



Highways & Access Review

Date: 01 February 2023
File Ref: MA/P22-2792 Sutton Lane, Market Bosworth
Subject: Proposed Access Point (Sutton Lane)

1.0 INTRODUCTION

- 1.1 This Highways & Access Review has been prepared by Create Consulting Engineers Ltd on behalf of our Client (Adam Tarver) to cover highways matters relating to proposals for a new point of vehicular/pedestrian/cyclist access onto the South side of Sutton Lane, Market Bosworth at land referred to as The Barn.
- 1.2 The current access is on the back of the existing barn and the proposals are for a new access to be created to serve a “Paragraph 80” dwelling. Paragraph 80 refers to the section of the National Planning Policy Framework (NPPF) which sets out the government guidelines for building new isolated homes in rural areas.
- 1.3 This proposed access point for the development would be situated some 55m to the South-east of The Barn’s existing access point, which itself would be retained and continue to serve the existing agricultural building on the Site. A spur would also be taken off the new track leading from the proposed access point onto Sutton Lane to provide an alternative means of accessing The Barn. The new track would then continue on leading to the proposed dwelling.

2.0 EXISTING SITUATION

- 2.1 The Site is located approximately 1.25km to the South-east of Market Bosworth town centre and fronts onto the South side of Sutton Lane.
- 2.2 In the vicinity of the Site, Sutton Lane is a narrow rural road subject to the national speed limit and is a single carriageway averaging at approximately 2.75m in width. At its northern end towards where the main built-up area of the village terminates the road is gated although not technically closed to through-traffic.

- 2.3 While the character of the road remains the same, towards its southern end, Sutton Lane becomes Bosworth Road. This in turn connects with Ambion Road by way of a simple T-junction approximately 1km to the South. At the transition point where Sutton Lane becomes Bosworth Road another gate is provided within the highway, in addition to that provided to the North of The Barn.
- 2.4 As well as accommodating local vehicular traffic, Sutton Lane currently forms a popular rural walking and cycling route for leisure and essentially functions as shared-space and could be described as a “Quiet Lane”. In the event that a vehicle does pass along Sutton Lane then there is ample opportunity for pedestrians to step out of the way of traffic onto the wide verges either side of the carriageway. Also, inter-visibility between road users is generally extensive on account of the generally straight alignment of Sutton Lane.
- 2.5 Market Bosworth itself (within readily achievable walking and cycling distance of the Site) offers various shops, including craft and antique shops, small cafes, a traditional green grocery store, convenience store, newsagents and bank. A regular market takes place on Wednesdays and there are also monthly Sunday Farmers’ Markets. The town also has a doctor’s surgery, dentist and library. The town has three schools, Market Bosworth Primary and Junior School, The Market Bosworth School, and the private Dixie Grammar School, three churches, Anglican, Catholic and Free Church, a fire station, and a large hotel. Bus services are also available from Market Bosworth with regular services connecting to the city of Leicester and other local market towns and villages.

Traffic Flows

- 2.6 To assess the existing situation an Automatic Traffic Counter (ATC) was installed along the frontage of the Site (grid ref: 52.61153, -1.39973).
- 2.7 The ATC survey results from 06 to 12 January 2023 show that existing 85th%ile design speeds on the frontage of the Site are northbound 30mph and 30mph southbound with mean speeds being 25mph and 25mph, respectively. These results are significantly below the existing 60mph national speed limit and demonstrate that there is no prevailing issue with respect to speeding at this location. Over the course of the seven-day ATC survey, approximately 280 vehicles were sampled. While ideally a greater sample size would have been achieved over the course of the ATC survey, in this case, we consider that sufficient information has been obtained upon which to derive credible average and 85th percentile speeds along Sutton Lane.
- 2.8 The full results of the traffic survey on the local section of the Sutton Lane are enclosed with this Technical Note and summarised in Table 2.1 below:

Direction (B1156)	Mean Speed (mph)	85 th ile Speed (mph)	Weekday Average (vpd)
Northbound	25	30	24
Southbound	25	30	17

Table 2.1: Traffic Survey Results

- 2.9 In the absence of formal footways, it can be asserted that the traffic speeds and volumes and lack of recorded highway accident outlined below mean the road functions successfully as “shared space” serving motorised vehicles, pedestrians and cyclists. The introduction of the proposed residential development of just one new dwelling at this location would not significantly alter the character of the road in terms of its functionality and Sutton Lane would continue to operate successfully as shared space. This is supported by the findings of Manual for Streets 1 which states that shared surface streets are likely to work well where the volume of motor traffic is below 100 vehicles per hour.
- 2.10 The traffic data recorded along Sutton Lane also indicates the frequency of opposing vehicles to also be low with only a handful of movements each hour, with dominant flows in the northbound direction.

Highway Accident Data

- 2.11 A review of local highway safety has been undertaken utilising personal injury accident data obtained using the “Crash Map” database. The Crash Map database includes information collected by the police relating to road traffic incidents where there has been a “Personal Injury Accident”. This data is approved by the National Statistics Authority and reported on by the Department for Transport.
- 2.12 The Crash Map database includes incidents from 1999 up to 2021 and data outputs extracted from Crash Map for the most recent five-year period to date are presented on the schematic diagram below:

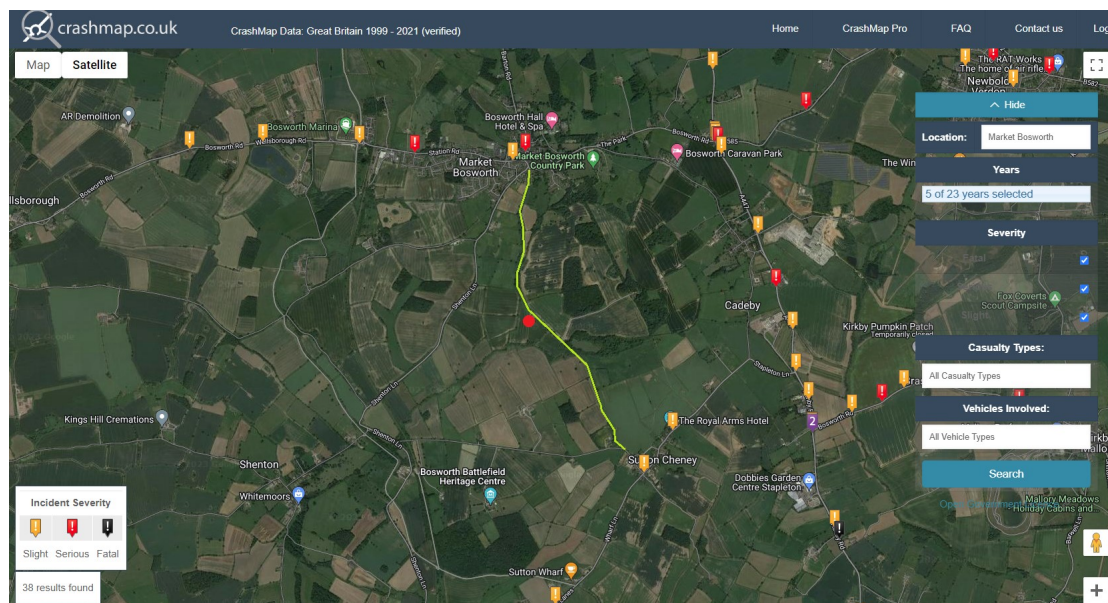


Figure 1: Crash Map Road Accident Data (source: Crash Map/Google Maps)

Note: Sutton Lane (and Bosworth Road) indicated by green line, the Site by a red circle

2.13 The information available on Crashmap shows that no recorded accidents have occurred on Sutton Lane between the village centre of Market Bosworth and the junction with the Ambion Road to the South. Indeed, Crashmap shows no accidents occurring along the frontage of the Site from as far back as records begin in 1999.

2.14 It can be concluded in this section of the report that the local highway network does not exhibit any readily identifiable multi-modal road safety issues that should hinder the proposed development at Sutton Lane from proceeding.

3.0 PROPOSED DEVELOPMENT

3.1 The proposals are for a single dwelling on the South side of Sutton Lane.

3.2 At a rural location such as this, the Highway Authority might typically cite that a residential dwelling could generate an average of approximately 5-6 vehicle movements per day. However, such levels of traffic could not reasonably be expected to be generated by the residential unit each and every day.

3.3 The levels of additional traffic generation arising from the proposed residential development are modest and should typically amount to only a couple of two-way vehicle trips in the morning and evening peak hours of activity, respectively.

3.4 The guidance and standards given in the Design Manual for Roads & Bridges (DMRB) are primarily applied to the design and upgrading of trunk road and motorway infrastructure. DMRB requirements should not strictly be applied directly to rural, traditional country roads such as Sutton Lane. Nevertheless, drawing 2792/03/001 demonstrates how access visibility of 70m could be achieved to the left (North) and right (South) at a set-back of 2.4m,

in respect of the design speeds summarised in Table 2.1. The visibility splays are sized according to a design speed of 50kph (31mph).

- 3.5 In reality, levels of visibility would extend beyond 70m at a set-back of 2.4m. Even to the North where the bend in Sutton Lane and vegetation on the East side of the verge does ultimately become a constraint to the line of sight, at least 120m of visibility could still be provided in this direction. To the South visibility extends effectively as far as the eye can see.
- 3.6 The visibility splays shown on Create drawing 2792/03/001 fall within the land in the Client's ownership and/or the existing verge. It is noted that localised verge/vegetation trimming would be required in order to maximise visibility provision and that certain road-side object(s) may remain as "intermittent" features within the visibility splay(s).
- 3.7 Other than creating an opening, the impact on the hedge line fronting the Site would be minimal, however, given that the proposed access would be situated on the South side of Sutton Lane where the highway verge is generously wide, the associated visibility splays would be contained primarily within the existing verge.
- 3.8 There is no development directly opposite on Sutton Lane and consequently there are no concerns with respect to headlight glare from vehicles pulling out of the proposed driveway.
- 3.9 Swept path analysis using AutoCAD with AutoTrack is included on drawing 2792/03/001 illustrating how a "Large Passenger Car" specification of motorised vehicle would access the proposed development. The geometry of the new access point would be suitable to accommodate the turning requirements.

Drainage

- 3.10 The area of hardstanding proposed for the access point is minimal. It is anticipated that surface water drainage will be dealt with simply by means of run-off from the new hardstanding and soakage into the surrounding soft landscaping.
- 3.11 The layout of the access will be such that surface water is directed back into the Site to avoid additional drainage discharge onto Sutton Lane itself.

Waste Collection

- 3.12 A bin store would be located close to the new access point (see Architect's plans), and it is envisaged that collection would be on-street, as a continuation of the existing refuse collection round serving those properties along Sutton Lane towards the southern end of the built-up part of Market Bosworth.

4.0 CONCLUSION

- 4.1 In view of the findings of this Technical Note report, there are no reasonable highways grounds to object to the planning application for the access proposals onto Sutton Lane, Market Bosworth considered herein.

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Reference: MA/P22-2792 Technical Note 01

Encl: 2792/03/001 Proposed Access Strategy
Traffic Survey Results

PROPOSED TRACKS TO DEVELOPMENT AND NEW CONNECTION TO THE BARN

GENERAL NOTES

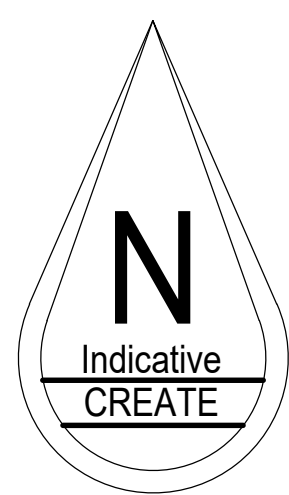
- THIS DRAWING IS PROVIDED AS A DRAFT FOR DISCUSSION ONLY AND MUST BE SUBJECT TO FURTHER CONSIDERATION AND A DETAILED HIGHWAY BOUNDARY SEARCH PRIOR TO BEING TAKEN FORWARD AS A VIABLE PROPOSAL.
- THE DATA BASED ON WHICH THIS MAP, TOPOGRAPHIC SURVEY AND DATA, HAS BEEN PREPARED, AND CONSEQUENTLY ANY MEASUREMENTS GIVEN ARE APPROXIMATE.
3. VISIBILITY SIGHTS BASED ON AN UNCORRECTED 50mH DESIGN SPEED.
4. ANY INFORMATION NOT SHOWN ON THIS DRAWING IS TO BE CARRIED OUT IN ACCORDANCE WITH NUGS GUIDELINES.
5. THIS DRAWING IS NOT TO BE PROTECTED IN ACCORDANCE WITH THE REQUIREMENTS OF THE RELEVANT STATUTORY AUTHORITIES.
6. TO BE READ IN CONJUNCTION WITH ALL OTHER LAYOUT AND DETAIL DRAWINGS.
7. ROAD MARKINGS AND SIGNS TO BE IN ACCORDANCE WITH THE CURRENT TDM.
8. ACCESS FOR PEDESTRIANS AND CYCLISTS IS TO BE MAINTAINED AT ALL TIMES. ACCESS TO PROPERTIES ARE TO BE MAINTAINED AND WORKS PROGRAMMED IN CONSULTATION WITH THE OWNER.
9. ROAD MARKINGS AND ROAD SIGNS ARE TO BE IN ACCORDANCE WITH THE TDM CURRENTLY IN FORCE.
10. ALL MEASUREMENTS IN METRES UNLESS OTHERWISE STATED.

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EXISTING ACCESS TO THE BARN

PROPOSED ACCESS

[illegible]

PROJECT LAND OFF SUTTON LAKE, MARKET BOSWORTH	DATE	16.01.23		DRAWING STATUS	DISCUSSION	 create CONSULTING ENGINEERS LTD	
	SCALE(S)	1:250	DESIGNED	MDA	DRAWN		MDA
	DRAWING TITLE	1:200	CHECKED	MDA	APPROVED		AF
	POTENTIAL ACCESS STRATEGY						
	JOB No	2792					
CLIENT ADAM TARVER	DRAWING No	03/001		REVISION	-		

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Site No. 608701 Site Ref. 608701
Site 01
Vehicle Count Report Week Begin: 06 January 2023 Channel: Northbound

	Fri Jan 06	Sat Jan 07	Sun Jan 08	Mon Jan 09	Tue Jan 10	Wed Jan 11	Thu Jan 12	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0
07:00	0	1	0	0	0	0	0	0	0
08:00	6	0	1	7	3	6	9	6	5
09:00	2	2	0	0	1	7	1	2	2
10:00	1	0	1	1	1	5	0	2	1
11:00	3	1	3	1	2	2	3	2	2
12:00	2	2	5	1	2	0	2	1	2
13:00	1	1	2	0	1	1	1	1	1
14:00	5	3	5	4	0	4	1	3	3
15:00	5	3	0	2	3	2	2	3	2
16:00	1	0	1	0	1	3	1	1	1
17:00	0	1	1	3	0	0	3	1	1
18:00	1	2	0	0	0	1	0	0	1
19:00	0	0	0	0	0	1	0	0	0
20:00	0	0	0	1	0	0	2	1	0
21:00	0	0	0	0	1	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
Total									
12H(7-19)	27	16	19	19	14	31	23	23	21
16H(6-22)	27	16	19	20	15	32	25	24	22
18H(6-24)	27	16	19	20	15	32	25	24	22
24H(0-24)	27	16	19	20	15	32	25	24	22
AM Peak	08:00 6	09:00 2	11:00 3	08:00 7	08:00 3	09:00 7	08:00 9	08:00 6	08:00 5
PM Peak	15:00 5	15:00 3	14:00 5	14:00 4	15:00 3	14:00 4	17:00 3	15:00 3	14:00 3

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Site No. 608701 Site Ref. 608701
Site 01
Vehicle Count Report Week Begin: 06 January 2023 Channel: Southbound

	Fri Jan 06	Sat Jan 07	Sun Jan 08	Mon Jan 09	Tue Jan 10	Wed Jan 11	Thu Jan 12	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	0	0	0	0	0
06:00	0	0	0	0	1	1	0	0	0
07:00	0	0	0	0	0	0	0	0	0
08:00	2	0	0	2	0	6	3	3	2
09:00	1	0	4	0	0	2	0	1	1
10:00	1	6	2	2	1	0	2	1	2
11:00	1	1	7	2	1	0	3	1	2
12:00	1	1	3	0	2	2	3	2	2
13:00	3	3	1	1	2	0	2	2	2
14:00	1	2	1	1	0	0	0	0	1
15:00	5	0	2	6	4	3	2	4	3
16:00	2	1	0	2	1	1	1	1	1
17:00	0	1	0	0	0	0	0	0	0
18:00	1	2	0	1	0	1	0	1	1
19:00	1	0	0	1	0	0	1	1	0
20:00	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	1	2	0	1	0
22:00	1	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
Total									
12H(7-19)	18	17	20	17	11	15	16	15	16
16H(6-22)	19	17	20	18	13	18	17	17	17
18H(6-24)	20	17	20	18	13	18	17	17	18
24H(0-24)	20	17	20	19	13	18	17	17	18
AM Peak	08:00 2	10:00 6	11:00 7	11:00 2	11:00 1	08:00 6	11:00 3	08:00 3	11:00 2
PM Peak	15:00 5	13:00 3	12:00 3	15:00 6	15:00 4	15:00 3	12:00 3	15:00 4	15:00 3

PCC Traffic Information Consultancy Ltd.

Site No. 608701 Site Ref. 608701
Site 01
Vehicle Count Report Week Begin: 06 January 2023 Channel: Total Flow

	Fri Jan 06	Sat Jan 07	Sun Jan 08	Mon Jan 09	Tue Jan 10	Wed Jan 11	Thu Jan 12	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	0	0	0	0	0
06:00	0	0	0	0	1	1	0	0	0
07:00	0	1	0	0	0	0	0	0	0
08:00	8	0	1	9	3	12	12	9	6
09:00	3	2	4	0	1	9	1	3	3
10:00	2	6	3	3	2	5	2	3	3
11:00	4	2	10	3	3	2	6	4	4
12:00	3	3	8	1	4	2	5	3	4
13:00	4	4	3	1	3	1	3	2	3
14:00	6	5	6	5	0	4	1	3	4
15:00	10	3	2	8	7	5	4	7	6
16:00	3	1	1	2	2	4	2	3	2
17:00	0	2	1	3	0	0	3	1	1
18:00	2	4	0	1	0	2	0	1	1
19:00	1	0	0	1	0	1	1	1	1
20:00	0	0	0	1	0	0	2	1	0
21:00	0	0	0	0	2	2	0	1	1
22:00	1	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
Total									
12H(7-19)	45	33	39	36	25	46	39	38	38
16H(6-22)	46	33	39	38	28	50	42	41	39
18H(6-24)	47	33	39	38	28	50	42	41	40
24H(0-24)	47	33	39	39	28	50	42	41	40
AM Peak	08:00 8	10:00 6	11:00 10	08:00 9	11:00 3	08:00 12	08:00 12	08:00 9	08:00 6
PM Peak	15:00 10	14:00 5	12:00 8	15:00 8	15:00 7	15:00 5	12:00 5	15:00 7	15:00 6

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Site No. 608701

Site Ref. 608701

Site 01

Classification Report

Week Begin: 06 January 2023

Channel: Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Ivan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Fri 6 Jan	27	4	23	0	0	0
Sat 7 Jan	16	1	15	0	0	0
Sun 8 Jan	19	5	14	0	0	0
Mon 9 Jan	20	2	17	1	0	0
Tue 10 Jan	15	2	13	0	0	0
Wed 11 Jan	32	4	28	0	0	0
Thu 12 Jan	25	2	19	4	0	0
5 Day Ave.	24	3	20	1	0	0
7 Day Ave.	22	3	18	1	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 608701

Site Ref. 608701

Site 01

Classification Report

Week Begin: 06 January 2023

Channel: Southbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Ivan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Fri 6 Jan	20	2	18	0	0	0
Sat 7 Jan	17	6	9	1	1	0
Sun 8 Jan	20	8	11	1	0	0
Mon 9 Jan	19	1	16	1	1	0
Tue 10 Jan	13	2	10	1	0	0
Wed 11 Jan	18	4	13	1	0	0
Thu 12 Jan	17	1	14	2	0	0
5 Day Ave.	17	2	14	1	0	0
7 Day Ave.	18	3	13	1	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 608701

Site Ref. 608701

Site 01

Classification I Site No.

Week Begin: 06 January 2023

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Ivan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Fri 6 Jan	47	6	41	0	0	0
Sat 7 Jan	33	7	24	1	1	0
Sun 8 Jan	39	13	25	1	0	0
Mon 9 Jan	39	3	33	2	1	0
Tue 10 Jan	28	4	23	1	0	0
Wed 11 Jan	50	8	41	1	0	0
Thu 12 Jan	42	3	33	6	0	0
5 Day Ave.	41	5	34	2	0	0
7 Day Ave.	40	6	31	2	0	0

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Site No.608701

Site Ref.608701

Site 01

Speed Report (Speed Limit 60 Mph)

Week Begin: 06 January 2023

Channel: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1<10Mph	Bin 210-<15	Bin 315-<20	Bin 420-<25	Bin 525-<30	Bin 630-<35	Bin 735-<40	Bin 840-<45	Bin 945-<50	Bin 1050-<55	Bin 1155-<60	Bin 1260-<65	Bin 13=>65
Fri 6 Jan	27	31	23	8	2	2	4	7	6	5	1	0	0	0	0	0	0
Sat 7 Jan	16	29	22	7	1	3	3	2	5	2	0	0	0	0	0	0	0
Sun 8 Jan	19	23	19	4	0	5	8	4	0	1	1	0	0	0	0	0	0
Mon 9 Jan	20	32	25	7	1	4	0	2	8	3	1	1	0	0	0	0	0
Tue 10 Jan	15	29	24	5	0	4	0	3	6	1	0	1	0	0	0	0	0
Wed 11 Jan	32	32	26	7	1	4	1	7	10	7	1	1	0	0	0	0	0
Thu 12 Jan	25	32	26	6	1	1	2	5	9	5	1	1	0	0	0	0	0
5 Day Ave.	24	31	25	7	1	3	1	5	8	4	1	1	0	0	0	0	0
7 Day Ave.	22	30	24	6	1	3	3	4	6	3	1	1	0	0	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No.608701

Site Ref.608701

Site 01

Speed Report (Speed Limit 60 Mph)

Week Begin: 06 January 2023

Channel: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1<10Mph	Bin 210-<15	Bin 315-<20	Bin 420-<25	Bin 525-<30	Bin 630-<35	Bin 735-<40	Bin 840-<45	Bin 945-<50	Bin 1050-<55	Bin 1155-<60	Bin 1260-<65	Bin 13=>65
Fri 6 Jan	20	32	24	7	3	1	1	5	5	3	1	0	1	0	0	0	0
Sat 7 Jan	17	28	19	8	2	4	5	1	3	1	1	0	0	0	0	0	0
Sun 8 Jan	20	18	14	3	1	12	6	1	0	0	0	0	0	0	0	0	0
Mon 9 Jan	19	33	27	5	0	2	1	3	7	4	1	0	1	0	0	0	0
Tue 10 Jan	13	30	25	5	1	1	1	3	4	1	2	0	0	0	0	0	0
Wed 11 Jan	18	34	26	8	1	2	2	2	4	4	3	0	0	0	0	0	0
Thu 12 Jan	17	33	25	8	0	4	0	5	2	4	1	1	0	0	0	0	0
5 Day Ave.	17	32	25	7	1	2	1	4	4	3	2	0	0	0	0	0	0
7 Day Ave.	18	30	23	7	1	4	2	3	4	2	1	0	0	0	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No.608701

Site Ref.608701

Site 01

Speed Report (Speed Limit 60 Mph)

Week Begin: 06 January 2023

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1<10Mph	Bin 210-<15	Bin 315-<20	Bin 420-<25	Bin 525-<30	Bin 630-<35	Bin 735-<40	Bin 840-<45	Bin 945-<50	Bin 1050-<55	Bin 1155-<60	Bin 1260-<65	Bin 13=>65
Fri 6 Jan	47	32	24	8	5	3	5	12	11	8	2	0	1	0	0	0	0
Sat 7 Jan	33	29	20	8	3	7	8	3	8	3	1	0	0	0	0	0	0
Sun 8 Jan	39	20	17	4	1	17	14	5	0	1	1	0	0	0	0	0	0
Mon 9 Jan	39	33	26	7	1	6	1	5	15	7	2	1	1	0	0	0	0
Tue 10 Jan	28	30	24	6	1	5	1	6	10	2	2	1	0	0	0	0	0
Wed 11 Jan	50	34	26	8	2	6	3	9	14	11	4	1	0	0	0	0	0
Thu 12 Jan	42	33	26	7	1	5	2	10	11	9	2	2	0	0	0	0	0
5 Day Ave.	41	32	25	7	2	5	2	8	12	7	2	1	0	0	0	0	0
7 Day Ave.	40	30	23	7	2	7	5	7	10	6	2	1	0	0	0	0	0

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	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	0	0	0	0	0	0
06:00	0	0	0	0	0	0
07:00	0	0	0	0	0	0
08:00	6	1	5	0	0	0
09:00	2	1	1	0	0	0
10:00	1	1	0	0	0	0
11:00	3	0	3	0	0	0
12:00	2	1	1	0	0	0
13:00	1	0	1	0	0	0
14:00	5	0	5	0	0	0
15:00	5	0	5	0	0	0
16:00	1	0	1	0	0	0
17:00	0	0	0	0	0	0
18:00	1	0	1	0	0	0
19:00	0	0	0	0	0	0
20:00	0	0	0	0	0	0
21:00	0	0	0	0	0	0
22:00	0	0	0	0	0	0
23:00	0	0	0	0	0	0
Total						
12H(7-19)	27	4	23	0	0	0
16H(6-22)	27	4	23	0	0	0
18H(6-24)	27	4	23	0	0	0
24H(0-24)	27	4	23	0	0	0
AM Peak	08:00 6	10:00 1	08:00 5	11:00 0	11:00 0	11:00 0
PM Peak	15:00 5	12:00 1	15:00 5	23:00 0	23:00 0	23:00 0

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	0	0	0	0	0	0
06:00	0	0	0	0	0	0
07:00	0	0	0	0	0	0
08:00	2	0	2	0	0	0
09:00	1	0	1	0	0	0
10:00	1	0	1	0	0	0
11:00	1	0	1	0	0	0
12:00	1	0	1	0	0	0
13:00	3	1	2	0	0	0
14:00	1	0	1	0	0	0
15:00	5	1	4	0	0	0
16:00	2	0	2	0	0	0
17:00	0	0	0	0	0	0
18:00	1	0	1	0	0	0
19:00	1	0	1	0	0	0
20:00	0	0	0	0	0	0
21:00	0	0	0	0	0	0
22:00	1	0	1	0	0	0
23:00	0	0	0	0	0	0
Total						
12H(7-19)	18	2	16	0	0	0
16H(6-22)	19	2	17	0	0	0
18H(6-24)	20	2	18	0	0	0
24H(0-24)	20	2	18	0	0	0
AM Peak	08:00 2	11:00 0	08:00 2	11:00 0	11:00 0	11:00 0
PM Peak	15:00 5	15:00 1	15:00 4	23:00 0	23:00 0	23:00 0

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	0	0	0	0	0	0
06:00	0	0	0	0	0	0
07:00	0	0	0	0	0	0
08:00	8	1	7	0	0	0
09:00	3	1	2	0	0	0
10:00	2	1	1	0	0	0
11:00	4	0	4	0	0	0
12:00	3	1	2	0	0	0
13:00	4	1	3	0	0	0
14:00	6	0	6	0	0	0
15:00	10	1	9	0	0	0
16:00	3	0	3	0	0	0
17:00	0	0	0	0	0	0
18:00	2	0	2	0	0	0
19:00	1	0	1	0	0	0
20:00	0	0	0	0	0	0
21:00	0	0	0	0	0	0
22:00	1	0	1	0	0	0
23:00	0	0	0	0	0	0
Total						
12H(7-19)	45	6	39	0	0	0
16H(6-22)	46	6	40	0	0	0
18H(6-24)	47	6	41	0	0	0
24H(0-24)	47	6	41	0	0	0
AM Peak	08:00 8	10:00 1	08:00 7	11:00 0	11:00 0	11:00 0
PM Peak	15:00 10	15:00 1	15:00 9	23:00 0	23:00 0	23:00 0

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	0	0	0	0	0	0
06:00	0	0	0	0	0	0
07:00	1	0	1	0	0	0
08:00	0	0	0	0	0	0
09:00	2	1	1	0	0	0
10:00	0	0	0	0	0	0
11:00	1	0	1	0	0	0
12:00	2	0	2	0	0	0
13:00	1	0	1	0	0	0
14:00	3	0	3	0	0	0
15:00	3	0	3	0	0	0
16:00	0	0	0	0	0	0
17:00	1	0	1	0	0	0
18:00	2	0	2	0	0	0
19:00	0	0	0	0	0	0
20:00	0	0	0	0	0	0
21:00	0	0	0	0	0	0
22:00	0	0	0	0	0	0
23:00	0	0	0	0	0	0
Total						
12H(7-19)	16	1	15	0	0	0
16H(6-22)	16	1	15	0	0	0
18H(6-24)	16	1	15	0	0	0
24H(0-24)	16	1	15	0	0	0
AM Peak	09:00 2	09:00 1	11:00 1	11:00 0	11:00 0	11:00 0
PM Peak	15:00 3	23:00 0	15:00 3	23:00 0	23:00 0	23:00 0

PCC Traffic Information Consultancy Ltd.

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	0	0	0	0	0	0
06:00	0	0	0	0	0	0
07:00	0	0	0	0	0	0
08:00	0	0	0	0	0	0
09:00	0	0	0	0	0	0
10:00	6	2	3	0	1	0
11:00	1	1	0	0	0	0
12:00	1	1	0	0	0	0
13:00	3	1	2	0	0	0
14:00	2	1	1	0	0	0
15:00	0	0	0	0	0	0
16:00	1	0	1	0	0	0
17:00	1	0	0	1	0	0
18:00	2	0	2	0	0	0
19:00	0	0	0	0	0	0
20:00	0	0	0	0	0	0
21:00	0	0	0	0	0	0
22:00	0	0	0	0	0	0
23:00	0	0	0	0	0	0
Total						
12H(7-19)	17	6	9	1	1	0
16H(6-22)	17	6	9	1	1	0
18H(6-24)	17	6	9	1	1	0
24H(0-24)	17	6	9	1	1	0
AM Peak	10:00 6	10:00 2	10:00 3	11:00 0	10:00 1	11:00 0
PM Peak	13:00 3	14:00 1	18:00 2	17:00 1	23:00 0	23:00 0

PCC Traffic Information Consultancy Ltd.

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	0	0	0	0	0	0
06:00	0	0	0	0	0	0
07:00	1	0	1	0	0	0
08:00	0	0	0	0	0	0
09:00	2	1	1	0	0	0
10:00	6	2	3	0	1	0
11:00	2	1	1	0	0	0
12:00	3	1	2	0	0	0
13:00	4	1	3	0	0	0
14:00	5	1	4	0	0	0
15:00	3	0	3	0	0	0
16:00	1	0	1	0	0	0
17:00	2	0	1	1	0	0
18:00	4	0	4	0	0	0
19:00	0	0	0	0	0	0
20:00	0	0	0	0	0	0
21:00	0	0	0	0	0	0
22:00	0	0	0	0	0	0
23:00	0	0	0	0	0	0
Total						
12H(7-19)	33	7	24	1	1	0
16H(6-22)	33	7	24	1	1	0
18H(6-24)	33	7	24	1	1	0
24H(0-24)	33	7	24	1	1	0
AM Peak	10:00 6	10:00 2	10:00 3	11:00 0	10:00 1	11:00 0
PM Peak	14:00 5	14:00 1	18:00 4	17:00 1	23:00 0	23:00 0

PCC Traffic Information Consultancy Ltd.

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	0	0	0	0	0	0
06:00	0	0	0	0	0	0
07:00	0	0	0	0	0	0
08:00	1	1	0	0	0	0
09:00	0	0	0	0	0	0
10:00	1	1	0	0	0	0
11:00	3	1	2	0	0	0
12:00	5	1	4	0	0	0
13:00	2	0	2	0	0	0
14:00	5	1	4	0	0	0
15:00	0	0	0	0	0	0
16:00	1	0	1	0	0	0
17:00	1	0	1	0	0	0
18:00	0	0	0	0	0	0
19:00	0	0	0	0	0	0
20:00	0	0	0	0	0	0
21:00	0	0	0	0	0	0
22:00	0	0	0	0	0	0
23:00	0	0	0	0	0	0
Total						
12H(7-19)	19	5	14	0	0	0
16H(6-22)	19	5	14	0	0	0
18H(6-24)	19	5	14	0	0	0
24H(0-24)	19	5	14	0	0	0
AM Peak	11:00 3	11:00 1	11:00 2	11:00 0	11:00 0	11:00 0
PM Peak	14:00 5	14:00 1	14:00 4	23:00 0	23:00 0	23:00 0

PCC Traffic Information Consultancy Ltd.

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	0	0	0	0	0	0
06:00	0	0	0	0	0	0
07:00	0	0	0	0	0	0
08:00	0	0	0	0	0	0
09:00	4	3	1	0	0	0
10:00	2	1	1	0	0	0
11:00	7	3	3	1	0	0
12:00	3	0	3	0	0	0
13:00	1	0	1	0	0	0
14:00	1	0	1	0	0	0
15:00	2	1	1	0	0	0
16:00	0	0	0	0	0	0
17:00	0	0	0	0	0	0
18:00	0	0	0	0	0	0
19:00	0	0	0	0	0	0
20:00	0	0	0	0	0	0
21:00	0	0	0	0	0	0
22:00	0	0	0	0	0	0
23:00	0	0	0	0	0	0
Total						
12H(7-19)	20	8	11	1	0	0
16H(6-22)	20	8	11	1	0	0
18H(6-24)	20	8	11	1	0	0
24H(0-24)	20	8	11	1	0	0
AM Peak	11:00 7	11:00 3	11:00 3	11:00 1	11:00 0	11:00 0
PM Peak	12:00 3	15:00 1	12:00 3	23:00 0	23:00 0	23:00 0

PCC Traffic Information Consultancy Ltd.

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	0	0	0	0	0	0
06:00	0	0	0	0	0	0
07:00	0	0	0	0	0	0
08:00	1	1	0	0	0	0
09:00	4	3	1	0	0	0
10:00	3	2	1	0	0	0
11:00	10	4	5	1	0	0
12:00	8	1	7	0	0	0
13:00	3	0	3	0	0	0
14:00	6	1	5	0	0	0
15:00	2	1	1	0	0	0
16:00	1	0	1	0	0	0
17:00	1	0	1	0	0	0
18:00	0	0	0	0	0	0
19:00	0	0	0	0	0	0
20:00	0	0	0	0	0	0
21:00	0	0	0	0	0	0
22:00	0	0	0	0	0	0
23:00	0	0	0	0	0	0
Total						
12H(7-19)	39	13	25	1	0	0
16H(6-22)	39	13	25	1	0	0
18H(6-24)	39	13	25	1	0	0
24H(0-24)	39	13	25	1	0	0
AM Peak	11:00 10	11:00 4	11:00 5	11:00 1	11:00 0	11:00 0
PM Peak	12:00 8	15:00 1	12:00 7	23:00 0	23:00 0	23:00 0

PCC Traffic Information Consultancy Ltd.

Site No.
608701

Site Ref.
608701

Site 01

Classification Report

09 Jan 2023

Channel: Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	0	0	0	0	0	0
06:00	0	0	0	0	0	0
07:00	0	0	0	0	0	0
08:00	7	0	6	1	0	0
09:00	0	0	0	0	0	0
10:00	1	0	1	0	0	0
11:00	1	1	0	0	0	0
12:00	1	0	1	0	0	0
13:00	0	0	0	0	0	0
14:00	4	1	3	0	0	0
15:00	2	0	2	0	0	0
16:00	0	0	0	0	0	0
17:00	3	0	3	0	0	0
18:00	0	0	0	0	0	0
19:00	0	0	0	0	0	0
20:00	1	0	1	0	0	0
21:00	0	0	0	0	0	0
22:00	0	0	0	0	0	0
23:00	0	0	0	0	0	0
Total						
12H(7-19)	19	2	16	1	0	0
16H(6-22)	20	2	17	1	0	0
18H(6-24)	20	2	17	1	0	0
24H(0-24)	20	2	17	1	0	0
AM Peak	08:00 7	11:00 1	08:00 6	08:00 1	11:00 0	11:00 0
PM Peak	14:00 4	14:00 1	17:00 3	23:00 0	23:00 0	23:00 0

PCC Traffic Information Consultancy Ltd.

Site No.
608701

Site Ref.
608701

Site 01

Classification Report

09 Jan 2023

Channel: Southbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	1	0	1	0	0	0
06:00	0	0	0	0	0	0
07:00	0	0	0	0	0	0
08:00	2	0	2	0	0	0
09:00	0	0	0	0	0	0
10:00	2	0	1	0	1	0
11:00	2	0	2	0	0	0
12:00	0	0	0	0	0	0
13:00	1	0	1	0	0	0
14:00	1	0	1	0	0	0
15:00	6	1	4	1	0	0
16:00	2	0	2	0	0	0
17:00	0	0	0	0	0	0
18:00	1	0	1	0	0	0
19:00	1	0	1	0	0	0
20:00	0	0	0	0	0	0
21:00	0	0	0	0	0	0
22:00	0	0	0	0	0	0
23:00	0	0	0	0	0	0
Total						
12H(7-19)	17	1	14	1	1	0
16H(6-22)	18	1	15	1	1	0
18H(6-24)	18	1	15	1	1	0
24H(0-24)	19	1	16	1	1	0
AM Peak	11:00 2	11:00 0	11:00 2	11:00 0	10:00 1	11:00 0
PM Peak	15:00 6	15:00 1	15:00 4	15:00 1	23:00 0	23:00 0

PCC Traffic Information Consultancy Ltd.

Site No.
608701

Site Ref.
608701

Site 01

Classification Report

09 Jan 2023

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	1	0	1	0	0	0
06:00	0	0	0	0	0	0
07:00	0	0	0	0	0	0
08:00	9	0	8	1	0	0
09:00	0	0	0	0	0	0
10:00	3	0	2	0	1	0
11:00	3	1	2	0	0	0
12:00	1	0	1	0	0	0
13:00	1	0	1	0	0	0
14:00	5	1	4	0	0	0
15:00	8	1	6	1	0	0
16:00	2	0	2	0	0	0
17:00	3	0	3	0	0	0
18:00	1	0	1	0	0	0
19:00	1	0	1	0	0	0
20:00	1	0	1	0	0	0
21:00	0	0	0	0	0	0
22:00	0	0	0	0	0	0
23:00	0	0	0	0	0	0
Total						
12H(7-19)	36	3	30	2	1	0
16H(6-22)	38	3	32	2	1	0
18H(6-24)	38	3	32	2	1	0
24H(0-24)	39	3	33	2	1	0
AM Peak	08:00 9	11:00 1	08:00 8	08:00 1	10:00 1	11:00 0
PM Peak	15:00 8	15:00 1	15:00 6	15:00 1	23:00 0	23:00 0

PCC Traffic Information Consultancy Ltd.

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	0	0	0	0	0	0
06:00	0	0	0	0	0	0
07:00	0	0	0	0	0	0
08:00	3	0	3	0	0	0
09:00	1	1	0	0	0	0
10:00	1	0	1	0	0	0
11:00	2	0	2	0	0	0
12:00	2	1	1	0	0	0
13:00	1	0	1	0	0	0
14:00	0	0	0	0	0	0
15:00	3	0	3	0	0	0
16:00	1	0	1	0	0	0
17:00	0	0	0	0	0	0
18:00	0	0	0	0	0	0
19:00	0	0	0	0	0	0
20:00	0	0	0	0	0	0
21:00	1	0	1	0	0	0
22:00	0	0	0	0	0	0
23:00	0	0	0	0	0	0
Total						
12H(7-19)	14	2	12	0	0	0
16H(6-22)	15	2	13	0	0	0
18H(6-24)	15	2	13	0	0	0
24H(0-24)	15	2	13	0	0	0
AM Peak	08:00 3	09:00 1	08:00 3	11:00 0	11:00 0	11:00 0
PM Peak	15:00 3	12:00 1	15:00 3	23:00 0	23:00 0	23:00 0

PCC Traffic Information Consultancy Ltd.

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	0	0	0	0	0	0
06:00	1	0	1	0	0	0
07:00	0	0	0	0	0	0
08:00	0	0	0	0	0	0
09:00	0	0	0	0	0	0
10:00	1	0	1	0	0	0
11:00	1	0	1	0	0	0
12:00	2	1	1	0	0	0
13:00	2	0	2	0	0	0
14:00	0	0	0	0	0	0
15:00	4	1	2	1	0	0
16:00	1	0	1	0	0	0
17:00	0	0	0	0	0	0
18:00	0	0	0	0	0	0
19:00	0	0	0	0	0	0
20:00	0	0	0	0	0	0
21:00	1	0	1	0	0	0
22:00	0	0	0	0	0	0
23:00	0	0	0	0	0	0
Total						
12H(7-19)	11	2	8	1	0	0
16H(6-22)	13	2	10	1	0	0
18H(6-24)	13	2	10	1	0	0
24H(0-24)	13	2	10	1	0	0
AM Peak	11:00 1	11:00 0	11:00 1	11:00 0	11:00 0	11:00 0
PM Peak	15:00 4	15:00 1	15:00 2	15:00 1	23:00 0	23:00 0

PCC Traffic Information Consultancy Ltd.

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	0	0	0	0	0	0
06:00	1	0	1	0	0	0
07:00	0	0	0	0	0	0
08:00	3	0	3	0	0	0
09:00	1	1	0	0	0	0
10:00	2	0	2	0	0	0
11:00	3	0	3	0	0	0
12:00	4	2	2	0	0	0
13:00	3	0	3	0	0	0
14:00	0	0	0	0	0	0
15:00	7	1	5	1	0	0
16:00	2	0	2	0	0	0
17:00	0	0	0	0	0	0
18:00	0	0	0	0	0	0
19:00	0	0	0	0	0	0
20:00	0	0	0	0	0	0
21:00	2	0	2	0	0	0
22:00	0	0	0	0	0	0
23:00	0	0	0	0	0	0
Total						
12H(7-19)	25	4	20	1	0	0
16H(6-22)	28	4	23	1	0	0
18H(6-24)	28	4	23	1	0	0
24H(0-24)	28	4	23	1	0	0
AM Peak	11:00 3	09:00 1	11:00 3	11:00 0	11:00 0	11:00 0
PM Peak	15:00 7	12:00 2	15:00 5	15:00 1	23:00 0	23:00 0

PCC Traffic Information Consultancy Ltd.

Site No. 608701 Site Ref. 608701
Site 01
Classification Report 11 Jan 2023 Channel: Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	0	0	0	0	0	0
06:00	0	0	0	0	0	0
07:00	0	0	0	0	0	0
08:00	6	1	5	0	0	0
09:00	7	0	7	0	0	0
10:00	5	2	3	0	0	0
11:00	2	0	2	0	0	0
12:00	0	0	0	0	0	0
13:00	1	1	0	0	0	0
14:00	4	0	4	0	0	0
15:00	2	0	2	0	0	0
16:00	3	0	3	0	0	0
17:00	0	0	0	0	0	0
18:00	1	0	1	0	0	0
19:00	1	0	1	0	0	0
20:00	0	0	0	0	0	0
21:00	0	0	0	0	0	0
22:00	0	0	0	0	0	0
23:00	0	0	0	0	0	0
Total						
12H(7-19)	31	4	27	0	0	0
16H(6-22)	32	4	28	0	0	0
18H(6-24)	32	4	28	0	0	0
24H(0-24)	32	4	28	0	0	0
AM Peak	09:00 7	10:00 2	09:00 7	11:00 0	11:00 0	11:00 0
PM Peak	14:00 4	13:00 1	14:00 4	23:00 0	23:00 0	23:00 0

PCC Traffic Information Consultancy Ltd.

Site No. 608701 Site Ref. 608701
Site 01
Classification Report 11 Jan 2023 Channel: Southbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	0	0	0	0	0	0
06:00	1	0	1	0	0	0
07:00	0	0	0	0	0	0
08:00	6	2	4	0	0	0
09:00	2	0	1	1	0	0
10:00	0	0	0	0	0	0
11:00	0	0	0	0	0	0
12:00	2	1	1	0	0	0
13:00	0	0	0	0	0	0
14:00	0	0	0	0	0	0
15:00	3	1	2	0	0	0
16:00	1	0	1	0	0	0
17:00	0	0	0	0	0	0
18:00	1	0	1	0	0	0
19:00	0	0	0	0	0	0
20:00	0	0	0	0	0	0
21:00	2	0	2	0	0	0
22:00	0	0	0	0	0	0
23:00	0	0	0	0	0	0
Total						
12H(7-19)	15	4	10	1	0	0
16H(6-22)	18	4	13	1	0	0
18H(6-24)	18	4	13	1	0	0
24H(0-24)	18	4	13	1	0	0
AM Peak	08:00 6	08:00 2	08:00 4	09:00 1	11:00 0	11:00 0
PM Peak	15:00 3	15:00 1	21:00 2	23:00 0	23:00 0	23:00 0

PCC Traffic Information Consultancy Ltd.

Site No. 608701 Site Ref. 608701
Site 01
Classification Report 11 Jan 2023 Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	0	0	0	0	0	0
06:00	1	0	1	0	0	0
07:00	0	0	0	0	0	0
08:00	12	3	9	0	0	0
09:00	9	0	8	1	0	0
10:00	5	2	3	0	0	0
11:00	2	0	2	0	0	0
12:00	2	1	1	0	0	0
13:00	1	1	0	0	0	0
14:00	4	0	4	0	0	0
15:00	5	1	4	0	0	0
16:00	4	0	4	0	0	0
17:00	0	0	0	0	0	0
18:00	2	0	2	0	0	0
19:00	1	0	1	0	0	0
20:00	0	0	0	0	0	0
21:00	2	0	2	0	0	0
22:00	0	0	0	0	0	0
23:00	0	0	0	0	0	0
Total						
12H(7-19)	46	8	37	1	0	0
16H(6-22)	50	8	41	1	0	0
18H(6-24)	50	8	41	1	0	0
24H(0-24)	50	8	41	1	0	0
AM Peak	08:00 12	08:00 3	08:00 9	09:00 1	11:00 0	11:00 0
PM Peak	15:00 5	15:00 1	16:00 4	23:00 0	23:00 0	23:00 0

PCC Traffic Information Consultancy Ltd.

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	0	0	0	0	0	0
06:00	0	0	0	0	0	0
07:00	0	0	0	0	0	0
08:00	9	0	7	2	0	0
09:00	1	1	0	0	0	0
10:00	0	0	0	0	0	0
11:00	3	0	1	2	0	0
12:00	2	0	2	0	0	0
13:00	1	1	0	0	0	0
14:00	1	0	1	0	0	0
15:00	2	0	2	0	0	0
16:00	1	0	1	0	0	0
17:00	3	0	3	0	0	0
18:00	0	0	0	0	0	0
19:00	0	0	0	0	0	0
20:00	2	0	2	0	0	0
21:00	0	0	0	0	0	0
22:00	0	0	0	0	0	0
23:00	0	0	0	0	0	0
Total						
12H(7-19)	23	2	17	4	0	0
16H(6-22)	25	2	19	4	0	0
18H(6-24)	25	2	19	4	0	0
24H(0-24)	25	2	19	4	0	0
AM Peak	08:00 9	09:00 1	08:00 7	11:00 2	11:00 0	11:00 0
PM Peak	17:00 3	13:00 1	17:00 3	23:00 0	23:00 0	23:00 0

PCC Traffic Information Consultancy Ltd.

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	0	0	0	0	0	0
06:00	0	0	0	0	0	0
07:00	0	0	0	0	0	0
08:00	3	0	2	1	0	0
09:00	0	0	0	0	0	0
10:00	2	0	2	0	0	0
11:00	3	0	2	1	0	0
12:00	3	0	3	0	0	0
13:00	2	0	2	0	0	0
14:00	0	0	0	0	0	0
15:00	2	1	1	0	0	0
16:00	1	0	1	0	0	0
17:00	0	0	0	0	0	0
18:00	0	0	0	0	0	0
19:00	1	0	1	0	0	0
20:00	0	0	0	0	0	0
21:00	0	0	0	0	0	0
22:00	0	0	0	0	0	0
23:00	0	0	0	0	0	0
Total						
12H(7-19)	16	1	13	2	0	0
16H(6-22)	17	1	14	2	0	0
18H(6-24)	17	1	14	2	0	0
24H(0-24)	17	1	14	2	0	0
AM Peak	11:00 3	11:00 0	11:00 2	11:00 1	11:00 0	11:00 0
PM Peak	12:00 3	15:00 1	12:00 3	23:00 0	23:00 0	23:00 0

PCC Traffic Information Consultancy Ltd.

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	0	0	0	0	0	0
05:00	0	0	0	0	0	0
06:00	0	0	0	0	0	0
07:00	0	0	0	0	0	0
08:00	12	0	9	3	0	0
09:00	1	1	0	0	0	0
10:00	2	0	2	0	0	0
11:00	6	0	3	3	0	0
12:00	5	0	5	0	0	0
13:00	3	1	2	0	0	0
14:00	1	0	1	0	0	0
15:00	4	1	3	0	0	0
16:00	2	0	2	0	0	0
17:00	3	0	3	0	0	0
18:00	0	0	0	0	0	0
19:00	1	0	1	0	0	0
20:00	2	0	2	0	0	0
21:00	0	0	0	0	0	0
22:00	0	0	0	0	0	0
23:00	0	0	0	0	0	0
Total						
12H(7-19)	39	3	30	6	0	0
16H(6-22)	42	3	33	6	0	0
18H(6-24)	42	3	33	6	0	0
24H(0-24)	42	3	33	6	0	0
AM Peak	08:00 12	09:00 1	08:00 9	11:00 3	11:00 0	11:00 0
PM Peak	12:00 5	15:00 1	12:00 5	23:00 0	23:00 0	23:00 0

PCC Traffic Information Consultancy Ltd.

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10~15	Bin 3 15~20	Bin 4 20~25	Bin 5 25~30	Bin 6 30~35	Bin 7 35~40	Bin 8 40~45	Bin 9 45~50	Bin 10 50~55	Bin 11 55~60	Bin 12 60~65	Bin 13 >=65
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	6	27			1	0	0	1	1	2	1	0	0	0	0	0	0
09:00	2	17			0	1	0	1	0	0	0	0	0	0	0	0	0
10:00	1	18			0	0	1	0	0	0	0	0	0	0	0	0	0
11:00	3	24			0	0	0	2	1	0	0	0	0	0	0	0	0
12:00	2	17			0	1	0	1	0	0	0	0	0	0	0	0	0
13:00	1	28			0	0	0	0	1	0	0	0	0	0	0	0	0
14:00	5	25			0	0	1	1	2	1	0	0	0	0	0	0	0
15:00	5	23			0	0	2	1	1	1	0	0	0	0	0	0	0
16:00	1	32			0	0	0	0	0	1	0	0	0	0	0	0	0
17:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	1	8			1	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
Total																	
12H(7-19)	27	31	23	8	2	2	4	7	6	5	1	0	0	0	0	0	0
16H(6-22)	27	31	23	8	2	2	4	7	6	5	1	0	0	0	0	0	0
18H(6-24)	27	31	23	8	2	2	4	7	6	5	1	0	0	0	0	0	0
24H(0-24)	27	31	23	8	2	2	4	7	6	5	1	0	0	0	0	0	0
AM Peak	08:00	-	08:00	-	08:00	09:00	10:00	11:00	11:00	08:00	08:00	-	-	-	-	-	-
	6	0	27	0	1	1	1	2	1	2	1	0	0	0	0	0	0
PM Peak	15:00	-	16:00	-	18:00	12:00	15:00	15:00	14:00	16:00	-	-	-	-	-	-	-
	5	0	32	0	1	1	2	1	2	1	0	0	0	0	0	0	0

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10~15	Bin 3 15~20	Bin 4 20~25	Bin 5 25~30	Bin 6 30~35	Bin 7 35~40	Bin 8 40~45	Bin 9 45~50	Bin 10 50~55	Bin 11 55~60	Bin 12 60~65	Bin 13 >=65
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	2	30			0	0	0	0	1	1	0	0	0	0	0	0	0
09:00	1	22			0	0	0	1	0	0	0	0	0	0	0	0	0
10:00	1	22			0	0	0	1	0	0	0	0	0	0	0	0	0
11:00	1	38			0	0	0	0	0	0	1	0	0	0	0	0	0
12:00	1	28			0	0	0	0	1	0	0	0	0	0	0	0	0
13:00	3	13			1	1	1	0	0	0	0	0	0	0	0	0	0
14:00	1	22			0	0	0	1	0	0	0	0	0	0	0	0	0
15:00	5	26			1	0	0	0	2	2	0	0	0	0	0	0	0
16:00	2	25			0	0	0	1	1	0	0	0	0	0	0	0	0
17:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	1	8			1	0	0	0	0	0	0	0	0	0	0	0	0
19:00	1	22			0	0	0	1	0	0	0	0	0	0	0	0	0
20:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	48			0	0	0	0	0	0	0	0	1	0	0	0	0
23:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
Total																	
12H(7-19)	18	31	23	7	3	1	1	4	5	3	1	0	0	0	0	0	0
16H(6-22)	19	30	23	7	3	1	1	5	5	3	1	0	0	0	0	0	0
18H(6-24)	20	32	24	7	3	1	1	5	5	3	1	0	1	0	0	0	0
24H(0-24)	20	32	24	7	3	1	1	5	5	3	1	0	1	0	0	0	0
AM Peak	08:00	-	11:00	-	-	-	-	10:00	08:00	08:00	11:00	-	-	-	-	-	-
	2	0	38	0	0	0	0	1	1	1	1	0	0	0	0	0	0
PM Peak	15:00	-	22:00	-	18:00	13:00	13:00	19:00	15:00	15:00	-	-	22:00	-	-	-	-
	5	0	48	0	1	1	1	1	2	2	0	0	1	0	0	0	0

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10~15	Bin 3 15~20	Bin 4 20~25	Bin 5 25~30	Bin 6 30~35	Bin 7 35~40	Bin 8 40~45	Bin 9 45~50	Bin 10 50~55	Bin 11 55~60	Bin 12 60~65	Bin 13 ≥65			
00:00	0	31	28	6	0	0	0	0	0	0	0	0	0	0	0	0	0			
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00	8				19	1	0	0	1	2	3	1	0	0	0	0	0	0	0	0
09:00	3				20	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
10:00	2				28	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
11:00	4				21	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0
12:00	3				17	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0
13:00	4				25	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0
14:00	6				25	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0
15:00	10				25	1	0	2	1	3	3	0	0	0	0	0	0	0	0	0
16:00	3				27	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
17:00	0				8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	2				22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	1				0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
20:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1				48	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total																				
12H(7-19)	45	32	23	8	5	3	5	11	11	8	2	0	0	0	0	0	0			
16H(6-22)	46	31	23	8	5	3	5	12	11	8	2	0	0	0	0	0	0			
18H(6-24)	47	32	24	8	5	3	5	12	11	8	2	0	1	0	0	0	0			
24H(0-24)	47	32	24	8	5	3	5	12	11	8	2	0	1	0	0	0	0			
AM Peak	08:00	-	11:00	-	08:00	09:00	10:00	11:00	08:00	08:00	11:00	-	-	-	-	-	-			
	8	0	28	0	1	1	1	2	2	3	1	0	0	0	0	0	0			
PM Peak	15:00	15:00	22:00	15:00	18:00	13:00	15:00	14:00	15:00	15:00	-	-	22:00	-	-	-	-			
	10	31	48	6	2	1	2	2	3	3	0	0	1	0	0	0	0			

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	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10~15	Bin 3 15~20	Bin 4 20~25	Bin 5 25~30	Bin 6 30~35	Bin 7 35~40	Bin 8 40~45	Bin 9 45~50	Bin 10 50~55	Bin 11 55~60	Bin 12 60~65	Bin 13 >=65
00:00	0				0	0			0	0		0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0			0	0		0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	7	30			0	0	0	1	3	2	1	0	0	0	0	0	0
09:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	1	28			0	0	0	0	1	0	0	0	0	0	0	0	0
11:00	1	12			0	1	0	0	0	0	0	0	0	0	0	0	0
12:00	1	8			1	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	4	24			0	2	0	0	1	0	0	1	0	0	0	0	0
15:00	2	25			0	0	0	1	1	0	0	0	0	0	0	0	0
16:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	3	29			0	0	0	0	2	1	0	0	0	0	0	0	0
18:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	1	12			0	1	0	0	0	0	0	0	0	0	0	0	0
21:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
Total																	
12H(7-19)	19	32	26	6	1	3	0	2	8	3	1	1	0	0	0	0	0
16H(6-22)	20	32	25	7	1	4	0	2	8	3	1	1	0	0	0	0	0
18H(6-24)	20	32	25	7	1	4	0	2	8	3	1	1	0	0	0	0	0
24H(0-24)	20	32	25	7	1	4	0	2	8	3	1	1	0	0	0	0	0
AM Peak	08:00	-	08:00	-	-	11:00	-	08:00	08:00	08:00	08:00	-	-	-	-	-	-
	7	0	30	0	0	1	0	1	3	2	1	0	0	0	0	0	0
PM Peak	14:00	-	17:00	-	12:00	14:00	-	15:00	17:00	17:00	-	14:00	-	-	-	-	-
	4	0	29	0	1	2	0	1	2	1	0	1	0	0	0	0	0

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10~15	Bin 3 15~20	Bin 4 20~25	Bin 5 25~30	Bin 6 30~35	Bin 7 35~40	Bin 8 40~45	Bin 9 45~50	Bin 10 50~55	Bin 11 55~60	Bin 12 60~65	Bin 13 >=65
00:00	0				0	0			0	0		0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0			0	0		0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	32			0	0	0	0	0	1	0	0	0	0	0	0	0
06:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	2	30			0	0	0	0	1	1	0	0	0	0	0	0	0
09:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	2	17			0	1	0	1	0	0	0	0	0	0	0	0	0
11:00	2	33			0	0	1	0	0	0	0	0	1	0	0	0	0
12:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	1	28			0	0	0	0	1	0	0	0	0	0	0	0	0
14:00	1	22			0	0	0	1	0	0	0	0	0	0	0	0	0
15:00	6	26			0	1	0	0	4	1	0	0	0	0	0	0	0
16:00	2	27			0	0	0	1	0	1	0	0	0	0	0	0	0
17:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	1	38			0	0	0	0	0	0	1	0	0	0	0	0	0
19:00	1	28			0	0	0	0	1	0	0	0	0	0	0	0	0
20:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
Total																	
12H(7-19)	17	33	27	5	0	2	1	3	6	3	1	0	1	0	0	0	0
16H(6-22)	18	32	27	5	0	2	1	3	7	3	1	0	1	0	0	0	0
18H(6-24)	18	32	27	5	0	2	1	3	7	3	1	0	1	0	0	0	0
24H(0-24)	19	33	27	5	0	2	1	3	7	4	1	0	1	0	0	0	0
AM Peak	11:00	-	11:00	-	-	10:00	11:00	10:00	08:00	08:00	-	-	11:00	-	-	-	-
	2	0	33	0	0	1	1	1	1	1	0	0	1	0	0	0	0
PM Peak	15:00	-	18:00	-	-	15:00	-	16:00	15:00	16:00	18:00	-	-	-	-	-	-
	6	0	38	0	0	1	0	1	4	1	1	0	0	0	0	0	0

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10~15	Bin 3 15~20	Bin 4 20~25	Bin 5 25~30	Bin 6 30~35	Bin 7 35~40	Bin 8 40~45	Bin 9 45~50	Bin 10 50~55	Bin 11 55~60	Bin 12 60~65	Bin 13 ≥65			
00:00	0	32	30	21	0	0	0	0	0	0	0	0	0	0	0	0	0			
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	1				0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
06:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	9				0	0	0	1	4	3	1	0	0	0	0	0	0	0	0	0
09:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	3				21	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0
11:00	3				26	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0
12:00	1				8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	1				28	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
14:00	5				23	0	2	0	1	1	0	0	1	0	0	0	0	0	0	0
15:00	8				26	0	1	0	1	5	1	0	0	0	0	0	0	0	0	0
16:00	2				27	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
17:00	3				29	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0
18:00	1				38	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
19:00	1				28	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
20:00	1				12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total																				
12H(7-19)	36	33	26	7	1	5	1	5	14	6	2	1	1	0	0	0	0			
16H(6-22)	38	33	26	7	1	6	1	5	15	6	2	1	1	0	0	0	0			
18H(6-24)	38	33	26	7	1	6	1	5	15	6	2	1	1	0	0	0	0			
24H(0-24)	39	33	26	7	1	6	1	5	15	7	2	1	1	0	0	0	0			
AM Peak	08:00 9	- 0	05:00 32	- 0	- 0	11:00 1	11:00 1	10:00 1	08:00 4	08:00 3	08:00 1	- 0	11:00 1	- 0	- 0	- 0	- 0			
PM Peak	15:00 8	- 0	18:00 38	- 0	12:00 1	14:00 2	- 0	16:00 1	15:00 5	17:00 1	18:00 1	14:00 1	- 0	- 0	- 0	- 0	- 0			

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	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10~15	Bin 3 15~20	Bin 4 20~25	Bin 5 25~30	Bin 6 30~35	Bin 7 35~40	Bin 8 40~45	Bin 9 45~50	Bin 10 50~55	Bin 11 55~60	Bin 12 60~65	Bin 13 =>65
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	6		27		1	0	0	0	3	1	0	1	0	0	0	0	0
09:00	7		22		0	1	0	4	2	0	0	0	0	0	0	0	0
10:00	5		19		0	2	1	1	1	0	0	0	0	0	0	0	0
11:00	2		27		0	0	0	1	0	1	0	0	0	0	0	0	0
12:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	1		12		0	1	0	0	0	0	0	0	0	0	0	0	0
14:00	4		30		0	0	0	0	2	2	0	0	0	0	0	0	0
15:00	2		35		0	0	0	0	0	1	1	0	0	0	0	0	0
16:00	3		29		0	0	0	0	2	1	0	0	0	0	0	0	0
17:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	1		32		0	0	0	0	0	1	0	0	0	0	0	0	0
19:00	1		22		0	0	0	1	0	0	0	0	0	0	0	0	0
20:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
Total																	
12H(7-19)	31	32	26	7	1	4	1	6	10	7	1	1	0	0	0	0	0
16H(6-22)	32	32	26	7	1	4	1	7	10	7	1	1	0	0	0	0	0
18H(6-24)	32	32	26	7	1	4	1	7	10	7	1	1	0	0	0	0	0
24H(0-24)	32	32	26	7	1	4	1	7	10	7	1	1	0	0	0	0	0
AM Peak	09:00	-	08:00	-	08:00	10:00	10:00	09:00	08:00	11:00	-	08:00	-	-	-	-	-
	7	0	27	0	1	2	1	4	3	1	0	1	0	0	0	0	0
PM Peak	14:00	-	15:00	-	-	13:00	-	19:00	16:00	14:00	15:00	-	-	-	-	-	-
	4	0	35	0	0	1	0	0	2	2	1	0	0	0	0	0	0

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10~15	Bin 3 15~20	Bin 4 20~25	Bin 5 25~30	Bin 6 30~35	Bin 7 35~40	Bin 8 40~45	Bin 9 45~50	Bin 10 50~55	Bin 11 55~60	Bin 12 60~65	Bin 13 =>65
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1		38		0	0	0	0	0	0	1	0	0	0	0	0	0
07:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	6		28		0	2	0	0	0	2	2	0	0	0	0	0	0
09:00	2		28		0	0	0	0	2	0	0	0	0	0	0	0	0
10:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	2		18		0	0	2	0	0	0	0	0	0	0	0	0	0
13:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	3		24		1	0	0	0	0	2	0	0	0	0	0	0	0
16:00	1		28		0	0	0	0	1	0	0	0	0	0	0	0	0
17:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	1		28		0	0	0	0	1	0	0	0	0	0	0	0	0
19:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	2		23		0	0	0	2	0	0	0	0	0	0	0	0	0
22:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
Total																	
12H(7-19)	15	34	26	8	1	2	2	0	4	4	2	0	0	0	0	0	0
16H(6-22)	18	34	26	8	1	2	2	2	4	4	3	0	0	0	0	0	0
18H(6-24)	18	34	26	8	1	2	2	2	4	4	3	0	0	0	0	0	0
24H(0-24)	18	34	26	8	1	2	2	2	4	4	3	0	0	0	0	0	0
AM Peak	08:00	-	06:00	-	-	08:00	-	-	09:00	08:00	08:00	-	-	-	-	-	-
	6	0	38	0	0	2	0	0	2	2	2	0	0	0	0	0	0
PM Peak	15:00	-	18:00	-	15:00	-	12:00	21:00	18:00	15:00	-	-	-	-	-	-	-
	3	0	28	0	1	0	2	2	1	2	0	0	0	0	0	0	0

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10~15	Bin 3 15~20	Bin 4 20~25	Bin 5 25~30	Bin 6 30~35	Bin 7 35~40	Bin 8 40~45	Bin 9 45~50	Bin 10 50~55	Bin 11 55~60	Bin 12 60~65	Bin 13 =>65			
00:00	0	36	38	8	0	0	0	0	0	0	0	0	0	0	0	0	0			
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	1				0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	12				28	8	1	2	0	0	3	3	2	1	0	0	0	0	0	0
09:00	9				24	0	1	0	4	4	0	0	0	0	0	0	0	0	0	0
10:00	5				19	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0
11:00	2				27	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
12:00	2				18	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
13:00	1				12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	4				30	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
15:00	5				29	1	0	0	0	0	0	3	1	0	0	0	0	0	0	0
16:00	4				29	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0
17:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	2				30	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
19:00	1				22	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
20:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	2				23	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
22:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total																				
12H(7-19)	46	33	26	8	2	6	3	6	14	11	3	1	0	0	0	0	0			
16H(6-22)	50	34	26	8	2	6	3	9	14	11	4	1	0	0	0	0	0			
18H(6-24)	50	34	26	8	2	6	3	9	14	11	4	1	0	0	0	0	0			
24H(0-24)	50	34	26	8	2	6	3	9	14	11	4	1	0	0	0	0	0			
AM Peak	08:00 12	08:00 36	06:00 38	08:00 8	08:00 1	10:00 2	10:00 1	09:00 4	09:00 4	08:00 3	08:00 2	08:00 1	- 0	- 0	- 0	- 0	- 0			
PM Peak	15:00 5	- 0	18:00 30	- 0	15:00 1	13:00 1	12:00 2	21:00 2	16:00 3	15:00 3	15:00 1	- 0	- 0	- 0	- 0	- 0	- 0			

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10~15	Bin 3 15~20	Bin 4 20~25	Bin 5 25~30	Bin 6 30~35	Bin 7 35~40	Bin 8 40~45	Bin 9 45~50	Bin 10 50~55	Bin 11 55~60	Bin 12 60~65	Bin 13 >=65
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	9	30			0	0	0	1	4	3	1	0	0	0	0	0	0
09:00	1	8			1	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	3	24			0	0	0	2	1	0	0	0	0	0	0	0	0
12:00	2	23			0	0	0	2	0	0	0	0	0	0	0	0	0
13:00	1	18			0	0	1	0	0	0	0	0	0	0	0	0	0
14:00	1	32			0	0	0	0	0	1	0	0	0	0	0	0	0
15:00	2	23			0	0	1	0	1	0	0	0	0	0	0	0	0
16:00	1	32			0	0	0	0	0	1	0	0	0	0	0	0	0
17:00	3	22			0	1	0	0	2	0	0	0	0	0	0	0	0
18:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	2	35			0	0	0	0	1	0	0	1	0	0	0	0	0
21:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
Total																	
12H(7-19)	23	32	26	6	1	1	2	5	8	5	1	0	0	0	0	0	0
16H(6-22)	25	32	26	6	1	1	2	5	9	5	1	1	0	0	0	0	0
18H(6-24)	25	32	26	6	1	1	2	5	9	5	1	1	0	0	0	0	0
24H(0-24)	25	32	26	6	1	1	2	5	9	5	1	1	0	0	0	0	0
AM Peak	08:00	-	08:00	-	09:00	-	-	11:00	08:00	08:00	08:00	-	-	-	-	-	-
	9	0	30	0	1	0	0	2	4	3	1	0	0	0	0	0	0
PM Peak	17:00	-	20:00	-	-	17:00	15:00	12:00	17:00	16:00	-	20:00	-	-	-	-	-
	3	0	35	0	0	1	1	2	2	1	0	1	0	0	0	0	0

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10~15	Bin 3 15~20	Bin 4 20~25	Bin 5 25~30	Bin 6 30~35	Bin 7 35~40	Bin 8 40~45	Bin 9 45~50	Bin 10 50~55	Bin 11 55~60	Bin 12 60~65	Bin 13 >=65
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	3	26			0	0	0	2	0	1	0	0	0	0	0	0	0
09:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	2	33			0	0	0	0	0	2	0	0	0	0	0	0	0
11:00	3	16			0	2	0	1	0	0	0	0	0	0	0	0	0
12:00	3	31			0	0	0	1	0	1	1	0	0	0	0	0	0
13:00	2	20			0	1	0	0	1	0	0	0	0	0	0	0	0
14:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	2	20			0	1	0	0	1	0	0	0	0	0	0	0	0
16:00	1	22			0	0	0	1	0	0	0	0	0	0	0	0	0
17:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	1	42			0	0	0	0	0	0	0	1	0	0	0	0	0
20:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
Total																	
12H(7-19)	16	32	24	8	0	4	0	5	2	4	1	0	0	0	0	0	0
16H(6-22)	17	33	25	8	0	4	0	5	2	4	1	1	0	0	0	0	0
18H(6-24)	17	33	25	8	0	4	0	5	2	4	1	1	0	0	0	0	0
24H(0-24)	17	33	25	8	0	4	0	5	2	4	1	1	0	0	0	0	0
AM Peak	11:00	-	10:00	-	-	11:00	-	08:00	-	10:00	-	-	-	-	-	-	-
	3	0	33	0	0	2	0	2	0	2	0	0	0	0	0	0	0
PM Peak	12:00	-	19:00	-	-	15:00	-	16:00	15:00	12:00	12:00	19:00	-	-	-	-	-
	3	0	42	0	0	1	0	1	1	1	1	1	0	0	0	0	0

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10~15	Bin 3 15~20	Bin 4 20~25	Bin 5 25~30	Bin 6 30~35	Bin 7 35~40	Bin 8 40~45	Bin 9 45~50	Bin 10 50~55	Bin 11 55~60	Bin 12 60~65	Bin 13 >=65			
00:00	0	33	29	4	0	0	0	0	0	0	0	0	0	0	0	0	0			
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00	12				0	0	0	3	4	4	1	0	0	0	0	0	0	0	0	0
09:00	1				1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	2				33	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
11:00	6				20	0	2	0	3	1	0	0	0	0	0	0	0	0	0	0
12:00	5				28	0	0	0	3	0	1	1	0	0	0	0	0	0	0	0
13:00	3				19	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0
14:00	1				32	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
15:00	4				21	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0
16:00	2				27	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
17:00	3				22	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0
18:00	0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	1					42		0	0	0	0	0	0	0	1	0	0	0	0	0
20:00	2					35		0	0	0	0	1	0	0	1	0	0	0	0	0
21:00	0							0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0							0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0			
Total																				
12H(7-19)	39	32	25	7	1	5	2	10	10	9	2	0	0	0	0	0	0			
16H(6-22)	42	33	26	7	1	5	2	10	11	9	2	2	0	0	0	0	0			
18H(6-24)	42	33	26	7	1	5	2	10	11	9	2	2	0	0	0	0	0			
24H(0-24)	42	33	26	7	1	5	2	10	11	9	2	2	0	0	0	0	0			
AM Peak	08:00 12	08:00 33	10:00 33	08:00 4	09:00 1	11:00 2	- 0	11:00 3	08:00 4	08:00 4	08:00 1	- 0	- 0	- 0	- 0	- 0	- 0			
PM Peak	12:00 5	- 0	19:00 42	- 0	- 0	17:00 1	15:00 1	12:00 3	17:00 2	16:00 1	12:00 1	20:00 1	- 0	- 0	- 0	- 0	- 0			