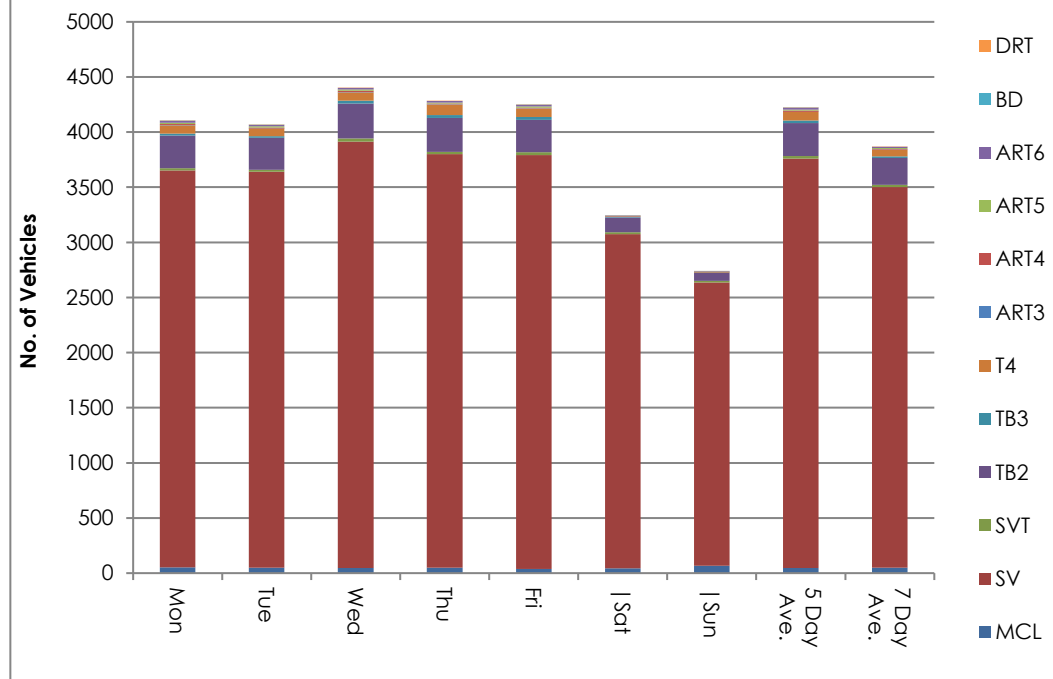
Site 2
 Location Bedford Road, attached to lamp column, OSGR: TL 00650 43164
 Direction Northbound

7480 / Stewartby
 May 2017
 Automatic Traffic Count

Virtual Week (2)

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

Summary Graphs



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

11 May 2017

| Time | Total | Speed Bins (mph) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|-------------|------------------|----------|-----------|----------|----------|-----------|------------|------------|------------|-------------|------------|------------|------------|-----------|-----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | | 0 - 5 | 5 - 10 | 10 - 15 | 15 - 20 | 20 - 25 | 25 - 30 | 30 - 35 | 35 - 40 | 40 - 45 | 45 - 50 | 50 - 55 | 55 - 60 | 60 - 65 | 65 - 70 | 70 - 75 | 75 - 80 | 80 - 85 | 85 - 90 | 90 - 95 | 95 - 100 | 100 - 105 | 105 - 110 | 110 - 115 | 115 - 120 | 120 - 125 | 125 - 130 | 130 - 135 | 135 - 140 |
| 0000 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 4 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0100 | 12 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0200 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0300 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0400 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0500 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 5 | 14 | 7 | 8 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0600 | 115 | 0 | 0 | 1 | 0 | 0 | 5 | 7 | 9 | 22 | 20 | 29 | 16 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0700 | 338 | 0 | 1 | 4 | 0 | 0 | 1 | 26 | 47 | 74 | 87 | 68 | 20 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0800 | 403 | 0 | 0 | 1 | 0 | 1 | 9 | 17 | 58 | 99 | 101 | 68 | 40 | 5 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0900 | 239 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 43 | 48 | 55 | 45 | 29 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1000 | 210 | 0 | 0 | 1 | 0 | 1 | 3 | 18 | 46 | 47 | 48 | 28 | 10 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1100 | 217 | 0 | 0 | 0 | 0 | 2 | 6 | 16 | 28 | 58 | 50 | 29 | 22 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1200 | 204 | 0 | 0 | 1 | 0 | 1 | 6 | 14 | 34 | 50 | 57 | 26 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1300 | 248 | 0 | 1 | 0 | 2 | 0 | 1 | 10 | 39 | 48 | 74 | 47 | 14 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1400 | 228 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 40 | 62 | 50 | 34 | 22 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1500 | 304 | 0 | 0 | 1 | 0 | 0 | 3 | 9 | 67 | 73 | 77 | 48 | 18 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1600 | 347 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 45 | 75 | 92 | 82 | 29 | 10 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1700 | 420 | 0 | 0 | 1 | 1 | 0 | 0 | 10 | 30 | 90 | 113 | 99 | 61 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1800 | 331 | 0 | 0 | 0 | 0 | 1 | 3 | 6 | 17 | 42 | 92 | 78 | 56 | 19 | 11 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1900 | 233 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 27 | 46 | 53 | 55 | 32 | 11 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2000 | 164 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 16 | 28 | 36 | 34 | 26 | 10 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2100 | 99 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 11 | 28 | 11 | 26 | 7 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2200 | 81 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 13 | 8 | 19 | 20 | 4 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2300 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 5 | 9 | 10 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07-19 | 3489 | 0 | 2 | 9 | 3 | 6 | 33 | 161 | 494 | 766 | 896 | 652 | 333 | 91 | 31 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-22 | 4100 | 0 | 2 | 11 | 3 | 7 | 47 | 178 | 557 | 890 | 1016 | 796 | 414 | 121 | 40 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-00 | 4225 | 0 | 2 | 11 | 3 | 7 | 48 | 189 | 577 | 903 | 1044 | 826 | 427 | 126 | 43 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00-00 | 4313 | 0 | 2 | 11 | 3 | 8 | 50 | 194 | 583 | 915 | 1070 | 839 | 438 | 133 | 46 | 15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

12 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

13 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

14 May 2017

| Time | Total | Speed Bins (mph) | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|-------------|------------------|----------|----------|-----------|-----------|-----------|-----------|------------|------------|------------|------------|------------|------------|-----------|-----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | | 0 - 5 | 5 - 10 | 10 - 15 | 15 - 20 | 20 - 25 | 25 - 30 | 30 - 35 | 35 - 40 | 40 - 45 | 45 - 50 | 50 - 55 | 55 - 60 | 60 - 65 | 65 - 70 | 70 - 75 | 75 - 80 | 80 - 85 | 85 - 90 | 90 - 95 | 95 - 100 | 100 - 105 | 105 - 110 | 110 - 115 | 115 - 120 | 120 - 125 | 125 - 130 | 130 - 135 |
| 0000 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 5 | 7 | 7 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0100 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 5 | 7 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0200 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 3 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0300 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0400 | 9 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0500 | 11 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 1 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0600 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 8 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0700 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 5 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0800 | 40 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 6 | 7 | 7 | 10 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0900 | 121 | 0 | 0 | 0 | 2 | 1 | 1 | 2 | 19 | 16 | 29 | 28 | 15 | 4 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1000 | 200 | 0 | 0 | 1 | 2 | 2 | 0 | 4 | 27 | 26 | 53 | 55 | 21 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1100 | 251 | 0 | 0 | 3 | 2 | 4 | 7 | 3 | 36 | 55 | 50 | 50 | 27 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1200 | 275 | 0 | 0 | 0 | 0 | 0 | 4 | 11 | 40 | 61 | 61 | 51 | 36 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1300 | 275 | 0 | 0 | 1 | 0 | 2 | 1 | 12 | 45 | 64 | 62 | 59 | 24 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1400 | 223 | 0 | 0 | 2 | 1 | 0 | 0 | 9 | 24 | 46 | 56 | 47 | 25 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1500 | 186 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 15 | 32 | 39 | 46 | 32 | 12 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1600 | 223 | 0 | 0 | 1 | 2 | 1 | 2 | 9 | 22 | 44 | 53 | 39 | 38 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1700 | 204 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 20 | 36 | 48 | 48 | 28 | 6 | 6 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1800 | 180 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 10 | 40 | 44 | 36 | 30 | 7 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1900 | 140 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 16 | 30 | 24 | 21 | 26 | 12 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2000 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 25 | 24 | 21 | 13 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2100 | 62 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 10 | 16 | 15 | 12 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2200 | 55 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 10 | 15 | 6 | 11 | 6 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2300 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 9 | 1 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07-19 | 2194 | 0 | 0 | 9 | 11 | 11 | 16 | 62 | 267 | 429 | 507 | 470 | 284 | 79 | 31 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 06-22 | 2515 | 0 | 0 | 9 | 12 | 11 | 17 | 70 | 294 | 496 | 575 | 535 | 336 | 98 | 41 | 17 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 06-00 | 2594 | 0 | 0 | 9 | 12 | 11 | 18 | 70 | 299 | 512 | 599 | 542 | 349 | 107 | 43 | 17 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 00-00 | 2697 | 0 | 0 | 9 | 12 | 12 | 22 | 77 | 314 | 526 | 619 | 564 | 360 | 111 | 47 | 17 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

15 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

16 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

17 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

18 May 2017

| Time | Total | Speed Bins (mph) | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|-------------|------------------|----------|----------|-----------|-----------|-----------|------------|------------|-------------|-------------|------------|------------|------------|-----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | | 0 - 5 | 5 - 10 | 10 - 15 | 15 - 20 | 20 - 25 | 25 - 30 | 30 - 35 | 35 - 40 | 40 - 45 | 45 - 50 | 50 - 55 | 55 - 60 | 60 - 65 | 65 - 70 | 70 - 75 | 75 - 80 | 80 - 85 | 85 - 90 | 90 - 95 | 95 - 100 | 100 - 105 | 105 - 110 | 110 - 115 | 115 - 120 | 120 - 125 | 125 - 130 | 130 - 135 |
| 0000 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0100 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0200 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0300 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0400 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0500 | 43 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 4 | 10 | 15 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0600 | 135 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 14 | 28 | 39 | 32 | 10 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0700 | 323 | 0 | 0 | 0 | 2 | 0 | 6 | 4 | 45 | 77 | 89 | 62 | 28 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0800 | 413 | 0 | 0 | 0 | 1 | 0 | 3 | 18 | 70 | 118 | 102 | 60 | 34 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0900 | 209 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 23 | 49 | 57 | 50 | 15 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1000 | 198 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 33 | 43 | 46 | 42 | 22 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1100 | 212 | 0 | 0 | 0 | 0 | 0 | 4 | 20 | 37 | 49 | 55 | 28 | 14 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1200 | 192 | 0 | 1 | 0 | 1 | 0 | 0 | 8 | 29 | 54 | 44 | 40 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1300 | 256 | 0 | 0 | 0 | 2 | 3 | 5 | 18 | 45 | 64 | 56 | 34 | 23 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1400 | 224 | 0 | 0 | 0 | 2 | 7 | 5 | 13 | 32 | 57 | 48 | 35 | 16 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1500 | 318 | 0 | 1 | 0 | 2 | 5 | 7 | 10 | 53 | 74 | 78 | 59 | 20 | 5 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1600 | 349 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 27 | 86 | 107 | 73 | 37 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1700 | 444 | 0 | 0 | 0 | 0 | 0 | 3 | 16 | 36 | 106 | 133 | 109 | 31 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1800 | 373 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 39 | 83 | 105 | 88 | 38 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1900 | 197 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 21 | 38 | 43 | 44 | 22 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2000 | 128 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 13 | 25 | 31 | 32 | 7 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2100 | 84 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 14 | 19 | 20 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2200 | 76 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 20 | 13 | 12 | 15 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2300 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 7 | 9 | 8 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07-19 | 3511 | 0 | 2 | 0 | 11 | 16 | 33 | 126 | 469 | 860 | 920 | 680 | 289 | 85 | 14 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-22 | 4055 | 0 | 2 | 0 | 12 | 17 | 43 | 155 | 531 | 970 | 1053 | 803 | 332 | 108 | 19 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-00 | 4170 | 0 | 2 | 0 | 12 | 18 | 43 | 168 | 557 | 990 | 1074 | 826 | 337 | 111 | 21 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00-00 | 4251 | 0 | 2 | 1 | 13 | 19 | 45 | 169 | 560 | 1000 | 1092 | 847 | 353 | 115 | 24 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

19 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

20 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

21 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

22 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

23 May 2017

| Time | Total | Speed Bins (mph) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|-------------|------------------|----------|----------|----------|-----------|-----------|------------|------------|------------|-------------|------------|------------|------------|-----------|-----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | | 0 - 5 | 5 - 10 | 10 - 15 | 15 - 20 | 20 - 25 | 25 - 30 | 30 - 35 | 35 - 40 | 40 - 45 | 45 - 50 | 50 - 55 | 55 - 60 | 60 - 65 | 65 - 70 | 70 - 75 | 75 - 80 | 80 - 85 | 85 - 90 | 90 - 95 | 95 - 100 | 100 - 105 | 105 - 110 | 110 - 115 | 115 - 120 | 120 - 125 | 125 - 130 | 130 - 135 | 135 - 140 |
| 0000 | 17 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 1 | 2 | 4 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0100 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0200 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0300 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0400 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0500 | 50 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 5 | 8 | 13 | 12 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0600 | 126 | 0 | 0 | 0 | 2 | 0 | 1 | 5 | 12 | 14 | 27 | 41 | 20 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0700 | 273 | 0 | 0 | 1 | 2 | 0 | 0 | 5 | 25 | 69 | 71 | 64 | 28 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0800 | 386 | 0 | 0 | 0 | 0 | 0 | 5 | 9 | 51 | 126 | 105 | 69 | 17 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0900 | 183 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 19 | 44 | 46 | 41 | 12 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1000 | 193 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 34 | 43 | 46 | 39 | 13 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1100 | 193 | 0 | 0 | 0 | 0 | 0 | 4 | 12 | 31 | 61 | 46 | 25 | 11 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1200 | 183 | 0 | 0 | 0 | 2 | 1 | 3 | 6 | 41 | 40 | 43 | 34 | 7 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1300 | 233 | 0 | 0 | 0 | 0 | 0 | 6 | 14 | 26 | 47 | 60 | 48 | 22 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1400 | 223 | 0 | 0 | 0 | 1 | 1 | 6 | 17 | 38 | 52 | 49 | 33 | 18 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1500 | 314 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 36 | 69 | 86 | 79 | 25 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1600 | 363 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 38 | 69 | 91 | 104 | 43 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1700 | 442 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 52 | 97 | 120 | 105 | 45 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1800 | 367 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 26 | 81 | 109 | 78 | 50 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1900 | 208 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 15 | 32 | 54 | 55 | 32 | 8 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2000 | 147 | 0 | 0 | 0 | 0 | 1 | 1 | 10 | 9 | 26 | 37 | 25 | 20 | 12 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2100 | 95 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 11 | 22 | 19 | 18 | 10 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2200 | 60 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 9 | 18 | 7 | 12 | 6 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2300 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 4 | 6 | 9 | 8 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07-19 | 3353 | 0 | 0 | 3 | 6 | 4 | 27 | 108 | 417 | 798 | 872 | 719 | 291 | 80 | 21 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-22 | 3929 | 0 | 0 | 3 | 8 | 6 | 30 | 133 | 464 | 892 | 1009 | 858 | 373 | 106 | 34 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-00 | 4027 | 0 | 0 | 3 | 8 | 10 | 30 | 140 | 477 | 916 | 1025 | 878 | 381 | 108 | 37 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00-00 | 4127 | 0 | 0 | 3 | 9 | 10 | 31 | 143 | 488 | 931 | 1040 | 903 | 399 | 115 | 39 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

24 May 2017

| Time | Total | Speed Bins (mph) | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|-------------|------------------|----------|----------|-----------|----------|-----------|------------|------------|------------|-------------|------------|------------|------------|-----------|-----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | | 0 - 5 | 5 - 10 | 10 - 15 | 15 - 20 | 20 - 25 | 25 - 30 | 30 - 35 | 35 - 40 | 40 - 45 | 45 - 50 | 50 - 55 | 55 - 60 | 60 - 65 | 65 - 70 | 70 - 75 | 75 - 80 | 80 - 85 | 85 - 90 | 90 - 95 | 95 - 100 | 100 - 105 | 105 - 110 | 110 - 115 | 115 - 120 | 120 - 125 | 125 - 130 | 130 - 135 |
| 0000 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0100 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0200 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0300 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0400 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0500 | 42 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 3 | 10 | 12 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0600 | 118 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 10 | 19 | 27 | 30 | 16 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0700 | 296 | 0 | 0 | 1 | 2 | 4 | 0 | 9 | 28 | 65 | 77 | 68 | 31 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0800 | 405 | 0 | 0 | 0 | 1 | 0 | 9 | 23 | 51 | 120 | 109 | 67 | 20 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0900 | 200 | 0 | 0 | 1 | 0 | 0 | 2 | 13 | 27 | 41 | 47 | 43 | 20 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1000 | 196 | 0 | 0 | 0 | 0 | 1 | 6 | 9 | 41 | 55 | 45 | 20 | 11 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1100 | 193 | 0 | 0 | 0 | 1 | 1 | 4 | 12 | 21 | 57 | 43 | 30 | 16 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1200 | 208 | 0 | 0 | 0 | 0 | 1 | 4 | 6 | 22 | 52 | 55 | 40 | 20 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1300 | 239 | 0 | 0 | 1 | 1 | 0 | 2 | 13 | 35 | 58 | 67 | 32 | 21 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1400 | 233 | 0 | 0 | 0 | 3 | 0 | 5 | 10 | 32 | 43 | 48 | 52 | 24 | 8 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1500 | 325 | 0 | 0 | 0 | 1 | 1 | 2 | 10 | 39 | 76 | 84 | 68 | 33 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1600 | 359 | 0 | 0 | 2 | 0 | 1 | 2 | 10 | 25 | 73 | 109 | 84 | 37 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1700 | 445 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 38 | 92 | 112 | 99 | 65 | 17 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1800 | 358 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 19 | 89 | 102 | 76 | 41 | 17 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1900 | 233 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 25 | 58 | 51 | 47 | 25 | 13 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2000 | 139 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 19 | 11 | 32 | 34 | 19 | 9 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2100 | 111 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 20 | 16 | 23 | 28 | 6 | 7 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2200 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 7 | 18 | 8 | 19 | 6 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2300 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 5 | 12 | 6 | 5 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07-19 | 3457 | 0 | 0 | 5 | 9 | 9 | 40 | 134 | 378 | 821 | 898 | 679 | 339 | 107 | 29 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-22 | 4058 | 0 | 0 | 5 | 10 | 9 | 44 | 159 | 452 | 925 | 1031 | 818 | 405 | 145 | 42 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-00 | 4166 | 0 | 0 | 5 | 10 | 9 | 44 | 165 | 462 | 948 | 1051 | 843 | 416 | 152 | 46 | 11 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00-00 | 4250 | 0 | 0 | 6 | 11 | 9 | 44 | 171 | 467 | 960 | 1068 | 863 | 432 | 158 | 46 | 11 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

Virtual Day (14)

| Time | Total | Speed Bins (mph) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|-------------|------------------|----------|----------|-----------|-----------|-----------|------------|------------|------------|------------|------------|------------|------------|-----------|-----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | | 0 - 5 | 5 - 10 | 10 - 15 | 15 - 20 | 20 - 25 | 25 - 30 | 30 - 35 | 35 - 40 | 40 - 45 | 45 - 50 | 50 - 55 | 55 - 60 | 60 - 65 | 65 - 70 | 70 - 75 | 75 - 80 | 80 - 85 | 85 - 90 | 90 - 95 | 95 - 100 | 100 - 105 | 105 - 110 | 110 - 115 | 115 - 120 | 120 - 125 | 125 - 130 | 130 - 135 | 135 - 140 |
| 0000 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 4 | 4 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0100 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 2 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0200 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0300 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0400 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0500 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 7 | 9 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0600 | 93 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 9 | 16 | 22 | 23 | 13 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0700 | 230 | 0 | 0 | 1 | 1 | 1 | 2 | 10 | 31 | 57 | 59 | 43 | 18 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0800 | 311 | 0 | 0 | 1 | 1 | 1 | 4 | 17 | 51 | 88 | 72 | 51 | 20 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0900 | 196 | 0 | 0 | 0 | 1 | 0 | 1 | 8 | 26 | 40 | 53 | 41 | 19 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1000 | 201 | 0 | 0 | 0 | 1 | 1 | 3 | 10 | 32 | 44 | 52 | 34 | 17 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1100 | 222 | 0 | 0 | 0 | 1 | 1 | 3 | 12 | 34 | 54 | 53 | 39 | 19 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1200 | 215 | 0 | 0 | 0 | 1 | 1 | 2 | 8 | 33 | 50 | 54 | 41 | 19 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1300 | 242 | 0 | 0 | 1 | 1 | 1 | 3 | 14 | 39 | 57 | 58 | 41 | 20 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1400 | 235 | 0 | 0 | 1 | 1 | 1 | 3 | 12 | 32 | 53 | 56 | 44 | 23 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1500 | 284 | 0 | 0 | 0 | 0 | 1 | 3 | 8 | 42 | 71 | 68 | 55 | 24 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1600 | 313 | 0 | 0 | 0 | 1 | 0 | 1 | 8 | 31 | 67 | 85 | 72 | 35 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1700 | 366 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 35 | 82 | 96 | 85 | 41 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1800 | 332 | 0 | 0 | 0 | 0 | 1 | 2 | 7 | 30 | 76 | 88 | 71 | 39 | 14 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1900 | 204 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 20 | 43 | 47 | 43 | 26 | 12 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2000 | 131 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 14 | 24 | 30 | 27 | 18 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2100 | 91 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 13 | 19 | 19 | 17 | 8 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2200 | 68 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 10 | 13 | 13 | 14 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2300 | 41 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 8 | 10 | 8 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07-19 | 3147 | 0 | 0 | 4 | 9 | 9 | 25 | 124 | 416 | 739 | 794 | 616 | 293 | 84 | 23 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-22 | 3667 | 0 | 0 | 5 | 9 | 10 | 30 | 144 | 473 | 839 | 911 | 726 | 359 | 113 | 33 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-00 | 3775 | 0 | 0 | 5 | 9 | 10 | 31 | 150 | 487 | 860 | 934 | 747 | 371 | 118 | 35 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00-00 | 3867 | 0 | 0 | 5 | 10 | 11 | 32 | 154 | 496 | 875 | 952 | 769 | 385 | 124 | 37 | 11 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



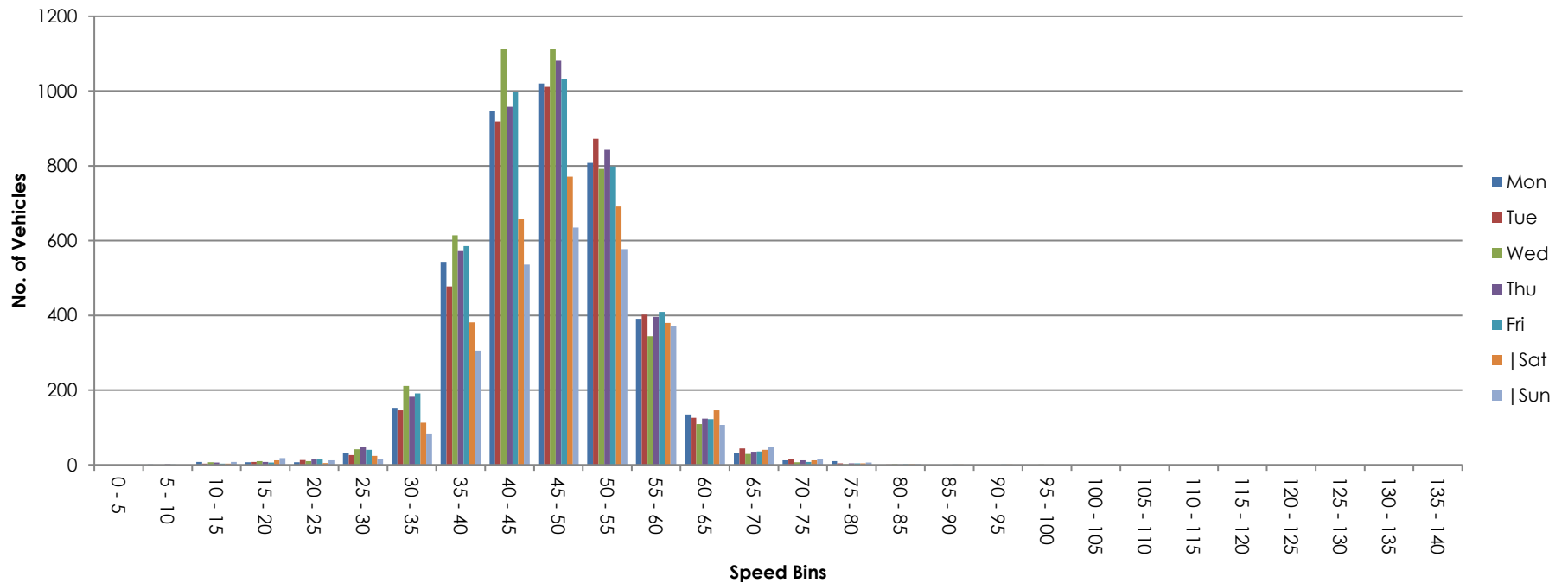
Site 2
 Location Bedford Road, attached to lamp column, OSGR: TL 00650 43164
 Direction Northbound

7480 / Stewartby
 May 2017
 Automatic Traffic Count

Virtual Week (2)

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

Summary Graphs



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

11 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

12 May 2017

| Time | Total | Classification | | | | | | | | | | | | >PSL 60 | >PSL% 60 | >SL1 68 ACPO | >SL1% 68 ACPO | >SL2 75 DfT | >SL2% 75 DfT | Mean | Vpp 85 |
|--------------|-------------|----------------|-------------|-----------|------------|-----------|-----------|-----------|-----------|-----------|------------|----------|-----------|------------|-------------|--------------------|---------------------|-------------------|--------------------|-------------|-------------|
| | | 1 MCL | 2 SV | 3 SVT | 4 TB2 | 5 TB3 | 6 T4 | 7 ART3 | 8 ART4 | 9 ART5 | 10 ART6 | 11 BD | 12 DRT | | | | | | | | |
| 0000 | 10 | 1 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 0 | 0 | 0 | 47.9 | - |
| 0100 | 5 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 | 0 | 0 | 0 | 0 | 43.8 | - |
| 0200 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 33.3 | 0 | 0 | 0 | 0 | 47.2 | - |
| 0300 | 12 | 0 | 8 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42.6 | 50.3 |
| 0400 | 17 | 1 | 12 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 29.4 | 2 | 11.8 | 0 | 0 | 51.3 | 62.4 |
| 0500 | 95 | 0 | 77 | 0 | 12 | 2 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 17 | 17.9 | 3 | 3.2 | 2 | 2.1 | 50 | 61.7 |
| 0600 | 170 | 2 | 150 | 0 | 10 | 3 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 23 | 13.5 | 10 | 5.9 | 1 | 0.6 | 50.4 | 59.3 |
| 0700 | 516 | 2 | 449 | 4 | 43 | 3 | 11 | 0 | 1 | 2 | 1 | 0 | 0 | 14 | 2.7 | 2 | 0.4 | 0 | 0 | 46.4 | 54.1 |
| 0800 | 455 | 3 | 405 | 1 | 32 | 4 | 6 | 1 | 0 | 1 | 2 | 0 | 0 | 10 | 2.2 | 1 | 0.2 | 0 | 0 | 44.5 | 53 |
| 0900 | 307 | 0 | 265 | 2 | 31 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 4.2 | 3 | 1 | 0 | 0 | 46.8 | 54.4 |
| 1000 | 266 | 0 | 224 | 0 | 24 | 3 | 8 | 0 | 2 | 1 | 4 | 0 | 0 | 12 | 4.5 | 5 | 1.9 | 1 | 0.4 | 45.3 | 53.2 |
| 1100 | 246 | 1 | 208 | 1 | 27 | 3 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 2.8 | 0 | 0 | 0 | 0 | 44.2 | 53.2 |
| 1200 | 279 | 2 | 241 | 3 | 24 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 3.9 | 3 | 1.1 | 0 | 0 | 44.2 | 53 |
| 1300 | 308 | 2 | 250 | 3 | 34 | 0 | 16 | 0 | 0 | 1 | 2 | 0 | 0 | 9 | 2.9 | 0 | 0 | 0 | 0 | 45.4 | 54.1 |
| 1400 | 280 | 4 | 237 | 1 | 25 | 2 | 9 | 0 | 0 | 2 | 0 | 0 | 0 | 7 | 2.5 | 1 | 0.4 | 1 | 0.4 | 45.3 | 53.5 |
| 1500 | 441 | 4 | 373 | 2 | 44 | 2 | 13 | 0 | 0 | 2 | 1 | 0 | 0 | 12 | 2.7 | 3 | 0.7 | 0 | 0 | 43.7 | 51.9 |
| 1600 | 420 | 3 | 373 | 4 | 35 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 10 | 2.4 | 1 | 0.2 | 0 | 0 | 46.5 | 54.6 |
| 1700 | 402 | 2 | 379 | 3 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 17 | 4.2 | 1 | 0.2 | 1 | 0.2 | 47.8 | 55.5 |
| 1800 | 313 | 5 | 290 | 0 | 16 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 24 | 7.7 | 8 | 2.6 | 2 | 0.6 | 48.6 | 56.6 |
| 1900 | 243 | 3 | 233 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 8.6 | 2 | 0.8 | 0 | 0 | 48.1 | 56.4 |
| 2000 | 148 | 3 | 140 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 14.2 | 7 | 4.7 | 2 | 1.4 | 50.4 | 59.3 |
| 2100 | 99 | 1 | 95 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12.1 | 3 | 3 | 2 | 2 | 48.1 | 56.8 |
| 2200 | 55 | 1 | 53 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 14.5 | 3 | 5.5 | 1 | 1.8 | 49.2 | 57.3 |
| 2300 | 54 | 0 | 51 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 18.5 | 3 | 5.6 | 1 | 1.9 | 49.5 | 61.5 |
| 07-19 | 4233 | 28 | 3694 | 24 | 351 | 24 | 83 | 1 | 5 | 10 | 12 | 0 | 1 | 146 | 3.4 | 28 | 0.7 | 5 | 0.1 | 45.8 | 54.1 |
| 06-22 | 4893 | 37 | 4312 | 24 | 376 | 27 | 84 | 1 | 5 | 12 | 14 | 0 | 1 | 223 | 4.6 | 50 | 1 | 10 | 0.2 | 46.2 | 54.8 |
| 06-00 | 5002 | 38 | 4416 | 25 | 379 | 27 | 84 | 1 | 5 | 12 | 14 | 0 | 1 | 241 | 4.8 | 56 | 1.1 | 12 | 0.2 | 46.3 | 54.8 |
| 00-00 | 5144 | 40 | 4525 | 25 | 400 | 30 | 85 | 1 | 7 | 14 | 16 | 0 | 1 | 266 | 5.2 | 61 | 1.2 | 14 | 0.3 | 46.4 | 55 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

13 May 2017

| Time | Total | Classification | | | | | | | | | | | | >PSL 60 | >PSL% 60 | >SL1 68 ACPO | >SL1% 68 ACPO | >SL2 75 DfT | >SL2% 75 DfT | Mean | Vpp 85 |
|--------------|-------------|----------------|-------------|-----------|------------|----------|----------|-----------|-----------|-----------|------------|----------|-----------|------------|-------------|--------------------|---------------------|-------------------|--------------------|-------------|-------------|
| | | 1 MCL | 2 SV | 3 SVT | 4 TB2 | 5 TB3 | 6 T4 | 7 ART3 | 8 ART4 | 9 ART5 | 10 ART6 | 11 BD | 12 DRT | | | | | | | | |
| 0000 | 29 | 0 | 27 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6.9 | 1 | 3.4 | 1 | 3.4 | 46.3 | 56.8 |
| 0100 | 12 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 16.7 | 1 | 8.3 | 0 | 0 | 54.5 | 58.6 |
| 0200 | 7 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44.8 | - |
| 0300 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16.7 | 0 | 0 | 0 | 0 | 49.4 | - |
| 0400 | 10 | 0 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 40 | 1 | 10 | 0 | 0 | 55.5 | - |
| 0500 | 44 | 1 | 36 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 12 | 27.3 | 3 | 6.8 | 1 | 2.3 | 53.2 | 63.8 |
| 0600 | 71 | 2 | 59 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 18.3 | 2 | 2.8 | 0 | 0 | 51 | 60.6 |
| 0700 | 94 | 4 | 77 | 1 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 13.8 | 0 | 0 | 0 | 0 | 48.3 | 59.3 |
| 0800 | 154 | 2 | 142 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 14.9 | 5 | 3.2 | 0 | 0 | 49.4 | 59.7 |
| 0900 | 269 | 8 | 244 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24 | 8.9 | 3 | 1.1 | 1 | 0.4 | 46.6 | 56.8 |
| 1000 | 277 | 3 | 258 | 0 | 15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | 5.4 | 2 | 0.7 | 0 | 0 | 46.5 | 55.9 |
| 1100 | 297 | 6 | 278 | 2 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 4 | 4 | 1.3 | 1 | 0.3 | 46.6 | 54.6 |
| 1200 | 328 | 3 | 310 | 2 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 5.8 | 4 | 1.2 | 1 | 0.3 | 48.1 | 56.1 |
| 1300 | 272 | 2 | 254 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 7 | 7 | 2.6 | 2 | 0.7 | 47.5 | 55.9 |
| 1400 | 311 | 5 | 292 | 1 | 12 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 19 | 6.1 | 3 | 1 | 1 | 0.3 | 47.5 | 55.3 |
| 1500 | 254 | 2 | 244 | 1 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 10 | 3.9 | 0 | 0 | 0 | 0 | 47.5 | 55 |
| 1600 | 269 | 6 | 254 | 1 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 15 | 5.6 | 6 | 2.2 | 3 | 1.1 | 47.9 | 56.4 |
| 1700 | 271 | 5 | 256 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 4.8 | 1 | 0.4 | 0 | 0 | 47.1 | 55.9 |
| 1800 | 242 | 1 | 231 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 7 | 2 | 0.8 | 1 | 0.4 | 48.3 | 57.3 |
| 1900 | 175 | 2 | 167 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 9.7 | 2 | 1.1 | 1 | 0.6 | 49.1 | 57.9 |
| 2000 | 137 | 2 | 133 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 10.2 | 3 | 2.2 | 0 | 0 | 49.1 | 58.8 |
| 2100 | 80 | 1 | 76 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3.8 | 1 | 1.3 | 0 | 0 | 47.9 | 55.3 |
| 2200 | 81 | 1 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 6.2 | 1 | 1.2 | 0 | 0 | 47.4 | 56.4 |
| 2300 | 43 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 9.3 | 2 | 4.7 | 1 | 2.3 | 49.3 | 57.9 |
| 07-19 | 3038 | 47 | 2840 | 15 | 128 | 1 | 2 | 1 | 1 | 2 | 0 | 0 | 1 | 199 | 6.6 | 37 | 1.2 | 10 | 0.3 | 47.5 | 56.1 |
| 06-22 | 3501 | 54 | 3275 | 17 | 145 | 2 | 3 | 1 | 1 | 2 | 0 | 0 | 1 | 246 | 7 | 45 | 1.3 | 11 | 0.3 | 47.7 | 56.6 |
| 06-00 | 3625 | 55 | 3398 | 17 | 145 | 2 | 3 | 1 | 1 | 2 | 0 | 0 | 1 | 255 | 7 | 48 | 1.3 | 12 | 0.3 | 47.7 | 56.6 |
| 00-00 | 3733 | 56 | 3491 | 17 | 157 | 2 | 3 | 1 | 2 | 3 | 0 | 0 | 1 | 276 | 7.4 | 54 | 1.4 | 14 | 0.4 | 47.8 | 56.8 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

14 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

15 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

16 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

17 May 2017

| Time | Total | Classification | | | | | | | | | | | | >PSL 60 | >PSL% 60 | >SL1 68 ACPO | >SL1% 68 ACPO | >SL2 75 DfT | >SL2% 75 DfT | Mean | Vpp 85 |
|--------------|-------------|----------------|-------------|-----------|------------|-----------|-----------|-----------|-----------|-----------|------------|----------|-----------|------------|-------------|--------------------|---------------------|-------------------|--------------------|-------------|-------------|
| | | 1 MCL | 2 SV | 3 SVT | 4 TB2 | 5 TB3 | 6 T4 | 7 ART3 | 8 ART4 | 9 ART5 | 10 ART6 | 11 BD | 12 DRT | | | | | | | | |
| 0000 | 11 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9.1 | 0 | 0 | 0 | 0 | 49.9 | 55.3 |
| 0100 | 4 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52.2 | - |
| 0200 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32.3 | - |
| 0300 | 12 | 0 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42.9 | 50.8 |
| 0400 | 19 | 0 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 36.8 | 5 | 26.3 | 2 | 10.5 | 58 | 69.3 |
| 0500 | 87 | 1 | 78 | 0 | 5 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 25 | 28.7 | 3 | 3.4 | 1 | 1.1 | 51.8 | 62 |
| 0600 | 199 | 1 | 178 | 0 | 16 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 23 | 11.6 | 3 | 1.5 | 0 | 0 | 50 | 58.2 |
| 0700 | 538 | 1 | 474 | 3 | 41 | 1 | 14 | 0 | 0 | 1 | 3 | 0 | 0 | 9 | 1.7 | 0 | 0 | 0 | 0 | 46.1 | 52.6 |
| 0800 | 479 | 2 | 440 | 2 | 27 | 3 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 11 | 2.3 | 2 | 0.4 | 0 | 0 | 44.9 | 52.8 |
| 0900 | 302 | 3 | 254 | 0 | 33 | 1 | 5 | 2 | 0 | 2 | 2 | 0 | 0 | 16 | 5.3 | 3 | 1 | 0 | 0 | 46 | 53.9 |
| 1000 | 222 | 1 | 181 | 1 | 32 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 0.9 | 1 | 0.5 | 0 | 0 | 43.6 | 50.6 |
| 1100 | 227 | 1 | 185 | 0 | 37 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 1.8 | 0 | 0 | 0 | 0 | 44 | 51.7 |
| 1200 | 265 | 1 | 224 | 2 | 27 | 1 | 7 | 1 | 0 | 1 | 1 | 0 | 0 | 4 | 1.5 | 1 | 0.4 | 0 | 0 | 43.4 | 50.3 |
| 1300 | 235 | 2 | 199 | 0 | 22 | 3 | 4 | 0 | 1 | 1 | 3 | 0 | 0 | 4 | 1.7 | 1 | 0.4 | 1 | 0.4 | 44 | 52.1 |
| 1400 | 221 | 0 | 181 | 2 | 25 | 1 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0.9 | 0 | 0 | 0 | 0 | 45.1 | 52.3 |
| 1500 | 387 | 2 | 330 | 1 | 36 | 2 | 8 | 0 | 3 | 4 | 1 | 0 | 0 | 2 | 0.5 | 1 | 0.3 | 0 | 0 | 42.1 | 49.7 |
| 1600 | 385 | 6 | 340 | 2 | 29 | 0 | 5 | 0 | 0 | 2 | 1 | 0 | 0 | 6 | 1.6 | 1 | 0.3 | 0 | 0 | 45.1 | 53.2 |
| 1700 | 441 | 3 | 415 | 1 | 19 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 9 | 2 | 1 | 0.2 | 0 | 0 | 44.8 | 52.6 |
| 1800 | 273 | 1 | 256 | 0 | 14 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 1.8 | 1 | 0.4 | 0 | 0 | 46.2 | 53.5 |
| 1900 | 207 | 2 | 199 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 4.3 | 1 | 0.5 | 1 | 0.5 | 47.8 | 55.5 |
| 2000 | 129 | 0 | 125 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 8.5 | 3 | 2.3 | 2 | 1.6 | 48.1 | 56.4 |
| 2100 | 112 | 1 | 103 | 0 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 4.5 | 1 | 0.9 | 0 | 0 | 43 | 52.3 |
| 2200 | 126 | 0 | 111 | 0 | 7 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 1 | 5 | 4 | 1 | 0.8 | 0 | 0 | 46.7 | 53.7 |
| 2300 | 49 | 1 | 39 | 0 | 2 | 0 | 0 | 0 | 4 | 1 | 2 | 0 | 0 | 3 | 6.1 | 1 | 2 | 1 | 2 | 48.4 | 54.6 |
| 07-19 | 3975 | 23 | 3479 | 14 | 342 | 15 | 64 | 4 | 5 | 14 | 14 | 1 | 0 | 74 | 1.9 | 12 | 0.3 | 1 | 0 | 44.7 | 52.3 |
| 06-22 | 4622 | 27 | 4084 | 15 | 374 | 16 | 65 | 4 | 5 | 15 | 16 | 1 | 0 | 122 | 2.6 | 20 | 0.4 | 4 | 0.1 | 45.1 | 52.8 |
| 06-00 | 4797 | 28 | 4234 | 15 | 383 | 16 | 65 | 4 | 12 | 19 | 19 | 1 | 1 | 130 | 2.7 | 22 | 0.5 | 5 | 0.1 | 45.2 | 52.8 |
| 00-00 | 4931 | 30 | 4351 | 15 | 394 | 17 | 66 | 4 | 12 | 20 | 20 | 1 | 1 | 163 | 3.3 | 30 | 0.6 | 8 | 0.2 | 45.4 | 53.2 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

18 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

19 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

20 May 2017

| Time | Total | Classification | | | | | | | | | | | | >PSL 60 | >PSL% 60 | >SL1 68 ACPO | >SL1% 68 ACPO | >SL2 75 DfT | >SL2% 75 DfT | Mean | Vpp 85 |
|--------------|-------------|----------------|-------------|-----------|------------|----------|----------|-----------|-----------|-----------|------------|----------|-----------|------------|-------------|--------------------|---------------------|-------------------|--------------------|-------------|-------------|
| | | 1 MCL | 2 SV | 3 SVT | 4 TB2 | 5 TB3 | 6 T4 | 7 ART3 | 8 ART4 | 9 ART5 | 10 ART6 | 11 BD | 12 DRT | | | | | | | | |
| 0000 | 27 | 0 | 25 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7.4 | 0 | 0 | 0 | 0 | 46.9 | 54.6 |
| 0100 | 15 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42.2 | 47.9 |
| 0200 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52.3 | - |
| 0300 | 8 | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47.2 | - |
| 0400 | 16 | 0 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6.3 | 1 | 6.3 | 0 | 0 | 49.9 | 57.9 |
| 0500 | 30 | 0 | 24 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 12 | 40 | 4 | 13.3 | 0 | 0 | 56.8 | 66.7 |
| 0600 | 56 | 0 | 50 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 16.1 | 4 | 7.1 | 0 | 0 | 49.3 | 62 |
| 0700 | 127 | 2 | 113 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 16.5 | 3 | 2.4 | 2 | 1.6 | 50 | 61.1 |
| 0800 | 205 | 4 | 179 | 1 | 18 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 22 | 10.7 | 5 | 2.4 | 1 | 0.5 | 48.9 | 57.7 |
| 0900 | 250 | 1 | 231 | 0 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 6.8 | 2 | 0.8 | 1 | 0.4 | 47.9 | 55.5 |
| 1000 | 297 | 7 | 275 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 7.7 | 5 | 1.7 | 2 | 0.7 | 48.2 | 57 |
| 1100 | 311 | 4 | 288 | 4 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 4.2 | 1 | 0.3 | 1 | 0.3 | 47.1 | 55 |
| 1200 | 323 | 2 | 301 | 1 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 3.7 | 2 | 0.6 | 0 | 0 | 47.6 | 54.8 |
| 1300 | 302 | 4 | 279 | 1 | 17 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 10 | 3.3 | 0 | 0 | 0 | 0 | 46.2 | 54.1 |
| 1400 | 268 | 3 | 250 | 1 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 4.5 | 2 | 0.7 | 0 | 0 | 47.5 | 55.5 |
| 1500 | 260 | 1 | 247 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 5 | 1 | 0.4 | 0 | 0 | 47.9 | 56.4 |
| 1600 | 272 | 3 | 258 | 2 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2.2 | 2 | 0.7 | 0 | 0 | 46.1 | 54.8 |
| 1700 | 240 | 1 | 236 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1.3 | 0 | 0 | 0 | 0 | 45.3 | 52.6 |
| 1800 | 207 | 0 | 201 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 14 | 6.8 | 2 | 1 | 0 | 0 | 47.8 | 56.4 |
| 1900 | 152 | 1 | 148 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 9.2 | 3 | 2 | 1 | 0.7 | 48.2 | 57.5 |
| 2000 | 135 | 0 | 130 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 4.4 | 1 | 0.7 | 0 | 0 | 46.3 | 54.1 |
| 2100 | 112 | 3 | 107 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 5.4 | 2 | 1.8 | 0 | 0 | 45.7 | 53 |
| 2200 | 77 | 0 | 74 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2.6 | 1 | 1.3 | 0 | 0 | 48.3 | 55.3 |
| 2300 | 42 | 0 | 41 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7.1 | 1 | 2.4 | 1 | 2.4 | 48.2 | 54.4 |
| 07-19 | 3062 | 32 | 2858 | 15 | 149 | 3 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 166 | 5.4 | 25 | 0.8 | 7 | 0.2 | 47.4 | 55.7 |
| 06-22 | 3517 | 36 | 3293 | 16 | 162 | 3 | 2 | 2 | 2 | 0 | 1 | 0 | 0 | 201 | 5.7 | 35 | 1 | 8 | 0.2 | 47.4 | 55.7 |
| 06-00 | 3636 | 36 | 3408 | 16 | 166 | 3 | 2 | 2 | 2 | 0 | 1 | 0 | 0 | 206 | 5.7 | 37 | 1 | 9 | 0.2 | 47.4 | 55.7 |
| 00-00 | 3736 | 36 | 3495 | 16 | 176 | 4 | 2 | 2 | 2 | 2 | 1 | 0 | 0 | 221 | 5.9 | 42 | 1.1 | 9 | 0.2 | 47.5 | 55.9 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

21 May 2017

| Time | Total | Classification | | | | | | | | | | | | >PSL 60 | >PSL% 60 | >SL1 68 ACPO | >SL1% 68 ACPO | >SL2 75 DfT | >SL2% 75 DfT | Mean | Vpp 85 |
|--------------|-------------|----------------|-------------|-----------|-----------|----------|----------|-----------|-----------|-----------|------------|----------|-----------|------------|-------------|--------------------|---------------------|-------------------|--------------------|-------------|-------------|
| | | 1 MCL | 2 SV | 3 SVT | 4 TB2 | 5 TB3 | 6 T4 | 7 ART3 | 8 ART4 | 9 ART5 | 10 ART6 | 11 BD | 12 DRT | | | | | | | | |
| 0000 | 29 | 0 | 28 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 13.8 | 0 | 0 | 0 | 0 | 46.9 | 57.7 |
| 0100 | 17 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5.9 | 1 | 5.9 | 0 | 0 | 51.7 | 56.8 |
| 0200 | 5 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 | 0 | 0 | 0 | 0 | 49.9 | - |
| 0300 | 10 | 0 | 6 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 20 | 0 | 0 | 0 | 0 | 52.3 | - |
| 0400 | 6 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48.3 | - |
| 0500 | 19 | 1 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 21.1 | 0 | 0 | 0 | 0 | 50 | 63.1 |
| 0600 | 46 | 2 | 41 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 8.7 | 1 | 2.2 | 0 | 0 | 47.1 | 57.5 |
| 0700 | 52 | 5 | 41 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 11.5 | 2 | 3.8 | 1 | 1.9 | 44.6 | 56.1 |
| 0800 | 129 | 4 | 113 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 6.2 | 1 | 0.8 | 0 | 0 | 48.1 | 57 |
| 0900 | 225 | 6 | 214 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 9.8 | 5 | 2.2 | 1 | 0.4 | 49.3 | 57.5 |
| 1000 | 293 | 14 | 263 | 2 | 10 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 17 | 5.8 | 6 | 2 | 4 | 1.4 | 48.3 | 55.7 |
| 1100 | 260 | 5 | 248 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 6.5 | 2 | 0.8 | 0 | 0 | 48.6 | 56.4 |
| 1200 | 311 | 12 | 293 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 3.9 | 0 | 0 | 0 | 0 | 48 | 56.1 |
| 1300 | 260 | 5 | 246 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 5 | 1 | 0.4 | 0 | 0 | 46.9 | 55.3 |
| 1400 | 241 | 5 | 229 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 5.8 | 4 | 1.7 | 3 | 1.2 | 47.3 | 55.5 |
| 1500 | 218 | 4 | 210 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 5 | 2 | 0.9 | 1 | 0.5 | 48.4 | 56.1 |
| 1600 | 220 | 5 | 210 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 5.5 | 1 | 0.5 | 0 | 0 | 47.3 | 55.5 |
| 1700 | 200 | 4 | 192 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 14 | 7 | 2 | 1 | 0 | 0 | 48.3 | 56.6 |
| 1800 | 187 | 2 | 177 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 10.2 | 4 | 2.1 | 0 | 0 | 49.9 | 57.7 |
| 1900 | 146 | 5 | 136 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 7.5 | 4 | 2.7 | 1 | 0.7 | 48.2 | 57.3 |
| 2000 | 121 | 4 | 113 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 10.7 | 6 | 5 | 2 | 1.7 | 49.1 | 57.9 |
| 2100 | 65 | 3 | 58 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 15.4 | 3 | 4.6 | 0 | 0 | 49.7 | 59.7 |
| 2200 | 41 | 0 | 40 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7.3 | 1 | 2.4 | 0 | 0 | 47.2 | 56.6 |
| 2300 | 19 | 0 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15.8 | 1 | 5.3 | 0 | 0 | 50.3 | 59.3 |
| 07-19 | 2596 | 71 | 2436 | 12 | 70 | 1 | 3 | 0 | 1 | 1 | 1 | 0 | 0 | 165 | 6.4 | 30 | 1.2 | 10 | 0.4 | 48.1 | 56.4 |
| 06-22 | 2974 | 85 | 2784 | 14 | 84 | 1 | 3 | 0 | 1 | 1 | 1 | 0 | 0 | 203 | 6.8 | 44 | 1.5 | 13 | 0.4 | 48.2 | 56.6 |
| 06-00 | 3034 | 85 | 2841 | 14 | 87 | 1 | 3 | 0 | 1 | 1 | 1 | 0 | 0 | 209 | 6.9 | 46 | 1.5 | 13 | 0.4 | 48.2 | 56.6 |
| 00-00 | 3120 | 86 | 2918 | 14 | 94 | 1 | 3 | 0 | 2 | 1 | 1 | 0 | 0 | 221 | 7.1 | 47 | 1.5 | 13 | 0.4 | 48.2 | 56.8 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

22 May 2017

| Time | Total | Classification | | | | | | | | | | | | >PSL 60 | >PSL% 60 | >SL1 68 ACPO | >SL1% 68 ACPO | >SL2 75 DfT | >SL2% 75 DfT | Mean | Vpp 85 |
|--------------|-------------|----------------|-------------|-----------|------------|-----------|-----------|-----------|-----------|-----------|------------|----------|-----------|------------|-------------|--------------------|---------------------|-------------------|--------------------|-------------|-------------|
| | | 1 MCL | 2 SV | 3 SVT | 4 TB2 | 5 TB3 | 6 T4 | 7 ART3 | 8 ART4 | 9 ART5 | 10 ART6 | 11 BD | 12 DRT | | | | | | | | |
| 0000 | 12 | 0 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8.3 | 1 | 8.3 | 1 | 8.3 | 51.6 | 58.2 |
| 0100 | 6 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 66.7 | 2 | 33.3 | 0 | 0 | 58.6 | - |
| 0200 | 3 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 33.3 | 1 | 33.3 | 1 | 33.3 | 56.7 | - |
| 0300 | 7 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | - |
| 0400 | 16 | 0 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 31.3 | 0 | 0 | 0 | 0 | 49.9 | 62.4 |
| 0500 | 104 | 1 | 93 | 0 | 7 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 18 | 17.3 | 6 | 5.8 | 1 | 1 | 51.3 | 60.6 |
| 0600 | 189 | 3 | 161 | 0 | 21 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 29 | 15.3 | 6 | 3.2 | 2 | 1.1 | 51.3 | 60.4 |
| 0700 | 504 | 5 | 449 | 1 | 38 | 1 | 6 | 0 | 2 | 2 | 0 | 0 | 0 | 33 | 6.5 | 3 | 0.6 | 0 | 0 | 49.1 | 57 |
| 0800 | 478 | 3 | 417 | 1 | 36 | 1 | 16 | 0 | 1 | 0 | 3 | 0 | 0 | 7 | 1.5 | 1 | 0.2 | 1 | 0.2 | 45.5 | 52.6 |
| 0900 | 289 | 3 | 252 | 1 | 23 | 4 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 16 | 5.5 | 2 | 0.7 | 0 | 0 | 47.9 | 56.6 |
| 1000 | 243 | 3 | 192 | 0 | 30 | 5 | 10 | 0 | 2 | 0 | 1 | 0 | 0 | 6 | 2.5 | 2 | 0.8 | 0 | 0 | 45.8 | 53.7 |
| 1100 | 271 | 3 | 217 | 3 | 33 | 1 | 8 | 1 | 3 | 1 | 1 | 0 | 0 | 7 | 2.6 | 0 | 0 | 0 | 0 | 45.4 | 53.7 |
| 1200 | 276 | 9 | 226 | 3 | 30 | 1 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 13 | 4.7 | 2 | 0.7 | 0 | 0 | 46.1 | 54.1 |
| 1300 | 288 | 3 | 241 | 3 | 26 | 1 | 9 | 0 | 2 | 3 | 0 | 0 | 0 | 11 | 3.8 | 0 | 0 | 0 | 0 | 45.6 | 55 |
| 1400 | 254 | 2 | 217 | 1 | 21 | 1 | 10 | 0 | 1 | 0 | 1 | 0 | 0 | 18 | 7.1 | 3 | 1.2 | 0 | 0 | 47.1 | 55.9 |
| 1500 | 338 | 6 | 287 | 0 | 31 | 1 | 10 | 0 | 0 | 3 | 0 | 0 | 0 | 12 | 3.6 | 4 | 1.2 | 1 | 0.3 | 44.7 | 53 |
| 1600 | 420 | 8 | 367 | 2 | 35 | 0 | 3 | 1 | 1 | 2 | 1 | 0 | 0 | 20 | 4.8 | 4 | 1 | 1 | 0.2 | 46.5 | 55.3 |
| 1700 | 462 | 5 | 431 | 1 | 22 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 19 | 4.1 | 5 | 1.1 | 1 | 0.2 | 47.6 | 55.5 |
| 1800 | 323 | 4 | 305 | 0 | 11 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 16 | 5 | 0 | 0 | 0 | 0 | 46.9 | 54.8 |
| 1900 | 186 | 6 | 168 | 2 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 16 | 8.6 | 2 | 1.1 | 0 | 0 | 48.8 | 57.9 |
| 2000 | 149 | 5 | 137 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 15 | 10.1 | 6 | 4 | 0 | 0 | 48 | 57.7 |
| 2100 | 92 | 2 | 82 | 2 | 3 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 12 | 13 | 4 | 4.3 | 2 | 2.2 | 47.8 | 57 |
| 2200 | 59 | 1 | 56 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 6.8 | 2 | 3.4 | 0 | 0 | 46.5 | 54.6 |
| 2300 | 17 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11.8 | 0 | 0 | 0 | 0 | 50 | 54.6 |
| 07-19 | 4146 | 54 | 3601 | 16 | 336 | 18 | 83 | 3 | 13 | 12 | 9 | 1 | 0 | 178 | 4.3 | 26 | 0.6 | 4 | 0.1 | 46.6 | 55 |
| 06-22 | 4762 | 70 | 4149 | 21 | 373 | 20 | 86 | 3 | 14 | 15 | 10 | 1 | 0 | 250 | 5.2 | 44 | 0.9 | 8 | 0.2 | 47 | 55.7 |
| 06-00 | 4838 | 71 | 4222 | 22 | 374 | 20 | 86 | 3 | 14 | 15 | 10 | 1 | 0 | 256 | 5.3 | 46 | 1 | 8 | 0.2 | 47 | 55.7 |
| 00-00 | 4986 | 72 | 4351 | 22 | 388 | 21 | 86 | 4 | 14 | 17 | 10 | 1 | 0 | 285 | 5.7 | 56 | 1.1 | 11 | 0.2 | 47.1 | 55.9 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

23 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

24 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

Virtual Day (14)

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



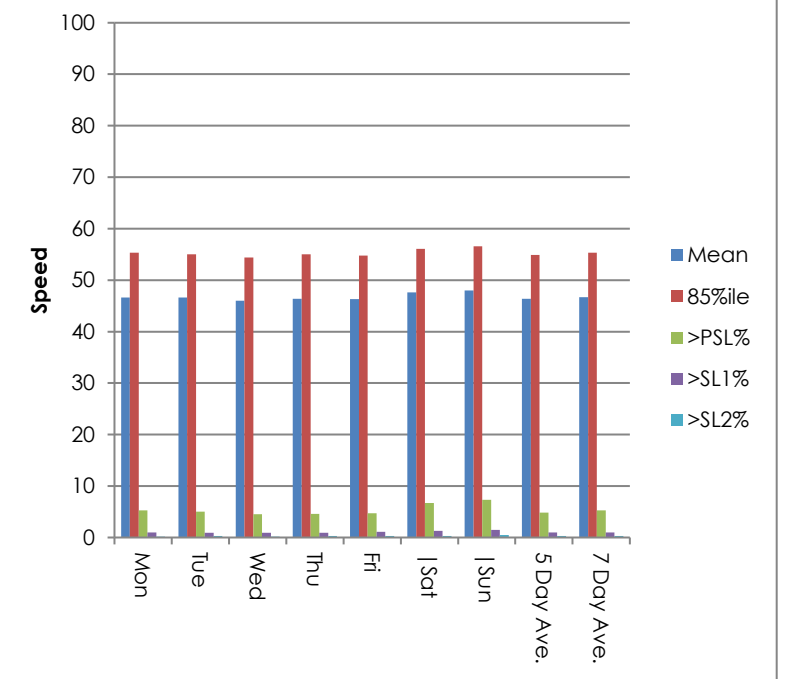
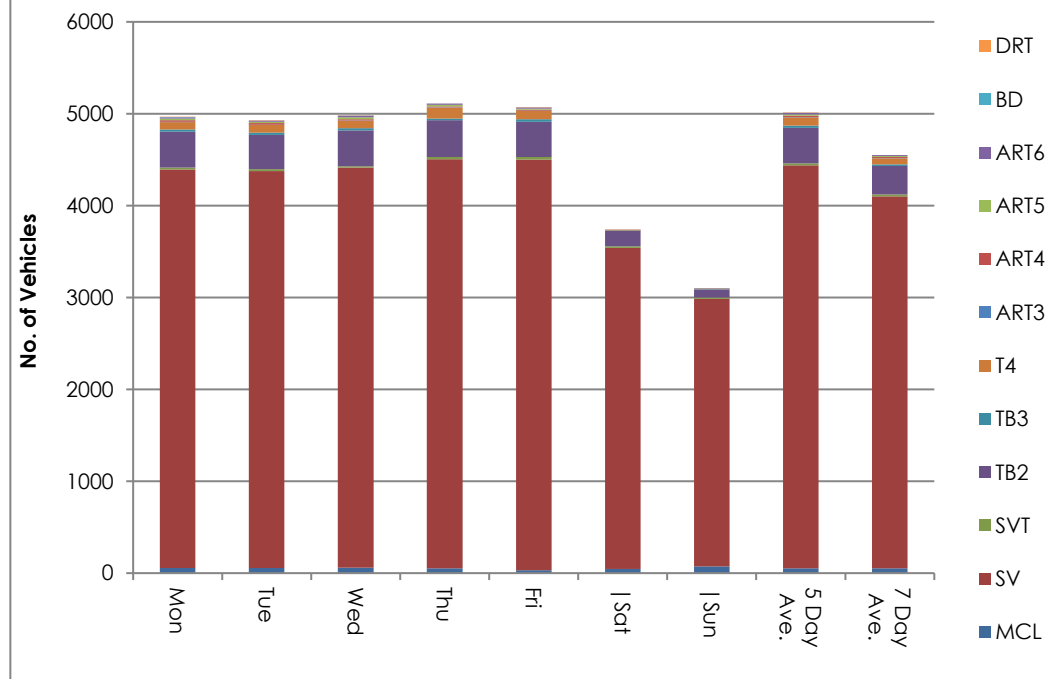
Site 2
 Location Bedford Road, attached to lamp column, OSGR: TL 00650 43164
 Direction Southbound

7480 / Stewartby
 May 2017
 Automatic Traffic Count

Virtual Week (2)

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

Summary Graphs



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

11 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

12 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

13 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

14 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

15 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

16 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

17 May 2017

| Time | Total | Speed Bins (mph) | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|-------------|------------------|----------|----------|----------|-----------|------------|------------|------------|------------|-------------|------------|------------|------------|-----------|-----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | | 0 - 5 | 5 - 10 | 10 - 15 | 15 - 20 | 20 - 25 | 25 - 30 | 30 - 35 | 35 - 40 | 40 - 45 | 45 - 50 | 50 - 55 | 55 - 60 | 60 - 65 | 65 - 70 | 70 - 75 | 75 - 80 | 80 - 85 | 85 - 90 | 90 - 95 | 95 - 100 | 100 - 105 | 105 - 110 | 110 - 115 | 115 - 120 | 120 - 125 | 125 - 130 | 130 - 135 |
| 0000 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0100 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0200 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0300 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0400 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 4 | 4 | 1 | 3 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0500 | 87 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 7 | 6 | 8 | 17 | 14 | 16 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0600 | 199 | 0 | 0 | 0 | 1 | 0 | 3 | 6 | 22 | 22 | 35 | 53 | 34 | 16 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0700 | 538 | 0 | 0 | 0 | 0 | 3 | 10 | 26 | 59 | 99 | 190 | 110 | 32 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0800 | 479 | 0 | 0 | 0 | 1 | 0 | 8 | 53 | 84 | 73 | 116 | 104 | 29 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0900 | 302 | 0 | 0 | 0 | 0 | 1 | 11 | 21 | 39 | 50 | 79 | 64 | 21 | 12 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1000 | 222 | 0 | 0 | 0 | 3 | 3 | 7 | 13 | 30 | 59 | 68 | 30 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1100 | 227 | 0 | 0 | 0 | 0 | 0 | 7 | 26 | 36 | 53 | 48 | 39 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1200 | 265 | 0 | 0 | 0 | 1 | 0 | 6 | 39 | 37 | 59 | 78 | 31 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1300 | 235 | 0 | 0 | 1 | 0 | 0 | 9 | 24 | 34 | 50 | 68 | 35 | 10 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1400 | 221 | 0 | 0 | 0 | 0 | 0 | 6 | 15 | 33 | 46 | 66 | 35 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1500 | 387 | 0 | 0 | 0 | 0 | 0 | 13 | 78 | 63 | 87 | 95 | 34 | 15 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1600 | 385 | 0 | 0 | 1 | 0 | 6 | 11 | 33 | 58 | 54 | 105 | 83 | 28 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1700 | 441 | 0 | 0 | 0 | 0 | 1 | 10 | 47 | 75 | 81 | 100 | 89 | 29 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1800 | 273 | 0 | 0 | 0 | 0 | 0 | 2 | 24 | 33 | 51 | 72 | 64 | 22 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1900 | 207 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 21 | 34 | 64 | 39 | 27 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2000 | 129 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 14 | 14 | 32 | 33 | 12 | 5 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2100 | 112 | 0 | 0 | 0 | 0 | 1 | 9 | 10 | 24 | 23 | 20 | 15 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2200 | 126 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 19 | 22 | 33 | 29 | 11 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2300 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 12 | 18 | 9 | 4 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07-19 | 3975 | 0 | 0 | 2 | 5 | 14 | 100 | 399 | 581 | 762 | 1085 | 718 | 235 | 58 | 9 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-22 | 4622 | 0 | 0 | 2 | 6 | 15 | 114 | 439 | 662 | 855 | 1236 | 858 | 313 | 88 | 21 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-00 | 4797 | 0 | 0 | 2 | 6 | 15 | 115 | 446 | 683 | 889 | 1287 | 896 | 328 | 92 | 24 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00-00 | 4931 | 0 | 0 | 2 | 6 | 15 | 117 | 459 | 696 | 897 | 1301 | 926 | 349 | 110 | 34 | 11 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

18 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

19 May 2017

| Time | Total | Speed Bins (mph) | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|-------------|------------------|----------|----------|----------|-----------|-----------|------------|------------|------------|-------------|------------|------------|------------|-----------|-----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | | 0 - 5 | 5 - 10 | 10 - 15 | 15 - 20 | 20 - 25 | 25 - 30 | 30 - 35 | 35 - 40 | 40 - 45 | 45 - 50 | 50 - 55 | 55 - 60 | 60 - 65 | 65 - 70 | 70 - 75 | 75 - 80 | 80 - 85 | 85 - 90 | 90 - 95 | 95 - 100 | 100 - 105 | 105 - 110 | 110 - 115 | 115 - 120 | 120 - 125 | 125 - 130 | 130 - 135 |
| 0000 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 1 | 4 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0100 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0200 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0300 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0400 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 2 | 4 | 2 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0500 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 11 | 10 | 6 | 22 | 11 | 6 | 3 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0600 | 191 | 0 | 0 | 0 | 1 | 0 | 3 | 7 | 29 | 13 | 35 | 37 | 44 | 10 | 7 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0700 | 508 | 0 | 0 | 0 | 1 | 0 | 3 | 36 | 58 | 88 | 152 | 116 | 43 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0800 | 452 | 0 | 0 | 0 | 2 | 0 | 4 | 49 | 77 | 93 | 116 | 63 | 37 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0900 | 291 | 0 | 0 | 0 | 0 | 0 | 5 | 20 | 48 | 49 | 72 | 58 | 32 | 5 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1000 | 239 | 0 | 0 | 0 | 0 | 0 | 4 | 26 | 31 | 50 | 56 | 45 | 21 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1100 | 285 | 0 | 0 | 0 | 0 | 2 | 12 | 37 | 48 | 52 | 75 | 38 | 16 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1200 | 282 | 0 | 0 | 0 | 1 | 0 | 3 | 23 | 37 | 42 | 96 | 54 | 21 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1300 | 322 | 0 | 0 | 0 | 1 | 0 | 9 | 41 | 62 | 61 | 82 | 43 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1400 | 263 | 0 | 0 | 0 | 0 | 0 | 9 | 20 | 42 | 36 | 76 | 62 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1500 | 437 | 0 | 0 | 0 | 0 | 2 | 12 | 64 | 87 | 90 | 100 | 54 | 17 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1600 | 335 | 0 | 0 | 0 | 2 | 3 | 4 | 27 | 44 | 43 | 92 | 72 | 34 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1700 | 391 | 0 | 0 | 1 | 0 | 1 | 2 | 29 | 47 | 50 | 70 | 104 | 71 | 14 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1800 | 293 | 0 | 0 | 0 | 0 | 0 | 3 | 20 | 29 | 30 | 58 | 87 | 41 | 17 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1900 | 207 | 0 | 0 | 0 | 0 | 0 | 1 | 15 | 36 | 16 | 34 | 42 | 42 | 14 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 2000 | 143 | 0 | 0 | 0 | 0 | 1 | 2 | 6 | 28 | 12 | 26 | 29 | 23 | 10 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2100 | 112 | 0 | 0 | 0 | 0 | 1 | 2 | 11 | 17 | 25 | 23 | 16 | 11 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2200 | 55 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 11 | 7 | 10 | 7 | 10 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2300 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 5 | 8 | 7 | 9 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07-19 | 4098 | 0 | 0 | 1 | 7 | 8 | 70 | 392 | 610 | 684 | 1045 | 796 | 363 | 98 | 16 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-22 | 4751 | 0 | 0 | 1 | 8 | 10 | 78 | 431 | 720 | 750 | 1163 | 920 | 483 | 135 | 29 | 12 | 3 | 5 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 06-00 | 4849 | 0 | 0 | 1 | 8 | 10 | 79 | 441 | 736 | 762 | 1181 | 934 | 502 | 139 | 29 | 13 | 6 | 5 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 00-00 | 4989 | 0 | 0 | 1 | 8 | 10 | 79 | 455 | 759 | 780 | 1196 | 968 | 519 | 147 | 34 | 16 | 8 | 6 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

20 May 2017

| Time | Total | Speed Bins (mph) | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|-------------|------------------|----------|----------|----------|----------|-----------|------------|------------|------------|------------|------------|------------|------------|-----------|-----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | | 0 - 5 | 5 - 10 | 10 - 15 | 15 - 20 | 20 - 25 | 25 - 30 | 30 - 35 | 35 - 40 | 40 - 45 | 45 - 50 | 50 - 55 | 55 - 60 | 60 - 65 | 65 - 70 | 70 - 75 | 75 - 80 | 80 - 85 | 85 - 90 | 90 - 95 | 95 - 100 | 100 - 105 | 105 - 110 | 110 - 115 | 115 - 120 | 120 - 125 | 125 - 130 | 130 - 135 |
| 0000 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 6 | 7 | 5 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0100 | 15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0200 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0300 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0400 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 1 | 4 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0500 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 3 | 6 | 6 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0600 | 56 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 9 | 3 | 7 | 13 | 8 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0700 | 127 | 0 | 0 | 1 | 0 | 0 | 4 | 6 | 17 | 11 | 15 | 32 | 20 | 12 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0800 | 205 | 0 | 0 | 0 | 1 | 0 | 3 | 15 | 23 | 17 | 45 | 50 | 29 | 13 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0900 | 250 | 0 | 0 | 0 | 0 | 1 | 5 | 10 | 35 | 32 | 60 | 57 | 33 | 14 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1000 | 297 | 0 | 0 | 0 | 2 | 0 | 0 | 24 | 34 | 46 | 56 | 65 | 47 | 18 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1100 | 311 | 0 | 0 | 1 | 1 | 2 | 5 | 16 | 38 | 42 | 90 | 66 | 37 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1200 | 323 | 0 | 0 | 2 | 0 | 0 | 5 | 22 | 33 | 42 | 70 | 102 | 35 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1300 | 302 | 0 | 0 | 0 | 0 | 0 | 3 | 25 | 47 | 53 | 63 | 76 | 25 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1400 | 268 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 44 | 52 | 49 | 60 | 39 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1500 | 260 | 0 | 0 | 0 | 0 | 0 | 3 | 21 | 31 | 29 | 52 | 69 | 42 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1600 | 272 | 0 | 0 | 0 | 0 | 0 | 7 | 33 | 33 | 30 | 69 | 59 | 35 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1700 | 240 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 42 | 54 | 74 | 38 | 16 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1800 | 207 | 0 | 0 | 0 | 0 | 0 | 5 | 16 | 16 | 35 | 50 | 44 | 27 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1900 | 152 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 24 | 22 | 31 | 34 | 18 | 10 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2000 | 135 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 23 | 22 | 28 | 33 | 10 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2100 | 112 | 0 | 0 | 0 | 0 | 1 | 3 | 8 | 14 | 24 | 35 | 15 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2200 | 77 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 21 | 19 | 18 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2300 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 9 | 9 | 12 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07-19 | 3062 | 0 | 0 | 4 | 4 | 3 | 43 | 210 | 393 | 443 | 693 | 718 | 385 | 119 | 31 | 9 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-22 | 3517 | 0 | 0 | 4 | 4 | 4 | 49 | 244 | 463 | 514 | 794 | 813 | 427 | 141 | 39 | 13 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-00 | 3636 | 0 | 0 | 4 | 4 | 4 | 50 | 248 | 471 | 544 | 822 | 843 | 440 | 144 | 40 | 13 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00-00 | 3736 | 0 | 0 | 4 | 4 | 4 | 52 | 252 | 480 | 563 | 841 | 860 | 455 | 151 | 44 | 17 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

21 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

22 May 2017

| Time | Total | Speed Bins (mph) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|-------------|------------------|----------|----------|-----------|-----------|-----------|------------|------------|------------|-------------|-------------|------------|------------|-----------|-----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------|
| | | 0 - 5 | 5 - 10 | 10 - 15 | 15 - 20 | 20 - 25 | 25 - 30 | 30 - 35 | 35 - 40 | 40 - 45 | 45 - 50 | 50 - 55 | 55 - 60 | 60 - 65 | 65 - 70 | 70 - 75 | 75 - 80 | 80 - 85 | 85 - 90 | 90 - 95 | 95 - 100 | 100 - 105 | 105 - 110 | 110 - 115 | 115 - 120 | 120 - 125 | 125 - 130 | 130 - 135 | 135 - 140 | |
| 0000 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 4 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0100 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0200 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0300 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0400 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 4 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0500 | 104 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 13 | 8 | 9 | 23 | 23 | 7 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0600 | 189 | 0 | 0 | 0 | 1 | 0 | 4 | 9 | 15 | 17 | 23 | 43 | 48 | 17 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0700 | 504 | 0 | 0 | 2 | 1 | 1 | 3 | 28 | 48 | 52 | 102 | 147 | 87 | 28 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0800 | 478 | 0 | 0 | 1 | 0 | 1 | 4 | 41 | 89 | 65 | 123 | 111 | 36 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0900 | 289 | 0 | 0 | 0 | 0 | 2 | 5 | 20 | 32 | 33 | 74 | 61 | 46 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1000 | 243 | 0 | 0 | 1 | 3 | 1 | 2 | 17 | 36 | 41 | 59 | 52 | 25 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1100 | 271 | 0 | 0 | 0 | 0 | 4 | 7 | 18 | 50 | 37 | 65 | 58 | 25 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1200 | 276 | 0 | 0 | 0 | 3 | 1 | 1 | 21 | 36 | 58 | 75 | 47 | 21 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1300 | 288 | 0 | 1 | 0 | 0 | 2 | 12 | 30 | 41 | 37 | 56 | 63 | 35 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1400 | 254 | 0 | 0 | 1 | 0 | 0 | 5 | 23 | 33 | 35 | 48 | 61 | 30 | 12 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1500 | 338 | 0 | 0 | 2 | 0 | 0 | 14 | 43 | 50 | 50 | 79 | 68 | 20 | 7 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1600 | 420 | 0 | 0 | 0 | 1 | 2 | 13 | 36 | 74 | 42 | 82 | 98 | 52 | 14 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1700 | 462 | 0 | 0 | 0 | 0 | 0 | 2 | 34 | 59 | 67 | 105 | 117 | 59 | 12 | 4 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1800 | 323 | 0 | 0 | 2 | 1 | 0 | 6 | 16 | 43 | 62 | 62 | 83 | 32 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1900 | 186 | 0 | 0 | 0 | 2 | 1 | 7 | 15 | 16 | 17 | 21 | 49 | 42 | 11 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2000 | 149 | 0 | 0 | 0 | 1 | 0 | 0 | 14 | 26 | 14 | 25 | 35 | 19 | 9 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2100 | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 18 | 8 | 15 | 17 | 9 | 6 | 3 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2200 | 59 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 10 | 10 | 10 | 16 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2300 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 7 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07-19 | 4146 | 0 | 1 | 9 | 9 | 14 | 74 | 327 | 591 | 579 | 930 | 966 | 468 | 132 | 32 | 10 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 06-22 | 4762 | 0 | 1 | 9 | 13 | 15 | 85 | 378 | 666 | 635 | 1014 | 1110 | 586 | 175 | 50 | 17 | 5 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-00 | 4838 | 0 | 1 | 9 | 13 | 15 | 86 | 385 | 676 | 647 | 1031 | 1130 | 589 | 179 | 50 | 19 | 5 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00-00 | 4986 | 0 | 1 | 9 | 13 | 15 | 86 | 397 | 697 | 658 | 1048 | 1161 | 616 | 193 | 57 | 24 | 8 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

23 May 2017

| Time | Total | Speed Bins (mph) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|-------------|------------------|----------|----------|----------|-----------|-----------|------------|------------|------------|-------------|-------------|------------|------------|-----------|-----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | | 0 - 5 | 5 - 10 | 10 - 15 | 15 - 20 | 20 - 25 | 25 - 30 | 30 - 35 | 35 - 40 | 40 - 45 | 45 - 50 | 50 - 55 | 55 - 60 | 60 - 65 | 65 - 70 | 70 - 75 | 75 - 80 | 80 - 85 | 85 - 90 | 90 - 95 | 95 - 100 | 100 - 105 | 105 - 110 | 110 - 115 | 115 - 120 | 120 - 125 | 125 - 130 | 130 - 135 | 135 - 140 |
| 0000 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0100 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0200 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0300 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0400 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 1 | 2 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0500 | 109 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 10 | 9 | 10 | 26 | 19 | 15 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0600 | 209 | 0 | 0 | 2 | 0 | 0 | 3 | 8 | 19 | 12 | 41 | 54 | 50 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0700 | 550 | 0 | 0 | 0 | 2 | 1 | 1 | 32 | 57 | 87 | 152 | 136 | 60 | 14 | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0800 | 428 | 0 | 0 | 0 | 1 | 1 | 5 | 30 | 58 | 70 | 95 | 114 | 45 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0900 | 251 | 0 | 0 | 0 | 0 | 2 | 4 | 14 | 43 | 31 | 56 | 54 | 31 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1000 | 241 | 0 | 0 | 0 | 0 | 0 | 2 | 29 | 39 | 35 | 61 | 49 | 19 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1100 | 268 | 0 | 0 | 0 | 0 | 1 | 8 | 32 | 53 | 41 | 72 | 35 | 20 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1200 | 249 | 0 | 0 | 0 | 1 | 1 | 2 | 21 | 41 | 33 | 74 | 51 | 17 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1300 | 241 | 0 | 0 | 0 | 1 | 1 | 3 | 25 | 33 | 34 | 65 | 43 | 25 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1400 | 258 | 0 | 0 | 1 | 1 | 2 | 3 | 24 | 50 | 42 | 61 | 44 | 25 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1500 | 353 | 0 | 0 | 0 | 0 | 3 | 12 | 55 | 54 | 53 | 86 | 55 | 27 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1600 | 424 | 0 | 0 | 2 | 2 | 4 | 5 | 34 | 57 | 53 | 105 | 102 | 45 | 11 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1700 | 437 | 0 | 0 | 0 | 0 | 0 | 5 | 42 | 73 | 69 | 105 | 95 | 35 | 10 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1800 | 309 | 0 | 0 | 1 | 1 | 1 | 3 | 27 | 41 | 43 | 65 | 65 | 51 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1900 | 210 | 0 | 0 | 0 | 0 | 0 | 2 | 19 | 22 | 24 | 35 | 51 | 30 | 13 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2000 | 145 | 0 | 0 | 0 | 0 | 0 | 1 | 23 | 19 | 21 | 24 | 22 | 19 | 11 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2100 | 88 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 10 | 14 | 15 | 22 | 15 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2200 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 7 | 12 | 8 | 12 | 8 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2300 | 18 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 7 | 1 | 1 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07-19 | 4009 | 0 | 0 | 4 | 9 | 17 | 53 | 365 | 599 | 591 | 997 | 843 | 400 | 97 | 24 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-22 | 4661 | 0 | 0 | 6 | 9 | 17 | 60 | 420 | 669 | 662 | 1112 | 992 | 514 | 139 | 39 | 11 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-00 | 4737 | 0 | 0 | 6 | 9 | 17 | 61 | 425 | 678 | 681 | 1121 | 1005 | 526 | 143 | 42 | 12 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00-00 | 4883 | 0 | 0 | 6 | 9 | 17 | 62 | 444 | 694 | 693 | 1132 | 1039 | 555 | 158 | 48 | 13 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

24 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

Virtual Day (14)

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



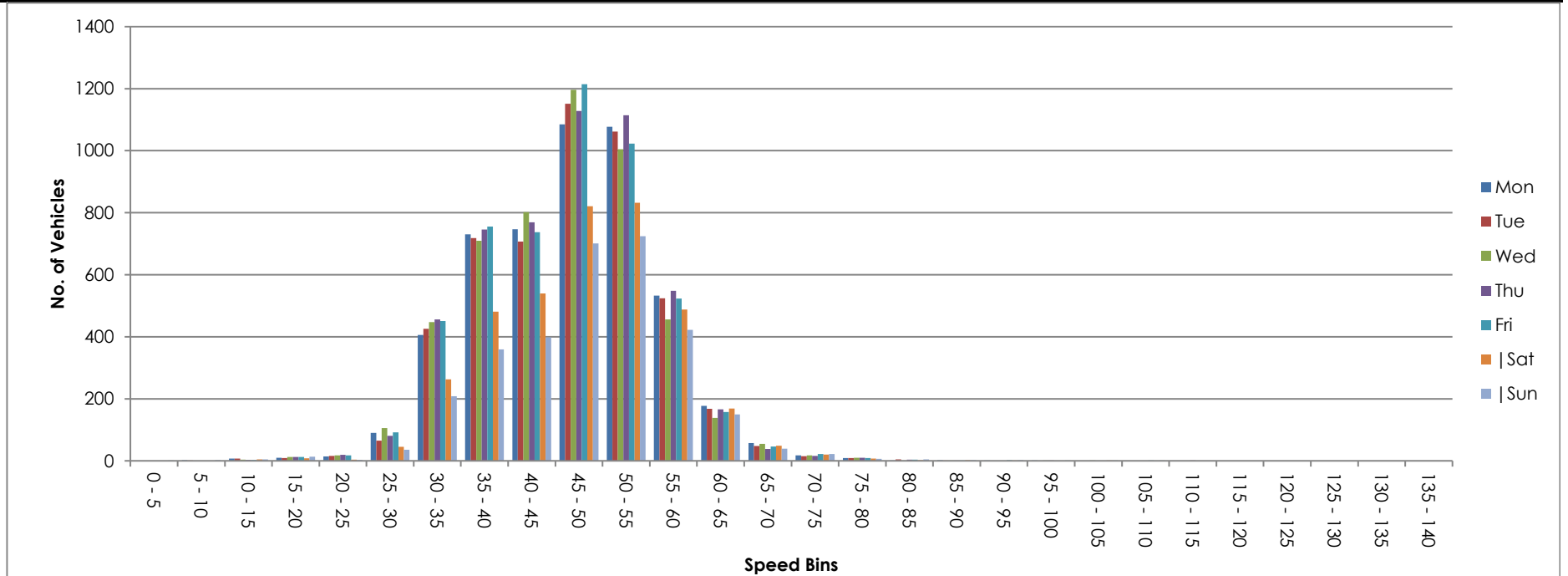
Site 2
 Location Bedford Road, attached to lamp column, OSGR: TL 00650 43164
 Direction Southbound

7480 / Stewartby
 May 2017
 Automatic Traffic Count

Virtual Week (2)

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

Summary Graphs



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

11 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

12 May 2017

| Time | Total | Classification | | | | | | | | | | | | >PSL 60 | >PSL% 60 | >SL1 68 ACPO | >SL1% 68 ACPO | >SL2 75 DfT | >SL2% 75 DfT | Mean | Vpp 85 |
|--------------|-------------|----------------|-------------|-----------|------------|-----------|------------|-----------|-----------|-----------|------------|----------|-----------|------------|-------------|--------------------|---------------------|-------------------|--------------------|-------------|-------------|
| | | 1 MCL | 2 SV | 3 SVT | 4 TB2 | 5 TB3 | 6 T4 | 7 ART3 | 8 ART4 | 9 ART5 | 10 ART6 | 11 BD | 12 DRT | | | | | | | | |
| 0000 | 32 | 1 | 27 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 15.6 | 0 | 0 | 0 | 0 | 49.1 | 58.8 |
| 0100 | 16 | 2 | 7 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 18.8 | 0 | 0 | 0 | 0 | 45.3 | 63.1 |
| 0200 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 37.5 | 0 | 0 | 0 | 0 | 53.2 | - |
| 0300 | 19 | 0 | 13 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43.8 | 51.2 |
| 0400 | 32 | 1 | 23 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 15.6 | 2 | 6.3 | 0 | 0 | 49.5 | 57.9 |
| 0500 | 129 | 1 | 104 | 0 | 18 | 2 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 25 | 19.4 | 3 | 2.3 | 2 | 1.6 | 50.6 | 61.5 |
| 0600 | 285 | 4 | 253 | 2 | 15 | 3 | 1 | 0 | 0 | 4 | 3 | 0 | 0 | 30 | 10.5 | 10 | 3.5 | 1 | 0.4 | 49.2 | 57.7 |
| 0700 | 824 | 3 | 712 | 8 | 73 | 5 | 16 | 0 | 1 | 3 | 3 | 0 | 0 | 18 | 2.2 | 2 | 0.2 | 0 | 0 | 45.7 | 53.2 |
| 0800 | 828 | 6 | 743 | 5 | 52 | 9 | 8 | 1 | 0 | 2 | 2 | 0 | 0 | 13 | 1.6 | 1 | 0.1 | 0 | 0 | 44.2 | 52.1 |
| 0900 | 543 | 1 | 458 | 3 | 57 | 5 | 14 | 1 | 0 | 0 | 3 | 0 | 1 | 19 | 3.5 | 3 | 0.6 | 0 | 0 | 46.4 | 54.1 |
| 1000 | 490 | 1 | 413 | 0 | 49 | 4 | 12 | 1 | 3 | 1 | 6 | 0 | 0 | 20 | 4.1 | 6 | 1.2 | 1 | 0.2 | 45.3 | 53.5 |
| 1100 | 441 | 1 | 371 | 5 | 48 | 4 | 10 | 0 | 1 | 0 | 1 | 0 | 0 | 10 | 2.3 | 0 | 0 | 0 | 0 | 44.7 | 53.2 |
| 1200 | 508 | 5 | 419 | 4 | 53 | 9 | 13 | 1 | 0 | 1 | 3 | 0 | 0 | 15 | 3 | 3 | 0.6 | 0 | 0 | 44.5 | 52.8 |
| 1300 | 544 | 6 | 442 | 5 | 58 | 3 | 25 | 0 | 0 | 1 | 4 | 0 | 0 | 16 | 2.9 | 0 | 0 | 0 | 0 | 45.2 | 54.1 |
| 1400 | 542 | 8 | 442 | 2 | 55 | 7 | 23 | 0 | 2 | 3 | 0 | 0 | 0 | 13 | 2.4 | 2 | 0.4 | 2 | 0.4 | 46.1 | 53.7 |
| 1500 | 783 | 8 | 670 | 6 | 68 | 6 | 17 | 1 | 0 | 6 | 1 | 0 | 0 | 23 | 2.9 | 4 | 0.5 | 0 | 0 | 44.5 | 52.1 |
| 1600 | 774 | 4 | 693 | 5 | 59 | 2 | 4 | 0 | 1 | 3 | 2 | 1 | 0 | 22 | 2.8 | 2 | 0.3 | 0 | 0 | 47 | 55 |
| 1700 | 825 | 6 | 778 | 3 | 33 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 37 | 4.5 | 5 | 0.6 | 1 | 0.1 | 48.2 | 55.7 |
| 1800 | 627 | 11 | 588 | 0 | 25 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 54 | 8.6 | 14 | 2.2 | 6 | 1 | 49 | 56.8 |
| 1900 | 466 | 7 | 443 | 2 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 10.5 | 5 | 1.1 | 1 | 0.2 | 49 | 57.3 |
| 2000 | 289 | 3 | 277 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 11.8 | 10 | 3.5 | 4 | 1.4 | 50.4 | 58.8 |
| 2100 | 200 | 1 | 191 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 10 | 7 | 3.5 | 3 | 1.5 | 48.5 | 56.8 |
| 2200 | 143 | 1 | 135 | 0 | 5 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 13 | 9.1 | 4 | 2.8 | 1 | 0.7 | 48 | 56.6 |
| 2300 | 119 | 4 | 110 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 16.8 | 6 | 5 | 2 | 1.7 | 48.8 | 60.6 |
| 07-19 | 7729 | 60 | 6729 | 46 | 630 | 56 | 143 | 5 | 9 | 22 | 26 | 1 | 2 | 260 | 3.4 | 42 | 0.5 | 10 | 0.1 | 46 | 54.1 |
| 06-22 | 8969 | 75 | 7893 | 51 | 675 | 59 | 144 | 5 | 9 | 26 | 29 | 1 | 2 | 393 | 4.4 | 74 | 0.8 | 19 | 0.2 | 46.4 | 54.8 |
| 06-00 | 9231 | 80 | 8138 | 52 | 684 | 59 | 144 | 5 | 10 | 27 | 29 | 1 | 2 | 426 | 4.6 | 84 | 0.9 | 22 | 0.2 | 46.5 | 54.8 |
| 00-00 | 9467 | 85 | 8320 | 52 | 722 | 63 | 145 | 5 | 12 | 29 | 31 | 1 | 2 | 467 | 4.9 | 89 | 0.9 | 24 | 0.3 | 46.6 | 55 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

13 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

14 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

15 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

16 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

17 May 2017

| Time | Total | Classification | | | | | | | | | | | | >PSL 60 | >PSL% 60 | >SL1 68 ACPO | >SL1% 68 ACPO | >SL2 75 DfT | >SL2% 75 DfT | Mean | Vpp 85 |
|--------------|-------------|----------------|-------------|-----------|------------|-----------|------------|-----------|-----------|-----------|------------|----------|-----------|------------|-------------|--------------------|---------------------|-------------------|--------------------|-------------|-------------|
| | | 1 MCL | 2 SV | 3 SVT | 4 TB2 | 5 TB3 | 6 T4 | 7 ART3 | 8 ART4 | 9 ART5 | 10 ART6 | 11 BD | 12 DRT | | | | | | | | |
| 0000 | 25 | 1 | 22 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 0 | 0 | 0 | 0 | 50.6 | 55.7 |
| 0100 | 8 | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50.9 | - |
| 0200 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43.1 | - |
| 0300 | 18 | 0 | 14 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44.7 | 52.1 |
| 0400 | 27 | 0 | 24 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 25.9 | 5 | 18.5 | 2 | 7.4 | 54.9 | 68.5 |
| 0500 | 121 | 1 | 106 | 0 | 11 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 32 | 26.4 | 4 | 3.3 | 2 | 1.7 | 51.9 | 62 |
| 0600 | 314 | 3 | 280 | 3 | 19 | 4 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 26 | 8.3 | 3 | 1 | 0 | 0 | 48.9 | 57 |
| 0700 | 845 | 6 | 742 | 7 | 59 | 2 | 21 | 0 | 2 | 1 | 5 | 0 | 0 | 13 | 1.5 | 0 | 0 | 0 | 0 | 45.7 | 52.1 |
| 0800 | 892 | 5 | 800 | 6 | 60 | 7 | 5 | 3 | 0 | 3 | 2 | 0 | 1 | 16 | 1.8 | 2 | 0.2 | 0 | 0 | 44 | 52.3 |
| 0900 | 502 | 4 | 427 | 0 | 42 | 3 | 17 | 3 | 0 | 2 | 4 | 0 | 0 | 19 | 3.8 | 4 | 0.8 | 0 | 0 | 45.5 | 52.6 |
| 1000 | 399 | 1 | 319 | 2 | 55 | 5 | 10 | 0 | 3 | 0 | 4 | 0 | 0 | 3 | 0.8 | 1 | 0.3 | 0 | 0 | 43.5 | 50.6 |
| 1100 | 456 | 2 | 375 | 1 | 63 | 2 | 8 | 1 | 1 | 1 | 2 | 0 | 0 | 4 | 0.9 | 0 | 0 | 0 | 0 | 43.6 | 51.2 |
| 1200 | 433 | 1 | 372 | 2 | 39 | 4 | 11 | 1 | 0 | 1 | 2 | 0 | 0 | 4 | 0.9 | 1 | 0.2 | 0 | 0 | 43.9 | 50.6 |
| 1300 | 455 | 3 | 379 | 1 | 48 | 3 | 9 | 0 | 2 | 3 | 7 | 0 | 0 | 4 | 0.9 | 1 | 0.2 | 1 | 0.2 | 43.5 | 50.8 |
| 1400 | 447 | 1 | 364 | 3 | 47 | 6 | 22 | 0 | 0 | 3 | 1 | 0 | 0 | 8 | 1.8 | 2 | 0.4 | 0 | 0 | 45.1 | 52.8 |
| 1500 | 709 | 2 | 608 | 4 | 61 | 4 | 20 | 0 | 3 | 6 | 1 | 0 | 0 | 6 | 0.8 | 1 | 0.1 | 0 | 0 | 42.7 | 49.7 |
| 1600 | 709 | 7 | 620 | 2 | 61 | 2 | 12 | 0 | 0 | 3 | 2 | 0 | 0 | 14 | 2 | 1 | 0.1 | 0 | 0 | 45.7 | 53 |
| 1700 | 874 | 4 | 823 | 3 | 37 | 0 | 2 | 0 | 2 | 1 | 2 | 0 | 0 | 11 | 1.3 | 1 | 0.1 | 0 | 0 | 45.1 | 52.1 |
| 1800 | 947 | 2 | 885 | 2 | 46 | 0 | 0 | 0 | 5 | 6 | 0 | 1 | 0 | 6 | 0.6 | 1 | 0.1 | 0 | 0 | 45.3 | 51.4 |
| 1900 | 534 | 2 | 503 | 0 | 25 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 17 | 3.2 | 1 | 0.2 | 1 | 0.2 | 47.1 | 54.4 |
| 2000 | 275 | 0 | 264 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 7.3 | 4 | 1.5 | 3 | 1.1 | 47.3 | 55.7 |
| 2100 | 200 | 1 | 188 | 0 | 10 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 11 | 5.5 | 2 | 1 | 0 | 0 | 44 | 53.7 |
| 2200 | 200 | 0 | 185 | 0 | 7 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 1 | 11 | 5.5 | 2 | 1 | 0 | 0 | 46.9 | 54.6 |
| 2300 | 85 | 1 | 74 | 0 | 3 | 0 | 0 | 0 | 4 | 1 | 2 | 0 | 0 | 6 | 7.1 | 3 | 3.5 | 2 | 2.4 | 49.3 | 55.3 |
| 07-19 | 7668 | 38 | 6714 | 33 | 618 | 38 | 137 | 8 | 18 | 30 | 32 | 1 | 1 | 108 | 1.4 | 15 | 0.2 | 1 | 0 | 44.6 | 51.9 |
| 06-22 | 8991 | 44 | 7949 | 39 | 680 | 42 | 141 | 8 | 20 | 31 | 35 | 1 | 1 | 182 | 2 | 25 | 0.3 | 5 | 0.1 | 44.9 | 52.3 |
| 06-00 | 9276 | 45 | 8208 | 39 | 690 | 42 | 141 | 8 | 27 | 35 | 38 | 1 | 2 | 199 | 2.1 | 30 | 0.3 | 7 | 0.1 | 45 | 52.6 |
| 00-00 | 9480 | 47 | 8385 | 39 | 711 | 43 | 142 | 8 | 27 | 36 | 39 | 1 | 2 | 241 | 2.5 | 39 | 0.4 | 11 | 0.1 | 45.2 | 52.6 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

18 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

19 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

20 May 2017

| Time | Total | Classification | | | | | | | | | | | | >PSL 60 | >PSL% 60 | >SL1 68 ACPO | >SL1% 68 ACPO | >SL2 75 DfT | >SL2% 75 DfT | Mean | Vpp 85 |
|--------------|-------------|----------------|-------------|-----------|------------|----------|----------|-----------|-----------|-----------|------------|----------|-----------|------------|-------------|--------------------|---------------------|-------------------|--------------------|-------------|-------------|
| | | 1 MCL | 2 SV | 3 SVT | 4 TB2 | 5 TB3 | 6 T4 | 7 ART3 | 8 ART4 | 9 ART5 | 10 ART6 | 11 BD | 12 DRT | | | | | | | | |
| 0000 | 65 | 0 | 63 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 7.7 | 0 | 0 | 0 | 0 | 47.4 | 56.1 |
| 0100 | 37 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 5.4 | 0 | 0 | 0 | 0 | 46.3 | 55.7 |
| 0200 | 23 | 0 | 22 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4.3 | 1 | 4.3 | 0 | 0 | 47.2 | 52.3 |
| 0300 | 15 | 0 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6.7 | 0 | 0 | 0 | 0 | 47.8 | 58.6 |
| 0400 | 31 | 1 | 26 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6.5 | 2 | 6.5 | 0 | 0 | 50 | 57.9 |
| 0500 | 49 | 0 | 41 | 0 | 6 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 14 | 28.6 | 5 | 10.2 | 0 | 0 | 54.9 | 64.9 |
| 0600 | 89 | 1 | 78 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 13.5 | 5 | 5.6 | 0 | 0 | 50.4 | 59.5 |
| 0700 | 222 | 4 | 195 | 2 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 14 | 3 | 1.4 | 2 | 0.9 | 49.4 | 59.5 |
| 0800 | 347 | 7 | 300 | 4 | 32 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 31 | 8.9 | 6 | 1.7 | 1 | 0.3 | 48.3 | 57 |
| 0900 | 456 | 5 | 420 | 0 | 29 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 6.4 | 3 | 0.7 | 1 | 0.2 | 48.1 | 55.7 |
| 1000 | 520 | 13 | 484 | 4 | 18 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 30 | 5.8 | 5 | 1 | 2 | 0.4 | 48 | 55.9 |
| 1100 | 561 | 9 | 518 | 5 | 27 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 26 | 4.6 | 3 | 0.5 | 1 | 0.2 | 47 | 55 |
| 1200 | 549 | 3 | 519 | 2 | 24 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 4.2 | 4 | 0.7 | 2 | 0.4 | 48.2 | 55.7 |
| 1300 | 559 | 8 | 522 | 2 | 26 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 17 | 3 | 0 | 0 | 0 | 0 | 46 | 54.1 |
| 1400 | 499 | 5 | 470 | 1 | 19 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 33 | 6.6 | 4 | 0.8 | 1 | 0.2 | 47.9 | 55.9 |
| 1500 | 453 | 2 | 428 | 2 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 4.9 | 3 | 0.7 | 0 | 0 | 48.4 | 55.9 |
| 1600 | 500 | 6 | 474 | 2 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 3.4 | 2 | 0.4 | 0 | 0 | 46.8 | 55 |
| 1700 | 473 | 3 | 460 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1.3 | 0 | 0 | 0 | 0 | 45.2 | 52.6 |
| 1800 | 435 | 2 | 419 | 2 | 11 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 28 | 6.4 | 3 | 0.7 | 0 | 0 | 47.9 | 56.4 |
| 1900 | 354 | 4 | 340 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 7.6 | 7 | 2 | 2 | 0.6 | 48.1 | 56.4 |
| 2000 | 238 | 0 | 232 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 9 | 3.8 | 1 | 0.4 | 0 | 0 | 46.9 | 55 |
| 2100 | 226 | 4 | 218 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 7.5 | 4 | 1.8 | 1 | 0.4 | 45.7 | 53.7 |
| 2200 | 154 | 1 | 150 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3.9 | 2 | 1.3 | 1 | 0.6 | 47.4 | 55.5 |
| 2300 | 94 | 0 | 90 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10.6 | 3 | 3.2 | 1 | 1.1 | 48.1 | 56.4 |
| 07-19 | 5574 | 67 | 5209 | 28 | 251 | 6 | 5 | 2 | 3 | 1 | 2 | 0 | 0 | 293 | 5.3 | 36 | 0.6 | 10 | 0.2 | 47.5 | 55.5 |
| 06-22 | 6481 | 76 | 6077 | 29 | 276 | 6 | 8 | 2 | 4 | 1 | 2 | 0 | 0 | 358 | 5.5 | 53 | 0.8 | 13 | 0.2 | 47.5 | 55.7 |
| 06-00 | 6729 | 77 | 6317 | 30 | 282 | 6 | 8 | 2 | 4 | 1 | 2 | 0 | 0 | 374 | 5.6 | 58 | 0.9 | 15 | 0.2 | 47.5 | 55.7 |
| 00-00 | 6949 | 78 | 6517 | 30 | 297 | 8 | 8 | 2 | 4 | 3 | 2 | 0 | 0 | 399 | 5.7 | 66 | 0.9 | 15 | 0.2 | 47.5 | 55.7 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

21 May 2017

| Time | Total | Classification | | | | | | | | | | | | >PSL 60 | >PSL% 60 | >SL1 68 ACPO | >SL1% 68 ACPO | >SL2 75 DfT | >SL2% 75 DfT | Mean | Vpp 85 |
|--------------|-------------|----------------|-------------|-----------|------------|----------|----------|-----------|-----------|-----------|------------|----------|-----------|------------|-------------|--------------------|---------------------|-------------------|--------------------|-------------|-------------|
| | | 1 MCL | 2 SV | 3 SVT | 4 TB2 | 5 TB3 | 6 T4 | 7 ART3 | 8 ART4 | 9 ART5 | 10 ART6 | 11 BD | 12 DRT | | | | | | | | |
| 0000 | 58 | 0 | 55 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 8.6 | 0 | 0 | 0 | 0 | 46.3 | 57.3 |
| 0100 | 45 | 0 | 44 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 11.1 | 1 | 2.2 | 0 | 0 | 49.9 | 57.9 |
| 0200 | 23 | 0 | 19 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 17.4 | 1 | 4.3 | 1 | 4.3 | 50.7 | 61.1 |
| 0300 | 24 | 0 | 20 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 12.5 | 0 | 0 | 0 | 0 | 48 | 55.3 |
| 0400 | 13 | 0 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46.6 | 56.4 |
| 0500 | 34 | 1 | 32 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11.8 | 0 | 0 | 0 | 0 | 48.3 | 57.3 |
| 0600 | 65 | 2 | 60 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 12.3 | 3 | 4.6 | 0 | 0 | 48.3 | 57.7 |
| 0700 | 79 | 6 | 65 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 12.7 | 2 | 2.5 | 1 | 1.3 | 45.6 | 56.4 |
| 0800 | 179 | 9 | 154 | 2 | 12 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 10 | 5.6 | 1 | 0.6 | 0 | 0 | 48.1 | 57 |
| 0900 | 345 | 8 | 328 | 0 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 7.8 | 5 | 1.4 | 1 | 0.3 | 48.9 | 56.6 |
| 1000 | 510 | 23 | 459 | 3 | 20 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 25 | 4.9 | 7 | 1.4 | 4 | 0.8 | 48.1 | 56.1 |
| 1100 | 552 | 15 | 518 | 3 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 4.7 | 2 | 0.4 | 0 | 0 | 47.5 | 55.5 |
| 1200 | 634 | 20 | 603 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 3 | 1 | 0.2 | 0 | 0 | 47.2 | 55 |
| 1300 | 490 | 11 | 459 | 5 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 3.7 | 1 | 0.2 | 0 | 0 | 46.9 | 55 |
| 1400 | 446 | 10 | 422 | 1 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 5.4 | 6 | 1.3 | 3 | 0.7 | 47.6 | 55.9 |
| 1500 | 429 | 13 | 404 | 5 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 30 | 7 | 4 | 0.9 | 3 | 0.7 | 48.6 | 57 |
| 1600 | 439 | 16 | 412 | 2 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 5.9 | 3 | 0.7 | 0 | 0 | 47.6 | 55.7 |
| 1700 | 399 | 9 | 378 | 2 | 8 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 29 | 7.3 | 10 | 2.5 | 1 | 0.3 | 48.7 | 57.3 |
| 1800 | 382 | 3 | 363 | 2 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 8.4 | 7 | 1.8 | 1 | 0.3 | 49.3 | 57.3 |
| 1900 | 276 | 7 | 262 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 10.1 | 8 | 2.9 | 2 | 0.7 | 48.7 | 57.5 |
| 2000 | 222 | 5 | 211 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 10.8 | 6 | 2.7 | 2 | 0.9 | 49.2 | 58.4 |
| 2100 | 123 | 4 | 111 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 18 | 14.6 | 4 | 3.3 | 1 | 0.8 | 49.6 | 59.7 |
| 2200 | 88 | 0 | 85 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 8 | 9.1 | 3 | 3.4 | 1 | 1.1 | 48.3 | 57.7 |
| 2300 | 41 | 0 | 37 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 9.8 | 2 | 4.9 | 0 | 0 | 50.6 | 58.2 |
| 07-19 | 4884 | 143 | 4565 | 26 | 134 | 2 | 9 | 0 | 3 | 1 | 1 | 0 | 0 | 276 | 5.7 | 49 | 1 | 14 | 0.3 | 47.9 | 56.1 |
| 06-22 | 5570 | 161 | 5209 | 28 | 154 | 2 | 9 | 2 | 3 | 1 | 1 | 0 | 0 | 354 | 6.4 | 70 | 1.3 | 19 | 0.3 | 48 | 56.4 |
| 06-00 | 5699 | 161 | 5331 | 28 | 160 | 2 | 9 | 2 | 4 | 1 | 1 | 0 | 0 | 366 | 6.4 | 75 | 1.3 | 20 | 0.4 | 48.1 | 56.4 |
| 00-00 | 5896 | 162 | 5511 | 29 | 173 | 3 | 9 | 2 | 5 | 1 | 1 | 0 | 0 | 387 | 6.6 | 77 | 1.3 | 21 | 0.4 | 48.1 | 56.4 |



Site 2
 Location Bedford Road, attached to lamp column, OSGR: TL 00650 43164
 Direction Two Way
 22 May 2017

7480 / Stewartby
 May 2017
 Automatic Traffic Count

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

23 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

24 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

Virtual Day (14)

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



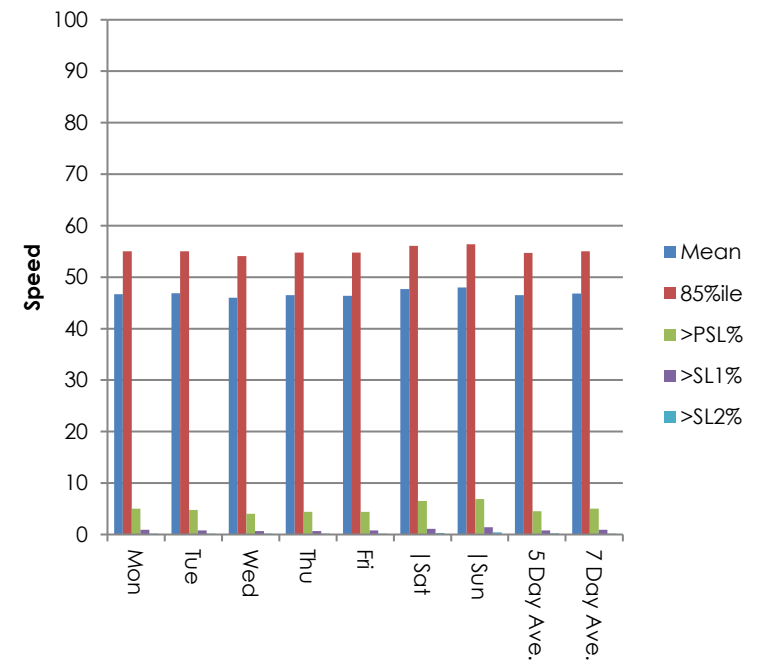
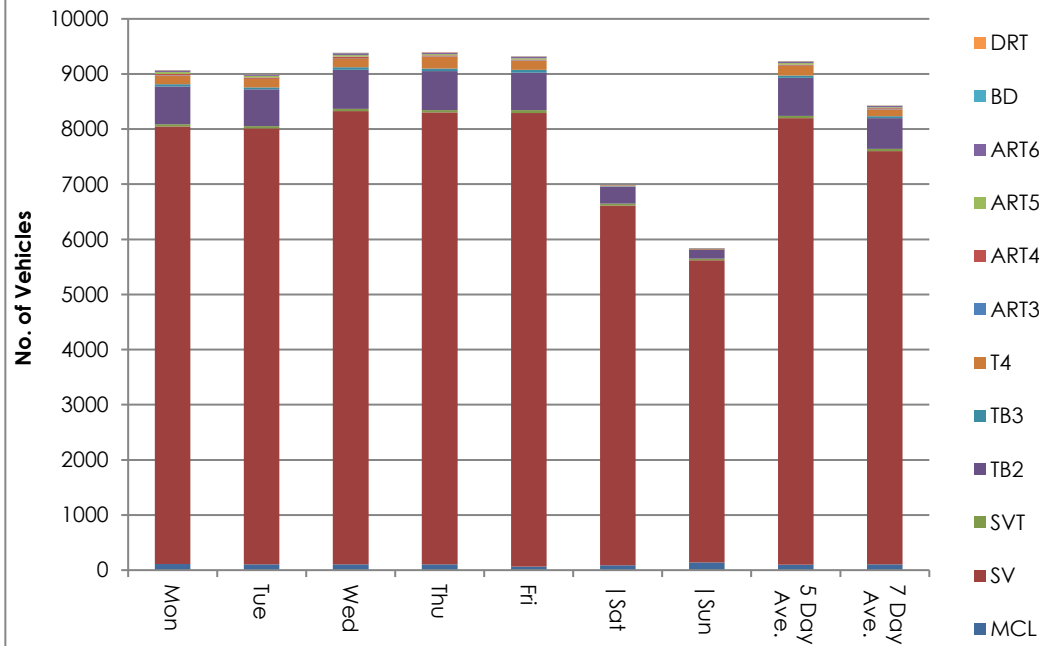
Site 2
 Location Bedford Road, attached to lamp column, OSGR: TL 00650 43164
 Direction Two Way

7480 / Stewartby
 May 2017
 Automatic Traffic Count

Virtual Week (2)

| Time | Total | Classification | | | | | | | | | | | | >PSL 60 | >PSL% 60 | >SL1 68 ACPO | >SL1% 68 ACPO | >SL2 75 DfT | >SL2% 75 DfT | Mean | Vpp 85 |
|-------------------|-------------|----------------|-------------|-----------|------------|-----------|------------|-----------|-----------|-----------|------------|----------|-----------|------------|-------------|--------------------|---------------------|-------------------|--------------------|-------------|-------------|
| | | 1 MCL | 2 SV | 3 SVT | 4 TB2 | 5 TB3 | 6 T4 | 7 ART3 | 8 ART4 | 9 ART5 | 10 ART6 | 11 BD | 12 DRT | | | | | | | | |
| Mon | 9065 | 109 | 7939 | 41 | 685 | 41 | 156 | 6 | 26 | 30 | 30 | 3 | 2 | 453 | 5 | 79 | 0.9 | 22 | 0.2 | 46.7 | 55 |
| Tue | 8992 | 105 | 7910 | 40 | 664 | 36 | 157 | 1 | 26 | 24 | 28 | 1 | 3 | 434 | 4.8 | 71 | 0.8 | 19 | 0.2 | 46.9 | 55 |
| Wed | 9376 | 107 | 8222 | 41 | 706 | 48 | 158 | 5 | 26 | 31 | 33 | 1 | 1 | 371 | 4 | 64 | 0.7 | 16 | 0.2 | 46 | 54.1 |
| Thu | 9390 | 104 | 8201 | 42 | 708 | 42 | 215 | 5 | 20 | 26 | 28 | 0 | 3 | 409 | 4.4 | 68 | 0.7 | 19 | 0.2 | 46.5 | 54.8 |
| Fri | 9313 | 67 | 8226 | 51 | 677 | 52 | 173 | 3 | 14 | 22 | 28 | 1 | 1 | 412 | 4.4 | 79 | 0.8 | 23 | 0.2 | 46.4 | 54.8 |
| Sat | 6974 | 90 | 6524 | 34 | 301 | 7 | 8 | 2 | 4 | 4 | 1 | 0 | 1 | 453 | 6.5 | 79 | 1.1 | 18 | 0.3 | 47.7 | 56.1 |
| Sun | 5831 | 140 | 5480 | 31 | 160 | 3 | 9 | 3 | 3 | 1 | 3 | 0 | 0 | 400 | 6.9 | 80 | 1.4 | 23 | 0.4 | 48 | 56.4 |
| 5 Day Ave. | 9227 | 98 | 8100 | 43 | 688 | 44 | 172 | 4 | 22 | 27 | 29 | 1 | 2 | 416 | 4.5 | 72 | 0.8 | 20 | 0.2 | 46.5 | 54.7 |
| 7 Day Ave. | 8420 | 103 | 7500 | 40 | 557 | 32 | 125 | 3 | 17 | 20 | 21 | 1 | 1 | 419 | 5.0 | 74 | 0.9 | 20 | 0.2 | 46.8 | 55.0 |
| -- | 117877 | 1439 | 105001 | 556 | 7801 | 454 | 1746 | 48 | 236 | 273 | 297 | 8 | 18 | 5861 | 5.0 | 1036 | 0.9 | 276 | 0.2 | 46.8 | 55.0 |

Summary Graphs



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

11 May 2017

| Time | Total | Speed Bins (mph) | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|-------------|------------------|----------|-----------|-----------|-----------|------------|------------|-------------|-------------|-------------|-------------|-------------|------------|-----------|-----------|-----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | | 0 - 5 | 5 - 10 | 10 - 15 | 15 - 20 | 20 - 25 | 25 - 30 | 30 - 35 | 35 - 40 | 40 - 45 | 45 - 50 | 50 - 55 | 55 - 60 | 60 - 65 | 65 - 70 | 70 - 75 | 75 - 80 | 80 - 85 | 85 - 90 | 90 - 95 | 95 - 100 | 100 - 105 | 105 - 110 | 110 - 115 | 115 - 120 | 120 - 125 | 125 - 130 | 130 - 135 |
| 0000 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 3 | 7 | 5 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0100 | 23 | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 4 | 4 | 4 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0200 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0300 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0400 | 33 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 5 | 3 | 6 | 7 | 5 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0500 | 138 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 8 | 11 | 23 | 26 | 22 | 24 | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0600 | 307 | 0 | 0 | 1 | 0 | 0 | 11 | 18 | 42 | 33 | 38 | 73 | 58 | 26 | 3 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0700 | 879 | 0 | 1 | 4 | 1 | 3 | 4 | 57 | 96 | 170 | 194 | 202 | 114 | 26 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0800 | 860 | 0 | 0 | 2 | 0 | 2 | 16 | 59 | 142 | 165 | 202 | 168 | 78 | 19 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0900 | 531 | 0 | 0 | 0 | 0 | 2 | 6 | 40 | 80 | 84 | 126 | 110 | 70 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1000 | 461 | 0 | 0 | 1 | 1 | 2 | 10 | 50 | 81 | 75 | 114 | 80 | 24 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1100 | 465 | 0 | 0 | 0 | 1 | 6 | 8 | 38 | 66 | 100 | 102 | 71 | 48 | 15 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1200 | 470 | 0 | 0 | 1 | 0 | 4 | 15 | 47 | 74 | 104 | 112 | 70 | 37 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1300 | 538 | 0 | 1 | 0 | 3 | 1 | 10 | 39 | 76 | 94 | 144 | 102 | 48 | 17 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1400 | 517 | 0 | 0 | 0 | 1 | 1 | 6 | 40 | 76 | 101 | 128 | 102 | 47 | 10 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1500 | 686 | 0 | 0 | 1 | 0 | 2 | 15 | 68 | 130 | 149 | 159 | 94 | 49 | 13 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1600 | 761 | 0 | 0 | 0 | 1 | 1 | 7 | 46 | 103 | 147 | 189 | 184 | 62 | 13 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1700 | 888 | 0 | 0 | 1 | 2 | 1 | 6 | 51 | 110 | 152 | 217 | 204 | 117 | 18 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1800 | 648 | 0 | 0 | 1 | 1 | 3 | 8 | 25 | 66 | 83 | 158 | 146 | 93 | 41 | 15 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1900 | 442 | 0 | 0 | 2 | 0 | 0 | 1 | 13 | 60 | 61 | 88 | 101 | 78 | 25 | 7 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2000 | 326 | 0 | 0 | 0 | 2 | 1 | 6 | 16 | 38 | 43 | 67 | 74 | 49 | 20 | 3 | 3 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 2100 | 210 | 0 | 0 | 0 | 0 | 1 | 5 | 12 | 29 | 42 | 33 | 52 | 22 | 7 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2200 | 138 | 0 | 0 | 1 | 0 | 1 | 3 | 14 | 21 | 14 | 32 | 28 | 12 | 4 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2300 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 13 | 10 | 20 | 17 | 11 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07-19 | 7704 | 0 | 2 | 11 | 11 | 28 | 111 | 560 | 1100 | 1424 | 1845 | 1533 | 787 | 208 | 59 | 16 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-22 | 8989 | 0 | 2 | 14 | 13 | 30 | 134 | 619 | 1269 | 1603 | 2071 | 1833 | 994 | 286 | 74 | 28 | 12 | 4 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 06-00 | 9211 | 0 | 2 | 15 | 13 | 31 | 137 | 636 | 1303 | 1627 | 2123 | 1878 | 1017 | 297 | 81 | 31 | 13 | 4 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 00-00 | 9457 | 0 | 2 | 15 | 14 | 32 | 142 | 658 | 1325 | 1657 | 2167 | 1918 | 1050 | 327 | 90 | 36 | 16 | 5 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

12 May 2017

| Time | Total | Speed Bins (mph) | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|-------------|------------------|----------|----------|-----------|-----------|------------|------------|-------------|-------------|-------------|-------------|------------|------------|-----------|-----------|-----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | | 0 - 5 | 5 - 10 | 10 - 15 | 15 - 20 | 20 - 25 | 25 - 30 | 30 - 35 | 35 - 40 | 40 - 45 | 45 - 50 | 50 - 55 | 55 - 60 | 60 - 65 | 65 - 70 | 70 - 75 | 75 - 80 | 80 - 85 | 85 - 90 | 90 - 95 | 95 - 100 | 100 - 105 | 105 - 110 | 110 - 115 | 115 - 120 | 120 - 125 | 125 - 130 | 130 - 135 |
| 0000 | 32 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 8 | 1 | 4 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0100 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 3 | 3 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0200 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0300 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0400 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 6 | 5 | 5 | 5 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0500 | 129 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 16 | 7 | 21 | 28 | 20 | 15 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0600 | 285 | 0 | 0 | 1 | 1 | 1 | 9 | 15 | 31 | 23 | 54 | 73 | 47 | 19 | 4 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0700 | 824 | 0 | 0 | 0 | 1 | 1 | 4 | 57 | 137 | 162 | 224 | 150 | 70 | 12 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0800 | 828 | 0 | 1 | 0 | 2 | 3 | 19 | 80 | 157 | 177 | 188 | 135 | 53 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0900 | 543 | 0 | 0 | 0 | 0 | 1 | 8 | 35 | 85 | 79 | 156 | 108 | 52 | 15 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1000 | 490 | 0 | 0 | 0 | 0 | 5 | 11 | 48 | 65 | 98 | 115 | 93 | 35 | 12 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1100 | 441 | 0 | 0 | 0 | 5 | 2 | 9 | 38 | 76 | 88 | 98 | 88 | 27 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1200 | 508 | 0 | 0 | 1 | 3 | 9 | 14 | 39 | 78 | 103 | 131 | 79 | 36 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1300 | 544 | 0 | 0 | 2 | 1 | 6 | 16 | 40 | 82 | 107 | 123 | 102 | 49 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1400 | 542 | 0 | 0 | 2 | 0 | 0 | 10 | 45 | 73 | 82 | 149 | 113 | 55 | 9 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1500 | 783 | 0 | 0 | 0 | 2 | 6 | 19 | 72 | 123 | 188 | 178 | 128 | 44 | 15 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1600 | 774 | 0 | 0 | 1 | 2 | 4 | 5 | 39 | 99 | 134 | 209 | 161 | 98 | 15 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1700 | 825 | 0 | 0 | 0 | 1 | 1 | 3 | 35 | 93 | 127 | 222 | 183 | 123 | 29 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1800 | 627 | 0 | 0 | 0 | 2 | 0 | 7 | 22 | 69 | 91 | 147 | 147 | 88 | 31 | 14 | 3 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1900 | 466 | 0 | 0 | 2 | 1 | 2 | 2 | 18 | 50 | 70 | 96 | 114 | 62 | 33 | 12 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2000 | 289 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 25 | 37 | 64 | 63 | 50 | 20 | 6 | 4 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2100 | 200 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 19 | 41 | 47 | 33 | 25 | 11 | 5 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2200 | 143 | 0 | 0 | 0 | 0 | 1 | 3 | 11 | 15 | 17 | 40 | 27 | 16 | 5 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2300 | 119 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 20 | 26 | 15 | 18 | 14 | 9 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07-19 | 7729 | 0 | 1 | 6 | 19 | 38 | 125 | 550 | 1137 | 1436 | 1940 | 1487 | 730 | 183 | 52 | 15 | 5 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-22 | 8969 | 0 | 1 | 9 | 21 | 41 | 139 | 611 | 1262 | 1607 | 2201 | 1770 | 914 | 266 | 79 | 29 | 9 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-00 | 9231 | 0 | 1 | 9 | 21 | 42 | 144 | 626 | 1297 | 1650 | 2256 | 1815 | 944 | 280 | 90 | 34 | 12 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00-00 | 9467 | 0 | 1 | 9 | 21 | 42 | 148 | 648 | 1324 | 1680 | 2289 | 1856 | 982 | 308 | 99 | 36 | 14 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

13 May 2017

| Time | Total | Speed Bins (mph) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|-------------|------------------|----------|-----------|-----------|-----------|-----------|------------|------------|-------------|-------------|-------------|------------|------------|-----------|-----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | | 0 - 5 | 5 - 10 | 10 - 15 | 15 - 20 | 20 - 25 | 25 - 30 | 30 - 35 | 35 - 40 | 40 - 45 | 45 - 50 | 50 - 55 | 55 - 60 | 60 - 65 | 65 - 70 | 70 - 75 | 75 - 80 | 80 - 85 | 85 - 90 | 90 - 95 | 95 - 100 | 100 - 105 | 105 - 110 | 110 - 115 | 115 - 120 | 120 - 125 | 125 - 130 | 130 - 135 | 135 - 140 |
| 0000 | 53 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 10 | 13 | 10 | 5 | 5 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0100 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 6 | 9 | 7 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0200 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 6 | 3 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0300 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0400 | 19 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 1 | 1 | 2 | 6 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0500 | 66 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 6 | 6 | 3 | 13 | 16 | 10 | 4 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0600 | 106 | 0 | 0 | 0 | 2 | 0 | 2 | 5 | 9 | 8 | 13 | 26 | 22 | 15 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0700 | 174 | 0 | 0 | 0 | 3 | 1 | 2 | 9 | 23 | 25 | 36 | 30 | 27 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0800 | 286 | 0 | 0 | 0 | 1 | 3 | 1 | 21 | 36 | 35 | 47 | 70 | 40 | 21 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0900 | 466 | 0 | 0 | 3 | 2 | 3 | 2 | 35 | 50 | 61 | 119 | 89 | 57 | 33 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1000 | 516 | 0 | 0 | 1 | 4 | 1 | 5 | 41 | 63 | 98 | 114 | 104 | 59 | 20 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1100 | 527 | 0 | 0 | 1 | 2 | 0 | 3 | 38 | 66 | 84 | 119 | 131 | 61 | 14 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1200 | 577 | 0 | 0 | 0 | 2 | 0 | 5 | 18 | 70 | 114 | 143 | 127 | 66 | 26 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1300 | 531 | 0 | 0 | 1 | 1 | 0 | 6 | 31 | 81 | 72 | 109 | 114 | 72 | 31 | 8 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1400 | 556 | 0 | 0 | 0 | 2 | 1 | 6 | 32 | 72 | 94 | 134 | 127 | 60 | 20 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1500 | 488 | 0 | 0 | 0 | 1 | 0 | 2 | 15 | 63 | 92 | 123 | 122 | 49 | 17 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1600 | 503 | 0 | 0 | 1 | 1 | 0 | 2 | 24 | 62 | 91 | 129 | 98 | 63 | 19 | 4 | 5 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1700 | 523 | 0 | 0 | 0 | 0 | 0 | 4 | 27 | 72 | 86 | 124 | 111 | 70 | 19 | 7 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1800 | 466 | 0 | 0 | 1 | 0 | 0 | 0 | 22 | 60 | 88 | 90 | 94 | 72 | 32 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1900 | 347 | 0 | 0 | 0 | 1 | 0 | 3 | 14 | 44 | 57 | 78 | 72 | 53 | 19 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2000 | 257 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 32 | 30 | 58 | 55 | 37 | 20 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2100 | 189 | 0 | 0 | 2 | 0 | 0 | 3 | 8 | 26 | 22 | 57 | 46 | 18 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2200 | 170 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 26 | 29 | 39 | 26 | 28 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2300 | 107 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 10 | 26 | 21 | 22 | 15 | 4 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 07-19 | 5613 | 0 | 0 | 8 | 19 | 9 | 38 | 313 | 718 | 940 | 1287 | 1217 | 696 | 265 | 65 | 24 | 7 | 3 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 06-22 | 6512 | 0 | 0 | 10 | 22 | 9 | 47 | 349 | 829 | 1057 | 1493 | 1416 | 826 | 323 | 86 | 29 | 7 | 5 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 06-00 | 6789 | 0 | 0 | 10 | 22 | 9 | 50 | 362 | 865 | 1112 | 1553 | 1464 | 869 | 333 | 90 | 32 | 9 | 5 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 00-00 | 6998 | 0 | 0 | 10 | 23 | 10 | 52 | 371 | 894 | 1144 | 1579 | 1502 | 906 | 354 | 97 | 35 | 9 | 7 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

14 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

15 May 2017

| Time | Total | Speed Bins (mph) | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|-------------|------------------|----------|-----------|-----------|-----------|------------|------------|-------------|-------------|-------------|-------------|------------|------------|-----------|-----------|-----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | | 0 - 5 | 5 - 10 | 10 - 15 | 15 - 20 | 20 - 25 | 25 - 30 | 30 - 35 | 35 - 40 | 40 - 45 | 45 - 50 | 50 - 55 | 55 - 60 | 60 - 65 | 65 - 70 | 70 - 75 | 75 - 80 | 80 - 85 | 85 - 90 | 90 - 95 | 95 - 100 | 100 - 105 | 105 - 110 | 110 - 115 | 115 - 120 | 120 - 125 | 125 - 130 | 130 - 135 |
| 0000 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 4 | 4 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0100 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 1 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0200 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0300 | 14 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0400 | 28 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 5 | 3 | 7 | 6 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0500 | 133 | 0 | 0 | 2 | 0 | 0 | 0 | 6 | 14 | 13 | 24 | 32 | 23 | 12 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0600 | 298 | 0 | 0 | 1 | 1 | 0 | 5 | 15 | 33 | 40 | 44 | 55 | 55 | 30 | 8 | 3 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0700 | 846 | 0 | 0 | 1 | 2 | 5 | 11 | 40 | 126 | 166 | 222 | 181 | 67 | 17 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0800 | 885 | 0 | 0 | 1 | 1 | 0 | 10 | 62 | 160 | 228 | 192 | 153 | 67 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0900 | 498 | 0 | 0 | 1 | 0 | 0 | 8 | 41 | 90 | 106 | 111 | 81 | 42 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1000 | 437 | 0 | 0 | 0 | 0 | 2 | 8 | 42 | 72 | 84 | 112 | 77 | 29 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1100 | 446 | 0 | 0 | 1 | 1 | 0 | 5 | 33 | 87 | 87 | 118 | 72 | 25 | 8 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1200 | 439 | 0 | 0 | 1 | 2 | 4 | 11 | 34 | 66 | 90 | 106 | 73 | 34 | 13 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1300 | 480 | 0 | 0 | 1 | 0 | 1 | 8 | 43 | 93 | 100 | 120 | 75 | 28 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1400 | 538 | 0 | 0 | 0 | 0 | 0 | 9 | 44 | 75 | 118 | 130 | 102 | 39 | 18 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1500 | 649 | 0 | 0 | 0 | 0 | 0 | 22 | 47 | 101 | 130 | 152 | 123 | 51 | 17 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1600 | 741 | 0 | 1 | 0 | 2 | 1 | 4 | 35 | 92 | 157 | 204 | 166 | 56 | 14 | 7 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1700 | 861 | 0 | 0 | 0 | 0 | 2 | 7 | 37 | 125 | 176 | 219 | 188 | 76 | 26 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1800 | 673 | 0 | 1 | 0 | 1 | 0 | 11 | 41 | 71 | 111 | 159 | 157 | 87 | 28 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1900 | 389 | 0 | 0 | 2 | 0 | 0 | 4 | 28 | 45 | 68 | 68 | 88 | 49 | 24 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2000 | 242 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 28 | 40 | 53 | 48 | 38 | 14 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2100 | 142 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 21 | 23 | 30 | 24 | 17 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2200 | 137 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 12 | 19 | 34 | 23 | 21 | 12 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2300 | 68 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 8 | 13 | 24 | 12 | 2 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07-19 | 7493 | 0 | 2 | 6 | 9 | 15 | 114 | 499 | 1158 | 1553 | 1845 | 1448 | 601 | 181 | 44 | 10 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-22 | 8564 | 0 | 2 | 9 | 10 | 16 | 125 | 565 | 1285 | 1724 | 2040 | 1663 | 760 | 258 | 70 | 19 | 15 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-00 | 8769 | 0 | 2 | 9 | 10 | 16 | 128 | 573 | 1305 | 1756 | 2098 | 1698 | 783 | 274 | 76 | 22 | 16 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00-00 | 8987 | 0 | 2 | 11 | 10 | 17 | 130 | 581 | 1333 | 1785 | 2132 | 1747 | 818 | 294 | 81 | 25 | 17 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

16 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

17 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

18 May 2017

| Time | Total | Speed Bins (mph) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|-------------|------------------|----------|----------|-----------|-----------|------------|------------|-------------|-------------|-------------|-------------|------------|------------|-----------|-----------|-----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | | 0 - 5 | 5 - 10 | 10 - 15 | 15 - 20 | 20 - 25 | 25 - 30 | 30 - 35 | 35 - 40 | 40 - 45 | 45 - 50 | 50 - 55 | 55 - 60 | 60 - 65 | 65 - 70 | 70 - 75 | 75 - 80 | 80 - 85 | 85 - 90 | 90 - 95 | 95 - 100 | 100 - 105 | 105 - 110 | 110 - 115 | 115 - 120 | 120 - 125 | 125 - 130 | 130 - 135 | 135 - 140 |
| 0000 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 13 | 9 | 10 | 4 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0100 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 5 | 6 | 8 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0200 | 13 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0300 | 15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0400 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 2 | 5 | 1 | 4 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0500 | 141 | 0 | 0 | 1 | 2 | 0 | 1 | 9 | 8 | 11 | 23 | 41 | 25 | 12 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0600 | 330 | 0 | 0 | 0 | 1 | 0 | 7 | 7 | 37 | 47 | 71 | 88 | 43 | 17 | 7 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0700 | 870 | 0 | 0 | 0 | 3 | 0 | 14 | 29 | 117 | 164 | 212 | 214 | 96 | 19 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0800 | 883 | 0 | 0 | 1 | 1 | 0 | 6 | 67 | 163 | 185 | 199 | 165 | 81 | 12 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0900 | 524 | 0 | 0 | 0 | 0 | 0 | 5 | 33 | 65 | 100 | 133 | 128 | 37 | 19 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1000 | 436 | 0 | 0 | 0 | 1 | 0 | 2 | 34 | 62 | 82 | 103 | 92 | 46 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1100 | 446 | 0 | 0 | 0 | 0 | 0 | 6 | 40 | 81 | 88 | 95 | 77 | 46 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1200 | 484 | 0 | 1 | 0 | 6 | 2 | 5 | 37 | 74 | 97 | 115 | 106 | 25 | 12 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1300 | 529 | 0 | 0 | 0 | 4 | 6 | 13 | 46 | 80 | 101 | 125 | 88 | 51 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1400 | 481 | 0 | 0 | 1 | 2 | 7 | 6 | 33 | 50 | 103 | 119 | 101 | 39 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1500 | 700 | 0 | 1 | 0 | 3 | 7 | 20 | 61 | 129 | 117 | 176 | 129 | 39 | 11 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1600 | 750 | 0 | 0 | 0 | 1 | 4 | 4 | 47 | 100 | 157 | 211 | 135 | 69 | 18 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1700 | 868 | 0 | 0 | 0 | 0 | 1 | 4 | 55 | 105 | 194 | 226 | 197 | 67 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1800 | 710 | 0 | 0 | 0 | 1 | 1 | 3 | 28 | 82 | 136 | 183 | 180 | 66 | 23 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1900 | 399 | 0 | 0 | 0 | 0 | 0 | 5 | 31 | 45 | 62 | 96 | 97 | 43 | 17 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2000 | 265 | 0 | 0 | 0 | 0 | 1 | 9 | 10 | 29 | 45 | 64 | 68 | 25 | 10 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2100 | 166 | 0 | 0 | 0 | 0 | 1 | 1 | 18 | 29 | 39 | 32 | 30 | 12 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2200 | 150 | 0 | 0 | 0 | 0 | 1 | 2 | 18 | 33 | 32 | 30 | 23 | 3 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2300 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 8 | 11 | 13 | 12 | 6 | 3 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07-19 | 7681 | 0 | 2 | 2 | 22 | 28 | 88 | 510 | 1108 | 1524 | 1897 | 1612 | 662 | 181 | 30 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-22 | 8841 | 0 | 2 | 2 | 23 | 30 | 110 | 576 | 1248 | 1717 | 2160 | 1895 | 785 | 226 | 44 | 16 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-00 | 9053 | 0 | 2 | 2 | 23 | 31 | 112 | 600 | 1289 | 1760 | 2203 | 1930 | 794 | 233 | 48 | 17 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00-00 | 9323 | 0 | 2 | 3 | 25 | 32 | 115 | 617 | 1310 | 1795 | 2251 | 1995 | 837 | 252 | 56 | 20 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

19 May 2017

| Time | Total | Speed Bins (mph) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|-------------|------------------|----------|----------|-----------|-----------|------------|------------|-------------|-------------|-------------|-------------|------------|------------|-----------|-----------|-----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | | 0 - 5 | 5 - 10 | 10 - 15 | 15 - 20 | 20 - 25 | 25 - 30 | 30 - 35 | 35 - 40 | 40 - 45 | 45 - 50 | 50 - 55 | 55 - 60 | 60 - 65 | 65 - 70 | 70 - 75 | 75 - 80 | 80 - 85 | 85 - 90 | 90 - 95 | 95 - 100 | 100 - 105 | 105 - 110 | 110 - 115 | 115 - 120 | 120 - 125 | 125 - 130 | 130 - 135 | 135 - 140 |
| 0000 | 38 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 7 | 8 | 5 | 9 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0100 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0200 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0300 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 4 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0400 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 4 | 8 | 4 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0500 | 113 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 13 | 14 | 12 | 30 | 17 | 8 | 5 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0600 | 301 | 0 | 0 | 0 | 1 | 0 | 5 | 11 | 36 | 39 | 61 | 64 | 58 | 13 | 8 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0700 | 764 | 0 | 0 | 0 | 4 | 0 | 4 | 52 | 92 | 149 | 218 | 164 | 63 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0800 | 841 | 0 | 0 | 2 | 3 | 0 | 12 | 80 | 163 | 222 | 182 | 113 | 50 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0900 | 521 | 0 | 0 | 0 | 0 | 0 | 6 | 23 | 82 | 104 | 144 | 105 | 48 | 6 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1000 | 441 | 0 | 0 | 0 | 2 | 2 | 9 | 42 | 67 | 99 | 110 | 68 | 29 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1100 | 486 | 0 | 0 | 0 | 0 | 3 | 15 | 51 | 80 | 113 | 114 | 75 | 29 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1200 | 473 | 0 | 0 | 0 | 1 | 3 | 4 | 32 | 78 | 81 | 147 | 82 | 36 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1300 | 592 | 0 | 0 | 0 | 1 | 0 | 11 | 62 | 119 | 140 | 152 | 76 | 25 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1400 | 539 | 0 | 0 | 0 | 0 | 2 | 11 | 32 | 93 | 113 | 134 | 107 | 33 | 11 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1500 | 749 | 0 | 0 | 0 | 0 | 5 | 17 | 69 | 141 | 183 | 179 | 103 | 35 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1600 | 689 | 0 | 0 | 0 | 2 | 3 | 4 | 36 | 81 | 109 | 178 | 175 | 76 | 18 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1700 | 797 | 0 | 0 | 1 | 0 | 2 | 2 | 34 | 68 | 136 | 178 | 217 | 129 | 25 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1800 | 607 | 0 | 0 | 0 | 0 | 0 | 3 | 30 | 56 | 88 | 133 | 170 | 84 | 27 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1900 | 396 | 0 | 0 | 0 | 0 | 0 | 2 | 17 | 51 | 51 | 80 | 74 | 68 | 38 | 7 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 2000 | 276 | 0 | 0 | 0 | 0 | 1 | 2 | 10 | 38 | 38 | 53 | 68 | 38 | 19 | 4 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2100 | 219 | 0 | 0 | 0 | 0 | 1 | 3 | 19 | 41 | 46 | 49 | 32 | 22 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2200 | 137 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 21 | 31 | 27 | 21 | 16 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2300 | 98 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 15 | 14 | 26 | 15 | 14 | 5 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07-19 | 7499 | 0 | 0 | 3 | 13 | 20 | 98 | 543 | 1120 | 1537 | 1869 | 1455 | 637 | 158 | 34 | 7 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-22 | 8691 | 0 | 0 | 3 | 14 | 22 | 110 | 600 | 1286 | 1711 | 2112 | 1693 | 823 | 231 | 54 | 18 | 5 | 6 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-00 | 8926 | 0 | 0 | 3 | 14 | 22 | 113 | 618 | 1322 | 1756 | 2165 | 1729 | 853 | 238 | 56 | 19 | 9 | 6 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00-00 | 9158 | 0 | 0 | 3 | 14 | 22 | 115 | 636 | 1355 | 1790 | 2202 | 1784 | 881 | 249 | 64 | 22 | 11 | 7 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

20 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

21 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

22 May 2017

| Time | Total | Speed Bins (mph) | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|-------------|------------------|----------|-----------|-----------|-----------|------------|------------|-------------|-------------|-------------|-------------|-------------|------------|-----------|-----------|-----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | | 0 - 5 | 5 - 10 | 10 - 15 | 15 - 20 | 20 - 25 | 25 - 30 | 30 - 35 | 35 - 40 | 40 - 45 | 45 - 50 | 50 - 55 | 55 - 60 | 60 - 65 | 65 - 70 | 70 - 75 | 75 - 80 | 80 - 85 | 85 - 90 | 90 - 95 | 95 - 100 | 100 - 105 | 105 - 110 | 110 - 115 | 115 - 120 | 120 - 125 | 125 - 130 | 130 - 135 |
| 0000 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 6 | 7 | 5 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0100 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0200 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0300 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0400 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 2 | 6 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0500 | 146 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 17 | 14 | 13 | 36 | 32 | 8 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0600 | 326 | 0 | 0 | 0 | 1 | 0 | 5 | 12 | 27 | 40 | 52 | 78 | 71 | 26 | 10 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0700 | 784 | 0 | 0 | 2 | 2 | 1 | 5 | 39 | 86 | 118 | 176 | 204 | 111 | 32 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0800 | 879 | 0 | 0 | 2 | 1 | 1 | 10 | 65 | 174 | 179 | 207 | 167 | 58 | 14 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0900 | 502 | 0 | 0 | 0 | 0 | 2 | 5 | 24 | 53 | 90 | 132 | 114 | 60 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1000 | 436 | 0 | 0 | 1 | 3 | 1 | 7 | 27 | 66 | 98 | 99 | 87 | 37 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1100 | 508 | 0 | 0 | 0 | 0 | 5 | 8 | 28 | 79 | 102 | 125 | 105 | 43 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1200 | 444 | 0 | 0 | 1 | 4 | 1 | 1 | 22 | 60 | 85 | 119 | 87 | 39 | 16 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1300 | 519 | 0 | 2 | 1 | 1 | 2 | 16 | 42 | 82 | 94 | 119 | 98 | 47 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1400 | 476 | 0 | 0 | 3 | 2 | 0 | 6 | 31 | 56 | 78 | 112 | 112 | 51 | 18 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1500 | 673 | 0 | 0 | 3 | 1 | 4 | 16 | 51 | 105 | 135 | 158 | 128 | 46 | 15 | 6 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1600 | 771 | 0 | 0 | 1 | 1 | 3 | 15 | 47 | 98 | 113 | 181 | 178 | 95 | 28 | 5 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1700 | 867 | 0 | 0 | 1 | 1 | 1 | 3 | 38 | 96 | 147 | 213 | 217 | 111 | 27 | 6 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1800 | 708 | 0 | 0 | 2 | 1 | 1 | 7 | 25 | 65 | 137 | 167 | 179 | 76 | 34 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1900 | 376 | 0 | 0 | 0 | 2 | 1 | 7 | 21 | 35 | 61 | 62 | 82 | 70 | 25 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2000 | 298 | 0 | 0 | 0 | 3 | 1 | 0 | 21 | 40 | 43 | 61 | 64 | 41 | 15 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2100 | 188 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 37 | 36 | 34 | 29 | 20 | 8 | 5 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2200 | 110 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 17 | 18 | 23 | 26 | 6 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2300 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 4 | 8 | 13 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07-19 | 7567 | 0 | 2 | 17 | 17 | 22 | 99 | 439 | 1020 | 1376 | 1808 | 1676 | 774 | 230 | 58 | 18 | 9 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-22 | 8755 | 0 | 2 | 17 | 23 | 24 | 111 | 508 | 1159 | 1556 | 2017 | 1929 | 976 | 304 | 87 | 27 | 12 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-00 | 8907 | 0 | 2 | 17 | 23 | 24 | 113 | 519 | 1183 | 1578 | 2048 | 1968 | 986 | 311 | 90 | 30 | 12 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00-00 | 9142 | 0 | 2 | 17 | 23 | 24 | 113 | 536 | 1212 | 1601 | 2078 | 2023 | 1029 | 329 | 98 | 35 | 19 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

23 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

24 May 2017

| Time | Total | Speed Bins (mph) | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|-------------|------------------|----------|-----------|-----------|-----------|------------|------------|-------------|-------------|-------------|-------------|------------|------------|------------|-----------|-----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | | 0 - 5 | 5 - 10 | 10 - 15 | 15 - 20 | 20 - 25 | 25 - 30 | 30 - 35 | 35 - 40 | 40 - 45 | 45 - 50 | 50 - 55 | 55 - 60 | 60 - 65 | 65 - 70 | 70 - 75 | 75 - 80 | 80 - 85 | 85 - 90 | 90 - 95 | 95 - 100 | 100 - 105 | 105 - 110 | 110 - 115 | 115 - 120 | 120 - 125 | 125 - 130 | 130 - 135 |
| 0000 | 23 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 2 | 3 | 3 | 3 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0100 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0200 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0300 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 4 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0400 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 3 | 4 | 3 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0500 | 154 | 0 | 0 | 1 | 2 | 0 | 1 | 12 | 12 | 14 | 21 | 26 | 31 | 14 | 13 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 0600 | 328 | 0 | 0 | 1 | 1 | 0 | 4 | 15 | 34 | 35 | 53 | 83 | 60 | 25 | 13 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0700 | 841 | 0 | 0 | 2 | 3 | 7 | 4 | 30 | 99 | 135 | 219 | 215 | 91 | 25 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0800 | 834 | 0 | 0 | 0 | 2 | 1 | 14 | 70 | 130 | 176 | 191 | 173 | 63 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0900 | 501 | 0 | 0 | 1 | 0 | 0 | 6 | 51 | 60 | 91 | 114 | 116 | 49 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1000 | 428 | 0 | 0 | 1 | 8 | 3 | 12 | 30 | 71 | 86 | 88 | 66 | 40 | 17 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1100 | 458 | 0 | 0 | 0 | 1 | 3 | 9 | 32 | 71 | 102 | 104 | 81 | 38 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1200 | 460 | 0 | 0 | 0 | 1 | 1 | 5 | 26 | 59 | 96 | 117 | 86 | 48 | 14 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1300 | 469 | 0 | 0 | 1 | 2 | 2 | 7 | 28 | 62 | 100 | 123 | 75 | 49 | 14 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1400 | 496 | 0 | 0 | 1 | 3 | 2 | 9 | 36 | 69 | 99 | 113 | 96 | 43 | 12 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1500 | 693 | 0 | 0 | 0 | 1 | 4 | 13 | 58 | 104 | 124 | 166 | 146 | 61 | 10 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1600 | 777 | 0 | 0 | 2 | 0 | 5 | 25 | 46 | 84 | 148 | 209 | 159 | 68 | 22 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1700 | 914 | 0 | 0 | 0 | 1 | 0 | 1 | 56 | 119 | 143 | 219 | 199 | 120 | 39 | 13 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1800 | 693 | 0 | 0 | 0 | 1 | 1 | 9 | 33 | 64 | 131 | 161 | 159 | 92 | 28 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1900 | 451 | 0 | 0 | 1 | 1 | 0 | 2 | 26 | 51 | 90 | 105 | 98 | 52 | 18 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2000 | 280 | 0 | 0 | 0 | 2 | 0 | 6 | 22 | 38 | 26 | 58 | 69 | 36 | 15 | 3 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2100 | 222 | 0 | 0 | 0 | 0 | 0 | 6 | 15 | 37 | 29 | 52 | 46 | 15 | 11 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2200 | 125 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | 14 | 20 | 17 | 31 | 16 | 8 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2300 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 9 | 15 | 9 | 11 | 8 | 2 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07-19 | 7564 | 0 | 0 | 8 | 23 | 29 | 114 | 496 | 992 | 1431 | 1824 | 1571 | 762 | 218 | 69 | 22 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-22 | 8845 | 0 | 0 | 10 | 27 | 29 | 132 | 574 | 1152 | 1611 | 2092 | 1867 | 925 | 287 | 97 | 30 | 11 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-00 | 9036 | 0 | 0 | 10 | 27 | 29 | 135 | 586 | 1171 | 1640 | 2124 | 1907 | 952 | 303 | 103 | 32 | 14 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00-00 | 9272 | 0 | 0 | 11 | 29 | 29 | 139 | 606 | 1190 | 1666 | 2159 | 1947 | 995 | 324 | 121 | 36 | 16 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

Virtual Day (14)

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



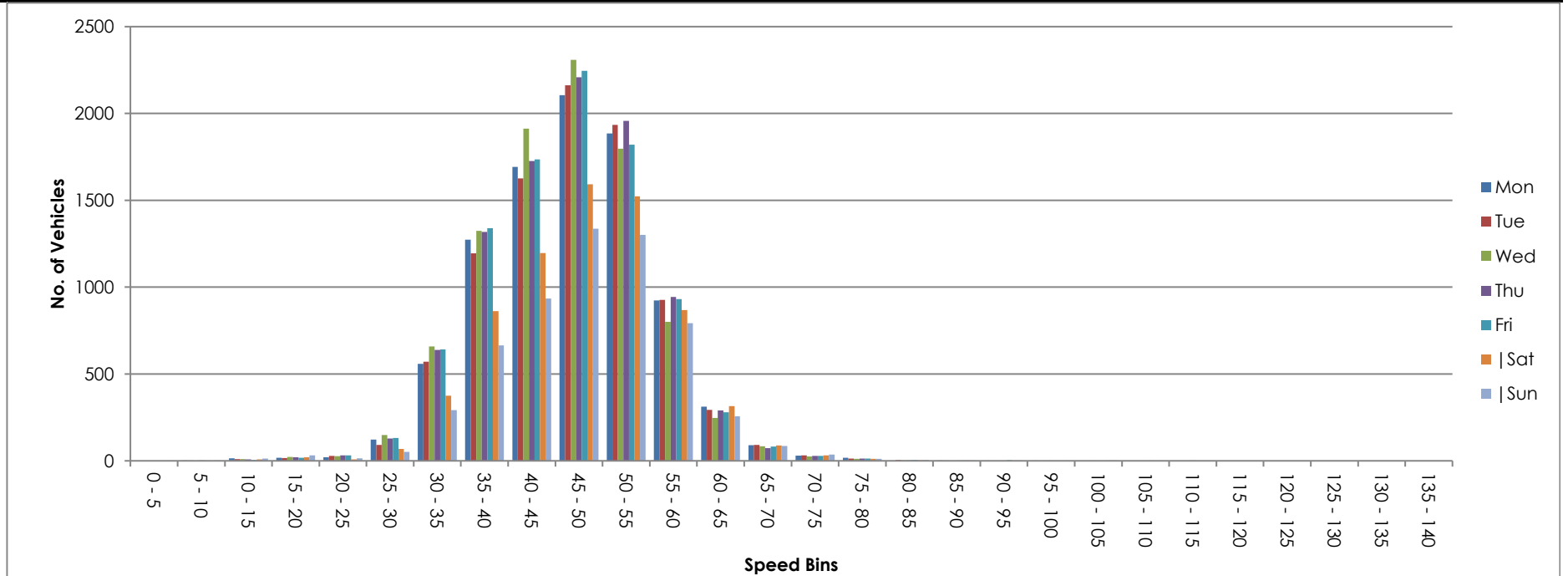
Site 2
 Location Bedford Road, attached to lamp column, OSGR: TL 00650 43164
 Direction Two Way

7480 / Stewartby
 May 2017
 Automatic Traffic Count

Virtual Week (2)

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

Summary Graphs





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

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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

11 May 2017

| 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 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 33.3 | 0 | 0 | 0 | 0 | 27.7 | - |
| 0100 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 | 1 | 25 | 0 | 0 | 27.8 | - |
| 0200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0300 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16.8 | - |
| 0400 | 4 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 50 | 1 | 25 | 1 | 25 | 31.7 | - |
| 0500 | 5 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 80 | 3 | 60 | 1 | 20 | 35.6 | - |
| 0600 | 50 | 1 | 45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 44 | 10 | 20 | 1 | 2 | 27.7 | 36.7 |
| 0700 | 110 | 0 | 98 | 0 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 55.5 | 20 | 18.2 | 2 | 1.8 | 30.5 | 36.9 |
| 0800 | 129 | 3 | 112 | 0 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 43.4 | 15 | 11.6 | 0 | 0 | 28.2 | 33.6 |
| 0900 | 47 | 1 | 38 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 18 | 38.3 | 5 | 10.6 | 0 | 0 | 27.9 | 33.8 |
| 1000 | 57 | 1 | 45 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 35.1 | 5 | 8.8 | 0 | 0 | 28 | 32.9 |
| 1100 | 55 | 2 | 44 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 36.4 | 3 | 5.5 | 0 | 0 | 28 | 32.4 |
| 1200 | 56 | 1 | 48 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 37.5 | 8 | 14.3 | 0 | 0 | 27.6 | 34.2 |
| 1300 | 53 | 0 | 49 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 41.5 | 4 | 7.5 | 0 | 0 | 29.3 | 33.1 |
| 1400 | 61 | 0 | 49 | 0 | 8 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 42.6 | 8 | 13.1 | 0 | 0 | 29.1 | 34.9 |
| 1500 | 117 | 2 | 103 | 0 | 11 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 41 | 35 | 10 | 8.5 | 0 | 0 | 28.3 | 33.6 |
| 1600 | 105 | 0 | 99 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 60 | 57.1 | 21 | 20 | 0 | 0 | 30.6 | 36 |
| 1700 | 113 | 4 | 103 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 52 | 46 | 22 | 19.5 | 0 | 0 | 29.6 | 35.8 |
| 1800 | 82 | 2 | 78 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 68.3 | 20 | 24.4 | 1 | 1.2 | 32.1 | 36.2 |
| 1900 | 66 | 2 | 63 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 45.5 | 15 | 22.7 | 0 | 0 | 30.6 | 35.6 |
| 2000 | 44 | 0 | 41 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 63.6 | 16 | 36.4 | 3 | 6.8 | 32.8 | 39.4 |
| 2100 | 35 | 0 | 33 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 45.7 | 4 | 11.4 | 0 | 0 | 30.2 | 34.7 |
| 2200 | 26 | 0 | 24 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 42.3 | 4 | 15.4 | 0 | 0 | 29.2 | 34.4 |
| 2300 | 8 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12.5 | 1 | 12.5 | 0 | 0 | 29 | - |
| 07-19 | 985 | 16 | 866 | 2 | 84 | 8 | 5 | 0 | 1 | 0 | 3 | 0 | 0 | 453 | 46 | 141 | 14.3 | 3 | 0.3 | 29.3 | 34.7 |
| 06-22 | 1180 | 19 | 1048 | 3 | 92 | 9 | 5 | 0 | 1 | 0 | 3 | 0 | 0 | 549 | 46.5 | 186 | 15.8 | 7 | 0.6 | 29.4 | 35.1 |
| 06-00 | 1214 | 19 | 1079 | 3 | 95 | 9 | 5 | 0 | 1 | 0 | 3 | 0 | 0 | 561 | 46.2 | 191 | 15.7 | 7 | 0.6 | 29.4 | 35.1 |
| 00-00 | 1231 | 19 | 1092 | 3 | 99 | 9 | 5 | 0 | 1 | 0 | 3 | 0 | 0 | 569 | 46.2 | 196 | 15.9 | 9 | 0.7 | 29.4 | 35.1 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

12 May 2017

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



Site 3
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 Direction Eastbound

7480 / Stewartby
 May 2017
 Automatic Traffic Count

13 May 2017

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



Site 3
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 Direction Eastbound

7480 / Stewartby
 May 2017
 Automatic Traffic Count

14 May 2017

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



Site 3
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 Direction Eastbound

7480 / Stewartby
 May 2017
 Automatic Traffic Count

15 May 2017

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



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 Direction Eastbound

7480 / Stewartby
 May 2017
 Automatic Traffic Count

16 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

17 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

18 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

19 May 2017

| Time | Total | Classification | | | | | | | | | | | | >PSL 30 | >PSL% 30 | >SL1 35 ACPO | >SL1% 35 ACPO | >SL2 45 DfT | >SL2% 45 DfT | Mean | Vpp 85 |
|--------------|-------------|----------------|------------|----------|-----------|-----------|----------|-----------|-----------|-----------|------------|----------|-----------|------------|-------------|--------------------|---------------------|-------------------|--------------------|-------------|-------------|
| | | 1 MCL | 2 SV | 3 SVT | 4 TB2 | 5 TB3 | 6 T4 | 7 ART3 | 8 ART4 | 9 ART5 | 10 ART6 | 11 BD | 12 DRT | | | | | | | | |
| 0000 | 4 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 75 | 3 | 75 | 1 | 25 | 35.9 | - |
| 0100 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 1 | 100 | 0 | 0 | 38.4 | - |
| 0200 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 1 | 100 | 0 | 0 | 36.7 | - |
| 0300 | 3 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 66.7 | 2 | 66.7 | 1 | 33.3 | 36.1 | - |
| 0400 | 3 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 66.7 | 0 | 0 | 0 | 0 | 30.8 | - |
| 0500 | 4 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 75 | 1 | 25 | 0 | 0 | 34.2 | - |
| 0600 | 41 | 0 | 37 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 31.7 | 6 | 14.6 | 2 | 4.9 | 27.6 | 34.4 |
| 0700 | 53 | 0 | 43 | 1 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 54.7 | 11 | 20.8 | 0 | 0 | 30.9 | 35.6 |
| 0800 | 95 | 0 | 82 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 51.6 | 12 | 12.6 | 0 | 0 | 30 | 34.4 |
| 0900 | 34 | 1 | 29 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 38.2 | 6 | 17.6 | 0 | 0 | 29 | 36.7 |
| 1000 | 48 | 0 | 42 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 52.1 | 5 | 10.4 | 0 | 0 | 30.1 | 34.2 |
| 1100 | 43 | 0 | 37 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 27.9 | 3 | 7 | 0 | 0 | 28.1 | 33.8 |
| 1200 | 39 | 0 | 36 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 21 | 53.8 | 7 | 17.9 | 0 | 0 | 30.6 | 34.9 |
| 1300 | 69 | 2 | 59 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 43.5 | 7 | 10.1 | 0 | 0 | 29.4 | 33.3 |
| 1400 | 55 | 0 | 49 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 49.1 | 10 | 18.2 | 1 | 1.8 | 30.9 | 36 |
| 1500 | 105 | 0 | 95 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 43.8 | 17 | 16.2 | 0 | 0 | 29.5 | 35.6 |
| 1600 | 83 | 0 | 79 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 47 | 11 | 13.3 | 1 | 1.2 | 29.3 | 34.4 |
| 1700 | 111 | 1 | 104 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 61.3 | 22 | 19.8 | 1 | 0.9 | 31.6 | 35.8 |
| 1800 | 92 | 0 | 91 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 48.9 | 15 | 16.3 | 0 | 0 | 29.4 | 35.1 |
| 1900 | 54 | 1 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 61.1 | 13 | 24.1 | 2 | 3.7 | 31.6 | 37.1 |
| 2000 | 29 | 0 | 28 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 75.9 | 9 | 31 | 2 | 6.9 | 34.2 | 37.4 |
| 2100 | 49 | 1 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 42.9 | 8 | 16.3 | 1 | 2 | 29.9 | 35.1 |
| 2200 | 20 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 55 | 2 | 10 | 0 | 0 | 30.5 | 34.4 |
| 2300 | 15 | 0 | 12 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 73.3 | 4 | 26.7 | 0 | 0 | 32.3 | 35.6 |
| 07-19 | 827 | 4 | 746 | 3 | 59 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 404 | 48.9 | 126 | 15.2 | 3 | 0.4 | 30 | 34.9 |
| 06-22 | 1000 | 6 | 912 | 3 | 62 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 493 | 49.3 | 162 | 16.2 | 10 | 1 | 30.1 | 35.3 |
| 06-00 | 1035 | 6 | 944 | 4 | 63 | 15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 515 | 49.8 | 168 | 16.2 | 10 | 1 | 30.1 | 35.3 |
| 00-00 | 1051 | 6 | 955 | 4 | 68 | 15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 527 | 50.1 | 176 | 16.7 | 12 | 1.1 | 30.2 | 35.3 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

20 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

21 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

22 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

23 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

24 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

Virtual Day (14)

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



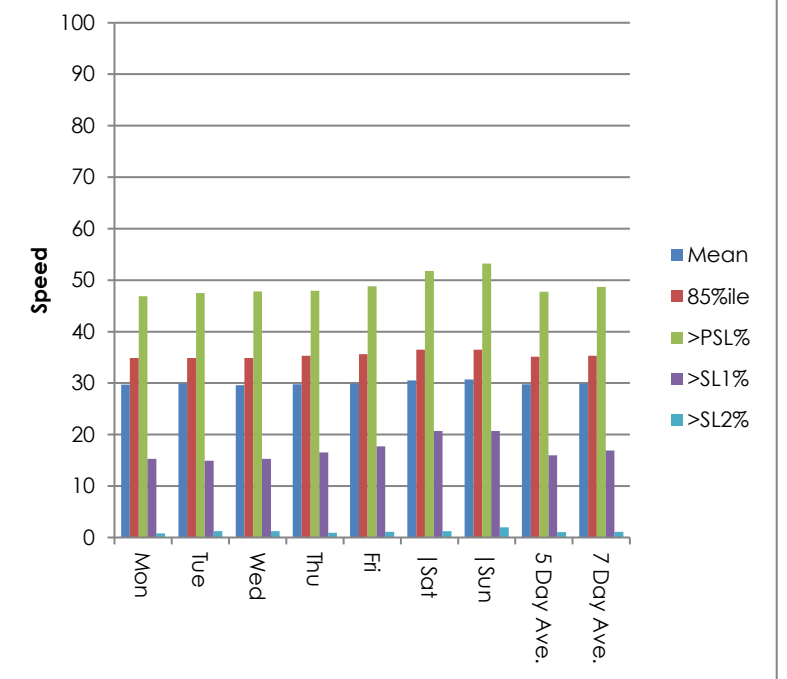
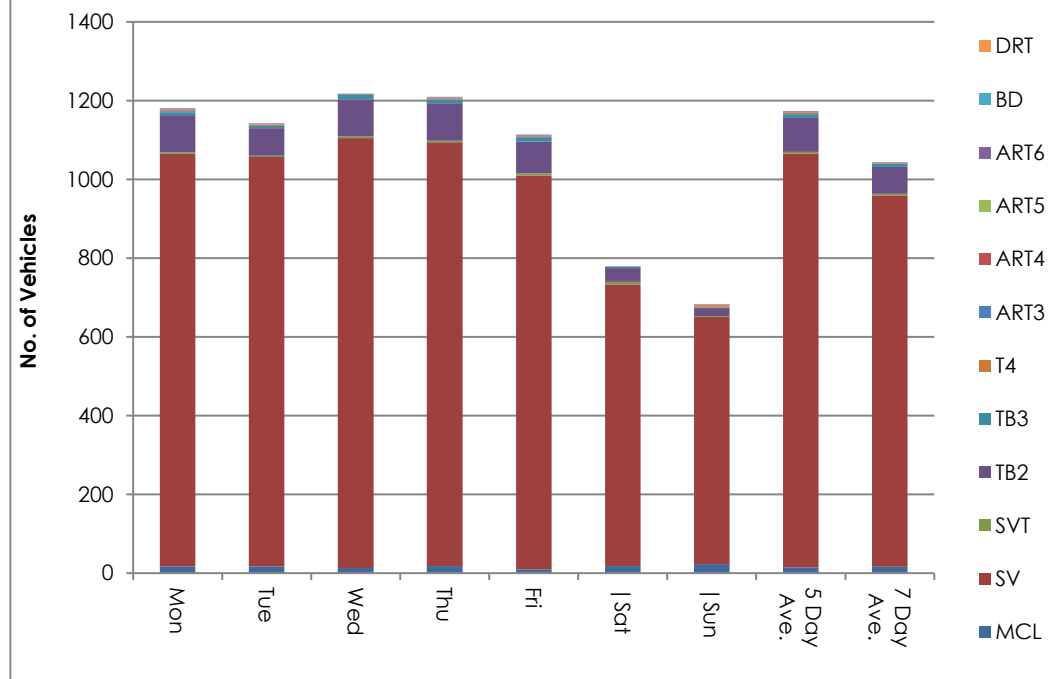
Site 3
 Location Green Lane, attached to sign post, OSGR: TL 01550 42197
 Direction Eastbound

7480 / Stewartby
 May 2017
 Automatic Traffic Count

Virtual Week (2)

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

Summary Graphs



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

11 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

12 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

13 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

14 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

15 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

16 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

17 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

18 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

19 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

20 May 2017

| Time | Total | Speed Bins (mph) | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|------------|------------------|----------|----------|-----------|-----------|------------|------------|------------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | | 0 - 5 | 5 - 10 | 10 - 15 | 15 - 20 | 20 - 25 | 25 - 30 | 30 - 35 | 35 - 40 | 40 - 45 | 45 - 50 | 50 - 55 | 55 - 60 | 60 - 65 | 65 - 70 | 70 - 75 | 75 - 80 | 80 - 85 | 85 - 90 | 90 - 95 | 95 - 100 | 100 - 105 | 105 - 110 | 110 - 115 | 115 - 120 | 120 - 125 | 125 - 130 | 130 - 135 |
| 0000 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 7 | 1 | 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 | 1 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0200 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0300 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0400 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0500 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0600 | 4 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0700 | 22 | 0 | 0 | 0 | 1 | 2 | 6 | 3 | 7 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0800 | 28 | 0 | 0 | 0 | 2 | 3 | 12 | 7 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0900 | 38 | 0 | 0 | 1 | 4 | 4 | 12 | 12 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1000 | 39 | 0 | 0 | 1 | 0 | 5 | 13 | 12 | 4 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1100 | 73 | 0 | 0 | 1 | 1 | 5 | 26 | 25 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1200 | 49 | 0 | 0 | 2 | 3 | 4 | 19 | 13 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1300 | 61 | 0 | 1 | 0 | 3 | 7 | 18 | 22 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1400 | 64 | 0 | 0 | 2 | 1 | 8 | 31 | 15 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1500 | 45 | 0 | 0 | 2 | 1 | 2 | 19 | 14 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1600 | 71 | 0 | 0 | 0 | 0 | 13 | 25 | 19 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1700 | 62 | 0 | 0 | 0 | 2 | 5 | 21 | 26 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1800 | 46 | 0 | 0 | 0 | 1 | 3 | 17 | 14 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1900 | 41 | 0 | 0 | 0 | 0 | 2 | 16 | 16 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2000 | 23 | 0 | 0 | 0 | 0 | 1 | 8 | 6 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2100 | 31 | 0 | 0 | 0 | 0 | 3 | 16 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2200 | 21 | 0 | 0 | 0 | 0 | 1 | 7 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2300 | 17 | 0 | 0 | 0 | 1 | 0 | 3 | 7 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07-19 | 598 | 0 | 1 | 9 | 19 | 61 | 219 | 182 | 77 | 24 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-22 | 697 | 0 | 1 | 9 | 20 | 68 | 259 | 213 | 90 | 31 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-00 | 735 | 0 | 1 | 9 | 21 | 69 | 269 | 230 | 96 | 33 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00-00 | 765 | 0 | 1 | 9 | 21 | 69 | 273 | 240 | 108 | 37 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

21 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

22 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

23 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

24 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

Virtual Day (14)

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



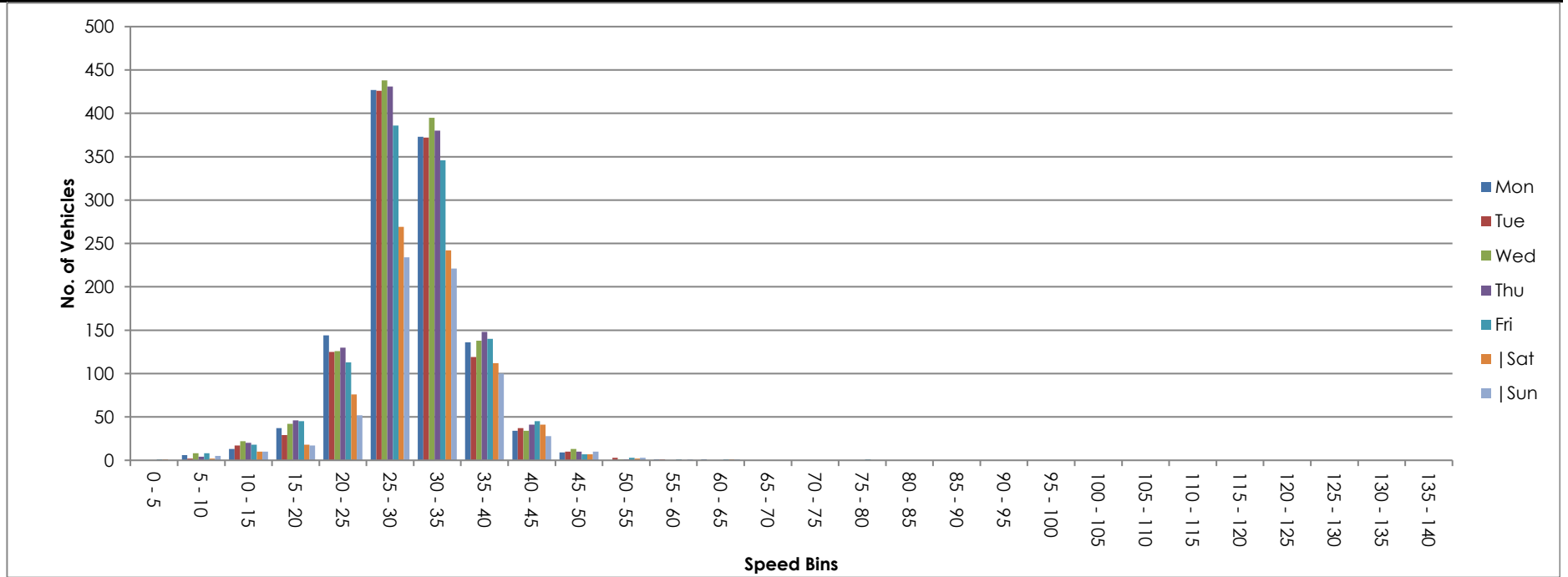
Site 3
 Location Green Lane, attached to sign post, OSGR: TL 01550 42197
 Direction Eastbound

7480 / Stewartby
 May 2017
 Automatic Traffic Count

Virtual Week (2)

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

Summary Graphs



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

11 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

12 May 2017

| 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 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 33.3 | 0 | 0 | 0 | 0 | 30.1 | - |
| 0100 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.8 | - |
| 0200 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | - |
| 0300 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24.7 | - |
| 0400 | 5 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 80 | 3 | 60 | 0 | 0 | 36.4 | - |
| 0500 | 23 | 0 | 19 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 78.3 | 11 | 47.8 | 0 | 0 | 33.9 | 36.9 |
| 0600 | 39 | 1 | 35 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 38.5 | 5 | 12.8 | 1 | 2.6 | 27.3 | 33.3 |
| 0700 | 110 | 1 | 101 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 60 | 19 | 17.3 | 0 | 0 | 30.6 | 35.3 |
| 0800 | 145 | 0 | 133 | 2 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 51.7 | 26 | 17.9 | 1 | 0.7 | 29.8 | 35.6 |
| 0900 | 77 | 0 | 68 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 54.5 | 13 | 16.9 | 0 | 0 | 30 | 35.1 |
| 1000 | 56 | 2 | 48 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 17 | 30.4 | 3 | 5.4 | 0 | 0 | 26.5 | 32.7 |
| 1100 | 71 | 0 | 59 | 1 | 8 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 32 | 45.1 | 6 | 8.5 | 0 | 0 | 28.5 | 33.6 |
| 1200 | 60 | 0 | 50 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 41.7 | 11 | 18.3 | 1 | 1.7 | 28.8 | 34.9 |
| 1300 | 67 | 0 | 64 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 34 | 50.7 | 14 | 20.9 | 2 | 3 | 30.5 | 35.3 |
| 1400 | 65 | 1 | 58 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 60 | 14 | 21.5 | 1 | 1.5 | 31 | 36 |
| 1500 | 148 | 3 | 127 | 2 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 | 50 | 20 | 13.5 | 0 | 0 | 29.3 | 34.4 |
| 1600 | 100 | 0 | 91 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 56 | 17 | 17 | 1 | 1 | 30.7 | 35.1 |
| 1700 | 83 | 1 | 74 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 65.1 | 17 | 20.5 | 2 | 2.4 | 31.2 | 36 |
| 1800 | 92 | 1 | 87 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 52.2 | 23 | 25 | 2 | 2.2 | 28.3 | 36.2 |
| 1900 | 55 | 1 | 53 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 60 | 12 | 21.8 | 1 | 1.8 | 31.6 | 37.1 |
| 2000 | 28 | 1 | 26 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 53.6 | 3 | 10.7 | 1 | 3.6 | 31.2 | 34.7 |
| 2100 | 20 | 1 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 65 | 3 | 15 | 0 | 0 | 31.1 | 34.4 |
| 2200 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 55.6 | 1 | 11.1 | 0 | 0 | 30.8 | - |
| 2300 | 16 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 68.8 | 4 | 25 | 2 | 12.5 | 34.2 | 38.5 |
| 07-19 | 1074 | 9 | 960 | 7 | 82 | 11 | 2 | 0 | 1 | 0 | 2 | 0 | 0 | 562 | 52.3 | 183 | 17 | 10 | 0.9 | 29.7 | 35.1 |
| 06-22 | 1216 | 13 | 1093 | 7 | 86 | 12 | 2 | 0 | 1 | 0 | 2 | 0 | 0 | 638 | 52.5 | 206 | 16.9 | 13 | 1.1 | 29.8 | 35.1 |
| 06-00 | 1241 | 13 | 1118 | 7 | 86 | 12 | 2 | 0 | 1 | 0 | 2 | 0 | 0 | 654 | 52.7 | 211 | 17 | 15 | 1.2 | 29.8 | 35.3 |
| 00-00 | 1276 | 13 | 1146 | 7 | 93 | 12 | 2 | 0 | 1 | 0 | 2 | 0 | 0 | 677 | 53.1 | 225 | 17.6 | 15 | 1.2 | 29.9 | 35.3 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

13 May 2017

| 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 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12.5 | 0 | 0 | 0 | 0 | 27.9 | - |
| 0100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0200 | 3 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 2 | 66.7 | 1 | 33.3 | 42.4 | - |
| 0300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0400 | 3 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25.1 | - |
| 0500 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 60 | 2 | 40 | 0 | 0 | 31.8 | - |
| 0600 | 14 | 0 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 71.4 | 4 | 28.6 | 0 | 0 | 32.2 | 37.6 |
| 0700 | 29 | 2 | 24 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 48.3 | 8 | 27.6 | 0 | 0 | 30.4 | 36.9 |
| 0800 | 48 | 1 | 39 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 60.4 | 7 | 14.6 | 0 | 0 | 30.8 | 34.7 |
| 0900 | 72 | 3 | 68 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 58.3 | 8 | 11.1 | 0 | 0 | 30.1 | 34.4 |
| 1000 | 79 | 2 | 73 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 40.5 | 8 | 10.1 | 0 | 0 | 29 | 33.8 |
| 1100 | 80 | 2 | 74 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 56.3 | 11 | 13.8 | 0 | 0 | 29.8 | 34.7 |
| 1200 | 71 | 1 | 65 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 50.7 | 19 | 26.8 | 0 | 0 | 30.8 | 38.3 |
| 1300 | 67 | 2 | 63 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 50.7 | 12 | 17.9 | 0 | 0 | 29.8 | 35.6 |
| 1400 | 69 | 3 | 62 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 44.9 | 11 | 15.9 | 1 | 1.4 | 30.1 | 35.1 |
| 1500 | 52 | 2 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 42.3 | 5 | 9.6 | 1 | 1.9 | 28.5 | 32.4 |
| 1600 | 62 | 1 | 57 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 40.3 | 10 | 16.1 | 0 | 0 | 28.5 | 34.9 |
| 1700 | 63 | 0 | 59 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 58.7 | 17 | 27 | 0 | 0 | 31.3 | 36.7 |
| 1800 | 65 | 4 | 59 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 64.6 | 12 | 18.5 | 0 | 0 | 30.3 | 35.1 |
| 1900 | 37 | 1 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 56.8 | 10 | 27 | 0 | 0 | 31.5 | 36.5 |
| 2000 | 27 | 0 | 26 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 70.4 | 10 | 37 | 0 | 0 | 32.6 | 38.7 |
| 2100 | 16 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 62.5 | 4 | 25 | 0 | 0 | 31.3 | 36.9 |
| 2200 | 18 | 2 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 44.4 | 3 | 16.7 | 0 | 0 | 29.6 | 34 |
| 2300 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 57.1 | 1 | 14.3 | 0 | 0 | 31.7 | - |
| 07-19 | 757 | 23 | 693 | 8 | 31 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 389 | 51.4 | 128 | 16.9 | 2 | 0.3 | 29.9 | 35.1 |
| 06-22 | 851 | 24 | 784 | 8 | 33 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 449 | 52.8 | 156 | 18.3 | 2 | 0.2 | 30.1 | 35.6 |
| 06-00 | 876 | 26 | 807 | 8 | 33 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 461 | 52.6 | 160 | 18.3 | 2 | 0.2 | 30.1 | 35.6 |
| 00-00 | 895 | 26 | 824 | 8 | 35 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 468 | 52.3 | 164 | 18.3 | 3 | 0.3 | 30.2 | 35.6 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

14 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

15 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

16 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

17 May 2017

| 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 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29.1 | - | |
| 0100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | |
| 0200 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25.2 | - | |
| 0300 | 4 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 75 | 1 | 25 | 0 | 32.4 | - | |
| 0400 | 3 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 66.7 | 1 | 33.3 | 0 | 31.8 | - | |
| 0500 | 21 | 0 | 19 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 61.9 | 8 | 38.1 | 0 | 31.9 | 36.7 | |
| 0600 | 49 | 0 | 47 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 65.3 | 8 | 16.3 | 0 | 30.6 | 35.1 | |
| 0700 | 109 | 2 | 100 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 71 | 65.1 | 28 | 25.7 | 1 | 30.8 | 36.7 | |
| 0800 | 141 | 1 | 135 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 49.6 | 20 | 14.2 | 0 | 30.3 | 34.9 | |
| 0900 | 57 | 0 | 52 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 34 | 59.6 | 9 | 15.8 | 1 | 30.9 | 34.7 | |
| 1000 | 71 | 0 | 60 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 13 | 18.3 | 2 | 2.8 | 0 | 23 | 30 | |
| 1100 | 67 | 0 | 55 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 25.4 | 5 | 7.5 | 0 | 25.6 | 31.3 | |
| 1200 | 73 | 0 | 64 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 35.6 | 10 | 13.7 | 0 | 29.3 | 34.4 | |
| 1300 | 52 | 0 | 46 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 51.9 | 2 | 3.8 | 0 | 29.9 | 33.6 | |
| 1400 | 50 | 0 | 43 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 54 | 7 | 14 | 0 | 30.6 | 34.4 | |
| 1500 | 110 | 0 | 101 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 39.1 | 12 | 10.9 | 0 | 29.4 | 34 | |
| 1600 | 83 | 1 | 77 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 54.2 | 17 | 20.5 | 0 | 30.5 | 35.6 | |
| 1700 | 106 | 1 | 100 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 52.8 | 17 | 16 | 0 | 30.7 | 35.1 | |
| 1800 | 65 | 2 | 60 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 55.4 | 7 | 10.8 | 1 | 29.8 | 33.8 | |
| 1900 | 40 | 0 | 39 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 20 | 2 | 5 | 0 | 23.5 | 30.6 | |
| 2000 | 31 | 1 | 27 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 32.3 | 2 | 6.5 | 0 | 24.3 | 31.8 | |
| 2100 | 37 | 0 | 33 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 27 | 2 | 5.4 | 0 | 26.5 | 30.6 | |
| 2200 | 16 | 0 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 25 | 1 | 6.3 | 0 | 28.2 | 32.4 | |
| 2300 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 50 | 1 | 25 | 0 | 32.2 | - | |
| 07-19 | 984 | 7 | 893 | 1 | 75 | 3 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 465 | 47.3 | 136 | 13.8 | 3 | 29.4 | 34.7 | |
| 06-22 | 1141 | 8 | 1039 | 1 | 85 | 3 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 525 | 46 | 150 | 13.1 | 3 | 29 | 34.7 | |
| 06-00 | 1161 | 8 | 1057 | 1 | 87 | 3 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 531 | 45.7 | 152 | 13.1 | 3 | 29 | 34.4 | |
| 00-00 | 1191 | 8 | 1082 | 1 | 92 | 3 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 549 | 46.1 | 162 | 13.6 | 3 | 29.1 | 34.7 | |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

18 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

19 May 2017

| Time | Total | Classification | | | | | | | | | | | | >PSL 30 | >PSL% 30 | >SL1 35 ACPO | >SL1% 35 ACPO | >SL2 45 DfT | >SL2% 45 DfT | Mean | Vpp 85 |
|--------------|-------------|----------------|-------------|----------|-----------|----------|----------|-----------|-----------|-----------|------------|----------|-----------|------------|-------------|--------------------|---------------------|-------------------|--------------------|-------------|-------------|
| | | 1 MCL | 2 SV | 3 SVT | 4 TB2 | 5 TB3 | 6 T4 | 7 ART3 | 8 ART4 | 9 ART5 | 10 ART6 | 11 BD | 12 DRT | | | | | | | | |
| 0000 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 50 | 0 | 0 | 0 | 0 | 30.2 | - |
| 0100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0200 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | - |
| 0300 | 3 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 2 | 66.7 | 0 | 0 | 37.4 | - |
| 0400 | 8 | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 62.5 | 1 | 12.5 | 0 | 0 | 31.2 | - |
| 0500 | 24 | 0 | 20 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 70.8 | 7 | 29.2 | 0 | 0 | 33.1 | 37.8 |
| 0600 | 44 | 1 | 41 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 72.7 | 12 | 27.3 | 0 | 0 | 31.6 | 35.8 |
| 0700 | 115 | 1 | 105 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 53.9 | 22 | 19.1 | 0 | 0 | 30 | 35.8 |
| 0800 | 126 | 0 | 119 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 49.2 | 17 | 13.5 | 2 | 1.6 | 30.5 | 34.7 |
| 0900 | 80 | 0 | 77 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 41.3 | 9 | 11.3 | 0 | 0 | 27.7 | 34 |
| 1000 | 54 | 0 | 50 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 40.7 | 6 | 11.1 | 0 | 0 | 28.6 | 34 |
| 1100 | 65 | 0 | 55 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 30.8 | 6 | 9.2 | 1 | 1.5 | 27.6 | 31.3 |
| 1200 | 50 | 0 | 48 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 56 | 8 | 16 | 0 | 0 | 30.7 | 34.9 |
| 1300 | 76 | 0 | 67 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 57.9 | 16 | 21.1 | 0 | 0 | 29.9 | 35.3 |
| 1400 | 58 | 0 | 51 | 0 | 5 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 30 | 51.7 | 11 | 19 | 0 | 0 | 30.4 | 35.1 |
| 1500 | 133 | 0 | 116 | 0 | 15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 68 | 51.1 | 17 | 12.8 | 0 | 0 | 30.1 | 34.2 |
| 1600 | 72 | 1 | 64 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 47.2 | 6 | 8.3 | 0 | 0 | 29.3 | 34 |
| 1700 | 77 | 1 | 73 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 49.4 | 11 | 14.3 | 0 | 0 | 30.1 | 34.4 |
| 1800 | 72 | 0 | 69 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 55.6 | 14 | 19.4 | 0 | 0 | 30 | 36 |
| 1900 | 55 | 0 | 54 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 67.3 | 18 | 32.7 | 0 | 0 | 32.6 | 38 |
| 2000 | 46 | 0 | 44 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 50 | 8 | 17.4 | 0 | 0 | 29.4 | 36 |
| 2100 | 22 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 68.2 | 6 | 27.3 | 1 | 4.5 | 33.5 | 40.3 |
| 2200 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 50 | 2 | 16.7 | 0 | 0 | 31.2 | 32 |
| 2300 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 57.1 | 1 | 14.3 | 1 | 14.3 | 33 | - |
| 07-19 | 978 | 3 | 894 | 5 | 67 | 5 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 481 | 49.2 | 143 | 14.6 | 3 | 0.3 | 29.7 | 34.9 |
| 06-22 | 1145 | 4 | 1055 | 5 | 72 | 5 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 588 | 51.4 | 187 | 16.3 | 4 | 0.3 | 29.9 | 35.1 |
| 06-00 | 1164 | 4 | 1074 | 5 | 72 | 5 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 598 | 51.4 | 190 | 16.3 | 5 | 0.4 | 30 | 35.1 |
| 00-00 | 1204 | 4 | 1107 | 5 | 79 | 5 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 625 | 51.9 | 200 | 16.6 | 5 | 0.4 | 30.1 | 35.1 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

20 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

21 May 2017

| 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 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 28.6 | 1 | 14.3 | 1 | 14.3 | 32.2 | - |
| 0100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0200 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27.4 | - |
| 0300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0400 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 33.2 | - |
| 0500 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 0 | 0 | 0 | 0 | 31.6 | - |
| 0600 | 14 | 0 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 64.3 | 3 | 21.4 | 0 | 0 | 32.1 | 35.6 |
| 0700 | 17 | 0 | 15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 64.7 | 3 | 17.6 | 0 | 0 | 31.7 | 34.4 |
| 0800 | 24 | 3 | 19 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 45.8 | 2 | 8.3 | 0 | 0 | 28 | 32.9 |
| 0900 | 41 | 3 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 58.5 | 14 | 34.1 | 1 | 2.4 | 31.7 | 36.7 |
| 1000 | 66 | 7 | 58 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 54.5 | 10 | 15.2 | 0 | 0 | 30 | 34.4 |
| 1100 | 60 | 1 | 56 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 60 | 11 | 18.3 | 1 | 1.7 | 30.9 | 34.9 |
| 1200 | 64 | 3 | 59 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 57.8 | 13 | 20.3 | 2 | 3.1 | 30.7 | 36.2 |
| 1300 | 68 | 0 | 64 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 48.5 | 7 | 10.3 | 0 | 0 | 29.7 | 34.2 |
| 1400 | 50 | 4 | 43 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 64 | 12 | 24 | 0 | 0 | 31.2 | 36 |
| 1500 | 61 | 3 | 57 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 47.5 | 11 | 18 | 0 | 0 | 30 | 35.1 |
| 1600 | 51 | 1 | 49 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 62.7 | 10 | 19.6 | 2 | 3.9 | 31.6 | 35.6 |
| 1700 | 47 | 1 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 66 | 12 | 25.5 | 1 | 2.1 | 32.1 | 36.5 |
| 1800 | 39 | 0 | 37 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 25 | 64.1 | 9 | 23.1 | 0 | 0 | 31.5 | 37.6 |
| 1900 | 50 | 2 | 46 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 76 | 16 | 32 | 0 | 0 | 33 | 37.4 |
| 2000 | 27 | 1 | 25 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 70.4 | 8 | 29.6 | 2 | 7.4 | 33.2 | 39.8 |
| 2100 | 15 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 60 | 3 | 20 | 0 | 0 | 31 | 37.1 |
| 2200 | 11 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 45.5 | 4 | 36.4 | 0 | 0 | 31.3 | 36.7 |
| 2300 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28.5 | - |
| 07-19 | 588 | 26 | 541 | 1 | 17 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 337 | 57.3 | 114 | 19.4 | 7 | 1.2 | 30.7 | 35.6 |
| 06-22 | 694 | 30 | 638 | 1 | 22 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 412 | 59.4 | 144 | 20.7 | 9 | 1.3 | 31 | 36 |
| 06-00 | 707 | 30 | 650 | 1 | 23 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 417 | 59 | 148 | 20.9 | 9 | 1.3 | 31 | 36 |
| 00-00 | 718 | 30 | 661 | 1 | 23 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 422 | 58.8 | 149 | 20.8 | 10 | 1.4 | 31 | 36 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

22 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

23 May 2017

| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | |
| 0100 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 50 | 1 | 50 | 0 | 0 | 31 | - |
| 0200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0300 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 50 | 1 | 50 | 0 | 0 | 31.7 | - |
| 0400 | 8 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 50 | 3 | 37.5 | 1 | 12.5 | 33.3 | - |
| 0500 | 35 | 0 | 32 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 65.7 | 8 | 22.9 | 0 | 0 | 32 | 36.2 |
| 0600 | 41 | 1 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 61 | 9 | 22 | 0 | 0 | 32 | 36.7 |
| 0700 | 114 | 4 | 102 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 62.3 | 27 | 23.7 | 2 | 1.8 | 31.1 | 36.2 |
| 0800 | 122 | 3 | 111 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 46.7 | 17 | 13.9 | 1 | 0.8 | 29.5 | 34.7 |
| 0900 | 66 | 2 | 56 | 0 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 35 | 53 | 11 | 16.7 | 0 | 0 | 29.8 | 35.1 |
| 1000 | 64 | 0 | 58 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 39.1 | 7 | 10.9 | 0 | 0 | 28.3 | 33.6 |
| 1100 | 69 | 2 | 60 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 49.3 | 9 | 13 | 0 | 0 | 28.9 | 34.4 |
| 1200 | 65 | 2 | 56 | 0 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 47.7 | 9 | 13.8 | 0 | 0 | 29.2 | 34.2 |
| 1300 | 59 | 1 | 54 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 37.3 | 8 | 13.6 | 0 | 0 | 28.4 | 33.8 |
| 1400 | 49 | 0 | 42 | 0 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 51 | 6 | 12.2 | 0 | 0 | 29.3 | 34.7 |
| 1500 | 95 | 2 | 81 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 61.1 | 17 | 17.9 | 2 | 2.1 | 30.6 | 35.3 |
| 1600 | 101 | 1 | 91 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 69.3 | 29 | 28.7 | 0 | 0 | 31.8 | 36.9 |
| 1700 | 114 | 1 | 108 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 61.4 | 23 | 20.2 | 0 | 0 | 30.4 | 35.8 |
| 1800 | 99 | 3 | 93 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 48 | 48.5 | 9 | 9.1 | 1 | 1 | 27.8 | 33.6 |
| 1900 | 61 | 3 | 56 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 49.2 | 13 | 21.3 | 0 | 0 | 28.6 | 36.2 |
| 2000 | 53 | 1 | 51 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 37.7 | 2 | 3.8 | 0 | 0 | 28.3 | 31.8 |
| 2100 | 15 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 73.3 | 6 | 40 | 0 | 0 | 33.1 | 37.6 |
| 2200 | 16 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 56.3 | 2 | 12.5 | 0 | 0 | 31.8 | 34.4 |
| 2300 | 3 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 66.7 | 2 | 66.7 | 1 | 33.3 | 40.5 | - |
| 07-19 | 1017 | 21 | 912 | 1 | 70 | 4 | 7 | 1 | 0 | 0 | 1 | 0 | 0 | 546 | 53.7 | 172 | 16.9 | 6 | 0.6 | 29.8 | 35.1 |
| 06-22 | 1187 | 26 | 1074 | 1 | 73 | 4 | 7 | 1 | 0 | 0 | 1 | 0 | 0 | 632 | 53.2 | 202 | 17 | 6 | 0.5 | 29.8 | 35.3 |
| 06-00 | 1206 | 26 | 1092 | 1 | 74 | 4 | 7 | 1 | 0 | 0 | 1 | 0 | 0 | 643 | 53.3 | 206 | 17.1 | 7 | 0.6 | 29.8 | 35.3 |
| 00-00 | 1253 | 26 | 1132 | 1 | 81 | 4 | 7 | 1 | 0 | 0 | 1 | 0 | 0 | 672 | 53.6 | 219 | 17.5 | 8 | 0.6 | 29.9 | 35.3 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

24 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

Virtual Day (14)

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



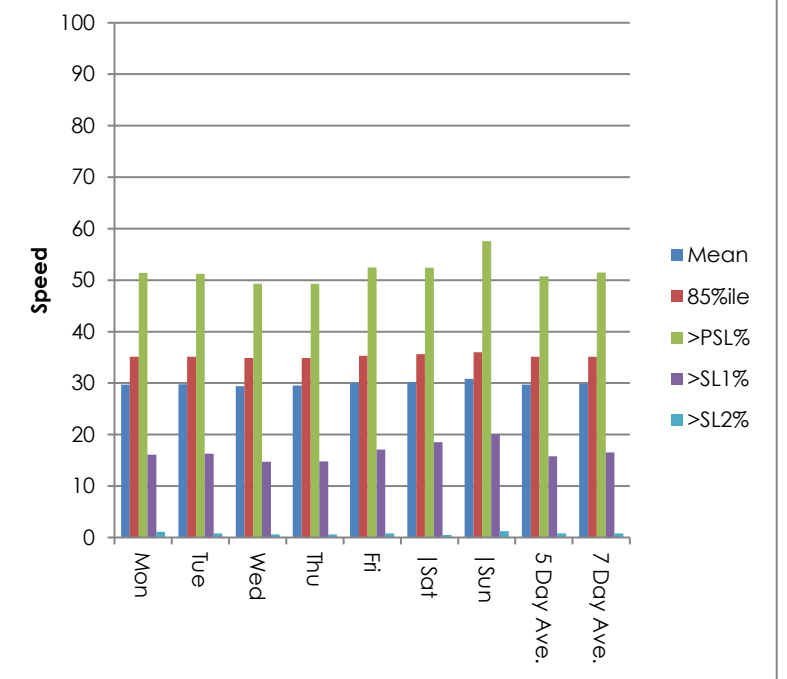
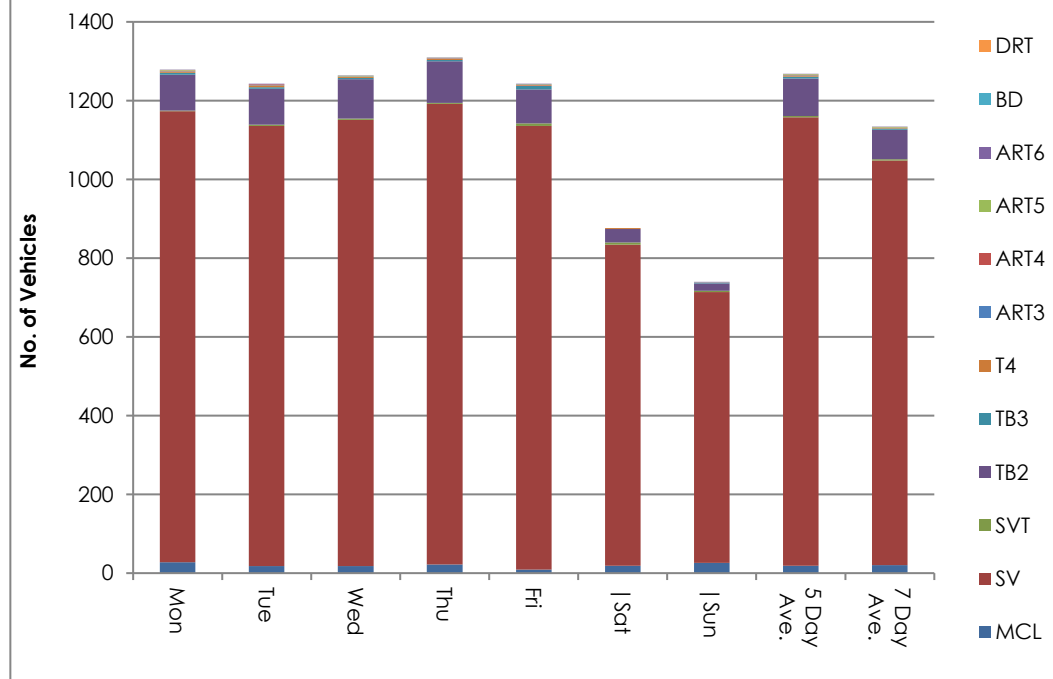
Site 3
 Location Green Lane, attached to sign post, OSGR: TL 01550 42197
 Direction Westbound

7480 / Stewartby
 May 2017
 Automatic Traffic Count

Virtual Week (2)

| 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 | 1277 | 28 | 1145 | 2 | 91 | 5 | 3 | 1 | 1 | 2 | 1 | 0 | 0 | 657 | 51.4 | 205 | 16.1 | 14 | 1.1 | 29.7 | 35.1 |
| Tue | 1240 | 18 | 1118 | 3 | 91 | 4 | 5 | 1 | 1 | 0 | 2 | 0 | 0 | 635 | 51.2 | 202 | 16.3 | 10 | 0.8 | 29.8 | 35.1 |
| Wed | 1262 | 18 | 1133 | 3 | 100 | 4 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 622 | 49.3 | 186 | 14.7 | 8 | 0.6 | 29.4 | 34.9 |
| Thu | 1309 | 22 | 1170 | 2 | 106 | 3 | 3 | 1 | 1 | 1 | 1 | 0 | 0 | 645 | 49.3 | 194 | 14.8 | 9 | 0.6 | 29.5 | 34.9 |
| Fri | 1240 | 9 | 1127 | 6 | 86 | 9 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 651 | 52.5 | 213 | 17.1 | 10 | 0.8 | 30 | 35.3 |
| Sat | 874 | 19 | 815 | 6 | 34 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 458 | 52.4 | 162 | 18.5 | 4 | 0.5 | 30.2 | 35.6 |
| Sun | 738 | 26 | 688 | 3 | 19 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 425 | 57.6 | 149 | 20.1 | 9 | 1.2 | 30.8 | 36 |
| 5 Day Ave. | 1266 | 19 | 1139 | 3 | 95 | 5 | 3 | 1 | 1 | 1 | 1 | 0 | 0 | 642 | 50.7 | 200 | 15.8 | 10 | 0.8 | 29.7 | 35.1 |
| 7 Day Ave. | 1134 | 20 | 1028 | 3 | 75 | 3 | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 584 | 51.5 | 187 | 16.5 | 9 | 0.8 | 29.9 | 35.1 |
| -- | 15877 | 277 | 14388 | 47 | 1049 | 48 | 34 | 6 | 7 | 8 | 13 | 0 | 0 | 8182 | 51.5 | 2619 | 16.5 | 125 | 0.8 | 29.9 | 35.1 |

Summary Graphs



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

11 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

12 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

13 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

14 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

15 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

16 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

17 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

18 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

19 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

20 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

21 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

22 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

23 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

24 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

Virtual Day (14)

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



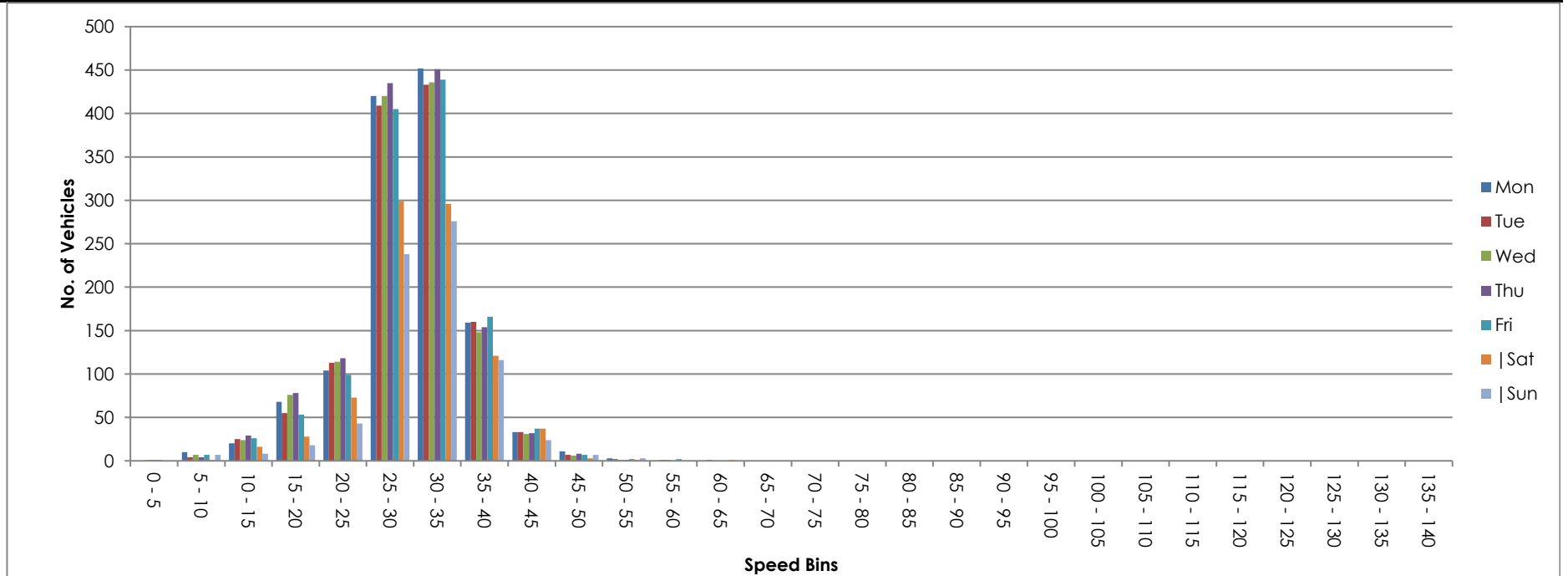
Site 3
 Location Green Lane, attached to sign post, OSGR: TL 01550 42197
 Direction Westbound

7480 / Stewartby
 May 2017
 Automatic Traffic Count

Virtual Week (2)

| Time | Total | Speed Bins (mph) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------|--------------|------------------|-----------|------------|------------|-------------|-------------|-------------|-------------|------------|-----------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | | 0 - 5 | 5 - 10 | 10 - 15 | 15 - 20 | 20 - 25 | 25 - 30 | 30 - 35 | 35 - 40 | 40 - 45 | 45 - 50 | 50 - 55 | 55 - 60 | 60 - 65 | 65 - 70 | 70 - 75 | 75 - 80 | 80 - 85 | 85 - 90 | 90 - 95 | 95 - 100 | 100 - 105 | 105 - 110 | 110 - 115 | 115 - 120 | 120 - 125 | 125 - 130 | 130 - 135 | 135 - 140 |
| Mon | 1277 | 0 | 10 | 20 | 68 | 104 | 420 | 452 | 159 | 33 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tue | 1240 | 0 | 4 | 25 | 55 | 113 | 409 | 433 | 160 | 33 | 7 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wed | 1262 | 1 | 7 | 24 | 76 | 114 | 420 | 436 | 148 | 31 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Thu | 1309 | 1 | 4 | 29 | 78 | 118 | 435 | 451 | 154 | 32 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fri | 1240 | 1 | 7 | 26 | 53 | 99 | 405 | 439 | 166 | 37 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sat | 874 | 0 | 1 | 16 | 28 | 73 | 299 | 296 | 121 | 37 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sun | 738 | 0 | 7 | 8 | 18 | 43 | 238 | 276 | 116 | 24 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 Day Ave. | 1266 | 1 | 6 | 25 | 66 | 110 | 418 | 442 | 157 | 33 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 Day Ave. | 1134 | 0 | 5 | 21 | 54 | 95 | 375 | 397 | 146 | 32 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| -- | 15877 | 4 | 76 | 293 | 749 | 1326 | 5247 | 5563 | 2044 | 450 | 95 | 23 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Summary Graphs



Site 3
 Location Green Lane, attached to sign post, OSGR: TL 01550 42197
 Direction Two Way
 11 May 2017

7480 / Stewartby
 May 2017
 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 | 6 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 33.3 | 1 | 16.7 | 0 | 0 | 29.1 | - |
| 0100 | 7 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14.3 | 1 | 14.3 | 0 | 0 | 26.3 | - |
| 0200 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13.1 | - |
| 0300 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18.4 | - |
| 0400 | 12 | 0 | 9 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 33.3 | 1 | 8.3 | 1 | 8.3 | 27.5 | 33.3 |
| 0500 | 23 | 0 | 19 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 78.3 | 8 | 34.8 | 1 | 4.3 | 33.6 | 37.8 |
| 0600 | 95 | 2 | 85 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 54.7 | 22 | 23.2 | 1 | 1.1 | 29.7 | 36.2 |
| 0700 | 216 | 2 | 193 | 1 | 16 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 123 | 56.9 | 49 | 22.7 | 3 | 1.4 | 30.5 | 36.7 |
| 0800 | 273 | 4 | 241 | 0 | 23 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 46.2 | 39 | 14.3 | 2 | 0.7 | 29.2 | 34.2 |
| 0900 | 131 | 3 | 112 | 1 | 13 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 54 | 41.2 | 10 | 7.6 | 0 | 0 | 28.5 | 33.8 |
| 1000 | 122 | 2 | 94 | 0 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 39.3 | 9 | 7.4 | 0 | 0 | 28.3 | 33.3 |
| 1100 | 129 | 4 | 103 | 1 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 30.2 | 8 | 6.2 | 0 | 0 | 27.7 | 32.9 |
| 1200 | 129 | 2 | 111 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 40.3 | 15 | 11.6 | 0 | 0 | 28.2 | 33.8 |
| 1300 | 121 | 1 | 107 | 0 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 44 | 36.4 | 11 | 9.1 | 0 | 0 | 28.4 | 32.9 |
| 1400 | 123 | 2 | 100 | 0 | 16 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 39.8 | 12 | 9.8 | 0 | 0 | 28.4 | 34 |
| 1500 | 241 | 3 | 211 | 0 | 23 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 93 | 38.6 | 19 | 7.9 | 0 | 0 | 28.4 | 33.6 |
| 1600 | 205 | 1 | 191 | 0 | 11 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 120 | 58.5 | 35 | 17.1 | 1 | 0.5 | 30.3 | 35.6 |
| 1700 | 242 | 7 | 222 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 116 | 47.9 | 40 | 16.5 | 0 | 0 | 29.5 | 34.9 |
| 1800 | 191 | 7 | 177 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 103 | 53.9 | 41 | 21.5 | 1 | 0.5 | 29.9 | 36 |
| 1900 | 116 | 2 | 109 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 44 | 24 | 20.7 | 2 | 1.7 | 30.1 | 36 |
| 2000 | 88 | 1 | 82 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 62.5 | 30 | 34.1 | 5 | 5.7 | 32.4 | 39.1 |
| 2100 | 62 | 0 | 59 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 45.2 | 6 | 9.7 | 1 | 1.6 | 30 | 34.7 |
| 2200 | 41 | 0 | 37 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 39 | 5 | 12.2 | 0 | 0 | 28.7 | 33.8 |
| 2300 | 15 | 0 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 40 | 1 | 6.7 | 0 | 0 | 29.7 | 33.8 |
| 07-19 | 2123 | 38 | 1862 | 3 | 189 | 12 | 10 | 1 | 3 | 0 | 5 | 0 | 0 | 967 | 45.5 | 288 | 13.6 | 7 | 0.3 | 29.1 | 34.4 |
| 06-22 | 2484 | 43 | 2197 | 4 | 208 | 13 | 10 | 1 | 3 | 0 | 5 | 0 | 0 | 1153 | 46.4 | 370 | 14.9 | 16 | 0.6 | 29.3 | 34.9 |
| 06-00 | 2540 | 43 | 2247 | 4 | 214 | 13 | 10 | 1 | 3 | 0 | 5 | 0 | 0 | 1175 | 46.3 | 376 | 14.8 | 16 | 0.6 | 29.3 | 34.9 |
| 00-00 | 2592 | 43 | 2288 | 4 | 225 | 13 | 10 | 1 | 3 | 0 | 5 | 0 | 0 | 1200 | 46.3 | 387 | 14.9 | 18 | 0.7 | 29.3 | 34.9 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

12 May 2017

| 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 | 10 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 50 | 0 | 0 | 0 | 0 | 29.7 | - |
| 0100 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22.8 | - |
| 0200 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | - |
| 0300 | 5 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 | 1 | 20 | 0 | 0 | 27.8 | - |
| 0400 | 7 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 85.7 | 5 | 71.4 | 0 | 0 | 36.6 | - |
| 0500 | 30 | 0 | 24 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 83.3 | 17 | 56.7 | 1 | 3.3 | 35.3 | 37.8 |
| 0600 | 73 | 2 | 67 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 27.4 | 10 | 13.7 | 1 | 1.4 | 25.4 | 33.3 |
| 0700 | 210 | 2 | 186 | 0 | 20 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 100 | 47.6 | 29 | 13.8 | 0 | 0 | 29.4 | 34.9 |
| 0800 | 250 | 1 | 226 | 2 | 16 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 52 | 48 | 19.2 | 1 | 0.4 | 29.5 | 35.8 |
| 0900 | 125 | 1 | 105 | 0 | 16 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 64 | 51.2 | 24 | 19.2 | 0 | 0 | 29.5 | 35.3 |
| 1000 | 118 | 3 | 92 | 1 | 18 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 36 | 30.5 | 11 | 9.3 | 1 | 0.8 | 26.5 | 32.7 |
| 1100 | 124 | 0 | 107 | 1 | 12 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 46 | 37.1 | 10 | 8.1 | 1 | 0.8 | 27.9 | 33.1 |
| 1200 | 120 | 0 | 99 | 0 | 14 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 49 | 40.8 | 19 | 15.8 | 1 | 0.8 | 29.2 | 34.9 |
| 1300 | 119 | 0 | 111 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 56 | 47.1 | 22 | 18.5 | 4 | 3.4 | 30.1 | 35.3 |
| 1400 | 116 | 1 | 101 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 53.4 | 22 | 19 | 1 | 0.9 | 30.1 | 35.8 |
| 1500 | 262 | 5 | 230 | 3 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 | 50.8 | 39 | 14.9 | 0 | 0 | 29.7 | 34.7 |
| 1600 | 182 | 0 | 165 | 1 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 51.6 | 37 | 20.3 | 3 | 1.6 | 31 | 36 |
| 1700 | 210 | 4 | 194 | 1 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 57.6 | 43 | 20.5 | 5 | 2.4 | 30.7 | 35.8 |
| 1800 | 186 | 4 | 176 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 | 55.9 | 43 | 23.1 | 3 | 1.6 | 29.2 | 36.7 |
| 1900 | 117 | 1 | 114 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 67.5 | 29 | 24.8 | 1 | 0.9 | 32.1 | 36.2 |
| 2000 | 70 | 2 | 66 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 51.4 | 13 | 18.6 | 1 | 1.4 | 30.7 | 35.6 |
| 2100 | 44 | 1 | 42 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 63.6 | 7 | 15.9 | 0 | 0 | 31.4 | 34.4 |
| 2200 | 33 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 51.5 | 4 | 12.1 | 1 | 3 | 31.1 | 34.7 |
| 2300 | 34 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 64.7 | 9 | 26.5 | 2 | 5.9 | 32.8 | 38 |
| 07-19 | 2022 | 21 | 1792 | 11 | 167 | 17 | 6 | 1 | 2 | 0 | 5 | 0 | 0 | 995 | 49.2 | 347 | 17.2 | 20 | 1 | 29.5 | 35.3 |
| 06-22 | 2326 | 27 | 2081 | 12 | 174 | 18 | 6 | 1 | 2 | 0 | 5 | 0 | 0 | 1158 | 49.8 | 406 | 17.5 | 23 | 1 | 29.6 | 35.3 |
| 06-00 | 2393 | 27 | 2148 | 12 | 174 | 18 | 6 | 1 | 2 | 0 | 5 | 0 | 0 | 1197 | 50 | 419 | 17.5 | 26 | 1.1 | 29.7 | 35.3 |
| 00-00 | 2448 | 27 | 2190 | 12 | 187 | 18 | 6 | 1 | 2 | 0 | 5 | 0 | 0 | 1234 | 50.4 | 442 | 18.1 | 27 | 1.1 | 29.7 | 35.6 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

13 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

14 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

15 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

16 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

17 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

18 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

19 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

20 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

21 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

22 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

23 May 2017

| Time | Total | Classification | | | | | | | | | | | | >PSL 30 | >PSL% 30 | >SL1 35 ACPO | >SL1% 35 ACPO | >SL2 45 DfT | >SL2% 45 DfT | Mean | Vpp 85 |
|--------------|-------------|----------------|-------------|----------|------------|-----------|----------|-----------|-----------|-----------|------------|----------|-----------|-------------|-------------|--------------------|---------------------|-------------------|--------------------|-------------|-------------|
| | | 1 MCL | 2 SV | 3 SVT | 4 TB2 | 5 TB3 | 6 T4 | 7 ART3 | 8 ART4 | 9 ART5 | 10 ART6 | 11 BD | 12 DRT | | | | | | | | |
| 0000 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 60 | 2 | 40 | 0 | 0 | 32.4 | - |
| 0100 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 50 | 1 | 50 | 0 | 0 | 31 | - |
| 0200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - |
| 0300 | 4 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 75 | 2 | 50 | 0 | 0 | 33.3 | - |
| 0400 | 9 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 44.4 | 3 | 33.3 | 1 | 11.1 | 32.9 | - |
| 0500 | 41 | 0 | 37 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 65.9 | 10 | 24.4 | 1 | 2.4 | 32.3 | 36.5 |
| 0600 | 87 | 2 | 82 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 44.8 | 16 | 18.4 | 2 | 2.3 | 29.7 | 36.2 |
| 0700 | 190 | 4 | 174 | 0 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 119 | 62.6 | 46 | 24.2 | 3 | 1.6 | 31.3 | 36.7 |
| 0800 | 228 | 3 | 209 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 44.7 | 28 | 12.3 | 2 | 0.9 | 29.6 | 34.2 |
| 0900 | 101 | 2 | 84 | 0 | 12 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 50 | 49.5 | 15 | 14.9 | 0 | 0 | 29.6 | 34.9 |
| 1000 | 103 | 2 | 92 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 38.8 | 12 | 11.7 | 0 | 0 | 28.2 | 33.8 |
| 1100 | 125 | 3 | 110 | 0 | 11 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 56 | 44.8 | 13 | 10.4 | 1 | 0.8 | 28.5 | 33.8 |
| 1200 | 117 | 4 | 103 | 1 | 5 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 43.6 | 13 | 11.1 | 0 | 0 | 29 | 33.3 |
| 1300 | 119 | 1 | 109 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 42 | 16 | 13.4 | 1 | 0.8 | 29.4 | 34.4 |
| 1400 | 90 | 0 | 79 | 0 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 47.8 | 9 | 10 | 0 | 0 | 29.1 | 34.4 |
| 1500 | 193 | 3 | 173 | 0 | 14 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 51.8 | 30 | 15.5 | 2 | 1 | 30.3 | 34.9 |
| 1600 | 193 | 3 | 173 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 131 | 67.9 | 52 | 26.9 | 0 | 0 | 31.6 | 36.5 |
| 1700 | 251 | 3 | 239 | 0 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 142 | 56.6 | 37 | 14.7 | 1 | 0.4 | 30.2 | 34.7 |
| 1800 | 236 | 7 | 223 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 119 | 50.4 | 26 | 11 | 2 | 0.8 | 29.2 | 33.8 |
| 1900 | 119 | 3 | 112 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 52.1 | 22 | 18.5 | 1 | 0.8 | 29.7 | 35.1 |
| 2000 | 105 | 1 | 103 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 50.5 | 10 | 9.5 | 1 | 1 | 30.1 | 34.4 |
| 2100 | 44 | 1 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 54.5 | 12 | 27.3 | 1 | 2.3 | 31.1 | 37.4 |
| 2200 | 37 | 1 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 56.8 | 9 | 24.3 | 1 | 2.7 | 32.2 | 36.5 |
| 2300 | 19 | 0 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 36.8 | 7 | 36.8 | 1 | 5.3 | 31.5 | 37.6 |
| 07-19 | 1946 | 35 | 1768 | 2 | 114 | 13 | 9 | 1 | 1 | 1 | 2 | 0 | 0 | 1003 | 51.5 | 297 | 15.3 | 12 | 0.6 | 29.9 | 34.9 |
| 06-22 | 2301 | 42 | 2108 | 3 | 120 | 14 | 9 | 1 | 1 | 1 | 2 | 0 | 0 | 1181 | 51.3 | 357 | 15.5 | 17 | 0.7 | 29.9 | 34.9 |
| 06-00 | 2357 | 43 | 2162 | 3 | 121 | 14 | 9 | 1 | 1 | 1 | 2 | 0 | 0 | 1209 | 51.3 | 373 | 15.8 | 19 | 0.8 | 29.9 | 34.9 |
| 00-00 | 2418 | 43 | 2214 | 3 | 130 | 14 | 9 | 1 | 1 | 1 | 2 | 0 | 0 | 1247 | 51.6 | 391 | 16.2 | 21 | 0.9 | 30 | 35.1 |



Site 3
 Location Green Lane, attached to sign post, OSGR: TL 01550 42197
 Direction Two Way
 24 May 2017

7480 / Stewartby
 May 2017
 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 | 9 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 44.4 | 3 | 33.3 | 0 | 0 | 31.2 | - |
| 0100 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26.9 | - |
| 0200 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 33.3 | 0 | 0 | 0 | 0 | 23 | - |
| 0300 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 1 | 25 | 0 | 0 | 33.4 | - |
| 0400 | 8 | 1 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 87.5 | 4 | 50 | 0 | 0 | 34.7 | - |
| 0500 | 37 | 1 | 31 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 78.4 | 17 | 45.9 | 4 | 10.8 | 34.5 | 38.7 |
| 0600 | 102 | 2 | 96 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 53.9 | 19 | 18.6 | 1 | 1 | 29.8 | 36 |
| 0700 | 207 | 3 | 189 | 2 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 | 67.6 | 47 | 22.7 | 4 | 1.9 | 32.3 | 36.7 |
| 0800 | 279 | 4 | 250 | 1 | 20 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 164 | 58.8 | 33 | 11.8 | 0 | 0 | 30.2 | 34.2 |
| 0900 | 124 | 6 | 97 | 1 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 45.2 | 16 | 12.9 | 1 | 0.8 | 29.1 | 34 |
| 1000 | 107 | 1 | 92 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 22.4 | 3 | 2.8 | 0 | 0 | 25.4 | 31.3 |
| 1100 | 112 | 1 | 97 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 46.4 | 17 | 15.2 | 0 | 0 | 29.4 | 34.9 |
| 1200 | 106 | 2 | 83 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 47.2 | 19 | 17.9 | 2 | 1.9 | 29.8 | 35.3 |
| 1300 | 100 | 1 | 93 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 51 | 17 | 17 | 1 | 1 | 30 | 35.6 |
| 1400 | 115 | 1 | 97 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 44.3 | 16 | 13.9 | 2 | 1.7 | 29.5 | 34.4 |
| 1500 | 223 | 2 | 194 | 1 | 24 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 47.5 | 23 | 10.3 | 3 | 1.3 | 29.3 | 33.6 |
| 1600 | 210 | 1 | 190 | 0 | 16 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 61.4 | 41 | 19.5 | 3 | 1.4 | 31.2 | 36.2 |
| 1700 | 314 | 3 | 292 | 1 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 175 | 55.7 | 59 | 18.8 | 0 | 0 | 30.4 | 35.6 |
| 1800 | 222 | 6 | 205 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 50 | 30 | 13.5 | 0 | 0 | 28.4 | 34.7 |
| 1900 | 138 | 3 | 124 | 0 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 65 | 47.1 | 23 | 16.7 | 3 | 2.2 | 29.6 | 35.1 |
| 2000 | 75 | 6 | 60 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 46.7 | 14 | 18.7 | 2 | 2.7 | 30.1 | 35.8 |
| 2100 | 78 | 0 | 76 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 33.3 | 9 | 11.5 | 1 | 1.3 | 28.7 | 32.9 |
| 2200 | 35 | 0 | 30 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 51.4 | 9 | 25.7 | 1 | 2.9 | 29.3 | 35.6 |
| 2300 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 36.4 | 3 | 27.3 | 0 | 0 | 30.1 | 34.9 |
| 07-19 | 2119 | 31 | 1879 | 6 | 181 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1109 | 52.3 | 321 | 15.1 | 16 | 0.8 | 29.8 | 34.9 |
| 06-22 | 2512 | 42 | 2235 | 7 | 200 | 22 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 1290 | 51.4 | 386 | 15.4 | 23 | 0.9 | 29.8 | 34.9 |
| 06-00 | 2558 | 42 | 2276 | 8 | 204 | 22 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 1312 | 51.3 | 398 | 15.6 | 24 | 0.9 | 29.8 | 35.1 |
| 00-00 | 2621 | 44 | 2328 | 8 | 213 | 22 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 1357 | 51.8 | 423 | 16.1 | 28 | 1.1 | 29.9 | 35.1 |



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

Virtual Day (14)

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



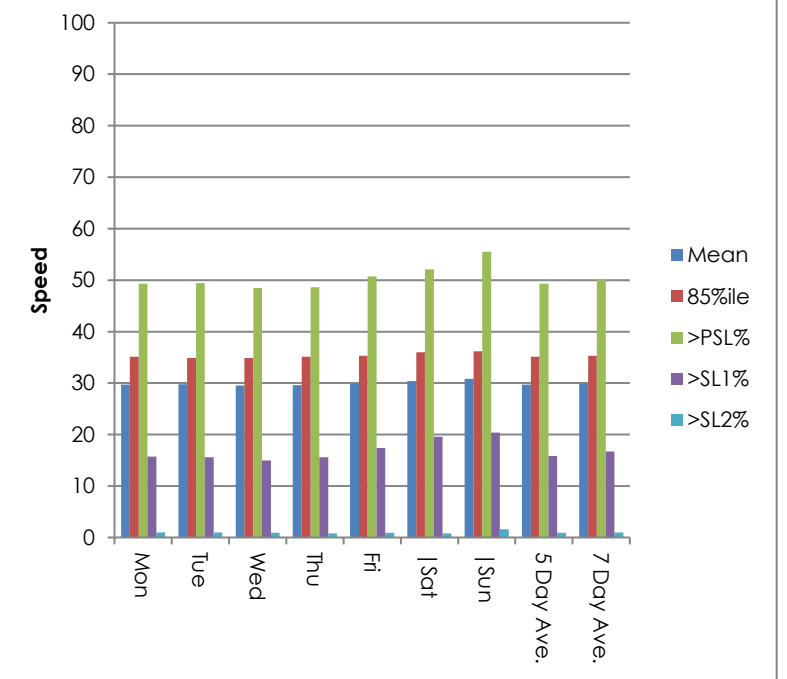
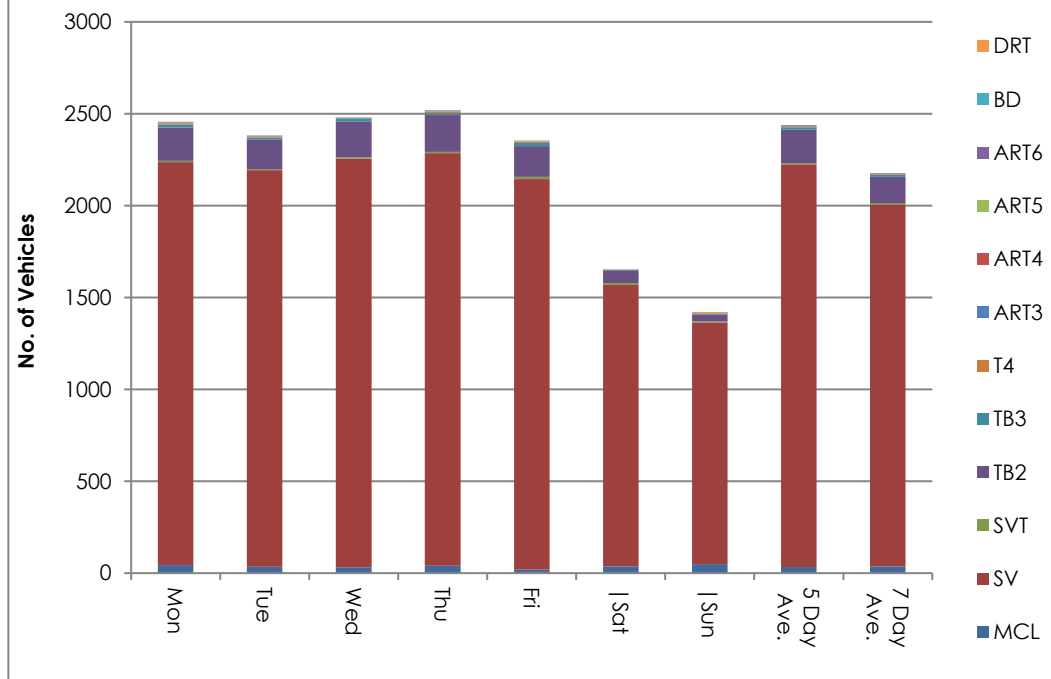
Site 3
 Location Green Lane, attached to sign post, OSGR: TL 01550 42197
 Direction Two Way

7480 / Stewartby
 May 2017
 Automatic Traffic Count

Virtual Week (2)

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

Summary Graphs



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

11 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

12 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

13 May 2017

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



Site 3
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 Direction Two Way

7480 / Stewartby
 May 2017
 Automatic Traffic Count

14 May 2017

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



Site 3
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 Direction Two Way

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 May 2017
 Automatic Traffic Count

15 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

16 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

17 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

18 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

19 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

20 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

21 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

22 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

23 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

24 May 2017

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



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

7480 / Stewartby
 May 2017
 Automatic Traffic Count

Virtual Day (14)

| Time | Total | Speed Bins (mph) | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|-------------|------------------|-----------|-----------|-----------|------------|------------|------------|------------|-----------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | | 0 - 5 | 5 - 10 | 10 - 15 | 15 - 20 | 20 - 25 | 25 - 30 | 30 - 35 | 35 - 40 | 40 - 45 | 45 - 50 | 50 - 55 | 55 - 60 | 60 - 65 | 65 - 70 | 70 - 75 | 75 - 80 | 80 - 85 | 85 - 90 | 90 - 95 | 95 - 100 | 100 - 105 | 105 - 110 | 110 - 115 | 115 - 120 | 120 - 125 | 125 - 130 | 130 - 135 |
| 0000 | 10 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0100 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0200 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0300 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0400 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0500 | 23 | 0 | 0 | 0 | 0 | 1 | 5 | 8 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0600 | 71 | 0 | 0 | 2 | 4 | 12 | 18 | 21 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0700 | 154 | 0 | 1 | 2 | 4 | 14 | 44 | 57 | 25 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0800 | 202 | 0 | 1 | 3 | 7 | 16 | 71 | 76 | 23 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0900 | 105 | 0 | 1 | 3 | 5 | 9 | 36 | 35 | 13 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1000 | 111 | 0 | 1 | 3 | 7 | 15 | 38 | 34 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1100 | 117 | 0 | 1 | 3 | 7 | 14 | 44 | 35 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1200 | 118 | 0 | 1 | 3 | 5 | 13 | 46 | 33 | 13 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1300 | 122 | 0 | 0 | 2 | 5 | 11 | 45 | 39 | 14 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1400 | 111 | 0 | 1 | 2 | 5 | 10 | 42 | 36 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1500 | 187 | 0 | 0 | 4 | 6 | 19 | 72 | 62 | 19 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1600 | 172 | 0 | 0 | 1 | 6 | 13 | 58 | 61 | 23 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1700 | 203 | 0 | 1 | 2 | 5 | 15 | 70 | 74 | 29 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1800 | 171 | 0 | 2 | 4 | 10 | 14 | 52 | 60 | 21 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1900 | 107 | 0 | 1 | 2 | 6 | 9 | 35 | 34 | 16 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2000 | 74 | 0 | 1 | 1 | 2 | 7 | 24 | 24 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2100 | 55 | 0 | 0 | 1 | 1 | 5 | 22 | 18 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2200 | 33 | 0 | 0 | 0 | 1 | 3 | 13 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2300 | 17 | 0 | 0 | 0 | 0 | 1 | 6 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07-19 | 1772 | 0 | 9 | 31 | 72 | 164 | 618 | 601 | 214 | 50 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-22 | 2079 | 0 | 10 | 36 | 85 | 197 | 716 | 698 | 255 | 63 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06-00 | 2129 | 0 | 10 | 36 | 86 | 201 | 734 | 714 | 262 | 66 | 15 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 00-00 | 2179 | 0 | 10 | 36 | 87 | 204 | 748 | 730 | 273 | 69 | 16 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



Appendix 3.2 – Bus Timetables



Timetable valid from 01/01/2017 until further notice

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

Mondays to Fridays

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

Saturdays

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

Sundays

no service



Timetable valid from 01/01/2017 until further notice

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

Mondays to Fridays

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

Saturdays

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

Sundays

no service



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

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

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

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



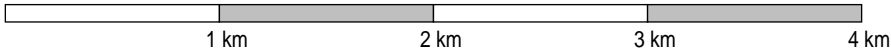
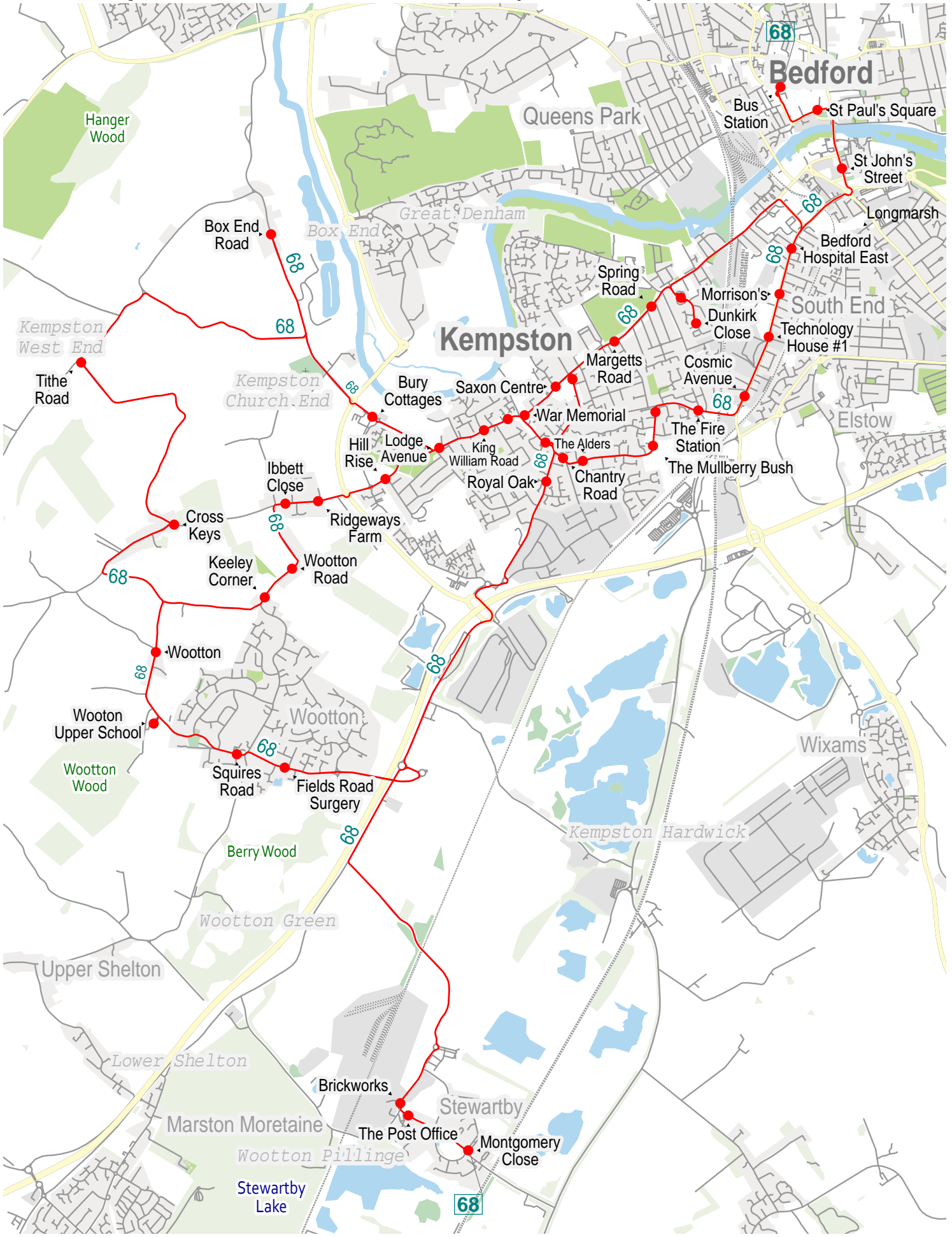
For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgt 60**. The return message from **traveline-txt** will show the next three departures,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

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

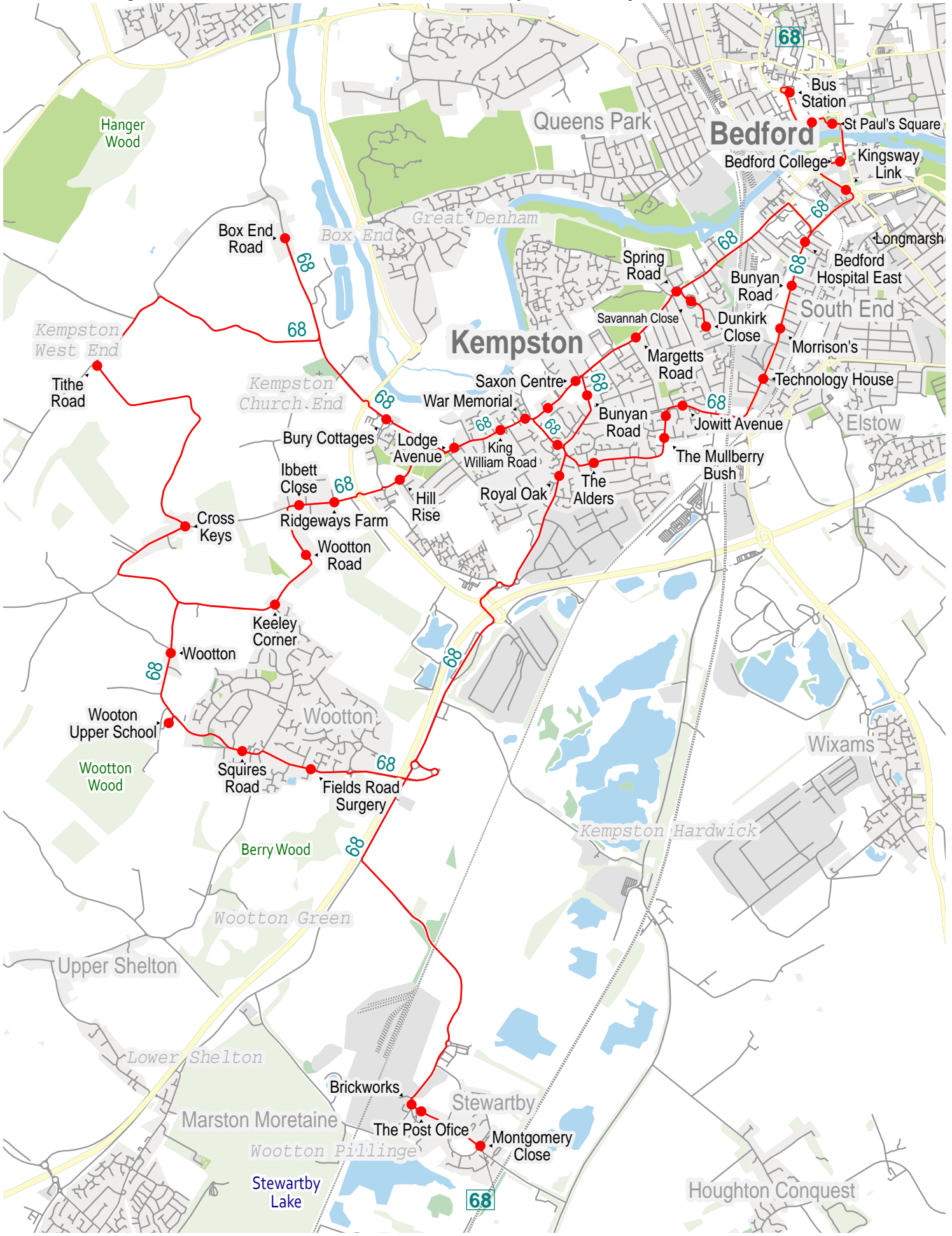
NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

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

Route map for Grant Palmer service 68 (outbound)



Route map for Grant Palmer service 68 (inbound)





Timetable valid from 01/01/2017 until further notice

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

Mondays to Fridays

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

Saturdays

no service

Sundays

no service

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

Timetable valid from 01/01/2017 until further notice

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

Mondays to Fridays

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

Saturdays

no service

Sundays

no service

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

Notes: s - sets down only



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

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

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

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

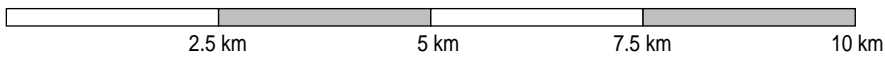
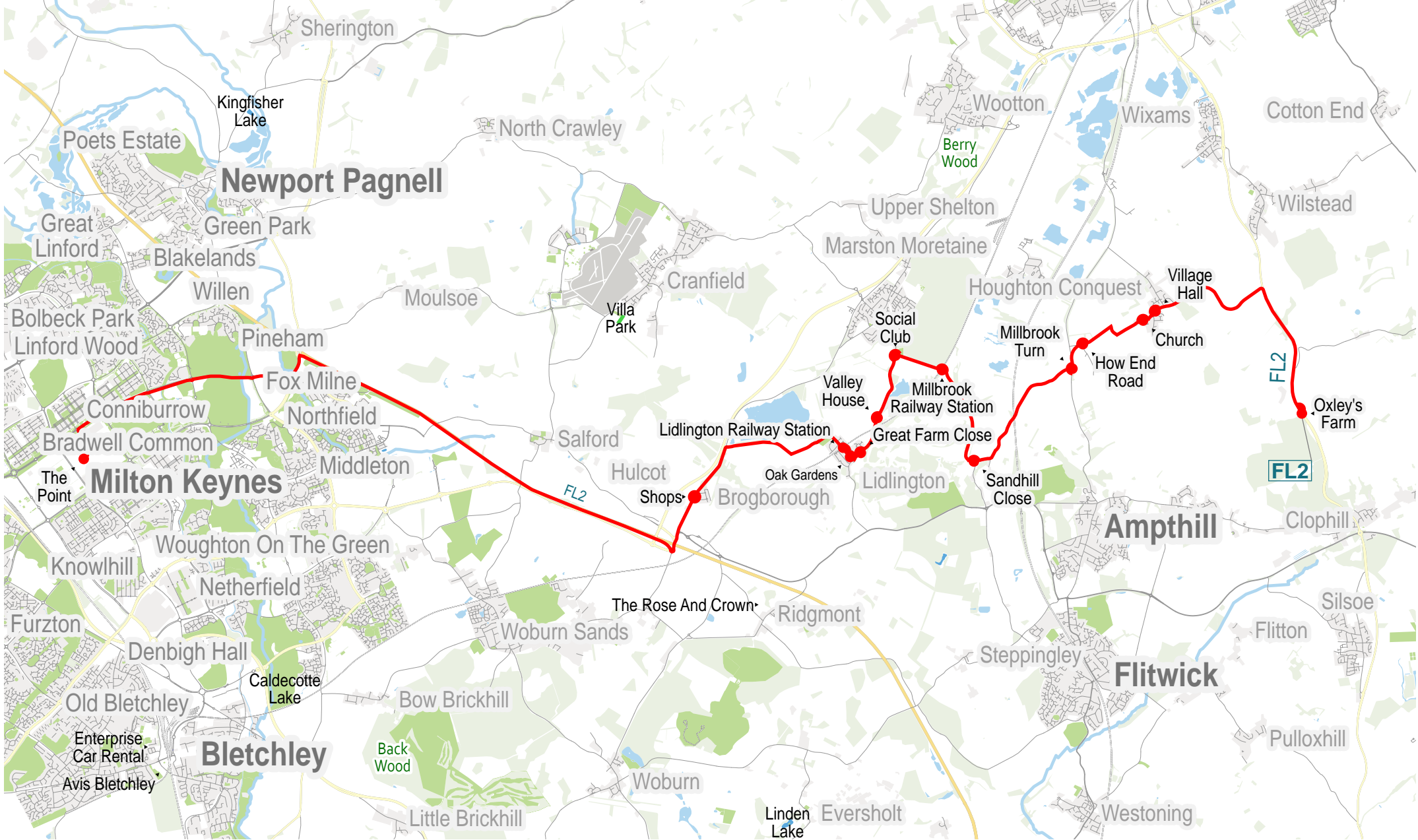
For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgt 60**. The return message from **traveline-txt** will show the next three departures,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

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

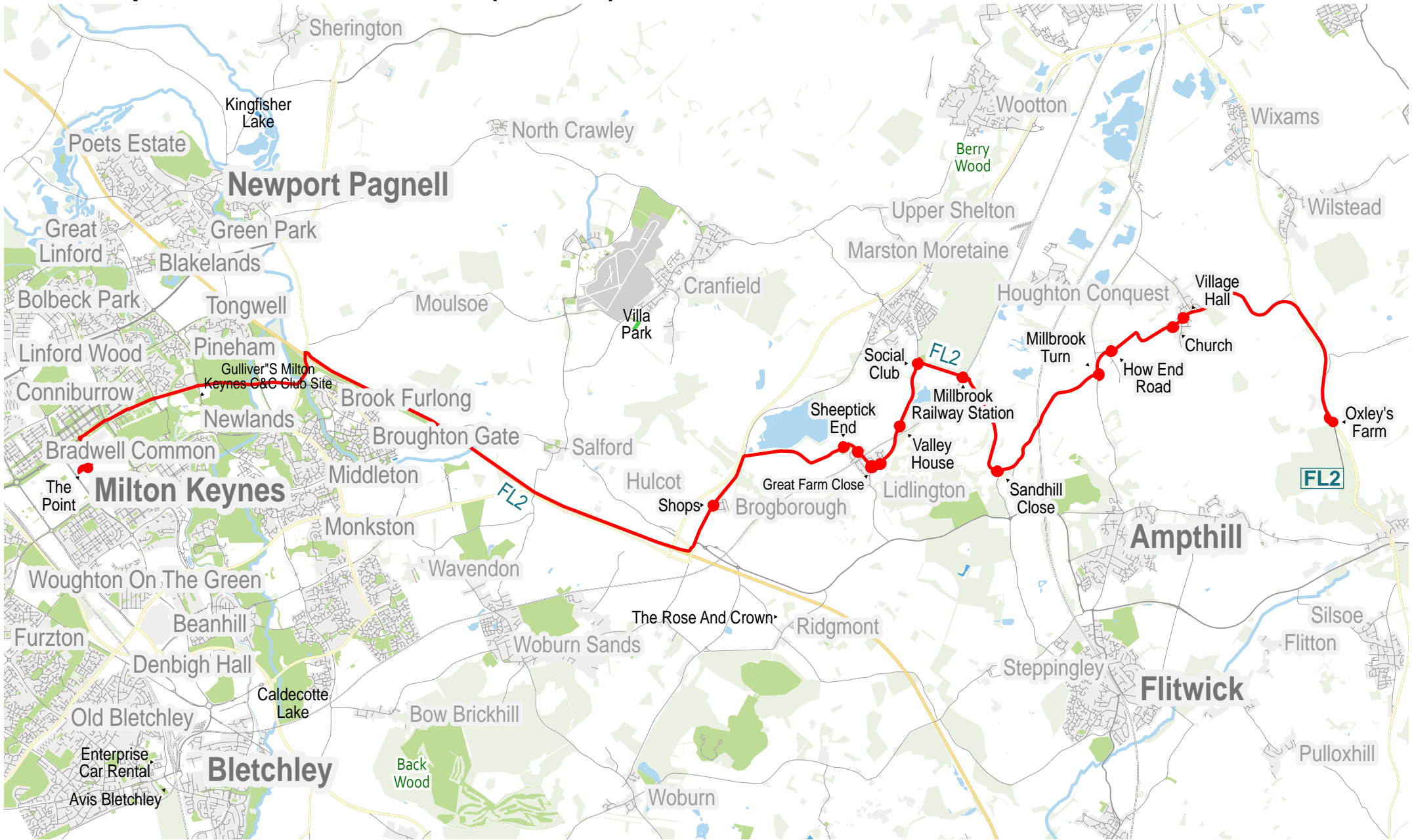
NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

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

Route map for Flittabus service FL2 (outbound)



Route map for Flittabus service FL2 (inbound)





Timetable valid from 01/01/2017 until further notice

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

Mondays to Fridays

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

Saturdays

no service

Sundays

no service

Service Restrictions: Th - Thursdays only



Timetable valid from 01/01/2017 until further notice

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

Mondays to Fridays

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

Saturdays

no service

Sundays

no service

Service Restrictions: Th - Thursdays only

Notes: s - sets down only



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

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

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

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



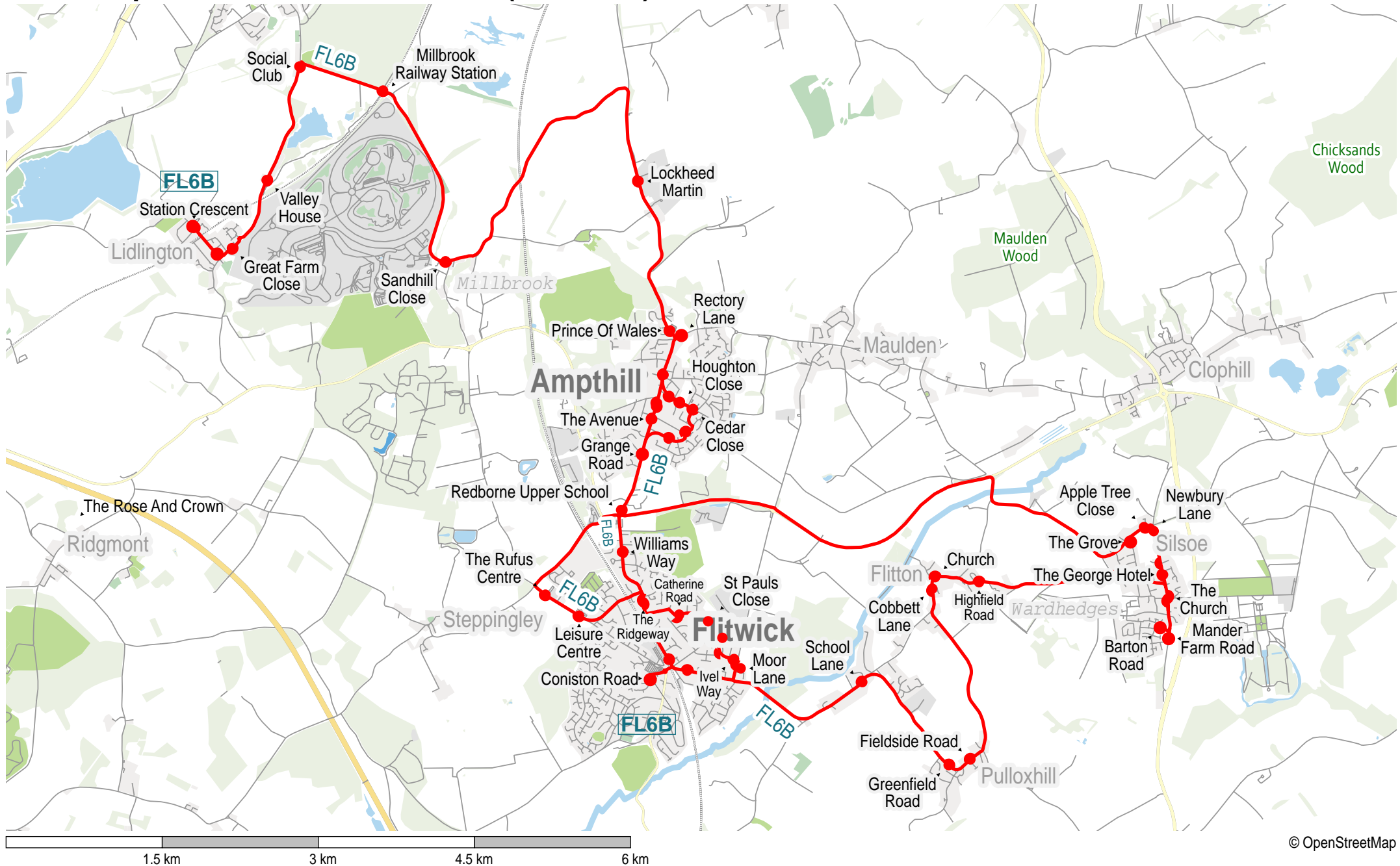
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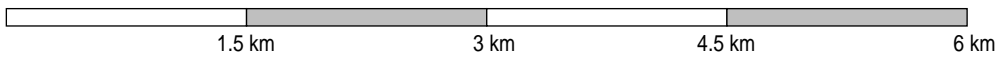
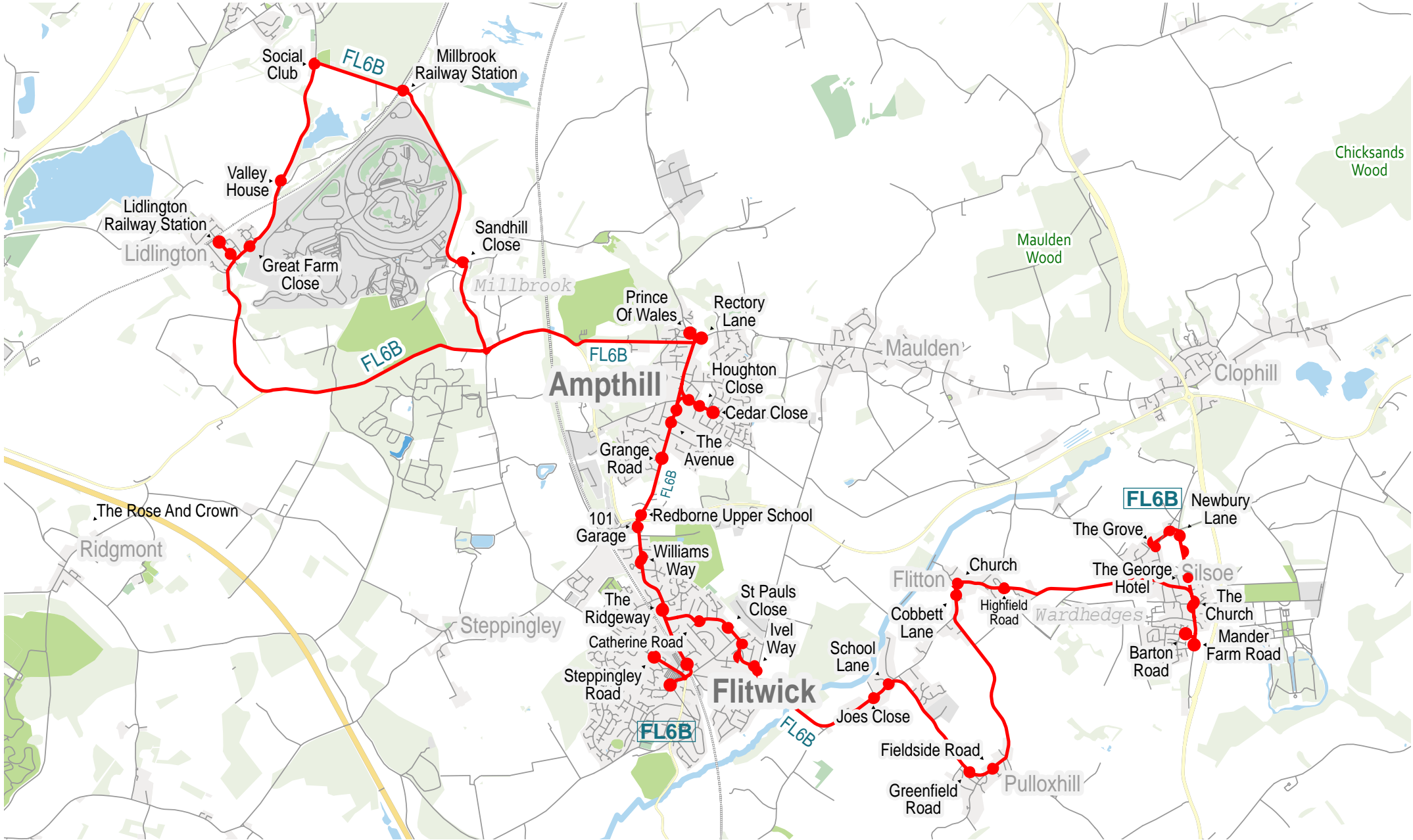
NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

| SMS Code | Stop Name | Street | ATCO Code |
|-----------|---|------------------|-----------|
| ahlatwjp | Flitwick, nr Derwent Rise | Coniston Road | 021020661 |
| ahlagjpi | Flitwick, o/s Railway Station | High Street | 021020200 |
| ahlagjpw | Flitwick, opp The Ridgeway | High Street | 021020203 |
| ahlagjtd | Flitwick, adj Williams Way | Ampthill Road | 021020205 |
| ahlagjitj | Ampthill, opp Redborne Upper School | Flitwick Road | 021020207 |
| ahlagjitp | Ampthill, adj Grange Road | Flitwick Road | 021020209 |
| ahlagjwa | Ampthill, adj Sidney Road | Flitwick Road | 021020211 |
| ahlatwad | Ampthill, adj Arthur Street | Oliver Street | 021020299 |
| ahlatpwp | Ampthill, opp Houghton Close | Oliver Street | 021020297 |
| ahlatpwj | Ampthill, opp Cedar Close | Oliver Street | 021020295 |
| ahlagdpa | Ampthill, opp Rectory Lane | Church Street | 021020054 |
| ahlawgaj | Milbrook, adj Sandhill Close | Station Lane | 021024038 |
| ahlawgad | Milbrook, Millbrook Railway Station (W-bound) | Station Lane | 021024036 |
| ahlawdwp | Marston Moretaine, o/s Social Club | Marston Road | 021024012 |
| ahlawdwm | Lidlington, adj Valley House | Marston Road | 021024009 |
| ahlagwdj | Lidlington, opp Great Farm Close | Marston Road | 021024007 |
| ahljajt | Lidlington, adj Oak Gardens | Church Street | 021024080 |
| ahlagwgt | Lidlington, Railway Station (N-bound) | Church Street | 021024001 |
| ahlagmgw | Ampthill, opp Prince of Wales | Bedford Street | 021020524 |
| ahlagjtw | Ampthill, adj The Avenue | Flitwick Road | 021020210 |
| ahlagjtm | Ampthill, opp Grange Road | Flitwick Road | 021020208 |
| ahlagjtg | Flitwick, opp 101 Garage | Ampthill Road | 021020206 |
| ahlagjta | Flitwick, opp Williams Way | Ampthill Road | 021020204 |
| ahlagjpt | Flitwick, adj The Ridgeway | High Street | 021020202 |
| ahlagjpm | Flitwick, opp Railway Station | High Street | 021020201 |
| ahlatwjm | Flitwick, opp Derwent Rise | Coniston Road | 021020660 |
| ahlagjdm | Flitwick, o/s Woodlands Middle School | Steppingley Road | 021020115 |
| ahlagjmt | Flitwick, adj Catherine Road | Hinksley Road | 021020185 |
| ahlagjmw | Flitwick, adj St Pauls Close | Hinksley Road | 021020186 |
| ahlagjpd | Flitwick, opp Hatfield Road | Hinksley Road | 021020188 |
| ahlagjpg | Flitwick, adj Ivel Way | Hatfield Road | 021020189 |
| ahlagjdt | Flitwick, adj Moor Lane | Maulden Road | 021020140 |
| ahlagmad | Greenfield, adj Joes Close | High Street | 021020272 |
| ahlagjwp | Greenfield, adj School Lane | High Street | 021020270 |
| ahlatwpj | Pulloxhill, Greenfield Road (S-bound) | Greenfield Road | 021020694 |
| ahlatpmd | Pulloxhill, opp Fieldside Road | High Street | 021020261 |
| ahlatwpa | Flitton, opp Cobbett Lane | High Street | 021020691 |
| ahlagjwj | Flitton, o/s Church | High Street | 021020250 |
| ahlatwpd | Wardhedges, adj Highfield Road | Wardhedges Road | 021020692 |
| ahlagmam | Silsoe, o/s The Church | High Street | 021020322 |
| ahlamapj | Silsoe, nr Barton Road | Mander Farm Road | 021024524 |
| ahlagmag | Silsoe, adj Mander Farm Road | Barton Road | 021020320 |
| ahlagmap | Silsoe, opp The Church | High Street | 021020323 |
| ahlagmaw | Silsoe, o/s The George Hotel | High Street | 021020325 |
| ahlagmdg | Silsoe, adj Newbury Lane | High Street | 021020327 |
| ahlatwtw | Silsoe, opp Apple Tree Close | Newbury Lane | 021020709 |
| ahlatwta | Silsoe, The Grove (S-bound) | The Grove | 021020703 |

Route map for Flittabus service FL6B (outbound)



Route map for Flittabus service FL6B (inbound)





Timetable valid from 02/05/2017 until further notice

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

Mondays to Fridays

| | | | | | | | | | | | | | | |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Bedford, Bus Station (Bay B) | — | 0857 | 1005 | 1105 | 1205 | 1305 | 1405 | 1510 | 1605 | 1635 | 1705 | 1735 | 1835 | 1935 |
| Kempston, Interchange Park (Entrance) | — | 0913 | 1019 | 1119 | 1219 | 1319 | 1419 | 1527 | 1622 | 1655 | 1728 | 1756 | 1847 | 1945 |
| Houghton Conquest, opp Village Hall | — | 0920 | 1026 | 1126 | 1226 | 1326 | 1426 | 1535 | 1630 | 1703 | — | 1804 | 1854 | — |
| Ampthill, opp Prince of Wales | — | 0926 | 1032 | 1132 | 1232 | 1332 | 1432 | 1543 | 1636 | 1711 | 1741 | 1812 | 1902 | 1955 |
| Flitwick, opp Railway Station | — | 0939 | 1042 | 1142 | 1242 | 1342 | 1442 | 1555 | 1645 | 1725 | 1751 | 1820 | 1910 | 2001 |
| Flitwick, opp Pennine Rise | — | 0943 | 1046 | 1146 | 1246 | 1346 | 1446 | 1559 | — | 1729 | 1755 | 1825 | 1914 | — |
| Westoning, opp The Chequers | — | 0948 | 1051 | 1151 | 1251 | 1351 | 1451 | 1604 | — | 1736 | — | 1832 | — | — |
| Harlington, Memorial (W-bound) | — | 0952 | 1055 | — | 1255 | — | 1455 | — | — | 1741 | — | 1833 | — | — |
| Toddington, adj The Green | 0720 | 0957 | 1100 | 1157 | 1300 | 1357 | 1500 | 1612 | — | 1747 | — | 1840 | — | — |
| Houghton Regis, Morrisons (Stop M1) | 0727 | — | — | — | — | — | — | — | — | 1754 | — | — | — | — |
| Dunstable, The Square (Stop S1) | — | — | — | — | — | — | — | — | — | 1802 | — | — | — | — |
| Dunstable, Church Street (Stop P1) | 0740 | — | — | — | — | — | — | — | — | — | — | — | — | — |

Saturdays

| | | | | | | | | | | | | | | |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|---|---|
| Bedford, Bus Station (Bay B) | 0900 | 1005 | 1105 | 1205 | 1305 | 1405 | 1505 | 1605 | 1635 | 1735 | 1835 | 1935 | — | — |
| Kempston, Interchange Park (Entrance) | 0914 | 1019 | 1119 | 1219 | 1319 | 1419 | 1519 | 1619 | 1652 | 1749 | 1849 | 1945 | — | — |
| Houghton Conquest, opp Village Hall | 0921 | 1026 | 1127 | 1226 | 1327 | 1426 | — | — | — | — | — | — | — | — |
| Ampthill, opp Prince of Wales | 0929 | 1032 | 1134 | 1232 | 1334 | 1432 | 1530 | 1630 | 1703 | 1800 | 1900 | 1955 | — | — |
| Flitwick, opp Railway Station | 0938 | 1042 | 1142 | 1242 | 1342 | 1442 | 1540 | 1640 | 1713 | 1810 | 1910 | 2001 | — | — |
| Flitwick, opp Pennine Rise | 0941 | 1046 | 1146 | 1246 | 1346 | 1446 | 1544 | — | 1717 | 1814 | 1914 | — | — | — |
| Westoning, opp The Chequers | 0946 | 1051 | 1152 | 1251 | 1352 | 1451 | — | — | — | — | — | — | — | — |
| Harlington, Memorial (W-bound) | 0951 | 1055 | — | 1255 | — | 1455 | — | — | — | — | — | — | — | — |
| Toddington, adj The Green | 0955 | 1100 | 1158 | 1300 | 1358 | 1500 | — | — | — | — | — | — | — | — |

Sundays

no service



Timetable valid from 02/05/2017 until further notice

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

Mondays to Fridays

| | | | | | | | | | | | | | | | |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|---|---|
| Dunstable, The Square (Stop S1) | — | — | — | — | 0702 | — | — | — | — | — | — | — | — | — | — |
| Houghton Regis, Morrisons (Stop M2) | — | — | — | — | 0713 | — | — | — | — | — | — | — | — | — | — |
| Toddington, adj The Green | arr | — | — | — | 0722 | — | — | — | — | — | — | — | — | — | — |
| Toddington, adj The Green | dep | — | — | — | 0723 | 0850 | 0958 | 1103 | 1158 | 1303 | 1358 | 1503 | 1618 | — | — |
| Harlington, Memorial (N-bound) | — | — | — | — | 0729 | 0856 | 1004 | — | 1204 | — | 1404 | — | 1624 | — | — |
| Westoning, adj The Chequers | — | — | — | — | 0736 | 0903 | 1009 | 1109 | 1209 | 1309 | 1409 | 1509 | 1629 | — | — |
| Flitwick, opp Conway Drive | — | — | — | — | 0744 | 0911 | 1015 | 1115 | 1215 | 1315 | 1415 | 1515 | 1635 | — | — |
| Flitwick, o/s Railway Station | 0545 | 0645 | 0715 | 0735 | 0755 | 0922 | 1022 | 1122 | 1222 | 1322 | 1422 | 1522 | 1642 | — | — |
| Ampthill, o/s Prince of Wales | 0551 | 0651 | 0721 | 0742 | 0803 | 0928 | 1028 | 1128 | 1228 | 1328 | 1428 | 1528 | 1648 | — | — |
| Houghton Conquest, o/s Village Hall | — | — | — | — | 0813 | 0938 | 1038 | 1138 | 1238 | 1338 | 1438 | 1538 | 1658 | — | — |
| Kempston, Interchange Park (Entrance) | 0601 | 0702 | 0732 | 0757 | 0821 | 0946 | 1046 | 1146 | 1246 | 1346 | 1446 | 1546 | 1706 | — | — |
| Bedford, Bus Station (Bay B) | 0610 | 0715 | 0745 | 0815 | 0835 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1720 | — | — |

Saturdays

| | | | | | | | | | | | | | | | |
|---------------------------------------|------|------|------|------|------|------|------|------|------|------|---|---|---|---|---|
| Dunstable, The Square (Stop S1) | 0705 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Houghton Regis, Morrisons (Stop M2) | 0712 | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Toddington, adj The Green | arr | 0718 | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Toddington, adj The Green | dep | 0718 | — | 0858 | 0958 | 1103 | 1158 | 1303 | 1358 | 1503 | — | — | — | — | — |
| Harlington, Memorial (N-bound) | 0724 | — | 0904 | 1004 | — | 1204 | — | 1404 | — | — | — | — | — | — | — |
| Westoning, adj The Chequers | 0729 | — | 0909 | 1009 | 1109 | 1209 | 1309 | 1409 | 1509 | — | — | — | — | — | — |
| Flitwick, opp Conway Drive | 0735 | — | 0915 | 1015 | 1115 | 1215 | 1315 | 1415 | 1515 | 1615 | — | — | — | — | — |
| Flitwick, o/s Railway Station | 0742 | 0825 | 0922 | 1022 | 1122 | 1222 | 1322 | 1422 | 1522 | 1622 | — | — | — | — | — |
| Ampthill, o/s Prince of Wales | 0748 | 0831 | 0928 | 1028 | 1128 | 1228 | 1328 | 1428 | 1528 | 1628 | — | — | — | — | — |
| Houghton Conquest, o/s Village Hall | 0758 | — | 0938 | 1038 | 1138 | 1238 | 1338 | 1438 | — | — | — | — | — | — | — |
| Kempston, Interchange Park (Entrance) | 0806 | 0845 | 0946 | 1046 | 1146 | 1246 | 1346 | 1446 | 1543 | 1643 | — | — | — | — | — |
| Bedford, Bus Station (Bay B) | 0820 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1557 | 1657 | — | — | — | — | — |

Sundays

no service



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

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

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

| SMS Code | Stop Name | Street | ATCO Code |
|-----------|--|---------------------|-----------|
| bfsamadj | Bedford, Bus Station (Bay B) | Bedford Bus Station | 020035051 |
| bfsajwlg | Bedford, St Paul's Square (Stop P2) | St Paul's Square | 020035023 |
| bfsapdpj | Cauldwell, Kingsway Link (W-bound) | Kingsway Link | 020035771 |
| bfsapdpw | Cauldwell, opp Borough Hall | Cauldwell Street | 020035811 |
| bfsapapj | Bedford, Britannia Road (Stop D) | Britannia Road | 020035716 |
| bfsapapd | Bedford, Bedford Hospital A&E (Stop F) | Amphill Road | 020035714 |
| bfsapapa | Bedford, opp Morrisons | Amphill Road | 020035713 |
| bfsapamp | Bedford, opp Technology House | Amphill Road | 020035710 |
| bfsapamg | Kempston, opp Cosmic Avenue | Amphill Road | 020035708 |
| bfsapampa | Kempston, Interchange Park (Entrance) | Polofield Way | 020035824 |
| bfsajtw | Kempston Hardwick, opp Manor Road | Bedford Road | 020034042 |
| ahljagp | Kempston Hardwick, adj Thickthorn Lane | Bedford Road | 021024053 |
| ahlawgdj | Houghton Conquest, opp Stewartby Turn | B530 | 021024064 |
| ahljagm | Houghton Conquest, adj Mill Lane | Bedford Road | 021024052 |
| ahljagd | Houghton Conquest, adj Broadway | Bedford Road | 021024050 |
| ahljadp | Houghton Conquest, opp Village Hall | High Street | 021024044 |
| ahljadj | Houghton Conquest, opp Church | The Grove | 021024042 |
| ahljada | Houghton Conquest, adj How End Road | Road Farm | 021024040 |
| ahlawgda | Amphill, opp Millbrook Turn | Hazelwood Lane B530 | 021024062 |
| ahljajd | Amphill, o/s Lockheed Martin | Hazelwood Lane | 021024060 |
| ahljagw | Amphill, o/s 14 Hazelwood Lane | Hazelwood Lane | 021024058 |
| ahlagmgw | Amphill, opp Prince of Wales | Bedford Street | 021020524 |
| ahljagw | Amphill, opp Alameda Walk | Dunstable Street | 021020213 |
| ahljatw | Amphill, o/s Lavender Court | Flitwick Road | 021028074 |
| ahljagtw | Amphill, adj The Avenue | Flitwick Road | 021020210 |
| ahljagtm | Amphill, opp Grange Road | Flitwick Road | 021020208 |
| ahljagtg | Flitwick, opp 101 Garage | Amphill Road | 021020206 |
| ahljagta | Flitwick, opp Williams Way | Amphill Road | 021020204 |
| ahljagpt | Flitwick, adj The Ridgeway | High Street | 021020202 |
| ahljagpm | Flitwick, opp Railway Station | High Street | 021020201 |
| ahljagdm | Flitwick, o/s Woodlands Middle School | Steppingley Road | 021020115 |
| ahljagdj | Flitwick, adj Bluebell Close | Manor Way | 021020114 |
| ahljagda | Flitwick, adj Campion Way | Manor Way | 021020112 |
| ahljagat | Flitwick, opp Pennine Rise | Manor Way | 021020110 |
| ahljagjam | Flitwick, adj Blenheim Link | Manor Way | 021020108 |
| ahljagjag | Flitwick, opp Woburn Close | Manor Way | 021020106 |
| ahljagdw | Flitwick, adj Larkway | Temple Way | 021020104 |
| ahlagdwp | Flitwick, adj Eagle Drive | Temple Way | 021020103 |
| ahlagdww | Flitwick, o/s Lower School | Temple Way | 021020100 |
| ahljagd | Flitwick, adj Vicarage Hill | Dunstable Road | 021020161 |
| ahlagmdt | Westoning, opp Highfields Court | High Street | 021020382 |
| ahlagmdm | Westoning, opp The Chequers | Park Road | 021020380 |
| ahlatwam | Harlington, o/s Garden Cemetery | Westoning Road | 021020385 |
| ahlagmdj | Harlington, adj Glebe Gardens | Westoning Road | 021020352 |
| ahlagdwd | Harlington, Memorial (W-bound) | Station Road | 021020094 |
| ahlatpaw | Harlington, Railway Station (W-bound) | Station Road | 021020088 |
| ahlatjdj | Harlington, Harlington Road (S-bound) | Harlington Road | 021015021 |
| ahlagadw | Toddington, Station Road (W-bound) | Station Road | 021015124 |
| ahlagaga | Toddington, adj The Green | Church Square | 021015125 |
| ahlagagm | Toddington, opp Grange Road | Dunstable Road | 021015128 |
| ahlatjpa | Toddington, opp BP Garage | Dunstable Road | 021015130 |
| ahlagagt | Toddington, adj Mount Pleasant Close | Dunstable Road | 021015136 |
| ahlagajd | Tebworth, Toddington Road (W-bound) | Toddington Road | 021015143 |
| ahladwtd | Wingfield, o/s The Plough Inn | Tebworth Road | 021015060 |
| ahlatawg | Houghton Regis, opp Roslyn Way | Bedford Road | 021013691 |
| ahlatawj | Houghton Regis, St Michaels Avenue (Stop M3) | Bedford Road | 021013771 |
| ahladmwd | Houghton Regis, Morrisons (Stop M1) | High Street | 021013708 |
| ahladmtw | Dunstable, adj Townsend Farm Road | Houghton Road | 021013706 |
| ahladmtm | Dunstable, adj Mayer Way | Houghton Road | 021013704 |
| ahladmtj | Dunstable, opp All Saints Academy | Houghton Road | 021013703 |
| ahladmta | Dunstable, opp Northfields | Houghton Road | 021013700 |
| ahladmjd | Dunstable, opp Council Offices | High Street North | 021013606 |
| ahladawg | Dunstable, adj Park Street | High Street North | 021013160 |
| ahladmjp | Dunstable, opp Regent Street | High Street North | 021013611 |
| ahladapt | Dunstable, The Quadrant (Stop N3) | High Street North | 021013112 |
| ahladamp | Dunstable, The Square (Stop S1) | The Square | 021013102 |
| ahladapg | Dunstable, Church Street (Stop P1) | Church Street | 021013108 |



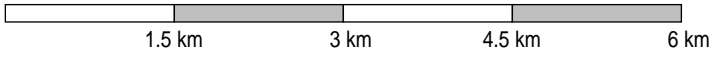
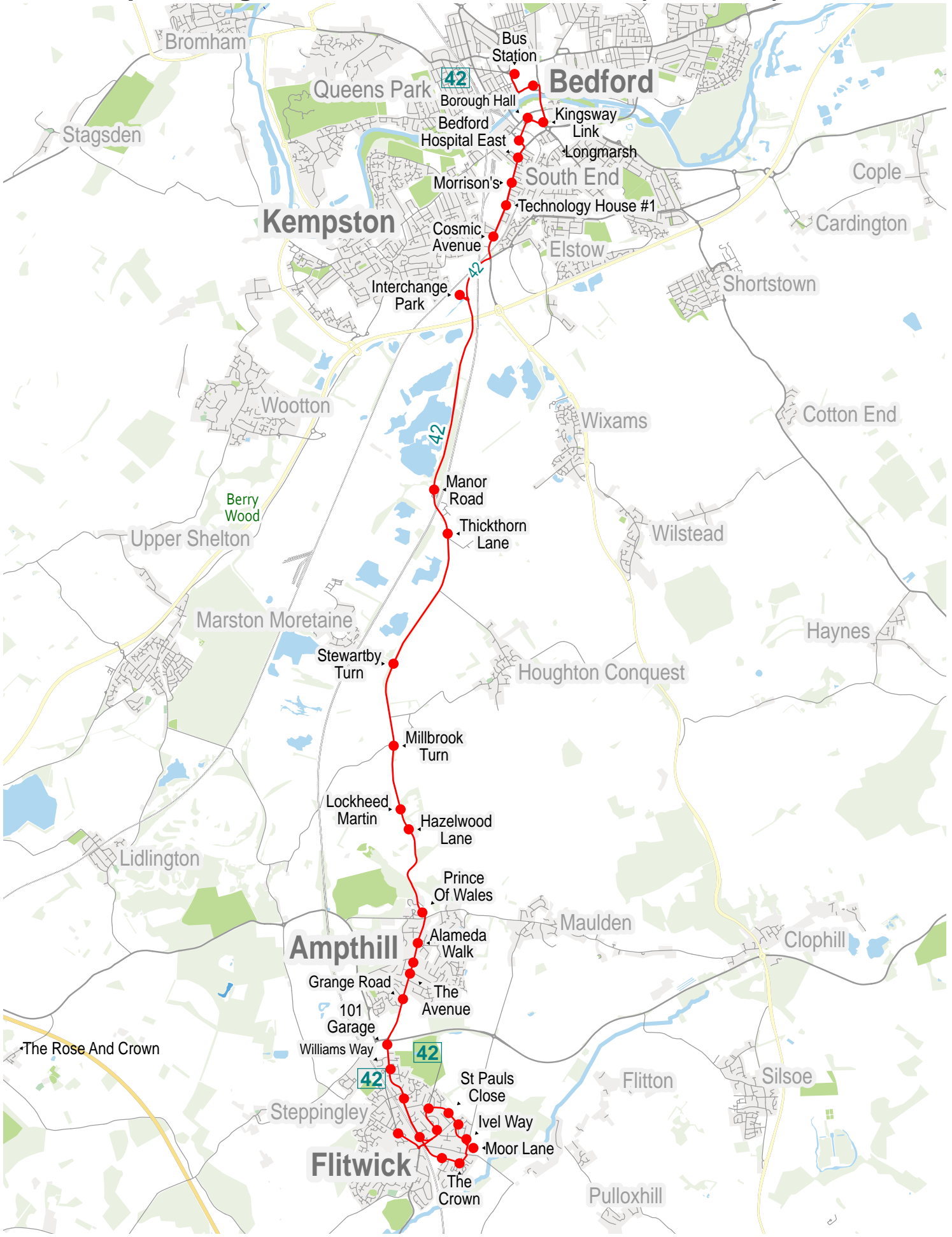
For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgt 60**. The return message from **traveline-txt** will show the next three departures,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

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

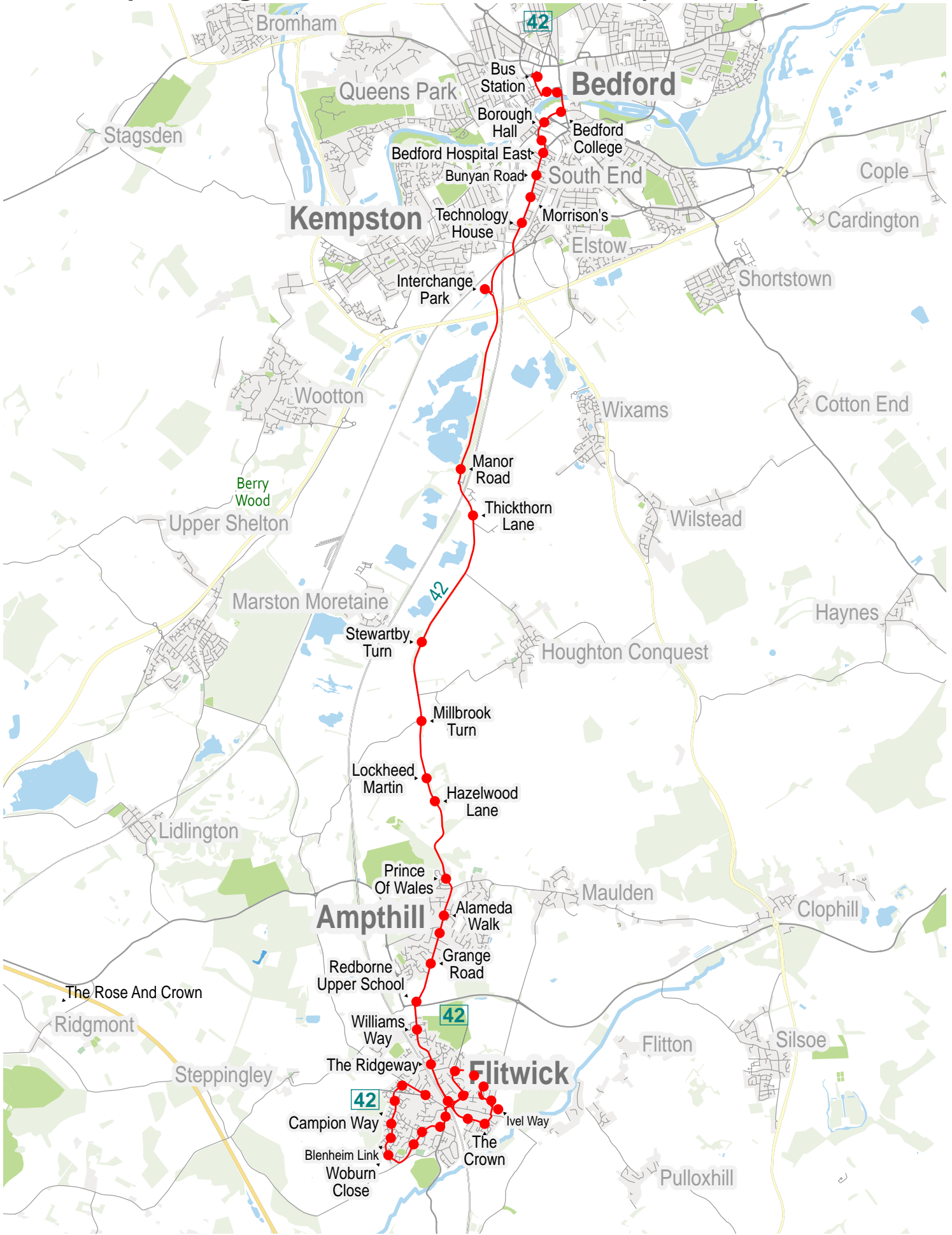
NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

| SMS Code | Stop Name | Street | ATCO Code |
|-----------|--|---------------------|-----------|
| ahladamp | Dunstable, The Square (Stop S1) | The Square | 021013102 |
| ahladapm | Dunstable, The Quadrant (Stop N1) | High Street North | 021013111 |
| ahladmjt | Dunstable, adj Regent Street | High Street North | 021013612 |
| ahladmjm | Dunstable, opp Ashton Road | High Street North | 021013610 |
| ahladmjj | Dunstable, adj Council Offices | High Street North | 021013608 |
| ahladmt | Dunstable, adj Northfields | Houghton Road | 021013701 |
| ahladmtg | Dunstable, o/s All Saints Academy | Houghton Road | 021013702 |
| ahladmtp | Dunstable, opp Townsend Farm Road | Houghton Road | 021013705 |
| ahljwga | Houghton Regis, Morrisons (Stop M2) | High Street | 021013907 |
| ahladtad | Houghton Regis, St Michaels Avenue (Stop M4) | Bedford Road | 021013770 |
| ahlamaga | Houghton Regis, adj Bidwell Hill | Bedford Road | 021013774 |
| ahlatawd | Houghton Regis, adj Roslyn Way | Bedford Road | 021013690 |
| ahlatjpm | Toddington, opp Mount Pleasant Close | Dunstable Road | 021015135 |
| ahlagagp | Toddington, adj BP Garage | Dunstable Road | 021015129 |
| ahlagagj | Toddington, adj Grange Road | High Street | 021015127 |
| ahlagaga | Toddington, adj The Green | Church Square | 021015125 |
| ahlagadt | Toddington, Station Road (E-bound) | Harlington Road | 021015123 |
| ahlatjdg | Harlington, Harlington Road (N-bound) | Harlington Road | 021015020 |
| ahlatpda | Harlington, Railway Station (E-bound) | Station Road | 021020089 |
| ahlagdwa | Harlington, Memorial (N-bound) | Westoning Road | 021020093 |
| ahlatwaj | Harlington, opp Glebe Gardens | Westoning Road | 021020353 |
| ahlatwap | Harlington, opp Garden Cemetery | Westoning Road | 021020386 |
| ahlagmdp | Westoning, adj The Chequers | Park Road | 021020381 |
| ahlagmdw | Westoning, o/s Highfields Court | Flitwick Road | 021020383 |
| ahlagjga | Flitwick, opp Vicarage Hill | Dunstable Road | 021020160 |
| ahlagjgj | Flitwick, adj Village Hall | Dunstable Road | 021020162 |
| ahlagdwi | Flitwick, opp Lower School | Temple Way | 021020101 |
| ahlagdwm | Flitwick, opp Eagle Drive | Temple Way | 021020102 |
| ahlagjad | Flitwick, opp Larkway | Temple Way | 021020105 |
| ahlagjaj | Flitwick, adj Woburn Close | Manor Way | 021020107 |
| ahlagjap | Flitwick, opp Conway Drive | Manor Way | 021020109 |
| ahlagjaw | Flitwick, opp Campion Way | Manor Way | 021020111 |
| ahlagjdg | Flitwick, opp Bluebell Close | Manor Way | 021020113 |
| ahlagjdp | Flitwick, opp Woodlands Middle School | Steppingly Road | 021020116 |
| ahlagjpi | Flitwick, o/s Railway Station | High Street | 021020200 |
| ahlagjpw | Flitwick, opp The Ridgeway | High Street | 021020203 |
| ahlagjtd | Flitwick, adj Williams Way | Ampthill Road | 021020205 |
| ahlagjti | Ampthill, opp Redborne Upper School | Flitwick Road | 021020207 |
| ahlagjitp | Ampthill, adj Grange Road | Flitwick Road | 021020209 |
| ahlagjwa | Ampthill, adj Sidney Road | Flitwick Road | 021020211 |
| ahlagjwd | Ampthill, adj Alameda Walk | Dunstable Street | 021020212 |
| ahlagdmp | Ampthill, o/s Prince of Wales | Bedford Street | 021020051 |
| ahlawgat | Ampthill, opp 14 Hazelwood Lane | Hazelwood Lane | 021024057 |
| ahljajja | Ampthill, opp Lockheed Martin | Hazelwood Lane | 021024059 |
| ahlawgaw | Ampthill, adj Millbrook Turn | Hazelwood Lane B530 | 021024061 |
| ahlagwtw | Houghton Conquest, opp How End Road | Road Farm | 021024039 |
| ahljajdg | Houghton Conquest, o/s Church | The Grove | 021024041 |
| ahljajadm | Houghton Conquest, o/s Village Hall | High Street | 021024043 |
| ahljajaga | Houghton Conquest, opp Broadway | Bedford Road | 021024049 |
| ahljajagj | Houghton Conquest, opp Mill Lane | Bedford Road | 021024051 |
| ahlawgdg | Houghton Conquest, adj Stewartby Turn | B530 | 021024063 |
| ahljajgt | Kempston Hardwick, opp Thicket Lane | Bedford Road | 021024054 |
| bfsdadpm | Kempston Hardwick, adj Manor Road | Bedford Road | 020034041 |
| bfsapmpa | Kempston, Interchange Park (Entrance) | Polofield Way | 020035824 |
| bfsapamj | Bedford, adj Technology House | Ampthill Road | 020035709 |
| bfsapamt | Bedford, adj Morrison's | Ampthill Road | 020035711 |
| bfsapamw | Bedford, opp Bunyan Road | Ampthill Road | 020035712 |
| bfsapapg | Bedford, Bedford Hospital A&E (Stop E) | Ampthill Road | 020035715 |
| bfsapapm | Bedford, Britannia Road (Stop C) | Britannia Road | 020035717 |
| bfsapdpt | Cauldwell, o/s Borough Hall | Cauldwell Street | 020035810 |
| bfsapmjm | Cauldwell, o/s Bedford College | Cauldwell Street | 020035817 |
| bfsajwjp | Bedford, St Paul's Square (Arrivals) | St Paul's Square | 020035025 |
| bfsajwmd | Bedford, o/s Pilgrims House | Horne Lane | 020035029 |
| bfsamadj | Bedford, Bus Station (Bay B) | Bedford Bus Station | 020035051 |

Route map for Stagecoach in Bedford service 42 (outbound)



Route map for Stagecoach in Bedford service 42 (inbound)



Appendix 3.3 – Rail Timetables

15

train times

21 May to 9 December 2017



Bedford ●

Bedford St Johns ●

Kempston Hardwick ●

Stewartby ●

Millbrook ●

Lidlington ●

Ridgmont ●

Aspley Guise ●

Woburn Sands ●

Bow Brickhill ●

Fenny Stratford ●

Bletchley ●



including connections to
London and the Midlands

London **midland** ●●●●

Bletchley – Bedford

Mondays to Fridays – Page 7

Saturdays – Page 18

Bedford – Bletchley

Mondays to Fridays – Page 29

Saturdays – Page 40

Holiday periods

We will be running amended timetables over the May and August bank holidays. Details will be available in online journey planners and information displayed at our stations.

Bring your bike

Bikes (except tandems) are welcome on board our trains but please be extra careful when it's busy. On weekdays, only folding bikes are allowed on trains arriving at London Euston between 0700–1000, and departing between 1600–1900.

This policy may change during the duration of this timetable. Please visit londonmidland.com for more information.

Getting assistance at the station

Call us on 0800 092 4260 if you need some help getting on or off the trains and we'll make the necessary arrangements. Please give at least 24 hours notice if possible.

Rail User Groups

If you'd like to be more involved with the development of rail services, why not join your local rail user group.

Bedford to Bletchley Rail Users Association

Richard Crane, Chairman

web: bbrua.org.uk

email: chairman@bbrua.org.uk

tel: 01234 351 771

Transport Focus

web: transportfocus.org.uk

email: advice@transportfocus.org.uk

tel: 0300 123 2350

post: Freepost (RTEH-XAGE-BYKZ),
Transport Focus, PO Box 5594,
Southend-on-Sea, SS1 9PZ

Welcome

In this timetable we have introduced a number of changes to train times. These changes have been made in response to requests from local residents to improve connections across the Marston Vale line and with other train services at Bedford and at Bletchley.

Thank you, Marston Vale Line Service
Delivery Manager

Community Rail Partnership

The Community Rail Partnership brings together the local community, businesses, local government and the railway to secure the long term future of the Marston Vale line. For more information about how you can get involved please contact the Community Rail Partnership Officer.

Marston Vale Community Rail Partnership

Stephen Sleight, Marston Vale
Community Rail Partnership Officer

web: marstonvalecommunityrail.org.uk

email: stephens@bedsrcc.org.uk

tel: 01234 832 645

facebook: facebook.com/marstonvalecrp

twitter: @marstonvalecrp

London Travelwatch

web: londontravelwatch.org.uk

email: info@londontravelwatch.org.uk

tel: 0203 176 2999

post: London TravelWatch
169 Union Street, London, SE1 0LL

Special events and maintenance work

Changes to our planned timetable can occur at short notice. Online journey planners generally provide the most up-to-date information. Please check before you travel.

Off-Peak travel

Certain Off-Peak tickets are not valid on trains leaving London between 1649-1900 Mondays to Fridays. Please check before you travel.

Buying tickets

Passengers can buy their tickets in advance or at staffed stations (including Bletchley and Bedford). Passengers will still need to purchase a ticket when boarding at unstaffed stations on the Marston Vale line, however please buy your tickets from the Conductor on the train.



EM

1

PLUSBUS through ticketing available
operated by East Midlands Trains
this train is formed of 1 carriage – limited
seating and bicycle space on this train

2

this train is formed of 2 carriages.

London Midland services on this route
have Standard class only

Which platform from Bletchley?










- ⑤ This service uses platform 5 at Bletchley. Platform 5 has step free access.
- ⑥ This service uses platform 6 at Bletchley. Platform 6 does not have step free access (36 steps between platform and footbridge)
- ⑤⑥ Until Saturday 7 October this train uses Platform 5 at Bletchley. From Monday 9 October it uses Platform 6. Platform 6 does not have step free access (36 steps between platform and footbridge)

Please be aware that the above information is subject to change.
Please check the information screens at the station for the
latest information.

Bletchley - Bedford

EM

EM

| departure platform from Bletchley | ⑤ | ⑤ | | |
|---|------|------|------|-----------|
| number of carriages | 2 | 1 | | |
| London Euston | | | | |
|  Watford Junction | | | | |
|  Leighton Buzzard | | | | |
|  Milton Keynes Central | 0504 | | 0603 | |
|  Bletchley | 0508 | 0516 | 0607 | 0624 |
| Fenny Stratford | | 0519 | | 0628 |
| Bow Brickhill | | 0523 | | 0632 |
| Woburn Sands | | 0527 | | 0636 |
| Aspley Guise | | 0530 | | 0639 |
| Ridgmont | | 0534 | | 0643 |
| Lidlington | | 0538 | | 0647 |
| Millbrook | | 0541 | | 0650 |
| Stewartby | | 0544 | | 0654 |
| Kempston Hardwick | | 0548 | | 0657 |
|  Bedford St Johns | | 0554 | | 0704 |
|  Bedford | | 0600 | 0627 | 0708 0733 |
|  Wellingborough | | | 0638 | 0746 |
|  Kettering | | | 0646 | 0755 |
| Market Harborough | | | 0656 | 0806 |
|  Leicester | | | 0710 | 0822 |

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[For Notes & Symbols see page 6](#)

Bletchley - Bedford

EM

departure platform from Bletchley
number of carriages

⑥

2

| | | | | |
|---|------|------|------|-----------|
| London Euston | 0624 | | | 0724 |
|  Watford Junction | 0641 | | | 0741 |
|  Leighton Buzzard | 0709 | | | 0809 |
|  Milton Keynes Central | ▼ | 0722 | | 0759 ▼ |
|  Bletchley | 0716 | 0726 | 0731 | 0804 0817 |
| Fenny Stratford | | | 0734 | |
| Bow Brickhill | | | 0738 | |
| Woburn Sands | | | 0742 | |
| Aspley Guise | | | 0745 | |
| Ridgmont | | | 0749 | |
| Lidlington | | | 0753 | |
| Millbrook | | | 0756 | |
| Stewartby | | | 0759 | |
| Kempston Hardwick | | | 0803 | |
|  Bedford St Johns | | | 0809 | |
|  Bedford | | | 0815 | 0837 |
|  Wellingborough | | | | 0848 |
|  Kettering | | | | 0859 |
| Market Harborough | | | | |
|  Leicester | | | | |










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[For Notes & Symbols see page 6](#)

Bletchley - Bedford

EM

EM










| departure platform from Bletchley | ⑤ | | | ⑥ |
|---|------|------|------|-----------|
| number of carriages | 1 | | | 2 |
| London Euston | | 0913 | | |
|  Watford Junction | | ▼ | | |
|  Leighton Buzzard | | 0942 | | |
|  Milton Keynes Central | | ▼ | 0947 | |
|  Bletchley | 0822 | 0949 | 0951 | 1001 |
| Fenny Stratford | 0826 | | | 1004 |
| Bow Brickhill | 0830 | | | 1008 |
| Woburn Sands | 0834 | | | 1012 |
| Aspley Guise | 0837 | | | 1015 |
| Ridgmont | 0841 | | | 1019 |
| Lidlington | 0845 | | | 1023 |
| Millbrook | 0848 | | | 1026 |
| Stewartby | 0852 | | | 1029 |
| Kempston Hardwick | 0855 | | | 1033 |
|  Bedford St Johns | 0902 | | | 1039 |
|  Bedford | 0906 | 0937 | | 1045 1104 |
|  Wellingborough | | 0948 | | 1116 |
|  Kettering | | 0957 | | 1123 |
| Market Harborough | | | | 1133 |
|  Leicester | | | | 1146 |

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[For Notes & Symbols see page 6](#)

Bletchley - Bedford

EM

| departure platform from Bletchley | | | | | |
|---|------|------|------|------|-----------|
| number of carriages | | | | | |
| London Euston | 1013 | | | | 1113 |
|  Watford Junction | ▼ | | | | ▼ |
|  Leighton Buzzard | 1042 | | | | 1142 |
|  Milton Keynes Central | ▼ | 1047 | | | ▼ 1147 |
|  Bletchley | 1049 | 1051 | 1101 | | 1149 1151 |
| Fenny Stratford | | | 1104 | | |
| Bow Brickhill | | | 1108 | | |
| Woburn Sands | | | 1112 | | |
| Aspley Guise | | | 1115 | | |
| Ridgmont | | | 1119 | | |
| Lidlington | | | 1123 | | |
| Millbrook | | | 1126 | | |
| Stewartby | | | 1129 | | |
| Kempston Hardwick | | | 1133 | | |
|  Bedford St Johns | | | 1139 | | |
|  Bedford | | | 1145 | 1204 | |
|  Wellingborough | | | | 1216 | |
|  Kettering | | | | 1223 | |
| Market Harborough | | | | 1233 | |
|  Leicester | | | | 1246 | |










[For Contents see page 2](#)

[For Notes & Symbols see page 6](#)

Bletchley - Bedford

EM

EM










| departure platform from Bletchley | ⑤ | | | ⑤ |
|---|------|------|------|-----------|
| number of carriages | 2 | | | 1 |
| London Euston | | 1213 | | |
|  Watford Junction | | ▼ | | |
|  Leighton Buzzard | | 1242 | | |
|  Milton Keynes Central | | ▼ | 1247 | |
|  Bletchley | 1201 | 1249 | 1251 | 1301 |
| Fenny Stratford | 1204 | | | 1304 |
| Bow Brickhill | 1208 | | | 1308 |
| Woburn Sands | 1212 | | | 1312 |
| Aspley Guise | 1215 | | | 1315 |
| Ridgmont | 1219 | | | 1319 |
| Lidlington | 1223 | | | 1323 |
| Millbrook | 1226 | | | 1326 |
| Stewartby | 1229 | | | 1329 |
| Kempston Hardwick | 1233 | | | 1333 |
|  Bedford St Johns | 1239 | | | 1339 |
|  Bedford | 1245 | 1304 | | 1345 1404 |
|  Wellingborough | | 1316 | | 1416 |
|  Kettering | | 1323 | | 1423 |
| Market Harborough | | 1333 | | 1433 |
|  Leicester | | 1346 | | 1446 |

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Bletchley - Bedford

EM

| departure platform from Bletchley | | ⑤ | | |
|---|------|------|------|-----------|
| number of carriages | | ② | | |
| London Euston | 1313 | | | 1413 |
|  Watford Junction | ▼ | | | ▼ |
|  Leighton Buzzard | 1342 | | | 1442 |
|  Milton Keynes Central | ▼ | 1347 | | ▼ 1447 |
|  Bletchley | 1349 | 1351 | 1401 | 1449 1451 |
| Fenny Stratford | | | 1404 | |
| Bow Brickhill | | | 1408 | |
| Woburn Sands | | | 1412 | |
| Aspley Guise | | | 1415 | |
| Ridgmont | | | 1419 | |
| Lidlington | | | 1423 | |
| Millbrook | | | 1426 | |
| Stewartby | | | 1429 | |
| Kempston Hardwick | | | 1433 | |
|  Bedford St Johns | | | 1439 | |
|  Bedford | | | 1445 | 1504 |
|  Wellingborough | | | | 1516 |
|  Kettering | | | | 1523 |
| Market Harborough | | | | 1533 |
|  Leicester | | | | 1546 |










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Bletchley - Bedford

EM

EM










| departure platform from Bletchley | ⑤ | | | ⑤ |
|---|------|------|------|-----------|
| number of carriages | 1 | | | 2 |
| London Euston | | 1454 | | |
|  Watford Junction | | 1511 | | |
|  Leighton Buzzard | | 1536 | | |
|  Milton Keynes Central | | ▼ | 1541 | |
|  Bletchley | 1501 | 1542 | 1544 | 1551 |
| Fenny Stratford | 1504 | | | 1554 |
| Bow Brickhill | 1508 | | | 1558 |
| Woburn Sands | 1512 | | | 1602 |
| Aspley Guise | 1515 | | | 1605 |
| Ridgmont | 1519 | | | 1609 |
| Lidlington | 1523 | | | 1613 |
| Millbrook | 1526 | | | 1616 |
| Stewartby | 1529 | | | 1619 |
| Kempston Hardwick | 1533 | | | 1623 |
|  Bedford St Johns | 1539 | | | 1629 |
|  Bedford | 1545 | 1604 | | 1635 1707 |
|  Wellingborough | | 1616 | | 1719 |
|  Kettering | | 1623 | | 1726 |
| Market Harborough | | 1633 | | 1736 |
|  Leicester | | 1646 | | 1750 |

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Bletchley - Bedford

EM

| departure platform from Bletchley | | | | | |
|---|------|------|------|------|-----------|
| number of carriages | | | | | |
| | | | | | ⑤ |
| | | | | | 1 |
| London Euston | 1554 | | | | 1650 |
|  Watford Junction | 1611 | | | | ▼ |
|  Leighton Buzzard | 1636 | | | | 1720 |
|  Milton Keynes Central | ▼ | 1641 | | | ▼ 1722 |
|  Bletchley | 1642 | 1645 | 1651 | | 1726 1726 |
| Fenny Stratford | | | 1654 | | |
| Bow Brickhill | | | 1658 | | |
| Woburn Sands | | | 1702 | | |
| Aspley Guise | | | 1705 | | |
| Ridgmont | | | 1709 | | |
| Lidlington | | | 1713 | | |
| Millbrook | | | 1716 | | |
| Stewartby | | | 1719 | | |
| Kempston Hardwick | | | 1723 | | |
|  Bedford St Johns | | | 1729 | | |
|  Bedford | | | 1735 | 1804 | |
|  Wellingborough | | | | 1816 | |
|  Kettering | | | | 1823 | |
| Market Harborough | | | | 1833 | |
|  Leicester | | | | 1846 | |










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Bletchley - Bedford

EM

EM










| departure platform from Bletchley | ⑤⑥ | | ⑤ | |
|---|------|------|------|-----------|
| number of carriages | 2 | | 1 | |
| London Euston | | 1730 | | |
|  Watford Junction | | 1749 | | |
|  Leighton Buzzard | | ↓ | | |
|  Milton Keynes Central | | | 1822 | |
|  Bletchley | 1736 | 1820 | 1826 | 1831 |
| Fenny Stratford | 1739 | | | 1834 |
| Bow Brickhill | 1743 | | | 1838 |
| Woburn Sands | 1748 | | | 1842 |
| Aspley Guise | 1750 | | | 1845 |
| Ridgmont | 1754 | | | 1849 |
| Lidlington | 1758 | | | 1853 |
| Millbrook | 1801 | | | 1856 |
| Stewartby | 1804 | | | 1859 |
| Kempston Hardwick | 1808 | | | 1903 |
|  Bedford St Johns | 1814 | | | 1909 |
|  Bedford | 1820 | 1837 | | 1915 1940 |
|  Wellingborough | | 1848 | | 1953 |
|  Kettering | | 1900 | | 2004 |
| Market Harborough | | | | |
|  Leicester | | | | |

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Bletchley - Bedford

EM

| departure platform from Bletchley | | | ⑥ | | |
|---|------|------|------|------|------|
| number of carriages | | | 2 | | |
| London Euston | 1854 | | | 2013 | |
|  Watford Junction | 1913 | | | ▼ | |
|  Leighton Buzzard | 1939 | | | 2042 | |
|  Milton Keynes Central | ▼ | 1947 | | ▼ | 2047 |
|  Bletchley | 1945 | 1951 | 2001 | 2048 | 2051 |
| Fenny Stratford | | | 2004 | | |
| Bow Brickhill | | | 2008 | | |
| Woburn Sands | | | 2012 | | |
| Aspley Guise | | | 2015 | | |
| Ridgmont | | | 2019 | | |
| Lidlington | | | 2023 | | |
| Millbrook | | | 2026 | | |
| Stewartby | | | 2029 | | |
| Kempston Hardwick | | | 2033 | | |
|  Bedford St Johns | | | 2039 | | |
|  Bedford | | | 2045 | 2104 | |
|  Wellingborough | | | | 2117 | |
|  Kettering | | | | 2123 | |
| Market Harborough | | | | 2134 | |
|  Leicester | | | | 2147 | |










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Bletchley - Bedford

EM

departure platform from Bletchley ⑥
 number of carriages 1

| | | |
|---|------|------|
| London Euston | | |
|  Watford Junction | | |
|  Leighton Buzzard | | |
|  Milton Keynes Central | | |
|  Bletchley | 2101 | |
| Fenny Stratford | 2104 | |
| Bow Brickhill | 2108 | |
| Woburn Sands | 2112 | |
| Aspley Guise | 2115 | |
| Ridgmont | 2119 | |
| Lidlington | 2123 | |
| Millbrook | 2126 | |
| Stewartby | 2129 | |
| Kempston Hardwick | 2133 | |
|  Bedford St Johns | 2139 | |
|  Bedford | 2145 | 2205 |
|  Wellingborough | | 2217 |
|  Kettering | | 2224 |
| Market Harborough | | 2234 |
|  Leicester | | 2247 |










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Bletchley - Bedford

EM

EM










| departure platform from Bletchley | ⑤ | | ⑤ | |
|---|------|------|------|------|
| number of carriages | 2 | | 1 | |
| London Euston | | | | 0624 |
|  Watford Junction | | | | 0641 |
|  Leighton Buzzard | | | | 0709 |
|  Milton Keynes Central | | 0622 | | ▼ |
|  Bletchley | 0534 | 0626 | 0634 | 0716 |
| Fenny Stratford | 0537 | | 0637 | |
| Bow Brickhill | 0541 | | 0641 | |
| Woburn Sands | 0545 | | 0645 | |
| Aspley Guise | 0548 | | 0648 | |
| Ridgmont | 0552 | | 0652 | |
| Lidlington | 0556 | | 0656 | |
| Millbrook | 0559 | | 0659 | |
| Stewartby | 0602 | | 0702 | |
| Kempston Hardwick | 0606 | | 0706 | |
|  Bedford St Johns | 0612 | | 0712 | |
|  Bedford | 0618 | 0627 | 0718 | 0736 |
|  Wellingborough | | 0638 | | 0748 |
|  Kettering | | 0646 | | 0757 |
| Market Harborough | | 0656 | | 0807 |
|  Leicester | | 0710 | | 0821 |

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Bletchley - Bedford

EM

| departure platform from Bletchley | ⑥ | ⑤ |
|---|-----------|----------------|
| number of carriages | 2 | 1 |
| London Euston | | 0724 |
|  Watford Junction | | 0741 |
|  Leighton Buzzard | | 0809 |
|  Milton Keynes Central | 0722 | ▼ 0822 |
|  Bletchley | 0726 0731 | 0815 0826 0834 |
| Fenny Stratford | 0734 | 0837 |
| Bow Brickhill | 0738 | 0841 |
| Woburn Sands | 0742 | 0845 |
| Aspley Guise | 0745 | 0848 |
| Ridgmont | 0749 | 0852 |
| Lidlington | 0753 | 0856 |
| Millbrook | 0756 | 0859 |
| Stewartby | 0759 | 0902 |
| Kempston Hardwick | 0803 | 0906 |
|  Bedford St Johns | 0809 | 0912 |
|  Bedford | 0815 0837 | 0918 |
|  Wellingborough | | 0848 |
|  Kettering | | 0859 |
| Market Harborough | | |
|  Leicester | | |

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Bletchley - Bedford

EM










EM

departure platform from Bletchley

⑥

number of carriages

2










| | | | | |
|---|------|------|------|------|
| London Euston | 0913 | | | 1013 |
|  Watford Junction | ▼ | | | ▼ |
|  Leighton Buzzard | 0942 | | | 1042 |
|  Milton Keynes Central | ▼ | 0947 | | ▼ |
|  Bletchley | 0949 | 0951 | 1001 | 1049 |
| Fenny Stratford | | | 1004 | |
| Bow Brickhill | | | 1008 | |
| Woburn Sands | | | 1012 | |
| Aspley Guise | | | 1015 | |
| Ridgmont | | | 1019 | |
| Lidlington | | | 1023 | |
| Millbrook | | | 1026 | |
| Stewartby | | | 1029 | |
| Kempston Hardwick | | | 1033 | |
|  Bedford St Johns | | | 1039 | |
|  Bedford | 0937 | | 1045 | 1104 |
|  Wellingborough | 0948 | | | 1116 |
|  Kettering | 0959 | | | 1123 |
| Market Harborough | | | | 1133 |
|  Leicester | | | | 1146 |

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Bletchley - Bedford

EM

| departure platform from Bletchley | | ⑤ | | ⑤ |
|---|------|------|------|-----------|
| number of carriages | | 1 | | 2 |
| London Euston | | | 1113 | |
|  Watford Junction | | | ▼ | |
|  Leighton Buzzard | | | 1142 | |
|  Milton Keynes Central | 1047 | | ▼ | 1147 |
|  Bletchley | 1051 | 1101 | 1149 | 1151 1201 |
| Fenny Stratford | | 1104 | | 1204 |
| Bow Brickhill | | 1108 | | 1208 |
| Woburn Sands | | 1112 | | 1212 |
| Aspley Guise | | 1115 | | 1215 |
| Ridgmont | | 1119 | | 1219 |
| Lidlington | | 1123 | | 1223 |
| Millbrook | | 1126 | | 1226 |
| Stewartby | | 1129 | | 1229 |
| Kempston Hardwick | | 1133 | | 1233 |
|  Bedford St Johns | | 1139 | | 1239 |
|  Bedford | | 1145 | 1204 | 1245 |
|  Wellingborough | | | 1216 | |
|  Kettering | | | 1223 | |
| Market Harborough | | | 1233 | |
|  Leicester | | | 1246 | |

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Bletchley - Bedford

EM










EM

departure platform from Bletchley

⑤

number of carriages

1










| | | | | |
|---|------|------|------|------|
| London Euston | 1213 | | | 1313 |
|  Watford Junction | ▼ | | | ▼ |
|  Leighton Buzzard | 1242 | | | 1342 |
|  Milton Keynes Central | ▼ | 1247 | | ▼ |
|  Bletchley | 1249 | 1251 | 1301 | 1349 |
| Fenny Stratford | | | 1304 | |
| Bow Brickhill | | | 1308 | |
| Woburn Sands | | | 1312 | |
| Aspley Guise | | | 1315 | |
| Ridgmont | | | 1319 | |
| Lidlington | | | 1323 | |
| Millbrook | | | 1326 | |
| Stewartby | | | 1329 | |
| Kempston Hardwick | | | 1333 | |
|  Bedford St Johns | | | 1339 | |
|  Bedford | 1304 | | 1345 | 1404 |
|  Wellingborough | 1316 | | | 1416 |
|  Kettering | 1323 | | | 1423 |
| Market Harborough | 1333 | | | 1433 |
|  Leicester | 1346 | | | 1446 |

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Bletchley - Bedford

EM

| departure platform from Bletchley | ⑤ | ⑤ |
|---|-----------|----------------|
| number of carriages | ② | ① |
| London Euston | | 1413 |
|  Watford Junction | | ▼ |
|  Leighton Buzzard | | 1442 |
|  Milton Keynes Central | 1347 | ▼ 1447 |
|  Bletchley | 1351 1401 | 1449 1451 1501 |
| Fenny Stratford | 1404 | 1504 |
| Bow Brickhill | 1408 | 1508 |
| Woburn Sands | 1412 | 1512 |
| Aspley Guise | 1415 | 1515 |
| Ridgmont | 1419 | 1519 |
| Lidlington | 1423 | 1523 |
| Millbrook | 1426 | 1526 |
| Stewartby | 1429 | 1529 |
| Kempston Hardwick | 1433 | 1533 |
|  Bedford St Johns | 1439 | 1539 |
|  Bedford | 1445 1504 | 1545 |
|  Wellingborough | | 1516 |
|  Kettering | | 1523 |
| Market Harborough | | 1533 |
|  Leicester | | 1546 |

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Bletchley - Bedford

EM










EM

departure platform from Bletchley

⑤

number of carriages

②










| | | | | |
|---|------|------|------|------|
| London Euston | 1513 | | | 1613 |
|  Watford Junction | ▼ | | | ▼ |
|  Leighton Buzzard | 1542 | | | 1642 |
|  Milton Keynes Central | ▼ | 1547 | | ▼ |
|  Bletchley | 1549 | 1551 | 1601 | 1650 |
| Fenny Stratford | | | 1604 | |
| Bow Brickhill | | | 1608 | |
| Woburn Sands | | | 1612 | |
| Aspley Guise | | | 1615 | |
| Ridgmont | | | 1619 | |
| Lidlington | | | 1623 | |
| Millbrook | | | 1626 | |
| Stewartby | | | 1629 | |
| Kempston Hardwick | | | 1633 | |
|  Bedford St Johns | | | 1639 | |
|  Bedford | 1604 | | 1645 | 1704 |
|  Wellingborough | 1616 | | | 1716 |
|  Kettering | 1623 | | | 1723 |
| Market Harborough | 1633 | | | 1733 |
|  Leicester | 1646 | | | 1746 |

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Bletchley - Bedford

EM

| departure platform from Bletchley | ⑤ | ⑤⑥ |
|---|------|---------------------|
| number of carriages | 1 | 2 |
| London Euston | | 1654 |
|  Watford Junction | | 1711 |
|  Leighton Buzzard | | 1736 |
|  Milton Keynes Central | 1647 | 1741 ▼ |
|  Bletchley | 1651 | 1701 1745 1742 1750 |
| Fenny Stratford | 1704 | 1753 |
| Bow Brickhill | 1708 | 1757 |
| Woburn Sands | 1712 | 1801 |
| Aspley Guise | 1715 | 1804 |
| Ridgmont | 1719 | 1808 |
| Lidlington | 1723 | 1812 |
| Millbrook | 1726 | 1815 |
| Stewartby | 1729 | 1818 |
| Kempston Hardwick | 1733 | 1822 |
|  Bedford St Johns | 1739 | 1828 |
|  Bedford | 1745 | 1804 1834 |
|  Wellingborough | | 1816 |
|  Kettering | | 1823 |
| Market Harborough | | 1833 |
|  Leicester | | 1846 |

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Bletchley - Bedford

EM

EM

departure platform from Bletchley
number of carriages

⑤

1










| | | | | |
|---|------|------|------|------|
| London Euston | 1754 | | | 1913 |
|  Watford Junction | 1811 | | | ▼ |
|  Leighton Buzzard | 1836 | | | 1942 |
|  Milton Keynes Central | 1822 | ▼ | | ▼ |
|  Bletchley | 1826 | 1842 | 1847 | 1949 |
| Fenny Stratford | | | 1850 | |
| Bow Brickhill | | | 1854 | |
| Woburn Sands | | | 1858 | |
| Aspley Guise | | | 1901 | |
| Ridgmont | | | 1905 | |
| Lidlington | | | 1909 | |
| Millbrook | | | 1912 | |
| Stewartby | | | 1915 | |
| Kempston Hardwick | | | 1919 | |
|  Bedford St Johns | | | 1925 | |
|  Bedford | 1904 | | 1931 | 1937 |
|  Wellingborough | 1916 | | | 1948 |
|  Kettering | 1923 | | | 1959 |
| Market Harborough | 1933 | | | |
|  Leicester | 1946 | | | |

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Bletchley - Bedford

EM

| departure platform from Bletchley | | ⑤⑥ | | ⑤ |
|---|------|------|--------|-----------|
| number of carriages | | ② | | ① |
| London Euston | | | 2002 | |
|  Watford Junction | | | 2019 | |
|  Leighton Buzzard | | | 2042 | |
|  Milton Keynes Central | 1947 | | ▼ 2050 | |
|  Bletchley | 1951 | 2004 | 2049 | 2054 2101 |
| Fenny Stratford | | 2007 | | 2104 |
| Bow Brickhill | | 2011 | | 2108 |
| Woburn Sands | | 2015 | | 2112 |
| Aspley Guise | | 2018 | | 2115 |
| Ridgmont | | 2022 | | 2119 |
| Lidlington | | 2026 | | 2123 |
| Millbrook | | 2029 | | 2126 |
| Stewartby | | 2032 | | 2129 |
| Kempston Hardwick | | 2036 | | 2133 |
|  Bedford St Johns | | 2042 | | 2139 |
|  Bedford | | 2048 | 2104 | 2145 |
|  Wellingborough | | | 2116 | |
|  Kettering | | | 2123 | |
| Market Harborough | | | 2133 | |
|  Leicester | | | 2146 | |

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Bletchley - Bedford

EM

departure platform from Bletchley

number of carriages

| | |
|---|------|
| London Euston | |
|  Watford Junction | |
|  Leighton Buzzard | |
|  Milton Keynes Central | |
|  Bletchley | |
| Fenny Stratford | |
| Bow Brickhill | |
| Woburn Sands | |
| Aspley Guise | |
| Ridgmont | |
| Lidlington | |
| Millbrook | |
| Stewartby | |
| Kempston Hardwick | |
|  Bedford St Johns | |
|  Bedford | 2205 |
|  Wellingborough | 2217 |
|  Kettering | 2224 |
| Market Harborough | 2234 |
|  Leicester | 2247 |

no Sunday Service on this route

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Bedford - Bletchley

EM

EM

departure platform from Bletchley
number of carriages

⑥

⑤

2

1

| | | | | |
|---|------|------|------|------|
|  Leicester | 0445 | | | |
| Market Harborough | ▼ | | | |
|  Kettering | 0505 | | 0645 | |
|  Wellingborough | 0517 | | 0654 | |
|  Bedford | 0538 | 0610 | 0709 | 0729 |
|  Bedford St Johns | | 0613 | | 0732 |
| Kempston Hardwick | | 0620 | | 0739 |
| Stewartby | | 0624 | | 0743 |
| Millbrook | | 0627 | | 0746 |
| Lidlington | | 0631 | | 0750 |
| Ridgmont | | 0635 | | 0754 |
| Aspley Guise | | 0639 | | 0758 |
| Woburn Sands | | 0642 | | 0801 |
| Bow Brickhill | | 0647 | | 0806 |
| Fenny Stratford | | 0650 | | 0809 |
|  Bletchley | 0653 | 0700 | 0716 | 0812 |
|  Milton Keynes Central | | ▼ | 0722 | |
|  Leighton Buzzard | | 0706 | | |
|  Watford Junction | | ▼ | | |
| London Euston | | 0739 | | |

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Bedford - Bletchley







EM

departure platform from Bletchley

⑥

number of carriages

2

| | | | | | | |
|---|------|------|------|------|------|------|
|  Leicester | | | 0706 | | | |
| Market Harborough | | | ▼ | | | |
|  Kettering | | | 0730 | | | |
|  Wellingborough | | | 0738 | | | |
|  Bedford | | | 0755 | 0829 | | |
|  Bedford St Johns | | | | 0832 | | |
| Kempston Hardwick | | | | 0839 | | |
| Stewartby | | | | 0843 | | |
| Millbrook | | | | 0846 | | |
| Lidlington | | | | 0850 | | |
| Ridgmont | | | | 0854 | | |
| Aspley Guise | | | | 0858 | | |
| Woburn Sands | | | | 0901 | | |
| Bow Brickhill | | | | 0906 | | |
| Fenny Stratford | | | | 0909 | | |
|  Bletchley | 0819 | 0827 | | 0912 | 0919 | 0927 |
|  Milton Keynes Central | 0824 | ▼ | | 0924 | ▼ | |
|  Leighton Buzzard | | 0832 | | | | 0933 |
|  Watford Junction | | ▼ | | | | 0958 |
| London Euston | | 0910 | | | | 1018 |

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Bedford - Bletchley

EM

EM

departure platform from Bletchley
number of carriages

⑥

1

⑤

2

| | | | | |
|---|------|------|------|------|
|  Leicester | 0832 | | | |
| Market Harborough | 0846 | | | |
|  Kettering | 0856 | | 1026 | |
|  Wellingborough | 0903 | | 1034 | |
|  Bedford | 0917 | 0929 | 1047 | 1055 |
|  Bedford St Johns | | 0932 | | 1058 |
| Kempston Hardwick | | 0939 | | 1105 |
| Stewartby | | 0943 | | 1108 |
| Millbrook | | 0946 | | 1112 |
| Lidlington | | 0950 | | 1115 |
| Ridgmont | | 0954 | | 1120 |
| Aspley Guise | | 0958 | | 1123 |
| Woburn Sands | | 1001 | | 1126 |
| Bow Brickhill | | 1006 | | 1130 |
| Fenny Stratford | | 1009 | | 1133 |
|  Bletchley | | 1012 | 1024 | 1027 |
|  Milton Keynes Central | | | 1029 | ▼ |
|  Leighton Buzzard | | | | 1033 |
|  Watford Junction | | | | 1058 |
| London Euston | | | | 1117 |

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Bedford - Bletchley










EM

departure platform from Bletchley

⑤

number of carriages

1

| | | | | | |
|---|------|------|------|------|------|
|  Leicester | | | | | |
| Market Harborough | | | | | |
|  Kettering | | 1126 | | | |
|  Wellingborough | | 1134 | | | |
|  Bedford | | 1147 | 1155 | | |
|  Bedford St Johns | | | 1158 | | |
| Kempston Hardwick | | | 1205 | | |
| Stewartby | | | 1208 | | |
| Millbrook | | | 1212 | | |
| Lidlington | | | 1215 | | |
| Ridgmont | | | 1220 | | |
| Aspley Guise | | | 1223 | | |
| Woburn Sands | | | 1226 | | |
| Bow Brickhill | | | 1230 | | |
| Fenny Stratford | | | 1233 | | |
|  Bletchley | 1143 | 1146 | 1238 | 1243 | 1246 |
|  Milton Keynes Central | 1148 | ▼ | | 1248 | ▼ |
|  Leighton Buzzard | | 1153 | | | 1253 |
|  Watford Junction | | ▼ | | | ▼ |
| London Euston | | 1227 | | | 1327 |

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Bedford - Bletchley

EM

EM










departure platform from Bletchley
number of carriages

⑤

⑤

2

1

| | | | | |
|---|------|------|------|-----------|
|  Leicester | | | | |
| Market Harborough | | | | |
|  Kettering | 1226 | | | 1326 |
|  Wellingborough | 1234 | | | 1334 |
|  Bedford | 1247 | 1255 | | 1347 1355 |
|  Bedford St Johns | | 1258 | | 1358 |
| Kempston Hardwick | | 1305 | | 1405 |
| Stewartby | | 1308 | | 1408 |
| Millbrook | | 1312 | | 1412 |
| Lidlington | | 1315 | | 1415 |
| Ridgmont | | 1320 | | 1420 |
| Aspley Guise | | 1323 | | 1423 |
| Woburn Sands | | 1326 | | 1426 |
| Bow Brickhill | | 1330 | | 1430 |
| Fenny Stratford | | 1333 | | 1433 |
|  Bletchley | 1338 | 1343 | 1346 | 1438 |
|  Milton Keynes Central | | 1348 | ▼ | |
|  Leighton Buzzard | | | 1353 | |
|  Watford Junction | | | ▼ | |
| London Euston | | | 1427 | |

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Bedford - Bletchley

EM

departure platform from Bletchley
number of carriages










⑤

2

| | | | | | | |
|---|------|------|------|------|------|------|
|  Leicester | | | | | | |
| Market Harborough | | | | | | |
|  Kettering | | 1426 | | | | |
|  Wellingborough | | 1434 | | | | |
|  Bedford | | 1447 | 1455 | | | |
|  Bedford St Johns | | | | 1458 | | |
| Kempston Hardwick | | | | 1505 | | |
| Stewartby | | | | 1508 | | |
| Millbrook | | | | 1512 | | |
| Lidlington | | | | 1515 | | |
| Ridgmont | | | | 1520 | | |
| Aspley Guise | | | | 1523 | | |
| Woburn Sands | | | | 1526 | | |
| Bow Brickhill | | | | 1530 | | |
| Fenny Stratford | | | | 1533 | | |
|  Bletchley | 1443 | 1446 | | 1538 | 1543 | 1546 |
|  Milton Keynes Central | 1448 | ▼ | | | 1548 | ▼ |
|  Leighton Buzzard | | 1453 | | | | 1553 |
|  Watford Junction | | ▼ | | | | ▼ |
| London Euston | | 1527 | | | | 1627 |

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| Bedford - Bletchley | EM | | EM | |
|---|------|------|-----------|------|
| departure platform from Bletchley | ⑤ | | ⑤⑥ | |
| number of carriages | 1 | | 2 | |
|  Leicester | | | 1532 | |
| Market Harborough | | | 1546 | |
|  Kettering | 1526 | | | 1556 |
|  Wellingborough | 1534 | | | 1603 |
|  Bedford | 1547 | 1555 | 1617 1640 | |
|  Bedford St Johns | 1558 | | 1643 | |
| Kempston Hardwick | 1605 | | 1650 | |
| Stewartby | 1608 | | 1654 | |
| Millbrook | 1612 | | 1657 | |
| Lidlington | 1615 | | 1701 | |
| Ridgmont | 1620 | | 1705 | |
| Aspley Guise | 1623 | | 1709 | |
| Woburn Sands | 1626 | | 1712 | |
| Bow Brickhill | 1630 | | 1716 | |
| Fenny Stratford | 1633 | | 1719 | |
|  Bletchley | 1638 | 1643 | 1646 | 1722 |
|  Milton Keynes Central | | | 1648 | ▼ |
|  Leighton Buzzard | | | 1653 | |
|  Watford Junction | | | ▼ | |
| London Euston | | | 1727 | |

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Bedford - Bletchley

EM

departure platform from Bletchley
number of carriages










⑤

1

| | | | | | |
|---|------|------|------|------|------|
|  Leicester | 1632 | | | | |
| Market Harborough | 1646 | | | | |
|  Kettering | 1656 | | | | |
|  Wellingborough | 1703 | | | | |
|  Bedford | 1717 | 1740 | | | |
|  Bedford St Johns | | | 1743 | | |
| Kempston Hardwick | | | 1750 | | |
| Stewartby | | | 1754 | | |
| Millbrook | | | 1757 | | |
| Lidlington | | | 1801 | | |
| Ridgmont | | | 1805 | | |
| Aspley Guise | | | 1809 | | |
| Woburn Sands | | | 1812 | | |
| Bow Brickhill | | | 1816 | | |
| Fenny Stratford | | | 1819 | | |
|  Bletchley | 1727 | 1727 | 1822 | 1827 | 1841 |
|  Milton Keynes Central | 1732 | ▼ | | ▼ | 1846 |
|  Leighton Buzzard | | 1733 | | 1833 | |
|  Watford Junction | | 1759 | | 1858 | |
| London Euston | | 1818 | | 1918 | |

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| Bedford - Bletchley | EM | | | EM |
|---|------|------|------|-----------|
| departure platform from Bletchley | | | | ⑥ |
| number of carriages | | | | ① |
|  Leicester | 1732 | | | 1832 |
| Market Harborough | 1746 | | | 1846 |
|  Kettering | 1756 | | | 1856 |
|  Wellingborough | 1803 | | | 1903 |
|  Bedford | 1817 | 1826 | | 1917 1929 |
|  Bedford St Johns | | 1829 | | 1932 |
| Kempston Hardwick | | 1836 | | 1939 |
| Stewartby | | 1839 | | 1943 |
| Millbrook | | 1843 | | 1946 |
| Lidlington | | 1846 | | 1950 |
| Ridgmont | | 1851 | | 1954 |
| Aspley Guise | | 1854 | | 1958 |
| Woburn Sands | | 1857 | | 2001 |
| Bow Brickhill | | 1901 | | 2006 |
| Fenny Stratford | | 1904 | | 2009 |
|  Bletchley | 1909 | 1920 | 1927 | 2012 |
|  Milton Keynes Central | | 1927 | ▼ | |
|  Leighton Buzzard | | | 1933 | |
|  Watford Junction | | | 1958 | |
| London Euston | | | 2020 | |

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Bedford - Bletchley

EM

departure platform from Bletchley

⑤

number of carriages

2

| | | | | | |
|---|------|------|------|------|------|
|  Leicester | | | | | |
| Market Harborough | | | | | |
|  Kettering | | 2026 | | | |
|  Wellingborough | | 2034 | | | |
|  Bedford | | 2047 | 2100 | | |
|  Bedford St Johns | | | 2103 | | |
| Kempston Hardwick | | | 2110 | | |
| Stewartby | | | 2113 | | |
| Millbrook | | | 2117 | | |
| Lidlington | | | 2120 | | |
| Ridgmont | | | 2125 | | |
| Aspley Guise | | | 2128 | | |
| Woburn Sands | | | 2131 | | |
| Bow Brickhill | | | 2135 | | |
| Fenny Stratford | | | 2138 | | |
|  Bletchley | 2019 | 2030 | 2143 | 2152 | 2158 |
|  Milton Keynes Central | 2024 | ▼ | | 2156 | ▼ |
|  Leighton Buzzard | | 2036 | | | 2204 |
|  Watford Junction | | 2101 | | | 2232 |
| London Euston | | 2120 | | | 2252 |

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Bedford - Bletchley

EM










⑤

1

| | | | |
|---|------|------|------|
|  Leicester | | | |
| Market Harborough | | | |
|  Kettering | 2118 | | |
|  Wellingborough | 2127 | | |
|  Bedford | 2142 | 2200 | |
|  Bedford St Johns | | 2203 | |
| Kempston Hardwick | | 2210 | |
| Stewartby | | 2214 | |
| Millbrook | | 2217 | |
| Lidlington | | 2221 | |
| Ridgmont | | 2225 | |
| Aspley Guise | | 2229 | |
| Woburn Sands | | 2232 | |
| Bow Brickhill | | 2237 | |
| Fenny Stratford | | 2240 | |
|  Bletchley | 2243 | 2254 | 2318 |
|  Milton Keynes Central | | 2302 | ▼ |
|  Leighton Buzzard | | | 2324 |
|  Watford Junction | | | 2358 |
| London Euston | | | 0021 |

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| Bedford - Bletchley | EM | | EM | |
|---|------|------|-----------|-----------|
| departure platform from Bletchley | | | ⑥ | |
| number of carriages | | | ⑤ | |
| | | | ② | |
| | | | ① | |
|  Leicester | 0445 | | | 0632 |
| Market Harborough | ▼ | | | 0646 |
|  Kettering | 0505 | | | 0656 |
|  Wellingborough | 0517 | | | 0703 |
|  Bedford | 0544 | 0629 | | 0717 0729 |
|  Bedford St Johns | | 0632 | | 0732 |
| Kempston Hardwick | | 0639 | | 0739 |
| Stewartby | | 0643 | | 0743 |
| Millbrook | | 0646 | | 0746 |
| Lidlington | | 0650 | | 0750 |
| Ridgmont | | 0654 | | 0754 |
| Aspley Guise | | 0658 | | 0758 |
| Woburn Sands | | 0701 | | 0801 |
| Bow Brickhill | | 0706 | | 0806 |
| Fenny Stratford | | 0709 | | 0809 |
|  Bletchley | | 0712 | 0719 0727 | 0812 |
|  Milton Keynes Central | | | 0724 ▼ | |
|  Leighton Buzzard | | | | 0733 |
|  Watford Junction | | | | 0758 |
| London Euston | | | | 0818 |

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Bedford - Bletchley

EM

departure platform from Bletchley

⑥










number of carriages

2

| | | | | | | |
|---|------|------|------|------|------|------|
|  Leicester | | | 0732 | | | |
| Market Harborough | | | 0746 | | | |
|  Kettering | | | 0756 | | | |
|  Wellingborough | | | 0803 | | | |
|  Bedford | | | 0817 | 0829 | | |
|  Bedford St Johns | | | | 0832 | | |
| Kempston Hardwick | | | | 0839 | | |
| Stewartby | | | | 0843 | | |
| Millbrook | | | | 0846 | | |
| Lidlington | | | | 0850 | | |
| Ridgmont | | | | 0854 | | |
| Aspley Guise | | | | 0858 | | |
| Woburn Sands | | | | 0901 | | |
| Bow Brickhill | | | | 0906 | | |
| Fenny Stratford | | | | 0909 | | |
|  Bletchley | 0819 | 0827 | | 0912 | 0924 | 0927 |
|  Milton Keynes Central | 0824 | ▼ | | | 0929 | ▼ |
|  Leighton Buzzard | | 0833 | | | | 0933 |
|  Watford Junction | | 0858 | | | | 0958 |
| London Euston | | 0917 | | | | 1017 |

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| Bedford - Bletchley | EM | | EM | |
|---|------|------|------|------|
| departure platform from Bletchley | | | ⑤ | ⑤ |
| number of carriages | | | 1 | 2 |
|  Leicester | 0832 | | | |
| Market Harborough | 0846 | | | |
|  Kettering | 0856 | | 1026 | |
|  Wellingborough | 0903 | | 1034 | |
|  Bedford | 0917 | 0929 | 1047 | 1055 |
|  Bedford St Johns | | 0932 | | 1058 |
| Kempston Hardwick | | 0939 | | 1105 |
| Stewartby | | 0943 | | 1108 |
| Millbrook | | 0946 | | 1112 |
| Lidlington | | 0950 | | 1115 |
| Ridgmont | | 0954 | | 1120 |
| Aspley Guise | | 0958 | | 1123 |
| Woburn Sands | | 1001 | | 1126 |
| Bow Brickhill | | 1006 | | 1130 |
| Fenny Stratford | | 1009 | | 1133 |
|  Bletchley | | 1012 | 1024 | 1027 |
|  Milton Keynes Central | | | 1029 | ▼ |
|  Leighton Buzzard | | | | 1033 |
|  Watford Junction | | | | 1058 |
| London Euston | | | | 1117 |

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Bedford - Bletchley










EM

departure platform from Bletchley

⑤










number of carriages

1

| | | | | | |
|---|------|------|------|------|------|
|  Leicester | | | | | |
| Market Harborough | | | | | |
|  Kettering | | 1126 | | | |
|  Wellingborough | | 1134 | | | |
|  Bedford | | 1147 | 1155 | | |
|  Bedford St Johns | | | 1158 | | |
| Kempston Hardwick | | | 1205 | | |
| Stewartby | | | 1208 | | |
| Millbrook | | | 1212 | | |
| Lidlington | | | 1215 | | |
| Ridgmont | | | 1220 | | |
| Aspley Guise | | | 1223 | | |
| Woburn Sands | | | 1226 | | |
| Bow Brickhill | | | 1230 | | |
| Fenny Stratford | | | 1233 | | |
|  Bletchley | 1143 | 1146 | 1238 | 1243 | 1246 |
|  Milton Keynes Central | 1148 | ▼ | | 1248 | ▼ |
|  Leighton Buzzard | | 1153 | | | 1253 |
|  Watford Junction | | ▼ | | | ▼ |
| London Euston | | 1227 | | | 1327 |

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| Bedford - Bletchley | EM | | EM | |
|---|------|------|-----------|------|
| departure platform from Bletchley | | | ⑤ | |
| number of carriages | ② | | ① | |
|  Leicester | | | | |
| Market Harborough | | | | |
|  Kettering | 1226 | | | 1326 |
|  Wellingborough | 1234 | | | 1334 |
|  Bedford | 1247 | 1255 | 1347 1355 | |
|  Bedford St Johns | | | 1258 | 1358 |
| Kempston Hardwick | | | 1305 | 1405 |
| Stewartby | | | 1308 | 1408 |
| Millbrook | | | 1312 | 1412 |
| Lidlington | | | 1315 | 1415 |
| Ridgmont | | | 1320 | 1420 |
| Aspley Guise | | | 1323 | 1423 |
| Woburn Sands | | | 1326 | 1426 |
| Bow Brickhill | | | 1330 | 1430 |
| Fenny Stratford | | | 1333 | 1433 |
|  Bletchley | 1338 | 1343 | 1346 | 1438 |
|  Milton Keynes Central | | | 1348 | ▼ |
|  Leighton Buzzard | | | 1353 | |
|  Watford Junction | | | ▼ | |
| London Euston | | | 1427 | |

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Bedford - Bletchley










EM

departure platform from Bletchley

⑤

number of carriages

2

| | | | | | |
|---|------|------|------|------|------|
|  Leicester | | | | | |
| Market Harborough | | | | | |
|  Kettering | | 1426 | | | |
|  Wellingborough | | 1434 | | | |
|  Bedford | | 1447 | 1455 | | |
|  Bedford St Johns | | | 1458 | | |
| Kempston Hardwick | | | 1505 | | |
| Stewartby | | | 1508 | | |
| Millbrook | | | 1512 | | |
| Lidlington | | | 1515 | | |
| Ridgmont | | | 1520 | | |
| Aspley Guise | | | 1523 | | |
| Woburn Sands | | | 1526 | | |
| Bow Brickhill | | | 1530 | | |
| Fenny Stratford | | | 1533 | | |
|  Bletchley | 1443 | 1446 | 1538 | 1543 | 1546 |
|  Milton Keynes Central | 1448 | ▼ | | 1548 | ▼ |
|  Leighton Buzzard | | 1453 | | | 1553 |
|  Watford Junction | | ▼ | | | ▼ |
| London Euston | | 1527 | | | 1627 |

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Bedford - Bletchley

EM

EM

departure platform from Bletchley

⑤

⑤⑥

number of carriages

1

2

| | | | | |
|---|------|------|------|-----------|
|  Leicester | | | | |
| Market Harborough | | | | |
|  Kettering | 1526 | | | 1626 |
|  Wellingborough | 1534 | | | 1634 |
|  Bedford | 1547 | 1555 | | 1647 1700 |
|  Bedford St Johns | | 1558 | | 1703 |
| Kempston Hardwick | | 1605 | | 1710 |
| Stewartby | | 1608 | | 1713 |
| Millbrook | | 1612 | | 1717 |
| Lidlington | | 1615 | | 1720 |
| Ridgmont | | 1620 | | 1725 |
| Aspley Guise | | 1623 | | 1728 |
| Woburn Sands | | 1626 | | 1731 |
| Bow Brickhill | | 1630 | | 1735 |
| Fenny Stratford | | 1633 | | 1738 |
|  Bletchley | 1638 | 1643 | 1646 | 1743 |
|  Milton Keynes Central | | 1648 | ▼ | |
|  Leighton Buzzard | | | 1653 | |
|  Watford Junction | | | ▼ | |
| London Euston | | | 1727 | |

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Bedford - Bletchley

EM

departure platform from Bletchley

⑤










number of carriages

1

| | | | | | |
|---|------|------|------|------|------|
|  Leicester | | | | | |
| Market Harborough | | | | | |
|  Kettering | | 1726 | | | |
|  Wellingborough | | 1734 | | | |
|  Bedford | | 1747 | 1755 | | |
|  Bedford St Johns | | | 1758 | | |
| Kempston Hardwick | | | 1805 | | |
| Stewartby | | | 1808 | | |
| Millbrook | | | 1812 | | |
| Lidlington | | | 1815 | | |
| Ridgmont | | | 1820 | | |
| Aspley Guise | | | 1823 | | |
| Woburn Sands | | | 1826 | | |
| Bow Brickhill | | | 1830 | | |
| Fenny Stratford | | | 1833 | | |
|  Bletchley | 1750 | 1752 | 1838 | 1843 | 1852 |
|  Milton Keynes Central | 1753 | ▼ | | 1848 | ▼ |
|  Leighton Buzzard | | 1759 | | | 1859 |
|  Watford Junction | | 1826 | | | 1927 |
| London Euston | | 1845 | | | 1946 |

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| Bedford - Bletchley | EM | | EM | |
|---|------|------|------|------|
| departure platform from Bletchley | ⑤⑥ | | ⑤ | |
| number of carriages | ② | | ① | |
|  Leicester | 1732 | | 1832 | |
| Market Harborough | 1746 | | 1846 | |
|  Kettering | 1756 | | 1856 | |
|  Wellingborough | 1803 | | 1903 | |
|  Bedford | 1817 | 1839 | 1917 | 1936 |
|  Bedford St Johns | | 1842 | | 1939 |
| Kempston Hardwick | | 1849 | | 1946 |
| Stewartby | | 1852 | | 1949 |
| Millbrook | | 1856 | | 1953 |
| Lidlington | | 1859 | | 1956 |
| Ridgmont | | 1904 | | 2001 |
| Aspley Guise | | 1907 | | 2004 |
| Woburn Sands | | 1910 | | 2007 |
| Bow Brickhill | | 1914 | | 2011 |
| Fenny Stratford | | 1917 | | 2014 |
|  Bletchley | 1922 | 1927 | 1943 | 2019 |
|  Milton Keynes Central | | ▼ | 1948 | |
|  Leighton Buzzard | | 1933 | | |
|  Watford Junction | | 1958 | | |
| London Euston | | 2018 | | |

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Bedford - Bletchley

EM

departure platform from Bletchley
number of carriages

⑤

2

| | | | | | | |
|---|------|------|------|------|------|------|
|  Leicester | | | | | | |
| Market Harborough | | | | | | |
|  Kettering | | | 2026 | | | |
|  Wellingborough | | | 2034 | | | |
|  Bedford | | | 2047 | 2100 | | |
|  Bedford St Johns | | | | 2103 | | |
| Kempston Hardwick | | | | 2110 | | |
| Stewartby | | | | 2113 | | |
| Millbrook | | | | 2117 | | |
| Lidlington | | | | 2120 | | |
| Ridgmont | | | | 2125 | | |
| Aspley Guise | | | | 2128 | | |
| Woburn Sands | | | | 2131 | | |
| Bow Brickhill | | | | 2135 | | |
| Fenny Stratford | | | | 2138 | | |
|  Bletchley | 2029 | 2055 | | 2143 | 2157 | 2226 |
|  Milton Keynes Central | 2034 | ↓ | | | 2205 | ▼ |
|  Leighton Buzzard | | ↓ | | | | 2232 |
|  Watford Junction | | | 2130 | | | 2306 |
| London Euston | | | 2152 | | | 2327 |

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Bedford - Bletchley

EM

⑤

1

| | | | |
|---|------|------|------|
|  Leicester | | | |
| Market Harborough | | | |
|  Kettering | 2126 | | |
|  Wellingborough | 2134 | | |
|  Bedford | 2147 | 2200 | |
|  Bedford St Johns | | 2203 | |
| Kempston Hardwick | | 2210 | |
| Stewartby | | 2214 | |
| Millbrook | | 2217 | |
| Lidlington | | 2221 | |
| Ridgmont | | 2225 | |
| Aspley Guise | | 2229 | |
| Woburn Sands | | 2232 | |
| Bow Brickhill | | 2237 | |
| Fenny Stratford | | 2240 | |
|  Bletchley | 2243 | 2254 | 2304 |
|  Milton Keynes Central | | 2302 | ▼ |
|  Leighton Buzzard | | | 2311 |
|  Watford Junction | | | 2345 |
| London Euston | | | 0006 |

no Sunday Service on this route

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Appendix 3.4 – Junction Capacity Assessment Computer Output Files – Observed

| |
|---|
| Junctions 9 |
| PICADY 9 - Priority Intersection Module |
| Version: 9.0.1.4646 [] © Copyright TRL Limited, 2017 |
| For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk |
| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |

Filename: Bedford Rd - Green Lane 2017 Observed Flows.j9
Path: J:\40335 Millbrook Power Project\Junctions 9\Bedford Road - Green Lane\2017 - Observed Flows
Report generation date: 02/08/2017 16:23:28

- »2017 - Observed, AM
- »2017 - Observed, PM

Summary of junction performance

| | AM | | | | | PM | | | | |
|------------------------|-------------|-----------|------|-----|--------------------|-------------|-----------|------|-----|--------------------|
| | Queue (PCU) | Delay (s) | RFC | LOS | Junction Delay (s) | Queue (PCU) | Delay (s) | RFC | LOS | Junction Delay (s) |
| 2017 - Observed | | | | | | | | | | |
| Stream B-C | 0.4 | 8.05 | 0.26 | A | 3.43 | 0.3 | 7.26 | 0.23 | A | 2.76 |
| Stream B-A | 0.3 | 16.22 | 0.17 | C | | 0.3 | 12.85 | 0.21 | B | |
| Stream C-AB | 0.5 | 10.51 | 0.33 | B | | 0.3 | 7.46 | 0.21 | A | |

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

| | |
|-------------|-------------|
| Title | (untitled) |
| Location | |
| Site number | |
| Date | 24/07/2017 |
| Version | |
| Status | (new file) |
| Identifier | |
| Client | |
| Jobnumber | |
| Enumerator | PBA\pcullen |
| Description | |

Units

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

Analysis Options

| Calculate Queue Percentiles | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|-----------------------------|-----------------------------|---------------|-----------------------------|-----------------------|
| | | 0.85 | 36.00 | 20.00 |

Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|-----------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D1 | 2017 - Observed | AM | ONE HOUR | 08:00 | 09:30 | 15 |
| D2 | 2017 - Observed | PM | ONE HOUR | 17:00 | 18:30 | 15 |

Analysis Set Details

| ID | Network flow scaling factor (%) |
|----|---------------------------------|
| A1 | 100.000 |

2017 - Observed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|----------------------|--------------------|--------------|
| 1 | untitled | T-Junction | Two-way | 3.43 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Arms

Arms

| Arm | Name | Description | Arm type |
|-----|----------------|-------------|----------|
| A | Bedford Rd (N) | | Major |
| B | Green Lane | | Minor |
| C | Bedford Rd (S) | | Major |

Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right turn bay | Width for right turn (m) | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|-----|--------------------------|----------------------------|--------------------|--------------------------|-------------------------------|---------|----------------------|
| C | 6.00 | | ✓ | 2.80 | 160.0 | ✓ | 13.00 |

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

| Arm | Minor arm type | Width at give-way (m) | Width at 5m (m) | Width at 10m (m) | Width at 15m (m) | Width at 20m (m) | Estimate flare length | Flare length (PCU) | Visibility to left (m) | Visibility to right (m) |
|-----|---------------------|-----------------------|-----------------|------------------|------------------|------------------|-----------------------|--------------------|------------------------|-------------------------|
| B | One lane plus flare | 10.00 | 10.00 | 7.60 | 6.00 | 5.00 | ✓ | 3.00 | 58 | 110 |

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

| Junction | Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|----------|--------|--------------------|---------------|---------------|---------------|---------------|
| 1 | B-A | 556 | 0.101 | 0.256 | 0.161 | 0.366 |
| 1 | B-C | 807 | 0.124 | 0.313 | - | - |
| 1 | C-B | 710 | 0.275 | 0.275 | - | - |

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

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

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

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|-----------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D1 | 2017 - Observed | AM | ONE HOUR | 08:00 | 09:30 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages | 2.00 |

Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|-------------------------|--------------------|
| A | | ✓ | 479 | 100.000 |
| B | | ✓ | 199 | 100.000 |
| C | | ✓ | 433 | 100.000 |

Origin-Destination Data

Demand (PCU/hr)

| | To | | | |
|------|----|-----|-----|-----|
| | A | B | C | |
| From | A | 0 | 118 | 361 |
| | B | 51 | 0 | 148 |
| | C | 262 | 171 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | To | | | |
|------|----|----|----|---|
| | A | B | C | |
| From | A | 0 | 3 | 8 |
| | B | 21 | 0 | 6 |
| | C | 11 | 10 | 0 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-C | 0.26 | 8.05 | 0.4 | A |
| B-A | 0.17 | 16.22 | 0.3 | C |
| C-AB | 0.33 | 10.51 | 0.5 | B |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

Main Results for each time segment

08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 111 | 694 | 0.161 | 111 | 0.2 | 6.537 | A |
| B-A | 38 | 398 | 0.096 | 38 | 0.1 | 12.065 | B |
| C-AB | 129 | 611 | 0.211 | 128 | 0.3 | 8.173 | A |
| C-A | 197 | | | 197 | | | |
| A-B | 89 | | | 89 | | | |
| A-C | 272 | | | 272 | | | |

08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 133 | 670 | 0.199 | 133 | 0.3 | 7.097 | A |
| B-A | 46 | 367 | 0.125 | 46 | 0.2 | 13.529 | B |
| C-AB | 154 | 592 | 0.260 | 153 | 0.4 | 9.027 | A |
| C-A | 236 | | | 236 | | | |
| A-B | 106 | | | 106 | | | |
| A-C | 325 | | | 325 | | | |

08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 163 | 637 | 0.256 | 163 | 0.4 | 8.035 | A |
| B-A | 56 | 325 | 0.173 | 56 | 0.2 | 16.167 | C |
| C-AB | 188 | 565 | 0.333 | 188 | 0.5 | 10.475 | B |
| C-A | 288 | | | 288 | | | |
| A-B | 130 | | | 130 | | | |
| A-C | 397 | | | 397 | | | |

08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 163 | 637 | 0.256 | 163 | 0.4 | 8.052 | A |
| B-A | 56 | 325 | 0.173 | 56 | 0.3 | 16.215 | C |
| C-AB | 188 | 565 | 0.333 | 188 | 0.5 | 10.509 | B |
| C-A | 288 | | | 288 | | | |
| A-B | 130 | | | 130 | | | |
| A-C | 397 | | | 397 | | | |

09:00 - 09:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 133 | 670 | 0.199 | 133 | 0.3 | 7.121 | A |
| B-A | 46 | 367 | 0.125 | 46 | 0.2 | 13.579 | B |
| C-AB | 154 | 592 | 0.260 | 154 | 0.4 | 9.069 | A |
| C-A | 236 | | | 236 | | | |
| A-B | 106 | | | 106 | | | |
| A-C | 325 | | | 325 | | | |

09:15 - 09:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 111 | 693 | 0.161 | 112 | 0.2 | 6.564 | A |
| B-A | 38 | 398 | 0.096 | 39 | 0.1 | 12.124 | B |
| C-AB | 129 | 611 | 0.211 | 129 | 0.3 | 8.226 | A |
| C-A | 197 | | | 197 | | | |
| A-B | 89 | | | 89 | | | |
| A-C | 272 | | | 272 | | | |

2017 - Observed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|----------------------|--------------------|--------------|
| 1 | untitled | T-Junction | Two-way | 2.76 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|-----------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D2 | 2017 - Observed | PM | ONE HOUR | 17:00 | 18:30 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages | 2.00 |

Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|-------------------------|--------------------|
| A | | ✓ | 330 | 100.000 |
| B | | ✓ | 204 | 100.000 |
| C | | ✓ | 456 | 100.000 |

Origin-Destination Data

Demand (PCU/hr)

| | | To | | |
|------|---|-----|-----|-----|
| | | A | B | C |
| From | A | 0 | 16 | 314 |
| | B | 69 | 0 | 135 |
| | C | 340 | 116 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | |
|------|---|----|---|---|
| | | A | B | C |
| From | A | 0 | 7 | 3 |
| | B | 3 | 0 | 1 |
| | C | 2 | 0 | 0 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-C | 0.23 | 7.26 | 0.3 | A |
| B-A | 0.21 | 12.85 | 0.3 | B |
| C-AB | 0.21 | 7.46 | 0.3 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

Main Results for each time segment

17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 102 | 698 | 0.146 | 101 | 0.2 | 6.082 | A |
| B-A | 52 | 428 | 0.121 | 51 | 0.1 | 9.818 | A |
| C-AB | 87 | 642 | 0.136 | 87 | 0.2 | 6.479 | A |
| C-A | 256 | | | 256 | | | |
| A-B | 12 | | | 12 | | | |
| A-C | 236 | | | 236 | | | |

17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 121 | 678 | 0.179 | 121 | 0.2 | 6.529 | A |
| B-A | 62 | 402 | 0.154 | 62 | 0.2 | 10.906 | B |
| C-AB | 104 | 629 | 0.166 | 104 | 0.2 | 6.863 | A |
| C-A | 306 | | | 306 | | | |
| A-B | 14 | | | 14 | | | |
| A-C | 282 | | | 282 | | | |

17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 149 | 649 | 0.229 | 148 | 0.3 | 7.252 | A |
| B-A | 76 | 365 | 0.208 | 76 | 0.3 | 12.815 | B |
| C-AB | 128 | 610 | 0.209 | 127 | 0.3 | 7.454 | A |
| C-A | 374 | | | 374 | | | |
| A-B | 18 | | | 18 | | | |
| A-C | 346 | | | 346 | | | |

17:45 - 18:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 149 | 649 | 0.229 | 149 | 0.3 | 7.263 | A |
| B-A | 76 | 365 | 0.208 | 76 | 0.3 | 12.845 | B |
| C-AB | 128 | 610 | 0.209 | 128 | 0.3 | 7.460 | A |
| C-A | 374 | | | 374 | | | |
| A-B | 18 | | | 18 | | | |
| A-C | 346 | | | 346 | | | |

18:00 - 18:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 121 | 678 | 0.179 | 122 | 0.2 | 6.542 | A |
| B-A | 62 | 402 | 0.154 | 62 | 0.2 | 10.940 | B |
| C-AB | 104 | 629 | 0.166 | 105 | 0.2 | 6.875 | A |
| C-A | 306 | | | 306 | | | |
| A-B | 14 | | | 14 | | | |
| A-C | 282 | | | 282 | | | |

18:15 - 18:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 102 | 698 | 0.146 | 102 | 0.2 | 6.103 | A |
| B-A | 52 | 428 | 0.121 | 52 | 0.1 | 9.861 | A |
| C-AB | 87 | 642 | 0.136 | 87 | 0.2 | 6.498 | A |
| C-A | 256 | | | 256 | | | |
| A-B | 12 | | | 12 | | | |
| A-C | 236 | | | 236 | | | |

Appendix 3.5 – Road Personal Injury Collision Data and Calculations

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016
 Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident
 Severity < 4

| No. | Area L/A | Reference | Severity | Day | Date | Time | Grid Coords | Link/Node | Street | | | |
|---|--------------|--------------|----------------|-----------|------------|--------------|---------------|--------------|-----------------------|--------------|--------|--------|
| 1 | E06000056 | 12DA0839 | Slight | Saturday | 20/10/2012 | 22:36 | 499184/241870 | | | | | |
| Location: A421, Marston Moretaine, Bedfordshire 1st Rd: A421 2nd Rd: | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 70MPH | Dual c'way | NotJCT | Dark/no lights | Rain | Wet | None | None | None | None | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age B/ |
| 1 | Car | No | Going ahead | W E | On main | Not at | Yes | None | O/s cent resCent barr | Female | 33 | -\ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | |
| 1 | 1 | Drv/Rider | Female | 33 | Slight | No | Not ped | Not ped | Not ped | Other | | |
| Description: V1 Trav East for Unknown Reason Has Lost Control in Heavy Rain and Collided with the Central Reservation..... | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | |
| 2 | E06000056 | 15DA1046 | Slight | Thursday | 03/12/2015 | 18:34 | 499211/241883 | | | | | |
| Location: A421 BEDFORD BYPASS EASTBOUND, 316 metres southwest of BEANCROFT ROAD ENTRY SLIP ROAD, MARSTON MORETAINE, Bedfordshire 1st Rd: A421 2nd Rd: | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 70MPH | Dual c'way | NotJCT | Dark/no lights | Rain Wind | Wet | None | None | None | None | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age B/ |
| 1 | Car | No | Chg lt lane | SW NE | On main | Not at | No | None | | None | Male | 25 -\ |
| 2 | Car | No | Going ahead | SW NE | On main | Not at | No | None | | None | Male | 50 -\ |
| 3 | Car | No | Going ahead | SW NE | On main | Not at | No | None | | None | Male | 28 -\ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | |
| 1 | 1 | Drv/Rider | Male | 25 | Slight | No | Not ped | Not ped | Not ped | Other | | |
| 2 | 2 | Drv/Rider | Male | 50 | Slight | No | Not ped | Not ped | Not ped | Other | | |
| 3 | 1 | Passenger | Male | 25 | Slight | Front | Not ped | Not ped | Not ped | Other | | |
| Description: V1 TRAV NE IN LANE 2 OF 2. WITH TRAFFIC BUILD UP AHEAD, V1 MOVES ACROSS INTO LANE 1 AND COLLIDES WITH V2. V1 REBOUNDS AND COLLIDES WITH V3..... | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | |
| 3 | E06000056 | 61073 | Slight | Saturday | 16/04/2016 | 00:47 | 499235/241888 | | | | | |
| Location: BYPASS EASTBOUND A421 292 METRES WEST OF JUNCTION WITH EASTBOUND MARSTON ENTRY SLIP ROAD, MARSTON MORETAINE. BEDFORDSHIRE. 1st Rd: A421 2nd Rd: | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 70MPH | Dual c'way | NotJCT | Dark/no lights | Rain | Flood | None | None | None | None | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age B/ |
| 1 | Car | No | Going ahead | SW NE | On main | Not at | Yes | None | O/s cent resCent barr | Male | 21 | N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | |
| 1 | 1 | Drv/Rider | Male | 21 | Slight | No | Not ped | Not ped | Not ped | Other | | |
| Description: V1 has been travelling on the A421 towards Bedford. V1 has hit an amount of surface water which caused his vehicle to aquaplane, the vehicle has spun and hit the central reservation..... | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | |
| 4 | E06000056 | 14DA0423 | Slight | Tuesday | 06/05/2014 | 13:04 | 499285/241766 | | | | | |
| Location: C94 Woburn Road Metres C77 Beancroft Road, Marston, Bedfordshire 1st Rd: C94 2nd Rd: C77 | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 30MPH | Roundabout | R'dabt Give | Daylight | Fine | Dry | None | None | None | None | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age B/ |
| 1 | Car | No | Going ahead | N S | On main | Ent r'about | No | None | | None | Female | 31 -\ |
| 2 | Pedal Cycle | No | Going ahead | SW NE | On main | Mid junction | No | None | | None | Female | 45 N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | |
| 1 | 2 | Drv/Rider | Female | 45 | Slight | No | Not ped | Not ped | Not ped | Other | | |
| Description: V1 Trav South Enters Rdbt and Fails to See V2, to its Right, a Pedal Cycle Trav Ne, Already on Rdbt. Collision Occurs..... | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | |

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

| No. | Area L/A | Reference | Severity | Day | Date | Time | Grid Coords | Link/Node | Street | | | | |
|---|--------------|--------------|-------------|---------|------------|--------------|---------------|--------------|--------------|--------------|--------|-----|----|
| 5 | E06000056 | 14DA0626 | Slight | Friday | 11/07/2014 | 13:17 | 499287/241733 | | | | | | |
| Location: C94 Woburn Road Metres C77 BeancroftRoad, Marston Moretaine, Bedfordshire 1st Rd: C94 2nd Rd: C77 | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 60MPH | Roundabout | R'dabt Give | Daylight | Fine | Wet | None | None | None | None | | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Going ahead | SE | NW On main | Ent r'about | No | None | | None | Female | 42 | N/ |
| 2 | Car | No | Going ahead | NE | SW On main | Mid junction | No | None | | None | Male | 42 | N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Drv/Rider | Female | 42 | Slight | No | Not ped | Not ped | Not ped | Other | | | |

Description: V1 Trav Nw, Enters Rdbt, Failing to Give Way to V2 Already on Rdbt, Trav Sw. Collision Occurs.

User Information:

| | | | | | | | | | | | | | |
|--|--------------|--------------|-------------|---------|------------|--------------|---------------|--------------|--------------|--------------|--------|-----|----|
| 6 | E06000056 | 13DA0101 | Slight | Tuesday | 19/02/2013 | 08:40 | 499296/241751 | | | | | | |
| Location: C94 Metres C77 Beancroft Rd, Marston Moretaine, Bedfordshire 1st Rd: C94 2nd Rd: C77 | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 60MPH | Single c'way | R'dabt Give | Daylight | Fine | Dry | None | None | None | None | | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Going ahead | NE | SW On main | Ent r'about | No | None | | None | Female | 45 | N/ |
| 2 | Car | No | Going ahead | NW | SE On main | Mid junction | No | None | | None | Male | 49 | N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Drv/Rider | Female | 45 | Slight | No | Not ped | Not ped | Not ped | Other | | | |
| 2 | 2 | Drv/Rider | Male | 49 | Slight | No | Not ped | Not ped | Not ped | Other | | | |

Description: V1 Trav Southwest on C94has Entered the Roundabout into the Path of V2 Who was Trav Southeast Twds Beancroft Rd.

User Information:

| | | | | | | | | | | | | | |
|--|--------------|--------------|-------------|----------|------------|--------------|---------------|--------------|--------------|--------------|--------|-----|----|
| 7 | E06000056 | 14DA0454 | Slight | Thursday | 15/05/2014 | 13:25 | 499299/241741 | | | | | | |
| Location: C94 Woburn Road Metres C77 Beancroft Road, Marston, Bedfordshire 1st Rd: C94 2nd Rd: C77 | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 30MPH | Roundabout | R'dabt Give | Daylight | Fine | Dry | None | None | None | None | | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Left turn | NE | SE On main | Ent r'about | No | None | | None | Female | 28 | N/ |
| 2 | Pedal Cycle | No | Going ahead | NE | SW On main | Ent r'about | No | None | | None | Male | 35 | N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 2 | Drv/Rider | Male | 35 | Slight | No | Not ped | Not ped | Not ped | Other | | | |

Description: V2 a Pedal Cycle Trav Sw Enters Rdbt as V1 Overtakes V2 on Rdbt and then Turns Left. this Causes V2 to Clip Rear N/S of V1 Causing Injury.

User Information:

| | | | | | | | | | | | | | |
|--|--------------|--------------|-----------------|----------|------------|--------------|---------------|--------------|--------------|--------------|--------|-----|----|
| 8 | E06000056 | 14BA0059 | Slight | Thursday | 16/01/2014 | 20:12 | 499301/241755 | | | | | | |
| Location: C94 Woburn Road Metres C77 Beancroft Road, Marston Moretaine, Bedfordshire 1st Rd: C94 2nd Rd: C77 | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 60MPH | Single c'way | R'dabt Give | Dark/lights lit | Rain | Wet | None | None | None | None | | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Going ahead | NE | SW On main | Ent r'about | No | None | | None | Female | 27 | N/ |
| 2 | Pedal Cycle | No | Going ahead | NW | SE On main | Mid junction | No | None | | None | Male | 49 | N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 2 | Drv/Rider | Male | 49 | Slight | No | Not ped | Not ped | Not ped | Other | | | |

Description: V1 Trav Sw to Rdbt Junction in N/S Lane with Unknown Vehicle Stationary in O/S Lane at Entry to Rdbt. V1 Pulls onto Rdbt and Fails to See V2, a Pedal Cycle Already on Rdbt. Collision Occurs.

User Information:

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

| No. | Area L/A | Reference | Severity | Day | Date | Time | Grid Coords | Link/Node | Street | | | | | | |
|---|---------------------|---------------------|-----------------|------------|-----------------|-------------------|----------------------|---------------------|---------------------|---------------------|------------|------------|-----------|--|--|
| 9 | E06000056 | 14BA0734 | Serious | Monday | 04/08/2014 | 22:50 | 499520/241965 | | | | | | | | |
| Location: C94 Bedford Road 300 Metres North East of Beancroft Road, Marston Moretaine, Bedfordshire 1st Rd: C94 2nd Rd: | | | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | | |
| 60MPH | Single c'way | NotJCT | Dark/no lights | | Fine | Dry | None | None | None | None | | | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ | | |
| 1 | M/cycle <= 50c | No | Going ahead | SW | NE On main | Not at | No | None | Nearside | None | Male | 16 | -v | | |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | | | |
| 1 | 1 | Drv/Rider | Male | 16 | Serious | No | Not ped | Not ped | Not ped | Other | | | | | |
| Description: V1 a Motor Cycle Trav Ne. Rider of V1 Gets a Fly in his Eye, Causing Rider to Lose Conrol and Veer V1 to the N/S Where he Falls Off. | | | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | | | |
| 10 | E06000056 | 13DA0293 | Slight | Sunday | 05/05/2013 | 10:47 | 499528/242031 | | | | | | | | |
| Location: A421 Metres A421 Westbound Exit Slip, Marston Moretaine, Bedfordshire 1st Rd: A421 2nd Rd: A421 | | | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | | |
| 70MPH | Dual c'way | Slip-R Give | Daylight | | Fine | Dry | None | None | None | None | | | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ | | |
| 1 | Car | No | Chg lt lane | NE | SW On main | Junt appr | OT | None | Nearside | Barr | Male | 23 | -v | | |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | | | |
| 1 | 1 | Drv/Rider | Male | 23 | Slight | No | Not ped | Not ped | Not ped | Other | | | | | |
| Description: V1 Trav West on A421 at Speed Has Made a Last Minute Attempt to Exit the Carriageway and Lost Control Colliding with the Nearside Barrier and Overturned | | | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | | | |
| 11 | E06000056 | 12DA0119 | Serious | Friday | 17/02/2012 | 12:40 | 499563/242079 | | | | | | | | |
| Location: A421, Marston Moretaine, Bedfordshire 1st Rd: A421 2nd Rd: | | | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | | |
| 70MPH | Dual c'way | NotJCT | Daylight | | Fine | Dry | None | None | None | None | | | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ | | |
| 1 | Agric Veh | Single | Going ahead | SW | NE On main | Not at | No | None | Nearside | Ditch | Male | 44 | -v | | |
| 2 | Goods > 7.5t | Art | Going ahead | SW | NE On main | Not at | No | None | | None | Male | 61 | -v | | |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | | | |
| 1 | 1 | Drv/Rider | Male | 44 | Serious | No | Not ped | Not ped | Not ped | Other | | | | | |
| Description: V1 and V2 Trav Ne on A421. V2 Overtaking V1. V1 Drifts to Nearside into Storm Drain. Driver of V2 Sounds Horn as Believes Driver of V1 May Have Fallen Asleep. V1 then Drifts into Lane Two Hitting the Nearside of V2, V2 Brakes Heavily. V1 Continues to Drift into the Central Barrier Before Swerving Back across Lanes One and Two and off the Rd. | | | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | | | |
| 12 | E06000056 | 15DA0905 | Slight | Saturday | 24/10/2015 | 18:44 | 499578/241449 | | | | | | | | |
| Location: C280 BEDFORD ROAD, 10 metres southwest of C77 BEANCROFT ROAD , MARSTON MORETAINE, Bedfordshire 1st Rd: C280 2nd Rd: C77 | | | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | | |
| 30MPH | Single c'way | T/Stag Give | Dark/lights lit | | Fine | Dry | None | None | None | None | | | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ | | |
| 1 | Car | No | Going ahead | NE | SW On main | Junt cleared | No | None | | None | Female | 45 | -v | | |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | | | |
| 1 | 1 | Drv/Rider | Female | 45 | Slight | No | Not ped | Not ped | Not ped | Other | | | | | |
| 2 | 1 | Passenger | Male | 56 | Slight | Front | Not ped | Not ped | Not ped | Other | | | | | |
| Description: V1 TRAV SW WHEN DRIVER IS ALLEGEDLY DAZZLED BY ONCOMING VEHICLE HEADLIGHTS AND COLLIDES INTO TRAFFIC CALMING KERBED ISLAND TO N/S OF ROAD. | | | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | | | |

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

| No. | Area L/A | Reference | Severity | Day | Date | Time | Grid Coords | Link/Node | Street | | | |
|--|---------------------|---------------------|------------------|------------|-----------------|-------------------|----------------------|---------------------|---------------------|---------------------|------------|---------------|
| 13 | E06000056 | 15DA0141 | Slight | Tuesday | 17/02/2015 | 11:17 | 499660/241478 | | | | | |
| Location: C77 Station Road 12 Metres North West of Uc Browns Close, Marston Moretaine, Bedfordshire 1st Rd: C77 2nd Rd: U | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | |
| 30MPH | Single c'way | T/Stag Give | Daylight | | Fine | Dry | None | None | None | None | | |
| Veh | Vehicle type | Towing | Manoeuvre | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age B/ |
| 1 | Car | No | Going ahead | SW | NW On main | Junt cleared | No | None | | None | Female | 53 -\ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | |
| 1 | 1 | Pedestrian | Male | 7 | Slight | No | North east | Nearside | In c'way | Other | | |
| Description: V1 Turns left onto Main Road to Trav Nw. V1 Straightens out at Low Speed and a Child Ped, Cas1, Steps out from V1 Drivers N/S. Small Impact Occurs. | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | |
| 14 | E06000056 | 85304 | Slight | Sunday | 12/06/2016 | 20:45 | 499719/242199 | | | | | |
| Location: A421 BYPASS, 25METRES EAST OF J/W MARSTON ENTRY SLIP ROAD, MARSTON MORTAINE, BEDFORDSHIRE. 1st Rd: A421 2nd Rd: | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | |
| 70MPH | Dual c'way | NotJCT | Dark/lights lit | | Rain | Wet | None | None | None | None | | |
| Veh | Vehicle type | Towing | Manoeuvre | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age B/ |
| 1 | Car | No | Going ahead | SW | NE On main | Not at | Yes | None | O/s cent res | Cent barr | Female | 21 -\ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | |
| 1 | 1 | Drv/Rider | Female | 21 | Slight | No | Not ped | Not ped | Not ped | Other | | |
| 2 | 1 | Passenger | Female | 20 | Slight | Front | Not ped | Not ped | Not ped | Other | | |
| 3 | 1 | Passenger | Male | 21 | Slight | Rear | Not ped | Not ped | Not ped | Other | | |
| Description: Vehicle 1 travelling Eastbound A421, has Aqua-planned due to heavy rain, began to skid, attempted to correct skid, crashed into central reservation. Leaving vehicle 1 diagonal across carriageway | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | |
| 15 | E06000056 | 15BA0178 | Slight | Thursday | 19/02/2015 | 05:19 | 499726/242214 | | | | | |
| Location: A421 Eastbound 60 Metres East of Entry Slip Road, Marston, Bedfordshire 1st Rd: A421 2nd Rd: | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | |
| 70MPH | Dual c'way | NotJCT | Dark/no lights | | Fine | Wet | None | None | None | None | | |
| Veh | Vehicle type | Towing | Manoeuvre | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age B/ |
| 1 | Car | No | Parked | P | P On main | Not at | No | None | | None | Female | 39 N/ |
| 2 | Goods > 7.5t | Art | Going ahead | W | E On main | Not at | No | P'd veh u/l | | None | Male | 64 N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | |
| 1 | 1 | Drv/Rider | Female | 39 | Slight | No | Not ped | Not ped | Not ped | Other | | |
| Description: V1 Trav East, Brakes down in Lane 1 of 2 with no Electrical Power on Unlit Section of Road. Driver of V1 Climbs into Back Seat and Shines Torch out of Rear Window. V2 an Artic Lgv, Fails to See V1 Until Late, Swerves but Collides with a Glancing Blow of Trailer V2, into Rear of V1. | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | |
| 16 | E06000056 | 12DA1026 | Serious | Monday | 17/12/2012 | 23:25 | 499728/242210 | | | | | |
| Location: A421 400 Metres East of Beancroft Rd, Marston Moretaine, Bedfordshire 1st Rd: A421 2nd Rd: | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | |
| 70MPH | Dual c'way | NotJCT | Dark/no lights | | Fine | Dry | None | None | None | None | | |
| Veh | Vehicle type | Towing | Manoeuvre | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age B/ |
| 1 | Van/Goods < 3.0 | No | Going ahead | SW | NE On main | Not at | No | None | | None | Male | 32 -\ |
| 2 | M/cycle <= 50c | No | Going ahead | SW | NE On main | Not at | No | None | | None | Male | 36 N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | |
| 1 | 2 | Drv/Rider | Male | 36 | Serious | No | Not ped | Not ped | Not ped | Other | | |
| Description: V1 and V2 (P2w) Trav Northeast on A421. V1 Has Failed to Judge the Speed of V2 and Collided into the Rear of V2 Unseating the Rider. | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | |

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

| No. | Area L/A | Reference | Severity | Day | Date | Time | Grid Coords | Link/Node | Street | | | | |
|--|---------------------|---------------------|------------------|------------|-----------------|-------------------|----------------------|---------------------|---------------------|---------------------|------------|------------|-----------|
| 17 | E06000056 | 15DA0889 | Slight | Thursday | 22/10/2015 | 17:34 | 499786/241853 | | | | | | |
| Location: C280 BEDFORD ROAD, 50 metres southwest of Unclassified Road CHAPEL ROAD, MARSTON MORETAINE, Bedfordshire | | | | | | | | | | | | | |
| 1st Rd: C280 2nd Rd: | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 30MPH | Single c'way | NotJCT | Daylight | | Fine | Dry | None | None | None | None | | | |
| Veh | Vehicle type | Towing | Manoeuvre | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | M/cycle <= 50c | No | Going ahead | NE | SW On main | Not at | No | None | | None | Male | 16 | N/ |
| 2 | Car | No | Waiting | NE | SW On main | Not at | No | None | | None | Female | 35 | N/ |
| 3 | Car | No | Going ahead | SW | NE On main | Not at | No | None | | None | Female | 34 | N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Drv/Rider | Male | 16 | Slight | No | Not ped | Not ped | Not ped | Other | | | |
| Description: V2 TRAV SW, STOPS BEHIND A PARKED VEHICLE TO ALLOW ONCOMING TRAFFIC THROUGH GAP. ONCOMING V3 STARTS TO MOVE THROUGH AS V1 TRAV SW, FAILS TO REACT TO V2 STOPPING AND CLIPS REAR OF V2, LOSES CONTROL TO THE O/S AND HITS V3, BEFORE RIDER FALLS OFF V1. | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |
| 18 | E06000056 | 12DA0647 | Serious | Monday | 20/08/2012 | 16:31 | 499805/241916 | | | | | | |
| Location: C280 Bedford Rd Metres Uc Arundel Rd, Marston Moretaine, Bedfordshire | | | | | | | | | | | | | |
| 1st Rd: C280 2nd Rd: U | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 30MPH | Single c'way | R'dabt Give | Daylight | | Fine | Dry | None | None | None | None | | | |
| Veh | Vehicle type | Towing | Manoeuvre | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Going ahead | W | E On main | Ent r'about | No | None | | None | Female | 44 | N/ |
| 2 | M/cycle <= 50c | No | Going ahead | S | N On main | Mid junction | No | None | | None | Male | 16 | N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 2 | Drv/Rider | Male | 16 | Serious | No | Not ped | Not ped | Not ped | Other | | | |
| Description: V1, Trav East, Has Entered the Roundabout from Arundel Road, into the Path of V2(P2w) Trav North on Bedford Road. | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |
| 19 | E06000056 | 107151 | Serious | Tuesday | 23/08/2016 | 10:45 | 499825/241935 | | | | | | |
| Location: C280 BEDFORD ROAD 10 METRES NORTH OF J/W UC CHAPEL ROAD, MARSTON MORETAINE, BEDFORDSHIRE. | | | | | | | | | | | | | |
| 1st Rd: C280 2nd Rd: U | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 30MPH | Single c'way | R'dabt Give | Daylight | | Fine | Dry | None | Refuge | None | None | | | |
| Veh | Vehicle type | Towing | Manoeuvre | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | M/cycle > 50c | No | Stop | NE | SW On main | Junt appr | Yes | None | | None | Male | 53 | N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Drv/Rider | Male | 53 | Serious | No | Not ped | Not ped | Not ped | Other | | | |
| Description: V1, a motorcycle was travelling south west along Bedford Road, Marston Moretaine. As it has approached roundabout, junction with Chapel Road, traffic in front has braked quicker than anticipated by v001. V001 has moved to the centre of the road and braked accordingly. V1 has lost control of its front wheel a dirt/debris in ghost island and wheel has lost grip. Bike (V1) has gone on to its side and rider has sustained dislocated left shoulder. No other vehicles involved. | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |
| 20 | E06000056 | 12BA0782 | Slight | Monday | 29/10/2012 | 23:39 | 499924/242091 | | | | | | |
| Location: C280 Bedford Rd at House no 110, Moretaine, Bedfordshire | | | | | | | | | | | | | |
| 1st Rd: C280 2nd Rd: | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 30MPH | Single c'way | NotJCT | Dark/lights lit | | Fine | Dry | None | None | None | None | | | |
| Veh | Vehicle type | Towing | Manoeuvre | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Going ahead | NE | SW On main | Not at | Over | None | Nearside | None | Female | 26 | N/ |
| 2 | Car | No | Parked | P | P On main | Not at | No | None | | None | Untra. | -1 | N/ |
| 3 | Car | No | Parked | P | P On main | Not at | No | None | | None | Untra. | -1 | N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Drv/Rider | Female | 26 | Slight | No | Not ped | Not ped | Not ped | Other | | | |
| Description: V1, Trav Sw, Has Lost Control and left the Rd to the N/Side, Rolling over and Colliding with 2 Parked Cars. | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

| No. | Area L/A | Reference | Severity | Day | Date | Time | Grid Coords | Link/Node | Street | | | | |
|--|---------------------|---------------------|------------------|------------|-----------------|-------------------|----------------------|---------------------|---------------------|---------------------|------------|------------|-----------|
| 21 | E06000056 | 98676 | Slight | Wednesday | 03/08/2016 | 08:11 | 500085/242359 | | | | | | |
| Location: 173 BEDFORD ROAD C280 16 METRES NORTH OF JUNCTION WITH ALLEN COURT 1st Rd: C280 2nd Rd: U | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 30MPH | Single c'way | T/Stag Give | Daylight | | Fine | Dry | None | None | None | None | | | |
| Veh | Vehicle type | Towing | Manoeuvre | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | O/T sta veh | NE | SW On main | Junt appr | No | None | Offside | | Female | 59 | N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Drv/Rider | Female | 59 | Slight | No | Not ped | Not ped | Not ped | Other | | | |
| Description: Female driving Southwest on Bedford Road, on way home from a night shift at the hospital has gone to overtake a parked car on her nearside and it appears to have hit the wrong pedal and collided with the side of a house, bouncing back into carriageway after impact..... | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |
| 22 | E06000056 | 120485 | Serious | Wednesday | 12/10/2016 | 08:20 | 500085/242340 | | | | | | |
| Location: C280 BEDFORD ROAD J/W ALLEN COURT, MARSTON MORETAINE, BEDFORDSHIRE. 1st Rd: C280 2nd Rd: U | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 30MPH | Single c'way | T/Stag Give | Daylight | | Fine | Dry | None | None | None | None | | | |
| Veh | Vehicle type | Towing | Manoeuvre | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Van/Goods < 3.0 | No | Going ahead | NE | SW On main | Junt appr | No | None | | None | Untra. | -1 | N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Pedestrian | Male | 9 | Serious | No | North west | Nearside | In c'way | Other | | | |
| Description: Location is a main road which is situated in large village. At stated time pedestrian stepped into road and was hit by an oncoming van trav Southwest. Pedestrian walked home giving driver his address. Driver also attended home address with I/p but details were not obtained from driver. I/N of vehicle was noted. Injuries consisted of hair line fracture to leg and swollen right eye. Pedestrian didn't fall to floor, head knocked side of van..... | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |
| 23 | E06000056 | 12DA0790 | Slight | Monday | 01/10/2012 | 08:36 | 500139/242638 | | | | | | |
| Location: C94 Bedford Rd Metres C280 Bedford Rd, Marston Moretaine, Bedfordshire 1st Rd: C94 2nd Rd: C280 | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 60MPH | Single c'way | T/Stag Give | Daylight | | Fine | Dry | None | None | None | None | | | |
| Veh | Vehicle type | Towing | Manoeuvre | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | O/T mov veh | SW | NE On main | Junt appr | No | Bollard | Offside | Sign | Female | 37 | N/ |
| 2 | Goods 3.5 - 7.0 | No | Right turn | SW | SE On main | Leav main | No | None | | None | Male | 60 | N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Drv/Rider | Female | 37 | Slight | No | Not ped | Not ped | Not ped | Other | | | |
| Description: V2 was turning right from the C94 to the C280. V1 Has Overtaken V2 at Speed and Collided with Street Furniture, There was no Contact Between V1 and V2..... | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |
| 24 | E06000056 | 95676 | Slight | Friday | 22/07/2016 | 12:16 | 500140/242643 | | | | | | |
| Location: C94 MARSTON BYPASS J/W C280 BEDFORD ROAD, MARSTON MARETAINE, BEDFORDSHIRE. 1st Rd: C94 2nd Rd: C280 | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 60MPH | Single c'way | T/Stag Give | Daylight | | Fine Wind | Dry | None | None | None | None | | | |
| Veh | Vehicle type | Towing | Manoeuvre | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Goods > 7.5t | No | Right turn | SW | SE On main | Mid junction | No | None | | None | Male | 28 | N/ |
| 2 | Car | No | Going ahead | NE | SW On main | Mid junction | No | None | | None | Male | 43 | N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 2 | Passenger | Male | 14 | Slight | Front | Not ped | Not ped | Not ped | Other | | | |
| 2 | 2 | Passenger | Male | 8 | Slight | Rear | Not ped | Not ped | Not ped | Other | | | |
| Description: V1 an LGV travelling NE, turns right at T junction, to leave main road, crossing the path of V2, travelling in opposite direction. V2 brakes in attempt to avoid collision but collides with 4th wheel to V1..... | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

| No. | Area L/A | Reference | Severity | Day | Date | Time | Grid Coords | Link/Node | Street | | | |
|--|---------------------|---------------------|-----------------|------------|-----------------|-------------------|----------------------|---------------------|---------------------|---------------------|------------|---------------|
| 25 | E06000056 | 16BA0217 | Slight | Friday | 04/03/2016 | 13:01 | 500145/242649 | | | | | |
| Location: C94 BEDFORD ROAD, at its Junction with C280 BEDFORD ROAD, MARSTON MORETAINE, Bedfordshire 1st Rd: C94 2nd Rd: C280 | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | |
| 60MPH | Single c'way | T/Stag Give | Daylight | | Rain | Wet | None | None | None | None | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age B/ |
| 1 | Car | No | Stop | NE | SW On main | Mid junction | No | None | | None | Untra. | -1 N/ |
| 2 | Car | No | Going ahead | SW | NE On main | Junt appr | No | None | | None | Untra. | -1 N/ |
| 3 | Bus or Coach | No | Stop | NE | SW On main | Mid junction | No | None | | None | Male | 70 N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | |
| 1 | 3 | Passenger | Female | 68 | Slight | No | Not ped | Not ped | Not ped | Other | | |
| Description: V1 TRAV SW, WHEN DRIVER SEES ONCOMING V2, A POLICE VEHICLE WITH LIGHTS AND SIRENS ON. V1 BRAKES SHARPLY AND STOPS. V3, A BUS TRAVELLING BEHIND V1 HAS TO BRAKE HARD TO AVOID COLLISION. AS A RESULT A SEATED PASSENGER FROM V3 FALLS OUT OF SEAT AND INJURY IS CAUSED. NO IMPACT BETWEEN VEHICLES. | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | |
| 26 | E06000056 | 13BA0172 | Serious | Monday | 18/03/2013 | 08:35 | 500469/243077 | | | | | |
| Location: A421, Marston Moretaine, Bedfordshire 1st Rd: A421 2nd Rd: | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | |
| 70MPH | Dual c'way | NotJCT | Daylight | | Fog Mist | Ice | None | None | None | None | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age B/ |
| 1 | M/cycle > 500c | No | Stop | NE | SW On main | Not at | No | None | | None | Male | 35 N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | |
| 1 | 1 | Drv/Rider | Male | 35 | Serious | No | Not ped | Not ped | Not ped | Other | | |
| Description: V1 (P2w) Trav Sw Has Lost Control on Black Ice. | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | |
| 27 | E06000055 | 12BA0888 | Slight | Sunday | 09/12/2012 | 22:15 | 500719/243208 | | | | | |
| Location: C94 Woburn Road Metres C79 Green Lane, Wootton, Bedfordshire 1st Rd: C94 2nd Rd: C79 | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | |
| 60MPH | Single c'way | T/Stag Give | Dark/lights lit | | Fine | Dry | None | None | None | None | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age B/ |
| 1 | Car | No | O/T on N/S | SW | NE On main | Mid junction | No | None | | None | Untra. | -1 N/ |
| 2 | M/cycle <= 50c | No | Wt turn rt | SW | NE On main | Mid junction | No | None | | None | Male | 16 N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | |
| 1 | 2 | Drv/Rider | Male | 16 | Slight | No | Not ped | Not ped | Not ped | Other | | |
| Description: V2 (P2w) was Waiting to Turn right onto the C79. V1 Has Undertaken V2 to the Nearside. this Caused V2 to Wobble and the Rider Put his Leg down to Stabilise the Bike, Injuring It. | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | |
| 28 | E06000055 | 15BA0203 | Slight | Thursday | 05/03/2015 | 08:27 | 500727/243209 | | | | | |
| Location: C94 Bedford Road Metres C79 Green Lane, Wootton, Bedfordshire 1st Rd: C94 2nd Rd: C79 | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | |
| 60MPH | Single c'way | T/Stag Give | Daylight | | Fine | Dry | None | None | None | None | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age B/ |
| 1 | Car | No | Right turn | SW | SE On main | Mid junction | No | None | | None | Female | 18 N/ |
| 2 | Car | No | Going ahead | NE | SW On main | Mid junction | No | None | Nearside | None | Female | 28 N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | |
| 1 | 1 | Drv/Rider | Female | 18 | Slight | No | Not ped | Not ped | Not ped | Other | | |
| 2 | 2 | Drv/Rider | Female | 28 | Slight | No | Not ped | Not ped | Not ped | Other | | |
| Description: V1 Trav Ne, Turns right at T Junc to Leave Main Road and Collides with Oncoming V2. | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | |

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

| No. | Area L/A | Reference | Severity | Day | Date | Time | Grid Coords | Link/Node | Street | | | | |
|--|---------------------|---------------------|------------------|----------------|-----------------|---------------------|----------------------|---------------------|---------------------|---------------------|------------|------------|-----------|
| 29 | E06000055 | 14DA0560 | Serious | Thursday | 12/06/2014 | 16:23 | 500774/243386 | | | | | | |
| Location: A421 Eastbound at Marker Post 8.1, Wootton, Bedfordshire 1st Rd: A421 2nd Rd: | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 70MPH | Dual c'way | NotJCT | Daylight | Fine | Dry | None | None | None | None | | | | |
| Veh | Vehicle type | Towing | Manoeuvre | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | O/T mov veh | SW NE | On main | Not at | Yes | None | O/s & reboun | Cent barr | Female | 28 | N/ |
| 2 | Goods 3.5 - 7. | No | Going ahead | SW NE | On main | Not at | No | None | | None | Male | 35 | -\ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Drv/Rider | Female | 28 | Serious | No | Not ped | Not ped | Not ped | Other | | | |

Description: V1 Trav Ne in Lane 2 of 2. V1 Moves up to V2 in Lane 1. for Reasons Unknown, Possibly Puncture, V1 Begins to Weave to N/S and Clips V2. V1 then Veers across to O/S and Collides with Concrete Barrier.

User Information:

| No. | Area L/A | Reference | Severity | Day | Date | Time | Grid Coords | Link/Node | Street | | | | |
|---|---------------------|---------------------|------------------|----------------|-----------------|---------------------|----------------------|---------------------|---------------------|---------------------|------------|------------|-----------|
| 30 | E06000055 | 15DA1089 | Fatal | Friday | 25/12/2015 | 23:10 | 500889/243482 | | | | | | |
| Location: A421 EASTBOUND, 1780 metres northeast of MARSTON MORETAINE ENTRY SLIP ROAD, WOOTTON, Bedfordshire 1st Rd: A421 2nd Rd: | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 70MPH | Dual c'way | NotJCT | Dark/no lights | Fine | Wet | None | None | None | None | | | | |
| Veh | Vehicle type | Towing | Manoeuvre | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Going ahead | SW NE | On main | Not at | Over | None | O/s rebound | Ditch | Male | 32 | N/ |
| 2 | Car | No | Going ahead | SW NE | On main | Not at | No | None | | None | Male | 69 | -\ |
| 3 | Car | No | Going ahead | SW NE | On main | Not at | No | None | | None | Untra. | -1 | N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Drv/Rider | Male | 32 | Fatal | No | Not ped | Not ped | Not ped | Other | | | |
| 2 | 1 | Passenger | Male | 3 | Fatal | Front | Not ped | Not ped | Not ped | Other | | | |
| 3 | 1 | Passenger | Female | 30 | Serious | Front | Not ped | Not ped | Not ped | Other | | | |

Description: ALL THREE VEHICLES TRAV NE. V2 AND V3 WERE IN LANES 1 AND 2 ADJACENT TO ONE ANOTHER. V1 APPROACHED FROM BEHIND AT SPEED AND APPEARS TO FAIL TO JUDGE SPEED OF V2 AND V3. V1 ATTEMPTS TO OVERTAKE TO THE O/S . V1 COLLIDES WITH CONCRETE CENTRAL BARRIER AND REBOUNDS, LEAVING THE ROAD TO THE N/S, YAWING AND OVERTURNING AS IT DOES SO. CAS2 AND CAS3 ARE EJECTED FROM V1. V1 CATCHES FIRE AND DRIVER IS TRAPPED WITHIN V1.

User Information:

| No. | Area L/A | Reference | Severity | Day | Date | Time | Grid Coords | Link/Node | Street | | | | |
|--|---------------------|---------------------|------------------|----------------|-----------------|---------------------|----------------------|---------------------|---------------------|---------------------|------------|------------|-----------|
| 31 | E06000055 | 16BA0123 | Serious | Friday | 12/02/2016 | 22:32 | 501069/243410 | | | | | | |
| Location: C94 BEDFORD ROAD, 390 metres northeast of C79 GREEN LANE, STEWARTBY, Bedfordshire 1st Rd: C94 2nd Rd: | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 60MPH | Single c'way | NotJCT | Dark/no lights | Fine | Dry | None | None | None | None | | | | |
| Veh | Vehicle type | Towing | Manoeuvre | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Going ahead | NE SW | On main | Not at | No | None | | None | Male | 36 | + \ |
| 2 | Car | No | Going ahead | SW NE | On main | Not at | No | None | | None | Male | 58 | - \ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 2 | Drv/Rider | Male | 58 | Serious | No | Not ped | Not ped | Not ped | Other | | | |
| 2 | 1 | Passenger | Female | 2 | Slight | Rear | Not ped | Not ped | Not ped | Other | | | |
| 3 | 2 | Passenger | Male | 31 | Serious | Front | Not ped | Not ped | Not ped | Other | | | |
| 4 | 2 | Passenger | Female | 5 | Serious | Rear | Not ped | Not ped | Not ped | Other | | | |
| 5 | 2 | Passenger | Female | 3 | Slight | Rear | Not ped | Not ped | Not ped | Other | | | |
| 6 | 2 | Passenger | Male | 1 | Slight | Rear | Not ped | Not ped | Not ped | Other | | | |

Description: V1 TRAV SW, WITH 6 OCCUPANTS ON BOARD, INCLUDING 4 CHILDREN IN THE REAR SEATS. DRIVER OF V1 LOSES CONTROL AND CROSSED THE CENTRE MARKINGS IN THE ROAD AND COLLIDED WITH ONCOMING V2. V2 CATCHES FIRE BUT DRIVER MANAGES TO EVACUATE, RECEIVING SERIOUS INJURY.

User Information:

| No. | Area L/A | Reference | Severity | Day | Date | Time | Grid Coords | Link/Node | Street | | | | |
|--|---------------------|---------------------|------------------|----------------|-----------------|---------------------|----------------------|---------------------|---------------------|---------------------|------------|------------|-----------|
| 32 | E06000055 | 14BA1263 | Slight | Monday | 29/12/2014 | 09:05 | 501079/243412 | | | | | | |
| Location: C94 Bedford Road 400 Metres North East of Green Lane, Wootton, Bedfordshire 1st Rd: C94 2nd Rd: | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 60MPH | Single c'way | NotJCT | Daylight | Fine | Ice | None | None | None | None | | | | |
| Veh | Vehicle type | Towing | Manoeuvre | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Rt hand bend | NE SW | On main | Not at | Over | None | Nearside | Ditch | Female | 35 | - \ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Drv/Rider | Female | 35 | Slight | No | Not ped | Not ped | Not ped | Other | | | |

Description: V1 Trav Sw on O/S Bend, Loses Control on Icy Road Surface and Leaves the Road to the N/S and Enters Ditch.

User Information:

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016
 Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident
 Severity < 4

| No. | Area L/A | Reference | Severity | Day | Date | Time | Grid Coords | Link/Node | Street | | | | |
|--|---------------------|---------------------|-----------------|------------|-----------------|-------------------|----------------------|---------------------|---------------------|---------------------|------------|------------|-----------|
| 33 | E06000055 | 12BA0248 | Slight | Tuesday | 17/04/2012 | 12:50 | 501122/243458 | | | | | | |
| Location: C94 Bedford Rd, Wootton, Bedfordshire 1st Rd: C94 2nd Rd: | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 60MPH | Single c'way | NotJCT | Daylight | | Fine | Wet | None | None | None | None | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Rt hand bend | N SW | On main | Not at | Yes | None | Nearside | None | Male | 19 | -\ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Drv/Rider | Male | 19 | Slight | No | Not ped | Not ped | Not ped | Other | | | |

Description: Rider of V1 Has Lost Control on Damp Carriageway and left the Rd.

User Information:

| | | | | | | | | | | | | | |
|---|---------------------|---------------------|-----------------|------------|-----------------|-------------------|----------------------|---------------------|---------------------|---------------------|------------|------------|-----------|
| 34 | E06000055 | 15BA0182 | Slight | Tuesday | 24/02/2015 | 18:05 | 501198/243662 | | | | | | |
| Location: C94 600 Metres South West of Broadmead Road, Wootton, Bedfordshire 1st Rd: C94 2nd Rd: | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 60MPH | Single c'way | NotJCT | Dark/no lights | | Fine | Dry | None | None | None | None | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Pedal Cycle | No | Going ahead | NE SW | On main | Not at | No | P'd veh u/l | | None | Male | 54 | N/ |
| 2 | Car | No | Parked | P P | On main | Not at | No | None | | None | Male | 28 | -\ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Drv/Rider | Male | 54 | Slight | No | Not ped | Not ped | Not ped | Other | | | |

Description: V2 a Broken down Vehicle, Facing Sw, Parked to the N/S Displaying Hazard Warning Lights. V1 a Pedal Cycle Trav Sw, the Rider Not Looking Ahead, Collides into the Back of V2.

User Information:

| | | | | | | | | | | | | | |
|---|---------------------|---------------------|-----------------|------------|-----------------|-------------------|----------------------|---------------------|---------------------|---------------------|------------|------------|-----------|
| 35 | E06000055 | 12BA0169 | Slight | Tuesday | 28/02/2012 | 16:35 | 501512/244184 | | | | | | |
| Location: C94 Metres C82 Broadmead Rd, Wootton, Bedfordshire 1st Rd: C94 2nd Rd: C82 | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 60MPH | Single c'way | T/Stag Give | Daylight | | Fine | Dry | None | None | None | None | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Goods 3.5 - 7. | No | Right turn | SE NE | On main | Enter main | No | None | | None | Male | 53 | -\ |
| 2 | Car | No | Going ahead | NE SW | On main | Junt appr | Yes | None | | None | Male | 30 | -\ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Drv/Rider | Male | 53 | Slight | No | Not ped | Not ped | Not ped | Other | | | |

Description: V1 was Waiting at Junction to Pull out onto C94. Vehicles Were Approaching from the Right, Two Vehicles Were Indicating to Turn into Broadmead Rd. V1 Has Pulled out to Turn and V2 Trav Sw Overtook the Two Vehicles Indicating left and Has Collided with V1.

User Information:

| | | | | | | | | | | | | | |
|---|---------------------|---------------------|-----------------|------------|-----------------|-------------------|----------------------|---------------------|---------------------|---------------------|------------|------------|-----------|
| 36 | E06000055 | 15BA1213 | Slight | Friday | 04/12/2015 | 05:28 | 501693/244517 | | | | | | |
| Location: C94 WOBURN ROAD, 360 metres northeast of C82 BROADMEAD ROAD, WOOTTON, Bedfordshire 1st Rd: C94 2nd Rd: | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 60MPH | Single c'way | NotJCT | Dark/lights lit | | Fine | Dry | None | None | None | None | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | Single | Right turn | NE W | On main | Not at | No | None | | None | Male | 49 | -\ |
| 2 | Van/Goods < 3. | No | Going ahead | SW NE | On main | Not at | No | None | Offside | Ditch | Male | 75 | -\ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 2 | Passenger | Female | 64 | Slight | No | Not ped | Not ped | Not ped | Other | | | |

Description: V1 TRAV SW, TURNS RIGHT TO ENTER LAYBY TO THE O/S AND CROSSES THE PATH OF V2 TRAV IN OPP DIRECTION. V2 COLLIDES WITH R/N/S OF TRAILER TO V1. V2 LEAVES THE ROAD TO THE O/S AND ENTERS A DITCH.

User Information:

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

| No. | Area L/A | Reference | Severity | Day | Date | Time | Grid Coords | Link/Node | Street | | | |
|--|---------------------|---------------------|-----------------|------------|-----------------|-------------------|----------------------|---------------------|---------------------|---------------------|------------|---------------|
| 37 | E06000055 | 14BA0289 | Slight | Saturday | 29/03/2014 | 17:35 | 501696/244601 | | | | | |
| Location: A421 Bedford Bypass 1120 Metres South West of Entry Slip Road from Marsh Leys, Wootton, Bedfordshire 1st Rd: A421 2nd Rd: | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | |
| 70MPH | Dual c'way | NotJCT | Daylight | | Fine | Dry | None | None | None | None | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age B/ |
| 1 | Car | No | Going ahead | NE | SW On main | Not at | No | None | N/s & reboun | Barr | Male | 57 -\ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | |
| 1 | 1 | Passenger | Female | 47 | Slight | Rear | Not ped | Not ped | Not ped | Other | | |
| Description: V1 Trav Southwest in Lane 1 of 2. Driver Falls Asleep at the Wheel and Loses Control and Collides with N/S Crash Barrier. | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | |
| 38 | E06000055 | 15BA0339 | Slight | Sunday | 19/04/2015 | 15:14 | 501722/244663 | | | | | |
| Location: A421 BEDFORD BYPASS, 1000 metres southwest of WOOTTON WESTBOUND ENTRY SLIP, WOOTTON, Bedfordshire 1st Rd: A421 2nd Rd: | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | |
| 70MPH | Dual c'way | NotJCT | Daylight | | Fine | Dry | None | None | None | Objt | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age B/ |
| 1 | Car | No | Going ahead | NE | SW On main | Not at | Yes | Object | O/s rebound | Cent barr | Male | 44 -\ |
| 2 | Car | No | Going ahead | NE | SW On main | Not at | No | None | | None | Male | -1 -\ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | |
| 1 | 1 | Drv/Rider | Male | 44 | Slight | No | Not ped | Not ped | Not ped | Other | | |
| Description: V1 TRAV SW SWERVES TO AVOID TYRE DEBRIS IN THE CARRIAGEWAY, LOSING CONTROL AND COLLIDING WITH THE CENTRAL BARRIER, REBOUNDING AND COLLIDES WITH V2 TRAV BEHIND. | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | |
| 39 | E06000055 | 14BA0838 | Slight | Wednesday | 27/08/2014 | 07:34 | 501737/244689 | | | | | |
| Location: A421 Westbound at Marker Post B9.7, Wootton, Bedfordshire 1st Rd: A421 2nd Rd: | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | |
| 70MPH | Dual c'way | NotJCT | Daylight | | Fine | Dry | None | None | None | None | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age B/ |
| 1 | Car | No | Going ahead | NE | SW On main | Not at | No | None | | None | Male | 29 -\ |
| 2 | Car | No | Stop | NE | SW On main | Not at | OT | None | O/s cent res | Cent barr | Female | 33 -\ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | |
| 1 | 1 | Drv/Rider | Male | 29 | Slight | No | Not ped | Not ped | Not ped | Other | | |
| 2 | 2 | Drv/Rider | Female | 33 | Slight | No | Not ped | Not ped | Not ped | Other | | |
| Description: V1 and V2 Trav Sw in Lane 2 of 2. an Unknown White Van Undertakes V1 and V2 at Speed Towards Heavy Traffic. V2 Brakes Sharply Owing to Traffic ahead but V1 Trav Behind, Failed to Slow in Time and Collided into Rear of V2. | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | |
| 40 | E06000055 | 130984 | Slight | Friday | 21/10/2016 | 17:15 | 501757/244752 | | | | | |
| Location: MARKER POST 9/7 A A421 1st Rd: A421 2nd Rd: | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | |
| 70MPH | Dual c'way | NotJCT | Daylight | | Fine | Dry | None | None | None | None | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age B/ |
| 1 | Car | No | Stop | SW | NE On main | Not at | No | None | | None | Male | 55 N/ |
| 2 | Car | No | Going ahead | SW | NE On main | Not at | Yes | None | O/s rebound | None | Male | 38 -\ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | |
| 1 | 2 | Drv/Rider | Male | 38 | Slight | No | Not ped | Not ped | Not ped | Other | | |
| Description: V1 was travelling behind v2 eastbound on A421 approaching the Wootton Flyover. V1 undertook v2 then moved back into lane 2. V2 moved into lane 1. V1 then also moved into lane 1 and applied brakes causing v2 to brake skid, hit the central barrier and flip onto its roof. V1 did not stop. | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | |

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

| No. | Area L/A | Reference | Severity | Day | Date | Time | Grid Coords | Link/Node | Street | | | | |
|---|---------------------|---------------------|-----------------|----------------|-----------------|---------------------|----------------------|---------------------|---------------------|---------------------|------------|------------|-----------|
| 41 | E06000055 | 16BA0193 | Slight | Thursday | 25/02/2016 | 18:13 | 501884/244868 | | | | | | |
| Location: C94 BEDFORD ROAD, at its Junction with U80, WOOTTON, Bedfordshire 1st Rd: C94 2nd Rd: U80 | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 60MPH | Single c'way | R'dabt Give | Dark/lights lit | Fine | Dry | None | None | None | None | | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Going ahead | SW | NE On main | Junt appr | No | None | | None | Male | 25 | N |
| 2 | Car | No | Going ahead | SW | NE On main | Junt appr | No | None | | None | Female | 19 | N |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 2 | Drv/Rider | Female | 19 | Slight | No | Not ped | Not ped | Not ped | Other | | | |
| 2 | 1 | Drv/Rider | Male | 25 | Slight | No | Not ped | Not ped | Not ped | Other | | | |
| Description: V1 TRAV NE ON APPROACH TO RDBT THAT WAS CLEAR. V1 BEING FOLLOWED BY V2. V1 SLOWED AND APPROACHED GIVE WAY LINES AND WHEN V2 HAD CLOSED UP BEHIND, V1 BRAKED FOR NO REASON, CAUSING V2 TO COLLIDE INTO REAR OF V1..... | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |
| 42 | E06000055 | 14BA0762 | Slight | Thursday | 14/08/2014 | 17:31 | 501926/243748 | | | | | | |
| Location: C82 Broadmead Road at House Name Wildlife Trust 60 Metres South East of Woburn Road, Stewartby, Bedfordshire 1st Rd: C82 2nd Rd: | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 60MPH | Single c'way | NotJCT | Daylight | Rain | Wet | None | None | None | None | | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Rt hand bend | NW | SE On main | Not at | No | None | Nearside | None | Male | 20 | N |
| 2 | Agric Veh | Single | Lt hand bend | SE | NW On main | Not at | No | None | | None | Male | 65 | N |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Drv/Rider | Male | 20 | Slight | No | Not ped | Not ped | Not ped | Other | | | |
| Description: Vltrav Se Behind another Vehicle Unknown, into an O/S Bend. V1 Braked Owing to Unknown Vehicle Braking Hard. V1 is then Met by Large Oncoming Agricultural V2 Trav in Opp Direction. V1 Swerves but Clips Rear Trailer Wheel of V2..... | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |
| 43 | E06000055 | 14BA0716 | Slight | Monday | 28/07/2014 | 20:33 | 501944/244900 | | | | | | |
| Location: C94 Woburn Road Metres Uc80 Fields Road, Stewartby, Bedfordshire 1st Rd: C94 2nd Rd: U | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 60MPH | Roundabout | R'dabt Give | Daylight | Fine | Dry | None | Refuge | None | None | | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | M/cycle 50 - 1 | No | Left turn | N | E On main | Leave r'about | Yes | None | Nearside | Sign | Male | 17 | N |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Drv/Rider | Male | 17 | Slight | No | Not ped | Not ped | Not ped | Other | | | |
| Description: V1 a Motor Cycle Trav South, Turns left on Rdbt and Runs over Gravel to Side of Road , Loses Control to the N/S and Hits Kerb. Rider of V1 Falls of Vehicle..... | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |
| 44 | E06000055 | 79272 | Serious | Wednesday | 01/06/2016 | 02:42 | 501965/245023 | | | | | | |
| Location: WOBURN ROAD C94 100 METRES NORTH OF JUNCTION WITH FIELDS ROAD 1st Rd: C94 2nd Rd: | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 60MPH | Single c'way | NotJCT | Dark/no lights | Fine | Wet | None | None | None | None | | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Goods unknown | No | Going ahead | NE | SW On main | Not at | No | None | | None | Male | 27 | N |
| 2 | Car | No | Going ahead | SW | NE On main | Not at | No | None | N/s & reboun | None | Female | 26 | N |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Drv/Rider | Male | 27 | Slight | No | Not ped | Not ped | Not ped | Other | | | |
| 2 | 2 | Drv/Rider | Female | 26 | Serious | No | Not ped | Not ped | Not ped | Other | | | |
| Description: Vehicle 1 travelling west along C94 Old A421 between Marsh Leys and Wootton, vehicle 2 travelling in opposite direction and for unknown reason both vehicles have struck front end offside to offside..... | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

| No. | Area L/A | Reference | Severity | Day | Date | Time | Grid Coords | Link/Node | Street | | | | |
|--|---------------------|---------------------|------------------|------------|-----------------|-------------------|----------------------|---------------------|---------------------|---------------------|------------|------------|-----------|
| 45 | E06000055 | 14BA0306 | Slight | Friday | 04/04/2014 | 17:05 | 502065/242674 | | | | | | |
| Location: C82 Broadmead Road Metres Uc Park Crescent, Stewartby, Bedfordshire 1st Rd: C82 2nd Rd: U | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 30MPH | Single c'way | T/Stag Give | Daylight | | Fine | Dry | None | None | None | None | | | |
| Veh | Vehicle type | Towing | Manoeuvre | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Left turn | SE | SW On main | Enter main | No | None | | None | Male | 19 | -\ |
| 2 | M/cycle 125 - | No | Going ahead | NE | SW On main | Mid junction | No | None | | None | Male | 24 | -\ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 2 | Drv/Rider | Male | 24 | Slight | No | Not ped | Not ped | Not ped | Other | | | |
| Description: V2 Trav Sw with T Junc to N/S. V1 Exits T Junc turning left and Collides with V2. | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |

| | | | | | | | | | | | | | |
|--|---------------------|---------------------|------------------|------------|-----------------|-------------------|----------------------|---------------------|---------------------|---------------------|------------|------------|-----------|
| 46 | E06000055 | 67208 | Serious | Monday | 16/05/2016 | 14:50 | 502090/245340 | | | | | | |
| Location: WOBURN ROAD C94 20 METRES SOUTH OF JUNCTION WITH MANOR ROAD C81 1st Rd: C94 2nd Rd: C81 | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 60MPH | Single c'way | T/Stag Give | Daylight | | Fine | Dry | None | None | None | None | | | |
| Veh | Vehicle type | Towing | Manoeuvre | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Going ahead | SW | NE On main | Junt appr | No | None | | None | Male | 37 | -\ |
| 2 | Car | No | Waiting | NE | SW On main | Junt cleared | No | None | | None | Male | 44 | -\ |
| 3 | Car | No | Going ahead | NE | SW On main | Mid junction | No | None | Offside | None | Female | 20 | N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Drv/Rider | Male | 37 | Slight | No | Not ped | Not ped | Not ped | Other | | | |
| 2 | 3 | Drv/Rider | Female | 20 | Serious | No | Not ped | Not ped | Not ped | Other | | | |
| 3 | 1 | Passenger | Male | 35 | Serious | Front | Not ped | Not ped | Not ped | Other | | | |
| Description: THAMES VALLEY POLICE HAD A PURSUIT WITH A VW GOLF VRM S789DKN WHICH WAS INITIATED BY AN ANPR MARKER IN MILTON KEYNES ON THE A5 AS OCCUPANTS OF VEHICLE HAD BEEN RESPONSIBLE FOR INCIDENT IN BEDFORDSHIRE ON 14/5/16 WHERE KNIVES WERE INVOLVED. VEHICLE WAS BEING PURSUED ALONG THE A421 (C94) TOWARDS KEMPSTON AND THREE POLICE VEHICLES IN THE DIRECT CONVOY MARKED TVP ARV AND TWO UNMARKED ROADS POLICING VEHICLES. AS THEY APPROACHED JUNCTION WITH MANOR ROAD VAUXHALL INSIGNIA TRAVELLING IN OPPOSITE DIRECTION HAS SEEN VEHICLES APPROACHING AND MOVED TO NEARSIDE AND STOPPED TO ALLOW POLICE PAST. SUBJECT VEHICLE AND 3 CARS PAST WITHOUT INCIDENT ABOUT 10 SECONDS LATER MARKED POLICE TVP TRAFFIC CAR MAKING GROUND ON THE CONVOY APPROACHED JUNCTION MANOR ROAD AND WAS ON THE CENTRE CHEVRONS AS BEEN OVERTAKING AND AS MID JUNCTION A RED CITROEN C1 TRAVELLING IN OPPOSITE DIRECTION HAD NOT SEEN INSIGNIA HAD STOPPED IN FRONT AND SWERVED ONTO OPPOSING CARRIAGEWAY AND FRONT NEARSIDE OF CITROEN STRUCK REAR OFF SIDE OF INSIGNIA AND THEN BOTH THE MARKED POLICE VEHICLE AND THE CITROEN STRUCK HEAD ON. | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |

| | | | | | | | | | | | | | |
|---|---------------------|---------------------|------------------|------------|-----------------|-------------------|----------------------|---------------------|---------------------|---------------------|------------|------------|-----------|
| 47 | E06000055 | 139741 | Serious | Wednesday | 07/12/2016 | 14:10 | 502101/245371 | | | | | | |
| Location: WOBURN ROAD C94 MANOR ROAD C81 1st Rd: C94 2nd Rd: C81 | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 60MPH | Single c'way | T/Stag Give | Daylight | | Other | Wet | None | None | None | None | | | |
| Veh | Vehicle type | Towing | Manoeuvre | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Wt turn rt | SW | SE On main | Mid junction | No | None | | None | Male | 38 | -\ |
| 2 | Van/Goods < 3. | No | Right turn | SE | NE On main | Mid junction | No | None | | None | Male | 69 | -\ |
| 3 | Car | No | Going ahead | SW | NE On main | Mid junction | No | None | | None | Male | 78 | N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 3 | Passenger | Female | 80 | Serious | Front | Not ped | Not ped | Not ped | Other | | | |
| Description: Vehicle was leaving Manor Toad turning onto Woburn Road. Driver misjudged junction and collided with V1 and 3 down Woburn Road. | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |

| | | | | | | | | | | | | | |
|--|---------------------|---------------------|------------------|------------|-----------------|-------------------|----------------------|---------------------|---------------------|---------------------|------------|------------|-----------|
| 48 | E06000055 | 123735 | Serious | Wednesday | 26/10/2016 | 18:35 | 502101/245369 | | | | | | |
| Location: WOBURN ROAD C94 MANOR ROAD C81 1st Rd: C94 2nd Rd: C81 | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 60MPH | Single c'way | T/Stag Give | Dark/no lights | | Fine | Dry | None | None | None | None | | | |
| Veh | Vehicle type | Towing | Manoeuvre | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Right turn | SE | NE On main | Mid junction | No | None | | None | Female | 21 | N/ |
| 2 | Car | No | Going ahead | NE | SW On main | Mid junction | No | None | | None | Male | 33 | N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 2 | Drv/Rider | Male | 33 | Slight | No | Not ped | Not ped | Not ped | Other | | | |
| 2 | 1 | Drv/Rider | Female | 21 | Serious | No | Not ped | Not ped | Not ped | Other | | | |
| Description: V1 travelling along Manor Road Kempston Hardwick towards old A421. At junction V1 pulled out attempting to turn right, onto old A421. V1 did not see V2 travelling westbound on A421, causing V2 to collide with V1. | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

| No. | Area L/A | Reference | Severity | Day | Date | Time | Grid Coords | Link/Node | Street | | | | |
|---|----------------|--------------|-------------|----------|------------|--------------|---------------|--------------|--------------|--------------|------|-----|----|
| 49 | E06000055 | 12BA0600 | Slight | Saturday | 25/08/2012 | 17:54 | 502109/245371 | | | | | | |
| Location: C94 Woburn Rd Metres C81 Manor Rd, Kempston, Bedfordshire 1st Rd: C94 2nd Rd: C81 | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 60MPH | Single c'way | T/Stag Give | Daylight | Fine | Dry | None | None | None | None | | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Right turn | SW | SE On main | Junt appr | No | None | | None | Male | 20 | N |
| 2 | Van/Goods < 3. | No | Going ahead | NE | SW On main | Junt appr | No | None | | None | Male | 27 | N |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Drv/Rider | Male | 20 | Slight | No | Not ped | Not ped | Not ped | Other | | | |

Description: V1 Has Turned right into Manor Rd and Stalled. V2 Trav Sw Has Collided with V1.

User Information:

| No. | Area L/A | Reference | Severity | Day | Date | Time | Grid Coords | Link/Node | Street | | | | |
|---|--------------|--------------|-------------|---------|------------|--------------|---------------|--------------|--------------|--------------|--------|-----|----|
| 50 | E06000055 | 133844 | Slight | Tuesday | 15/11/2016 | 07:28 | 502109/245556 | | | | | | |
| Location: WESTBOUND A421 130 METRES SOUTH OF JUNCTION WITH MARSH LEYS ENTRY SLIP ROAD A421 1st Rd: A421 2nd Rd: | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 70MPH | Dual c'way | NotJCT | Daylight | Rain | Wet | None | None | None | None | | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Going ahead | NE | SW On main | Not at | No | None | | None | Female | 20 | N |
| 2 | Car | No | Going ahead | NE | SW On main | Not at | No | None | | None | Male | 41 | N |
| 3 | Car | No | Going ahead | NE | SW On main | Not at | No | None | | None | Male | 50 | N |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Drv/Rider | Female | 20 | Slight | No | Not ped | Not ped | Not ped | Other | | | |

Description: THREE VEHICLE RTC. APPEARS VEH 3 HAS HAD TO BRAKE DUE TO ANOTHER VEHICLE CAUSING IT TO BRAKE. VEH 2 HAS HIT REAR OF VEH 3. VEH 1 HAS THEN GONE INTO THE REAR OF VEH 2. AIR BAGS DEPLOYED ON VEH 1.

User Information:

| No. | Area L/A | Reference | Severity | Day | Date | Time | Grid Coords | Link/Node | Street | | | | |
|--|----------------|--------------|-------------|---------|------------|--------------|---------------|--------------|--------------|--------------|--------|-----|----|
| 51 | E06000055 | 14BA0521 | Slight | Monday | 09/06/2014 | 21:24 | 502168/242993 | | | | | | |
| Location: C82 Broadmead Road at Approx 330 Metres North East of Park Crescent, Stewartby, Bedfordshire 1st Rd: C82 2nd Rd: | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 60MPH | Single c'way | NotJCT | Daylight | Rain | Wet | None | None | None | None | | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | M/cycle 50 - 1 | No | Going ahead | SW | NE On main | Not at | Yes | None | | None | Female | 37 | N |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Drv/Rider | Female | 37 | Slight | No | Not ped | Not ped | Not ped | Other | | | |

Description: V1 a Motor Cycle Trav Ne on Wet Road Conditions. Driver Loses Control of V1 After Exit of Bend and Falls off V1.

User Information:

| No. | Area L/A | Reference | Severity | Day | Date | Time | Grid Coords | Link/Node | Street | | | | |
|---|--------------|--------------|----------|---------|------------|--------------|---------------|--------------|--------------|--------------|--------|-----|----|
| 52 | E06000055 | 132048 | Slight | Monday | 21/11/2016 | 07:29 | 502292/245850 | | | | | | |
| Location: WESTBOUND ENTRY SLIP ROAD A421 230 METRES WEST OF JUNCTION WITH MARSH LEYS ROUNDABOUT A428 1st Rd: A421 2nd Rd: | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 70MPH | Slip road | NotJCT | Daylight | Rain | Wet | None | None | None | None | | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Stop | NE | SW On main | Not at | Yes | None | | None | Male | 53 | N |
| 2 | Car | No | Stop | NE | SW On main | Not at | No | None | | None | Female | 40 | N |
| 3 | Car | No | Stop | NE | SW On main | Not at | No | None | | None | Male | 50 | N |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Drv/Rider | Male | 53 | Slight | No | Not ped | Not ped | Not ped | Other | | | |

Description: Traffic has slowed and v002 and v003 have stopped. V001 has braked heavily and skidded into the back of v002 causing it to shunt the rear of v003.

User Information:

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

| No. | Area L/A | Reference | Severity | Day | Date | Time | Grid Coords | Link/Node | Street | | | | |
|---|---------------|--------------|----------------|-----------|------------|---------------|---------------|--------------|--------------|--------------|--------|--------|--|
| 53 | E06000055 | 61284 | Slight | Saturday | 16/04/2016 | 10:04 | 502336/242127 | | | | | | |
| Location: UC STEWARTBY WAY 55 METRES NORTH OF JUNCTION WITH MONTGOMERY CLOSE, STEWARTBY, BEDFORDSHIRE. 1st Rd: U | | | | | | | | | | | | | |
| 2nd Rd: | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 30MPH | Single c'way | NotJCT | Daylight | Unknown | Dry | None | None | None | None | | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age B/ | |
| 1 | Goods unknown | No | Going ahead | NW | SE On main | Not at | No | P'd veh u/l | | None | Male | 48 N/ | |
| 2 | Car | No | Parked | P P | On main | Not at | No | None | | None | Male | 54 N/ | |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Pedestrian | Male | 33 | Slight | No | Stand | Unknown | c'way not cr | Other | | | |
| Description: Driver of v2 attended Kempston HQ to report incident. D2 stated that the RTC had occurred at 10:04 on 16/04/2016. He stated details were exchanged at scene, but police were not called, it was only later he attended to report. He states he was parked on side of road on opposite side of highway, facing oncoming traffic. His son was talking to him via the passenger side with the door open, his son had one foot in the foot well and the other on the highway and had been leaning in and out of vehicle talking to driver. V1 approached, tried to overtake, but collided with Mr Bithells passenger door of V2. DV2's son hit by passenger door as V1 made contact, complained of no injury at the time, however later complained of chest pain and attended hospital. Has bruising to left side and told to take normal painkillers. | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |
| 54 | E06000055 | 12BA0215 | Serious | Saturday | 31/03/2012 | 00:22 | 502365/245950 | | | | | | |
| Location: A421, Bedford, Bedfordshire 1st Rd: A421 2nd Rd: | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 70MPH | Dual c'way | NotJCT | Dark/no lights | Fine | Dry | None | None | None | None | | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age B/ | |
| 1 | Goods > 7.5t | Db1 | Going ahead | NE | SW On main | Not at | No | None | | None | Male | 37 -\ | |
| 2 | Pedal Cycle | No | Going ahead | NE | SW On main | Not at | No | None | | None | Male | 25 N/ | |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 2 | Drv/Rider | Male | 25 | Serious | No | Not ped | Not ped | Not ped | Other | | | |
| Description: V2 (Cycle) Trav West with no Lights on and Wearing Dark Clothing. V1 Trav West Has Clipped Rider of V2:..... | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |
| 55 | E06000055 | 12BA0626 | Slight | Wednesday | 05/09/2012 | 09:34 | 502378/246102 | | | | | | |
| Location: A428 the Branston Way, Metres A421 Kempston, Bedfordshire 1st Rd: A428 2nd Rd: A421 | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 40MPH | Single c'way | R'dabt Give | Daylight | Fine | Dry | None | Refuge | None | None | | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age B/ | |
| 1 | Pedal Cycle | No | Start | SW | NE On main | Junt appr | No | None | | None | Female | 42 N/ | |
| 2 | Car | No | Going ahead | SE | NW On main | Leave r'about | No | None | | None | Female | 59 -\ | |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Drv/Rider | Female | 42 | Slight | No | Not ped | Not ped | Not ped | Other | | | |
| Description: V2 Has Exited onto the A428 as V1 (Cycle) Has Crossed the Rd Without Looking and Been Struck by V2. | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |
| 56 | E06000055 | 114464 | Slight | Wednesday | 21/09/2016 | 15:14 | 502385/246124 | | | | | | |
| Location: THE BRANSTON WAY A428 5 METRES WEST OF JUNCTION WITH MARSH LEYS ROUNDABOUT A428 1st Rd: A428 2nd Rd: A428 | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 60MPH | Single c'way | R'dabt Give | Daylight | Fine | Dry | None | Refuge | None | None | | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age B/ | |
| 1 | Car | No | Start | NW | SE On main | Junt appr | No | None | | None | Male | 50 -\ | |
| 2 | Car | No | Waiting | NW | SE On main | Junt appr | No | None | | None | Female | 60 -\ | |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Drv/Rider | Male | 50 | Slight | No | Not ped | Not ped | Not ped | Other | | | |
| Description: A learner driver was in front of V2 and was slow pulling away. V2 stopped for learner driver, V1 was behind V2 and hit V2 which had stopped due to learner driver. | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

| No. | Area L/A | Reference | Severity | Day | Date | Time | Grid Coords | Link/Node | Street | | | | |
|---|----------------|--------------|-----------------|-----------|------------|--------------|---------------|--------------|--------------|--------------|--------|-----|----|
| 57 | E06000055 | 16BA0229 | Slight | Tuesday | 08/03/2016 | 17:00 | 502396/246058 | | | | | | |
| Location: A421 EXIT SLIP ROAD, at its Junction with A428 MARS LEYS RONDABOUT, KEMPSTON RURAL, Bedfordshire 1st Rd: A421 2nd Rd: A428 | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 70MPH | Slip road | R'dabt ATS | Daylight | Fine | Wet | None | None | None | None | | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Van/Goods < 3. | No | Going ahead | SW | NE On main | Junt appr | No | None | | None | Male | 44 | N/ |
| 2 | Car | No | Waiting | SW | NE On main | Junt appr | No | None | | None | Female | 53 | N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 2 | Drv/Rider | Female | 53 | Slight | No | Not ped | Not ped | Not ped | Other | | | |
| Description: V1 TRAV NE ON EXIT SLIP ROAD TO THE ATS CONTROLLED JUNC WITH THE RDBT. V2 AHEAD WAS SEEN TO MOVE OFF WITH OTHER TRAFFIC ON THE GREEN ATS AND THEN STOP SUDDENLY WHEN ATS CHANGED TO AMBER. V1 THEN COLLIDES INTO REAR OF V2. | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |
| 58 | E06000055 | 15BA1064 | Slight | Friday | 13/11/2015 | 17:01 | 502397/246136 | | | | | | |
| Location: A428 THE BRANSTON WAY, at its Junction with A428 MARSH LEYS RONDABOUT, KEMPSTON, Bedfordshire 1st Rd: A428 2nd Rd: A428 | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 40MPH | Roundabout | R'dabt Give | Dark/lights lit | Fine Wind | Wet | None | Refuge | None | None | | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Start | NW | E On main | Mid junction | No | None | | None | Male | 22 | N/ |
| 2 | Pedal Cycle | No | Going ahead | SW | N On main | Mid junction | No | None | | None | Male | 55 | N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 2 | Drv/Rider | Male | 55 | Slight | No | Not ped | Not ped | Not ped | Other | | | |
| Description: V1 TRAV SE, WAITING TO ENTER BUSY RDBT. V1 MOVES OFF AND COLLIDES WITH V2, A PEDAL CYCLE THAT HAD PULLED ACROSS THE FRONT OF V1. V2 WAS MOVING THROUGH STATIONARY TRAFFIC TO CROSS MOUTH OF JUNC. | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |
| 59 | E06000055 | 14BA1294 | Slight | Tuesday | 30/12/2014 | 18:30 | 502399/245874 | | | | | | |
| Location: C94 Woburn Road at Approx 140 Metres South West of A428 Marsh Leys, Kempston Rural, Bedfordshire 1st Rd: C94 2nd Rd: | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 60MPH | Single c'way | NotJCT | Dark/no lights | Fog Mist | Ice | None | None | None | None | | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Going ahead | SW | NE On main | Not at | No | None | | None | Untra. | -1 | N/ |
| 2 | Car | No | U turn | NE | NE On main | Not at | No | None | Nearside | Barr | Male | 60 | N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 2 | Drv/Rider | Male | 60 | Slight | No | Not ped | Not ped | Not ped | Other | | | |
| 2 | 2 | Passenger | Female | 57 | Slight | Front | Not ped | Not ped | Not ped | Other | | | |
| Description: V2 Trav Sw Completes a U Turn in Road to Face Ne. Starts to Pull Away and is Hit from Behind by V1, Pushing V2 into N/S Barrier. V1 Turned off its Lights and Drove Off, Failing to Stop. | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |
| 60 | E06000055 | 15BA0556 | Slight | Monday | 22/06/2015 | 22:05 | 502403/246078 | | | | | | |
| Location: A428, at its Junction with A421 BYPASS EASTBOUND EXIT SLIP , KEMPSTON RURAL, Bedfordshire 1st Rd: A428 2nd Rd: A421 | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 40MPH | Roundabout | R'dabt ATS | Dark/lights lit | Fine | Dry | None | Refuge | None | None | | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Start | SW | NE On main | Mid junction | No | None | | None | Female | 25 | N/ |
| 2 | Pedal Cycle | No | Going ahead | SE | NW On main | Mid junction | No | None | | None | Male | 33 | N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 2 | Drv/Rider | Male | 33 | Slight | No | Not ped | Not ped | Not ped | Other | | | |
| Description: V2 A PEDAL CYCLE TRAV NW AT SLOW SPEED. V1 MOVES OFF FROM GREEN ATS ONTO RDBT AND COLLIDES WITH V2. | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

| No. | Area L/A | Reference | Severity | Day | Date | Time | Grid Coords | Link/Node | Street | | | |
|---|---------------------|---------------------|-----------------|------------|-----------------|-------------------|----------------------|---------------------|---------------------|---------------------|------------|---------------|
| 61 | E06000055 | 13BA0454 | Slight | Wednesday | 03/07/2013 | 10:50 | 502404/246123 | | | | | |
| Location: A428 the Branston Way Metres A421 Southern Bypass, Kempston, Bedfordshire 1st Rd: A428 2nd Rd: A421 | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | |
| 40MPH | Single c'way | R'dabt Give | Daylight | | Fine | Dry | None | None | None | None | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age B/ |
| 1 | Van/Goods < 3.No | No | Going ahead | NW | SE On main | Mid junction | No | None | Str't ahead | Other | Male | 48 -\ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | |
| 1 | 1 | Drv/Rider | Male | 48 | Slight | No | Not ped | Not ped | Not ped | Other | | |
| Description: V1 Trav South East on the Branston Way Fails to Negotiate Entry onto Rdbt, Carries Straight on Through Wooden Perimeter Fence, Coming to Rest in Ditch | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | |
| 62 | E06000055 | 13BA0558 | Slight | Tuesday | 27/08/2013 | 00:25 | 502446/246036 | | | | | |
| Location: A421 Bypass on Overbridge, Eastbound at Approx 485 Metres North East of Kempston Exit Slip Road, Kempston Rural, Bedfordshire 1st Rd: A421 2nd Rd: | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | |
| 70MPH | Dual c'way | NotJCT | Dark/no lights | | Fine | Dry | None | None | None | None | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age B/ |
| 1 | Car | No | Going ahead | SW | NE On main | Not at | Yes | None | O/s cent res | Cent barr | Male | 35 N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | |
| 1 | 1 | Drv/Rider | Male | 35 | Slight | No | Not ped | Not ped | Not ped | Other | | |
| Description: V1 Trav East when for Unkown Reason Loses Control to O/S and Hits Central Concrete Barrier. | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | |
| 63 | E06000055 | 118879 | Slight | Friday | 07/10/2016 | 17:01 | 502459/246139 | | | | | |
| Location: MARSH LEYS ROUNDABOUT A428 ENTRY SLIP ROAD EASTBOUND A421 1st Rd: A428 2nd Rd: A421 | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | |
| 30MPH | Roundabout | R'dabt Give | Daylight | | Fine | Dry | None | Refuge | None | None | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age B/ |
| 1 | Car | No | Chg rt lane | NW | SE On main | Mid junction | No | None | | None | Female | 59 -\ |
| 2 | Car | No | Going ahead | NW | SE On main | Mid junction | No | None | Offside | Barr | Male | 23 -\ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | |
| 1 | 2 | Drv/Rider | Male | 23 | Slight | No | Not ped | Not ped | Not ped | Other | | |
| Description: V1 was travelling from A428 and was in the lane to go left onto the slip road for the A421. V1 has changed their mind and turned right hitting V2 who was travelling towards Marsh Leys . V1 has crashed into V2 causing V2 to crash into railings. | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | |
| 64 | E06000055 | 12BA0144 | Slight | Wednesday | 07/03/2012 | 07:18 | 502482/245989 | | | | | |
| Location: A428 the Frank Branston Way Metres C94 Woburn Road, Kempston, Bedfordshire 1st Rd: A428 2nd Rd: A428 | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | |
| 40MPH | Roundabout | Slip-R ATS | Daylight | | Fine | Dry | None | Ped Phase | None | None | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age B/ |
| 1 | M/cycle 50 - 1No | No | Going ahead | SE | NW On main | Mid junction | Yes | None | | None | Male | 38 -\ |
| 2 | Car | No | Going ahead | SE | NW On main | Mid junction | No | None | | None | Male | 43 -\ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | |
| 1 | 1 | Drv/Rider | Male | 38 | Slight | No | Not ped | Not ped | Not ped | Other | | |
| Description: V1 was in the Wrong Lane and Indicated to Move Lanes. V2 Did Not See V1 as it was in a Blind Spot. V1 Has Braked Hard to Avoid a Collision and Lost Control. | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | |

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

| No. | Area L/A | Reference | Severity | Day | Date | Time | Grid Coords | Link/Node | Street | | | | |
|---|---------------------|---------------------|-----------------|------------|-----------------|-------------------|----------------------|---------------------|---------------------|---------------------|------------|------------|-----------|
| 65 | E06000055 | 12BA0663 | Serious | Wednesday | 19/09/2012 | 08:25 | 502492/246126 | | | | | | |
| Location: A421 Eastbound Entry Slip Metres A428 the Branston Way, Kempston, Bedfordshire 1st Rd: A421 2nd Rd: A428 | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 70MPH | Slip road | R'dabt Give | Daylight | | Fine | Dry | None | None | None | None | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Going ahead | SW | NE On main | Junt cleared | No | None | | None | Male | 23 | -\ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Pedestrian | Male | 16 | Serious | No | North west | Offside | In c'way | Other | | | |

Description: V1 Has Entered the Slip Rd from the Roundabout. Cas 1 Has Ran out into the Path of V1 and V1 Has Collided with Cas 1.

User Information:

| | | | | | | | | | | | | | |
|--|---------------------|---------------------|-----------------|------------|-----------------|-------------------|----------------------|---------------------|---------------------|---------------------|------------|------------|-----------|
| 66 | E06000055 | 57289 | Slight | Sunday | 03/04/2016 | 11:51 | 502507/245977 | | | | | | |
| Location: MARSH LEYS ROUNDABOUT A428 A421 1st Rd: A428 2nd Rd: A421 | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 40MPH | Roundabout | R'dabt ATS | Daylight | | Unknown | Dry | None | Ped Phase | None | None | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Stop | NE | NW On main | Mid junction | No | None | | None | Male | 43 | -\ |
| 2 | Car | No | Waiting | SE | NW On main | Mid junction | No | None | | None | Male | 61 | -\ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Passenger | Male | 9 | Slight | Front | Not ped | Not ped | Not ped | Other | | | |
| 2 | 2 | Passenger | Male | 35 | Slight | Rear | Not ped | Not ped | Not ped | Other | | | |
| 3 | 2 | Passenger | Female | 56 | Slight | Front | Not ped | Not ped | Not ped | Other | | | |

Description: V2 was stationary at a red light on the Marsh Leys roundabout, Bedford. V1 has approached the red traffic light but failed to stop in time. V1 has collided with the rear of v2.

User Information:

| | | | | | | | | | | | | | |
|---|---------------------|---------------------|-----------------|------------|-----------------|-------------------|----------------------|---------------------|---------------------|---------------------|------------|------------|-----------|
| 67 | E06000055 | 15BA0942 | Slight | Sunday | 11/10/2015 | 15:05 | 502516/245971 | | | | | | |
| Location: A428 MARSH LEYS ROUNDABOUT, at its Junction with C94 WOBURN ROAD, STEWARTBY, Bedfordshire 1st Rd: A428 2nd Rd: C94 | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 40MPH | Roundabout | R'dabt ATS | Daylight | | Fine | Dry | None | Refuge | None | None | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | M/cycle > 500c | No | Going ahead | SE | NW On main | Mid junction | Yes | None | | None | Male | 44 | -\ |
| 2 | Car | No | Waiting | SE | NW On main | Mid junction | No | None | | None | Female | 23 | -\ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Drv/Rider | Male | 44 | Slight | No | Not ped | Not ped | Not ped | Other | | | |
| 2 | 1 | Passenger | Female | 54 | Slight | No | Not ped | Not ped | Not ped | Other | | | |

Description: V1 A MOTOR CYCLE TRAV NW, AROUND RDBT, LOSES CONTROL AND COLLIDES INTO REAR OF V2, STOPPED AT RED ATS.

User Information:

| | | | | | | | | | | | | | |
|---|---------------------|---------------------|-----------------|------------|-----------------|-------------------|----------------------|---------------------|---------------------|---------------------|------------|------------|-----------|
| 68 | E06000055 | 15BA1002 | Slight | Friday | 16/10/2015 | 14:33 | 502544/245962 | | | | | | |
| Location: A428 MARSH LEYS ROUNDABOUT, at its Junction with C94 WOBURN ROAD, STEWARTBY, Bedfordshire 1st Rd: A428 2nd Rd: C94 | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 40MPH | Roundabout | R'dabt ATS | Daylight | | Fine | Dry | None | Ped Phase | None | None | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Going ahead | NE | SW On main | Mid junction | No | None | | None | Male | 40 | -\ |
| 2 | Car | No | Waiting | NW | SW On main | Mid junction | No | None | Nearside | Barr | Female | 50 | -\ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 2 | Drv/Rider | Female | 50 | Slight | No | Not ped | Not ped | Not ped | Other | | | |

Description: V2 HAD STOPPED AT ATS FACING SW. V1 TRAVELS ONTO RDBT AT SPEED AND COLLIDES INTO REAR OF V2, PUSHING V2 INTO THE N/S BARRIER.

User Information:

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

| No. | Area L/A | Reference | Severity | Day | Date | Time | Grid Coords | Link/Node | Street | | | | |
|--|---------------------|---------------------|-----------------|----------------|-----------------|---------------------|----------------------|---------------------|---------------------|---------------------|------------|------------|-----------|
| 69 | E06000055 | 12BA0446 | Slight | Thursday | 28/06/2012 | 11:25 | 502572/246104 | | | | | | |
| Location: A421 Westbound, Kempston, Bedfordshire 1st Rd: A421 2nd Rd: | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 70MPH | Dual c'way | NotJCT | Daylight | Fine | Dry | None | None | None | Objt | | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Going ahead | E W | On main | Not at | No | None | O/s rebound | Cent barr | Male | 32 | -\ |
| 2 | Car | No | Parked | P P | On main | Not at | No | None | | None | Male | 47 | -\ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Drv/Rider | Male | 32 | Slight | No | Not ped | Not ped | Not ped | Other | | | |
| Description: V2 Has Broken down and is Stopped. V1 Has Swerved to Avoid V2 and Collided with the Central Reservation and Rebounded. | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |
| 70 | E06000055 | 12BA0291 | Slight | Thursday | 19/01/2012 | 13:50 | 502575/245994 | | | | | | |
| Location: A428 Metres A421, Kempston, Bedfordshire 1st Rd: A428 2nd Rd: A421 | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 40MPH | Roundabout | R'dabt ATS | Daylight | Fine | Dry | None | Ped Phase | None | None | | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Goods > 7.5t | Art | Chg lt lane | NW SE | On main | Leave r'about | No | None | | None | Untra. | -1 | N/ |
| 2 | Car | No | Stop | NW SE | On main | Mid junction | No | None | Nearside | Barr | Male | 31 | -\ |
| 3 | Car | No | Going ahead | NW SE | On main | Mid junction | No | None | | None | Female | 30 | -\ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 2 | Drv/Rider | Male | 31 | Slight | No | Not ped | Not ped | Not ped | Other | | | |
| 2 | 3 | Drv/Rider | Female | 30 | Slight | No | Not ped | Not ped | Not ped | Other | | | |
| Description: V1 ,2 and 3 Have Been on the Roundabout V3 Has Slowed to Allow V1 to Turn Twds Marsh Leys Distribution Centre. V2 Following V3 Has Been Unable to Stop and Swerved into the Barrier Clipping the Rear of V3. | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |
| 71 | E06000055 | 12BA0770 | Slight | Friday | 26/10/2012 | 20:35 | 502582/246038 | | | | | | |
| Location: A421 Metres A428, Stewartby, Bedfordshire. 1st Rd: A421 2nd Rd: A428 | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 40MPH | Slip road | R'dabt ATS | Dark/lights lit | Fine | Dry | None | Ped Phase | None | None | | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Stop | NE SW | On main | Junt appr | No | None | | None | Female | 42 | -\ |
| 2 | Pedal Cycle | No | Going ahead | NW SE | On main | Junt appr | No | None | | None | Male | 25 | N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 2 | Drv/Rider | Male | 25 | Slight | No | Not ped | Not ped | Not ped | Other | | | |
| Description: V1 Has Slowed for Ats Controlled Junction and Colliided with V2 (Cycle). V2 was Crossing at the Lights. | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |
| 72 | E06000055 | 14BA1032 | Slight | Wednesday | 29/10/2014 | 17:54 | 502584/246050 | | | | | | |
| Location: A421 Bedford Bypass Westbound Exit Slip Metres A428 Marsh Leys Roundabout, Kempston, Bedfordshire 1st Rd: A421 2nd Rd: A428 | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 40MPH | Slip road | R'dabt ATS | Dark/lights lit | Rain | Wet | None | Ped Phase | None | None | | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Going ahead | NE SW | On main | Junt appr | No | None | | None | Female | 37 | -\ |
| 2 | Car | No | Waiting | NE SW | On main | Junt appr | No | None | | None | Male | 43 | -\ |
| 3 | Car | No | Waiting | NE SW | On main | Junt appr | No | None | | None | Male | 23 | -\ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 2 | Drv/Rider | Male | 43 | Slight | No | Not ped | Not ped | Not ped | Other | | | |
| Description: V3 and V2 Trav Sw, Were Stationary at Entry to Rdbt, Held at Ats. V1 Collided into Rear of V2, Pushing V2 into Rear of V3. | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

| No. | Area L/A | Reference | Severity | Day | Date | Time | Grid Coords | Link/Node | Street | | | |
|---|----------------|--------------|----------------|----------|------------|--------------|---------------|--------------|--------------|--------------|--------|--------|
| 73 | E06000055 | 13BA0345 | Slight | Thursday | 16/05/2013 | 08:35 | 502618/241900 | | | | | |
| Location: C79 Stewartby Way at Approx 470 Metres North West of B530, Stewartby, Bedfordshire 1st Rd: C79 2nd Rd: | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 60MPH | Single c'way | NotJCT | Daylight | Fine | Wet | None | None | None | None | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age B/ |
| 1 | Car | No | Going ahead | SE | NW On main | Not at | No | None | Offside | Other | Male | 25 N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | |
| 1 | 1 | Drv/Rider | Male | 25 | Slight | No | Not ped | Not ped | Not ped | Other | | |
| Description: V1 Trav Nw Towards Centre of Stewartby, V1 Leaves the Carriageway to its O/S Travelled Along Grass Verge Before Colliding with Traffic Management Box and Vodafone Data Boxes | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | |
| 74 | E06000056 | 12BA0822 | Slight | Saturday | 17/11/2012 | 23:04 | 502924/241236 | | | | | |
| Location: B530 Ampthill Rd, Houghton Conquest, Bedfordshire 1st Rd: B530 2nd Rd: | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 60MPH | Single c'way | NotJCT | Dark/no lights | Fine | Wet | None | None | None | Animal | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age B/ |
| 1 | Taxi | No | Stop | S | N On main | Not at | No | None | | None | Male | 39 -\ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | |
| 1 | 1 | Passenger | Male | 22 | Slight | Rear | Not ped | Not ped | Not ped | Other | | |
| Description: V1 (Taxi) Trav North Has Braked Hard Due to an Animal Being in the Rd Ahead. Cas 1 Has Been Thrown Forward. | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | |
| 75 | E06000056 | 14BA0348 | Slight | Monday | 21/04/2014 | 14:30 | 502980/240953 | | | | | |
| Location: B530 Ampthill Road 35 Metres North of Manor Farm Cottages, Houghton Conquest, Bedfordshire 1st Rd: B530 2nd Rd: | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 60MPH | Single c'way | NotJCT | Daylight | Fine | Dry | None | None | None | None | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age B/ |
| 1 | M/cycle > 500c | No | Going ahead | N | S On main | Not at | Yes | None | | None | Male | 43 -\ |
| 2 | Car | No | Stop | N | S On main | Not at | No | None | | None | Male | 54 -\ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | |
| 1 | 1 | Drv/Rider | Male | 43 | Slight | No | Not ped | Not ped | Not ped | Other | | |
| 2 | 2 | Drv/Rider | Male | 54 | Slight | No | Not ped | Not ped | Not ped | Other | | |
| 3 | 2 | Passenger | Female | 66 | Slight | Front | Not ped | Not ped | Not ped | Other | | |
| Description: V2 Trav South Towards Ampthill, Slows for Traffic Slowing Ahead. V1, a Motorcycle Trav Behind, Fails to React and Collides into Rear of V2. | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | |
| 76 | E06000056 | 134162 | Slight | Monday | 28/11/2016 | 17:38 | 502984/240916 | | | | | |
| Location: B530 AMPHILL ROAD J/W UC125 MANOR FARM COTTAGES, HOUGHTON CONQUEST, BEDFORDSHIRE. 1st Rd: B530 2nd Rd: U | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 60MPH | Single c'way | T/Stag Give | Dark/no lights | Fine | Wet | None | None | None | None | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age B/ |
| 1 | Car | No | Right turn | S | E On main | Mid junction | No | None | | None | Female | 27 -\ |
| 2 | Car | No | Going ahead | N | S On main | Mid junction | No | None | Nearside | | Male | 49 -\ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | |
| 1 | 1 | Drv/Rider | Female | 27 | Slight | No | Not ped | Not ped | Not ped | Other | | |
| 2 | 2 | Drv/Rider | Male | 49 | Slight | No | Not ped | Not ped | Not ped | Other | | |
| Description: V1 driving North along B530, V1 came to a slow speed to turn right, into Manor Farm Cottages, Houghton Conquest. V1 turned towards Manor Farm Cottages and V2 was driving South along B530 and V1 collided with V2. Serious impact, both vehicles air bags deployed. | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | |

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016
 Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident
 Severity < 4

| No. | Area L/A | Reference | Severity | Day | Date | Time | Grid Coords | Link/Node | Street | | | | |
|---|---------------------|---------------------|------------------|----------------|-----------------|---------------------|----------------------|---------------------|---------------------|---------------------|------------|------------|-----------|
| 77 | E06000056 | 12DA1025 | Slight | Wednesday | 19/12/2012 | 17:44 | 503014/240265 | | | | | | |
| Location: B530 Ampthill Rd at House Name Chequers Public House, Houghton Conquest, Bedfordshire 1st Rd: B530 2nd Rd: | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 60MPH | Single c'way | Priv Give | Dark/no lights | Rain | Wet | None | None | None | None | | | | |
| Veh | Vehicle type | Towing | Manoeuvre | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Going ahead | S N | On main | Junt appr | Yes | None | | None | Male | 55 | -\ |
| 2 | Car | No | Waiting | S N | On main | Junt appr | No | None | | None | Male | 19 | -\ |
| 3 | Car | No | Wt turn rt | S N | On main | Junt appr | No | None | | None | Male | 22 | -\ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Drv/Rider | Male | 55 | Slight | No | Not ped | Not ped | Not ped | Other | | | |
| Description: V3 Has Slowed Waiting to Turn right into Pub Car Park. V2 Following Has Stopped Behind V3. V1 Has Failed to Stop and Collided into the Rear of V2 Pushing it into V3. | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |
| 78 | E06000056 | 14BA0441 | Serious | Sunday | 01/06/2014 | 03:46 | 503077/241756 | | | | | | |
| Location: B530 Bedford Road 100 Metres North of Stewartby Way, Houghton Conquest, Bedfordshire 1st Rd: B530 2nd Rd: | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 60MPH | Single c'way | NotJCT | Dark/no lights | Fine | Dry | None | None | None | None | | | | |
| Veh | Vehicle type | Towing | Manoeuvre | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | M/cycle <= 50cNo | No | Going ahead | S N | On main | Not at | No | None | Offside | Sign | Male | 18 | +\ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Drv/Rider | Male | 18 | Serious | No | Not ped | Not ped | Not ped | Other | | | |
| Description: V1 a Motor Cycle, Trav North, Veers off the Carriageway to the O/S and Collides with a Road Sign. | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |
| 79 | E06000056 | 12DA0930 | Serious | Saturday | 24/11/2012 | 12:03 | 503504/242440 | | | | | | |
| Location: B530 Ampthill Rd 300 Metres South of Bedford Rd, Houghton Conquest, Bedfordshire 1st Rd: B530 2nd Rd: | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 60MPH | Single c'way | NotJCT | Daylight | Rain | Wet | None | None | None | None | | | | |
| Veh | Vehicle type | Towing | Manoeuvre | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Going ahead | SW NE | On main | Not at | No | None | | None | Female | 29 | -\ |
| 2 | Pedal Cycle | No | Going ahead | SW NE | On main | Not at | No | None | | None | Male | 42 | N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 2 | Drv/Rider | Male | 42 | Serious | No | Not ped | Not ped | Not ped | Other | | | |
| Description: V1 Trav Ne on B530. V2 (Cycle) Trav in Same Direction. for Unknown Reason V2 Has Wobbled and Drifted Twds the Centre of the Rd. V1 was Passing V2 at the Time and V1 Has Collided with V2 in a Glancing Impact Unseating the Cyclist. | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |
| 80 | E06000055 | 12BA0739 | Slight | Thursday | 11/10/2012 | 17:10 | 503586/244166 | | | | | | |
| Location: C81 Manor Rd Metres B530 Bedford Rd, Kempston Hardwick, Bedfordshire 1st Rd: C81 2nd Rd: B530 | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 30MPH | Single c'way | T/Stag Stop | Daylight | Fine | Dry | None | None | None | None | | | | |
| Veh | Vehicle type | Towing | Manoeuvre | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Stop | W E | On main | Junt appr | No | None | | None | Female | -1 | N/ |
| 2 | Car | No | Wt turn lt | W E | On main | Junt appr | No | None | | None | Female | 58 | N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 2 | Passenger | Female | 14 | Slight | Rear | Not ped | Not ped | Not ped | Other | | | |
| Description: V2 Has Stopped at the Junction Waiting to Turn left onto the B530. V1 Has Failed to Stop and Collided into the Rear of V2. | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

| No. | Area L/A | Reference | Severity | Day | Date | Time | Grid Coords | Link/Node | Street | | | | |
|--|---------------------|---------------------|-----------------|------------|-----------------|-------------------|----------------------|---------------------|---------------------|---------------------|------------|------------|-----------|
| 81 | E06000055 | 13BA0652 | Slight | Monday | 30/09/2013 | 19:56 | 503597/244162 | | | | | | |
| Location: C81 Manor Road Metres B530 Bedford Road, Stewartby, Bedfordshire 1st Rd: C81 2nd Rd: B530 | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 40MPH | Single c'way | T/Stag Give | Dark/lights lit | | Fine | Dry | None | None | None | None | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Right turn | W S | On main | Mid junction | No | None | | None | Female | 50 | N/ |
| 2 | M/cycle 50 - 1No | No | Going ahead | S N | On main | Mid junction | Yes | None | | None | Male | 48 | N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 2 | Drv/Rider | Male | 48 | Slight | No | Not ped | Not ped | Not ped | Other | | | |

Description: V1 on Manor Road at T Junc, Pulls Out, turning Right, into Path of V2 Trav North, V2 Brakes Hard and Skids and Avoids Collsion but Rider Falls off V2.

User Information:

| | | | | | | | | | | | | | |
|---|---------------------|---------------------|-----------------|------------|-----------------|-------------------|----------------------|---------------------|---------------------|---------------------|------------|------------|-----------|
| 82 | E06000055 | 15DA0465 | Slight | Wednesday | 20/05/2015 | 19:15 | 503600/244213 | | | | | | |
| Location: B530 AMPHILL ROAD, 30 metres north of C81 MANOR ROAD, STEWARTBY, Bedfordshire 1st Rd: B530 2nd Rd: | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 40MPH | Single c'way | NotJCT | Daylight | | Other | Wet | None | None | None | None | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Going ahead | S N | On main | Not at | Yes | None | | None | Female | 60 | N/ |
| 2 | Car | No | Going ahead | N S | On main | Not at | No | None | | None | Female | 71 | N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Drv/Rider | Female | 60 | Slight | No | Not ped | Not ped | Not ped | Other | | | |
| 2 | 2 | Drv/Rider | Female | 71 | Slight | No | Not ped | Not ped | Not ped | Other | | | |

Description: V1 TRAV NORTH, FOR REASONS UNKNOWN, DRIVER FINDS HERSELF SPINNING OUT OF CONTROL AND ENTERS OPP CARRIAGEWAY AND COLLIDES WITH ONCOMING V2.

User Information:

| | | | | | | | | | | | | | |
|---|---------------------|---------------------|-----------------|------------|-----------------|-------------------|----------------------|---------------------|---------------------|---------------------|------------|------------|-----------|
| 83 | E06000055 | 12BA0237 | Slight | Thursday | 12/04/2012 | 12:32 | 503601/244179 | | | | | | |
| Location: B530 20 Metres North of C81 Manor Rd, Kempston Hardwick, Bedfordshire 1st Rd: B530 2nd Rd: C81 | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 40MPH | Single c'way | T/Stag Give | Daylight | | Fine | Dry | None | None | Rdworks | None | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Going ahead | N S | On main | Junt appr | No | None | | None | Female | 44 | N/ |
| 2 | Car | No | Stop | N S | On main | Junt appr | No | None | | None | Male | 45 | N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 2 | Drv/Rider | Male | 45 | Slight | No | Not ped | Not ped | Not ped | Other | | | |

Description: V1 and V2 Trav South. V2 Has Slowed Due to Road Resurfacing. V1 Has Hit the Wrong Pedal and Accelerated into the Rear of V2.

User Information:

| | | | | | | | | | | | | | |
|---|---------------------|---------------------|-----------------|------------|-----------------|-------------------|----------------------|---------------------|---------------------|---------------------|------------|------------|-----------|
| 84 | E06000055 | 15BA0017 | Serious | Friday | 09/01/2015 | 16:10 | 503608/244206 | | | | | | |
| Location: B530 Ampthill Road 25 Metres North of Manor Road, Stewartby, Bedfordshire 1st Rd: B530 2nd Rd: | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 40MPH | Single c'way | NotJCT | Daylight | | Fine | Dry | None | None | None | None | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | M/cycle 50 - 1No | No | O/T mov veh | S N | On main | Not at | Yes | Kerb | | Sign | Male | 51 | N/ |
| 2 | Goods > 7.5t | Art | Start | S N | On main | Not at | No | None | | None | Male | 55 | N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Drv/Rider | Male | 51 | Serious | No | Not ped | Not ped | Not ped | Other | | | |

Description: V2 an Artic Lgv, Trav North, Moves off from O/S Kerb After Delivering Load. V2 Moves across 2 Lanes Towards N/S. V1 a Motor Cycle Trav North, on Seeing V2, Moves out to Overtake V2 but then Sees Central Keep left Island, Brakes and Loses Control of V1 and Falls off V1. no Impact with V2.

User Information:

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

| No. | Area L/A | Reference | Severity | Day | Date | Time | Grid Coords | Link/Node | Street | | | |
|--|---------------------|---------------------|-----------------|------------|-----------------|-------------------|----------------------|---------------------|---------------------|---------------------|------------|---------------|
| 85 | E06000055 | 14BA1230 | Slight | Wednesday | 17/12/2014 | 11:13 | 503617/243868 | | | | | |
| Location: B530 Bedford Road 115 Metres South of Kiln Road, Stewartby, Bedfordshire 1st Rd: B530 2nd Rd: | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | |
| 40MPH | Single c'way | NotJCT | Daylight | | Fine | Wet | None | None | None | None | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age B/ |
| 1 | Van/Goods < 3.5t | No | Lt hand bend | N S | On main | Not at | No | None | | None | Male | 76 N/ |
| 2 | Goods > 7.5t | Art | Stop | N S | On main | Not at | No | None | | None | Male | 39 N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | |
| 1 | 1 | Drv/Rider | Male | 76 | Slight | No | Not ped | Not ped | Not ped | Other | | |
| Description: V2 an Artic Lgv Trav South, Slows on Bend on Approach to Railway Overbridge. V1 Trav Behind Fails to React and Collides into Trailer at Rear of V2. | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | |
| 86 | E06000055 | 13BA0212 | Slight | Tuesday | 02/04/2013 | 11:37 | 503660/243799 | | | | | |
| Location: B530 Ampthill Rd at House no 1, Stewartby, Bedfordshire 1st Rd: B530 2nd Rd: | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | |
| 40MPH | Single c'way | NotJCT | Daylight | | Fine | Dry | None | None | None | None | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age B/ |
| 1 | Car | No | Going ahead | SE NW | On main | Not at | No | None | N/s & reboun | None | Male | 71 N/ |
| 2 | Car | No | Going ahead | NW SE | On main | Not at | No | None | | None | Female | 66 N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | |
| 1 | 1 | Drv/Rider | Male | 71 | Slight | No | Not ped | Not ped | Not ped | Other | | |
| 2 | 2 | Drv/Rider | Female | 66 | Slight | No | Not ped | Not ped | Not ped | Other | | |
| 3 | 1 | Passenger | Female | 67 | Slight | Front | Not ped | Not ped | Not ped | Other | | |
| Description: V1 Trav Nw. Driver of V1 Has Fallen Aleep Due to Wife Wrongly Giving Him Sleeping Tablets Instead of Painkillers. V1 Has left the Rd to the Nearside and Rebounded into the Path of Oncoming V2. | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | |
| 87 | E06000056 | 114137 | Slight | Tuesday | 20/09/2016 | 08:10 | 503663/242672 | | | | | |
| Location: B530 AMPHILL ROAD J/W UCL124 BEDFORD ROAD, HOUGHTON CONQUEST, BEDFORDSHIRE. 1st Rd: B530 2nd Rd: U124 | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | |
| 60MPH | Single c'way | T/Stag Give | Daylight | | Fine | Dry | None | None | None | None | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age B/ |
| 1 | Car | No | Stop | SW NE | On main | Junt appr | No | None | | None | Male | -1 N/ |
| 2 | Car | No | Stop | SW NE | On main | Junt appr | No | None | | None | Female | 29 N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | |
| 1 | 2 | Drv/Rider | Female | 29 | Slight | No | Not ped | Not ped | Not ped | Other | | |
| Description: V2 trav NE on B530, slows down due to a car in front turning right across the traffic into Bedford Road Houghton Conquest. Offending V1 travelling directly behind V2 has failed to stop in time and run into the rear of V2 causing damage. Both parties exchanged details but driver of V2 has later attended her doctors for an injury to be treated. | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | |
| 88 | E06000056 | 12DA0058 | Slight | Sunday | 22/01/2012 | 13:34 | 503668/242678 | | | | | |
| Location: B530 Metres Ucl124 Bedford Rd, Houghton Conquest, Bedfordshire 1st Rd: B530 2nd Rd: U | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | |
| 60MPH | Single c'way | T/Stag Give | Daylight | | Fine | Dry | None | None | None | None | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age B/ |
| 1 | Car | No | Going ahead | SW NE | On main | Junt appr | No | None | | None | Male | 74 N/ |
| 2 | Car | No | Wt turn rt | SW NE | On main | Junt appr | No | None | | None | Male | 48 N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | |
| 1 | 1 | Drv/Rider | Male | 74 | Slight | No | Not ped | Not ped | Not ped | Other | | |
| Description: V2 was Stopped Indicating to Turn Right. V1 Has Failed to Slow in Time and Collided with the Rear of V2. | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | |

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

| No. | Area L/A | Reference | Severity | Day | Date | Time | Grid Coords | Link/Node | Street | | | | |
|--|---------------------|---------------------|-----------------|------------|-----------------|-------------------|----------------------|---------------------|---------------------|---------------------|------------|------------|-----------|
| 89 | E06000056 | 13DA0839 | Slight | Wednesday | 20/11/2013 | 11:53 | 503669/242678 | | | | | | |
| Location: B530 Bedford Road Metres Ucl24 Bedford Road, Houghton Conquest, Bedfordshire 1st Rd: B530 2nd Rd: U | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 60MPH | Single c'way | T/Stag Give | Daylight | | Other | Wet | None | None | None | None | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Stop | SW | NE On main | Junt appr | Yes | None | | None | Female | 20 | N/ |
| 2 | Car | No | Waiting | SW | NE On main | Junt appr | No | None | | None | Female | -1 | N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Drv/Rider | Female | 20 | Slight | No | Not ped | Not ped | Not ped | Other | | | |

Description: V1 and V2 Trav Ne, V1 Behind V2. V2 Slows to a Stop for Traffic ahead turning Right. V1 Fails to Stop in Time and Skids on Slippery Road Surface Following Heavy Sleet Shower and Collides into Rear of V2.

User Information:

| No. | Area L/A | Reference | Severity | Day | Date | Time | Grid Coords | Link/Node | Street | | | | |
|--|---------------------|---------------------|-----------------|------------|-----------------|-------------------|----------------------|---------------------|---------------------|---------------------|------------|------------|-----------|
| 90 | E06000056 | 12DA0823 | Slight | Sunday | 14/10/2012 | 13:34 | 503670/242678 | | | | | | |
| Location: B530 Ampthill Road, Metres Ucl24 Bedford Rd, Houghton Conquest, Bedfordshire 1st Rd: B530 2nd Rd: U | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 60MPH | Single c'way | T/Stag Give | Daylight | | Fine | Dry | None | None | None | None | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Stop | SW | NE On main | Junt appr | No | None | | None | Female | 17 | N/ |
| 2 | Car | No | Waiting | SW | NE On main | Junt appr | No | None | | None | Female | 43 | N/ |
| 3 | Van/Goods < 3. | No | Waiting | SW | NE On main | Junt appr | No | None | | None | Male | 40 | N/ |
| 4 | Car | No | Wt turn rt | SW | NE On main | Junt appr | No | None | | None | Male | 62 | N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Drv/Rider | Female | 17 | Slight | No | Not ped | Not ped | Not ped | Other | | | |
| 2 | 2 | Drv/Rider | Female | 43 | Slight | No | Not ped | Not ped | Not ped | Other | | | |

Description: V4, Trav Ne, Has Stopped to Turn right onto the Ucl24. V3 Has Stopped Behind V4 and V2 Behind V3. V1 Has then Collided into the Rear of V2, Pushing it into V3.

User Information:

| No. | Area L/A | Reference | Severity | Day | Date | Time | Grid Coords | Link/Node | Street | | | | |
|---|---------------------|---------------------|-----------------|------------|-----------------|-------------------|----------------------|---------------------|---------------------|---------------------|------------|------------|-----------|
| 91 | E06000056 | 13DA0795 | Slight | Friday | 08/11/2013 | 12:26 | 503681/242678 | | | | | | |
| Location: B530 Metres Ucl24 Bedford Road, Houghton Conquest, Bedfordshire 1st Rd: B530 2nd Rd: U | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 60MPH | Single c'way | T/Stag Give | Daylight | | Rain | Wet | None | None | None | None | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Right turn | SW | SE On main | Leav main | No | None | | None | Male | 78 | N/ |
| 2 | Car | No | Left turn | NE | SE On main | Leav main | No | None | Offside | Ditch | Male | 49 | N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 2 | Drv/Rider | Male | 49 | Slight | No | Not ped | Not ped | Not ped | Other | | | |

Description: V1 Trav Ne Commences to Turn right into T Junction as V2 Trav in Opp Direction Enters Same Junction. V2 Takes Avoiding Action and Swerves to Rear of V1 and Enters Ditch in Junction.

User Information:

| No. | Area L/A | Reference | Severity | Day | Date | Time | Grid Coords | Link/Node | Street | | | | |
|---|---------------------|---------------------|-----------------|------------|-----------------|-------------------|----------------------|---------------------|---------------------|---------------------|------------|------------|-----------|
| 92 | E06000055 | 13BA0522 | Slight | Tuesday | 16/07/2013 | 00:02 | 503694/244446 | | | | | | |
| Location: B530 300 Metres North of C81 Manor Road, Elstow, Bedfordshire 1st Rd: B530 2nd Rd: | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | |
| 60MPH | Single c'way | NotJCT | Dark/no lights | | Fine | Dry | None | None | None | None | | | |
| Veh | Vehicle type | Towing | Manoeuvr | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Going ahead | N S | On main | Not at | Over | None | Offside | Ditch | Male | 26 | N/ |
| 2 | Car | No | Going ahead | N S | On main | Not at | No | None | | None | Male | 32 | N/ |
| 3 | Car | No | Going ahead | N S | On main | Not at | No | None | | None | Male | 52 | N/ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Passenger | Female | 24 | Slight | Front | Not ped | Not ped | Not ped | Other | | | |

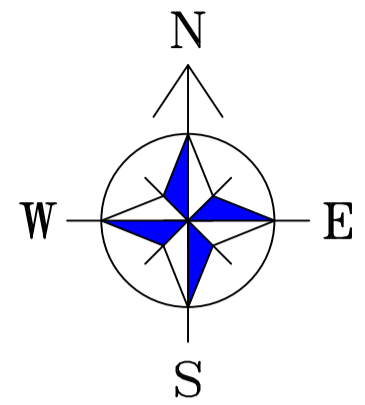
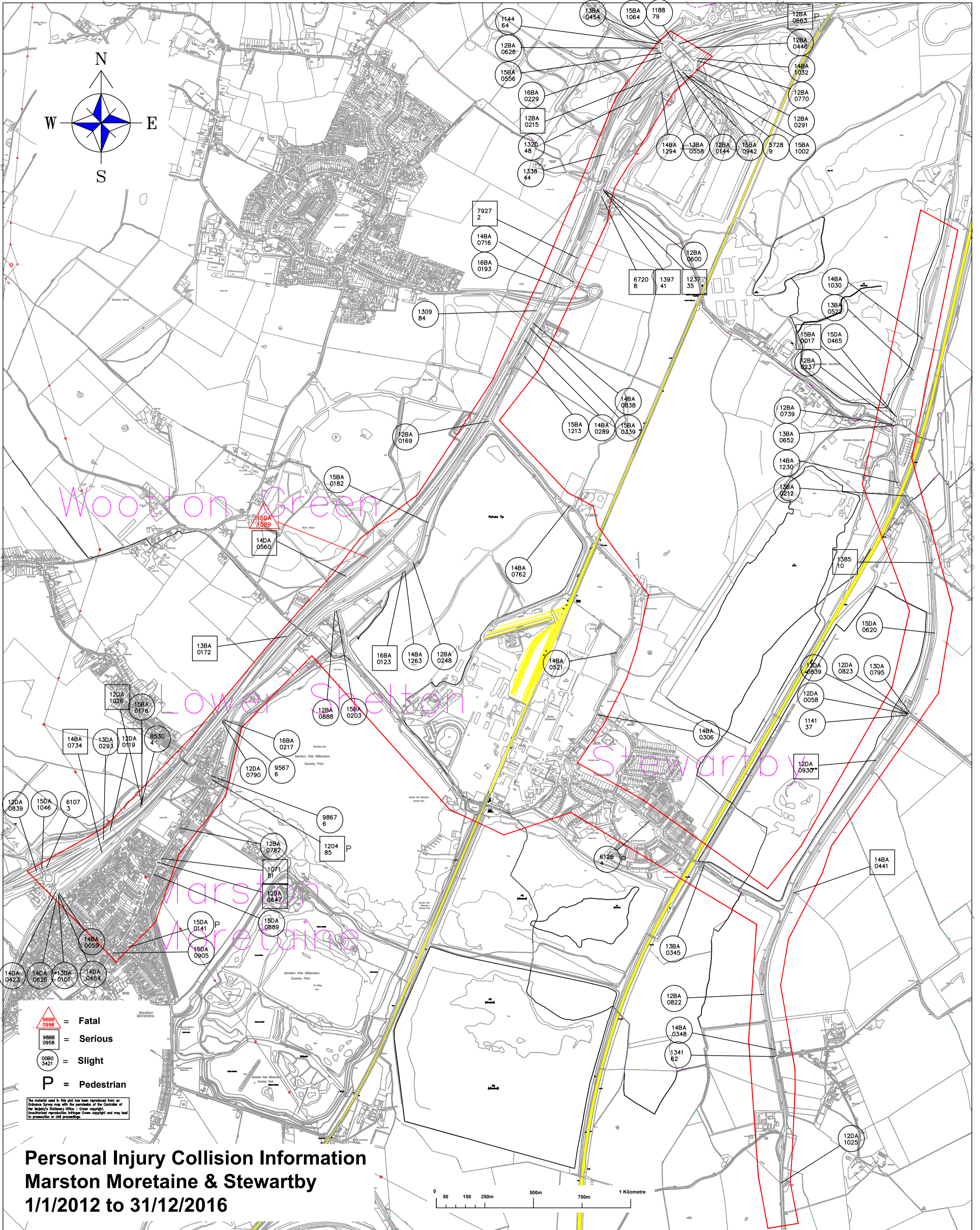
Description: V1 Trav South, Made off from Unmarked Police V2. Pursuit Commences Along B530 in South Direction, Wherby V3 another Police Joins in the Pursuit of Stopping V2. V3 Pulls Alongside V1 which Rams V3 and then V2 Before V1 is Forced off the Road by V3.

User Information:

Marston Moretaine & Stewartby - 01/01/2012 to 31/12/2016

Accident Date BETWEEN '01-Jan-2012' AND '31-Dec-2016' AND Accident Severity < 4

| No. | Area L/A | Reference | Severity | Day | Date | Time | Grid Coords | Link/Node | Street | | | | |
|---|--------------|--------------|-------------|---------|------------|--------------|---------------|--------------|--------------|--------------|--------|-----|----|
| 93 | E06000055 | 14BA1030 | Slight | Tuesday | 28/10/2014 | 16:40 | 503744/244607 | | | | | | |
| Location: B530 455 Metres North of Manor Road, Stewartby, Bedfordshire 1st Rd: B530 2nd Rd: | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 60MPH | Single c'way | NotJCT | Daylight | Fine | Dry | None | None | None | None | | | | |
| Veh | Vehicle type | Towing | Manoeuvre | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Going ahead | S N | On main | Not at | No | None | | None | Male | 31 | -\ |
| 2 | Car | No | Stop | S N | On main | Not at | No | None | Nearside | Tree | Female | 35 | -\ |
| 3 | Car | No | Going ahead | N S | On main | Not at | No | None | Nearside | Tree | Male | 74 | -\ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Drv/Rider | Male | 31 | Slight | No | Not ped | Not ped | Not ped | Other | | | |
| 2 | 2 | Drv/Rider | Female | 35 | Slight | No | Not ped | Not ped | Not ped | Other | | | |
| 3 | 3 | Drv/Rider | Male | 74 | Slight | No | Not ped | Not ped | Not ped | Other | | | |
| 4 | 2 | Passenger | Male | 18 | Slight | Front | Not ped | Not ped | Not ped | Other | | | |
| Description: V2 Trav North, Indicates to the N/S to Pull over for Oncoming Ambulance with Lights and Sirens On. V1 Trav Behind Fails to React and Collides into the Rear of V2. V2 Leaves the Road to the N/S and Hits a Tree. V1 Rebounds off to Opp Carriageway and Hits V3, Trav Behind Ambulance. | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |
| 94 | E06000056 | 138510 | Serious | Friday | 18/11/2016 | 13:15 | 503788/243456 | | | | | | |
| Location: B530 AMPHILL ROAD 50 METRES NORTH OF J/W THICKTHORN LANE, HOUGHTON CONQUEST, BEDFORDSHIRE. 1st Rd: B530 2nd Rd: | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 40MPH | Single c'way | NotJCT | Daylight | Fine | Dry | None | None | Rdworks | None | | | | |
| Veh | Vehicle type | Towing | Manoeuvre | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | Going ahead | S N | On main | Not at | No | None | Nearside | None | Male | 18 | N/ |
| 2 | Car | No | Chg rt lane | N S | On main | Not at | OT | None | Nearside | None | Female | 58 | -\ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Drv/Rider | Male | 18 | Serious | No | Not ped | Not ped | Not ped | Other | | | |
| Description: V2 has been stationary sat at red temporary traffic signals travelling south towards Houghton Conequest. Traffic signals have changed to green for V2. V2 has pulled out where V1 has been oncoming. F/o/s of V1 has collided with veh f/o/s of V2. V2 has rolled coming to rest verge side. | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |
| 95 | E06000056 | 15DA0620 | Slight | Tuesday | 04/08/2015 | 15:23 | 503803/243094 | | | | | | |
| Location: B530 AMPHILL ROAD, 300 metres south of THICKTHORN LANE, HOUGHTON CONQUEST, Bedfordshire 1st Rd: B530 2nd Rd: | | | | | | | | | | | | | |
| Speed | C'Way | Jct Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Hazard | | | | |
| 60MPH | Single c'way | NotJCT | Daylight | Fine | Dry | None | None | None | None | | | | |
| Veh | Vehicle type | Towing | Manoeuvre | Dir | Veh loc | Junct. loc | Skidding | Hit obj in | Left cway | Hit obj off | Sex | Age | B/ |
| 1 | Car | No | O/T mov veh | S N | On main | Not at | Over | None | Offside | Ditch | Male | 42 | -\ |
| 2 | Car | No | Going ahead | S N | On main | Not at | No | None | | None | Male | 47 | -\ |
| Cas No | Veh ref | Cas Class | Sex | Age | Severity | Car Pass | Ped Direction | Ped Movement | Ped location | School Pupil | | | |
| 1 | 1 | Drv/Rider | Male | 42 | Slight | No | Not ped | Not ped | Not ped | Other | | | |
| Description: V1 TRAV NORTH BEHIND V2. ON SHORT STRAIGHT, V1 COMMENCES OVERTAKING V2. V1 MOVES BACK TO THE N/S BUT COLLIDES WITH FRONT OF V2. V1 SPINS OUT OF CONTROL TO THE O/S OF THE ROAD AND ENTERS DITCH ON ITS ROOF. | | | | | | | | | | | | | |
| User Information: | | | | | | | | | | | | | |



- 9888 = Fatal
- 9888 = Serious
- 0080 = Slight
- P** = Pedestrian

**Personal Injury Collision Information
Marston Moretaine & Stewartby
1/1/2012 to 31/12/2016**



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| | |
|--------------------|-------------------|
| Job Name: | Millbrook Power |
| Job Number: | 40335 |
| Title | Accident Analysis |

| Growth Factors | | | |
|---------------------------------|-------------------|----------|----------|
| Factor 1 | Factor 2 | Factor 3 | Factor 4 |
| Bedford Road | Green Lane | | |
| Combined AM / PM to AADT | 4.86 | 4.27 | |



| Accidents on Links | | | | | | | | | | | | | | | |
|--------------------|--|--------------------------|---------|---------|------------------|-------------|------------------|------------------|---------------|-------------|------------------|-----------------------------|-------------------------------|-------------------------|-------------------------------|
| Observed Data | | | | | | | | | | | | Anticipated (National) Data | | | |
| Link Reference | Link Description | Total Observed Accidents | AM Peak | PM Peak | Combined AM / PM | Approx AADT | Link Length (Km) | Rate (PIA/MV-km) | DMRB Link No. | Speed Limit | DMRB Description | Link only Accident Rate | Link & Junction Accident Rate | Link only Accident Rate | Link & Junction Accident Rate |
| 1 | Green Lane - between Bedford Rd Junction and Kimberley College | 0 | 451 | 332 | 783 | 3343 | 1.0 | 0.00 | 8 | 60 | Older S2 A Roads | 0.15 | 0.26 | 1 | 2 |
| 2 | Bedford Road - between Green Lane and Slip Road to South | 0 | 866 | 887 | 1753 | 8520 | 0.7 | 0.00 | 8 | 60 | Older S2 A Roads | 0.15 | 0.26 | 2 | 3 |
| 3 | Bedford Road - between Green Lane and Broadmead Road | 4 | 729 | 719 | 1448 | 7037 | 1.3 | 0.24 | 8 | 60 | Older S2 A Roads | 0.15 | 0.26 | 3 | 4 |
| 4 | Green Lane - between Level Crossing and Churchill Close | 0 | 119 | 130 | 249 | 1063 | 0.5 | 0.00 | 8 | 60 | Older S2 A Roads | 0.15 | 0.26 | 0 | 0 |
| 5 | Green Lane - between Kimberley College and Level Crossing | 0 | 141 | 109 | 250 | 1068 | 0.3 | 0.00 | 9 | 30 | Other S2 Roads | 0.23 | 0.66 | 0 | 0 |

| | |
|---------------------------|---------|
| Prepared by: | P Culen |
| Checked by: | |
| Date of 1st Issue: | |
| Revision: | |

| Rev Mark | Revision Description | Date | Check |
|----------|----------------------|------|-------|
| | | | |
| | | | |
| | | | |



| | |
|--------------------|-------------------|
| Job Name: | Millbrook Power |
| Job Number: | 40335 |
| Title | Accident Analysis |

| Growth Factors | | | |
|---------------------------------|-------------------|----------|----------|
| Factor 1 | Factor 2 | Factor 3 | Factor 4 |
| Bedford Road | Green Lane | | |
| Combined AM / PM to AADT | 4.86 | 4.27 | |

| | | | |
|---------------------------|--|--|----|
| Year of Count Data | | | NA |
|---------------------------|--|--|----|

| Observed Accidents at Junctions | | | | | | | | | | | | | | | | | | | |
|---------------------------------|--|--------------------------|----------------------------|--------------------|-----------|-----------|--------------|-----------------------------------|-----------------------------------|----------------|----------------|-------|----------------------------------|--|---|------------|-------------------|----------------------------------|--|
| Junction Reference | Junction Description | Total Observed Accidents | Junction Type | Coba Junction type | Coeff 'a' | Power 'b' | Formula Type | AM & PM peak inflow Major Arm (s) | AM & PM peak inflow Minor Arm (s) | Major Arm AADT | Minor Arm AADT | (f) | 2000 BASE | | Junction Type | | Accident Rate (β) | 2014 | |
| | | | | | | | | | | | | | (A) Predicted accidents per year | Total Anticipated accidents in 5 years | COBA Junction Types Classification (A, B, C or D) | Desc. | | (A) Predicted accidents per year | Total Anticipated accidents in 5 years |
| 1 | Bedford Road Priority Junction with Green Lane | 2 | Priority with Ghost Island | 13 | 0.195 | 0.46 | C | 993 | 577 | 4826 | 2464 | 11.89 | 0.609 | 3 | D | Minor, NBU | 0.996 | 0.58 | 3 |

FORMULA

Anticipated Accidents

$$A_N = A_0 \times \beta^N$$

where:

β = Accident Rate (Table XX)

N = number of years

A = a (f)^b

| FORMULA TYPE | | |
|--------------|---------------|--|
| Reference | Description | |
| C = | Cross product | combined inflow from two major opposing links multiplied by the sum of inflows on other one or two minor links in thousands of vehicles per annual average day |
| I = | Inflow | value of total inflow from all links in thousands of vehicles per annual average day |

| Rev Mark | Revision Description | Date | Check |
|----------|----------------------|------|-------|
| | | | |
| | | | |
| | | | |

Prepared by: _____

Checked by: _____

Date of 1st Issue: _____

Revision: _____

Appendix 5.1 – Outline Construction Environmental Management Plan

Millbrook Power Project

Outline Construction Environmental Management Plan

On behalf of **Millbrook Power Limited**



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1 Introduction

1.1 Overview and Project Description

1.1.1 This document is the outline Construction Environmental Management Plan (outline CEMP) for the Millbrook Power Project (hereafter referred to as the 'Project'). The Project comprises an up to 299 Megawatts (MW) gas fired peaking power generation plant designed to produce electricity, along with associated development, such as a gas connection and electrical connection. This outline CEMP has been prepared by Peter Brett Associates LLP (PBA) on behalf of Millbrook Power Limited (MPL), (the 'Applicant').

1.1.2 The Project will be located in an area known as 'the Marston Vale' between Milton Keynes and Bedford with the approximate centre of the Project Site at grid reference 501373, 240734).

1.1.3 The up to 299 MW gas fired peaking power generation plant element of the Project constitutes a Nationally Significant Infrastructure Project (NSIP) pursuant to the Planning Act 2008 (PA 2008) and therefore requires development consent under that Act. The Applicant is therefore applying for a development consent order (DCO); this outline CEMP is provided as part of that application.

1.1.4 The Project would comprise:

- a new Power Generation Plant in the form of an Open Cycle Gas Turbine (OCGT) peaking power generating station, fuelled by natural gas with a rated electrical output of up to 299 MW. This is the output of the generating station as a whole, measured at the terminals of the generating equipment. The Power Generation Plant comprises:
 - generating equipment including one Gas Turbine Generator with one exhaust gas flue stack and Balance of Plant (together referred to as the 'Generating Equipment'), which are located within the 'Generating Equipment Site';
 - a new purpose built access road from Green Lane to the Generating Equipment Site (the 'Access Road' or the 'Short Access Road');
 - a temporary construction compound required during construction only (the 'Laydown Area');
- a new underground gas pipeline connection, approximately 1.8 km in length (the 'Pipeline') to bring natural gas to the Generating Equipment from the National Transmission System (the 'Gas Connection'). The Gas Connection also incorporates an Above Ground Installation (AGI) at the point of connection to the National Transmission System; and
- a new electrical connection to export power from the Generating Equipment to the National Grid Electricity Transmission System (NETS) (the 'Electrical

Connection'), comprising an underground double circuit Tee-in. This would require one new tower (which will replace an existing tower and be located in the existing Grendon – Sundon transmission route corridor, thereby resulting in no net additional towers). This option would require two SECs, one located on each side of the existing transmission line, and both circuits would then be connected via underground cables approximately 500 m in length to a new substation (the 'Substation').

- 1.1.5 The Generating Equipment, Access Road and Laydown Area are together known as the 'Power Generation Plant' and are located within the 'Power Generation Plant Site'. The Power Generation Plant Site is approximately 12.5 ha in area.
- 1.1.6 The Power Generation Plant, Gas Connection, and Electrical Connection, together with all access requirements are referred to as the 'Project'. The land upon which the Project would be developed, or which would be required in order to facilitate the development of the Project, is referred to as the 'Project Site'. The Project Site is approximately 48 ha in area. The Project is described in more detail in Chapter 3.
- 1.1.7 A full glossary of defined terms is presented in Appendix 1.1 of the ES.
- 1.1.8 The Project Site and all elements of the Project listed above are shown on Figure 1.2 of the ES.

1.2 Purpose of the document

- 1.2.1 This document provides a framework from which a final CEMP will be produced by the Contractor prior to construction of the Project. The purpose of a CEMP is to provide mitigation against potentially adverse construction impacts on environmental resources, local residents and businesses. It will form the management framework for the planning and implementation of construction activities in accordance with the environmental commitments identified as part of the application for a DCO or any subsequent requirements, section 106 agreements or equivalent. The final CEMP will remain a live document and will be updated as required throughout construction.
- 1.2.2 This outline CEMP is informed by the Environmental Statement (ES) (Document Reference 6.1) and associated DCO application documents.
- 1.2.3 Schedule 2 of the DCO includes a requirement that prior to the commencement of development of the various works packages which make up the Project, the undertaker (via its Contractor) must submit a final CEMP to the local planning authorities, (namely CBC and BBC) for approval. The CEMP submitted must be substantially in accordance with this outline CEMP and must include certain items (see below). Such final CEMP(s) will be developed after any grant of a DCO, in conjunction with, or by, the main contractor/s appointed for such works once the timescales for the detailed implementation are defined.
- 1.2.4 The contractor's final CEMP must, under the requirement in the DCO, include the following:

- the construction and phasing programme;
- liaison procedures to discuss and agree all relevant construction aspects with the relevant planning authority;
- complaints procedures;
- nuisance management including measures to avoid or minimise the impacts of construction works (covering dust, lighting, noise and vibration);
- A waste management strategy;
- an assessment of the site specific risks to and mitigation measures designed to protect controlled waters (surface and groundwaters) including pollution incident control;
- procedures for crossing watercourses (by reference to best practice methods);
- landscape and visual impact mitigation (specifically the protection of trees and hedgerows to be retained in accordance with BS 5837: 2012 (or its updates) and a scheme to minimise visual intrusion of the construction works);
- security measures;
- measures for the maintenance of construction equipment;
- restoration of site following completion of construction; and
- liaison procedures with all other contractors working within Rookery Pit regarding programmed construction movements and processes.

1.2.5 In addition to the CEMP, the following documents will be used to implement specific environmental mitigation during the construction phase. The CEMP will provide a signpost to these additional documents:

- A Written Scheme of Investigation to detail procedures for topsoil stripping to record features of archaeological significance;
- A Landscape and Ecology Mitigation and Management Strategy;
- A Phase 2 ground investigation; and
- A Construction Traffic Management Plan.

1.2.6 The contractor's final CEMP will provide information on:

- A register of environmental aspects [the effects of the Project];
- Risk assessments;

- Method statements;
- Site environmental standards;
- Environmental Management System;
- Public relations (including the set-up of a Community Liaison Group);
- Monitoring and measurements;
- Roles and responsibilities;
- Training and awareness;

1.2.7 This outline CEMP is considered to provide sufficient information, based on best practice guidance and references to mitigation measures set out in the ES to act as a framework for the final CEMP and to provide assurance to the decision maker and stakeholders that all appropriate measures will be taken forward to the construction phase through the submission and approval of a final CEMP prior to the commencement of each of the numbered works which comprise the Project.

1.2.8 An overview of the Project Site and the activities relating to construction for the Power Generation Plant, Gas Connection and Electrical Connection is provided in Chapter 3 of the ES.

2 Outline CEMP – General Information

2.1 Introduction

2.1.1 This section of the document sets out the general information which should be included within the contractor's final CEMP and is not necessarily linked to a specific environmental topic area. Section 3 of this document covers specific considerations for environmental topics linked to the items listed above at paragraph 1.2.4. Preparation of the final CEMP will be consistent with the best practice advice on CEMPs contained within Chapter 10 of BS42020 (or its updates).

2.2 Register of Environmental Aspects

2.2.1 A register of Environmental Aspects will be produced as part of the final CEMP. This Register will be used to inform the environmental procedures to be undertaken on the construction site (e.g. any specifically identified environmental risks) and to provide a tool for construction teams when preparing construction method statements or field briefings.

2.2.2 This register would cover several environmental topic areas and would be regularly updated to reflect any additional risks resulting from the main contractor/s selected methods of working, changing site conditions etc. Risks (and other relevant aspects) would be identified under the following general headings:

- Noise & Vibration;
- Air Quality;
- Pollution and Groundwater
- Surface Water;
- Ecology;
- Landscape and Visual Impacts;
- Archaeology and Cultural Heritage;
- Artificial Lighting; and
- Traffic and Transport;

2.3 Risk Assessments

2.3.1 The majority of construction activities undertaken on-site will be subject to an environmental risk assessment which will be required by the final CEMP, which will:

- Identify potential significant environmental impacts or effects that can be anticipated;
- Assess the impact or effects and probability of risks from these;
- Identify the control measures to be taken and re-calculate the risk; and
- Report where an unacceptable level of residual risk is identified so that action can be taken through design changes, re-scheduling of work or alternative methods of working in order to reduce the risk to an acceptable level.

2.3.2 The results of risk assessments, and their residual risks are only considered acceptable if:

- The severity of outcome is reduced to the lowest practical level;
- The number of risk exposures are minimised;
- All reasonably practical mitigating measures have been taken; and
- The residual risk rating is reduced to a minimum.

2.3.3 The findings of the risk assessment and in particular the necessary controls would be explained to all contractors before the commencement of the relevant works using an agreed instruction format (e.g. Toolbox Talks). The controls will be agreed by the Project developer's environmental staff (or appropriately experienced personnel).

2.3.4 The risk assessments would be kept and filed to be checked/reported against.

2.4 Method Statements

2.4.1 Method statements would be completed by all contractors required to undertake work on the Project Site, in consultation with the Project developer's engineers (or appropriately experienced personnel), on-site environmental staff and, where necessary, environmental specialists. Their production would include a review of the environmental risks and commitments referred to in section 2.3, so that appropriate control measures are developed and included within construction processes.

2.4.2 Method statements would be reviewed by the Site Manager or appointed delegate and, where necessary, by an appropriate environmental specialist.

2.4.3 The Contractor and / or in conjunction with the Contractor's Environmental staff shall decide which of the works have environmental implications using the following criteria:

- The work may result in an adverse effect on the environment or human health; and /or

- the work is adjacent to a surface water drain or water body.

2.4.4 Where the works have environmental implications, the method statements will be passed to the main contractor and Project developer's environmental staff for approval prior to work commencing. Work would then need to be carried out in accordance with the approved method statements.

2.4.5 Where required, method statements would also be submitted to the relevant enforcement agencies (Environment Agency, Natural England, Environmental Health Officer etc.). Method statements should contain at least the following information:

- Location of the activity and access/egress arrangements;
- Work to be undertaken and methods of construction;
- Plant and materials to be used;
- Labour and supervision requirements;
- Health, safety and environmental considerations; and
- Any permit or consent requirements beyond those already obtained (including the DCO).

2.5 Site Environmental Standards

2.5.1 Site Environmental Standards will be agreed between the main contractor and Project developer and will detail the minimum measures that should be achieved for general operations falling outside the risk assessment/method statement procedure. These will be determined on a case by case basis and through consideration of e.g. site conditions or weather conditions. The site environmental standards would be designed to cover the majority of construction activities in accordance with the ES and Requirements associated with the DCO.

2.5.2 These will cover issues such as storage of materials, management of waste, dust, noise and vibration, and water pollution control. The standards will be printed on A3 posters, placed on site notice boards and used as a briefing tool on site. These standards will also form the basis of Toolbox talks which will inform all contractors working on site of the potential environmental risks arising from construction activities.

2.6 Environmental Management System

2.6.1 Following construction, an Environmental Management System (EMS) for commercial operation will be developed and designed to comply with ISO 14001 or an equivalent recognised standard.

2.6.2 Implementation of ISO 14001 is key to work undertaken by MPL and the use of an Environmental Management Plan for commissioning based on ISO 14001

(or similar) will be used to support implementation and compliance with the DCO and the Environmental Permit that will be required for operation of the Project under the Environmental Permitting (England and Wales) Regulations 2016.

2.7 Public Relations / complaints procedures

2.7.1 The following steps will be taken to make the public aware of the activities on site and the available lines of communication with MPL:

- A Community Liaison Group will be set up;
- Neighbouring occupiers will be notified of the start of site works and the likely duration of the overall construction phase;
- A telephone number for environmental complaints will be published locally to the Project Site;
- The main contractor will maintain a close liaison with the council's Environmental Health Officer (EHO) at all times;
- Should any unforeseen event occur within the construction site that has the potential to cause off-site pollution then the contractor will notify the EHO as soon as possible.

2.8 Monitoring and Measurement

2.8.1 Regular site inspections will be carried out by the Site Manager or delegate which will assess the potential for environmental impacts to arise from construction works.

2.8.2 Particular notice will be taken during and following extreme weather events, when working in areas of known or potential contamination, and when particularly hazardous activities are being carried out. Method Statements will be required where the risk assessment has identified a significant risk to the environment (see section 2.4 above).

2.8.3 In the event of any environmental incident the most senior representative of the main contractor will take the role of the responsible person and will take charge of the situation. The responsible person will take immediate steps to eliminate the impact on the environment and mitigate/minimise any environmental damage through immediate preventative action (e.g. use of spill response kits) or by contacting the relevant regulatory body.

2.9 Roles and Responsibilities

2.9.1 Suggested specific roles and responsibilities for the implementation of the final CEMP are described below:

2.9.2 The MPL Project Director would have overall responsibility for the environmental performance throughout the construction period and will ensure

that appropriate resources are made available, and environmental control and any agreed or appropriate protection measures are implemented.

2.9.3 The Site Manager would be appointed the responsibility for co-ordinating and managing all the environmental activities during the construction phase. The role would involve carrying out the following duties:

- Develop and review the final CEMP and specialist procedures in accordance with this Outline CEMP;
- Lead the appointment of construction environmental specialists;
- Review method statements for environmental aspects prior to works starting;
- Ensure delivery of environmental training to personnel within the project team;
- Monitor construction activities and performance to ensure compliance with the final CEMP and that identified and appropriate control measures are being effective;
- Act as a main point of contact between the regulatory authorities and the Project on environmental issues;
- Monitor construction activities and performance to ensure control measures are effective;
- Maintain full records of the progress of any environmental works;
- Implement an auditable environment record system;
- Maintain regular contact and liaison with the Environmental Specialists and MPL Project Director;
- Carry out audits as required by the final CEMP; and
- Implement and monitor measures to ensure correct waste minimisation, segregation and disposal.

3 Outline CEMP – Specific Measures

3.1 Introduction

3.1.1 This section outlines some of the specific design and mitigation measures which will be used in the final CEMP for the Project in order to limit impacts on noise and vibration, air quality, ground conditions, water quality and resources, ecology, the historic environment, traffic and transport, and landscape and visual receptors. It will additionally outline the measures to prevent impacts arising from artificial lighting and also consider any waste management measures.

3.2 Noise and Vibration

3.2.1 An assessment of the likely significant noise and vibration effects resulting from construction of the Project has been undertaken and this is set out in Chapter 7 of the ES.

3.2.2 This section outlines the potential sources of noise and vibration created by construction works and the methods of mitigation proposed to reduce these impacts which should be adopted in a final CEMP.

3.2.3 All construction activities will be undertaken in accordance with the recommendations of BS 5228 'Noise and Vibration Control on Construction and Open Sites' - Part 1 Noise and Part 2 Vibration.

3.2.4 This standard details the legislative background to noise control, along with the recommended procedures for effective liaison between developers, site operators and local authorities. Methods of how to minimise the impact of site noise on workers and local residents are also provided.

3.2.5 Additionally, the final CEMP will implement working methods agreed with the Local Authorities (namely CBC and BBC) which may include conditions regarding one or more of the following:

- Working Hours;
- Noise / vibration action levels (at noise sensitive locations);
- Working Practices (site equipment, methodology etc.);
- Noise / vibration mitigation measures (corrective actions).

3.2.6 The final CEMP will include at least the following measures:

- The contractor shall ensure that plant used has a known noise / vibration output, so that accurate data can be used in any assessment if required;

- Only plant conforming with relevant national or international standards, directives or recommendations on noise or vibrations emissions would be used;
- Approved routes and programming for the transport of construction materials, spoil and personnel to reduce the risk of increased noise and vibration impacts due to the construction of the Project;
- Construction plant will be operated and maintained appropriately, having regard to the manufacturer's written recommendations or using other appropriate operation and maintenance programmes which reduce noise and vibration emissions;
- The use of temporary sound reducing screens/enclosures around plant and activities (where necessary or possible) which provide 10dB of noise attenuation from construction activities;
- All vehicles and plant will be switched off when not in use;
- Vehicle and mechanical plant used for the purpose of the works should be fitted with effective exhaust silencers, to be maintained in good working order and operated in such a manner as to minimise noise emissions. The contractor should use plant items that comply with the relevant EU/UK noise limits applicable to all equipment;
- All ancillary plant such as generators, compressors and pumps would be positioned so as to cause minimum noise disturbance (e.g. as far away as practicable from sensitive receptors);
- A requirement to use mufflers on pneumatic tools;
- Where practicable, rotary drills actuated by hydraulic or electrical power should be used for excavating hard materials;
- The use of non-reciprocating construction plant where practicable;
- Drop heights are to be minimised and chutes are to be used where possible;
- Loading and unloading of vehicles, dismantling of equipment such as scaffolding or moving equipment or materials around the Project Site will be conducted in such a manner as to minimise noise / vibration generation. The targeting, where possible, of noisy work at times which minimise disturbance;
- If any abnormal operations occur which lead to noise levels in excess of the agreed planning limits (e.g. any equipment malfunction), the operator will inform the local authority and residents of the reasons for these operations, and the anticipated period.

3.3 Air Quality

- 3.3.1 An assessment of the Air Quality impacts resulting from the development has been undertaken and this is set out in Chapter 6 of the ES.
- 3.3.2 Relevant air quality mitigation measures are outlined in Chapter 6 of the ES and in the Statement of Engagement of Section 79(1) of the Environmental Protection Act 1990 (Document Reference: 5.5). However, the following provides an outline of the processes which could be employed in the final CEMP in order to reduce dust, particulate matter and exhaust emissions during construction.
- 3.3.3 Construction activities associated with the greatest potential for dust generation are:
- Earthworks including topsoil excavation, handling on site and deposition;
 - Handling and storage of materials (including loading and unloading);
 - Wind blow across disturbed/exposed site surfaces and materials; and
 - Mechanical operations such as crushing, drilling, concrete mixing and cutting.
- 3.3.4 In order to ensure the employment of best practical means to minimise the risk of adverse effects from construction dust and causing nuisance or damage, specific control measures are proposed as follows:

Site Planning

- Prior to commencing works, the site manager must have regard to weather conditions and the dust generating potential of material to be excavated. The final CEMP will provide further details about specific considerations and actions to be taken in different scenarios;
- Plan site layout to maximise distance from plant/stockpiles etc. to sensitive receptors (as defined in the ES); and
- Removal of dusty materials from site as soon as possible.

Construction Traffic

- Loads entering and leaving the site with dust generating potential should be covered and wheel washing facilities made available;
- The performance of the wheel washing system will be maintained by the regular removal of settled sediment from within the sump;
- Plant and wheel washing to be carried out in a designated area;
- No idling of vehicles;

- Vehicles to comply with site speed limits;
- Water assisted sweeping of local roads to be undertaken if material is tracked out of site on to Green Lane or Houghton Lane;
- Hard surfacing (e.g. access roads) installed as soon as practicable on site following commencement of construction; and
- Site roads should be cleaned regularly, and damped down if necessary to prevent nuisance dust.

Site Activities

- Exposed soils should be re-vegetated as soon as practicable;
- Minimise dust generating activities during prolonged dry, dusty weather unless damping / other suppressants are used;
- Use water as dust suppressant where applicable;
- Ensure any site machinery is well maintained and in full working order;
- Ensure equipment available for cleaning spills etc is available at all times; and;
- Fine material should be delivered to site in bags.

3.3.5 Good site management practices (e.g. adherence to guidance such as 'control of dust and emissions from construction and demolition, best practice guidance' 2006) during the construction works will help to prevent the generation of airborne dust. It will be the responsibility of the nominated main contractor and site manager to ensure through the CEMP that sufficient precautionary measures to limit dust generation are undertaken.

3.3.6 Standard mitigation measures for low risk sites, taken from the Institute of Air Quality Management (IAQM) document 'Dust and Air Emissions Mitigation Measures' tables would also be applied. These are:

- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken. Make the complaints log available to the local authority when asked.;
- Record any exceptional incidents that cause dust and/or air emissions, either on- or off- site, and the action taken to resolve the situation in a log book.
- Avoid bonfires and burning of waste materials on site; and
- Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.

3.4 Ground Conditions

3.4.1 An assessment of the likely significant effects on ground conditions resulting from construction of the Project has been undertaken and this is set out in Chapter 10 of the ES.

3.4.2 This section outlines some of the specific design and mitigation measures which will be used in the final CEMP for the Project in order to limit impacts on ground stability, contaminated land and groundwater.

3.4.3 The final CEMP must require the following:

- The carrying out of a Foundation Works Risk Assessment (FWRA) by the contractor once the proposed foundation solutions are known, which will then form part of the CEMP. This will be in accordance with 'Piling and Penetrative Ground Improvements Methods on Land Affected by Contamination: Guidance on Pollution Prevention, NGCLC report NC/99/73' and is required to ensure that the proposed foundations do not adversely affect the water environment beneath the site.
- Construction activities will be carried out in full compliance with appropriate health and safety legislation, at current amendments, and with reference to appropriate guidance documents and approved Codes of Practice published by the Health and Safety Executive (HSE), including where appropriate, HSE Guidance Note HS (G) 66 "The Protection of Workers and the General Public during the Redevelopment of Contaminated Land" HMSO 1991.
- Where there is the potential for instability to occur, temporary works measures including trench sheeting in any excavations will be utilised.

3.4.4 Methods to protect soils and agricultural land will include:

- Stockpiling of any excavated materials in discreet horizons, in reverse order of excavation to test whether any can be re-used on site and also to ensure that proper reinstatement (where appropriate) can take place;
- Methods to prevent compaction of soils such as constructing access roads first and ensuring traffic only uses designated access routes;
- Ensuring any exposed soils are re-vegetated as soon as practical to prevent excess runoff or wind erosion and all agricultural land required temporarily during construction would be reinstated, with a five-year aftercare plan to ensure land is returned to its former productivity.
- The following procedures would be applied if unidentified contaminant "hotspots" showing visual or olfactory evidence of contamination are discovered during construction works:

— Stop work immediately;

- Report the discovery to the Site Manager;
 - Seal off the area to contain the spread of contaminants;
 - Clear the area to ensure there is nothing that could cause fire or explosion;
 - Contact the regulator or local authority once it is confirmed that contamination is found;
 - Arrange for testing to be carried out and agree changes to the existing contamination strategy;
 - Record details of the incident, including photos and relevant information on the Environmental Incident Report Form; and
 - Any soils which are considered to be contaminated hotspots) will be removed and disposed of by a suitably licensed contractor or treated on-site.
- Any material which is excavated and free from visual and olfactory evidence of contamination will be stockpiled and tested to assess its suitability for reuse on the Project Site.
 - If significant groundwater flows are encountered within excavations, then temporary dewatering pumps will be implemented.
 - In the relation to the potential to induce mixing of confined groundwater bodies by construction of piled foundations, the design and construction will be undertaken in accordance with EA guidance 'Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination' (EA, 2001), and therefore will follow best practice to ensure that groundwater mixing does not occur.
 - All water from dewatering activities shall either be transported off site by a suitably licensed contractor or treated on site. Any proposed discharges to existing land drains (or other surface water bodies) will be undertaken in accordance with the requirements of the Environment Agency (EA) Regulatory Position Statement on temporary water discharges from excavations.
 - Where soils are imported onto the Project Site then they shall be subject to testing to ensure they are not contaminated.
 - The imposition of speed restrictions onsite to minimise disturbance of bare surfaces. Measures shall also be put into place to ensure that the length of time bare surfaces are left exposed are minimised.
 - The imposition of the following measures in accordance with the EAs Pollution Prevention Guidance to ensure that silt laden runoff, arisings or chemicals are not allowed to enter watercourses:

- testing of arisings to see whether they are suitable for reuse on site;
 - siting stockpiles well away from watercourses;
 - covering stockpiles in inclement weather;
 - use of impermeable liners; and
 - use of fixing agents.
- Water inflows to excavated areas will be minimised by the use of lining materials, good housekeeping techniques and by the control of drainage in order to prevent the contamination of ground water.
 - To minimise the risk of coming into contact with potentially contaminated materials, contractors should comply with the measures set out in the following documents:
 - Protection of Workers and the general public during the development of contaminated land (HSE 1991); and
 - If applicable, a guide to safe working on contaminated sites R132 (CIRIA 1996).
 - Construction workers will wear appropriate personal protective equipment (PPE) for the nature of works being undertaken. This will involve standard site PPE, plus overall, gloves and eye protection where required.

3.4.5 Additional mitigation measures that should be implemented are:

- Eating, drinking and smoking will be limited to a designated ‘clean’ area of the Project Site;
- Project Site welfare facilities will be made available;
- All workers will be required to wash their hands and remove overalls/boots when moving from ‘dirty’ to ‘clean’ areas of the Project Site;
- Any soils excavated which are considered to be potentially contaminated (e.g. visual or olfactory evidence) will be reported to site management and left alone until their appropriate treatment. Suitable training will be provided to site personnel to ensure the correct identification of potentially contaminated soils by olfactory means;
- Water inflows to excavated areas will be minimised by the use of lining materials, good housekeeping techniques and by the control of drainage and construction materials in order to prevent the contamination of ground water. Site personnel will be made aware of the potential impact on ground and surface water associated with certain aspects of the construction works to further reduce the incidence of accidental impacts;

- Measures should be taken to avoid/minimise the potential for fuel and chemical spills. A spill response procedure will also apply on-site; and indicative procedure is shown below.

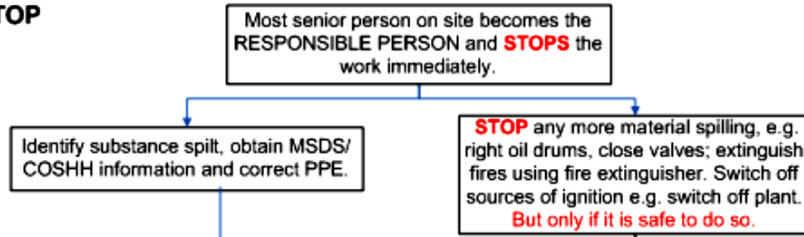
Insert 3.1 - Emergency Spill Response Procedure

EMERGENCY SPILL RESPONSE PROCEDURE

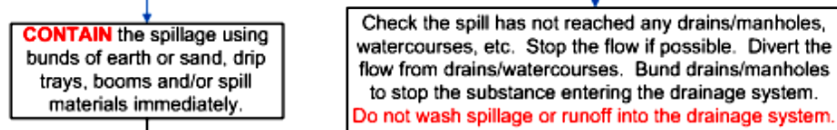
What to do if you find a spillage of any substance on site.

STOP – CONTAIN – NOTIFY – CLEAN UP – INVESTIGATE

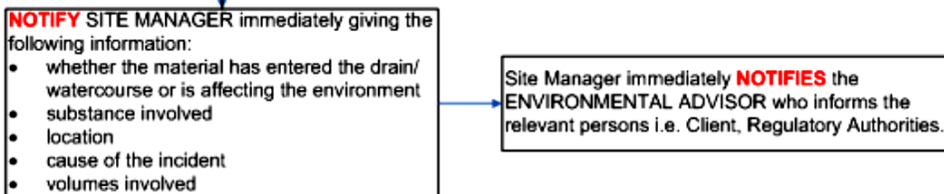
STOP



CONTAIN



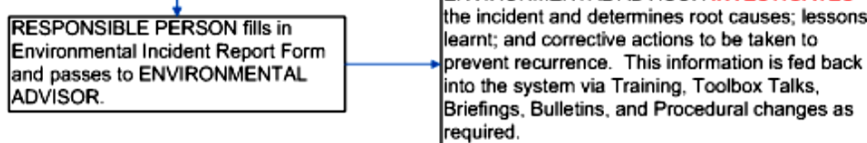
NOTIFY



CLEAN UP



INVESTIGATE



SPILLAGE TYPE

| | |
|--------------|--|
| MAJOR | Cannot be controlled; pollution has entered or could enter a drain or watercourse. Report to Site Manager/Environmental Advisor immediately. |
| MINOR | Can be controlled; pollution has not entered, and cannot enter a drain or watercourse |

3.5 Water Quality and Resources

- 3.5.1 An assessment of the likely significant effects on water quality and resources from the construction of the Project has been undertaken and this is set out in Chapter 9 of the ES.
- 3.5.2 This section outlines some of the specific design and mitigation measures which will be used in the final CEMP for the Project in order to limit impacts on surface water.
- 3.5.3 All construction activities will be undertaken in accordance with Requirements attached to the DCO (specifically Requirement 7) and should include best practice working methods to prevent water pollution, including:
- siting stockpiles away from watercourses;
 - refuelling on designated areas of hardstanding and supplied with appropriate spill kits and bunded bowser to be located away from watercourses and surface drains; and
 - installing construction site drainage.
- 3.5.4 The most appropriate crossing methods will be used for watercourses in the context of the Gas Connection which may include open cut or horizontal direct drilling techniques. Further detail is provided in section 3.5 of the ES.
- 3.5.5 All oil and chemical storage tanks and areas where drums are stored will be surrounded by an impermeable bund and located away from watercourses in accordance with COSHH Regulations 2002 and the Control of Pollution (Oil Storage) Regulations 2001. Single tanks will be within bunds sized to contain 110 per cent of capacity and multiple tanks or drums will be within bunds sized to contain the greater of 110 per cent of the capacity of the largest tank or 25 per cent of the total tanks contents. Empty drums and any drums that are identified as leaking will be removed from the Project Site as soon as possible and disposed of appropriately in accordance with the relevant legislation;
- 3.5.6 Any surface water contaminated by hydrocarbons will be passed through oil/grit interceptors prior to discharge.
- 3.5.7 Precautions will be undertaken to ensure that silt laden runoff, arisings or chemicals are not allowed to enter watercourses including the following:
- Siting stockpiles well away from watercourses;
 - Covering stockpiles in inclement weather;
 - Use of impermeable liners; and
 - Use of fixing agents.
- 3.5.8 Water inflows to excavated areas will be minimised by the use of lining materials, good housekeeping techniques and by the control of drainage in order to prevent the contamination of ground water

3.6 Ecology

- 3.6.1 An assessment of the ecological impacts resulting from the development has been undertaken and this is set out in Chapter 8 of the ES.
- 3.6.2 The LEMMS for the Project (Appendix 11.3 of the ES) will ensure that any habitats of ecological value that would have been created as part of the LLRS (in the absence of the Project) will be incorporated into the design of the Project. These include surface water management ditches, and areas of tree and scrub planting. Should the construction of the Access Road result in the loss of any vegetation, this would be replanted with appropriate native species. In addition, the enhancement of retained vegetation and creation of new habitats, through tree and hedgerow planting and new ponds (as detailed in the LEMMS) would be expected to result in a net gain in biodiversity.
- 3.6.3 This section outlines some of the specific design and mitigation measures which will be used in the final CEMP for the Project in order to limit impacts on ecology.
- 3.6.4 Appropriate regard for the protection of habitats and protected species during the construction works will be included within the final CEMP and will incorporate the following measures:
- Haul routes would be established at appropriate locations within the Project Site (away from sensitive residential receptors, waterbodies and the hedgerows and woodland adjacent to the Power Generation Plant Site). The construction laydown area would also be prepared which would include offices and welfare facilities for the management team and construction workers. Site fencing will be used to prevent access to areas outside working areas, particularly in areas adjacent to features of ecological value; and
 - Procedures will be implemented to address site safety issues, including storage of potentially dangerous materials;
 - Best practice method statements would be set out prior to construction;
 - Briefings and instruction would be given to contractors regarding the biodiversity issues associated with the Project Site.
- 3.6.5 With regard to specific protected species, the following control measures will be implemented through the final CEMP:

Great Crested Newts

- 3.6.6 The management measures identified below are required in order to avoid the incidental mortality/ injury of great crested newts during the implementation of the Project, and to ensure that the favourable conservation status of the local great crested newt population is maintained.
- Any requirement to carry out the works under a precautionary method statement included within the CEMP or a derogation licence issued by

Natural England to ensure that no newts are harmed during the construction process, will be determined prior to construction.

- If required, appropriate mitigation measures will involve the appropriate timing of works, avoidance of suitable terrestrial habitat as far as possible, and the careful removal/ dismantling by hand of any suitable refugia beneath the footprint of the works.
- The working width of the Gas Connection through the hedgerows will be minimised as far as possible and gaps will be used in the hedgerows to reduce the habitat loss; and
- Given that construction is due to commence six years after the 2014 great crested newt surveys were completed; updated surveys may be required to confirm the management and/or mitigation measures. This approach has been agreed with NE.

Reptiles

3.6.7 As there is the potential to impact reptile populations during construction of the Project, the following mitigation measures would be applied to displace reptiles present into areas of retained habitat within and adjacent to the Project Site prior to construction works commencing:

- Progressive removal of suitable low-lying vegetation, including long grass, ruderals and scrub, using hand-held tools. The final stages of clearance to ground level should take place during suitable climatic conditions at a time of year when reptiles are active (generally April to September inclusive).
- Dismantling of any potential hibernacula or refugia by hand, including compost heaps and log piles.
- Where appropriate, ground level clearance work will be overseen by a suitably experienced ecologist who would relocate any reptiles encountered to an area of suitable retained habitat within and adjacent to the site.
- Following the clearance of vegetation, the vegetation will be maintained at ground level to prevent re-colonisation prior to works commencing.
- Given that construction is due to commence six years after the 2014 reptile surveys were completed; updated surveys may be required to confirm the management/mitigation measures that will be implemented.

Breeding birds

3.6.8 Any clearance or cutting of woody vegetation will avoid the breeding bird season (generally taken to be March to August inclusive) in order to avoid the destruction of active birds' nests. If this is not possible, the vegetation will be checked prior to removal for the presence of any active birds' nests. If active nests are present, an appropriate exclusion zone will be retained around the

nest and such works will be delayed until the young birds have fledged and the nest becomes inactive.

Bats

3.6.9 The Project layout has been designed to ensure that the tree and scrub-lined Access Road, which was found to constitute an important resource for foraging and commuting bats will be retained. Similarly, the plantation woodland edge, field margins and road side hedgerows will be retained (as outlined in the LEMMS).

3.6.10 No night time construction working would be undertaken at the Project Site (ie outside of permitted construction working hours).

3.6.11 The lighting scheme associated with the Project has been sensitively designed to minimise potential impacts on bats (see section 3.9 below).

3.7 Landscape and Visual

3.7.1 An assessment of the likely significant landscape and visual effects resulting from construction of the Project has been undertaken and this is set out in Chapter 11 of the ES.

3.7.2 This section outlines some of the specific design and mitigation measures which will be used in the CEMP for the Project in order to limit landscape and visual impacts.

3.7.3 The construction period is of a limited duration (approximately 22 months), significant mitigation to limit landscape and visual impacts is not anticipated. However, the following measures will be adopted in the final CEMP:

- Land / vegetation clearance will be limited to the minimum necessary for the works;
- Temporary protection of vegetation and other vulnerable features to be retained would be undertaken in accordance with prevailing best practice;
- Temporary storage of soils and other material considered of value for retention. Where practical stockpiles would be sited to screen the construction works from sensitive receptors where appropriate, such as public rights of way and residential properties in close proximity to the Project Site;
- Construction areas will be laid out to minimise adverse impacts arising from temporary structures, construction activities and lighting;
- Construction roads will use the same alignment as permanent access roads where possible;
- Use of construction site lighting outside the construction working hours that are set out as a requirement in the DCO will be restricted to the

minimum necessary for workforce and public safety, and for security.
Directional luminaries will be used to limit unwanted light spill;

- Maintenance will be undertaken to ensure tidy and contained site compounds;
- Hoardings will be erected around the area of construction works, for reasons of creating a visual barrier to construction activities and also as a safety measure, to prevent access to the general public.
- The removal of all temporary structures and stockpiles when no longer required, and prompt reinstatement of construction areas will be carried out;
- Reinstatement of all agricultural land required temporarily during construction and a five-year aftercare plan to seek to ensure land is returned to its former productivity will be undertaken;
- Replacement of all trees, shrubs and hedgerows removed to accommodate the utility Connections, subject to National Grid planting constraints, will be undertaken.

3.8 Historic Environment

- 3.8.1 An assessment of the likely significant effects on the historic environment resulting from construction of the Project has been undertaken and this is set out in Chapter 13 of the ES.
- 3.8.2 Although the potential impacts on archaeology are likely to be very limited, they cannot be ruled out completely.
- 3.8.3 A Written Scheme of Investigation (WSI) will be prepared for the Project and intrusive works (including topsoil stripping) will be undertaken along the route of the Gas Connection and Electrical Connection prior to construction. This is secured as a Requirement to the DCO (Requirement 9).

3.9 Artificial Lighting

- 3.9.1 This section outlines some of the specific design and mitigation measures related to artificial lighting which will be used in the final CEMP for the Project.
- 3.9.2 The Project Site will require artificial lighting during construction to provide a safe working site during hours of darkness.
- 3.9.3 The contractor should follow guidance and legislation relevant to lighting, including:
- Institution of Lighting Professionals (ILP) Guidance Notes for the Reduction of Obtrusive Light, (2011)

- The English Department for Communities and Local Government (DCLG) Guidance on Lighting in the Countryside: Towards Good Practice (1997)
- Assessment of the Problem of Light Pollution from Security and Decorative Light produced by Temple and NEP Lighting Consultancy on behalf of Defra
- The Bat Conservation Trust – Bats and Lighting in the UK (May, 2009)..
- The Bat Conservation Trust (BCT) – Statement on the Impact and Design of Artificial Light on Bats.
- Environmental Protection Act 1990 (as amended)

3.9.4 The general design objectives that will be used to ensure that potential adverse effects of lighting associated with construction of the Project are minimised are listed below:

- Use appropriately designed luminaires for the task at hand;
- Use louvres and shields to prevent undesirable light break-out;
- Construction lighting should be directed away from all sensitive receptors;
- Preference should be given to several, lower lighting units rather than tall, wide beam lighting units to illuminate large areas as it will limit light trespass, glare and sky glow from the Project Site;
- Vehicle lights should be properly directed (conforming to MOT requirements) and lenses must be intact to prevent un-necessary glare and light intrusion;
- Lighting should be reduced or switched off when not required for safety purposes. Security lighting should be kept at the minimum level needed for visual and security protection; and
- Motion sensitive lighting will be used in order to avoid unnecessary lighting.

3.9.5 Light fittings will comply with the specifications and the requirements of CIE 150 (2003) and Institute of Lighting Engineer's Guidance Notes for the Reduction of Obtrusive Light.

3.9.6 Arrangements for construction lighting following these principles will be set out in the final CEMP.

3.10 Traffic and Transport

3.10.1 An assessment of the likely significant effects resulting from Traffic and Transport has been undertaken and this is set out in Chapter 12 of the ES.

3.10.2 Separate to this CEMP, to manage the impact of the construction phase movements, an outline Construction Traffic Management Plan has been developed and is included as Appendix 12.4 of the ES (Document Reference 6.2). The DCO requires that a final CTMP is agreed with the relevant Authorities and adhered to during the construction of the Project (Requirement 11). The CTMP includes the following:

- a Route Management Plan to direct HGVs away from the sensitive local transport network;
- a traffic management scheme at the junction with Green Lane and the Access Road to control queuing and to ensure no blocking of the railway develops;
- a traffic management scheme for the Gas Connection access at Houghton Lane;
- a traffic management scheme for the Electrical Connection access at Station Lane;
- the Construction Vehicle Parking Strategy to control the vehicle generation and minimise impact on the surrounding area;
- a footpath management plan to ensure any footpath route affected by the works are protected, and that the pedestrians may use them safely; and
- an Abnormal Load Delivery Strategy to manage the delivery to site of the major items of plant and apparatus that are indivisible.

3.11 Waste Management

3.11.1 This section outlines some of the specific design and mitigation measures in relation to waste management which will be used in the final CEMP for the Project.

3.11.2 The Project will operate in full accordance with the Waste Framework Directive, the EPR and the Waste (England and Wales) Regulations 2011 (where relevant). The Applicant, at all phases of the Project, will apply the waste hierarchy which will focus on;

- Prevention;
- Re-use;
- Recycling;
- Other recovery (e.g. energy recovery); and
- Disposal.

3.11.3 Where hazardous waste is transported from the Project Site, it will be handled in accordance with relevant regulations (e.g. by a registered waste carrier and in line with the hazardous waste regulations (2005)), and, where necessary, be transported in sealed tankers.

3.11.4 As part of the construction works, there is likely to be limited potential for the generation of waste associated with the Power Generation Plant given that the LLRS will ensure that a level platform is created in the base of the Rookery South Pit on which to site the Generating Equipment. However, where possible waste will be re-used on site.

3.11.5 The final CEMP must:

- provide for the submission of construction method statements for approval by the local authority
- provide for the stockpiling of excavated spoil and testing for Waste Acceptance Criteria (as defined in the Landfill (England and Wales) (Amendment) Regulations 2005), to determine whether it can be re-used on- or off-site
- provide for the testing and removal, as appropriate, of any water from de-watering activities which will be handled by a suitably licensed waste contractor; and
- require that structures and equipment for the Project will be made of materials suitable for recycling as far as is practicable.

4 Conclusions

- 4.1.1 This outline CEMP provides a framework on which the construction contractor should base a more detailed and CEMP which will be implemented during construction of the Project.
- 4.1.2 Although no likely significant effects are predicted as a result of the construction phase of the Project, the mitigation measures outlined herein will ensure that the lowest level of risk possible is placed on the environment.
- 4.1.3 Mitigation measures have been outlined to limit potential impacts of noise, air quality, ground conditions, surface water, ecology, historic environment, landscape and visual, artificial lighting, traffic and transport and waste. These mitigation measures should be taken forward for further consideration when preparing the final CEMP.
- 4.1.4 It has also outlined a series of general best practice principles which should be adhered to, including; a register of environmental impacts, the production of risk assessments and method statements, the adherence to Site Environmental Standards, dealing with public relations, the monitoring and measurement of construction activities and the roles and responsibilities of key site staff.

Appendix 5.2 – Method Statement - Traffic Management at the Proposed Site Access

MILLBROOK POWER LIMITED DEVELOPMENT METHOD STATEMENT – TRAFFIC MANAGEMENT

Prepared by: **John Hopkins**

Date: **January 12th, 2015**

1. Introduction

- 1.1 Peter Brett Associates LLP has been commissioned by Millbrook Power Limited to resolve all transport matters relating to the development of land at the former clay extraction pit at Rookery South, in Stewartby, Bedfordshire. This land shown in Figure 1 is proposed to be developed into a Power Generation Plant.
- 1.2 The site is to be accessed by a simple priority junction on Green Lane, located 75m to the south-east of the Stewartby Rail Station level crossing. The proposed access is shown on drawing reference 31116/2001/06.
- 1.3 This Method Statement has been prepared by Peter Brett Associates LLP to detail the proposed traffic management scheme to be implemented at this Development access during the construction phase.

2. Traffic management control requirements

- 2.1 The proposed site vehicle access is located adjacent the Stewartby Rail Station level crossing on Green Lane. This permanent site access will be constructed in advance of the Power Generation Plant construction works, and will form the main Development vehicle access.
- 2.2 Whilst the predicted construction vehicle movements are likely to be limited – peaking at 60 vehicle movements per hour – Network Rail has expressed concerns that any significant queuing arising from vehicles waiting to turn right into the Development could back on to the level crossing, hence obstruct rail movements.
- 2.3 As discussed and agreed with Network Rail, a temporary traffic light controlled traffic management scheme will be implemented during the construction of both the access and the Power Generation Station to ensure the efficient movement of vehicles along Green Lane, and to ensure that no obstructions to the rail occur.
- 2.4 The predicted daily operational vehicle movements are much less than in the construction phase. Network Rail has concurred that these do not require any such traffic management.

3. Approval process

- 3.1 The Green Lane traffic management scheme is within the jurisdiction of two local highway authorities - Bedford Borough Council and Central Bedfordshire Council.
- 3.2 The traffic management scheme has been prepared in accordance with the Highways Agency's Chapter 8 Traffic Signs Manual (2009), and is shown on the attached drawing reference 31116//2001/06. The detail of these scheme proposals will be agreed with the local highway authorities and Network Rail before implementation on site.
- 3.3 Prior to first use, the scheme will be set out on site, and will be inspected and approved by the local highway authorities and Network Rail. Any necessary amendments will be made.



4. Traffic Management Scheme

Hours of operation

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

Traffic management scheme

- 4.2 This traffic management scheme consists of the following:

- i) advance temporary access and traffic signal control signing on all approaches;
- ii) temporary stop line signage on all approaches;
- iii) manually-operated three-stage traffic signal controls to all approaches. Whilst the Site Exit and Green Lane Northbound approaches will be provided with a standard three aspects light, the Green Lane Southbound approach will be provided with an additional green right turn filter aspect as well as the standard three aspects light;

Signal phases

- 4.3 The traffic signal scheme will have three stages:

- i) Stage 1 – for normal operation - allowing the Green Lane North- and Southbound movements, all Site Exit movements stopped;
- ii) Stage 2 – when a vehicle approaches to turn into the Site - allowing Green Lane Southbound movements and the inward Site Access movements. The Site Exit and Green Lane Northbound movements will be stopped; and
- iii) Stage 3 - allowing Site Exit movements, the Green Lane North- and Southbound movements will be stopped.

5. Operational procedure

Maintenance and back-up

- 5.1 All signal apparatus will be maintained in accordance with the manufacturer's / supplier's recommendations.
- 5.2 A set of "Stop Go" boards will be held on site in case of an emergency.

Daily establishment

- 5.3 The traffic management scheme will be set up each working day prior to any arrivals of construction traffic on site. A member of the contractor's staff will be nominated to ensure that the traffic management scheme has been set out as agreed.

Signal Operative

- 5.4 A member of staff will be nominated as the Signal Operative to operate the traffic signal controls manually at all times that the traffic signals are in place.

- 5.5 This Signal Operative:



- i) will be suitably trained;
- ii) will confirm that the traffic management has been established each day as agreed prior to operation, and will report to the senior site staff any shortfall;
- iii) will be provided with a heated shelter, with simple welfare facilities immediately available to minimise the need to be absent;
- iv) has the sole role on site of operating the traffic signals, any duties relating to security or the recording of movements will be undertaken by others;
- v) have a suitably-trained deputy to relieve him for breaks; and
- vi) will report to the senior site staff any problems with the traffic management.

Procedure - approaching Southbound vehicle to enter the Site

- 5.6 Upon sighting any vehicle approaching southbound along Green Lane indicating to turn into the Site Access, the Signal Operative will advance the traffic light phase immediately to Stage 2.
- 5.7 Upon the amber / red aspect being provided for Green Lane Northbound movements, the additional green arrow aspect will be provided to the Green Lane Southbound movements without the need to provide a red aspect. This will enable the approaching Southbound vehicle to clear the junction as quickly as possible, with minimal development of a queue.
- 5.8 As soon as the entering vehicle has cleared, the Signal Operative will advance the traffic light phase immediately to Stage 1 again.
- 5.9 The approaching vehicle will be moved into the Site as soon as possible, any queries or security matters will be addressed by the Gate Keeper and not the Signal Operative.

Procedure - approaching Southbound vehicle to enter the Site

- 5.10 Upon sighting any vehicle exiting the Site approaching the Site Access, the Signal Operative will review the vehicle movements along Green Lane, and when convenient advance the traffic light sequence to Stage 3.
- 5.11 It is accepted that the vehicles exiting the Site Access have a lower priority than those moving along Green Lane, and at no point should the Site Access green aspect cause the queue to extend to the level crossing.
- 5.12 As soon as the exiting vehicle has cleared, the Signal Operative will advance the traffic light phase immediately to Stage 1 (or Stage 2 as appropriate).

6. Review

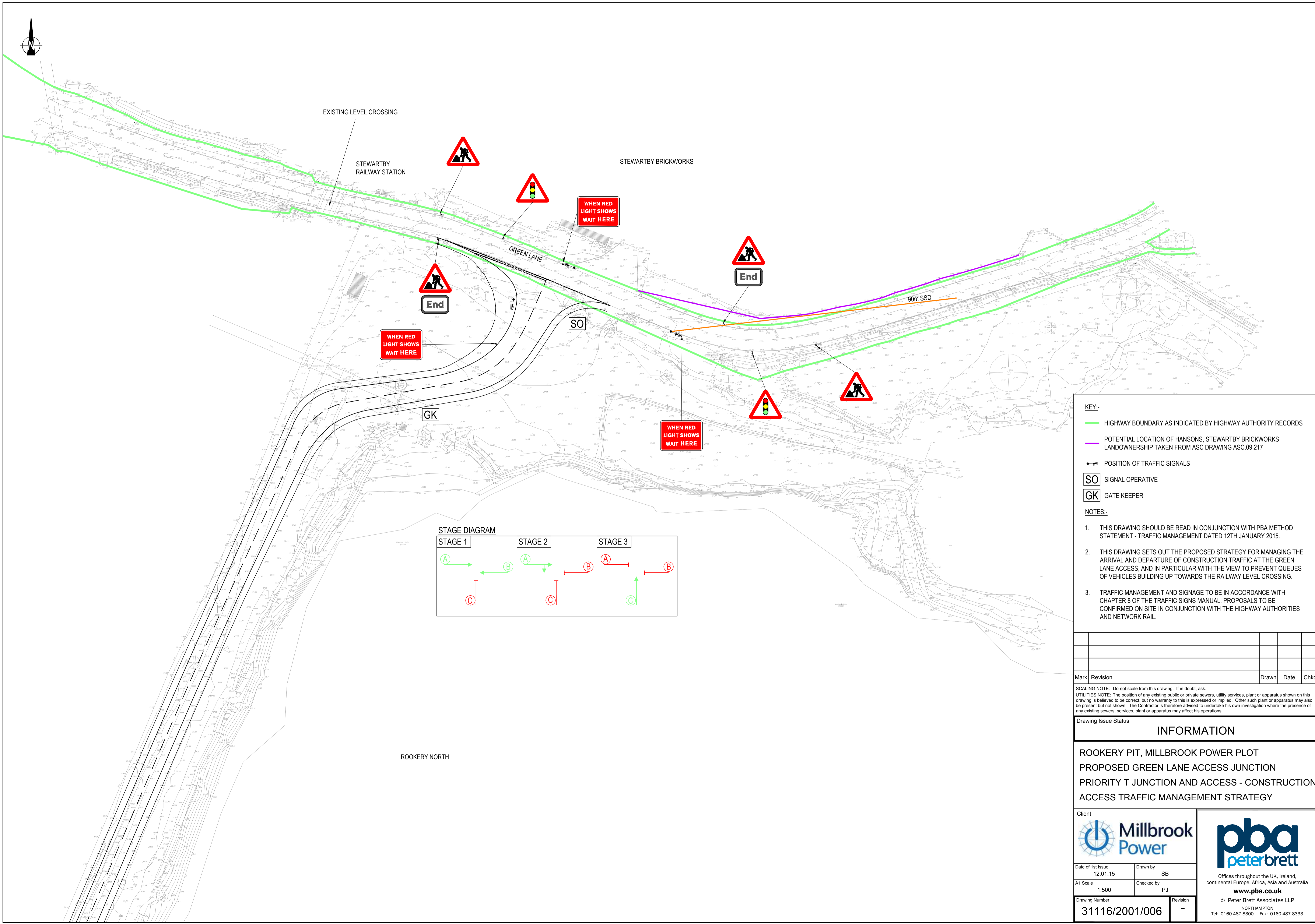
- 6.1 The scheme will be reviewed on a regular basis with all the local highway authorities and Network Rail as part of a monthly traffic management meeting. Any issues will be raised at this meeting, and if necessary this Method Statement be amended to reflect any agreed changes.

7. Emergency Procedure



- 7.1 The Signal Operative will be provided with a charged mobile telephone, and with Network Rail's emergency contact number and the signal control room should there be any concern with the level crossing.
- 7.2 The contact number for Network Rail's national fault control centre is 0121 345 6546.
- 7.3 Should the traffic lights fail during the working day, these will be replaced immediately with the "Stop Go" boards to ensure Green Lane is not subject to any congestion, with additional manpower being provided as appropriate.





EXISTING LEVEL CROSSING

STEWARTBY RAILWAY STATION

STEWARTBY BRICKWORKS

GREEN LANE

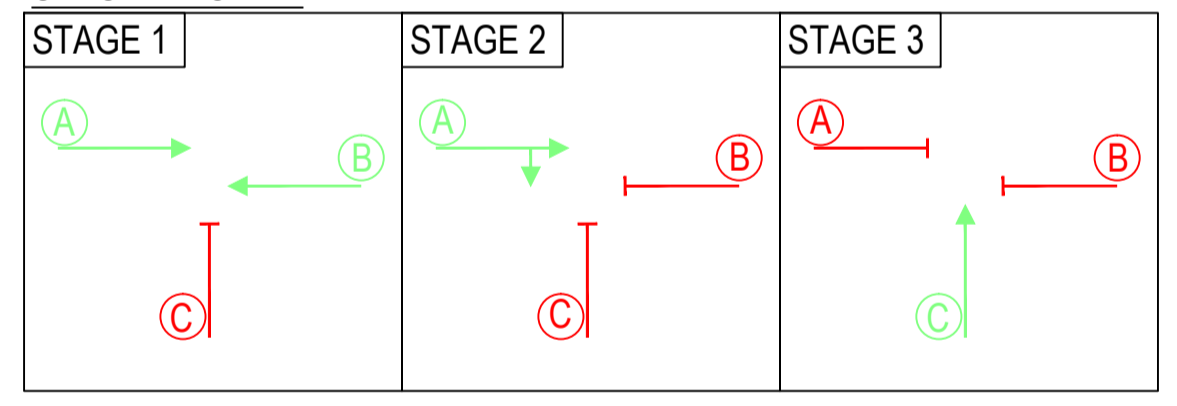
90m SSD

WHEN RED LIGHT SHOWS WAIT HERE

WHEN RED LIGHT SHOWS WAIT HERE

WHEN RED LIGHT SHOWS WAIT HERE

STAGE DIAGRAM



ROOKERY NORTH

- KEY:-**
- HIGHWAY BOUNDARY AS INDICATED BY HIGHWAY AUTHORITY RECORDS
 - POTENTIAL LOCATION OF HANSONS, STEWARTBY BRICKWORKS LANDOWNERSHIP TAKEN FROM ASC DRAWING ASC.09.217
 - POSITION OF TRAFFIC SIGNALS
 - SO SIGNAL OPERATIVE
 - GK GATE KEEPER
- NOTES:-**
- THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH PBA METHOD STATEMENT - TRAFFIC MANAGEMENT DATED 12TH JANUARY 2015.
 - THIS DRAWING SETS OUT THE PROPOSED STRATEGY FOR MANAGING THE ARRIVAL AND DEPARTURE OF CONSTRUCTION TRAFFIC AT THE GREEN LANE ACCESS, AND IN PARTICULAR WITH THE VIEW TO PREVENT QUEUES OF VEHICLES BUILDING UP TOWARDS THE RAILWAY LEVEL CROSSING.
 - TRAFFIC MANAGEMENT AND SIGNAGE TO BE IN ACCORDANCE WITH CHAPTER 8 OF THE TRAFFIC SIGNS MANUAL. PROPOSALS TO BE CONFIRMED ON SITE IN CONJUNCTION WITH THE HIGHWAY AUTHORITIES AND NETWORK RAIL.

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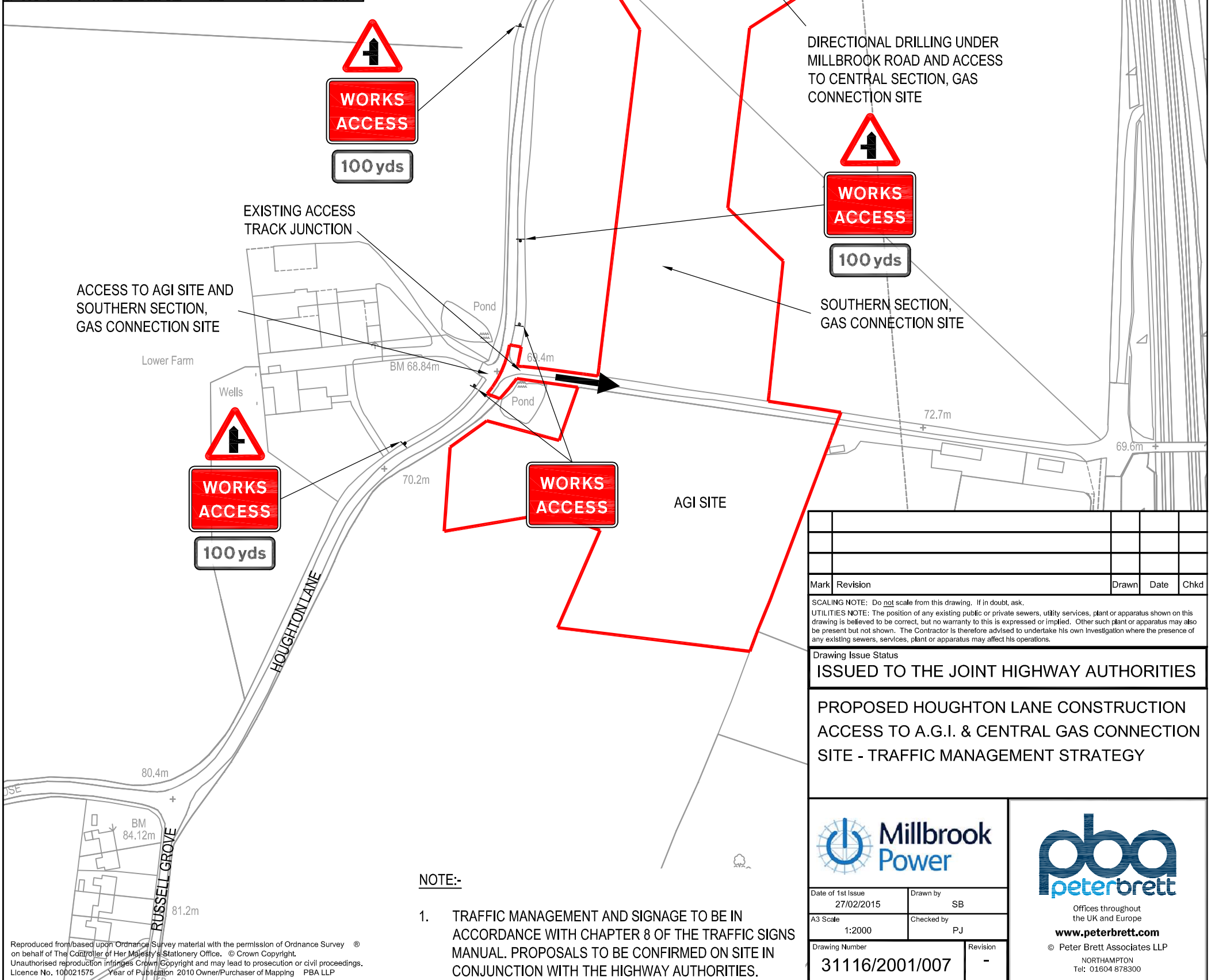
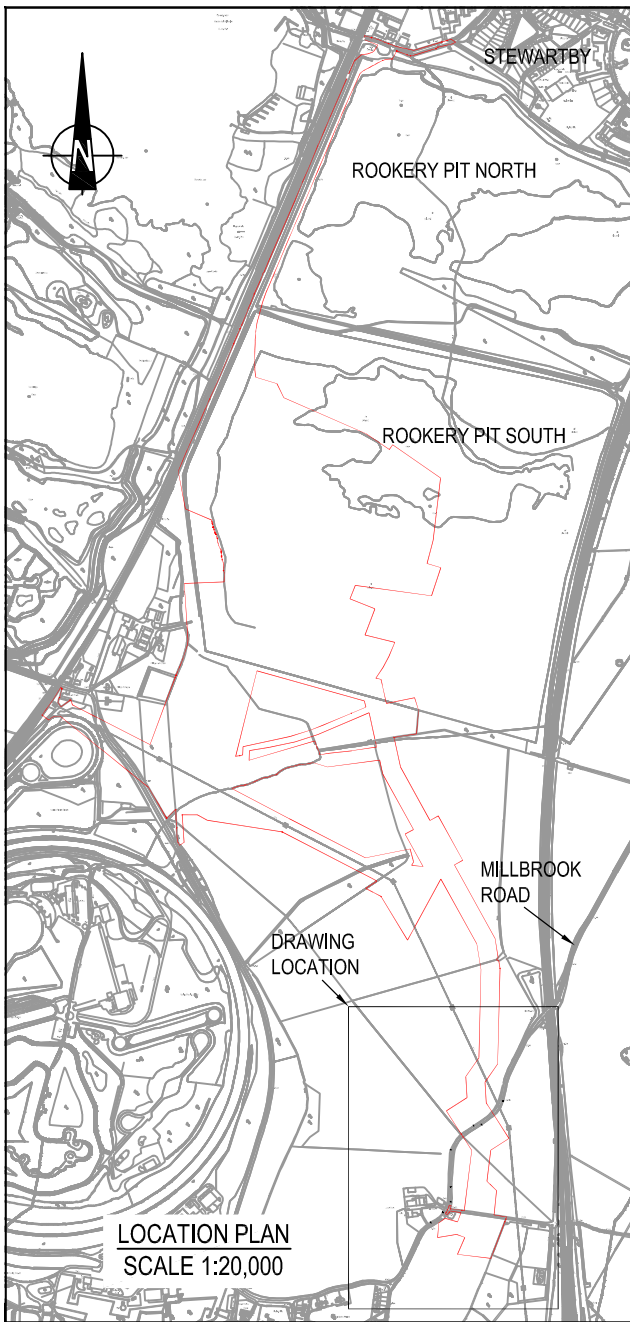
Drawing Issue Status

INFORMATION

ROOKERY PIT, MILLBROOK POWER PLOT
 PROPOSED GREEN LANE ACCESS JUNCTION
 PRIORITY T JUNCTION AND ACCESS - CONSTRUCTION
 ACCESS TRAFFIC MANAGEMENT STRATEGY

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| Date of 1st Issue 12.01.15 | Drawn by SB | Offices throughout the UK, Ireland, continental Europe, Africa, Asia and Australia www.pba.co.uk © Peter Brett Associates LLP NORTHAMPTON Tel: 0160 487 8300 Fax: 0160 487 8333 | |
| A1 Scale 1:500 | Checked by PJ | Drawing Number 31116/2001/006 | Revision - |

Appendix 5.3 – Traffic Management at the Houghton Lane Construction Access



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PROPOSED HOUGHTON LANE CONSTRUCTION ACCESS TO A.G.I. & CENTRAL GAS CONNECTION SITE - TRAFFIC MANAGEMENT STRATEGY

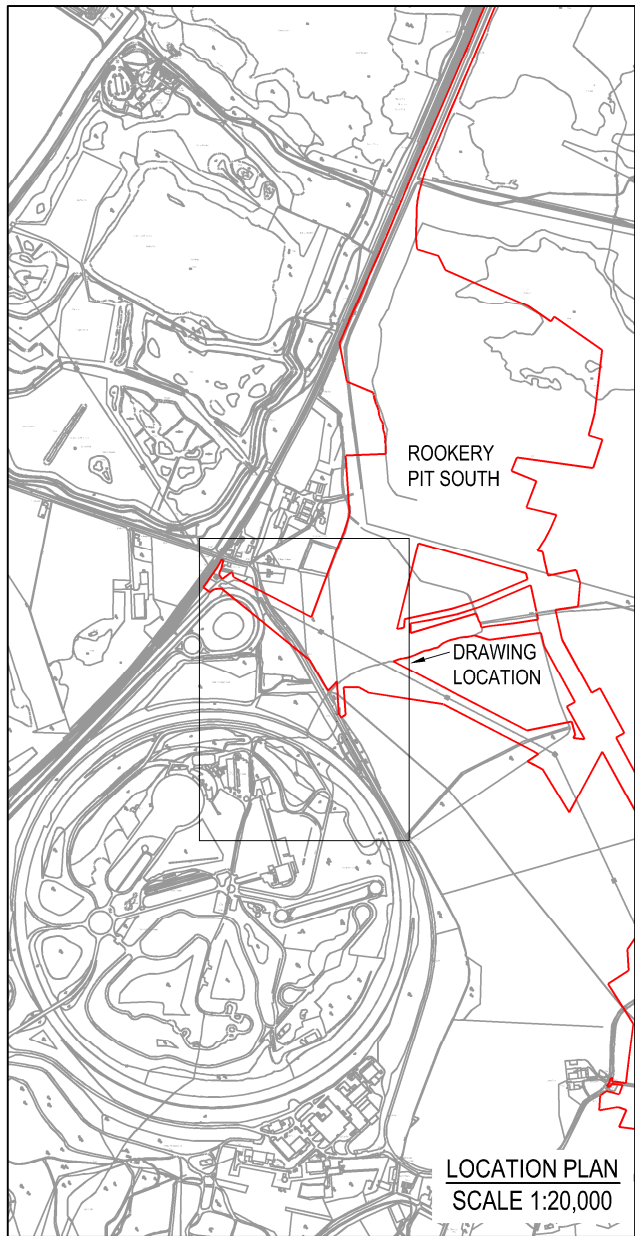
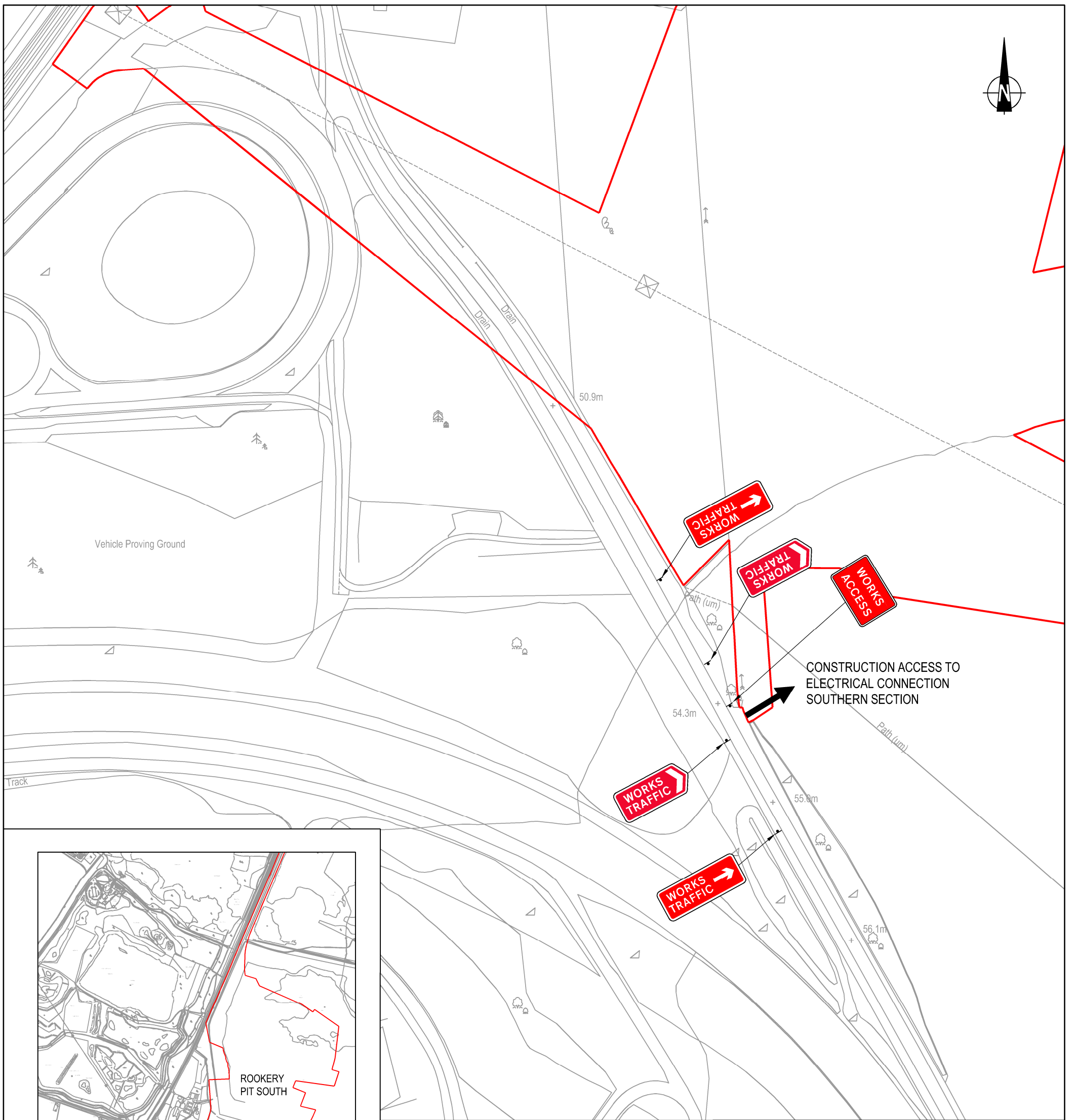
Millbrook Power

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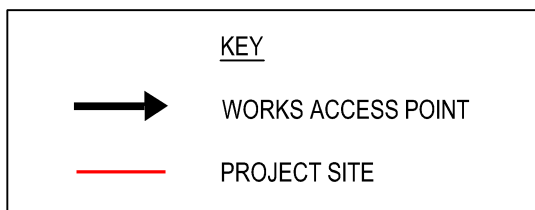
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Appendix 5.4 – Traffic Management at the Station Lane Construction Access



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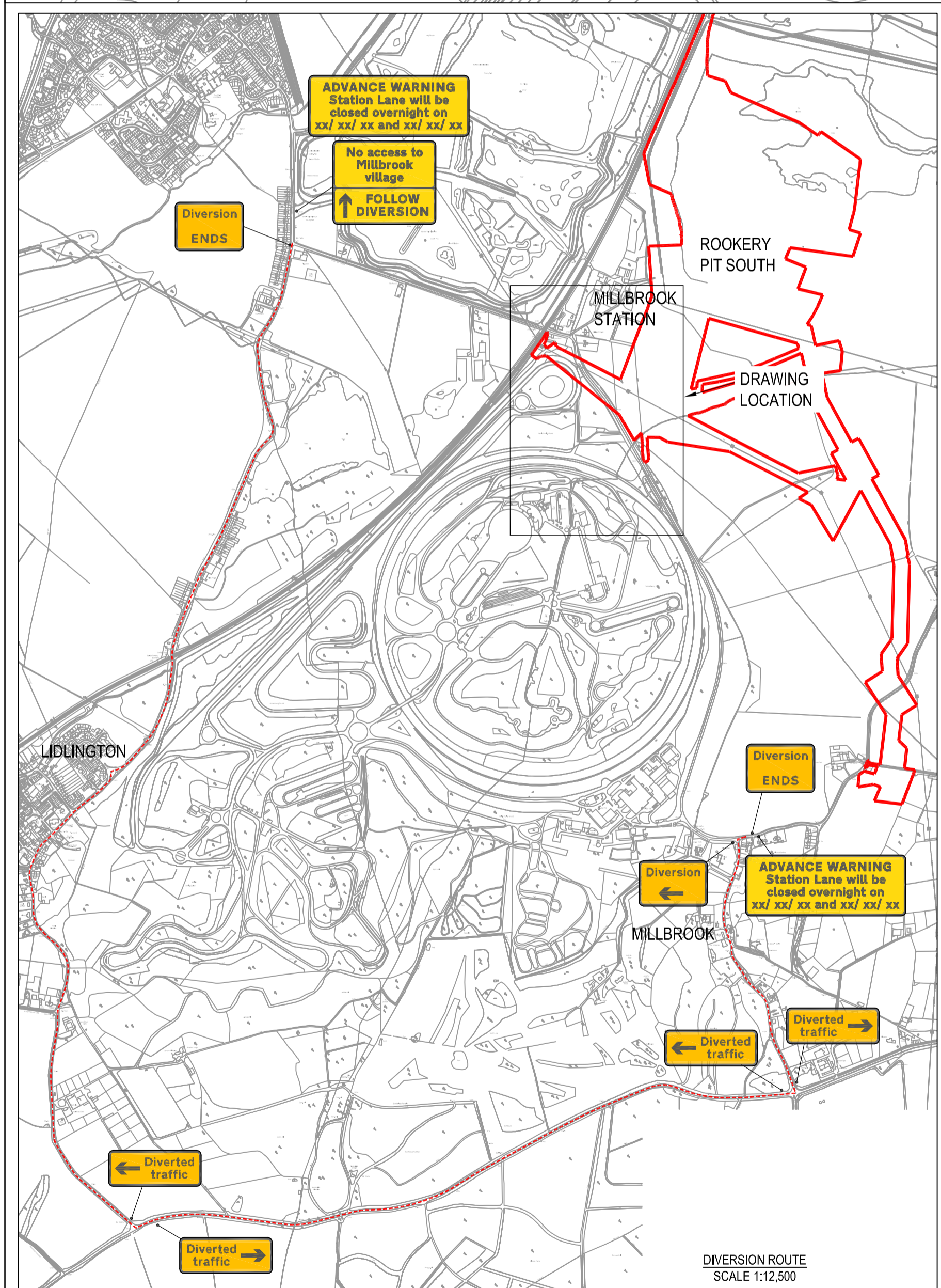
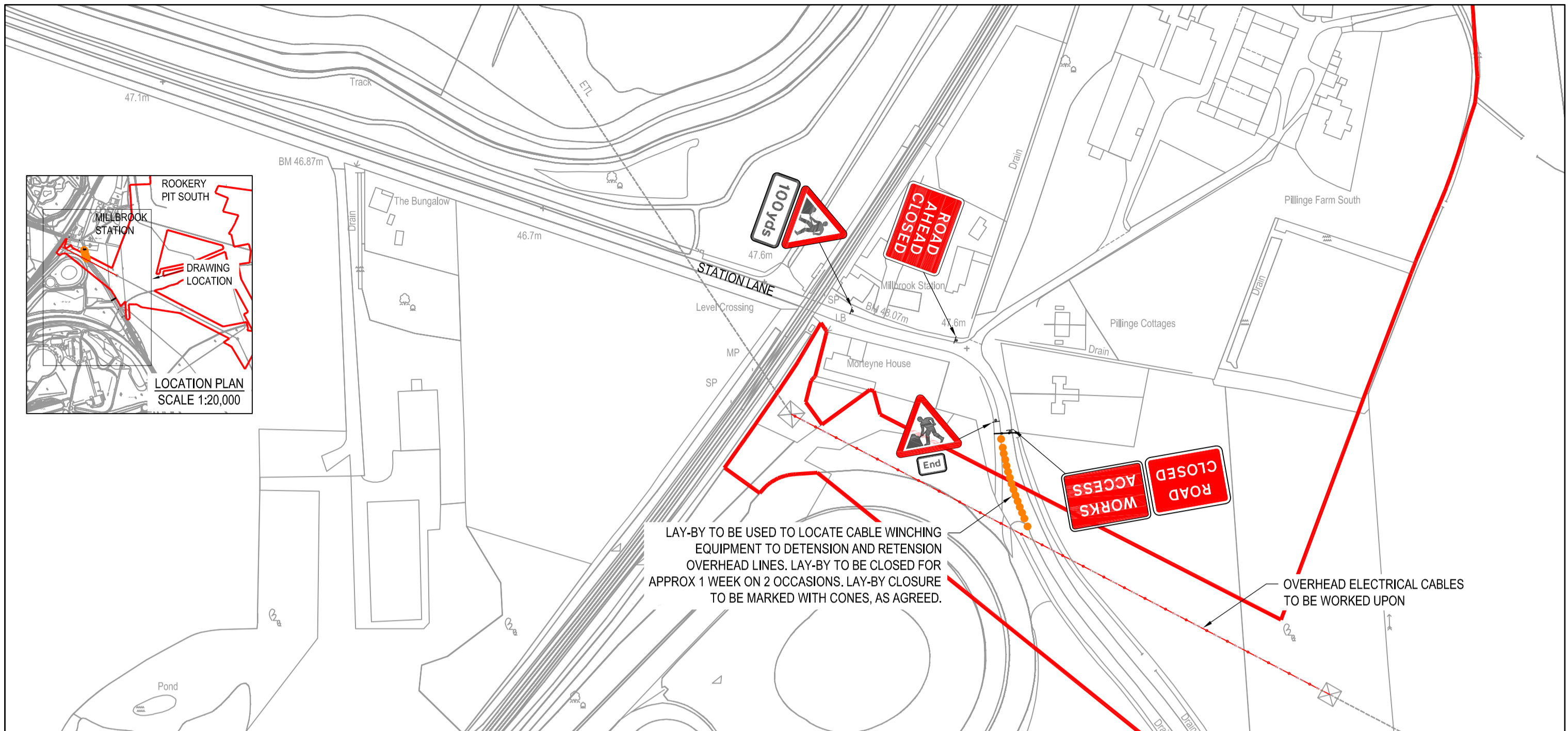
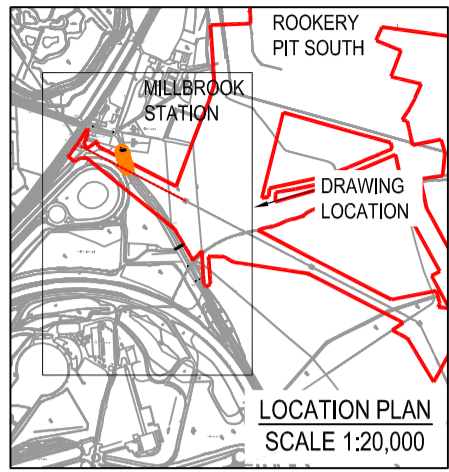
PROPOSED STATION LANE CONSTRUCTION
 ACCESS TO ELECTRICAL CONNECTION SITE
 TRAFFIC MANAGEMENT STRATEGY



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**PROPOSED STATION LANE CONSTRUCTION
 CABLE TENSIONING WORKS - DIVERSION ROUTE
 TRAFFIC MANAGEMENT STRATEGY**

| KEY | |
|-----|--------------------|
| | TRAFFIC CONES |
| | TRAFFIC BARRIERS |
| | WORKS ACCESS POINT |
| | DIVERSION ROUTE |
| | PROJECT SITE |

- NOTE:-
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Appendix 5.5 – Travel Plan



Millbrook Power Project

Travel Plan

On behalf of **Millbrook Power Limited**



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

Office Address: 11 Prospect Court, Courteenhall Road, Blisworth, Northampton NN7 3DG
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Document Control Sheet

Project Name: Millbrook Power Project

Project Ref: 40335/TP

Report Title: Travel Plan

Doc Ref: 02

Date: August 2017

| | Name | Position | Signature | Date |
|--|----------------|-------------------|-----------------------|------------|
| Prepared by: | James Williams | Graduate Engineer | <i>James Williams</i> | 27/02/2015 |
| Reviewed by: | John Hopkins | Associate | <i>John Hopkins</i> | 27/02/2015 |
| Approved by: | David Atherton | Partner | <i>David Atherton</i> | 27/02/2015 |
| For and on behalf of Peter Brett Associates LLP | | | | |

| Revision | Date | Description | Prepared | Reviewed | Approved |
|----------|------------|----------------------------------|----------|----------|----------|
| 1 | 27/02/2015 | DCO Application Document | JW | JPH | DAA |
| 2 | 15/08/2017 | Updated DCO Application Document | TPA | EM | DS |

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Appendices

Appendix A Site Location Plan

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1 Introduction

- 1.1 Peter Brett Associates LLP has been commissioned by Millbrook Power Limited to resolve all transport matters relating to the development of land at the former clay extraction pit at Rookery South, in Stewartby, Bedfordshire.
- 1.2 This land is proposed to be developed into a Power Generation Plant. The location of the site is shown on Figure 1 in Appendix A.
- 1.3 This Travel Plan has been prepared to summarise the proposed travel demand management measures for this Development.

2 Development Description

- 2.1 The Proposed Development would be a Power Generating Plant, to be run during periods of high electricity demand to support the high-output “base” electricity suppliers such as nuclear and coal-fired power stations, as well as to complement the output from renewable energy sources.
- 2.2 During the normal operation, the Proposed Development would generate a very low number of vehicle trips, particularly in the operational phase – a maximum of only 4 workers are anticipated on site per day. However, during the yearly maintenance periods, there may be up to 40 extra staff for a period of a month.

3 Policy

3.1 Guidance on Transport Assessment

- 3.1.1 The Department for Transport's archived document "Guidance on Transport Assessment" provided indicative thresholds for when travel plans are required to support planning applications. It suggests that Travel Plans would not be required for:
- B2 General Industrial development less than 4,000m²,
 - any development generating less than 30 or more two-way vehicle movements in any hour; nor
 - any development generating less than 100 or more two-way vehicle movements per day.
- 3.1.2 As detailed above, this proposal would generate significantly fewer trips than these thresholds. As such, this brief Travel Plan document has been prepared to summarise the travel demand management measures that will be deployed to minimise the car trip generation from this Development.

3.2 National Planning Policy Framework (March 2012)

- 3.2.1 The National Planning Policy Framework (NPPF) promotes sustainable development, and states that there is to be a "presumption in favour of sustainable development" when making plans and decisions.
- 3.2.2 Decisions on planning applications should ensure that "...the use of sustainable transport modes can be maximised" (Paragraph 34), and take account of whether "the opportunities for sustainable transport modes have been taken up".

3.3 Central Bedfordshire Council Local Transport Plan 3 (adopted April 2011)

- 3.3.1 A key aspiration identified within the Central Bedfordshire Council Local Transport Plan 3 is to change single occupancy car-based travel habits within the region by finding solutions to transport matters.
- 3.3.2 As part of the objectives, a minimum 20% modal shift away from private car to more sustainable modes (based upon the existing local travel patterns) is the stated target set for all new developments in the area.
- 3.3.3 In the case of the Millbrook Power Ltd Development, assuming that all workers were to drive to work, meeting this target would require the change of 1 employee's travel pattern out of the five workers present on site during a shift.

3.4 Bedford Borough Council Local Transport Plan 3 (adopted April 2011)

- 3.4.1 The Bedford Borough Council Local Transport Plan 3 identifies aspirations to increase accessibility by non-car modes to employment by:
- i. improving physical access for non-car modes by addressing issues that affect the pedestrian and cycle environment;
 - ii. improving the attractiveness of walking and cycling by improving routes and facilities;

- iii. considering the role of parking provision;
- iv. reducing the impact of congestion on accessibility through traffic calming or traffic management measures.

3.5 Summary

- 3.5.1 Despite the Millbrook Power Limited proposals generating a small number of car mode trips, this brief review of national and local policy highlights the need for a travel demand management strategy to assist in managing car movements on a local level.
- 3.5.2 This Travel Plan sets out the physical measures (“hard” measures) to be implemented on site, as well as identifying the travel demand management strategies and measures (“soft measures”) that will be developed.

4 Travel Demand Measures

4.1 Introduction

- 4.1.1 When considering the travel demand management measures for the Millbrook Power Development, these reflect the limited scale of car-based trip generation.
- 4.1.2 This Travel Plan identifies a number of “hard” and “soft” measures that will be delivered to encourage less private car movements for the users accessing the site.

Hard Measures

- **Cycle Storage and Shelters** – Cycling will form an attractive non-car alternative for workers resident locally. To encourage cycle use, on-site cycle storage for 4 cycles will be provided conveniently, close to the employees’ access. The storage will be secure, and located within the area covered by CCTV. The cycle storage will be sheltered, with cycles protected from the weather.
- **Showers and changing facilities** – showers and changing facilities will be provided within the Building for workers who walk and cycle to work. These will be heated, as well as maintained and cleaned on a regular basis.
- **Secure Lockers** – Millbrook Power Limited will provide secure lockers adjacent the changing facilities for cyclists and walkers to store their equipment safely during work hours.

Soft Measures

- **Car Sharing** – car sharing is an effective way of reducing the demand for car movement. It involves two or more people sharing a car for their journey to / from work, which brings direct cost savings to both parties. Millbrook Power Ltd staff will be encouraged to identify possible car share partners identified in the local Central Bedfordshire Council car share scheme: <https://liftshare.com/uk/community/luton-and-central-bedfordshire>. It is free for members to sign up, register their journeys and find someone to share a journey with.
- **Working with other future local employees** – with the Rookery Pit being promoted for further employment uses, future opportunities exist to co-operate with these other users to reduce car trips – such as the greater exposure to the car sharing database amongst all other employees within the Rookery Pit. Millbrook Power Limited will co-operate and consider changing shift patterns to increase the likelihood of finding car and cycle sharing partners.
- **Nominate Responsibility** – an employee will be nominated to promote the travel measures, to initiate change among colleagues, and to be the conduit for any comments arising relating to potential improvement of the facilities on offer.

5 Conclusion

- 5.1 The Millbrook Power Limited development would generate significantly fewer trips than the minimum thresholds identified within the archived Guidance on Transport Assessment needing a Travel Plan – typically, around 15 staff would be on site each day, split into three shifts.
- 5.2 This Travel Plan has been prepared to summarise the travel demand management measures that will be implemented to minimise the car trip generation from this Development, to meet national and local objectives.

Appendix 6.1 – Trip Generation of Construction Phase

Design Concept Report:

| | Vehicles / day | | | | Total |
|----|-----------------------|-----|-------------------|-----|-------|
| | Electrical Connection | | Power Plant & Gas | | |
| | Car | HGV | Car | HGV | |
| Q1 | 25 | 1 | 23 | 47 | 96 |
| Q2 | 25 | 9 | 104 | 43 | 181 |
| Q3 | 25 | 9 | 157 | 40 | 231 |
| Q4 | 25 | 9 | 164 | 20 | 218 |
| Q5 | 25 | 9 | 129 | 20 | 183 |
| Q6 | 13 | 9 | 107 | 24 | 153 |
| Q7 | 13 | 1 | 72 | 53 | 139 |
| Q8 | 13 | 1 | 3 | 0 | 17 |

| | Peak Hour Vehicles | | | | Total |
|----|-----------------------|-----|-------------------|-----|-------|
| | Electrical Connection | | Power Plant & Gas | | |
| | Car | HGV | Car | HGV | |
| Q1 | 13 | 0 | 12 | 9 | 34 |
| Q2 | 13 | 2 | 54 | 8 | 77 |
| Q3 | 13 | 2 | 82 | 7 | 104 |
| Q4 | 13 | 2 | 85 | 4 | 104 |
| Q5 | 13 | 2 | 67 | 4 | 86 |
| Q6 | 7 | 2 | 56 | 4 | 69 |
| Q7 | 7 | 0 | 37 | 10 | 54 |
| Q8 | 7 | 0 | 2 | 0 | 9 |

Movement Split:

| Q3 Construction Period | Vehicles / day | | Peak Hour trips | |
|------------------------|----------------|------|-----------------|------|
| | Car | HGV | Car | HGV |
| Generating Equipment | 75% | 75% | 75% | 75% |
| Gas Connection | 25% | 25% | 25% | 25% |
| Total | 100% | 100% | 100% | 100% |

New Total:

| | Vehicles / day | | Peak Hour trips | |
|-----------------------|----------------|-----|-----------------|-----|
| | Car | HGV | Car | HGV |
| Generating Equipment | 118 | 30 | 62 | 5 |
| Electrical Connection | 25 | 9 | 13 | 2 |
| Gas Connection | 39 | 10 | 21 | 2 |
| Total | 182 | 49 | 95 | 9 |

Proportions between Green Lane and Millbrook Rd:

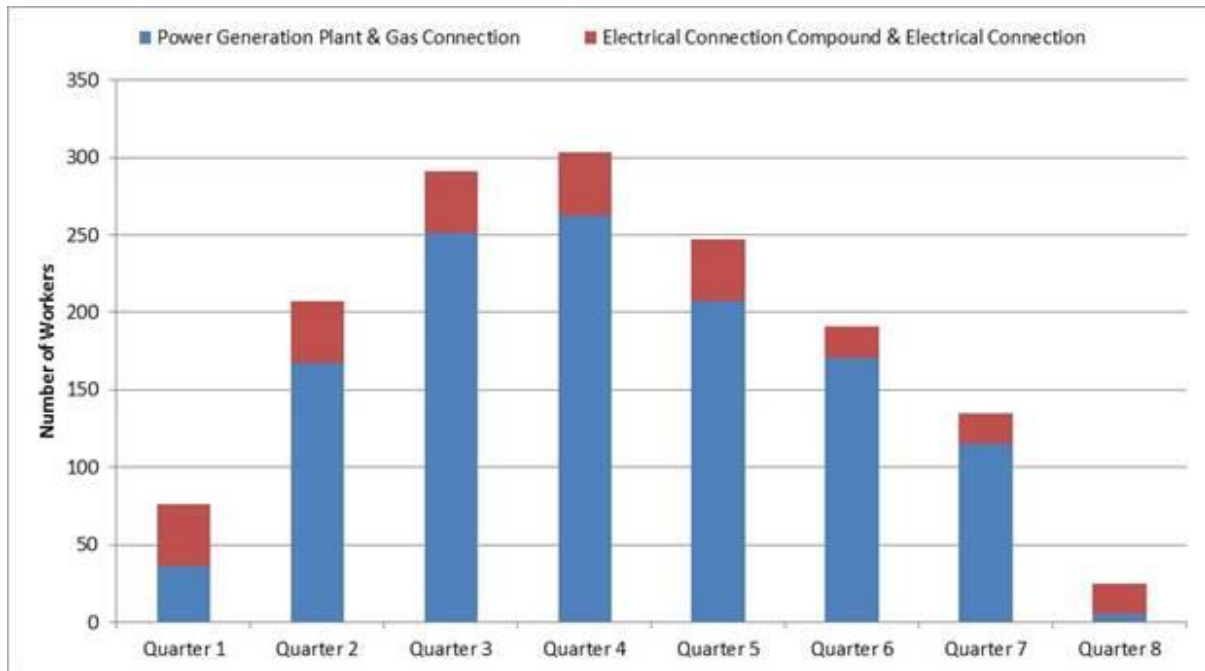
| Green Lane | Vehicles / day | | Peak Hour trips | |
|-----------------------|----------------|------|-----------------|------|
| | Car | HGV | Car | HGV |
| Generating Equipment | 100% | 100% | 100% | 100% |
| Electrical Connection | 50% | 50% | 50% | 50% |
| Gas Connection | 50% | 50% | 50% | 50% |

| Millbrook Rd | Vehicles / day | | Peak Hour trips | |
|-----------------------|----------------|-----|-----------------|-----|
| | Car | HGV | Car | HGV |
| Generating Equipment | 0% | 0% | 0% | 0% |
| Electrical Connection | 50% | 50% | 50% | 50% |
| Gas Connection | 50% | 50% | 50% | 50% |

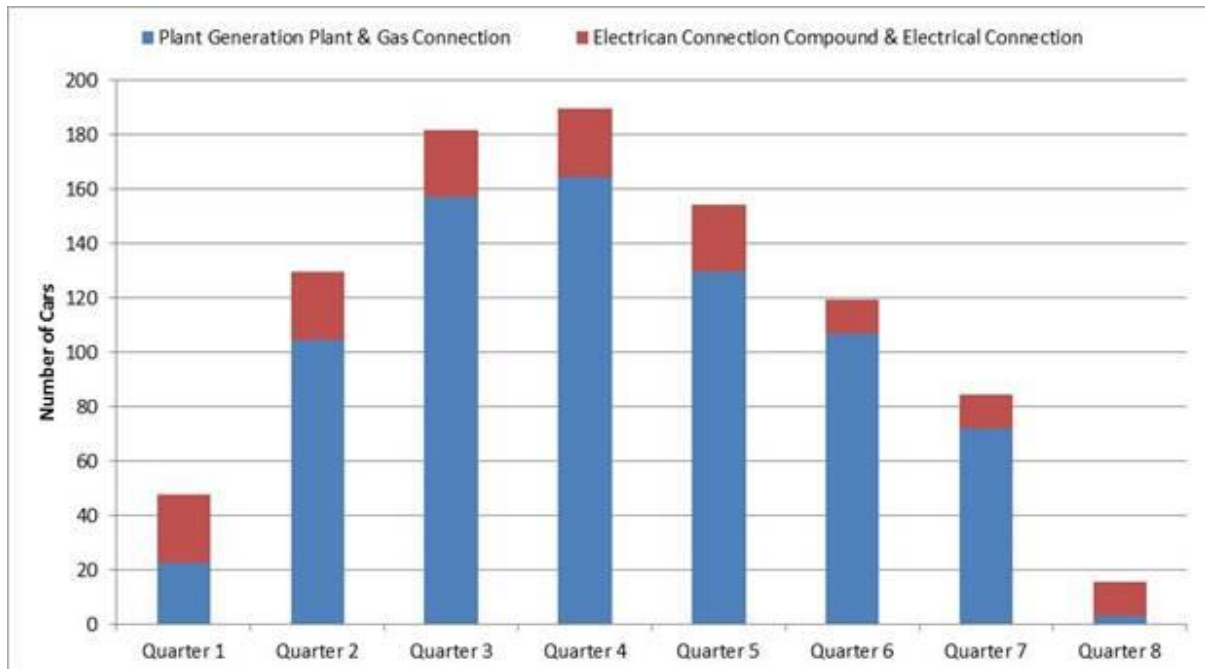
| Green Lane | Vehicles / day | | Peak Hour trips | | Millbrook Rd | Vehicles / day | | Peak Hour trips | |
|-----------------------|----------------|-----|-----------------|-----|--------------|----------------|-----|-----------------|-----|
| | Car | HGV | Car | HGV | | Car | HGV | Car | HGV |
| Generating Equipment | 118 | 30 | 62 | 5 | 0 | 0 | 0 | 0 | |
| Electrical Connection | 13 | 5 | 7 | 1 | 13 | 5 | 7 | 1 | |
| Gas Connection | 20 | 5 | 10 | 1 | 20 | 5 | 10 | 1 | |

Construction Workers Profile and HGV Numbers – Graphs

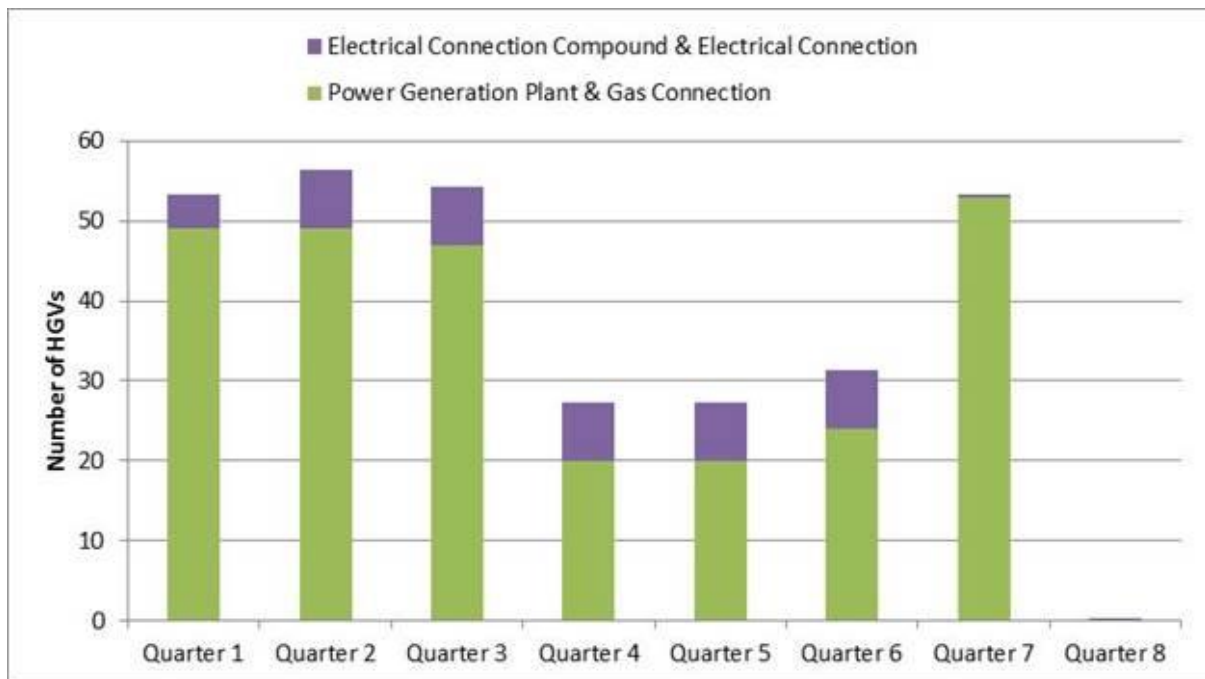
Construction Worker Profile - Daily average workers by period



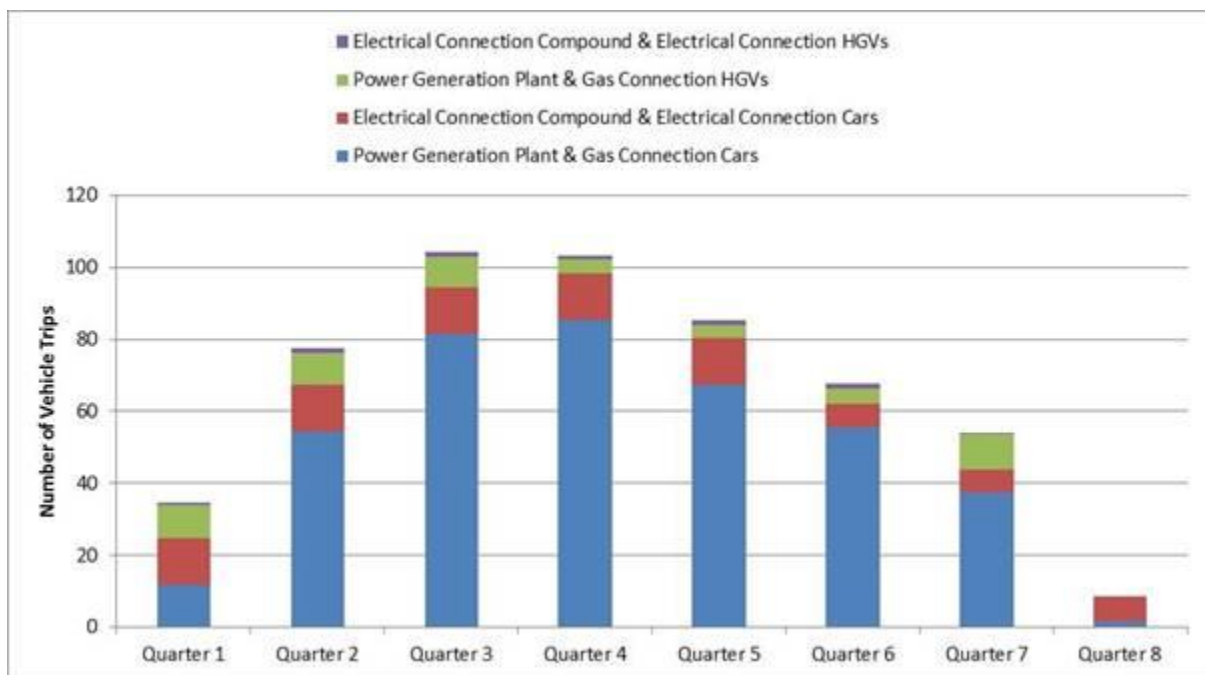
Construction Worker Traffic Profile assuming 1.6 occupants per car



HGV Traffic Profile – Daily average HGVs per period

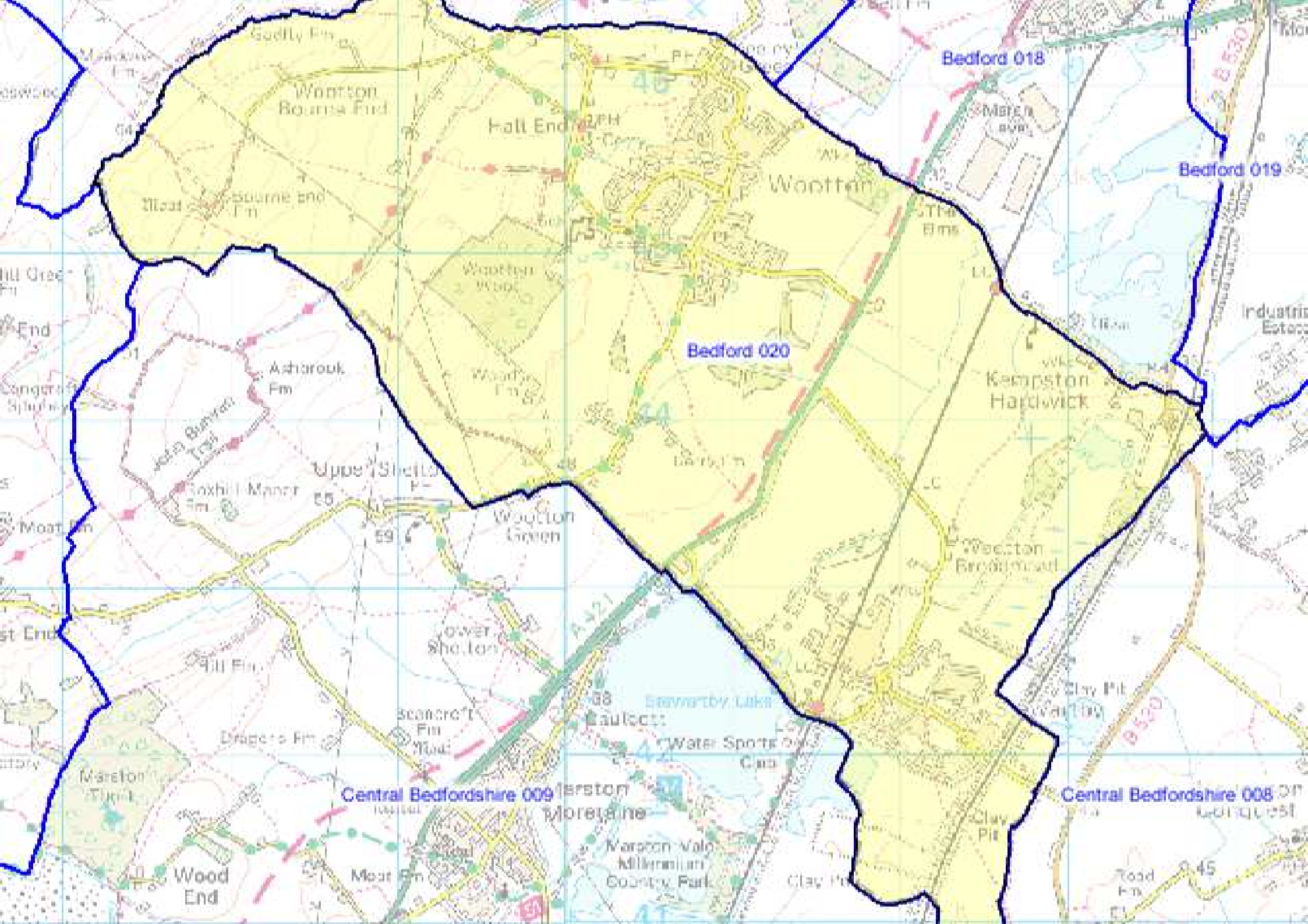


Combined Traffic Profile



Appendix 6.2 – Typical Generating Equipment Foundation Detail

Appendix 7.1 – Census Data Location Plan



Godly Fm
Woodton Bourne Fm

Hall End 2PH

Bedford 018

Bedford 019

Bedford 020

Woodton Fm

Woodton Wood

Woodton

The Elms

Asharouk Fm

Kempston
Hardwick

Upper Shuttle

Upper Shuttle

Woodton Green

Barwell Fm

Weston
Broadmead

Soxhill Manor Fm

Lower Shuttle

Sawtryby Lake

Clay Pit

Will Fm

Beancroft Fm

Moretaine

Central Bedfordshire 008

Drapers Fm

Wood End

Moat Fm

Marston Vale
Millennium
Country Park

Toad Fm

| MSOA of residence | MSOA of workplace | Total: All people | Train: All people | Bus, minibus or coach: All people | Car – driver: All people | Car – passenger: All people | Bicycle: All people | On foot: All people |
|-------------------|-------------------|-------------------|-------------------|-----------------------------------|--------------------------|-----------------------------|---------------------|---------------------|
| E02000005 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02000016 | E02003635 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| E02000017 | E02003635 | 2 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02000166 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02001895 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02001907 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02002109 | E02003635 | 2 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02002110 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02002269 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02002843 | E02003635 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| E02002845 | E02003635 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| E02002848 | E02003635 | 2 | 0 | 0 | 1 | 1 | 0 | 0 |
| E02002867 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02003023 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02003210 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02003259 | E02003635 | 4 | 0 | 0 | 3 | 1 | 0 | 0 |
| E02003260 | E02003635 | 3 | 0 | 0 | 2 | 1 | 0 | 0 |
| E02003262 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02003263 | E02003635 | 5 | 0 | 0 | 3 | 2 | 0 | 0 |
| E02003264 | E02003635 | 3 | 0 | 0 | 3 | 0 | 0 | 0 |
| E02003265 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02003270 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02003269 | E02003635 | 6 | 0 | 0 | 4 | 2 | 0 | 0 |
| E02003271 | E02003635 | 2 | 0 | 0 | 2 | 0 | 0 | 0 |
| E02003274 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02003275 | E02003635 | 3 | 0 | 0 | 3 | 0 | 0 | 0 |
| E02003277 | E02003635 | 3 | 0 | 0 | 3 | 0 | 0 | 0 |
| E02003297 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02003303 | E02003635 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| E02003304 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02003459 | E02003635 | 8 | 0 | 0 | 8 | 0 | 0 | 0 |
| E02003460 | E02003635 | 4 | 0 | 0 | 4 | 0 | 0 | 0 |
| E02003461 | E02003635 | 3 | 0 | 0 | 3 | 0 | 0 | 0 |
| E02003462 | E02003635 | 4 | 0 | 0 | 3 | 0 | 0 | 1 |
| E02003463 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02003465 | E02003635 | 2 | 0 | 0 | 2 | 0 | 0 | 0 |
| E02003466 | E02003635 | 4 | 0 | 0 | 4 | 0 | 0 | 0 |
| E02003468 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02003469 | E02003635 | 2 | 0 | 0 | 2 | 0 | 0 | 0 |
| E02003471 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02003472 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02003473 | E02003635 | 2 | 0 | 0 | 2 | 0 | 0 | 0 |
| E02003474 | E02003635 | 2 | 0 | 0 | 2 | 0 | 0 | 0 |
| E02003475 | E02003635 | 7 | 0 | 0 | 7 | 0 | 0 | 0 |
| E02003477 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02003478 | E02003635 | 3 | 0 | 0 | 3 | 0 | 0 | 0 |
| E02003480 | E02003635 | 2 | 0 | 0 | 2 | 0 | 0 | 0 |
| E02003482 | E02003635 | 3 | 0 | 0 | 3 | 0 | 0 | 0 |
| E02003484 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02003485 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02003487 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02003488 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02003489 | E02003635 | 5 | 0 | 0 | 3 | 0 | 1 | 1 |
| E02003490 | E02003635 | 2 | 0 | 0 | 1 | 1 | 0 | 0 |
| E02003534 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02003599 | E02003635 | 5 | 0 | 0 | 5 | 0 | 0 | 0 |
| E02003600 | E02003635 | 6 | 1 | 0 | 5 | 0 | 0 | 0 |

| | | | | | | | | |
|-----------|-----------|-----|---|---|----|---|---|----|
| E02003601 | E02003635 | 4 | 0 | 0 | 3 | 0 | 0 | 1 |
| E02003602 | E02003635 | 5 | 0 | 0 | 5 | 0 | 0 | 0 |
| E02003603 | E02003635 | 7 | 0 | 0 | 6 | 0 | 0 | 1 |
| E02003604 | E02003635 | 3 | 0 | 0 | 3 | 0 | 0 | 0 |
| E02003605 | E02003635 | 26 | 1 | 2 | 20 | 1 | 2 | 0 |
| E02003606 | E02003635 | 32 | 0 | 0 | 29 | 1 | 2 | 0 |
| E02003607 | E02003635 | 47 | 2 | 1 | 33 | 3 | 2 | 4 |
| E02003608 | E02003635 | 2 | 1 | 0 | 1 | 0 | 0 | 0 |
| E02003609 | E02003635 | 7 | 0 | 0 | 7 | 0 | 0 | 0 |
| E02003610 | E02003635 | 26 | 0 | 0 | 24 | 0 | 0 | 2 |
| E02003611 | E02003635 | 4 | 0 | 0 | 3 | 1 | 0 | 0 |
| E02003612 | E02003635 | 4 | 0 | 0 | 4 | 0 | 0 | 0 |
| E02003613 | E02003635 | 20 | 1 | 0 | 16 | 3 | 0 | 0 |
| E02003614 | E02003635 | 10 | 0 | 0 | 10 | 0 | 0 | 0 |
| E02003615 | E02003635 | 11 | 0 | 0 | 9 | 2 | 0 | 0 |
| E02003616 | E02003635 | 10 | 0 | 0 | 10 | 0 | 0 | 0 |
| E02003617 | E02003635 | 27 | 0 | 1 | 21 | 1 | 2 | 2 |
| E02003618 | E02003635 | 29 | 0 | 0 | 27 | 1 | 1 | 0 |
| E02003619 | E02003635 | 15 | 0 | 0 | 14 | 0 | 0 | 0 |
| E02003620 | E02003635 | 29 | 0 | 0 | 26 | 0 | 2 | 1 |
| E02003621 | E02003635 | 26 | 0 | 0 | 23 | 2 | 1 | 0 |
| E02003622 | E02003635 | 26 | 0 | 1 | 19 | 3 | 1 | 2 |
| E02003623 | E02003635 | 30 | 0 | 0 | 29 | 0 | 0 | 0 |
| E02003624 | E02003635 | 12 | 1 | 0 | 9 | 1 | 1 | 0 |
| E02003625 | E02003635 | 20 | 0 | 1 | 17 | 1 | 1 | 0 |
| E02003626 | E02003635 | 12 | 0 | 0 | 11 | 1 | 0 | 0 |
| E02003627 | E02003635 | 25 | 0 | 1 | 18 | 3 | 1 | 2 |
| E02003628 | E02003635 | 7 | 1 | 0 | 6 | 0 | 0 | 0 |
| E02003629 | E02003635 | 32 | 0 | 1 | 26 | 2 | 1 | 1 |
| E02003630 | E02003635 | 23 | 1 | 3 | 18 | 0 | 1 | 0 |
| E02003631 | E02003635 | 23 | 0 | 0 | 18 | 2 | 0 | 1 |
| E02003632 | E02003635 | 31 | 0 | 0 | 29 | 1 | 1 | 0 |
| E02003633 | E02003635 | 37 | 1 | 0 | 30 | 3 | 2 | 1 |
| E02003634 | E02003635 | 29 | 0 | 0 | 28 | 0 | 0 | 1 |
| E02003635 | E02003635 | 143 | 0 | 1 | 74 | 3 | 5 | 59 |
| E02003636 | E02003635 | 3 | 0 | 0 | 3 | 0 | 0 | 0 |
| E02003637 | E02003635 | 3 | 0 | 0 | 3 | 0 | 0 | 0 |
| E02003639 | E02003635 | 3 | 1 | 0 | 2 | 0 | 0 | 0 |
| E02003642 | E02003635 | 3 | 0 | 0 | 3 | 0 | 0 | 0 |
| E02003643 | E02003635 | 3 | 0 | 0 | 2 | 0 | 0 | 1 |
| E02003644 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02003645 | E02003635 | 3 | 0 | 0 | 3 | 0 | 0 | 0 |
| E02003646 | E02003635 | 3 | 0 | 0 | 3 | 0 | 0 | 0 |
| E02003647 | E02003635 | 3 | 0 | 0 | 3 | 0 | 0 | 0 |
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| E02003651 | E02003635 | 2 | 0 | 0 | 2 | 0 | 0 | 0 |
| E02003654 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02003655 | E02003635 | 2 | 0 | 0 | 2 | 0 | 0 | 0 |
| E02003737 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02003749 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02003753 | E02003635 | 2 | 0 | 0 | 2 | 0 | 0 | 0 |
| E02003755 | E02003635 | 3 | 0 | 0 | 3 | 0 | 0 | 0 |
| E02003766 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02003767 | E02003635 | 2 | 0 | 0 | 2 | 0 | 0 | 0 |
| E02003769 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02003770 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02003771 | E02003635 | 3 | 0 | 0 | 2 | 1 | 0 | 0 |

| | | | | | | | | |
|-----------|-----------|---|---|---|---|---|---|---|
| E02003772 | E02003635 | 2 | 0 | 0 | 2 | 0 | 0 | 0 |
| E02003773 | E02003635 | 3 | 0 | 0 | 3 | 0 | 0 | 0 |
| E02003774 | E02003635 | 3 | 0 | 0 | 3 | 0 | 0 | 0 |
| E02003781 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02003787 | E02003635 | 3 | 0 | 0 | 3 | 0 | 0 | 0 |
| E02003789 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02003793 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02004067 | E02003635 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| E02004434 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02004441 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02004463 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02004466 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02004484 | E02003635 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| E02004677 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02004766 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02004863 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02004875 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02004878 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02004895 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02004901 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02004912 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02004916 | E02003635 | 2 | 0 | 0 | 2 | 0 | 0 | 0 |
| E02004918 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02004919 | E02003635 | 2 | 0 | 0 | 2 | 0 | 0 | 0 |
| E02004920 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02004921 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02004922 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02004925 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02004934 | E02003635 | 2 | 0 | 0 | 2 | 0 | 0 | 0 |
| E02004950 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02004954 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02004960 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02004974 | E02003635 | 2 | 0 | 0 | 2 | 0 | 0 | 0 |
| E02005081 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02005173 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02005373 | E02003635 | 2 | 0 | 0 | 2 | 0 | 0 | 0 |
| E02005403 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02005408 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02005498 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02005563 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02005613 | E02003635 | 2 | 0 | 0 | 0 | 0 | 2 | 0 |
| E02005615 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02005617 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02005628 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02005633 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02005634 | E02003635 | 2 | 0 | 0 | 1 | 1 | 0 | 0 |
| E02005636 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02005637 | E02003635 | 3 | 0 | 0 | 3 | 0 | 0 | 0 |
| E02005638 | E02003635 | 5 | 0 | 0 | 4 | 1 | 0 | 0 |
| E02005660 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02005663 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02005667 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02005669 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02005671 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02005675 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02005676 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02005678 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |

| | | | | | | | | |
|--------------|-----------|-------------|-----------|-----------|------------|-----------|-----------|-----------|
| E02005684 | E02003635 | 2 | 0 | 0 | 2 | 0 | 0 | 0 |
| E02005696 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02005701 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02005929 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02005936 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02006485 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02006744 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02006826 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| E02006894 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| W02000026 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| W02000054 | E02003635 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| Total | | 1058 | 11 | 13 | 862 | 50 | 29 | 82 |

Mode Shares

| | |
|-------------------|--------|
| Train | 1.04% |
| Bus/Minibus/Coach | 1.23% |
| Car Driver | 81.47% |
| Car Passenger | 4.73% |
| Bicycle | 2.74% |
| Foot | 7.75% |

Appendix 7.2 – TEMPRO Data

data selections ^ **Select data type** **Results**

Select dataset version: NTM Traffic Growth Calculations

Result type

- Trip ends by time period
- Trip ends by car availability
- Car ownership data
- Planning data

Set area definition

Enter base year
 Enter future year

Trip end selections
 Trip end by time period selection

Reset Selection

1: Select NTM Dataset:

| NTM Dataset Description | From | To |
|-------------------------|------|------|
| NTM AF15 Dataset | 2010 | 2040 |
| NTM AF09 Dataset | 2003 | 2035 |
| NTM AF08 Dataset | 2003 | 2025 |

2: Select Areas to make up the geographic region:
 Bedford 020 (E02003635)

3. Select area type:
 Urban
 Rural
 All

4. Select road type:
 Motorway
 Trunk
 Principal
 Minor
 All

5. Select which area it serves:
 Region
 England

Results

| Level | Area | Local Growth Figure |
|-----------|-------------|---------------------|
| E02003635 | Bedford 020 | 1.1941 |

onal level than when
 Destination
 1.1356

Results

Data selections
Select data type

Trip end selections
NTM Traffic Growth Calculations

Trip end by time period sel

Select time period:

Weekday PM peak period (16

Trip end type

Production/Attraction
 Origin/Destination

Reset Selection

←
?
✖

1: Select NTM Dataset:

| NTM Dataset Description | From | To |
|-------------------------|------|------|
| ▶ NTM AF15 Dataset | 2010 | 2040 |
| NTM AF09 Dataset | 2003 | 2035 |
| NTM AF08 Dataset | 2003 | 2025 |

2: Select Areas to make up the geographic region:

Bedford 020 (E02003635)

3. Select area type:

Urban
 Rural
 All

4. Select road type:

Motorway
 Trunk
 Principal
 Minor
 All

5. Select which area it serves:

Region
 England

Calculate the adjusted local growth figure

Results

| Level | Area | Local Growth Figure |
|-----------|-------------|---------------------|
| E02003635 | Bedford 020 | 1.1969 |

Appendix 7.3 – Assessment of the 2031 Operational Test 1

Prepared by: P Cullen

Checked by: M Balding

| Year | TEMPRO v7 Growth | |
|-----------|-----------------------|-----------------------|
| | AM Peak (0700 - 1000) | PM Peak (1600 - 1900) |
| 2017-2031 | 1,194 | 1,197 |

Bedford 020 All Roads

40335 - Millbrook Power Plant

Green Lane / Site Access

2017 Observed Flows

All Vehicles

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|------------------------|------------|----------|------------|------------|
| Arm A - Green Lane (E) | 0 | 0 | 119 | 119 |
| Arm B - Site Access | 0 | 0 | 0 | 0 |
| Arm C - Green Lane (W) | 141 | 0 | 0 | 141 |
| Total | 141 | 0 | 119 | 260 |

HGVs

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|------------------------|----------|----------|----------|----------|
| Arm A - Green Lane (E) | 0 | 0 | 2 | 2 |
| Arm B - Site Access | 0 | 0 | 0 | 0 |
| Arm C - Green Lane (W) | 1 | 0 | 0 | 1 |
| Total | 1 | 0 | 2 | 3 |

HGV %

| AM Peak (0800-0900) | Arm A | Arm B | Arm C |
|------------------------|---------|---------|---------|
| Arm A - Green Lane (E) | #DIV/0! | #DIV/0! | 2% |
| Arm B - Site Access | #DIV/0! | #DIV/0! | #DIV/0! |
| Arm C - Green Lane (W) | 1% | #DIV/0! | #DIV/0! |

PCU

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|------------------------|------------|----------|------------|------------|
| Arm A - Green Lane (E) | 0 | 0 | 121 | 121 |
| Arm B - Site Access | 0 | 0 | 0 | 0 |
| Arm C - Green Lane (W) | 142 | 0 | 0 | 142 |
| Total | 142 | 0 | 121 | 263 |

2017 Observed Flows

All Vehicles

| PM Peak (1700-1800) | Arm A | Arm B | Arm C | Total |
|------------------------|------------|----------|------------|------------|
| Arm A - Green Lane (E) | 0 | 0 | 130 | 130 |
| Arm B - Site Access | 0 | 0 | 0 | 0 |
| Arm C - Green Lane (W) | 109 | 0 | 0 | 109 |
| Total | 109 | 0 | 130 | 239 |

HGVs

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|------------------------|----------|----------|----------|----------|
| Arm A - Green Lane (E) | 0 | 0 | 1 | 1 |
| Arm B - Site Access | 0 | 0 | 0 | 0 |
| Arm C - Green Lane (W) | 1 | 0 | 0 | 1 |
| Total | 1 | 0 | 1 | 2 |

HGV %

| PM Peak (1700-1800) | Arm A | Arm B | Arm C |
|------------------------|---------|---------|---------|
| Arm A - Green Lane (E) | #DIV/0! | #DIV/0! | 1% |
| Arm B - Site Access | #DIV/0! | #DIV/0! | #DIV/0! |
| Arm C - Green Lane (W) | 1% | #DIV/0! | #DIV/0! |

PCU

| PM Peak (1700-1800) | Arm A | Arm B | Arm C | Total |
|------------------------|------------|----------|------------|------------|
| Arm A - Green Lane (E) | 0 | 0 | 131 | 131 |
| Arm B - Site Access | 0 | 0 | 0 | 0 |
| Arm C - Green Lane (W) | 110 | 0 | 0 | 110 |
| Total | 110 | 0 | 131 | 241 |

2031 Operational Test 1 Base Flows - Background Growth + Broadmead

All Vehicles

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|------------------------|------------|----------|------------|------------|
| Arm A - Green Lane (E) | 0 | 0 | 260 | 260 |
| Arm B - Site Access | 0 | 0 | 0 | 0 |
| Arm C - Green Lane (W) | 247 | 0 | 0 | 247 |
| Total | 247 | 0 | 260 | 507 |

HGVs

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|------------------------|----------|----------|----------|----------|
| Arm A - Green Lane (E) | 0 | 0 | 2 | 2 |
| Arm B - Site Access | 0 | 0 | 0 | 0 |
| Arm C - Green Lane (W) | 1 | 0 | 0 | 1 |
| Total | 1 | 0 | 2 | 4 |

HGV %

| AM Peak (0800-0900) | Arm A | Arm B | Arm C |
|------------------------|---------|---------|---------|
| Arm A - Green Lane (E) | #DIV/0! | #DIV/0! | 1% |
| Arm B - Site Access | #DIV/0! | #DIV/0! | #DIV/0! |
| Arm C - Green Lane (W) | 0% | #DIV/0! | #DIV/0! |

PCU

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|------------------------|------------|----------|------------|------------|
| Arm A - Green Lane (E) | 0 | 0 | 262 | 262 |
| Arm B - Site Access | 0 | 0 | 0 | 0 |
| Arm C - Green Lane (W) | 249 | 0 | 0 | 249 |
| Total | 249 | 0 | 262 | 511 |

All Vehicles

| PM Peak (1700-1800) | Arm A | Arm B | Arm C | Total |
|------------------------|------------|----------|------------|------------|
| Arm A - Green Lane (E) | 0 | 0 | 241 | 241 |
| Arm B - Site Access | 0 | 0 | 0 | 0 |
| Arm C - Green Lane (W) | 227 | 0 | 0 | 227 |
| Total | 227 | 0 | 241 | 468 |

HGVs

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|------------------------|----------|----------|----------|----------|
| Arm A - Green Lane (E) | 0 | 0 | 1 | 1 |
| Arm B - Site Access | 0 | 0 | 0 | 0 |
| Arm C - Green Lane (W) | 1 | 0 | 0 | 1 |
| Total | 1 | 0 | 1 | 2 |

HGV %

| PM Peak (1700-1800) | Arm A | Arm B | Arm C |
|------------------------|---------|---------|---------|
| Arm A - Green Lane (E) | #DIV/0! | #DIV/0! | 0% |
| Arm B - Site Access | #DIV/0! | #DIV/0! | #DIV/0! |
| Arm C - Green Lane (W) | 1% | #DIV/0! | #DIV/0! |

PCU

| PM Peak (1700-1800) | Arm A | Arm B | Arm C | Total |
|------------------------|------------|----------|------------|------------|
| Arm A - Green Lane (E) | 0 | 0 | 242 | 242 |
| Arm B - Site Access | 0 | 0 | 0 | 0 |
| Arm C - Green Lane (W) | 229 | 0 | 0 | 229 |
| Total | 229 | 0 | 242 | 470 |

Committed Developments

Broadmead Road Taken from Appendix 2.6

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|------------------------|-----------|----------|------------|------------|
| Arm A - Green Lane (E) | | | 118 | 118 |
| Arm B - Site Access | | | 0 | 0 |
| Arm C - Green Lane (W) | 79 | | 0 | 79 |
| Total | 79 | 0 | 118 | 197 |

| PM Peak (1700-1800) | Arm A | Arm B | Arm C | Total |
|------------------------|-----------|----------|-----------|------------|
| Arm A - Green Lane (E) | | | 85 | 85 |
| Arm B - Site Access | | | 0 | 0 |
| Arm C - Green Lane (W) | 97 | | 0 | 97 |
| Total | 97 | 0 | 85 | 182 |

Covanta

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|------------------------|----------|-----------|-----------|-----------|
| Arm A - Green Lane (E) | | 1 | | 1 |
| Arm B - Site Access | | | 20 | 20 |
| Arm C - Green Lane (W) | | 33 | | 33 |
| Total | 0 | 34 | 20 | 54 |

| PM Peak (1700-1800) | Arm A | Arm B | Arm C | Total |
|------------------------|----------|----------|-----------|-----------|
| Arm A - Green Lane (E) | | | | 0 |
| Arm B - Site Access | 2 | | 27 | 29 |
| Arm C - Green Lane (W) | | | 0 | 0 |
| Total | 2 | 0 | 27 | 29 |

Proposed Development

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|------------------------|----------|----------|----------|----------|
| Arm A - Green Lane (E) | | 1 | | 1 |
| Arm B - Site Access | | | 0 | 0 |
| Arm C - Green Lane (W) | | 6 | | 6 |
| Total | 0 | 3 | 0 | 7 |

PCU

| Arm A - Green Lane (E) | Arm A | Arm B | Arm C | Total |
|------------------------|----------|----------|----------|----------|
| Arm A - Green Lane (E) | | | | 0 |
| Arm B - Site Access | 1 | | 6 | 7 |
| Arm C - Green Lane (W) | | | 0 | 0 |
| Total | 1 | 0 | 6 | 7 |

2031 Operational Test 1 - Proposed Development and Background Growth + Broadmead

All Vehicles

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|------------------------|------------|----------|------------|------------|
| Arm A - Green Lane (E) | 0 | 1 | 260 | 261 |
| Arm B - Site Access | 0 | 0 | 0 | 0 |
| Arm C - Green Lane (W) | 247 | 6 | 0 | 253 |
| Total | 247 | 7 | 260 | 514 |

HGVs

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|------------------------|----------|----------|----------|----------|
| Arm A - Green Lane (E) | 0 | 0 | 2 | 2 |
| Arm B - Site Access | 0 | 0 | 0 | 0 |
| Arm C - Green Lane (W) | 1 | 0 | 0 | 1 |
| Total | 1 | 0 | 2 | 4 |

HGV %

| AM Peak (0800-0900) | Arm A | Arm B | Arm C |
|------------------------|---------|---------|---------|
| Arm A - Green Lane (E) | #DIV/0! | 0% | 1% |
| Arm B - Site Access | #DIV/0! | #DIV/0! | #DIV/0! |
| Arm C - Green Lane (W) | 0% | 0% | #DIV/0! |

PCU

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|------------------------|------------|----------|------------|------------|
| Arm A - Green Lane (E) | 0 | 1 | 262 | 263 |
| Arm B - Site Access | 0 | 0 | 0 | 0 |
| Arm C - Green Lane (W) | 249 | 6 | 0 | 255 |
| Total | 249 | 7 | 262 | 518 |

All Vehicles

| PM Peak (1700-1800) | Arm A | Arm B | Arm C | Total |
|------------------------|------------|----------|------------|------------|
| Arm A - Green Lane (E) | 0 | 0 | 241 | 241 |
| Arm B - Site Access | 1 | 0 | 6 | 7 |
| Arm C - Green Lane (W) | 227 | 0 | 0 | 227 |
| Total | 228 | 0 | 247 | 475 |

HGVs

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|------------------------|----------|----------|----------|----------|
| Arm A - Green Lane (E) | 0 | 0 | 1 | 1 |
| Arm B - Site Access | 0 | 0 | 0 | 0 |
| Arm C - Green Lane (W) | 1 | 0 | 0 | 1 |
| Total | 1 | 0 | 1 | 2 |

HGV %

| PM Peak (1700-1800) | Arm A | Arm B | Arm C |
|------------------------|---------|---------|---------|
| Arm A - Green Lane (E) | #DIV/0! | #DIV/0! | 0% |
| Arm B - Site Access | 0% | #DIV/0! | 0% |
| Arm C - Green Lane (W) | 1% | #DIV/0! | #DIV/0! |

PCU

| PM Peak (1700-1800) | Arm A | Arm B | Arm C | Total |
|------------------------|------------|----------|------------|------------|
| Arm A - Green Lane (E) | 0 | 0 | 242 | 242 |
| Arm B - Site Access | 1 | 0 | 6 | 7 |
| Arm C - Green Lane (W) | 229 | 0 | 0 | 229 |
| Total | 230 | 0 | 248 | 477 |

Prepared by: P Cullen

Checked by: M Balding 02/08/2017

| Year | TEMPRO v7 Growth | |
|-----------|-----------------------|-----------------------|
| | AM Peak (0700 - 1000) | PM Peak (1600 - 1900) |
| 2017-2031 | 1.194 | 1.197 |

Bedford 020 All Roads

40335 - Millbrook Power Plant

Green Lane / Bedford Rd

2017 Observed Flows

All Vehicles

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|----------------------------|------------|------------|------------|-------------|
| Arm A - C94 Bedford Rd (N) | 0 | 115 | 335 | 450 |
| Arm B - Green Lane | 42 | 0 | 139 | 181 |
| Arm C - C94 Bedford Rd (S) | 237 | 155 | 0 | 392 |
| Total | 279 | 270 | 474 | 1023 |

HGVs

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|----------------------------|-----------|-----------|-----------|-----------|
| Arm A - C94 Bedford Rd (N) | 0 | 3 | 26 | 29 |
| Arm B - Green Lane | 9 | 0 | 9 | 18 |
| Arm C - C94 Bedford Rd (S) | 25 | 16 | 0 | 41 |
| Total | 34 | 19 | 35 | 88 |

HGV %

| AM Peak (0800-0900) | Arm A | Arm B | Arm C |
|----------------------------|---------|---------|---------|
| Arm A - C94 Bedford Rd (N) | #DIV/0! | 3% | 8% |
| Arm B - Green Lane | 21% | #DIV/0! | 6% |
| Arm C - C94 Bedford Rd (S) | 11% | 10% | #DIV/0! |

PCU

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|----------------------------|------------|------------|------------|-------------|
| Arm A - C94 Bedford Rd (N) | 0 | 118 | 361 | 479 |
| Arm B - Green Lane | 51 | 0 | 148 | 199 |
| Arm C - C94 Bedford Rd (S) | 262 | 171 | 0 | 433 |
| Total | 313 | 289 | 509 | 1111 |

2017 Observed Flows

All Vehicles

| PM Peak (1700-1800) | Arm A | Arm B | Arm C | Total |
|----------------------------|------------|------------|------------|------------|
| Arm A - C94 Bedford Rd (N) | 0 | 15 | 305 | 320 |
| Arm B - Green Lane | 67 | 0 | 134 | 201 |
| Arm C - C94 Bedford Rd (S) | 332 | 116 | 0 | 448 |
| Total | 399 | 131 | 439 | 969 |

HGVs

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|----------------------------|-----------|----------|-----------|-----------|
| Arm A - C94 Bedford Rd (N) | 0 | 1 | 9 | 10 |
| Arm B - Green Lane | 2 | 0 | 1 | 3 |
| Arm C - C94 Bedford Rd (S) | 8 | 0 | 0 | 8 |
| Total | 10 | 1 | 10 | 21 |

HGV %

| PM Peak (1700-1800) | Arm A | Arm B | Arm C |
|----------------------------|---------|---------|---------|
| Arm A - C94 Bedford Rd (N) | #DIV/0! | 7% | 3% |
| Arm B - Green Lane | 3% | #DIV/0! | 1% |
| Arm C - C94 Bedford Rd (S) | 2% | 0% | #DIV/0! |

PCU

| PM Peak (1700-1800) | Arm A | Arm B | Arm C | Total |
|----------------------------|------------|------------|------------|------------|
| Arm A - C94 Bedford Rd (N) | 0 | 16 | 314 | 330 |
| Arm B - Green Lane | 69 | 0 | 135 | 204 |
| Arm C - C94 Bedford Rd (S) | 340 | 116 | 0 | 456 |
| Total | 409 | 132 | 449 | 990 |

2031 Operational Test 1 Base Flows - Background Growth + Broadmead Road

All Vehicles

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|----------------------------|------------|------------|------------|-------------|
| Arm A - C94 Bedford Rd (N) | 0 | 137 | 400 | 537 |
| Arm B - Green Lane | 50 | 0 | 284 | 334 |
| Arm C - C94 Bedford Rd (S) | 283 | 264 | 0 | 547 |
| Total | 333 | 401 | 684 | 1419 |

HGVs

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|----------------------------|-----------|-----------|-----------|------------|
| Arm A - C94 Bedford Rd (N) | 0 | 4 | 31 | 35 |
| Arm B - Green Lane | 11 | 0 | 11 | 21 |
| Arm C - C94 Bedford Rd (S) | 30 | 19 | 0 | 49 |
| Total | 41 | 23 | 42 | 105 |

HGV %

| AM Peak (0800-0900) | Arm A | Arm B | Arm C |
|----------------------------|---------|---------|---------|
| Arm A - C94 Bedford Rd (N) | #DIV/0! | 3% | 8% |
| Arm B - Green Lane | 21% | #DIV/0! | 4% |
| Arm C - C94 Bedford Rd (S) | 11% | 7% | #DIV/0! |

PCU

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|----------------------------|------------|------------|------------|-------------|
| Arm A - C94 Bedford Rd (N) | 0 | 141 | 431 | 572 |
| Arm B - Green Lane | 61 | 0 | 295 | 356 |
| Arm C - C94 Bedford Rd (S) | 313 | 283 | 0 | 596 |
| Total | 374 | 424 | 726 | 1524 |

All Vehicles

| PM Peak (1700-1800) | Arm A | Arm B | Arm C | Total |
|----------------------------|------------|------------|------------|-------------|
| Arm A - C94 Bedford Rd (N) | 0 | 18 | 365 | 383 |
| Arm B - Green Lane | 80 | 0 | 245 | 326 |
| Arm C - C94 Bedford Rd (S) | 397 | 236 | 0 | 633 |
| Total | 478 | 254 | 610 | 1342 |

HGVs

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|----------------------------|-----------|----------|-----------|-----------|
| Arm A - C94 Bedford Rd (N) | 0 | 1 | 11 | 12 |
| Arm B - Green Lane | 2 | 0 | 1 | 4 |
| Arm C - C94 Bedford Rd (S) | 10 | 0 | 0 | 10 |
| Total | 12 | 1 | 12 | 25 |

HGV %

| PM Peak (1700-1800) | Arm A | Arm B | Arm C |
|----------------------------|---------|---------|---------|
| Arm A - C94 Bedford Rd (N) | #DIV/0! | 7% | 3% |
| Arm B - Green Lane | 3% | #DIV/0! | 0% |
| Arm C - C94 Bedford Rd (S) | 2% | 0% | #DIV/0! |

PCU

| PM Peak (1700-1800) | Arm A | Arm B | Arm C | Total |
|----------------------------|------------|------------|------------|-------------|
| Arm A - C94 Bedford Rd (N) | 0 | 19 | 376 | 395 |
| Arm B - Green Lane | 83 | 0 | 247 | 329 |
| Arm C - C94 Bedford Rd (S) | 407 | 236 | 0 | 643 |
| Total | 490 | 255 | 622 | 1367 |

Committed Developments

Broadmead Road Taken from Appendix 2.6

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|--------------------------|----------|-----------|------------|------------|
| Arm A - Bedford Road (N) | 0 | 0 | 0 | 0 |
| Arm B - Green Lane | 0 | 0 | 118 | 118 |
| Arm C - Bedford Road (S) | 0 | 79 | 0 | 79 |
| Total | 0 | 79 | 118 | 197 |

| PM Peak (1700-1800) | Arm A | Arm B | Arm C | Total |
|--------------------------|----------|-----------|-----------|------------|
| Arm A - Bedford Road (N) | 0 | 0 | 0 | 0 |
| Arm B - Green Lane | 0 | 0 | 85 | 85 |
| Arm C - Bedford Road (S) | 0 | 97 | 0 | 97 |
| Total | 0 | 97 | 85 | 182 |

Covanta

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|--------------------------|----------|-----------|-----------|-----------|
| Arm A - Bedford Road (N) | 0 | 10 | 0 | 10 |
| Arm B - Green Lane | 4 | 0 | 16 | 20 |
| Arm C - Bedford Road (S) | 0 | 23 | 0 | 23 |
| Total | 4 | 33 | 16 | 53 |

| PM Peak (1700-1800) | Arm A | Arm B | Arm C | Total |
|--------------------------|-----------|----------|-----------|-----------|
| Arm A - Bedford Road (N) | 0 | 7 | 0 | 7 |
| Arm B - Green Lane | 13 | 0 | 13 | 26 |
| Arm C - Bedford Road (S) | 0 | 0 | 0 | 0 |
| Total | 13 | 7 | 13 | 33 |

Proposed Development

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|----------------------------|----------|----------|----------|----------|
| Arm A - C94 Bedford Rd (N) | | 3 | | 3 |
| Arm B - Green Lane | | | 0 | 0 |
| Arm C - C94 Bedford Rd (S) | | 3 | | 3 |
| Total | 0 | 3 | 0 | 6 |

PCU

| Arm A - C94 Bedford Rd (N) | Arm A | Arm B | Arm C | Total |
|----------------------------|----------|----------|----------|----------|
| Arm A - C94 Bedford Rd (N) | | | | 0 |
| Arm B - Green Lane | 3 | | 3 | 6 |
| Arm C - C94 Bedford Rd (S) | | | | 0 |
| Total | 3 | 0 | 3 | 6 |

2031 Operational Test 1 - Proposed Development and Background Growth + Broadmead Road

All Vehicles

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|----------------------------|------------|------------|------------|-------------|
| Arm A - C94 Bedford Rd (N) | 0 | 140 | 400 | 540 |
| Arm B - Green Lane | 50 | 0 | 284 | 334 |
| Arm C - C94 Bedford Rd (S) | 283 | 267 | 0 | 550 |
| Total | 333 | 407 | 684 | 1425 |

All Vehicles

| PM Peak (1700-1800) | Arm A | Arm B | Arm C | Total |
|----------------------------|------------|------------|------------|-------------|
| Arm A - C94 Bedford Rd (N) | 0 | 18 | 365 | 383 |
| Arm B - Green Lane | 83 | 0 | 248 | 332 |
| Arm C - C94 Bedford Rd (S) | 397 | 236 | 0 | 633 |
| Total | 481 | 254 | 613 | 1348 |

HGVs

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|----------------------------|-----------|-----------|-----------|------------|
| Arm A - C94 Bedford Rd (N) | 0 | 4 | 31 | 35 |
| Arm B - Green Lane | 11 | 0 | 11 | 21 |
| Arm C - C94 Bedford Rd (S) | 30 | 19 | 0 | 49 |
| Total | 41 | 23 | 42 | 105 |

HGVs

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|----------------------------|-----------|----------|-----------|-----------|
| Arm A - C94 Bedford Rd (N) | 0 | 1 | 11 | 12 |
| Arm B - Green Lane | 2 | 0 | 1 | 4 |
| Arm C - C94 Bedford Rd (S) | 10 | 0 | 0 | 10 |
| Total | 12 | 1 | 12 | 25 |

HGV %

| AM Peak (0800-0900) | Arm A | Arm B | Arm C |
|----------------------------|---------|---------|---------|
| Arm A - C94 Bedford Rd (N) | #DIV/0! | 3% | 8% |
| Arm B - Green Lane | 21% | #DIV/0! | 4% |
| Arm C - C94 Bedford Rd (S) | 11% | 7% | #DIV/0! |

HGV %

| PM Peak (1700-1800) | Arm A | Arm B | Arm C |
|----------------------------|---------|---------|---------|
| Arm A - C94 Bedford Rd (N) | #DIV/0! | 7% | 3% |
| Arm B - Green Lane | 3% | #DIV/0! | 0% |
| Arm C - C94 Bedford Rd (S) | 2% | 0% | #DIV/0! |

PCU

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|----------------------------|------------|------------|------------|-------------|
| Arm A - C94 Bedford Rd (N) | 0 | 144 | 431 | 575 |
| Arm B - Green Lane | 61 | 0 | 295 | 356 |
| Arm C - C94 Bedford Rd (S) | 313 | 286 | 0 | 599 |
| Total | 374 | 430 | 726 | 1530 |

PCU

| PM Peak (1700-1800) | Arm A | Arm B | Arm C | Total |
|----------------------------|------------|------------|------------|-------------|
| Arm A - C94 Bedford Rd (N) | 0 | 19 | 376 | 395 |
| Arm B - Green Lane | 86 | 0 | 250 | 335 |
| Arm C - C94 Bedford Rd (S) | 407 | 236 | 0 | 643 |
| Total | 493 | 255 | 625 | 1373 |

Appendix 7.4 – Assessment of the 2031 Operational Test 2

Prepared by: P Cullen

Checked by: M Balding

40335 - Millbrook Power Plant

| Year | TEMPRO v7 Growth | |
|-----------|-----------------------|-----------------------|
| | AM Peak (0700 - 1000) | PM Peak (1600 - 1900) |
| 2017-2031 | 1.194 | 1.197 |

Bedford 020 All Roads

Green Lane / Site Access

2017 Observed Flows

All Vehicles

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|------------------------|------------|----------|------------|------------|
| Arm A - Green Lane (E) | 0 | 0 | 119 | 119 |
| Arm B - Site Access | 0 | 0 | 0 | 0 |
| Arm C - Green Lane (W) | 141 | 0 | 0 | 141 |
| Total | 141 | 0 | 119 | 260 |

HGVs

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|------------------------|----------|----------|----------|----------|
| Arm A - Green Lane (E) | 0 | 0 | 2 | 2 |
| Arm B - Site Access | 0 | 0 | 0 | 0 |
| Arm C - Green Lane (W) | 1 | 0 | 0 | 1 |
| Total | 1 | 0 | 2 | 3 |

HGV %

| AM Peak (0800-0900) | Arm A | Arm B | Arm C |
|------------------------|---------|---------|---------|
| Arm A - Green Lane (E) | #DIV/0! | #DIV/0! | 2% |
| Arm B - Site Access | #DIV/0! | #DIV/0! | #DIV/0! |
| Arm C - Green Lane (W) | 1% | #DIV/0! | #DIV/0! |

PCU

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|------------------------|------------|----------|------------|------------|
| Arm A - Green Lane (E) | 0 | 0 | 121 | 121 |
| Arm B - Site Access | 0 | 0 | 0 | 0 |
| Arm C - Green Lane (W) | 142 | 0 | 0 | 142 |
| Total | 142 | 0 | 121 | 263 |

2017 Observed Flows

All Vehicles

| PM Peak (1700-1800) | Arm A | Arm B | Arm C | Total |
|------------------------|------------|----------|------------|------------|
| Arm A - Green Lane (E) | 0 | 0 | 130 | 130 |
| Arm B - Site Access | 0 | 0 | 0 | 0 |
| Arm C - Green Lane (W) | 109 | 0 | 0 | 109 |
| Total | 109 | 0 | 130 | 239 |

HGVs

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|------------------------|----------|----------|----------|----------|
| Arm A - Green Lane (E) | 0 | 0 | 1 | 1 |
| Arm B - Site Access | 0 | 0 | 0 | 0 |
| Arm C - Green Lane (W) | 1 | 0 | 0 | 1 |
| Total | 1 | 0 | 1 | 2 |

HGV %

| PM Peak (1700-1800) | Arm A | Arm B | Arm C |
|------------------------|---------|---------|---------|
| Arm A - Green Lane (E) | #DIV/0! | #DIV/0! | 1% |
| Arm B - Site Access | #DIV/0! | #DIV/0! | #DIV/0! |
| Arm C - Green Lane (W) | 1% | #DIV/0! | #DIV/0! |

PCU

| PM Peak (1700-1800) | Arm A | Arm B | Arm C | Total |
|------------------------|------------|----------|------------|------------|
| Arm A - Green Lane (E) | 0 | 0 | 131 | 131 |
| Arm B - Site Access | 0 | 0 | 0 | 0 |
| Arm C - Green Lane (W) | 110 | 0 | 0 | 110 |
| Total | 110 | 0 | 131 | 241 |

Committed Developments

Broadmead Road Taken from Appendix 2.6

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|------------------------|-----------|----------|------------|------------|
| Arm A - Green Lane (E) | | | 118 | 118 |
| Arm B - Site Access | | | 0 | 0 |
| Arm C - Green Lane (W) | 79 | | | 79 |
| Total | 79 | 0 | 118 | 197 |

| PM Peak (1700-1800) | Arm A | Arm B | Arm C | Total |
|------------------------|-----------|----------|-----------|------------|
| Arm A - Green Lane (E) | | | 85 | 85 |
| Arm B - Site Access | | | 0 | 0 |
| Arm C - Green Lane (W) | 97 | | | 97 |
| Total | 97 | 0 | 85 | 182 |

Covanta

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|------------------------|----------|-----------|-----------|-----------|
| Arm A - Green Lane (E) | | 1 | | 1 |
| Arm B - Site Access | | | 20 | 20 |
| Arm C - Green Lane (W) | | 33 | | 33 |
| Total | 0 | 34 | 20 | 54 |

| PM Peak (1700-1800) | Arm A | Arm B | Arm C | Total |
|------------------------|----------|----------|-----------|-----------|
| Arm A - Green Lane (E) | | | | 0 |
| Arm B - Site Access | 2 | | 27 | 29 |
| Arm C - Green Lane (W) | | | 0 | 0 |
| Total | 2 | 0 | 27 | 29 |

2031 Operational Test 2 Base Flows - Background Growth and Covanta

All Vehicles

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|------------------------|------------|-----------|------------|------------|
| Arm A - Green Lane (E) | 0 | 1 | 260 | 261 |
| Arm B - Site Access | 0 | 0 | 20 | 20 |
| Arm C - Green Lane (W) | 247 | 33 | 0 | 280 |
| Total | 247 | 34 | 280 | 561 |

All Vehicles

| PM Peak (1700-1800) | Arm A | Arm B | Arm C | Total |
|------------------------|------------|----------|------------|------------|
| Arm A - Green Lane (E) | 0 | 0 | 241 | 241 |
| Arm B - Site Access | 2 | 0 | 27 | 29 |
| Arm C - Green Lane (W) | 227 | 0 | 0 | 227 |
| Total | 229 | 0 | 268 | 497 |

HGVs

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|------------------------|----------|----------|----------|----------|
| Arm A - Green Lane (E) | 0 | 0 | 2 | 2 |
| Arm B - Site Access | 0 | 0 | 0 | 0 |
| Arm C - Green Lane (W) | 1 | 0 | 0 | 1 |
| Total | 1 | 0 | 2 | 4 |

HGVs

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|------------------------|----------|----------|----------|----------|
| Arm A - Green Lane (E) | 0 | 0 | 1 | 1 |
| Arm B - Site Access | 0 | 0 | 0 | 0 |
| Arm C - Green Lane (W) | 1 | 0 | 0 | 1 |
| Total | 1 | 0 | 1 | 2 |

HGV %

| AM Peak (0800-0900) | Arm A | Arm B | Arm C |
|------------------------|---------|---------|---------|
| Arm A - Green Lane (E) | #DIV/0! | 0% | 1% |
| Arm B - Site Access | #DIV/0! | #DIV/0! | 0% |
| Arm C - Green Lane (W) | 0% | 0% | #DIV/0! |

HGV %

| PM Peak (1700-1800) | Arm A | Arm B | Arm C |
|------------------------|---------|---------|---------|
| Arm A - Green Lane (E) | #DIV/0! | #DIV/0! | 0% |
| Arm B - Site Access | 0% | #DIV/0! | 0% |
| Arm C - Green Lane (W) | 1% | #DIV/0! | #DIV/0! |

PCU

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|------------------------|------------|-----------|------------|------------|
| Arm A - Green Lane (E) | 0 | 1 | 262 | 263 |
| Arm B - Site Access | 0 | 0 | 20 | 20 |
| Arm C - Green Lane (W) | 249 | 33 | 0 | 282 |
| Total | 249 | 34 | 282 | 565 |

PCU

| PM Peak (1700-1800) | Arm A | Arm B | Arm C | Total |
|------------------------|------------|----------|------------|------------|
| Arm A - Green Lane (E) | 0 | 0 | 242 | 242 |
| Arm B - Site Access | 2 | 0 | 27 | 29 |
| Arm C - Green Lane (W) | 229 | 0 | 0 | 229 |
| Total | 231 | 0 | 269 | 499 |

Proposed Development

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|------------------------|----------|----------|----------|----------|
| Arm A - Green Lane (E) | | 1 | | 1 |
| Arm B - Site Access | | | 0 | 0 |
| Arm C - Green Lane (W) | | 6 | | 6 |
| Total | 0 | 3 | 0 | 7 |

PCU

| Arm A - Green Lane (E) | Arm A | Arm B | Arm C | Total |
|------------------------|----------|----------|----------|----------|
| Arm A - Green Lane (E) | | | | 0 |
| Arm B - Site Access | 1 | | 6 | 7 |
| Arm C - Green Lane (W) | | | 0 | 0 |
| Total | 1 | 0 | 6 | 7 |

2031 Operational Test 2 - Covanta + Broadmead + Proposed Development

All Vehicles

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|------------------------|------------|-----------|------------|------------|
| Arm A - Green Lane (E) | 0 | 2 | 260 | 262 |
| Arm B - Site Access | 0 | 0 | 20 | 20 |
| Arm C - Green Lane (W) | 247 | 39 | 0 | 286 |
| Total | 247 | 41 | 280 | 568 |

All Vehicles

| PM Peak (1700-1800) | Arm A | Arm B | Arm C | Total |
|------------------------|------------|----------|------------|------------|
| Arm A - Green Lane (E) | 0 | 0 | 241 | 241 |
| Arm B - Site Access | 3 | 0 | 33 | 36 |
| Arm C - Green Lane (W) | 227 | 0 | 0 | 227 |
| Total | 230 | 0 | 274 | 504 |

HGVs

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|------------------------|----------|----------|----------|----------|
| Arm A - Green Lane (E) | 0 | 0 | 2 | 2 |
| Arm B - Site Access | 0 | 0 | 0 | 0 |
| Arm C - Green Lane (W) | 1 | 0 | 0 | 1 |
| Total | 1 | 0 | 2 | 4 |

HGVs

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|------------------------|----------|----------|----------|----------|
| Arm A - Green Lane (E) | 0 | 0 | 1 | 1 |
| Arm B - Site Access | 0 | 0 | 0 | 0 |
| Arm C - Green Lane (W) | 1 | 0 | 0 | 1 |
| Total | 1 | 0 | 1 | 2 |

HGV %

| AM Peak (0800-0900) | Arm A | Arm B | Arm C |
|------------------------|---------|---------|---------|
| Arm A - Green Lane (E) | #DIV/0! | 0% | 1% |
| Arm B - Site Access | #DIV/0! | #DIV/0! | 0% |
| Arm C - Green Lane (W) | 0% | 0% | #DIV/0! |

HGV %

| PM Peak (1700-1800) | Arm A | Arm B | Arm C |
|------------------------|---------|---------|---------|
| Arm A - Green Lane (E) | #DIV/0! | #DIV/0! | 0% |
| Arm B - Site Access | 0% | #DIV/0! | 0% |
| Arm C - Green Lane (W) | 1% | #DIV/0! | #DIV/0! |

PCU

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|------------------------|------------|-----------|------------|------------|
| Arm A - Green Lane (E) | 0 | 2 | 262 | 264 |
| Arm B - Site Access | 0 | 0 | 20 | 20 |
| Arm C - Green Lane (W) | 249 | 39 | 0 | 288 |
| Total | 249 | 41 | 282 | 572 |

PCU

| PM Peak (1700-1800) | Arm A | Arm B | Arm C | Total |
|------------------------|------------|----------|------------|------------|
| Arm A - Green Lane (E) | 0 | 0 | 242 | 242 |
| Arm B - Site Access | 3 | 0 | 33 | 36 |
| Arm C - Green Lane (W) | 229 | 0 | 0 | 229 |
| Total | 232 | 0 | 275 | 506 |

Prepared by: P Cullen

Checked by: M Balding 02/08/2017

| Year | TEMPRO v7 Growth | |
|-----------|-----------------------|-----------------------|
| | AM Peak (0700 - 1000) | PM Peak (1600 - 1900) |
| 2017-2031 | 1.194 | 1.197 |

Bedford 020 All Roads

40335 - Millbrook Power Plant

Green Lane / Bedford Rd

2017 Observed Flows

All Vehicles

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|----------------------------|------------|------------|------------|-------------|
| Arm A - C94 Bedford Rd (N) | 0 | 115 | 335 | 450 |
| Arm B - Green Lane | 42 | 0 | 139 | 181 |
| Arm C - C94 Bedford Rd (S) | 237 | 155 | 0 | 392 |
| Total | 279 | 270 | 474 | 1023 |

HGVs

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|----------------------------|-----------|-----------|-----------|-----------|
| Arm A - C94 Bedford Rd (N) | 0 | 3 | 26 | 29 |
| Arm B - Green Lane | 9 | 0 | 9 | 18 |
| Arm C - C94 Bedford Rd (S) | 25 | 16 | 0 | 41 |
| Total | 34 | 19 | 35 | 88 |

HGV %

| AM Peak (0800-0900) | Arm A | Arm B | Arm C |
|----------------------------|---------|---------|---------|
| Arm A - C94 Bedford Rd (N) | #DIV/0! | 3% | 8% |
| Arm B - Green Lane | 21% | #DIV/0! | 6% |
| Arm C - C94 Bedford Rd (S) | 11% | 10% | #DIV/0! |

PCU

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|----------------------------|------------|------------|------------|-------------|
| Arm A - C94 Bedford Rd (N) | 0 | 118 | 361 | 479 |
| Arm B - Green Lane | 51 | 0 | 148 | 199 |
| Arm C - C94 Bedford Rd (S) | 262 | 171 | 0 | 433 |
| Total | 313 | 289 | 509 | 1111 |

2017 Observed Flows

All Vehicles

| PM Peak (1700-1800) | Arm A | Arm B | Arm C | Total |
|----------------------------|------------|------------|------------|------------|
| Arm A - C94 Bedford Rd (N) | 0 | 15 | 305 | 320 |
| Arm B - Green Lane | 67 | 0 | 134 | 201 |
| Arm C - C94 Bedford Rd (S) | 332 | 116 | 0 | 448 |
| Total | 399 | 131 | 439 | 969 |

HGVs

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|----------------------------|-----------|----------|-----------|-----------|
| Arm A - C94 Bedford Rd (N) | 0 | 1 | 9 | 10 |
| Arm B - Green Lane | 2 | 0 | 1 | 3 |
| Arm C - C94 Bedford Rd (S) | 8 | 0 | 0 | 8 |
| Total | 10 | 1 | 10 | 21 |

HGV %

| PM Peak (1700-1800) | Arm A | Arm B | Arm C |
|----------------------------|---------|---------|---------|
| Arm A - C94 Bedford Rd (N) | #DIV/0! | 7% | 3% |
| Arm B - Green Lane | 3% | #DIV/0! | 1% |
| Arm C - C94 Bedford Rd (S) | 2% | 0% | #DIV/0! |

PCU

| PM Peak (1700-1800) | Arm A | Arm B | Arm C | Total |
|----------------------------|------------|------------|------------|------------|
| Arm A - C94 Bedford Rd (N) | 0 | 16 | 314 | 330 |
| Arm B - Green Lane | 69 | 0 | 135 | 204 |
| Arm C - C94 Bedford Rd (S) | 340 | 116 | 0 | 456 |
| Total | 409 | 132 | 449 | 990 |

Committed Developments

Broadmead Road

Taken from Appendix 2.6

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|--------------------------|----------|-----------|------------|------------|
| Arm A - Bedford Road (N) | 0 | 0 | 0 | 0 |
| Arm B - Green Lane | 0 | 0 | 118 | 118 |
| Arm C - Bedford Road (S) | 0 | 79 | 0 | 79 |
| Total | 0 | 79 | 118 | 197 |

| PM Peak (1700-1800) | Arm A | Arm B | Arm C | Total |
|--------------------------|----------|-----------|-----------|------------|
| Arm A - Bedford Road (N) | 0 | 0 | 0 | 0 |
| Arm B - Green Lane | 0 | 0 | 85 | 85 |
| Arm C - Bedford Road (S) | 0 | 97 | 0 | 97 |
| Total | 0 | 97 | 85 | 182 |

Covanta

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|--------------------------|----------|-----------|-----------|-----------|
| Arm A - Bedford Road (N) | 0 | 10 | 0 | 10 |
| Arm B - Green Lane | 4 | 0 | 16 | 20 |
| Arm C - Bedford Road (S) | 0 | 23 | 0 | 23 |
| Total | 4 | 33 | 16 | 53 |

| PM Peak (1700-1800) | Arm A | Arm B | Arm C | Total |
|--------------------------|-----------|----------|-----------|-----------|
| Arm A - Bedford Road (N) | 0 | 7 | 0 | 7 |
| Arm B - Green Lane | 13 | 0 | 13 | 26 |
| Arm C - Bedford Road (S) | 0 | 0 | 0 | 0 |
| Total | 13 | 7 | 13 | 33 |

2031 Operational Test 2 Base Flows - Background Growth + Broadmead + Covanta

All Vehicles

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|----------------------------|------------|------------|------------|-------------|
| Arm A - C94 Bedford Rd (N) | 0 | 147 | 400 | 547 |
| Arm B - Green Lane | 54 | 0 | 300 | 354 |
| Arm C - C94 Bedford Rd (S) | 283 | 287 | 0 | 570 |
| Total | 337 | 434 | 700 | 1472 |

All Vehicles

| PM Peak (1700-1800) | Arm A | Arm B | Arm C | Total |
|----------------------------|------------|------------|------------|-------------|
| Arm A - C94 Bedford Rd (N) | 0 | 25 | 365 | 390 |
| Arm B - Green Lane | 93 | 0 | 258 | 352 |
| Arm C - C94 Bedford Rd (S) | 397 | 236 | 0 | 633 |
| Total | 491 | 261 | 623 | 1375 |

HGVs

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|----------------------------|-----------|-----------|-----------|------------|
| Arm A - C94 Bedford Rd (N) | 0 | 4 | 31 | 35 |
| Arm B - Green Lane | 11 | 0 | 11 | 21 |
| Arm C - C94 Bedford Rd (S) | 30 | 19 | 0 | 49 |
| Total | 41 | 23 | 42 | 105 |

HGVs

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|----------------------------|-----------|----------|-----------|-----------|
| Arm A - C94 Bedford Rd (N) | 0 | 1 | 11 | 12 |
| Arm B - Green Lane | 2 | 0 | 1 | 4 |
| Arm C - C94 Bedford Rd (S) | 10 | 0 | 0 | 10 |
| Total | 12 | 1 | 12 | 25 |

HGV %

| AM Peak (0800-0900) | Arm A | Arm B | Arm C |
|----------------------------|---------|---------|---------|
| Arm A - C94 Bedford Rd (N) | #DIV/0! | 2% | 8% |
| Arm B - Green Lane | 20% | #DIV/0! | 4% |
| Arm C - C94 Bedford Rd (S) | 11% | 7% | #DIV/0! |

HGV %

| PM Peak (1700-1800) | Arm A | Arm B | Arm C |
|----------------------------|---------|---------|---------|
| Arm A - C94 Bedford Rd (N) | #DIV/0! | 5% | 3% |
| Arm B - Green Lane | 3% | #DIV/0! | 0% |
| Arm C - C94 Bedford Rd (S) | 2% | 0% | #DIV/0! |

PCU

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|----------------------------|------------|------------|------------|-------------|
| Arm A - C94 Bedford Rd (N) | 0 | 151 | 431 | 582 |
| Arm B - Green Lane | 65 | 0 | 311 | 376 |
| Arm C - C94 Bedford Rd (S) | 313 | 306 | 0 | 619 |
| Total | 378 | 457 | 742 | 1577 |

PCU

| PM Peak (1700-1800) | Arm A | Arm B | Arm C | Total |
|----------------------------|------------|------------|------------|-------------|
| Arm A - C94 Bedford Rd (N) | 0 | 26 | 376 | 402 |
| Arm B - Green Lane | 96 | 0 | 260 | 355 |
| Arm C - C94 Bedford Rd (S) | 407 | 236 | 0 | 643 |
| Total | 503 | 262 | 635 | 1400 |

Proposed Development

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|----------------------------|----------|----------|----------|----------|
| Arm A - C94 Bedford Rd (N) | | 3 | | 3 |
| Arm B - Green Lane | | | 0 | 0 |
| Arm C - C94 Bedford Rd (S) | | 3 | | 3 |
| Total | 0 | 3 | 0 | 6 |

PCU

| Arm A - C94 Bedford Rd (N) | Arm A | Arm B | Arm C | Total |
|----------------------------|----------|----------|----------|----------|
| Arm A - C94 Bedford Rd (N) | | | | 0 |
| Arm B - Green Lane | 3 | | 3 | 6 |
| Arm C - C94 Bedford Rd (S) | | | | 0 |
| Total | 3 | 0 | 3 | 6 |

2031 Operational Test 2 - Covanta + Proposed Development + Broadmead Road

All Vehicles

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|----------------------------|------------|------------|------------|-------------|
| Arm A - C94 Bedford Rd (N) | 0 | 150 | 400 | 550 |
| Arm B - Green Lane | 54 | 0 | 300 | 354 |
| Arm C - C94 Bedford Rd (S) | 283 | 290 | 0 | 573 |
| Total | 337 | 440 | 700 | 1478 |

All Vehicles

| PM Peak (1700-1800) | Arm A | Arm B | Arm C | Total |
|----------------------------|------------|------------|------------|-------------|
| Arm A - C94 Bedford Rd (N) | 0 | 25 | 365 | 390 |
| Arm B - Green Lane | 96 | 0 | 261 | 358 |
| Arm C - C94 Bedford Rd (S) | 397 | 236 | 0 | 633 |
| Total | 494 | 261 | 626 | 1381 |

HGVs

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|----------------------------|-----------|-----------|-----------|------------|
| Arm A - C94 Bedford Rd (N) | 0 | 4 | 31 | 35 |
| Arm B - Green Lane | 11 | 0 | 11 | 21 |
| Arm C - C94 Bedford Rd (S) | 30 | 19 | 0 | 49 |
| Total | 41 | 23 | 42 | 105 |

HGVs

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|----------------------------|-----------|----------|-----------|-----------|
| Arm A - C94 Bedford Rd (N) | 0 | 1 | 11 | 12 |
| Arm B - Green Lane | 2 | 0 | 1 | 4 |
| Arm C - C94 Bedford Rd (S) | 10 | 0 | 0 | 10 |
| Total | 12 | 1 | 12 | 25 |

HGV %

| AM Peak (0800-0900) | Arm A | Arm B | Arm C |
|----------------------------|---------|---------|---------|
| Arm A - C94 Bedford Rd (N) | #DIV/0! | 2% | 8% |
| Arm B - Green Lane | 20% | #DIV/0! | 4% |
| Arm C - C94 Bedford Rd (S) | 11% | 7% | #DIV/0! |

HGV %

| PM Peak (1700-1800) | Arm A | Arm B | Arm C |
|----------------------------|---------|---------|---------|
| Arm A - C94 Bedford Rd (N) | #DIV/0! | 5% | 3% |
| Arm B - Green Lane | 2% | #DIV/0! | 0% |
| Arm C - C94 Bedford Rd (S) | 2% | 0% | #DIV/0! |

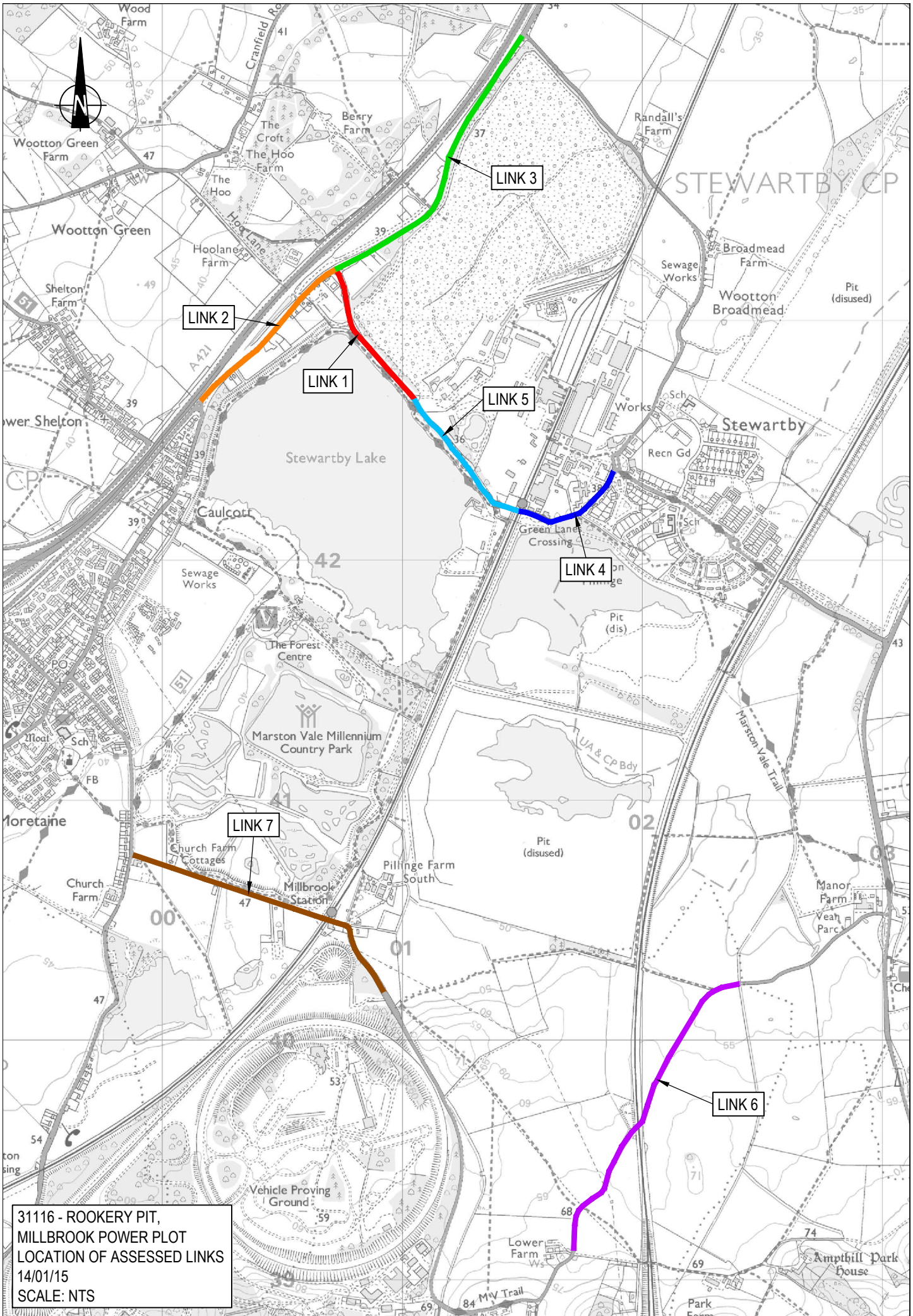
PCU

| AM Peak (0800-0900) | Arm A | Arm B | Arm C | Total |
|----------------------------|------------|------------|------------|-------------|
| Arm A - C94 Bedford Rd (N) | 0 | 154 | 431 | 585 |
| Arm B - Green Lane | 65 | 0 | 311 | 376 |
| Arm C - C94 Bedford Rd (S) | 313 | 309 | 0 | 622 |
| Total | 378 | 463 | 742 | 1583 |

PCU

| PM Peak (1700-1800) | Arm A | Arm B | Arm C | Total |
|----------------------------|------------|------------|------------|-------------|
| Arm A - C94 Bedford Rd (N) | 0 | 26 | 376 | 402 |
| Arm B - Green Lane | 99 | 0 | 263 | 361 |
| Arm C - C94 Bedford Rd (S) | 407 | 236 | 0 | 643 |
| Total | 506 | 262 | 638 | 1406 |

Appendix 8.1 – Link Location Plan



STEWARTBY CP

Stewartby

Stewartby Lake

Marston Vale Millennium
 Country Park

LINK 6

LINK 3

LINK 2

LINK 1

LINK 5

LINK 4

LINK 7

31116 - ROOKERY PIT,
 MILLBROOK POWER PLOT
 LOCATION OF ASSESSED LINKS
 14/01/15
 SCALE: NTS

Appendix 8.2 – Junction Capacity Assessment Computer Output Files – 2017 Observed With Construction

| |
|---|
| <h1>Junctions 9</h1> |
| <h2>PICADY 9 - Priority Intersection Module</h2> |
| Version: 9.0.1.4646 [] © Copyright TRL Limited, 2017 |
| For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk |
| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |

Filename: 2017 Observed with Construction Traffic.j9

Path: J:\40335 Millbrook Power Project\Junctions 9\Green Lane Site Access\2017 + Construction

Report generation date: 22/08/2017 15:52:36

- »(Default Analysis Set) - 2017 + Construction Traffic, AM peak
- »(Default Analysis Set) - 2017 + Construction Traffic, PM peak

Summary of junction performance

| | AM peak | | | | | PM peak | | | | |
|---|-------------|-----------|------|-----|--------------------|-------------|-----------|------|-----|--------------------|
| | Queue (PCU) | Delay (s) | RFC | LOS | Junction Delay (s) | Queue (PCU) | Delay (s) | RFC | LOS | Junction Delay (s) |
| A1 - 2017 + Construction Traffic | | | | | | | | | | |
| Stream B-C | 0.0 | 5.12 | 0.01 | A | 1.96 | 0.2 | 6.47 | 0.13 | A | 1.93 |
| Stream B-A | 0.0 | 0.00 | 0.00 | A | | 0.0 | 7.94 | 0.02 | A | |
| Stream C-AB | 0.2 | 7.92 | 0.16 | A | | 0.0 | 6.25 | 0.01 | A | |

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

| | |
|-------------|------------|
| Title | (untitled) |
| Location | |
| Site number | |
| Date | 18/11/2014 |
| Version | |
| Status | (new file) |
| Identifier | |
| Client | |
| Jobnumber | |
| Enumerator | jwilliams |
| Description | |

Units

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

Analysis Options

| Vehicle length (m) | Calculate Queue Percentiles | Calculate detailed queueing delay | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|--------------------|-----------------------------|-----------------------------------|-----------------------------|---------------|-----------------------------|-----------------------|
| 5.75 | | ✓ | | 0.85 | 36.00 | 20.00 |

Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|-----------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2017 + Construction Traffic | AM peak | ONE HOUR | 08:00 | 09:30 | 15 | ✓ |
| D2 | 2017 + Construction Traffic | PM peak | ONE HOUR | 08:00 | 09:30 | 15 | ✓ |

Analysis Set Details

| ID | Name | Include in report | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|----|------------------------|-------------------|---------------------------------|-------------------------------------|
| A1 | (Default Analysis Set) | ✓ | 100.000 | 100.000 |

(Default Analysis Set) - 2017 + Construction Traffic, AM peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|----------|------------|---------------|----------------------|--------------------|--------------|
| 1 | (untitled) | T-Junction | Two-way | 1.96 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Arms

Arms

| Arm | Name | Description | Arm type |
|-----|----------------|-------------|----------|
| A | Green Lane (E) | | Major |
| B | Site Access | | Minor |
| C | Green Lane (W) | | Major |

Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right turn bay | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|-----|--------------------------|----------------------------|--------------------|-------------------------------|---------|----------------------|
| C | 6.25 | | | 76.0 | ✓ | 2.00 |

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

| Arm | Minor arm type | Width at give-way (m) | Width at 5m (m) | Width at 10m (m) | Width at 15m (m) | Width at 20m (m) | Estimate flare length | Flare length (PCU) | Visibility to left (m) | Visibility to right (m) |
|-----|---------------------|-----------------------|-----------------|------------------|------------------|------------------|-----------------------|--------------------|------------------------|-------------------------|
| B | One lane plus flare | 10.00 | 9.00 | 5.00 | 4.00 | 4.00 | ✓ | 2.00 | 43 | 36 |

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

| Junction | Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|----------|--------|--------------------|---------------|---------------|---------------|---------------|
| 1 | B-A | 509 | 0.092 | 0.232 | 0.146 | 0.331 |
| 1 | B-C | 750 | 0.114 | 0.288 | - | - |
| 1 | C-B | 618 | 0.237 | 0.237 | - | - |

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

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

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

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|-----------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2017 + Construction Traffic | AM peak | ONE HOUR | 08:00 | 09:30 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A | | ONE HOUR | ✓ | 129 | 100.000 |
| B | | ONE HOUR | ✓ | 7 | 100.000 |
| C | | ONE HOUR | ✓ | 227 | 100.000 |

Origin-Destination Data

Demand (PCU/hr)

| | To | | | |
|------|----|-----|----|-----|
| | A | B | C | |
| From | A | 0 | 8 | 121 |
| | B | 0 | 0 | 7 |
| | C | 142 | 85 | 0 |
| | | | | |

Vehicle Mix

Heavy Vehicle Percentages

| | To | | | |
|------|----|---|---|---|
| | A | B | C | |
| From | A | 0 | 0 | 2 |
| | B | 0 | 0 | 0 |
| | C | 1 | 9 | 0 |
| | | | | |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) | Total Queueing Delay (PCU-min) | Average Queueing Delay (s) | Rate of Queueing Delay (PCU-min/min) | Inclusive Total Queueing Delay (PCU-min) | Inclusive Average Queueing Delay (s) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|--------------------------------|----------------------------|--------------------------------------|--|--------------------------------------|
| B-C | 0.01 | 5.12 | 0.0 | A | 6 | 10 | 0.81 | 5.05 | 0.01 | 0.81 | 5.05 |
| B-A | 0.00 | 0.00 | 0.0 | A | 0 | 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| C-AB | 0.16 | 7.92 | 0.2 | A | 78 | 118 | 15.09 | 7.69 | 0.17 | 15.09 | 7.69 |
| C-A | | | | | 130 | 195 | | | | | |
| A-B | | | | | 7 | 11 | | | | | |
| A-C | | | | | 111 | 167 | | | | | |

Main Results for each time segment

08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 5 | 1 | 723 | 0.007 | 5 | 0.0 | 0.0 | 5.013 | A |
| B-A | 0 | 0 | 451 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-AB | 64 | 16 | 597 | 0.108 | 64 | 0.0 | 0.1 | 7.353 | A |
| C-A | 107 | 27 | | | 107 | | | | |
| A-B | 6 | 2 | | | 6 | | | | |
| A-C | 91 | 23 | | | 91 | | | | |

08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 6 | 2 | 718 | 0.009 | 6 | 0.0 | 0.0 | 5.057 | A |
| B-A | 0 | 0 | 439 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-AB | 77 | 19 | 594 | 0.129 | 77 | 0.1 | 0.2 | 7.587 | A |
| C-A | 127 | 32 | | | 127 | | | | |
| A-B | 7 | 2 | | | 7 | | | | |
| A-C | 109 | 27 | | | 109 | | | | |

08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 8 | 2 | 711 | 0.011 | 8 | 0.0 | 0.0 | 5.119 | A |
| B-A | 0 | 0 | 424 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-AB | 94 | 24 | 590 | 0.160 | 94 | 0.2 | 0.2 | 7.911 | A |
| C-A | 155 | 39 | | | 155 | | | | |
| A-B | 9 | 2 | | | 9 | | | | |
| A-C | 133 | 33 | | | 133 | | | | |

08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 8 | 2 | 711 | 0.011 | 8 | 0.0 | 0.0 | 5.119 | A |
| B-A | 0 | 0 | 423 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-AB | 94 | 24 | 590 | 0.160 | 94 | 0.2 | 0.2 | 7.916 | A |
| C-A | 155 | 39 | | | 155 | | | | |
| A-B | 9 | 2 | | | 9 | | | | |
| A-C | 133 | 33 | | | 133 | | | | |

09:00 - 09:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 6 | 2 | 718 | 0.009 | 6 | 0.0 | 0.0 | 5.057 | A |
| B-A | 0 | 0 | 439 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-AB | 77 | 19 | 593 | 0.129 | 77 | 0.2 | 0.2 | 7.595 | A |
| C-A | 127 | 32 | | | 127 | | | | |
| A-B | 7 | 2 | | | 7 | | | | |
| A-C | 109 | 27 | | | 109 | | | | |

09:15 - 09:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 5 | 1 | 723 | 0.007 | 5 | 0.0 | 0.0 | 5.013 | A |
| B-A | 0 | 0 | 451 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-AB | 64 | 16 | 597 | 0.108 | 64 | 0.2 | 0.1 | 7.368 | A |
| C-A | 107 | 27 | | | 107 | | | | |
| A-B | 6 | 2 | | | 6 | | | | |
| A-C | 91 | 23 | | | 91 | | | | |

Queueing Delay Results for each time segment
08:00 - 08:15

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 0.11 | 0.01 | 5.013 | A | A |
| B-A | 0.00 | 0.00 | 0.000 | A | A |
| C-AB | 1.94 | 0.13 | 7.353 | A | A |

08:15 - 08:30

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 0.13 | 0.01 | 5.057 | A | A |
| B-A | 0.00 | 0.00 | 0.000 | A | A |
| C-AB | 2.43 | 0.16 | 7.587 | A | A |

08:30 - 08:45

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 0.16 | 0.01 | 5.119 | A | A |
| B-A | 0.00 | 0.00 | 0.000 | A | A |
| C-AB | 3.12 | 0.21 | 7.911 | A | A |

08:45 - 09:00

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 0.16 | 0.01 | 5.119 | A | A |
| B-A | 0.00 | 0.00 | 0.000 | A | A |
| C-AB | 3.15 | 0.21 | 7.916 | A | A |

09:00 - 09:15

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 0.14 | 0.01 | 5.057 | A | A |
| B-A | 0.00 | 0.00 | 0.000 | A | A |
| C-AB | 2.46 | 0.16 | 7.595 | A | A |

09:15 - 09:30

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 0.11 | 0.01 | 5.013 | A | A |
| B-A | 0.00 | 0.00 | 0.000 | A | A |
| C-AB | 1.99 | 0.13 | 7.368 | A | A |

(Default Analysis Set) - 2017 + Construction Traffic, PM peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|----------|------------|---------------|----------------------|--------------------|--------------|
| 1 | (untitled) | T-Junction | Two-way | 1.93 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|-----------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D2 | 2017 + Construction Traffic | PM peak | ONE HOUR | 08:00 | 09:30 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A | | ONE HOUR | ✓ | 131 | 100.000 |
| B | | ONE HOUR | ✓ | 93 | 100.000 |
| C | | ONE HOUR | ✓ | 117 | 100.000 |

Origin-Destination Data

Demand (PCU/hr)

| | | To | | |
|------|---|-----|---|-----|
| | | A | B | C |
| From | A | 0 | 0 | 131 |
| | B | 8 | 0 | 85 |
| | C | 110 | 7 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | |
|------|---|----|---|---|
| | | A | B | C |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 9 |
| | C | 1 | 0 | 0 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) | Total Queueing Delay (PCU-min) | Average Queueing Delay (s) | Rate of Queueing Delay (PCU-min/min) | Inclusive Total Queueing Delay (PCU-min) | Inclusive Average Queueing Delay (s) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|--------------------------------|----------------------------|--------------------------------------|--|--------------------------------------|
| B-C | 0.13 | 6.47 | 0.2 | A | 78 | 117 | 12.12 | 6.22 | 0.13 | 12.12 | 6.22 |
| B-A | 0.02 | 7.94 | 0.0 | A | 7 | 11 | 1.42 | 7.72 | 0.02 | 1.42 | 7.72 |
| C-AB | 0.01 | 6.25 | 0.0 | A | 6 | 10 | 0.99 | 6.17 | 0.01 | 0.99 | 6.17 |
| C-A | | | | | 101 | 151 | | | | | |
| A-B | | | | | 0 | 0 | | | | | |
| A-C | | | | | 120 | 180 | | | | | |

Main Results for each time segment

08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 64 | 16 | 714 | 0.090 | 64 | 0.0 | 0.1 | 6.027 | A |
| B-A | 6 | 2 | 479 | 0.013 | 6 | 0.0 | 0.0 | 7.605 | A |
| C-AB | 5 | 1 | 595 | 0.009 | 5 | 0.0 | 0.0 | 6.107 | A |
| C-A | 83 | 21 | | | 83 | | | | |
| A-B | 0 | 0 | | | 0 | | | | |
| A-C | 99 | 25 | | | 99 | | | | |

08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 76 | 19 | 708 | 0.108 | 76 | 0.1 | 0.1 | 6.209 | A |
| B-A | 7 | 2 | 472 | 0.015 | 7 | 0.0 | 0.0 | 7.744 | A |
| C-AB | 6 | 2 | 590 | 0.011 | 6 | 0.0 | 0.0 | 6.165 | A |
| C-A | 99 | 25 | | | 99 | | | | |
| A-B | 0 | 0 | | | 0 | | | | |
| A-C | 118 | 29 | | | 118 | | | | |

08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 94 | 23 | 700 | 0.134 | 93 | 0.1 | 0.2 | 6.466 | A |
| B-A | 9 | 2 | 462 | 0.019 | 9 | 0.0 | 0.0 | 7.944 | A |
| C-AB | 8 | 2 | 584 | 0.013 | 8 | 0.0 | 0.0 | 6.247 | A |
| C-A | 121 | 30 | | | 121 | | | | |
| A-B | 0 | 0 | | | 0 | | | | |
| A-C | 144 | 36 | | | 144 | | | | |

08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 94 | 23 | 700 | 0.134 | 94 | 0.2 | 0.2 | 6.469 | A |
| B-A | 9 | 2 | 462 | 0.019 | 9 | 0.0 | 0.0 | 7.944 | A |
| C-AB | 8 | 2 | 584 | 0.013 | 8 | 0.0 | 0.0 | 6.247 | A |
| C-A | 121 | 30 | | | 121 | | | | |
| A-B | 0 | 0 | | | 0 | | | | |
| A-C | 144 | 36 | | | 144 | | | | |

09:00 - 09:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 76 | 19 | 708 | 0.108 | 77 | 0.2 | 0.1 | 6.214 | A |
| B-A | 7 | 2 | 472 | 0.015 | 7 | 0.0 | 0.0 | 7.745 | A |
| C-AB | 6 | 2 | 590 | 0.011 | 6 | 0.0 | 0.0 | 6.168 | A |
| C-A | 99 | 25 | | | 99 | | | | |
| A-B | 0 | 0 | | | 0 | | | | |
| A-C | 118 | 29 | | | 118 | | | | |

09:15 - 09:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 64 | 16 | 714 | 0.090 | 64 | 0.1 | 0.1 | 6.038 | A |
| B-A | 6 | 2 | 479 | 0.013 | 6 | 0.0 | 0.0 | 7.609 | A |
| C-AB | 5 | 1 | 595 | 0.009 | 5 | 0.0 | 0.0 | 6.107 | A |
| C-A | 83 | 21 | | | 83 | | | | |
| A-B | 0 | 0 | | | 0 | | | | |
| A-C | 99 | 25 | | | 99 | | | | |

Queueing Delay Results for each time segment
08:00 - 08:15

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 1.55 | 0.10 | 6.027 | A | A |
| B-A | 0.18 | 0.01 | 7.605 | A | A |
| C-AB | 0.13 | 0.01 | 6.107 | A | A |

08:15 - 08:30

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 1.93 | 0.13 | 6.209 | A | A |
| B-A | 0.23 | 0.02 | 7.744 | A | A |
| C-AB | 0.16 | 0.01 | 6.165 | A | A |

08:30 - 08:45

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 2.45 | 0.16 | 6.466 | A | A |
| B-A | 0.28 | 0.02 | 7.944 | A | A |
| C-AB | 0.20 | 0.01 | 6.247 | A | A |

08:45 - 09:00

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 2.51 | 0.17 | 6.469 | A | A |
| B-A | 0.29 | 0.02 | 7.944 | A | A |
| C-AB | 0.20 | 0.01 | 6.247 | A | A |

09:00 - 09:15

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 2.03 | 0.14 | 6.214 | A | A |
| B-A | 0.24 | 0.02 | 7.745 | A | A |
| C-AB | 0.16 | 0.01 | 6.168 | A | A |

09:15 - 09:30

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 1.65 | 0.11 | 6.038 | A | A |
| B-A | 0.20 | 0.01 | 7.609 | A | A |
| C-AB | 0.13 | 0.01 | 6.107 | A | A |

| |
|---|
| Junctions 9 |
| PICADY 9 - Priority Intersection Module |
| Version: 9.0.1.4646 [] © Copyright TRL Limited, 2017 |
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Filename: Bedford Rd - Green Lane 2017 Observed + Construction Traffic.j9
Path: J:\40335 Millbrook Power Project\Junctions 9\Bedford Road - Green Lane\2017 Observed + Construction Traffic
Report generation date: 22/08/2017 15:50:34

- »2017+Construction, AM
- »2017+Construction, PM

Summary of junction performance

| | AM | | | | | PM | | | | |
|--------------------------|-------------|-----------|------|-----|--------------------|-------------|-----------|------|-----|--------------------|
| | Queue (PCU) | Delay (s) | RFC | LOS | Junction Delay (s) | Queue (PCU) | Delay (s) | RFC | LOS | Junction Delay (s) |
| 2017+Construction | | | | | | | | | | |
| Stream B-C | 0.4 | 8.33 | 0.26 | A | 3.94 | 0.5 | 8.69 | 0.31 | A | 3.94 |
| Stream B-A | 0.3 | 17.53 | 0.21 | C | | 0.6 | 16.08 | 0.35 | C | |
| Stream C-AB | 0.8 | 12.07 | 0.41 | B | | 0.3 | 7.49 | 0.21 | A | |

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

| | |
|-------------|-------------|
| Title | (untitled) |
| Location | |
| Site number | |
| Date | 24/07/2017 |
| Version | |
| Status | (new file) |
| Identifier | |
| Client | |
| Jobnumber | |
| Enumerator | PBA\pcullen |
| Description | |

Units

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

Analysis Options

| Calculate Queue Percentiles | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|-----------------------------|-----------------------------|---------------|-----------------------------|-----------------------|
| | | 0.85 | 36.00 | 20.00 |

Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|-------------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D1 | 2017+Construction | AM | ONE HOUR | 08:00 | 09:30 | 15 |
| D2 | 2017+Construction | PM | ONE HOUR | 17:00 | 18:30 | 15 |

Analysis Set Details

| ID | Network flow scaling factor (%) |
|----|---------------------------------|
| A1 | 100.000 |

2017+Construction, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|----------------------|--------------------|--------------|
| 1 | untitled | T-Junction | Two-way | 3.94 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Arms

Arms

| Arm | Name | Description | Arm type |
|-----|----------------|-------------|----------|
| A | Bedford Rd (N) | | Major |
| B | Green Lane | | Minor |
| C | Bedford Rd (S) | | Major |

Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right turn bay | Width for right turn (m) | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|-----|--------------------------|----------------------------|--------------------|--------------------------|-------------------------------|---------|----------------------|
| C | 6.00 | | ✓ | 2.80 | 160.0 | ✓ | 13.00 |

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

| Arm | Minor arm type | Width at give-way (m) | Width at 5m (m) | Width at 10m (m) | Width at 15m (m) | Width at 20m (m) | Estimate flare length | Flare length (PCU) | Visibility to left (m) | Visibility to right (m) |
|-----|---------------------|-----------------------|-----------------|------------------|------------------|------------------|-----------------------|--------------------|------------------------|-------------------------|
| B | One lane plus flare | 10.00 | 10.00 | 7.60 | 6.00 | 5.00 | ✓ | 3.00 | 58 | 110 |

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

| Junction | Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|----------|--------|--------------------|---------------|---------------|---------------|---------------|
| 1 | B-A | 559 | 0.102 | 0.257 | 0.162 | 0.368 |
| 1 | B-C | 803 | 0.123 | 0.311 | - | - |
| 1 | C-B | 710 | 0.275 | 0.275 | - | - |

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

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

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

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|-------------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D1 | 2017+Construction | AM | ONE HOUR | 08:00 | 09:30 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages | 2.00 |

Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|-------------------------|--------------------|
| A | | ✓ | 529 | 100.000 |
| B | | ✓ | 206 | 100.000 |
| C | | ✓ | 469 | 100.000 |

Origin-Destination Data

Demand (PCU/hr)

| | To | | | |
|------|----|-----|-----|-----|
| | A | B | C | |
| From | A | 0 | 168 | 361 |
| | B | 58 | 0 | 148 |
| | C | 262 | 207 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | To | | | |
|------|----|----|---|---|
| | A | B | C | |
| From | A | 0 | 6 | 8 |
| | B | 18 | 0 | 6 |
| | C | 11 | 8 | 0 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-C | 0.26 | 8.33 | 0.4 | A |
| B-A | 0.21 | 17.53 | 0.3 | C |
| C-AB | 0.41 | 12.07 | 0.8 | B |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

Main Results for each time segment

08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 111 | 683 | 0.163 | 111 | 0.2 | 6.658 | A |
| B-A | 44 | 387 | 0.113 | 43 | 0.1 | 12.336 | B |
| C-AB | 156 | 601 | 0.259 | 154 | 0.4 | 8.685 | A |
| C-A | 197 | | | 197 | | | |
| A-B | 126 | | | 126 | | | |
| A-C | 272 | | | 272 | | | |

08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 133 | 658 | 0.202 | 133 | 0.3 | 7.267 | A |
| B-A | 52 | 353 | 0.148 | 52 | 0.2 | 14.103 | B |
| C-AB | 186 | 579 | 0.321 | 186 | 0.5 | 9.862 | A |
| C-A | 236 | | | 236 | | | |
| A-B | 151 | | | 151 | | | |
| A-C | 325 | | | 325 | | | |

08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 163 | 621 | 0.262 | 163 | 0.4 | 8.307 | A |
| B-A | 64 | 306 | 0.208 | 63 | 0.3 | 17.456 | C |
| C-AB | 228 | 550 | 0.414 | 227 | 0.7 | 12.001 | B |
| C-A | 288 | | | 288 | | | |
| A-B | 185 | | | 185 | | | |
| A-C | 397 | | | 397 | | | |

08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 163 | 621 | 0.262 | 163 | 0.4 | 8.328 | A |
| B-A | 64 | 306 | 0.209 | 64 | 0.3 | 17.535 | C |
| C-AB | 228 | 550 | 0.414 | 228 | 0.8 | 12.073 | B |
| C-A | 288 | | | 288 | | | |
| A-B | 185 | | | 185 | | | |
| A-C | 397 | | | 397 | | | |

09:00 - 09:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 133 | 657 | 0.202 | 133 | 0.3 | 7.292 | A |
| B-A | 52 | 352 | 0.148 | 53 | 0.2 | 14.183 | B |
| C-AB | 186 | 579 | 0.321 | 187 | 0.5 | 9.935 | A |
| C-A | 236 | | | 236 | | | |
| A-B | 151 | | | 151 | | | |
| A-C | 325 | | | 325 | | | |

09:15 - 09:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 111 | 682 | 0.163 | 112 | 0.2 | 6.692 | A |
| B-A | 44 | 386 | 0.113 | 44 | 0.2 | 12.418 | B |
| C-AB | 156 | 601 | 0.259 | 156 | 0.4 | 8.765 | A |
| C-A | 197 | | | 197 | | | |
| A-B | 126 | | | 126 | | | |
| A-C | 272 | | | 272 | | | |

2017+Construction, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|----------------------|--------------------|--------------|
| 1 | untitled | T-Junction | Two-way | 3.94 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|-------------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D2 | 2017+Construction | PM | ONE HOUR | 17:00 | 18:30 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages | 2.00 |

Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|-------------------------|--------------------|
| A | | ✓ | 337 | 100.000 |
| B | | ✓ | 290 | 100.000 |
| C | | ✓ | 456 | 100.000 |

Origin-Destination Data

Demand (PCU/hr)

| | | To | | |
|------|---|-----|-----|-----|
| | | A | B | C |
| From | A | 0 | 23 | 314 |
| | B | 119 | 0 | 171 |
| | C | 340 | 116 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | |
|------|---|----|---|---|
| | | A | B | C |
| From | A | 0 | 5 | 3 |
| | B | 8 | 0 | 1 |
| | C | 2 | 0 | 0 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-C | 0.31 | 8.69 | 0.5 | A |
| B-A | 0.35 | 16.08 | 0.6 | C |
| C-AB | 0.21 | 7.49 | 0.3 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

Main Results for each time segment

17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 129 | 667 | 0.193 | 128 | 0.2 | 6.734 | A |
| B-A | 90 | 439 | 0.204 | 88 | 0.3 | 11.064 | B |
| C-AB | 87 | 640 | 0.136 | 87 | 0.2 | 6.496 | A |
| C-A | 256 | | | 256 | | | |
| A-B | 17 | | | 17 | | | |
| A-C | 236 | | | 236 | | | |

17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 154 | 643 | 0.239 | 153 | 0.3 | 7.425 | A |
| B-A | 107 | 411 | 0.260 | 107 | 0.4 | 12.748 | B |
| C-AB | 104 | 627 | 0.166 | 104 | 0.2 | 6.886 | A |
| C-A | 306 | | | 306 | | | |
| A-B | 21 | | | 21 | | | |
| A-C | 282 | | | 282 | | | |

17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 188 | 607 | 0.310 | 188 | 0.4 | 8.652 | A |
| B-A | 131 | 373 | 0.352 | 130 | 0.6 | 15.986 | C |
| C-AB | 128 | 608 | 0.210 | 127 | 0.3 | 7.487 | A |
| C-A | 374 | | | 374 | | | |
| A-B | 25 | | | 25 | | | |
| A-C | 346 | | | 346 | | | |

17:45 - 18:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 188 | 607 | 0.310 | 188 | 0.5 | 8.686 | A |
| B-A | 131 | 373 | 0.352 | 131 | 0.6 | 16.084 | C |
| C-AB | 128 | 608 | 0.210 | 128 | 0.3 | 7.493 | A |
| C-A | 374 | | | 374 | | | |
| A-B | 25 | | | 25 | | | |
| A-C | 346 | | | 346 | | | |

18:00 - 18:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 154 | 642 | 0.239 | 154 | 0.3 | 7.465 | A |
| B-A | 107 | 411 | 0.260 | 108 | 0.4 | 12.843 | B |
| C-AB | 104 | 627 | 0.166 | 105 | 0.2 | 6.898 | A |
| C-A | 306 | | | 306 | | | |
| A-B | 21 | | | 21 | | | |
| A-C | 282 | | | 282 | | | |

18:15 - 18:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 129 | 666 | 0.193 | 129 | 0.2 | 6.776 | A |
| B-A | 90 | 439 | 0.204 | 90 | 0.3 | 11.162 | B |
| C-AB | 87 | 640 | 0.136 | 87 | 0.2 | 6.515 | A |
| C-A | 256 | | | 256 | | | |
| A-B | 17 | | | 17 | | | |
| A-C | 236 | | | 236 | | | |

Appendix 9.1 – Junction Capacity Assessment Computer Output Files – 2031 Operational Test 1

| |
|---|
| Junctions 9 |
| PICADY 9 - Priority Intersection Module |
| Version: 9.0.1.4646 [] © Copyright TRL Limited, 2017 |
| For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk |
| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |

Filename: 2031 Operational Test 1.j9

Path: J:\40335 Millbrook Power Project\Junctions 9\Green Lane Site Access\2031 Operational Test 1

Report generation date: 18/08/2017 15:11:00

- »(Default Analysis Set) - 2031 Operational Test 1 , AM peak
- »(Default Analysis Set) - 2031 Operational Test 1 , PM peak

Summary of junction performance

| | AM peak | | | | | PM peak | | | | |
|------------------------------|-------------|-----------|------|-----|--------------------|-------------|-----------|------|-----|--------------------|
| | Queue (PCU) | Delay (s) | RFC | LOS | Junction Delay (s) | Queue (PCU) | Delay (s) | RFC | LOS | Junction Delay (s) |
| A1 - 2031 Operational Test 1 | | | | | | | | | | |
| Stream B-C | 0.0 | 0.00 | 0.00 | A | 0.08 | 0.0 | 5.47 | 0.01 | A | 0.09 |
| Stream B-A | 0.0 | 0.00 | 0.00 | A | | 0.0 | 8.58 | 0.00 | A | |
| Stream C-AB | 0.0 | 6.63 | 0.01 | A | | 0.0 | 0.00 | 0.00 | A | |

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

| | |
|-------------|------------|
| Title | (untitled) |
| Location | |
| Site number | |
| Date | 18/11/2014 |
| Version | |
| Status | (new file) |
| Identifier | |
| Client | |
| Jobnumber | |
| Enumerator | jwilliams |
| Description | |

Units

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

Analysis Options

| Vehicle length (m) | Calculate Queue Percentiles | Calculate detailed queueing delay | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|--------------------|-----------------------------|-----------------------------------|-----------------------------|---------------|-----------------------------|-----------------------|
| 5.75 | | ✓ | | 0.85 | 36.00 | 20.00 |

Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|-------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2031 Operational Test 1 | AM peak | ONE HOUR | 08:00 | 09:30 | 15 | ✓ |
| D2 | 2031 Operational Test 1 | PM peak | ONE HOUR | 08:00 | 09:30 | 15 | ✓ |

Analysis Set Details

| ID | Name | Include in report | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|----|------------------------|-------------------|---------------------------------|-------------------------------------|
| A1 | (Default Analysis Set) | ✓ | 100.000 | 100.000 |

(Default Analysis Set) - 2031 Operational Test 1 , AM peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|----------|------------|---------------|----------------------|--------------------|--------------|
| 1 | (untitled) | T-Junction | Two-way | 0.08 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Arms

Arms

| Arm | Name | Description | Arm type |
|-----|----------------|-------------|----------|
| A | Green Lane (E) | | Major |
| B | Site Access | | Minor |
| C | Green Lane (W) | | Major |

Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right turn bay | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|-----|--------------------------|----------------------------|--------------------|-------------------------------|---------|----------------------|
| C | 6.25 | | | 76.0 | ✓ | 2.00 |

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

| Arm | Minor arm type | Width at give-way (m) | Width at 5m (m) | Width at 10m (m) | Width at 15m (m) | Width at 20m (m) | Estimate flare length | Flare length (PCU) | Visibility to left (m) | Visibility to right (m) |
|-----|---------------------|-----------------------|-----------------|------------------|------------------|------------------|-----------------------|--------------------|------------------------|-------------------------|
| B | One lane plus flare | 10.00 | 9.00 | 5.00 | 4.00 | 4.00 | ✓ | 2.00 | 43 | 36 |

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

| Junction | Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|----------|--------|--------------------|---------------|---------------|---------------|---------------|
| 1 | B-A | 560 | 0.101 | 0.255 | 0.160 | 0.364 |
| 1 | B-C | 711 | 0.108 | 0.273 | - | - |
| 1 | C-B | 618 | 0.237 | 0.237 | - | - |

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

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

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

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|-------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2031 Operational Test 1 | AM peak | ONE HOUR | 08:00 | 09:30 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A | | ONE HOUR | ✓ | 263 | 100.000 |
| B | | ONE HOUR | ✓ | 0 | 100.000 |
| C | | ONE HOUR | ✓ | 255 | 100.000 |

Origin-Destination Data

Demand (PCU/hr)

| | To | | | |
|------|----|-----|---|-----|
| | A | B | C | |
| From | A | 0 | 1 | 262 |
| | B | 0 | 0 | 0 |
| | C | 249 | 6 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | To | | | |
|------|----|---|---|---|
| | A | B | C | |
| From | A | 0 | 0 | 2 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) | Total Queueing Delay (PCU-min) | Average Queueing Delay (s) | Rate of Queueing Delay (PCU-min/min) | Inclusive Total Queueing Delay (PCU-min) | Inclusive Average Queueing Delay (s) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|--------------------------------|----------------------------|--------------------------------------|--|--------------------------------------|
| B-C | 0.00 | 0.00 | 0.0 | A | 0 | 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| B-A | 0.00 | 0.00 | 0.0 | A | 0 | 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| C-AB | 0.01 | 6.63 | 0.0 | A | 6 | 8 | 0.89 | 6.49 | 0.01 | 0.89 | 6.49 |
| C-A | | | | | 228 | 343 | | | | | |
| A-B | | | | | 0.92 | 1 | | | | | |
| A-C | | | | | 240 | 361 | | | | | |

Main Results for each time segment

08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 0 | 0 | 657 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| B-A | 0 | 0 | 478 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-AB | 5 | 1 | 571 | 0.008 | 4 | 0.0 | 0.0 | 6.353 | A |
| C-A | 187 | 47 | | | 187 | | | | |
| A-B | 0.75 | 0.19 | | | 0.75 | | | | |
| A-C | 197 | 49 | | | 197 | | | | |

08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 0 | 0 | 647 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| B-A | 0 | 0 | 462 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-AB | 5 | 1 | 562 | 0.010 | 5 | 0.0 | 0.0 | 6.466 | A |
| C-A | 224 | 56 | | | 224 | | | | |
| A-B | 0.90 | 0.22 | | | 0.90 | | | | |
| A-C | 236 | 59 | | | 236 | | | | |

08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 0 | 0 | 633 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| B-A | 0 | 0 | 440 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-AB | 7 | 2 | 549 | 0.012 | 7 | 0.0 | 0.0 | 6.631 | A |
| C-A | 274 | 69 | | | 274 | | | | |
| A-B | 1 | 0.28 | | | 1 | | | | |
| A-C | 288 | 72 | | | 288 | | | | |

08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 0 | 0 | 633 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| B-A | 0 | 0 | 440 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-AB | 7 | 2 | 549 | 0.012 | 7 | 0.0 | 0.0 | 6.631 | A |
| C-A | 274 | 69 | | | 274 | | | | |
| A-B | 1 | 0.28 | | | 1 | | | | |
| A-C | 288 | 72 | | | 288 | | | | |

09:00 - 09:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 0 | 0 | 647 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| B-A | 0 | 0 | 462 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-AB | 5 | 1 | 562 | 0.010 | 5 | 0.0 | 0.0 | 6.467 | A |
| C-A | 224 | 56 | | | 224 | | | | |
| A-B | 0.90 | 0.22 | | | 0.90 | | | | |
| A-C | 236 | 59 | | | 236 | | | | |

09:15 - 09:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 0 | 0 | 657 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| B-A | 0 | 0 | 478 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-AB | 5 | 1 | 571 | 0.008 | 5 | 0.0 | 0.0 | 6.355 | A |
| C-A | 187 | 47 | | | 187 | | | | |
| A-B | 0.75 | 0.19 | | | 0.75 | | | | |
| A-C | 197 | 49 | | | 197 | | | | |

Queueing Delay Results for each time segment
08:00 - 08:15

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 0.00 | 0.00 | 0.000 | A | A |
| B-A | 0.00 | 0.00 | 0.000 | A | A |
| C-AB | 0.12 | 0.01 | 6.353 | A | A |

08:15 - 08:30

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 0.00 | 0.00 | 0.000 | A | A |
| B-A | 0.00 | 0.00 | 0.000 | A | A |
| C-AB | 0.14 | 0.01 | 6.466 | A | A |

08:30 - 08:45

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 0.00 | 0.00 | 0.000 | A | A |
| B-A | 0.00 | 0.00 | 0.000 | A | A |
| C-AB | 0.18 | 0.01 | 6.631 | A | A |

08:45 - 09:00

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 0.00 | 0.00 | 0.000 | A | A |
| B-A | 0.00 | 0.00 | 0.000 | A | A |
| C-AB | 0.18 | 0.01 | 6.631 | A | A |

09:00 - 09:15

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 0.00 | 0.00 | 0.000 | A | A |
| B-A | 0.00 | 0.00 | 0.000 | A | A |
| C-AB | 0.15 | 0.01 | 6.467 | A | A |

09:15 - 09:30

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 0.00 | 0.00 | 0.000 | A | A |
| B-A | 0.00 | 0.00 | 0.000 | A | A |
| C-AB | 0.12 | 0.01 | 6.355 | A | A |

(Default Analysis Set) - 2031 Operational Test 1 , PM peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|----------|------------|---------------|----------------------|--------------------|--------------|
| 1 | (untitled) | T-Junction | Two-way | 0.09 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|-------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D2 | 2031 Operational Test 1 | PM peak | ONE HOUR | 08:00 | 09:30 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A | | ONE HOUR | ✓ | 242 | 100.000 |
| B | | ONE HOUR | ✓ | 7 | 100.000 |
| C | | ONE HOUR | ✓ | 229 | 100.000 |

Origin-Destination Data

Demand (PCU/hr)

| | To | | | |
|------|----|-----|---|-----|
| | A | B | C | |
| From | A | 0 | 0 | 242 |
| | B | 1 | 0 | 6 |
| | C | 229 | 0 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | To | | | |
|------|----|---|---|---|
| | A | B | C | |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) | Total Queueing Delay (PCU-min) | Average Queueing Delay (s) | Rate of Queueing Delay (PCU-min/min) | Inclusive Total Queueing Delay (PCU-min) | Inclusive Average Queueing Delay (s) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|--------------------------------|----------------------------|--------------------------------------|--|--------------------------------------|
| B-C | 0.01 | 5.47 | 0.0 | A | 6 | 8 | 0.74 | 5.34 | 0.01 | 0.74 | 5.34 |
| B-A | 0.00 | 8.58 | 0.0 | A | 0.92 | 1 | 0.19 | 8.23 | 0.00 | 0.19 | 8.23 |
| C-AB | 0.00 | 0.00 | 0.0 | A | 0 | 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| C-A | | | | | 210 | 315 | | | | | |
| A-B | | | | | 0 | 0 | | | | | |
| A-C | | | | | 222 | 333 | | | | | |

Main Results for each time segment

08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 5 | 1 | 689 | 0.007 | 4 | 0.0 | 0.0 | 5.259 | A |
| B-A | 0.75 | 0.19 | 452 | 0.002 | 0.75 | 0.0 | 0.0 | 7.970 | A |
| C-AB | 0 | 0 | 1155 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 172 | 43 | | | 172 | | | | |
| A-B | 0 | 0 | | | 0 | | | | |
| A-C | 182 | 46 | | | 182 | | | | |

08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 5 | 1 | 679 | 0.008 | 5 | 0.0 | 0.0 | 5.345 | A |
| B-A | 0.90 | 0.22 | 439 | 0.002 | 0.90 | 0.0 | 0.0 | 8.216 | A |
| C-AB | 0 | 0 | 1139 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 206 | 51 | | | 206 | | | | |
| A-B | 0 | 0 | | | 0 | | | | |
| A-C | 218 | 54 | | | 218 | | | | |

08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 7 | 2 | 665 | 0.010 | 7 | 0.0 | 0.0 | 5.468 | A |
| B-A | 1 | 0.28 | 420 | 0.003 | 1 | 0.0 | 0.0 | 8.583 | A |
| C-AB | 0 | 0 | 1115 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 252 | 63 | | | 252 | | | | |
| A-B | 0 | 0 | | | 0 | | | | |
| A-C | 266 | 67 | | | 266 | | | | |

08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 7 | 2 | 665 | 0.010 | 7 | 0.0 | 0.0 | 5.468 | A |
| B-A | 1 | 0.28 | 420 | 0.003 | 1 | 0.0 | 0.0 | 8.583 | A |
| C-AB | 0 | 0 | 1115 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 252 | 63 | | | 252 | | | | |
| A-B | 0 | 0 | | | 0 | | | | |
| A-C | 266 | 67 | | | 266 | | | | |

09:00 - 09:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 5 | 1 | 679 | 0.008 | 5 | 0.0 | 0.0 | 5.347 | A |
| B-A | 0.90 | 0.22 | 439 | 0.002 | 0.90 | 0.0 | 0.0 | 8.216 | A |
| C-AB | 0 | 0 | 1139 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 206 | 51 | | | 206 | | | | |
| A-B | 0 | 0 | | | 0 | | | | |
| A-C | 218 | 54 | | | 218 | | | | |

09:15 - 09:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 5 | 1 | 689 | 0.007 | 5 | 0.0 | 0.0 | 5.259 | A |
| B-A | 0.75 | 0.19 | 452 | 0.002 | 0.75 | 0.0 | 0.0 | 7.971 | A |
| C-AB | 0 | 0 | 1155 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 172 | 43 | | | 172 | | | | |
| A-B | 0 | 0 | | | 0 | | | | |
| A-C | 182 | 46 | | | 182 | | | | |

Queueing Delay Results for each time segment
08:00 - 08:15

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 0.10 | 0.01 | 5.259 | A | A |
| B-A | 0.02 | 0.00 | 7.970 | A | A |
| C-AB | 0.00 | 0.00 | 0.000 | A | A |

08:15 - 08:30

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 0.12 | 0.01 | 5.345 | A | A |
| B-A | 0.03 | 0.00 | 8.216 | A | A |
| C-AB | 0.00 | 0.00 | 0.000 | A | A |

08:30 - 08:45

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 0.15 | 0.01 | 5.468 | A | A |
| B-A | 0.04 | 0.00 | 8.583 | A | A |
| C-AB | 0.00 | 0.00 | 0.000 | A | A |

08:45 - 09:00

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 0.15 | 0.01 | 5.468 | A | A |
| B-A | 0.04 | 0.00 | 8.583 | A | A |
| C-AB | 0.00 | 0.00 | 0.000 | A | A |

09:00 - 09:15

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 0.12 | 0.01 | 5.347 | A | A |
| B-A | 0.03 | 0.00 | 8.216 | A | A |
| C-AB | 0.00 | 0.00 | 0.000 | A | A |

09:15 - 09:30

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 0.10 | 0.01 | 5.259 | A | A |
| B-A | 0.03 | 0.00 | 7.971 | A | A |
| C-AB | 0.00 | 0.00 | 0.000 | A | A |

| |
|---|
| <h1>Junctions 9</h1> |
| <h2>PICADY 9 - Priority Intersection Module</h2> |
| Version: 9.0.1.4646 [] © Copyright TRL Limited, 2017 |
| For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk |
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Filename: Bedford Rd - Green Lane Operational Test 1.j9

Path: J:\40335 Millbrook Power Project\Junctions 9\Bedford Road - Green Lane\2031 Operational Test 1

Report generation date: 18/08/2017 14:31:55

- »2031 Operational Test 1, AM
- »2031 Operational Test 1, PM

Summary of junction performance

| | AM | | | | | PM | | | | |
|--------------------------------|-------------|-----------|------|-----|--------------------|-------------|-----------|------|-----|--------------------|
| | Queue (PCU) | Delay (s) | RFC | LOS | Junction Delay (s) | Queue (PCU) | Delay (s) | RFC | LOS | Junction Delay (s) |
| 2031 Operational Test 1 | | | | | | | | | | |
| Stream B-C | 1.2 | 13.82 | 0.54 | B | 7.05 | 0.8 | 10.73 | 0.45 | B | 5.10 |
| Stream B-A | 0.5 | 26.23 | 0.29 | D | | 0.5 | 20.38 | 0.34 | C | |
| Stream C-AB | 1.5 | 17.85 | 0.59 | C | | 0.8 | 10.88 | 0.44 | B | |

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

| | |
|-------------|-------------|
| Title | (untitled) |
| Location | |
| Site number | |
| Date | 24/07/2017 |
| Version | |
| Status | (new file) |
| Identifier | |
| Client | |
| Jobnumber | |
| Enumerator | PBA\pcullen |
| Description | |

Units

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

Analysis Options

| Calculate Queue Percentiles | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|-----------------------------|-----------------------------|---------------|-----------------------------|-----------------------|
| | | 0.85 | 36.00 | 20.00 |

Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|-------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D1 | 2031 Operational Test 1 | AM | ONE HOUR | 08:00 | 09:30 | 15 |
| D2 | 2031 Operational Test 1 | PM | ONE HOUR | 17:00 | 18:30 | 15 |

Analysis Set Details

| ID | Network flow scaling factor (%) |
|----|---------------------------------|
| A1 | 100.000 |

2031 Operational Test 1, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|----------------------|--------------------|--------------|
| 1 | untitled | T-Junction | Two-way | 7.05 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Arms

Arms

| Arm | Name | Description | Arm type |
|-----|----------------|-------------|----------|
| A | Bedford Rd (N) | | Major |
| B | Green Lane | | Minor |
| C | Bedford Rd (S) | | Major |

Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right turn bay | Width for right turn (m) | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|-----|--------------------------|----------------------------|--------------------|--------------------------|-------------------------------|---------|----------------------|
| C | 6.00 | | ✓ | 2.80 | 160.0 | ✓ | 13.00 |

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

| Arm | Minor arm type | Width at give-way (m) | Width at 5m (m) | Width at 10m (m) | Width at 15m (m) | Width at 20m (m) | Estimate flare length | Flare length (PCU) | Visibility to left (m) | Visibility to right (m) |
|-----|---------------------|-----------------------|-----------------|------------------|------------------|------------------|-----------------------|--------------------|------------------------|-------------------------|
| B | One lane plus flare | 10.00 | 10.00 | 7.60 | 6.00 | 5.00 | ✓ | 3.00 | 58 | 110 |

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

| Junction | Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|----------|--------|--------------------|---------------|---------------|---------------|---------------|
| 1 | B-A | 546 | 0.099 | 0.251 | 0.158 | 0.359 |
| 1 | B-C | 820 | 0.126 | 0.318 | - | - |
| 1 | C-B | 710 | 0.275 | 0.275 | - | - |

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

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

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

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|-------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D1 | 2031 Operational Test 1 | AM | ONE HOUR | 08:00 | 09:30 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages | 2.00 |

Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|-------------------------|--------------------|
| A | | ✓ | 575 | 100.000 |
| B | | ✓ | 356 | 100.000 |
| C | | ✓ | 599 | 100.000 |

Origin-Destination Data

Demand (PCU/hr)

| | To | | | |
|------|----|-----|-----|-----|
| | A | B | C | |
| From | A | 0 | 144 | 431 |
| | B | 61 | 0 | 295 |
| | C | 313 | 286 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | To | | | |
|------|----|----|----|---|
| | A | B | C | |
| From | A | 0 | 3 | 8 |
| | B | 21 | 0 | 6 |
| | C | 11 | 10 | 0 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-C | 0.54 | 13.82 | 1.2 | B |
| B-A | 0.29 | 26.23 | 0.5 | D |
| C-AB | 0.59 | 17.85 | 1.5 | C |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

Main Results for each time segment

08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 222 | 679 | 0.327 | 220 | 0.5 | 8.277 | A |
| B-A | 46 | 338 | 0.136 | 45 | 0.2 | 14.852 | B |
| C-AB | 215 | 591 | 0.364 | 213 | 0.6 | 10.405 | B |
| C-A | 236 | | | 236 | | | |
| A-B | 108 | | | 108 | | | |
| A-C | 324 | | | 324 | | | |

08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 265 | 648 | 0.409 | 264 | 0.7 | 9.916 | A |
| B-A | 55 | 295 | 0.186 | 55 | 0.3 | 18.073 | C |
| C-AB | 257 | 568 | 0.453 | 256 | 0.9 | 12.649 | B |
| C-A | 281 | | | 281 | | | |
| A-B | 129 | | | 129 | | | |
| A-C | 387 | | | 387 | | | |

08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 325 | 602 | 0.540 | 323 | 1.2 | 13.593 | B |
| B-A | 67 | 234 | 0.287 | 66 | 0.5 | 25.838 | D |
| C-AB | 315 | 537 | 0.588 | 313 | 1.5 | 17.500 | C |
| C-A | 344 | | | 344 | | | |
| A-B | 159 | | | 159 | | | |
| A-C | 475 | | | 475 | | | |

08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 325 | 601 | 0.541 | 325 | 1.2 | 13.815 | B |
| B-A | 67 | 233 | 0.288 | 67 | 0.5 | 26.230 | D |
| C-AB | 315 | 537 | 0.588 | 315 | 1.5 | 17.853 | C |
| C-A | 344 | | | 344 | | | |
| A-B | 159 | | | 159 | | | |
| A-C | 475 | | | 475 | | | |

09:00 - 09:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 265 | 647 | 0.410 | 267 | 0.7 | 10.087 | B |
| B-A | 55 | 294 | 0.187 | 56 | 0.3 | 18.345 | C |
| C-AB | 257 | 568 | 0.453 | 260 | 0.9 | 12.936 | B |
| C-A | 281 | | | 281 | | | |
| A-B | 129 | | | 129 | | | |
| A-C | 387 | | | 387 | | | |

09:15 - 09:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 222 | 678 | 0.327 | 223 | 0.5 | 8.398 | A |
| B-A | 46 | 336 | 0.136 | 46 | 0.2 | 15.031 | C |
| C-AB | 215 | 591 | 0.364 | 216 | 0.6 | 10.604 | B |
| C-A | 236 | | | 236 | | | |
| A-B | 108 | | | 108 | | | |
| A-C | 324 | | | 324 | | | |

2031 Operational Test 1, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|----------------------|--------------------|--------------|
| 1 | untitled | T-Junction | Two-way | 5.10 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|-------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D2 | 2031 Operational Test 1 | PM | ONE HOUR | 17:00 | 18:30 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages | 2.00 |

Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|-------------------------|--------------------|
| A | | ✓ | 395 | 100.000 |
| B | | ✓ | 336 | 100.000 |
| C | | ✓ | 643 | 100.000 |

Origin-Destination Data

Demand (PCU/hr)

| | | To | | |
|------|---|-----|-----|-----|
| | | A | B | C |
| From | A | 0 | 19 | 376 |
| | B | 86 | 0 | 250 |
| | C | 407 | 236 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | |
|------|---|----|---|---|
| | | A | B | C |
| From | A | 0 | 7 | 3 |
| | B | 3 | 0 | 1 |
| | C | 2 | 0 | 0 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-C | 0.45 | 10.73 | 0.8 | B |
| B-A | 0.34 | 20.38 | 0.5 | C |
| C-AB | 0.44 | 10.88 | 0.8 | B |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

Main Results for each time segment

17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 188 | 685 | 0.275 | 187 | 0.4 | 7.277 | A |
| B-A | 65 | 367 | 0.176 | 64 | 0.2 | 12.188 | B |
| C-AB | 178 | 628 | 0.283 | 176 | 0.4 | 7.935 | A |
| C-A | 306 | | | 306 | | | |
| A-B | 14 | | | 14 | | | |
| A-C | 283 | | | 283 | | | |

17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 225 | 657 | 0.342 | 224 | 0.5 | 8.386 | A |
| B-A | 77 | 330 | 0.235 | 77 | 0.3 | 14.649 | B |
| C-AB | 212 | 612 | 0.346 | 212 | 0.5 | 8.970 | A |
| C-A | 366 | | | 366 | | | |
| A-B | 17 | | | 17 | | | |
| A-C | 338 | | | 338 | | | |

17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 275 | 615 | 0.448 | 274 | 0.8 | 10.642 | B |
| B-A | 95 | 277 | 0.342 | 94 | 0.5 | 20.160 | C |
| C-AB | 260 | 590 | 0.440 | 259 | 0.8 | 10.821 | B |
| C-A | 448 | | | 448 | | | |
| A-B | 21 | | | 21 | | | |
| A-C | 414 | | | 414 | | | |

17:45 - 18:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 275 | 614 | 0.448 | 275 | 0.8 | 10.734 | B |
| B-A | 95 | 277 | 0.342 | 95 | 0.5 | 20.376 | C |
| C-AB | 260 | 590 | 0.440 | 260 | 0.8 | 10.884 | B |
| C-A | 448 | | | 448 | | | |
| A-B | 21 | | | 21 | | | |
| A-C | 414 | | | 414 | | | |

18:00 - 18:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 225 | 656 | 0.342 | 226 | 0.5 | 8.471 | A |
| B-A | 77 | 329 | 0.235 | 78 | 0.3 | 14.819 | B |
| C-AB | 212 | 612 | 0.346 | 213 | 0.5 | 9.036 | A |
| C-A | 366 | | | 366 | | | |
| A-B | 17 | | | 17 | | | |
| A-C | 338 | | | 338 | | | |

18:15 - 18:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 188 | 684 | 0.275 | 189 | 0.4 | 7.353 | A |
| B-A | 65 | 367 | 0.177 | 65 | 0.2 | 12.315 | B |
| C-AB | 178 | 628 | 0.283 | 178 | 0.4 | 8.009 | A |
| C-A | 306 | | | 306 | | | |
| A-B | 14 | | | 14 | | | |
| A-C | 283 | | | 283 | | | |

Appendix 10.1 – Junction Capacity Assessment Computer Output Files – 2031 Operational Test 2

| |
|---|
| Junctions 9 |
| PICADY 9 - Priority Intersection Module |
| Version: 9.0.1.4646 [] © Copyright TRL Limited, 2017 |
| For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk |
| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |

Filename: 2031 Operational Test 2.j9

Path: J:\40335 Millbrook Power Project\Junctions 9\Green Lane Site Access\2031 Operational Test 2

Report generation date: 18/08/2017 15:12:09

- »(Default Analysis Set) - 2031 Operational Test 2 , AM peak
- »(Default Analysis Set) - 2031 Operational Test 2, PM peak

Summary of junction performance

| | AM peak | | | | | PM peak | | | | |
|-------------------------------------|-------------|-----------|------|-----|--------------------|-------------|-----------|------|-----|--------------------|
| | Queue (PCU) | Delay (s) | RFC | LOS | Junction Delay (s) | Queue (PCU) | Delay (s) | RFC | LOS | Junction Delay (s) |
| A1 - 2031 Operational Test 2 | | | | | | | | | | |
| Stream B-C | 0.0 | 5.58 | 0.03 | A | 0.68 | 0.1 | 5.70 | 0.05 | A | 0.42 |
| Stream B-A | 0.0 | 0.00 | 0.00 | A | | 0.0 | 8.71 | 0.01 | A | |
| Stream C-AB | 0.1 | 7.09 | 0.08 | A | | 0.0 | 0.00 | 0.00 | A | |

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

| | |
|-------------|------------|
| Title | (untitled) |
| Location | |
| Site number | |
| Date | 18/11/2014 |
| Version | |
| Status | (new file) |
| Identifier | |
| Client | |
| Jobnumber | |
| Enumerator | jwilliams |
| Description | |

Units

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

Analysis Options

| Vehicle length (m) | Calculate Queue Percentiles | Calculate detailed queueing delay | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|--------------------|-----------------------------|-----------------------------------|-----------------------------|---------------|-----------------------------|-----------------------|
| 5.75 | | ✓ | | 0.85 | 36.00 | 20.00 |

Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|-------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2031 Operational Test 2 | AM peak | ONE HOUR | 08:00 | 09:30 | 15 | ✓ |
| D2 | 2031 Operational Test 2 | PM peak | ONE HOUR | 08:00 | 09:30 | 15 | ✓ |

Analysis Set Details

| ID | Name | Include in report | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|----|------------------------|-------------------|---------------------------------|-------------------------------------|
| A1 | (Default Analysis Set) | ✓ | 100.000 | 100.000 |

(Default Analysis Set) - 2031 Operational Test 2 , AM peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|----------|------------|---------------|----------------------|--------------------|--------------|
| 1 | (untitled) | T-Junction | Two-way | 0.68 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Arms

Arms

| Arm | Name | Description | Arm type |
|-----|----------------|-------------|----------|
| A | Green Lane (E) | | Major |
| B | Site Access | | Minor |
| C | Green Lane (W) | | Major |

Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right turn bay | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|-----|--------------------------|----------------------------|--------------------|-------------------------------|---------|----------------------|
| C | 6.25 | | | 76.0 | ✓ | 2.00 |

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

| Arm | Minor arm type | Width at give-way (m) | Width at 5m (m) | Width at 10m (m) | Width at 15m (m) | Width at 20m (m) | Estimate flare length | Flare length (PCU) | Visibility to left (m) | Visibility to right (m) |
|-----|---------------------|-----------------------|-----------------|------------------|------------------|------------------|-----------------------|--------------------|------------------------|-------------------------|
| B | One lane plus flare | 10.00 | 9.00 | 5.00 | 4.00 | 4.00 | ✓ | 2.00 | 43 | 36 |

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

| Junction | Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|----------|--------|--------------------|---------------|---------------|---------------|---------------|
| 1 | B-A | 509 | 0.092 | 0.232 | 0.146 | 0.331 |
| 1 | B-C | 750 | 0.114 | 0.288 | - | - |
| 1 | C-B | 618 | 0.237 | 0.237 | - | - |

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

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

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

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|-------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2031 Operational Test 2 | AM peak | ONE HOUR | 08:00 | 09:30 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A | | ONE HOUR | ✓ | 264 | 100.000 |
| B | | ONE HOUR | ✓ | 20 | 100.000 |
| C | | ONE HOUR | ✓ | 288 | 100.000 |

Origin-Destination Data

Demand (PCU/hr)

| | To | | | |
|------|----|-----|----|-----|
| | A | B | C | |
| From | A | 0 | 2 | 262 |
| | B | 0 | 0 | 20 |
| | C | 249 | 39 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | To | | | |
|------|----|---|---|---|
| | A | B | C | |
| From | A | 0 | 0 | 2 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) | Total Queueing Delay (PCU-min) | Average Queueing Delay (s) | Rate of Queueing Delay (PCU-min/min) | Inclusive Total Queueing Delay (PCU-min) | Inclusive Average Queueing Delay (s) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|--------------------------------|----------------------------|--------------------------------------|--|--------------------------------------|
| B-C | 0.03 | 5.58 | 0.0 | A | 18 | 28 | 2.49 | 5.42 | 0.03 | 2.49 | 5.42 |
| B-A | 0.00 | 0.00 | 0.0 | A | 0 | 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| C-AB | 0.08 | 7.09 | 0.1 | A | 36 | 54 | 6.17 | 6.88 | 0.07 | 6.17 | 6.88 |
| C-A | | | | | 228 | 343 | | | | | |
| A-B | | | | | 2 | 3 | | | | | |
| A-C | | | | | 240 | 361 | | | | | |

Main Results for each time segment

08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 15 | 4 | 693 | 0.022 | 15 | 0.0 | 0.0 | 5.307 | A |
| B-A | 0 | 0 | 426 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-AB | 29 | 7 | 571 | 0.051 | 29 | 0.0 | 0.1 | 6.634 | A |
| C-A | 187 | 47 | | | 187 | | | | |
| A-B | 2 | 0.38 | | | 2 | | | | |
| A-C | 197 | 49 | | | 197 | | | | |

08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 18 | 4 | 682 | 0.026 | 18 | 0.0 | 0.0 | 5.418 | A |
| B-A | 0 | 0 | 410 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-AB | 35 | 9 | 563 | 0.062 | 35 | 0.1 | 0.1 | 6.823 | A |
| C-A | 224 | 56 | | | 224 | | | | |
| A-B | 2 | 0.45 | | | 2 | | | | |
| A-C | 236 | 59 | | | 236 | | | | |

08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 22 | 6 | 667 | 0.033 | 22 | 0.0 | 0.0 | 5.581 | A |
| B-A | 0 | 0 | 388 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-AB | 43 | 11 | 551 | 0.078 | 43 | 0.1 | 0.1 | 7.089 | A |
| C-A | 274 | 69 | | | 274 | | | | |
| A-B | 2 | 0.55 | | | 2 | | | | |
| A-C | 288 | 72 | | | 288 | | | | |

08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 22 | 6 | 667 | 0.033 | 22 | 0.0 | 0.0 | 5.581 | A |
| B-A | 0 | 0 | 388 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-AB | 43 | 11 | 551 | 0.078 | 43 | 0.1 | 0.1 | 7.089 | A |
| C-A | 274 | 69 | | | 274 | | | | |
| A-B | 2 | 0.55 | | | 2 | | | | |
| A-C | 288 | 72 | | | 288 | | | | |

09:00 - 09:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 18 | 4 | 682 | 0.026 | 18 | 0.0 | 0.0 | 5.419 | A |
| B-A | 0 | 0 | 410 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-AB | 35 | 9 | 563 | 0.062 | 35 | 0.1 | 0.1 | 6.825 | A |
| C-A | 224 | 56 | | | 224 | | | | |
| A-B | 2 | 0.45 | | | 2 | | | | |
| A-C | 236 | 59 | | | 236 | | | | |

09:15 - 09:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 15 | 4 | 693 | 0.022 | 15 | 0.0 | 0.0 | 5.309 | A |
| B-A | 0 | 0 | 426 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-AB | 29 | 7 | 571 | 0.051 | 29 | 0.1 | 0.1 | 6.645 | A |
| C-A | 187 | 47 | | | 187 | | | | |
| A-B | 2 | 0.38 | | | 2 | | | | |
| A-C | 197 | 49 | | | 197 | | | | |

Queueing Delay Results for each time segment
08:00 - 08:15

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 0.32 | 0.02 | 5.307 | A | A |
| B-A | 0.00 | 0.00 | 0.000 | A | A |
| C-AB | 0.80 | 0.05 | 6.634 | A | A |

08:15 - 08:30

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 0.40 | 0.03 | 5.418 | A | A |
| B-A | 0.00 | 0.00 | 0.000 | A | A |
| C-AB | 0.99 | 0.07 | 6.823 | A | A |

08:30 - 08:45

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 0.50 | 0.03 | 5.581 | A | A |
| B-A | 0.00 | 0.00 | 0.000 | A | A |
| C-AB | 1.27 | 0.08 | 7.089 | A | A |

08:45 - 09:00

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 0.51 | 0.03 | 5.581 | A | A |
| B-A | 0.00 | 0.00 | 0.000 | A | A |
| C-AB | 1.28 | 0.09 | 7.089 | A | A |

09:00 - 09:15

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 0.42 | 0.03 | 5.419 | A | A |
| B-A | 0.00 | 0.00 | 0.000 | A | A |
| C-AB | 1.01 | 0.07 | 6.825 | A | A |

09:15 - 09:30

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 0.34 | 0.02 | 5.309 | A | A |
| B-A | 0.00 | 0.00 | 0.000 | A | A |
| C-AB | 0.82 | 0.05 | 6.645 | A | A |

(Default Analysis Set) - 2031 Operational Test 2, PM peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|----------|------------|---------------|----------------------|--------------------|--------------|
| 1 | (untitled) | T-Junction | Two-way | 0.42 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|-------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D2 | 2031 Operational Test 2 | PM peak | ONE HOUR | 08:00 | 09:30 | 15 | ✓ |

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

Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A | | ONE HOUR | ✓ | 242 | 100.000 |
| B | | ONE HOUR | ✓ | 36 | 100.000 |
| C | | ONE HOUR | ✓ | 229 | 100.000 |

Origin-Destination Data

Demand (PCU/hr)

| | To | | | |
|------|----|-----|---|-----|
| | A | B | C | |
| From | A | 0 | 0 | 242 |
| | B | 3 | 0 | 33 |
| | C | 229 | 0 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | To | | | |
|------|----|---|---|---|
| | A | B | C | |
| From | A | 0 | 0 | 1 |
| | B | 0 | 0 | 0 |
| | C | 1 | 0 | 0 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) | Total Queueing Delay (PCU-min) | Average Queueing Delay (s) | Rate of Queueing Delay (PCU-min/min) | Inclusive Total Queueing Delay (PCU-min) | Inclusive Average Queueing Delay (s) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|--------------------------------|----------------------------|--------------------------------------|--|--------------------------------------|
| B-C | 0.05 | 5.70 | 0.1 | A | 30 | 45 | 4.18 | 5.52 | 0.05 | 4.18 | 5.52 |
| B-A | 0.01 | 8.71 | 0.0 | A | 3 | 4 | 0.57 | 8.35 | 0.01 | 0.57 | 8.35 |
| C-AB | 0.00 | 0.00 | 0.0 | A | 0 | 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| C-A | | | | | 210 | 315 | | | | | |
| A-B | | | | | 0 | 0 | | | | | |
| A-C | | | | | 222 | 333 | | | | | |

Main Results for each time segment

08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 25 | 6 | 692 | 0.036 | 25 | 0.0 | 0.0 | 5.394 | A |
| B-A | 2 | 0.56 | 448 | 0.005 | 2 | 0.0 | 0.0 | 8.076 | A |
| C-AB | 0 | 0 | 1155 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 172 | 43 | | | 172 | | | | |
| A-B | 0 | 0 | | | 0 | | | | |
| A-C | 182 | 46 | | | 182 | | | | |

08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 30 | 7 | 682 | 0.044 | 30 | 0.0 | 0.0 | 5.521 | A |
| B-A | 3 | 0.67 | 435 | 0.006 | 3 | 0.0 | 0.0 | 8.332 | A |
| C-AB | 0 | 0 | 1139 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 206 | 51 | | | 206 | | | | |
| A-B | 0 | 0 | | | 0 | | | | |
| A-C | 218 | 54 | | | 218 | | | | |

08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 36 | 9 | 667 | 0.054 | 36 | 0.0 | 0.1 | 5.704 | A |
| B-A | 3 | 0.83 | 416 | 0.008 | 3 | 0.0 | 0.0 | 8.714 | A |
| C-AB | 0 | 0 | 1115 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 252 | 63 | | | 252 | | | | |
| A-B | 0 | 0 | | | 0 | | | | |
| A-C | 266 | 67 | | | 266 | | | | |

08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 36 | 9 | 667 | 0.054 | 36 | 0.1 | 0.1 | 5.704 | A |
| B-A | 3 | 0.83 | 416 | 0.008 | 3 | 0.0 | 0.0 | 8.714 | A |
| C-AB | 0 | 0 | 1115 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 252 | 63 | | | 252 | | | | |
| A-B | 0 | 0 | | | 0 | | | | |
| A-C | 266 | 67 | | | 266 | | | | |

09:00 - 09:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 30 | 7 | 682 | 0.044 | 30 | 0.1 | 0.0 | 5.522 | A |
| B-A | 3 | 0.67 | 435 | 0.006 | 3 | 0.0 | 0.0 | 8.332 | A |
| C-AB | 0 | 0 | 1139 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 206 | 51 | | | 206 | | | | |
| A-B | 0 | 0 | | | 0 | | | | |
| A-C | 218 | 54 | | | 218 | | | | |

09:15 - 09:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-----|
| B-C | 25 | 6 | 692 | 0.036 | 25 | 0.0 | 0.0 | 5.399 | A |
| B-A | 2 | 0.56 | 448 | 0.005 | 2 | 0.0 | 0.0 | 8.076 | A |
| C-AB | 0 | 0 | 1155 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 172 | 43 | | | 172 | | | | |
| A-B | 0 | 0 | | | 0 | | | | |
| A-C | 182 | 46 | | | 182 | | | | |

Queueing Delay Results for each time segment
08:00 - 08:15

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 0.54 | 0.04 | 5.394 | A | A |
| B-A | 0.07 | 0.00 | 8.076 | A | A |
| C-AB | 0.00 | 0.00 | 0.000 | A | A |

08:15 - 08:30

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 0.67 | 0.04 | 5.521 | A | A |
| B-A | 0.09 | 0.01 | 8.332 | A | A |
| C-AB | 0.00 | 0.00 | 0.000 | A | A |

08:30 - 08:45

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 0.84 | 0.06 | 5.704 | A | A |
| B-A | 0.12 | 0.01 | 8.714 | A | A |
| C-AB | 0.00 | 0.00 | 0.000 | A | A |

08:45 - 09:00

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 0.86 | 0.06 | 5.704 | A | A |
| B-A | 0.12 | 0.01 | 8.714 | A | A |
| C-AB | 0.00 | 0.00 | 0.000 | A | A |

09:00 - 09:15

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 0.70 | 0.05 | 5.522 | A | A |
| B-A | 0.10 | 0.01 | 8.332 | A | A |
| C-AB | 0.00 | 0.00 | 0.000 | A | A |

09:15 - 09:30

| Stream | Queueing total delay (PCU-min) | Queueing rate of delay (PCU-min/min) | Average delay per arriving vehicle (s) | Unsignalised level of service | Signalised level of service |
|--------|--------------------------------|--------------------------------------|--|-------------------------------|-----------------------------|
| B-C | 0.57 | 0.04 | 5.399 | A | A |
| B-A | 0.08 | 0.01 | 8.076 | A | A |
| C-AB | 0.00 | 0.00 | 0.000 | A | A |

| |
|---|
| <h1>Junctions 9</h1> |
| <h2>PICADY 9 - Priority Intersection Module</h2> |
| Version: 9.0.1.4646 [] © Copyright TRL Limited, 2017 |
| For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk |
| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |

Filename: Bedford Rd - Green Lane Operational Test 2.j9

Path: J:\40335 Millbrook Power Project\Junctions 9\Bedford Road - Green Lane\2031 Operational Test 2

Report generation date: 18/08/2017 14:33:19

»2031 Operational Test 2, AM

»2031 Operational Test 2, PM

Summary of junction performance

| | AM | | | | | PM | | | | |
|--------------------------------|-------------|-----------|------|-----|--------------------|-------------|-----------|------|-----|--------------------|
| | Queue (PCU) | Delay (s) | RFC | LOS | Junction Delay (s) | Queue (PCU) | Delay (s) | RFC | LOS | Junction Delay (s) |
| 2031 Operational Test 2 | | | | | | | | | | |
| Stream B-C | 1.4 | 15.22 | 0.58 | C | 8.18 | 0.9 | 11.70 | 0.48 | B | 5.59 |
| Stream B-A | 0.6 | 29.28 | 0.33 | D | | 0.7 | 22.24 | 0.40 | C | |
| Stream C-AB | 1.9 | 20.41 | 0.64 | C | | 0.8 | 10.95 | 0.44 | B | |

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

| | |
|-------------|-------------|
| Title | (untitled) |
| Location | |
| Site number | |
| Date | 24/07/2017 |
| Version | |
| Status | (new file) |
| Identifier | |
| Client | |
| Jobnumber | |
| Enumerator | PBA\pcullen |
| Description | |

Units

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

Analysis Options

| Calculate Queue Percentiles | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|-----------------------------|-----------------------------|---------------|-----------------------------|-----------------------|
| | | 0.85 | 36.00 | 20.00 |

Demand Set Summary

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|-------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D1 | 2031 Operational Test 2 | AM | ONE HOUR | 08:00 | 09:30 | 15 |
| D2 | 2031 Operational Test 2 | PM | ONE HOUR | 17:00 | 18:30 | 15 |

Analysis Set Details

| ID | Network flow scaling factor (%) |
|----|---------------------------------|
| A1 | 100.000 |

2031 Operational Test 2, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|----------------------|--------------------|--------------|
| 1 | untitled | T-Junction | Two-way | 8.18 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Arms

Arms

| Arm | Name | Description | Arm type |
|-----|----------------|-------------|----------|
| A | Bedford Rd (N) | | Major |
| B | Green Lane | | Minor |
| C | Bedford Rd (S) | | Major |

Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right turn bay | Width for right turn (m) | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|-----|--------------------------|----------------------------|--------------------|--------------------------|-------------------------------|---------|----------------------|
| C | 6.00 | | ✓ | 2.80 | 160.0 | ✓ | 13.00 |

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

| Arm | Minor arm type | Width at give-way (m) | Width at 5m (m) | Width at 10m (m) | Width at 15m (m) | Width at 20m (m) | Estimate flare length | Flare length (PCU) | Visibility to left (m) | Visibility to right (m) |
|-----|---------------------|-----------------------|-----------------|------------------|------------------|------------------|-----------------------|--------------------|------------------------|-------------------------|
| B | One lane plus flare | 10.00 | 10.00 | 7.60 | 6.00 | 5.00 | ✓ | 3.00 | 58 | 110 |

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

| Junction | Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|----------|--------|--------------------|---------------|---------------|---------------|---------------|
| 1 | B-A | 546 | 0.099 | 0.251 | 0.158 | 0.359 |
| 1 | B-C | 819 | 0.126 | 0.318 | - | - |
| 1 | C-B | 710 | 0.275 | 0.275 | - | - |

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|-------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D1 | 2031 Operational Test 2 | AM | ONE HOUR | 08:00 | 09:30 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages | 2.00 |

Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|-------------------------|--------------------|
| A | | ✓ | 585 | 100.000 |
| B | | ✓ | 376 | 100.000 |
| C | | ✓ | 622 | 100.000 |

Origin-Destination Data

Demand (PCU/hr)

| | To | | | |
|------|----|-----|-----|-----|
| | A | B | C | |
| From | A | 0 | 154 | 431 |
| | B | 65 | 0 | 311 |
| | C | 313 | 309 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | To | | | |
|------|----|----|----|---|
| | A | B | C | |
| From | A | 0 | 3 | 8 |
| | B | 21 | 0 | 6 |
| | C | 11 | 10 | 0 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-C | 0.58 | 15.22 | 1.4 | C |
| B-A | 0.33 | 29.28 | 0.6 | D |
| C-AB | 0.64 | 20.41 | 1.9 | C |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

Main Results for each time segment

08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 234 | 676 | 0.346 | 232 | 0.6 | 8.553 | A |
| B-A | 49 | 331 | 0.148 | 48 | 0.2 | 15.375 | C |
| C-AB | 233 | 589 | 0.395 | 230 | 0.7 | 10.943 | B |
| C-A | 236 | | | 236 | | | |
| A-B | 116 | | | 116 | | | |
| A-C | 324 | | | 324 | | | |

08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 280 | 644 | 0.434 | 279 | 0.8 | 10.424 | B |
| B-A | 58 | 286 | 0.204 | 58 | 0.3 | 19.067 | C |
| C-AB | 278 | 566 | 0.491 | 276 | 1.0 | 13.637 | B |
| C-A | 281 | | | 281 | | | |
| A-B | 138 | | | 138 | | | |
| A-C | 387 | | | 387 | | | |

08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 342 | 594 | 0.576 | 340 | 1.4 | 14.883 | B |
| B-A | 72 | 222 | 0.323 | 71 | 0.6 | 28.657 | D |
| C-AB | 341 | 535 | 0.638 | 338 | 1.8 | 19.818 | C |
| C-A | 344 | | | 344 | | | |
| A-B | 170 | | | 170 | | | |
| A-C | 475 | | | 475 | | | |

08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 342 | 593 | 0.578 | 342 | 1.4 | 15.216 | C |
| B-A | 72 | 220 | 0.325 | 72 | 0.6 | 29.282 | D |
| C-AB | 341 | 535 | 0.638 | 341 | 1.9 | 20.406 | C |
| C-A | 344 | | | 344 | | | |
| A-B | 170 | | | 170 | | | |
| A-C | 475 | | | 475 | | | |

09:00 - 09:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 280 | 642 | 0.435 | 282 | 0.8 | 10.652 | B |
| B-A | 58 | 284 | 0.206 | 59 | 0.3 | 19.452 | C |
| C-AB | 278 | 566 | 0.491 | 281 | 1.1 | 14.071 | B |
| C-A | 281 | | | 281 | | | |
| A-B | 138 | | | 138 | | | |
| A-C | 387 | | | 387 | | | |

09:15 - 09:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 234 | 675 | 0.347 | 235 | 0.6 | 8.700 | A |
| B-A | 49 | 329 | 0.149 | 49 | 0.2 | 15.596 | C |
| C-AB | 233 | 589 | 0.395 | 234 | 0.7 | 11.205 | B |
| C-A | 236 | | | 236 | | | |
| A-B | 116 | | | 116 | | | |
| A-C | 324 | | | 324 | | | |

2031 Operational Test 2, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

| Junction | Name | Junction Type | Major road direction | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|----------------------|--------------------|--------------|
| 1 | untitled | T-Junction | Two-way | 5.59 | A |

Junction Network Options

| Driving side | Lighting |
|--------------|----------------|
| Left | Normal/unknown |

Traffic Demand

Demand Set Details

| ID | Scenario name | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|-------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D2 | 2031 Operational Test 2 | PM | ONE HOUR | 17:00 | 18:30 | 15 |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages | 2.00 |

Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|-------------------------|--------------------|
| A | | ✓ | 402 | 100.000 |
| B | | ✓ | 362 | 100.000 |
| C | | ✓ | 643 | 100.000 |

Origin-Destination Data

Demand (PCU/hr)

| | | To | | |
|------|---|-----|-----|-----|
| | | A | B | C |
| From | A | 0 | 26 | 376 |
| | B | 99 | 0 | 263 |
| | C | 407 | 236 | 0 |

Vehicle Mix

Heavy Vehicle Percentages

| | | To | | |
|------|---|----|---|---|
| | | A | B | C |
| From | A | 0 | 7 | 3 |
| | B | 3 | 0 | 1 |
| | C | 2 | 0 | 0 |

Results

Results Summary for whole modelled period

| Stream | Max RFC | Max delay (s) | Max Queue (PCU) | Max LOS |
|--------|---------|---------------|-----------------|---------|
| B-C | 0.48 | 11.70 | 0.9 | B |
| B-A | 0.40 | 22.24 | 0.7 | C |
| C-AB | 0.44 | 10.95 | 0.8 | B |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

Main Results for each time segment

17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 198 | 677 | 0.292 | 196 | 0.4 | 7.535 | A |
| B-A | 75 | 368 | 0.203 | 74 | 0.3 | 12.546 | B |
| C-AB | 178 | 627 | 0.283 | 176 | 0.4 | 7.960 | A |
| C-A | 306 | | | 306 | | | |
| A-B | 20 | | | 20 | | | |
| A-C | 283 | | | 283 | | | |

17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 236 | 648 | 0.365 | 236 | 0.6 | 8.811 | A |
| B-A | 89 | 330 | 0.270 | 89 | 0.4 | 15.336 | C |
| C-AB | 212 | 611 | 0.347 | 212 | 0.5 | 9.007 | A |
| C-A | 366 | | | 366 | | | |
| A-B | 23 | | | 23 | | | |
| A-C | 338 | | | 338 | | | |

17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 290 | 601 | 0.482 | 288 | 0.9 | 11.568 | B |
| B-A | 109 | 276 | 0.395 | 108 | 0.6 | 21.922 | C |
| C-AB | 260 | 588 | 0.442 | 259 | 0.8 | 10.890 | B |
| C-A | 448 | | | 448 | | | |
| A-B | 29 | | | 29 | | | |
| A-C | 414 | | | 414 | | | |

17:45 - 18:00

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 290 | 600 | 0.483 | 290 | 0.9 | 11.703 | B |
| B-A | 109 | 275 | 0.396 | 109 | 0.7 | 22.245 | C |
| C-AB | 260 | 588 | 0.442 | 260 | 0.8 | 10.955 | B |
| C-A | 448 | | | 448 | | | |
| A-B | 29 | | | 29 | | | |
| A-C | 414 | | | 414 | | | |

18:00 - 18:15

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 236 | 647 | 0.366 | 238 | 0.6 | 8.925 | A |
| B-A | 89 | 329 | 0.270 | 90 | 0.4 | 15.561 | C |
| C-AB | 212 | 611 | 0.347 | 213 | 0.5 | 9.076 | A |
| C-A | 366 | | | 366 | | | |
| A-B | 23 | | | 23 | | | |
| A-C | 338 | | | 338 | | | |

18:15 - 18:30

| Stream | Total Demand (PCU/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | LOS |
|--------|-----------------------|-------------------|-------|---------------------|-----------------|-----------|-----|
| B-C | 198 | 676 | 0.293 | 199 | 0.4 | 7.624 | A |
| B-A | 75 | 367 | 0.203 | 75 | 0.3 | 12.707 | B |
| C-AB | 178 | 627 | 0.283 | 178 | 0.4 | 8.035 | A |
| C-A | 306 | | | 306 | | | |
| A-B | 20 | | | 20 | | | |
| A-C | 283 | | | 283 | | | |