Iron Lane Gyratory Junction, Highway Improvement Scheme

VISSIM Study - Traffic Modelling Report

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1 Introduction

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1 Introduction

1.1 Background

In June 2015, AECOM were commissioned by Birmingham City Council (BCC) to undertake a micro-simulation traffic assessment of a proposed junction improvement scheme in Stechford, Birmingham.

The junction of Iron Lane / Station Road / Flaxley Road is a part signalised gyratory junction that forms part of the A4040 corridor; which in turn is part of the Birmingham Outer Ring Road and Birmingham Strategic Highway Network.

The junction directly serves multiple trip end purposes with areas of employment, retail and residential land use located within the immediate vicinity of the junction. In addition, given that the junction forms part of the A4040 corridor, there is a large number of north-south strategic trips through the junction, especially during the morning and evening commuter peaks.

In order to improve the operation of the local highway network and unlock growth, a highway improvement scheme has been designed and put forward for funding as part of the Local Growth Fund for highway improvements.

The evidence base that is proposed to support the business case for the scheme is held in the form of a VISSIM micro-simulation transport model.

A validated 2004 Base year VISSIM model was developed by Mott McDonald in 2006/2007. A Do-Something VISSIM model of potential scheme improvements was developed during the same period. All existing models held by BCC were made available for use in the current modelling study.

The primary objective of the VISSIM model was to assess the operational performance of the scheme and its impact on the existing local highway network to assure key stakeholders that the scheme delivers sufficient benefits.

A secondary objective of the VISSIM model was to provide model outputs for use in the economic business case for the scheme in the form of inputs into TUBA.

Before undertaking a forecasting assessment of the scheme proposal, a 2015 Base year model was developed by AECOM to ensure that the VISSIM model provides a realistic representation of existing traffic conditions and can therefore be used as a tool to assess a 2021 and 2031 forecast scenarios.

The preferred scheme has been tested using both a 2021 and 2031 Forecast Year scenario; with background growth applied to the network using locally adjusted TEMPRO growth factors.

This report describes the modelling work and assumptions undertaken by AECOM as part of the VISSIM micro-simulation study. This report has been prepared as a combined Base model and forecasting model report as opposed to a separate Local Model Validation Report (LMVR) and Traffic Forecasting Report (TFR).

1.2 Report Structure

This Traffic Modelling Report is set out as follows:

- **Chapter 2** sets out the Base model specification and model development process;
- **Chapter 3** outlines the Base model calibration and validation results;
- **Chapter 4** provides an overview of the scheme background;
- **Chapter 5** sets out the forecast model specification and model development process;
- **Chapter 6** provides a summary of the performance of the 2021 and 2031 scenarios; and
- **Chapter 7** provides summary and conclusions.

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2 Overview of Base Modelling Approach

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2 Overview of Base Modelling Approach

2.1 Introduction

The existing Base year VISSIM model obtained from BCC has been updated to represent a 2015 Base year, taking into account recent changes to the local highway network, signal specifications and traffic flows.

This chapter outlines the work undertaken by AECOM to re-validate the existing Base year model held by BCC to a 2015 Base year.

2.2 Model Study Area

The extent of the wider study area is shown pictorially in **Figure 2.1** below and has been maintained from the existing Base model and includes the following junctions:

- A4040 Stechford Lane / B4147 Stechford Road – three arm signalised junction;
- A4040 Stechford Lane / A4040 Station Road / Cotterills Lane / Burney Lane – four arm roundabout junction;
- A4040 Station Road / B&Q Store Access junction;
- A4040 Station Road / Flaxley Road / Iron Lane – "Stechford gyratory" junction – six arm part signalised junction including Station Road N, Mears Drive, Iron Lane, Flaxley Parkway, Station Road S and Albert Road approach arms;
- Flaxley Road / Wyndhurst Road – three arm priority junction;
- Audley Road / Flaxley Road – three arm priority junction;
- Flaxley Road / Old Farm Road – three arm priority junction;
- Audley Road / Harrowfield Road – three arm priority junction;
- Station road / Old Station Road – priority junction;
- A4040 Station Road / Victoria Road – three arm priority junction;
- Victoria Road / Frederick Road – three arm mini roundabout junction; and
- Albert Road / Frederick Road – four arm mini roundabout junction.

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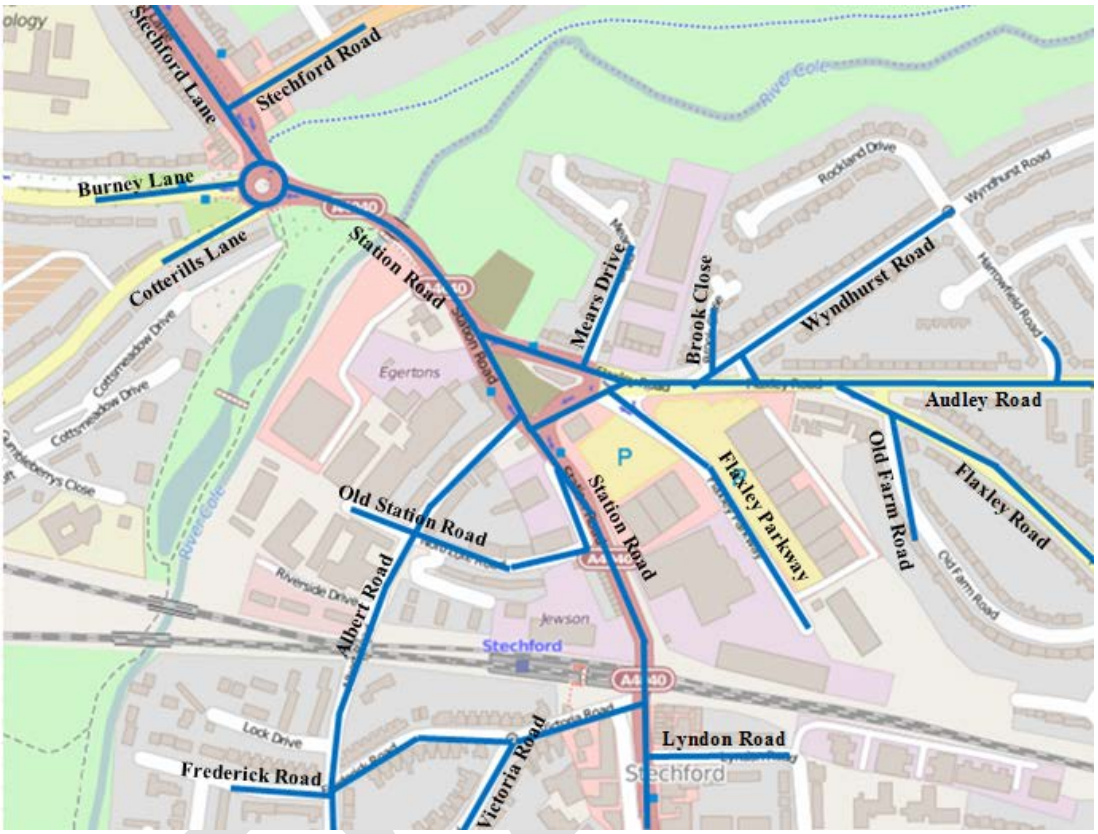

Figure 2.1 – Model Study Area

2.3 Zoning System

The VISSIM model has been developed using the dynamic assignment module in which vehicles choose their route through the network based on calculated 'cost and paths'. A dynamic assignment was chosen because of data availability and the ease of amending a dynamic model in future scenarios. The nature of the network is also best replicated by a dynamic assignment due to the lane changing characteristics, which are best replicated by 'forward' thinking route choice rather than a static set of paths.

The zoning system, with which dynamic assignments are based, provides a series of vehicular entry / exit points on the network. The inter-zonal movements, which are generated by the assignment process, provide a representation of the vehicle paths and driver behaviour between the origins and destinations in the model network.

The derived zoning system for the 2015 Base model consisted of 18 zones, located off A4040 Stechford Lane/ Station Road corridor. The zones are located as follows:

- Zone 1 represents the B4147 Stechford Road;
- Zone 2 represents the A4040 Stechford Lane N;
- Zone 3 represents Burney Lane;
- Zone 4 represents Cotterills Lane;
- Zone 8 represents Flaxley Parkway;

- Zone 10 represents Audley Road;
- Zone 12 represents Mears Drive;
- Zone 61 represents Frederick Road;
- Zone 62 represents Albert Road;
- Zone 63 represents Northcote Road;
- Zone 64 represents Old Station Road / Industrial Estate
- Zone 71 represents Victoria Road;
- Zone 72 represents the A4040 Station Road South;
- Zone 73 represents Lyndon Road;
- Zone 91 represents Old Farm Road;
- Zone 92 represents Flaxley Road;
- Zone 111 represents Brook Close; and
- Zone 112 represents Wyndhurst Road.

The extents of the 2015 Base VISSIM network and zoning system are shown pictorially in **Figure 2.2** below.

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Figure 2.2 – Zoning System

2.4 Model Specification

The traffic model has been developed using the following specifications:

- **Base Year:** 2015
- **Modelled Time Periods:** AM peak between 07:30 and 09:00 , PM peak between 16:30 and 18:00
- **Evaluation Periods:** AM peak hour 07:45 to 08:45, PM peak hour between 16:45 and 17:45
- **Warm up/cool down:** AM peak 07:30 to 07:45 / 08:45 to 09:00, PM peak 16:30 to 16:45 / 17:45 to 18:00
- **Vehicle Types:** The following vehicle types have been modelled:
  - Light vehicles – comprising cars and light goods vehicles;
  - Heavy vehicles – comprising of OGV1 and OGV2; and

- Buses – comprising of buses only with specified routing, timetables and bus stops for each service number.

- **VISSIM Version:** 5-40.09

2.5 Traffic Data

A Synthesised Origin Destination Turning Matrix representative of a neutral weekday in June 2015 has been developed by AECOM for both the AM and PM peak hours. These matrices, referred to as the 'June 2015 Turning Matrices' were developed as the primary data source in the creation of the VISSIM matrices for the 2015 model and was developed using the following traffic data collected as part of the model re-validation process:

- **Classified Turning Counts (CTC)** – *23rd June 2015*:
  - A4040 Stechford Lane / B4147 Stechford Road – three arm signalised junction; and
  - A4040 Stechford Lane / A4040 Station Road / Cotterills Lane / Burney Lane – four arm roundabout junction.

- **Origin Destination survey (OD)** – *23rd June 2015*:
  - A4040 Station Road / Flaxley Road / Iron Lane – "Stechford gyratory".

- **Queue length surveys** – *23rd June 2015:*
  - A4040 Stechford Lane / B4147 Stechford Road – three arm signalised junction;
  - A4040 Stechford Lane / A4040 Station Road / Cotterills Lane / Burney Lane – four arm roundabout junction; and
  - A4040 Station Road / Flaxley Road / Iron Lane – "Stechford gyratory".

- **Automatic Traffic Counts (ATC)** – x5 24/7 ATC counter sites – *22nd June 2015 to 28th June 2015*
  - A4040 Stechford Lane – north of the junction with B4147
  - A4040 Station Road – north of the B&Q store access junction
  - Audley Road – to the west of the junction with Harrowfield Road
  - A4040 Station Road – north of the junction with Victoria Road; and
  - Albert Road – to the south of the junction with Lock Drive.

- **Journey Time Surveys** – *23rd June 2015* undertaken on 23rd June 2015 between 07:30 – 09:30 & 16:30 – 18:30. Through the use of an in car camcorder, AECOM staff undertook independent journey time runs through the key corridors within the modelled study area.

- **Pedestrian Crossing Count** – Undertaken on *23rd June 2015* by AECOM staff on the site visit. Some spot counts were undertaken on pedestrian crossings at key crossing points within the vicinity of the gyratory.

The traffic count data used in the Base model re-validation process can be found in **Appendix A.**

2.6 Base Matrix Development

The development of the VISSIM matrices was undertaken in discrete steps in order to provide an accurate representation of traffic demand throughout the modelled network.

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Step 1 – AM and PM peak periods
The first step of the matrix development process was Identification of the morning (AM) and evening (PM) peak hours through assessment of the traffic count data.
The AM peak hour was identified as 7:45 to 8:45, whereas the PM peak hour was identified as 16:45 to 17:45.

Step 2 – CTC turning movements
The second step of the matrix development process was to analyse the Stechford Road / Stechford Lane and Burney Lane roundabout classified turning count information in order to populate the OD matrix cells that could be calculated directly from the turning movements, including OD pairs between the following four zones:

- Zone 1: Stechford Road
- Zone 2: Stechford Lane
- Zone 3: Burney Lane
- Zone 4: Cotterills Lane

Step 3 – Aggregated Turning Movements
The third step of the matrix development process involved an analysis of the OD survey that was undertaken at the Iron Lane gyratory junction in order to calculate aggregated turning movements through the junction.

The OD survey at the Iron Lane gyratory was used to populate all OD matrix cells that could not be derived directly from the June 2015 turning counts. Essentially, this represented all traffic movements that used the Iron Lane gyratory as part of their trip through the network.

The OD survey was used to calculate the total entry and exit link flow, as well as the aggregated turning movements between each of the six entry and exit arms that form the junction. For example, the total volume of traffic turning left from Station Road SB to Audley Road through the gyratory was established as a value, without considering the origin and destination zones associated with the aforementioned movement.

Disaggregation was then required in order to apply a spatial distribution to the aggregated turning movements through the gyratory in order to consider up-stream origin zones of the trips and down-stream destinations of the trips. This process is outlined below.

Step 4– Disaggregation
In order to establish a spatial distribution of all OD movements for trips that passed through the Iron Lane Gyratory, a series of weighted factors were derived using a combination of available traffic count data and the existing Base matrix from the previous study.

These weighted factors were calculated on a corridor by corridor basis and applied to the aggregated turning movements through the gyratory junction (step 4) in order to fully disaggregate the OD survey into respective OD pairs.

For example, with relation to the left hand turning movement from Station Road SB to Audley Road, the disaggregation process was undertaken to determine the volume of traffic from each northern origin zone (Zones 1 – 4) to each eastern destination zone (Zones 10/91/92/111/112). Therefore, a single aggregated turning movement was disaggregated into 20 respective movements between four origin zones and five destination zones.

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Step 5 – Establishment of Local Demand

In order to establish the level of inter-zonal movements between the minor zones within the study area that do not pass through any of the major surveyed junctions and that could not be established directly through traffic count data (Step 2 and 3) or count disaggregation (Step 4), the flows from the existing matrices were maintained and expanded using locally adjusted TEMPRO growth factors. Step 5 was undertaken to calculate the inter zonal movements between zones along Albert Road, Frederick Road, Victoria Road and Flaxley Road corridors, establishing local trips that do not pass through either the gyratory, Cotterills/Burney roundabout and/or Stechford Lane / Stechford Road signal junctions.

Step 6 – Queue Demand

Once the OD matrices had been populated by direct extraction from turning counts (Step 2 and 3), count disaggregation (Step 4) or minor local inter-zonal movements (Step 5), queue demand was added to the matrices to ensure that traffic volumes represented “demand flows” and not just the “actual” flows that passed through each junction.

Step 7 – B&Q Demand

On the day of the traffic surveys, the B&Q store was closed for refurbishment and the store car park access was gated. Therefore, the store which is represented in the VISSIM model by Zone 5 had no trips recorded on the day of the surveys. This was discussed with BCC and it was agreed that in order to generate the origin and destination totals for this zone, the trips from the previous study model would be seeded into the 2015 matrices

Step 8 – 2015 Final VISSIM Matrix (all vehicles)

All steps of the matrix developed were combined into a set of ‘Final’ matrices (FMA files) that could be used within the study. The final VISSIM matrices in all vehicle formats can be found in **Appendix B** of this report.

Step 9 – 2015 VISSIM Peak Hour Matrices (Lights and Heavies)

Step 9 of the matrix development is the disaggregation of the final all vehicle matrix (Step 8) into light and heavy vehicles. The vehicle proportions were calculated from June 2015 traffic count data and have been applied to the all vehicle VISSIM matrices in order to generate separate lights and heavies FMA matrices:

- AM – lights 85.77% / LGV – 9.51% / heavies 4.72%
- AM – lights 89.92% / LGV – 7.64% / heavies 2.44%

Step 10 – 2015 Pre-Peak Matrices / Cool-Down Matrices (Lights and Heavies)

The final step of the matrix development process was the creation of the pre-peak and cool-down period matrices:

- The AM pre-peak matrices have been established as 20% of the peak hour matrices and are representative of a 15 minute pre-load period.
- The AM cool-down matrices have been established as 20% of the peak hour matrices and are representative of a 15 minute pre-load period.
- The PM pre-peak matrices have been established as 20% of the peak hour matrices and are representative of a 15 minute pre-load period.
- The PM cool-down matrices have been established as 20% of the peak hour matrices and are representative of a 15 minute pre-load period.

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2.7 Public Transport

Buses have been modelled explicitly with the VISSIM model based on data obtained from National Express West Midlands. In addition, site visit observations were used to inform the development of the public transport routes within the model. **Figure 2.3** below provides a map of all bus routes considered within the modelled study area, including:

- 11C,
- 11A,
- 14 Inbound,
- 14 Outbound,
- 55 & 55A Inbound,
- 55 & 55A Outbound, and
- 28 & 28A

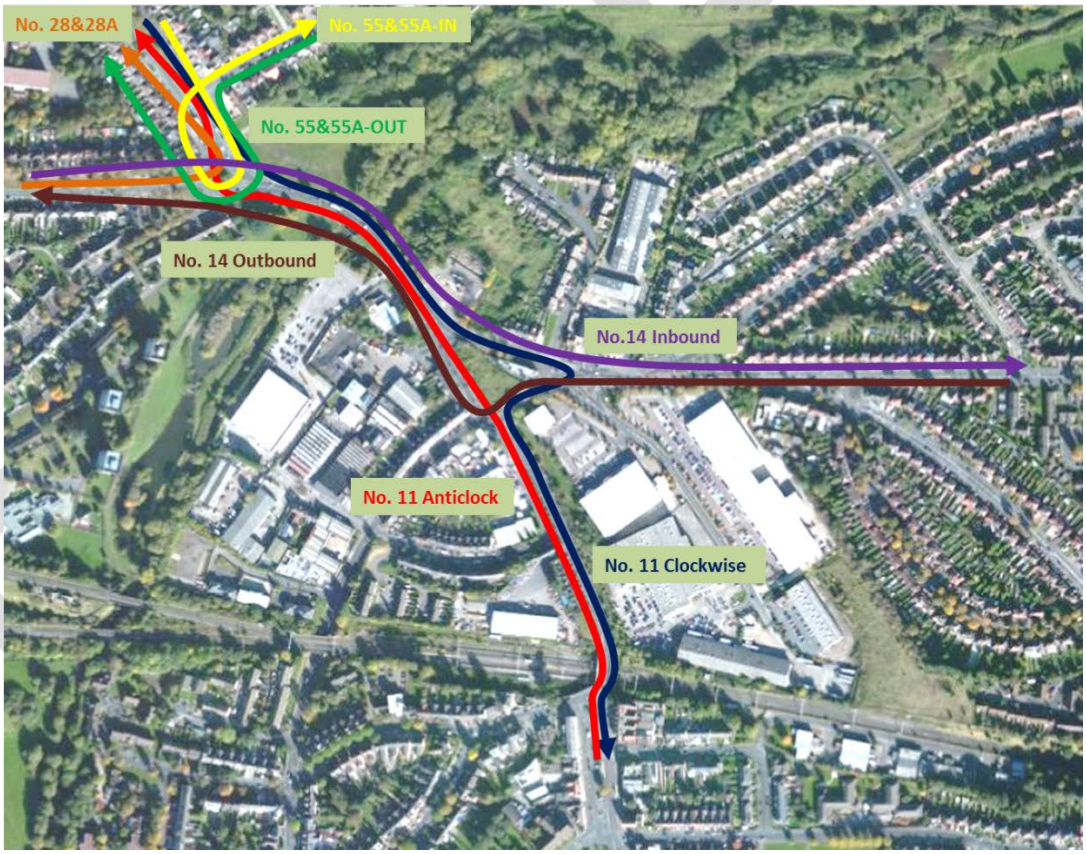

Figure 2.3 – Bus Routes within Study Area

2.8 Network Development

The extents of the existing model along with the zoning system have been maintained from the previous study. However, the network structure has been amended in several areas to represent the latest on-site conditions. The following network amendments were incorporated into the re-validated 2015 Base model:

- Flaxley Road / Audley Road junction – change to the access arrangements;
- Banning the right hand turning movement from Station Road SB to B&Q;
- Minor modifications to the Station Road / Old Station Road junction;
- Burney Lane / Stechford Lane roundabout was moved slightly to match with background mapping provided by BCC; and
- Replaced the zebra pedestrian crossing on Flaxley Road with a signalised puffin crossing.

2.9 Driving Behaviour Parameters

The 10 key driving behaviour parameters that were utilised in the previous study have been maintained. For reference, the driving behaviour parameters utilised within the model are:

- Urban motorised;
- Right Side rule (motorized);
- Freeway;
- Footpath (no interaction);
- Cycle-Path (free overtaking);
- Urban (motorized) Bus Lane;
- Urban (Motorized) Tram Only;
- Ped Cycle;
- Cycle-Path Special; and
- Cycle-Path Special Frank.

The urban motorised driving behaviour parameters had been used for the majority of links within the road network.

2.10 Speed Parameters

The desired speed distributions within the model that inform the desired speed decisions have been amended in accordance with Department for Transport Statistics 2014. The distributions are broken down by vehicle classes and road type and have been updated within the model as follows:

- 30 mph - main links - Light vehicle (18 mph – 49 mph, with 34 mph 85 percentile speed)
- 30 mph - main links - HGV's (18 mph -49 mph, with 32 mph 85 percentile speed)
- 30 mph - main links - Lights and HGV's (18 mph – 39 mph, with 30 mph 85 percentile speed)
- 20 mph - Residential Links – Lights and HGV's (18 mph 24 mph, with 22 mph 85 percentile speed)

In addition to the desired speed decisions utilised within the model, a number of reduced speed areas have been used as part of the local model calibration process in order to better replicate driver behaviour. Reduced speed areas have been primarily used to control the speed of circulating, turning and yielding vehicles within the network.

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2.11 Signal Data / Traffic Signals

There are a total of two signalised junctions within the modelled study area. These two junctions were modelled using VAP within the previous VISSIM model.

AECOM have maintained the existing VAP files utilised in the previous model and have used signal specification information obtained from BCC to update the signals within the model. The signalised junctions within the study area include:

- Stechford Lane / Stechford Road; and
- Iron Lane / Flaxley Road.

Phases and stages at these two junctions have been maintained whereas the total green time for each stage was updated based on the signal specification obtained from BCC.

In addition, there are seven (five puffin type and two toucan type) individual pedestrian crossings within the modelled study area.

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3 Base Model Calibration & Validation

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3 Calibration and Validation

3.1 Convergence

As the VISSIM model has been run using the Dynamic Assignment module, in which a series of iterated simulations are used to determine the route of a vehicle through the network based on a total travel cost; there is a need to assess the convergence of the model to establish whether the travel times and volumes do not change significantly from one iteration to the next, enabling the model to be deemed stable and results to be analysed in confidence.

VISSIM offers an automated test for convergence in which a pre-determined set of convergence conditions are assessed at the end of each evaluation interval. The three tests that can be selected refer to the Travel Time on Paths, Travel Time on Edges and Volume on Edges which are all set to 15 by default.

The AM and PM models were initially run for a single simulation using random seed 42 to establish the initial costs (BEW) and paths (WEG) within the network. Using the node evaluation window, the paths through the network were reviewed and any paths that were deemed incorrect or unfeasible were closed.

A batch run of each model was then undertaken, using random seed 42 and running the model for 10 simulations in order to run the model for convergence.

The AM and PM model demonstrated a sufficient level of convergence and were deemed acceptable for the extraction of model results.

3.2 Model Calibration

Following on from the convergence run, the VISSIM model was taken forward and multi-run in order to produce a set of average traffic flow and journey time results. To enable a robust assessment, the results used in the model calibration and validation represent an average of 10 simulation runs, for each of the AM and PM peaks, using different random seeds.

The purpose of model calibration is to ensure that the model traffic assignments are appropriate. The main emphasis of the calibration is to ensure that in the modelled periods:

- Traffic patterns in the area are modelled accurately;
- Key junctions in the area are modelled accurately;
- The correct level of traffic is getting through the network and equally the right levels are being suppressed; and
- Traffic volumes on side roads and alternative routes are modelled accurately.

Calibration is an iterative process in which the model is continually revised to ensure that the most accurate replications of Base year conditions are represented. This includes:

- Checking the coding of the network;
- Ensuring that the assignment procedure is appropriate; and
- Refining and adjustment of the trip matrices.

Calibration Checks

The following calibration checks were undertaken for each model period using the previously identified elements of the survey database:

Checking the Coding of the Network

Assignment of the full-observed matrix to the Base models provides a comprehensive check of the network. This enables the construction of the junctions to be checked and any necessary refinements to be made.

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Error file analysis

At the model calibration stage, the error files created automatically by VISSIM were reviewed in order to outline particular areas of the network where additional model calibration/local model development was required. This was an iterative process and calibration changes made as a result of the error file analysis were primarily adjustment to roundabout gap acceptance times to ensure that certain approaches and their respective traffic streams did not dominate the junction. An additional set of calibration changes that were made through the error file analysis were lane change and emergency stop distances for connectors as the error file was enabled to identify areas of the model where vehicles were out of position.

Model Calibration Flow Checks

To demonstrate that the model was working correctly comparisons were made between observed and modelled turning counts and link flows. Traffic data used in the calibration included counts from the available surveys. To test the robustness of the models, results were extracted for ten different seeds and the corresponding average values were used. Initial calibration checks were made to ensure the model was fit for purpose prior to the full validation runs.

3.3 Model Validation

The following paragraphs summarise the validation of the 2015 Iron Lane VISSIM model which has been undertaken to comply with current guidance and recommendations.

Network validation has been carried out in accordance with DMRB Volume 12a, Section 11.4. Current advice on micro-simulation modelling is also contained in Interim Advice Note 36-01 'The Use and Application of Micro-Simulation Models'. A summary of the acceptable criteria is listed in **Table 3.1.**

Criteria and Measures	Acceptability Guideline
Assigned Hourly Flows * compared with observed flows. 1. Individual flows within 15% for flows 700-2700 vph 2. Individual flows within 100 vph for flows < 700 vph 3. Individual flows within 400 vph for flows >2700 vph 4. Total screen line flows (normally >5 links) to be within 5% 5. GEH statistic i. Individual flows: GEH <5 ii. Screen line (+) totals: GEH <4 Notes: + Screen lines containing high flow routes such as motorways should be provided both including and excluding such routing * Link flows or turning movements	All (or nearly all) screen lines Greater than 85% of all cases
Modelled journey times compared with observed times. 6. Times within 15% (or 1 minute if higher)	> 85% of routes

Table 3.1: Summary of Assignment Calibration and Validation Acceptability Guidelines.

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Turn Validation

AECOM validated the turning movements within the 2015 Base VISSIM models to the observed June 2015 turning counts at three junctions This includes Stechford Lane / Stechford Road junction, Burney Lane / Stechford Lane Roundabout and Iron Lane Gyratory.

The criterion for comparing the modelled and observed flows is based on the criteria outlined in DMRB and summarised above in **Table 3.1.**

The first criterion uses the GEH value. This statistic is used constantly in traffic modelling and for calibration and validation the value should be less than five for each pair of modelled and observed flows. The GEH statistic is defined below where F is the observed flow and M is the assigned model flow. We refer to this as the "GEH test". The DMRB acceptability guideline for this criterion is 85% of all cases.

$$GEH = \sqrt{\frac{(M-C)^2}{(M+C)/2}}$$

The second criterion is based on the flow differential between modelled and observed demands and is weighted upon the modelled volume. Dependent upon the modelled volume, one of the following three criteria will apply:

- *Individual flows within 15% for flows 700 – 2700 vehicles per hour (vph);*
- *Individual flows within 100 vph for flows < 700 vph; and*
- *Individual flows within 400 vph for flows > 2700 vph.*

The DMRB acceptability guideline for this criterion is 85% of all cases.

Tables 3.2 to 3.7 below show the results of the GEH analysis and that a GEH statistic of less than five is achieved for all pairs of input flows and modelled movements. The modelled flows on all turning movements (100%) for both the AM and PM peak hours meet the DMRB criteria.

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Capabilities on project:
Transportation

From	To	Observed	VISSM Modelled	Abs Diff	% Diff	GEH	GEH Acceptable	Observed Flow Acceptable
Stechford Lane SB	Stechford Lane SB	827	830	0	0.4%	0.1	YES	YES
Stechford Lane SB	Stechford Road	0	0	-2	0.0%	0.0	YES	YES
Stechford Lane NB	Stechford Lane NB	802	765	-1	-4.6%	1.3	YES	YES
Stechford Lane NB	Stechford Road	385	374	0	-2.9%	0.6	YES	YES
Stechford Road	Stechford Lane SB	592	573	0	-3.3%	0.8	YES	YES
Stechford Road	Stechford Lane NB	0	0	-1	0.0%	0.0	YES	YES
All turns		**2606**	**2542**	**-64**	**0.02**	**1.3**	**YES**	**YES**

Table 3.2 – AM Peak Hour – Stechford Road / Stechford Lane Turn Validation

From	To	Observed	VISSM Modelled	Abs Diff	% Diff	GEH	GEH Acceptable	Observed Flow Acceptable
Stechford Lane	Station Road	818	799	-20	-2.4%	0.7	YES	YES
Stechford Lane	Cotterills Lane	553	537	-16	-2.8%	0.7	YES	YES
Stechford Lane	Burney Lane	48	43	-5	-9.6%	0.7	YES	YES
Stechford Lane	Stechford Lane	17	20	3	17.6%	0.7	YES	YES
Station Road	Cotterills Lane	220	204	-16	-7.2%	1.1	YES	YES
Station Road	Burney Lane	164	164	0	0.0%	0.0	YES	YES
Station Road	Stechford Lane	852	804	-48	-5.7%	1.7	YES	YES
Station Road	Station Road	1	0	-1	-100.0%	1.5	YES	YES
Cotterills Lane	Burney Lane	20	20	0	0.0%	0.0	YES	YES
Cotterills Lane	Stechford Lane	275	275	0	0.1%	0.0	YES	YES
Cotterills Lane	Station Road	150	145	-5	-3.2%	0.4	YES	YES
Cotterills Lane	Cotterills Lane	0	0	0	0.0%	0.0	YES	YES
Burney Lane	Stechford Lane	57	61	4	7.0%	0.5	YES	YES
Burney Lane	Station Road	100	102	2	1.7%	0.2	YES	YES
Burney Lane	Cotterills Lane	21	20	-1	-5.2%	0.2	YES	YES
Burney Lane	Burney Lane	0	0	0	0.0%	0.0	YES	YES
All turns		**3296**	**3194**	**-102**	**-3.1%**	**1.8**	**YES**	**YES**

Table 3.3 – AM Peak Hour – Burney Lane Roundabout Turn Validation

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From	To	Observed	VISSM Modelled	Abs Diff	% Diff	GEH	GEH Acceptable	Observed Flow Acceptable
Station Road SB	Mears drive	3	0	-3	-100.0%	2.4	YES	YES
Station Road SB	Flaxley Road	461	461	0	0.0%	0.0	YES	YES
Station Road SB	Flaxley Pkwy	12	12	0	-0.8%	0.0	YES	YES
Station Road SB	Station Road South	501	443	-58	-11.6%	2.7	YES	YES
Station Road SB	Albert Road	58	89	31	53.8%	3.6	YES	YES
Station Road SB	Station Road NB	34	31	-3	-10.2%	0.6	YES	YES
Mears drive	Flaxley Road	5	4	-1	-22.0%	0.5	YES	YES
Mears drive	Flaxley Pkwy	0	0	0	0.0%	0.0	YES	YES
Mears drive	Station Road South	1	0	-1	100.0%	0.0	YES	YES
Mears drive	Albert Road	0	0	0	200.0%	0.0	YES	YES
Mears drive	Station Road NB	7	0	-7	-100.0%	3.7	YES	YES
Mears drive	Mears drive	0	0	0	0.0%	0.0	YES	YES
Flaxley Road	Flaxley Pkwy	33	33	-1	-1.5%	0.1	YES	YES
Flaxley Road	Station Road South	72	57	-15	-20.7%	1.8	YES	YES
Flaxley Road	Albert Road	42	47	4	10.2%	0.6	YES	YES
Flaxley Road	Station Road NB	651	634	-17	-2.5%	0.7	YES	YES
Flaxley Road	Mears drive	0	0	0	0.0%	0.0	YES	YES
Flaxley Road	Flaxley Road	0	0	0	0.0%	0.0	YES	YES
Flaxley Pkwy	Station Road South	16	8	-8	100.0%	0.0	YES	YES
Flaxley Pkwy	Albert Road	3	8	5	200.0%	0.0	YES	YES
Flaxley Pkwy	Station Road NB	20	19	-1	-6.0%	0.3	YES	YES
Flaxley Pkwy	Mears drive	0	0	0	0.0%	0.0	YES	YES
Flaxley Pkwy	Flaxley Road	7	4	-3	-41.4%	1.2	YES	YES
Flaxley Pkwy	Flaxley Pkwy	0	0	0	0.0%	0.0	YES	YES
Station Road South	Albert Road	0	0	0	0.0%	0.0	YES	YES
Station Road South	Station Road NB	429	427	-3	-0.6%	0.1	YES	YES
Station Road South	Mears drive	2	4	2	73.7%	0.0	YES	YES
Station Road South	Flaxley Road	12	11	-1	-7.1%	0.2	YES	YES
Station Road South	Flaxley Pkwy	5	8	2	41.5%	0.9	YES	YES
Station Road South	Station Road South	0	0	0	0.0%	0.0	YES	YES
Albert Road	Station Road NB	130	115	-15	-11.5%	1.3	YES	YES
Albert Road	Mears drive	1	0	-1	-100.0%	1.2	YES	YES
Albert Road	Flaxley Road	3	4	0	11.8%	0.2	YES	YES
Albert Road	Flaxley Pkwy	2	0	-2	-100.0%	1.8	YES	YES
Albert Road	Station Road South	0	0	0	0.0%	0.0	YES	YES
Albert Road	Albert Road	0	0	0	0.0%	0.0	YES	YES
		2510	**2416**	**-93**	**-3.7%**	**1.9**	**YES**	**YES**

Table 3.4 – AM Peak Hour – Iron Lane Gyratory Turn Validation

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From	To	Observed	VISSM Modelled	Abs Diff	% Diff	GEH	GEH Acceptable	Observed Flow Acceptable
Stechford Lane SB	Stechford Lane SB	764	749	-16	-2.0%	0.6	YES	YES
Stechford Lane SB	Stechford Road	0	0	0	0.0%	0.0	YES	YES
Stechford Lane NB	Stechford Lane NB	780	741	-39	-5.0%	1.4	YES	YES
Stechford Lane NB	Stechford Road	670	643	-28	-4.1%	1.1	YES	YES
Stechford Road	Stechford Lane SB	442	442	0	-0.1%	0.0	YES	YES
Stechford Road	Stechford Lane NB	0	0	0	0.0%	0.0	YES	YES
All turns		**2657**	**2574**	**-83**	**-3.1%**	**1.6**	**YES**	**YES**

Table 3.5 – PM Peak Hour – Stechford Road / Stechford Lane Turn Validation

From	To	Observed	VISSM Modelled	Abs Diff	% Diff	GEH	GEH Acceptable	Observed Flow Acceptable
Stechford Lane	Station Road	883	849	-33	-3.8%	1.1	YES	YES
Stechford Lane	Cotterills Lane	295	292	-3	-1.1%	0.2	YES	YES
Stechford Lane	Burney Lane	29	28	-1	-3.4%	0.2	YES	YES
Stechford Lane	Stechford Lane	5	20	15	298.0%	4.2	YES	YES
Station Road	Cotterills Lane	198	196	-1	-0.6%	0.1	YES	YES
Station Road	Burney Lane	111	113	2	1.7%	0.2	YES	YES
Station Road	Stechford Lane	908	886	-22	-2.4%	0.7	YES	YES
Station Road	Station Road	32	32	0	-1.2%	0.1	YES	YES
Cotterills Lane	Burney Lane	3	4	1	20.0%	0.3	YES	YES
Cotterills Lane	Stechford Lane	425	390	-35	-8.2%	1.7	YES	YES
Cotterills Lane	Station Road	177	160	-17	-9.6%	1.3	YES	YES
Cotterills Lane	Cotterills Lane	0	0	0	0.0%	0.0	YES	YES
Burney Lane	Stechford Lane	112	110	-2	-1.6%	0.2	YES	YES
Burney Lane	Station Road	158	151	-7	-4.6%	0.6	YES	YES
Burney Lane	Cotterills Lane	2	0	-2	-100.0%	2.0	YES	YES
Burney Lane	Burney Lane	0	0	0	0.0%	0.0	YES	YES
All turns		**3337**	**3230**	**-107**	**-3.2%**	**1.9**	**YES**	**YES**

Table 3.6 – PM Peak Hour – Burney Lane Roundabout Turn Validation

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From	To	Observed	VISSM Modelled	Abs Diff	% Diff	GEH	GEH Acceptable	Observed Flow Acceptable
Station Road SB	Mears drive	1	0	-1	-100.0%	1.4	YES	YES
Station Road SB	Flaxley Road	605	567	-37	-6.2%	1.5	YES	YES
Station Road SB	Flaxley Pkwy	82	75	-7	-8.4%	0.8	YES	YES
Station Road SB	Station Road South	458	425	-33	-7.1%	1.6	YES	YES
Station Road SB	Albert Road	81	94	13	15.4%	1.3	YES	YES
Station Road SB	Station Road NB	22	22	0	0.2%	0.0	YES	YES
Mears drive	Flaxley Road	7	12	5	68.6%	1.6	YES	YES
Mears drive	Flaxley Pkwy	0	0	0	0.0%	0.0	YES	YES
Mears drive	Station Road South	1	0	-1	100.0%	1.4	YES	YES
Mears drive	Albert Road	0	0	0	200.0%	0.0	YES	YES
Mears drive	Station Road NB	6	0	-6	-100.0%	3.5	YES	YES
Mears drive	Mears drive	0	0	0	0.0%	0.0	YES	YES
Flaxley Road	Flaxley Pkwy	76	75	-2	-2.0%	0.2	YES	YES
Flaxley Road	Station Road South	62	74	13	20.2%	1.5	YES	YES
Flaxley Road	Albert Road	50	34	-16	-32.7%	2.5	YES	YES
Flaxley Road	Station Road NB	347	348	1	0.4%	0.1	YES	YES
Flaxley Road	Mears drive	5	4	-1	0.0%	0.5	YES	YES
Flaxley Road	Flaxley Road	0	0	0	0.0%	0.0	YES	YES
Flaxley Pkwy	Station Road South	115	99	-16	100.0%	1.6	YES	YES
Flaxley Pkwy	Albert Road	19	32	13	200.0%	2.6	YES	YES
Flaxley Pkwy	Station Road NB	85	84	-2	-2.2%	0.2	YES	YES
Flaxley Pkwy	Mears drive	0	0	0	0.0%	0.0	YES	YES
Flaxley Pkwy	Flaxley Road	54	48	-6	-11.3%	0.9	YES	YES
Flaxley Pkwy	Flaxley Pkwy	0	0	0	0.0%	0.0	YES	YES
Station Road South	Albert Road	0	4	4	0.0%	0.0	YES	YES
Station Road South	Station Road NB	602	580	-22	-3.6%	0.9	YES	YES
Station Road South	Mears drive	0	0	0	0.0%	0.0	YES	YES
Station Road South	Flaxley Road	33	27	-6	-16.7%	1.0	YES	YES
Station Road South	Flaxley Pkwy	16	16	-1	-3.2%	0.1	YES	YES
Station Road South	Station Road South	0	0	0	0.0%	0.0	YES	YES
Albert Road	Station Road NB	182	195	13	7.0%	0.9	YES	YES
Albert Road	Mears drive	0	0	0	0.0%	0.0	YES	YES
Albert Road	Flaxley Road	10	16	6	56.5%	1.6	YES	YES
Albert Road	Flaxley Pkwy	5	4	-1	-20.1%	0.5	YES	YES
Albert Road	Station Road South	0	0	0	0.0%	0.0	YES	YES
Albert Road	Albert Road	0	0	0	0.0%	0.0	YES	YES
		2924	**2834**	**-90**	**-3.1%**	**1.7**	**YES**	**YES**

Table 3.7 – PM Peak Hour – Iron Lane Gyratory Turn Validation

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Tables 3.2 to 3.7 demonstrate that the modelled flows represent a high correlation to the observed traffic data, with a GEH statistic of below 5 observed for **100%** of all turning movements within the respective AM and PM peak hours. This provides further confirmation that the traffic movements around the network are comparable with observed data to a reasonably high degree.

Entry / Exit Link Validation

Whilst the section above outlined the validation result of the modelled turning movements throughout the network, when compared with observed turning count data, this section outlines the entry/exit link validation which is essentially a checking mechanism to demonstrate that correct volume of traffic is entering / exiting the model from each of the 19 zones. This validation measure is particularly relevant in dynamic assignment VISSIM models to ensure that both the matrices and modelled routing selection is valid. As with the turn validation above, the GEH statistic and flow validation criteria were both used.

The entry link and exit link validation is outlined in **Tables 3.8 – 3.11** below

Zone No	Zone Name	Demand Flow	Modelled Flow	Abs Diff	% Diff	GEH	GEH Acceptable	Observed Flow Acceptable
1	Stechford Road	592	583	-9	-1.6%	0.39	YES	YES
2	Stechford Lane	830	829	-1	-0.2%	0.05	YES	YES
3	Burney Lane	178	168	-10	-5.5%	0.75	YES	YES
4	Cotterills Lane	445	442	-3	-0.6%	0.13	YES	YES
5	B&Q	20	16	-4	-20.4%	0.97	YES	YES
8	Flaxley Pkwy	46	39	-7	-15.2%	1.07	YES	YES
10	Mears Drive	13	4	-9	-69.2%	3.09	YES	YES
12	Frederick Road	18	16	-2	-9.5%	0.41	YES	YES
61	Albert Road	181	179	-2	-1.1%	0.15	YES	YES
62	Northcote Road	19	16	-3	-16.0%	0.73	YES	YES
63	Northcote East	8	8	0	-2.0%	0.06	YES	YES
64	Victoria Road	107	104	-3	-2.4%	0.25	YES	YES
71	Station Road	431	433	2	0.5%	0.11	YES	YES
72	Lyndon Road	0	0	0	0.0%	0.00	YES	YES
73	Audley Road	613	609	-4	-0.7%	0.16	YES	YES
91	Old Farm Road	22	16	-6	-27.9%	1.42	YES	YES
92	Flaxley Road	163	158	-5	-3.0%	0.39	YES	YES
111	Brook Cl	1	0	-1	-100.0%	1.41	YES	YES
112	Wyndhurst Road	78	73	-5	-6.5%	0.58	YES	YES
All Zones		**3764**	**3692**	**-72**	**-1.9%**	**-1.18**	**YES**	**YES**

Table 3.8 – AM Peak Hour – Entry Link Validation

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Zone No	Zone Name	Demand Flow	Modelled Flow	Abs Diff	% Diff	GEH	GEH Acceptable	Observed Flow Acceptable
1	Stechford Road	385	366	-19	-4.9%	0.97	YES	YES
2	Stechford Lane	802	764	-38	-4.7%	1.35	YES	YES
3	Burney Lane	232	219	-13	-5.6%	0.87	YES	YES
4	Cotterills Lane	794	760	-34	-4.3%	1.21	YES	YES
5	B&Q	54	53	-2	-2.9%	0.22	YES	YES
8	Flaxley Pkwy	52	52	0	-0.6%	0.04	YES	YES
10	Mears Drive	6	4	-2	-33.3%	0.89	YES	YES
12	Frederick Road	3	4	1	43.4%	0.65	YES	YES
61	Albert Road	318	303	-15	-4.6%	0.84	YES	YES
62	Northcote Road	7	4	-3	-43.3%	1.27	YES	YES
63	Northcote East	37	28	-9	-24.7%	1.60	YES	YES
64	Victoria Road	69	60	-10	-14.2%	1.23	YES	YES
71	Station Road	438	414	-24	-5.6%	1.18	YES	YES
72	Lyndon Road	0	0	0	0.0%	0.00	YES	YES
73	Audley Road	325	312	-13	-4.1%	0.75	YES	YES
91	Old Farm Road	9	8	-1	-12.4%	0.38	YES	YES
92	Flaxley Road	184	174	-10	-5.7%	0.78	YES	YES
111	Brook Cl	0	0	0	0.0%	0.00	YES	YES
112	Wyndhurst Road	49	52	3	5.3%	0.36	YES	YES
All Zones		**3764**	**3575**	**-189**	**-5.0%**	**3.13**	**YES**	**YES**

Table 3.9 – AM Peak Hour – Exit Link Validation

Zone No	Zone Name	Demand Flow	Modelled Flow	Abs Diff	% Diff	GEH	GEH Acceptable	Observed Flow Acceptable
1	Stechford Road	442	437	-5	-1.2%	0.25	YES	YES
2	Stechford Lane	769	756	-13	-1.8%	0.49	YES	YES
3	Burney Lane	272	256	-16	-5.7%	0.95	YES	YES
4	Cotterills Lane	605	569	-36	-5.9%	1.48	YES	YES
5	B&Q	67	68	1	1.2%	0.10	YES	YES
8	Flaxley Pkwy	273	263	-11	-3.8%	0.64	YES	YES
10	Mears Drive	14	12	-2	-14.3%	0.55	YES	YES
12	Frederick Road	8	8	0	6.2%	0.17	YES	YES
61	Albert Road	307	304	-3	-1.0%	0.18	YES	YES
62	Northcote Road	6	4	-2	-29.2%	0.75	YES	YES
63	Northcote East	9	8	-1	-15.0%	0.48	YES	YES
64	Victoria Road	86	82	-4	-4.8%	0.45	YES	YES
71	Station Road	627	623	-4	-0.6%	0.16	YES	YES
72	Lyndon Road	4	4	0	-10.2%	0.00	YES	YES
73	Audley Road	349	338	-11	-3.2%	0.61	YES	YES
91	Old Farm Road	0	0	0	0.0%	0.00	YES	YES
92	Flaxley Road	166	169	3	1.7%	0.22	YES	YES
111	Brook Cl	0	0	0	0.0%	0.00	YES	YES
112	Wyndhurst Road	82	83	1	0.8%	0.07	YES	YES
All Zones		**4088**	**3984**	**-104**	**-2.5%**	**1.64**	**YES**	**YES**

Table 3.10 – PM Peak Hour – Entry Link Validation

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Zone No	Zone Name	Demand Flow	Modelled Flow	Abs Diff	% Diff	GEH	GEH Acceptable	Observed Flow Acceptable
1	Stechford Road	670	632	-38	-5.7%	1.50	YES	YES
2	Stechford Lane	780	740	-40	-5.1%	1.45	YES	YES
3	Burney Lane	143	136	-7	-5.0%	0.61	YES	YES
4	Cotterills Lane	495	487	-7	-1.5%	0.33	YES	YES
5	B&Q	63	60	-3	-5.1%	0.41	YES	YES
8	Flaxley Pkwy	179	169	-10	-5.5%	0.75	YES	YES
10	Mears Drive	6	4	-2	-30.0%	0.80	YES	YES
12	Frederick Road	9	8	-1	-15.0%	0.48	YES	YES
61	Albert Road	267	255	-12	-4.6%	0.75	YES	YES
62	Northcote Road	4	4	0	6.2%	0.12	YES	YES
63	Northcote East	32	27	-5	-16.6%	0.99	YES	YES
64	Victoria Road	136	131	-5	-3.9%	0.45	YES	YES
71	Station Road	536	521	-16	-2.9%	0.68	YES	YES
72	Lyndon Road	0	0	0	0.0%	0.00	YES	YES
73	Audley Road	462	432	-30	-6.5%	1.41	YES	YES
91	Old Farm Road	10	7	-3	0.0%	0.90	YES	YES
92	Flaxley Road	192	178	-13	-6.9%	0.97	YES	YES
111	Brook Cl	2	0	-2	0.0%	0.00	YES	YES
112	Wyndhurst Road	101	93	-9	-8.6%	0.89	YES	YES
All Zones		**4088**	**3884**	**-204**	**-5.0%**	**3.22**	**YES**	**YES**

Table 3.11 – PM Peak Hour – Exit Link Validation

Tables 3.8 to 3.11 demonstrate that the correct volume of demand flow is entering and exiting the network at each of the 19 zones which form the 2015 Base model.

Journey Time Validation

In addition to turning movement and entry link flow validation, the model has also been validated against observed journey time movements across four corridors within the study area. As outlined in section 2.5, journey time surveys were undertaken on 23rd June 2015 on the same day as the CTC and OD surveys.

Table 3.12 and **3.13** below provide an overview of the journey time validation with relation to the AM and PM peaks hours.

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Capabilities on project:
Transportation

Route		From	To	Observed	Modelled	Abs Diff	< 60 seconds pass/fail
Route 1 SB	Section 1	Station Rd N	Iron Lane	22	33	11	Pass
	Section 2	Iron Lane	Station Rd S	54	76	22	Pass
	Section 3	Station Road S	Lyndon Rd	28	38	10	Pass
	Route Total	Station Rd N	Lyndon Road	104	148	44	Pass
Route 1 NB	Section 1	Lyndon Rd S	Station Rd S	26	59	33	Pass
	Section 2	Station Rd S	Iron Lane Exit	54	49	-5	Pass
	Section 3	Iron Lane Exit	Station Rd N	43	54	11	Pass
	Route Total	Lyndon Rd S	Station Rd N	123	161	38	Pass
Route 2 EB	Section 1	Station Rd N	Iron Lane	28	33	5	Pass
	Section 2	Iron Lane	Flaxley Retail Ped Crossing	13	17	4	Pass
	Section 3	Flaxley Retail Ped Crossing	Harrowfield RD	31	51	20	Pass
	Route Total	Station Rd N	Harrowfield RD	72	101	29	Pass
Route 2 WB	Section 1	Harrowfield RD	Flaxley Rd Signalised Junction	51	82	31	Pass
	Section 2	Flaxley Rd Signalised Junction	Iron Lane	39	52	13	Pass
	Section 3	Iron Lane	Station Rd N	32	54	22	Pass
	Route Total	Harrowfield RD	Station Rd N	122	187	65	Fail
Route 3 NWB	Section 1	Station Rd N	Iron Lane	35	33	-2	Pass
	Section 2	Iron Lane	Albert Rd	59	71	12	Pass
	Section 3	Albert Rd	Rail Bridge	31	38	7	Pass
	Route Total	Station Rd N	Rail Bridge	125	142	17	Pass
Route 3 SEB	Section 1	Rail Bridge	Albert Rd	29	42	13	Pass
	Section 2	Albert Rd	Flaxley Retail Ped Crossing	76	58	-18	Pass
	Section 3	Flaxley Retail Ped Crossing	Wyndhurst Rd	11	15	4	Pass
	Route Total	Rail Bridge	Wyndhurst Rd	116	115	-1	Pass
Route 4 - SWB	Section 1	Wyndhurst Rd	Flaxley Rd Signalised Junction	73	48	-25	Pass
	Section 2	Flaxley Rd Signalised Junction	Iron Lane	27	52	25	Pass
	Section 3	Iron Lane	Station Rd N	37	54	17	Pass
	Route Total	Wyndhurst Rd	Station Rd N	137	153	16	Pass
					Pass	**96%**	
					Fail	**4%**	

Table 3.12 – AM Peak Hour – Journey Time

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Capabilities on project:
Transportation

Route		From	To	Observed	Modelled	Abs Diff	< 60 seconds pass/fail
Route 1 SB	Section 1	Station Rd N	Iron Lane	38	39	1	Pass
	Section 2	Iron Lane	Station Rd S	78	57	-21	Pass
	Section 3	Station Road S	Lyndon Rd	32	36	4	Pass
	Route Total	Station Rd N	Lyndon Road	148	132	-16	Pass
Route 1 NB	Section 1	Lyndon Rd S	Station Rd S	39	42	3	Pass
	Section 2	Station Rd S	Iron Lane Exit	29	29	0	Pass
	Section 3	Iron Lane Exit	Station Rd N	33	37	4	Pass
	Route Total	Lyndon Rd S	Station Rd N	101	108	7	Pass
Route 2 EB	Section 1	Station Rd N	Iron Lane	32	39	7	Pass
	Section 2	Iron Lane	Flaxley Retail Ped Crossing	18	16	-2	Pass
	Section 3	Flaxley Retail Ped Crossing	Harrowfield RD	37	49	12	Pass
	Route Total	Station Rd N	Harrowfield RD	87	104	17	Pass
Route 2 WB	Section 1	Harrowfield RD	Flaxley Rd Signalised Junction	130	94	-36	Pass
	Section 2	Flaxley Rd Signalised Junction	Iron Lane	32	34	2	Pass
	Section 3	Iron Lane	Station Rd N	40	37	-3	Pass
	Route Total	Harrowfield RD	Station Rd N	202	165	-37	Pass
Route 3 NWB	Section 1	Station Rd N	Iron Lane	28	39	11	Pass
	Section 2	Iron Lane	Albert Rd	54	54	0	Pass
	Section 3	Albert Rd	Rail Bridge	28	37	9	Pass
	Route Total	Station Rd N	Rail Bridge	110	130	20	Pass
Route 3 SEB	Section 1	Rail Bridge	Albert Rd	38	42	4	Pass
	Section 2	Albert Rd	Flaxley Retail Ped Crossing	37	64	27	Pass
	Section 3	Flaxley Retail Ped Crossing	Wyndhurst Rd	11	16	5	Pass
	Route Total	Rail Bridge	Wyndhurst Rd	86	122	36	Pass
Route 4 - SWB	Section 1	Wyndhurst Rd	Flaxley Rd Signalised Junction	157	66	-91	Fail
	Section 2	Flaxley Rd Signalised Junction	Iron Lane	25	34	9	Pass
	Section 3	Iron Lane	Station Rd N	34	37	3	Pass
	Route Total	Wyndhurst Rd	Station Rd N	216	137	-79	Fail
					Pass	**93%**	
					Fail	**7%**	

Table 3.13 – PM Peak Hour – Journey Time

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Tables 3.12 to 3.13 demonstrate that the modelled journey times represent a good match with observed journey times for both the AM peak with 96% of routes validating within the 60s DMRB criteria and for the PM peak and 93% routes validating within the 60s DMRB. As both sets of journey time results are above the 85% threshold, the models are deemed to validate well to observed journey time conditions.

3.4 Base Model Sign Off Meeting

A meeting was held on 6th August 2015 between AECOM and BCC, during which the operation of the 2015 Base models and validation results were presented to and discussed with the overall project team.

BCC were satisfied that the VISSIM model on both validation grounds and visual inspection demonstrated a good replication of existing Baseline conditions and the model was accepted for use as the basis for forecast year testing.

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4 Scheme Background

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4 Scheme Background

4.1 Scheme Background

The junction of Iron Lane / Station Road / Flaxley Road is a part signalised gyratory junction that forms part of the A4040 corridor; which in turn is part of the Birmingham Outer Ring Road and Birmingham Strategic Highway Network.

The junction directly serves multiple trip end purposes with areas of employment, retail and residential land use located within the immediate vicinity of the junction. In addition, given that the junction forms part of the A4040 corridor, there is a large number of north-south strategic trips through the junction especially during the morning and evening commuter peaks.

In order to improve the operation of the local highway network and unlock growth, a highway improvement scheme has been designed and put forward for funding.

The scheme is being brought forward in partnership between Birmingham City Council, Development Partners and other key stakeholders.

In 2006, Mott McDonald undertook a study on behalf of BCC using VISSIM micro-simulation software. However, the scheme has been amended since 2006 and therefore, AECOM were required to model the most recent scheme design in their forecast year modelling.

4.2 Scheme Design

The latest scheme drawing is shown pictorially within **Appendix C** of this report.

The main elements of the scheme are as follows:

- Widening of A4040 Station Road between Burney Lane and Flaxley Road to a dual carriageway;
- Modifications to the Burney Lane / Stechford Lane / Station Road roundabout including a new dedicated slip lane from Stechford Lane to Station road enabling a continuous unopposed southbound movement through the A4040 corridor;
- Replacement of the existing signalised Iron Lane gyratory with two roundabout junctions;
- Three new toucan crossings and existing pedestrian crossing re-locations; and
- A change in access arrangements for Albert Road with no exit onto Station Road.

The provision to enable a left hand turn from Stechford Road to Stechford Lane at the existing signalised junction has not been modelled as part of the scheme.

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5 Forecast Model Assumptions and Development

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5 Forecast Model Assumptions and Development

5.1 Forecast Scenarios

Following the successful validation of the 2015 AM and PM peak VISSIM models, the Base models and matrices were carried forward as the basis for the VISSIM forecast year assessment.

For the purposes of the assessment both a **2021** and **2031** forecast year were assessed.

This section will outline the forecasting assumptions and model development process associated with the forecast year VISSIM modelling work undertaken.

5.2 Forecast Growth Assumptions

This section outlines the forecasting assumptions made regarding background traffic growth and estimates for future development that were considered prior to the development of the 2021 and 2031 matrices.

Firstly, as outlined above both a 2021 and 2031 forecast year were selected for scheme assessment.

Initially, AECOM obtained growth information via BCC from the local strategic transport model (PRISM) and intended to use growth factors from a cordon of the PRISM network in order to inform flow development for the 2021 and 2031 forecast year scenarios.

However, when growth factors for the local cordon were compared with locally adjusted TEMPRO growth factors for the area, it was decided that the TEMPRO growth factors would be taken forward for the development of future year matrices as the levels of growth were deemed more realistic by key stakeholders. **Table 5.1** below provides a summary of the local adjusted TEMPRO growth factors as calculated by AECOM.

TEMPRO 6.2 – NTM AF09 Dataset	*AM Peak (07:45 – 08:45)*	*PM Peak (16:45 – 17:45)*
2015 - 2021	1.11	1.11
2015 - 2031	1.29	1.28

Table 5.1 – TEMPRO Growth Factors

In order to develop a set of 2021/ 2031 forecast year matrices to be used within the 2021 VISSIM models, the growth factors above were applied to the Base year matrices in order to develop 2021 and 2031 **"Do-Nothing"** matrices. In order to calculate the **"Do-Something"** matrices, trips for two new development zones were seeded into the matrix.

The final Do-Nothing and Do-Something matrices for the 2021 and 2031 forecast years can be found in **Appendix D.**

5.3 Modelled Networks

The 2015 VISSIM network was taken forward in order to develop the following two forecast modelled networks:

1) **Do-Nothing (future Base without scheme or development)**
   This comprises the 2015 Base network with no modifications to accommodate planned highway improvements. This scenario in networks terms is therefore identical to the Base year VISSIM model. The zoning system and extents of the modelled study area are maintained from the 2015 Base model as shown in Figure 2.2 above.

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2) **Do-Something**

This comprises the 2015 Base network with full modifications to accommodate planned highway improvements. This scenario represents the full modelling of the scheme and in addition the creation of two new zones to replicate development sites.

5.4 Do-Something Model Extents and Zoning System

The extents of the scheme model and zoning system utilised within the "Do-Something" network are shown below in **Figure 5.1**.

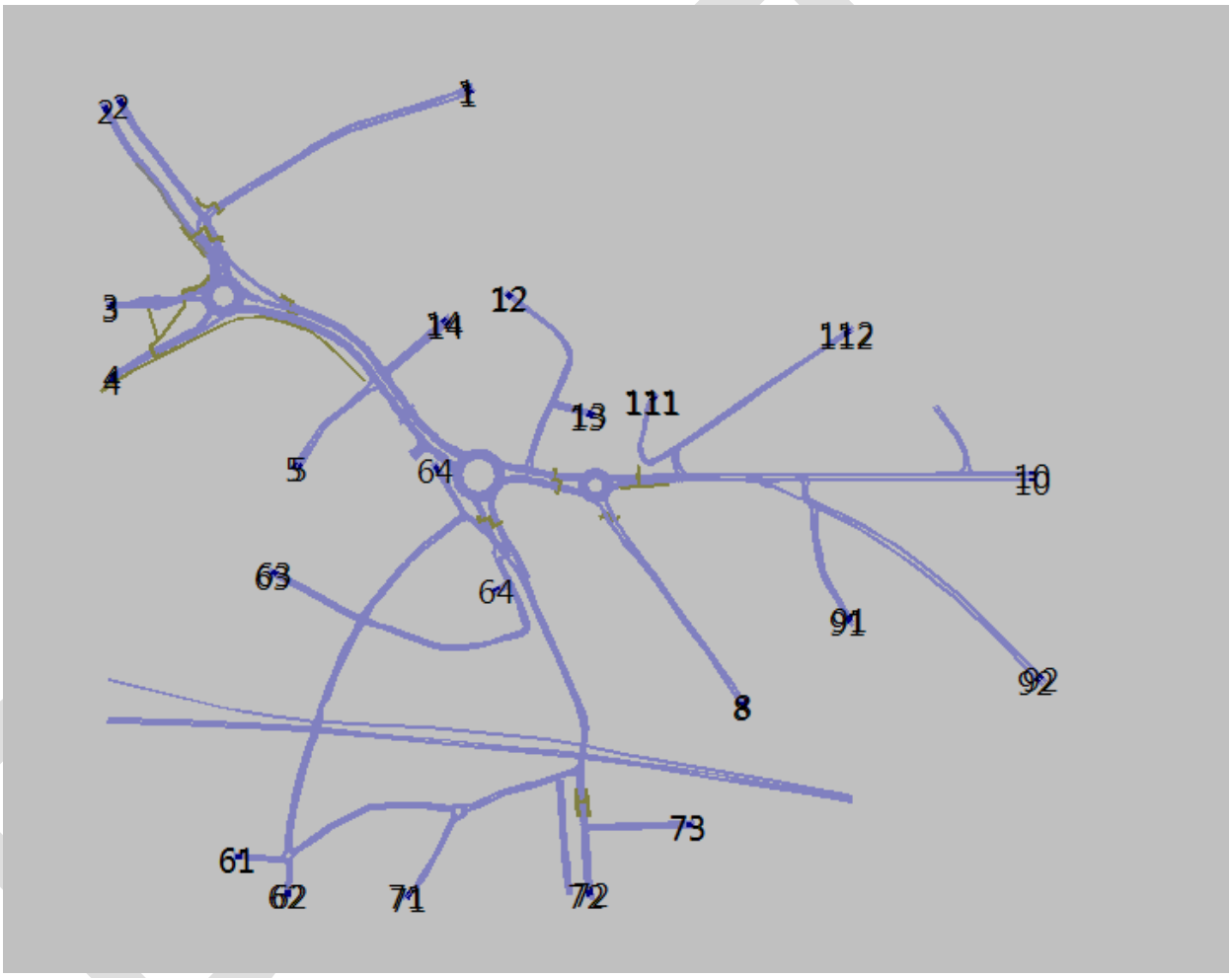

Figure 5.1 – 2021 Do-Something Model Extents and Zoning System

5.5 Forecast Model Development

The two forecast modelled networks (Do-Nothing and Do-Something) were locally developed as follows:

Do-Nothing Modelled network

The Do-Nothing network was developed directly from the validated 2015 VISSIM model with the extents of the network being identical. Therefore, this scenario is identical to the Base year VISSIM model in terms of network and zoning system outlined in Figure 2.2 of this report is maintained.

Do-Something modelled network

The Do-Something modelled network has been developed based on the latest scheme drawing obtained from BCC.

The following modifications have been undertaken to the scheme model since the previous study:

- The lane configuration of the two new scheme roundabouts has been amended. The scheme design drawing did not provide lane configuration markings; therefore an assumption has been made by AECOM as to the lane configuration using the distribution of turning movements as the evidence Base. This approach has been agreed with BCC;
- The entry and exit arrangements at Wyndhurst Road / Flaxley Road junction have been marginally amended;
- A new left hand filter lane has been added to the Cotterills roundabout junction enabling a continuous unopposed movement from Stechford Road to Station Road as per the latest scheme proposals;
- The mid-roundabout link between Cotterills roundabout and the twin-roundabout scheme to replace the gyratory have been increased from a single lane carriageway to a dual lane carriageway in both a northbound and southbound direction;
- A new toucan crossing has been added to the south of the Cotterills roundabout junction;
- A new staggered signalised pedestrian crossing has been provided across Flaxley Parkway; and
- Albert Road egress arrangements have been modified based on the latest scheme design.

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6 Model Performance and Comparative Assessment

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6 Model Performance and Comparative Scheme Assessment

6.1 Introduction

The following sections compare the performance of the scheme model (Do-Something) against the future Base model (Do-Nothing). An average of 10 simulation runs was used for the comparative analysis, using different random seeds. The main parameters considered in the comparative analysis process are turning flows, journey times and network performance.

6.2 Summary of Model Performance – AM Peak Period

Following on from the convergence run, the VISSIM model was taken forward and run multiple times using different random seeds in order to produce a set of traffic flow and journey time results. To enable a robust assessment, the results discussed in the following sections represent an average of 10 simulation runs, for each of the AM and PM peak periods.

6.2.1 Flow Analysis

By reviewing the VISSIM error files, a comparison of the number of vehicles unable to access to the network within the modelled study area has been undertaken below in **Table 6.1** for the AM peak period.

The results demonstrated that by introducing the new scheme, the number of vehicles unable to access the road network decreased in the southern section of the modelled study area, especially on Station Road South. This is an indication that the scheme has reduced the level of queueing and delay on the A4040 corridor in a northbound direction, to the south of the existing gyratory.

The reason for the reduction in the level of latent demand in the southern sections of the network is that the scheme has provided additional capacity and improved traffic flow on the key approaches to the former gyratory junction including Station Road South and Audley Road.

However, at the northern section of the network, where the scheme improvements are more limited, the scheme benefits are less evident due to the existing capacity constraints at the Stechford Road / Stechford Lane junction.

Entry	Average Number of Vehicles unable to access network				
	2015 Base	2021 Do-Noth	2021 Do-Som	2031 Do-Noth	2031 Do-Som
Stechford Road	0	97	44	275	231
Stechford Lane	0	20	85	220	347
Station Road South	0	83	0	208	0
Burney Lane	0	0	0	0	6
Cotterills Lane	0	0	0	0	19
Audley Road	0	0	63	109	392
Albert Road	0	0	0	0	0
Total Average	**0**	**200**	**192**	**812**	**995**

Table 6.1 – Number of Vehicles unable to enter the model AM Peak

6.2.2 Turn Analysis

A comparison of the modelled traffic volume at each of the key junctions within the modelled study area has been undertaken below in **Table 6.2** for the AM peak period. It is noted that these figures relate to modelled actual flow (i.e. those able to pass through the junction in the model period) as opposed to demand flows.

The full comparison of modelled flows for each of the key turning movements within the model can be found in **Appendix E** of this report for both the AM and PM peaks.

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Junction	07:45 - 08:45 Modelled Vehicles (all vehicles)				
	2015 Base	2021 Do-Noth	2021 Do-Som	2031 Do-Noth	2031 Do-Som
Stechford Road / Stechford Lane	2542	2565	2631	2551	2609
Cotterills roundabout	3194	3248	3304	3300	3311
Iron Lane Gyratory *(Base / Do-Noth)*	2416	2457	-	2488	-
Scheme Roundabouts (Do-Som)	-	-	2656	-	2584
TOTAL	**8152**	**8270**	**9054**	**8339**	**8504**

Table 6.2 – 07:45 – 08:45: Comparison of Modelled Junction Flows

The results presented in **Table 6.2** above can be summarised as follows:

- With relation to the junction of Stechford Road and Stechford Lane, without the scheme the modelled throughput of the junction is approximately 2550 vehicles in each of the 2015 Base, 2021 Do-Nothing and 2031 Do-Nothing scenarios. This is an indication that the existing signalised junction and neighbouring Cotterills roundabout junction is operating close to its theoretical capacity during the AM peak hour and cannot accommodate any additional growth. However, when the scheme is modelled within the 2021 and 2031 Do-Something networks, the modelled throughput of the junction increases by approximately 50 – 75 vehicles when compared with the Base / Do-Nothing scenarios. Some of this additional flow improvement will be provided by the inclusion of the left hand filter lane from Stechford Lane to Station Road, however, the majority of the benefit will be through the gyratory scheme releasing additional traffic flow in a northbound direction as evidenced within the results in **Appendix E.**

- As above for the Stechford Lane / Stechford Road junction, the modelled throughput of the Cotterills roundabout junction during the AM peak demonstrates limited growth in terms of traffic throughput. Considering that the growth applied to the Base matrices for the 2021 Do-Nothing scenario and 2031 Do-Nothing scenario was 11% and 29% respectively, the modelled increase in flow represents just 54 vehicles (1.7%) for the 2021 Do-Nothing and 106 vehicles (3.3%) growth for the 2031 Do-Nothing scenario. This is clear evidence that the existing roundabout does not have sufficient reserve capacity to effectively accommodate the forecast levels of growth. When the scheme is introduced in the respective 2021 and 2031 Do-Something scenarios, the scheme provides a flow increment of 56 vehicles (1.7%) under a 2021 scenario and a flow increment of 11 vehicles (0.3%) under a 2031 scenario, when compared with the respective Do-Nothing scenarios. The modelling demonstrates that the Stechford Road / Stechford Lane signal junction to the north, acts as a constraint in the forecast modelling and as such, the additional traffic arriving at the roundabout junction in a northbound direction cannot be fully accommodated, causing queueing in a northbound direction. Further mitigation may be required at the two northern roundabout junctions, to maximise the benefits of the scheme.

- The minor flow increment provided by the scheme at the Cotterills roundabout is two-fold:

    - Firstly, the insertion of the left hand filter from Stechford Lane to Station road has improved the southbound flow along the A4040 corridor by providing additional capacity.
    - Secondly, the introduction of the two scheme roundabouts at the positon of the gyratory has alleviated an existing capacity constraint and improved the northbound A4040 corridor flow. A greater level of traffic is now arriving at the Cotterills roundabout junction which was previously constrained up-stream.

- With relation to the Iron Lane gyratory, the level of modelled traffic throughput remains relatively consistent between the 2015 Base model and 2021/2031 Do-Nothing scenarios. Considering that the growth applied to the Base matrices for the 2021 Do-Nothing scenario and 2031 Do-Nothing scenario was 11% and 29% respectively, the modelled increase in flow represents just

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41 vehicles (1.7%) for the 2021 Do-Nothing and 72 vehicles (3.0%) growth for the 2031 Do-Nothing scenario. These results are in strong adherence to the forecast change in actual flow through the Cotterills roundabout junction as analysed above which for reference demonstrated 1.7% and 3.3% throughput respectively for the 2021 and 2031 Do-Nothing periods. Therefore, the traffic modelling evidence suggests that Iron lane Gyratory has limited reserve capacity and cannot effectively accommodate the forecast level of growth under a 2021 or 2031 scenario. The introduction of the scheme has had a significant improvement in the modelled throughput of the former gyratory junction in both a 2021 and 2031 Do-Something scenario. The 2021 Do-Something model has an increased modelled throughput of 240 vehicles (10%) when compared with the 2015 Base which indicates that background growth plus an element of existing constraint has been released, and 199 vehicles (8%) when compared with the 2021 Do-Nothing. By 2031, with the application of 29% background growth, the scheme has a higher modelled throughput of 96 vehicles or 4%, than the respective Do-Nothing scenario, however the results indicate that the network will be constrained, given that modelled throughputs are lower than in 2021. This is linked to the northern junctions acting as a constraint.

Therefore, from a comparative flow assessment it can be concluded that:

- The existing highway network during the AM peak period has limited reserve capacity especially at the existing gyratory, roundabout and signalised junctions and cannot accommodate the forecast levels of background growth as evidenced by the comparison of Do-Nothing modelled throughputs to the 2015 Base.

- The scheme provides a flow improvement at all three junctions, most notably at the Iron Lane gyratory.

- The Cotterills Roundabout scheme improvements have not had as great a level of flow improvement as the twin-roundabout scheme in replacement of the gyratory, given the scheme improvements are considerably less.

- The level of scheme benefit in 2021 is higher than in 2031 as a result of existing capacity constraints, most notably the Stechford Lane/Stechford Road junction being unable to accommodate the additional level of growth under a 2031 scenario.

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6.2.3 Journey Time Analysis – All Vehicles

A comparison of the key modelled journey times between the validated 2015 Base model and four future modelled scenarios has been undertaken to understand the potential journey time benefits / dis-benefits associated with both the application of background growth and delivery of the scheme.

The location of the journey time markers within the 2021/2031 Do-Nothing VISSIM models is identical to those contained within the 2015 Base models, given that these modelled scenarios are representative of the same VISSIM network. Therefore, the modelled journey times between the 2015 Base models and 2021/2031 Do-Nothing models represent a direct comparison.

The location of the journey time markers within the 2021/2031 Do-Something VISSIM models have been placed in as close a position as possible to the Base model positions. However, given the scheme is representative of a different modelled network to the Base/Do-Nothing, there might be some slight variation in the journey time marker distances used within the assessment.

The four journey time routes used in the validation of the 2015 Base models have been maintained and used as the basis for a comparative assessment of the forecast year scenarios. **Table 6.3** below provides an overview of the modelled journey times for the 2015 Base, 2021 Do-Nothing, 2021 Do-Something, 2031 Do-Nothing and 2031 Do-Something for the 07:45 to 08:45 modelled period.

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Capabilities on project:
Transportation

Route		From	To	Obs	2015	2021 DN	2021 DS	2031 DN	2031 DS
Route 1 SB	Section 1	Station Rd N	Iron Lane	22	33	47	36	53	40
	Section 2	Iron Lane	Station Rd S	54	76	103	35	113	42
	Section 3	Station Road S	Lyndon Rd	28	38	41	39	39	43
	Route Total	**Station Rd N**	**Lyndon Road**	**104**	**148**	**190**	**110**	**205**	**125**
Route 1 NB	Section 1	Lyndon Rd S	Station Rd S	26	59	243	48	291	94
	Section 2	Station Rd S	Iron Lane Exit	54	49	72	50	78	65
	Section 3	Iron Lane Exit	Station Rd N	43	54	58	141	57	151
	Route Total	**Lyndon Rd S**	**Station Rd N**	**123**	**161**	**373**	**239**	**426**	**311**
Route 2 EB	Section 1	Station Rd N	Iron Lane	28	33	47	36	53	40
	Section 2	Iron Lane	Flaxley Retail Ped Crossing	13	17	19	16	19	18
	Section 3	Flaxley Retail Ped Crossing	Harrowfield RD	31	51	58	64	66	71
	Route Total	**Station Rd N**	**Harrowfield RD**	**72**	**101**	**123**	**116**	**138**	**129**
Route 2 WB	Section 1	Harrowfield Rd	Flaxley Rd Signalised Junction	51	82	143	121	184	213
	Section 2	Flaxley Rd Signalised Junction	Iron Lane	39	52	73	117	77	160
	Section 3	Iron Lane	Station Rd N	32	54	58	141	57	151
	Route Total	**Harrowfield Rd**	**Station Rd N**	**122**	**187**	**274**	**379**	**318**	**524**
Route 3 NWB	Section 1	Station Rd N	Iron Lane	35	33	47	36	53	40
	Section 2	Iron Lane	Albert Rd	59	71	96	57	101	73
	Section 3	Albert Rd	Rail Bridge	31	38	39	52	40	52
	Route Total	**Station Rd N**	**Rail Bridge**	**125**	**142**	**181**	**145**	**194**	**165**
Route 3 SEB	Section 1	Rail Bridge	Albert Rd	29	42	45	0	46	0
	Section 2	Albert Rd	Flaxley Retail Ped Crossing	76	58	70	0	81	0
	Section 3	Flaxley Retail Ped Crossing	Wyndhurst Rd	11	15	18	32	18	38
	Route Total	**Rail Bridge**	**Wyndhurst Rd**	**116**	**115**	**133**	**32**	**145**	**38**
Route 4 - SWB	Section 1	Wyndhurst Rd	Flaxley Rd Signalised Junction	73	48	58	53	62	84
	Section 2	Flaxley Rd Signalised Junction	Iron Lane	27	52	73	117	77	160
	Section 3	Iron Lane	Station Rd N	37	54	58	141	57	151
	Route Total	**Wyndhurst Rd**	**Station Rd N**	**137**	**153**	**189**	**311**	**196**	**394**

Table 6.3– Comparison of Modelled Journey Times (seconds) – AM Peak

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The results presented in **Table 6.3** above can be summarised as follows:

- With the application of 11% background growth under the 2021 Do-Nothing scenario, journey times across the four validated Base modelled journey time corridors are forecast to increase by 455 seconds or 45%.

- In the 2021 Do-Nothing scenario, the greatest increment is recorded on the A4040 northbound carriageway between Lyndon Road and the Gyratory (Route 1 NB) on which modelled journey times have increased by over three minutes (184s) which is representative of a 312% increment in journey time. The route 1 NB corridor as a whole demonstrated a total journey time increment from Lyndon Road to the entry to Cotterills Roundabout, of 212 seconds or 132%.

- Moving forward to the 2031 Do-Nothing scenario, modelled journey times across the four validated Base modelled journey time corridors are forecast to increase by 614 seconds or 61% when compared with the Base model.

- In the 2031 Do-Nothing scenario, the greatest level of journey time dis-benefit is forecast on the A4040 northbound corridor where journey times from Lyndon Road to the entry to Cotterills Roundabout (Route 1 NB) are forecast to increase by 265 seconds / 165%. Again, the greatest proportional dis-benefit for this route is Station Road northbound south of the gyratory where modelled journey times are forecast to increase by 232 seconds / 393% when compared with the Base model.

- Therefore, it can be concluded from the above the A4040 Northbound corridor between Lyndon Road and the Cotterills Road gyratory will experience significant increments in journey time should the existing highway network layout be maintained, with the greatest level of dis-benefit occurring on the Station Road approach to the gyratory.

- When the journey times for the 2021 Do-Something are compared against the 2021 Do-Nothing, the benefits of the scheme are clearly apparent with journey time savings recoded across all four modelled validation corridors. On the A4040 corridor, modelled travel times are 80 seconds or 42% lower in a southbound direction, than the respective Do-Nothing scenario, with the largest savings being recorded on section 2, as the scheme provides a more direct route than the existing gyratory and separates out the competing traffic streams. In a northbound direction, the Do-Something results provide a saving of 134 seconds or 36%, when compared with the respective Do-Nothing timings. The largest saving is on the section 1, the northbound approach to the existing gyratory junction, indicating that the scheme significantly reduces existing supressed queueing and demand on the Station Road South arm. However, the section 3 timing between the exit arm of the junction to the entry arm to the Cotterills/Burney roundabout junction (i.e. the Station Road northbound corridor) increases by 83 seconds which is an early indication that the supressed queue demand released by the twin-roundabout scheme cannot fully be accommodated up-stream, even with the application of 11% background growth.

- When the 2031 Do-Something is compared with the 2031 Do-Nothing, the scheme continues to provide benefits in the same areas as the 2021 scenario, however; these benefits are proportionally lower. Travel times along the A4040 corridor are forecast to be 80 seconds (39%) lower in a southbound direction and 115 seconds (27%) lower in a northbound direction. However, as with the 2021 modelling results, the Station Road link in a northbound direction indicates that capacity constraints upstream are apparent and the additional capacity released through the scheme cannot efficiently get through these two junction with a large northbound queue forming in the 2031 Do-Something model which blocks back through the scheme roundabouts reducing benefit levels on both the Station Road and Flaxley/Audley Road corridors

6.2.4 Overall Network Performance

Network performance evaluation files were extracted from the network in order to establish the change in key performance parameters such as total travel time, average speed and average delay for the network as a whole. These results are presented in **Table 6.4** below.

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Parameter	2015 Base	2021 Do-Noth	2021 Do-Som	2031 Do-Noth	2031 Do-Som
Average delay time per vehicle [s], All Vehicle Types	79.29	148.00	142.06	181.24	198.40
Average delay time per vehicle [s], Vehicle Class Car	85.49	161.50	153.05	198.50	214.75
Average delay time per vehicle [s], Vehicle Class LGV	87.83	162.41	152.81	200.97	220.63
Average delay time per vehicle [s], Vehicle Class HGV	91.73	193.28	190.73	218.94	251.16
Average delay time per vehicle [s], Vehicle Class Bus	99.22	179.50	162.07	223.89	232.49
Total travel time [h], All Vehicle Types	194.37	298.81	297.03	349.80	373.14
Total travel time [h], Vehicle Class Car	160.38	233.26	236.36	277.19	301.02
Total travel time [h], Vehicle Class LGV	30.96	24.89	24.98	29.92	32.81
Total travel time [h], Vehicle Class HGV	8.24	12.20	11.66	13.53	14.28
Total travel time [h], Vehicle Class Bus	3.75	4.42	4.52	5.05	5.49
Average speed [mph], All Vehicle Types	9.82	7.43	7.77	6.44	6.08
Average speed [mph], Vehicle Class Car	11.68	8.03	8.28	6.86	6.39
Average speed [mph], Vehicle Class LGV	11.45	7.81	8.15	6.62	6.19
Average speed [mph], Vehicle Class HGV	11.00	6.98	7.36	6.22	5.73

Table 6.4 – Network Performance Statistics (seconds) – AM Modelled Scenarios

The network performance results can be summarised as follows:

- With the application of 11% growth under the 2021 Do-Nothing scenario, the capacity constraints of the existing network are clearly demonstrated with average delays per vehicle almost doubling and average speeds falling by approximately 30%.

- With the introduction of the scheme under a 2021 Do-Something scenario, average delay times and average speeds are more consistent with the Base and an improvement on the 2021 Do-Nothing. By 2031, the benefits of the scheme are not apparent for the network as a whole given the congested nature of the network.

6.3 Summary of Model Performance – PM Peak Period

Following on from the convergence run, the VISSIM model was taken forward and run multiple times using different random seeds in order to produce a set of traffic flow and journey time results. To enable a robust assessment, the results discussed in the following sections represent an average of 10 simulation runs, for each of the AM and PM peak periods.

6.3.1 Flow Analysis

By reviewing the VISSIM error files, a comparison of the number of vehicles unable to access to the network within the modelled study area has been undertaken below in **Table 6.5** for the PM peak period.

The results are broadly consistent with the AM analysis in that the introduction of the scheme reduces the amount of latent demand at the southern entry zones demonstrating that queue lengths on Station Road, Flaxley Road and Audley Road are lower and the full demand flow can enter the network.

However, at the northern extents of the network, the scheme on the whole increases the amount of latent demand from some zones. The reason for this is that the twin-roundabout scheme that replaces the gyratory enables northbound traffic to access the northern junctions quicker and in higher volumes.

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Entry	Average Number of Vehicles unable to access network				
	2015 Base	2021 Do-Noth	2021 Do-Som	2031 Do-Noth	2031 Do-Som
Stechford Road	0	0	0	15	18
Stechford Lane	0	8	151	220	381
Station Road South	0	0	0	125	83
Burney Lane	0	17	112	69	172
Cotterills Lane	0	160	13	362	275
Audley Road	0	0	0	38	18
Total	**0**	**185**	**276**	**829**	**947**

Table 6.5 – Number of Vehicles unable to enter the model PM Peak

6.3.2 Turn Analysis

A comparison of the modelled traffic volume at each of the key junctions within the modelled study area has been undertaken below in **Table 6.6** for the PM peak period. It is noted that these figures relate to modelled actual flow (i.e. those able to pass through the junction in the model period) as opposed to the demand flows.

The full comparison of modelled flows for each of the key turning movements within the model can be found in **Appendix E** of this report for both the AM and PM peaks.

Junction	16:45 – 17:45 - Modelled Vehicles (all vehicles)				
	2015 Base	2021 Do-Noth	2021 Do-Som	2031 Do-Noth	2031 Do-Som
Stechford Road / Stechford Lane	2574	2673	2683	2627	2656
Burney Lane / Stechford Lane	3230	3338	3359	3289	3324
Iron Lane Gyratory *(Base / Do-Noth)*	2834	3018	-	3027	-
Scheme Roundabouts (*Do-Som*)	-	-	3138	-	3186
TOTAL	**8638**	**9029**	**9180**	**8943**	**9166**

Table 6.6 – 16:45 – 17:45: Comparison of Modelled Junction Flow

The results presented in **Table 6.6** above can be summarised as follows:

- With relation to the junction of Stechford Road and Stechford Lane, the results demonstrate a consistent trend to the AM model results in that junction is unable to accommodate the forecast projected level of 11% (2021) and 28% background growth applied within the modelled scenarios with the 2021 and 2031 Do-Nothing and Do-Something modelling results demonstrating that an additional 4-5% can get through the junction dependent upon scenario when compared with the Base.

- Likewise, the Cotterills Lane roundabout junction appears to have limited reserve capacity with flows for the junction as a whole increasing by approximately 3-4% in the 2021 / 2031 Do-Nothing and Do-Something scenarios.

- The more detailed turn by turn results in **Appendix E** demonstrate that the scheme improvements at Cotterills Lane roundabout offer limited improvement in terms of increasing the capacity of the junction with southbound flows through the junction relatively un-changed between Do-Nothing and Do-Something scenarios. The reason for this lack of benefit is the proximity of this junction to the signalised Stechford Lane / Stechford Road gyratory. Traffic is held back up-stream at the

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signal junction and as a result the full demand flow cannot arrive at the junction in order to release the full scheme benefit of the left hand filter lane. The majority of flow improvements in **Appendix E** following the delivery of the scheme for the northern junctions are for increased volumes of northbound traffic, released from existing bottle-necks at in the south of the study area through the delivery of the gyratory.

- With relation to the Iron Lane Gyratory, the comparative flow assessment demonstrates that the existing configuration has approximately 7% reserve capacity during the PM peak hour. Considering that the growth applied to the Base matrices for the 2021 Do-Nothing scenario and 2031 Do-Nothing scenario was 11% and 28% respectively, the modelled increase in flow represents 184 vehicles (6.5%) for the 2021 Do-Nothing and 193 vehicles (6.8%) growth for the 2031 Do-Nothing scenario. It is therefore evident that the existing gyratory has a greater level of reserve capacity than in the AM peak.

- The introduction of the scheme has had a significant improvement in the modelled throughput of the former gyratory junction in both a 2021 and 2031 Do-Something scenario. The 2021 Do-Something model has an increased modelled throughput of 304 vehicles (10.7%) when compared with the 2015 Base and 120 vehicles (4%) when compared with the 2021 Do-Nothing. For the 2031 forecast year, the traffic volumes are only marginally higher than the 2021 Do-Something scenarios which is an indication that by 2031 and with the application of 28% background growth, some capacity issues will be experienced. It is envisaged that the same constraints at the northern junctions are limiting the effectiveness of the scheme.

Therefore, from a comparative flow assessment it can be concluded that:

- The existing highway network during the PM peak period has limited reserve capacity especially at the existing Cotterills Lane roundabout and Stechford Lane / Stechford Road signalised junction and cannot accommodate the forecast levels of background growth as evidenced by the comparison of Do-Nothing modelled throughputs to the 2015 Base.

- The reserve capacity of the Iron Lane gyratory junction is believed to be approximately 7% as demonstrated in the Do-Nothing results.

- The benefits of the scheme are limited in the northern junctions of the study area, whilst a significant improvement in modelled throughput is recorded at the Iron Lane gyratory junction. The twin-roundabout scheme has the capacity to accommodate the forecast level of background growth under a 2021 scenario and the majority of growth under a 2031 scenario when compared with the Base.

- The Cotterills Roundabout scheme improvements have not had as great a level of flow improvement as the twin-roundabout scheme in replacement of the gyratory, given the scheme improvements are considerably less and the proximity of the junction to the up-stream signal junction which controls the arrival flow into this junction.

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6.3.3 Journey Time Analysis – All Vehicles

A comparison of the key modelled journey times between the validated 2015 Base model and four future modelled scenarios has been undertaken to understand the potential journey time benefits / dis-benefits associated with both the application of background growth and delivery of the scheme.

The location of the journey time markers within the 2021/2031 Do-Nothing VISSIM models is identical to those contained within the 2015 Base models, given that these modelled scenarios are representative of the same VISSIM network. Therefore, the modelled journey times between the 2015 Base models and 2021/2031 Do-Nothing models represent a direct comparison.

The location of the journey time markers within the 2021/2031 Do-Something VISSIM models have been placed in as close a position as possible to the Base model positions. However, given the scheme is representative of a different modelled network to the Base/Do-Nothing, there might be some slight variation in the journey time marker distances used within the assessment.

The four journey time routes used in the validation of the 2015 Base models have been maintained and used as the basis for a comparative assessment of the forecast year scenarios. **Table 6.7** below provides an overview of the modelled journey times for the 2015 Base, 2021 Do-Nothing, 2021 Do-Something, 2031 Do-Nothing and 2031 Do-Something for the 16:45 to 17:45 modelled period.

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Route		From	To	Obs	2015	2021 DN	2021 DS	2031 DN	2031 DS
Route 1 SB	Section 1	Station Rd N	Iron Lane	38	39	42	34	50	37
	Section 2	Iron Lane	Station Rd S	78	57	62	20	73	29
	Section 3	Station Road S	Lyndon Rd	32	36	39	45	43	68
	Route Total	**Station Rd N**	**Lyndon Road**	**148**	**132**	**144**	**99**	**167**	**134**
Route 1 NB	Section 1	Lyndon Rd S	Station Rd S	39	42	78	37	160	86
	Section 2	Station Rd S	Iron Lane Exit	29	29	42	16	52	43
	Section 3	Iron Lane Exit	Station Rd N	33	37	44	52	47	122
	Route Total	**Lyndon Rd S**	**Station Rd N**	**101**	**108**	**165**	**105**	**259**	**251**
Route 2 EB	Section 1	Station Rd N	Iron Lane	32	39	42	34	50	37
	Section 2	Iron Lane	Flaxley Retail Ped Crossing	18	16	17	15	22	16
	Section 3	Flaxley Retail Ped Crossing	Harrowfield RD	37	49	53	60	68	62
	Route Total	**Station Rd N**	**Harrowfield RD**	**87**	**104**	**113**	**108**	**140**	**115**
Route 2 WB	Section 1	Harrowfield RD	Flaxley Rd Signalised Junction	130	94	135	52	325	59
	Section 2	Flaxley Rd Signalised Junction	Iron Lane	32	34	47	37	59	80
	Section 3	Iron Lane	Station Rd N	40	37	44	52	47	122
	Route Total	**Harrowfield RD**	**Station Rd N**	**202**	**165**	**226**	**140**	**431**	**260**
Route 3 NWB	Section 1	Station Rd N	Iron Lane	28	39	42	34	50	37
	Section 2	Iron Lane	Albert Rd	54	54	59	29	68	41
	Section 3	Albert Rd	Rail Bridge	28	37	42	53	43	54
	Route Total	**Station Rd N**	**Rail Bridge**	**110**	**130**	**143**	**116**	**162**	**132**
Route 3 SEB	Section 1	Rail Bridge	Albert Rd	38	42	47	0	52	0
	Section 2	Albert Rd	Flaxley Retail Ped Crossing	37	64	82	0	90	0
	Section 3	Flaxley Retail Ped Crossing	Wyndhurst Rd	11	16	19	27	24	29
	Route Total	**Rail Bridge**	**Wyndhurst Rd**	**86**	**122**	**147**	**27**	**166**	**29**
Route 4 - SWB	Section 1	Wyndhurst Rd	Flaxley Rd Signalised Junction	157	66	96	25	116	31
	Section 2	Flaxley Rd Signalised Junction	Iron Lane	25	34	47	37	59	80
	Section 3	Iron Lane	Station Rd N	34	37	44	52	47	122
	Route Total	**Wyndhurst Rd**	**Station Rd N**	**216**	**137**	**187**	**114**	**221**	**232**

Table 6.7– Comparison of Modelled Journey Times (seconds) – PM Peak

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The results presented in **Table 6.7** above can be summarised as follows:

- With the application of 11% background growth under the 2021 Do-Nothing scenario, journey times across the four validated Base modelled journey time corridors are forecast to increase by 227 seconds or 25%. Therefore, the PM peak hour in both a Base and 2021 Do-Nothing scenario appears to be less congested than the AM peak hour.

- As with the AM peak, the journey times on the Station Road northbound approach to the gyratory demonstrate the largest proportional increment in journey time in the Do-Nothing scenario with journey times on Route 1 NB, section 1 increasing by 36 seconds / 85% when compared with the 2015 Base.

- With the application of 28% background growth under the 2031 Do-Nothing scenario, journey times across the four validated Base modelled journey time corridors are forecast to increase by 648 seconds or 72%. Route 1 northbound (A4040 corridor) and Route 2 WB (Audley Road) demonstrate the biggest journey time dis-benefit in the 2031 Do-Nothing scenario.

- When the journey times for the 2021 Do-Something are compared against the 2021 Do-Nothing, the benefits of the scheme are clearly apparent with journey time savings recorded across all four modelled validation corridors. With relation to the A4040 corridor between Station Road (exit arm from Cotterills roundabout) and Lyndon Road, the scheme provides a travel time saving of 31% southbound (45 seconds) and 36% northbound (60 seconds). The largest savings are on the respective section 2 timings, which represent the existing gyratory section. As the scheme provides a more direct route and separates out the competing traffic streams, the benefits of the scheme along the A4040 corridor are clearly evident in 2021.

- In addition to the A4040 corridor, significant journey time improvements are forecast on the eastern and western approaches to the existing gyratory junction, with travel times between Harrowfield Road and the Flaxley Road signalised junction forecast as being 83 seconds or 61% lower than in the respective 2021 Do-Nothing scenario. Likewise, travel times from Wyndhurst Road demonstrate significant journey time improvements. The reason for these improvements is the fact that the Audley Road / Flaxley Road corridor now has equal priority to the A4040 corridor and does not have to give way to any circulating traffic that wants to pass through the existing junction as part of a trip along the A4040 corridor. It can be concluded that the twin-roundabout scheme in 2021 will significantly improve the operation of the local highway network.

- When the 2031 Do-Something is compared with the 2031 Do-Nothing, the scheme continues to provide benefits in the same areas as the 2021 scenario, however, the PM benefits under a 2031 scenario are marginally lower as the network becomes congested. Like with all previous modelling evidence, the northern junctions begin to operate as a constraint by 2031, hence the fall in the level of benefit.

6.3.4 Overall Network Performance

Network performance evaluation files were extracted from the network in order to establish the change in key performance parameters such as total travel time, average speed and both the average and total delay for the network as a whole. These results are presented in **Table 6.8** below.

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Parameter	2015 Base	2021 Do-Noth	2021 Do-Som	2031 Do-Noth	2031 Do-Som
Average delay time per vehicle [s], All Vehicle Types	80.82	112.04	80.47	174.45	147.75
Average delay time per vehicle [s], Vehicle Class Car	88.50	123.49	86.25	194.39	161.87
Average delay time per vehicle [s], Vehicle Class LGV	89.85	121.54	89.75	193.04	170.31
Average delay time per vehicle [s], Vehicle Class HGV	87.17	129.29	99.28	211.24	221.20
Average delay time per vehicle [s], Vehicle Class Bus	138.05	225.40	162.90	324.08	224.13
Total travel time [h], All Vehicle Types	230.88	286.38	239.66	380.51	343.13
Total travel time [h], Vehicle Class Car	173.76	221.84	185.99	304.01	275.95
Total travel time [h], Vehicle Class LGV	19.23	24.62	21.63	33.24	31.85
Total travel time [h], Vehicle Class HGV	2.87	3.60	2.97	5.41	5.44
Total travel time [h], Vehicle Class Bus	3.86	5.04	4.56	6.44	5.34
Average speed [mph], All Vehicle Types	10.24	8.74	10.60	6.60	7.67
Average speed [mph], Vehicle Class Car	11.69	9.72	11.78	7.13	8.26
Average speed [mph], Vehicle Class LGV	11.42	9.56	11.38	7.01	7.95
Average speed [mph], Vehicle Class HGV	11.34	9.12	11.22	6.56	6.66

Table 6.8 – Network Performance Statistics (seconds) –PM Modelled Scenarios

The network performance results can be summarised as follows:

- With the application of 11% growth under the 2021 Do-Nothing scenario, the capacity constraints of the existing network are clearly demonstrated with increases to average delay and reduced average speeds.

- With the introduction of the scheme under a 2021 Do-Something scenario, average delay times and average speeds represent a marginal improvement to the Base conditions, demonstrating that the scheme + 11% scenario is more efficient than the Base.

- The 2031 Do-Something continues to demonstrate scheme benefits in terms of reductions to average delay and increased average speeds when compared with the respective Do-Nothing scenario.

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7 Summary and Conclusions

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7 Summary and Conclusions

7.1 Summary

The scheme is being brought forward in partnership between Birmingham City Council, Development Partners and other key stakeholders.

In June 2015, AECOM were commissioned by Birmingham City Council (BCC) to undertake a micro-simulation traffic assessment of the proposed junction improvement scheme in the Stechford, Birmingham.

The primary objective of the micro-simulation traffic study was to assess the scheme performance and its impact on the existing local highway network to assure key stakeholders that the delivers sufficient benefits. In addition, the secondary objective of this study was to provide model results for use in the economic business case for the scheme in the form of inputs into TUBA.

The 2004 Base year VISSIM model obtained from BCC has been reviewed and updated to represent a 2015 Base year, taking into account recent changes to the local highway network, signal specifications and traffic flows. Before undertaking a forecasting assessment of the scheme proposal, a 2015 Base year model was developed by AECOM to ensure that the VISSIM model provides a realistic representation of existing traffic conditions and can therefore be used as a tool to assess a 2021 and 2031 forecast scenarios.

The scheme has been tested using both 2021 and 2031 forecast Year scenarios with background growth applied to the network using locally adjusted TEMPRO growth factor. These factors represent 11% growth for a 2021 scenario and 28-29% for a 2031 scenario.

7.2 Conclusions

The 2015 Base models have been validated to a good standard under DMRB criteria and taken forward as the basis for forecast year assessment.

The AM peak hour model is generally more congested than the PM peak hour model, with large northbound platoon like queues apparent along the A4040 corridor.

Under a 2021 and 2031 Do-Nothing scenario, which is representative of a future Baseline scenario, the modelling demonstrated that the existing highway network has limited reserve capacity during the AM and PM peaks, especially at the junctions of the Iron Lane gyratory, Stechford Road / Stechford Lane signal junction and the Cotterills Lane roundabout. Without delivery of the scheme, the operation of the A4040 corridor and surrounding local highway network demonstrates a clear inability to accommodate growth.

The scheme provides a clear benefit in terms of journey time, flow and generic network performance most notably at the Iron Lane gyratory where the twin-roundabout scheme has unlocked congestion and improved north-south movements along the A4040 corridor.

However, the benefits of the scheme are limited at the Cotterills Lane roundabout and Stechford Road / Stechford Lane junctions for two reasons. Firstly, the gyratory scheme has unlocked the existing Iron Lane gyratory bottleneck and putting more pressure in a northbound direction on the Cotterills Lane roundabout and Stechford Road / Stechford Lane junctions with a large northbound queue forming. Secondly, the left hand filter lane from Stechford Lane to Station Road has limited benefits given that the up-stream Stechford Road / Stechford Lane signal junction restricts the volume of traffic entering the Cotterills roundabout junction in a southbound direction. These two bottleneck junctions are the reason why the level of scheme benefit is greater in the 2021 scenario that the 2031 scenario for the AM peak.

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APPENDICES

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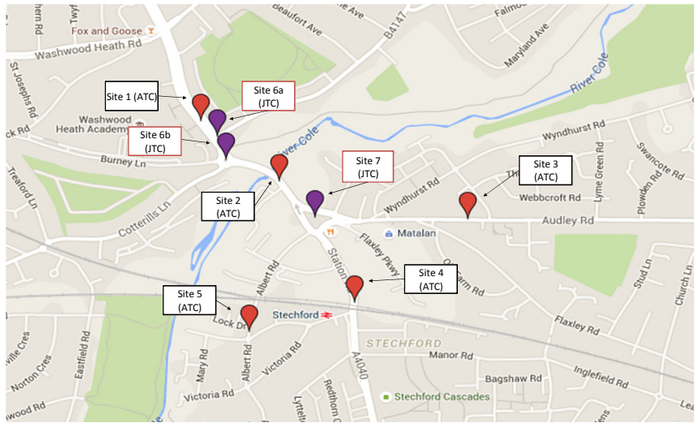
APPENDIX A:
Traffic Count Data

DRAFT

Sky High
Technology

Client :	Mott MacDonald	**Site plan for :**	6a,6b & 7
Project :	MID-1927 Stechford	**Date :**	Tuesday 23rd June 2015

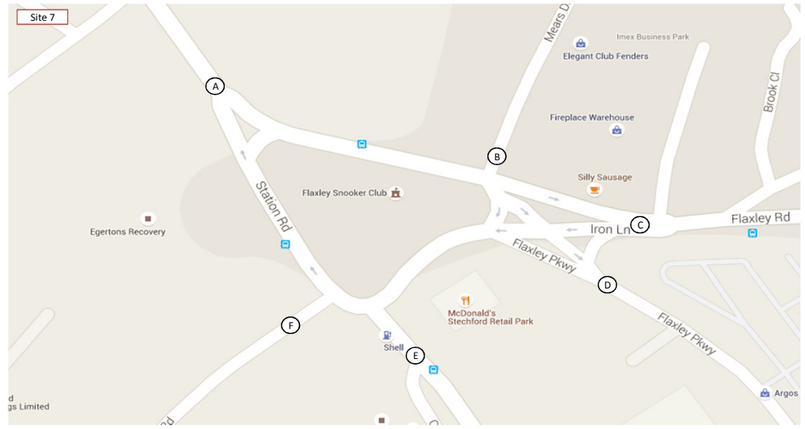


Sky High
Technology

Client :	Mott MacDonald	**Site plan for :**	6a,6b & 7
Project :	MID-1927 Stechford	**Date :**	Tuesday 23rd June 2015

Sky High
Technology

Client :	Mott MacDonald	**Site plan for :**	7
Project :	MID-1927 Stechford	**Date :**	Tuesday 23rd June 2015



Sky High Technology

Client : Mott MacDonald
Project : MID-1927 Stechford
Site : 6a
Date : Tuesday 23rd June 2015
Queue Method: Snap
Queue Lengths: Vehicle Numbers (LV = 1, HV = 2)

	Arm A		Arm B	Arm C		
	NS	OS		NS Bus Lane	Middle	OS
07:30	3	0	13	0	7	2
07:35	4	1	10	0	0	1
07:40	3	1	3	0	0	5
07:45	4	5	22	0	0	7
07:50	12	5	13	0	0	1
07:55	8	2	14	0	5	0
08:00	1	4	18	0	0	3
08:05	7	4	13	4	4	4
08:10	3	4	17	2	5	1
08:15	5	0	11	0	0	4
08:20	6	5	19	0	0	5
08:25	9	6	10	0	0	1
08:30	6	3	9	0	0	7
08:35	9	3	21	0	6	5
08:40	7	2	14	0	0	1
08:45	4	3	7	0	0	3
08:50	7	4	12	0	0	3
08:55	5	3	5	0	0	5
09:00	13	3	4	0	0	5
09:05	3	4	16	0	0	2
09:10	4	2	2	0	0	1
09:15	8	1	8	0	0	2
09:20	9	3	3	0	0	7
09:25	9	0	6	0	0	1
16:30	9	8	11	0	7	7
16:35	3	1	4	0	0	4
16:40	10	8	3	0	7	7
16:45	4	3	5	0	0	6
16:50	12	2	5	0	0	8
16:55	3	2	1	0	0	6
17:00	1	0	3	0	0	8
17:05	8	3	7	0	3	3
17:10	7	2	10	0	5	8
17:15	8	7	9	0	0	6
17:20	2	1	6	0	0	6
17:25	6	3	4	0	2	7
17:30	9	7	7	0	3	6
17:35	3	1	8	0	0	7
17:40	3	0	7	0	0	7
17:45	10	1	3	0	0	7
17:50	4	1	7	0	0	6
17:55	12	7	9	0	0	1
18:00	8	5	12	0	0	7
18:05	12	5	4	0	0	5
18:10	6	3	2	0	0	6
18:15	9	9	13	0	0	7
18:20	16	5	5	0	0	7
18:25	11	6	6	0	0	8

Sky High Technology

Client : Mott MacDonald
Project : MID-1927 Stechford
Site : 6b
Date : Tuesday 23rd June 2015
Queue Method: Snap
Queue Lengths: Vehicle Numbers (LV = 1, HV = 2)

	Arm A			Arm B			Arm C			Arm D	
	NS	Middle	OS	NS	Middle	OS	NS	Middle	OS	NS	OS
07:30	0	0	0	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	1	0	0	0
07:40	0	0	0	0	0	0	1	0	0	0	0
07:45	0	0	0	0	0	0	2	2	0	2	0
07:50	0	0	0	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	2	2	0	0	0
08:05	0	0	0	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	1	0	0	0
08:15	0	0	0	0	4	2	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	1	1	0	1	1
08:35	0	0	0	0	0	0	0	0	1	0	0
08:40	0	0	0	0	4	0	0	0	0	0	0
08:45	0	0	0	1	0	0	2	0	1	0	0
08:50	0	0	0	0	0	0	0	1	0	0	0
08:55	0	0	0	0	0	0	1	1	0	0	1
09:00	0	0	0	0	0	0	0	0	0	3	1
09:05	0	0	0	0	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	1	0	0	0	0
09:20	0	0	0	0	0	0	2	1	0	6	0
09:25	0	0	0	1	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	3	3	4	3
16:35	0	0	0	0	2	0	0	0	0	0	2
16:40	0	0	0	0	0	0	1	1	1	0	0
16:45	0	0	0	0	0	0	0	0	0	3	2
16:50	0	0	0	0	0	0	0	10	1	0	2
16:55	0	0	0	0	0	0	0	10	0	0	0
17:00	0	0	0	0	0	0	1	4	1	0	0
17:05	0	0	0	0	0	0	0	11	2	0	0
17:10	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	2	1	2	0	0
17:20	0	0	0	0	0	0	2	1	1	0	0
17:25	0	0	0	0	0	0	0	4	2	0	0
17:30	0	0	0	0	0	0	0	0	0	0	1
17:35	0	0	0	0	5	0	0	3	0	0	0
17:40	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	3	0	0	0
17:50	0	0	0	0	0	0	0	1	0	0	0
17:55	0	0	0	0	0	0	0	0	0	0	3
18:00	0	0	0	0	0	0	0	1	0	0	1
18:05	4	2	1	0	0	0	0	1	3	0	2
18:10	0	0	0	0	0	0	0	1	1	0	0
18:15	0	0	0	0	1	0	0	0	2	0	0
18:20	0	0	0	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0	0	0	0

Sky High Technology

Client : Mott MacDonald
Project : MID-1927 Stechford
Site : 7
Date : Tuesday 23rd June 2015
Queue Method: Snap
Queue Lengths: Vehicle Numbers (LV = 1, HV = 2)

	Arm A		Arm B1	Arm C			Arm D		Arm E		Arm F
	NS	OS		NS	Middle	OS	NS	OS	NS	OS	
07:30	0	0	0	1	6	8	0	1	3	0	2
07:35	0	5	0	0	6	5	2	0	1	0	1
07:40	2	1	0	0	7	9	3	0	0	0	0
07:45	3	2	0	0	3	3	1	0	0	0	6
07:50	4	2	0	0	5	6	2	0	21	0	1
07:55	0	3	0	0	7	6	1	0	0	0	3
08:00	1	0	0	0	15	18	1	1	0	0	0
08:05	0	4	0	0	15	14	1	2	0	0	0
08:10	1	3	0	0	4	2	1	0	0	0	3
08:15	0	6	0	0	10	12	1	0	1	0	1
08:20	0	7	0	0	6	6	4	0	0	0	1
08:25	2	3	1	0	10	13	1	2	0	0	0
08:30	3	2	0	0	10	12	1	0	8	1	1
08:35	2	8	0	0	13	16	1	0	0	0	0
08:40	5	0	1	0	7	6	1	0	0	0	0
08:45	0	2	1	1	10	5	1	0	0	0	0
08:50	3	2	1	0	14	10	2	0	0	0	0
08:55	4	0	1	0	15	14	1	1	0	0	0
09:00	0	1	0	2	12	10	2	0	6	0	2
09:05	2	4	0	0	8	6	2	0	0	0	0
09:10	1	3	0	1	7	4	2	3	1	0	0
09:15	2	3	0	5	10	10	2	4	0	0	0
09:20	0	0	0	2	15	12	3	1	7	0	1
09:25	0	5	0	0	16	8	4	1	0	0	0
16:30	5	3	0	0	17	15	4	1	1	0	0
16:35	0	0	0	2	7	7	4	5	4	2	4
16:40	2	3	0	1	11	11	2	2	0	0	0
16:45	7	2	0	0	16	14	3	3	0	0	1
16:50	0	0	0	1	7	6	3	1	0	0	0
16:55	1	6	0	0	7	4	4	2	0	1	0
17:00	3	1	0	0	10	9	1	9	0	1	0
17:05	1	4	0	0	12	10	5	1	0	0	2
17:10	1	5	0	5	8	9	6	1	0	0	0
17:15	4	2	0	0	10	10	2	1	0	0	1
17:20	6	2	0	1	9	6	2	3	2	0	3
17:25	4	4	0	0	8	8	2	2	2	1	1
17:30	3	2	1	1	10	10	6	1	4	0	0
17:35	3	3	0	0	8	8	5	2	1	0	3
17:40	0	1	0	1	8	12	3	3	1	0	0
17:45	1	3	0	0	9	7	3	3	0	0	1
17:50	4	3	0	1	5	5	3	1	0	1	2
17:55	5	3	0	1	16	14	4	5	0	0	0
18:00	2	0	0	2	13	11	8	5	0	0	5
18:05	0	3	0	2	10	8	8	4	0	0	0
18:10	9	0	0	0	9	5	8	2	2	0	0
18:15	0	7	0	1	9	10	7	5	0	0	0
18:20	4	5	0	1	5	3	3	2	0	0	1
18:25	1	3	0	0	10	5	2	1	2	0	0

Sky High Technology

Client: Mott MacDonald
Project: MID-1927 Stechford
Site: 6a
Date: Tuesday 23rd June 2015

Sky High Technology

Client: Mott MacDonald
Project: MID-1927 Stechford
Site: 7
Date: Thursday 25th June 2015

Entry : Arm A

	Destination : Arm A								Destination : Arm B								Destination : Arm C								Destination : Arm D								Destination : Arm E								Destination : Arm F								Arm
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	11	4	0	2	2	0	100	0	0	1	3	0	0	0	4	87	15	4	0	4	2	0	112	12	0	0	0	0	0	0	12	228
07:45	2	0	0	0	0	0	0	2	0	0	0	0	1	0	0	1	90	14	2	0	2	0	0	108	0	1	0	0	0	0	0	1	107	13	4	0	1	2	0	127	13	0	0	0	0	0	0	13	252
½ Hr	2	0	0	0	0	0	0	2	0	0	0	0	1	0	0	1	171	25	6	0	4	2	0	208	0	1	1	3	0	0	0	5	194	28	8	0	5	4	0	239	25	0	0	0	0	0	0	25	480
08:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	81	13	6	0	2	0	0	102	5	0	1	2	0	0	0	8	95	15	1	0	1	1	0	113	5	1	0	0	0	0	0	6	230
08:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	106	12	7	2	2	0	0	129	1	0	0	0	0	0	0	1	108	8	7	4	3	0	0	130	14	4	2	0	0	0	0	20	283
08:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	113	8	4	0	1	0	0	126	0	2	0	0	0	0	0	2	113	12	6	4	4	0	0	139	16	3	0	0	0	0	0	19	287
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93	12	3	0	4	0	0	112	0	2	0	0	0	0	0	2	101	8	2	4	4	0	0	119	12	1	0	0	0	0	0	13	246
1 Hr	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	3	393	45	20	2	9	0	0	469	6	4	1	2	0	0	0	13	417	43	16	12	12	1	0	501	47	9	2	0	0	0	0	58	1046
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90	8	3	0	3	0	0	104	14	0	0	0	0	0	0	14	78	17	7	0	3	0	1	106	4	1	0	0	0	0	0	5	229
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88	10	3	0	0	1	0	102	0	0	1	0	0	0	0	1	71	7	4	3	2	1	0	88	12	0	0	0	0	0	0	12	203
½ Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	178	18	6	0	3	1	0	206	14	0	1	0	0	0	0	15	149	24	11	3	5	1	1	194	16	1	0	0	0	0	0	17	432
2 Hrs	4	0	0	0	0	0	0	4	2	1	0	0	1	0	0	4	742	88	32	2	16	3	0	883	20	5	3	5	0	0	0	33	760	95	35	15	22	6	1	934	88	10	2	0	0	0	0	100	1958

Entry : Arm A

	Destination : Arm A								Destination : Arm B								Destination : Arm C								Destination : Arm D								Destination : Arm E								Destination : Arm F								Arm
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
16:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	117	20	0	0	3	1	0	141	15	0	0	0	0	0	0	15	100	11	0	0	3	2	0	116	17	0	0	0	0	0	0	17	291
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	136	11	5	2	2	0	0	156	22	0	0	0	0	0	3	25	106	12	0	2	2	0	1	123	16	2	0	0	0	0	0	18	322
½ Hr	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	253	31	5	2	5	1	0	297	37	0	0	0	0	0	3	40	206	23	0	2	5	2	1	239	33	2	0	0	0	0	0	35	613
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	121	8	5	0	2	1	0	137	12	0	1	0	0	0	0	13	107	12	5	0	0	2	0	126	11	0	0	0	0	0	0	11	287
17:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	131	16	6	0	2	3	3	161	13	0	1	0	0	0	0	14	118	4	3	1	6	3	0	135	12	0	1	0	0	0	0	13	324
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	121	11	0	0	2	2	0	136	30	0	0	0	0	0	0	30	103	11	3	0	1	0	0	118	6	0	0	2	0	0	0	8	292
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	147	17	2	0	2	3	0	171	10	0	1	0	0	0	0	11	109	9	3	1	1	0	0	123	17	0	1	0	0	0	0	18	323
1 Hr	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	520	52	13	0	8	9	3	605	65	0	3	0	0	0	0	68	437	36	14	2	8	5	0	502	46	0	2	2	0	0	0	50	1226
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	129	12	3	0	0	3	0	147	6	1	0	0	0	0	0	7	133	7	0	2	0	0	0	142	14	4	1	0	0	0	0	19	315
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	116	8	2	0	0	0	0	126	8	0	0	0	0	0	0	8	147	4	2	1	6	2	0	162	9	0	0	0	0	0	0	9	305
½ Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	245	20	5	0	0	3	0	273	14	1	0	0	0	0	0	15	280	11	2	3	6	2	0	304	23	4	1	0	0	0	0	28	620
2 Hrs	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	1018	103	23	2	13	13	3	1175	116	1	3	0	0	0	3	123	923	70	16	7	19	9	1	1045	102	6	3	2	0	0	0	113	2459
Total	4	0	0	0	0	0	0	4	4	2	0	0	1	0	0	7	1760	191	55	4	29	16	3	2058	136	6	6	5	0	0	3	156	1683	165	51	22	41	15	2	1979	190	16	5	2	0	0	0	213	4417

Entry : Arm B

	Destination : Arm A								Destination : Arm B								Destination : Arm C								Destination : Arm D								Destination : Arm E								Destination : Arm F								Arm
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	2
07:45	1	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
½ Hr	1	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	4
08:00	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	5
08:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
08:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	7
1 Hr	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	19
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4
½ Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	6
2 Hrs	11	1	0	0	1	0	0	13	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	0	1	0	0	0	0	0	1	4	1	1	0	0	0	0	6	0	0	0	0	1	0	0	1	29

Entry : Arm B

	Destination : Arm A								Destination : Arm B								Destination : Arm C								Destination : Arm D								Destination : Arm E								Destination : Arm F								Arm
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
½ Hr	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
17:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6
17:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	13
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	2
½ Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	2
2 Hrs	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	18
Total	17	2	0	0	1	0	0	20	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16	0	1	0	0	0	0	0	1	6	1	1	0	0	0	0	8	1	0	0	0	1	0	0	2	47

Entry : Arm C

	Destination : Arm A								Destination : Arm B								Destination : Arm C								Destination : Arm D								Destination : Arm E								Destination : Arm F								Arm
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
07:30	116	20	2	0	3	0	0	141	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	2	0	0	0	0	0	4	13	1	0	0	0	0	0	14	5	0	0	0	0	0	0	5	166
07:45	152	16	3	1	1	1	0	174	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	11	15	0	0	0	0	0	0	15	8	0	1	0	0	0	0	9	209
½ Hr	268	36	5	1	4	1	0	315	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	11	4	0	0	0	0	0	15	28	1	0	0	0	0	0	29	13	0	1	0	0	0	0	14	375
08:00	132	18	6	2	3	2	1	164	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	17	3	1	0	0	0	0	21	6	0	0	0	0	0	0	6	194
08:15	134	10	3	0	2	1	0	150	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8	17	1	2	0	0	0	0	20	11	1	0	0	0	0	0	12	190
08:30	130	20	4	1	3	0	0	158	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	13	1	1	0	0	0	0	15	15	0	0	0	0	0	0	15	199
08:45	131	16	2	0	3	1	0	153	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	1	0	0	0	0	24	18	1	0	0	0	0	0	19	11	0	0	0	0	0	0	11	207
1 Hr	527	64	15	3	11	4	1	625	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	3	1	0	0	0	0	46	65	6	4	0	0	0	0	75	43	1	0	0	0	0	0	44	790
09:00	85	10	4	3	2	0	0	104	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	16	3	0	1	0	0	0	20	16	1	1	0	0	0	0	18	5	0	0	0	0	0	0	5	151
09:15	99	14	5	3	2	0	0	123	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	28	2	0	0	0	0	0	30	13	4	0	0	0	0	0	17	6	0	0	0	0	0	0	6	177
½ Hr	184	24	9	6	4	0	0	227	2	2	0	0	0	0	0	4	1	0	0	0	0	0	0	1	44	5	0	1	0	0	0	50	29	5	1	0	0	0	0	35	11	0	0	0	0	0	0	11	328
2 Hrs	979	124	29	10	19	5	1	1167	2	2	0	0	0	0	0	4	2	1	0	0	0	0	0	3	97	12	1	1	0	0	0	111	122	12	5	0	0	0	0	139	67	1	1	0	0	0	0	69	1493

Sky High Technology

Client: Mott MacDonald
Project: MID-1927 Stechford
Site: 6a
Date: Tuesday 23rd June 2015

Entry : Arm C

	Destination : Arm A								Destination : Arm B								Destination : Arm C								Destination : Arm D								Destination : Arm E								Destination : Arm F								Arm
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
16:30	85	9	3	1	2	0	0	100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	21	15	1	0	0	0	0	0	16	10	0	0	0	0	0	0	10	148
16:45	72	19	0	0	2	0	0	93	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	1	0	21	20	0	0	0	0	0	0	20	17	0	0	0	0	0	0	17	151
½ Hr	157	28	3	1	4	0	0	193	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	39	2	0	0	0	1	0	42	35	1	0	0	0	0	0	36	27	0	0	0	0	0	0	27	299
17:00	57	7	0	0	1	0	0	65	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	17	3	1	0	0	1	0	22	14	1	0	0	0	0	0	15	9	0	0	0	0	0	0	9	115
17:15	88	2	1	0	2	1	0	94	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	20	13	0	0	0	0	0	0	13	9	0	0	0	0	0	0	9	137
17:30	82	4	2	0	4	0	0	92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	2	0	1	0	0	0	15	14	0	0	0	0	0	0	14	14	1	0	0	0	0	0	15	136
17:45	89	5	1	0	2	2	0	99	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	17	1	0	0	0	2	0	20	8	0	1	0	0	0	0	9	9	2	0	0	0	0	0	11	140
1 Hr	316	18	4	0	9	3	0	350	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	64	8	1	1	0	3	0	77	49	1	1	0	0	0	0	51	41	3	0	0	0	0	0	44	528
18:00	67	3	0	0	3	0	0	73	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	27	11	1	0	0	0	0	0	12	11	0	0	0	0	0	0	11	125
18:15	71	8	0	1	2	0	0	82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	24	9	1	0	0	0	0	0	10	12	0	0	0	0	0	0	12	128
½ Hr	138	11	0	1	5	0	0	155	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	51	0	0	0	0	0	0	51	20	2	0	0	0	0	0	22	23	0	0	0	0	0	0	23	253
2 Hrs	611	57	7	2	18	3	0	698	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	154	10	1	1	0	4	0	170	104	4	1	0	0	0	0	109	91	3	0	0	0	0	0	94	1080
Total	1590	181	36	12	37	8	1	1865	10	3	0	0	0	0	0	13	2	1	0	0	0	0	0	3	251	22	2	2	0	4	0	281	226	16	6	0	0	0	0	248	158	4	1	0	0	0	0	163	2573

Entry : Arm D

	Destination : Arm A								Destination : Arm B								Destination : Arm C								Destination : Arm D								Destination : Arm E								Destination : Arm F								Arm
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
07:30	2	1	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	6	0	0	0	0	0	0	0	0	12
07:45	1	1	1	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5
½ Hr	3	2	2	1	0	0	0	8	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	1	2	4	0	0	0	0	7	0	0	0	0	0	0	0	0	17
08:00	3	0	2	0	0	0	1	6	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5	2	0	0	0	0	0	0	2	15
08:15	6	2	0	1	0	0	0	9	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	17
08:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5	1	0	0	0	0	0	0	1	10
08:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	8	1	1	0	0	0	0	10	2	1	0	0	0	0	0	3	19
1 Hr	12	3	2	1	0	0	1	19	0	0	0	0	0	0	0	0	7	3	1	0	0	0	0	11	0	0	0	0	0	0	0	0	17	7	1	0	0	0	0	25	5	1	0	0	0	0	0	6	61
09:00	12	3	0	0	0	0	0	15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	1	0	0	0	0	0	0	1	30
09:15	15	4	1	1	0	0	0	21	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	8	0	0	0	0	0	0	0	0	10	4	0	0	0	0	0	14	3	0	0	0	0	0	0	3	46
½ Hr	27	7	1	1	0	0	0	36	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	12	0	0	0	0	0	0	0	0	20	4	0	0	0	0	0	24	4	0	0	0	0	0	0	4	76
2 Hrs	42	12	5	3	0	0	1	63	0	0	0	0	0	0	0	0	16	7	2	0	0	0	0	25	0	0	0	0	0	0	0	0	38	13	5	0	0	0	0	56	9	1	0	0	0	0	0	10	154

Entry : Arm D

	Destination : Arm A								Destination : Arm B								Destination : Arm C								Destination : Arm D								Destination : Arm E								Destination : Arm F								Arm
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
16:30	20	0	0	1	0	0	0	21	0	0	0	0	0	0	0	0	17	1	0	0	0	0	0	18	0	0	0	0	0	0	0	0	22	1	0	0	0	0	0	23	2	0	0	0	0	0	0	2	64
16:45	18	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20	5	2	0	0	0	0	0	7	65
½ Hr	38	0	0	1	0	0	0	39	0	0	0	0	0	0	0	0	36	2	0	0	0	0	0	38	0	0	0	0	0	0	0	0	41	2	0	0	0	0	0	43	7	2	0	0	0	0	0	9	129
17:00	20	1	0	2	0	0	0	23	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	39	1	2	0	0	0	0	42	5	1	0	0	0	0	0	6	81
17:15	20	2	0	0	0	0	0	22	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	17	1	1	0	0	0	0	19	4	0	0	0	0	0	0	4	56
17:30	17	0	0	1	0	0	0	18	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0	30	3	0	0	0	0	0	33	2	0	0	0	0	0	0	2	67
17:45	28	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	3	0	0	0	0	0	0	3	59
1 Hr	85	3	0	3	0	0	0	91	0	0	0	0	0	0	0	0	48	3	0	0	0	0	0	51	0	0	0	0	0	0	0	0	98	5	3	0	0	0	0	106	14	1	0	0	0	0	0	15	263
18:00	43	3	2	0	0	0	0	48	0	0	0	0	0	0	0	0	17	1	0	0	0	0	0	18	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	20	2	0	0	0	0	0	0	2	88
18:15	26	2	0	0	2	0	0	30	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	17	3	0	0	0	0	0	20	1	0	0	0	0	0	0	1	67
½ Hr	69	5	2	0	0	2	0	78	0	0	0	0	0	0	0	0	33	1	0	0	0	0	0	34	0	0	0	0	0	0	0	0	35	5	0	0	0	0	0	40	3	0	0	0	0	0	0	3	155
2 Hrs	192	8	2	4	0	2	0	208	0	0	0	0	0	0	0	0	117	6	0	0	0	0	0	123	0	0	0	0	0	0	0	0	174	12	3	0	0	0	0	189	24	3	0	0	0	0	0	27	547
Total	234	20	7	7	0	2	1	271	0	0	0	0	0	0	0	0	133	13	2	0	0	0	0	148	0	0	0	0	0	0	0	0	212	25	8	0	0	0	0	245	33	4	0	0	0	0	0	37	701

Entry : Arm E

	Destination : Arm A								Destination : Arm B								Destination : Arm C								Destination : Arm D								Destination : Arm E								Destination : Arm F								Arm
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
07:30	122	16	2	4	4	3	1	152	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	156
07:45	99	10	6	3	1	2	0	121	0	0	1	0	0	0	0	1	1	3	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	127
½ Hr	221	26	8	7	5	5	1	273	0	0	1	0	0	0	0	1	2	3	0	0	0	0	0	5	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	283
08:00	83	7	3	3	2	2	0	100	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	104
08:15	93	7	5	3	3	0	0	111	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113
08:30	83	7	3	3	2	1	1	100	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105
08:45	90	8	7	2	1	0	0	108	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	116
1 Hr	349	29	18	11	8	3	1	419	0	0	0	0	0	0	0	0	8	3	0	0	1	0	0	12	2	2	1	0	0	0	0	5	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	438
09:00	107	13	6	1	4	0	0	131	0	0	0	0	0	0	0	0	2	4	1	0	0	0	0	7	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141
09:15	86	13	7	1	2	2	0	111	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	6	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	122
½ Hr	193	26	13	2	6	2	0	242	0	0	0	0	0	0	0	0	4	6	3	0	0	0	0	13	2	4	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	263
2 Hrs	763	81	39	20	19	10	2	934	0	0	1	0	0	0	0	1	14	12	3	0	1	0	0	30	7	6	1	0	0	0	0	14	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	5	984

Entry : Arm E

	Destination : Arm A								Destination : Arm B								Destination : Arm C								Destination : Arm D								Destination : Arm E								Destination : Arm F								Arm
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
16:30	101	5	5	1	0	0	0	112	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	117
16:45	129	14	6	1	2	0	1	153	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	157
½ Hr	230	19	11	2	2	0	1	265	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	274
17:00	132	12	0	2	2	4	0	152	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	155
17:15	135	10	2	0	0	3	1	151	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	156
17:30	135	9	2	2	2	0	0	150	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	159
17:45	125	12	6	0	0	0	0	143	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	152
1 Hr	527	43	10	4	4	7	1	596	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13	10	0	1	0	0	0	0	11	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	622
18:00	125	5	0	0	0	0	1	131	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	4	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	137
18:15	114	16	3	2	3	1	0	139	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	144
½ Hr	239	21	3	2	3	1	1	270	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	5	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	281
2 Hrs	996	83	24	8	9	8	3	1131	0	0	0	0	0	0	0	0	17	2	3	0	0	0	0	22	19	0	1	0	0	0	0	20	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	1177
Total	1759	164	63	28	28	18	5	2065	0	0	1	0	0	0	0	1	31	14	6	0	1	0	0	52	26	6	2	0	0	0	0	34	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	9	2161

Sky High Technology

Client: Mott MacDonald
Project: MID-1927 Stechford
Site: 6a
Date: Tuesday 23rd June 2015

Entry : Arm F

	Destination : Arm A								Destination : Arm B								Destination : Arm C								Destination : Arm D								Destination : Arm E								Destination : Arm F								Arm
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
07:30	16	7	0	0	0	0	0	23	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
07:45	24	2	1	0	0	0	0	27	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	32
½ Hr	40	9	1	0	0	0	0	50	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	58
08:00	21	2	2	0	0	0	0	25	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
08:15	34	2	2	0	0	0	0	38	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	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	42
08:30	27	3	0	0	0	0	0	30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32
08:45	24	2	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
1 Hr	106	9	4	0	0	0	0	119	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4	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	127
09:00	18	1	0	0	0	0	0	19	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	29
09:15	23	1	1	0	0	0	0	25	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	30
½ Hr	41	2	1	0	0	0	0	44	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	9	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	59
2 Hrs	187	20	6	0	0	0	0	213	2	0	0	0	0	0	0	2	14	4	0	0	0	0	0	18	7	0	0	0	0	0	0	7	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	244

Entry : Arm F

	Destination : Arm A								Destination : Arm B								Destination : Arm C								Destination : Arm D								Destination : Arm E								Destination : Arm F								Arm
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
16:30	44	3	1	0	0	0	0	48	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56
16:45	35	1	1	0	0	0	0	37	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	50
½ Hr	79	4	2	0	0	0	0	85	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	9	0	0	0	0	0	0	9	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	106
17:00	39	3	2	0	0	0	0	44	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	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	53
17:15	38	2	1	0	0	0	0	41	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	58
17:30	37	3	0	0	0	1	0	41	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	49
17:45	18	1	1	0	0	1	0	21	1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	5	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	29
1 Hr	132	9	4	0	0	1	1	147	1	0	0	0	0	0	0	1	26	4	0	0	0	0	0	30	9	0	0	0	0	0	0	9	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	189
18:00	33	5	1	0	0	0	0	39	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	55
18:15	28	3	0	0	0	0	0	31	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39
½ Hr	61	8	1	0	0	0	0	70	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	94
2 Hrs	272	21	7	0	0	1	1	302	1	0	0	0	0	0	0	1	52	5	0	0	0	0	0	57	24	0	0	0	0	0	0	24	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	389
Total	459	41	13	0	0	1	1	515	3	0	0	0	0	0	0	3	66	9	0	0	0	0	0	75	31	0	0	0	0	0	0	31	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	633

ORIGIN SUMMARY

	Origin : Arm A								Origin : Arm B								Origin : Arm C								Origin : Arm D								Origin : Arm E								Origin : Arm F								Origin
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
07:30	180	26	9	3	6	4	0	228	1	0	0	0	1	0	0	2	137	24	2	0	3	0	0	166	2	4	6	0	0	0	0	12	126	16	2	4	4	3	1	156	18	8	0	0	0	0	0	26	590
07:45	212	28	6	0	4	2	0	252	1	0	0	0	1	0	0	2	184	18	4	1	1	1	0	209	2	1	1	1	0	0	0	5	101	13	7	3	1	2	0	127	29	2	1	0	0	0	0	32	627
08:00	186	30	8	2	3	1	0	230	3	1	1	0	0	0	0	5	157	22	7	2	3	2	1	194	10	2	2	0	0	0	1	15	85	8	3	3	3	2	0	104	23	2	2	0	0	0	0	27	575
08:15	232	24	16	6	5	0	0	283	4	0	0	0	0	0	0	4	168	14	5	0	2	1	0	190	9	6	1	1	0	0	0	17	95	7	5	3	3	0	0	113	38	2	2	0	0	0	0	42	649
08:30	243	25	10	4	5	0	0	287	3	0	0	0	0	0	0	3	169	21	5	1	3	0	0	199	7	3	0	0	0	0	0	10	85	9	4	3	2	1	1	105	29	3	0	0	0	0	0	32	636
08:45	206	23	5	4	8	0	0	246	7	0	0	0	0	0	0	7	183	17	3	0	3	1	0	207	15	3	1	0	0	0	0	19	95	11	7	2	1	0	0	116	24	2	0	0	0	0	0	26	621
09:00	186	26	10	0	6	0	1	229	1	1	0	0	0	0	0	2	124	16	5	4	2	0	0	151	27	3	0	0	0	0	0	30	111	18	7	1	4	0	0	141	27	2	0	0	0	0	0	29	582
09:15	171	17	8	3	2	2	0	203	3	1	0	0	0	0	0	4	147	20	5	3	2	0	0	177	33	11	1	1	0	0	0	46	88	20	9	1	2	2	0	122	26	3	1	0	0	0	0	30	582
2 Hrs	1616	199	72	22	39	9	1	1958	23	3	1	0	2	0	0	29	1269	152	36	11	19	5	1	1493	105	33	12	3	0	0	1	154	786	102	44	20	20	10	2	984	214	24	6	0	0	0	0	244	4862

ORIGIN SUMMARY

	Origin : Arm A								Origin : Arm B								Origin : Arm C								Origin : Arm D								Origin : Arm E								Origin : Arm F								Origin
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
16:30	251	31	0	0	6	3	0	291	1	0	0	0	0	0	0	1	132	10	3	1	2	0	0	148	61	2	0	1	0	0	0	64	106	5	5	1	0	0	0	117	52	3	1	0	0	0	0	56	677
16:45	280	25	5	4	4	0	4	322	2	0	0	0	0	0	0	2	127	21	0	0	2	1	0	151	61	4	0	0	0	0	0	65	132	14	7	1	2	0	1	157	48	1	1	0	0	0	0	50	747
17:00	251	20	11	0	2	3	0	287	6	0	0	0	0	0	0	6	101	11	1	0	1	1	0	115	74	3	2	2	0	0	0	81	135	12	0	2	2	4	0	155	47	4	2	0	0	0	0	53	697
17:15	274	21	11	1	8	6	3	324	2	2	0	0	0	0	0	4	128	5	1	0	2	1	0	137	51	4	1	0	0	0	0	56	139	11	2	0	0	3	1	156	53	4	1	0	0	0	0	58	735
17:30	260	22	3	2	3	2	0	292	1	1	0	0	0	0	0	2	122	7	2	1	4	0	0	136	62	4	0	1	0	0	0	67	144	9	2	2	2	0	0	159	45	3	0	0	0	0	1	49	705
17:45	283	26	7	1	3	3	0	323	1	0	0	0	0	0	0	1	124	8	2	0	2	4	0	140	58	1	0	0	0	0	0	59	132	13	7	0	0	0	0	152	25	2	1	0	0	1	0	29	704
18:00	282	24	4	2	0	3	0	315	0	0	0	0	0	0	0	0	118	4	0	0	3	0	0	125	80	6	2	0	0	0	0	88	129	5	2	0	0	0	1	137	48	6	1	0	0	0	0	55	720
18:15	280	12	4	1	6	2	0	305	2	0	0	0	0	0	0	2	116	9	0	1	2	0	0	128	60	5	0	0	0	2	0	67	119	16	3	2	3	1	0	144	36	3	0	0	0	0	0	39	685
2 Hrs	2161	181	45	11	32	22	7	2459	15	3	0	0	0	0	0	18	968	75	9	3	18	7	0	1080	507	29	5	4	0	2	0	547	1036	85	28	8	9	8	3	1177	354	26	7	0	0	1	1	389	5670
Total	3777	380	117	33	71	31	8	4417	38	6	1	0	2	0	0	47	2237	227	45	14	37	12	1	2573	612	62	17	7	0	2	1	701	1822	187	72	28	29	18	5	2161	568	50	13	0	0	1	1	633	10532

DESTINATION SUMMARY

	Destination : Arm A								Destination : Arm B								Destination : Arm C								Destination : Arm D								Destination : Arm E								Destination : Arm F								Dest
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
07:30	256	44	5	4	7	3	1	320	0	0	0	0	0	0	0	0	85	14	5	0	2	2	0	108	5	2	1	3	0	0	0	11	101	18	8	0	4	2	0	133	17	0	0	0	1	0	0	18	590
07:45	279	29	11	5	3	3	0	330	0	0	1	0	1	0	0	2	93	17	2	0	2	0	0	114	10	3	0	0	0	0	0	13	125	13	4	0	1	2	0	145	22	0	1	0	0	0	0	23	627
08:00	242	28	13	5	5	4	2	299	0	1	0	0	0	0	0	1	86	13	6	0	3	0	0	108	8	1	1	2	0	0	0	12	115	20	3	0	1	1	0	140	13	2	0	0	0	0	0	15	575
08:15	270	21	10	4	5	1	0	311	1	0	0	0	0	0	0	1	112	14	8	2	2	0	0	138	10	2	0	0	0	0	0	12	128	11	9	4	3	0	0	155	25	5	2	0	0	0	0	32	649
08:30	242	31	7	4	5	1	1	291	3	0	0	0	0	0	0	3	119	9	4	0	1	0	0	133	11	3	1	0	0	0	0	15	129	15	7	4	4	0	0	159	32	3	0	0	0	0	0	35	636
08:45	252	26	9	2	4	1	0	294	0	0	0	0	0	0	0	0	101	15	3	0	4	0	0	123	23	3	1	0	0	0	0	27	128	10	3	4	4	0	0	149	26	2	0	0	0	0	0	28	621
09:00	222	27	10	4	6	0	0	269	2	2	0	0	0	0	0	4	101	13	4	0	3	0	0	121	36	4	0	1	0	0	0	41	105	19	8	0	3	0	1	136	10	1	0	0	0	0	0	11	582
09:15	223	32	14	5	4	2	0	280	0	0	0	0	0	0	0	0	99	17	5	0	0	1	0	122	28	6	1	0	0	0	0	35	97	15	4	3	2	1	0	122	21	2	0	0	0	0	0	23	582
2 Hrs	1986	238	79	33	39	15	4	2394	6	3	1	0	1	0	0	11	796	112	37	2	17	3	0	967	131	24	5	6	0	0	0	166	928	121	46	15	22	6	1	1139	166	15	3	0	1	0	0	185	4862

DESTINATION SUMMARY

	Destination : Arm A								Destination : Arm B								Destination : Arm C								Destination : Arm D								Destination : Arm E								Destination : Arm F								Dest
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
16:30	250	17	9	3	2	0	0	281	3	0	0	0	0	0	0	3	140	21	0	0	3	1	0	165	43	0	0	0	0	0	0	43	137	13	0	0	3	2	0	155	30	0	0	0	0	0	0	30	677
16:45	256	34	7	1	4	0	1	303	0	0	0	0	0	0	0	0	164	12	6	2	2	0	0	186	46	2	0	0	0	1	3	52	146	13	0	2	2	0	1	164	38	4	0	0	0	0	0	42	747
17:00	251	23	2	4	3	4	0	287	4	0	0	0	0	0	0	4	142	9	5	0	2	1	0	159	31	3	2	0	0	1	0	37	161	14	7	0	0	2	0	184	25	1	0	0	0	0	0	26	697
17:15	281	17	4	0	2	4	1	309	0	2	0	0	0	0	0	2	156	21	6	0	2	3	3	191	35	2	1	0	0	0	0	38	149	5	4	1	6	3	0	168	26	0	1	0	0	0	0	27	735
17:30	271	16	4	3	6	0	1	301	0	0	0	0	0	0	0	0	142	13	0	0	2	2	0	159	51	2	0	1	0	0	0	54	148	14	3	0	1	0	0	166	22	1	0	2	0	0	0	25	705
17:45	261	18	8	0	2	3	0	292	2	0	0	0	0	0	0	2	170	20	2	0	2	3	0	197	31	1	2	0	0	2	0	36	129	9	4	1	1	0	0	144	30	2	1	0	0	0	0	33	704
18:00	268	16	3	0	3	0	1	291	2	0	0	0	0	0	0	2	158	14	5	0	0	3	0	180	38	1	0	0	0	0	0	39	164	10	0	2	0	0	0	176	27	4	1	0	0	0	0	32	720
18:15	239	29	3	3	5	3	0	282	0	0	0	0	0	0	0	0	138	8	2	0	0	0	0	148	38	0	0	0	0	0	0	38	174	8	2	1	6	2	0	193	24	0	0	0	0	0	0	24	685
2 Hrs	2077	170	40	14	27	14	4	2346	11	2	0	0	0	0	0	13	1210	118	26	2	13	13	3	1385	313	11	5	1	0	4	3	337	1208	86	20	7	19	9	1	1350	222	12	3	2	0	0	0	239	5670
Total	4063	408	119	47	66	29	8	4740	17	5	1	0	1	0	0	24	2006	230	63	4	30	16	3	2352	444	35	10	7	0	4	3	503	2136	207	66	22	41	15	2	2489	388	27	6	2	1	0	0	424	10532

Station Road ATC 2015

Classified Axle Traffic Count
Location CAR21467 STATION ROAD South Of Cotterills Lane
Partial data - tubes damaged from Sunday

Date Monday 22/06/2015
Direction Northbound
Coordinate 412782 287902

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
01:00-02:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
02:00-03:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
03:00-04:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
04:00-05:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
05:00-06:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
06:00-07:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
07:00-08:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
08:00-09:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
09:00-10:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
10:00-11:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
11:00-12:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
12:00-13:0	1020	911	56	4	1	2	0	0	2	2	0	1	8	33
13:00-14:0	1144	1006	59	4	2	4	0	0	5	3	1	0	16	44
14:00-15:0	1071	972	48	4	1	1	0	0	4	0	0	1	6	34
15:00-16:0	1185	1061	59	1	0	5	0	0	3	0	0	0	6	50
16:00-17:0	1225	1123	41	2	0	0	0	0	7	0	0	0	5	47
17:00-18:0	1173	1095	27	1	0	2	0	0	0	1	0	0	7	40
18:00-19:0	1104	1030	27	1	0	1	0	0	3	0	0	0	8	34
19:00-20:0	937	865	36	0	1	2	0	1	3	1	0	0	7	21
20:00-21:0	729	663	40	1	0	0	0	0	1	3	0	0	9	12
21:00-22:0	601	553	23	0	0	1	0	0	0	4	0	1	8	11
22:00-23:0	482	434	29	2	0	0	0	0	1	3	0	0	3	10
23:00-24:0	334	300	12	1	0	0	0	0	3	0	0	0	6	12
A.M. Peak														
07:30-07:4	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
07:45-08:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
08:00-08:1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
08:15-08:3	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
08:30-08:4	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
08:45-09:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
09:00-09:1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
09:15-09:3	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
P.M. Peak														
16:30-16:4	323	293	4	0	0	0	0	0	4	0	0	0	0	22
16:45-17:0	287	264	12	1	0	0	0	0	2	0	0	0	2	6
17:00-17:1	311	278	12	1	0	0	0	0	0	0	0	0	2	18

17:15-17:3	321	299	6	0	0	2	0	0	0	1	0	0	1	12
17:30-17:4	281	268	5	0	0	0	0	0	0	0	0	0	1	7
17:45-18:0	260	250	4	0	0	0	0	0	0	0	0	0	3	3
18:00-18:1	306	285	6	1	0	0	0	0	1	0	0	0	2	11
18:15-18:3	267	250	6	0	0	0	0	0	1	0	0	0	3	7
Summary														
00:00-24:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
06:00-24:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
06:00-22:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
07:00-19:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1

Classified Axle Traffic Count
Location CAR21467 STATION ROAD South Of Cotterills Lane
Partial data - tubes damaged from Sunday

Date Tuesday 23/06/2015
Direction Northbound
Coordinate 412782 287902

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	233	202	15	1	1	0	0	0	0	7	0	0	2	5
01:00-02:0	131	115	8	0	0	0	0	0	0	2	0	2	0	4
02:00-03:0	75	63	5	1	0	0	0	0	0	1	0	1	1	3
03:00-04:0	58	40	12	0	0	0	0	0	0	4	0	1	0	1
04:00-05:0	101	72	16	0	0	0	0	0	0	1	0	1	5	6
05:00-06:0	404	334	31	4	0	0	0	0	1	4	0	2	10	18
06:00-07:0	705	576	71	7	0	2	0	0	1	1	0	1	19	27
07:00-08:0	1217	1031	85	3	3	3	0	0	3	3	1	1	10	74
08:00-09:0	1233	1105	52	2	1	1	0	0	7	1	0	1	5	58
09:00-10:0	1048	898	89	9	2	3	0	0	4	1	1	1	6	34
10:00-11:0	901	761	93	4	0	2	0	0	1	4	0	1	13	22
11:00-12:0	989	856	78	9	1	4	0	0	2	1	0	2	11	25
12:00-13:0	984	857	65	3	0	1	0	0	1	1	0	1	16	39
13:00-14:0	1040	914	67	4	0	3	0	0	0	2	0	0	16	34
14:00-15:0	1120	998	66	3	0	4	0	0	2	1	0	1	10	35
15:00-16:0	1171	1061	39	2	3	2	0	0	4	0	0	0	8	52
16:00-17:0	1152	1066	41	4	0	1	0	0	5	1	0	0	5	29
17:00-18:0	1150	1054	31	3	1	1	0	0	4	0	0	2	8	46
18:00-19:0	1061	985	26	0	0	2	0	0	2	0	0	0	10	36
19:00-20:0	905	837	32	1	0	0	0	0	1	1	0	0	5	28
20:00-21:0	777	718	29	0	0	0	0	0	2	1	0	0	4	23
21:00-22:0	583	547	15	1	0	0	0	0	1	1	0	0	3	15
22:00-23:0	475	439	18	0	0	1	0	0	0	1	0	0	2	14
23:00-24:0	355	325	15	1	0	0	0	0	1	1	0	1	5	6
A.M. Peak														
07:30-07:4	319	271	14	0	1	1	0	0	1	2	0	0	2	27

07:45-08:0	347	307	11	1	1	1	0	0	1	0	1	0	1	23
08:00-08:1	312	269	11	1	0	0	0	0	4	1	0	0	2	24
08:15-08:3	339	312	10	0	0	0	0	0	3	0	0	0	0	14
08:30-08:4	306	282	12	0	0	1	0	0	0	0	0	1	0	10
08:45-09:0	276	242	19	1	1	0	0	0	0	0	0	0	3	10
09:00-09:1	285	248	21	1	0	1	0	0	1	0	1	0	2	10
09:15-09:3	264	231	23	1	0	0	0	0	1	1	0	1	1	5
P.M. Peak														
16:30-16:4	282	266	9	0	0	0	0	0	1	1	0	0	1	4
16:45-17:0	275	261	7	2	0	0	0	0	0	0	0	0	2	3
17:00-17:1	289	256	8	1	0	0	0	0	2	0	0	1	3	18
17:15-17:3	305	289	8	0	1	0	0	0	0	0	0	1	1	5
17:30-17:4	305	275	12	1	0	1	0	0	2	0	0	0	2	12
17:45-18:0	251	234	3	1	0	0	0	0	0	0	0	0	2	11
18:00-18:1	274	259	6	0	0	0	0	0	0	0	0	0	1	8
18:15-18:3	253	241	6	0	0	0	0	0	0	0	0	0	2	4
Summary														
00:00-24:0	17868	15854	999	62	12	30	0	0	42	40	2	19	174	634
06:00-24:0	16866	15028	912	56	11	30	0	0	41	21	2	12	156	597
06:00-22:0	16036	14264	879	55	11	29	0	0	40	19	2	11	149	577
07:00-19:0	13066	11586	732	46	11	27	0	0	35	15	2	10	118	484

Classified Axle Traffic Count

Location CAR21467 STATION ROAD South Of Cotterills Lane

Partial data - tubes damaged from Sunday

Date Wednesday 24/06/2015

Direction Northbound

Coordinate 412782 287902

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	223	196	16	0	0	0	0	0	0	3	0	0	1	7
01:00-02:0	135	121	9	1	0	0	0	0	0	1	0	1	0	2
02:00-03:0	79	66	8	0	0	0	0	0	0	1	0	0	1	3
03:00-04:0	82	63	11	0	0	0	0	0	0	2	0	0	1	5
04:00-05:0	105	81	15	1	0	0	0	0	0	1	0	1	2	4
05:00-06:0	377	324	25	1	1	1	0	0	1	1	0	1	8	14
06:00-07:0	687	582	53	4	1	1	0	0	2	3	0	1	8	32
07:00-08:0	1153	976	87	4	3	3	0	0	8	3	0	0	12	57
08:00-09:0	1226	1100	39	3	1	4	0	0	9	3	0	0	2	65
09:00-10:0	1001	882	73	0	1	3	0	0	2	2	0	0	11	27
10:00-11:0	954	830	73	3	0	2	0	0	3	2	1	0	11	29
11:00-12:0	998	884	59	3	0	1	0	0	4	1	0	1	10	35
12:00-13:0	1012	892	61	2	1	3	0	0	4	3	0	0	16	30
13:00-14:0	1053	921	64	4	1	3	0	0	3	1	0	0	14	42
14:00-15:0	1102	1010	47	1	0	2	0	0	3	2	0	0	4	33

15:00-16:0	1156	1050	55	3	2	1	0	0	4	3	0	0	5	33
16:00-17:0	1224	1113	46	8	0	0	0	0	9	2	0	0	5	41
17:00-18:0	1104	1030	27	3	1	2	0	0	3	0	0	0	6	32
18:00-19:0	1037	960	36	0	0	2	0	0	4	1	0	0	3	31
19:00-20:0	895	821	28	2	0	0	0	0	7	1	0	2	8	26
20:00-21:0	721	654	19	1	0	1	0	0	2	3	0	1	4	36
21:00-22:0	620	558	22	1	1	0	0	1	2	0	0	0	3	32
22:00-23:0	519	460	18	1	0	0	0	0	5	1	0	0	2	32
23:00-24:0	326	293	7	3	0	1	0	0	0	2	0	0	5	15
A.M. Peak														
07:30-07:4	315	279	17	2	1	1	0	0	2	0	0	0	4	9
07:45-08:0	339	290	15	0	1	2	0	0	4	2	0	0	2	23
08:00-08:1	304	268	14	0	0	1	0	0	3	1	0	0	0	17
08:15-08:3	285	260	8	1	0	0	0	0	1	1	0	0	2	12
08:30-08:4	295	270	4	0	0	1	0	0	2	1	0	0	0	17
08:45-09:0	342	302	13	2	1	2	0	0	3	0	0	0	0	19
09:00-09:1	262	240	9	0	0	1	0	0	0	1	0	0	2	9
09:15-09:3	251	231	13	0	1	1	0	0	1	0	0	0	1	3
P.M. Peak														
16:30-16:4	327	313	7	1	0	0	0	0	2	0	0	0	1	3
16:45-17:0	271	247	13	1	0	0	0	0	2	0	0	0	1	7
17:00-17:1	283	262	7	1	0	1	0	0	1	0	0	0	0	11
17:15-17:3	285	274	3	1	0	1	0	0	2	0	0	0	1	3
17:30-17:4	289	269	6	1	1	0	0	0	0	0	0	0	2	10
17:45-18:0	247	225	11	0	0	0	0	0	0	0	0	0	3	8
18:00-18:1	297	275	11	0	0	2	0	0	1	0	0	0	0	8
18:15-18:3	230	215	7	0	0	0	0	0	1	0	0	0	1	6
Summary														
00:00-24:0	17789	15867	898	49	13	30	0	1	75	42	1	8	142	663
06:00-24:0	16788	15016	814	46	12	29	0	1	74	33	1	5	129	628
06:00-22:0	15943	14263	789	42	12	28	0	1	69	30	1	5	122	581
07:00-19:0	13020	11648	667	34	10	26	0	0	56	23	1	1	99	455

Classified Axle Traffic Count
Location CAR21467 STATION ROAD South Of Cotterills Lane
Partial data - tubes damaged from Sunday

Date Thursday 25/06/2015
Direction Northbound
Coordinate 412782 287902

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	229	192	16	1	0	0	0	0	0	1	0	2	3	14
01:00-02:0	145	135	6	0	0	0	0	0	0	1	0	0	0	3
02:00-03:0	62	52	4	0	0	0	0	0	0	1	0	1	0	4
03:00-04:0	72	54	9	0	0	0	0	0	0	1	0	0	0	8

04:00-05:0	113	85	14	0	1	0	0	0	0	2	0	1	3	7
05:00-06:0	399	330	26	4	0	0	0	0	1	2	0	1	2	33
06:00-07:0	724	599	57	1	0	1	0	0	4	1	0	1	4	56
07:00-08:0	1196	1013	73	5	2	1	0	0	4	1	0	1	1	95
08:00-09:0	1171	1048	34	3	0	5	0	0	3	2	0	0	1	75
09:00-10:0	982	870	55	3	1	2	0	0	3	2	1	0	8	37
10:00-11:0	953	822	69	3	0	3	0	0	3	2	0	1	8	42
11:00-12:0	997	864	77	6	0	4	0	1	4	1	0	3	10	27
12:00-13:0	990	877	69	2	1	1	0	1	0	3	0	1	6	29
13:00-14:0	1058	928	72	2	3	4	0	0	5	1	0	0	10	33
14:00-15:0	1085	973	48	3	2	0	0	0	5	1	0	0	5	48
15:00-16:0	1198	1096	49	6	2	6	0	0	2	0	0	0	7	30
16:00-17:0	1138	1047	44	2	1	1	0	0	5	0	0	0	5	33
17:00-18:0	1161	1067	28	2	0	1	0	0	6	1	0	0	8	48
18:00-19:0	1102	1015	46	1	1	1	0	0	7	0	0	0	7	24
19:00-20:0	843	793	15	3	0	0	0	0	3	1	0	0	6	22
20:00-21:0	750	684	25	1	0	1	0	0	2	0	0	0	6	31
21:00-22:0	596	555	18	0	0	0	0	0	3	0	0	0	5	15
22:00-23:0	542	494	20	0	0	0	0	0	0	1	0	0	4	23
23:00-24:0	352	325	8	1	0	0	0	0	0	0	0	1	5	12
A.M. Peak														
07:30-07:4	322	274	24	0	0	0	0	0	1	0	0	0	0	23
07:45-08:0	325	276	9	2	1	0	0	0	1	1	0	0	0	35
08:00-08:1	294	261	10	2	0	0	0	0	1	0	0	0	0	20
08:15-08:3	293	260	8	1	0	2	0	0	1	2	0	0	1	18
08:30-08:4	288	255	7	0	0	2	0	0	1	0	0	0	0	23
08:45-09:0	296	272	9	0	0	1	0	0	0	0	0	0	0	14
09:00-09:1	268	237	13	2	1	0	0	0	0	2	0	0	3	10
09:15-09:3	246	220	14	0	0	0	0	0	2	0	0	0	1	9
P.M. Peak														
16:30-16:4	261	241	7	1	0	0	0	0	0	0	0	0	1	11
16:45-17:0	285	262	13	1	1	0	0	0	2	0	0	0	0	6
17:00-17:1	281	264	6	0	0	0	0	0	1	0	0	0	1	9
17:15-17:3	305	284	5	1	0	0	0	0	1	1	0	0	2	11
17:30-17:4	296	272	10	0	0	0	0	0	1	0	0	0	1	12
17:45-18:0	279	247	7	1	0	1	0	0	3	0	0	0	4	16
18:00-18:1	293	269	12	0	0	0	0	0	1	0	0	0	2	9
18:15-18:3	249	236	6	0	0	1	0	0	2	0	0	0	2	2
Summary														
00:00-24:0	17858	15918	882	49	14	31	0	2	60	25	1	13	114	749
06:00-24:0	16838	15070	807	44	13	31	0	2	59	17	1	8	106	680
06:00-22:0	15944	14251	779	43	13	31	0	2	59	16	1	7	97	645
07:00-19:0	13031	11620	664	38	13	29	0	2	47	14	1	6	76	521

Classified Axle Traffic Count

Location CAR21467 STATION ROAD South Of Cotterills Lane

Partial data - tubes damaged from Sunday

Date Friday 26/06/2015
Direction Northbound
Coordinate 412782 287902

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	264	228	13	1	0	0	0	0	1	3	0	0	2	16
01:00-02:0	129	108	8	1	0	0	0	0	0	2	0	0	1	9
02:00-03:0	95	77	6	1	0	0	0	0	0	0	0	0	2	9
03:00-04:0	94	62	17	0	0	0	0	0	0	2	0	0	2	11
04:00-05:0	128	98	12	0	0	0	0	0	1	3	0	1	2	11
05:00-06:0	400	330	27	0	0	1	0	0	2	3	0	1	7	29
06:00-07:0	697	573	61	4	2	0	0	0	1	0	0	1	8	47
07:00-08:0	1158	975	62	5	2	3	0	0	6	3	0	0	6	96
08:00-09:0	1230	1083	35	9	0	3	0	1	6	1	0	0	5	87
09:00-10:0	1019	884	53	1	2	2	0	0	5	1	0	0	9	62
10:00-11:0	931	827	55	1	0	1	0	0	3	1	0	0	5	38
11:00-12:0	1134	1021	48	2	0	3	0	0	1	0	0	0	9	50
12:00-13:0	1164	1025	35	4	3	2	0	1	3	5	0	0	6	80
13:00-14:0	1152	1046	49	2	1	3	0	1	0	1	0	0	8	41
14:00-15:0	1074	991	54	1	0	0	0	0	0	0	0	0	2	26
15:00-16:0	1248	1152	37	2	0	2	0	0	4	3	0	0	3	45
16:00-17:0	1170	1076	37	3	0	2	0	0	1	2	1	0	4	44
17:00-18:0	1113	1042	26	3	0	2	0	0	2	0	0	0	6	32
18:00-19:0	1144	1064	26	3	0	1	0	0	7	5	0	0	0	38
19:00-20:0	1026	942	31	2	0	0	0	0	0	0	0	0	2	49
20:00-21:0	809	733	19	2	0	0	0	0	1	2	0	0	3	49
21:00-22:0	582	538	18	1	0	0	0	0	0	0	0	0	3	22
22:00-23:0	605	538	22	0	0	1	0	0	1	0	0	0	3	40
23:00-24:0	455	406	14	0	0	0	0	0	0	0	0	0	2	33
A.M. Peak														
07:30-07:4	314	263	15	2	0	1	0	0	2	1	0	0	1	29
07:45-08:0	344	294	13	1	0	1	0	0	2	1	0	0	2	30
08:00-08:1	274	234	6	5	0	1	0	0	2	0	0	0	2	24
08:15-08:3	317	282	7	0	0	1	0	0	3	0	0	0	0	24
08:30-08:4	320	290	10	2	0	0	0	0	0	1	0	0	1	16
08:45-09:0	319	277	12	2	0	1	0	1	1	0	0	0	2	23
09:00-09:1	269	243	7	0	2	1	0	0	1	0	0	0	0	15
09:15-09:3	250	208	19	0	0	0	0	0	1	0	0	0	2	20
P.M. Peak														
16:30-16:4	270	247	9	1	0	0	0	0	0	1	1	0	0	11
16:45-17:0	289	271	9	0	0	1	0	0	0	0	0	0	1	7
17:00-17:1	287	269	6	1	0	1	0	0	0	0	0	0	1	9
17:15-17:3	284	266	5	0	0	1	0	0	1	0	0	0	2	9
17:30-17:4	274	260	4	1	0	0	0	0	1	0	0	0	1	7

17:45-18:0	268	247	11	1	0	0	0	0	0	0	0	0	2	7
18:00-18:1	291	272	7	1	0	1	0	0	1	2	0	0	0	7
18:15-18:3	263	240	7	1	0	0	0	0	1	1	0	0	0	13
Summary														
00:00-24:0	18821	16819	765	48	10	26	0	3	45	37	1	3	100	964
06:00-24:0	17711	15916	682	45	10	25	0	3	41	24	1	1	84	879
06:00-22:0	16651	14972	646	45	10	24	0	3	40	24	1	1	79	806
07:00-19:0	13537	12186	517	36	8	24	0	3	38	22	1	0	63	639

Classified Axle Traffic Count
Location CAR21467 STATION ROAD South Of Cotterills Lane
Partial data - tubes damaged from Sunday

Date Date Average Weekday
22/06/2015 to 28/06/2015
Direction Northbound
Coordinate 412782 287902

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	236	204	15	1	0	0	0	0	0	4	0	0	2	10
01:00-02:0	135	120	8	0	0	0	0	0	0	2	0	1	0	4
02:00-03:0	77	64	6	0	0	0	0	0	0	1	0	0	1	5
03:00-04:0	76	55	12	0	0	0	0	0	0	2	0	0	1	6
04:00-05:0	111	84	14	0	0	0	0	0	0	2	0	1	3	7
05:00-06:0	394	330	27	2	0	0	0	0	1	2	0	1	7	24
06:00-07:0	702	582	60	4	1	1	0	0	2	1	0	1	10	40
07:00-08:0	1178	999	77	4	2	2	0	0	5	2	0	0	7	80
08:00-09:0	1213	1084	40	4	0	3	0	0	6	2	0	0	3	71
09:00-10:0	1013	884	68	3	2	2	0	0	4	2	0	0	8	40
10:00-11:0	933	810	72	3	0	2	0	0	2	2	0	0	9	33
11:00-12:0	1030	906	66	5	0	3	0	0	3	1	0	2	10	34
12:00-13:0	1033	912	57	3	1	2	0	0	2	3	0	1	10	42
13:00-14:0	1089	963	62	3	1	3	0	0	3	2	0	0	13	39
14:00-15:0	1090	989	53	2	1	1	0	0	3	1	0	0	5	35
15:00-16:0	1191	1084	48	3	1	3	0	0	3	1	0	0	6	42
16:00-17:0	1182	1085	42	4	0	1	0	0	5	1	0	0	5	39
17:00-18:0	1140	1058	28	2	0	2	0	0	3	0	0	0	7	40
18:00-19:0	1090	1011	32	1	0	1	0	0	5	1	0	0	6	33
19:00-20:0	921	852	28	2	0	0	0	0	3	1	0	0	6	29
20:00-21:0	756	690	26	1	0	0	0	0	2	2	0	0	5	30
21:00-22:0	595	550	19	1	0	0	0	0	1	1	0	0	4	19
22:00-23:0	524	473	21	1	0	0	0	0	1	1	0	0	3	24
23:00-24:0	365	330	11	1	0	0	0	0	1	1	0	0	5	16
A.M. Peak														
07:30-07:4	319	272	18	1	0	1	0	0	2	1	0	0	2	22
07:45-08:0	339	292	12	1	1	1	0	0	2	1	0	0	1	28

08:00-08:1	294	258	10	2	0	0	0	0	2	0	0	0	1	21
08:15-08:3	308	278	8	0	0	1	0	0	2	1	0	0	1	17
08:30-08:4	300	274	8	0	0	1	0	0	1	0	0	0	0	16
08:45-09:0	306	273	13	1	0	1	0	0	1	0	0	0	1	16
09:00-09:1	271	242	12	1	1	1	0	0	0	1	0	0	2	11
09:15-09:3	250	222	17	0	0	0	0	0	1	0	0	0	1	9
P.M. Peak														
16:30-16:4	292	272	7	1	0	0	0	0	1	0	0	0	1	10
16:45-17:0	281	261	11	1	0	0	0	0	1	0	0	0	1	6
17:00-17:1	290	266	8	1	0	0	0	0	1	0	0	0	1	13
17:15-17:3	298	282	5	0	0	1	0	0	1	0	0	0	1	8
17:30-17:4	289	269	7	1	0	0	0	0	1	0	0	0	1	10
17:45-18:0	262	241	7	1	0	0	0	0	1	0	0	0	3	9
18:00-18:1	292	272	8	0	0	1	0	0	1	0	0	0	1	9
18:15-18:3	251	236	6	0	0	0	0	0	1	0	0	0	2	6
Summary														
00:00-24:0	18083	16114	886	52	12	29	0	2	56	36	1	11	132	752
06:00-24:0	17053	15258	804	48	12	29	0	2	54	24	1	6	119	696
06:00-22:0	16144	14438	773	46	12	28	0	2	52	22	1	6	112	652
07:00-19:0	13161	11760	645	38	10	26	0	1	44	18	1	4	89	525

Classified Axle Traffic Count
Location CAR21467 STATION ROAD South Of Cotterills Lane
Partial data - tubes damaged from Sunday

Date Saturday 27/06/2015
Direction Northbound
Coordinate 412782 287902

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	332	297	14	1	1	0	0	0	0	0	0	0	3	16
01:00-02:0	216	196	5	2	0	1	0	0	0	0	0	0	0	12
02:00-03:0	125	105	6	0	0	0	0	0	0	0	0	0	1	13
03:00-04:0	93	77	5	1	0	0	0	0	0	0	0	0	0	10
04:00-05:0	112	94	5	1	0	0	0	0	0	2	0	0	2	8
05:00-06:0	233	192	12	2	2	0	0	1	0	0	0	0	3	21
06:00-07:0	278	219	25	1	0	1	0	1	1	0	0	0	7	23
07:00-08:0	410	321	43	4	1	0	0	0	1	0	0	0	8	32
08:00-09:0	577	483	45	1	0	2	0	0	0	0	0	0	10	36
09:00-10:0	754	665	55	1	1	0	0	0	1	1	0	0	9	21
10:00-11:0	962	872	51	0	0	2	0	0	6	0	0	1	9	21
11:00-12:0	1035	946	48	3	0	1	0	0	2	0	0	0	13	22
12:00-13:0	1078	1011	29	1	0	1	0	0	3	1	0	0	8	24
13:00-14:0	1146	1086	26	1	0	1	0	0	1	0	0	0	4	27
14:00-15:0	1085	1032	23	1	0	0	0	0	3	0	0	0	5	21
15:00-16:0	1008	954	21	1	0	3	0	0	1	0	0	1	6	21

16:00-17:0	1052	995	30	2	0	0	0	0	3	0	0	0	8	14
17:00-18:0	1036	991	18	1	0	0	0	0	1	0	0	0	5	20
18:00-19:0	1009	948	27	2	1	0	0	0	2	0	0	0	5	24
19:00-20:0	898	824	32	2	1	0	0	0	2	0	0	0	5	32
20:00-21:0	858	786	27	0	0	0	0	0	3	0	0	0	7	35
21:00-22:0	639	590	23	0	1	0	0	0	0	0	0	0	5	20
22:00-23:0	577	528	12	0	0	0	0	0	0	0	0	0	3	34
23:00-24:0	531	486	21	0	1	0	0	0	0	0	0	0	3	20
A.M. Peak														
07:30-07:4	102	80	10	1	1	0	0	0	0	0	0	0	2	8
07:45-08:0	120	98	7	1	0	0	0	0	0	0	0	0	4	10
08:00-08:1	121	98	13	0	0	0	0	0	0	0	0	0	2	8
08:15-08:3	144	119	9	0	0	1	0	0	0	0	0	0	3	12
08:30-08:4	151	123	12	1	0	1	0	0	0	0	0	0	2	12
08:45-09:0	161	143	11	0	0	0	0	0	0	0	0	0	3	4
09:00-09:1	144	129	8	0	0	0	0	0	0	1	0	0	3	3
09:15-09:3	184	162	13	0	1	0	0	0	0	0	0	0	1	7
P.M. Peak														
16:30-16:4	244	231	8	0	0	0	0	0	0	0	0	0	2	3
16:45-17:0	257	247	3	2	0	0	0	0	0	0	0	0	1	4
17:00-17:1	285	278	3	0	0	0	0	0	0	0	0	0	0	4
17:15-17:3	222	211	4	0	0	0	0	0	0	0	0	0	3	4
17:30-17:4	257	247	3	1	0	0	0	0	1	0	0	0	1	4
17:45-18:0	272	255	8	0	0	0	0	0	0	0	0	0	1	8
18:00-18:1	248	237	4	0	1	0	0	0	1	0	0	0	1	4
18:15-18:3	258	244	6	0	0	0	0	0	0	0	0	0	1	7
Summary														
00:00-24:0	16044	14698	603	28	9	12	0	2	30	4	0	2	129	527
06:00-24:0	14933	13737	556	21	6	11	0	1	30	2	0	2	120	447
06:00-22:0	13825	12723	523	21	5	11	0	1	30	2	0	2	114	393
07:00-19:0	11152	10304	416	18	3	10	0	0	24	2	0	2	90	283

Classified Axle Traffic Count
Location CAR21467 STATION ROAD South Of Cotterills Lane
Partial data - tubes damaged from Sunday

Date Sunday 28/06/2015
Direction Northbound
Coordinate 412782 287902

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	350	315	16	0	1	0	0	0	0	0	0	0	2	16
01:00-02:0	260	238	7	1	0	0	0	0	1	0	0	0	0	13
02:00-03:0	173	159	6	0	0	0	0	0	0	0	0	0	0	8
03:00-04:0	101	88	6	0	0	0	0	0	0	0	0	0	0	7
04:00-05:0	99	88	8	0	0	0	0	0	0	0	0	0	0	3

05:00-06:0	163	127	14	2	0	0	0	0	0	0	0	0	1	19
06:00-07:0	177	149	14	0	0	0	0	0	0	0	0	0	2	12
07:00-08:0	217	171	23	0	0	2	0	0	0	0	0	0	5	16
08:00-09:0	277	241	12	2	2	1	0	0	0	0	0	0	4	15
09:00-10:0	428	370	18	3	0	2	0	0	0	0	0	1	4	30
10:00-11:0	694	628	27	0	0	0	0	0	0	0	0	0	9	30
11:00-12:0	928	817	43	2	0	1	0	0	9	1	0	0	4	51
12:00-13:0	998	948	15	1	0	1	0	0	0	0	0	0	2	31
13:00-14:0	1059	1017	15	1	0	0	0	2	0	0	0	0	1	23
14:00-15:0	803	768	13	2	0	1	0	0	2	0	0	0	1	16
15:00-16:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
16:00-17:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
17:00-18:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
18:00-19:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
19:00-20:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
20:00-21:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
21:00-22:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
22:00-23:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
23:00-24:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
A.M. Peak														
07:30-07:4	63	52	7	0	0	1	0	0	0	0	0	0	2	1
07:45-08:0	64	49	7	0	0	1	0	0	0	0	0	0	1	6
08:00-08:1	66	61	2	0	1	0	0	0	0	0	0	0	0	2
08:15-08:3	74	60	4	2	0	0	0	0	0	0	0	0	3	5
08:30-08:4	76	63	4	0	1	1	0	0	0	0	0	0	1	6
08:45-09:0	61	57	2	0	0	0	0	0	0	0	0	0	0	2
09:00-09:1	92	77	10	1	0	1	0	0	0	0	0	0	2	1
09:15-09:3	86	74	3	0	0	0	0	0	0	0	0	0	1	8
P.M. Peak														
16:30-16:4	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
16:45-17:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
17:00-17:1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
17:15-17:3	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
17:30-17:4	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
17:45-18:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
18:00-18:1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
18:15-18:3	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
Summary														
00:00-24:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
06:00-24:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
06:00-22:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
07:00-19:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1

Classified Axle Traffic Count
Location CAR21467 STATION ROAD South Of Cotterills Lane
Partial data - tubes damaged from Sunday

Date Monday 22/06/2015
Direction Southbound
Coordinate 412782 287902

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
01:00-02:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
02:00-03:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
03:00-04:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
04:00-05:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
05:00-06:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
06:00-07:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
07:00-08:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
08:00-09:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
09:00-10:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
10:00-11:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
11:00-12:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
12:00-13:0	1003	887	50	5	2	2	0	0	0	1	0	0	14	42
13:00-14:0	1007	904	63	5	1	0	0	1	0	2	0	0	14	17
14:00-15:0	1121	988	71	10	2	0	0	0	0	3	0	0	9	38
15:00-16:0	1106	1012	44	2	1	0	0	0	2	3	1	0	13	28
16:00-17:0	1146	1057	48	6	2	1	0	0	1	2	0	0	4	25
17:00-18:0	1216	1130	32	5	1	0	1	0	0	2	0	0	2	43
18:00-19:0	1128	1049	38	4	1	0	0	0	1	2	0	0	8	25
19:00-20:0	998	899	48	2	1	0	0	0	0	3	0	2	13	30
20:00-21:0	816	752	41	0	0	0	0	0	0	2	0	1	8	12
21:00-22:0	539	503	24	0	0	0	0	0	1	1	0	1	6	3
22:00-23:0	458	412	27	0	2	0	0	0	0	2	0	1	6	8
23:00-24:0	314	284	15	1	0	0	0	0	1	2	0	2	5	4
A.M. Peak														
07:30-07:4	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
07:45-08:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
08:00-08:1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
08:15-08:3	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
08:30-08:4	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
08:45-09:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
09:00-09:1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
09:15-09:3	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
P.M. Peak														
16:30-16:4	287	271	12	0	1	0	0	0	0	0	0	0	1	2
16:45-17:0	279	255	13	1	0	0	0	0	0	0	0	0	2	8
17:00-17:1	280	266	11	0	0	0	0	0	0	0	0	0	0	3
17:15-17:3	311	289	7	3	1	0	0	0	0	0	0	0	0	11
17:30-17:4	319	294	8	0	0	0	1	0	0	0	0	0	1	15
17:45-18:0	306	281	6	2	0	0	0	0	0	2	0	0	1	14

18:00-18:1	295	277	7	3	1	0	0	0	0	1	0	0	0	6
18:15-18:3	294	275	6	0	0	0	0	0	0	0	0	0	5	8
Summary														
00:00-24:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
06:00-24:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
06:00-22:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
07:00-19:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1

Classified Axle Traffic Count
Location CAR21467 STATION ROAD South Of Cotterills Lane
Partial data - tubes damaged from Sunday

Date Tuesday 23/06/2015
Direction Southbound
Coordinate 412782 287902

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L	Var 2 Axle	Rigic 3 Axle	Rigic 4 Axle	Rigic 2 Axle	Rig+ 3 Axle	Rig+ 2Ax+1	Artic 2Ax+2	Artic 2Ax+3	Artic 3+1/2	Artic 3Ax+3	Artic Bus	/Coach Uncl.	Vehs
00:00-01:0	239	213	16	0	0	0	0	0	1	3	0	2	2	2	
01:00-02:0	157	132	19	0	0	0	0	0	1	0	0	3	2	0	
02:00-03:0	112	92	14	0	0	0	0	0	0	2	0	0	1	3	
03:00-04:0	68	53	12	1	0	0	0	0	0	0	0	0	1	1	
04:00-05:0	101	85	6	1	0	0	0	0	0	3	0	2	2	2	
05:00-06:0	269	220	22	1	0	0	0	0	0	0	0	5	10	11	
06:00-07:0	574	491	49	2	0	1	0	0	1	2	0	0	7	21	
07:00-08:0	881	794	52	2	0	0	0	0	0	0	0	0	14	19	
08:00-09:0	1045	960	48	2	0	2	0	0	0	4	0	1	10	18	
09:00-10:0	817	722	56	3	1	2	0	0	1	0	0	3	18	11	
10:00-11:0	864	739	86	2	1	2	0	0	0	4	0	1	20	9	
11:00-12:0	950	835	66	4	2	0	0	0	0	3	0	1	13	26	
12:00-13:0	953	837	65	6	2	2	0	0	1	0	0	1	15	24	
13:00-14:0	939	831	62	3	0	1	0	0	2	2	0	2	17	19	
14:00-15:0	1111	987	64	7	1	2	0	0	0	3	0	0	9	38	
15:00-16:0	1123	1032	48	3	2	1	0	0	0	2	0	0	8	27	
16:00-17:0	1203	1090	53	2	0	1	0	0	0	2	0	0	10	45	
17:00-18:0	1235	1137	45	4	1	0	0	0	0	4	0	0	8	36	
18:00-19:0	1138	1042	41	3	0	2	0	0	1	4	2	0	11	32	
19:00-20:0	941	875	40	0	0	0	0	0	1	2	0	0	8	15	
20:00-21:0	846	781	40	0	0	1	0	0	3	2	0	0	7	12	
21:00-22:0	517	483	23	1	0	0	0	0	0	0	0	0	5	5	
22:00-23:0	465	434	19	0	0	0	0	0	0	0	0	1	3	8	
23:00-24:0	327	302	14	0	0	0	0	0	0	3	0	0	2	6	
A.M. Peak															
07:30-07:4	217	191	15	2	0	0	0	0	0	0	0	0	5	4	
07:45-08:0	258	246	7	0	0	0	0	0	0	0	0	0	2	3	
08:00-08:1	232	220	7	0	0	0	0	0	0	1	0	0	1	3	
08:15-08:3	283	258	11	1	0	0	0	0	0	2	0	0	2	9	

08:30-08:4	288	265	12	0	0	1	0	0	0	1	0	1	5	3
08:45-09:0	242	217	18	1	0	1	0	0	0	0	0	0	2	3
09:00-09:1	222	196	18	0	1	0	0	0	1	0	0	1	4	1
09:15-09:3	200	182	11	0	0	1	0	0	0	0	0	0	3	3
P.M. Peak														
16:30-16:4	310	281	9	0	0	1	0	0	0	0	0	0	5	14
16:45-17:0	317	292	10	0	0	0	0	0	0	2	0	0	0	13
17:00-17:1	290	269	12	1	0	0	0	0	0	1	0	0	1	6
17:15-17:3	320	295	10	0	0	0	0	0	0	0	0	0	4	11
17:30-17:4	298	278	9	1	0	0	0	0	0	1	0	0	2	7
17:45-18:0	327	295	14	2	1	0	0	0	0	2	0	0	1	12
18:00-18:1	317	293	8	1	0	0	0	0	0	1	0	0	1	13
18:15-18:3	314	289	8	1	0	1	0	0	0	2	0	0	3	10
Summary														
00:00-24:0	16875	15167	960	47	10	17	0	0	12	45	2	22	203	390
06:00-24:0	15929	14372	871	44	10	17	0	0	10	37	2	10	185	371
06:00-22:0	15137	13636	838	44	10	17	0	0	10	34	2	9	180	357
07:00-19:0	12259	11006	686	41	10	15	0	0	5	28	2	9	153	304

Classified Axle Traffic Count
Location CAR21467 STATION ROAD South Of Cotterills Lane
Partial data - tubes damaged from Sunday

Date Wednesday 24/06/2015
Direction Southbound
Coordinate 412782 287902

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	256	232	16	0	0	0	0	0	0	1	0	0	3	4
01:00-02:0	167	146	19	0	0	0	0	0	0	1	0	0	0	1
02:00-03:0	107	88	11	0	0	0	0	0	0	0	0	0	3	5
03:00-04:0	82	67	12	0	0	0	0	0	0	2	0	0	0	1
04:00-05:0	89	61	19	0	0	0	0	0	0	2	0	2	3	2
05:00-06:0	255	216	19	1	0	0	0	0	0	2	0	2	4	11
06:00-07:0	584	518	34	2	0	1	0	0	0	1	0	1	11	16
07:00-08:0	832	739	60	2	0	0	0	0	1	3	0	1	17	9
08:00-09:0	1004	921	50	6	1	2	0	0	1	3	0	0	7	13
09:00-10:0	884	782	70	2	0	0	0	0	0	4	0	0	12	14
10:00-11:0	869	756	71	1	1	2	0	0	0	0	0	1	14	23
11:00-12:0	946	830	72	4	0	1	0	0	0	1	0	3	14	21
12:00-13:0	985	871	70	3	0	1	0	0	1	3	0	1	19	16
13:00-14:0	977	881	51	0	0	1	0	0	1	5	0	1	12	25
14:00-15:0	1110	997	73	3	1	1	0	0	0	1	0	0	9	25
15:00-16:0	1097	1009	36	5	0	1	0	0	2	3	0	0	12	29
16:00-17:0	1195	1105	41	3	0	0	0	0	1	0	2	0	8	35
17:00-18:0	1259	1142	44	10	2	0	0	0	2	5	0	0	8	46

18:00-19:0	1085	993	60	1	0	0	0	0	1	0	0	0	9	21
19:00-20:0	724	678	29	1	0	0	0	0	0	0	0	1	3	12
20:00-21:0	723	678	27	0	0	0	0	2	0	1	1	0	8	6
21:00-22:0	581	536	31	0	0	0	0	0	0	2	0	1	1	10
22:00-23:0	513	486	11	0	1	0	0	0	1	0	0	0	3	11
23:00-24:0	371	340	20	0	0	0	1	0	1	0	0	1	2	6
A.M. Peak														
07:30-07:4	233	212	15	0	0	0	0	0	0	0	0	0	2	4
07:45-08:0	197	184	8	1	0	0	0	0	0	1	0	0	3	0
08:00-08:1	214	191	13	0	0	0	0	0	0	1	0	0	3	6
08:15-08:3	245	225	9	3	1	0	0	0	1	2	0	0	1	3
08:30-08:4	294	270	14	2	0	2	0	0	0	0	0	0	3	3
08:45-09:0	251	235	14	1	0	0	0	0	0	0	0	0	0	1
09:00-09:1	247	222	19	0	0	0	0	0	0	0	0	0	2	4
09:15-09:3	232	204	19	1	0	0	0	0	0	1	0	0	2	5
P.M. Peak														
16:30-16:4	303	278	13	2	0	0	0	0	1	0	0	0	0	9
16:45-17:0	320	298	3	1	0	0	0	0	0	0	1	0	3	14
17:00-17:1	299	271	12	1	0	0	0	0	0	0	0	0	1	14
17:15-17:3	324	292	7	5	2	0	0	0	0	1	0	0	2	15
17:30-17:4	311	278	14	3	0	0	0	0	1	3	0	0	3	9
17:45-18:0	325	301	11	1	0	0	0	0	1	1	0	0	2	8
18:00-18:1	261	241	15	0	0	0	0	0	0	0	0	0	2	3
18:15-18:3	305	279	15	1	0	0	0	0	0	0	0	0	3	7
Summary														
00:00-24:0	16695	15072	946	44	6	10	1	2	12	40	3	15	182	362
06:00-24:0	15739	14262	850	43	6	10	1	2	12	32	3	11	169	338
06:00-22:0	14855	13436	819	43	5	10	0	2	10	32	3	10	164	321
07:00-19:0	12243	11026	698	40	5	9	0	0	10	28	2	7	141	277

Classified Axle Traffic Count
Location CAR21467 STATION ROAD South Of Cotterills Lane
Partial data - tubes damaged from Sunday

Date Thursday 25/06/2015
Direction Southbound
Coordinate 412782 287902

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	281	259	12	0	0	0	0	0	0	0	0	1	2	7
01:00-02:0	163	143	20	0	0	0	0	0	0	0	0	0	0	0
02:00-03:0	105	83	12	1	0	0	0	0	0	1	0	0	1	7
03:00-04:0	78	69	6	0	0	0	0	0	0	0	0	0	0	3
04:00-05:0	107	91	12	0	1	0	0	0	0	0	0	0	1	2
05:00-06:0	287	252	19	0	0	0	0	0	1	0	1	0	2	12
06:00-07:0	603	542	38	0	1	1	0	0	0	2	0	1	4	14

07:00-08:0	879	786	61	1	1	1	0	0	1	0	0	0	10	18
08:00-09:0	1033	947	39	6	1	0	0	0	2	1	0	0	4	33
09:00-10:0	914	817	60	0	0	0	0	1	1	4	0	0	7	24
10:00-11:0	874	762	83	1	0	3	0	0	0	3	0	0	8	14
11:00-12:0	926	817	75	3	0	0	0	0	1	3	0	1	13	13
12:00-13:0	1055	925	72	5	1	3	0	0	0	1	0	0	3	45
13:00-14:0	952	860	56	1	3	0	0	0	0	0	0	0	5	27
14:00-15:0	1073	978	47	2	0	1	0	0	0	4	0	0	11	30
15:00-16:0	1122	1026	56	4	1	1	0	0	0	3	0	0	7	24
16:00-17:0	1230	1119	55	3	1	2	0	0	0	2	0	0	9	39
17:00-18:0	1207	1130	30	4	0	1	0	0	1	4	0	0	4	33
18:00-19:0	1080	994	40	3	1	1	0	0	1	5	0	0	8	27
19:00-20:0	930	866	37	1	0	0	0	0	1	0	0	1	8	16
20:00-21:0	826	768	38	1	0	1	0	0	1	2	0	0	8	7
21:00-22:0	598	572	13	1	0	0	0	0	1	0	0	0	2	9
22:00-23:0	537	504	20	1	0	0	0	0	0	0	0	1	1	10
23:00-24:0	353	332	11	1	0	0	0	0	0	0	0	0	3	6
A.M. Peak														
07:30-07:4	249	225	13	0	0	0	0	0	0	0	0	0	4	7
07:45-08:0	218	204	12	0	0	0	0	0	0	0	0	0	0	2
08:00-08:1	262	237	13	1	0	0	0	0	1	0	0	0	1	9
08:15-08:3	233	222	8	0	0	0	0	0	0	0	0	0	1	2
08:30-08:4	294	272	9	0	0	0	0	0	1	1	0	0	2	9
08:45-09:0	244	216	9	5	1	0	0	0	0	0	0	0	0	13
09:00-09:1	248	227	9	0	0	0	0	0	0	1	0	0	1	10
09:15-09:3	243	215	18	0	0	0	0	1	0	1	0	0	2	6
P.M. Peak														
16:30-16:4	335	300	12	1	0	1	0	0	0	1	0	0	2	18
16:45-17:0	305	283	13	0	0	0	0	0	0	0	0	0	2	7
17:00-17:1	342	320	5	1	0	0	0	0	0	2	0	0	1	13
17:15-17:3	259	236	10	1	0	0	0	0	1	1	0	0	2	8
17:30-17:4	315	296	9	2	0	1	0	0	0	0	0	0	1	6
17:45-18:0	291	278	6	0	0	0	0	0	0	1	0	0	0	6
18:00-18:1	280	262	8	1	0	1	0	0	0	0	0	0	1	7
18:15-18:3	303	274	15	2	0	0	0	0	0	2	0	0	2	8
Summary														
00:00-24:0	17213	15642	912	39	11	15	0	1	11	35	1	5	121	420
06:00-24:0	16192	14745	831	38	10	15	0	1	10	34	0	4	115	389
06:00-22:0	15302	13909	800	36	10	15	0	1	10	34	0	3	111	373
07:00-19:0	12345	11161	674	33	9	13	0	1	7	30	0	1	89	327

Classified Axle Traffic Count
Location CAR21467 STATION ROAD South Of Cotterills Lane
Partial data - tubes damaged from Sunday

Date Friday 26/06/2015

Direction Southbound
Coordinate 412782 287902

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	292	271	13	0	0	0	0	0	0	0	0	0	2	6
01:00-02:0	178	151	18	0	0	0	0	1	0	0	0	0	2	6
02:00-03:0	122	101	14	0	2	0	0	0	0	0	0	1	2	2
03:00-04:0	85	73	9	0	0	1	0	0	0	0	0	0	0	2
04:00-05:0	109	93	11	1	0	0	0	0	0	0	0	0	2	2
05:00-06:0	261	227	18	0	0	0	0	0	0	0	0	0	5	11
06:00-07:0	582	515	39	2	0	0	0	0	0	0	0	1	7	18
07:00-08:0	895	797	66	2	1	2	0	0	0	0	0	0	7	20
08:00-09:0	1002	931	42	4	2	1	0	0	0	1	0	0	2	19
09:00-10:0	909	808	54	6	0	1	0	0	0	4	0	2	7	27
10:00-11:0	940	830	65	5	0	0	0	0	0	1	0	0	6	33
11:00-12:0	1045	945	41	2	0	0	0	0	1	1	0	0	4	51
12:00-13:0	1005	923	51	2	1	1	0	1	0	0	0	0	4	22
13:00-14:0	1076	982	34	5	0	2	0	0	0	0	0	0	11	42
14:00-15:0	1221	1115	36	5	1	1	0	0	0	3	0	0	6	54
15:00-16:0	1199	1120	33	2	1	2	0	0	0	0	0	0	3	38
16:00-17:0	1201	1097	36	4	1	1	0	0	2	2	0	0	6	52
17:00-18:0	1224	1136	45	3	1	0	0	0	0	3	0	0	1	35
18:00-19:0	1140	1062	34	4	0	0	0	0	0	3	0	1	5	31
19:00-20:0	1018	943	41	0	0	0	0	0	0	0	0	0	3	31
20:00-21:0	873	824	21	0	0	2	0	0	1	0	0	1	2	22
21:00-22:0	626	590	20	1	1	1	0	0	0	0	0	0	3	10
22:00-23:0	580	536	28	0	0	0	0	0	2	0	0	0	1	13
23:00-24:0	478	455	14	1	0	0	0	0	0	0	0	0	2	6
A.M. Peak														
07:30-07:4	234	212	14	0	0	0	0	0	0	0	0	0	1	7
07:45-08:0	238	223	10	0	0	1	0	0	0	0	0	0	2	2
08:00-08:1	208	194	9	2	0	0	0	0	0	0	0	0	0	3
08:15-08:3	242	228	8	2	0	0	0	0	0	0	0	0	0	4
08:30-08:4	315	294	9	0	1	0	0	0	0	1	0	0	1	9
08:45-09:0	237	215	16	0	1	1	0	0	0	0	0	0	1	3
09:00-09:1	246	213	11	3	0	0	0	0	0	2	0	0	4	13
09:15-09:3	214	188	20	0	0	1	0	0	0	1	0	1	1	2
P.M. Peak														
16:30-16:4	300	267	15	1	0	0	0	0	1	1	0	0	3	12
16:45-17:0	324	294	6	1	1	0	0	0	1	0	0	0	1	20
17:00-17:1	309	291	10	1	0	0	0	0	0	0	0	0	1	6
17:15-17:3	299	278	7	0	0	0	0	0	0	2	0	0	0	12
17:30-17:4	305	281	15	1	1	0	0	0	0	0	0	0	0	7
17:45-18:0	311	286	13	1	0	0	0	0	0	1	0	0	0	10
18:00-18:1	294	277	8	1	0	0	0	0	0	0	0	0	0	8
18:15-18:3	296	277	7	0	0	0	0	0	0	1	0	0	1	10

Summary

00:00-24:0	18061	16525	783	49	11	15	0	2	6	18	0	6	93	553
06:00-24:0	17014	15609	700	48	9	14	0	1	6	18	0	5	80	524
06:00-22:0	15956	14618	658	47	9	14	0	1	4	18	0	5	77	505
07:00-19:0	12857	11746	537	44	8	11	0	1	3	18	0	3	62	424

Classified Axle Traffic Count
Location CAR21467 STATION ROAD South Of Cotterills Lane
Partial data - tubes damaged from Sunday

Date Date Average Weekday
22/06/2015 to 28/06/2015
Direction Southbound
Coordinate 412782 287902

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	267	244	14	0	0	0	0	0	0	1	0	1	2	5
01:00-02:0	166	143	19	0	0	0	0	0	0	0	0	1	1	2
02:00-03:0	111	91	13	0	0	0	0	0	0	1	0	0	2	4
03:00-04:0	78	66	10	0	0	0	0	0	0	0	0	0	0	2
04:00-05:0	100	82	12	0	0	0	0	0	0	1	0	1	2	2
05:00-06:0	267	229	20	0	0	0	0	0	0	0	0	2	5	11
06:00-07:0	585	516	40	2	0	1	0	0	0	1	0	1	7	17
07:00-08:0	871	779	60	2	0	1	0	0	0	1	0	0	12	16
08:00-09:0	1021	940	45	4	1	1	0	0	1	2	0	0	6	21
09:00-10:0	880	782	60	3	0	1	0	0	0	3	0	1	11	19
10:00-11:0	886	772	76	2	0	2	0	0	0	2	0	0	12	20
11:00-12:0	966	857	64	3	0	0	0	0	0	2	0	1	11	28
12:00-13:0	1000	889	62	4	1	2	0	0	0	1	0	0	11	30
13:00-14:0	992	892	53	3	1	1	0	0	1	2	0	1	12	26
14:00-15:0	1127	1013	58	5	1	1	0	0	0	3	0	0	9	37
15:00-16:0	1129	1040	43	3	1	1	0	0	1	2	0	0	9	29
16:00-17:0	1196	1094	47	4	1	1	0	0	1	2	0	0	7	39
17:00-18:0	1229	1135	39	5	1	0	0	0	1	4	0	0	5	39
18:00-19:0	1114	1028	43	3	0	1	0	0	1	3	0	0	8	27
19:00-20:0	922	852	39	1	0	0	0	0	0	1	0	1	7	21
20:00-21:0	816	761	33	0	0	1	0	0	1	1	0	0	7	12
21:00-22:0	571	537	22	1	0	0	0	0	0	1	0	0	3	7
22:00-23:0	511	474	21	0	1	0	0	0	1	0	0	1	3	10
23:00-24:0	370	343	15	1	0	0	0	0	0	1	0	1	3	6
A.M. Peak														
07:30-07:4	233	210	14	0	0	0	0	0	0	0	0	0	3	6
07:45-08:0	227	214	9	0	0	0	0	0	0	0	0	0	2	2
08:00-08:1	227	210	10	1	0	0	0	0	0	0	0	0	1	5
08:15-08:3	250	233	9	2	0	0	0	0	0	1	0	0	1	4
08:30-08:4	297	275	11	0	0	1	0	0	0	1	0	0	3	6

08:45-09:0	243	221	14	2	0	0	0	0	0	0	0	0	1	5
09:00-09:1	240	214	14	1	0	0	0	0	0	1	0	0	3	7
09:15-09:3	221	197	17	0	0	0	0	0	0	1	0	0	2	4
P.M. Peak														
16:30-16:4	305	279	12	1	0	0	0	0	0	0	0	0	2	11
16:45-17:0	308	284	9	1	0	0	0	0	0	0	0	0	2	12
17:00-17:1	304	283	10	1	0	0	0	0	0	1	0	0	1	8
17:15-17:3	303	278	8	2	1	0	0	0	0	1	0	0	2	11
17:30-17:4	308	285	11	1	0	0	0	0	0	1	0	0	1	9
17:45-18:0	311	288	10	1	0	0	0	0	0	1	0	0	1	10
18:00-18:1	288	270	9	1	0	0	0	0	0	0	0	0	1	7
18:15-18:3	303	279	10	1	0	0	0	0	0	1	0	0	3	9
Summary														
00:00-24:0	17211	15602	900	45	10	14	0	1	10	34	2	12	150	431
06:00-24:0	16219	14747	813	43	9	14	0	1	10	30	1	8	137	406
06:00-22:0	15312	13900	779	42	8	14	0	1	8	30	1	7	133	389
07:00-19:0	12426	11235	649	40	8	12	0	0	6	26	1	5	111	333

Classified Axle Traffic Count
Location CAR21467 STATION ROAD South Of Cotterills Lane
Partial data - tubes damaged from Sunday

Date Saturday 27/06/2015
Direction Southbound
Coordinate 412782 287902

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	399	370	21	1	0	0	0	0	0	0	0	0	1	6
01:00-02:0	247	225	15	1	0	1	0	0	0	0	0	0	1	4
02:00-03:0	154	141	11	0	0	0	0	0	0	0	0	0	1	1
03:00-04:0	130	113	12	1	0	0	0	0	0	1	0	0	0	3
04:00-05:0	118	106	11	0	0	0	0	0	0	0	0	0	0	1
05:00-06:0	192	168	9	1	1	0	0	0	0	0	0	0	4	9
06:00-07:0	269	226	27	3	0	0	0	0	0	0	0	0	7	6
07:00-08:0	361	312	36	1	0	3	0	0	0	1	0	1	3	4
08:00-09:0	502	443	38	2	0	0	0	0	0	1	0	0	5	13
09:00-10:0	614	544	45	0	0	0	0	0	0	0	0	1	7	17
10:00-11:0	802	738	38	0	0	1	0	0	1	0	1	0	13	10
11:00-12:0	948	852	52	6	0	1	0	0	0	0	0	0	13	24
12:00-13:0	1071	993	25	7	1	0	0	0	0	2	0	0	6	37
13:00-14:0	1046	968	31	6	1	4	0	0	0	0	0	0	1	35
14:00-15:0	1060	983	25	9	1	0	0	0	0	3	0	0	3	36
15:00-16:0	1115	1034	27	6	0	1	0	0	2	2	0	0	8	35
16:00-17:0	1068	990	26	4	0	0	0	0	0	2	1	0	5	40
17:00-18:0	1130	1032	28	6	3	3	0	0	0	9	0	0	4	45
18:00-19:0	997	931	30	1	0	0	0	0	2	1	0	0	8	24

19:00-20:0	855	791	47	0	0	1	1	0	1	0	0	0	6	8
20:00-21:0	754	719	21	1	0	0	0	0	1	1	0	0	2	9
21:00-22:0	590	558	18	0	1	0	0	0	2	0	0	0	3	8
22:00-23:0	588	565	16	1	0	0	0	0	1	0	0	0	1	4
23:00-24:0	510	487	17	0	1	0	0	0	0	0	0	0	1	4
A.M. Peak														
07:30-07:4	109	91	12	1	0	2	0	0	0	0	0	0	0	3
07:45-08:0	103	87	13	0	0	0	0	0	0	1	0	0	1	1
08:00-08:1	99	90	7	0	0	0	0	0	0	0	0	0	1	1
08:15-08:3	142	124	11	0	0	0	0	0	0	1	0	0	0	6
08:30-08:4	127	108	11	1	0	0	0	0	0	0	0	0	4	3
08:45-09:0	134	121	9	1	0	0	0	0	0	0	0	0	0	3
09:00-09:1	143	127	10	0	0	0	0	0	0	0	0	0	2	4
09:15-09:3	145	130	11	0	0	0	0	0	0	0	0	1	1	2
P.M. Peak														
16:30-16:4	280	253	4	1	0	0	0	0	0	1	1	0	1	19
16:45-17:0	284	267	6	1	0	0	0	0	0	1	0	0	0	9
17:00-17:1	281	261	4	0	0	1	0	0	0	3	0	0	0	12
17:15-17:3	270	249	8	1	2	1	0	0	0	1	0	0	1	7
17:30-17:4	297	268	8	2	0	0	0	0	0	1	0	0	3	15
17:45-18:0	282	254	8	3	1	1	0	0	0	4	0	0	0	11
18:00-18:1	270	247	6	1	0	0	0	0	1	0	0	0	4	11
18:15-18:3	254	232	12	0	0	0	0	0	0	0	0	0	3	7
Summary														
00:00-24:0	15520	14289	626	57	9	15	1	0	10	23	2	2	103	383
06:00-24:0	14280	13166	547	53	8	14	1	0	10	22	2	2	96	359
06:00-22:0	13182	12114	514	52	7	14	1	0	9	22	2	2	94	351
07:00-19:0	10714	9820	401	48	6	13	0	0	5	21	2	2	76	320

Classified Axle Traffic Count
Location CAR21467 STATION ROAD South Of Cotterills Lane
Partial data - tubes damaged from Sunday

Date Sunday 28/06/2015
Direction Southbound
Coordinate 412782 287902

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	430	410	15	0	0	0	0	0	0	0	0	1	1	3
01:00-02:0	268	252	15	0	0	0	0	0	0	0	0	0	0	1
02:00-03:0	194	186	5	0	1	0	0	0	0	0	0	0	0	2
03:00-04:0	137	121	12	0	0	0	0	0	0	0	0	0	0	4
04:00-05:0	104	98	3	0	0	0	0	0	0	0	0	0	0	3
05:00-06:0	134	125	6	0	0	0	0	0	0	0	0	0	0	3
06:00-07:0	172	152	11	3	0	0	0	0	0	0	0	0	2	4
07:00-08:0	231	202	19	0	0	0	0	0	0	0	0	0	2	8

08:00-09:0	252	232	12	0	0	0	0	0	0	0	0	1	1	6
09:00-10:0	379	353	12	0	1	0	0	0	0	1	0	0	2	10
10:00-11:0	553	510	28	1	0	0	0	1	1	0	0	0	4	8
11:00-12:0	815	773	26	1	0	0	0	0	1	0	0	1	0	13
12:00-13:0	1015	949	26	4	1	1	0	0	0	4	0	0	0	30
13:00-14:0	1028	957	11	6	1	2	0	0	0	2	0	0	1	48
14:00-15:0	773	715	14	6	1	3	0	0	0	2	0	0	0	32
15:00-16:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
16:00-17:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
17:00-18:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
18:00-19:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
19:00-20:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
20:00-21:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
21:00-22:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
22:00-23:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
23:00-24:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
A.M. Peak														
07:30-07:4	66	54	10	0	0	0	0	0	0	0	0	0	0	2
07:45-08:0	61	56	3	0	0	0	0	0	0	0	0	0	0	2
08:00-08:1	50	46	1	0	0	0	0	0	0	0	0	0	1	2
08:15-08:3	75	72	2	0	0	0	0	0	0	0	0	0	0	1
08:30-08:4	52	48	3	0	0	0	0	0	0	0	0	0	0	1
08:45-09:0	75	66	6	0	0	0	0	0	0	0	0	1	0	2
09:00-09:1	68	64	2	0	0	0	0	0	0	0	0	0	0	2
09:15-09:3	79	75	1	0	0	0	0	0	0	0	0	0	0	3
P.M. Peak														
16:30-16:4	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
16:45-17:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
17:00-17:1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
17:15-17:3	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
17:30-17:4	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
17:45-18:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
18:00-18:1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
18:15-18:3	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
Summary														
00:00-24:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
06:00-24:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
06:00-22:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
07:00-19:0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1

Classified Axle Traffic Count
Location CAR21467 STATION ROAD South Of Cotterills Lane
Partial data - tubes damaged from Sunday
Dates 22/06/2015 to 28/06/2015
Direction Northbound
Data Volume Summary

Coordinate 412782 287902

Analysis by Day of Week and Hour of Day

Time Perio	Mon	Tue	Wed	Thur	Fri	Avge	%	Sat	Sun
00:00-01:0	-1	233	223	229	264	237	1.31	332	350
01:00-02:0	-1	131	135	145	129	135	0.75	216	260
02:00-03:0	-1	75	79	62	95	78	0.43	125	173
03:00-04:0	-1	58	82	72	94	76	0.42	93	101
04:00-05:0	-1	101	105	113	128	112	0.62	112	99
05:00-06:0	-1	404	377	399	400	395	2.18	233	163
06:00-07:0	-1	705	687	724	697	703	3.89	278	177
07:00-08:0	-1	1217	1153	1196	1158	1181	6.53	410	217
08:00-09:0	-1	1233	1226	1171	1230	1215	6.72	577	277
09:00-10:0	-1	1048	1001	982	1019	1012	5.59	754	428
10:00-11:0	-1	901	954	953	931	935	5.17	962	694
11:00-12:0	-1	989	998	997	1134	1030	5.69	1035	928
12:00-13:0	1020	984	1012	990	1164	1034	5.72	1078	998
13:00-14:0	1144	1040	1053	1058	1152	1089	6.02	1146	1059
14:00-15:0	1071	1120	1102	1085	1074	1090	6.03	1085	803
15:00-16:0	1185	1171	1156	1198	1248	1192	6.59	1008	-1
16:00-17:0	1225	1152	1224	1138	1170	1182	6.53	1052	-1
17:00-18:0	1173	1150	1104	1161	1113	1140	6.3	1036	-1
18:00-19:0	1104	1061	1037	1102	1144	1090	6.03	1009	-1
19:00-20:0	937	905	895	843	1026	921	5.09	898	-1
20:00-21:0	729	777	721	750	809	757	4.18	858	-1
21:00-22:0	601	583	620	596	582	596	3.29	639	-1
22:00-23:0	482	475	519	542	605	525	2.9	577	-1
23:00-24:0	334	355	326	352	455	364	2.01	531	-1
24 Hr Total	-1	17868	17789	17858	18821	18089		16044	-1
16 Hr Total	-1	16036	15943	15944	16651	16167		13825	-1
12 Hr Total	-1	13066	13020	13031	13537	13190		11152	-1

Analysis by Day of Week and Peak Hours

Time Perio	Mon	Tue	Wed	Thur	Fri	Avge	%
07:00-07:1	-1	245	228	250	236	240	1.33
07:15-07:3	-1	306	271	299	264	285	1.58
07:30-07:4	-1	319	315	322	314	318	1.76
07:45-08:0	-1	347	339	325	344	339	1.87
08:00-08:1	-1	312	304	294	274	296	1.64
08:15-08:3	-1	339	285	293	317	308	1.7
08:30-08:4	-1	306	295	288	320	302	1.67
08:45-09:0	-1	276	342	296	319	308	1.7
09:00-09:1	-1	285	262	268	269	271	1.5
09:15-09:3	-1	264	251	246	250	253	1.4
09:30-09:4	-1	242	248	244	226	240	1.33
09:45-10:0	-1	257	240	224	274	249	1.38
16:00-16:1	318	278	333	280	302	302	1.67

16:15-16:3	297	317	293	312	309	306	1.69
16:30-16:4	323	282	327	261	270	293	1.62
16:45-17:0	287	275	271	285	289	281	1.55
17:00-17:1	311	289	283	281	287	290	1.6
17:15-17:3	321	305	285	305	284	300	1.66
17:30-17:4	281	305	289	296	274	289	1.6
17:45-18:0	260	251	247	279	268	261	1.44
18:00-18:1	306	274	297	293	291	292	1.61
18:15-18:3	267	253	230	249	263	252	1.39
18:30-18:4	265	284	266	291	287	279	1.54
18:45-19:0	266	250	244	269	303	266	1.47
07:00-09:0	-1	2450	2379	2367	2388	2396	13.25
16:00-18:0	2398	2302	2328	2299	2283	2322	12.84

Classified Axle Traffic Count
Location CAR21467 STATION ROAD South Of Cotterills Lane
Partial data - tubes damaged from Sunday
Dates 22/06/2015 to 28/06/2015
Direction Southbound
Data Volume Summary
Coordinate 412782 287902

Analysis by Day of Week and Hour of Day

Time Perio	Mon	Tue	Wed	Thur	Fri	Avge	%	Sat	Sun
00:00-01:0	-1	239	256	281	292	267	1.55	399	430
01:00-02:0	-1	157	167	163	178	166	0.97	247	268
02:00-03:0	-1	112	107	105	122	112	0.65	154	194
03:00-04:0	-1	68	82	78	85	78	0.45	130	137
04:00-05:0	-1	101	89	107	109	102	0.59	118	104
05:00-06:0	-1	269	255	287	261	268	1.56	192	134
06:00-07:0	-1	574	584	603	582	586	3.41	269	172
07:00-08:0	-1	881	832	879	895	872	5.08	361	231
08:00-09:0	-1	1045	1004	1033	1002	1021	5.94	502	252
09:00-10:0	-1	817	884	914	909	881	5.13	614	379
10:00-11:0	-1	864	869	874	940	887	5.16	802	553
11:00-12:0	-1	950	946	926	1045	967	5.63	948	815
12:00-13:0	1003	953	985	1055	1005	1000	5.82	1071	1015
13:00-14:0	1007	939	977	952	1076	990	5.76	1046	1028
14:00-15:0	1121	1111	1110	1073	1221	1127	6.56	1060	773
15:00-16:0	1106	1123	1097	1122	1199	1129	6.57	1115	-1
16:00-17:0	1146	1203	1195	1230	1201	1195	6.96	1068	-1
17:00-18:0	1216	1235	1259	1207	1224	1228	7.15	1130	-1
18:00-19:0	1128	1138	1085	1080	1140	1114	6.48	997	-1
19:00-20:0	998	941	724	930	1018	922	5.37	855	-1
20:00-21:0	816	846	723	826	873	817	4.76	754	-1
21:00-22:0	539	517	581	598	626	572	3.33	590	-1
22:00-23:0	458	465	513	537	580	511	2.97	588	-1

23:00-24:0	314	327	371	353	478	369	2.15	510	-1
24 Hr Total	-1	16875	16695	17213	18061	17181		15520	-1
16 Hr Total	-1	15137	14855	15302	15956	15308		13182	-1
12 Hr Total	-1	12259	12243	12345	12857	12411		10714	-1

Analysis by Day of Week and Peak Hours

Time Perio	Mon	Tue	Wed	Thur	Fri	Avge	%
07:00-07:1	-1	192	187	182	190	188	1.09
07:15-07:3	-1	214	215	230	233	223	1.3
07:30-07:4	-1	217	233	249	234	233	1.36
07:45-08:0	-1	258	197	218	238	228	1.33
08:00-08:1	-1	232	214	262	208	229	1.33
08:15-08:3	-1	283	245	233	242	251	1.46
08:30-08:4	-1	288	294	294	315	298	1.73
08:45-09:0	-1	242	251	244	237	244	1.42
09:00-09:1	-1	222	247	248	246	241	1.4
09:15-09:3	-1	200	232	243	214	222	1.29
09:30-09:4	-1	195	193	214	195	199	1.16
09:45-10:0	-1	200	212	209	254	219	1.27
16:00-16:1	286	265	286	277	259	275	1.6
16:15-16:3	294	311	286	313	318	304	1.77
16:30-16:4	287	310	303	335	300	307	1.79
16:45-17:0	279	317	320	305	324	309	1.8
17:00-17:1	280	290	299	342	309	304	1.77
17:15-17:3	311	320	324	259	299	303	1.76
17:30-17:4	319	298	311	315	305	310	1.8
17:45-18:0	306	327	325	291	311	312	1.82
18:00-18:1	295	317	261	280	294	289	1.68
18:15-18:3	294	314	305	303	296	302	1.76
18:30-18:4	247	243	261	259	297	261	1.52
18:45-19:0	292	264	258	238	253	261	1.52
07:00-09:0	-1	1926	1836	1912	1897	1893	11.02
16:00-18:0	2362	2438	2454	2437	2425	2423	14.1

Classified Axle Traffic Count
Location CAR21467 STATION ROAD South Of Cotterills Lane
Partial data - tubes damaged from Sunday
Dates 22/06/2015 to 28/06/2015
Direction Southbound
Data Volume Summary
Coordinate 412782 287902

Northbound Traffic
22/06/2015 - 28/06/2015

Average Weekday - Morning Peaks	Average	Percentage

Standard Peak Hour (08:00-09:00)	1215	6.72
Highest AM Peak Hour (07:30-08:30)	1261	6.97
Highest AM Peak Period (07:45-08:00)	339	1.87

Average Weekday - Evening Peaks	Average	Percentage
Standard Peak Hour (17:00-18:00)	1140	6.3
Highest PM Peak Hour (16:00-17:00)	1182	6.53
Highest PM Peak Period (16:15-16:30)	306	1.69

Average Peak Hour	1222
Average Hour	754
Average Peak Hour / Average Hour	1.62
7 Day Total	124558

Southbound Traffic
22/06/2015 - 28/06/2015

Average Weekday - Morning Peaks	Average	Percentage
Standard Peak Hour (08:00-09:00)	1021	5.94
Highest AM Peak Hour (08:15-09:15)	1034	6.02
Highest AM Peak Period (08:30-08:45)	298	1.73

Average Weekday - Evening Peaks	Average	Percentage
Standard Peak Hour (17:00-18:00)	1228	7.15
Highest PM Peak Hour (17:00-18:00)	1229	7.15
Highest PM Peak Period (17:45-18:00)	312	1.82

Average Peak Hour	1132
Average Hour	716
Average Peak Hour / Average Hour	1.58
7 Day Total	118726

* Average=Average weekday count for number of weekdays recorded
** % = Average weekday Hourly rate expressed as a percentage of the average 24 hour count

Station Road South ATC 2015

Classified Axle Traffic Count
Location CAR21469 STATION ROAD North Of Frederick Road

Date Monday 29/06/2015
Direction Northbound
Coordinate 413011 287496

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L	Var 2 Axle	Rigic 3 Axle	Rigic 4 Axle	Rigic 2 Axle	Rig+ 3 Axle	Rig+ 2Ax+1	Artic 2Ax+2	Artic 2Ax+3	Artic 3+1/2	Artic 3Ax+3	Artic Bus	/Coach Uncl.	Vehs
00:00-01:0	137	129	3	0	0	0	0	0	0	0	0	0	1	4	
01:00-02:0	65	62	3	0	0	0	0	0	0	0	0	0	0	0	
02:00-03:0	46	42	3	0	0	0	0	0	0	0	0	0	1	0	

03:00-04:0	34	28	5	0	0	0	0	0	0	0	0	0	1	0
04:00-05:0	65	53	8	0	0	0	0	0	0	0	0	0	2	2
05:00-06:0	249	215	9	0	1	2	0	0	3	1	0	0	6	12
06:00-07:0	387	332	31	3	2	0	0	0	0	1	0	0	8	10
07:00-08:0	521	470	29	3	1	0	0	0	1	0	0	0	4	13
08:00-09:0	461	418	25	5	0	1	0	0	1	0	0	0	3	8
09:00-10:0	533	466	42	2	2	1	0	0	1	1	0	0	6	12
10:00-11:0	512	458	30	1	1	1	0	0	1	1	0	1	3	15
11:00-12:0	567	509	27	2	0	2	0	0	1	1	0	0	4	21
12:00-13:0	562	504	30	2	2	1	0	0	2	0	0	0	1	20
13:00-14:0	566	500	35	1	1	0	0	0	0	1	0	0	10	18
14:00-15:0	562	504	33	0	0	1	0	0	2	0	0	0	3	19
15:00-16:0	579	506	44	0	1	3	0	0	3	1	1	1	1	18
16:00-17:0	554	499	32	1	2	1	0	0	0	1	0	0	5	13
17:00-18:0	582	543	21	0	0	1	0	0	3	0	0	0	4	10
18:00-19:0	530	503	11	0	0	0	0	0	2	0	0	0	3	11
19:00-20:0	453	428	13	0	0	0	0	0	3	1	0	0	2	6
20:00-21:0	417	396	14	1	1	0	0	0	2	0	0	0	0	3
21:00-22:0	374	360	4	0	2	0	0	0	0	1	0	0	0	7
22:00-23:0	289	278	4	0	1	0	0	0	1	0	0	0	0	5
23:00-24:0	171	163	3	0	0	0	0	0	0	0	0	0	0	5
A.M. Peak														
07:30-07:4	164	147	11	0	0	0	0	0	0	0	0	0	0	6
07:45-08:0	103	94	4	1	0	0	0	0	0	0	0	0	2	2
08:00-08:1	113	100	8	0	0	0	0	0	0	0	0	0	1	4
08:15-08:3	119	109	6	1	0	0	0	0	0	0	0	0	1	2
08:30-08:4	98	92	3	0	0	0	0	0	1	0	0	0	1	1
08:45-09:0	131	117	8	4	0	1	0	0	0	0	0	0	0	1
09:00-09:1	132	121	8	1	0	0	0	0	0	0	0	0	1	1
09:15-09:3	118	100	11	0	1	0	0	0	0	1	0	0	3	2
P.M. Peak														
16:30-16:4	134	117	11	1	0	0	0	0	0	1	0	0	2	2
16:45-17:0	129	119	8	0	0	0	0	0	0	0	0	0	0	2
17:00-17:1	150	135	9	0	0	1	0	0	2	0	0	0	1	2
17:15-17:3	158	152	4	0	0	0	0	0	0	0	0	0	0	2
17:30-17:4	132	123	4	0	0	0	0	0	0	0	0	0	2	3
17:45-18:0	142	133	4	0	0	0	0	0	1	0	0	0	1	3
18:00-18:1	143	136	3	0	0	0	0	0	1	0	0	0	0	3
18:15-18:3	128	121	3	0	0	0	0	0	0	0	0	0	1	3
Summary														
00:00-24:0	9216	8366	459	21	17	14	0	0	26	10	1	2	68	232
06:00-24:0	8620	7837	428	21	16	12	0	0	23	9	1	2	57	214
06:00-22:0	8160	7396	421	21	15	12	0	0	22	9	1	2	57	204
07:00-19:0	6529	5880	359	17	10	12	0	0	17	6	1	2	47	178

Classified Axle Traffic Count

Location CAR21469 STATION ROAD North Of Frederick Road

Date Tuesday 30/06/2015
Direction Northbound
Coordinate 413011 287496

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	108	102	4	0	0	0	0	0	0	0	0	0	0	2
01:00-02:0	64	62	1	0	0	0	0	0	0	0	0	1	0	0
02:00-03:0	43	39	2	1	0	0	0	0	0	0	0	1	0	0
03:00-04:0	50	44	3	0	0	0	0	0	0	0	0	0	1	2
04:00-05:0	70	58	7	1	0	0	0	0	0	0	0	0	1	3
05:00-06:0	273	231	15	0	1	0	0	0	1	0	0	3	2	20
06:00-07:0	459	405	32	2	0	0	0	0	2	0	0	0	5	13
07:00-08:0	513	457	26	1	0	1	0	0	4	1	0	0	3	20
08:00-09:0	462	429	17	1	1	0	0	0	0	1	0	2	2	9
09:00-10:0	521	471	28	0	0	1	0	0	2	1	0	0	5	13
10:00-11:0	540	475	40	2	0	1	0	0	4	0	0	0	2	16
11:00-12:0	530	478	35	0	1	1	0	0	0	1	0	0	0	14
12:00-13:0	551	485	43	3	0	0	0	0	1	0	0	0	6	13
13:00-14:0	589	504	48	4	1	1	0	0	1	3	0	0	9	18
14:00-15:0	604	527	49	2	2	2	0	0	2	1	0	0	6	13
15:00-16:0	529	468	32	3	4	3	0	0	0	1	0	0	9	9
16:00-17:0	581	522	31	0	0	0	0	0	4	0	0	0	10	14
17:00-18:0	637	593	21	0	1	1	0	0	2	2	0	0	2	15
18:00-19:0	607	563	23	0	0	1	0	0	1	1	0	0	3	15
19:00-20:0	514	460	27	0	0	0	0	0	2	0	0	0	4	21
20:00-21:0	441	424	7	0	0	0	0	0	0	0	0	1	1	8
21:00-22:0	392	372	9	0	0	0	0	0	0	0	0	0	0	11
22:00-23:0	313	306	1	0	0	0	0	0	0	1	0	0	0	5
23:00-24:0	204	194	3	0	0	0	0	0	0	1	0	0	2	4
A.M. Peak														
07:30-07:4	156	137	7	1	0	0	0	0	1	1	0	0	1	8
07:45-08:0	85	76	2	0	0	0	0	0	0	0	0	0	1	6
08:00-08:1	96	85	3	1	1	0	0	0	0	0	0	1	0	5
08:15-08:3	118	112	3	0	0	0	0	0	0	0	0	1	1	1
08:30-08:4	121	115	4	0	0	0	0	0	0	1	0	0	0	1
08:45-09:0	127	117	7	0	0	0	0	0	0	0	0	0	1	2
09:00-09:1	143	133	5	0	0	0	0	0	1	1	0	0	2	1
09:15-09:3	128	109	12	0	0	1	0	0	0	0	0	0	1	5
P.M. Peak														
16:30-16:4	154	145	6	0	0	0	0	0	0	0	0	0	1	2
16:45-17:0	125	113	5	0	0	0	0	0	1	0	0	0	2	4
17:00-17:1	162	152	4	0	0	1	0	0	0	1	0	0	0	4
17:15-17:3	149	141	5	0	0	0	0	0	0	0	0	0	1	2
17:30-17:4	174	159	7	0	1	0	0	0	2	0	0	0	0	5

17:45-18:0	152	141	5	0	0	0	0	0	0	1	0	0	1	4
18:00-18:1	157	147	5	0	0	0	0	0	0	0	0	0	0	5
18:15-18:3	157	143	6	0	0	1	0	0	0	1	0	0	2	4
Summary														
00:00-24:0	9595	8669	504	20	11	12	0	0	26	14	0	8	73	258
06:00-24:0	8987	8133	472	18	10	12	0	0	25	14	0	3	69	231
06:00-22:0	8470	7633	468	18	10	12	0	0	25	12	0	3	67	222
07:00-19:0	6664	5972	393	16	10	12	0	0	21	12	0	2	57	169

Classified Axle Traffic Count
Location CAR21469 STATION ROAD North Of Frederick Road

Date Wednesday 24/06/2015
Direction Northbound
Coordinate 413011 287496

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	111	103	3	0	0	0	0	0	0	1	0	0	1	3
01:00-02:0	73	71	1	0	0	0	0	0	0	0	0	0	1	0
02:00-03:0	37	35	0	0	0	0	0	0	0	0	0	0	1	1
03:00-04:0	46	36	8	0	0	0	0	0	0	0	0	0	1	1
04:00-05:0	65	49	13	0	0	0	0	0	0	0	0	0	1	2
05:00-06:0	251	222	10	1	0	0	0	0	0	2	0	0	1	15
06:00-07:0	460	408	28	1	1	0	0	0	2	0	0	0	1	19
07:00-08:0	564	497	37	0	2	0	0	0	3	2	0	0	5	18
08:00-09:0	447	394	27	1	0	1	0	0	1	3	0	1	7	12
09:00-10:0	555	485	45	2	1	1	0	0	1	1	0	0	8	11
10:00-11:0	563	501	49	0	0	0	0	0	2	0	0	1	2	8
11:00-12:0	585	539	28	1	1	2	0	0	1	0	0	0	2	11
12:00-13:0	535	484	39	0	1	0	0	0	0	0	0	1	1	9
13:00-14:0	547	490	36	0	1	0	0	0	1	1	0	0	3	15
14:00-15:0	574	525	25	1	1	3	0	0	2	0	0	0	1	16
15:00-16:0	594	531	38	3	1	2	0	0	2	1	0	0	3	13
16:00-17:0	585	533	32	1	2	1	0	0	1	0	0	0	7	8
17:00-18:0	579	534	28	0	0	0	0	0	2	0	0	0	2	13
18:00-19:0	479	444	18	0	0	1	0	0	1	0	0	0	5	10
19:00-20:0	486	463	11	0	0	0	0	0	0	1	0	0	5	6
20:00-21:0	407	391	6	0	0	0	0	0	1	2	0	2	0	5
21:00-22:0	378	364	7	0	0	0	0	0	0	1	0	0	0	6
22:00-23:0	313	298	5	0	0	0	0	0	2	1	0	0	1	6
23:00-24:0	164	157	5	1	0	1	0	0	0	0	0	0	0	0
A.M. Peak														
07:30-07:4	168	152	8	0	0	0	0	0	1	0	0	0	4	3
07:45-08:0	122	101	7	0	1	0	0	0	2	1	0	0	0	10
08:00-08:1	109	98	1	0	0	0	0	0	0	2	0	0	1	7
08:15-08:3	119	112	6	0	0	0	0	0	0	0	0	0	0	1

08:30-08:4	106	91	4	1	0	0	0	0	1	1	0	1	4	3
08:45-09:0	113	93	16	0	0	1	0	0	0	0	0	0	2	1
09:00-09:1	135	114	12	2	1	0	0	0	1	1	0	0	2	2
09:15-09:3	143	128	9	0	0	1	0	0	0	0	0	0	4	1
P.M. Peak														
16:30-16:4	153	142	9	0	0	0	0	0	0	0	0	0	2	0
16:45-17:0	148	129	15	0	0	0	0	0	0	0	0	0	3	1
17:00-17:1	140	129	8	0	0	0	0	0	0	0	0	0	0	3
17:15-17:3	153	144	4	0	0	0	0	0	0	0	0	0	0	5
17:30-17:4	140	124	11	0	0	0	0	0	1	0	0	0	1	3
17:45-18:0	146	137	5	0	0	0	0	0	1	0	0	0	1	2
18:00-18:1	144	135	5	0	0	0	0	0	0	0	0	0	0	4
18:15-18:3	93	85	4	0	0	0	0	0	0	0	0	0	2	2
Summary														
00:00-24:0	9398	8554	499	12	11	12	0	0	22	16	0	5	59	208
06:00-24:0	8815	8038	464	11	11	12	0	0	22	13	0	5	53	186
06:00-22:0	8338	7583	454	10	11	11	0	0	20	12	0	5	52	180
07:00-19:0	6607	5957	402	9	10	11	0	0	17	8	0	3	46	144

Classified Axle Traffic Count

Location CAR21469 STATION ROAD North Of Frederick Road

Date Thursday 25/06/2015

Direction Northbound

Coordinate 413011 287496

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	123	111	5	0	0	0	0	0	0	2	0	1	0	4
01:00-02:0	80	73	6	0	0	0	0	0	0	1	0	0	0	0
02:00-03:0	36	33	3	0	0	0	0	0	0	0	0	0	0	0
03:00-04:0	42	37	5	0	0	0	0	0	0	0	0	0	0	0
04:00-05:0	61	46	8	0	0	0	0	0	0	1	0	0	3	3
05:00-06:0	255	229	9	1	0	0	0	0	0	1	0	0	4	11
06:00-07:0	431	374	29	0	0	0	0	0	1	2	0	1	5	19
07:00-08:0	587	517	35	1	1	0	0	1	5	1	0	1	6	19
08:00-09:0	441	407	20	0	0	0	0	0	0	2	0	0	3	9
09:00-10:0	527	470	29	0	0	0	0	0	4	0	0	0	6	18
10:00-11:0	543	492	40	0	0	1	0	0	1	2	0	0	0	7
11:00-12:0	580	538	29	0	0	1	0	0	4	0	0	0	3	5
12:00-13:0	558	506	30	3	0	1	0	0	0	0	0	0	3	15
13:00-14:0	575	514	37	1	0	3	0	0	3	2	0	0	6	9
14:00-15:0	529	486	23	2	0	2	0	0	0	1	0	0	3	12
15:00-16:0	516	458	34	1	0	1	0	0	2	0	0	0	10	10
16:00-17:0	574	519	31	1	0	1	0	0	5	2	0	1	4	10
17:00-18:0	599	552	23	2	0	1	0	0	1	0	0	0	6	14
18:00-19:0	545	506	18	0	0	0	0	0	0	0	0	0	10	11

19:00-20:0	534	501	22	0	0	0	0	0	0	1	0	0	1	9
20:00-21:0	450	428	11	0	0	0	0	0	0	1	0	0	3	7
21:00-22:0	346	325	12	0	0	0	0	0	3	1	0	0	1	4
22:00-23:0	288	272	7	0	0	0	0	0	0	0	0	1	1	7
23:00-24:0	179	163	5	1	1	0	0	0	1	0	0	1	4	3
A.M. Peak														
07:30-07:4	145	127	9	1	1	0	0	0	1	1	0	0	1	4
07:45-08:0	123	105	8	0	0	0	0	0	2	0	0	1	2	5
08:00-08:1	102	94	3	0	0	0	0	0	0	1	0	0	1	3
08:15-08:3	105	95	6	0	0	0	0	0	0	0	0	0	2	2
08:30-08:4	111	106	3	0	0	0	0	0	0	0	0	0	0	2
08:45-09:0	123	112	8	0	0	0	0	0	0	1	0	0	0	2
09:00-09:1	144	130	9	0	0	0	0	0	0	0	0	0	1	4
09:15-09:3	126	114	3	0	0	0	0	0	1	0	0	0	3	5
P.M. Peak														
16:30-16:4	111	101	7	0	0	0	0	0	1	1	0	0	0	1
16:45-17:0	150	142	5	0	0	1	0	0	0	0	0	0	1	1
17:00-17:1	154	140	5	0	0	0	0	0	0	0	0	0	1	8
17:15-17:3	152	143	7	0	0	1	0	0	1	0	0	0	0	0
17:30-17:4	143	135	5	0	0	0	0	0	0	0	0	0	0	3
17:45-18:0	150	134	6	2	0	0	0	0	0	0	0	0	5	3
18:00-18:1	129	122	2	0	0	0	0	0	0	0	0	0	1	4
18:15-18:3	138	127	6	0	0	0	0	0	0	0	0	0	5	0
Summary														
00:00-24:0	9399	8557	471	13	2	11	0	1	30	20	0	6	82	206
06:00-24:0	8802	8028	435	12	2	11	0	1	30	15	0	5	75	188
06:00-22:0	8335	7593	423	11	1	11	0	1	29	15	0	3	70	178
07:00-19:0	6574	5965	349	11	1	11	0	1	25	10	0	2	60	139

Classified Axle Traffic Count

Location CAR21469 STATION ROAD North Of Frederick Road

Date Friday 26/06/2015

Direction Northbound

Coordinate 413011 287496

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	131	121	2	0	1	0	0	0	0	2	0	0	2	3
01:00-02:0	79	70	7	0	0	0	0	0	0	0	0	0	0	2
02:00-03:0	38	32	5	0	0	0	0	0	0	0	0	0	1	0
03:00-04:0	52	42	8	0	0	0	0	0	0	0	0	0	2	0
04:00-05:0	62	51	7	0	0	0	0	0	0	1	0	0	2	1
05:00-06:0	266	238	14	0	0	1	0	0	1	1	0	0	3	8
06:00-07:0	414	352	35	4	0	1	0	0	1	0	0	0	10	11
07:00-08:0	545	477	32	2	1	2	0	0	3	1	0	2	5	20
08:00-09:0	466	424	23	0	1	0	0	0	1	3	0	0	7	7

09:00-10:0	552	493	38	0	0	2	0	0	2	0	0	0	4	13
10:00-11:0	535	477	38	1	0	0	0	0	1	0	0	1	2	15
11:00-12:0	593	540	30	1	0	2	0	0	1	0	0	0	1	18
12:00-13:0	506	454	17	2	0	2	0	0	4	1	1	0	1	24
13:00-14:0	544	476	40	1	0	2	0	0	6	0	0	0	4	15
14:00-15:0	524	452	51	1	0	0	0	0	3	0	0	1	9	7
15:00-16:0	533	481	18	3	0	2	0	0	3	1	0	0	5	20
16:00-17:0	599	542	30	1	1	0	0	0	2	1	1	0	5	16
17:00-18:0	568	529	17	0	1	1	0	1	2	1	0	1	4	11
18:00-19:0	558	514	23	1	0	1	0	0	1	0	0	0	3	15
19:00-20:0	518	487	19	1	0	0	0	0	0	3	0	0	1	7
20:00-21:0	418	401	9	2	1	0	0	0	2	0	0	0	1	2
21:00-22:0	290	276	8	2	0	0	0	0	1	0	0	0	1	2
22:00-23:0	312	300	4	1	0	0	0	0	1	1	0	0	2	3
23:00-24:0	234	229	5	0	0	0	0	0	0	0	0	0	0	0
A.M. Peak														
07:30-07:4	159	146	6	0	0	0	0	0	0	0	0	0	3	4
07:45-08:0	124	112	4	0	0	2	0	0	0	0	0	0	0	6
08:00-08:1	104	98	3	0	0	0	0	0	0	1	0	0	1	1
08:15-08:3	110	99	5	0	0	0	0	0	0	2	0	0	2	2
08:30-08:4	114	102	6	0	0	0	0	0	1	0	0	0	3	2
08:45-09:0	138	125	9	0	1	0	0	0	0	0	0	0	1	2
09:00-09:1	146	136	8	0	0	0	0	0	0	0	0	0	0	2
09:15-09:3	138	116	14	0	0	0	0	0	1	0	0	0	2	5
P.M. Peak														
16:30-16:4	115	104	6	0	1	0	0	0	0	0	0	0	1	3
16:45-17:0	173	160	6	0	0	0	0	0	0	0	1	0	1	5
17:00-17:1	119	103	7	0	1	1	0	0	0	0	0	0	1	6
17:15-17:3	139	132	1	0	0	0	0	1	1	1	0	0	0	3
17:30-17:4	162	152	5	0	0	0	0	0	1	0	0	1	2	1
17:45-18:0	148	142	4	0	0	0	0	0	0	0	0	0	1	1
18:00-18:1	157	146	5	0	0	1	0	0	0	0	0	0	1	4
18:15-18:3	138	125	9	0	0	0	0	0	0	0	0	0	1	3
Summary														
00:00-24:0	9337	8458	480	23	6	16	0	1	35	16	2	5	75	220
06:00-24:0	8709	7904	437	23	5	15	0	1	34	12	2	5	65	206
06:00-22:0	8163	7375	428	22	5	15	0	1	33	11	2	5	63	203
07:00-19:0	6523	5859	357	13	4	14	0	1	29	8	2	5	50	181

Classified Axle Traffic Count
Location CAR21469 STATION ROAD North Of Frederick Road

Date Date Average Weekday
22/06/2015 to 01/07/2015
Direction Northbound
Coordinate 413011 287496

	Numbers of Vehicles in Axle Categories													
Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	121	113	3	0	0	0	0	0	0	1	0	0	1	3
01:00-02:0	72	68	4	0	0	0	0	0	0	0	0	0	0	0
02:00-03:0	40	36	3	0	0	0	0	0	0	0	0	0	1	0
03:00-04:0	45	37	6	0	0	0	0	0	0	0	0	0	1	1
04:00-05:0	64	51	9	0	0	0	0	0	0	0	0	0	2	2
05:00-06:0	258	227	11	0	0	1	0	0	1	1	0	1	3	13
06:00-07:0	430	374	31	2	1	0	0	0	1	1	0	0	6	14
07:00-08:0	547	484	32	1	1	1	0	0	3	1	0	1	5	18
08:00-09:0	454	414	22	1	0	0	0	0	1	2	0	1	4	9
09:00-10:0	538	477	36	1	1	1	0	0	2	1	0	0	6	13
10:00-11:0	540	481	39	1	0	1	0	0	2	1	0	1	2	12
11:00-12:0	571	521	30	1	0	2	0	0	1	0	0	0	2	14
12:00-13:0	542	487	32	2	1	1	0	0	1	0	0	0	2	16
13:00-14:0	563	497	39	1	1	1	0	0	2	1	0	0	6	15
14:00-15:0	558	499	36	1	1	2	0	0	2	0	0	0	4	13
15:00-16:0	550	489	33	2	1	2	0	0	2	1	0	0	6	14
16:00-17:0	578	523	31	1	1	1	0	0	2	1	0	0	6	12
17:00-18:0	593	550	22	0	0	1	0	0	2	1	0	0	4	13
18:00-19:0	544	506	19	0	0	1	0	0	1	0	0	0	5	12
19:00-20:0	501	468	18	0	0	0	0	0	1	1	0	0	3	10
20:00-21:0	427	408	9	1	0	0	0	0	1	1	0	1	1	5
21:00-22:0	355	339	8	0	0	0	0	0	1	1	0	0	0	6
22:00-23:0	303	291	4	0	0	0	0	0	1	1	0	0	1	5
23:00-24:0	188	181	4	0	0	0	0	0	0	0	0	0	1	2
A.M. Peak														
07:30-07:4	158	142	8	0	0	0	0	0	1	0	0	0	2	5
07:45-08:0	111	98	5	0	0	0	0	0	1	0	0	0	1	6
08:00-08:1	105	95	4	0	0	0	0	0	0	1	0	0	1	4
08:15-08:3	113	105	5	0	0	0	0	0	0	0	0	0	1	2
08:30-08:4	110	101	4	0	0	0	0	0	1	0	0	0	2	2
08:45-09:0	127	113	10	1	0	0	0	0	0	0	0	0	1	2
09:00-09:1	139	127	8	1	0	0	0	0	0	0	0	0	1	2
09:15-09:3	130	113	10	0	0	0	0	0	0	0	0	0	3	4
P.M. Peak														
16:30-16:4	133	122	8	0	0	0	0	0	0	0	0	0	1	2
16:45-17:0	145	133	8	0	0	0	0	0	0	0	0	0	1	3
17:00-17:1	146	132	7	0	0	1	0	0	0	0	0	0	1	5
17:15-17:3	148	142	4	0	0	0	0	0	0	0	0	0	0	2
17:30-17:4	150	139	6	0	0	0	0	0	1	0	0	0	1	3
17:45-18:0	147	137	5	0	0	0	0	0	0	0	0	0	2	3
18:00-18:1	145	137	4	0	0	0	0	0	0	0	0	0	0	4
18:15-18:3	130	120	6	0	0	0	0	0	0	0	0	0	2	2
Summary														

00:00-24:0	9389	8521	483	18	9	13	0	0	28	15	1	5	71	225
06:00-24:0	8787	7988	447	17	9	12	0	0	27	13	1	4	64	205
06:00-22:0	8293	7516	439	16	8	12	0	0	26	12	1	4	62	197
07:00-19:0	6580	5927	372	13	7	12	0	0	22	9	1	3	52	162

Classified Axle Traffic Count
Location CAR21469 STATION ROAD North Of Frederick Road

Date Saturday 27/06/2015
Direction Northbound
Coordinate 413011 287496

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	161	151	7	0	0	0	0	0	0	1	0	0	0	2
01:00-02:0	100	96	4	0	0	0	0	0	0	0	0	0	0	0
02:00-03:0	54	53	0	1	0	0	0	0	0	0	0	0	0	0
03:00-04:0	50	45	4	0	0	0	0	0	0	0	0	0	0	1
04:00-05:0	60	51	3	1	0	0	0	0	0	0	0	0	2	3
05:00-06:0	139	127	5	0	0	0	0	0	0	0	1	0	2	4
06:00-07:0	156	134	14	0	0	0	0	0	0	0	0	1	5	2
07:00-08:0	238	201	26	1	0	0	0	0	0	0	0	0	6	4
08:00-09:0	335	304	17	1	0	2	0	0	0	0	0	1	5	5
09:00-10:0	443	395	28	1	0	1	0	0	0	0	0	0	7	11
10:00-11:0	542	509	15	1	0	0	0	0	3	0	0	0	4	10
11:00-12:0	524	482	25	1	1	1	0	0	2	1	0	0	3	8
12:00-13:0	562	520	19	0	0	1	0	0	4	0	0	1	6	11
13:00-14:0	624	581	28	0	0	1	0	0	3	0	0	0	3	8
14:00-15:0	589	557	15	0	1	1	0	0	2	0	0	0	5	8
15:00-16:0	527	488	26	1	2	1	0	0	0	0	0	1	4	4
16:00-17:0	579	538	15	1	1	3	0	0	0	0	0	0	5	16
17:00-18:0	537	514	11	1	1	0	0	0	0	0	0	0	3	7
18:00-19:0	497	473	12	0	0	0	0	0	0	1	0	0	2	9
19:00-20:0	474	452	11	1	0	0	0	0	1	0	0	0	2	7
20:00-21:0	488	465	15	0	1	0	0	0	0	0	0	0	3	4
21:00-22:0	352	334	10	1	0	0	0	0	1	0	0	0	1	5
22:00-23:0	295	284	5	0	0	0	0	0	0	0	0	0	2	4
23:00-24:0	288	273	7	1	0	0	0	0	2	0	0	0	1	4
A.M. Peak														
07:30-07:4	56	50	3	0	0	0	0	0	0	0	0	0	3	0
07:45-08:0	73	68	3	1	0	0	0	0	0	0	0	0	1	0
08:00-08:1	69	64	1	1	0	1	0	0	0	0	0	0	1	1
08:15-08:3	79	70	7	0	0	0	0	0	0	0	0	0	0	2
08:30-08:4	91	85	3	0	0	1	0	0	0	0	0	0	2	0
08:45-09:0	96	85	6	0	0	0	0	0	0	0	0	1	2	2
09:00-09:1	75	64	7	0	0	0	0	0	0	0	0	0	0	4
09:15-09:3	107	98	4	0	0	0	0	0	0	0	0	0	4	1

P.M. Peak														
16:30-16:4	140	129	1	1	0	0	0	0	0	0	0	0	2	7
16:45-17:0	134	125	6	0	0	0	0	0	0	0	0	0	1	2
17:00-17:1	147	141	3	1	0	0	0	0	0	0	0	0	0	2
17:15-17:3	135	131	0	0	1	0	0	0	0	0	0	0	1	2
17:30-17:4	126	125	1	0	0	0	0	0	0	0	0	0	0	0
17:45-18:0	129	117	7	0	0	0	0	0	0	0	0	0	2	3
18:00-18:1	123	117	4	0	0	0	0	0	0	0	0	0	1	1
18:15-18:3	118	111	1	0	0	0	0	0	0	0	0	0	1	5
Summary														
00:00-24:0	8614	8027	322	13	7	11	0	0	18	3	1	4	71	137
06:00-24:0	8050	7504	299	11	7	11	0	0	18	2	0	4	67	127
06:00-22:0	7467	6947	287	10	7	11	0	0	16	2	0	4	64	119
07:00-19:0	5997	5562	237	8	6	11	0	0	14	2	0	3	53	101

Classified Axle Traffic Count

Location CAR21469 STATION ROAD North Of Frederick Road

Date Sunday 28/06/2015

Direction Northbound

Coordinate 413011 287496

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	183	174	4	0	1	0	0	0	0	0	0	0	0	4
01:00-02:0	141	136	4	0	0	0	0	0	0	0	0	0	0	1
02:00-03:0	91	88	3	0	0	0	0	0	0	0	0	0	0	0
03:00-04:0	46	45	1	0	0	0	0	0	0	0	0	0	0	0
04:00-05:0	49	45	4	0	0	0	0	0	0	0	0	0	0	0
05:00-06:0	106	89	11	0	0	0	0	0	0	0	0	0	1	5
06:00-07:0	104	100	4	0	0	0	0	0	0	0	0	0	0	0
07:00-08:0	133	116	8	0	0	1	0	0	0	0	0	0	4	4
08:00-09:0	171	153	11	1	1	1	0	0	0	0	0	0	1	3
09:00-10:0	243	217	11	3	3	0	0	0	0	0	0	0	5	4
10:00-11:0	413	389	13	1	2	1	0	0	2	0	0	0	1	4
11:00-12:0	534	506	14	2	0	0	0	0	4	0	0	0	2	6
12:00-13:0	556	533	7	2	0	1	0	0	2	1	0	0	0	10
13:00-14:0	582	557	9	2	0	0	0	0	1	0	0	0	2	11
14:00-15:0	603	571	12	1	0	1	0	0	2	0	0	0	3	13
15:00-16:0	554	529	9	1	1	1	0	0	1	0	0	0	2	10
16:00-17:0	497	474	13	0	0	0	0	0	1	0	0	0	1	8
17:00-18:0	471	446	12	0	1	1	0	0	1	0	0	0	1	9
18:00-19:0	432	411	7	1	0	0	0	0	1	1	1	0	2	8
19:00-20:0	438	429	6	0	0	0	0	0	0	0	0	0	1	2
20:00-21:0	425	409	10	0	0	0	0	0	1	0	0	0	3	2
21:00-22:0	287	268	9	1	0	0	0	0	2	0	0	0	1	6
22:00-23:0	264	252	9	1	0	0	0	0	1	0	0	0	0	1
23:00-24:0	198	195	2	0	0	0	0	0	0	0	0	0	0	1

A.M. Peak														
07:30-07:4	31	26	4	0	0	0	0	0	0	0	0	0	0	1
07:45-08:0	47	43	1	0	0	1	0	0	0	0	0	0	2	0
08:00-08:1	47	43	4	0	0	0	0	0	0	0	0	0	0	0
08:15-08:3	43	36	4	0	0	0	0	0	0	0	0	0	1	2
08:30-08:4	48	41	3	1	1	1	0	0	0	0	0	0	0	1
08:45-09:0	33	33	0	0	0	0	0	0	0	0	0	0	0	0
09:00-09:1	54	47	4	1	0	0	0	0	0	0	0	0	2	0
09:15-09:3	44	38	1	1	2	0	0	0	0	0	0	0	2	0
P.M. Peak														
16:30-16:4	101	94	5	0	0	0	0	0	0	0	0	0	0	2
16:45-17:0	127	124	3	0	0	0	0	0	0	0	0	0	0	0
17:00-17:1	112	107	2	0	0	0	0	0	0	0	0	0	0	3
17:15-17:3	125	121	1	0	0	0	0	0	1	0	0	0	0	2
17:30-17:4	131	124	3	0	1	0	0	0	0	0	0	0	0	3
17:45-18:0	103	94	6	0	0	1	0	0	0	0	0	0	1	1
18:00-18:1	104	97	1	0	0	0	0	0	0	1	0	0	2	3
18:15-18:3	108	105	2	0	0	0	0	0	0	0	1	0	0	0
Summary														
00:00-24:0	7521	7132	193	16	9	7	0	0	19	2	1	0	30	112
06:00-24:0	6905	6555	166	16	8	7	0	0	19	2	1	0	29	102
06:00-22:0	6443	6108	155	15	8	7	0	0	18	2	1	0	29	100
07:00-19:0	5189	4902	126	14	8	7	0	0	15	2	1	0	24	90

Classified Axle Traffic Count

Location CAR21469 STATION ROAD North Of Frederick Road

Date Monday 29/06/2015

Direction Southbound

Coordinate 413011 287496

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	128	119	5	0	0	1	0	0	0	0	0	0	2	1
01:00-02:0	70	63	5	0	0	0	0	0	0	1	0	0	0	1
02:00-03:0	48	44	2	0	0	0	0	0	0	0	0	0	1	1
03:00-04:0	37	31	2	0	0	0	0	0	0	0	0	0	1	3
04:00-05:0	68	59	7	0	0	0	0	0	0	0	0	0	2	0
05:00-06:0	142	127	6	0	0	1	0	0	1	0	0	2	1	4
06:00-07:0	311	268	25	0	0	2	0	0	0	0	0	0	7	9
07:00-08:0	497	442	36	1	1	0	0	0	2	0	0	0	5	10
08:00-09:0	555	471	56	2	1	1	0	0	0	1	0	0	13	10
09:00-10:0	501	426	57	1	1	1	0	1	0	0	0	1	8	5
10:00-11:0	503	424	55	0	0	1	0	0	2	1	0	1	11	8
11:00-12:0	533	463	44	4	2	0	0	0	0	4	0	0	10	6
12:00-13:0	577	498	42	3	0	3	0	0	0	2	0	0	10	19

13:00-14:0	539	476	39	2	2	1	0	0	1	2	0	0	6	10
14:00-15:0	554	489	35	4	0	0	0	0	0	2	0	1	10	13
15:00-16:0	575	508	36	1	0	1	0	0	2	2	0	1	15	9
16:00-17:0	622	555	36	0	0	0	0	0	3	2	1	1	11	13
17:00-18:0	588	539	36	2	0	1	0	0	0	0	0	1	4	5
18:00-19:0	585	535	28	0	0	0	0	0	0	3	0	0	13	6
19:00-20:0	536	500	25	0	0	0	0	0	0	0	0	1	3	7
20:00-21:0	483	445	23	0	0	0	0	0	1	3	0	1	6	4
21:00-22:0	339	320	10	0	0	1	0	0	0	2	0	1	3	2
22:00-23:0	253	235	12	0	0	0	0	0	0	2	0	0	2	2
23:00-24:0	198	183	9	0	0	1	0	0	0	0	0	0	1	4
A.M. Peak														
07:30-07:4	146	133	8	0	0	0	0	0	0	0	0	0	0	5
07:45-08:0	144	127	9	1	0	0	0	0	2	0	0	0	2	3
08:00-08:1	141	122	11	1	0	0	0	0	0	0	0	0	3	4
08:15-08:3	123	105	15	0	0	0	0	0	0	0	0	0	3	0
08:30-08:4	146	125	13	0	0	0	0	0	0	1	0	0	4	3
08:45-09:0	145	119	17	1	1	1	0	0	0	0	0	0	3	3
09:00-09:1	131	120	8	0	0	0	0	0	0	0	0	0	3	0
09:15-09:3	129	105	16	1	1	1	0	1	0	0	0	0	2	2
P.M. Peak														
16:30-16:4	129	109	13	0	0	0	0	0	3	1	1	0	0	2
16:45-17:0	184	167	6	0	0	0	0	0	0	1	0	1	2	7
17:00-17:1	145	129	11	1	0	1	0	0	0	0	0	0	2	1
17:15-17:3	146	137	6	1	0	0	0	0	0	0	0	1	1	0
17:30-17:4	151	137	11	0	0	0	0	0	0	0	0	0	0	3
17:45-18:0	146	136	8	0	0	0	0	0	0	0	0	0	1	1
18:00-18:1	147	135	8	0	0	0	0	0	0	0	0	0	4	0
18:15-18:3	142	128	6	0	0	0	0	0	0	1	0	0	3	4
Summary														
00:00-24:0	9242	8220	631	20	7	15	0	1	12	27	1	11	145	152
06:00-24:0	8749	7777	604	20	7	13	0	1	11	26	1	9	138	142
06:00-22:0	8298	7359	583	20	7	12	0	1	11	24	1	9	135	136
07:00-19:0	6629	5826	500	20	7	9	0	1	10	19	1	6	116	114

Classified Axle Traffic Count

Location CAR21469 STATION ROAD North Of Frederick Road

Date Tuesday 30/06/2015

Direction Southbound

Coordinate 413011 287496

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	113	101	5	1	0	0	0	0	0	3	0	0	1	2
01:00-02:0	86	75	5	0	0	0	0	0	0	1	0	1	2	2
02:00-03:0	53	44	5	0	0	0	0	0	0	1	0	1	0	2

03:00-04:0	47	36	6	0	0	0	0	0	0	1	0	3	0	1
04:00-05:0	73	66	3	1	0	0	0	0	0	0	0	1	1	1
05:00-06:0	169	156	7	0	0	0	0	0	0	1	0	1	0	4
06:00-07:0	378	321	28	0	0	0	0	0	1	4	0	2	5	17
07:00-08:0	482	430	26	3	0	3	0	0	0	1	0	0	8	11
08:00-09:0	580	495	57	4	0	0	0	0	0	2	0	1	8	13
09:00-10:0	549	479	52	1	3	2	0	0	1	1	0	2	4	4
10:00-11:0	531	442	57	4	1	2	0	0	1	4	1	3	11	5
11:00-12:0	581	493	64	2	1	1	0	1	0	3	0	1	10	5
12:00-13:0	568	493	53	0	1	0	0	0	0	5	0	1	6	9
13:00-14:0	577	504	48	1	0	2	0	0	0	1	0	0	12	9
14:00-15:0	533	470	44	1	0	0	0	0	0	1	0	0	7	10
15:00-16:0	527	462	41	0	1	1	0	0	1	3	0	1	6	11
16:00-17:0	658	590	40	0	1	2	0	0	0	3	0	2	7	13
17:00-18:0	612	565	30	0	0	0	0	0	1	2	1	0	6	7
18:00-19:0	629	571	36	1	1	0	0	0	0	1	2	0	12	5
19:00-20:0	535	493	26	0	0	0	0	0	0	4	0	0	6	6
20:00-21:0	511	473	22	0	0	0	0	0	0	1	0	2	5	8
21:00-22:0	340	314	16	0	0	0	0	1	0	3	0	0	2	4
22:00-23:0	288	270	10	0	0	0	0	0	1	0	0	1	0	6
23:00-24:0	204	184	12	0	0	0	0	0	0	2	0	0	2	4
A.M. Peak														
07:30-07:4	135	124	5	2	0	1	0	0	0	0	0	0	0	3
07:45-08:0	118	106	7	0	0	1	0	0	0	0	0	0	2	2
08:00-08:1	141	127	12	1	0	0	0	0	0	0	0	0	1	0
08:15-08:3	143	115	13	1	0	0	0	0	0	0	0	1	4	9
08:30-08:4	160	136	17	1	0	0	0	0	0	2	0	0	2	2
08:45-09:0	136	117	15	1	0	0	0	0	0	0	0	0	1	2
09:00-09:1	119	108	6	1	1	0	0	0	0	0	0	0	1	2
09:15-09:3	159	135	18	0	0	1	0	0	0	1	0	2	1	1
P.M. Peak														
16:30-16:4	171	158	6	0	0	1	0	0	0	0	0	0	2	4
16:45-17:0	153	141	3	0	0	0	0	0	0	0	0	0	3	6
17:00-17:1	159	145	9	0	0	0	0	0	1	0	0	0	3	1
17:15-17:3	147	136	5	0	0	0	0	0	0	1	1	0	1	3
17:30-17:4	157	147	8	0	0	0	0	0	0	0	0	0	0	2
17:45-18:0	149	137	8	0	0	0	0	0	0	1	0	0	2	1
18:00-18:1	164	151	9	0	0	0	0	0	0	0	1	0	2	1
18:15-18:3	153	139	7	0	0	0	0	0	0	0	0	0	5	2
Summary														
00:00-24:0	9624	8527	693	19	9	13	0	2	6	48	4	23	121	159
06:00-24:0	9083	8049	662	17	9	13	0	2	6	41	4	16	117	147
06:00-22:0	8591	7595	640	17	9	13	0	2	5	39	4	15	115	137
07:00-19:0	6827	5994	548	17	9	13	0	1	4	27	4	11	97	102

Classified Axle Traffic Count

Location CAR21469 STATION ROAD North Of Frederick Road

Date Wednesday 24/06/2015
Direction Southbound
Coordinate 413011 287496

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	140	128	8	0	0	0	0	0	0	1	0	0	1	2
01:00-02:0	77	69	7	0	0	0	0	0	0	1	0	0	0	0
02:00-03:0	42	32	4	0	0	0	0	0	0	2	0	0	2	2
03:00-04:0	36	31	1	0	0	0	0	0	0	3	0	1	0	0
04:00-05:0	67	56	6	0	0	0	0	0	0	1	0	0	3	1
05:00-06:0	158	140	11	0	0	0	0	0	0	0	0	0	1	6
06:00-07:0	364	314	26	1	0	1	0	0	1	1	1	1	4	14
07:00-08:0	520	452	45	1	0	2	0	0	0	1	0	1	6	12
08:00-09:0	596	498	71	0	0	2	0	0	0	1	0	1	14	9
09:00-10:0	529	458	32	2	4	0	0	1	1	1	0	2	14	14
10:00-11:0	508	434	56	0	0	1	0	0	0	1	0	1	5	10
11:00-12:0	587	499	64	2	1	1	0	0	1	1	0	2	8	8
12:00-13:0	553	488	44	0	0	1	0	0	0	2	0	1	9	8
13:00-14:0	542	462	47	1	0	0	0	0	1	3	0	2	14	12
14:00-15:0	590	517	52	2	0	0	0	0	0	4	0	1	8	6
15:00-16:0	557	500	32	2	0	0	0	0	1	1	0	1	9	11
16:00-17:0	607	546	45	0	1	0	0	0	1	0	0	0	5	9
17:00-18:0	668	610	39	1	0	0	0	0	1	2	0	1	6	8
18:00-19:0	598	551	27	1	0	1	0	0	1	1	0	0	8	8
19:00-20:0	418	391	18	0	0	0	0	0	1	0	0	0	5	3
20:00-21:0	395	362	19	1	1	1	0	1	0	0	0	1	4	5
21:00-22:0	312	281	19	0	0	0	0	0	0	2	0	1	2	7
22:00-23:0	269	251	7	0	1	0	0	0	2	3	0	0	2	3
23:00-24:0	198	178	12	0	0	0	0	0	1	1	0	0	3	3
A.M. Peak														
07:30-07:4	152	134	12	0	0	1	0	0	0	0	0	0	0	5
07:45-08:0	137	123	8	1	0	0	0	0	0	0	0	0	2	3
08:00-08:1	146	121	18	0	0	2	0	0	0	0	0	0	3	2
08:15-08:3	154	121	28	0	0	0	0	0	0	1	0	0	2	2
08:30-08:4	153	132	14	0	0	0	0	0	0	0	0	0	5	2
08:45-09:0	143	124	11	0	0	0	0	0	0	0	0	1	4	3
09:00-09:1	128	111	10	0	2	0	0	0	0	0	0	0	3	2
09:15-09:3	126	114	5	0	1	0	0	0	0	0	0	0	3	3
P.M. Peak														
16:30-16:4	163	146	12	0	0	0	0	0	0	0	0	0	0	5
16:45-17:0	157	140	14	0	0	0	0	0	0	0	0	0	1	2
17:00-17:1	174	156	13	1	0	0	0	0	1	0	0	0	1	2
17:15-17:3	164	151	5	0	0	0	0	0	0	0	0	1	2	5
17:30-17:4	162	145	13	0	0	0	0	0	0	1	0	0	3	0

17:45-18:0	168	158	8	0	0	0	0	0	0	1	0	0	0	1
18:00-18:1	144	135	5	0	0	0	0	0	0	0	0	0	3	1
18:15-18:3	164	146	8	1	0	0	0	0	1	0	0	0	5	3
Summary														
00:00-24:0	9331	8248	692	14	8	10	0	2	12	33	1	17	133	161
06:00-24:0	8811	7792	655	14	8	10	0	2	12	25	1	16	126	150
06:00-22:0	8344	7363	636	14	7	10	0	2	9	21	1	16	121	144
07:00-19:0	6855	6015	554	12	6	8	0	1	7	18	0	13	106	115

Classified Axle Traffic Count
Location CAR21469 STATION ROAD North Of Frederick Road

Date Thursday 25/06/2015
Direction Southbound
Coordinate 413011 287496

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	131	115	6	1	0	0	0	0	0	1	0	1	4	3
01:00-02:0	74	65	8	0	0	0	0	0	0	1	0	0	0	0
02:00-03:0	57	48	5	0	0	0	0	0	0	2	0	0	0	2
03:00-04:0	28	22	3	0	0	0	0	0	0	2	0	1	0	0
04:00-05:0	49	42	5	0	0	0	0	0	0	1	0	1	0	0
05:00-06:0	150	128	6	0	0	1	0	0	1	1	0	0	4	9
06:00-07:0	361	325	27	2	0	0	0	0	0	0	0	1	2	4
07:00-08:0	520	459	36	2	0	1	0	0	1	0	0	1	12	8
08:00-09:0	580	502	56	2	2	2	0	1	1	1	0	0	5	8
09:00-10:0	552	469	54	3	0	1	0	0	0	2	1	1	7	14
10:00-11:0	518	433	63	2	2	0	0	0	0	3	0	2	9	4
11:00-12:0	565	482	61	0	1	1	0	0	0	3	0	2	8	7
12:00-13:0	565	491	49	3	0	2	0	0	0	1	0	1	10	8
13:00-14:0	564	488	51	0	2	1	0	0	0	1	0	1	9	11
14:00-15:0	587	522	41	1	0	0	0	0	0	5	0	0	9	9
15:00-16:0	563	496	41	1	0	0	0	0	0	2	0	1	9	13
16:00-17:0	660	587	53	0	0	1	1	0	1	0	0	2	6	9
17:00-18:0	608	561	33	0	0	0	0	0	0	1	1	0	6	6
18:00-19:0	592	543	31	0	0	0	0	0	0	2	0	1	8	7
19:00-20:0	568	517	31	1	0	1	0	0	0	3	0	0	9	6
20:00-21:0	471	430	28	1	0	0	0	0	3	1	0	0	4	4
21:00-22:0	314	302	3	0	0	0	0	0	1	1	0	0	4	3
22:00-23:0	296	276	8	1	0	0	0	0	1	2	0	0	2	6
23:00-24:0	170	157	5	0	0	0	0	0	0	2	0	0	2	4
A.M. Peak														
07:30-07:4	150	131	11	0	0	0	0	0	0	0	0	1	4	3
07:45-08:0	152	133	13	1	0	0	0	0	0	0	0	0	4	1
08:00-08:1	143	123	15	0	1	0	0	0	0	0	0	0	2	2
08:15-08:3	152	136	11	1	1	1	0	0	0	0	0	0	0	2

08:30-08:4	142	127	11	0	0	1	0	0	1	0	0	0	2	0
08:45-09:0	143	116	19	1	0	0	0	1	0	1	0	0	1	4
09:00-09:1	136	117	9	1	0	0	0	0	0	1	1	0	2	5
09:15-09:3	141	122	15	0	0	0	0	0	0	0	0	1	2	1
P.M. Peak														
16:30-16:4	193	174	19	0	0	0	0	0	0	0	0	0	0	0
16:45-17:0	156	144	8	0	0	0	1	0	0	0	0	0	2	1
17:00-17:1	146	136	8	0	0	0	0	0	0	0	0	0	2	0
17:15-17:3	136	124	7	0	0	0	0	0	0	1	0	0	2	2
17:30-17:4	152	136	11	0	0	0	0	0	0	0	1	0	1	3
17:45-18:0	174	165	7	0	0	0	0	0	0	0	0	0	1	1
18:00-18:1	165	149	13	0	0	0	0	0	0	0	0	0	2	1
18:15-18:3	158	143	11	0	0	0	0	0	0	2	0	0	2	0
Summary														
00:00-24:0	9543	8460	704	20	7	11	1	1	9	38	2	16	129	145
06:00-24:0	9054	8040	671	19	7	10	1	1	8	30	2	13	121	131
06:00-22:0	8588	7607	658	18	7	10	1	1	7	26	2	13	117	121
07:00-19:0	6874	6033	569	14	7	9	1	1	3	21	2	12	98	104

Classified Axle Traffic Count
Location CAR21469 STATION ROAD North Of Frederick Road

Date Friday 26/06/2015
Direction Southbound
Coordinate 413011 287496

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	117	104	7	0	0	0	0	0	0	0	0	0	3	3
01:00-02:0	82	75	3	0	0	0	0	0	0	0	0	3	0	1
02:00-03:0	44	36	2	0	2	0	0	0	0	2	0	0	1	1
03:00-04:0	45	38	6	0	0	0	0	0	0	1	0	0	0	0
04:00-05:0	51	41	6	0	0	0	0	0	0	0	0	1	2	1
05:00-06:0	149	133	6	0	0	0	0	0	0	1	0	2	1	6
06:00-07:0	336	292	25	2	0	0	0	0	0	2	0	0	5	10
07:00-08:0	510	438	46	3	0	2	0	0	1	1	0	0	7	12
08:00-09:0	597	512	65	0	0	1	0	0	0	3	0	1	8	7
09:00-10:0	509	438	50	2	1	0	0	0	0	1	0	4	9	4
10:00-11:0	525	445	55	3	0	3	0	0	1	3	1	0	11	3
11:00-12:0	580	522	33	3	0	2	0	0	0	1	0	0	11	8
12:00-13:0	476	426	38	1	0	1	0	0	1	1	0	0	4	4
13:00-14:0	539	490	26	2	1	3	0	1	0	2	0	0	7	7
14:00-15:0	601	538	38	4	0	3	0	0	0	2	0	0	11	5
15:00-16:0	561	523	30	1	0	1	0	0	0	1	0	0	2	3
16:00-17:0	578	533	29	0	0	0	0	0	0	1	0	0	8	7
17:00-18:0	606	558	36	1	1	0	0	0	1	2	0	0	3	4
18:00-19:0	615	580	20	0	0	0	0	0	0	1	0	2	6	6

19:00-20:0	536	484	28	0	1	0	0	0	0	1	0	0	10	12
20:00-21:0	440	414	18	0	0	1	0	0	1	2	0	0	3	1
21:00-22:0	299	276	15	1	0	0	0	0	0	1	0	0	2	4
22:00-23:0	287	266	13	0	0	0	0	0	1	0	0	0	1	6
23:00-24:0	212	203	6	0	0	0	0	0	0	0	0	1	2	0
A.M. Peak														
07:30-07:4	133	117	10	1	0	0	0	0	1	1	0	0	1	2
07:45-08:0	140	121	14	0	0	1	0	0	0	0	0	0	2	2
08:00-08:1	132	111	16	0	0	0	0	0	0	0	0	0	1	4
08:15-08:3	127	105	15	0	0	0	0	0	0	2	0	0	4	1
08:30-08:4	167	145	18	0	0	1	0	0	0	1	0	1	1	0
08:45-09:0	171	151	16	0	0	0	0	0	0	0	0	0	2	2
09:00-09:1	137	118	11	1	1	0	0	0	0	0	0	2	3	1
09:15-09:3	125	100	19	1	0	0	0	0	0	1	0	0	2	2
P.M. Peak														
16:30-16:4	154	143	8	0	0	0	0	0	0	0	0	0	2	1
16:45-17:0	131	123	4	0	0	0	0	0	0	0	0	0	2	2
17:00-17:1	138	124	10	0	0	0	0	0	1	0	0	0	2	1
17:15-17:3	160	148	10	1	0	0	0	0	0	0	0	0	0	1
17:30-17:4	143	132	7	0	1	0	0	0	0	1	0	0	1	1
17:45-18:0	165	154	9	0	0	0	0	0	0	1	0	0	0	1
18:00-18:1	154	148	4	0	0	0	0	0	0	0	0	1	0	1
18:15-18:3	138	130	4	0	0	0	0	0	0	1	0	0	2	1
Summary														
00:00-24:0	9295	8365	601	23	6	17	0	1	6	29	1	14	117	115
06:00-24:0	8807	7938	571	23	4	17	0	1	6	25	1	8	110	103
06:00-22:0	8308	7469	552	23	4	17	0	1	5	25	1	7	107	97
07:00-19:0	6697	6003	466	20	3	16	0	1	4	19	1	7	87	70

Classified Axle Traffic Count
Location CAR21469 STATION ROAD North Of Frederick Road

Date Date Average Weekday
22/06/2015 to 01/07/2015
Direction Southbound
Coordinate 413011 287496

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	124	113	6	0	0	0	0	0	0	1	0	0	2	2
01:00-02:0	78	69	6	0	0	0	0	0	0	1	0	1	0	1
02:00-03:0	49	41	4	0	0	0	0	0	0	1	0	0	1	2
03:00-04:0	39	32	4	0	0	0	0	0	0	1	0	1	0	1
04:00-05:0	62	53	5	0	0	0	0	0	0	0	0	1	2	1
05:00-06:0	153	137	7	0	0	0	0	0	0	1	0	1	1	6
06:00-07:0	350	304	26	1	0	1	0	0	0	1	0	1	5	11
07:00-08:0	507	444	38	2	0	2	0	0	1	1	0	0	8	11

08:00-09:0	583	496	61	2	1	1	0	0	0	2	0	1	10	9
09:00-10:0	527	454	49	2	2	1	0	0	0	1	0	2	8	8
10:00-11:0	516	436	57	2	1	1	0	0	1	2	0	1	9	6
11:00-12:0	568	492	53	2	1	1	0	0	0	2	0	1	9	7
12:00-13:0	547	479	45	1	0	1	0	0	0	2	0	1	8	10
13:00-14:0	552	484	42	1	1	1	0	0	0	2	0	1	10	10
14:00-15:0	573	507	42	2	0	1	0	0	0	3	0	0	9	9
15:00-16:0	557	498	36	1	0	1	0	0	1	2	0	1	8	9
16:00-17:0	624	562	41	0	0	1	0	0	1	1	0	1	7	10
17:00-18:0	616	567	35	1	0	0	0	0	1	1	0	0	5	6
18:00-19:0	602	556	28	0	0	0	0	0	0	2	0	1	9	6
19:00-20:0	519	477	26	0	0	0	0	0	0	2	0	0	7	7
20:00-21:0	458	425	22	0	0	0	0	0	1	1	0	1	4	4
21:00-22:0	321	299	13	0	0	0	0	0	0	2	0	0	3	4
22:00-23:0	278	260	10	0	0	0	0	0	1	1	0	0	1	5
23:00-24:0	196	181	9	0	0	0	0	0	0	1	0	0	2	3
A.M. Peak														
07:30-07:4	143	128	9	1	0	0	0	0	0	0	0	0	1	4
07:45-08:0	137	122	10	1	0	0	0	0	0	0	0	0	2	2
08:00-08:1	139	121	14	0	0	0	0	0	0	0	0	0	2	2
08:15-08:3	139	116	16	0	0	0	0	0	0	1	0	0	3	3
08:30-08:4	153	133	15	0	0	0	0	0	0	1	0	0	3	1
08:45-09:0	147	125	16	1	0	0	0	0	0	0	0	0	2	3
09:00-09:1	130	115	9	1	1	0	0	0	0	0	0	0	2	2
09:15-09:3	135	115	15	0	0	0	0	0	0	0	0	1	2	2
P.M. Peak														
16:30-16:4	162	146	12	0	0	0	0	0	1	0	0	0	1	2
16:45-17:0	156	143	7	0	0	0	0	0	0	0	0	0	2	4
17:00-17:1	152	138	10	0	0	0	0	0	1	0	0	0	2	1
17:15-17:3	149	139	7	0	0	0	0	0	0	0	0	0	1	2
17:30-17:4	152	139	10	0	0	0	0	0	0	0	0	0	1	2
17:45-18:0	161	150	8	0	0	0	0	0	0	1	0	0	1	1
18:00-18:1	155	144	8	0	0	0	0	0	0	0	0	0	2	1
18:15-18:3	150	137	7	0	0	0	0	0	0	1	0	0	3	2
Summary														
00:00-24:0	9405	8364	664	19	7	13	0	1	9	35	2	16	129	146
06:00-24:0	8901	7919	633	19	7	13	0	1	9	29	2	12	122	135
06:00-22:0	8425	7479	614	18	7	12	0	1	7	27	2	12	119	127
07:00-19:0	6777	5974	527	17	6	11	0	1	6	21	2	10	101	101

Classified Axle Traffic Count
Location CAR21469 STATION ROAD North Of Frederick Road

Date Saturday 27/06/2015
Direction Southbound
Coordinate 413011 287496

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	202	189	9	0	0	0	0	0	1	1	0	0	2	0
01:00-02:0	114	103	6	0	0	1	0	0	0	1	0	0	2	1
02:00-03:0	60	55	4	0	0	0	0	0	0	1	0	0	0	0
03:00-04:0	51	46	2	0	0	0	0	0	0	2	0	0	0	1
04:00-05:0	50	46	3	0	0	0	0	0	0	0	0	0	1	0
05:00-06:0	121	108	4	2	0	0	0	0	0	0	0	0	1	6
06:00-07:0	153	129	12	1	0	0	0	0	0	0	0	0	5	6
07:00-08:0	202	169	25	1	0	2	0	0	0	0	0	0	2	3
08:00-09:0	302	255	32	0	0	0	0	0	0	0	0	1	7	7
09:00-10:0	410	355	36	0	0	0	0	0	1	1	1	1	6	9
10:00-11:0	489	444	33	2	0	0	0	0	0	0	0	1	4	5
11:00-12:0	560	515	33	0	0	1	0	0	0	0	0	0	5	6
12:00-13:0	589	549	26	0	1	0	0	0	0	0	0	0	6	7
13:00-14:0	581	537	32	1	0	1	0	0	0	0	0	1	4	5
14:00-15:0	582	544	30	0	0	0	0	0	0	0	0	0	4	4
15:00-16:0	594	568	19	0	0	0	0	0	0	0	0	0	6	1
16:00-17:0	507	472	26	0	0	0	0	0	0	0	0	0	4	5
17:00-18:0	625	579	30	0	1	1	0	0	0	0	0	0	7	7
18:00-19:0	541	506	24	0	0	0	0	0	0	0	0	0	5	6
19:00-20:0	451	418	27	0	0	0	0	0	0	0	0	0	6	0
20:00-21:0	367	350	13	0	0	0	0	0	1	0	0	0	3	0
21:00-22:0	312	295	10	1	0	0	0	0	1	0	0	0	2	3
22:00-23:0	278	263	12	0	0	0	0	0	0	0	0	0	1	2
23:00-24:0	268	260	6	0	0	0	0	0	0	0	0	0	0	2
A.M. Peak														
07:30-07:4	54	44	7	0	0	1	0	0	0	0	0	0	1	1
07:45-08:0	64	54	8	0	0	0	0	0	0	0	0	0	1	1
08:00-08:1	56	49	4	0	0	0	0	0	0	0	0	1	1	1
08:15-08:3	84	70	11	0	0	0	0	0	0	0	0	0	1	2
08:30-08:4	73	62	6	0	0	0	0	0	0	0	0	0	3	2
08:45-09:0	89	74	11	0	0	0	0	0	0	0	0	0	2	2
09:00-09:1	90	81	5	0	0	0	0	0	1	0	0	0	1	2
09:15-09:3	103	88	11	0	0	0	0	0	0	0	0	1	3	0
P.M. Peak														
16:30-16:4	121	115	5	0	0	0	0	0	0	0	0	0	0	1
16:45-17:0	153	141	8	0	0	0	0	0	0	0	0	0	2	2
17:00-17:1	159	149	6	0	0	0	0	0	0	0	0	0	2	2
17:15-17:3	158	146	8	0	1	0	0	0	0	0	0	0	2	1
17:30-17:4	158	144	7	0	0	1	0	0	0	0	0	0	2	4
17:45-18:0	150	140	9	0	0	0	0	0	0	0	0	0	1	0
18:00-18:1	153	143	6	0	0	0	0	0	0	0	0	0	2	2
18:15-18:3	130	122	6	0	0	0	0	0	0	0	0	0	1	1
Summary														

00:00-24:0	8409	7755	454	8	2	6	0	0	4	6	1	4	83	86
06:00-24:0	7811	7208	426	6	2	5	0	0	3	1	1	4	77	78
06:00-22:0	7265	6685	408	6	2	5	0	0	3	1	1	4	76	74
07:00-19:0	5982	5493	346	4	2	5	0	0	1	1	1	4	60	65

Classified Axle Traffic Count
Location CAR21469 STATION ROAD North Of Frederick Road

Date Sunday 28/06/2015
Direction Southbound
Coordinate 413011 287496

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	206	193	8	0	0	0	0	0	0	0	0	1	2	2
01:00-02:0	130	125	5	0	0	0	0	0	0	0	0	0	0	0
02:00-03:0	112	107	3	1	0	0	0	0	0	0	0	0	0	1
03:00-04:0	58	47	10	0	0	0	0	0	0	0	0	0	0	1
04:00-05:0	47	44	2	0	0	0	0	0	0	0	0	0	1	0
05:00-06:0	80	70	6	0	0	0	0	0	0	0	0	0	0	4
06:00-07:0	93	83	3	0	0	1	0	0	0	0	0	1	1	4
07:00-08:0	119	106	6	0	0	0	0	0	0	1	0	1	2	3
08:00-09:0	165	146	11	0	0	0	0	0	0	0	0	1	4	3
09:00-10:0	243	223	10	0	0	1	0	0	0	0	0	1	6	2
10:00-11:0	343	315	16	1	0	0	0	2	0	0	0	1	3	5
11:00-12:0	465	444	11	0	0	1	0	0	0	0	0	0	2	7
12:00-13:0	576	550	17	0	0	1	0	0	0	0	0	1	3	4
13:00-14:0	546	523	11	2	0	1	0	0	0	0	0	0	1	8
14:00-15:0	518	494	17	0	0	0	0	0	0	0	0	0	2	5
15:00-16:0	513	498	12	0	0	0	0	0	0	0	0	0	3	0
16:00-17:0	564	535	24	0	0	0	0	0	0	0	0	0	1	4
17:00-18:0	512	488	15	0	0	0	0	1	0	0	0	0	2	6
18:00-19:0	382	371	5	0	0	0	0	0	0	0	0	0	3	3
19:00-20:0	395	368	22	0	0	0	0	0	0	0	0	0	3	2
20:00-21:0	357	342	11	0	0	0	0	0	0	0	0	0	2	2
21:00-22:0	301	285	11	0	0	0	0	0	0	0	0	0	3	2
22:00-23:0	251	236	10	1	0	0	0	0	0	0	0	0	2	2
23:00-24:0	204	194	5	0	0	0	0	0	0	0	0	0	3	2
A.M. Peak														
07:30-07:4	35	32	3	0	0	0	0	0	0	0	0	0	0	0
07:45-08:0	24	22	0	0	0	0	0	0	0	0	0	1	0	1
08:00-08:1	28	25	2	0	0	0	0	0	0	0	0	0	1	0
08:15-08:3	47	40	4	0	0	0	0	0	0	0	0	0	2	1
08:30-08:4	40	38	2	0	0	0	0	0	0	0	0	0	0	0
08:45-09:0	50	43	3	0	0	0	0	0	0	0	0	1	1	2
09:00-09:1	50	45	2	0	0	0	0	0	0	0	0	0	2	1
09:15-09:3	42	39	2	0	0	0	0	0	0	0	0	0	1	0

P.M. Peak

16:30-16:4	149	142	5	0	0	0	0	0	0	0	0	0	0	2
16:45-17:0	118	112	6	0	0	0	0	0	0	0	0	0	0	0
17:00-17:1	140	138	1	0	0	0	0	1	0	0	0	0	0	0
17:15-17:3	139	128	6	0	0	0	0	0	0	0	0	0	1	4
17:30-17:4	118	114	3	0	0	0	0	0	0	0	0	0	0	1
17:45-18:0	115	108	5	0	0	0	0	0	0	0	0	0	1	1
18:00-18:1	100	96	1	0	0	0	0	0	0	0	0	0	1	2
18:15-18:3	109	106	2	0	0	0	0	0	0	0	0	0	1	0

Summary

00:00-24:0	7180	6787	251	5	0	5	0	3	0	1	0	7	49	72
06:00-24:0	6547	6201	217	4	0	5	0	3	0	1	0	6	46	64
06:00-22:0	6092	5771	202	3	0	5	0	3	0	1	0	6	41	60
07:00-19:0	4946	4693	155	3	0	4	0	3	0	1	0	5	32	50

Classified Axle Traffic Count

Location CAR21469 STATION ROAD North Of Frederick Road
Dates 22/06/2015 to 01/07/2015
Direction Northbound
Data Volume Summary
Coordinate 413011 287496

Analysis by Day of Week and Hour of Day

Time Perio	Mon	Tue	Wed	Thur	Fri	Avge	%	Sat	Sun
00:00-01:0	137	108	111	123	131	122	1.3	161	183
01:00-02:0	65	64	73	80	79	72	0.77	100	141
02:00-03:0	46	43	37	36	38	40	0.43	54	91
03:00-04:0	34	50	46	42	52	45	0.48	50	46
04:00-05:0	65	70	65	61	62	65	0.69	60	49
05:00-06:0	249	273	251	255	266	259	2.76	139	106
06:00-07:0	387	459	460	431	414	430	4.58	156	104
07:00-08:0	521	513	564	587	545	546	5.81	238	133
08:00-09:0	461	462	447	441	466	455	4.85	335	171
09:00-10:0	533	521	555	527	552	538	5.73	443	243
10:00-11:0	512	540	563	543	535	539	5.74	542	413
11:00-12:0	567	530	585	580	593	571	6.08	524	534
12:00-13:0	562	551	535	558	506	542	5.77	562	556
13:00-14:0	566	589	547	575	544	564	6.01	624	582
14:00-15:0	562	604	574	529	524	559	5.95	589	603
15:00-16:0	579	529	594	516	533	550	5.86	527	554
16:00-17:0	554	581	585	574	599	579	6.17	579	497
17:00-18:0	582	637	579	599	568	593	6.32	537	471
18:00-19:0	530	607	479	545	558	544	5.79	497	432
19:00-20:0	453	514	486	534	518	501	5.34	474	438
20:00-21:0	417	441	407	450	418	427	4.55	488	425
21:00-22:0	374	392	378	346	290	356	3.79	352	287
22:00-23:0	289	313	313	288	312	303	3.23	295	264
23:00-24:0	171	204	164	179	234	190	2.02	288	198

24 Hr Total	9216	9595	9398	9399	9337	9390	8614	7521
16 Hr Total	8160	8470	8338	8335	8163	8294	7467	6443
12 Hr Total	6529	6664	6607	6574	6523	6580	5997	5189

Analysis by Day of Week and Peak Hours

Time Perio	Mon	Tue	Wed	Thur	Fri	Avge	%
07:00-07:1	117	128	131	149	130	131	1.4
07:15-07:3	137	144	143	170	132	145	1.54
07:30-07:4	164	156	168	145	159	158	1.68
07:45-08:0	103	85	122	123	124	111	1.18
08:00-08:1	113	96	109	102	104	105	1.12
08:15-08:3	119	118	119	105	110	114	1.21
08:30-08:4	98	121	106	111	114	110	1.17
08:45-09:0	131	127	113	123	138	126	1.34
09:00-09:1	132	143	135	144	146	140	1.49
09:15-09:3	118	128	143	126	138	131	1.4
09:30-09:4	157	111	134	124	127	131	1.4
09:45-10:0	126	139	143	133	141	136	1.45
16:00-16:1	164	159	131	163	146	153	1.63
16:15-16:3	127	143	153	150	165	148	1.58
16:30-16:4	134	154	153	111	115	133	1.42
16:45-17:0	129	125	148	150	173	145	1.54
17:00-17:1	150	162	140	154	119	145	1.54
17:15-17:3	158	149	153	152	139	150	1.6
17:30-17:4	132	174	140	143	162	150	1.6
17:45-18:0	142	152	146	150	148	148	1.58
18:00-18:1	143	157	144	129	157	146	1.55
18:15-18:3	128	157	93	138	138	131	1.4
18:30-18:4	135	149	129	142	124	136	1.45
18:45-19:0	124	144	113	136	139	131	1.4
07:00-09:0	982	975	1011	1028	1011	1001	10.66
16:00-18:0	1136	1218	1164	1173	1167	1172	12.48

Classified Axle Traffic Count

Location	CAR21469 STATION ROAD North Of Frederick Road
Dates	22/06/2015 to 01/07/2015
Direction	Southbound
Data	Volume Summary
Coordinate	413011 287496

Analysis by Day of Week and Hour of Day

Time Perio	Mon	Tue	Wed	Thur	Fri	Avge	%	Sat	Sun
00:00-01:0	128	113	140	131	117	126	1.34	202	206
01:00-02:0	70	86	77	74	82	78	0.83	114	130
02:00-03:0	48	53	42	57	44	49	0.52	60	112
03:00-04:0	37	47	36	28	45	39	0.41	51	58

04:00-05:0	68	73	67	49	51	62	0.66	50	47
05:00-06:0	142	169	158	150	149	154	1.64	121	80
06:00-07:0	311	378	364	361	336	350	3.72	153	93
07:00-08:0	497	482	520	520	510	506	5.38	202	119
08:00-09:0	555	580	596	580	597	582	6.18	302	165
09:00-10:0	501	549	529	552	509	528	5.61	410	243
10:00-11:0	503	531	508	518	525	517	5.49	489	343
11:00-12:0	533	581	587	565	580	569	6.05	560	465
12:00-13:0	577	568	553	565	476	548	5.82	589	576
13:00-14:0	539	577	542	564	539	552	5.87	581	546
14:00-15:0	554	533	590	587	601	573	6.09	582	518
15:00-16:0	575	527	557	563	561	557	5.92	594	513
16:00-17:0	622	658	607	660	578	625	6.64	507	564
17:00-18:0	588	612	668	608	606	616	6.55	625	512
18:00-19:0	585	629	598	592	615	604	6.42	541	382
19:00-20:0	536	535	418	568	536	519	5.52	451	395
20:00-21:0	483	511	395	471	440	460	4.89	367	357
21:00-22:0	339	340	312	314	299	321	3.41	312	301
22:00-23:0	253	288	269	296	287	279	2.96	278	251
23:00-24:0	198	204	198	170	212	196	2.08	268	204
24 Hr Total	9242	9624	9331	9543	9295	9410		8409	7180
16 Hr Total	8298	8591	8344	8588	8308	8427		7265	6092
12 Hr Total	6629	6827	6855	6874	6697	6777		5982	4946

Analysis by Day of Week and Peak Hours

Time Perio	Mon	Tue	Wed	Thur	Fri	Avge	%
07:00-07:1	98	113	116	95	103	105	1.12
07:15-07:3	109	116	115	123	134	119	1.26
07:30-07:4	146	135	152	150	133	143	1.52
07:45-08:0	144	118	137	152	140	138	1.47
08:00-08:1	141	141	146	143	132	141	1.5
08:15-08:3	123	143	154	152	127	140	1.49
08:30-08:4	146	160	153	142	167	154	1.64
08:45-09:0	145	136	143	143	171	148	1.57
09:00-09:1	131	119	128	136	137	130	1.38
09:15-09:3	129	159	126	141	125	136	1.45
09:30-09:4	120	130	140	151	123	133	1.41
09:45-10:0	121	141	135	124	124	129	1.37
16:00-16:1	143	153	144	152	138	146	1.55
16:15-16:3	166	181	143	159	155	161	1.71
16:30-16:4	129	171	163	193	154	162	1.72
16:45-17:0	184	153	157	156	131	156	1.66
17:00-17:1	145	159	174	146	138	152	1.62
17:15-17:3	146	147	164	136	160	151	1.6
17:30-17:4	151	157	162	152	143	153	1.63
17:45-18:0	146	149	168	174	165	160	1.7
18:00-18:1	147	164	144	165	154	155	1.65

18:15-18:3	142	153	164	158	138	151	1.6
18:30-18:4	155	146	142	135	176	151	1.6
18:45-19:0	141	166	148	134	147	147	1.56
07:00-09:0	1052	1062	1116	1100	1107	1087	11.56
16:00-18:0	1210	1270	1275	1268	1184	1241	13.19

Classified Axle Traffic Count

Location	CAR21469 STATION ROAD North Of Frederick Road
Dates	22/06/2015 to 01/07/2015
Direction	Southbound
Data	Volume Summary
Coordinate	413011 287496

Northbound Traffic
29/06/2015 - 28/06/2015

Average Weekday - Morning Peaks	Average	Percentage
Standard Peak Hour (08:00-09:00)	455	4.85
Highest AM Peak Hour (07:00-08:00)	545	5.8
Highest AM Peak Period (07:30-07:45)	158	1.68
Average Weekday - Evening Peaks	Average	Percentage
Standard Peak Hour (17:00-18:00)	593	6.32
Highest PM Peak Hour (17:15-18:15)	594	6.33
Highest PM Peak Period (16:00-16:15)	153	1.63
Average Peak Hour		570
Average Hour		391
Average Peak Hour / Average Hour		1.46
7 Day Total		63080

Southbound Traffic
29/06/2015 - 28/06/2015

Average Weekday - Morning Peaks	Average	Percentage
Standard Peak Hour (08:00-09:00)	582	6.18
Highest AM Peak Hour (08:00-09:00)	583	6.2
Highest AM Peak Period (08:30-08:45)	154	1.64
Average Weekday - Evening Peaks	Average	Percentage
Standard Peak Hour (17:00-18:00)	616	6.55
Highest PM Peak Hour (16:15-17:15)	631	6.71
Highest PM Peak Period (16:30-16:45)	162	1.72
Average Peak Hour		607
Average Hour		392
Average Peak Hour / Average Hour		1.55
7 Day Total		62624

* Average=Average weekday count for number of weekdays recorded
** % = Average weekday Hourly rate expressed as a percentage of the average 24 hour count

Stechford Lane ATC 2015

Classified Axle Traffic Count
Location CAR21466 STECHFORD LANE North Of Stechford Road

Date Monday 29/06/2015
Direction Northbound
Coordinate 412554 288104

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	177	160	13	0	0	0	0	0	0	0	0	0	2	2
01:00-02:0	104	95	9	0	0	0	0	0	0	0	0	0	0	0
02:00-03:0	58	49	8	0	0	0	0	0	0	0	0	0	1	0
03:00-04:0	46	36	6	0	0	0	0	0	0	0	0	1	2	1
04:00-05:0	75	57	14	0	0	0	0	0	0	1	0	0	2	1
05:00-06:0	238	193	28	1	0	0	0	0	0	1	0	2	7	6
06:00-07:0	370	286	41	5	1	0	0	0	0	2	0	2	25	8
07:00-08:0	704	566	85	1	1	3	0	0	1	2	0	1	27	17
08:00-09:0	825	686	92	1	0	1	0	0	2	4	0	1	29	9
09:00-10:0	668	522	91	6	1	2	0	0	1	3	0	3	33	6
10:00-11:0	658	521	80	4	2	2	0	0	1	6	0	1	35	6
11:00-12:0	724	583	92	7	0	1	0	1	0	8	0	2	25	5
12:00-13:0	693	552	78	4	0	1	0	0	1	10	0	0	34	13
13:00-14:0	733	588	83	3	2	2	0	0	1	5	0	0	24	25
14:00-15:0	809	658	92	1	2	1	0	0	1	4	0	3	29	18
15:00-16:0	801	645	105	3	0	0	0	0	0	3	0	2	24	19
16:00-17:0	823	694	86	1	0	1	0	0	1	3	1	1	26	9
17:00-18:0	783	681	57	0	0	1	0	0	2	4	0	0	25	13
18:00-19:0	697	612	50	1	0	0	0	0	0	1	0	2	21	10
19:00-20:0	595	535	37	0	0	1	0	0	1	3	0	1	12	5
20:00-21:0	521	473	33	0	0	0	0	0	0	3	0	0	6	6
21:00-22:0	409	367	23	0	0	0	0	0	1	3	1	1	8	5
22:00-23:0	294	254	20	0	0	0	0	0	0	6	0	2	9	3
23:00-24:0	234	202	16	1	0	0	0	0	0	4	0	0	8	3
A.M. Peak														
07:30-07:4	211	166	31	1	0	0	0	0	0	1	0	0	9	3
07:45-08:0	201	163	20	0	0	3	0	0	1	0	0	0	7	7
08:00-08:1	215	182	20	0	0	1	0	0	1	1	0	0	8	2
08:15-08:3	194	155	26	0	0	0	0	0	0	1	0	1	9	2
08:30-08:4	200	176	15	0	0	0	0	0	0	0	0	0	4	5
08:45-09:0	216	173	31	1	0	0	0	0	1	2	0	0	8	0
09:00-09:1	160	130	19	0	0	0	0	0	0	0	0	0	9	2

09:15-09:3	169	140	18	1	0	0	0	0	1	0	0	0	8	1
P.M. Peak														
16:30-16:4	235	197	26	0	0	0	0	0	0	2	0	0	9	1
16:45-17:0	198	177	14	0	0	1	0	0	0	0	0	1	4	1
17:00-17:1	194	165	18	0	0	1	0	0	0	1	0	0	6	3
17:15-17:3	207	182	15	0	0	0	0	0	1	1	0	0	4	4
17:30-17:4	204	181	13	0	0	0	0	0	1	1	0	0	7	1
17:45-18:0	178	153	11	0	0	0	0	0	0	1	0	0	8	5
18:00-18:1	183	164	11	0	0	0	0	0	0	1	0	0	4	3
18:15-18:3	164	144	12	0	0	0	0	0	0	0	0	0	6	2
Summary														
00:00-24:0	12039	10015	1239	39	9	16	0	1	13	76	2	25	414	190
06:00-24:0	11341	9425	1161	38	9	16	0	1	13	74	2	22	400	180
06:00-22:0	10813	8969	1125	37	9	16	0	1	13	64	2	20	383	174
07:00-19:0	8918	7308	991	32	8	15	0	1	11	53	1	16	332	150

Classified Axle Traffic Count
Location CAR21466 STECHFORD LANE North Of Stechford Road

Date Tuesday 30/06/2015
Direction Northbound
Coordinate 412554 288104

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	174	143	21	2	0	1	0	0	0	2	0	2	2	1
01:00-02:0	85	76	5	0	0	0	0	0	0	2	0	0	1	1
02:00-03:0	54	44	7	0	0	0	0	0	0	2	0	1	0	0
03:00-04:0	55	42	8	0	0	0	0	0	0	3	0	0	1	1
04:00-05:0	68	50	9	0	0	0	0	0	0	3	0	1	3	2
05:00-06:0	262	212	27	3	0	0	0	0	0	2	0	2	8	8
06:00-07:0	457	367	49	3	0	0	0	0	0	3	0	0	15	20
07:00-08:0	713	593	71	1	1	0	0	0	0	6	0	1	30	10
08:00-09:0	781	644	86	1	1	2	0	0	1	3	0	3	24	16
09:00-10:0	687	553	82	2	0	0	0	0	0	7	0	3	29	11
10:00-11:0	618	506	67	6	1	1	0	0	0	2	0	2	22	11
11:00-12:0	733	596	81	3	0	3	0	0	0	4	0	4	24	18
12:00-13:0	737	580	100	7	3	4	0	0	0	3	0	1	25	14
13:00-14:0	746	588	91	4	1	1	0	1	3	5	0	1	40	11
14:00-15:0	797	644	104	3	0	2	0	0	3	3	0	0	31	7
15:00-16:0	760	618	88	1	2	2	0	0	1	4	0	0	33	11
16:00-17:0	777	649	73	2	1	0	0	0	2	4	0	2	30	14
17:00-18:0	808	700	56	1	0	2	0	0	4	3	0	0	23	19
18:00-19:0	763	667	60	0	0	0	0	0	1	2	0	3	24	6
19:00-20:0	665	583	52	2	0	0	0	0	0	3	0	0	14	11
20:00-21:0	529	475	33	1	0	0	0	0	0	3	0	2	11	4
21:00-22:0	431	375	34	1	0	0	0	0	0	1	0	1	7	12

22:00-23:0	368	323	25	0	1	0	0	0	0	3	0	3	9	4
23:00-24:0	247	225	9	0	0	1	0	0	0	2	0	0	9	1
A.M. Peak														
07:30-07:4	204	166	21	0	0	0	0	0	0	2	0	1	10	4
07:45-08:0	210	174	23	1	0	0	0	0	0	2	0	0	8	2
08:00-08:1	205	165	26	0	0	1	0	0	0	1	0	2	6	4
08:15-08:3	203	170	19	0	0	0	0	0	1	2	0	1	6	4
08:30-08:4	193	166	19	0	0	0	0	0	0	0	0	0	3	5
08:45-09:0	180	143	22	1	1	1	0	0	0	0	0	0	9	3
09:00-09:1	169	130	20	0	0	0	0	0	0	4	0	1	10	4
09:15-09:3	153	121	21	1	0	0	0	0	0	1	0	0	5	4
P.M. Peak														
16:30-16:4	204	177	11	1	1	0	0	0	0	2	0	0	10	2
16:45-17:0	175	141	20	0	0	0	0	0	0	1	0	1	7	5
17:00-17:1	205	170	21	1	0	2	0	0	2	2	0	0	4	3
17:15-17:3	199	182	9	0	0	0	0	0	0	0	0	0	4	4
17:30-17:4	187	161	12	0	0	0	0	0	2	0	0	0	8	4
17:45-18:0	217	187	14	0	0	0	0	0	0	1	0	0	7	8
18:00-18:1	183	157	20	0	0	0	0	0	1	0	0	0	4	1
18:15-18:3	189	155	18	0	0	0	0	0	0	2	0	1	9	4
Summary														
00:00-24:0	12315	10253	1238	43	11	19	0	1	15	75	0	32	415	213
06:00-24:0	11617	9686	1161	38	11	18	0	1	15	61	0	26	400	200
06:00-22:0	11002	9138	1127	38	10	17	0	1	15	56	0	23	382	195
07:00-19:0	8920	7338	959	31	10	17	0	1	15	46	0	20	335	148

Classified Axle Traffic Count

Location CAR21466 STECHFORD LANE North Of Stechford Road

Date Wednesday 24/06/2015

Direction Northbound

Coordinate 412554 288104

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	139	120	12	0	0	0	0	0	0	3	0	0	3	1
01:00-02:0	120	101	12	0	0	0	0	0	0	5	0	1	0	1
02:00-03:0	51	41	8	0	0	0	0	0	0	1	0	0	1	0
03:00-04:0	54	36	13	0	0	0	0	0	0	3	0	0	2	0
04:00-05:0	76	52	17	0	0	0	0	0	0	3	0	1	3	0
05:00-06:0	234	198	19	2	0	0	0	0	0	3	0	0	8	4
06:00-07:0	445	347	56	3	0	0	0	1	5	1	0	1	17	14
07:00-08:0	697	571	74	1	1	1	0	0	1	3	0	1	31	13
08:00-09:0	790	667	77	1	0	1	0	0	3	6	0	2	22	11
09:00-10:0	702	560	84	2	1	1	0	0	0	3	0	1	29	21
10:00-11:0	680	528	106	2	1	1	0	0	2	5	0	3	27	5
11:00-12:0	726	558	115	2	1	1	0	0	0	3	0	2	33	11

12:00-13:0	684	540	89	3	0	1	0	0	0	5	0	1	35	10
13:00-14:0	737	576	97	5	2	1	0	0	0	6	0	1	36	13
14:00-15:0	763	649	72	2	0	2	0	0	1	2	0	0	27	8
15:00-16:0	833	703	89	1	0	0	0	0	1	4	0	0	28	7
16:00-17:0	819	689	85	0	0	0	0	0	2	5	0	2	28	8
17:00-18:0	808	709	59	0	0	1	0	0	1	3	0	0	24	11
18:00-19:0	685	598	57	0	0	0	0	0	0	2	0	2	21	5
19:00-20:0	577	510	40	0	0	0	0	0	0	3	0	2	15	7
20:00-21:0	512	457	28	0	0	1	0	0	0	4	0	2	9	11
21:00-22:0	404	365	26	0	1	0	0	0	0	1	0	0	8	3
22:00-23:0	318	281	17	0	0	0	0	0	0	5	0	0	8	7
23:00-24:0	217	191	9	1	0	1	0	0	0	4	0	0	9	2
A.M. Peak														
07:30-07:4	203	175	16	0	0	0	0	0	0	0	0	1	7	4
07:45-08:0	210	166	23	1	0	1	0	0	0	1	0	0	12	6
08:00-08:1	201	174	15	0	0	0	0	0	1	2	0	0	5	4
08:15-08:3	222	189	22	0	0	1	0	0	1	1	0	0	6	2
08:30-08:4	192	163	17	1	0	0	0	0	1	1	0	1	7	1
08:45-09:0	175	141	23	0	0	0	0	0	0	2	0	1	4	4
09:00-09:1	203	158	22	0	0	1	0	0	0	2	0	0	12	8
09:15-09:3	173	132	25	1	1	0	0	0	0	0	0	0	8	6
P.M. Peak														
16:30-16:4	198	170	19	0	0	0	0	0	0	0	0	0	8	1
16:45-17:0	186	153	24	0	0	0	0	0	2	0	0	0	6	1
17:00-17:1	212	175	27	0	0	1	0	0	0	1	0	0	3	5
17:15-17:3	214	198	7	0	0	0	0	0	0	1	0	0	7	1
17:30-17:4	194	173	10	0	0	0	0	0	1	0	0	0	6	4
17:45-18:0	188	163	15	0	0	0	0	0	0	1	0	0	8	1
18:00-18:1	177	150	17	0	0	0	0	0	0	2	0	0	6	2
18:15-18:3	175	152	16	0	0	0	0	0	0	0	0	0	6	1
Summary														
00:00-24:0	12071	10047	1261	25	7	12	0	1	16	83	0	22	424	173
06:00-24:0	11397	9499	1180	23	7	12	0	1	16	65	0	20	407	167
06:00-22:0	10862	9027	1154	22	7	11	0	1	16	56	0	20	390	158
07:00-19:0	8924	7348	1004	19	6	10	0	0	11	47	0	15	341	123

Classified Axle Traffic Count

Location CAR21466 STECHFORD LANE North Of Stechford Road

Date Thursday 25/06/2015

Direction Northbound

Coordinate 412554 288104

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	147	119	19	0	0	0	0	0	0	3	0	1	3	2

01:00-02:0	99	81	10	0	0	0	0	0	0	6	0	1	1	0
02:00-03:0	47	35	9	0	0	0	0	0	0	1	0	1	1	0
03:00-04:0	54	42	9	0	0	0	0	0	0	2	0	0	0	1
04:00-05:0	65	43	10	0	0	0	0	0	0	4	0	0	3	5
05:00-06:0	248	206	25	2	0	0	0	0	1	4	0	0	8	2
06:00-07:0	444	350	50	2	0	0	0	0	2	5	0	1	17	17
07:00-08:0	703	559	89	6	1	1	0	1	1	4	0	2	26	13
08:00-09:0	775	648	76	0	0	2	0	0	1	3	0	2	30	13
09:00-10:0	662	517	83	6	1	2	0	0	0	5	0	3	39	6
10:00-11:0	640	492	94	4	0	0	0	0	1	6	0	3	31	9
11:00-12:0	681	524	93	6	1	1	0	1	1	2	0	3	39	10
12:00-13:0	603	481	75	2	1	0	0	0	1	4	0	4	31	4
13:00-14:0	639	507	85	2	1	1	0	0	1	3	0	1	30	8
14:00-15:0	794	644	94	4	0	0	0	0	4	5	1	1	30	11
15:00-16:0	844	710	98	1	0	0	0	0	0	2	0	3	26	4
16:00-17:0	811	672	95	1	0	0	0	0	0	7	0	2	27	7
17:00-18:0	787	700	47	0	0	0	0	0	1	1	0	0	26	12
18:00-19:0	736	634	63	0	1	0	0	0	2	3	0	0	26	7
19:00-20:0	586	540	26	0	1	0	0	0	2	1	0	2	10	4
20:00-21:0	539	496	26	0	0	1	0	0	0	2	0	1	10	3
21:00-22:0	430	393	17	0	0	0	0	0	0	2	0	1	10	7
22:00-23:0	313	274	19	1	0	0	0	0	0	1	0	3	7	8
23:00-24:0	243	219	13	0	0	0	0	0	0	0	0	1	8	2
A.M. Peak														
07:30-07:4	202	154	32	0	0	0	0	0	1	1	0	1	10	3
07:45-08:0	211	173	21	3	1	1	0	0	0	2	0	1	6	3
08:00-08:1	207	177	19	0	0	0	0	0	0	1	0	0	6	4
08:15-08:3	208	173	20	0	0	1	0	0	0	2	0	1	7	4
08:30-08:4	184	152	18	0	0	0	0	0	0	0	0	1	9	4
08:45-09:0	176	146	19	0	0	1	0	0	1	0	0	0	8	1
09:00-09:1	180	139	19	6	1	1	0	0	0	2	0	1	9	2
09:15-09:3	155	124	18	0	0	0	0	0	0	1	0	2	9	1
P.M. Peak														
16:30-16:4	200	172	22	1	0	0	0	0	0	1	0	0	3	1
16:45-17:0	196	166	21	0	0	0	0	0	0	2	0	0	6	1
17:00-17:1	193	169	12	0	0	0	0	0	0	0	0	0	9	3
17:15-17:3	206	183	14	0	0	0	0	0	1	0	0	0	2	6
17:30-17:4	212	188	16	0	0	0	0	0	0	0	0	0	6	2
17:45-18:0	176	160	5	0	0	0	0	0	0	1	0	0	9	1
18:00-18:1	189	163	20	0	0	0	0	0	0	0	0	0	4	2
18:15-18:3	168	144	11	0	0	0	0	0	0	1	0	0	10	2
Summary														
00:00-24:0	11890	9886	1225	37	7	8	0	2	18	76	1	36	439	155
06:00-24:0	11230	9360	1143	35	7	8	0	2	17	56	1	33	423	145
06:00-22:0	10674	8867	1111	34	7	8	0	2	17	55	1	29	408	135
07:00-19:0	8675	7088	992	32	6	7	0	2	13	45	1	24	361	104

Classified Axle Traffic Count
Location CAR21466 STECHFORD LANE North Of Stechford Road

Date Friday 26/06/2015
Direction Northbound
Coordinate 412554 288104

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	169	150	12	0	0	0	0	0	0	5	0	0	2	0
01:00-02:0	102	88	9	0	0	0	0	0	0	2	0	0	2	1
02:00-03:0	58	43	11	0	0	0	0	0	0	0	0	0	2	2
03:00-04:0	66	48	13	0	0	0	0	0	0	3	0	0	2	0
04:00-05:0	81	61	12	0	0	0	0	0	0	3	0	0	3	2
05:00-06:0	266	218	29	1	0	0	0	0	0	4	0	2	7	5
06:00-07:0	420	327	56	1	0	0	0	0	0	1	0	0	20	15
07:00-08:0	694	551	83	6	1	0	0	1	1	7	0	1	32	11
08:00-09:0	765	635	79	3	0	0	0	1	1	5	0	2	20	19
09:00-10:0	718	571	96	0	0	0	0	0	1	7	0	1	34	8
10:00-11:0	623	484	91	0	1	2	0	0	1	6	1	0	32	5
11:00-12:0	806	648	106	6	2	1	0	0	0	4	0	2	23	14
12:00-13:0	875	710	108	2	2	3	0	2	0	7	0	1	29	11
13:00-14:0	826	667	109	0	0	2	0	1	0	4	0	0	27	16
14:00-15:0	737	612	86	1	2	1	0	0	0	3	0	1	28	3
15:00-16:0	862	725	83	3	0	2	0	0	3	3	0	1	32	10
16:00-17:0	792	685	70	2	0	0	0	0	1	2	0	0	26	6
17:00-18:0	805	707	62	0	0	0	0	0	0	1	0	1	27	7
18:00-19:0	793	701	56	1	0	0	0	0	1	4	0	1	22	7
19:00-20:0	681	621	40	0	0	0	0	0	1	2	0	2	11	4
20:00-21:0	538	496	31	0	0	0	0	0	0	1	0	1	7	2
21:00-22:0	361	332	18	1	0	0	0	0	0	0	0	0	7	3
22:00-23:0	389	353	20	2	0	0	0	0	0	3	0	0	8	3
23:00-24:0	315	286	19	0	0	0	0	0	0	0	0	0	8	2
A.M. Peak														
07:30-07:4	197	155	24	1	0	0	0	0	0	1	0	0	12	4
07:45-08:0	209	169	26	2	0	0	0	0	0	2	0	0	10	0
08:00-08:1	193	164	15	1	0	0	0	0	1	0	0	0	3	9
08:15-08:3	195	162	20	1	0	0	0	0	0	1	0	1	5	5
08:30-08:4	192	158	21	1	0	0	0	0	0	1	0	1	6	4
08:45-09:0	185	151	23	0	0	0	0	1	0	3	0	0	6	1
09:00-09:1	197	168	17	0	0	0	0	0	0	1	0	0	8	3
09:15-09:3	155	123	19	0	0	0	0	0	0	1	0	1	10	1
P.M. Peak														
16:30-16:4	176	155	15	0	0	0	0	0	0	0	0	0	5	1
16:45-17:0	213	188	17	2	0	0	0	0	0	0	0	0	5	1
17:00-17:1	208	181	19	0	0	0	0	0	0	0	0	1	4	3

17:15-17:3	205	179	19	0	0	0	0	0	0	0	0	0	6	1
17:30-17:4	207	183	12	0	0	0	0	0	0	1	0	0	10	1
17:45-18:0	185	164	12	0	0	0	0	0	0	0	0	0	7	2
18:00-18:1	201	173	16	0	0	0	0	0	0	3	0	0	6	3
18:15-18:3	184	158	19	0	0	0	0	0	1	0	0	1	4	1

Summary

00:00-24:0	12742	10719	1299	29	8	11	0	5	10	77	1	16	411	156
06:00-24:0	12000	10111	1213	28	8	11	0	5	10	60	1	14	393	146
06:00-22:0	11296	9472	1174	26	8	11	0	5	10	57	1	14	377	141
07:00-19:0	9296	7696	1029	24	8	11	0	5	9	53	1	11	332	117

Classified Axle Traffic Count
Location CAR21466 STECHFORD LANE North Of Stechford Road

Date Date Average Weekday
22/06/2015 to 01/07/2015
Direction Northbound
Coordinate 412554 288104

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	160	138	15	0	0	0	0	0	0	3	0	1	2	1
01:00-02:0	102	88	9	0	0	0	0	0	0	3	0	0	1	1
02:00-03:0	53	42	9	0	0	0	0	0	0	1	0	0	1	0
03:00-04:0	55	41	10	0	0	0	0	0	0	2	0	0	1	1
04:00-05:0	73	53	12	0	0	0	0	0	0	3	0	0	3	2
05:00-06:0	250	205	26	2	0	0	0	0	0	3	0	1	8	5
06:00-07:0	426	335	50	3	0	0	0	0	1	2	0	1	19	15
07:00-08:0	701	568	80	3	1	1	0	0	1	4	0	1	29	13
08:00-09:0	787	656	82	1	0	1	0	0	2	4	0	2	25	14
09:00-10:0	687	545	87	3	1	1	0	0	0	5	0	2	33	10
10:00-11:0	643	506	88	3	1	1	0	0	1	5	0	2	29	7
11:00-12:0	734	582	97	5	1	1	0	0	0	4	0	3	29	12
12:00-13:0	718	573	90	4	1	2	0	0	0	6	0	1	31	10
13:00-14:0	736	585	93	3	1	1	0	0	1	5	0	1	31	15
14:00-15:0	779	641	90	2	1	1	0	0	2	3	0	1	29	9
15:00-16:0	820	680	93	2	0	1	0	0	1	3	0	1	29	10
16:00-17:0	803	678	82	1	0	0	0	0	1	4	0	1	27	9
17:00-18:0	797	699	56	0	0	1	0	0	2	2	0	0	25	12
18:00-19:0	734	642	57	0	0	0	0	0	1	2	0	2	23	7
19:00-20:0	619	558	39	0	0	0	0	0	1	2	0	1	12	6
20:00-21:0	527	479	30	0	0	0	0	0	0	3	0	1	9	5
21:00-22:0	406	366	24	0	0	0	0	0	0	1	0	1	8	6
22:00-23:0	337	297	20	1	0	0	0	0	0	4	0	2	8	5
23:00-24:0	250	225	13	0	0	0	0	0	0	2	0	0	8	2
A.M. Peak														
07:30-07:4	204	163	25	0	0	0	0	0	0	1	0	1	10	4

07:45-08:0	208	169	23	1	0	1	0	0	0	1	0	0	9	4
08:00-08:1	204	172	19	0	0	0	0	0	1	1	0	0	6	5
08:15-08:3	203	170	21	0	0	0	0	0	0	1	0	1	7	3
08:30-08:4	192	163	18	0	0	0	0	0	0	0	0	1	6	4
08:45-09:0	185	151	24	0	0	0	0	0	0	1	0	0	7	2
09:00-09:1	181	145	19	1	0	0	0	0	0	2	0	0	10	4
09:15-09:3	162	128	20	1	0	0	0	0	0	1	0	1	8	3
P.M. Peak														
16:30-16:4	202	174	19	0	0	0	0	0	0	1	0	0	7	1
16:45-17:0	193	165	19	0	0	0	0	0	0	1	0	0	6	2
17:00-17:1	201	172	19	0	0	1	0	0	0	1	0	0	5	3
17:15-17:3	206	185	13	0	0	0	0	0	0	0	0	0	5	3
17:30-17:4	200	177	13	0	0	0	0	0	1	0	0	0	7	2
17:45-18:0	188	165	11	0	0	0	0	0	0	1	0	0	8	3
18:00-18:1	186	161	17	0	0	0	0	0	0	1	0	0	5	2
18:15-18:3	176	151	15	0	0	0	0	0	0	1	0	0	7	2
Summary														
00:00-24:0	12210	10184	1252	35	8	13	0	2	14	77	1	26	421	177
06:00-24:0	11517	9616	1172	32	8	13	0	2	14	63	1	23	405	168
06:00-22:0	10930	9095	1138	31	8	13	0	2	14	58	1	21	388	161
07:00-19:0	8948	7356	995	28	8	12	0	2	12	49	1	17	340	128

Classified Axle Traffic Count

Location CAR21466 STECHFORD LANE North Of Stechford Road

Date Saturday 27/06/2015
Direction Northbound
Coordinate 412554 288104

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	228	204	17	0	0	1	0	0	0	1	0	0	4	1
01:00-02:0	145	135	7	0	0	1	0	0	0	0	0	0	1	1
02:00-03:0	89	78	10	1	0	0	0	0	0	0	0	0	0	0
03:00-04:0	62	52	5	0	0	1	0	0	0	0	0	0	1	3
04:00-05:0	71	60	6	0	0	0	0	0	0	1	0	0	2	2
05:00-06:0	141	120	14	0	0	0	0	1	0	0	0	0	6	0
06:00-07:0	176	143	21	1	0	0	0	0	0	0	0	0	8	3
07:00-08:0	253	200	35	1	0	0	0	0	0	1	0	0	12	4
08:00-09:0	375	315	44	2	0	0	0	0	0	1	0	0	7	6
09:00-10:0	534	446	56	0	0	0	0	0	0	1	0	0	13	18
10:00-11:0	660	572	56	0	0	2	0	0	0	0	0	2	23	5
11:00-12:0	710	612	69	2	1	0	0	0	0	0	0	0	21	5
12:00-13:0	774	677	62	0	1	0	0	1	3	1	0	0	22	7
13:00-14:0	770	680	59	0	0	3	0	1	1	0	0	0	24	2
14:00-15:0	740	670	35	1	0	1	0	0	0	1	0	0	22	10
15:00-16:0	681	611	38	0	0	0	0	1	1	0	0	1	19	10

16:00-17:0	722	633	54	2	0	1	0	0	0	1	0	0	19	12
17:00-18:0	683	626	33	0	0	0	0	0	0	0	0	0	18	6
18:00-19:0	639	582	34	0	0	0	0	0	1	1	0	0	14	7
19:00-20:0	612	570	26	0	1	0	0	0	0	0	0	0	12	3
20:00-21:0	570	517	39	0	0	0	0	0	0	0	0	0	10	4
21:00-22:0	402	370	21	0	0	0	0	0	1	0	0	0	7	3
22:00-23:0	346	317	19	0	0	0	0	0	0	0	0	0	7	3
23:00-24:0	353	324	17	1	0	0	0	0	0	0	0	0	10	1
A.M. Peak														
07:30-07:4	68	54	11	0	0	0	0	0	0	0	0	0	3	0
07:45-08:0	75	63	7	1	0	0	0	0	0	0	0	0	2	2
08:00-08:1	83	66	13	1	0	0	0	0	0	0	0	0	2	1
08:15-08:3	87	74	9	0	0	0	0	0	0	0	0	0	3	1
08:30-08:4	94	78	13	1	0	0	0	0	0	0	0	0	0	2
08:45-09:0	111	97	9	0	0	0	0	0	0	1	0	0	2	2
09:00-09:1	103	83	12	0	0	0	0	0	0	0	0	0	2	6
09:15-09:3	134	117	8	0	0	0	0	0	0	0	0	0	2	7
P.M. Peak														
16:30-16:4	189	168	12	0	0	0	0	0	0	1	0	0	6	2
16:45-17:0	166	148	9	0	0	1	0	0	0	0	0	0	4	4
17:00-17:1	186	172	10	0	0	0	0	0	0	0	0	0	4	0
17:15-17:3	156	145	6	0	0	0	0	0	0	0	0	0	5	0
17:30-17:4	163	148	9	0	0	0	0	0	0	0	0	0	3	3
17:45-18:0	178	161	8	0	0	0	0	0	0	0	0	0	6	3
18:00-18:1	156	143	8	0	0	0	0	0	0	0	0	0	4	1
18:15-18:3	158	145	9	0	0	0	0	0	0	0	0	0	3	1
Summary														
00:00-24:0	10736	9514	777	11	3	10	0	4	7	9	0	3	282	116
06:00-24:0	10000	8865	718	10	3	7	0	3	7	7	0	3	268	109
06:00-22:0	9301	8224	682	9	3	7	0	3	7	7	0	3	251	105
07:00-19:0	7541	6624	575	8	2	7	0	3	6	7	0	3	214	92

Classified Axle Traffic Count

Location CAR21466 STECHFORD LANE North Of Stechford Road

Date Sunday 28/06/2015

Direction Northbound

Coordinate 412554 288104

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	231	217	9	0	1	0	0	0	0	0	0	0	1	3
01:00-02:0	177	167	9	0	0	0	0	0	0	1	0	0	0	0
02:00-03:0	102	96	6	0	0	0	0	0	0	0	0	0	0	0
03:00-04:0	72	64	8	0	0	0	0	0	0	0	0	0	0	0
04:00-05:0	58	50	7	0	0	0	0	0	0	0	0	0	0	1
05:00-06:0	91	80	10	0	0	0	0	0	0	0	0	0	1	0

06:00-07:0	112	94	17	0	0	0	0	0	0	0	0	0	0	1
07:00-08:0	157	129	18	0	0	1	0	0	1	0	0	0	2	6
08:00-09:0	178	150	18	0	0	1	0	1	0	1	0	0	4	3
09:00-10:0	256	217	23	2	1	1	0	0	0	1	0	0	5	6
10:00-11:0	470	429	28	1	1	1	0	0	0	0	0	0	8	2
11:00-12:0	613	564	39	0	0	0	0	0	0	0	0	0	8	2
12:00-13:0	652	607	32	0	0	0	0	0	1	1	0	0	7	4
13:00-14:0	694	637	44	0	0	0	0	0	0	1	0	0	8	4
14:00-15:0	743	676	54	0	0	0	0	0	0	0	0	0	8	5
15:00-16:0	741	693	33	0	1	0	0	0	0	3	0	0	8	3
16:00-17:0	630	586	25	0	0	0	0	0	1	0	0	1	10	7
17:00-18:0	550	505	33	0	0	0	0	0	0	0	0	0	7	5
18:00-19:0	519	467	36	1	0	0	0	0	0	0	0	0	10	5
19:00-20:0	512	472	28	0	0	0	0	0	1	0	0	0	7	4
20:00-21:0	486	440	35	0	0	1	0	0	0	0	0	0	7	3
21:00-22:0	339	309	17	0	0	0	0	0	1	0	0	0	7	5
22:00-23:0	316	283	21	0	0	0	0	0	0	2	0	0	7	3
23:00-24:0	214	191	14	0	0	0	0	0	0	0	0	0	8	1
A.M. Peak														
07:30-07:4	43	39	3	0	0	0	0	0	0	0	0	0	0	1
07:45-08:0	49	38	7	0	0	1	0	0	0	0	0	0	1	2
08:00-08:1	48	41	6	0	0	0	0	0	0	0	0	0	1	0
08:15-08:3	45	35	5	0	0	0	0	1	0	1	0	0	1	2
08:30-08:4	43	36	4	0	0	0	0	0	0	0	0	0	2	1
08:45-09:0	42	38	3	0	0	1	0	0	0	0	0	0	0	0
09:00-09:1	51	38	7	2	1	0	0	0	0	0	0	0	1	2
09:15-09:3	53	46	4	0	0	1	0	0	0	0	0	0	1	1
P.M. Peak														
16:30-16:4	167	152	10	0	0	0	0	0	0	0	0	0	3	2
16:45-17:0	149	141	3	0	0	0	0	0	0	0	0	0	3	2
17:00-17:1	124	118	6	0	0	0	0	0	0	0	0	0	0	0
17:15-17:3	161	144	12	0	0	0	0	0	0	0	0	0	4	1
17:30-17:4	134	125	5	0	0	0	0	0	0	0	0	0	1	3
17:45-18:0	131	118	10	0	0	0	0	0	0	0	0	0	2	1
18:00-18:1	130	116	7	0	0	0	0	0	0	0	0	0	4	3
18:15-18:3	116	105	10	0	0	0	0	0	0	0	0	0	1	0
Summary														
00:00-24:0	8913	8123	564	4	4	5	0	1	5	10	0	1	123	73
06:00-24:0	8182	7449	515	4	3	5	0	1	5	9	0	1	121	69
06:00-22:0	7652	6975	480	4	3	5	0	1	5	7	0	1	106	65
07:00-19:0	6203	5660	383	4	3	4	0	1	3	7	0	1	85	52

Classified Axle Traffic Count

Location CAR21466 STECHFORD LANE North Of Stechford Road

Date Monday 29/06/2015

Direction Southbound
Coordinate 412554 288104

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	150	139	8	0	0	1	0	0	0	0	0	0	2	0
01:00-02:0	82	75	6	0	0	0	0	0	0	1	0	0	0	0
02:00-03:0	64	56	6	0	0	0	0	0	0	0	0	0	1	1
03:00-04:0	56	48	6	0	0	0	0	0	0	0	0	0	1	1
04:00-05:0	59	50	7	0	0	0	0	0	0	0	0	0	1	1
05:00-06:0	172	153	7	1	0	0	0	0	0	0	0	1	3	7
06:00-07:0	359	285	39	1	1	1	0	0	0	0	1	2	11	18
07:00-08:0	689	574	67	2	0	3	0	0	0	4	5	0	15	19
08:00-09:0	745	601	81	2	0	6	0	0	0	2	7	1	23	22
09:00-10:0	614	495	74	4	1	4	0	0	0	1	0	2	24	9
10:00-11:0	624	495	83	4	0	2	0	0	0	2	2	1	24	11
11:00-12:0	743	592	88	2	2	6	0	1	0	4	2	1	21	24
12:00-13:0	721	588	71	1	0	1	0	0	1	3	2	1	22	31
13:00-14:0	716	599	58	4	2	1	0	0	1	3	4	3	22	19
14:00-15:0	797	666	64	4	0	2	0	0	0	1	1	0	24	35
15:00-16:0	735	615	61	3	0	3	0	1	2	3	2	3	22	20
16:00-17:0	800	683	59	6	0	4	0	0	0	2	2	0	23	21
17:00-18:0	784	678	58	2	0	0	0	0	0	0	3	1	15	27
18:00-19:0	784	694	46	2	0	2	0	0	0	3	1	0	20	16
19:00-20:0	631	578	32	0	0	0	0	0	1	2	0	1	7	10
20:00-21:0	614	550	33	1	0	1	0	0	2	4	2	1	9	11
21:00-22:0	425	396	16	0	0	0	0	0	0	2	1	0	5	5
22:00-23:0	297	271	17	1	0	0	0	0	0	2	1	0	4	1
23:00-24:0	229	205	12	1	0	2	0	0	0	1	0	0	6	2
A.M. Peak														
07:30-07:4	186	157	20	0	0	0	0	0	0	1	1	0	3	4
07:45-08:0	185	156	13	2	0	1	0	0	0	0	1	0	5	7
08:00-08:1	179	140	22	0	0	1	0	0	0	1	0	0	8	7
08:15-08:3	169	135	16	1	0	0	0	0	0	0	6	0	5	6
08:30-08:4	220	182	22	0	0	2	0	0	0	1	1	1	6	5
08:45-09:0	177	144	21	1	0	3	0	0	0	0	0	0	4	4
09:00-09:1	158	126	22	1	0	1	0	0	0	0	0	0	7	1
09:15-09:3	159	129	19	0	1	1	0	0	0	0	0	1	6	2
P.M. Peak														
16:30-16:4	166	139	14	1	0	2	0	0	0	1	0	0	6	3
16:45-17:0	200	169	15	2	0	2	0	0	0	0	1	0	7	4
17:00-17:1	213	171	23	1	0	0	0	0	0	0	2	0	4	12
17:15-17:3	182	166	7	0	0	0	0	0	0	0	0	1	3	5
17:30-17:4	198	171	18	1	0	0	0	0	0	0	1	0	2	5
17:45-18:0	191	170	10	0	0	0	0	0	0	0	0	0	6	5
18:00-18:1	199	172	15	1	0	0	0	0	0	0	0	0	8	3
18:15-18:3	208	180	18	0	0	1	0	0	0	1	0	0	5	3

Summary

00:00-24:0	11890	10086	999	41	6	39	0	2	7	40	36	18	305	311
06:00-24:0	11307	9565	959	40	6	38	0	2	7	39	36	17	297	301
06:00-22:0	10781	9089	930	38	6	36	0	2	7	36	35	17	287	298
07:00-19:0	8752	7280	810	36	5	34	0	2	4	28	31	13	255	254

Classified Axle Traffic Count

Location CAR21466 STECHFORD LANE North Of Stechford Road

Date Tuesday 30/06/2015

Direction Southbound

Coordinate 412554 288104

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	160	140	10	0	0	0	0	0	0	3	0	1	4	2
01:00-02:0	120	105	8	0	0	0	0	0	0	3	0	1	3	0
02:00-03:0	68	54	8	0	0	0	0	0	0	0	0	1	0	5
03:00-04:0	54	43	4	0	0	0	0	0	0	3	0	3	1	0
04:00-05:0	73	63	5	1	0	0	0	0	0	0	1	0	2	1
05:00-06:0	189	156	15	1	0	0	0	0	0	2	1	2	4	8
06:00-07:0	415	329	42	0	0	1	0	0	0	3	1	3	12	24
07:00-08:0	695	581	63	2	0	4	0	0	0	2	8	1	23	11
08:00-09:0	754	611	80	6	0	2	0	1	1	1	7	0	19	26
09:00-10:0	648	511	81	5	1	2	0	0	1	1	3	2	19	22
10:00-11:0	682	534	86	6	2	0	0	0	0	7	1	0	30	16
11:00-12:0	705	559	88	1	1	3	0	1	0	3	5	0	26	18
12:00-13:0	716	588	69	3	0	4	0	0	1	4	3	0	22	22
13:00-14:0	724	586	81	5	1	3	0	0	1	4	2	0	22	19
14:00-15:0	797	658	83	3	0	4	0	0	0	0	1	1	26	21
15:00-16:0	738	613	66	3	1	1	0	1	2	3	2	2	22	22
16:00-17:0	821	695	65	4	0	1	0	0	0	0	4	1	23	28
17:00-18:0	795	687	60	1	0	2	0	0	0	2	0	0	18	25
18:00-19:0	762	685	41	0	0	0	0	0	1	1	2	0	19	13
19:00-20:0	671	593	47	3	0	0	0	0	0	4	0	0	12	12
20:00-21:0	631	561	39	0	0	2	0	2	0	1	4	1	9	12
21:00-22:0	421	381	21	1	0	0	0	0	0	1	1	0	6	10
22:00-23:0	344	320	14	0	0	0	0	0	0	0	1	1	4	4
23:00-24:0	274	247	9	0	0	2	0	0	0	1	1	1	9	4
A.M. Peak														
07:30-07:4	179	152	16	1	0	1	0	0	0	1	0	0	5	3
07:45-08:0	190	157	17	0	0	2	0	0	0	0	4	1	7	2
08:00-08:1	185	153	18	0	0	1	0	0	0	0	2	0	6	5
08:15-08:3	220	177	19	4	0	0	0	0	1	1	1	0	5	12
08:30-08:4	199	161	24	0	0	0	0	1	0	0	2	0	7	4
08:45-09:0	150	120	19	2	0	1	0	0	0	0	2	0	1	5
09:00-09:1	149	113	19	2	0	0	0	0	0	0	0	1	7	7

09:15-09:3	164	128	26	1	0	1	0	0	0	0	1	0	4	3
P.M. Peak														
16:30-16:4	204	171	16	1	0	0	0	0	0	0	0	0	5	11
16:45-17:0	221	190	14	1	0	0	0	0	0	0	2	0	9	5
17:00-17:1	194	173	15	0	0	0	0	0	0	0	0	0	2	4
17:15-17:3	203	181	10	0	0	1	0	0	0	1	0	0	4	6
17:30-17:4	209	171	21	1	0	1	0	0	0	1	0	0	6	8
17:45-18:0	189	162	14	0	0	0	0	0	0	0	0	0	6	7
18:00-18:1	185	168	8	0	0	0	0	0	0	0	1	0	4	4
18:15-18:3	207	185	8	0	0	0	0	0	0	1	1	0	8	4
Summary														
00:00-24:0	12257	10300	1085	45	6	31	0	5	7	49	48	21	335	325
06:00-24:0	11593	9739	1035	43	6	31	0	5	7	38	46	13	321	309
06:00-22:0	10975	9172	1012	43	6	29	0	5	7	37	44	11	308	301
07:00-19:0	8837	7308	863	39	6	26	0	3	7	28	38	7	269	243

Classified Axle Traffic Count
Location CAR21466 STECHFORD LANE North Of Stechford Road

Date Wednesday 24/06/2015
Direction Southbound
Coordinate 412554 288104

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L	Var 2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	174	162	7	0	0	0	0	0	0	2	1	0	2	0
01:00-02:0	98	86	8	0	0	0	0	0	0	1	1	0	1	1
02:00-03:0	71	58	6	0	0	0	0	0	0	2	0	0	3	2
03:00-04:0	63	48	9	1	0	0	0	0	0	3	0	0	0	2
04:00-05:0	71	59	6	1	0	0	0	0	0	1	0	0	2	2
05:00-06:0	183	155	7	2	0	1	0	1	0	1	1	4	4	7
06:00-07:0	400	326	32	2	2	2	0	0	0	1	2	1	14	18
07:00-08:0	678	558	67	6	0	0	0	0	1	0	5	1	16	24
08:00-09:0	786	651	72	2	0	4	0	0	1	0	4	3	27	22
09:00-10:0	692	560	76	3	1	1	0	0	1	3	4	1	30	12
10:00-11:0	653	515	84	1	1	1	0	0	0	1	4	0	29	17
11:00-12:0	650	512	82	2	1	4	0	1	0	4	3	4	23	14
12:00-13:0	714	572	74	2	1	6	0	0	0	6	4	1	23	25
13:00-14:0	698	573	70	2	0	0	0	0	0	4	5	2	26	16
14:00-15:0	809	673	83	2	0	3	0	0	0	2	4	0	22	20
15:00-16:0	728	624	49	2	2	2	0	0	1	2	5	1	15	25
16:00-17:0	784	668	67	1	0	1	0	0	2	1	2	0	21	21
17:00-18:0	798	696	48	0	0	1	0	0	0	3	1	1	22	26
18:00-19:0	722	647	35	1	0	1	0	0	0	1	1	1	19	16
19:00-20:0	424	389	20	0	0	1	0	0	1	0	0	0	8	5
20:00-21:0	415	373	21	0	0	1	0	0	0	2	0	2	10	6
21:00-22:0	382	349	18	0	0	0	0	0	1	3	1	0	5	5

22:00-23:0	323	296	12	0	1	0	0	0	1	3	1	0	4	5
23:00-24:0	267	239	14	0	0	0	0	0	0	0	1	1	4	8
A.M. Peak														
07:30-07:4	189	162	16	1	0	0	0	0	0	0	0	0	3	7
07:45-08:0	178	152	12	2	0	0	0	0	0	0	3	0	4	5
08:00-08:1	192	155	21	0	0	0	0	0	0	0	1	0	8	7
08:15-08:3	210	174	21	0	0	1	0	0	0	0	1	0	7	6
08:30-08:4	212	169	22	2	0	1	0	0	1	0	2	1	8	6
08:45-09:0	172	153	8	0	0	2	0	0	0	0	0	2	4	3
09:00-09:1	166	137	14	1	0	0	0	0	0	1	1	0	9	3
09:15-09:3	177	143	23	1	1	0	0	0	0	1	0	0	6	2
P.M. Peak														
16:30-16:4	200	174	15	1	0	0	0	0	1	0	0	0	3	6
16:45-17:0	198	168	15	0	0	1	0	0	0	0	1	0	6	7
17:00-17:1	186	156	14	0	0	0	0	0	0	1	0	0	9	6
17:15-17:3	225	198	10	0	0	1	0	0	0	0	0	1	4	11
17:30-17:4	210	181	16	0	0	0	0	0	0	1	0	0	7	5
17:45-18:0	177	161	8	0	0	0	0	0	0	1	1	0	2	4
18:00-18:1	183	163	9	0	0	1	0	0	0	0	0	0	6	4
18:15-18:3	203	182	10	1	0	0	0	0	0	0	0	0	8	2
Summary														
00:00-24:0	11583	9789	967	30	9	29	0	2	9	46	50	23	330	299
06:00-24:0	10923	9221	924	26	9	28	0	1	9	36	47	19	318	285
06:00-22:0	10333	8686	898	26	8	28	0	1	8	33	45	18	310	272
07:00-19:0	8712	7249	807	24	6	24	0	1	6	27	42	15	273	238

Classified Axle Traffic Count

Location CAR21466 STECHFORD LANE North Of Stechford Road

Date Thursday 25/06/2015

Direction Southbound

Coordinate 412554 288104

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	187	163	11	1	0	1	0	0	0	3	0	1	5	2
01:00-02:0	81	67	11	0	0	0	0	0	0	1	0	1	1	0
02:00-03:0	66	51	8	0	0	0	0	0	0	2	0	0	0	5
03:00-04:0	47	39	3	0	0	0	0	0	0	2	0	0	0	3
04:00-05:0	58	45	8	0	0	1	0	0	0	1	0	0	1	2
05:00-06:0	168	140	8	0	0	0	0	0	0	4	0	2	3	11
06:00-07:0	418	346	33	5	1	3	0	0	0	2	2	0	11	15
07:00-08:0	699	581	68	3	2	2	0	1	0	1	3	0	12	26
08:00-09:0	751	624	69	4	1	4	0	1	0	2	5	1	22	18
09:00-10:0	645	530	64	5	1	2	0	0	1	1	1	2	21	17
10:00-11:0	636	495	87	2	1	1	1	0	0	2	2	2	28	15
11:00-12:0	655	531	71	4	1	0	0	2	0	1	1	2	22	20

12:00-13:0	739	610	74	4	1	8	0	0	0	2	5	2	16	17
13:00-14:0	700	575	75	3	2	1	0	1	0	2	1	1	18	21
14:00-15:0	789	669	61	1	0	0	0	0	0	4	5	0	25	24
15:00-16:0	739	618	78	1	1	1	0	0	1	3	0	0	19	17
16:00-17:0	810	705	60	1	0	3	0	0	0	0	2	0	18	21
17:00-18:0	785	691	47	0	0	2	0	0	0	2	5	0	15	23
18:00-19:0	722	640	42	1	0	2	0	0	1	1	4	0	15	16
19:00-20:0	649	580	40	1	0	3	0	0	0	1	2	1	9	12
20:00-21:0	591	534	33	1	0	2	0	1	0	1	2	0	4	13
21:00-22:0	450	415	12	0	0	0	0	0	1	1	1	0	8	12
22:00-23:0	324	299	7	1	0	2	0	0	0	4	3	2	4	2
23:00-24:0	235	210	9	0	0	0	0	0	0	3	2	0	6	5
A.M. Peak														
07:30-07:4	182	154	13	0	0	0	0	0	0	0	2	0	4	9
07:45-08:0	183	156	17	2	0	1	0	0	0	0	1	0	2	4
08:00-08:1	198	163	16	0	1	2	0	0	0	0	5	0	6	5
08:15-08:3	190	163	15	0	0	0	0	0	0	0	0	1	6	5
08:30-08:4	217	184	22	1	0	0	0	0	0	0	0	0	6	4
08:45-09:0	146	114	16	3	0	2	0	1	0	2	0	0	4	4
09:00-09:1	172	142	14	4	0	0	0	0	0	0	1	0	4	7
09:15-09:3	161	133	12	0	0	1	0	0	0	0	0	2	7	6
P.M. Peak														
16:30-16:4	199	180	12	1	0	1	0	0	0	0	0	0	3	2
16:45-17:0	205	179	11	0	0	1	0	0	0	0	0	0	5	9
17:00-17:1	211	182	16	0	0	0	0	0	0	0	0	0	3	10
17:15-17:3	181	152	12	0	0	1	0	0	0	1	1	0	6	8
17:30-17:4	215	194	11	0	0	1	0	0	0	0	2	0	4	3
17:45-18:0	178	163	8	0	0	0	0	0	0	1	2	0	2	2
18:00-18:1	196	179	9	0	0	1	0	0	0	0	0	0	4	3
18:15-18:3	196	173	10	0	0	1	0	0	0	1	2	0	4	5
Summary														
00:00-24:0	11944	10158	979	38	11	38	1	6	4	46	46	17	283	317
06:00-24:0	11337	9653	930	37	11	36	1	6	4	33	46	13	273	294
06:00-22:0	10778	9144	914	36	11	34	1	6	4	26	41	11	263	287
07:00-19:0	8670	7269	796	29	10	26	1	5	3	21	34	10	231	235

Classified Axle Traffic Count
Location CAR21466 STECHFORD LANE North Of Stechford Road

Date Friday 26/06/2015
Direction Southbound
Coordinate 412554 288104

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	160	143	10	1	0	0	0	0	0	0	0	0	4	2

01:00-02:0	120	102	8	0	0	0	0	1	0	3	1	2	2	1
02:00-03:0	72	58	6	0	1	0	0	0	0	1	0	0	2	4
03:00-04:0	57	47	8	0	0	0	0	0	0	1	0	0	0	1
04:00-05:0	50	38	6	1	0	0	0	0	0	3	0	0	2	0
05:00-06:0	178	149	10	1	0	0	0	0	0	1	0	2	5	10
06:00-07:0	419	347	35	0	0	0	0	0	0	5	2	2	12	16
07:00-08:0	678	553	66	3	2	3	0	0	0	2	6	1	22	20
08:00-09:0	742	617	77	2	0	2	0	1	0	3	3	1	16	20
09:00-10:0	626	489	78	2	1	8	0	0	1	4	1	6	19	17
10:00-11:0	668	543	75	5	0	1	0	0	2	3	2	3	21	13
11:00-12:0	763	634	73	4	0	1	0	1	0	1	4	0	23	22
12:00-13:0	715	585	77	1	1	4	0	0	0	2	5	0	23	17
13:00-14:0	801	693	66	1	1	3	0	0	0	1	6	0	17	13
14:00-15:0	802	687	65	2	0	2	0	2	0	0	6	0	24	14
15:00-16:0	739	636	60	2	1	1	0	0	0	0	4	0	16	19
16:00-17:0	794	685	58	1	0	3	0	0	1	3	1	1	23	18
17:00-18:0	769	674	61	1	1	2	0	0	0	1	5	0	10	14
18:00-19:0	802	717	52	1	1	0	0	0	0	0	4	0	15	12
19:00-20:0	669	595	37	1	1	0	0	0	0	1	1	0	13	20
20:00-21:0	562	513	29	0	0	0	0	0	0	2	0	1	6	11
21:00-22:0	409	368	25	0	0	1	0	0	0	1	1	0	4	9
22:00-23:0	387	349	20	1	0	0	0	0	0	1	2	1	3	10
23:00-24:0	305	282	13	0	0	0	0	0	0	1	1	0	6	2
A.M. Peak														
07:30-07:4	184	152	17	0	0	1	0	0	0	1	2	0	7	4
07:45-08:0	198	157	20	0	2	1	0	0	0	0	1	1	6	10
08:00-08:1	169	136	18	1	0	2	0	0	0	0	1	0	4	7
08:15-08:3	184	148	27	0	0	0	0	1	0	0	1	0	4	3
08:30-08:4	209	183	17	0	0	0	0	0	0	3	0	0	2	4
08:45-09:0	180	150	15	1	0	0	0	0	0	0	1	1	6	6
09:00-09:1	140	108	12	1	1	4	0	0	0	1	0	3	5	5
09:15-09:3	160	121	22	1	0	2	0	0	0	1	0	2	3	8
P.M. Peak														
16:30-16:4	219	190	18	0	0	2	0	0	1	1	0	0	5	2
16:45-17:0	186	163	10	0	0	1	0	0	0	1	0	1	6	4
17:00-17:1	197	174	18	0	0	1	0	0	0	0	1	0	3	0
17:15-17:3	178	153	13	0	1	0	0	0	0	0	2	0	2	7
17:30-17:4	206	180	18	1	0	0	0	0	0	0	0	0	3	4
17:45-18:0	188	167	12	0	0	1	0	0	0	1	2	0	2	3
18:00-18:1	211	189	9	0	1	0	0	0	0	0	2	0	5	5
18:15-18:3	204	184	12	1	0	0	0	0	0	0	0	0	4	3
Summary														
00:00-24:0	12287	10504	1015	30	10	31	0	5	4	40	55	20	288	285
06:00-24:0	11650	9967	967	27	9	31	0	4	4	31	54	16	273	267
06:00-22:0	10958	9336	934	26	9	31	0	4	4	29	51	15	264	255
07:00-19:0	8899	7513	808	25	8	30	0	4	4	20	47	12	229	199

Classified Axle Traffic Count
Location CAR21466 STECHFORD LANE North Of Stechford Road

Date Date Average Weekday
22/06/2015 to 01/07/2015
Direction Southbound
Coordinate 412554 288104

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	164	149	9	0	0	0	0	0	0	2	0	0	3	1
01:00-02:0	99	87	8	0	0	0	0	0	0	2	0	1	1	0
02:00-03:0	67	55	7	0	0	0	0	0	0	1	0	0	1	3
03:00-04:0	55	45	6	0	0	0	0	0	0	2	0	1	0	1
04:00-05:0	62	51	6	1	0	0	0	0	0	1	0	0	2	1
05:00-06:0	178	151	9	1	0	0	0	0	0	2	0	2	4	9
06:00-07:0	403	327	36	2	1	1	0	0	0	2	2	2	12	18
07:00-08:0	687	569	66	3	1	2	0	0	0	2	5	1	18	20
08:00-09:0	756	621	76	3	0	4	0	1	0	2	5	1	21	22
09:00-10:0	646	517	75	4	1	3	0	0	1	2	2	3	23	15
10:00-11:0	651	516	83	4	1	1	0	0	0	3	2	1	26	14
11:00-12:0	704	566	80	3	1	3	0	1	0	3	3	1	23	20
12:00-13:0	721	589	73	2	1	5	0	0	0	3	4	1	21	22
13:00-14:0	728	605	70	3	1	2	0	0	0	3	4	1	21	18
14:00-15:0	797	671	71	2	0	2	0	0	0	1	3	0	24	23
15:00-16:0	736	621	63	2	1	2	0	0	1	2	3	1	19	21
16:00-17:0	802	687	62	3	0	2	0	0	1	1	2	0	22	22
17:00-18:0	786	685	55	1	0	1	0	0	0	2	3	0	16	23
18:00-19:0	758	677	43	1	0	1	0	0	0	1	2	0	18	15
19:00-20:0	609	547	35	1	0	1	0	0	0	2	1	0	10	12
20:00-21:0	563	506	31	0	0	1	0	1	0	2	2	1	8	11
21:00-22:0	417	382	18	0	0	0	0	0	0	2	1	0	6	8
22:00-23:0	335	307	14	1	0	0	0	0	0	2	2	1	4	4
23:00-24:0	261	237	11	0	0	1	0	0	0	1	1	0	6	4
A.M. Peak														
07:30-07:4	182	155	16	0	0	0	0	0	0	1	1	0	4	5
07:45-08:0	187	156	16	1	0	1	0	0	0	0	2	0	5	6
08:00-08:1	183	149	19	0	0	1	0	0	0	0	2	0	6	6
08:15-08:3	193	159	20	1	0	0	0	0	0	0	2	0	5	6
08:30-08:4	212	176	21	1	0	1	0	0	0	1	1	0	6	5
08:45-09:0	165	136	16	1	0	2	0	0	0	0	1	1	4	4
09:00-09:1	156	125	16	2	0	1	0	0	0	0	0	1	6	5
09:15-09:3	163	131	20	1	0	1	0	0	0	0	0	1	5	4
P.M. Peak														
16:30-16:4	197	171	15	1	0	1	0	0	0	0	0	0	4	5
16:45-17:0	203	174	13	1	0	1	0	0	0	0	1	0	7	6

17:00-17:1	199	171	17	0	0	0	0	0	0	0	1	0	4	6
17:15-17:3	193	170	10	0	0	1	0	0	0	0	1	0	4	7
17:30-17:4	207	179	17	1	0	0	0	0	0	0	1	0	4	5
17:45-18:0	185	165	10	0	0	0	0	0	0	1	1	0	4	4
18:00-18:1	194	174	10	0	0	0	0	0	0	0	1	0	5	4
18:15-18:3	204	181	12	0	0	0	0	0	0	1	1	0	6	3
Summary														
00:00-24:0	11991	10167	1009	37	8	34	0	4	6	44	47	20	308	307
06:00-24:0	11362	9629	963	35	8	33	0	4	6	35	46	16	296	291
06:00-22:0	10765	9085	938	34	8	32	0	4	6	32	43	14	286	283
07:00-19:0	8774	7324	817	31	7	28	0	3	5	25	38	11	251	234

Classified Axle Traffic Count

Location CAR21466 STECHFORD LANE North Of Stechford Road

Date Saturday 27/06/2015

Direction Southbound

Coordinate 412554 288104

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	246	223	13	0	0	1	0	0	0	3	0	0	4	2
01:00-02:0	134	123	7	0	0	0	0	0	0	0	0	0	2	2
02:00-03:0	98	92	4	0	0	0	0	0	0	1	0	0	0	1
03:00-04:0	72	60	8	1	0	0	0	0	0	1	0	0	1	1
04:00-05:0	68	60	7	1	0	0	0	0	0	0	0	0	0	0
05:00-06:0	126	110	4	0	0	0	0	0	0	0	0	1	4	7
06:00-07:0	183	147	19	0	0	1	0	0	0	0	0	1	9	6
07:00-08:0	249	203	32	0	2	1	0	0	0	0	0	1	8	2
08:00-09:0	329	271	33	1	0	3	0	0	0	0	1	0	11	9
09:00-10:0	397	330	38	0	0	0	0	0	0	0	0	2	13	14
10:00-11:0	576	508	38	0	1	4	0	0	0	1	2	0	16	6
11:00-12:0	674	591	52	0	0	1	0	0	0	0	2	0	19	9
12:00-13:0	778	700	48	0	0	1	0	0	1	0	0	0	19	9
13:00-14:0	742	670	42	2	0	1	0	0	0	0	2	1	13	11
14:00-15:0	768	697	37	0	0	0	0	0	2	0	6	1	13	12
15:00-16:0	740	665	33	0	1	2	0	1	0	1	7	0	18	12
16:00-17:0	730	672	25	0	0	0	0	0	0	0	3	0	15	15
17:00-18:0	777	707	39	0	0	2	0	0	0	0	1	0	15	13
18:00-19:0	678	620	29	0	0	1	0	0	0	1	1	0	13	13
19:00-20:0	582	530	32	0	0	0	0	1	0	1	2	0	11	5
20:00-21:0	505	471	23	0	1	0	0	0	0	0	1	0	4	5
21:00-22:0	360	329	21	0	1	0	0	0	0	0	0	0	5	4
22:00-23:0	391	368	12	0	0	0	0	0	0	0	2	0	5	4
23:00-24:0	327	304	11	0	0	0	0	0	0	0	2	0	5	5
A.M. Peak														
07:30-07:4	73	60	10	0	0	0	0	0	0	0	0	1	1	1

07:45-08:0	68	51	14	0	0	0	0	0	0	0	0	0	2	1
08:00-08:1	63	53	5	0	0	0	0	0	0	0	1	0	3	1
08:15-08:3	94	76	12	0	0	1	0	0	0	0	0	0	2	3
08:30-08:4	86	70	9	0	0	0	0	0	0	0	0	0	4	3
08:45-09:0	86	72	7	1	0	2	0	0	0	0	0	0	2	2
09:00-09:1	73	62	4	0	0	0	0	0	0	0	0	0	3	4
09:15-09:3	96	79	10	0	0	0	0	0	0	0	0	1	3	3
P.M. Peak														
16:30-16:4	199	181	6	0	0	0	0	0	0	0	0	0	4	8
16:45-17:0	189	176	6	0	0	0	0	0	0	0	3	0	3	1
17:00-17:1	184	168	7	0	0	1	0	0	0	0	1	0	4	3
17:15-17:3	189	173	8	0	0	0	0	0	0	0	0	0	5	3
17:30-17:4	220	198	16	0	0	0	0	0	0	0	0	0	3	3
17:45-18:0	184	168	8	0	0	1	0	0	0	0	0	0	3	4
18:00-18:1	170	153	7	0	0	0	0	0	0	0	1	0	3	6
18:15-18:3	160	147	9	0	0	0	0	0	0	0	0	0	4	0
Summary														
00:00-24:0	10530	9451	607	5	6	18	0	2	3	9	32	7	223	167
06:00-24:0	9786	8783	564	3	6	17	0	2	3	4	32	6	212	154
06:00-22:0	9068	8111	541	3	6	17	0	2	3	4	28	6	202	145
07:00-19:0	7438	6634	446	3	4	16	0	1	3	3	25	5	173	125

Classified Axle Traffic Count

Location CAR21466 STECHFORD LANE North Of Stechford Road

Date Sunday 28/06/2015
Direction Southbound
Coordinate 412554 288104

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	263	243	13	0	0	0	0	0	0	0	0	1	3	3
01:00-02:0	169	162	6	0	0	0	0	0	0	0	0	0	0	1
02:00-03:0	122	115	5	1	0	0	0	0	0	0	0	0	0	1
03:00-04:0	77	67	8	0	0	0	0	0	0	0	0	0	0	2
04:00-05:0	62	60	1	0	1	0	0	0	0	0	0	0	0	0
05:00-06:0	90	81	6	0	0	0	0	0	0	0	0	0	0	3
06:00-07:0	108	93	10	0	0	1	0	0	0	0	0	0	2	2
07:00-08:0	148	133	9	0	0	0	0	0	0	0	0	0	3	3
08:00-09:0	141	122	11	0	0	0	0	0	0	0	0	0	5	3
09:00-10:0	245	220	14	0	0	1	0	0	0	0	0	0	8	2
10:00-11:0	384	339	27	1	0	1	0	1	1	0	2	1	8	3
11:00-12:0	514	477	22	0	0	0	0	0	0	0	2	0	6	7
12:00-13:0	708	665	28	1	0	2	0	0	0	0	2	0	5	5
13:00-14:0	717	648	41	0	1	0	0	0	0	1	4	0	6	16
14:00-15:0	728	682	35	0	0	1	0	0	0	0	0	0	4	6
15:00-16:0	697	654	25	1	1	1	0	0	0	0	2	0	6	7

16:00-17:0	695	645	31	0	0	1	0	0	0	0	1	0	4	13
17:00-18:0	628	579	34	0	0	0	0	0	0	0	0	0	6	9
18:00-19:0	517	492	16	0	0	0	0	0	0	0	0	0	6	3
19:00-20:0	504	458	27	0	0	1	0	0	1	0	1	0	7	9
20:00-21:0	451	420	20	0	0	1	0	0	0	0	3	0	4	3
21:00-22:0	331	308	13	0	0	1	0	0	0	0	0	0	5	4
22:00-23:0	287	261	15	0	0	0	0	0	0	0	1	0	5	5
23:00-24:0	240	221	8	0	0	0	0	0	0	0	1	0	8	2
A.M. Peak														
07:30-07:4	40	36	2	0	0	0	0	0	0	0	0	0	1	1
07:45-08:0	39	36	3	0	0	0	0	0	0	0	0	0	0	0
08:00-08:1	30	24	1	0	0	0	0	0	0	0	0	0	3	2
08:15-08:3	36	32	2	0	0	0	0	0	0	0	0	0	2	0
08:30-08:4	38	35	3	0	0	0	0	0	0	0	0	0	0	0
08:45-09:0	37	31	5	0	0	0	0	0	0	0	0	0	0	1
09:00-09:1	43	38	3	0	0	0	0	0	0	0	0	0	2	0
09:15-09:3	58	51	4	0	0	0	0	0	0	0	0	0	2	1
P.M. Peak														
16:30-16:4	165	157	5	0	0	0	0	0	0	0	0	0	1	2
16:45-17:0	173	163	7	0	0	0	0	0	0	0	0	0	0	3
17:00-17:1	192	179	9	0	0	0	0	0	0	0	0	0	2	2
17:15-17:3	144	128	11	0	0	0	0	0	0	0	0	0	2	3
17:30-17:4	159	152	6	0	0	0	0	0	0	0	0	0	1	0
17:45-18:0	133	120	8	0	0	0	0	0	0	0	0	0	1	4
18:00-18:1	126	122	1	0	0	0	0	0	0	0	0	0	3	0
18:15-18:3	152	141	8	0	0	0	0	0	0	0	0	0	1	2
Summary														
00:00-24:0	8826	8145	425	4	3	11	0	1	2	1	19	2	101	112
06:00-24:0	8043	7417	386	3	2	11	0	1	2	1	19	1	98	102
06:00-22:0	7516	6935	363	3	2	11	0	1	2	1	17	1	85	95
07:00-19:0	6122	5656	293	3	2	7	0	1	1	1	13	1	67	77

Classified Axle Traffic Count

Location CAR21466 STECHFORD LANE North Of Stechford Road

Dates 22/06/2015 to 01/07/2015

Direction Northbound

Data Volume Summary

Coordinate 412554 288104

Analysis by Day of Week and Hour of Day

Time Perio	Mon	Tue	Wed	Thur	Fri	Avge	%	Sat	Sun
00:00-01:0	177	174	139	147	169	161	1.32	228	231
01:00-02:0	104	85	120	99	102	102	0.84	145	177
02:00-03:0	58	54	51	47	58	54	0.44	89	102
03:00-04:0	46	55	54	54	66	55	0.45	62	72
04:00-05:0	75	68	76	65	81	73	0.6	71	58
05:00-06:0	238	262	234	248	266	250	2.05	141	91

06:00-07:0	370	457	445	444	420	427	3.5	176	112
07:00-08:0	704	713	697	703	694	702	5.75	253	157
08:00-09:0	825	781	790	775	765	787	6.45	375	178
09:00-10:0	668	687	702	662	718	687	5.63	534	256
10:00-11:0	658	618	680	640	623	644	5.27	660	470
11:00-12:0	724	733	726	681	806	734	6.01	710	613
12:00-13:0	693	737	684	603	875	718	5.88	774	652
13:00-14:0	733	746	737	639	826	736	6.03	770	694
14:00-15:0	809	797	763	794	737	780	6.39	740	743
15:00-16:0	801	760	833	844	862	820	6.72	681	741
16:00-17:0	823	777	819	811	792	804	6.58	722	630
17:00-18:0	783	808	808	787	805	798	6.54	683	550
18:00-19:0	697	763	685	736	793	735	6.02	639	519
19:00-20:0	595	665	577	586	681	621	5.09	612	512
20:00-21:0	521	529	512	539	538	528	4.32	570	486
21:00-22:0	409	431	404	430	361	407	3.33	402	339
22:00-23:0	294	368	318	313	389	336	2.75	346	316
23:00-24:0	234	247	217	243	315	251	2.06	353	214
24 Hr Total	12039	12315	12071	11890	12742	12210		10736	8913
16 Hr Total	10813	11002	10862	10674	11296	10928		9301	7652
12 Hr Total	8918	8920	8924	8675	9296	8945		7541	6203

Analysis by Day of Week and Peak Hours

Time Perio	Mon	Tue	Wed	Thur	Fri	Avge	%
07:00-07:1	129	145	145	124	137	136	1.11
07:15-07:3	163	154	139	166	151	155	1.27
07:30-07:4	211	204	203	202	197	203	1.66
07:45-08:0	201	210	210	211	209	208	1.7
08:00-08:1	215	205	201	207	193	204	1.67
08:15-08:3	194	203	222	208	195	204	1.67
08:30-08:4	200	193	192	184	192	192	1.57
08:45-09:0	216	180	175	176	185	186	1.52
09:00-09:1	160	169	203	180	197	182	1.49
09:15-09:3	169	153	173	155	155	161	1.32
09:30-09:4	189	174	179	176	166	177	1.45
09:45-10:0	150	191	147	151	200	168	1.38
16:00-16:1	210	216	231	197	200	211	1.73
16:15-16:3	180	182	204	218	203	197	1.61
16:30-16:4	235	204	198	200	176	203	1.66
16:45-17:0	198	175	186	196	213	194	1.59
17:00-17:1	194	205	212	193	208	202	1.65
17:15-17:3	207	199	214	206	205	206	1.69
17:30-17:4	204	187	194	212	207	201	1.65
17:45-18:0	178	217	188	176	185	189	1.55
18:00-18:1	183	183	177	189	201	187	1.53
18:15-18:3	164	189	175	168	184	176	1.44
18:30-18:4	182	198	164	203	206	191	1.56

18:45-19:0	168	193	169	176	202	182	1.49
07:00-09:0	1529	1494	1487	1478	1459	1489	12.2
16:00-18:0	1606	1585	1627	1598	1597	1603	13.13

Classified Axle Traffic Count

Location CAR21466 STECHFORD LANE North Of Stechford Road

Dates 22/06/2015 to 01/07/2015

Direction Southbound

Data Volume Summary

Coordinate 412554 288104

Analysis by Day of Week and Hour of Day

Time Perio	Mon	Tue	Wed	Thur	Fri	Avge	%	Sat	Sun
00:00-01:0	150	160	174	187	160	166	1.38	246	263
01:00-02:0	82	120	98	81	120	100	0.83	134	169
02:00-03:0	64	68	71	66	72	68	0.57	98	122
03:00-04:0	56	54	63	47	57	55	0.46	72	77
04:00-05:0	59	73	71	58	50	62	0.52	68	62
05:00-06:0	172	189	183	168	178	178	1.48	126	90
06:00-07:0	359	415	400	418	419	402	3.35	183	108
07:00-08:0	689	695	678	699	678	688	5.74	249	148
08:00-09:0	745	754	786	751	742	756	6.3	329	141
09:00-10:0	614	648	692	645	626	645	5.38	397	245
10:00-11:0	624	682	653	636	668	653	5.45	576	384
11:00-12:0	743	705	650	655	763	703	5.86	674	514
12:00-13:0	721	716	714	739	715	721	6.01	778	708
13:00-14:0	716	724	698	700	801	728	6.07	742	717
14:00-15:0	797	797	809	789	802	799	6.66	768	728
15:00-16:0	735	738	728	739	739	736	6.14	740	697
16:00-17:0	800	821	784	810	794	802	6.69	730	695
17:00-18:0	784	795	798	785	769	786	6.55	777	628
18:00-19:0	784	762	722	722	802	758	6.32	678	517
19:00-20:0	631	671	424	649	669	609	5.08	582	504
20:00-21:0	614	631	415	591	562	563	4.69	505	451
21:00-22:0	425	421	382	450	409	417	3.48	360	331
22:00-23:0	297	344	323	324	387	335	2.79	391	287
23:00-24:0	229	274	267	235	305	262	2.18	327	240
24 Hr Total	11890	12257	11583	11944	12287	11992		10530	8826
16 Hr Total	10781	10975	10333	10778	10958	10766		9068	7516
12 Hr Total	8752	8837	8712	8670	8899	8775		7438	6122

Analysis by Day of Week and Peak Hours

Time Perio	Mon	Tue	Wed	Thur	Fri	Avge	%
07:00-07:1	150	155	142	159	135	148	1.23
07:15-07:3	168	171	169	175	161	169	1.41
07:30-07:4	186	179	189	182	184	184	1.53

07:45-08:0	185	190	178	183	198	187	1.56
08:00-08:1	179	185	192	198	169	185	1.54
08:15-08:3	169	220	210	190	184	195	1.63
08:30-08:4	220	199	212	217	209	211	1.76
08:45-09:0	177	150	172	146	180	165	1.38
09:00-09:1	158	149	166	172	140	157	1.31
09:15-09:3	159	164	177	161	160	164	1.37
09:30-09:4	150	161	167	157	153	158	1.32
09:45-10:0	147	174	182	155	173	166	1.38
16:00-16:1	220	194	209	199	190	202	1.68
16:15-16:3	214	202	177	207	199	200	1.67
16:30-16:4	166	204	200	199	219	198	1.65
16:45-17:0	200	221	198	205	186	202	1.68
17:00-17:1	213	194	186	211	197	200	1.67
17:15-17:3	182	203	225	181	178	194	1.62
17:30-17:4	198	209	210	215	206	208	1.73
17:45-18:0	191	189	177	178	188	185	1.54
18:00-18:1	199	185	183	196	211	195	1.63
18:15-18:3	208	207	203	196	204	204	1.7
18:30-18:4	200	190	199	166	208	193	1.61
18:45-19:0	177	180	137	164	179	167	1.39
07:00-09:0	1434	1449	1464	1450	1420	1443	12.04
16:00-18:0	1584	1616	1582	1595	1563	1588	13.24

Classified Axle Traffic Count

Location	CAR21466 STECHFORD LANE North Of Stechford Road
Dates	22/06/2015 to 01/07/2015
Direction	Southbound
Data	Volume Summary
Coordinate	412554 288104

Northbound Traffic
29/06/2015 - 28/06/2015

Average Weekday - Morning Peaks	Average	Percentage
Standard Peak Hour (08:00-09:00)	787	6.45
Highest AM Peak Hour (07:30-08:30)	819	6.71
Highest AM Peak Period (07:45-08:00)	208	1.7

Average Weekday - Evening Peaks	Average	Percentage
Standard Peak Hour (17:00-18:00)	798	6.54
Highest PM Peak Hour (16:00-17:00)	805	6.59
Highest PM Peak Period (16:00-16:15)	211	1.73

Average Peak Hour	812
Average Hour	509
Average Peak Hour / Average Hour	1.6

7 Day Total	80706

Southbound Traffic
29/06/2015 - 28/06/2015

Average Weekday - Morning Peaks	Average	Percentage
Standard Peak Hour (08:00-09:00)	756	6.3
Highest AM Peak Hour (07:45-08:45)	778	6.49
Highest AM Peak Period (08:30-08:45)	211	1.76

Average Weekday - Evening Peaks	Average	Percentage
Standard Peak Hour (17:00-18:00)	786	6.55
Highest PM Peak Hour (16:45-17:45)	804	6.7
Highest PM Peak Period (17:30-17:45)	208	1.73

Average Peak Hour	791
Average Hour	500
Average Peak Hour / Average Hour	1.58
7 Day Total	79317

* Average=Average weekday count for number of weekdays recorded
** % = Average weekday Hourly rate expressed as a percentage of the average 24 hour count

Albert Road ATC 2015

Classified Axle Traffic Count
Location CAR21470A ALBERT ROAD South Of Lock Drive

Date Monday 06/07/2015
Direction Eastbound
Coordinate 412696 287396

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	35	29	3	1	0	0	0	0	0	0	0	0	0	2
01:00-02:0	19	17	1	0	0	0	0	0	0	0	0	0	0	1
02:00-03:0	6	5	0	0	0	0	0	0	0	0	0	0	0	1
03:00-04:0	5	5	0	0	0	0	0	0	0	0	0	0	0	0
04:00-05:0	6	3	1	2	0	0	0	0	0	0	0	0	0	0
05:00-06:0	25	19	2	1	0	0	0	0	0	0	0	0	0	3
06:00-07:0	27	17	2	2	0	0	0	0	0	0	0	0	1	5
07:00-08:0	101	74	8	9	0	0	0	0	0	0	0	0	0	10
08:00-09:0	139	117	8	6	0	0	0	0	0	0	0	0	0	8
09:00-10:0	131	115	9	2	0	0	0	0	0	0	0	0	0	5
10:00-11:0	120	99	15	1	1	0	0	0	1	1	0	0	0	2
11:00-12:0	125	103	12	3	0	0	0	0	0	0	0	0	0	7
12:00-13:0	141	120	10	6	0	0	0	0	0	0	0	0	0	5
13:00-14:0	118	100	10	1	0	0	0	0	0	0	0	0	1	6

14:00-15:0	127	111	8	3	0	0	0	0	0	0	0	0	0	5
15:00-16:0	225	204	17	2	0	0	0	0	0	0	0	0	1	1
16:00-17:0	203	168	24	2	0	0	0	0	0	0	0	0	0	9
17:00-18:0	193	168	13	2	0	0	0	0	0	0	0	0	0	10
18:00-19:0	133	115	10	2	0	0	0	0	0	0	0	0	1	5
19:00-20:0	89	79	4	0	0	0	0	0	0	0	0	0	0	6
20:00-21:0	83	76	4	0	0	0	0	0	0	0	0	0	0	3
21:00-22:0	65	58	4	0	0	0	0	0	0	0	0	0	0	3
22:00-23:0	45	39	2	2	0	0	0	0	0	0	0	0	0	2
23:00-24:0	38	35	2	0	0	0	0	0	0	0	0	0	0	1
A.M. Peak														
07:30-07:4	25	18	3	3	0	0	0	0	0	0	0	0	0	1
07:45-08:0	36	26	3	3	0	0	0	0	0	0	0	0	0	4
08:00-08:1	21	15	1	3	0	0	0	0	0	0	0	0	0	2
08:15-08:3	38	33	2	1	0	0	0	0	0	0	0	0	0	2
08:30-08:4	39	32	3	1	0	0	0	0	0	0	0	0	0	3
08:45-09:0	41	37	2	1	0	0	0	0	0	0	0	0	0	1
09:00-09:1	50	47	2	0	0	0	0	0	0	0	0	0	0	1
09:15-09:3	30	25	2	1	0	0	0	0	0	0	0	0	0	2
P.M. Peak														
16:30-16:4	57	47	7	0	0	0	0	0	0	0	0	0	0	3
16:45-17:0	43	38	3	0	0	0	0	0	0	0	0	0	0	2
17:00-17:1	49	44	3	1	0	0	0	0	0	0	0	0	0	1
17:15-17:3	48	41	3	0	0	0	0	0	0	0	0	0	0	4
17:30-17:4	54	48	3	0	0	0	0	0	0	0	0	0	0	3
17:45-18:0	42	35	4	1	0	0	0	0	0	0	0	0	0	2
18:00-18:1	41	37	2	0	0	0	0	0	0	0	0	0	1	1
18:15-18:3	40	32	6	1	0	0	0	0	0	0	0	0	0	1
Summary														
00:00-24:0	2199	1876	169	47	1	0	0	0	1	1	0	0	4	100
06:00-24:0	2103	1798	162	43	1	0	0	0	1	1	0	0	4	93
06:00-22:0	2020	1724	158	41	1	0	0	0	1	1	0	0	4	90
07:00-19:0	1756	1494	144	39	1	0	0	0	1	1	0	0	3	73

Classified Axle Traffic Count

Location CAR21470A ALBERT ROAD South Of Lock Drive

Date Tuesday 07/07/2015

Direction Eastbound

Coordinate 412696 287396

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	26	23	2	0	0	0	0	0	0	0	0	0	0	1
01:00-02:0	16	14	0	0	0	0	0	0	0	0	0	0	0	2
02:00-03:0	6	5	1	0	0	0	0	0	0	0	0	0	0	0
03:00-04:0	7	6	1	0	0	0	0	0	0	0	0	0	0	0

04:00-05:0	6	6	0	0	0	0	0	0	0	0	0	0	0	0
05:00-06:0	22	15	1	2	0	0	0	0	0	0	0	0	0	4
06:00-07:0	33	27	2	1	0	0	0	0	0	0	0	0	0	3
07:00-08:0	105	86	12	4	0	0	0	0	0	0	0	0	1	2
08:00-09:0	150	131	11	2	0	0	0	0	0	0	0	0	0	6
09:00-10:0	128	113	8	3	0	0	0	0	0	0	0	0	0	4
10:00-11:0	118	106	11	0	0	0	0	0	0	0	0	0	0	1
11:00-12:0	120	103	12	4	0	0	0	0	0	0	0	0	0	1
12:00-13:0	121	103	11	0	0	1	0	0	0	0	0	0	1	5
13:00-14:0	121	106	15	0	0	0	0	0	0	0	0	0	0	0
14:00-15:0	145	127	12	2	0	0	0	0	0	0	0	0	1	3
15:00-16:0	172	149	16	0	0	0	0	0	0	0	0	0	2	5
16:00-17:0	187	163	15	0	0	0	0	0	1	0	0	0	0	8
17:00-18:0	170	153	10	0	0	0	0	0	0	0	0	0	0	7
18:00-19:0	135	116	10	0	0	0	0	0	0	1	0	0	1	7
19:00-20:0	86	80	3	1	0	0	0	0	0	0	0	0	0	2
20:00-21:0	105	94	6	1	0	0	0	0	0	0	0	0	0	4
21:00-22:0	75	65	5	0	0	0	0	0	0	0	0	0	1	4
22:00-23:0	49	45	2	1	0	0	0	0	0	0	0	0	0	1
23:00-24:0	46	40	2	3	0	0	0	0	0	0	0	0	0	1
A.M. Peak														
07:30-07:4	24	20	3	0	0	0	0	0	0	0	0	0	0	1
07:45-08:0	35	26	7	2	0	0	0	0	0	0	0	0	0	0
08:00-08:1	36	29	5	1	0	0	0	0	0	0	0	0	0	1
08:15-08:3	41	39	1	1	0	0	0	0	0	0	0	0	0	0
08:30-08:4	41	34	5	0	0	0	0	0	0	0	0	0	0	2
08:45-09:0	32	29	0	0	0	0	0	0	0	0	0	0	0	3
09:00-09:1	41	35	2	1	0	0	0	0	0	0	0	0	0	3
09:15-09:3	34	31	1	1	0	0	0	0	0	0	0	0	0	1
P.M. Peak														
16:30-16:4	57	51	4	0	0	0	0	0	0	0	0	0	0	2
16:45-17:0	46	37	4	0	0	0	0	0	1	0	0	0	0	4
17:00-17:1	41	37	1	0	0	0	0	0	0	0	0	0	0	3
17:15-17:3	48	43	4	0	0	0	0	0	0	0	0	0	0	1
17:30-17:4	49	43	4	0	0	0	0	0	0	0	0	0	0	2
17:45-18:0	32	30	1	0	0	0	0	0	0	0	0	0	0	1
18:00-18:1	40	32	4	0	0	0	0	0	0	1	0	0	1	2
18:15-18:3	35	31	3	0	0	0	0	0	0	0	0	0	0	1
Summary														
00:00-24:0	2149	1876	168	24	0	1	0	0	1	1	0	0	7	71
06:00-24:0	2066	1807	163	22	0	1	0	0	1	1	0	0	7	64
06:00-22:0	1971	1722	159	18	0	1	0	0	1	1	0	0	7	62
07:00-19:0	1672	1456	143	15	0	1	0	0	1	1	0	0	6	49

Classified Axle Traffic Count

Location CAR21470A ALBERT ROAD South Of Lock Drive

Date Wednesday 08/07/2015
Direction Eastbound
Coordinate 412696 287396

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	28	24	1	2	0	0	0	0	0	0	0	0	0	1
01:00-02:0	10	10	0	0	0	0	0	0	0	0	0	0	0	0
02:00-03:0	10	8	1	0	0	0	0	0	0	0	0	0	1	0
03:00-04:0	6	5	0	0	0	0	0	0	0	0	0	0	0	1
04:00-05:0	6	6	0	0	0	0	0	0	0	0	0	0	0	0
05:00-06:0	18	12	1	2	0	0	0	0	0	0	0	0	0	3
06:00-07:0	37	24	6	1	0	0	0	0	0	0	0	0	0	6
07:00-08:0	110	85	16	3	0	0	0	0	0	0	0	0	0	6
08:00-09:0	171	150	10	5	0	0	0	0	0	0	0	0	0	6
09:00-10:0	145	122	16	1	0	0	0	0	0	0	0	0	2	4
10:00-11:0	91	77	13	0	0	0	0	0	0	0	0	0	1	0
11:00-12:0	94	77	13	1	0	0	0	0	0	0	0	0	0	3
12:00-13:0	127	111	10	3	0	0	0	0	0	0	0	0	0	3
13:00-14:0	114	101	7	2	1	0	0	0	0	0	0	0	0	3
14:00-15:0	141	127	10	0	0	0	0	0	0	0	0	0	1	3
15:00-16:0	160	141	15	0	0	0	0	0	0	0	0	0	0	4
16:00-17:0	187	167	15	0	0	0	0	0	0	0	0	0	1	4
17:00-18:0	204	175	21	0	0	1	0	0	0	0	0	0	0	7
18:00-19:0	168	150	14	0	0	0	0	0	0	0	0	0	0	4
19:00-20:0	105	94	5	1	0	0	0	0	0	0	0	0	0	5
20:00-21:0	84	67	10	0	0	0	0	0	0	0	0	0	0	7
21:00-22:0	63	55	4	0	0	0	0	0	0	0	0	0	0	4
22:00-23:0	63	52	2	2	0	0	0	0	0	0	0	0	1	6
23:00-24:0	39	34	1	2	0	0	0	0	0	0	0	0	0	2
A.M. Peak														
07:30-07:4	28	21	5	0	0	0	0	0	0	0	0	0	0	2
07:45-08:0	46	35	6	3	0	0	0	0	0	0	0	0	0	2
08:00-08:1	47	42	2	2	0	0	0	0	0	0	0	0	0	1
08:15-08:3	41	37	2	2	0	0	0	0	0	0	0	0	0	0
08:30-08:4	40	35	3	0	0	0	0	0	0	0	0	0	0	2
08:45-09:0	43	36	3	1	0	0	0	0	0	0	0	0	0	3
09:00-09:1	46	39	4	0	0	0	0	0	0	0	0	0	1	2
09:15-09:3	32	25	5	1	0	0	0	0	0	0	0	0	0	1
P.M. Peak														
16:30-16:4	38	34	4	0	0	0	0	0	0	0	0	0	0	0
16:45-17:0	57	55	1	0	0	0	0	0	0	0	0	0	0	1
17:00-17:1	42	33	7	0	0	0	0	0	0	0	0	0	0	2
17:15-17:3	55	48	5	0	0	0	0	0	0	0	0	0	0	2
17:30-17:4	57	53	3	0	0	1	0	0	0	0	0	0	0	0
17:45-18:0	50	41	6	0	0	0	0	0	0	0	0	0	0	3

18:00-18:1	57	51	6	0	0	0	0	0	0	0	0	0	0	0
18:15-18:3	42	36	5	0	0	0	0	0	0	0	0	0	0	1

Summary

00:00-24:0	2181	1874	191	25	1	1	0	0	0	0	0	0	7	82
06:00-24:0	2103	1809	188	21	1	1	0	0	0	0	0	0	6	77
06:00-22:0	2001	1723	185	17	1	1	0	0	0	0	0	0	5	69
07:00-19:0	1712	1483	160	15	1	1	0	0	0	0	0	0	5	47

Classified Axle Traffic Count

Location CAR21470A ALBERT ROAD South Of Lock Drive

Date Thursday 09/07/2015

Direction Eastbound

Coordinate 412696 287396

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	27	22	2	1	0	0	0	0	0	0	0	0	0	2
01:00-02:0	17	14	0	2	0	0	0	0	0	0	0	0	0	1
02:00-03:0	10	7	1	0	0	0	0	0	0	0	0	0	1	1
03:00-04:0	7	6	0	0	0	0	0	0	0	0	0	0	0	1
04:00-05:0	6	6	0	0	0	0	0	0	0	0	0	0	0	0
05:00-06:0	22	14	1	2	0	0	0	0	0	0	0	0	0	5
06:00-07:0	33	25	3	3	0	0	0	0	0	0	0	0	0	2
07:00-08:0	102	69	12	10	1	0	0	0	1	0	0	0	0	9
08:00-09:0	162	128	10	13	0	0	0	0	1	0	0	0	0	10
09:00-10:0	119	89	8	8	0	0	0	0	0	1	0	0	1	12
10:00-11:0	140	108	15	7	0	0	0	0	0	1	0	0	1	8
11:00-12:0	134	109	23	0	0	0	0	0	0	0	0	0	1	1
12:00-13:0	125	114	6	0	0	0	0	0	0	0	0	0	1	4
13:00-14:0	126	113	9	0	0	1	0	0	0	0	0	0	2	1
14:00-15:0	142	127	10	0	0	0	0	0	0	0	0	0	0	5
15:00-16:0	190	169	19	0	0	0	0	0	0	0	0	0	0	2
16:00-17:0	205	177	15	3	0	0	0	0	1	0	0	0	2	7
17:00-18:0	170	143	19	2	0	0	0	0	0	0	0	0	0	6
18:00-19:0	147	133	10	0	0	0	0	0	0	0	0	0	0	4
19:00-20:0	95	88	5	0	0	0	0	0	0	0	0	0	0	2
20:00-21:0	93	86	4	1	0	0	0	0	0	0	0	0	0	2
21:00-22:0	72	65	1	0	0	0	0	0	1	0	0	0	0	5
22:00-23:0	45	42	1	0	0	0	0	0	0	0	0	0	0	2
23:00-24:0	52	45	3	3	0	0	0	0	0	0	0	0	0	1
A.M. Peak														
07:30-07:4	25	17	2	4	1	0	0	0	0	0	0	0	0	1
07:45-08:0	40	26	5	4	0	0	0	0	1	0	0	0	0	4
08:00-08:1	43	29	5	8	0	0	0	0	0	0	0	0	0	1
08:15-08:3	41	36	0	1	0	0	0	0	1	0	0	0	0	3
08:30-08:4	32	25	2	2	0	0	0	0	0	0	0	0	0	3

08:45-09:0	46	38	3	2	0	0	0	0	0	0	0	0	0	3
09:00-09:1	33	24	2	3	0	0	0	0	0	1	0	0	0	3
09:15-09:3	37	27	3	4	0	0	0	0	0	0	0	0	0	3
P.M. Peak														
16:30-16:4	61	54	5	1	0	0	0	0	0	0	0	0	0	1
16:45-17:0	41	35	2	0	0	0	0	0	1	0	0	0	1	2
17:00-17:1	42	33	8	0	0	0	0	0	0	0	0	0	0	1
17:15-17:3	50	43	5	0	0	0	0	0	0	0	0	0	0	2
17:30-17:4	33	27	3	2	0	0	0	0	0	0	0	0	0	1
17:45-18:0	45	40	3	0	0	0	0	0	0	0	0	0	0	2
18:00-18:1	38	37	1	0	0	0	0	0	0	0	0	0	0	0
18:15-18:3	52	46	5	0	0	0	0	0	0	0	0	0	0	1
Summary														
00:00-24:0	2241	1899	177	55	1	1	0	0	4	2	0	0	9	93
06:00-24:0	2152	1830	173	50	1	1	0	0	4	2	0	0	8	83
06:00-22:0	2055	1743	169	47	1	1	0	0	4	2	0	0	8	80
07:00-19:0	1762	1479	156	43	1	1	0	0	3	2	0	0	8	69

Classified Axle Traffic Count
Location CAR21470A ALBERT ROAD South Of Lock Drive

Date Friday 03/07/2015
Direction Eastbound
Coordinate 412696 287396

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	25	21	1	1	0	0	0	0	0	0	0	0	0	2
01:00-02:0	12	11	1	0	0	0	0	0	0	0	0	0	0	0
02:00-03:0	8	7	1	0	0	0	0	0	0	0	0	0	0	0
03:00-04:0	6	4	0	0	0	0	0	0	0	0	0	0	1	1
04:00-05:0	5	3	0	1	0	0	0	0	0	0	0	0	0	1
05:00-06:0	15	12	0	0	0	0	0	0	0	0	0	0	0	3
06:00-07:0	32	23	6	2	0	0	0	0	0	0	0	0	0	1
07:00-08:0	90	61	12	9	0	0	0	0	0	0	0	0	1	7
08:00-09:0	146	120	12	6	0	0	0	0	0	0	0	0	0	8
09:00-10:0	109	91	11	1	0	0	0	0	0	0	0	0	2	4
10:00-11:0	122	108	14	0	0	0	0	0	0	0	0	0	0	0
11:00-12:0	126	109	14	0	0	0	0	0	0	0	0	0	0	3
12:00-13:0	142	126	11	0	0	1	0	0	0	0	0	0	0	4
13:00-14:0	108	97	6	0	0	1	0	0	0	0	0	0	0	4
14:00-15:0	154	136	15	1	0	0	0	0	1	0	0	0	0	1
15:00-16:0	216	199	11	1	0	0	0	0	0	0	0	0	0	5
16:00-17:0	181	166	7	1	0	0	0	0	0	0	0	0	0	7
17:00-18:0	151	141	9	0	0	0	0	0	0	0	0	0	0	1
18:00-19:0	143	133	5	0	0	0	0	0	0	0	0	0	0	5
19:00-20:0	101	91	7	0	0	0	0	0	0	0	0	0	0	3

20:00-21:0	69	64	2	0	0	0	0	0	0	0	0	0	1	2
21:00-22:0	89	77	2	0	2	0	0	0	0	0	0	0	0	8
22:00-23:0	70	64	2	0	0	0	0	0	0	0	0	0	0	4
23:00-24:0	52	44	4	0	0	0	0	0	0	0	0	0	0	4
A.M. Peak														
07:30-07:4	22	13	3	2	0	0	0	0	0	0	0	0	1	3
07:45-08:0	34	25	7	1	0	0	0	0	0	0	0	0	0	1
08:00-08:1	37	27	4	3	0	0	0	0	0	0	0	0	0	3
08:15-08:3	31	26	2	1	0	0	0	0	0	0	0	0	0	2
08:30-08:4	39	34	2	2	0	0	0	0	0	0	0	0	0	1
08:45-09:0	39	33	4	0	0	0	0	0	0	0	0	0	0	2
09:00-09:1	31	27	0	1	0	0	0	0	0	0	0	0	1	2
09:15-09:3	21	17	2	0	0	0	0	0	0	0	0	0	1	1
P.M. Peak														
16:30-16:4	44	42	2	0	0	0	0	0	0	0	0	0	0	0
16:45-17:0	46	44	1	0	0	0	0	0	0	0	0	0	0	1
17:00-17:1	44	38	5	0	0	0	0	0	0	0	0	0	0	1
17:15-17:3	41	39	2	0	0	0	0	0	0	0	0	0	0	0
17:30-17:4	29	29	0	0	0	0	0	0	0	0	0	0	0	0
17:45-18:0	37	35	2	0	0	0	0	0	0	0	0	0	0	0
18:00-18:1	33	29	2	0	0	0	0	0	0	0	0	0	0	2
18:15-18:3	46	43	1	0	0	0	0	0	0	0	0	0	0	2
Summary														
00:00-24:0	2172	1908	153	23	2	2	0	0	1	0	0	0	5	78
06:00-24:0	2101	1850	150	21	2	2	0	0	1	0	0	0	4	71
06:00-22:0	1979	1742	144	21	2	2	0	0	1	0	0	0	4	63
07:00-19:0	1688	1487	127	19	0	2	0	0	1	0	0	0	3	49

Classified Axle Traffic Count

Location CAR21470A ALBERT ROAD South Of Lock Drive

Date Date Average Weekday

01/07/2015 to 10/07/2015

Direction Eastbound

Coordinate 412696 287396

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	29	24	2	1	0	0	0	0	0	0	0	0	0	2
01:00-02:0	14	13	0	0	0	0	0	0	0	0	0	0	0	1
02:00-03:0	7	6	1	0	0	0	0	0	0	0	0	0	0	0
03:00-04:0	6	5	0	0	0	0	0	0	0	0	0	0	0	1
04:00-05:0	6	5	0	1	0	0	0	0	0	0	0	0	0	0
05:00-06:0	20	14	1	1	0	0	0	0	0	0	0	0	0	4
06:00-07:0	32	23	4	2	0	0	0	0	0	0	0	0	0	3
07:00-08:0	101	75	12	7	0	0	0	0	0	0	0	0	0	7
08:00-09:0	153	129	10	6	0	0	0	0	0	0	0	0	0	8

09:00-10:0	126	106	10	3	0	0	0	0	0	0	0	0	1	6
10:00-11:0	118	100	14	2	0	0	0	0	0	0	0	0	0	2
11:00-12:0	120	100	15	2	0	0	0	0	0	0	0	0	0	3
12:00-13:0	131	115	10	2	0	0	0	0	0	0	0	0	0	4
13:00-14:0	117	103	9	1	0	0	0	0	0	0	0	0	1	3
14:00-15:0	141	126	11	1	0	0	0	0	0	0	0	0	0	3
15:00-16:0	193	172	16	1	0	0	0	0	0	0	0	0	1	3
16:00-17:0	192	168	15	1	0	0	0	0	0	0	0	0	1	7
17:00-18:0	177	156	14	1	0	0	0	0	0	0	0	0	0	6
18:00-19:0	144	129	10	0	0	0	0	0	0	0	0	0	0	5
19:00-20:0	95	86	5	0	0	0	0	0	0	0	0	0	0	4
20:00-21:0	86	77	5	0	0	0	0	0	0	0	0	0	0	4
21:00-22:0	72	64	3	0	0	0	0	0	0	0	0	0	0	5
22:00-23:0	54	48	2	1	0	0	0	0	0	0	0	0	0	3
23:00-24:0	46	40	2	2	0	0	0	0	0	0	0	0	0	2
A.M. Peak														
07:30-07:4	25	18	3	2	0	0	0	0	0	0	0	0	0	2
07:45-08:0	39	28	6	3	0	0	0	0	0	0	0	0	0	2
08:00-08:1	36	28	3	3	0	0	0	0	0	0	0	0	0	2
08:15-08:3	37	34	1	1	0	0	0	0	0	0	0	0	0	1
08:30-08:4	38	32	3	1	0	0	0	0	0	0	0	0	0	2
08:45-09:0	40	35	2	1	0	0	0	0	0	0	0	0	0	2
09:00-09:1	39	34	2	1	0	0	0	0	0	0	0	0	0	2
09:15-09:3	31	25	3	1	0	0	0	0	0	0	0	0	0	2
P.M. Peak														
16:30-16:4	51	46	4	0	0	0	0	0	0	0	0	0	0	1
16:45-17:0	46	42	2	0	0	0	0	0	0	0	0	0	0	2
17:00-17:1	44	37	5	0	0	0	0	0	0	0	0	0	0	2
17:15-17:3	49	43	4	0	0	0	0	0	0	0	0	0	0	2
17:30-17:4	44	40	3	0	0	0	0	0	0	0	0	0	0	1
17:45-18:0	41	36	3	0	0	0	0	0	0	0	0	0	0	2
18:00-18:1	41	37	3	0	0	0	0	0	0	0	0	0	0	1
18:15-18:3	43	38	4	0	0	0	0	0	0	0	0	0	0	1
Summary														
00:00-24:0	2189	1887	172	35	1	1	0	0	1	1	0	0	6	85
06:00-24:0	2105	1819	167	31	1	1	0	0	1	1	0	0	6	78
06:00-22:0	2006	1731	163	29	1	1	0	0	1	1	0	0	6	73
07:00-19:0	1718	1480	146	26	1	1	0	0	1	1	0	0	5	57

Classified Axle Traffic Count

Location CAR21470A ALBERT ROAD South Of Lock Drive

Date Saturday 04/07/2015

Direction Eastbound

Coordinate 412696 287396

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L	Var 2 Axle	Rigic 3 Axle	Rigic 4 Axle	Rigic 2 Axle	Rig+ 3 Axle	Rig+ 2Ax+1	Artic 2Ax+2	Artic 2Ax+3	Artic 3+1/2	Artic 3Ax+3	Artic Bus /Coach	Uncl. Vehs
00:00-01:0	37	34	1	0	0	0	0	0	0	0	0	0	0	2
01:00-02:0	24	22	1	0	0	0	0	0	0	0	0	0	0	1
02:00-03:0	19	17	0	1	0	0	0	0	0	0	0	0	0	1
03:00-04:0	10	9	1	0	0	0	0	0	0	0	0	0	0	0
04:00-05:0	11	10	0	1	0	0	0	0	0	0	0	0	0	0
05:00-06:0	14	11	0	0	0	0	0	0	0	0	0	0	0	3
06:00-07:0	16	16	0	0	0	0	0	0	0	0	0	0	0	0
07:00-08:0	34	27	6	1	0	0	0	0	0	0	0	0	0	0
08:00-09:0	55	50	4	1	0	0	0	0	0	0	0	0	0	0
09:00-10:0	85	74	9	1	0	0	0	0	0	0	0	0	0	1
10:00-11:0	95	88	4	1	0	0	0	0	0	0	0	0	0	2
11:00-12:0	133	117	13	0	0	0	0	0	0	0	0	0	0	3
12:00-13:0	127	115	7	1	0	0	0	0	0	0	0	0	1	3
13:00-14:0	126	117	4	0	0	0	0	0	0	0	0	0	0	5
14:00-15:0	132	123	8	0	0	0	0	0	0	0	0	0	0	1
15:00-16:0	118	111	5	0	0	0	0	0	0	0	0	0	0	2
16:00-17:0	121	108	10	0	0	0	0	0	0	0	0	0	0	3
17:00-18:0	123	115	3	1	0	0	0	0	0	0	0	0	0	4
18:00-19:0	113	104	5	0	0	0	0	0	0	0	0	0	0	4
19:00-20:0	106	101	3	0	0	0	0	0	0	0	0	0	0	2
20:00-21:0	98	92	4	0	0	0	0	0	0	0	0	0	0	2
21:00-22:0	69	67	1	0	0	0	0	0	0	0	0	0	0	1
22:00-23:0	60	54	4	1	0	0	0	0	0	0	0	0	0	1
23:00-24:0	48	43	1	1	0	0	0	0	0	0	0	0	0	3
A.M. Peak														
07:30-07:4	4	2	2	0	0	0	0	0	0	0	0	0	0	0
07:45-08:0	16	14	1	1	0	0	0	0	0	0	0	0	0	0
08:00-08:1	6	6	0	0	0	0	0	0	0	0	0	0	0	0
08:15-08:3	10	9	1	0	0	0	0	0	0	0	0	0	0	0
08:30-08:4	26	22	3	1	0	0	0	0	0	0	0	0	0	0
08:45-09:0	13	13	0	0	0	0	0	0	0	0	0	0	0	0
09:00-09:1	23	23	0	0	0	0	0	0	0	0	0	0	0	0
09:15-09:3	22	15	6	1	0	0	0	0	0	0	0	0	0	0
P.M. Peak														
16:30-16:4	37	30	4	0	0	0	0	0	0	0	0	0	0	3
16:45-17:0	29	28	1	0	0	0	0	0	0	0	0	0	0	0
17:00-17:1	28	27	0	0	0	0	0	0	0	0	0	0	0	1
17:15-17:3	33	32	1	0	0	0	0	0	0	0	0	0	0	0
17:30-17:4	31	28	1	0	0	0	0	0	0	0	0	0	0	2
17:45-18:0	31	28	1	1	0	0	0	0	0	0	0	0	0	1
18:00-18:1	22	22	0	0	0	0	0	0	0	0	0	0	0	0
18:15-18:3	28	25	3	0	0	0	0	0	0	0	0	0	0	0
Summary														
00:00-24:0	1774	1625	94	10	0	0	0	0	0	0	0	0	1	44

06:00-24:0	1659	1522	91	8	0	0	0	0	0	0	0	0	1	37
06:00-22:0	1551	1425	86	6	0	0	0	0	0	0	0	0	1	33
07:00-19:0	1262	1149	78	6	0	0	0	0	0	0	0	0	1	28

Classified Axle Traffic Count
Location CAR21470A ALBERT ROAD South Of Lock Drive

Date Sunday 05/07/2015
Direction Eastbound
Coordinate 412696 287396

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	45	40	1	2	0	0	0	0	0	0	0	0	0	2
01:00-02:0	20	16	1	2	0	0	0	0	0	0	0	0	0	1
02:00-03:0	13	11	0	1	0	0	0	0	0	0	0	0	0	1
03:00-04:0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
04:00-05:0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
05:00-06:0	14	14	0	0	0	0	0	0	0	0	0	0	0	0
06:00-07:0	17	14	2	0	0	0	0	0	0	0	0	0	0	1
07:00-08:0	13	13	0	0	0	0	0	0	0	0	0	0	0	0
08:00-09:0	33	32	1	0	0	0	0	0	0	0	0	0	0	0
09:00-10:0	42	38	2	0	0	0	0	0	0	0	0	0	0	2
10:00-11:0	74	67	5	1	0	0	0	0	0	0	0	0	0	1
11:00-12:0	100	94	3	0	0	0	0	0	0	0	0	0	1	2
12:00-13:0	112	107	2	0	0	0	0	0	0	0	0	0	0	3
13:00-14:0	131	119	8	0	0	1	0	0	0	0	0	0	0	3
14:00-15:0	135	128	3	0	0	0	0	0	0	0	0	0	0	4
15:00-16:0	128	120	5	1	0	0	0	0	0	0	0	0	0	2
16:00-17:0	122	107	11	1	0	0	0	0	0	0	0	0	0	3
17:00-18:0	103	98	2	1	0	0	0	0	0	0	0	0	0	2
18:00-19:0	82	75	5	0	0	0	0	0	0	0	0	0	0	2
19:00-20:0	108	96	4	3	0	0	0	0	0	0	0	0	0	5
20:00-21:0	115	106	5	0	0	0	0	0	0	0	0	0	0	4
21:00-22:0	63	59	2	1	0	0	0	0	0	0	0	0	0	1
22:00-23:0	52	45	3	1	0	0	0	0	0	0	0	0	0	3
23:00-24:0	31	28	1	2	0	0	0	0	0	0	0	0	0	0
A.M. Peak														
07:30-07:4	2	2	0	0	0	0	0	0	0	0	0	0	0	0
07:45-08:0	4	4	0	0	0	0	0	0	0	0	0	0	0	0
08:00-08:1	10	9	1	0	0	0	0	0	0	0	0	0	0	0
08:15-08:3	7	7	0	0	0	0	0	0	0	0	0	0	0	0
08:30-08:4	9	9	0	0	0	0	0	0	0	0	0	0	0	0
08:45-09:0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
09:00-09:1	16	15	1	0	0	0	0	0	0	0	0	0	0	0
09:15-09:3	6	5	0	0	0	0	0	0	0	0	0	0	0	1
P.M. Peak														

16:30-16:4	36	34	1	1	0	0	0	0	0	0	0	0	0	0
16:45-17:0	29	22	4	0	0	0	0	0	0	0	0	0	0	3
17:00-17:1	19	17	0	1	0	0	0	0	0	0	0	0	0	1
17:15-17:3	26	26	0	0	0	0	0	0	0	0	0	0	0	0
17:30-17:4	29	29	0	0	0	0	0	0	0	0	0	0	0	0
17:45-18:0	29	26	2	0	0	0	0	0	0	0	0	0	0	1
18:00-18:1	21	20	1	0	0	0	0	0	0	0	0	0	0	0
18:15-18:3	24	22	2	0	0	0	0	0	0	0	0	0	0	0
Summary														
00:00-24:0	1567	1441	66	16	0	1	0	0	0	0	0	0	1	42
06:00-24:0	1461	1346	64	11	0	1	0	0	0	0	0	0	1	38
06:00-22:0	1378	1273	60	8	0	1	0	0	0	0	0	0	1	35
07:00-19:0	1075	998	47	4	0	1	0	0	0	0	0	0	1	24

Classified Axle Traffic Count
Location CAR21470A ALBERT ROAD South Of Lock Drive

Date Monday 06/07/2015
Direction Westbound
Coordinate 412696 287396

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	25	25	0	0	0	0	0	0	0	0	0	0	0	0
01:00-02:0	15	15	0	0	0	0	0	0	0	0	0	0	0	0
02:00-03:0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
03:00-04:0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
04:00-05:0	4	4	0	0	0	0	0	0	0	0	0	0	0	0
05:00-06:0	10	9	0	0	0	0	0	0	0	0	0	0	0	1
06:00-07:0	25	22	1	0	0	0	0	0	0	0	0	0	0	2
07:00-08:0	80	69	7	0	0	0	0	0	0	0	0	0	0	4
08:00-09:0	105	93	3	1	0	0	0	0	0	0	0	0	1	7
09:00-10:0	84	73	7	1	0	0	0	0	0	0	0	0	0	3
10:00-11:0	74	68	5	0	0	0	0	0	0	0	0	0	0	1
11:00-12:0	114	105	6	0	0	0	0	0	0	0	0	0	0	3
12:00-13:0	100	95	2	0	0	1	0	0	1	0	0	0	0	1
13:00-14:0	84	78	3	0	0	0	0	0	0	0	0	0	0	3
14:00-15:0	95	83	8	0	0	0	0	0	0	0	0	0	0	4
15:00-16:0	108	95	8	0	0	0	0	0	0	0	0	0	0	5
16:00-17:0	108	94	7	0	0	0	0	0	0	0	0	0	1	6
17:00-18:0	111	102	4	0	1	0	0	0	1	0	0	0	0	3
18:00-19:0	86	80	3	0	0	0	0	0	0	0	0	0	0	3
19:00-20:0	79	73	4	0	0	0	0	0	0	0	0	0	0	2
20:00-21:0	69	65	4	0	0	0	0	0	0	0	0	0	0	0
21:00-22:0	48	45	1	0	0	0	0	0	0	0	0	0	0	2
22:00-23:0	38	35	1	0	0	0	0	0	0	0	0	0	0	2
23:00-24:0	29	27	1	0	0	0	0	0	0	0	0	0	0	1

A.M. Peak														
07:30-07:4	18	15	2	0	0	0	0	0	0	0	0	0	0	1
07:45-08:0	18	17	0	0	0	0	0	0	0	0	0	0	0	1
08:00-08:1	17	14	1	0	0	0	0	0	0	0	0	0	0	2
08:15-08:3	26	23	0	1	0	0	0	0	0	0	0	0	0	2
08:30-08:4	37	34	0	0	0	0	0	0	0	0	0	0	1	2
08:45-09:0	25	22	2	0	0	0	0	0	0	0	0	0	0	1
09:00-09:1	26	26	0	0	0	0	0	0	0	0	0	0	0	0
09:15-09:3	23	20	2	1	0	0	0	0	0	0	0	0	0	0
P.M. Peak														
16:30-16:4	30	28	1	0	0	0	0	0	0	0	0	0	0	1
16:45-17:0	25	19	2	0	0	0	0	0	0	0	0	0	1	3
17:00-17:1	28	24	2	0	1	0	0	0	0	0	0	0	0	1
17:15-17:3	22	21	0	0	0	0	0	0	0	0	0	0	0	1
17:30-17:4	29	29	0	0	0	0	0	0	0	0	0	0	0	0
17:45-18:0	32	28	2	0	0	0	0	0	1	0	0	0	0	1
18:00-18:1	27	24	2	0	0	0	0	0	0	0	0	0	0	1
18:15-18:3	21	19	1	0	0	0	0	0	0	0	0	0	0	1
Summary														
00:00-24:0	1496	1360	75	2	1	1	0	0	2	0	0	0	2	53
06:00-24:0	1437	1302	75	2	1	1	0	0	2	0	0	0	2	52
06:00-22:0	1370	1240	73	2	1	1	0	0	2	0	0	0	2	49
07:00-19:0	1149	1035	63	2	1	1	0	0	2	0	0	0	2	43

Classified Axle Traffic Count
Location CAR21470A ALBERT ROAD South Of Lock Drive

Date Tuesday 07/07/2015
Direction Westbound
Coordinate 412696 287396

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	22	21	0	0	0	0	0	0	0	0	0	0	0	1
01:00-02:0	13	13	0	0	0	0	0	0	0	0	0	0	0	0
02:00-03:0	7	6	1	0	0	0	0	0	0	0	0	0	0	0
03:00-04:0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
04:00-05:0	8	8	0	0	0	0	0	0	0	0	0	0	0	0
05:00-06:0	12	10	1	0	0	0	0	0	0	0	0	0	0	1
06:00-07:0	31	27	2	0	0	0	0	0	0	0	0	0	0	2
07:00-08:0	67	60	3	0	0	0	0	0	0	0	0	0	0	4
08:00-09:0	101	96	4	0	0	0	0	0	0	0	0	0	0	1
09:00-10:0	85	78	4	0	0	0	0	0	0	0	0	0	1	2
10:00-11:0	97	84	11	0	0	0	0	0	0	0	0	0	0	2
11:00-12:0	84	75	6	0	0	0	0	0	0	0	0	0	1	2
12:00-13:0	111	100	10	0	0	0	0	0	1	0	0	0	0	0
13:00-14:0	71	62	7	1	0	0	0	0	0	0	0	0	1	0

14:00-15:0	98	87	4	0	0	0	0	0	0	0	0	0	0	7
15:00-16:0	127	110	13	0	0	0	0	0	0	0	0	0	2	2
16:00-17:0	109	93	9	2	0	0	0	0	0	0	0	0	1	4
17:00-18:0	94	84	5	0	0	0	0	0	0	0	0	0	1	4
18:00-19:0	93	86	4	0	0	0	0	0	0	0	0	0	0	3
19:00-20:0	73	70	2	0	0	0	0	0	0	0	0	0	0	1
20:00-21:0	58	56	1	0	0	0	0	0	0	0	0	0	0	1
21:00-22:0	49	47	1	0	0	0	0	0	0	0	0	0	0	1
22:00-23:0	49	44	1	0	0	0	0	0	0	0	0	0	0	4
23:00-24:0	28	25	3	0	0	0	0	0	0	0	0	0	0	0
A.M. Peak														
07:30-07:4	14	11	1	0	0	0	0	0	0	0	0	0	0	2
07:45-08:0	18	18	0	0	0	0	0	0	0	0	0	0	0	0
08:00-08:1	18	18	0	0	0	0	0	0	0	0	0	0	0	0
08:15-08:3	31	27	3	0	0	0	0	0	0	0	0	0	0	1
08:30-08:4	25	25	0	0	0	0	0	0	0	0	0	0	0	0
08:45-09:0	27	26	1	0	0	0	0	0	0	0	0	0	0	0
09:00-09:1	22	22	0	0	0	0	0	0	0	0	0	0	0	0
09:15-09:3	21	19	1	0	0	0	0	0	0	0	0	0	1	0
P.M. Peak														
16:30-16:4	35	31	0	1	0	0	0	0	0	0	0	0	1	2
16:45-17:0	25	22	2	0	0	0	0	0	0	0	0	0	0	1
17:00-17:1	27	23	2	0	0	0	0	0	0	0	0	0	0	2
17:15-17:3	21	20	1	0	0	0	0	0	0	0	0	0	0	0
17:30-17:4	26	22	2	0	0	0	0	0	0	0	0	0	1	1
17:45-18:0	20	19	0	0	0	0	0	0	0	0	0	0	0	1
18:00-18:1	22	18	2	0	0	0	0	0	0	0	0	0	0	2
18:15-18:3	22	19	2	0	0	0	0	0	0	0	0	0	0	1
Summary														
00:00-24:0	1490	1345	92	3	0	0	0	0	1	0	0	0	7	42
06:00-24:0	1425	1284	90	3	0	0	0	0	1	0	0	0	7	40
06:00-22:0	1348	1215	86	3	0	0	0	0	1	0	0	0	7	36
07:00-19:0	1137	1015	80	3	0	0	0	0	1	0	0	0	7	31

Classified Axle Traffic Count

Location CAR21470A ALBERT ROAD South Of Lock Drive

Date Wednesday 08/07/2015

Direction Westbound

Coordinate 412696 287396

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	20	19	1	0	0	0	0	0	0	0	0	0	0	0
01:00-02:0	17	16	1	0	0	0	0	0	0	0	0	0	0	0
02:00-03:0	5	5	0	0	0	0	0	0	0	0	0	0	0	0
03:00-04:0	2	2	0	0	0	0	0	0	0	0	0	0	0	0

04:00-05:0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
05:00-06:0	9	8	0	0	0	0	0	0	0	0	0	0	0	1
06:00-07:0	31	24	3	0	0	0	0	0	0	0	0	0	0	4
07:00-08:0	63	59	1	0	0	0	0	0	0	1	0	0	1	1
08:00-09:0	113	106	5	0	1	0	0	0	0	0	0	0	0	1
09:00-10:0	82	72	3	0	0	0	0	0	0	0	0	0	2	5
10:00-11:0	73	64	7	0	0	0	0	0	0	0	0	0	1	1
11:00-12:0	93	85	4	1	0	0	0	0	0	0	0	0	0	3
12:00-13:0	92	84	2	0	0	0	0	0	0	0	0	0	0	6
13:00-14:0	90	79	7	0	0	0	0	0	0	0	0	0	0	4
14:00-15:0	97	83	8	0	0	0	0	0	0	0	0	0	0	6
15:00-16:0	114	103	7	0	1	0	0	0	1	0	0	0	0	2
16:00-17:0	97	87	7	1	0	0	0	0	0	0	0	0	0	2
17:00-18:0	117	106	4	0	0	0	0	0	0	0	0	0	0	7
18:00-19:0	92	78	8	0	0	0	0	0	1	0	0	0	0	5
19:00-20:0	82	73	4	0	0	0	0	0	0	0	0	0	0	5
20:00-21:0	74	67	3	0	0	0	0	0	0	0	0	0	0	4
21:00-22:0	52	50	1	0	0	0	0	0	0	0	0	0	0	1
22:00-23:0	42	36	2	0	0	0	0	0	0	0	0	0	0	4
23:00-24:0	35	32	3	0	0	0	0	0	0	0	0	0	0	0
A.M. Peak														
07:30-07:4	20	20	0	0	0	0	0	0	0	0	0	0	0	0
07:45-08:0	12	11	0	0	0	0	0	0	0	0	0	0	1	0
08:00-08:1	23	20	2	0	1	0	0	0	0	0	0	0	0	0
08:15-08:3	30	30	0	0	0	0	0	0	0	0	0	0	0	0
08:30-08:4	31	28	2	0	0	0	0	0	0	0	0	0	0	1
08:45-09:0	29	28	1	0	0	0	0	0	0	0	0	0	0	0
09:00-09:1	23	21	0	0	0	0	0	0	0	0	0	0	0	2
09:15-09:3	21	18	2	0	0	0	0	0	0	0	0	0	1	0
P.M. Peak														
16:30-16:4	20	19	1	0	0	0	0	0	0	0	0	0	0	0
16:45-17:0	24	22	2	0	0	0	0	0	0	0	0	0	0	0
17:00-17:1	33	31	0	0	0	0	0	0	0	0	0	0	0	2
17:15-17:3	25	24	0	0	0	0	0	0	0	0	0	0	0	1
17:30-17:4	32	30	1	0	0	0	0	0	0	0	0	0	0	1
17:45-18:0	27	21	3	0	0	0	0	0	0	0	0	0	0	3
18:00-18:1	27	22	3	0	0	0	0	0	1	0	0	0	0	1
18:15-18:3	20	19	1	0	0	0	0	0	0	0	0	0	0	0
Summary														
00:00-24:0	1494	1340	81	2	2	0	0	0	2	1	0	0	4	62
06:00-24:0	1439	1288	79	2	2	0	0	0	2	1	0	0	4	61
06:00-22:0	1362	1220	74	2	2	0	0	0	2	1	0	0	4	57
07:00-19:0	1123	1006	63	2	2	0	0	0	2	1	0	0	4	43

Classified Axle Traffic Count

Location CAR21470A ALBERT ROAD South Of Lock Drive

Date Thursday 09/07/2015
Direction Westbound
Coordinate 412696 287396

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	17	17	0	0	0	0	0	0	0	0	0	0	0	0
01:00-02:0	15	15	0	0	0	0	0	0	0	0	0	0	0	0
02:00-03:0	7	6	0	0	0	0	0	0	0	0	0	0	0	1
03:00-04:0	6	5	1	0	0	0	0	0	0	0	0	0	0	0
04:00-05:0	6	6	0	0	0	0	0	0	0	0	0	0	0	0
05:00-06:0	8	5	2	0	0	0	0	0	0	0	0	0	0	1
06:00-07:0	28	27	1	0	0	0	0	0	0	0	0	0	0	0
07:00-08:0	77	65	10	0	0	0	0	0	0	0	0	0	0	2
08:00-09:0	139	132	4	0	0	0	0	0	0	0	0	0	0	3
09:00-10:0	92	86	4	0	0	0	0	0	0	0	0	0	0	2
10:00-11:0	95	82	8	0	0	0	0	0	0	0	0	0	1	4
11:00-12:0	85	76	7	0	0	0	0	0	0	0	0	0	1	1
12:00-13:0	94	86	5	0	0	0	0	0	0	0	0	0	1	2
13:00-14:0	79	72	4	0	0	0	0	0	0	0	0	0	0	3
14:00-15:0	92	76	13	0	0	0	0	0	0	0	0	0	0	3
15:00-16:0	128	115	11	1	0	0	0	0	0	0	0	0	0	1
16:00-17:0	98	88	7	1	0	0	0	0	0	0	0	0	0	2
17:00-18:0	113	103	6	0	0	0	0	0	0	0	0	0	0	4
18:00-19:0	104	93	5	0	0	0	0	0	1	0	0	0	0	5
19:00-20:0	72	65	4	0	0	0	0	0	0	0	0	0	0	3
20:00-21:0	69	64	4	0	0	0	0	0	0	0	0	0	0	1
21:00-22:0	60	56	1	0	0	0	0	0	0	0	0	0	0	3
22:00-23:0	43	38	2	0	0	0	0	0	0	0	0	0	0	3
23:00-24:0	38	35	3	0	0	0	0	0	0	0	0	0	0	0
A.M. Peak														
07:30-07:4	23	20	2	0	0	0	0	0	0	0	0	0	0	1
07:45-08:0	19	18	1	0	0	0	0	0	0	0	0	0	0	0
08:00-08:1	29	26	3	0	0	0	0	0	0	0	0	0	0	0
08:15-08:3	33	31	1	0	0	0	0	0	0	0	0	0	0	1
08:30-08:4	32	31	0	0	0	0	0	0	0	0	0	0	0	1
08:45-09:0	45	44	0	0	0	0	0	0	0	0	0	0	0	1
09:00-09:1	26	25	0	0	0	0	0	0	0	0	0	0	0	1
09:15-09:3	29	26	3	0	0	0	0	0	0	0	0	0	0	0
P.M. Peak														
16:30-16:4	28	24	4	0	0	0	0	0	0	0	0	0	0	0
16:45-17:0	19	17	0	0	0	0	0	0	0	0	0	0	0	2
17:00-17:1	30	27	2	0	0	0	0	0	0	0	0	0	0	1
17:15-17:3	32	28	2	0	0	0	0	0	0	0	0	0	0	2
17:30-17:4	29	26	2	0	0	0	0	0	0	0	0	0	0	1
17:45-18:0	22	22	0	0	0	0	0	0	0	0	0	0	0	0

18:00-18:1	27	26	0	0	0	0	0	0	0	0	0	0	0	1
18:15-18:3	24	20	2	0	0	0	0	0	1	0	0	0	0	1
Summary														
00:00-24:0	1565	1413	102	2	0	0	0	0	1	0	0	0	3	44
06:00-24:0	1506	1359	99	2	0	0	0	0	1	0	0	0	3	42
06:00-22:0	1425	1286	94	2	0	0	0	0	1	0	0	0	3	39
07:00-19:0	1196	1074	84	2	0	0	0	0	1	0	0	0	3	32

Classified Axle Traffic Count
Location CAR21470A ALBERT ROAD South Of Lock Drive

Date Friday 03/07/2015
Direction Westbound
Coordinate 412696 287396

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	23	22	0	0	0	0	0	0	0	0	0	0	0	1
01:00-02:0	10	8	2	0	0	0	0	0	0	0	0	0	0	0
02:00-03:0	6	6	0	0	0	0	0	0	0	0	0	0	0	0
03:00-04:0	8	8	0	0	0	0	0	0	0	0	0	0	0	0
04:00-05:0	5	5	0	0	0	0	0	0	0	0	0	0	0	0
05:00-06:0	6	6	0	0	0	0	0	0	0	0	0	0	0	0
06:00-07:0	23	20	2	0	0	0	0	0	0	0	0	0	0	1
07:00-08:0	69	66	3	0	0	0	0	0	0	0	0	0	0	0
08:00-09:0	117	105	6	0	1	0	0	0	0	0	0	0	1	4
09:00-10:0	88	81	5	0	0	0	0	0	0	0	0	0	0	2
10:00-11:0	79	71	6	0	0	0	0	0	0	0	0	0	0	2
11:00-12:0	108	92	11	0	0	0	0	0	0	0	0	0	1	4
12:00-13:0	83	78	3	0	0	0	0	0	0	0	0	0	2	0
13:00-14:0	111	94	10	0	0	0	0	0	0	0	0	0	2	5
14:00-15:0	79	68	5	0	0	0	0	0	1	0	0	0	1	4
15:00-16:0	127	118	5	1	0	0	0	0	0	0	0	0	0	3
16:00-17:0	129	115	10	0	0	0	0	0	1	0	0	0	0	3
17:00-18:0	129	118	10	0	0	0	0	0	0	0	0	0	0	1
18:00-19:0	107	92	7	1	0	0	0	0	0	0	0	0	0	7
19:00-20:0	124	108	7	0	1	0	0	0	1	0	0	0	0	7
20:00-21:0	91	80	6	0	1	0	0	0	0	0	0	0	1	3
21:00-22:0	61	57	1	0	0	0	0	0	0	0	0	0	0	3
22:00-23:0	62	60	1	0	0	0	0	0	0	0	0	0	0	1
23:00-24:0	42	41	0	0	0	0	0	0	0	0	0	0	0	1
A.M. Peak														
07:30-07:4	21	21	0	0	0	0	0	0	0	0	0	0	0	0
07:45-08:0	19	18	1	0	0	0	0	0	0	0	0	0	0	0
08:00-08:1	16	12	2	0	1	0	0	0	0	0	0	0	0	1
08:15-08:3	37	33	1	0	0	0	0	0	0	0	0	0	1	2
08:30-08:4	30	30	0	0	0	0	0	0	0	0	0	0	0	0

08:45-09:0	34	30	3	0	0	0	0	0	0	0	0	0	0	1
09:00-09:1	24	22	2	0	0	0	0	0	0	0	0	0	0	0
09:15-09:3	25	23	0	0	0	0	0	0	0	0	0	0	0	2
P.M. Peak														
16:30-16:4	25	23	2	0	0	0	0	0	0	0	0	0	0	0
16:45-17:0	35	31	3	0	0	0	0	0	1	0	0	0	0	0
17:00-17:1	28	26	2	0	0	0	0	0	0	0	0	0	0	0
17:15-17:3	35	31	3	0	0	0	0	0	0	0	0	0	0	1
17:30-17:4	28	24	4	0	0	0	0	0	0	0	0	0	0	0
17:45-18:0	38	37	1	0	0	0	0	0	0	0	0	0	0	0
18:00-18:1	25	23	0	0	0	0	0	0	0	0	0	0	0	2
18:15-18:3	30	22	4	0	0	0	0	0	0	0	0	0	0	4
Summary														
00:00-24:0	1687	1519	100	2	3	0	0	0	3	0	0	0	8	52
06:00-24:0	1629	1464	98	2	3	0	0	0	3	0	0	0	8	51
06:00-22:0	1525	1363	97	2	3	0	0	0	3	0	0	0	8	49
07:00-19:0	1226	1098	81	2	1	0	0	0	2	0	0	0	7	35

Classified Axle Traffic Count
Location CAR21470A ALBERT ROAD South Of Lock Drive

Date Date Average Weekday
01/07/2015 to 10/07/2015
Direction Westbound
Coordinate 412696 287396

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	21	21	0	0	0	0	0	0	0	0	0	0	0	0
01:00-02:0	14	13	1	0	0	0	0	0	0	0	0	0	0	0
02:00-03:0	5	5	0	0	0	0	0	0	0	0	0	0	0	0
03:00-04:0	4	4	0	0	0	0	0	0	0	0	0	0	0	0
04:00-05:0	5	5	0	0	0	0	0	0	0	0	0	0	0	0
05:00-06:0	10	8	1	0	0	0	0	0	0	0	0	0	0	1
06:00-07:0	28	24	2	0	0	0	0	0	0	0	0	0	0	2
07:00-08:0	71	64	5	0	0	0	0	0	0	0	0	0	0	2
08:00-09:0	113	106	4	0	0	0	0	0	0	0	0	0	0	3
09:00-10:0	87	78	5	0	0	0	0	0	0	0	0	0	1	3
10:00-11:0	83	74	7	0	0	0	0	0	0	0	0	0	0	2
11:00-12:0	98	87	7	0	0	0	0	0	0	0	0	0	1	3
12:00-13:0	96	89	4	0	0	0	0	0	0	0	0	0	1	2
13:00-14:0	87	77	6	0	0	0	0	0	0	0	0	0	1	3
14:00-15:0	92	79	8	0	0	0	0	0	0	0	0	0	0	5
15:00-16:0	120	108	9	0	0	0	0	0	0	0	0	0	0	3
16:00-17:0	107	95	8	1	0	0	0	0	0	0	0	0	0	3
17:00-18:0	113	103	6	0	0	0	0	0	0	0	0	0	0	4
18:00-19:0	96	86	5	0	0	0	0	0	0	0	0	0	0	5

19:00-20:0	86	78	4	0	0	0	0	0	0	0	0	0	0	4
20:00-21:0	72	66	4	0	0	0	0	0	0	0	0	0	0	2
21:00-22:0	54	51	1	0	0	0	0	0	0	0	0	0	0	2
22:00-23:0	47	43	1	0	0	0	0	0	0	0	0	0	0	3
23:00-24:0	34	32	2	0	0	0	0	0	0	0	0	0	0	0
A.M. Peak														
07:30-07:4	19	17	1	0	0	0	0	0	0	0	0	0	0	1
07:45-08:0	16	16	0	0	0	0	0	0	0	0	0	0	0	0
08:00-08:1	21	18	2	0	0	0	0	0	0	0	0	0	0	1
08:15-08:3	31	29	1	0	0	0	0	0	0	0	0	0	0	1
08:30-08:4	31	30	0	0	0	0	0	0	0	0	0	0	0	1
08:45-09:0	32	30	1	0	0	0	0	0	0	0	0	0	0	1
09:00-09:1	24	23	0	0	0	0	0	0	0	0	0	0	0	1
09:15-09:3	23	21	2	0	0	0	0	0	0	0	0	0	0	0
P.M. Peak														
16:30-16:4	28	25	2	0	0	0	0	0	0	0	0	0	0	1
16:45-17:0	25	22	2	0	0	0	0	0	0	0	0	0	0	1
17:00-17:1	29	26	2	0	0	0	0	0	0	0	0	0	0	1
17:15-17:3	27	25	1	0	0	0	0	0	0	0	0	0	0	1
17:30-17:4	29	26	2	0	0	0	0	0	0	0	0	0	0	1
17:45-18:0	27	25	1	0	0	0	0	0	0	0	0	0	0	1
18:00-18:1	25	23	1	0	0	0	0	0	0	0	0	0	0	1
18:15-18:3	23	20	2	0	0	0	0	0	0	0	0	0	0	1
Summary														
00:00-24:0	1546	1395	90	2	1	0	0	0	2	0	0	0	5	51
06:00-24:0	1486	1339	88	2	1	0	0	0	2	0	0	0	5	49
06:00-22:0	1406	1265	85	2	1	0	0	0	2	0	0	0	5	46
07:00-19:0	1167	1046	74	2	1	0	0	0	2	0	0	0	5	37

Classified Axle Traffic Count

Location CAR21470A ALBERT ROAD South Of Lock Drive

Date Saturday 04/07/2015

Direction Westbound

Coordinate 412696 287396

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	30	30	0	0	0	0	0	0	0	0	0	0	0	0
01:00-02:0	21	20	1	0	0	0	0	0	0	0	0	0	0	0
02:00-03:0	16	15	0	0	0	0	0	0	0	0	0	0	0	1
03:00-04:0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
04:00-05:0	11	10	1	0	0	0	0	0	0	0	0	0	0	0
05:00-06:0	10	9	1	0	0	0	0	0	0	0	0	0	0	0
06:00-07:0	22	17	1	0	0	0	0	0	0	0	0	0	0	4
07:00-08:0	28	26	1	0	0	0	0	0	0	0	0	0	0	1
08:00-09:0	28	24	3	0	0	0	0	0	0	0	0	0	0	1

09:00-10:0	65	61	3	0	0	0	0	0	0	0	0	0	0	1
10:00-11:0	70	64	5	0	0	0	0	0	0	0	0	0	0	1
11:00-12:0	111	103	8	0	0	0	0	0	0	0	0	0	0	0
12:00-13:0	103	91	10	0	0	0	0	0	0	0	0	0	0	2
13:00-14:0	89	83	5	0	0	0	0	0	1	0	0	0	0	0
14:00-15:0	85	75	7	1	1	0	0	0	0	0	0	0	0	1
15:00-16:0	108	98	9	0	0	0	0	0	0	0	0	0	0	1
16:00-17:0	98	89	3	0	1	0	0	0	0	0	0	0	0	5
17:00-18:0	120	108	10	1	0	0	0	0	0	1	0	0	0	0
18:00-19:0	109	97	8	0	0	0	0	0	1	0	0	0	0	3
19:00-20:0	86	79	4	0	0	0	0	0	0	0	0	0	0	3
20:00-21:0	80	74	4	0	0	0	0	0	0	0	0	0	0	2
21:00-22:0	48	46	0	0	0	0	0	0	0	0	0	0	0	2
22:00-23:0	55	52	3	0	0	0	0	0	0	0	0	0	0	0
23:00-24:0	37	35	1	0	0	0	0	0	0	0	0	0	0	1
A.M. Peak														
07:30-07:4	6	5	0	0	0	0	0	0	0	0	0	0	0	1
07:45-08:0	9	9	0	0	0	0	0	0	0	0	0	0	0	0
08:00-08:1	6	6	0	0	0	0	0	0	0	0	0	0	0	0
08:15-08:3	6	6	0	0	0	0	0	0	0	0	0	0	0	0
08:30-08:4	5	5	0	0	0	0	0	0	0	0	0	0	0	0
08:45-09:0	11	7	3	0	0	0	0	0	0	0	0	0	0	1
09:00-09:1	12	11	1	0	0	0	0	0	0	0	0	0	0	0
09:15-09:3	13	13	0	0	0	0	0	0	0	0	0	0	0	0
P.M. Peak														
16:30-16:4	25	22	0	0	0	0	0	0	0	0	0	0	0	3
16:45-17:0	25	21	1	0	1	0	0	0	0	0	0	0	0	2
17:00-17:1	38	31	6	1	0	0	0	0	0	0	0	0	0	0
17:15-17:3	22	21	1	0	0	0	0	0	0	0	0	0	0	0
17:30-17:4	27	26	1	0	0	0	0	0	0	0	0	0	0	0
17:45-18:0	33	30	2	0	0	0	0	0	0	1	0	0	0	0
18:00-18:1	24	22	2	0	0	0	0	0	0	0	0	0	0	0
18:15-18:3	35	31	2	0	0	0	0	0	0	0	0	0	0	2
Summary														
00:00-24:0	1437	1313	88	2	2	0	0	0	2	1	0	0	0	29
06:00-24:0	1342	1222	85	2	2	0	0	0	2	1	0	0	0	28
06:00-22:0	1250	1135	81	2	2	0	0	0	2	1	0	0	0	27
07:00-19:0	1014	919	72	2	2	0	0	0	2	1	0	0	0	16

Classified Axle Traffic Count

Location CAR21470A ALBERT ROAD South Of Lock Drive

Date Sunday 05/07/2015

Direction Westbound

Coordinate 412696 287396

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L	Var 2 Axle	Rigic 3 Axle	Rigic 4 Axle	Rigic 2 Axle	Rig+ 3 Axle	Rig+ 2Ax+1	Artic 2Ax+2	Artic 2Ax+3	Artic 3+1/2	Artic 3Ax+3	Artic Bus /Coach	Uncl. Vehs
00:00-01:0	40	38	2	0	0	0	0	0	0	0	0	0	0	0
01:00-02:0	22	22	0	0	0	0	0	0	0	0	0	0	0	0
02:00-03:0	17	17	0	0	0	0	0	0	0	0	0	0	0	0
03:00-04:0	8	7	1	0	0	0	0	0	0	0	0	0	0	0
04:00-05:0	6	6	0	0	0	0	0	0	0	0	0	0	0	0
05:00-06:0	15	14	0	0	0	0	0	0	0	0	0	0	0	1
06:00-07:0	9	9	0	0	0	0	0	0	0	0	0	0	0	0
07:00-08:0	13	13	0	0	0	0	0	0	0	0	0	0	0	0
08:00-09:0	25	23	2	0	0	0	0	0	0	0	0	0	0	0
09:00-10:0	34	33	1	0	0	0	0	0	0	0	0	0	0	0
10:00-11:0	50	48	0	0	0	0	0	0	0	0	0	0	0	2
11:00-12:0	77	76	1	0	0	0	0	0	0	0	0	0	0	0
12:00-13:0	82	75	5	0	0	0	0	0	0	0	0	0	0	2
13:00-14:0	92	86	5	0	0	0	0	0	0	0	0	0	0	1
14:00-15:0	97	85	9	0	0	0	0	0	0	0	0	0	0	3
15:00-16:0	98	90	6	0	0	0	0	0	0	0	0	0	0	2
16:00-17:0	103	95	7	0	0	0	0	0	0	0	0	0	0	1
17:00-18:0	71	68	2	0	0	0	0	0	0	0	0	0	0	1
18:00-19:0	67	63	2	0	0	0	0	0	0	0	0	0	0	2
19:00-20:0	99	93	3	0	0	0	0	0	0	0	0	0	0	3
20:00-21:0	74	69	4	0	0	0	0	0	0	0	0	0	0	1
21:00-22:0	55	52	3	0	0	0	0	0	0	0	0	0	0	0
22:00-23:0	47	46	0	0	0	0	0	0	0	0	0	0	0	1
23:00-24:0	32	31	0	0	0	0	0	0	0	0	0	0	0	1
A.M. Peak														
07:30-07:4	1	1	0	0	0	0	0	0	0	0	0	0	0	0
07:45-08:0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
08:00-08:1	4	3	1	0	0	0	0	0	0	0	0	0	0	0
08:15-08:3	6	6	0	0	0	0	0	0	0	0	0	0	0	0
08:30-08:4	8	7	1	0	0	0	0	0	0	0	0	0	0	0
08:45-09:0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
09:00-09:1	6	5	1	0	0	0	0	0	0	0	0	0	0	0
09:15-09:3	10	10	0	0	0	0	0	0	0	0	0	0	0	0
P.M. Peak														
16:30-16:4	25	22	2	0	0	0	0	0	0	0	0	0	0	1
16:45-17:0	26	25	1	0	0	0	0	0	0	0	0	0	0	0
17:00-17:1	17	16	1	0	0	0	0	0	0	0	0	0	0	0
17:15-17:3	17	17	0	0	0	0	0	0	0	0	0	0	0	0
17:30-17:4	16	15	1	0	0	0	0	0	0	0	0	0	0	0
17:45-18:0	21	20	0	0	0	0	0	0	0	0	0	0	0	1
18:00-18:1	17	14	2	0	0	0	0	0	0	0	0	0	0	1
18:15-18:3	12	11	0	0	0	0	0	0	0	0	0	0	0	1
Summary														
00:00-24:0	1233	1159	53	0	0	0	0	0	0	0	0	0	0	21

06:00-24:0	1125	1055	50	0	0	0	0	0	0	0	0	0	0	20
06:00-22:0	1046	978	50	0	0	0	0	0	0	0	0	0	0	18
07:00-19:0	809	755	40	0	0	0	0	0	0	0	0	0	0	14

Classified Axle Traffic Count

Location	CAR21470A ALBERT ROAD South Of Lock Drive
Dates	01/07/2015 to 10/07/2015
Direction	Eastbound
Data	Volume Summary
Coordinate	412696 287396

Analysis by Day of Week and Hour of Day

Time Perio	Mon	Tue	Wed	Thur	Fri	Avge	%	Sat	Sun
00:00-01:0	35	26	28	27	25	28	1.28	37	45
01:00-02:0	19	16	10	17	12	15	0.69	24	20
02:00-03:0	6	6	10	10	8	8	0.37	19	13
03:00-04:0	5	7	6	7	6	6	0.27	10	7
04:00-05:0	6	6	6	6	5	6	0.27	11	7
05:00-06:0	25	22	18	22	15	20	0.91	14	14
06:00-07:0	27	33	37	33	32	32	1.46	16	17
07:00-08:0	101	105	110	102	90	102	4.66	34	13
08:00-09:0	139	150	171	162	146	154	7.04	55	33
09:00-10:0	131	128	145	119	109	126	5.76	85	42
10:00-11:0	120	118	91	140	122	118	5.39	95	74
11:00-12:0	125	120	94	134	126	120	5.48	133	100
12:00-13:0	141	121	127	125	142	131	5.99	127	112
13:00-14:0	118	121	114	126	108	117	5.35	126	131
14:00-15:0	127	145	141	142	154	142	6.49	132	135
15:00-16:0	225	172	160	190	216	193	8.82	118	128
16:00-17:0	203	187	187	205	181	193	8.82	121	122
17:00-18:0	193	170	204	170	151	178	8.14	123	103
18:00-19:0	133	135	168	147	143	145	6.63	113	82
19:00-20:0	89	86	105	95	101	95	4.34	106	108
20:00-21:0	83	105	84	93	69	87	3.98	98	115
21:00-22:0	65	75	63	72	89	73	3.34	69	63
22:00-23:0	45	49	63	45	70	54	2.47	60	52
23:00-24:0	38	46	39	52	52	45	2.06	48	31
24 Hr Total	2199	2149	2181	2241	2172	2188		1774	1567
16 Hr Total	2020	1971	2001	2055	1979	2006		1551	1378
12 Hr Total	1756	1672	1712	1762	1688	1719		1262	1075

Analysis by Day of Week and Peak Hours

Time Perio	Mon	Tue	Wed	Thur	Fri	Avge	%
07:00-07:1	17	23	16	11	13	16	0.73
07:15-07:3	23	23	20	26	21	23	1.05
07:30-07:4	25	24	28	25	22	25	1.14
07:45-08:0	36	35	46	40	34	38	1.74
08:00-08:1	21	36	47	43	37	37	1.69

08:15-08:3	38	41	41	41	31	38	1.74
08:30-08:4	39	41	40	32	39	38	1.74
08:45-09:0	41	32	43	46	39	40	1.83
09:00-09:1	50	41	46	33	31	40	1.83
09:15-09:3	30	34	32	37	21	31	1.42
09:30-09:4	25	27	29	29	33	29	1.33
09:45-10:0	26	26	38	20	24	27	1.23
16:00-16:1	52	46	53	46	56	51	2.33
16:15-16:3	51	38	39	57	35	44	2.01
16:30-16:4	57	57	38	61	44	51	2.33
16:45-17:0	43	46	57	41	46	47	2.15
17:00-17:1	49	41	42	42	44	44	2.01
17:15-17:3	48	48	55	50	41	48	2.19
17:30-17:4	54	49	57	33	29	44	2.01
17:45-18:0	42	32	50	45	37	41	1.87
18:00-18:1	41	40	57	38	33	42	1.92
18:15-18:3	40	35	42	52	46	43	1.97
18:30-18:4	35	39	28	24	30	31	1.42
18:45-19:0	17	21	41	33	34	29	1.33
07:00-09:0	240	255	281	264	236	255	11.66
16:00-18:0	396	357	391	375	332	370	16.92

Classified Axle Traffic Count

Location CAR21470A ALBERT ROAD South Of Lock Drive

Dates 01/07/2015 to 10/07/2015

Direction Westbound

Data Volume Summary

Coordinate 412696 287396

Analysis by Day of Week and Hour of Day

Time Perio	Mon	Tue	Wed	Thur	Fri	Avge	%	Sat	Sun
00:00-01:0	25	22	20	17	23	21	1.36	30	40
01:00-02:0	15	13	17	15	10	14	0.91	21	22
02:00-03:0	2	7	5	7	6	5	0.32	16	17
03:00-04:0	3	3	2	6	8	4	0.26	7	8
04:00-05:0	4	8	2	6	5	5	0.32	11	6
05:00-06:0	10	12	9	8	6	9	0.58	10	15
06:00-07:0	25	31	31	28	23	28	1.81	22	9
07:00-08:0	80	67	63	77	69	71	4.6	28	13
08:00-09:0	105	101	113	139	117	115	7.44	28	25
09:00-10:0	84	85	82	92	88	86	5.57	65	34
10:00-11:0	74	97	73	95	79	84	5.44	70	50
11:00-12:0	114	84	93	85	108	97	6.28	111	77
12:00-13:0	100	111	92	94	83	96	6.21	103	82
13:00-14:0	84	71	90	79	111	87	5.63	89	92
14:00-15:0	95	98	97	92	79	92	5.95	85	97

15:00-16:0	108	127	114	128	127	121	7.83	108	98
16:00-17:0	108	109	97	98	129	108	6.99	98	103
17:00-18:0	111	94	117	113	129	113	7.31	120	71
18:00-19:0	86	93	92	104	107	96	6.21	109	67
19:00-20:0	79	73	82	72	124	86	5.57	86	99
20:00-21:0	69	58	74	69	91	72	4.66	80	74
21:00-22:0	48	49	52	60	61	54	3.5	48	55
22:00-23:0	38	49	42	43	62	47	3.04	55	47
23:00-24:0	29	28	35	38	42	34	2.2	37	32
24 Hr Total	1496	1490	1494	1565	1687	1545		1437	1233
16 Hr Total	1370	1348	1362	1425	1525	1406		1250	1046
12 Hr Total	1149	1137	1123	1196	1226	1166		1014	809

Analysis by Day of Week and Peak Hours

Time Perio	Mon	Tue	Wed	Thur	Fri	Avge	%
07:00-07:1	18	19	16	19	13	17	1.1
07:15-07:3	26	16	15	16	16	18	1.17
07:30-07:4	18	14	20	23	21	19	1.23
07:45-08:0	18	18	12	19	19	17	1.1
08:00-08:1	17	18	23	29	16	21	1.36
08:15-08:3	26	31	30	33	37	31	2.01
08:30-08:4	37	25	31	32	30	31	2.01
08:45-09:0	25	27	29	45	34	32	2.07
09:00-09:1	26	22	23	26	24	24	1.55
09:15-09:3	23	21	21	29	25	24	1.55
09:30-09:4	16	20	20	17	18	18	1.17
09:45-10:0	19	22	18	20	21	20	1.29
16:00-16:1	26	27	28	27	33	28	1.81
16:15-16:3	27	22	25	24	36	27	1.75
16:30-16:4	30	35	20	28	25	28	1.81
16:45-17:0	25	25	24	19	35	26	1.68
17:00-17:1	28	27	33	30	28	29	1.88
17:15-17:3	22	21	25	32	35	27	1.75
17:30-17:4	29	26	32	29	28	29	1.88
17:45-18:0	32	20	27	22	38	28	1.81
18:00-18:1	27	22	27	27	25	26	1.68
18:15-18:3	21	22	20	24	30	23	1.49
18:30-18:4	24	26	20	29	23	24	1.55
18:45-19:0	14	23	25	24	29	23	1.49
07:00-09:0	185	168	176	216	186	186	12.05
16:00-18:0	219	203	214	211	258	221	14.3

Classified Axle Traffic Count

Location CAR21470A ALBERT ROAD South Of Lock Drive

Dates 01/07/2015 to 10/07/2015

Direction Westbound

Data Volume Summary
Coordinate 412696 287396

Eastbound Traffic
06/07/2015 - 05/07/2015

Average Weekday - Morning Peaks	Average	Percentage
Standard Peak Hour (08:00-09:00)	154	7.04
Highest AM Peak Hour (08:15-09:15)	156	7.13
Highest AM Peak Period (08:45-09:00)	40	1.83

Average Weekday - Evening Peaks	Average	Percentage
Standard Peak Hour (17:00-18:00)	178	8.14
Highest PM Peak Hour (16:00-17:00)	193	8.82
Highest PM Peak Period (16:00-16:15)	51	2.33

Average Peak Hour	175
Average Hour	91
Average Peak Hour / Average Hour	1.91
7 Day Total	14283

Westbound Traffic
06/07/2015 - 05/07/2015

Average Weekday - Morning Peaks	Average	Percentage
Standard Peak Hour (08:00-09:00)	115	7.44
Highest AM Peak Hour (08:15-09:15)	118	7.64
Highest AM Peak Period (08:45-09:00)	32	2.07

Average Weekday - Evening Peaks	Average	Percentage
Standard Peak Hour (17:00-18:00)	113	7.31
Highest PM Peak Hour (17:00-18:00)	113	7.31
Highest PM Peak Period (17:00-17:15)	29	1.88

Average Peak Hour	116
Average Hour	64
Average Peak Hour / Average Hour	1.79
7 Day Total	10402

* Average=Average weekday count for number of weekdays recorded
** % = Average weekday Hourly rate expressed as a percentage of the average 24 hour count

Audley Road ATC 2015

Classified Axle Traffic Count
Location CAR21468 AUDLEY ROAD East Of Flaxley Road

Date Monday 29/06/2015
Direction Eastbound

Coordinate 413354 287772

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	85	77	3	1	0	0	0	0	0	0	0	0	1	3
01:00-02:0	44	40	2	0	0	0	0	0	0	0	0	0	0	2
02:00-03:0	34	23	11	0	0	0	0	0	0	0	0	0	0	0
03:00-04:0	30	23	5	1	0	0	0	0	0	0	0	0	1	0
04:00-05:0	25	21	3	0	1	0	0	0	0	0	0	0	0	0
05:00-06:0	63	49	4	2	1	0	0	0	0	0	0	0	2	5
06:00-07:0	133	111	10	1	0	0	0	0	0	0	0	0	3	8
07:00-08:0	245	202	22	5	0	0	0	0	0	1	0	0	6	9
08:00-09:0	305	254	30	1	0	0	0	0	0	0	0	0	8	12
09:00-10:0	269	231	25	0	1	0	0	0	0	0	0	0	5	7
10:00-11:0	270	228	27	3	0	0	0	0	0	1	0	0	7	4
11:00-12:0	299	260	25	0	0	2	0	0	0	1	1	0	5	5
12:00-13:0	312	272	29	0	0	0	0	0	0	1	0	0	4	6
13:00-14:0	327	289	28	0	0	0	0	0	0	0	0	0	4	6
14:00-15:0	369	325	27	0	0	0	0	0	0	0	0	0	6	11
15:00-16:0	348	311	26	0	0	0	0	0	0	0	0	0	5	6
16:00-17:0	312	279	23	0	0	0	0	1	0	0	0	0	5	4
17:00-18:0	399	358	27	0	0	0	0	0	0	0	0	0	7	7
18:00-19:0	356	326	20	0	0	0	0	0	0	1	0	0	5	4
19:00-20:0	271	253	13	0	0	0	0	0	1	0	0	0	3	1
20:00-21:0	250	234	8	0	0	0	0	0	1	1	0	0	3	3
21:00-22:0	196	181	7	1	0	0	0	0	0	1	0	0	1	5
22:00-23:0	146	137	5	0	0	0	0	0	0	0	0	0	2	2
23:00-24:0	104	100	1	1	0	0	0	0	0	0	0	0	1	1
A.M. Peak														
07:30-07:4	60	48	6	1	0	0	0	0	0	1	0	0	2	2
07:45-08:0	70	59	7	1	0	0	0	0	0	0	0	0	1	2
08:00-08:1	63	51	7	0	0	0	0	0	0	0	0	0	2	3
08:15-08:3	89	78	7	0	0	0	0	0	0	0	0	0	1	3
08:30-08:4	83	64	12	0	0	0	0	0	0	0	0	0	3	4
08:45-09:0	70	61	4	1	0	0	0	0	0	0	0	0	2	2
09:00-09:1	83	71	7	0	1	0	0	0	0	0	0	0	1	3
09:15-09:3	65	54	9	0	0	0	0	0	0	0	0	0	2	0
P.M. Peak														
16:30-16:4	85	72	9	0	0	0	0	0	0	0	0	0	2	2
16:45-17:0	81	74	6	0	0	0	0	0	0	0	0	0	0	1
17:00-17:1	110	98	8	0	0	0	0	0	0	0	0	0	2	2
17:15-17:3	96	87	6	0	0	0	0	0	0	0	0	0	2	1
17:30-17:4	93	82	7	0	0	0	0	0	0	0	0	0	2	2
17:45-18:0	100	91	6	0	0	0	0	0	0	0	0	0	1	2
18:00-18:1	106	99	5	0	0	0	0	0	0	0	0	0	2	0
18:15-18:3	89	80	6	0	0	0	0	0	0	0	0	0	2	1

Summary

00:00-24:0	5192	4584	381	16	3	2	0	1	2	7	1	0	84	111
06:00-24:0	4911	4351	353	12	1	2	0	1	2	7	1	0	80	101
06:00-22:0	4661	4114	347	11	1	2	0	1	2	7	1	0	77	98
07:00-19:0	3811	3335	309	9	1	2	0	1	0	5	1	0	67	81

Classified Axle Traffic Count

Location CAR21468 AUDLEY ROAD East Of Flaxley Road

Date Tuesday 30/06/2015

Direction Eastbound

Coordinate 413354 287772

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	64	58	3	0	0	0	0	0	0	0	0	0	1	2
01:00-02:0	54	39	14	0	0	0	0	0	0	0	0	0	0	1
02:00-03:0	39	28	6	1	0	0	0	0	0	0	0	0	0	4
03:00-04:0	30	23	5	0	0	0	0	0	0	0	0	0	1	1
04:00-05:0	26	19	5	0	0	0	0	0	0	0	0	0	0	2
05:00-06:0	70	56	6	1	0	0	0	0	0	0	0	0	3	4
06:00-07:0	150	119	12	2	1	0	0	0	0	0	0	0	2	14
07:00-08:0	249	198	34	2	0	0	0	0	0	0	0	1	6	8
08:00-09:0	318	282	20	0	0	0	0	1	0	0	0	0	3	12
09:00-10:0	257	226	18	1	0	0	0	0	0	0	0	0	6	6
10:00-11:0	299	244	33	0	0	0	0	0	2	0	0	0	9	11
11:00-12:0	300	261	30	1	0	0	0	0	1	0	0	0	4	3
12:00-13:0	329	292	27	0	0	1	0	0	0	0	0	1	0	8
13:00-14:0	313	269	31	1	0	0	0	0	0	0	0	0	7	5
14:00-15:0	377	318	43	0	0	1	0	0	0	1	0	0	8	6
15:00-16:0	331	296	26	0	0	0	0	0	0	0	0	1	6	2
16:00-17:0	262	231	22	0	0	0	0	0	0	0	0	0	5	4
17:00-18:0	338	302	26	0	0	0	0	0	0	2	0	0	5	3
18:00-19:0	330	305	14	0	1	0	0	0	0	0	0	0	3	7
19:00-20:0	279	247	25	1	0	0	0	0	0	0	0	1	3	2
20:00-21:0	255	230	15	0	0	0	0	0	1	0	0	0	2	7
21:00-22:0	203	187	6	1	1	0	0	0	0	0	0	0	2	6
22:00-23:0	176	168	5	0	0	0	0	0	0	0	0	0	1	2
23:00-24:0	122	116	4	0	0	0	0	0	0	0	0	0	0	2
A.M. Peak														
07:30-07:4	55	42	8	0	0	0	0	0	0	0	0	0	2	3
07:45-08:0	80	69	6	1	0	0	0	0	0	0	0	1	1	2
08:00-08:1	64	56	5	0	0	0	0	0	0	0	0	0	1	2
08:15-08:3	80	74	4	0	0	0	0	0	0	0	0	0	1	1
08:30-08:4	78	71	4	0	0	0	0	0	0	0	0	0	1	2
08:45-09:0	96	81	7	0	0	0	0	1	0	0	0	0	0	7
09:00-09:1	58	49	7	0	0	0	0	0	0	0	0	0	1	1
09:15-09:3	66	59	4	0	0	0	0	0	0	0	0	0	2	1

P.M. Peak

16:30-16:4	55	48	5	0	0	0	0	0	0	0	0	0	0	2
16:45-17:0	66	60	4	0	0	0	0	0	0	0	0	0	2	0
17:00-17:1	85	79	6	0	0	0	0	0	0	0	0	0	0	0
17:15-17:3	98	87	7	0	0	0	0	0	0	1	0	0	1	2
17:30-17:4	92	82	8	0	0	0	0	0	0	1	0	0	1	0
17:45-18:0	63	54	5	0	0	0	0	0	0	0	0	0	3	1
18:00-18:1	75	67	6	0	0	0	0	0	0	0	0	0	1	1
18:15-18:3	106	100	4	0	0	0	0	0	0	0	0	0	0	2

Summary

00:00-24:0	5171	4514	430	11	3	2	0	1	4	3	0	4	77	122
06:00-24:0	4888	4291	391	9	3	2	0	1	4	3	0	4	72	108
06:00-22:0	4590	4007	382	9	3	2	0	1	4	3	0	4	71	104
07:00-19:0	3703	3224	324	5	1	2	0	1	3	3	0	3	62	75

Classified Axle Traffic Count

Location CAR21468 AUDLEY ROAD East Of Flaxley Road

Date Wednesday 24/06/2015

Direction Eastbound

Coordinate 413354 287772

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	66	59	5	0	0	0	0	0	0	0	0	0	2	0
01:00-02:0	52	38	11	0	0	0	0	0	0	0	0	0	0	3
02:00-03:0	24	18	4	0	0	0	0	0	0	0	0	0	1	1
03:00-04:0	29	20	7	0	0	0	0	0	0	0	0	0	1	1
04:00-05:0	29	25	2	0	0	0	0	0	0	0	0	0	2	0
05:00-06:0	53	42	3	1	2	0	0	0	0	0	0	0	1	4
06:00-07:0	154	128	16	1	0	0	0	0	1	0	0	0	4	4
07:00-08:0	201	172	22	0	0	0	0	0	0	0	0	0	3	4
08:00-09:0	273	235	25	0	0	0	0	0	0	0	0	0	8	5
09:00-10:0	274	223	39	1	0	0	0	0	1	0	0	0	10	0
10:00-11:0	283	236	28	0	0	0	0	0	2	2	0	0	9	6
11:00-12:0	282	235	29	1	0	1	0	0	0	0	0	0	5	11
12:00-13:0	302	263	26	0	0	1	0	0	0	0	0	0	4	8
13:00-14:0	301	262	30	0	0	0	0	0	0	1	0	0	3	5
14:00-15:0	364	327	26	0	0	0	0	0	0	1	0	1	4	5
15:00-16:0	363	326	26	0	0	1	0	0	0	0	0	0	3	7
16:00-17:0	404	359	34	0	0	0	0	0	0	1	0	0	3	7
17:00-18:0	425	390	23	0	0	0	0	0	0	0	0	0	3	9
18:00-19:0	342	306	24	0	0	0	0	0	0	0	0	0	4	8
19:00-20:0	251	231	8	1	1	0	0	0	0	0	0	0	1	9
20:00-21:0	227	212	7	1	0	1	0	0	0	0	0	0	1	5
21:00-22:0	173	162	3	1	0	0	0	0	0	0	0	1	1	5
22:00-23:0	127	112	6	1	0	0	0	0	0	0	0	0	2	6

23:00-24:0	104	97	3	0	1	0	0	0	0	0	0	0	0	3
A.M. Peak														
07:30-07:4	54	46	6	0	0	0	0	0	0	0	0	0	2	0
07:45-08:0	55	43	8	0	0	0	0	0	0	0	0	0	0	4
08:00-08:1	56	48	6	0	0	0	0	0	0	0	0	0	2	0
08:15-08:3	73	62	8	0	0	0	0	0	0	0	0	0	2	1
08:30-08:4	52	43	5	0	0	0	0	0	0	0	0	0	1	3
08:45-09:0	92	82	6	0	0	0	0	0	0	0	0	0	3	1
09:00-09:1	84	71	8	1	0	0	0	0	0	0	0	0	4	0
09:15-09:3	62	46	15	0	0	0	0	0	1	0	0	0	0	0
P.M. Peak														
16:30-16:4	116	101	11	0	0	0	0	0	0	0	0	0	2	2
16:45-17:0	80	73	5	0	0	0	0	0	0	0	0	0	0	2
17:00-17:1	104	95	7	0	0	0	0	0	0	0	0	0	0	2
17:15-17:3	100	90	4	0	0	0	0	0	0	0	0	0	2	4
17:30-17:4	113	108	5	0	0	0	0	0	0	0	0	0	0	0
17:45-18:0	108	97	7	0	0	0	0	0	0	0	0	0	1	3
18:00-18:1	76	67	7	0	0	0	0	0	0	0	0	0	0	2
18:15-18:3	95	88	4	0	0	0	0	0	0	0	0	0	1	2
Summary														
00:00-24:0	5103	4478	407	8	4	4	0	0	4	5	0	2	75	116
06:00-24:0	4850	4276	375	7	2	4	0	0	4	5	0	2	68	107
06:00-22:0	4619	4067	366	6	1	4	0	0	4	5	0	2	66	98
07:00-19:0	3814	3334	332	2	0	3	0	0	3	5	0	1	59	75

Classified Axle Traffic Count

Location CAR21468 AUDLEY ROAD East Of Flaxley Road

Date Thursday 25/06/2015

Direction Eastbound

Coordinate 413354 287772

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	65	60	2	1	0	0	0	0	0	0	0	0	0	2
01:00-02:0	49	35	13	0	0	0	0	0	0	0	0	0	0	1
02:00-03:0	29	20	7	0	0	0	0	0	0	0	0	0	1	1
03:00-04:0	26	23	3	0	0	0	0	0	0	0	0	0	0	0
04:00-05:0	36	29	5	0	1	0	0	0	0	0	0	0	0	1
05:00-06:0	65	52	3	2	2	0	0	0	0	0	0	0	1	5
06:00-07:0	172	141	13	3	2	0	0	0	0	1	0	0	3	9
07:00-08:0	254	217	19	1	0	0	0	0	0	0	0	0	4	13
08:00-09:0	323	289	21	0	0	0	0	1	0	0	0	0	3	9
09:00-10:0	273	245	19	1	0	0	0	0	1	0	0	0	2	5
10:00-11:0	273	241	23	0	0	0	0	0	0	0	0	0	4	5
11:00-12:0	285	244	30	0	0	0	0	0	0	0	0	1	2	8

12:00-13:0	319	279	28	0	0	0	0	0	2	0	0	0	5	5
13:00-14:0	286	255	24	0	0	0	0	0	0	0	0	0	5	2
14:00-15:0	351	313	28	0	0	0	0	0	0	1	0	0	2	7
15:00-16:0	379	341	28	0	0	0	0	0	0	0	0	0	0	10
16:00-17:0	404	356	35	0	0	1	0	0	0	0	0	0	3	9
17:00-18:0	396	365	22	0	0	0	0	0	0	0	0	0	1	8
18:00-19:0	348	324	15	0	0	0	0	0	1	0	0	0	1	7
19:00-20:0	238	227	6	0	0	0	0	0	0	0	0	0	0	5
20:00-21:0	234	217	5	0	0	0	0	0	0	0	0	0	2	10
21:00-22:0	190	175	4	0	0	0	0	0	0	0	0	0	1	10
22:00-23:0	151	139	5	0	0	0	0	0	0	0	0	0	1	6
23:00-24:0	99	91	2	0	0	0	0	0	0	1	0	0	1	4
A.M. Peak														
07:30-07:4	84	70	6	0	0	0	0	0	0	0	0	0	1	7
07:45-08:0	58	56	1	0	0	0	0	0	0	0	0	0	0	1
08:00-08:1	84	72	7	0	0	0	0	0	0	0	0	0	0	5
08:15-08:3	74	64	3	0	0	0	0	1	0	0	0	0	2	4
08:30-08:4	87	83	4	0	0	0	0	0	0	0	0	0	0	0
08:45-09:0	78	70	7	0	0	0	0	0	0	0	0	0	1	0
09:00-09:1	82	73	8	0	0	0	0	0	0	0	0	0	1	0
09:15-09:3	62	52	6	0	0	0	0	0	0	0	0	0	1	3
P.M. Peak														
16:30-16:4	106	92	12	0	0	1	0	0	0	0	0	0	0	1
16:45-17:0	102	92	6	0	0	0	0	0	0	0	0	0	0	4
17:00-17:1	108	94	10	0	0	0	0	0	0	0	0	0	0	4
17:15-17:3	95	89	4	0	0	0	0	0	0	0	0	0	0	2
17:30-17:4	103	95	6	0	0	0	0	0	0	0	0	0	1	1
17:45-18:0	90	87	2	0	0	0	0	0	0	0	0	0	0	1
18:00-18:1	85	80	4	0	0	0	0	0	0	0	0	0	0	1
18:15-18:3	96	91	3	0	0	0	0	0	1	0	0	0	0	1
Summary														
00:00-24:0	5245	4678	360	8	5	1	0	1	4	3	0	1	42	142
06:00-24:0	4975	4459	327	5	2	1	0	1	4	3	0	1	40	132
06:00-22:0	4725	4229	320	5	2	1	0	1	4	2	0	1	38	122
07:00-19:0	3891	3469	292	2	0	1	0	1	4	1	0	1	32	88

Classified Axle Traffic Count

Location CAR21468 AUDLEY ROAD East Of Flaxley Road

Date Friday 26/06/2015

Direction Eastbound

Coordinate 413354 287772

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	69	63	4	1	0	0	0	0	0	0	0	0	0	1
01:00-02:0	57	41	13	0	0	0	0	0	0	0	0	0	1	2

02:00-03:0	34	24	7	0	0	0	0	0	0	0	0	0	1	2
03:00-04:0	29	22	5	0	0	0	0	0	0	0	0	0	1	1
04:00-05:0	35	31	2	0	0	0	0	0	0	0	0	0	0	2
05:00-06:0	62	50	4	1	2	0	0	0	1	0	0	0	1	3
06:00-07:0	162	135	15	2	1	0	0	0	0	0	0	0	2	7
07:00-08:0	264	217	26	5	0	0	0	0	0	1	0	0	7	8
08:00-09:0	315	282	21	3	1	0	0	0	0	1	0	0	2	5
09:00-10:0	280	238	24	2	0	1	0	0	0	0	0	0	6	9
10:00-11:0	295	252	12	2	2	0	0	0	0	0	0	0	5	22
11:00-12:0	316	278	27	1	0	0	0	0	0	0	1	0	4	5
12:00-13:0	321	283	20	2	0	0	0	0	0	0	0	0	4	12
13:00-14:0	353	317	26	1	0	1	0	0	0	0	0	0	2	6
14:00-15:0	406	376	19	1	0	1	0	0	0	0	0	0	1	8
15:00-16:0	457	425	23	0	0	0	0	0	1	0	0	0	2	6
16:00-17:0	439	402	20	0	0	0	0	0	0	0	0	0	2	15
17:00-18:0	387	351	25	0	0	0	0	0	0	0	0	0	2	9
18:00-19:0	319	297	15	0	0	0	0	0	1	0	0	0	1	5
19:00-20:0	321	299	10	1	0	1	0	0	0	0	0	0	1	9
20:00-21:0	291	273	6	1	0	0	0	0	0	0	0	0	1	10
21:00-22:0	220	198	7	2	0	1	0	0	0	0	0	0	1	11
22:00-23:0	191	172	6	2	1	1	0	0	0	0	0	0	2	7
23:00-24:0	160	144	4	3	0	0	0	0	0	0	0	0	0	9
A.M. Peak														
07:30-07:4	69	56	8	0	0	0	0	0	0	1	0	0	2	2
07:45-08:0	76	64	6	3	0	0	0	0	0	0	0	0	1	2
08:00-08:1	68	64	2	0	1	0	0	0	0	1	0	0	0	0
08:15-08:3	85	74	8	1	0	0	0	0	0	0	0	0	0	2
08:30-08:4	97	86	9	0	0	0	0	0	0	0	0	0	1	1
08:45-09:0	65	58	2	2	0	0	0	0	0	0	0	0	1	2
09:00-09:1	69	59	5	0	0	1	0	0	0	0	0	0	3	1
09:15-09:3	71	62	8	0	0	0	0	0	0	0	0	0	0	1
P.M. Peak														
16:30-16:4	111	105	3	0	0	0	0	0	0	0	0	0	0	3
16:45-17:0	123	112	7	0	0	0	0	0	0	0	0	0	1	3
17:00-17:1	112	105	4	0	0	0	0	0	0	0	0	0	1	2
17:15-17:3	92	80	8	0	0	0	0	0	0	0	0	0	0	4
17:30-17:4	99	91	6	0	0	0	0	0	0	0	0	0	1	1
17:45-18:0	84	75	7	0	0	0	0	0	0	0	0	0	0	2
18:00-18:1	96	88	4	0	0	0	0	0	1	0	0	0	0	3
18:15-18:3	86	78	5	0	0	0	0	0	0	0	0	0	1	2
Summary														
00:00-24:0	5783	5170	341	30	7	6	0	0	3	2	1	0	49	174
06:00-24:0	5497	4939	306	28	5	6	0	0	2	2	1	0	45	163
06:00-22:0	5146	4623	296	23	4	5	0	0	2	2	1	0	43	147
07:00-19:0	4152	3718	258	17	3	3	0	0	2	2	1	0	38	110

Classified Axle Traffic Count
Location CAR21468 AUDLEY ROAD East Of Flaxley Road

Date Date Average Weekday
22/06/2015 to 01/07/2015
Direction Eastbound
Coordinate 413354 287772

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	70	63	3	1	0	0	0	0	0	0	0	0	1	2
01:00-02:0	52	39	11	0	0	0	0	0	0	0	0	0	0	2
02:00-03:0	33	23	7	0	0	0	0	0	0	0	0	0	1	2
03:00-04:0	29	22	5	0	0	0	0	0	0	0	0	0	1	1
04:00-05:0	29	25	3	0	0	0	0	0	0	0	0	0	0	1
05:00-06:0	62	50	4	1	1	0	0	0	0	0	0	0	2	4
06:00-07:0	154	127	13	2	1	0	0	0	0	0	0	0	3	8
07:00-08:0	242	201	25	3	0	0	0	0	0	0	0	0	5	8
08:00-09:0	306	268	23	1	0	0	0	0	0	0	0	0	5	9
09:00-10:0	270	233	25	1	0	0	0	0	0	0	0	0	6	5
10:00-11:0	285	240	25	1	0	0	0	0	1	1	0	0	7	10
11:00-12:0	296	256	28	1	0	1	0	0	0	0	0	0	4	6
12:00-13:0	315	278	26	0	0	0	0	0	0	0	0	0	3	8
13:00-14:0	315	278	28	0	0	0	0	0	0	0	0	0	4	5
14:00-15:0	373	332	29	0	0	0	0	0	0	1	0	0	4	7
15:00-16:0	375	340	26	0	0	0	0	0	0	0	0	0	3	6
16:00-17:0	364	325	27	0	0	0	0	0	0	0	0	0	4	8
17:00-18:0	389	353	25	0	0	0	0	0	0	0	0	0	4	7
18:00-19:0	339	312	18	0	0	0	0	0	0	0	0	0	3	6
19:00-20:0	271	251	12	1	0	0	0	0	0	0	0	0	2	5
20:00-21:0	250	233	8	0	0	0	0	0	0	0	0	0	2	7
21:00-22:0	195	181	5	1	0	0	0	0	0	0	0	0	1	7
22:00-23:0	159	146	5	1	0	0	0	0	0	0	0	0	2	5
23:00-24:0	118	110	3	1	0	0	0	0	0	0	0	0	0	4
A.M. Peak														
07:30-07:4	64	52	7	0	0	0	0	0	0	0	0	0	2	3
07:45-08:0	68	58	6	1	0	0	0	0	0	0	0	0	1	2
08:00-08:1	66	58	5	0	0	0	0	0	0	0	0	0	1	2
08:15-08:3	79	70	6	0	0	0	0	0	0	0	0	0	1	2
08:30-08:4	79	69	7	0	0	0	0	0	0	0	0	0	1	2
08:45-09:0	79	70	5	1	0	0	0	0	0	0	0	0	1	2
09:00-09:1	75	65	7	0	0	0	0	0	0	0	0	0	2	1
09:15-09:3	65	55	8	0	0	0	0	0	0	0	0	0	1	1
P.M. Peak														
16:30-16:4	95	84	8	0	0	0	0	0	0	0	0	0	1	2
16:45-17:0	91	82	6	0	0	0	0	0	0	0	0	0	1	2
17:00-17:1	104	94	7	0	0	0	0	0	0	0	0	0	1	2

17:15-17:3	97	87	6	0	0	0	0	0	0	0	0	0	1	3
17:30-17:4	100	92	6	0	0	0	0	0	0	0	0	0	1	1
17:45-18:0	89	81	5	0	0	0	0	0	0	0	0	0	1	2
18:00-18:1	87	80	5	0	0	0	0	0	0	0	0	0	1	1
18:15-18:3	94	87	4	0	0	0	0	0	0	0	0	0	1	2
Summary														
00:00-24:0	5298	4685	384	15	4	3	0	1	3	4	0	1	65	133
06:00-24:0	5023	4463	350	12	3	3	0	1	3	4	0	1	61	122
06:00-22:0	4748	4208	342	11	2	3	0	1	3	4	0	1	59	114
07:00-19:0	3874	3416	303	7	1	2	0	1	2	3	0	1	52	86

Classified Axle Traffic Count

Location CAR21468 AUDLEY ROAD East Of Flaxley Road

Date Saturday 27/06/2015

Direction Eastbound

Coordinate 413354 287772

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	124	111	9	0	0	0	0	0	0	0	0	0	0	4
01:00-02:0	60	51	7	1	0	0	0	0	0	0	0	0	0	1
02:00-03:0	57	48	7	1	0	0	0	0	0	0	0	0	1	0
03:00-04:0	38	34	3	1	0	0	0	0	0	0	0	0	0	0
04:00-05:0	34	29	4	0	0	0	0	0	0	0	0	0	1	0
05:00-06:0	36	29	1	3	0	0	0	0	0	0	0	0	1	2
06:00-07:0	71	55	10	2	0	0	0	0	0	0	0	0	1	3
07:00-08:0	97	83	8	1	0	0	0	0	0	0	0	0	2	3
08:00-09:0	129	109	12	0	0	0	0	0	0	0	0	0	4	4
09:00-10:0	184	164	13	0	0	0	0	0	1	1	0	0	2	3
10:00-11:0	256	233	16	0	0	0	0	0	0	0	0	0	4	3
11:00-12:0	307	273	24	0	0	0	0	0	0	0	0	0	6	4
12:00-13:0	284	262	14	0	0	0	0	0	0	0	0	0	5	3
13:00-14:0	298	277	11	0	0	0	0	0	0	0	0	0	5	5
14:00-15:0	308	285	14	0	0	0	0	0	0	0	0	0	3	6
15:00-16:0	339	309	19	0	0	0	0	0	0	0	0	0	5	6
16:00-17:0	315	297	15	0	0	0	0	0	0	0	0	0	2	1
17:00-18:0	346	307	7	0	0	0	0	0	0	0	0	0	2	30
18:00-19:0	298	277	9	0	0	0	0	0	0	0	0	0	4	8
19:00-20:0	246	229	6	0	0	0	0	0	1	0	0	0	3	7
20:00-21:0	250	231	5	1	1	0	0	0	1	0	0	0	5	6
21:00-22:0	185	173	6	0	0	0	0	0	1	0	0	0	1	4
22:00-23:0	179	163	4	0	0	0	0	0	1	0	0	0	1	10
23:00-24:0	135	127	4	1	0	0	0	0	0	0	0	0	1	2
A.M. Peak														
07:30-07:4	27	20	4	1	0	0	0	0	0	0	0	0	1	1
07:45-08:0	29	27	2	0	0	0	0	0	0	0	0	0	0	0

08:00-08:1	21	19	1	0	0	0	0	0	0	0	0	0	1	0
08:15-08:3	35	30	2	0	0	0	0	0	0	0	0	0	1	2
08:30-08:4	30	23	4	0	0	0	0	0	0	0	0	0	2	1
08:45-09:0	43	37	5	0	0	0	0	0	0	0	0	0	0	1
09:00-09:1	50	43	6	0	0	0	0	0	0	1	0	0	0	0
09:15-09:3	37	32	3	0	0	0	0	0	1	0	0	0	0	1
P.M. Peak														
16:30-16:4	82	77	5	0	0	0	0	0	0	0	0	0	0	0
16:45-17:0	75	73	2	0	0	0	0	0	0	0	0	0	0	0
17:00-17:1	87	79	4	0	0	0	0	0	0	0	0	0	2	2
17:15-17:3	73	63	0	0	0	0	0	0	0	0	0	0	0	10
17:30-17:4	87	74	1	0	0	0	0	0	0	0	0	0	0	12
17:45-18:0	99	91	2	0	0	0	0	0	0	0	0	0	0	6
18:00-18:1	72	63	3	0	0	0	0	0	0	0	0	0	2	4
18:15-18:3	78	74	3	0	0	0	0	0	0	0	0	0	1	0
Summary														
00:00-24:0	4576	4156	228	11	1	0	0	0	5	1	0	0	59	115
06:00-24:0	4227	3854	197	5	1	0	0	0	5	1	0	0	56	108
06:00-22:0	3913	3564	189	4	1	0	0	0	4	1	0	0	54	96
07:00-19:0	3161	2876	162	1	0	0	0	0	1	1	0	0	44	76

Classified Axle Traffic Count

Location CAR21468 AUDLEY ROAD East Of Flaxley Road

Date Sunday 28/06/2015

Direction Eastbound

Coordinate 413354 287772

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	119	109	3	2	1	0	0	0	0	0	0	0	0	4
01:00-02:0	79	68	10	0	0	0	0	0	0	0	0	0	0	1
02:00-03:0	62	59	0	1	0	0	0	0	0	0	0	0	0	2
03:00-04:0	43	36	4	0	0	0	0	0	0	0	0	0	0	3
04:00-05:0	31	26	2	0	0	0	0	0	0	0	0	0	0	3
05:00-06:0	24	24	0	0	0	0	0	0	0	0	0	0	0	0
06:00-07:0	48	40	5	0	0	0	0	0	0	0	0	0	1	2
07:00-08:0	70	64	4	0	0	0	0	0	0	0	0	0	1	1
08:00-09:0	57	48	4	0	1	0	0	0	0	0	0	0	2	2
09:00-10:0	108	96	3	0	0	0	0	0	0	0	0	0	2	7
10:00-11:0	152	142	5	0	1	0	0	0	0	0	0	0	1	3
11:00-12:0	225	208	4	1	0	0	0	0	0	1	0	0	1	10
12:00-13:0	292	267	5	3	2	0	0	0	0	2	0	0	1	12
13:00-14:0	306	282	12	0	0	0	0	0	0	0	0	0	1	11
14:00-15:0	292	268	8	1	0	0	0	0	0	0	0	0	4	11
15:00-16:0	290	279	7	0	1	0	0	0	0	0	0	0	1	2
16:00-17:0	295	278	12	0	1	0	0	0	0	0	0	0	2	2

17:00-18:0	266	253	6	0	0	0	0	0	0	0	0	0	4	3
18:00-19:0	256	248	4	0	0	0	0	0	0	0	0	0	3	1
19:00-20:0	251	240	5	0	0	0	0	0	2	0	0	0	1	3
20:00-21:0	222	210	5	0	0	0	0	0	2	0	0	0	0	5
21:00-22:0	168	158	2	1	0	0	0	0	0	0	0	0	0	7
22:00-23:0	173	162	3	1	1	0	0	0	0	0	0	0	1	5
23:00-24:0	141	134	2	1	0	0	0	0	0	0	0	0	0	4
A.M. Peak														
07:30-07:4	22	19	3	0	0	0	0	0	0	0	0	0	0	0
07:45-08:0	24	23	0	0	0	0	0	0	0	0	0	0	0	1
08:00-08:1	19	15	2	0	1	0	0	0	0	0	0	0	0	1
08:15-08:3	9	8	0	0	0	0	0	0	0	0	0	0	1	0
08:30-08:4	17	16	1	0	0	0	0	0	0	0	0	0	0	0
08:45-09:0	12	9	1	0	0	0	0	0	0	0	0	0	1	1
09:00-09:1	15	13	1	0	0	0	0	0	0	0	0	0	0	1
09:15-09:3	28	23	1	0	0	0	0	0	0	0	0	0	2	2
P.M. Peak														
16:30-16:4	62	59	2	0	0	0	0	0	0	0	0	0	1	0
16:45-17:0	68	65	1	0	0	0	0	0	0	0	0	0	1	1
17:00-17:1	80	78	0	0	0	0	0	0	0	0	0	0	2	0
17:15-17:3	66	64	1	0	0	0	0	0	0	0	0	0	0	1
17:30-17:4	57	51	3	0	0	0	0	0	0	0	0	0	2	1
17:45-18:0	63	60	2	0	0	0	0	0	0	0	0	0	0	1
18:00-18:1	69	66	2	0	0	0	0	0	0	0	0	0	1	0
18:15-18:3	69	66	0	0	0	0	0	0	0	0	0	0	2	1
Summary														
00:00-24:0	3970	3699	115	11	8	0	0	0	4	3	0	0	26	104
06:00-24:0	3612	3377	96	8	7	0	0	0	4	3	0	0	26	91
06:00-22:0	3298	3081	91	6	6	0	0	0	4	3	0	0	25	82
07:00-19:0	2609	2433	74	5	6	0	0	0	0	3	0	0	23	65

Classified Axle Traffic Count

Location CAR21468 AUDLEY ROAD East Of Flaxley Road

Date Monday 29/06/2015

Direction Westbound

Coordinate 413354 287772

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	93	89	2	0	0	0	0	0	0	0	0	0	0	2
01:00-02:0	40	39	0	0	0	0	0	0	0	0	0	0	0	1
02:00-03:0	25	23	1	0	0	0	0	0	0	1	0	0	0	0
03:00-04:0	22	20	1	0	0	0	0	0	0	0	0	0	0	1
04:00-05:0	27	24	2	0	0	0	0	0	0	0	0	0	1	0
05:00-06:0	85	73	8	0	1	0	0	0	0	0	0	0	1	2
06:00-07:0	185	162	15	1	2	0	0	0	0	0	0	0	1	4

07:00-08:0	403	329	48	6	1	0	0	0	0	1	0	0	4	14
08:00-09:0	470	410	40	3	0	0	0	0	2	0	0	0	7	8
09:00-10:0	384	338	28	1	0	2	0	0	0	1	0	1	6	7
10:00-11:0	311	276	23	0	0	0	0	0	0	0	0	0	4	8
11:00-12:0	352	312	17	4	0	0	0	0	0	0	0	1	8	10
12:00-13:0	322	284	19	0	0	0	0	0	0	1	0	0	3	15
13:00-14:0	364	311	27	1	1	0	0	0	0	0	0	0	5	19
14:00-15:0	339	300	24	0	0	0	0	0	0	0	0	0	6	9
15:00-16:0	305	289	10	0	0	0	0	0	0	1	0	0	1	4
16:00-17:0	238	219	9	0	0	0	0	0	0	1	0	0	3	6
17:00-18:0	326	298	14	0	0	0	0	0	0	0	0	0	6	8
18:00-19:0	306	277	17	0	0	0	0	0	0	0	0	0	7	5
19:00-20:0	301	277	10	0	0	0	0	0	0	0	0	0	5	9
20:00-21:0	224	203	6	0	0	0	0	0	0	1	0	0	3	11
21:00-22:0	175	167	2	1	0	0	0	0	0	0	0	0	1	4
22:00-23:0	150	133	7	1	1	0	0	0	0	1	0	0	2	5
23:00-24:0	122	115	3	1	0	0	0	0	0	0	0	0	1	2
A.M. Peak														
07:30-07:4	111	89	14	1	0	0	0	0	0	1	0	0	0	6
07:45-08:0	108	93	8	3	1	0	0	0	0	0	0	0	1	2
08:00-08:1	109	99	6	2	0	0	0	0	0	0	0	0	1	1
08:15-08:3	117	102	13	0	0	0	0	0	0	0	0	0	1	1
08:30-08:4	116	96	11	0	0	0	0	0	1	0	0	0	4	4
08:45-09:0	128	113	10	1	0	0	0	0	1	0	0	0	1	2
09:00-09:1	109	96	7	0	0	1	0	0	0	0	0	0	1	4
09:15-09:3	97	83	9	0	0	0	0	0	0	0	0	1	2	2
P.M. Peak														
16:30-16:4	65	62	1	0	0	0	0	0	0	0	0	0	1	1
16:45-17:0	56	50	3	0	0	0	0	0	0	0	0	0	2	1
17:00-17:1	69	60	4	0	0	0	0	0	0	0	0	0	1	4
17:15-17:3	87	81	2	0	0	0	0	0	0	0	0	0	1	3
17:30-17:4	74	70	2	0	0	0	0	0	0	0	0	0	2	0
17:45-18:0	96	87	6	0	0	0	0	0	0	0	0	0	2	1
18:00-18:1	77	68	6	0	0	0	0	0	0	0	0	0	1	2
18:15-18:3	76	69	3	0	0	0	0	0	0	0	0	0	3	1
Summary														
00:00-24:0	5569	4968	333	19	6	2	0	0	2	8	0	2	75	154
06:00-24:0	5277	4700	319	19	5	2	0	0	2	7	0	2	73	148
06:00-22:0	5005	4452	309	17	4	2	0	0	2	6	0	2	70	141
07:00-19:0	4120	3643	276	15	2	2	0	0	2	5	0	2	60	113

Classified Axle Traffic Count

Location CAR21468 AUDLEY ROAD East Of Flaxley Road

Date Tuesday 30/06/2015

Direction Westbound

Coordinate 413354 287772

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	70	64	1	0	0	0	0	0	0	0	0	0	2	3
01:00-02:0	36	33	1	0	0	0	0	0	0	0	0	0	0	2
02:00-03:0	24	24	0	0	0	0	0	0	0	0	0	0	0	0
03:00-04:0	27	24	1	0	0	0	0	0	0	0	0	0	0	2
04:00-05:0	32	26	5	0	0	0	0	0	0	0	0	0	0	1
05:00-06:0	92	81	6	1	0	0	0	0	0	0	0	0	1	3
06:00-07:0	191	159	19	1	0	1	0	0	0	1	0	0	2	8
07:00-08:0	416	350	43	1	1	0	0	0	0	0	0	1	7	13
08:00-09:0	485	426	23	1	0	0	0	0	0	1	0	0	1	33
09:00-10:0	372	328	30	0	0	0	0	0	1	0	0	0	6	7
10:00-11:0	315	276	24	0	0	0	0	0	1	0	0	1	4	9
11:00-12:0	366	327	17	0	0	0	0	0	0	1	0	0	0	21
12:00-13:0	321	268	7	0	1	0	0	0	1	0	0	0	2	42
13:00-14:0	305	270	15	1	0	0	0	0	0	0	0	0	6	13
14:00-15:0	331	288	19	0	0	1	0	0	2	0	0	0	5	16
15:00-16:0	192	179	7	0	0	0	0	0	0	0	0	0	1	5
16:00-17:0	121	108	5	0	0	0	0	0	0	0	0	0	1	7
17:00-18:0	204	184	11	0	0	2	0	0	0	0	0	0	1	6
18:00-19:0	291	263	9	0	0	0	0	0	0	0	0	0	4	15
19:00-20:0	278	252	16	0	1	0	0	0	0	0	0	0	5	4
20:00-21:0	208	191	10	0	0	0	0	0	0	0	0	0	3	4
21:00-22:0	193	178	4	0	0	0	0	0	1	1	0	0	1	8
22:00-23:0	179	162	8	1	0	0	0	0	0	0	0	0	0	8
23:00-24:0	86	82	1	0	0	0	0	0	0	0	0	0	2	1
A.M. Peak														
07:30-07:4	119	95	13	0	1	0	0	0	0	0	0	1	2	7
07:45-08:0	112	102	7	1	0	0	0	0	0	0	0	0	1	1
08:00-08:1	99	87	6	0	0	0	0	0	0	1	0	0	1	4
08:15-08:3	113	102	6	0	0	0	0	0	0	0	0	0	0	5
08:30-08:4	113	94	4	0	0	0	0	0	0	0	0	0	0	15
08:45-09:0	160	143	7	1	0	0	0	0	0	0	0	0	0	9
09:00-09:1	92	81	10	0	0	0	0	0	0	0	0	0	0	1
09:15-09:3	91	81	4	0	0	0	0	0	0	0	0	0	2	4
P.M. Peak														
16:30-16:4	42	38	2	0	0	0	0	0	0	0	0	0	0	2
16:45-17:0	32	27	2	0	0	0	0	0	0	0	0	0	1	2
17:00-17:1	47	46	1	0	0	0	0	0	0	0	0	0	0	0
17:15-17:3	72	64	3	0	0	2	0	0	0	0	0	0	1	2
17:30-17:4	46	39	4	0	0	0	0	0	0	0	0	0	0	3
17:45-18:0	39	35	3	0	0	0	0	0	0	0	0	0	0	1
18:00-18:1	47	45	1	0	0	0	0	0	0	0	0	0	0	1
18:15-18:3	92	82	5	0	0	0	0	0	0	0	0	0	0	5

Summary

00:00-24:0	5135	4543	282	6	3	4	0	0	6	4	0	2	54	231
06:00-24:0	4854	4291	268	5	3	4	0	0	6	4	0	2	51	220
06:00-22:0	4589	4047	259	4	3	4	0	0	6	4	0	2	49	211
07:00-19:0	3719	3267	210	3	2	3	0	0	5	2	0	2	38	187

Classified Axle Traffic Count

Location CAR21468 AUDLEY ROAD East Of Flaxley Road

Date Wednesday 24/06/2015

Direction Westbound

Coordinate 413354 287772

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	68	62	4	1	0	0	0	0	0	0	0	0	0	1
01:00-02:0	36	35	1	0	0	0	0	0	0	0	0	0	0	0
02:00-03:0	24	20	2	0	0	0	0	0	0	0	0	0	2	0
03:00-04:0	19	12	5	0	0	0	0	0	0	0	0	0	0	2
04:00-05:0	33	24	5	0	0	0	0	0	0	0	0	0	0	4
05:00-06:0	71	59	7	0	0	0	0	0	0	0	0	0	1	4
06:00-07:0	210	173	21	2	0	0	0	0	0	0	0	0	2	12
07:00-08:0	370	307	46	1	1	0	0	0	1	1	0	0	3	10
08:00-09:0	408	358	37	1	0	0	0	0	0	1	0	0	1	10
09:00-10:0	395	350	26	2	0	0	0	0	1	0	0	0	5	11
10:00-11:0	327	283	27	3	0	1	0	0	0	2	0	0	4	7
11:00-12:0	329	280	28	2	2	0	0	0	0	0	0	0	6	11
12:00-13:0	342	294	26	0	0	0	0	0	1	1	0	0	2	18
13:00-14:0	304	270	16	1	2	0	0	0	0	2	0	0	4	9
14:00-15:0	325	289	22	2	0	0	0	0	0	0	0	0	8	4
15:00-16:0	394	347	28	0	0	0	0	0	0	0	0	1	6	12
16:00-17:0	386	346	16	0	0	0	0	0	0	0	0	1	6	17
17:00-18:0	382	342	19	0	0	0	0	0	0	0	0	0	4	17
18:00-19:0	339	309	10	0	1	0	0	0	2	0	0	0	7	10
19:00-20:0	278	252	12	1	0	0	0	0	0	0	0	0	4	9
20:00-21:0	215	192	2	1	0	0	0	0	1	0	0	1	4	14
21:00-22:0	141	129	7	1	0	0	0	0	0	0	0	0	2	2
22:00-23:0	130	122	3	0	0	0	0	0	0	0	0	0	2	3
23:00-24:0	90	85	1	0	0	0	0	0	0	0	0	0	1	3
A.M. Peak														
07:30-07:4	103	82	18	1	0	0	0	0	0	0	0	0	1	1
07:45-08:0	116	99	9	0	0	0	0	0	0	0	0	0	1	7
08:00-08:1	83	70	11	0	0	0	0	0	0	0	0	0	0	2
08:15-08:3	111	98	8	1	0	0	0	0	0	1	0	0	1	2
08:30-08:4	96	85	11	0	0	0	0	0	0	0	0	0	0	0
08:45-09:0	118	105	7	0	0	0	0	0	0	0	0	0	0	6
09:00-09:1	127	117	7	0	0	0	0	0	0	0	0	0	1	2
09:15-09:3	85	74	7	0	0	0	0	0	0	0	0	0	0	4

P.M. Peak

16:30-16:4	117	100	4	0	0	0	0	0	0	0	0	0	1	12
16:45-17:0	89	85	1	0	0	0	0	0	0	0	0	0	1	2
17:00-17:1	100	90	4	0	0	0	0	0	0	0	0	0	1	5
17:15-17:3	82	77	2	0	0	0	0	0	0	0	0	0	0	3
17:30-17:4	111	100	6	0	0	0	0	0	0	0	0	0	1	4
17:45-18:0	89	75	7	0	0	0	0	0	0	0	0	0	2	5
18:00-18:1	88	80	3	0	1	0	0	0	0	0	0	0	3	1
18:15-18:3	83	80	2	0	0	0	0	0	0	0	0	0	0	1

Summary

00:00-24:0	5616	4940	371	18	6	1	0	0	6	7	0	3	74	190
06:00-24:0	5365	4728	347	17	6	1	0	0	6	7	0	3	71	179
06:00-22:0	5145	4521	343	17	6	1	0	0	6	7	0	3	68	173
07:00-19:0	4301	3775	301	12	6	1	0	0	5	7	0	2	56	136

Classified Axle Traffic Count

Location CAR21468 AUDLEY ROAD East Of Flaxley Road

Date Thursday 25/06/2015

Direction Westbound

Coordinate 413354 287772

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L	Var 2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	52	45	4	0	0	0	0	0	0	0	0	0	1	2
01:00-02:0	38	36	2	0	0	0	0	0	0	0	0	0	0	0
02:00-03:0	15	14	1	0	0	0	0	0	0	0	0	0	0	0
03:00-04:0	19	13	5	0	0	0	0	0	0	1	0	0	0	0
04:00-05:0	29	23	5	0	0	0	0	0	0	0	0	0	0	1
05:00-06:0	91	77	11	0	0	0	0	0	0	0	0	0	2	1
06:00-07:0	203	164	24	2	0	0	0	0	0	0	0	0	3	10
07:00-08:0	430	368	38	4	1	0	0	0	0	0	0	0	4	15
08:00-09:0	466	406	37	1	0	0	0	0	0	0	0	0	7	15
09:00-10:0	384	327	30	4	0	0	0	0	0	1	0	0	4	18
10:00-11:0	302	261	28	1	0	0	0	0	0	0	0	0	6	6
11:00-12:0	302	259	24	2	0	1	0	0	0	0	0	2	9	5
12:00-13:0	323	283	27	1	0	0	0	0	0	1	0	1	3	7
13:00-14:0	322	278	29	0	1	0	0	0	0	0	0	0	9	5
14:00-15:0	318	287	16	0	0	0	0	0	1	0	0	0	2	12
15:00-16:0	410	370	21	0	0	0	0	0	1	0	0	0	2	16
16:00-17:0	368	326	28	1	0	0	0	0	0	0	0	1	6	6
17:00-18:0	347	318	11	3	0	0	0	0	0	0	0	1	4	10
18:00-19:0	324	288	17	0	0	1	0	0	0	0	0	0	4	14
19:00-20:0	284	243	9	0	0	0	0	0	1	0	0	0	1	30
20:00-21:0	227	213	7	1	0	0	0	0	0	0	0	1	1	4
21:00-22:0	155	144	3	0	0	0	0	0	0	0	0	0	4	4
22:00-23:0	149	139	6	0	0	0	0	0	0	0	0	0	1	3

23:00-24:0	94	87	3	0	0	0	0	0	0	0	0	0	0	4
A.M. Peak														
07:30-07:4	117	97	8	1	1	0	0	0	0	0	0	0	0	10
07:45-08:0	120	106	10	1	0	0	0	0	0	0	0	0	1	2
08:00-08:1	101	86	9	1	0	0	0	0	0	0	0	0	2	3
08:15-08:3	120	103	10	0	0	0	0	0	0	0	0	0	2	5
08:30-08:4	107	95	8	0	0	0	0	0	0	0	0	0	2	2
08:45-09:0	138	122	10	0	0	0	0	0	0	0	0	0	1	5
09:00-09:1	116	101	6	2	0	0	0	0	0	0	0	0	1	6
09:15-09:3	80	62	9	1	0	0	0	0	0	1	0	0	1	6
P.M. Peak														
16:30-16:4	77	68	7	0	0	0	0	0	0	0	0	0	1	1
16:45-17:0	93	85	6	0	0	0	0	0	0	0	0	0	2	0
17:00-17:1	80	74	2	1	0	0	0	0	0	0	0	0	0	3
17:15-17:3	104	96	3	0	0	0	0	0	0	0	0	0	1	4
17:30-17:4	79	74	1	1	0	0	0	0	0	0	0	1	1	1
17:45-18:0	84	74	5	1	0	0	0	0	0	0	0	0	2	2
18:00-18:1	86	75	5	0	0	1	0	0	0	0	0	0	1	4
18:15-18:3	90	77	2	0	0	0	0	0	0	0	0	0	1	10
Summary														
00:00-24:0	5652	4969	386	20	2	2	0	0	3	3	0	6	73	188
06:00-24:0	5408	4761	358	20	2	2	0	0	3	2	0	6	70	184
06:00-22:0	5165	4535	349	20	2	2	0	0	3	2	0	6	69	177
07:00-19:0	4296	3771	306	17	2	2	0	0	2	2	0	5	60	129

Classified Axle Traffic Count

Location CAR21468 AUDLEY ROAD East Of Flaxley Road

Date Friday 26/06/2015

Direction Westbound

Coordinate 413354 287772

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	76	67	7	0	0	0	0	0	0	0	0	0	1	1
01:00-02:0	29	28	1	0	0	0	0	0	0	0	0	0	0	0
02:00-03:0	24	21	1	0	0	0	0	0	0	0	0	0	1	1
03:00-04:0	26	21	4	0	0	0	0	0	0	1	0	0	0	0
04:00-05:0	40	32	5	0	0	0	0	0	0	0	0	1	1	1
05:00-06:0	95	83	9	1	0	0	0	0	0	0	0	0	0	2
06:00-07:0	213	180	22	1	0	0	0	0	0	0	0	0	1	9
07:00-08:0	402	329	58	3	0	0	0	0	0	0	0	0	4	8
08:00-09:0	458	410	31	3	0	0	0	0	0	1	0	0	2	11
09:00-10:0	350	305	18	2	0	1	0	0	0	0	0	0	3	21
10:00-11:0	311	262	14	2	1	0	0	0	0	1	0	0	4	27
11:00-12:0	373	335	22	1	1	1	0	0	1	0	0	0	6	6

12:00-13:0	423	367	30	1	0	0	0	0	0	0	1	0	3	21
13:00-14:0	390	348	22	2	1	0	0	0	0	1	0	0	3	13
14:00-15:0	376	330	16	1	0	0	0	0	2	0	0	0	4	23
15:00-16:0	435	393	17	3	0	0	0	0	0	0	0	0	2	20
16:00-17:0	397	348	19	2	1	0	0	0	0	1	0	0	0	26
17:00-18:0	336	287	11	0	0	1	0	0	1	1	0	0	4	31
18:00-19:0	343	310	11	1	1	0	0	0	0	2	0	0	3	15
19:00-20:0	310	274	10	2	0	0	0	0	0	0	0	0	1	23
20:00-21:0	266	234	4	2	0	0	0	0	0	1	0	0	1	24
21:00-22:0	224	200	8	3	2	0	0	0	0	0	0	0	1	10
22:00-23:0	183	176	4	0	1	0	0	0	0	0	0	0	0	2
23:00-24:0	134	128	4	0	0	0	0	0	0	0	0	0	1	1
A.M. Peak														
07:30-07:4	130	98	24	2	0	0	0	0	0	0	0	0	1	5
07:45-08:0	106	90	12	0	0	0	0	0	0	0	0	0	2	2
08:00-08:1	85	73	4	1	0	0	0	0	0	0	0	0	1	6
08:15-08:3	123	112	8	0	0	0	0	0	0	0	0	0	1	2
08:30-08:4	111	98	9	1	0	0	0	0	0	1	0	0	0	2
08:45-09:0	139	127	10	1	0	0	0	0	0	0	0	0	0	1
09:00-09:1	101	94	4	1	0	1	0	0	0	0	0	0	0	1
09:15-09:3	84	64	8	0	0	0	0	0	0	0	0	0	1	11
P.M. Peak														
16:30-16:4	88	81	1	0	1	0	0	0	0	1	0	0	0	4
16:45-17:0	87	76	7	0	0	0	0	0	0	0	0	0	0	4
17:00-17:1	77	72	2	0	0	0	0	0	0	0	0	0	0	3
17:15-17:3	81	72	1	0	0	1	0	0	1	1	0	0	1	4
17:30-17:4	99	76	4	0	0	0	0	0	0	0	0	0	1	18
17:45-18:0	79	67	4	0	0	0	0	0	0	0	0	0	2	6
18:00-18:1	85	75	1	0	1	0	0	0	0	0	0	0	0	8
18:15-18:3	87	77	5	0	0	0	0	0	0	1	0	0	2	2
Summary														
00:00-24:0	6214	5468	348	30	8	3	0	0	4	9	1	1	46	296
06:00-24:0	5924	5216	321	29	8	3	0	0	4	8	1	0	43	291
06:00-22:0	5607	4912	313	29	7	3	0	0	4	8	1	0	42	288
07:00-19:0	4594	4024	269	21	5	3	0	0	4	7	1	0	38	222

Classified Axle Traffic Count
Location CAR21468 AUDLEY ROAD East Of Flaxley Road

Date Date Average Weekday
22/06/2015 to 01/07/2015
Direction Westbound
Coordinate 413354 287772

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	72	65	4	0	0	0	0	0	0	0	0	0	1	2

01:00-02:0	36	34	1	0	0	0	0	0	0	0	0	0	0	1
02:00-03:0	22	20	1	0	0	0	0	0	0	0	0	0	1	0
03:00-04:0	22	18	3	0	0	0	0	0	0	0	0	0	0	1
04:00-05:0	31	26	4	0	0	0	0	0	0	0	0	0	0	1
05:00-06:0	86	75	8	0	0	0	0	0	0	0	0	0	1	2
06:00-07:0	200	168	20	1	0	0	0	0	0	0	0	0	2	9
07:00-08:0	404	337	47	3	1	0	0	0	0	0	0	0	4	12
08:00-09:0	458	402	34	2	0	0	0	0	0	1	0	0	4	15
09:00-10:0	377	330	26	2	0	1	0	0	0	0	0	0	5	13
10:00-11:0	312	272	23	1	0	0	0	0	0	1	0	0	4	11
11:00-12:0	346	303	22	2	1	0	0	0	0	0	0	1	6	11
12:00-13:0	346	299	22	0	0	0	0	0	0	1	0	0	3	21
13:00-14:0	337	295	22	1	1	0	0	0	0	1	0	0	5	12
14:00-15:0	338	299	19	1	0	0	0	0	1	0	0	0	5	13
15:00-16:0	347	316	17	1	0	0	0	0	0	0	0	0	2	11
16:00-17:0	300	269	15	1	0	0	0	0	0	0	0	0	3	12
17:00-18:0	319	286	13	1	0	1	0	0	0	0	0	0	4	14
18:00-19:0	319	289	13	0	0	0	0	0	0	0	0	0	5	12
19:00-20:0	290	260	11	1	0	0	0	0	0	0	0	0	3	15
20:00-21:0	227	207	6	1	0	0	0	0	0	0	0	0	2	11
21:00-22:0	178	164	5	1	0	0	0	0	0	0	0	0	2	6
22:00-23:0	157	146	6	0	0	0	0	0	0	0	0	0	1	4
23:00-24:0	104	99	2	0	0	0	0	0	0	0	0	0	1	2
A.M. Peak														
07:30-07:4	115	92	15	1	0	0	0	0	0	0	0	0	1	6
07:45-08:0	112	98	9	1	0	0	0	0	0	0	0	0	1	3
08:00-08:1	95	83	7	1	0	0	0	0	0	0	0	0	1	3
08:15-08:3	116	103	9	0	0	0	0	0	0	0	0	0	1	3
08:30-08:4	109	94	9	0	0	0	0	0	0	0	0	0	1	5
08:45-09:0	137	122	9	1	0	0	0	0	0	0	0	0	0	5
09:00-09:1	110	98	7	1	0	0	0	0	0	0	0	0	1	3
09:15-09:3	86	73	7	0	0	0	0	0	0	0	0	0	1	5
P.M. Peak														
16:30-16:4	78	70	3	0	0	0	0	0	0	0	0	0	1	4
16:45-17:0	72	65	4	0	0	0	0	0	0	0	0	0	1	2
17:00-17:1	74	68	3	0	0	0	0	0	0	0	0	0	0	3
17:15-17:3	85	78	2	0	0	1	0	0	0	0	0	0	1	3
17:30-17:4	81	72	3	0	0	0	0	0	0	0	0	0	1	5
17:45-18:0	78	68	5	0	0	0	0	0	0	0	0	0	2	3
18:00-18:1	76	69	3	0	0	0	0	0	0	0	0	0	1	3
18:15-18:3	85	77	3	0	0	0	0	0	0	0	0	0	1	4
Summary														
00:00-24:0	5637	4978	344	19	5	2	0	0	4	6	0	3	64	212
06:00-24:0	5366	4739	323	18	5	2	0	0	4	6	0	3	62	204
06:00-22:0	5101	4493	315	17	4	2	0	0	4	5	0	3	60	198
07:00-19:0	4205	3696	272	14	3	2	0	0	4	5	0	2	50	157

Classified Axle Traffic Count
Location CAR21468 AUDLEY ROAD East Of Flaxley Road

Date Saturday 27/06/2015
Direction Westbound
Coordinate 413354 287772

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	120	110	5	0	0	0	0	0	0	0	0	0	3	2
01:00-02:0	72	67	3	0	0	0	0	0	0	0	0	0	0	2
02:00-03:0	42	41	1	0	0	0	0	0	0	0	0	0	0	0
03:00-04:0	19	16	3	0	0	0	0	0	0	0	0	0	0	0
04:00-05:0	39	35	2	1	0	0	0	0	0	0	0	0	1	0
05:00-06:0	61	51	6	1	0	0	0	0	0	0	0	0	0	3
06:00-07:0	82	68	8	0	0	0	0	0	0	0	0	0	1	5
07:00-08:0	124	102	15	1	0	0	0	0	0	0	0	0	3	3
08:00-09:0	185	154	17	2	0	0	0	0	0	0	0	0	5	7
09:00-10:0	283	260	18	0	0	0	0	0	0	0	0	0	2	3
10:00-11:0	347	306	24	1	0	0	0	0	0	0	0	1	4	11
11:00-12:0	380	342	23	0	0	0	0	0	0	0	0	0	2	13
12:00-13:0	381	353	12	0	0	0	0	1	0	0	0	0	3	12
13:00-14:0	377	351	12	0	0	0	0	0	1	0	0	0	2	11
14:00-15:0	323	301	14	0	0	0	0	0	0	0	0	0	3	5
15:00-16:0	364	334	21	0	0	0	0	0	0	0	0	0	5	4
16:00-17:0	326	301	15	0	0	0	0	0	0	0	0	0	1	9
17:00-18:0	349	325	11	0	0	1	0	0	0	0	0	0	2	10
18:00-19:0	310	291	9	0	0	1	0	0	0	0	0	0	2	7
19:00-20:0	266	243	8	1	0	0	0	0	0	1	0	0	2	11
20:00-21:0	241	225	6	0	0	0	0	0	0	0	0	0	3	7
21:00-22:0	194	185	2	0	0	0	0	0	0	0	0	0	2	5
22:00-23:0	162	149	1	1	0	0	0	0	1	0	0	0	1	9
23:00-24:0	132	121	6	0	0	0	0	0	0	0	0	0	2	3
A.M. Peak														
07:30-07:4	34	29	3	0	0	0	0	0	0	0	0	0	1	1
07:45-08:0	41	35	3	1	0	0	0	0	0	0	0	0	1	1
08:00-08:1	35	27	5	0	0	0	0	0	0	0	0	0	1	2
08:15-08:3	42	35	2	0	0	0	0	0	0	0	0	0	2	3
08:30-08:4	52	43	6	2	0	0	0	0	0	0	0	0	1	0
08:45-09:0	56	49	4	0	0	0	0	0	0	0	0	0	1	2
09:00-09:1	79	71	5	0	0	0	0	0	0	0	0	0	1	2
09:15-09:3	74	70	4	0	0	0	0	0	0	0	0	0	0	0
P.M. Peak														
16:30-16:4	77	72	3	0	0	0	0	0	0	0	0	0	0	2
16:45-17:0	78	74	1	0	0	0	0	0	0	0	0	0	0	3
17:00-17:1	91	82	2	0	0	0	0	0	0	0	0	0	0	7

17:15-17:3	78	71	5	0	0	0	0	0	0	0	0	0	1	1
17:30-17:4	83	80	1	0	0	1	0	0	0	0	0	0	1	0
17:45-18:0	97	92	3	0	0	0	0	0	0	0	0	0	0	2
18:00-18:1	73	67	4	0	0	0	0	0	0	0	0	0	1	1
18:15-18:3	83	80	3	0	0	0	0	0	0	0	0	0	0	0

Summary

00:00-24:0	5179	4731	242	8	0	2	0	1	2	1	0	1	49	142
06:00-24:0	4826	4411	222	6	0	2	0	1	2	1	0	1	45	135
06:00-22:0	4532	4141	215	5	0	2	0	1	1	1	0	1	42	123
07:00-19:0	3749	3420	191	4	0	2	0	1	1	0	0	1	34	95

Classified Axle Traffic Count

Location CAR21468 AUDLEY ROAD East Of Flaxley Road

Date Sunday 28/06/2015

Direction Westbound

Coordinate 413354 287772

Numbers of Vehicles in Axle Categories

Time Perio	All Vehs	Car & L Var	2 Axle Rigic	3 Axle Rigic	4 Axle Rigic	2 Axle Rig+	3 Axle Rig+	2Ax+1 Artic	2Ax+2 Artic	2Ax+3 Artic	3+1/2 Artic	3Ax+3 Artic	Bus /Coach	Uncl. Vehs
00:00-01:0	99	93	2	1	0	0	0	0	0	0	0	0	0	3
01:00-02:0	89	89	0	0	0	0	0	0	0	0	0	0	0	0
02:00-03:0	50	47	2	0	0	0	0	0	0	0	0	0	1	0
03:00-04:0	31	29	2	0	0	0	0	0	0	0	0	0	0	0
04:00-05:0	35	32	3	0	0	0	0	0	0	0	0	0	0	0
05:00-06:0	36	31	5	0	0	0	0	0	0	0	0	0	0	0
06:00-07:0	38	28	10	0	0	0	0	0	0	0	0	0	0	0
07:00-08:0	60	49	9	0	0	0	0	0	0	0	0	0	1	1
08:00-09:0	76	65	3	2	0	0	0	0	0	0	0	0	3	3
09:00-10:0	137	133	3	0	0	0	0	0	0	0	0	0	1	0
10:00-11:0	275	257	7	2	0	1	0	0	0	0	0	0	1	7
11:00-12:0	328	303	10	2	0	0	0	0	0	0	0	0	1	12
12:00-13:0	346	327	8	0	1	0	0	0	0	0	0	0	3	7
13:00-14:0	348	324	13	2	0	0	0	0	1	0	0	0	2	6
14:00-15:0	313	288	10	2	0	0	0	0	1	1	0	0	4	7
15:00-16:0	330	309	9	0	0	0	0	0	0	0	0	0	3	9
16:00-17:0	233	224	3	1	0	0	0	0	0	0	0	0	0	5
17:00-18:0	244	234	4	0	0	0	0	0	0	0	0	0	3	3
18:00-19:0	272	258	6	0	0	0	0	0	0	0	0	0	1	7
19:00-20:0	239	229	4	0	0	1	0	0	0	0	0	0	1	4
20:00-21:0	211	195	6	0	0	0	0	0	0	0	0	0	1	9
21:00-22:0	175	165	3	1	0	0	0	0	0	0	0	0	1	5
22:00-23:0	163	153	5	2	0	0	0	0	0	0	0	0	1	2
23:00-24:0	126	118	1	0	0	0	0	0	2	0	0	0	1	4
A.M. Peak														
07:30-07:4	16	12	3	0	0	0	0	0	0	0	0	0	1	0
07:45-08:0	15	13	2	0	0	0	0	0	0	0	0	0	0	0

08:00-08:1	18	14	2	0	0	0	0	0	0	0	0	0	1	1
08:15-08:3	17	13	1	1	0	0	0	0	0	0	0	0	1	1
08:30-08:4	18	17	0	1	0	0	0	0	0	0	0	0	0	0
08:45-09:0	23	21	0	0	0	0	0	0	0	0	0	0	1	1
09:00-09:1	25	24	1	0	0	0	0	0	0	0	0	0	0	0
09:15-09:3	30	30	0	0	0	0	0	0	0	0	0	0	0	0
P.M. Peak														
16:30-16:4	56	53	1	0	0	0	0	0	0	0	0	0	0	2
16:45-17:0	56	54	1	1	0	0	0	0	0	0	0	0	0	0
17:00-17:1	65	64	1	0	0	0	0	0	0	0	0	0	0	0
17:15-17:3	62	59	0	0	0	0	0	0	0	0	0	0	1	2
17:30-17:4	54	51	1	0	0	0	0	0	0	0	0	0	1	1
17:45-18:0	63	60	2	0	0	0	0	0	0	0	0	0	1	0
18:00-18:1	67	65	2	0	0	0	0	0	0	0	0	0	0	0
18:15-18:3	49	46	2	0	0	0	0	0	0	0	0	0	0	1
Summary														
00:00-24:0	4254	3980	128	15	1	2	0	0	4	1	0	0	29	94
06:00-24:0	3914	3659	114	14	1	2	0	0	4	1	0	0	28	91
06:00-22:0	3625	3388	108	12	1	2	0	0	2	1	0	0	26	85
07:00-19:0	2962	2771	85	11	1	1	0	0	2	1	0	0	23	67

Classified Axle Traffic Count

Location CAR21468 AUDLEY ROAD East Of Flaxley Road

Dates 22/06/2015 to 01/07/2015

Direction Eastbound

Data Volume Summary

Coordinate 413354 287772

Analysis by Day of Week and Hour of Day

Time Perio	Mon	Tue	Wed	Thur	Fri	Avge	%	Sat	Sun
00:00-01:0	85	64	66	65	69	70	1.32	124	119
01:00-02:0	44	54	52	49	57	51	0.96	60	79
02:00-03:0	34	39	24	29	34	32	0.6	57	62
03:00-04:0	30	30	29	26	29	29	0.55	38	43
04:00-05:0	25	26	29	36	35	30	0.57	34	31
05:00-06:0	63	70	53	65	62	63	1.19	36	24
06:00-07:0	133	150	154	172	162	154	2.91	71	48
07:00-08:0	245	249	201	254	264	243	4.59	97	70
08:00-09:0	305	318	273	323	315	307	5.79	129	57
09:00-10:0	269	257	274	273	280	271	5.11	184	108
10:00-11:0	270	299	283	273	295	284	5.36	256	152
11:00-12:0	299	300	282	285	316	296	5.59	307	225
12:00-13:0	312	329	302	319	321	317	5.98	284	292
13:00-14:0	327	313	301	286	353	316	5.96	298	306
14:00-15:0	369	377	364	351	406	373	7.04	308	292
15:00-16:0	348	331	363	379	457	376	7.1	339	290
16:00-17:0	312	262	404	404	439	364	6.87	315	295

17:00-18:0	399	338	425	396	387	389	7.34	346	266
18:00-19:0	356	330	342	348	319	339	6.4	298	256
19:00-20:0	271	279	251	238	321	272	5.13	246	251
20:00-21:0	250	255	227	234	291	251	4.74	250	222
21:00-22:0	196	203	173	190	220	196	3.7	185	168
22:00-23:0	146	176	127	151	191	158	2.98	179	173
23:00-24:0	104	122	104	99	160	118	2.23	135	141
24 Hr Total	5192	5171	5103	5245	5783	5299		4576	3970
16 Hr Total	4661	4590	4619	4725	5146	4748		3913	3298
12 Hr Total	3811	3703	3814	3891	4152	3875		3161	2609

Analysis by Day of Week and Peak Hours

Time Perio	Mon	Tue	Wed	Thur	Fri	Avge	%
07:00-07:1	56	61	43	48	61	54	1.02
07:15-07:3	59	53	49	64	58	57	1.08
07:30-07:4	60	55	54	84	69	64	1.21
07:45-08:0	70	80	55	58	76	68	1.28
08:00-08:1	63	64	56	84	68	67	1.26
08:15-08:3	89	80	73	74	85	80	1.51
08:30-08:4	83	78	52	87	97	79	1.49
08:45-09:0	70	96	92	78	65	80	1.51
09:00-09:1	83	58	84	82	69	75	1.42
09:15-09:3	65	66	62	62	71	65	1.23
09:30-09:4	54	70	57	54	52	57	1.08
09:45-10:0	67	63	71	75	88	73	1.38
16:00-16:1	54	59	109	100	98	84	1.59
16:15-16:3	92	82	99	96	107	95	1.79
16:30-16:4	85	55	116	106	111	95	1.79
16:45-17:0	81	66	80	102	123	90	1.7
17:00-17:1	110	85	104	108	112	104	1.96
17:15-17:3	96	98	100	95	92	96	1.81
17:30-17:4	93	92	113	103	99	100	1.89
17:45-18:0	100	63	108	90	84	89	1.68
18:00-18:1	106	75	76	85	96	88	1.66
18:15-18:3	89	106	95	96	86	94	1.77
18:30-18:4	97	78	85	89	75	85	1.6
18:45-19:0	64	71	86	78	62	72	1.36
07:00-09:0	550	567	474	577	579	549	10.37
16:00-18:0	711	600	829	800	826	753	14.21

Classified Axle Traffic Count

Location	CAR21468 AUDLEY ROAD East Of Flaxley Road	
Dates	22/06/2015 to 01/07/2015	
Direction	Westbound	
Data	Volume Summary	
Coordinate	413354	287772

Analysis by Day of Week and Hour of Day

Time Perio	Mon	Tue	Wed	Thur	Fri	Avge	%	Sat	Sun
00:00-01:0	93	70	68	52	76	72	1.28	120	99
01:00-02:0	40	36	36	38	29	36	0.64	72	89
02:00-03:0	25	24	24	15	24	22	0.39	42	50
03:00-04:0	22	27	19	19	26	23	0.41	19	31
04:00-05:0	27	32	33	29	40	32	0.57	39	35
05:00-06:0	85	92	71	91	95	87	1.54	61	36
06:00-07:0	185	191	210	203	213	200	3.55	82	38
07:00-08:0	403	416	370	430	402	404	7.17	124	60
08:00-09:0	470	485	408	466	458	457	8.11	185	76
09:00-10:0	384	372	395	384	350	377	6.69	283	137
10:00-11:0	311	315	327	302	311	313	5.55	347	275
11:00-12:0	352	366	329	302	373	344	6.1	380	328
12:00-13:0	322	321	342	323	423	346	6.14	381	346
13:00-14:0	364	305	304	322	390	337	5.98	377	348
14:00-15:0	339	331	325	318	376	338	6	323	313
15:00-16:0	305	192	394	410	435	347	6.16	364	330
16:00-17:0	238	121	386	368	397	302	5.36	326	233
17:00-18:0	326	204	382	347	336	319	5.66	349	244
18:00-19:0	306	291	339	324	343	321	5.7	310	272
19:00-20:0	301	278	278	284	310	290	5.15	266	239
20:00-21:0	224	208	215	227	266	228	4.05	241	211
21:00-22:0	175	193	141	155	224	178	3.16	194	175
22:00-23:0	150	179	130	149	183	158	2.8	162	163
23:00-24:0	122	86	90	94	134	105	1.86	132	126
24 Hr Total	5569	5135	5616	5652	6214	5636		5179	4254
16 Hr Total	5005	4589	5145	5165	5607	5101		4532	3625
12 Hr Total	4120	3719	4301	4296	4594	4205		3749	2962

Analysis by Day of Week and Peak Hours

Time Perio	Mon	Tue	Wed	Thur	Fri	Avge	%
07:00-07:1	92	80	76	96	85	86	1.53
07:15-07:3	92	105	75	97	81	90	1.6
07:30-07:4	111	119	103	117	130	116	2.06
07:45-08:0	108	112	116	120	106	112	1.99
08:00-08:1	109	99	83	101	85	95	1.69
08:15-08:3	117	113	111	120	123	117	2.08
08:30-08:4	116	113	96	107	111	109	1.93
08:45-09:0	128	160	118	138	139	137	2.43
09:00-09:1	109	92	127	116	101	109	1.93
09:15-09:3	97	91	85	80	84	87	1.54
09:30-09:4	88	90	94	101	88	92	1.63
09:45-10:0	90	99	89	87	77	88	1.56
16:00-16:1	35	24	90	100	110	72	1.28
16:15-16:3	82	23	90	98	112	81	1.44

16:30-16:4	65	42	117	77	88	78	1.38
16:45-17:0	56	32	89	93	87	71	1.26
17:00-17:1	69	47	100	80	77	75	1.33
17:15-17:3	87	72	82	104	81	85	1.51
17:30-17:4	74	46	111	79	99	82	1.45
17:45-18:0	96	39	89	84	79	77	1.37
18:00-18:1	77	47	88	86	85	77	1.37
18:15-18:3	76	92	83	90	87	86	1.53
18:30-18:4	81	88	89	80	85	85	1.51
18:45-19:0	72	64	79	68	86	74	1.31
07:00-09:0	873	901	778	896	860	862	15.29
16:00-18:0	564	325	768	715	733	621	11.02

Classified Axle Traffic Count

Location	CAR21468 AUDLEY ROAD East Of Flaxley Road
Dates	22/06/2015 to 01/07/2015
Direction	Westbound
Data	Volume Summary
Coordinate	413354 287772

Eastbound Traffic
29/06/2015 - 28/06/2015

Average Weekday - Morning Peaks	Average	Percentage
Standard Peak Hour (08:00-09:00)	307	5.79
Highest AM Peak Hour (08:15-09:15)	314	5.93
Highest AM Peak Period (08:15-08:30)	80	1.51

Average Weekday - Evening Peaks	Average	Percentage
Standard Peak Hour (17:00-18:00)	389	7.34
Highest PM Peak Hour (16:45-17:45)	390	7.36
Highest PM Peak Period (17:00-17:15)	104	1.96

Average Peak Hour	352
Average Hour	221
Average Peak Hour / Average Hour	1.59
7 Day Total	35040

Westbound Traffic
29/06/2015 - 28/06/2015

Average Weekday - Morning Peaks	Average	Percentage
Standard Peak Hour (08:00-09:00)	457	8.11
Highest AM Peak Hour (08:15-09:15)	472	8.37
Highest AM Peak Period (08:45-09:00)	137	2.43

Average Weekday - Evening Peaks	Average	Percentage
Standard Peak Hour (17:00-18:00)	319	5.66

Highest PM Peak Hour (17:45-18:45)	325	5.77
Highest PM Peak Period (18:15-18:30)	86	1.53
Average Peak Hour		399
Average Hour		235
Average Peak Hour / Average Hour		1.7
7 Day Total		37619

* Average=Average weekday count for number of weekdays recorded
** % = Average weekday Hourly rate expressed as a percentage of the average 24 hour count

Sky High Technology

Client: Mott MacDonald
Project: MID-1927 Stechford
Site: 6a
Date: Tuesday 23rd June 2015

Entry : Arm A

	Destination : Arm A								Destination : Arm B								Destination : Arm C								Arm
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	136	23	9	2	6	4	2	182	182
07:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	170	28	2	1	6	0	0	207	208
½ Hr	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	306	51	11	3	12	4	2	389	390
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	155	23	10	2	4	1	0	195	195
08:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	180	19	13	5	5	0	0	222	223
08:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	180	20	8	2	7	0	0	217	218
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	135	23	5	5	6	0	0	174	175
1 Hr	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3	650	85	36	14	22	1	0	808	811
09:00	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	116	25	9	1	6	1	0	158	160
09:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	108	21	7	1	4	2	0	143	145
½ Hr	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	4	224	46	16	2	10	3	0	301	305
2 Hrs	0	0	0	0	0	0	0	0	4	2	2	0	0	0	0	8	1180	182	63	19	44	8	2	1498	1506

Entry : Arm A

	Destination : Arm A								Destination : Arm B								Destination : Arm C								Arm
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
16:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	148	18	0	1	8	3	0	178	180
16:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	166	11	2	2	6	1	1	189	191
½ Hr	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	314	29	2	3	14	4	1	367	371
17:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	157	18	4	0	2	1	2	184	186
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	176	13	8	0	9	4	4	214	215
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	178	15	4	0	4	6	2	209	209
17:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	197	20	3	1	2	2	1	226	228
1 Hr	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	708	66	19	1	17	13	9	833	838
18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	203	11	2	2	3	2	1	224	225
18:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	194	12	4	0	6	1	0	217	220
½ Hr	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	397	23	6	2	9	3	1	441	445
2 Hrs	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	1419	118	27	6	40	20	11	1641	1654
Total	0	0	0	0	0	0	0	0	17	2	2	0	0	0	0	21	2599	300	90	25	84	28	13	3139	3160

Sky High Technology

Client: Mott MacDonald
Project: MID-1927 Stechford
Site: 6a
Date: Tuesday 23rd June 2015

Entry : Arm B

	Destination : Arm A								Destination : Arm B								Destination : Arm C								Arm
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	12	4	1	3	3	2	125	125
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	142	14	2	0	3	0	0	161	161
½ Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	242	26	6	1	6	3	2	286	286
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	138	14	1	0	2	1	0	156	156
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	116	10	8	1	3	0	0	138	138
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	108	19	7	1	2	0	0	137	137
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	96	11	3	0	3	0	1	114	114
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	458	54	19	2	10	1	1	545	545
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99	13	1	1	3	1	1	119	119
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75	5	6	1	3	1	0	91	91
½ Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	174	18	7	2	6	2	1	210	210
2 Hrs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	874	98	32	5	22	6	4	1041	1041

Entry : Arm B

	Destination : Arm A								Destination : Arm B								Destination : Arm C								Arm
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98	8	1	0	4	0	0	111	111
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	92	8	3	1	3	1	1	109	109
½ Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	190	16	4	1	7	1	1	220	220
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103	11	3	0	2	2	1	122	122
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87	9	2	1	3	0	1	103	103
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105	10	3	2	3	0	1	124	124
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88	7	3	0	2	0	0	100	100
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	383	37	11	3	10	2	3	449	449
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	108	13	0	1	2	0	1	125	125
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	108	11	2	0	3	0	0	124	124
½ Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	216	24	2	1	5	0	1	249	249
2 Hrs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	789	77	17	5	22	3	5	918	918
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1663	175	49	10	44	9	9	1959	1959

Client: Mott MacDonald
Project: MID-1927 Stechford
Site: 6a
Date: Tuesday 23rd June 2015

Entry : Arm C

	Destination : Arm A								Destination : Arm B								Destination : Arm C								Arm
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
07:30	172	26	8	3	8	2	0	219	78	18	5	0	3	0	0	104	0	0	0	0	0	0	0	0	323
07:45	172	18	4	3	7	4	0	208	89	8	5	3	4	1	1	111	0	0	0	0	0	0	0	0	319
½ Hr	344	44	12	6	15	6	0	427	167	26	10	3	7	1	1	215	0	0	0	0	0	0	0	0	642
08:00	170	18	10	4	6	2	1	211	74	8	3	0	3	0	0	88	0	0	0	0	0	0	0	0	299
08:15	179	13	8	3	6	0	0	209	71	7	6	1	3	1	0	89	0	0	0	0	0	0	0	0	298
08:30	159	23	8	3	8	1	0	202	82	12	2	2	2	0	0	100	0	0	0	0	0	0	0	0	302
08:45	139	13	5	2	8	1	0	168	97	11	3	0	3	0	0	114	0	0	0	0	0	0	0	0	282
1 Hr	647	67	31	12	28	4	1	790	324	38	14	3	11	1	0	391	0	0	0	0	0	0	0	0	1181
09:00	140	13	4	4	10	0	0	171	83	8	4	1	5	0	0	101	0	0	0	0	0	0	0	0	272
09:15	144	24	13	3	6	0	1	191	73	9	5	1	3	2	0	93	0	0	0	0	0	0	0	0	284
½ Hr	284	37	17	7	16	0	1	362	156	17	9	2	8	2	0	194	0	0	0	0	0	0	0	0	556
2 Hrs	1275	148	60	25	59	10	2	1579	647	81	33	8	26	4	1	800	0	0	0	0	0	0	0	0	2379

Entry : Arm C

	Destination : Arm A								Destination : Arm B								Destination : Arm C								Arm
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
16:30	181	8	9	3	4	0	0	205	161	14	3	0	2	0	0	180	0	0	0	0	0	0	0	0	385
16:45	163	23	5	1	9	1	0	202	170	9	2	0	3	1	1	186	0	0	0	0	0	0	0	0	388
½ Hr	344	31	14	4	13	1	0	407	331	23	5	0	5	1	1	366	0	0	0	0	0	0	0	0	773
17:00	166	13	2	2	7	3	0	193	136	15	3	1	3	3	1	162	0	0	0	0	0	0	0	0	355
17:15	181	15	2	0	4	4	1	207	164	13	3	1	2	1	0	184	0	0	0	0	0	0	0	0	391
17:30	169	17	5	1	8	1	0	201	129	6	4	3	3	0	0	145	0	0	0	0	0	0	0	0	346
17:45	126	12	13	0	7	2	0	160	137	10	1	0	2	0	0	150	0	0	0	0	0	0	0	0	310
1 Hr	642	57	22	3	26	10	1	761	566	44	11	5	10	4	1	641	0	0	0	0	0	0	0	0	1402
18:00	175	12	2	1	2	0	1	193	160	7	1	0	3	0	0	171	0	0	0	0	0	0	0	0	364
18:15	144	18	3	2	7	3	0	177	108	5	4	0	3	2	0	122	0	0	0	0	0	0	0	0	299
½ Hr	319	30	5	3	9	3	1	370	268	12	5	0	6	2	0	293	0	0	0	0	0	0	0	0	663
2 Hrs	1305	118	41	10	48	14	2	1538	1165	79	21	5	21	7	2	1300	0	0	0	0	0	0	0	0	2838
Total	2580	266	101	35	107	24	4	3117	1812	160	54	13	47	11	3	2100	0	0	0	0	0	0	0	0	5217

Client: Mott MacDonald
Project: MID-1927 Stechford
Site: 6a
Date: Tuesday 23rd June 2015

ORIGIN SUMMARY

	Origin : Arm A								Origin : Arm B								Origin : Arm C								Origin Totals
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	
07:30	136	23	9	2	6	4	2	182	100	12	4	1	3	3	2	125	250	44	13	3	11	2	0	323	630
07:45	171	28	2	1	6	0	0	208	142	14	2	0	3	0	0	161	261	26	9	6	11	5	1	319	688
08:00	155	23	10	2	4	1	0	195	138	14	1	0	2	1	0	156	244	26	13	4	9	2	1	299	650
08:15	180	19	14	5	5	0	0	223	116	10	8	1	3	0	0	138	250	20	14	4	9	1	0	298	659
08:30	181	20	8	2	7	0	0	218	108	19	7	1	2	0	0	137	241	35	10	5	10	1	0	302	657
08:45	136	23	5	5	6	0	0	175	96	11	3	0	3	0	1	114	236	24	8	2	11	1	0	282	571
09:00	117	25	10	1	6	1	0	160	99	13	1	1	3	1	1	119	223	21	8	5	15	0	0	272	551
09:15	108	23	7	1	4	2	0	145	75	5	6	1	3	1	0	91	217	33	18	4	9	2	1	284	520
2 Hrs	1184	184	65	19	44	8	2	1506	874	98	32	5	22	6	4	1041	1922	229	93	33	85	14	3	2379	4926

ORIGIN SUMMARY

	Origin : Arm A								Origin : Arm B								Origin : Arm C								Origin Totals
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	
16:30	150	18	0	1	8	3	0	180	98	8	1	0	4	0	0	111	342	22	12	3	6	0	0	385	676
16:45	168	11	2	2	6	1	1	191	92	8	3	1	3	1	1	109	333	32	7	1	12	2	1	388	688
17:00	159	18	4	0	2	1	2	186	103	11	3	0	2	2	1	122	302	28	5	3	10	6	1	355	663
17:15	177	13	8	0	9	4	4	215	87	9	2	1	3	0	1	103	345	28	5	1	6	5	1	391	709
17:30	178	15	4	0	4	6	2	209	105	10	3	2	3	0	1	124	298	23	9	4	11	1	0	346	679
17:45	199	20	3	1	2	2	1	228	88	7	3	0	2	0	0	100	263	22	14	0	9	2	0	310	638
18:00	204	11	2	2	3	2	1	225	108	13	0	1	2	0	1	125	335	19	3	1	5	0	1	364	714
18:15	197	12	4	0	6	1	0	220	108	11	2	0	3	0	0	124	252	23	7	2	10	5	0	299	643
2 Hrs	1432	118	27	6	40	20	11	1654	789	77	17	5	22	3	5	918	2470	197	62	15	69	21	4	2838	5410
Total	2616	302	92	25	84	28	13	3160	1663	175	49	10	44	9	9	1959	4392	426	155	48	154	35	7	5217	10336

Sky High Technology

Client: Mott MacDonald
Project: MID-1927 Stechford
Site: 6a
Date: Tuesday 23rd June 2015

DESTINATION SUMMARY

	Destination : Arm A								Destination : Arm B								Destination : Arm C								Dest
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
07:30	172	26	8	3	8	2	0	219	78	18	5	0	3	0	0	104	236	35	13	3	9	7	4	307	630
07:45	172	18	4	3	7	4	0	208	90	8	5	3	4	1	1	112	312	42	4	1	9	0	0	368	688
08:00	170	18	10	4	6	2	1	211	74	8	3	0	3	0	0	88	293	37	11	2	6	2	0	351	650
08:15	179	13	8	3	6	0	0	209	71	7	7	1	3	1	0	90	296	29	21	6	8	0	0	360	659
08:30	159	23	8	3	8	1	0	202	83	12	2	2	2	0	0	101	288	39	15	3	9	0	0	354	657
08:45	139	13	5	2	8	1	0	168	98	11	3	0	3	0	0	115	231	34	8	5	9	0	1	288	571
09:00	140	13	4	4	10	0	0	171	84	8	5	1	5	0	0	103	215	38	10	2	9	2	1	277	551
09:15	144	24	13	3	6	0	1	191	73	11	5	1	3	2	0	95	183	26	13	2	7	3	0	234	520
2 Hrs	1275	148	60	25	59	10	2	1579	651	83	35	8	26	4	1	808	2054	280	95	24	66	14	6	2539	4926

DESTINATION SUMMARY

	Destination : Arm A								Destination : Arm B								Destination : Arm C								Dest
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
16:30	181	8	9	3	4	0	0	205	163	14	3	0	2	0	0	182	246	26	1	1	12	3	0	289	676
16:45	163	23	5	1	9	1	0	202	172	9	2	0	3	1	1	188	258	19	5	3	9	2	2	298	688
17:00	166	13	2	2	7	3	0	193	138	15	3	1	3	3	1	164	260	29	7	0	4	3	3	306	663
17:15	181	15	2	0	4	4	1	207	165	13	3	1	2	1	0	185	263	22	10	1	12	4	5	317	709
17:30	169	17	5	1	8	1	0	201	129	6	4	3	3	0	0	145	283	25	7	2	7	6	3	333	679
17:45	126	12	13	0	7	2	0	160	139	10	1	0	2	0	0	152	285	27	6	1	4	2	1	326	638
18:00	175	12	2	1	2	0	1	193	161	7	1	0	3	0	0	172	311	24	2	3	5	2	2	349	714
18:15	144	18	3	2	7	3	0	177	111	5	4	0	3	2	0	125	302	23	6	0	9	1	0	341	643
2 Hrs	1305	118	41	10	48	14	2	1538	1178	79	21	5	21	7	2	1313	2208	195	44	11	62	23	16	2559	5410
Total	2580	266	101	35	107	24	4	3117	1829	162	56	13	47	11	3	2121	4262	475	139	35	128	37	22	5098	10336

Client: Mott MacDonald
Project: MID-1927 Stechford
Site: 6a
Date: Tuesday 23rd June 2015

Entry : Arm A

	Destination : Arm A								Destination : Arm B								Destination : Arm C								Destination : Arm D								Arm
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
07:30	1	1	0	0	5	0	0	7	138	27	9	3	4	6	1	188	86	8	3	0	0	2	3	102	6	1	0	0	0	0	0	7	304
07:45	3	0	0	0	7	0	0	10	170	26	3	1	2	0	0	202	129	14	1	0	0	0	1	145	6	0	0	0	0	0	0	6	363
½ Hr	4	1	0	0	12	0	0	17	308	53	12	4	6	6	1	390	215	22	4	0	0	2	4	247	12	1	0	0	0	0	0	13	667
08:00	3	0	2	0	5	0	0	10	135	26	9	2	1	1	0	174	134	11	1	0	0	1	1	148	12	0	0	0	0	0	0	12	344
08:15	1	0	2	0	5	0	0	8	163	22	14	6	4	1	0	210	119	8	6	0	0	0	0	133	16	0	0	0	0	0	0	16	367
08:30	5	2	1	0	3	0	0	11	161	24	7	3	4	0	0	199	113	12	5	0	0	0	1	131	14	0	0	0	0	0	0	14	355
08:45	4	0	0	0	5	0	0	9	140	20	5	5	3	0	0	173	91	10	2	0	0	0	1	104	4	1	0	0	0	0	0	5	291
1 Hr	13	2	5	0	18	0	0	38	599	92	35	16	12	2	0	756	457	41	14	0	0	1	3	516	46	1	0	0	0	0	0	47	1357
09:00	6	1	0	0	7	0	0	14	109	24	9	1	3	1	0	147	84	10	1	0	0	1	0	96	9	2	0	0	0	0	0	11	268
09:15	5	0	0	0	5	0	0	10	113	18	10	3	2	2	0	148	64	5	3	0	0	0	0	72	2	1	0	0	0	0	0	3	233
½ Hr	11	1	0	0	12	0	0	24	222	42	19	4	5	3	0	295	148	15	4	0	0	1	0	168	11	3	0	0	0	0	0	14	501
2 Hrs	28	4	5	0	42	0	0	79	1129	187	66	24	23	11	1	1441	820	78	22	0	0	4	7	931	69	5	0	0	0	0	0	74	2525

Entry : Arm A

	Destination : Arm A								Destination : Arm B								Destination : Arm C								Destination : Arm D								Arm
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
16:30	5	1	0	0	5	0	0	11	159	21	0	0	6	3	0	189	62	3	1	1	0	0	0	67	6	1	0	0	0	0	0	7	274
16:45	7	0	0	0	6	0	0	13	177	14	5	3	2	1	2	204	65	5	0	0	0	1	0	71	9	0	0	0	0	0	0	9	297
½ Hr	12	1	0	0	11	0	0	24	336	35	5	3	8	4	2	393	127	8	1	1	0	1	0	138	15	1	0	0	0	0	0	16	571
17:00	7	0	1	0	4	0	0	12	188	19	6	0	0	2	0	215	55	9	0	0	1	1	0	66	6	1	0	0	0	0	0	7	300
17:15	5	0	0	0	5	0	0	10	201	14	10	1	7	4	4	241	57	5	0	0	0	0	0	62	6	3	0	0	0	0	0	9	322
17:30	5	1	1	0	7	0	0	14	182	14	5	2	0	4	1	208	88	10	1	0	0	1	0	100	4	0	0	0	0	0	0	4	326
17:45	5	0	0	0	3	0	0	8	206	20	6	1	1	2	0	236	71	5	0	0	0	0	0	76	3	0	0	0	0	0	0	3	323
1 Hr	22	1	2	0	19	0	0	44	777	67	27	4	8	12	5	900	271	29	1	0	1	2	0	304	19	4	0	0	0	0	0	23	1271
18:00	7	1	0	0	4	0	0	12	209	16	2	3	1	3	0	234	83	7	0	0	0	0	0	90	5	0	0	0	0	0	0	5	341
18:15	5	0	1	0	6	0	0	12	189	11	4	0	3	1	0	208	102	10	1	0	0	0	0	113	7	0	0	0	0	0	0	7	340
½ Hr	12	1	1	0	10	0	0	24	398	27	6	3	4	4	0	442	185	17	1	0	0	0	0	203	12	0	0	0	0	0	0	12	681
2 Hrs	46	3	3	0	40	0	0	92	1511	129	38	10	20	20	7	1735	583	54	3	1	1	3	0	645	46	5	0	0	0	0	0	51	2523
Total	74	7	8	0	82	0	0	171	2640	316	104	34	43	31	8	3176	1403	132	25	1	1	7	7	1576	115	10	0	0	0	0	0	125	5048

Entry : Arm B

	Destination : Arm A								Destination : Arm B								Destination : Arm C								Destination : Arm D								Arm
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
07:30	183	35	12	3	3	2	0	238	0	0	1	0	0	0	0	1	49	7	1	0	0	0	0	57	27	5	0	0	2	1	0	35	331
07:45	189	21	7	6	3	4	0	230	2	0	0	0	0	0	0	2	44	3	1	0	0	0	0	48	36	7	1	1	2	0	0	47	327
½ Hr	372	56	19	9	6	6	0	468	2	0	1	0	0	0	0	3	93	10	2	0	0	0	0	105	63	12	1	1	4	1	0	82	658
08:00	164	17	11	4	2	2	1	201	1	0	0	0	0	0	0	1	52	4	2	0	0	3	0	61	38	4	0	0	3	0	0	45	308
08:15	182	14	12	4	1	1	0	214	2	0	0	0	0	0	0	2	58	4	2	0	0	0	0	64	30	1	0	0	1	1	0	33	313
08:30	149	26	8	5	6	0	1	195	2	1	0	0	0	0	0	3	51	1	0	0	0	0	0	52	48	4	1	0	1	0	0	54	304
08:45	139	14	7	2	2	1	0	165	2	0	0	0	0	0	0	2	68	6	0	0	0	0	0	74	28	2	0	0	2	0	0	32	273
1 Hr	634	71	38	15	11	4	2	775	7	1	0	0	0	0	0	8	229	15	4	0	0	3	0	251	144	11	1	0	7	1	0	164	1198
09:00	138	17	8	4	4	0	0	171	1	0	0	0	0	0	0	1	54	5	1	0	0	0	0	60	20	9	1	0	0	0	0	30	262
09:15	153	20	11	5	2	2	0	193	3	0	0	0	0	0	0	3	49	4	1	0	0	0	0	54	18	1	2	0	2	1	0	24	274
½ Hr	291	37	19	9	6	2	0	364	4	0	0	0	0	0	0	4	103	9	2	0	0	0	0	114	38	10	3	0	2	1	0	54	536
2 Hrs	1297	164	76	33	23	12	2	1607	13	1	1	0	0	0	0	15	425	34	8	0	0	3	0	470	245	33	5	1	13	3	0	300	2392

Client: Mott MacDonald
Project: MID-1927 Stechford
Site: 6b
Date: Tuesday 23rd June 2015

Sky High Technology

Client: Mott MacDonald
Project: MID-1927 Stechford
Site: 6a
Date: Tuesday 23rd June 2015

Entry : Arm B

	Destination : Arm A								Destination : Arm B								Destination : Arm C								Destination : Arm D								Arm
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
16:30	191	16	7	3	0	0	0	217	2	1	0	0	0	0	0	3	44	4	1	0	0	0	0	49	27	1	0	0	2	0	0	30	299
16:45	182	23	6	1	4	1	0	217	2	0	0	0	0	0	0	2	47	4	0	0	0	0	0	51	23	4	1	0	1	0	0	29	299
½ Hr	373	39	13	4	4	1	0	434	4	1	0	0	0	0	0	5	91	8	1	0	0	0	0	100	50	5	1	0	3	0	0	59	598
17:00	182	20	3	3	2	4	0	214	3	0	0	0	0	0	0	3	44	3	1	0	0	1	0	49	27	1	0	0	2	0	0	30	296
17:15	193	20	4	1	0	3	1	222	0	0	0	0	0	0	0	0	45	5	0	0	0	0	0	50	30	1	0	0	2	0	0	33	305
17:30	201	12	4	3	3	0	0	223	1	0	0	0	0	0	0	1	48	2	0	0	0	0	0	50	28	2	0	0	4	0	0	34	308
17:45	171	10	9	0	5	1	0	196	0	0	0	0	0	0	0	0	48	1	0	0	0	0	0	49	16	0	0	0	1	1	0	18	263
1 Hr	747	62	20	7	10	8	1	855	4	0	0	0	0	0	0	4	185	11	1	0	0	1	0	198	101	4	0	0	9	1	0	115	1172
18:00	192	13	3	1	0	3	1	213	0	0	0	0	0	0	0	0	41	2	2	0	0	0	0	45	25	2	0	0	2	0	0	29	287
18:15	151	20	4	2	3	2	0	182	1	0	0	0	0	0	0	1	46	5	0	0	0	0	0	51	25	2	0	0	2	0	0	29	263
½ Hr	343	33	7	3	3	5	1	395	1	0	0	0	0	0	0	1	87	7	2	0	0	0	0	96	50	4	0	0	4	0	0	58	550
2 Hrs	1463	134	40	14	17	14	2	1684	9	1	0	0	0	0	0	10	363	26	4	0	0	1	0	394	201	13	1	0	16	1	0	232	2320
Total	2760	298	116	47	40	26	4	3291	22	2	1	0	0	0	0	25	788	60	12	0	0	4	0	864	446	46	6	1	29	4	0	532	4712

Entry : Arm C

	Destination : Arm A								Destination : Arm B								Destination : Arm C								Destination : Arm D								Arm
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
07:30	54	8	0	0	0	0	0	62	22	1	0	0	0	0	0	23	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	88
07:45	62	5	2	0	0	1	0	70	34	2	2	0	0	1	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109
½ Hr	116	13	2	0	0	1	0	132	56	3	2	0	0	1	0	62	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	197
08:00	76	8	1	0	0	0	0	85	30	3	0	0	0	0	0	33	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	122
08:15	49	6	2	0	2	1	0	60	41	1	1	0	0	0	0	43	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	112
08:30	60	4	0	0	2	0	1	67	35	1	1	0	0	0	0	37	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	111
08:45	82	7	0	0	3	0	0	92	37	1	0	0	1	0	0	39	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	133
1 Hr	267	25	3	0	7	1	1	304	143	6	2	0	1	0	0	152	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	22	478
09:00	59	6	1	0	0	0	0	66	47	4	1	0	0	0	0	52	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	120
09:15	55	8	4	0	1	0	0	68	32	3	0	0	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103
½ Hr	114	14	5	0	1	0	0	134	79	7	1	0	0	0	0	87	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	223
2 Hrs	497	52	10	0	8	2	1	570	278	16	5	0	1	1	0	301	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	27	898

Entry : Arm C

	Destination : Arm A								Destination : Arm B								Destination : Arm C								Destination : Arm D								Arm
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
16:30	101	5	3	0	1	0	0	110	48	4	0	0	0	0	0	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	162
16:45	107	6	0	0	0	1	0	114	50	4	0	0	0	0	0	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168
½ Hr	208	11	3	0	1	1	0	224	98	8	0	0	0	0	0	106	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	330
17:00	92	7	1	0	0	1	0	101	41	0	0	0	0	0	0	41	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	143
17:15	103	8	1	0	0	1	0	113	31	6	0	0	0	0	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150
17:30	89	7	3	1	0	0	0	100	49	2	1	0	0	1	0	53	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	155
17:45	84	8	4	0	0	1	0	97	41	4	0	0	0	0	0	45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	143
1 Hr	368	30	9	1	0	3	0	411	162	12	1	0	0	1	0	176	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	591
18:00	103	4	0	0	0	0	0	107	34	1	0	0	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	142
18:15	44	2	2	0	0	3	0	51	52	2	0	0	0	0	0	54	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	109
½ Hr	147	6	2	0	0	3	0	158	86	3	0	0	0	0	0	89	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	251
2 Hrs	723	47	14	1	1	7	0	793	346	23	1	0	0	1	0	371	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	1172
Total	1220	99	24	1	9	9	1	1363	624	39	6	0	1	2	0	672	0	0	0	0	0	0	0	0	35	0	0	0	0	0	0	35	2070

Sky High Technology

Client: Mott MacDonald
Project: MID-1927 Stechford
Site: 6a
Date: Tuesday 23rd June 2015

Entry : Arm D

	Destination : Arm A								Destination : Arm B								Destination : Arm C								Destination : Arm D								Arm
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
07:30	4	0	1	0	3	0	0	8	12	1	0	0	0	3	2	18	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	27
07:45	9	0	0	0	1	0	0	10	12	3	1	0	2	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
½ Hr	13	0	1	0	4	0	0	18	24	4	1	0	2	3	2	36	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	55
08:00	7	0	0	0	2	0	0	9	14	3	1	0	2	0	0	20	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	32
08:15	7	0	0	0	1	0	0	8	28	2	1	0	2	0	0	33	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	45
08:30	32	2	0	0	1	0	0	35	41	0	1	0	1	0	0	43	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	92
08:45	10	2	0	0	3	0	0	15	19	1	1	0	2	0	0	23	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	43
1 Hr	56	4	0	0	7	0	0	67	102	6	4	0	7	0	0	119	26	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	212
09:00	5	0	0	0	2	0	0	7	22	1	0	0	3	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33
09:15	9	1	2	0	1	0	0	13	16	0	0	0	1	0	0	17	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	31
½ Hr	14	1	2	0	3	0	0	20	38	1	0	0	4	0	0	43	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	64
2 Hrs	83	5	3	0	14	0	0	105	164	11	5	0	13	3	2	198	28	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0	331

Entry : Arm D

	Destination : Arm A								Destination : Arm B								Destination : Arm C								Destination : Arm D								Arm
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
16:30	33	1	3	0	1	0	0	38	48	5	0	0	2	0	0	55	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	95
16:45	38	2	0	0	2	0	0	42	40	6	1	0	2	0	0	49	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	93
½ Hr	71	3	3	0	3	0	0	80	88	11	1	0	4	0	0	104	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	188
17:00	22	0	0	0	3	0	0	25	22	2	3	0	2	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54
17:15	33	0	0	0	1	0	0	34	43	5	2	0	2	0	0	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86
17:30	16	2	0	0	1	0	0	19	37	2	0	0	2	0	0	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60
17:45	15	3	0	0	1	0	0	19	36	4	0	0	2	0	0	42	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	62
1 Hr	86	5	0	0	6	0	0	97	138	13	5	0	8	0	0	164	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	262
18:00	23	2	0	0	0	0	0	25	34	4	1	0	2	0	0	41	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	67
18:15	19	0	1	0	2	0	0	22	31	2	0	0	2	1	0	36	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	59
½ Hr	42	2	1	0	2	0	0	47	65	6	1	0	4	1	0	77	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	126
2 Hrs	199	10	4	0	11	0	0	224	291	30	7	0	16	1	0	345	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	576
Total	282	15	7	0	25	0	0	329	455	41	12	0	29	4	2	543	35	0	0	0	0	0	0	35	0	0	0	0	0	0	0	0	907

ORIGIN SUMMARY

	Origin : Arm A								Origin : Arm B								Origin : Arm C								Origin : Arm D								Origin
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
07:30	231	37	12	3	9	8	4	304	259	47	14	3	5	3	0	331	79	9	0	0	0	0	0	88	17	1	1	0	3	3	2	27	750
07:45	308	40	4	1	9	0	1	363	271	31	9	7	5	4	0	327	96	7	4	0	0	2	0	109	21	3	1	0	3	0	0	28	827
08:00	284	37	12	2	6	2	1	344	255	25	13	4	5	5	1	308	110	11	1	0	0	0	0	122	24	3	1	0	4	0	0	32	806
08:15	299	30	22	6	9	1	0	367	272	19	14	4	2	2	0	313	99	7	3	0	2	1	0	112	39	2	1	0	3	0	0	45	837
08:30	293	38	13	3	7	0	1	355	250	32	9	5	7	0	1	304	102	5	1	0	2	0	1	111	87	2	1	0	2	0	0	92	862
08:45	239	31	7	5	8	0	1	291	237	22	7	2	4	1	0	273	121	8	0	0	4	0	0	133	34	3	1	0	5	0	0	43	740
09:00	208	37	10	1	10	2	0	268	213	31	10	4	4	0	0	262	108	10	2	0	0	0	0	120	27	1	0	0	5	0	0	33	683
09:15	184	24	13	3	7	2	0	233	223	25	14	5	4	3	0	274	87	11	4	0	1	0	0	103	26	1	2	0	2	0	0	31	641
2 Hrs	2046	274	93	24	65	15	8	2525	1980	232	90	34	36	18	2	2392	802	68	15	0	9	3	1	898	275	16	8	0	27	3	2	331	6146

ORIGIN SUMMARY

	Origin : Arm A								Origin : Arm B								Origin : Arm C								Origin : Arm D								Origin
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
16:30	232	26	1	1	11	3	0	274	264	22	8	3	2	0	0	299	149	9	3	0	1	0	0	162	83	6	3	0	3	0	0	95	830
16:45	258	19	5	3	8	2	2	297	254	31	7	1	5	1	0	299	157	10	0	0	0	1	0	168	80	8	1	0	4	0	0	93	857
17:00	256	29	7	0	5	3	0	300	256	24	4	3	4	5	0	296	134	7	1	0	0	1	0	143	44	2	3	0	5	0	0	54	793
17:15	269	22	10	1	12	4	4	322	268	26	4	1	2	3	1	305	134	14	1	0	0	1	0	150	76	5	2	0	3	0	0	86	863
17:30	279	25	7	2	7	5	1	326	278	16	4	3	7	0	0	308	140	9	4	1	0	1	0	155	53	4	0	0	3	0	0	60	849
17:45	285	25	6	1	4	2	0	323	235	11	9	0	6	2	0	263	126	12	4	0	0	1	0	143	52	7	0	0	3	0	0	62	791
18:00	304	24	2	3	5	3	0	341	258	17	5	1	2	3	1	287	137	5	0	0	0	0	0	142	58	6	1	0	2	0	0	67	837
18:15	303	21	6	0	9	1	0	340	223	27	4	2	5	2	0	263	100	4	2	0	0	3	0	109	51	2	1	0	4	1	0	59	771
2 Hrs	2186	191	44	11	61	23	7	2523	2036	174	45	14	33	16	2	2320	1077	70	15	1	1	8	0	1172	497	40	11	0	27	1	0	576	6591
Total	4232	465	137	35	126	38	15	5048	4016	406	135	48	69	34	4	4712	1879	138	30	1	10	11	1	2070	772	56	19	0	54	4	2	907	12737

Client: Mott MacDonald
Project: MID-1927 Stechford
Site: 6a
Date: Tuesday 23rd June 2015

DESTINATION SUMMARY

	Destination : Arm A								Destination : Arm B								Destination : Arm C								Destination : Arm D								Dest
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
07:30	242	44	13	3	11	2	0	315	172	29	10	3	4	9	3	230	136	15	4	0	0	2	3	160	36	6	0	0	2	1	0	45	750
07:45	263	26	9	6	11	5	0	320	218	31	6	1	4	1	0	261	173	17	2	0	0	0	1	193	42	7	1	1	2	0	0	53	827
08:00	250	25	14	4	9	2	1	305	180	32	10	2	3	1	0	228	189	15	3	0	0	4	1	212	54	4	0	0	3	0	0	61	806
08:15	239	20	16	4	9	2	0	290	234	25	16	6	6	1	0	288	181	12	8	0	0	0	0	201	55	1	0	0	1	1	0	58	837
08:30	246	34	9	5	12	0	2	308	239	26	9	3	5	0	0	282	178	13	5	0	0	0	1	197	69	4	1	0	1	0	0	75	862
08:45	235	23	7	2	13	1	0	281	198	22	6	5	6	0	0	237	164	16	2	0	0	0	1	183	34	3	0	0	2	0	0	39	740
09:00	208	24	9	4	13	0	0	258	179	29	10	1	6	1	0	226	138	15	2	0	0	1	0	156	31	11	1	0	0	0	0	43	683
09:15	222	29	17	5	9	2	0	284	164	21	10	3	3	2	0	203	114	9	4	0	0	0	0	127	20	2	2	0	2	1	0	27	641
2 Hrs	1905	225	94	33	87	14	3	2361	1584	215	77	24	37	15	3	1955	1273	112	30	0	0	7	7	1429	341	38	5	1	13	3	0	401	6146

DESTINATION SUMMARY

	Destination : Arm A								Destination : Arm B								Destination : Arm C								Destination : Arm D								Dest
	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	CAR	LGV	OGV1	OGV2	PSV	MC	PC	Total	Totals
16:30	330	23	13	3	7	0	0	376	257	31	0	0	8	3	0	299	108	7	2	1	0	0	0	118	33	2	0	0	2	0	0	37	830
16:45	334	31	6	1	12	2	0	386	269	24	6	3	4	1	2	309	114	9	0	0	0	1	0	124	32	4	1	0	1	0	0	38	857
17:00	303	27	5	3	9	5	0	352	254	21	9	0	2	2	0	288	99	12	1	0	1	2	0	115	34	2	0	0	2	0	0	38	793
17:15	334	28	5	1	6	4	1	379	275	25	12	1	9	4	4	330	102	10	0	0	0	0	0	112	36	4	0	0	2	0	0	42	863
17:30	311	22	8	4	11	0	0	356	269	18	6	2	2	5	1	303	136	12	1	0	0	1	0	150	34	2	0	0	4	0	0	40	849
17:45	275	21	13	0	9	2	0	320	283	28	6	1	3	2	0	323	120	6	0	0	0	0	0	126	20	0	0	0	1	1	0	22	791
18:00	325	20	3	1	4	3	1	357	277	21	3	3	3	3	0	310	125	9	2	0	0	0	0	136	30	2	0	0	2	0	0	34	837
18:15	219	22	8	2	11	5	0	267	273	15	4	0	5	2	0	299	149	15	1	0	0	0	0	165	36	2	0	0	2	0	0	40	771
2 Hrs	2431	194	61	15	69	21	2	2793	2157	183	46	10	36	22	7	2461	953	80	7	1	1	4	0	1046	255	18	1	0	16	1	0	291	6591
Total	4336	419	155	48	156	35	5	5154	3741	398	123	34	73	37	10	4416	2226	192	37	1	1	11	7	2475	596	56	6	1	29	4	0	692	12737

APPENDIX B:
Base Model Matrix

DRAFT

2015 AM – All Vehicles

Zone	1	2	3	4	5	8	12	61	62	63	64	71	72	73	10	91	92	111	112	Total
1	0	0	31	291	14	3	0	0	41	0	0	10	106	0	72	0	21	0	3	592
2	3	0	17	262	13	7	1	0	95	2	9	14	205	0	134	3	61	0	4	830
3	35	22	0	21	0	1	2	0	12	0	0	2	19	0	50	1	13	0	0	178
4	135	140	20	0	7	1	0	0	17	0	0	2	26	0	53	3	40	0	1	445
5	8	5	0	6	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	20
8	0	5	0	15	0	0	0	0	10	0	0	0	10	0	1	0	6	0	0	46
12	2	2	2	1	0	0	0	0	1	0	0	0	0	0	0	0	5	0	0	13
61	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	18
62	30	75	9	3	2	0	0	3	0	2	10	33	12	0	2	0	0	0	0	181
63	0	0	0	0	0	0	0	0	18	0	1	0	0	0	0	0	0	0	0	19
64	0	0	0	0	0	0	0	0	5	0	0	3	0	0	0	0	0	0	0	8
71	12	19	7	0	1	0	0	0	49	0	14	1	3	0	1	0	0	0	0	107
72	85	223	50	36	7	7	3	0	7	0	0	0	1	0	6	0	5	0	0	431
73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	65	203	57	124	7	0	0	0	37	3	2	4	45	0	0	1	25	0	40	613
91	2	9	3	4	0	0	0	0	1	0	0	1	1	0	1	0	0	0	0	22
92	5	86	29	20	0	0	0	0	3	0	2	1	9	0	5	0	3	0	0	163
111	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
112	2	14	7	10	2	33	0	0	4	0	0	0	1	0	0	0	5	0	0	78
Total	385	802	232	794	54	52	6	3	318	7	37	69	438	0	325	9	184	0	49	3764

2015 AM – Lights

Zone	1	2	3	4	5	8	12	61	62	63	64	71	72	73	10	91	92	111	112	Total
1	0	0	29	277	14	3	0	0	39	0	0	10	101	0	69	0	20	0	3	564
2	3	0	17	249	12	7	1	0	91	2	8	13	195	0	128	3	58	0	4	791
3	34	21	0	20	0	1	2	0	11	0	0	2	18	0	48	1	12	0	0	169
4	129	133	19	0	7	1	0	0	16	0	0	2	24	0	51	3	38	0	1	424
5	8	5	0	6	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	19
8	0	5	0	14	0	0	0	0	9	0	0	0	9	0	1	0	6	0	0	44
12	2	2	2	1	0	0	0	0	1	0	0	0	0	0	0	0	5	0	0	12
61	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	17
62	29	71	9	3	2	0	0	3	0	2	9	31	12	0	2	0	0	0	0	172
63	0	0	0	0	0	0	0	0	17	0	1	0	0	0	0	0	0	0	0	18
64	0	0	0	0	0	0	0	0	5	0	0	3	0	0	0	0	0	0	0	8
71	12	18	7	0	1	0	0	0	47	0	13	1	3	0	1	0	0	0	0	102
72	81	212	48	34	7	7	3	0	6	0	0	0	1	0	6	0	5	0	0	410
73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	62	193	54	118	7	0	0	0	35	3	2	4	43	0	0	1	24	0	38	584
91	2	9	3	4	0	0	0	0	1	0	0	1	1	0	1	0	0	0	0	21
92	5	82	28	19	0	0	0	0	3	0	2	1	9	0	5	0	3	0	0	155
111	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
112	2	13	7	10	2	31	0	0	4	0	0	0	1	0	0	0	4	0	0	74
Total	366	764	221	756	52	50	6	3	303	6	35	66	418	0	310	8	175	0	47	3586

2015 AM – Heavies

Zone	1	2	3	4	5	8	12	61	62	63	64	71	72	73	10	91	92	111	112	Total
1	0	0	1	14	1	0	0	0	2	0	0	0	5	0	3	0	1	0	0	28
2	0	0	1	12	1	0	0	0	4	0	0	1	10	0	6	0	3	0	0	39
3	2	1	0	1	0	0	0	0	1	0	0	0	1	0	2	0	1	0	0	8
4	6	7	1	0	0	0	0	0	1	0	0	0	1	0	2	0	2	0	0	21
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
61	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
62	1	4	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	9
63	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
71	1	1	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	5
72	4	11	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	3	10	3	6	0	0	0	0	2	0	0	0	2	0	0	0	1	0	2	29
91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
92	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
112	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	18	38	11	37	3	2	0	0	15	0	2	3	21	0	15	0	9	0	2	177.5

2015 PM – All Vehicles

Zone	1	2	3	4	5	8	12	61	62	63	64	71	72	73	10	91	92	111	112	Total
1	0	0	13	136	2	18	0	0	20	0	0	16	150	0	74	0	8	0	4	442
2	5	0	16	159	12	25	1	0	55	0	4	39	182	0	194	3	41	2	32	769
3	63	49	0	2	4	12	0	0	12	0	0	4	22	0	73	2	18	0	10	272
4	225	200	3	0	3	24	0	0	8	0	0	4	22	0	65	3	35	0	12	605
5	7	15	3	10	0	3	0	0	0	0	0	0	0	0	7	0	17	0	6	67
8	10	41	14	15	4	0	0	0	33	0	1	10	90	0	10	1	34	0	9	273
12	2	2	2	0	0	0	0	0	1	0	0	0	0	0	3	0	2	0	2	14
61	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	8
62	42	116	12	19	9	5	0	4	41	0	17	19	7	0	7	0	3	0	6	307
63	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	6
71	0	0	0	0	0	0	0	0	2	0	0	8	0	0	0	0	0	0	0	9
64	3	6	0	0	0	0	0	2	45	0	8	23	0	0	0	0	0	0	0	86
72	190	282	40	43	18	16	0	0	11	0	0	0	0	0	7	0	9	0	11	627
73	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
10	29	37	34	96	0	61	1	0	22	0	1	9	34	0	0	1	15	0	9	349
91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
92	95	10	0	7	8	0	3	0	7	0	0	3	17	0	16	0	0	0	0	166
111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
112	0	16	5	7	2	15	1	0	4	0	0	2	12	0	7	1	9	0	0	82
Total	670	780	143	495	63	179	6	9	267	4	32	136	536	0	462	10	192	2	101	4088

2015 PM – Lights

Zone	1	2	3	4	5	8	12	61	62	63	64	71	72	73	10	91	92	111	112	Total
1	0	0	0	3	0	0	0	0	0	0	0	0	4	0	2	0	0	0	0	11
2	0	0	0	4	0	1	0	0	1	0	0	1	4	0	5	0	1	0	1	19
3	2	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	7
4	5	5	0	0	0	1	0	0	0	0	0	0	1	0	2	0	1	0	0	15
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8	0	1	0	0	0	0	0	0	1	0	0	0	2	0	0	0	1	0	0	7
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62	1	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	8
63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
71	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
72	5	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	1	1	1	2	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	9
91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
92	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
112	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	16	19	3	12	2	4	0	0	7	0	1	3	13	0	11	0	5	0	2	100

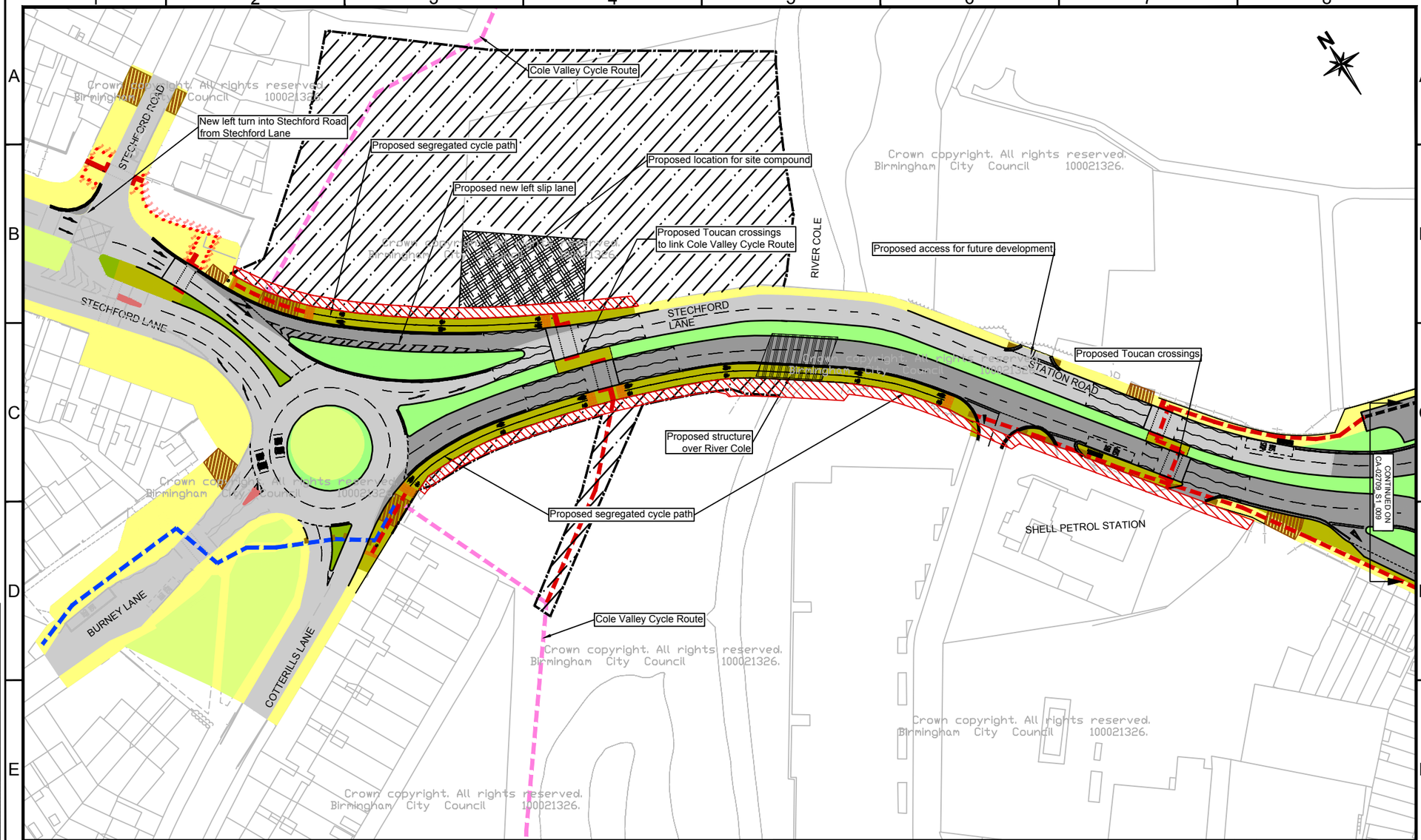
2015 PM – Heavies

Zone	1	2	3	4	5	8	12	61	62	63	64	71	72	73	10	91	92	111	112	Total
1	0	0	13	133	2	17	0	0	20	0	0	16	146	0	72	0	8	0	4	431
2	5	0	16	155	12	25	1	0	54	0	4	38	178	0	189	3	40	2	32	751
3	61	48	0	2	4	12	0	0	12	0	0	4	22	0	71	2	18	0	9	265
4	219	195	3	0	3	23	0	0	8	0	0	4	22	0	63	3	34	0	12	590
5	6	15	3	10	0	3	0	0	0	0	0	0	0	0	6	0	16	0	5	66
8	10	40	14	15	4	0	0	0	32	0	1	10	88	0	10	1	33	0	9	267
12	2	2	2	0	0	0	0	0	1	0	0	0	0	0	3	0	2	0	2	14
61	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	7
62	41	113	12	19	9	5	0	4	40	0	17	19	7	0	7	0	3	0	5	300
63	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	6
64	0	0	0	0	0	0	0	0	2	0	0	7	0	0	0	0	0	0	0	9
71	3	6	0	0	0	0	0	2	44	0	7	22	0	0	0	0	0	0	0	84
72	185	275	39	42	17	15	0	0	11	0	0	0	0	0	7	0	9	0	11	611
73	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
10	28	36	33	94	0	60	1	0	22	0	1	8	33	0	0	1	15	0	9	341
91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
92	93	10	0	7	8	0	3	0	7	0	0	3	17	0	15	0	0	0	0	162
111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
112	0	16	5	7	2	15	1	0	4	0	0	2	11	0	7	1	9	0	0	80
Total	654	761	139	483	61	175	6	9	261	4	32	133	523	0	451	10	187	2	99	3988

APPENDIX C:
Scheme Drawing

DRAFT

FILE PATH - \\Ukbhm2fp002\ukbhm2fp001-v1tp\TPPROJECT\Legacy URS Projects\00 Projects\2015\BCC_Iron Lane\4. WIP\2017_Saturday\TN\Appendices\B_Drawings\B_CA-02709_S1_008 RevK Scheme Plan Sheet 1 of 2 - Iron Lane.dwg



Key:

- Existing carriageway
- Existing footway
- Existing grassed area
- Existing hardstanding
- Existing vehicular access to be maintained
- Proposed kerb
- Proposed carriageway
- Proposed footway
- Proposed grassed/ landscaped area
- Proposed hardstanding
- Proposed tactile paving
- Proposed road markings
- Existing cycle route
- Proposed shared cycle / footway
- Proposed cycling on carriageway
- Area to be improved by landscaping
- Proposed bus shelter
- Proposed cycle route improvements to be delivered by BCR phase 1
- Proposed bollard
- Proposed location for site compound
- Working space

Birmingham City Council
ANNE SHAW
ASSISTANT DIRECTOR
TRANSPORTATION AND CONNECTIVITY
1 LANCASTER CIRCUS
BIRMINGHAM B4 7DQ

SCHEME: IRON LANE - STECHFORD

DRAWING: SCHEME PLAN SHEET 1 OF 2

DATE	REV.	REVISIONS	DRN	PM
06/03/17	K	Addition of working space area	AC	BP
16/01/17	J	Corduroy paving modified	AC	BP
13/10/16	I	Vehicular access modified	EA	BP
11/08/16	H	New bollards	EA	BP
22/06/16	G	New notes added	EA	BP
08/04/16	F	New bollards	EA	BP
11/03/16	E	Kerbline changed on Stechford Road	EA	BP
25/01/16	D	Design change on Stechford Lane	EA	BP
18/12/15	C	Tactile paving added	EA	BP
16/11/15	B	Bus stop modified	EA	BP
10/11/15	A	New segregated cycle lanes	EA	BP

DRAWN	DESIGNER	PM	REVISION
AC 25/09/2015	AB 25/09/2015	BP 25/09/2015	K

DRAWING STATUS: GENERAL
SCALE: 1:1000
DWG. No: CA-02709_S1_008

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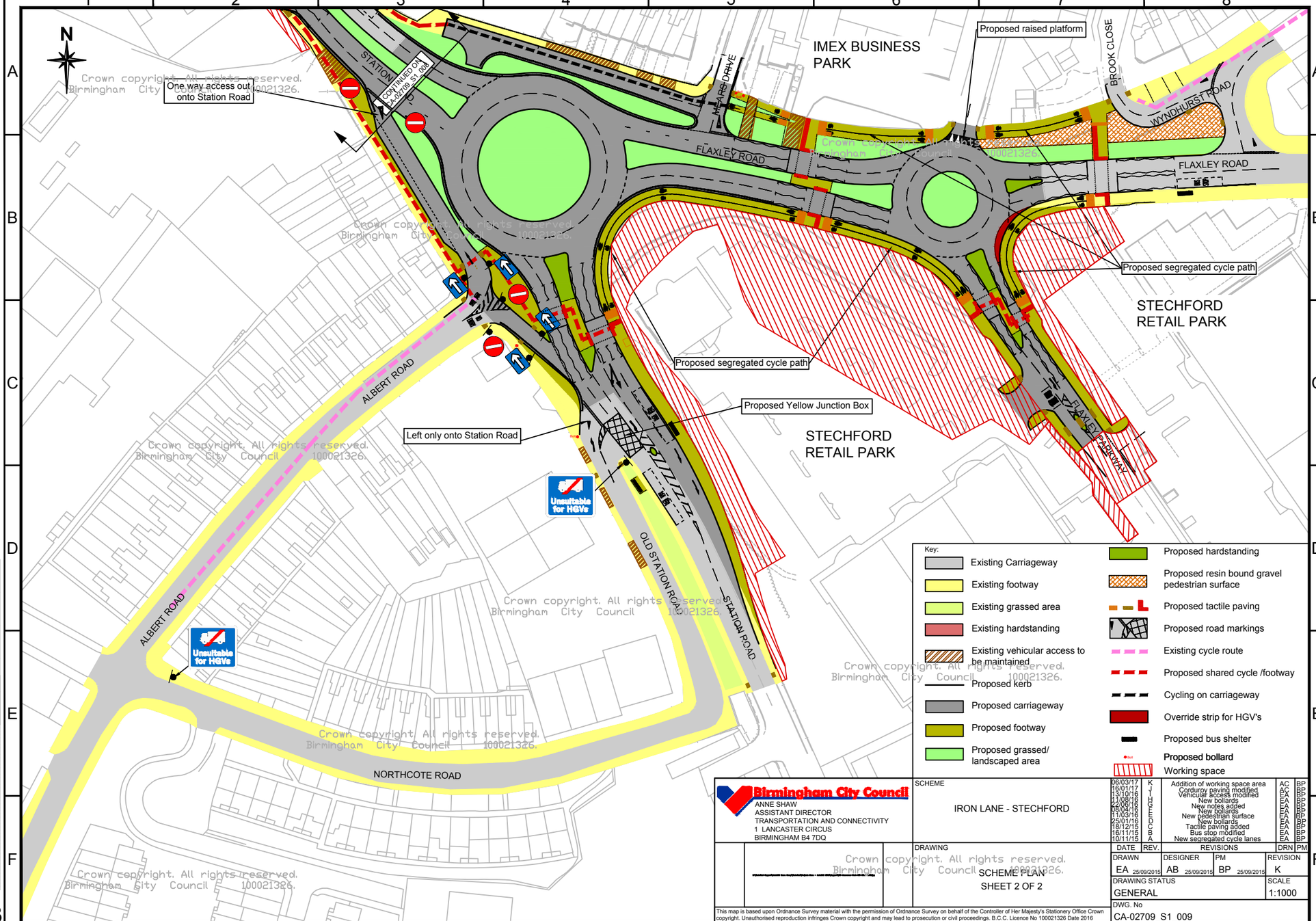
A3

FILE PATH - \\Ukbhm2fp001-v1\p\TP\PROJECT\Legacy URS Projects\00 Projects\2015\BCC_Iron Lane\4. WIP\2017_Saturday\TN\Appendices\B_Drawings\CA-02709_S1_009 RevK Scheme Plan Sheet 2of 2 - Iron Lane.dwg



Key:

- Existing Carriageway
- Existing footway
- Existing grassed area
- Existing hardstanding
- Existing vehicular access to be maintained
- Proposed kerb
- Proposed carriageway
- Proposed footway
- Proposed grassed/ landscaped area
- Proposed hardstanding
- Proposed resin bound gravel pedestrian surface
- Proposed tactile paving
- Proposed road markings
- Existing cycle route
- Proposed shared cycle /footway
- Cycling on carriageway
- Override strip for HGV's
- Proposed bus shelter
- Proposed bollard
- Working space

Birmingham City Council

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ASSISTANT DIRECTOR
TRANSPORTATION AND CONNECTIVITY
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BIRMINGHAM B4 7DQ

SCHEME: IRON LANE - STECHFORD

DRAWING: SCHEME PLAN SHEET 2 OF 2

DATE	REV.	REVISIONS	DRN	PM
06/03/17	K	Addition of working space area	AC	BP
16/01/17	J	Corduroy paving modified	AC	BP
13/10/16	I	Vehicular access modified	EA	BP
11/08/16	H	New bollards	EA	BP
24/06/16	G	New notes added	EA	BP
26/03/16	F	New bollards	EA	BP
11/03/16	E	New pedestrian surface	EA	BP
25/01/16	D	New bollards	EA	BP
18/12/15	C	Tactile paving added	EA	BP
16/11/15	B	Bus stop modified	EA	BP
10/11/15	A	New segregated cycle lanes	EA	BP

DRAWN	DESIGNER	PM	REVISION
EA 25/09/2015	AB 25/09/2015	BP 25/09/2015	K

DRAWING STATUS: GENERAL

SCALE: 1:1000

DWG. No: CA-02709_S1_009

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APPENDIX D:
2021 & 2031 Matrix

DRAFT

2021 AM - DM - All Vehicles

Zone	1	2	3	4	5	8	12	61	62	63	64	71	72	73	10	91	92	111	112	Total
1	0	0	34	324	16	3	0	0	46	0	0	11	118	0	80	0	23	0	4	658
2	3	0	19	291	14	8	1	0	106	2	9	15	228	0	149	4	68	0	5	922
3	39	24	0	23	0	1	2	0	13	0	0	2	21	0	56	1	15	0	0	198
4	150	155	22	0	8	1	0	0	19	0	0	2	28	0	59	4	44	0	1	494
5	9	5	0	7	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	22
8	0	6	0	17	0	0	0	0	11	0	0	0	11	0	1	0	6	0	0	51
12	2	2	2	1	0	0	0	0	1	0	0	0	0	0	0	0	6	0	0	14
61	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	20
62	33	83	10	3	3	0	0	3	0	2	11	36	14	0	2	0	0	0	0	201
63	0	0	0	0	0	0	0	0	20	0	2	0	0	0	0	0	0	0	0	21
64	0	0	0	0	0	0	0	0	6	0	0	3	0	0	0	0	0	0	0	9
71	13	21	8	0	1	0	0	0	54	0	15	1	3	0	1	0	0	0	0	118
72	94	248	56	40	8	8	3	0	8	0	0	0	2	0	7	0	5	0	0	479
73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	72	226	63	138	8	0	0	0	41	3	2	4	50	0	0	1	28	0	44	681
91	2	10	4	4	0	0	0	0	1	0	0	1	1	0	1	0	0	0	0	25
92	6	96	32	22	0	0	0	0	4	0	2	1	10	0	6	0	3	0	0	181
111	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
112	2	16	8	11	3	37	0	0	4	0	0	0	1	0	0	0	5	0	0	87
Total	427	891	258	882	60	58	7	3	353	7	41	77	487	0	361	10	205	0	54	4182

2021 AM - DM - Lights

Zone	1	2	3	4	5	8	12	61	62	63	64	71	72	73	10	91	92	111	112	Total
1	0	0	32	308	15	3	0	0	43	0	0	11	112	0	76	0	22	0	3	627
2	3	0	19	277	14	7	1	0	101	2	9	14	217	0	142	3	65	0	5	879
3	37	23	0	22	0	1	2	0	13	0	0	2	20	0	53	1	14	0	0	188
4	143	148	21	0	8	1	0	0	18	0	0	2	27	0	56	3	42	0	1	471
5	9	5	0	6	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	21
8	0	5	0	16	0	0	0	0	10	0	0	0	10	0	1	0	6	0	0	49
12	2	2	2	1	0	0	0	0	1	0	0	0	0	0	0	0	5	0	0	14
61	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	19
62	32	79	10	3	3	0	0	3	0	2	10	35	13	0	2	0	0	0	0	191
63	0	0	0	0	0	0	0	0	19	0	1	0	0	0	0	0	0	0	0	20
64	0	0	0	0	0	0	0	0	6	0	0	3	0	0	0	0	0	0	0	9
71	13	20	7	0	1	0	0	0	52	0	14	1	3	0	1	0	0	0	0	113
72	90	236	53	38	8	7	3	0	7	0	0	0	1	0	7	0	5	0	0	456
73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	69	215	60	131	8	0	0	0	39	3	2	4	48	0	0	1	26	0	42	649
91	2	10	4	4	0	0	0	0	1	0	0	1	1	0	1	0	0	0	0	24
92	5	91	31	21	0	0	0	0	3	0	2	1	10	0	5	0	3	0	0	173
111	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
112	2	15	7	11	3	35	0	0	4	0	0	0	1	0	0	0	5	0	0	83
Total	407	849	246	840	58	55	6	3	337	7	39	73	464	0	344	9	195	0	52	3985

2021 AM - DM - Heavies

Zone	1	2	3	4	5	8	12	61	62	63	64	71	72	73	10	91	92	111	112	Total
1	0	0	2	15	1	0	0	0	2	0	0	1	6	0	4	0	1	0	0	31
2	0	0	1	14	1	0	0	0	5	0	0	1	11	0	7	0	3	0	0	43
3	2	1	0	1	0	0	0	0	1	0	0	0	1	0	3	0	1	0	0	9
4	7	7	1	0	0	0	0	0	1	0	0	0	1	0	3	0	2	0	0	23
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
61	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
62	2	4	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	9
63	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
71	1	1	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	6
72	4	12	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	3	11	3	6	0	0	0	0	2	0	0	0	2	0	0	0	1	0	2	32
91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
92	0	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
112	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	20	42	12	42	3	3	0	0	17	0	2	4	23	0	17	0	10	0	3	197

2021 PM - DM - All Vehicles

Zone	1	2	3	4	5	8	12	61	62	63	64	71	72	73	10	91	92	111	112	Total
1	0	0	14	151	2	20	0	0	23	0	0	18	166	0	82	0	9	0	5	490
2	6	0	18	176	13	28	1	0	61	0	5	43	202	0	215	3	45	2	36	852
3	69	54	0	2	5	13	0	0	14	0	0	5	25	0	81	2	20	0	11	301
4	249	222	3	0	4	27	0	0	9	0	0	5	25	0	72	3	39	0	14	670
5	7	17	4	11	0	4	0	0	0	0	0	0	0	0	7	0	18	0	6	75
8	11	46	16	17	5	0	0	0	37	0	1	11	100	0	11	1	38	0	10	303
12	2	2	2	0	0	0	0	0	1	0	0	0	0	0	3	0	2	0	2	16
61	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	8
62	47	128	13	21	10	6	0	4	46	0	19	21	8	0	8	0	3	0	6	340
63	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	6
64	0	0	0	0	0	0	0	0	2	0	0	8	0	0	0	0	0	0	0	10
71	3	7	0	0	0	0	0	2	50	0	8	25	0	0	0	0	0	0	0	95
72	210	312	44	48	20	18	0	0	13	0	0	0	0	0	8	0	10	0	12	694
73	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
10	32	41	38	106	0	68	1	0	25	0	1	9	38	0	0	1	17	0	10	387
91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
92	105	11	0	8	9	0	3	0	8	0	0	4	19	0	17	0	0	0	0	184
111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
112	0	18	6	8	2	17	1	0	5	0	0	2	13	0	8	1	10	0	0	91
Total	742	864	158	548	70	199	7	10	296	4	36	151	594	0	512	11	212	2	112	4527

2021 PM - DM - Lights

Zone	1	2	3	4	5	8	12	61	62	63	64	71	72	73	10	91	92	111	112	Total
1	0	0	14	147	2	19	0	0	22	0	0	18	162	0	80	0	8	0	5	478
2	5	0	17	172	13	27	1	0	59	0	4	42	197	0	210	3	44	2	35	831
3	68	53	0	2	5	13	0	0	13	0	0	4	24	0	79	2	20	0	10	294
4	243	216	3	0	4	26	0	0	9	0	0	4	24	0	70	3	38	0	13	653
5	7	17	4	11	0	4	0	0	0	0	0	0	0	0	7	0	18	0	6	73
8	11	45	15	16	5	0	0	0	36	0	1	11	97	0	11	1	37	0	10	295
12	2	2	2	0	0	0	0	0	1	0	0	0	0	0	3	0	2	0	2	15
61	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	8
62	45	125	13	21	10	6	0	4	45	0	18	21	8	0	8	0	3	0	6	332
63	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	6
64	0	0	0	0	0	0	0	0	2	0	0	8	0	0	0	0	0	0	0	10
71	3	6	0	0	0	0	0	2	49	0	8	24	0	0	0	0	0	0	0	93
72	205	305	43	46	19	17	0	0	12	0	0	0	0	0	8	0	10	0	12	677
73	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
10	31	40	37	104	0	66	1	0	24	0	1	9	37	0	0	1	16	0	10	377
91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
92	103	11	0	8	8	0	3	0	8	0	0	3	18	0	17	0	0	0	0	180
111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
112	0	18	6	8	2	16	1	0	5	0	0	2	13	0	8	1	10	0	0	89
Total	724	843	154	534	68	194	6	10	289	4	35	147	580	0	499	11	207	2	110	4417

2021 PM - DM - Heavies

Zone	1	2	3	4	5	8	12	61	62	63	64	71	72	73	10	91	92	111	112	Total
1	0	0	0	4	0	0	0	0	1	0	0	0	4	0	2	0	0	0	0	12
2	0	0	0	4	0	1	0	0	1	0	0	1	5	0	5	0	1	0	1	21
3	2	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	7
4	6	5	0	0	0	1	0	0	0	0	0	0	1	0	2	0	1	0	0	16
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8	0	1	0	0	0	0	0	0	1	0	0	0	2	0	0	0	1	0	0	7
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62	1	3	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	8
63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
71	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
72	5	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	1	1	1	3	0	2	0	0	1	0	0	0	1	0	0	0	0	0	0	9
91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
92	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
112	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	18	21	4	13	2	5	0	0	7	0	1	4	15	0	13	0	5	0	3	111

2031 AM - DM - All Vehicles

Zone	1	2	3	4	5	8	12	61	62	63	64	71	72	73	10	91	92	111	112	Total
1	0	0	39	376	18	4	0	0	53	0	0	13	137	0	93	0	27	0	4	764
2	4	0	23	338	17	9	2	0	123	2	11	18	264	0	173	4	79	0	6	1071
3	46	28	0	27	0	2	2	0	15	0	0	2	25	0	64	1	17	0	0	229
4	174	180	26	0	9	1	0	0	22	0	0	2	33	0	68	4	52	0	1	574
5	11	6	0	8	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	26
8	0	6	0	19	0	0	0	0	12	0	0	0	12	0	2	0	8	0	0	59
12	3	3	3	1	0	0	0	0	1	0	0	0	0	0	0	0	6	0	0	17
61	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	23
62	39	97	12	3	3	0	0	4	0	3	12	42	16	0	3	0	1	0	0	233
63	0	0	0	0	0	0	0	0	23	0	2	0	0	0	0	0	0	0	0	25
64	0	0	0	0	0	0	0	0	7	0	0	4	0	0	0	0	0	0	0	11
71	16	24	9	0	2	0	0	0	63	0	18	1	4	0	1	0	0	0	0	137
72	110	288	64	46	9	9	4	0	9	0	0	0	2	0	8	0	6	0	0	556
73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	84	262	74	160	9	0	0	0	48	4	2	5	58	0	0	1	32	0	52	791
91	2	12	4	5	0	0	0	0	1	0	0	2	2	0	1	0	0	0	0	29
92	7	111	37	26	0	0	0	0	4	0	3	1	12	0	6	0	4	0	0	210
111	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
112	3	18	9	13	3	43	0	0	5	0	0	0	2	0	0	0	6	0	0	101
Total	496	1035	300	1024	70	67	8	4	410	9	48	89	565	0	420	11	237	0	63	4855

2031 AM - DM - Lights

Zone	1	2	3	4	5	8	12	61	62	63	64	71	72	73	10	91	92	111	112	Total
1	0	0	38	358	17	4	0	0	50	0	0	13	130	0	88	0	26	0	4	728
2	4	0	21	322	16	8	1	0	117	2	10	17	252	0	165	4	75	0	5	1020
3	43	27	0	26	0	1	2	0	15	0	0	2	23	0	61	1	16	0	0	219
4	166	172	25	0	9	1	0	0	21	0	0	2	31	0	65	4	49	0	1	547
5	10	6	0	7	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	25
8	0	6	0	18	0	0	0	0	12	0	0	0	12	0	1	0	7	0	0	57
12	2	2	2	1	0	0	0	0	1	0	0	0	0	0	0	0	6	0	0	16
61	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	22
62	37	92	11	3	3	0	0	3	0	2	12	40	15	0	3	0	1	0	0	222
63	0	0	0	0	0	0	0	0	22	0	2	0	0	0	0	0	0	0	0	23
64	0	0	0	0	0	0	0	0	7	0	0	3	0	0	0	0	0	0	0	10
71	15	23	9	0	1	0	0	0	60	0	17	1	4	0	1	0	0	0	0	131
72	104	274	61	44	9	9	4	0	8	0	0	0	2	0	8	0	6	0	0	529
73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	80	250	70	152	9	0	0	0	45	4	2	5	55	0	0	1	31	0	49	753
91	2	11	4	5	0	0	0	0	1	0	0	2	2	0	1	0	0	0	0	27
92	6	106	36	25	0	0	0	0	4	0	2	1	11	0	6	0	4	0	0	200
111	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
112	2	17	9	12	3	41	0	0	5	0	0	0	2	0	0	0	6	0	0	96
Total	473	986	286	975	67	64	7	3	391	8	45	85	539	0	400	11	226	0	60	4626

2031 AM - DM - Heavies

Zone	1	2	3	4	5	8	12	61	62	63	64	71	72	73	10	91	92	111	112	Total
1	0	0	2	18	1	0	0	0	2	0	0	1	6	0	4	0	1	0	0	36
2	0	0	1	16	1	0	0	0	6	0	1	1	12	0	8	0	4	0	0	50
3	2	1	0	1	0	0	0	0	1	0	0	0	1	0	3	0	1	0	0	11
4	8	9	1	0	0	0	0	0	1	0	0	0	2	0	3	0	2	0	0	27
5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
61	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
62	2	5	1	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	11
63	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
71	1	1	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	6
72	5	14	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	4	12	3	8	0	0	0	0	2	0	0	0	3	0	0	0	2	0	2	37
91	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
92	0	5	2	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	10
111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
112	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	23	49	14	48	3	3	0	0	19	0	2	4	27	0	20	1	11	0	3	229

2031 PM - DM - All Vehicles

Zone	1	2	3	4	5	8	12	61	62	63	64	71	72	73	10	91	92	111	112	Total
1	0	0	17	174	3	23	0	0	26	0	0	21	192	0	95	0	10	0	6	567
2	6	0	20	204	16	33	1	0	70	0	5	50	233	0	249	3	53	2	41	986
3	80	63	0	3	6	15	0	0	16	0	0	5	29	0	94	3	24	0	12	348
4	288	257	4	0	4	31	0	0	10	0	0	5	29	0	83	3	45	0	16	775
5	8	20	4	13	0	4	0	0	0	0	0	0	0	0	8	0	21	0	7	86
8	13	53	18	19	6	0	0	0	42	0	1	13	115	0	13	1	44	0	12	350
12	3	3	3	0	0	0	0	0	1	0	0	0	0	0	3	0	3	0	3	18
61	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	10
62	54	149	15	25	11	7	0	5	53	0	22	24	9	0	9	0	4	0	7	394
63	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	7
64	0	0	0	0	0	0	0	0	2	0	0	10	0	0	0	0	0	0	0	12
71	4	8	0	0	0	0	0	2	58	0	10	29	0	0	0	0	0	0	0	110
72	243	361	51	55	23	20	0	0	14	0	0	0	0	0	9	0	12	0	14	803
73	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
10	37	47	44	123	0	78	1	0	29	0	1	11	44	0	0	1	19	0	12	448
91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
92	122	13	0	9	10	0	4	0	10	0	0	4	22	0	20	0	0	0	0	213
111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
112	0	21	7	9	3	19	1	0	5	0	0	3	15	0	9	1	12	0	0	106
Total	859	999	183	634	81	230	8	12	342	5	42	174	687	0	592	13	245	2	130	5238

2031 PM - DM - Lights

Zone	1	2	3	4	5	8	12	61	62	63	64	71	72	73	10	91	92	111	112	Total
1	0	0	16	170	3	22	0	0	25	0	0	20	188	0	93	0	10	0	5	553
2	6	0	20	199	15	32	1	0	69	0	5	48	228	0	243	3	51	2	40	962
3	78	61	0	3	6	15	0	0	15	0	0	5	28	0	91	3	23	0	12	340
4	281	250	4	0	4	30	0	0	10	0	0	5	28	0	81	3	44	0	15	756
5	8	19	4	12	0	4	0	0	0	0	0	0	0	0	8	0	21	0	7	84
8	13	52	18	19	6	0	0	0	41	0	1	13	113	0	13	1	43	0	11	342
12	3	3	3	0	0	0	0	0	1	0	0	0	0	0	3	0	3	0	3	18
61	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	9
62	53	145	15	24	11	6	0	5	52	0	21	24	9	0	9	0	4	0	7	384
63	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	7
64	0	0	0	0	0	0	0	0	2	0	0	9	0	0	0	0	0	0	0	12
71	4	8	0	0	0	0	0	2	56	0	9	28	0	0	0	0	0	0	0	108
72	238	353	50	54	22	20	0	0	14	0	0	0	0	0	9	0	11	0	14	784
73	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
10	36	46	43	120	0	76	1	0	28	0	1	11	43	0	0	1	19	0	12	437
91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
92	119	13	0	9	10	0	4	0	9	0	0	4	21	0	20	0	0	0	0	208
111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
112	0	21	6	9	3	19	1	0	5	0	0	3	15	0	9	1	12	0	0	103
Total	838	975	178	618	79	224	8	12	334	5	41	170	671	0	578	12	239	2	127	5110

2031 PM - DM - Heavies

Zone	1	2	3	4	5	8	12	61	62	63	64	71	72	73	10	91	92	111	112	Total
1	0	0	0	4	0	1	0	0	1	0	0	1	5	0	2	0	0	0	0	14
2	0	0	0	5	0	1	0	0	2	0	0	1	6	0	6	0	1	0	1	24
3	2	2	0	0	0	0	0	0	0	0	0	0	1	0	2	0	1	0	0	9
4	7	6	0	0	0	1	0	0	0	0	0	0	1	0	2	0	1	0	0	19
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
8	0	1	0	0	0	0	0	0	1	0	0	0	3	0	0	0	1	0	0	9
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62	1	4	0	1	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	10
63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
71	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3
72	6	9	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	1	1	1	3	0	2	0	0	1	0	0	0	1	0	0	0	0	0	0	11
91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
92	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	5
111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
112	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	21	24	4	15	2	6	0	0	8	0	1	4	17	0	14	0	6	0	3	128

2021 AM - DS - All Vehicles

Zone	1	2	3	4	5	8	12	13	14	61	62	63	64	71	72	73	10	91	92	111	112	Total
1	0	0	34	324	16	3	0	4	6	0	46	0	0	11	118	0	80	0	23	0	4	668
2	3	0	19	291	14	8	1	6	8	0	106	2	9	15	228	0	149	4	68	0	5	936
3	39	24	0	23	0	1	2	0	0	0	13	0	0	2	21	0	56	1	15	0	0	198
4	150	155	22	0	8	1	0	0	0	0	19	0	0	2	28	0	59	4	44	0	1	494
5	9	5	0	7	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	22
8	0	6	0	17	0	0	0	0	2	0	11	0	0	0	11	0	1	0	6	0	0	53
12	2	2	2	1	0	0	0	6	12	0	1	0	0	0	0	0	0	0	6	0	0	32
13	5	9	8	9	0	0	0	0	0	0	0	10	0	1	0	8	0	0	4	0	0	54
14	5	17	14	17	4	4	0	0	0	0	0	26	0	1	0	16	0	0	4	0	0	108
61	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	20
62	33	83	10	3	3	0	0	0	0	3	0	2	11	36	14	0	2	0	0	0	0	201
63	0	0	0	0	0	0	0	0	0	0	20	0	2	0	0	0	0	0	0	0	0	21
64	0	0	0	0	0	0	0	0	0	0	6	0	0	3	0	0	0	0	0	0	0	9
71	13	21	8	0	1	0	0	0	2	0	54	0	15	1	3	0	1	0	0	0	0	120
72	94	248	56	40	8	8	3	0	0	0	8	0	0	0	2	0	7	0	5	0	0	479
73	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
10	72	226	63	138	8	0	0	0	0	0	41	3	2	4	50	0	0	1	28	0	44	681
91	2	10	4	4	0	0	0	0	2	0	1	0	0	1	1	0	1	0	0	0	0	27
92	6	96	32	22	0	0	0	0	0	0	4	0	2	1	10	0	6	0	3	0	0	181
111	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
112	2	16	8	11	3	37	0	0	0	0	4	0	0	0	1	0	0	0	5	0	0	87
Total	437	917	280	908	64	62	7	17	33	3	353	43	41	79	487	24	361	10	213	0	54	4394

2021 AM - DS - Lights

Zone	1	2	3	4	5	8	12	13	14	61	62	63	64	71	72	73	10	91	92	111	112	Total
1	0	0	32	308	15	3	0	4	6	0	43	0	0	11	112	0	76	0	22	0	3	637
2	3	0	19	277	14	7	1	6	8	0	101	2	9	14	217	0	142	3	65	0	5	892
3	37	23	0	22	0	1	2	0	0	0	13	0	0	2	20	0	53	1	14	0	0	188
4	143	148	21	0	8	1	0	0	0	0	18	0	0	2	27	0	56	3	42	0	1	471
5	9	5	0	6	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	21
8	0	5	0	16	0	0	0	0	2	0	10	0	0	0	10	0	1	0	6	0	0	51
12	2	2	2	1	0	0	0	6	11	0	1	0	0	0	0	0	0	0	5	0	0	31
13	5	9	8	9	0	0	0	0	0	0	0	10	0	1	0	8	0	0	4	0	0	51
14	5	16	13	16	4	4	0	0	0	0	0	25	0	1	0	15	0	0	4	0	0	103
61	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	19
62	32	79	10	3	3	0	0	0	0	3	0	2	10	35	13	0	2	0	0	0	0	191
63	0	0	0	0	0	0	0	0	0	0	19	0	1	0	0	0	0	0	0	0	0	20
64	0	0	0	0	0	0	0	0	0	0	6	0	0	3	0	0	0	0	0	0	0	9
71	13	20	7	0	1	0	0	0	2	0	52	0	14	1	3	0	1	0	0	0	0	115
72	90	236	53	38	8	7	3	0	0	0	7	0	0	0	1	0	7	0	5	0	0	456
73	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
10	69	215	60	131	8	0	0	0	0	0	39	3	2	4	48	0	0	1	26	0	42	649
91	2	10	4	4	0	0	0	0	2	0	1	0	0	1	1	0	1	0	0	0	0	25
92	5	91	31	21	0	0	0	0	0	0	3	0	2	1	10	0	5	0	3	0	0	173
111	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
112	2	15	7	11	3	35	0	0	0	0	4	0	0	0	1	0	0	0	5	0	0	83
Total	417	874	267	865	61	59	6	16	31	3	337	41	39	75	464	23	344	9	202	0	52	4187

2021 AM - DS - Heavies

Zone	1	2	3	4	5	8	12	13	14	61	62	63	64	71	72	73	10	91	92	111	112	Total
1	0	0	2	15	1	0	0	0	0	0	2	0	0	1	6	0	4	0	1	0	0	32
2	0	0	1	14	1	0	0	0	0	0	5	0	0	1	11	0	7	0	3	0	0	44
3	2	1	0	1	0	0	0	0	0	0	1	0	0	0	1	0	3	0	1	0	0	9
4	7	7	1	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	2	0	0	23
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
14	0	1	1	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5
61	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
62	2	4	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	9
63	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
71	1	1	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	6
72	4	12	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	3	11	3	6	0	0	0	0	0	0	2	0	0	0	2	0	0	0	1	0	2	32
91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
92	0	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
112	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	21	43	13	43	3	3	0	1	2	0	17	2	2	4	23	1	17	0	10	0	3	207

2021 PM - DS - All Vehicles

Zone	1	2	3	4	5	8	12	13	14	61	62	63	64	71	72	73	10	91	92	111	112	Total
1	0	0	14	151	2	20	0	4	7	0	23	0	0	18	166	0	82	0	9	0	5	501
2	6	0	18	176	13	28	1	8	18	0	61	0	5	43	202	0	215	3	45	2	36	878
3	69	54	0	2	5	13	0	4	6	0	14	0	0	5	25	0	81	2	20	0	11	311
4	249	222	3	0	4	27	0	4	6	0	9	0	0	5	25	0	72	3	39	0	14	680
5	7	17	4	11	0	4	0	0	0	0	0	0	0	0	0	0	7	0	18	0	6	75
8	11	46	16	17	5	0	0	5	9	0	37	0	1	11	100	0	11	1	38	0	10	317
12	2	2	2	0	0	0	0	5	9	0	1	0	0	0	0	0	3	0	2	0	2	30
13	0	4	0	4	0	3	5	0	0	0	0	0	0	0	0	5	0	0	0	0	0	21
14	0	4	4	4	0	5	5	2	0	0	0	4	0	0	0	8	0	0	7	0	0	43
61	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	8
62	47	128	13	21	10	6	0	0	0	4	46	0	19	21	8	0	8	0	3	0	6	340
63	0	0	0	0	0	0	0	4	9	0	0	4	2	0	0	0	0	0	0	0	0	19
64	0	0	0	0	0	0	0	0	0	0	2	0	0	8	0	0	0	0	0	0	0	10
71	3	7	0	0	0	0	0	0	0	2	50	0	8	25	0	0	0	0	0	0	0	95
72	210	312	44	48	20	18	0	0	0	0	13	0	0	0	0	0	8	0	10	0	12	694
73	0	5	0	0	0	0	0	6	15	0	0	0	0	0	0	0	0	0	0	0	0	26
10	32	41	38	106	0	68	1	0	0	0	25	0	1	9	38	0	0	1	17	0	10	387
91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
92	105	11	0	8	9	0	3	0	4	0	8	0	0	4	19	0	17	0	0	0	0	188
111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
112	0	18	6	8	2	17	1	0	0	0	5	0	0	2	13	0	8	1	10	0	0	91
Total	742	872	162	556	70	207	17	42	83	10	296	8	36	151	594	13	512	11	219	2	112	4714

2021 PM - DS - Lights

Zone	1	2	3	4	5	8	12	13	14	61	62	63	64	71	72	73	10	91	92	111	112	Total
1	0	0	14	147	2	19	0	4	7	0	22	0	0	18	162	0	80	0	8	0	5	489
2	5	0	17	172	13	27	1	8	18	0	59	0	4	42	197	0	210	3	44	2	35	857
3	68	53	0	2	5	13	0	4	6	0	13	0	0	4	24	0	79	2	20	0	10	303
4	243	216	3	0	4	26	0	4	6	0	9	0	0	4	24	0	70	3	38	0	13	663
5	7	17	4	11	0	4	0	0	0	0	0	0	0	0	0	0	7	0	18	0	6	73
8	11	45	15	16	5	0	0	5	9	0	36	0	1	11	97	0	11	1	37	0	10	309
12	2	2	2	0	0	0	0	5	9	0	1	0	0	0	0	0	3	0	2	0	2	29
13	0	4	0	4	0	3	5	0	0	0	0	0	0	0	0	5	0	0	0	0	0	20
14	0	4	4	4	0	5	5	2	0	0	0	4	0	0	0	8	0	0	7	0	0	42
61	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	8
62	45	125	13	21	10	6	0	0	0	4	45	0	18	21	8	0	8	0	3	0	6	332
63	0	0	0	0	0	0	0	4	9	0	0	4	2	0	0	0	0	0	0	0	0	19
64	0	0	0	0	0	0	0	0	0	0	2	0	0	8	0	0	0	0	0	0	0	10
71	3	6	0	0	0	0	0	0	0	2	49	0	8	24	0	0	0	0	0	0	0	93
72	205	305	43	46	19	17	0	0	0	0	12	0	0	0	0	0	8	0	10	0	12	677
73	0	5	0	0	0	0	0	6	15	0	0	0	0	0	0	0	0	0	0	0	0	25
10	31	40	37	104	0	66	1	0	0	0	24	0	1	9	37	0	0	1	16	0	10	377
91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
92	103	11	0	8	8	0	3	0	4	0	8	0	0	3	18	0	17	0	0	0	0	183
111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
112	0	18	6	8	2	16	1	0	0	0	5	0	0	2	13	0	8	1	10	0	0	89
Total	724	851	158	542	68	202	16	41	81	10	289	8	35	147	580	13	499	11	214	2	110	4599

2021 PM - DS - Heavies

Zone	1	2	3	4	5	8	12	13	14	61	62	63	64	71	72	73	10	91	92	111	112	Total
1	0	0	0	4	0	0	0	0	0	0	1	0	0	0	4	0	2	0	0	0	0	12
2	0	0	0	4	0	1	0	0	0	0	1	0	0	1	5	0	5	0	1	0	1	21
3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	8
4	6	5	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	0	1	0	0	17
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	1	0	0	8
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62	1	3	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	8
63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
71	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
72	5	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10	1	1	1	3	0	2	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	9
91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
92	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
112	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	18	21	4	14	2	5	0	1	2	0	7	0	1	4	15	0	13	0	5	0	3	115

2031 AM - DS - All Vehicles

Zone	1	2	3	4	5	8	12	13	14	61	62	63	64	71	72	73	10	91	92	111	112	Total
1	0	0	39	376	18	4	0	4	6	0	53	0	0	13	137	0	93	0	27	0	4	774
2	4	0	23	338	17	9	2	6	8	0	123	2	11	18	264	0	173	4	79	0	6	1085
3	46	28	0	27	0	2	2	0	0	0	15	0	0	2	25	0	64	1	17	0	0	229
4	174	180	26	0	9	1	0	0	0	0	22	0	0	2	33	0	68	4	52	0	1	574
5	11	6	0	8	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	26
8	0	6	0	19	0	0	0	0	2	0	12	0	0	0	12	0	2	0	8	0	0	61
12	3	3	3	1	0	0	0	6	12	0	1	0	0	0	0	0	0	0	6	0	0	35
13	5	9	8	9	0	0	0	0	0	0	0	10	0	1	0	8	0	0	4	0	0	54
14	5	17	14	17	4	4	0	0	0	0	0	26	0	1	0	16	0	0	4	0	0	108
61	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	23
62	39	97	12	3	3	0	0	0	0	4	0	3	12	42	16	0	3	0	1	0	0	233
63	0	0	0	0	0	0	0	0	0	0	23	0	2	0	0	0	0	0	0	0	0	25
64	0	0	0	0	0	0	0	0	0	0	7	0	0	4	0	0	0	0	0	0	0	11
71	16	24	9	0	2	0	0	0	2	0	63	0	18	1	4	0	1	0	0	0	0	139
72	110	288	64	46	9	9	4	0	0	0	9	0	0	0	2	0	8	0	6	0	0	556
73	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
10	84	262	74	160	9	0	0	0	0	0	48	4	2	5	58	0	0	1	32	0	52	791
91	2	12	4	5	0	0	0	0	2	0	1	0	0	2	2	0	1	0	0	0	0	31
92	7	111	37	26	0	0	0	0	0	0	4	0	3	1	12	0	6	0	4	0	0	210
111	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
112	3	18	9	13	3	43	0	0	0	0	5	0	0	0	2	0	0	0	6	0	0	101
Total	506	1061	322	1050	74	71	8	17	33	4	410	45	48	91	565	24	420	11	245	0	63	5067

2031 AM - DS - Lights

Zone	1	2	3	4	5	8	12	13	14	61	62	63	64	71	72	73	10	91	92	111	112	Total
1	0	0	38	358	17	4	0	4	6	0	50	0	0	13	130	0	88	0	26	0	4	737
2	4	0	21	322	16	8	1	6	8	0	117	2	10	17	252	0	165	4	75	0	5	1034
3	43	27	0	26	0	1	2	0	0	0	15	0	0	2	23	0	61	1	16	0	0	219
4	166	172	25	0	9	1	0	0	0	0	21	0	0	2	31	0	65	4	49	0	1	547
5	10	6	0	7	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	25
8	0	6	0	18	0	0	0	0	2	0	12	0	0	0	12	0	1	0	7	0	0	58
12	2	2	2	1	0	0	0	6	11	0	1	0	0	0	0	0	0	0	6	0	0	33
13	5	9	8	9	0	0	0	0	0	0	0	10	0	1	0	8	0	0	4	0	0	51
14	5	16	13	16	4	4	0	0	0	0	0	25	0	1	0	15	0	0	4	0	0	103
61	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	22
62	37	92	11	3	3	0	0	0	0	3	0	2	12	40	15	0	3	0	1	0	0	222
63	0	0	0	0	0	0	0	0	0	0	22	0	2	0	0	0	0	0	0	0	0	23
64	0	0	0	0	0	0	0	0	0	0	7	0	0	3	0	0	0	0	0	0	0	10
71	15	23	9	0	1	0	0	0	2	0	60	0	17	1	4	0	1	0	0	0	0	133
72	104	274	61	44	9	9	4	0	0	0	8	0	0	0	2	0	8	0	6	0	0	529
73	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
10	80	250	70	152	9	0	0	0	0	0	45	4	2	5	55	0	0	1	31	0	49	753
91	2	11	4	5	0	0	0	0	2	0	1	0	0	2	2	0	1	0	0	0	0	29
92	6	106	36	25	0	0	0	0	0	0	4	0	2	1	11	0	6	0	4	0	0	200
111	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
112	2	17	9	12	3	41	0	0	0	0	5	0	0	0	2	0	0	0	6	0	0	96
Total	482	1011	307	1000	71	68	7	16	31	3	391	43	45	87	539	23	400	11	234	0	60	4828

2031 AM - DS - Heavies

Zone	1	2	3	4	5	8	12	13	14	61	62	63	64	71	72	73	10	91	92	111	112	Total
1	0	0	2	18	1	0	0	0	0	0	2	0	0	1	6	0	4	0	1	0	0	37
2	0	0	1	16	1	0	0	0	0	0	6	0	1	1	12	0	8	0	4	0	0	51
3	2	1	0	1	0	0	0	0	0	0	1	0	0	0	1	0	3	0	1	0	0	11
4	8	9	1	0	0	0	0	0	0	0	1	0	0	0	2	0	3	0	2	0	0	27
5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
12	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
14	0	1	1	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5
61	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
62	2	5	1	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	11
63	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
71	1	1	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	7
72	5	14	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	4	12	3	8	0	0	0	0	0	0	2	0	0	0	3	0	0	0	2	0	2	37
91	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
92	0	5	2	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	10
111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
112	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	24	50	15	50	3	3	0	1	2	0	19	2	2	4	27	1	20	1	12	0	3	239

2031 PM - DS - All Vehicles

Zone	1	2	3	4	5	8	12	13	14	61	62	63	64	71	72	73	10	91	92	111	112	Total
1	0	0	17	174	3	23	0	4	7	0	26	0	0	21	192	0	95	0	10	0	6	578
2	6	0	20	204	16	33	1	8	18	0	70	0	5	50	233	0	249	3	53	2	41	1012
3	80	63	0	3	6	15	0	4	6	0	16	0	0	5	29	0	94	3	24	0	12	358
4	288	257	4	0	4	31	0	4	6	0	10	0	0	5	29	0	83	3	45	0	16	785
5	8	20	4	13	0	4	0	0	0	0	0	0	0	0	0	0	8	0	21	0	7	86
8	13	53	18	19	6	0	0	5	9	0	42	0	1	13	115	0	13	1	44	0	12	364
12	3	3	3	0	0	0	0	5	9	0	1	0	0	0	0	0	3	0	3	0	3	32
13	0	4	0	4	0	3	5	0	0	0	0	0	0	0	0	5	0	0	0	0	0	21
14	0	4	4	4	0	5	5	2	0	0	0	4	0	0	0	8	0	0	7	0	0	43
61	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	10
62	54	149	15	25	11	7	0	0	0	5	53	0	22	24	9	0	9	0	4	0	7	394
63	0	0	0	0	0	0	0	4	9	0	0	5	2	0	0	0	0	0	0	0	0	20
64	0	0	0	0	0	0	0	0	0	0	2	0	0	10	0	0	0	0	0	0	0	12
71	4	8	0	0	0	0	0	0	0	2	58	0	10	29	0	0	0	0	0	0	0	110
72	243	361	51	55	23	20	0	0	0	0	14	0	0	0	0	0	9	0	12	0	14	803
73	0	6	0	0	0	0	0	6	15	0	0	0	0	0	0	0	0	0	0	0	0	27
10	37	47	44	123	0	78	1	0	0	0	29	0	1	11	44	0	0	1	19	0	12	448
91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
92	122	13	0	9	10	0	4	0	4	0	10	0	0	4	22	0	20	0	0	0	0	217
111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
112	0	21	7	9	3	19	1	0	0	0	5	0	0	3	15	0	9	1	12	0	0	106
Total	859	1007	187	642	81	238	18	42	83	12	342	9	42	174	687	13	592	13	252	2	130	5425

2031 PM - DS - Lights

Zone	1	2	3	4	5	8	12	13	14	61	62	63	64	71	72	73	10	91	92	111	112	Total
1	0	0	16	170	3	22	0	4	7	0	25	0	0	20	188	0	93	0	10	0	5	564
2	6	0	20	199	15	32	1	8	18	0	69	0	5	48	228	0	243	3	51	2	40	987
3	78	61	0	3	6	15	0	4	6	0	15	0	0	5	28	0	91	3	23	0	12	349
4	281	250	4	0	4	30	0	4	6	0	10	0	0	5	28	0	81	3	44	0	15	766
5	8	19	4	12	0	4	0	0	0	0	0	0	0	0	0	0	8	0	21	0	7	84
8	13	52	18	19	6	0	0	5	9	0	41	0	1	13	113	0	13	1	43	0	11	355
12	3	3	3	0	0	0	0	5	9	0	1	0	0	0	0	0	3	0	3	0	3	31
13	0	4	0	4	0	3	5	0	0	0	0	0	0	0	0	5	0	0	0	0	0	20
14	0	4	4	4	0	5	5	2	0	0	0	4	0	0	0	8	0	0	7	0	0	42
61	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	9
62	53	145	15	24	11	6	0	0	0	5	52	0	21	24	9	0	9	0	4	0	7	384
63	0	0	0	0	0	0	0	4	9	0	0	5	2	0	0	0	0	0	0	0	0	20
64	0	0	0	0	0	0	0	0	0	0	2	0	0	9	0	0	0	0	0	0	0	12
71	4	8	0	0	0	0	0	0	0	2	56	0	9	28	0	0	0	0	0	0	0	108
72	238	353	50	54	22	20	0	0	0	0	14	0	0	0	0	0	9	0	11	0	14	784
73	0	6	0	0	0	0	0	6	15	0	0	0	0	0	0	0	0	0	0	0	0	26
10	36	46	43	120	0	76	1	0	0	0	28	0	1	11	43	0	0	1	19	0	12	437
91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
92	119	13	0	9	10	0	4	0	4	0	9	0	0	4	21	0	20	0	0	0	0	212
111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
112	0	21	6	9	3	19	1	0	0	0	5	0	0	3	15	0	9	1	12	0	0	103
Total	838	983	182	626	79	232	17	41	81	12	334	9	41	170	671	13	578	12	246	2	127	5293

2031 PM - DS - Heavies

Zone	1	2	3	4	5	8	12	13	14	61	62	63	64	71	72	73	10	91	92	111	112	Total
1	0	0	0	4	0	1	0	0	0	0	1	0	0	1	5	0	2	0	0	0	0	14
2	0	0	0	5	0	1	0	0	0	0	2	0	0	1	6	0	6	0	1	0	1	25
3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	1	0	0	9
4	7	6	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	0	1	0	0	19
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
8	0	1	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	1	0	0	9
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
62	1	4	0	1	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	10
63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
71	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3
72	6	9	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10	1	1	1	3	0	2	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	11
91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
92	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	5
111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
112	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	21	25	5	16	2	6	0	1	2	0	8	0	1	4	17	0	14	0	6	0	3	133

APPENDIX E:
Turn Data

DRAFT

2021-AM-DM

VISSIM Node	From	VISSIM Link	TO	VISSIM Link	07:45-08:45		Abs Diff	Abs Diff +	% Diff	GEH		Observed Flow Acceptable
					Demand	Modelled				Value	<5	
114	3	Stechford Lane SB	3	Stechford Lane SB	919	852	-67	67	-7.3%	2.3	YES	YES
	3	Stechford Lane SB	1	Stechford Road	0	0	0	0	0.0%	0.0	YES	YES
	70	Stechford Lane NB	70	Stechford Lane NB	891	782	-110	110	-12.3%	3.8	YES	YES
	4	Stechford Lane NB	1	Stechford Road	427	393	-34	34	-8.0%	1.7	YES	YES
	117	Stechford Road	3	Stechford Lane SB	658	539	-120	120	-18.2%	4.9	YES	NO
	117	Stechford Road	70	Stechford Lane NB	0	0	0	0	0.0%	0.0	YES	YES
				Junction Total	**2896**	**2565**	-331	331	-11.4%	6.3	NO	YES

Pass	6	5
Fail	0	1
Pass %	100.00%	83.33%

VISSIM Node	From	VISSIM Link	TO	VISSIM Link	07:45-08:45		Abs Diff	Abs Diff +	% Diff	GEH		Observed Flow Acceptable
					Demand	Modelled				Value	<5	
116	3	Stechford Lane	65	Station Road	909	797	-112	112	-12.3%	3.8	YES	YES
	3	Stechford Lane	31	Cotterills Lane	614	525	-90	90	-14.6%	3.8	YES	YES
	3	Stechford Lane	64	Burney Lane	53	44	-9	9	-17.3%	1.3	YES	YES
	3	Stechford Lane	69	Stechford Lane	3	20	16	16	494.0%	4.8	YES	YES
	46	Station Road	31	Cotterils Lane	244	214	-30	30	-12.4%	2.0	YES	YES
	46	Station Road	64	Burney Lane	183	162	-20	20	-11.1%	1.5	YES	YES
	46	Station Road	69	Stechford Lane	946	804	-143	143	-15.1%	4.8	YES	NO
	46	Station Road	65	Station Road	1	0	-1	1	-100.0%	1.6	YES	YES
	10068	Cotterils Lane	64	Burney Lane	22	20	-3	3	-11.4%	0.6	YES	YES
	10068	Cotterils Lane	69	Stechford Lane	306	304	-2	2	-0.5%	0.1	YES	YES
	10068	Cotterils Lane	65	Station Road	166	157	-9	9	-5.6%	0.7	YES	YES
	10068	Cotterils Lane	31	Cotterils Lane	0	0	0	0	0.0%	0.0	YES	YES
	30	Burney Lane	69	Stechford Lane	63	68	4	4	6.6%	0.5	YES	YES
	30	Burney Lane	65	Station Road	111	111	0	0	0.4%	0.0	YES	YES
	30	Burney Lane	31	Cotterils Lane	23	23	0	0	-1.4%	0.1	YES	YES
	30	Burney Lane	64	Burney Lane	0	0	0	0	0.0%	0.0	YES	YES
				Junction Total	**3647**	**3248**	-398	398	-10.9%	6.8	NO	YES

Pass	16	15
Fail	0	1
Pass %	100.00%	93.75%

VISSIM Node	From	VISSIM Link	TO	VISSIM Link	07:45-08:45		Abs Diff	Abs Diff +	% Diff	GEH		Observed Flow Acceptable
					Demand	Modelled				Value	<5	
145	13	Station Road SB	129	Mears drive	3	0	-3	3	-100.0%	2.58	YES	YES
	13	Station Road SB	68	Flexley Road	512	467	-45	45	-8.8%	2.03	YES	YES
	13	Station Road SB	63	Flaxley Pkwy	13	11	-3	3	-20.5%	0.79	YES	YES
	13	Station Road SB	60	Station Road South	557	455	-102	102	-18.3%	4.54	YES	NO
	13	Station Road SB	38	Albert Road	65	82	17	17	26.7%	2.01	YES	YES
	13	Station Road SB	62	Station Road NB	38	32	-6	6	-15.2%	0.98	YES	YES
	132	Mears drive	68	Flexley Road	6	16	10	10	184.4%	3.13	YES	YES
	132	Mears drive	63	Flaxley Pkwy	0	0	0	0	0.0%	0.00	YES	YES
	132	Mears drive	60	Station Road South	1	0	-1	1	100.0%	0.00	YES	YES
	132	Mears drive	38	Albert Road	0	0	0	0	200.0%	0.00	YES	YES
	132	Mears drive	62	Station Road NB	8	0	-8	8	-100.0%	3.94	YES	YES
	132	Mears drive	129	Mears drive	0	0	0	0	0.0%	0.00	YES	YES
	32	Flexley Road	63	Flaxley Pkwy	37	36	-1	1	-2.9%	0.18	YES	YES
	32	Flexley Road	60	Station Road South	80	58	-22	22	-27.1%	2.60	YES	YES
	32	Flexley Road	38	Albert Road	47	55	8	8	16.8%	1.11	YES	YES
	32	Flexley Road	62	Station Road NB	723	694	-29	29	-4.0%	1.09	YES	YES
	32	Flexley Road	129	Mears drive	0	0	0	0	0.0%	0.00	YES	YES
	32	Flexley Road	68	Flexley Road	0	0	0	0	0.0%	0.00	YES	YES
	58	Flaxley Pkwy	60	Station Road South	18	11	-7	7	100.0%	0.00	YES	YES
	58	Flaxley Pkwy	38	Albert Road	3	11	7	7	200.0%	0.00	YES	YES
	58	Flaxley Pkwy	62	Station Road NB	22	20	-2	2	-10.0%	0.48	YES	YES
	58	Flaxley Pkwy	129	Mears drive	0	0	0	0	0.0%	0.00	YES	YES
	58	Flaxley Pkwy	68	Flexley Road	8	7	-1	1	-13.9%	0.40	YES	YES
	58	Flaxley Pkwy	63	Flaxley Pkwy	0	0	0	0	0.0%	0.00	YES	YES
	37	Station Road South	38	Albert Road	0	0	0	0	0.0%	0.00	YES	YES
	37	Station Road South	62	Station Road NB	477	355	-122	122	-25.5%	5.96	NO	NO
	37	Station Road South	129	Mears drive	3	3	1	1	21.2%	0.00	YES	YES
	37	Station Road South	68	Flexley Road	13	9	-4	4	-33.6%	1.32	YES	YES
	37	Station Road South	63	Flaxley Pkwy	6	6	0	0	-7.9%	0.20	YES	YES
	37	Station Road South	60	Station Road South	0	0	0	0	0.0%	0.00	YES	YES
	41	Albert Road	62	Station Road NB	144	128	-17	17	-11.6%	1.44	YES	YES
	41	Albert Road	129	Mears drive	1	0	-1	1	-100.0%	1.25	YES	YES
	41	Albert Road	68	Flexley Road	4	4	0	0	-7.1%	0.14	YES	YES
	41	Albert Road	63	Flaxley Pkwy	2	0	-2	2	-100.0%	1.90	YES	YES
	41	Albert Road	60	Station Road South	0	0	0	0	0.0%	0.00	YES	YES
	41	Albert Road	38	Albert Road	0	0	0	0	0.0%	0.00	YES	YES
				Junction Total	**2789**	**2457**	-332	332	-11.9%	6.5	NO	YES

Pass	39	38
Fail	1	2
Pass %	97.50%	95.00%

2021-AM-DS

VISSIM Node	From	VISSIM Link	TO	VISSIM Link	07:45-08:45		Abs Diff	Abs Diff +	% Diff	GEH		Observed Flow Acceptable
					Demand	Modelled				Value	<5	
114	3	Stechford Lane SB	3	Stechford Lane SB	933	799	-134	134	-14.4%	4.6	YES	YES
	3	Stechford Lane SB	1	Stechford Road	0	0	0	0	0.0%	0.0	YES	YES
	70	Stechford Lane NB	70	Stechford Lane NB	917	831	-86	86	-9.4%	2.9	YES	YES
	4	Stechford Lane NB	1	Stechford Road	437	413	-24	24	-5.5%	1.2	YES	YES
	117	Stechford Road	3	Stechford Lane SB	668	587	-81	81	-12.1%	3.2	YES	YES
	117	Stechford Road	70	Stechford Lane NB	0	0	0	0	0.0%	0.0	YES	YES
				Junction Total	**2956**	**2631**	-325	325	-11.0%	6.1	NO	YES

Pass	6	6
Fail	0	0
Pass %	100.00%	100.00%

VISSIM Node	From	VISSIM Link	TO	VISSIM Link	07:45-08:45		Abs Diff	Abs Diff +	% Diff	GEH		Observed Flow Acceptable
					Demand	Modelled				Value	<5	
116	3	Stechford Lane	13	Station Road (Slip Lane)	933	796	-137	137	-14.7%	4.7	YES	YES
	3	Stechford Lane	31	Cotterills Lane	614	523	-92	92	-14.9%	3.8	YES	YES
	3	Stechford Lane	64	Burney Lane	53	46	-8	8	-14.5%	1.1	YES	YES
	3	Stechford Lane	69	Stechford Lane	3	0	-3	3	-100.0%	2.6	YES	YES
	46	Station Road	31	Cotterils Lane	270	222	-48	48	-17.9%	3.1	YES	YES
	46	Station Road	64	Burney Lane	205	182	-22	22	-10.9%	1.6	YES	YES
	46	Station Road	69	Stechford Lane	982	848	-134	134	-13.7%	4.4	YES	YES
	46	Station Road	65	Station Road	1	11	10	10	744.8%	3.9	YES	YES
	10068	Cotterils Lane	64	Burney Lane	22	20	-2	2	-9.6%	0.5	YES	YES
	10068	Cotterils Lane	69	Stechford Lane	306	304	-2	2	-0.5%	0.1	YES	YES
	10068	Cotterils Lane	65	Station Road	166	157	-9	9	-5.4%	0.7	YES	YES
	10068	Cotterils Lane	31	Cotterils Lane	0	0	0	0	0.0%	0.0	YES	YES
	30	Burney Lane	69	Stechford Lane	63	62	-2	2	-2.4%	0.2	YES	YES
	30	Burney Lane	65	Station Road	111	110	-1	1	-0.7%	0.1	YES	YES
	30	Burney Lane	31	Cotterils Lane	23	23	0	0	-1.9%	0.1	YES	YES
	30	Burney Lane	64	Burney Lane	0	0	0	0	0.0%	0.0	YES	YES
				Junction Total	**3755**	**3304**	-451	451	-12.0%	7.6	NO	NO

Pass	16	16
Fail	0	0
Pass %	100.00%	100.00%

VISSIM Node	From	VISSIM Link	TO	VISSIM Link	07:45-08:45		Abs Diff	Abs Diff +	% Diff	GEH		Observed Flow Acceptable
					Demand	Modelled				Value	<5	
10130	54	Station Road SB	15	Mears drive, Flaxley Road, Flaxley Parway	541	544	3	3	0.6%	0.13	YES	YES
	54	Station Road SB	60	Station Road South	683	520	-164	164	-23.9%	6.67	NO	NO
	54	Station Road SB	62	Station Road NB	126	83	-43	43	-34.0%	4.19	YES	YES
	37	Station Road South	62	Station Road NB	625	609	-17	17	-2.7%	0.67	YES	YES
	37	Station Road South	60	Station Road South	0	1	1	1	0.0%	1.26	YES	YES
	37	Station Road South	15	Mears drive, Flaxley Road, Flaxley Parway	28	27	-1	1	-3.9%	0.21	YES	YES
	32	Mears drive, Flaxley Road, Flaxley Parway	62	Station Road NB	769	661	-108	108	-14.0%	4.03	YES	YES
	32	Mears drive, Flaxley Road, Flaxley Parway	60	Station Road South	149	188	39	39	0.0%	0.00	YES	YES
	32	Mears drive, Flaxley Road, Flaxley Parway	15	Mears drive, Flaxley Road, Flaxley Parway	0	1	1	1	100.0%	0.00	YES	YES
10131	59	Flaxley Parkway	63	Flaxley Parkway	0	0	0	0	200.0%	0.00	YES	YES
	59	Flaxley Parkway	32	Station Road South, Station Road NB, Mears Drive	45	34	-11	11	-24.3%	1.75	YES	YES
	59	Flaxley Parkway	68	Flaxley Road	8	5	-3	3	0.0%	0.00	YES	YES
	53	Flaxley Road	63	Flaxley Parkway	37	35	-2	2	-5.9%	0.36	YES	YES
	53	Flaxley Road	32	Station Road South, Station Road NB, Mears Drive	852	714	-138	138	-16.2%	4.93	YES	NO
	53	Flaxley Road	68	Flaxley Road	0	0	0	0	0.0%	0.00	YES	YES
	15	Station Road South, Station Road SB, Mears Drive	63	Flaxley Parkway	25	22	-4	4	-14.4%	0.75	YES	YES
	15	Station Road South, Station Road SB, Mears Drive	32	Station Road South, Station Road NB, Mears Drive	21	121	100	100	0.0%	0.00	YES	NO
	15	Station Road South, Station Road SB, Mears Drive	68	Flaxley Road	542	487	-55	55	0.0%	0.00	YES	YES
10132	132	Mears Drive	15	Flaxley Road, Flaxley Parkway, Station Road South, Station Road NB	32	75	43	43	100.0%	0.00	YES	YES
	10077	Flaxley Road, Flaxley Parkway, Station Road South, Station Road NB	129	Mears Drive	7	11	4	4	200.0%	0.00	YES	YES
	15	Station Road SB, Station Road South	15	Flaxley Parkway, Flaxley Road	562	561	-1	1	-0.2%	0.05	YES	YES
				Junction Total	**2984**	**2656**	-328	328	-11.0%	6.2	NO	YES

Pass	20	18
Fail	1	3
Pass %	95.24%	85.71%

2031-AM-DM

VISSIM Node	From	VISSIM Link	TO	VISSIM Link	07:45-08:45		Abs Diff	Abs Diff +	% Diff	GEH		Observed Flow Acceptable
					Demand	Modelled				Value	<5	
114	3	Stechford Lane SB	3	Stechford Lane SB	1067	813	-254	254	-23.8%	8.3	NO	NO
	3	Stechford Lane SB	1	Stechford Road	0	0	0	0	0.0%	0.0	YES	YES
	70	Stechford Lane NB	70	Stechford Lane NB	1035	823	-211	211	-20.4%	6.9	NO	NO
	4	Stechford Lane NB	1	Stechford Road	496	428	-68	68	-13.7%	3.2	YES	YES
	117	Stechford Road	3	Stechford Lane SB	764	486	-278	278	-36.3%	11.1	NO	NO
	117	Stechford Road	70	Stechford Lane NB	0	0	0	0	0.0%	0.0	YES	YES
				Junction Total	**3362**	**2551**	-811	811	-24.1%	14.9	NO	NO

Pass	3	3
Fail	3	3
Pass %	50.00%	50.00%

VISSIM Node	From	VISSIM Link	TO	VISSIM Link	07:45-08:45		Abs Diff	Abs Diff +	% Diff	GEH		Observed Flow Acceptable
					Demand	Modelled				Value	<5	
116	3	Stechford Lane	65	Station Road	1056	743	-313	313	-29.6%	10.4	NO	NO
	3	Stechford Lane	31	Cotterills Lane	713	492	-221	221	-31.0%	9.0	NO	NO
	3	Stechford Lane	64	Burney Lane	62	39	-23	23	-37.5%	3.3	YES	YES
	3	Stechford Lane	69	Stechford Lane	4	19	15	15	393.6%	4.5	YES	YES
	46	Station Road	31	Cotterils Lane	283	220	-63	63	-22.4%	4.0	YES	YES
	46	Station Road	64	Burney Lane	212	170	-42	42	-20.0%	3.1	YES	YES
	46	Station Road	69	Stechford Lane	1099	832	-267	267	-24.3%	8.6	NO	NO
	46	Station Road	65	Station Road	2	0	-2	2	-100.0%	1.7	YES	YES
	10068	Cotterils Lane	64	Burney Lane	26	24	-2	2	-7.4%	0.4	YES	YES
	10068	Cotterils Lane	69	Stechford Lane	355	345	-10	10	-2.7%	0.5	YES	YES
	10068	Cotterils Lane	65	Station Road	193	184	-9	9	-4.6%	0.7	YES	YES
	10068	Cotterils Lane	31	Cotterils Lane	0	0	0	0	0.0%	0.0	YES	YES
	30	Burney Lane	69	Stechford Lane	74	77	3	3	4.5%	0.4	YES	YES
	30	Burney Lane	65	Station Road	129	131	2	2	1.4%	0.2	YES	YES
	30	Burney Lane	31	Cotterils Lane	27	26	-1	1	-5.1%	0.3	YES	YES
	30	Burney Lane	64	Burney Lane	0	0	0	0	0.0%	0.0	YES	YES
				Junction Total	**4233**	**3300**	-933	933	-22.0%	15.2	NO	NO

Pass	13	13
Fail	3	3
Pass %	81.25%	81.25%

VISSIM Node	From	VISSIM Link	TO	VISSIM Link	07:45-08:45		Abs Diff	Abs Diff +	% Diff	GEH		Observed Flow Acceptable
					Demand	Modelled				Value	<5	
	13	Station Road SB	129	Mears drive	4	4	0	0	-4.4%	0.09	YES	YES
	13	Station Road SB	68	Flexley Road	594	476	-118	118	-19.8%	5.09	NO	NO
	13	Station Road SB	63	Flaxley Pkwy	15	9	-7	7	-43.8%	1.95	YES	YES
	13	Station Road SB	60	Station Road South	646	432	-214	214	-33.1%	9.21	NO	NO
	13	Station Road SB	38	Albert Road	75	89	14	14	19.1%	1.58	YES	YES
	13	Station Road SB	60&38	Station Road South and albert Road	721	522	-200	200	-27.7%	8.31	NO	NO
	13	Station Road SB	62	Station Road NB	44	30	-15	15	-33.3%	2.43	YES	YES
	132	Mears drive	68	Flexley Road	6	19	12	12	188.4%	3.43	YES	YES
	132	Mears drive	63	Flaxley Pkwy	0	0	0	0	0.0%	0.00	YES	YES
	132	Mears drive	60	Station Road South	1	0	-1	1	100.0%	0.00	YES	YES

145	132	Mears drive	38	Albert Road	0	0	0	0	200.0%	0.00	YES	YES
	132	Mears drive	60&38	Station Road South and Albert Road	1	0	-1	1	-100.0%	1.61	YES	YES
	132	Mears drive	62	Station Road NB	9	0	-9	9	-100.0%	4.25	YES	YES
	132	Mears drive	129	Mears drive	0	0	0	0	0.0%	0.00	YES	YES
	32	Flexley Road	63	Flaxley Pkwy	43	40	-3	3	-6.3%	0.42	YES	YES
	32	Flexley Road	60	Station Road South	92	59	-33	33	-36.1%	3.84	YES	YES
	32	Flexley Road	38	Albert Road	55	55	0	0	0.8%	0.06	YES	YES
	32	Flexley Road	60&38	Station Road South and Albert Road	147	114	-33	33	-22.4%	3.24	YES	YES
	32	Flexley Road	62	Station Road NB	839	699	-140	140	-16.7%	5.05	NO	NO
	32	Flexley Road	129	Mears drive	0	0	0	0	0.0%	0.00	YES	YES
	32	Flexley Road	68	Flexley Road	0	0	0	0	0.0%	0.00	YES	YES
	58	Flaxley Pkwy	60	Station Road South	21	12	-9	9	100.0%	0.00	YES	YES
	58	Flaxley Pkwy	38	Albert Road	4	12	8	8	200.0%	0.00	YES	YES
	58	Flaxley Pkwy	60&38	Station Road South and Albert Road	25	24	-1	1	-3.3%	0.19	YES	YES
	58	Flaxley Pkwy	62	Station Road NB	26	25	-1	1	-4.6%	0.24	YES	YES
	58	Flaxley Pkwy	129	Mears drive	0	0	0	0	0.0%	0.00	YES	YES
	58	Flaxley Pkwy	68	Flexley Road	9	8	-1	1	-13.6%	0.42	YES	YES
	58	Flaxley Pkwy	63	Flaxley Pkwy	0	0	0	0	0.0%	0.00	YES	YES
	37	Station Road South	38	Albert Road	0	0	0	0	0.0%	0.00	YES	YES
	37	Station Road South	62	Station Road NB	554	347	-206	206	-37.3%	9.72	NO	NO
	37	Station Road South	129	Mears drive	3	3	0	0	11.1%	0.00	YES	YES
	37	Station Road South	68	Flexley Road	15	8	-7	7	-44.8%	1.96	YES	YES
	37	Station Road South	63	Flaxley Pkwy	7	5	-2	2	-33.6%	0.97	YES	YES
	37	Station Road South	60	Station Road South	0	0	0	0	0.0%	0.00	YES	YES
	41	Albert Road	62	Station Road NB	168	153	-15	15	-8.7%	1.16	YES	YES
	41	Albert Road	129	Mears drive	1	0	-1	1	-100.0%	1.34	YES	YES
	41	Albert Road	68	Flexley Road	4	4	-1	1	-13.3%	0.29	YES	YES
	41	Albert Road	63	Flaxley Pkwy	2	0	-2	2	-100.0%	2.05	YES	YES
	41	Albert Road	60	Station Road South	0	0	0	0	0.0%	0.00	YES	YES
	41	Albert Road	38	Albert Road	0	0	0	0	0.0%	0.00	YES	YES
				Junction Total	**3238**	**2488**	-749	749	-23.1%	14.0	NO	NO
										Pass	35	35
										Fail	5	5
										Pass %	87.50%	87.50%

2031-AM-DS

VISSIM Node	From	VISSIM Link	TO	VISSIM Link	07:45-08:45		Abs Diff	Abs Diff +	% Diff	GEH		Observed Flow Acceptable
					Demand	Modelled				Value	<5	
114	3	Stechford Lane SB	3	Stechford Lane SB	1081	750	-331	331	-30.6%	10.9	NO	NO
	3	Stechford Lane SB	1	Stechford Road	0	0	0	0	0.0%	0.0	YES	YES
	70	Stechford Lane NB	70	Stechford Lane NB	1061	869	-191	191	-18.0%	6.2	NO	NO
	4	Stechford Lane NB	1	Stechford Road	506	442	-64	64	-12.6%	2.9	YES	YES
	117	Stechford Road	3	Stechford Lane SB	774	547	-227	227	-29.4%	8.8	NO	NO
	117	Stechford Road	70	Stechford Lane NB	0	0	0	0	0.0%	0.0	YES	YES
				Junction Total	**3422**	**2609**	-813	813	-23.8%	14.8	NO	NO
										Pass	3	3
										Fail	3	3
										Pass %	50.00%	50.00%

VISSIM Node	From	VISSIM Link	TO	VISSIM Link	07:45-08:45		Abs Diff	Abs Diff +	% Diff	GEH		Observed Flow Acceptable
					Demand	Modelled				Value	<5	
116	3	Stechford Lane	13	Station Road (Slip Lane)	1080	740	-340	340	-31.5%	11.3	NO	NO
	3	Stechford Lane	31	Cotterills Lane	713	495	-219	219	-30.7%	8.9	NO	NO
	3	Stechford Lane	64	Burney Lane	62	41	-21	21	-33.1%	2.9	YES	YES
	3	Stechford Lane	69	Stechford Lane	4	0	-4	4	-100.0%	2.8	YES	YES
	46	Station Road	31	Cotterils Lane	309	204	-105	105	-34.0%	6.6	NO	NO
	46	Station Road	64	Burney Lane	234	183	-51	51	-21.6%	3.5	YES	YES
	46	Station Road	69	Stechford Lane	1135	864	-271	271	-23.9%	8.6	NO	NO
	46	Station Road	65	Station Road	2	10	9	9	575.3%	3.6	YES	YES
	10068	Cotterils Lane	64	Burney Lane	26	23	-3	3	-10.1%	0.5	YES	YES
	10068	Cotterils Lane	69	Stechford Lane	355	346	-9	9	-2.4%	0.5	YES	YES
	10068	Cotterils Lane	65	Station Road	193	182	-11	11	-5.7%	0.8	YES	YES
	10068	Cotterils Lane	31	Cotterils Lane	0	0	0	0	0.0%	0.0	YES	YES
	30	Burney Lane	69	Stechford Lane	74	72	-2	2	-2.3%	0.2	YES	YES
	30	Burney Lane	65	Station Road	129	125	-4	4	-2.8%	0.3	YES	YES
	30	Burney Lane	31	Cotterils Lane	27	25	-2	2	-8.4%	0.4	YES	YES
	30	Burney Lane	64	Burney Lane	0	0	0	0	0.0%	0.0	YES	YES
				Junction Total	**4341**	**3311**	-1030	1030	-23.7%	16.7	NO	NO
										Pass	12	12
										Fail	4	4
										Pass %	75.00%	75.00%

VISSIM Node	From	VISSIM Link	TO	VISSIM Link	07:45-08:45		Abs Diff	Abs Diff +	% Diff	GEH		Observed Flow Acceptable
					Demand	Modelled				Value	<5	
10130	54	Station Road SB	15	Mears drive, Flaxley Road, Flaxley Parway	626	543	-82	82	-13.1%	3.40	YES	YES
	54	Station Road SB	60	Station Road South	783	492	-291	291	-37.2%	11.53	NO	NO
	54	Station Road SB	62	Station Road NB	132	79	-53	53	-40.0%	5.14	NO	YES
	37	Station Road South	62	Station Road NB	725	676	-49	49	-6.8%	1.87	YES	YES
	37	Station Road South	60	Station Road South	0	1	1	1	0.0%	1.55	YES	YES
	37	Station Road South	15	Mears drive, Flaxley Road, Flaxley Parway	32	26	-6	6	-19.1%	1.14	YES	YES
	32	Mears drive, Flaxley Road, Flaxley Parway	62	Station Road NB	890	577	-313	313	-35.2%	11.57	NO	NO
	32	Mears drive, Flaxley Road, Flaxley Parway	60	Station Road South	173	169	-4	4	0.0%	0.00	YES	YES
	32	Mears drive, Flaxley Road, Flaxley Parway	15	Mears drive, Flaxley Road, Flaxley Parway	0	1	1	1	100.0%	0.00	YES	YES
10131	59	Flaxley Parkway	63	Flaxley Parkway	0	0	0	0	200.0%	0.00	YES	YES
	59	Flaxley Parkway	32	Station Road South, Station Road NB, Mears Drive	52	35	-18	18	-34.0%	2.70	YES	YES
	59	Flaxley Parkway	68	Flaxley Road	9	4	-5	5	0.0%	0.00	YES	YES
	53	Flaxley Road	63	Flaxley Parkway	43	38	-4	4	-10.3%	0.69	YES	YES
	53	Flaxley Road	32	Station Road South, Station Road NB, Mears Drive	988	603	-385	385	-39.0%	13.65	NO	NO
	53	Flaxley Road	68	Flaxley Road	0	0	0	0	0.0%	0.00	YES	YES
	15	Station Road South, Station Road SB, Mears Drive	63	Flaxley Parkway	29	19	-9	9	-32.0%	1.86	YES	YES
	15	Station Road South, Station Road SB, Mears Drive	32	Station Road South, Station Road NB, Mears Drive	22	119	97	97	0.0%	0.00	YES	YES
	15	Station Road South, Station Road SB, Mears Drive	68	Flaxley Road	628	492	-136	136	0.0%	0.00	YES	NO
10132	132	Mears Drive	15	Flaxley Road, Flaxley Parkway, Station Road South, Station Road NB	35	77	42	42	100.0%	0.00	YES	YES
	10077	Flaxley Road, Flaxley Parkway, Station Road South, Station Road NB	129	Mears Drive	8	10	2	2	200.0%	0.00	YES	YES
	15	Station Road SB, Station Road South	15	Flaxley Parkway, Flaxley Road	650	560	-90	90	-13.9%	3.68	YES	YES
				Junction Total	**3433**	**2584**	-849	849	-24.7%	15.5	NO	NO
										Pass	17	17
										Fail	4	4
										Pass %	80.95%	80.95%

2021-PM-DM

VISSIM Node	From	VISSIM Link	TO	VISSIM Link	16:45-17:45		Abs Diff	Abs Diff +	% Diff	GEH		Observed Flow Acceptable
					Demand	Modelled				Value	<5	
114	3	Stechford Lane SB	3	Stechford Lane SB	847	774	-73	73	-8.6%	2.6	YES	YES
	3	Stechford Lane SB	1	Stechford Road	0	0	0	0	0.0%	0.0	YES	YES
	70	Stechford Lane NB	70	Stechford Lane NB	864	764	-100	100	-11.6%	3.5	YES	YES
	4	Stechford Lane NB	1	Stechford Road	742	644	-99	99	-13.3%	3.8	YES	YES
	117	Stechford Road	3	Stechford Lane SB	490	492	2	2	0.4%	0.1	YES	YES
	117	Stechford Road	70	Stechford Lane NB	0	0	0	0	0.0%	0.0	YES	YES
				Junction Total	**2942**	**2673**	-269	269	-9.1%	5.1	NO	YES

Pass	6	6
Fail	0	0
Pass %	100.00%	100.00%

VISSIM Node	From	VISSIM Link	TO	VISSIM Link	16:45-17:45		Abs Diff	Abs Diff +	% Diff	GEH		Observed Flow Acceptable
					Demand	Modelled				Value	<5	
116	3	Stechford Lane	65	Station Road	978	904	-74	74	-7.5%	2.4	YES	YES
	3	Stechford Lane	31	Cotterills Lane	327	312	-15	15	-4.5%	0.8	YES	YES
	3	Stechford Lane	64	Burney Lane	32	29	-3	3	-10.0%	0.6	YES	YES
	3	Stechford Lane	69	Stechford Lane	6	20	14	14	253.9%	4.0	YES	YES
	46	Station Road	31	Cotterils Lane	219	210	-9	9	-4.0%	0.6	YES	YES
	46	Station Road	64	Burney Lane	123	123	0	0	-0.1%	0.0	YES	YES
	46	Station Road	69	Stechford Lane	1006	963	-43	43	-4.2%	1.4	YES	YES
	46	Station Road	65	Station Road	35	36	1	1	1.6%	0.1	YES	YES
	10068	Cotterils Lane	64	Burney Lane	3	3	0	0	-12.7%	0.2	YES	YES
	10068	Cotterils Lane	69	Stechford Lane	471	336	-135	135	-28.7%	6.7	NO	NO
	10068	Cotterils Lane	65	Station Road	196	138	-58	58	-29.7%	4.5	YES	YES
	10068	Cotterils Lane	31	Cotterils Lane	0	0	0	0	0.0%	0.0	YES	YES
	30	Burney Lane	69	Stechford Lane	124	110	-14	14	-11.2%	1.3	YES	YES
	30	Burney Lane	65	Station Road	175	152	-23	23	-13.2%	1.8	YES	YES
	30	Burney Lane	31	Cotterils Lane	2	3	1	1	53.5%	0.7	YES	YES
	30	Burney Lane	64	Burney Lane	0	0	0	0	0.0%	0.0	YES	YES
				Junction Total	**3696**	**3338**	-358	358	-9.7%	6.0	NO	YES

Pass	15	15
Fail	1	1
Pass %	93.75%	93.75%

VISSIM Node	From	VISSIM Link	TO	VISSIM Link	16:45-17:45		Abs Diff	Abs Diff +	% Diff	GEH		Observed Flow Acceptable
					Demand	Modelled				Value	<5	
145	13	Station Road SB	129	Mears drive	1	0	-1	1	-100.0%	1.49	YES	YES
	13	Station Road SB	68	Flexley Road	670	580	-89	89	-13.4%	3.58	YES	YES
	13	Station Road SB	63	Flaxley Pkwy	91	79	-12	12	-13.6%	1.34	YES	YES
	13	Station Road SB	60	Station Road South	507	491	-17	17	-3.3%	0.74	YES	YES
	13	Station Road SB	38	Albert Road	90	48	-42	42	-46.7%	5.07	NO	YES
	13	Station Road SB	62	Station Road NB	24	20	-4	4	-17.3%	0.90	YES	YES
	132	Mears drive	68	Flexley Road	8	24	16	16	208.3%	4.06	YES	YES
	132	Mears drive	63	Flaxley Pkwy	0	0	0	0	0.0%	0.00	YES	YES
	132	Mears drive	60	Station Road South	1	0	-1	1	100.0%	0.00	YES	YES
	132	Mears drive	38	Albert Road	0	0	0	0	200.0%	0.00	YES	YES
	132	Mears drive	62	Station Road NB	7	0	-7	7	-100.0%	3.65	YES	YES
	132	Mears drive	129	Mears drive	0	0	0	0	0.0%	0.00	YES	YES
	32	Flexley Road	63	Flaxley Pkwy	84	80	-4	4	-4.7%	0.44	YES	YES
	32	Flexley Road	60	Station Road South	69	78	10	10	13.9%	1.12	YES	YES
	32	Flexley Road	38	Albert Road	55	35	-21	21	-37.2%	3.07	YES	YES
	32	Flexley Road	62	Station Road NB	384	386	2	2	0.5%	0.11	YES	YES
	32	Flexley Road	129	Mears drive	6	4	-2	2	0.0%	0.00	YES	YES
	32	Flexley Road	68	Flexley Road	0	0	0	0	0.0%	0.00	YES	YES
	58	Flaxley Pkwy	60	Station Road South	127	112	-15	15	100.0%	0.00	YES	YES
	58	Flaxley Pkwy	38	Albert Road	21	36	15	15	200.0%	0.00	YES	YES
	58	Flaxley Pkwy	62	Station Road NB	95	91	-4	4	-4.0%	0.39	YES	YES
	58	Flaxley Pkwy	129	Mears drive	0	0	0	0	0.0%	0.00	YES	YES
	58	Flaxley Pkwy	68	Flexley Road	60	55	-5	5	-7.9%	0.62	YES	YES
	58	Flaxley Pkwy	63	Flaxley Pkwy	0	0	0	0	0.0%	0.00	YES	YES
	37	Station Road South	38	Albert Road	0	4	4	4	0.0%	0.00	YES	YES
	37	Station Road South	62	Station Road NB	666	620	-47	47	-7.0%	1.84	YES	YES
	37	Station Road South	129	Mears drive	0	0	0	0	0.0%	0.00	YES	YES
	37	Station Road South	68	Flexley Road	36	25	-11	11	-30.6%	2.00	YES	YES
	37	Station Road South	63	Flaxley Pkwy	18	15	-3	3	-14.3%	0.63	YES	YES
	37	Station Road South	60	Station Road South	0	0	0	0	0.0%	0.00	YES	YES
	41	Albert Road	62	Station Road NB	202	213	11	11	5.3%	0.74	YES	YES
	41	Albert Road	129	Mears drive	0	0	0	0	0.0%	0.00	YES	YES
	41	Albert Road	68	Flexley Road	11	18	7	7	66.7%	1.92	YES	YES
	41	Albert Road	63	Flaxley Pkwy	5	4	-2	2	-29.7%	0.75	YES	YES
	41	Albert Road	60	Station Road South	0	0	0	0	0.0%	0.00	YES	YES
	41	Albert Road	38	Albert Road	0	0	0	0	0.0%	0.00	YES	YES
				Junction Total	**3239**	**3018**	-221	221	-6.8%	4.0	YES	YES

Pass	39	40
Fail	1	0
Pass %	97.50%	100.00%

2021-PM-DS

VISSIM Node	From	VISSIM Link	TO	VISSIM Link	16:45-17:45		Abs Diff	Abs Diff +	% Diff	GEH		Observed Flow Acceptable
					Demand	Modelled				Value	<5	
114	3	Stechford Lane SB	3	Stechford Lane SB	873	677	-196	196	-22.4%	7.0	NO	NO
	3	Stechford Lane SB	1	Stechford Road	0	0	0	0	0.0%	0.0	YES	YES
	70	Stechford Lane NB	70	Stechford Lane NB	872	822	-49	49	-5.7%	1.7	YES	YES
	4	Stechford Lane NB	1	Stechford Road	742	679	-64	64	-8.6%	2.4	YES	YES
	117	Stechford Road	3	Stechford Lane SB	501	505	4	4	0.9%	0.2	YES	YES
	117	Stechford Road	70	Stechford Lane NB	0	0	0	0	0.0%	0.0	YES	YES
				Junction Total	**2987**	**2683**	-304	304	-10.2%	5.7	NO	YES

Pass	5	5
Fail	1	1
Pass %	83.33%	83.33%

VISSIM Node	From	VISSIM Link	TO	VISSIM Link	16:45-17:45		Abs Diff	Abs Diff +	% Diff	GEH		Observed Flow Acceptable
					Demand	Modelled				Value	<5	
116	3	Stechford Lane	13	Station Road (Slip Lane)	1015	853	-161	161	-15.9%	5.3	NO	NO
	3	Stechford Lane	31	Cotterills Lane	327	284	-42	42	-13.0%	2.4	YES	YES
	3	Stechford Lane	64	Burney Lane	32	27	-5	5	-15.5%	0.9	YES	YES
	3	Stechford Lane	69	Stechford Lane	6	0	-6	6	-100.0%	3.3	YES	YES
	46	Station Road	31	Cotterils Lane	227	220	-6	6	-2.9%	0.4	YES	YES
	46	Station Road	64	Burney Lane	127	130	3	3	2.4%	0.3	YES	YES
	46	Station Road	69	Stechford Lane	1014	992	-23	23	-2.2%	0.7	YES	YES
	46	Station Road	65	Station Road	35	79	43	43	122.2%	5.7	NO	YES
	10068	Cotterils Lane	64	Burney Lane	3	4	0	0	5.3%	0.1	YES	YES
	10068	Cotterils Lane	69	Stechford Lane	471	407	-64	64	-13.6%	3.1	YES	YES
	10068	Cotterils Lane	65	Station Road	206	174	-32	32	-15.6%	2.3	YES	YES
	10068	Cotterils Lane	31	Cotterils Lane	0	0	0	0	0.0%	0.0	YES	YES
	30	Burney Lane	69	Stechford Lane	124	73	-51	51	-41.1%	5.1	NO	YES
	30	Burney Lane	65	Station Road	185	115	-70	70	-38.0%	5.8	NO	YES
	30	Burney Lane	31	Cotterils Lane	2	2	0	0	7.2%	0.1	YES	YES
	30	Burney Lane	64	Burney Lane	0	0	0	0	0.0%	0.0	YES	YES
				Junction Total	**3773**	**3359**	-414	414	-11.0%	6.9	NO	NO

Pass	12	15
Fail	4	1
Pass %	75.00%	93.75%

VISSIM Node	From	VISSIM Link	TO	VISSIM Link	16:45-17:45		Abs Diff	Abs Diff +	% Diff	GEH		Observed Flow Acceptable
					Demand	Modelled				Value	<5	
10130	54	Station Road SB	15	Mears drive, Flaxley Road, Flaxley Parway	787	645	-142	142	-18.1%	5.31	NO	NO
	54	Station Road SB	60	Station Road South	614	510	-105	105	-17.1%	4.42	YES	NO
	54	Station Road SB	62	Station Road NB	44	32	-13	13	-29.1%	2.10	YES	YES
	37	Station Road South	62	Station Road NB	902	883	-19	19	-2.1%	0.64	YES	YES
	37	Station Road South	60	Station Road South	0	3	3	3	0.0%	2.29	YES	YES
	37	Station Road South	15	Mears drive, Flaxley Road, Flaxley Parway	71	74	4	4	5.1%	0.43	YES	YES
	32	Mears drive, Flaxley Road, Flaxley Parway	62	Station Road NB	512	521	9	9	1.7%	0.39	YES	YES
	32	Mears drive, Flaxley Road, Flaxley Parway	60	Station Road South	273	269	-4	4	0.0%	0.00	YES	YES
	32	Mears drive, Flaxley Road, Flaxley Parway	15	Mears drive, Flaxley Road, Flaxley Parway	6	8	2	2	100.0%	0.00	YES	YES
10131	59	Flaxley Parkway	63	Flaxley Parkway	0	0	0	0	200.0%	0.00	YES	YES
	59	Flaxley Parkway	32	Station Road South, Station Road NB, Mears Drive	257	251	-6	6	-2.2%	0.35	YES	YES
	59	Flaxley Parkway	68	Flaxley Road	60	55	-4	4	0.0%	0.00	YES	YES
	53	Flaxley Road	63	Flaxley Parkway	84	82	-3	3	-3.0%	0.28	YES	YES
	53	Flaxley Road	32	Station Road South, Station Road NB, Mears Drive	517	520	3	3	0.5%	0.12	YES	YES
	53	Flaxley Road	68	Flaxley Road	0	0	0	0	0.0%	0.00	YES	YES
	15	Station Road South, Station Road SB, Mears Drive	63	Flaxley Parkway	122	104	-19	19	-15.5%	1.78	YES	YES
	15	Station Road South, Station Road SB, Mears Drive	32	Station Road South, Station Road NB, Mears Drive	17	32	15	15	0.0%	0.00	YES	YES
	15	Station Road South, Station Road SB, Mears Drive	68	Flaxley Road	732	604	-128	128	0.0%	0.00	YES	YES
10132	132	Mears Drive	15	Flaxley Road, Flaxley Parkway, Station Road South, Station Road NB	30	48	18	18	100.0%	0.00	YES	YES
	10077	Flaxley Road, Flaxley Parkway, Station Road South, Station Road NB	129	Mears Drive	17	36	19	19	200.0%	0.00	YES	YES
	15	Station Road SB, Station Road South	15	Flaxley Parkway, Flaxley Road	846	692	-155	155	-18.3%	5.58	NO	NO
				Junction Total	**3383**	**3138**	-245	245	-7.3%	4.3	YES	YES

Pass	19	18
Fail	2	3
Pass %	90.48%	85.71%

2031-PM-DM

VISSIM Node	From	VISSIM Link	TO	VISSIM Link	16:45-17:45		Abs Diff	Abs Diff +	% Diff	GEH		Observed Flow Acceptable
					Demand	Modelled				Value	<5	
114	3	Stechford Lane SB	3	Stechford Lane SB	980	733	-247	247	-25.2%	8.4	NO	NO
	3	Stechford Lane SB	1	Stechford Road	0	0	0	0	0.0%	0.0	YES	YES
	70	Stechford Lane NB	70	Stechford Lane NB	999	760	-239	239	-24.0%	8.1	NO	NO
	4	Stechford Lane NB	1	Stechford Road	859	628	-231	231	-26.9%	8.5	NO	NO
	117	Stechford Road	3	Stechford Lane SB	567	506	-60	60	-10.6%	2.6	YES	YES
	117	Stechford Road	70	Stechford Lane NB	0	0	0	0	0.0%	0.0	YES	YES
				Junction Total	**3405**	**2627**	-777	777	-22.8%	14.2	NO	NO
										Pass	3	3
										Fail	3	3
										Pass %	50.00%	50.00%

VISSIM Node	From	VISSIM Link	TO	VISSIM Link	16:45-17:45		Abs Diff	Abs Diff +	% Diff	GEH		Observed Flow Acceptable
					Demand	Modelled				Value	<5	
116	3	Stechford Lane	65	Station Road	1131	879	-252	252	-22.3%	7.9	NO	NO
	3	Stechford Lane	31	Cotterills Lane	378	305	-73	73	-19.4%	4.0	YES	YES
	3	Stechford Lane	64	Burney Lane	37	29	-9	9	-23.3%	1.5	YES	YES
	3	Stechford Lane	69	Stechford Lane	6	21	14	14	223.1%	3.9	YES	YES
	46	Station Road	31	Cotterils Lane	253	209	-44	44	-17.4%	2.9	YES	YES
	46	Station Road	64	Burney Lane	142	127	-15	15	-10.6%	1.3	YES	YES
	46	Station Road	69	Stechford Lane	1164	958	-206	206	-17.7%	6.3	NO	NO
	46	Station Road	65	Station Road	41	39	-2	2	-4.2%	0.3	YES	YES
	10068	Cotterils Lane	64	Burney Lane	4	2	-2	2	-40.2%	0.9	YES	YES
	10068	Cotterils Lane	69	Stechford Lane	545	314	-230	230	-42.3%	11.1	NO	NO
	10068	Cotterils Lane	65	Station Road	226	129	-98	98	-43.1%	7.3	NO	YES
	10068	Cotterils Lane	31	Cotterils Lane	0	0	0	0	0.0%	0.0	YES	YES
	30	Burney Lane	69	Stechford Lane	143	114	-29	29	-20.5%	2.6	YES	YES
	30	Burney Lane	65	Station Road	202	160	-43	43	-21.0%	3.2	YES	YES
	30	Burney Lane	31	Cotterils Lane	3	3	0	0	13.1%	0.2	YES	YES
	30	Burney Lane	64	Burney Lane	0	0	0	0	0.0%	0.0	YES	YES
				Junction Total	**4276**	**3289**	-987	987	-23.1%	16.1	NO	NO
										Pass	12	13
										Fail	4	3
										Pass %	75.00%	81.25%

VISSIM Node	From	VISSIM Link	TO	VISSIM Link	16:45-17:45		Abs Diff	Abs Diff +	% Diff	GEH		Observed Flow Acceptable
					Demand	Modelled				Value	<5	
145	13	Station Road SB	129	Mears drive	1	0	-1	1	-100.0%	1.60	YES	YES
	13	Station Road SB	68	Flexley Road	775	575	-200	200	-25.8%	7.69	NO	NO
	13	Station Road SB	63	Flaxley Pkwy	105	76	-29	29	-27.6%	3.05	YES	YES
	13	Station Road SB	60	Station Road South	587	485	-102	102	-17.3%	4.39	YES	NO
	13	Station Road SB	38	Albert Road	104	43	-61	61	-58.4%	7.10	NO	YES
	13	Station Road SB	60&38	Station Road South and albert Road	691	529	-163	163	-23.5%	6.70	NO	NO
	13	Station Road SB	62	Station Road NB	28	20	-8	8	-30.0%	1.73	YES	YES
	132	Mears drive	68	Flexley Road	9	24	15	15	164.2%	3.64	YES	YES
	132	Mears drive	63	Flaxley Pkwy	0	0	0	0	0.0%	0.00	YES	YES
	132	Mears drive	60	Station Road South	1	0	-1	1	100.0%	0.00	YES	YES
	132	Mears drive	38	Albert Road	0	0	0	0	200.0%	0.00	YES	YES
	132	Mears drive	60&38	Station Road South and Albert Road	1	0	-1	1	-100.0%	1.60	YES	YES
	132	Mears drive	62	Station Road NB	8	0	-8	8	-100.0%	3.92	YES	YES
	132	Mears drive	129	Mears drive	0	0	0	0	0.0%	0.00	YES	YES
	32	Flexley Road	63	Flaxley Pkwy	97	79	-19	19	-19.2%	1.99	YES	YES
	32	Flexley Road	60	Station Road South	79	84	5	5	6.2%	0.54	YES	YES
	32	Flexley Road	38	Albert Road	64	32	-32	32	-49.7%	4.58	YES	YES
	32	Flexley Road	60&38	Station Road South and Albert Road	143	116	-27	27	-18.8%	2.52	YES	YES
	32	Flexley Road	62	Station Road NB	444	380	-64	64	-14.4%	3.16	YES	YES
	32	Flexley Road	129	Mears drive	6	4	-3	3	0.0%	0.00	YES	YES
	32	Flexley Road	68	Flexley Road	0	0	0	0	0.0%	0.00	YES	YES
	58	Flaxley Pkwy	60	Station Road South	147	128	-19	19	100.0%	0.00	YES	YES
	58	Flaxley Pkwy	38	Albert Road	25	41	17	17	200.0%	0.00	YES	YES
	58	Flaxley Pkwy	60&38	Station Road South and Albert Road	172	169	-2	2	-1.4%	0.20	YES	YES
	58	Flaxley Pkwy	62	Station Road NB	109	104	-5	5	-5.0%	0.53	YES	YES
	58	Flaxley Pkwy	129	Mears drive	0	0	0	0	0.0%	0.00	YES	YES
	58	Flaxley Pkwy	68	Flexley Road	69	65	-4	4	-5.8%	0.49	YES	YES
	58	Flaxley Pkwy	63	Flaxley Pkwy	0	0	0	0	0.0%	0.00	YES	YES
	37	Station Road South	38	Albert Road	0	3	3	3	0.0%	0.00	YES	YES
	37	Station Road South	62	Station Road NB	771	565	-206	206	-26.7%	7.96	NO	NO
	37	Station Road South	129	Mears drive	0	0	0	0	0.0%	0.00	YES	YES
	37	Station Road South	68	Flexley Road	42	25	-17	17	-39.8%	2.88	YES	YES
	37	Station Road South	63	Flaxley Pkwy	21	15	-6	6	-28.3%	1.39	YES	YES
	37	Station Road South	60	Station Road South	0	0	0	0	0.0%	0.00	YES	YES
	41	Albert Road	62	Station Road NB	234	250	17	17	7.1%	1.07	YES	YES
	41	Albert Road	129	Mears drive	0	0	0	0	0.0%	0.00	YES	YES
	41	Albert Road	68	Flexley Road	13	20	7	7	52.7%	1.67	YES	YES
	41	Albert Road	63	Flaxley Pkwy	6	8	1	1	23.1%	0.55	YES	YES
	41	Albert Road	60	Station Road South	0	0	0	0	0.0%	0.00	YES	YES
	41	Albert Road	38	Albert Road	0	0	0	0	0.0%	0.00	YES	YES
				Junction Total	**3747**	**3027**	-720	720	-19.2%	12.4	NO	NO
										Pass	36	36
										Fail	4	4
										Pass %	90.00%	90.00%

2031-PM-DS

VISSIM Node	From	VISSIM Link	TO	VISSIM Link	16:45-17:45		Abs Diff	Abs Diff +	% Diff	GEH		Observed Flow Acceptable
					Demand	Modelled				Value	<5	
114	3	Stechford Lane SB	3	Stechford Lane SB	1006	639	-366	366	-36.4%	12.8	NO	NO
	3	Stechford Lane SB	1	Stechford Road	0	0	0	0	0.0%	0.0	YES	YES
	70	Stechford Lane NB	70	Stechford Lane NB	1007	798	-209	209	-20.8%	7.0	NO	NO
	4	Stechford Lane NB	1	Stechford Road	859	655	-204	204	-23.7%	7.4	NO	NO
	117	Stechford Road	3	Stechford Lane SB	578	563	-15	15	-2.5%	0.6	YES	YES
	117	Stechford Road	70	Stechford Lane NB	0	0	0	0	0.0%	0.0	YES	YES
				Junction Total	**3450**	**2656**	-794	794	-23.0%	14.4	NO	NO
										Pass	3	3
										Fail	3	3
										Pass %	50.00%	50.00%

VISSIM Node	From	VISSIM Link	TO	VISSIM Link	16:45-17:45		Abs Diff	Abs Diff +	% Diff	GEH		Observed Flow Acceptable
					Demand	Modelled				Value	<5	
116	3	Stechford Lane	13	Station Road (Slip Lane)	1168	858	-310	310	-26.5%	9.7	NO	NO
	3	Stechford Lane	31	Cotterills Lane	378	295	-83	83	-21.9%	4.5	YES	YES
	3	Stechford Lane	64	Burney Lane	37	28	-9	9	-25.2%	1.6	YES	YES
	3	Stechford Lane	69	Stechford Lane	6	0	-6	6	-100.0%	3.6	YES	YES
	46	Station Road	31	Cotterils Lane	261	230	-32	32	-12.1%	2.0	YES	YES
	46	Station Road	64	Burney Lane	146	136	-10	10	-6.7%	0.8	YES	YES
	46	Station Road	69	Stechford Lane	1172	984	-188	188	-16.0%	5.7	NO	NO
	46	Station Road	65	Station Road	41	77	35	35	86.6%	4.6	YES	YES
	10068	Cotterils Lane	64	Burney Lane	4	3	-1	1	-32.4%	0.7	YES	YES
	10068	Cotterils Lane	69	Stechford Lane	545	359	-185	185	-34.0%	8.7	NO	NO
	10068	Cotterils Lane	65	Station Road	236	151	-86	86	-36.3%	6.2	NO	YES
	10068	Cotterils Lane	31	Cotterils Lane	0	0	0	0	0.0%	0.0	YES	YES
	30	Burney Lane	69	Stechford Lane	143	79	-64	64	-45.0%	6.1	NO	YES
	30	Burney Lane	65	Station Road	212	124	-89	89	-41.8%	6.9	NO	YES
	30	Burney Lane	31	Cotterils Lane	3	2	-1	1	-25.9%	0.4	YES	YES
	30	Burney Lane	64	Burney Lane	0	0	0	0	0.0%	0.0	YES	YES
				Junction Total	**4353**	**3324**	-1029	1029	-23.6%	16.6	NO	NO
										Pass	10	13
										Fail	6	3
										Pass %	62.50%	81.25%

VISSIM Node	From	VISSIM Link	TO	VISSIM Link	16:45-17:45		Abs Diff	Abs Diff +	% Diff	GEH		Observed Flow Acceptable
					Demand	Modelled				Value	<5	
10130	54	Station Road SB	15	Mears drive, Flaxley Road, Flaxley Parway	906	630	-276	276	-30.5%	9.97	NO	NO
	54	Station Road SB	60	Station Road South	708	515	-194	194	-27.3%	7.83	NO	NO
	54	Station Road SB	62	Station Road NB	48	30	-19	19	-38.5%	2.98	YES	YES
	37	Station Road South	62	Station Road NB	1039	876	-163	163	-15.7%	5.26	NO	NO
	37	Station Road South	60	Station Road South	0	2	2	2	0.0%	1.90	YES	YES
	37	Station Road South	15	Mears drive, Flaxley Road, Flaxley Parway	82	80	-2	2	-2.1%	0.19	YES	YES
	32	Mears drive, Flaxley Road, Flaxley Parway	62	Station Road NB	588	547	-41	41	-7.0%	1.72	YES	YES
	32	Mears drive, Flaxley Road, Flaxley Parway	60	Station Road South	316	285	-31	31	0.0%	0.00	YES	YES
	32	Mears drive, Flaxley Road, Flaxley Parway	15	Mears drive, Flaxley Road, Flaxley Parway	6	7	1	1	100.0%	0.00	YES	YES
10131	59	Flaxley Parkway	63	Flaxley Parkway	0	0	0	0	200.0%	0.00	YES	YES
	59	Flaxley Parkway	32	Station Road South, Station Road NB, Mears Drive	295	254	-41	41	-14.0%	2.49	YES	YES
	59	Flaxley Parkway	68	Flaxley Road	69	59	-10	10	0.0%	0.00	YES	YES
	53	Flaxley Road	63	Flaxley Parkway	97	92	-6	6	-5.9%	0.60	YES	YES
	53	Flaxley Road	32	Station Road South, Station Road NB, Mears Drive	598	571	-27	27	-4.6%	1.14	YES	YES
	53	Flaxley Road	68	Flaxley Road	0	0	0	0	0.0%	0.00	YES	YES
	15	Station Road South, Station Road SB, Mears Drive	63	Flaxley Parkway	140	105	-35	35	-24.9%	3.16	YES	YES
	15	Station Road South, Station Road SB, Mears Drive	32	Station Road South, Station Road NB, Mears Drive	18	31	13	13	0.0%	0.00	YES	YES
	15	Station Road South, Station Road SB, Mears Drive	68	Flaxley Road	846	593	-253	253	0.0%	0.00	YES	YES
10132	132	Mears Drive	15	Flaxley Road, Flaxley Parkway, Station Road South, Station Road NB	32	47	15	15	100.0%	0.00	YES	YES
	10077	Flaxley Road, Flaxley Parkway, Station Road South, Station Road NB	129	Mears Drive	18	32	14	14	200.0%	0.00	YES	YES
	15	Station Road SB, Station Road South	15	Flaxley Parkway, Flaxley Road	977	686	-291	291	-29.8%	10.10	NO	NO
				Junction Total	**3893**	**3186**	-707	707	-18.2%	11.9	NO	NO
										Pass	17	17
										Fail	4	4
										Pass %	80.95%	80.95%

Addendum Technical Note: Saturday Modelling

BCC_Iron_Lane_TN_Addendum_Draft_Issue_V2_191117

DRAFT

Project:	**Iron Lane Gyratory Junction – Highway Improvement Scheme**	Job No:	**60555718**
Subject:	**Saturday VISSIM Modelling**		
Prepared By:	**Jordan Farrell**	Date:	**17th November 2017**
Checked By:	**David Geary**	Date:	**19th November 2017**
Approved by:	**David Geary**	Date:	**19th November 2017**

1. Introduction and Background

In June 2015, AECOM were commissioned by Birmingham City Council (BCC) to undertake a micro-simulation traffic assessment of a proposed junction improvement scheme in Stechford, Birmingham. The junction of Iron Lane / Station Road / Flaxley Road is a part signalised gyratory junction that forms part of the A4040 corridor.

In order to improve the operation of the local highway network and unlock growth, a highway improvement scheme has been designed and put forward for funding as part of the Local Growth Fund for highway improvements. The evidence Base that is proposed to support the business case for the scheme is held in the form of a series VISSIM micro-simulation transport models. The primary objective of the VISSIM models was to assess the operational performance of the scheme and its impact on the existing local highway network to assure key stakeholders that the scheme delivers sufficient benefits.

Before undertaking a forecasting assessment of the scheme proposal, a validated 2015 Base year model was developed by AECOM, for the AM and PM peak, to ensure that the VISSIM model provides a realistic representation of existing traffic conditions. The 2015 Base model was carried forward as the basis for assessment of a Do-Nothing scenario, in which the existing network was assessed for a 2021 and 2031 forecast year, using locally adjusted TEMPRO growth factors. A Do-Something VISSIM model of the preferred scheme was also developed by AECOM (for the same 2021/2031 forecast years) enabling a comparative modelling assessment to be undertaken.

A detailed modelling report *'Iron Lane Gyratory Junction, Highway Improvement Scheme: VISSIM Study – Traffic Modelling Report',* was issued to BCC in October 2015. The report outlined the modelling work associated with the development of a 2015 Base, 2021/2031 Do-Nothing and 2021/2031 Do-Something model for the AM and PM peaks and concluded that:

- The AM peak hour model is generally more congested than the PM peak hour model, with large northbound platoon like queues apparent along the A4040 corridor;
- The modelling demonstrated that the existing highway network has limited reserve capacity during the AM and PM peaks and that without the proposed scheme the surrounding local highway network demonstrates a clear inability to accommodate growth.
- The scheme provides a clear benefit in terms of journey time, flow and generic network performance most notably at the Iron Lane gyratory where the twin-roundabout scheme has unlocked congestion and improved north-south movements along the A4040 corridor.
- However, the benefits of the scheme are limited at the Cotterills Lane roundabout and Stechford Road / Stechford Lane junctions.

The purpose of this Technical Note (TN) is to outline the modelling methodology and comparative results analysis associated with the development of a set of Saturday peak VISSIM models.

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This TN will form an Addendum to the main modelling report *('Iron Lane Gyratory Junction, Highway Improvement Scheme: VISSIM Study – Traffic Modelling Report')* that was issued in October 2015.

2. 2015 Saturday Base Model Methodology

AECOM have developed a 2015 Saturday Base model representative of a 13:00 – 14:00 peak hour, using VISSIM 5.40.13.

AECOM staff undertook a site visit on Saturday 7th October 2017 and Saturday 14th October 2017 in order to observe network conditions, undertake a classified link count on Flaxley Parkway, make spot checks on pedestrian crossings and undertaken timed travel time surveys.

The VISSIM model has been developed to the same specifications as the respective AM and PM peak Base models and all model parameters are consistent with those outlined in the main modelling report. The network extent and zoning system is consistent with the AM and PM Base models but for reference is shown pictorially in **Figure 1** below.

The matrix development methodology in order to develop the Saturday 2015 VISSIM matrices for lights (cars and light goods vehicles) and heavies (ogv1 and ogv2) was Based on a combination of Saturday 2015 ATC data, 2015 average peak hour turning count data and 2017 turning count data at Flaxley Parkway. The 2015 ATC and 2017 link count locations are shown below in **Figure 1**.

Figure 1 - Network Extent / Zoning System

The matrix development methodology associated with the 2015 Saturday Base FMA matrices is shown pictorially in **Figure 2** below, however in summary, AECOM have furnessed an average weekday peak hour prior matrix at the Iron Lane Gyratory to known **Saturday** entry and exit target values, before disaggregating into a wider OD matrix. This approach ensures that the flows into and out of the Stechford

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Gyratory junction as well as the Stechford Retail Park are fully representative of typical Saturday network conditions.

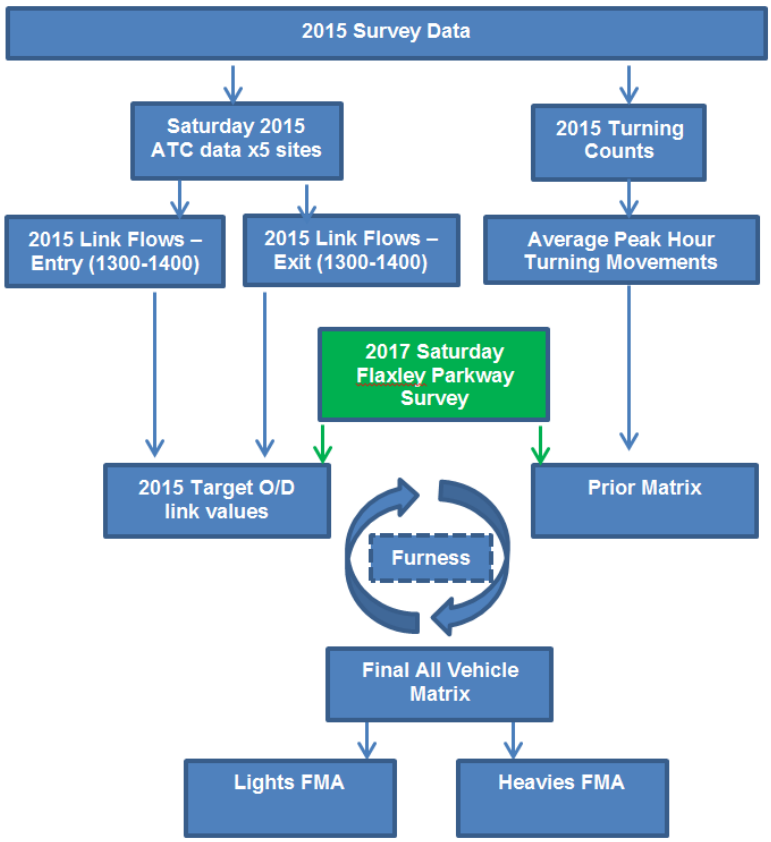

Figure 2 - 2015 Saturday - Matrix Development Approach

The final 2015 Saturday Base matrix in an all vehicle format can be found in **Appendix A** of this TN. The Saturday 2015 ATC data was analysed in order to disaggregate the all vehicle matrix into separate lights (94.14%) and heavies (5.86%) FMA matrices

3. Base Model Validation

The 2015 Saturday VISSIM model was converged using a single random seed, before being taken forward for the extraction of modelled results. To enable a robust assessment the results used for model validation represent an average of ten simulation runs using random seed 1 to 10.

Model validation has been carried out in accordance with DMRB Volume 12a, Section 11.4. Current advice on micro-simulation modelling is also contained in Interim Advice Note 36-01 'The Use and Application of Micro-Simulation Models'. A summary of the acceptable criteria is listed in Table 1 below.

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Criteria and Measures	Acceptability Guideline
Assigned Hourly Flows * compared with observed flows. 1. Individual flows within 15% for flows 700-2700 vph 2. Individual flows within 100 vph for flows < 700 vph 3. Individual flows within 400 vph for flows >2700 vph 4. Total screenline flows (normally >5 links) to be within 5% 5. GEH statistic i. Individual flows: GEH <5 ii. Screenline (+) totals: GEH <4 Notes: + Screenlines containing high flow routes such as motorways should be provided both including and excluding such routing * Link flows or turning movements	All (or nearly all) screen lines Greater than 85% of all cases
Modelled journey times compared with observed times. 6. Times within 15% (or 1 minute if higher)	> 85% of routes

Table 1 - Summary of Assignment Calibration and Validation Acceptability Guidelines

AECOM have validated the modelled link flows within the 2015 Base VISSIM model to the observed Saturday link flows at the six locations shown in Figure 1.

The criterion for comparing the modelled and observed flows is Based on the criteria outlined in DMRB and summarised above in **Table 1.**

AECOM have validated the modelled link volumes within the Saturday 2015 Base model, to observed Saturday count data. **Table 2** below provides a summary of the link validation for the Saturday peak.

ATC	Link	Dir	Observed	VISSM Modelled	Abs Diff	% Diff	GEH	GEH Acceptable	Observed Flow Acceptable
1	Stechford Ln	SB	742	730	-12	-2%	0.43	YES	YES
1	Stechford Ln	NB	770	676	-94	-12%	3.50	YES	YES
2	Station Rd	SB	1046	965	-82	-8%	2.57	YES	YES
2	Station Rd	NB	1146	1016	-130	-11%	3.94	YES	YES
3	Audley Rd	WB	377	346	-31	-8%	1.61	YES	YES
3	Audley Rd	EB	298	339	41	14%	2.28	YES	YES
4	Station Rd S	NB	581	559	-22	-4%	0.90	YES	YES
4	Station Rd S	SB	624	582	-42	-7%	1.72	YES	YES
5	Albert Rd	NB	89	118	29	33%	2.85	YES	YES
5	Albert Rd	SB	126	66	-60	-48%	6.14	NO	YES
6	Flaxley Pwy	NB	457	428	-29	-6%	1.37	YES	YES
6	Flaxley Pwy	SB	429	390	-39	-9%	1.92	YES	YES

Table 2 - Saturday Peak - Link Validation

The results in Table 2 above demonstrate that modelled flows in the Saturday 2015 Base model provide a good representation with observed traffic counts with 92% (11 out of 12) of links having a GEH value below 5, whilst 100% of links (12 out of 12) being acceptable under the DMRB flow criteria.

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In addition to turning movement and entry link flow validation, the model has also been validated against observed journey time movements across four corridors within the study area. Travel time surveys were undertaken on 7th October for the same four routes that were validated for the AM and PM model. The travel time validation results are presented below in **Table 3.**

The travel time validation results demonstrate that the modelled travel times represent an excellent match to observed travel time data. A total of six out of seven routes validate within 15% of observed timings, with 100% validating within 20% of observed timings. All seven routes validate to the 60s criteria.

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Route		From	To	Observed	Modelled	Abs Diff	% Diff	15% pass/fail	< 60 seconds pass/fail
Route 1 SB	Section 1	Station Rd N	Iron Lane	76	64	-12	-15%		
	Section 2	Iron Lane	Station Rd S	76	70	-6	-8%		
	Section 3	Station Road S	Lyndon Rd	32	36	4	13%		
	Route Total	**Station Rd N**	**Lyndon Road**	**184**	**171**	**-13**	**-7%**	**Pass**	**Pass**
Route 1 NB	Section 1	Lyndon Rd S	Station Rd S	121	80	-41	-34%		
	Section 2	Station Rd S	Iron Lane Exit	37	37	0	1%		
	Section 3	Iron Lane Exit	Station Rd N	31	38	7	23%		
	Route Total	**Lyndon Rd S**	**Station Rd N**	**189**	**155**	**-34**	**-18%**	**Fail**	**Pass**
Route 2 EB	Section 1	Station Rd N	Iron Lane	68	64	-4	-5%		
	Section 2	Iron Lane	Flaxley Retail Ped	17	19	2	11%		
	Section 3	Flaxley Retail Ped	Harrowfield RD	36	42	6	16%		
	Route Total	**Station Rd N**	**Harrowfield RD**	**121**	**125**	**4**	**4%**	**Pass**	**Pass**
Route 2 WB	Section 1	Harrowfield RD	Flaxley Rd Sig Jcn	61	72	11	19%		
	Section 2	Flaxley Rd Sig Jcn	Iron Lane	28	33	5	19%		
	Section 3	Iron Lane	Station Rd N	37	38	1	3%		
	Route Total	**Harrowfield RD**	**Station Rd N**	**126**	**144**	**18**	**14%**	**Pass**	**Pass**
Route 3 NWB	Section 1	Station Rd N	Iron Lane	64	64	0	1%		
	Section 2	Iron Lane	Albert Rd	80	64	-16	-20%		
	Section 3	Albert Rd	Rail Bridge	34	36	2	6%		
	Route Total	**Station Rd N**	**Rail Bridge**	**178**	**165**	**-13**	**-8%**	**Pass**	**Pass**
Route 3 SEB	Section 1	Rail Bridge	Albert Rd	50	39	-11	-22%		
	Section 2	Albert Rd	Flaxley Retail Ped	46	58	12	27%		
	Section 3	Flaxley Retail Ped	Wyndhurst Rd	12	15	3	22%		
	Route Total	**Rail Bridge**	**Wyndhurst Rd**	**108**	**112**	**4**	**4%**	**Pass**	**Pass**
Route 4 - SWB	Section 1	Wyndhurst Rd	Flaxley Rd Sig Jcn	30	46	16	55%		
	Section 2	Flaxley Rd Sig Jcn	Iron Lane	47	33	-14	-29%		
	Section 3	Iron Lane	Station Rd N	27	38	11	42%		
	Route Total	**Wyndhurst Rd**	**Station Rd N**	**104**	**118**	**14**	**13%**	**Pass**	**Pass**

Table 3 - Journey Time Validation Saturday Base

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4. Forecast Model Assumptions and Development

Following the validation of the 2015 Saturday peak Base model, the Base model and matrices were carried forward as the basis for the VISSIM forecast year assessment.

A 2021 and 2031 forecast year were selected for scheme assessment. Initially, AECOM obtained growth information from the local strategic transport model (PRISM) and intended to use this higher tier model to inform VISSIM flow development, however, in line with the previous assessment work AECOM used locally adjusted TEMPRO growth factors. For the Saturday peak, the locally adjusted TEMPRO growth factors for Birmingham were calculated as follows:

TEMPRO 6.2 – NTM AF09 Dataset	*Saturday (13:00 – 14:00)*
2015 - 2021	1.10
2015 - 2031	1.27

Table 4 – TEMPRO Growth Factors

The 2015 VISSIM network was taken forward in order to develop the following two forecast modelled networks:

1) **Do-Nothing (future Base without scheme or development)**
   This comprises the 2015 Base network with no modifications to accommodate planned highway improvements. This scenario in networks terms is therefore identical to the Base year VISSIM model. The zoning system and extents of the modelled study area are maintained from the 2015 Base model as shown in Figure 1 of this TN.
2) **Do-Something**
   This comprises the 2015 Base network with full modifications to accommodate planned highway improvements. This scenario represents the full modelling of the scheme and in addition the creation of two new zones to replicate development sites.

The latest scheme drawing is provided within **Appendix B** of this TN. The following minor scheme modifications (since the previous assessment work) have been updated the latest Do-Something model:

- Removal of bus lay-by on Station Road South exit arm and subsequent re-location of stop on-street;
- Widening of the Stechford Lane exit arm at the Burney Lane/Coterills Lane roundabout from two to three lanes;
- Inclusion of a new staggered signalised crossing on Flaxley Parkway.;
- Reversal of the staggering of the Toucan Crossing on Station Road, outside of the Shell petrol station; and
- Reversal of the staggering of the Toucan Crossing on Flaxley Road, outside of the Imex business park.

The latest Do-Something model is therefore marginally different to the model assessed within the *'Iron Lane Gyratory Junction, Highway Improvement Scheme: VISSIM Study – Traffic Modelling Report'*

The extents of the latest Do-Something model and zoning system are shown below pictorially in **Figure 3.**

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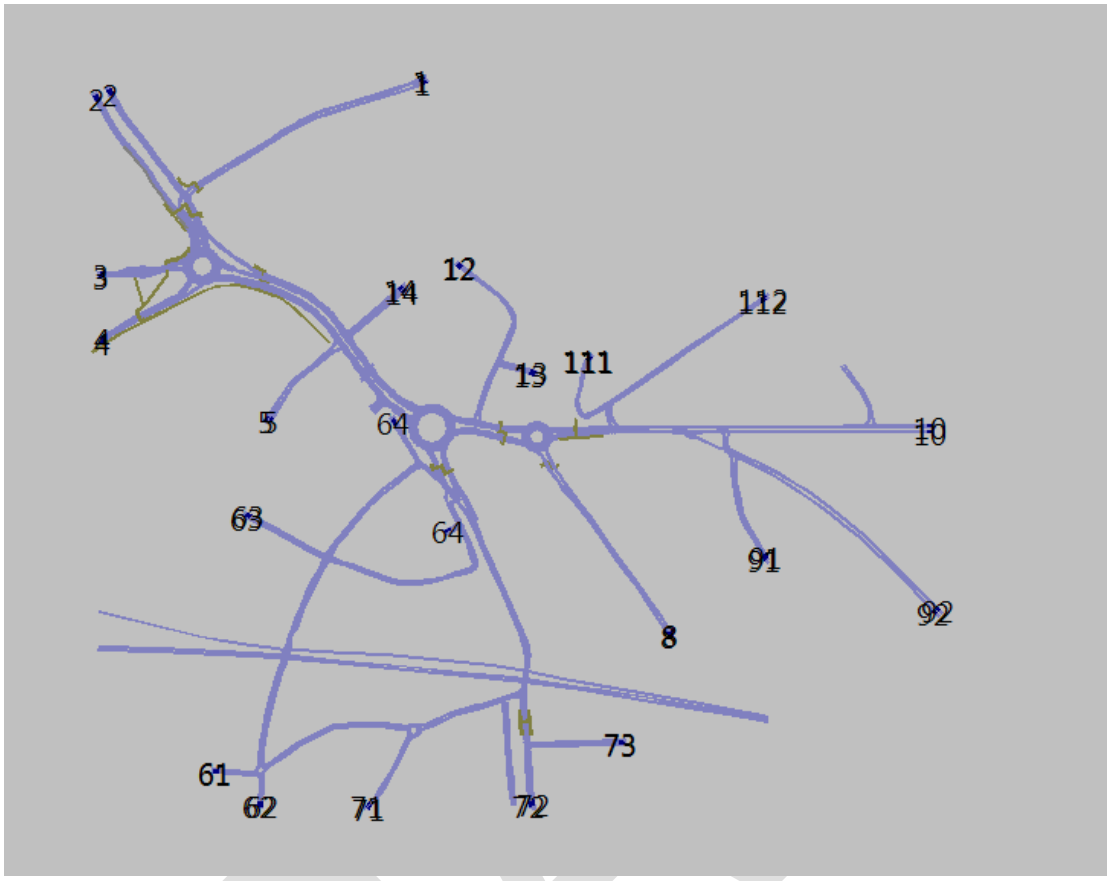

Figure 3 - 2021 Do-Something Model Extents and Zoning System

5. Model Performance and Comparative Assessment

This section compares the performance of the scheme model (Do-Something) against the future Base model (Do-Nothing), for the Saturday peak hour. An average of 10 simulation runs was used for the comparative analysis and the main parameters considered are turning flows, journey times and network performance.

Flow Analysis

By reviewing the VISSIM error files, a comparison of the number of vehicles unable to access the network at the end of the modelled time period has been undertaken below in **Table 5** for the Saturday forecast models.

The scheme shows a reduction in the amount of latent demand at the southern entry zones demonstrating that the scheme provides a greater level of capacity than the existing gyratory configuration.

At the northern extents of the network, the scheme on the whole increases the amount of latent demand from some zones, especially Cotterills Lane. The twin-roundabout scheme and additional link capacity of Station Road improves the journey time and flow to Cotterills Lane roundabout and as a result the circulating flow from this arm is likely to be higher meaning there will be fewer gaps for traffic entering the network from Burney Lane and Cotterills Lane.

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Entry	Average Number of Vehicles unable to access network				
	2015 Base	2021 Do-Noth	2021 Do-Som	2031 Do-Noth	2031 Do-Som
Stechford Road	87	134	0	258	42
Stechford Lane	9	11	0	150	0
Cotterills Lane	174	230	223	402	464
Station Road South	1	32	0	193	13
Flaxley Parkway	0	0	0	0	85
Lyndon Road	0	1	0	8	0

Table 5 - Number of vehicles unable to enter the model Saturday Peak

Turn Analysis

A comparison of the modelled traffic volume at each of the key junctions within the modelled study area has been undertaken below in **Table 6** for the Saturday forecast scenarios. It is noted that these figures relate to modelled actual flow (i.e. those able to pass through the junction in the model period) as opposed to the demand flows.

The full comparison of modelled flows for each of the key turning movements within the model can be found in **Appendix C** of this technical note.

Junction	Saturday - Modelled Vehicles (all vehicles)				
	2015 Base	2021 Do-Noth	2021 Do-Som	2031 Do-Noth	2031 Do-Som
Stechford Road / Stechford Lane	2284	2263	2594	2269	2689
Burney Lane / Stechford Lane	2836	2829	3186	2858	3277
Iron Lane Gyratory (Base / Do-Noth)	2435	2511	-	2633	-
Scheme Roundabouts	-	-	2940	-	3040
TOTAL	7555	7604	**8277**	7760	**8592**

Table 6 - Comparison of Modelled Junction Flow (13:00 – 14:00)

The results presented in **Table 6** above can be summarised as follows:

- With relation to the Iron Lane Gyratory, the comparative flow assessment demonstrates that the existing junction layout can accommodate some traffic growth under a forecast Do-Nothing scenario, with actual flows in the 2031 Do-Nothing 198 vehicles or 8% higher than the Base. However, considering that the growth applied to the Base matrices for the 2021 Do-Nothing scenario and 2031 Do-Nothing scenario was 10% and 27% respectively, the results demonstrate that during a Saturday peak there is only a small amount of limited reserve capacity currently in the network.
- The twin roundabout scheme as modelled in the Do-Something scenario demonstrates an ability to accommodate a higher level of traffic growth with actual modelled flows 505 vehicles (20%) and 605 vehicles (25%) higher than the 2015 Base. This demonstrates that the scheme when assessed during the Saturday peak hour has the capacity to not only accommodate background growth, but in additional unlock an existing level of constrained demand. The large platoon like queues that currently form on the southern and northern Station Road approaches to the Gyratory, do not occur in the forecast Do-Something models and as such this suppressed queue demand is released as a result of the scheme.

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- At the Cotterills Lane / Burney Lane roundabout, the Do-Nothing modelling demonstrates that the junction cannot accommodate any growth during the Saturday peak with total junction flows virtually identical for the 2015 Base, 2021 Do-Nothing and 2031 Do-Nothing scenarios.
- At the Cotterills Lane / Burney Lane roundabout, the scheme demonstrates an increase in modelled throughput of 350 vehicles (12%) and 441 vehicles (16%) respectively for the 2021 and 2031 Do-Something, when compared against the 2015 Base. This is an indication that the scheme improvements at this junction offers some additional capacity. During the Saturday peak on street and at present, this junction suffers from severe exit blocking on the Station Road exit arm of the junction, with vehicles queueing on the roundabout circulatory and approaches whilst attempting to exit onto Station Road. Once the twin-roundabout scheme and widening on Station Road is delivered, this exit blocking should not occur and as such the modelled throughput of the roundabout will indirectly benefit from the downstream scheme at the Gyratory.
- As with the Cotterills Lane / Burney Lane roundabout, the Stechford Road/Lane signalised junction demonstrates the inability to accommodate any traffic growth during the Do-Nothing scenarios. When the scheme is delivered, the modelled throughput increases by 310 vehicles (14%) under a 2021 Do-Something scenario and 405 (18%) under a 2031 Do-Something scenario.

Therefore, from a comparative flow assessment it can be concluded that the scheme provides additional capacity at all three modelled junctions and the modelled throughput of all of the junctions increase once the scheme is delivered. However, benefits are limited at the north, especially under a 2031 scenario.

Journey Time Analysis – All Vehicles

A comparison of the key modelled journey times between the validated 2015 Saturday Base model and four future modelled scenarios has been undertaken to understand the potential journey time benefits / dis-benefits associated with both the application of background growth and delivery of the scheme.

The location of the journey time markers within the 2021/2031 Do-Nothing VISSIM models is identical to those contained within the 2015 Base models, given that these modelled scenarios are representative of the same VISSIM network. Therefore, the modelled journey times between the 2015 Base models and 2021/2031 Do-Nothing models represent a direct comparison.

The location of the journey time markers within the 2021/2031 Do-Something VISSIM models have been placed in as close a position as possible to the Base model positions. However, given the scheme is representative of a different modelled network to the Base/Do-Nothing, there might be some slight variation in the journey time marker distances used within the assessment.

The four journey time routes used in the validation of the 2015 Base models have been maintained and used as the basis for a comparative assessment of the forecast year scenarios. **Table 7** provides an overview of the modelled journey times for the 2015 Base, 2021 Do-Nothing, 2021 Do-Something, 2031 Do-Nothing and 2031 Do-Something for the 13:00 to 14:00 modelled period.

The results presented in **Table 7** can be summarised as follows:

- The southbound travel times along the corridor between the Burney/Coterills roundabout and Lyndon Road, demonstrate a travel time saving of 78 seconds (2021) and 50 seconds (2031) following the introduction of the scheme. Modelled travel times in the Do-Something models are forecast to be lower than observed base timings, which on the day of the surveys equated to 184 seconds. The large southbound platoon like queue is removed following the scheme delivery and as such the travel time savings as forecast against the Do-Nothing scenario equate to 43% (2021) and 35% (2031) respectively. It is worth noting that all of the savings are forecast in sections 1 and 2 which are the existing Station Road southbound approach link to the gyratory and the gyratory circulatory itself. This demonstrates the effectiveness of the scheme.

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- In a northbound direction, the travel times on route 1 also demonstrate a benefit to travel times when compared with the respective Do-Nothing scenario. The 2021 Do-Something model forecasts average route travel times between Lyndon Road and the Burney/Coterills roundabout, will be approximately 139 seconds lower (52%) than the respective 2021 Do-Nothing scenario. The 2021 Do-Something timings are approximately 1 minute lower than observed base timings, which is an indication that the scheme will remove the large northbound queues on the approach to the existing gyratory. By 2031, the scheme will still provide a benefit compared against the respective 2031 Do-Nothing scenario, but the benefits of the scheme are much lower under a 2031 forecast year, as the northern junctions of Stechford Lane and Stechford Road will act as constraint
- When the journey times for the 2021 Do-Something are compared against the 2021 Do-Nothing, for route 2 eastbound, between the Burney/Coterills roundabout in the north and Harrowfield Road in the east, the benefits of the scheme are clearly apparent with journey time savings of 32 seconds (2021) and 21 seconds (2031) forecast from the modelling evidence. As with route 1 southbound, the savings are all in section 1 which demonstrates the platoon like southbound queue on the approach to the existing gyratory will not occur once the scheme is introduced.
- In the opposite direction between Harrowfield Road and the Burney/Coterills junction, travel times are marginally lower than the respective Do-Nothing scenario under a 2021 forecast year. However, as with route 1 northbound, benefits appear to drop off by 2031. With the application of 27% growth under a 2031 forecast year, the northern roundabout junction and Stechford Lane / Stechford Road junction will act as a constraint and limit the effectiveness of the twin roundabout scheme. Further mitigation is recommended by a 2031 forecast scenario, to enable the benefits of the scheme to be maximized.
- Following the introduction of the scheme, access to the retail park will be quicker during the Saturday retail peak, given the removal of the large platoon like queues that currently exist at the junction.

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Route		From	To	Obs	2015	2021 DN	2021 DS	2031 DN	2031 DS
Route 1 SB	Section 1	Station Rd N	Iron Lane	76	64	71	37	76	52
	Section 2	Iron Lane	Station Rd S	76	70	72	22	75	32
	Section 3	Station Road S	Lyndon Rd	32	36	39	44	40	57
	Route Total	**Station Rd N**	**Lyndon Road**	**184**	**171**	**182**	**104**	**191**	**141**
Route 1 NB	Section 1	Lyndon Rd S	Station Rd S	121	80	181	37	233	89
	Section 2	Station Rd S	Iron Lane Exit	37	37	43	18	46	53
	Section 3	Iron Lane Exit	Station Rd N	31	38	43	73	42	151
	Route Total	**Lyndon Rd S**	**Station Rd N**	**189**	**155**	**267**	**128**	**321**	**292**
Route 2 EB	Section 1	Station Rd N	Iron Lane	68	64	71	37	76	52
	Section 2	Iron Lane	Flaxley Retail Ped Crossing	17	19	19	15	19	16
	Section 3	Flaxley Retail Ped Crossing	Harrowfield RD	36	42	42	48	43	49
	Route Total	**Station Rd N**	**Harrowfield RD**	**121**	**125**	**132**	**100**	**138**	**117**
Route 2 WB	Section 1	Harrowfield RD	Flaxley Rd Signalised Junction	61	72	75	41	84	49
	Section 2	Flaxley Rd Signalised Junction	Iron Lane	28	33	38	38	39	153
	Section 3	Iron Lane	Station Rd N	37	38	43	73	42	151
	Route Total	**Harrowfield RD**	**Station Rd N**	**126**	**144**	**157**	**152**	**165**	**353**
Route 3 NWB	Section 1	Station Rd N	Iron Lane	64	64	71	37	76	52
	Section 2	Iron Lane	Albert Rd	80	64	66	29	67	42
	Section 3	Albert Rd	Rail Bridge	34	36	37	51	37	51
	Route Total	**Station Rd N**	**Rail Bridge**	**178**	**165**	**174**	**118**	**180**	**146**
Route 3 SEB	Section 1	Rail Bridge	Albert Rd	50	39	40	0	41	0
	Section 2	Albert Rd	Flaxley Retail Ped Crossing	46	58	62	0	67	0
	Section 3	Flaxley Retail Ped Crossing	Wyndhurst Rd	12	15	15	22	15	24
	Route Total	**Rail Bridge**	**Wyndhurst Rd**	**108**	**112**	**117**	**22**	**122**	**24**
Route 4 - SWB	Section 1	Wyndhurst Rd	Flaxley Rd Signalised Junction	30	46	50	20	55	26
	Section 2	Flaxley Rd Signalised Junction	Iron Lane	47	33	38	38	39	153
	Section 3	Iron Lane	Station Rd N	27	38	43	73	42	151
	Route Total	**Wyndhurst Rd**	**Station Rd N**	**104**	**118**	**131**	**131**	**138**	**330**
Modelled Journey Time Totals					**990**	**1161**	**769**	**1253**	**1402**

Table 7 - Journey Time Comparison

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Overall Network Performance

Network performance evaluation files were extracted from the network in order to establish the change in key performance parameters such as total travel time, average speed and both the average and total delay for the network as a whole. These results are presented in **Table 8** below.

Parameter	*2015 Base*	*2021 Do-Noth*	*2031 Do-Noth*	*2021 Do-Som*	*2031 Do-Som*
Average delay time per vehicle [s], All Vehicle Types	102.86	145.16	163.03	69.82	148.86
Average delay time per vehicle [s], Vehicle Class Car	114.61	162.77	182.61	73.85	161.66
Average delay time per vehicle [s], Vehicle Class LGV	114.65	163.74	185.25	73.14	162.06
Average delay time per vehicle [s], Vehicle Class HGV	112.89	163.75	180.71	84.05	170.00
Average delay time per vehicle [s], Vehicle Class Bus	124.95	176.67	191.66	82.32	152.25
Total travel time [h], All Vehicle Types	217.79	272.57	303.37	197.01	312.08
Total travel time [h], Vehicle Class Car	160.77	206.77	231.91	148.38	245.53
Total travel time [h], Vehicle Class LGV	17.72	22.31	25.71	15.77	26.14
Total travel time [h], Vehicle Class HGV	10.78	14.22	16.16	9.80	16.34
Total travel time [h], Vehicle Class Bus	3.68	4.41	4.66	3.25	4.24
Average speed [mph], All Vehicle Types	8.94	7.27	6.75	11.34	7.44
Average speed [mph], Vehicle Class Car	9.96	7.89	7.26	12.56	7.88
Average speed [mph], Vehicle Class LGV	9.86	7.70	7.06	12.35	7.76
Average speed [mph], Vehicle Class HGV	9.38	7.45	6.92	11.71	7.57
Latent Demand (vehicles)	135	427	937	222	2.28

Table 8 – Network Performance – Saturday Modelled Scenarios

The network performance results can be summarised as follows:

- With the application of 10% growth under the 2021 Do-Nothing scenario, the capacity constraints of the existing network are clearly demonstrated with increases to average delay and travel time and a reduction in average speed.

- With the introduction of the scheme under a 2021 Do-Something scenario, average delay times and average speeds represent an improvement to the Base conditions, demonstrating that the scheme + 10% scenario is more efficient than the Base and 2021 Do-Nothing scenario.

- The 2031 Do-Something continues to demonstrate scheme benefits in terms of reductions to average delay and increased average speeds when compared with the respective Do-Nothing scenario, however, benefits start to fall off given that the northern junctions of Stechford Lane and Stechford Road will act as constraint.

6. Summary and Conclusions

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In June 2015, AECOM were commissioned by Birmingham City Council (BCC) to undertake a micro-simulation traffic assessment of a proposed junction improvement scheme in Stechford, Birmingham. The junction of Iron Lane / Station Road / Flaxley Road is a part signalised gyratory junction that forms part of the A4040 corridor..

A detailed modelling report *'Iron Lane Gyratory Junction, Highway Improvement Scheme: VISSIM Study – Traffic Modelling Report',* was issued to BCC in October 2015. The report outlined the modelling work associated with the development of a 2015 Base, 2021/2031 Do-Nothing and 2021/2031 Do-Something model for the AM and PM peaks and concluded that:

- The AM peak hour model is generally more congested than the PM peak hour model, with large northbound platoon like queues apparent along the A4040 corridor;
- The modelling demonstrated that the existing highway network has limited reserve capacity during the AM and PM peaks and that without the proposed scheme the surrounding local highway network demonstrates a clear inability to accommodate growth.
- The scheme provides a clear benefit in terms of journey time, flow and generic network performance most notably at the Iron Lane gyratory where the twin-roundabout scheme has unlocked congestion and improved north-south movements along the A4040 corridor.
- However, the benefits of the scheme are limited at the Cotterills Lane roundabout and Stechford Road / Stechford Lane junctions.

The purpose of this Technical Note (TN) is to outline the modelling methodology and comparative results analysis associated with the development of a set of Saturday peak VISSIM models. This TN will form an Addendum to the main modelling report *('Iron Lane Gyratory Junction, Highway Improvement Scheme: VISSIM Study – Traffic Modelling Report')* that was issued in October 2015.

AECOM have developed a 2015 Saturday Base model representative of a 13:00 – 14:00 peak hour, using VISSIM 5.40.13. The Base model was calibrated and validated to DMRB standards.

The 2015 VISSIM model was taken forward for the development of a Do-Nothing and Do-Something scenario. A 2021 scenario with 10% background growth and a 2031 scenario with 28% background growth have been assessed.

A number of minor scheme modifications (since the previous assessment work) have been updated the latest Do-Something model.

The comparative flow, travel time and network performance assessment demonstrate that the scheme provides a clear improvement when compared against the respective Do-Nothing scenario and that:

- The scheme provides a clear benefit in terms of journey time, flow and generic network performance most notably at the Iron Lane gyratory where the twin-roundabout scheme has unlocked congestion and improved north-south movements along the A4040 corridor.
- The access and egress to the retail park (Flaxley Parkway) operates efficiently within the Saturday Do-Something modelling under a 2021 scenario.
- Access to the retail park will be improved following the introduction of the scheme, given that the large platoon like queues that currently existing on the northern and southern approaches to the existing gyratory will be removed.
- However, as with the AM and PM modelling work, the benefits of the scheme are limited at the Cotterills Lane roundabout and Stechford Road / Stechford Lane junctions, especially under a 2031 scenario.

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- Further mitigation or model testing at the Stechford Road/Stechford Lane junction may be required by 2031, should growth be in the region of 27%, in order to maximise the effectiveness of the scheme.

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Appendix A – 2015 Saturday Matrix

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Step 6

Final Matrix All Vehicles

O-D Zones		1					4	2	6				5			3					
	Zone	1	2	3	4	5	8	12	61	62	63	64	71	72	73	10	91	92	111	112	Total
1	1	0	23	173	16	**0**	59	2	3	8	1	1	21	114	7	70	5	9	5	5	521
	2	4	0	251	23	**0**	85	2	5	12	2	1	31	166	10	101	7	13	7	7	727
	3	34	51	0	12	**0**	24	1	1	3	1	0	9	47	3	29	2	4	2	2	223
	4	140	210	12	0	**0**	30	1	2	4	1	0	11	58	4	35	2	5	2	2	519
	5	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4	8	59	89	25	37	**0**	0	0	6	15	2	1	20	104	7	48	3	6	3	3	429
2	12	2	3	1	1	**0**	0	0	0	0	0	0	0	0	0	2	0	0	0	0	10
6	61	7	11	3	5	**0**	3	0	2	11	0	0	0	0	0	1	0	0	0	0	44
	62	17	26	7	11	**0**	8	1	3	21	1	13	0	0	0	3	0	0	0	0	113
	63	3	4	1	2	**0**	1	0	0	9	2	2	0	0	0	1	0	0	0	0	25
	71	1	2	1	1	**0**	1	0	0	4	0	0	0	0	0	0	0	0	0	0	10
5	64	23	34	10	14	**0**	3	0	0	0	0	0	12	2	0	1	0	0	0	0	98
	72	120	181	52	76	**0**	16	1	0	0	0	0	0	1	0	3	0	0	0	0	450
	73	8	11	3	5	**0**	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28
3	10	37	55	16	23	**0**	135	1	2	4	1	0	1	7	0	0	0	0	0	0	283
	91	2	4	1	2	**0**	9	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	92	5	7	2	3	**0**	18	0	0	1	0	0	0	1	0	0	0	0	0	0	38
	111	2	4	1	2	**0**	9	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	112	2	4	1	2	**0**	9	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	Total	468	718	560	232	0	412	9	25	92	11	19	105	500	31	294	20	39	20	20	3575

Appendix B – Scheme Drawing

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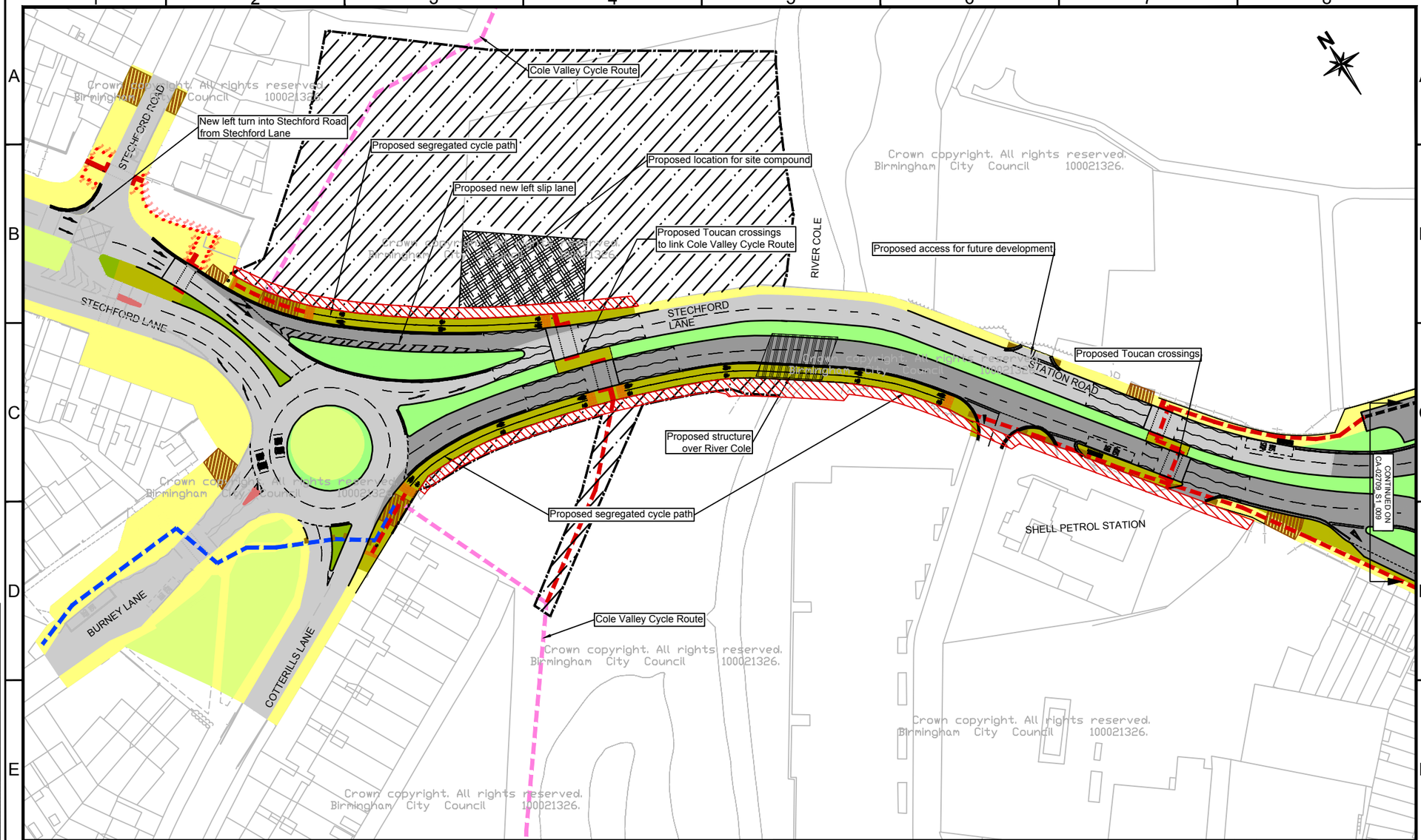
FILE PATH - \\Ukbhm2fp002\ukbhm2fp001-v1tp\TPPROJECT\Legacy URS Projects\00 Projects\2015\BCC_Iron Lane\4. WIP\2017_Saturday\TN\Appendices\B_Drawings\B_CA-02709_S1_008 RevK Scheme Plan Sheet 1 of 2 - Iron Lane.dwg



Key:

- Existing carriageway
- Existing footway
- Existing grassed area
- Existing hardstanding
- Existing vehicular access to be maintained
- Proposed kerb
- Proposed carriageway
- Proposed footway
- Proposed grassed/ landscaped area
- Proposed hardstanding
- Proposed tactile paving
- Proposed road markings
- Existing cycle route
- Proposed shared cycle / footway
- Proposed cycling on carriageway
- Area to be improved by landscaping
- Proposed bus shelter
- Proposed cycle route improvements to be delivered by BCR phase 1
- Proposed bollard
- Proposed location for site compound
- Working space

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SCHEME: IRON LANE - STECHFORD

DRAWING: SCHEME PLAN SHEET 1 OF 2

DATE	REV.	REVISIONS	DRN	PM
06/03/17	K	Addition of working space area	AC	BP
16/01/17	J	Corduroy paving modified	AC	BP
13/10/16	I	Vehicular access modified	EA	BP
11/08/16	H	New bollards	EA	BP
22/06/16	G	New notes added	EA	BP
08/04/16	F	New bollards	EA	BP
11/03/16	E	Kerbline changed on Stechford Road	EA	BP
25/01/16	D	Design change on Stechford Lane	EA	BP
18/12/15	C	Tactile paving added	EA	BP
16/11/15	B	Bus stop modified	EA	BP
10/11/15	A	New segregated cycle lanes	EA	BP

DRAWN	DESIGNER	PM	REVISION
AC 25/09/2015	AB 25/09/2015	BP 25/09/2015	K

DRAWING STATUS: GENERAL
SCALE: 1:1000
DWG. No: CA-02709_S1_008

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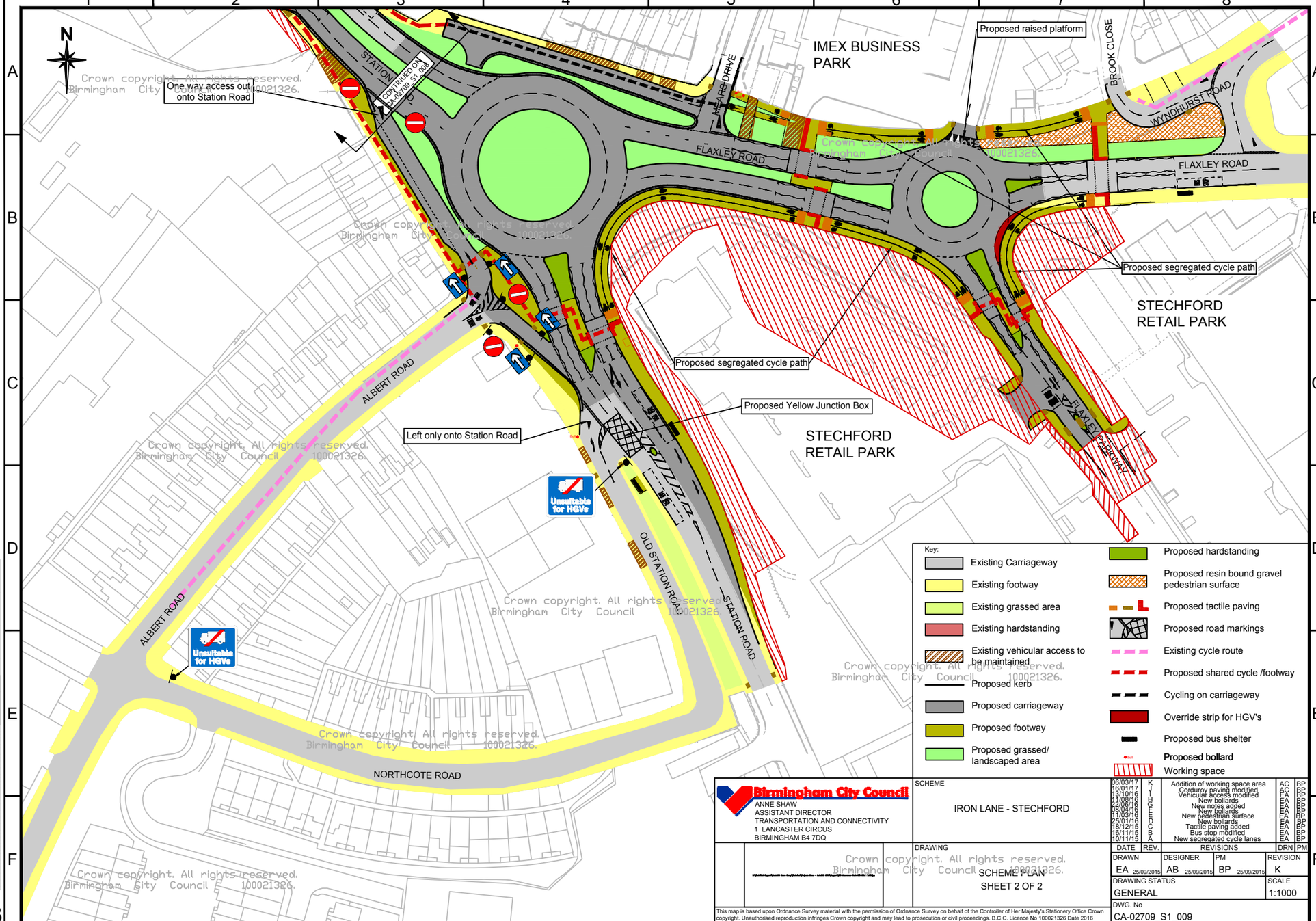
FILE PATH - \\Ukbhm2fp001-v1\p\TP\PROJECT\Legacy URS Projects\00 Projects\2015\BCC_Iron Lane\4. WIP\2017_Saturday\TN\Appendices\B_Drawings\CA-02709_S1_009 RevK Scheme Plan Sheet 2of 2 - Iron Lane.dwg



Key:

- Existing Carriageway
- Existing footway
- Existing grassed area
- Existing hardstanding
- Existing vehicular access to be maintained
- Proposed kerb
- Proposed carriageway
- Proposed footway
- Proposed grassed/ landscaped area
- Proposed hardstanding
- Proposed resin bound gravel pedestrian surface
- Proposed tactile paving
- Proposed road markings
- Existing cycle route
- Proposed shared cycle /footway
- Cycling on carriageway
- Override strip for HGV's
- Proposed bus shelter
- Proposed bollard
- Working space

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SCHEME: IRON LANE - STECHFORD

DRAWING: SCHEME PLAN SHEET 2 OF 2

DATE	REV.	REVISIONS	DRN	PM
06/03/17	K	Addition of working space area	AC	BP
16/01/17	J	Corduroy paving modified	AC	BP
13/10/16	I	Vehicular access modified	EA	BP
11/08/16	H	New bollards	EA	BP
24/06/16	G	New notes added	EA	BP
26/03/16	F	New bollards	EA	BP
11/03/16	E	New pedestrian surface	EA	BP
25/01/16	D	New bollards	EA	BP
18/12/15	C	Tactile paving added	EA	BP
16/11/15	B	Bus stop modified	EA	BP
10/11/15	A	New segregated cycle lanes	EA	BP

DRAWN	DESIGNER	PM	REVISION
EA 25/09/2015	AB 25/09/2015	BP 25/09/2015	K

DRAWING STATUS: GENERAL

SCALE: 1:1000

DWG. No: CA-02709_S1_009

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Appendix C – Modelled Turn Comparison

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VISSIM Node	VISSIM Link	VISSIM Link	Modelled Turning Movement				
			2015 Base	2021 DN	2031 DN	2021 DS	2031 DS
114	Stechford Lane SB	Stechford Lane SB	723	754	752	832	948
	Stechford Lane SB	Stechford Road	0	0	0	0	0
	Stechford Lane NB	Stechford Lane NB	656	653	661	722	697
	Stechford Lane NB	Stechford Road	429	427	444	455	441
	Stechford Road	Stechford Lane SB	476	429	412	586	603
	Stechford Road	Stechford Lane NB	0	0	0	0	0
		Junction Total	**2284**	**2263**	**2269**	**2594**	**2689**

VISSIM Node	VISSIM Link	VISSIM Link	Modelled Turning Movement				
			2015 Base	2021 DN	2031 DN	2021 DS	2031 DS
116	Stechford Lane	Station Road	714	706	694	864	944
	Stechford Lane	Cotterills Lane	35	36	35	42	46
	Stechford Lane	Burney Lane	402	398	391	461	506
	Stechford Lane	Stechford Lane	40	37	38	25	26
	Station Road	Cotterils Lane	175	184	189	213	212
	Station Road	Burney Lane	129	129	139	152	154
	Station Road	Stechford Lane	703	728	755	801	791
	Station Road	Station Road	0	0	0	33	27
	Cotterils Lane	Burney Lane	9	8	8	7	6
	Cotterils Lane	Stechford Lane	271	237	219	226	182
	Cotterils Lane	Station Road	118	106	96	102	87
	Cotterils Lane	Cotterils Lane	0	0	0	0	0
	Burney Lane	Stechford Lane	91	99	115	93	108
	Burney Lane	Station Road	137	150	166	155	172
	Burney Lane	Cotterils Lane	12	13	15	12	15
	Burney Lane	Burney Lane	0	0	0	0	0
		Junction Total	**2836**	**2829**	**2858**	**3186**	**3277**

VISSIM Node	VISSIM Link	VISSIM Link	Modelled Turning Movement				
			2015 Base	2021 DN	2031 DN	2021 DS	2031 DS
145	Station Road SB	Mears drive	5	5	5	-	-
	Station Road SB	Flexley Road	291	292	295	-	-
	Station Road SB	Flaxley Pkwy	179	179	176	-	-
	Station Road SB	Station Road South	449	447	452	-	-
	Station Road SB	Albert Road	30	28	27	-	-
	Station Road SB	Station Road NB	0	0	0	-	-
	Mears drive	Flexley Road	10	10	10	-	-
	Mears drive	Flaxley Pkwy	0	0	0	-	-
	Mears drive	Station Road South	0	0	0	-	-
	Mears drive	Albert Road	0	0	0	-	-
	Mears drive	Station Road NB	0	0	0	-	-
	Mears drive	Mears drive	0	0	0	-	-
	Flexley Road	Flaxley Pkwy	179	200	228	-	-
	Flexley Road	Station Road South	8	9	16	-	-
	Flexley Road	Albert Road	7	7	9	-	-
	Flexley Road	Station Road NB	182	204	232	-	-
	Flexley Road	Mears drive	1	1	1	-	-
	Flexley Road	Flexley Road	0	0	0	-	-
	Flaxley Pkwy	Station Road South	129	143	164	-	-
	Flaxley Pkwy	Albert Road	24	26	31	-	-
	Flaxley Pkwy	Station Road NB	210	231	263	-	-
	Flaxley Pkwy	Mears drive	0	0	0	-	-
	Flaxley Pkwy	Flexley Road	63	68	80	-	-
	Flaxley Pkwy	Flaxley Pkwy	0	0	0	-	-
	Station Road South	Albert Road	2	2	2	-	-
	Station Road South	Station Road NB	524	504	467	-	-
	Station Road South	Mears drive	1	1	1	-	-
	Station Road South	Flexley Road	4	4	4	-	-
	Station Road South	Flaxley Pkwy	19	17	17	-	-
	Station Road South	Station Road South	0	0	0	-	-
	Albert Road	Station Road NB	102	110	128	-	-
	Albert Road	Mears drive	1	2	1	-	-
	Albert Road	Flexley Road	4	6	8	-	-
	Albert Road	Flaxley Pkwy	13	16	18	-	-
	Albert Road	Station Road South	0	0	0	-	-
	Albert Road	Albert Road	0	0	0	-	-
		Junction Total	**2435**	**2511**	**2633**	**-**	**-**

VISSIM Node	VISSIM Link	VISSIM Link	Modelled Turning Movement				
			2015 Base	2021 DN	2031 DN	2021 DS	2031 DS
145	Station Road SB	Mears drive, Flaxley Road, Flaxley Parway	-	-	-	567	604
	Station Road SB	Station Road South	-	-	-	571	601
	Station Road SB	Station Road NB	-	-	-	36	35
	Station Road South	Station Road NB	-	-	-	719	749
	Station Road South	Station Road South	-	-	-	0	0
	Station Road South	Mears drive, Flaxley Road, Flaxley Parway	-	-	-	57	59
	Mears drive, Flaxley Road, Flaxley Parway	Station Road NB	-	-	-	474	458
	Mears drive, Flaxley Road, Flaxley Parway	Station Road South	-	-	-	198	179
	Mears drive, Flaxley Road, Flaxley Parway	Mears drive, Flaxley Road, Flaxley Parway	-	-	-	4	4
	Flaxley Parkway	Flaxley Parkway	-	-	-	0	0
	Flaxley Parkway	Station Road South, Station Road NB, Mears Drive	-	-	-	409	363
	Flaxley Parkway	Flaxley Road	-	-	-	69	63
	Flaxley Road	Flaxley Parkway	-	-	-	201	229
	Flaxley Road	Station Road South, Station Road NB, Mears Drive	-	-	-	220	246
	Flaxley Road	Flaxley Road	-	-	-	0	0
	Station Road South, Station Road SB, Mears Drive	Flaxley Parkway	-	-	-	248	261
	Station Road South, Station Road SB, Mears Drive	Station Road South, Station Road NB, Mears Drive	-	-	-	51	50
	Station Road South, Station Road SB, Mears Drive	Flaxley Road	-	-	-	350	379
	Mears Drive	Flaxley Road, Flaxley Parkway, Station Road South, Station Road NB	-	-	-	57	58
	Flaxley Road, Flaxley Parkway, Station Road South, Station Road NB	Mears Drive	-	-	-	36	34
	Station Road SB, Station Road South	Flaxley Parkway, Flaxley Road	-	-	-	592	632
		Junction Total	**0**	**0**	**0**	***2940***	***3040***

Note Total Include Entry and Exit Arms of Twin Roundabout Scheme only to avoid double counting