

# Technical Note 1



**Project:** Alston Dairy, Preston Road, Longridge

**Subject:** Response to Highways Consultation

**Date:** 21<sup>st</sup> May 2024

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1. This Technical Note has been prepared to provide additional information following receipt of the Lancashire County Council (LCC) Highways consultation response (dated 18/3/24) and a subsequent meeting (held on 8/4/24). The consultation response and meeting summary are included at **Annex 1 and 2** of this document respectively.

2. Each of the actions agreed during the meeting are dealt with in turn as follows:

### **Operational Statement**

3. LCC have requested an Operational Statement which sets out a description of each element of the proposed development and how it will work in terms of:

- Nature of use;
- Hours of Operation;
- Staffing Numbers, Shift Patterns and Travel Mode;
- Parking Requirements.

4. An Operational Statement which sets out the above information has been prepared and is included at **Annex 3**.

### **Trip Rates – Farm Shop/Cafe**

5. At the Highways meeting it was agreed that surveys would be undertaken at the nearby Little Town Dairy in order to inform the likely Farm Shop/ Café trip rates and parking demand. It was agreed that as the Little Town Dairy site included a garden centre in addition to a farm shop and café it would represent a robust indication of likely trip generation and parking demand for the Alston Dairy proposals.

6. Manual classified turning counts were undertaken on Saturday 20<sup>th</sup> April and Tuesday 23<sup>rd</sup> April between the hours of 12:00 and 15:00 on the Saturday and 08:00 to 10:00 and 14:00 to 16:00 on the Tuesday. The weekday afternoon survey times were changed from those originally planned as the farm shop closes at 4pm.

7. The full survey results are reproduced at **Annex 4** and are summarised in **Table 1** below.

	Arrivals	Departure	Total
Weekday Site Peak Hr (2pm – 3pm)	25	37	62
Weekday Network AM Peak Hr (8am – 9am)	18	5	23
Weekday Network PM Peak Hr (5pm – 6pm)*	-	-	-
<b>Saturday Peak Hr (1:45pm – 2:45pm)</b>			
	51	46	97
<b>Parking Demand</b>			
Max. Weekday Parking Demand		35	
Max. Saturday Parking Demand		46	

\*Site closes at 4pm

**Table 1: Little Town Dairy Survey Summary**

8. As noted in the survey results data, there are two car parks at the Little Town Dairy site (labelled Zone 1 and 2). Zone 1 is located in front of the farm shop, café and garden centre elements and can therefore reasonably be considered to relate to these uses. Zone 2 is located to the rear of the farm shop and café elements and is likely to be associated solely with the farming/agricultural uses on the site and accordingly it is considered reasonable to discount this parking area from the survey.
9. Notwithstanding this, given that the traffic counts were undertaken at the entrance to the site it is not possible to extract the farming uses from the arrivals and departures. Therefore, the vehicles movements noted above will also include the farming trips and therefore, by definition, will represent a robust assessment of the farm shop, café and garden centre trips.
10. In addition, as noted, the above figures also include the garden centre element at the Little Town Dairy site and accordingly the above figures represent a very robust, over-estimate of the trips likely to occur at the Alston Dairy site which includes just the farm shop and café elements.
11. In order to quantify this, an additional short duration survey was undertaken at the Little Town Dairy site on Wednesday 29<sup>th</sup> May 2024 between the 12:30 and 13:30 (i.e. when the café element is likely to be busiest. This survey recorded the destination of visitors arriving at the site. The results are set out in **Table 2** below.

Farm Shop/Cafe	Garden Centre	Farm	Garden Centre Deliveries
16 (50%)	10 (31%)	4 (13%)	2 (6%)

**Table 2: Little Town Dairy – Visitor Destination**

12. It is reasonable to assume that at the proposed site Farm Shop/Café trips will be 50% of those in **Table 1** above, plus say 3% to allow for 10% (say) of the Little Town Garden Centre trips which may also visit the farm shop/café. Clearly the observed 'Farm' trips would not occur at the proposed site, as no such activities are proposed, and these can therefore be discounted. Similarly, the delivery trips to the Garden Centre can also be discounted.
13. Accordingly, the revised trips and car park figures for the proposed Farm Shop and Café elements are shown in **Table 3** below. In order to provide a robust assessment the peak 2pm-3pm of Little Town Dairy Farm Shop/Café have been used as a proxy for the forecast 5pm -6pm period trips.

	Arrivals	Departure	Total
Weekday Site Peak Hr (2pm – 3pm)	13	20	33
Weekday Network AM Peak Hr (8am – 9am)	10	3	13
Weekday Network PM Peak Hr (5pm – 6pm)*	13	20	33
Saturday Peak Hr (1:45pm – 2:45pm)	27	24	51
<b>Parking Demand</b>			
Max. Weekday Parking Demand	19		
Max. Saturday Parking Demand	24		

\*Assumes that the 2pm – 3pm peak period is replicated in the 5pm – 6pm period

**Table 3: Forecast Proposed Farm Shop/Café Trip Generation and Car Parking Demand**

### Trip Rates – Dairy Extension

14. Current operations at the dairy take place Monday to Friday only, between the hours of 6am and 5pm, with staff shifts as follows:
- 32 Production Staff – start 6am and finish 2:30pm
  - 4 Admin Staff - start 7am and finish 3pm
  - 3 Admin Staff - start 8am and finish 5pm
15. Accordingly, manual classified turning counts were undertaken at the Alston Dairy entrance onto the B6243 Preston Road on Wednesday 24<sup>th</sup> April 2024 for the periods: 5:30am to 9:30am and 2pm to 6pm. In addition, car park occupancy surveys were also undertaken. The survey results are included at **Annex 5** and summarised in **Table 4** below.

	Arrivals	Departure	Total
Weekday Site AM Peak Hr (6:45am – 7:45am)	12	4	16
Weekday Junction AM Peak Hr (7:45am – 8:45am)	4	4	8
Weekday Site PM Peak Hr (2:15pm – 3:15pm)	14	24	38
Weekday Junction PM Peak Hr (4:30pm – 5:30pm)	9	11	20
<b>Parking Demand</b>			
Max. AM Parking Demand	23		
Max. PM Parking Demand	20		

**Table 4: Alston Dairy Survey Summary**

16. The Operational Statement includes further information regarding staff numbers, shift patterns and mode of travel as summarised in **Table 5** below:

Work Area	Shift Start/Finish	Staff Nos.	Travel Mode	
			Car	Lift/Bus/Walk
Production Areas	6am to 2:30pm	32	16 (50%)	16 (50%)
Admin	7am to 3pm	4	4 (100%)	0
Admin	8am to 5pm	3	3 (100%)	0

**Table 5: Alston Dairy – Existing Staff Numbers, Shift Patterns and Travel Mode**

17. The Survey and Operational Statement data are consistent in that both confirm that between 5:30am and 8am there are 23 arrivals at the site and that maximum parking demand is for 23 spaces.

18. In order to predict potential increases in trips associated with the Dairy extension, reference is again made to the Operational Statement. **Table 6** summarises the anticipated increase in employees and associated travel mode.

Work Area	Shift Start/Finish	Staff Nos.	Travel Mode	
			Car	Lift/Bus/Walk
Production Areas	6am to 2:30pm	28	14 (50%)	14 (50%)
Admin	7am to 3pm	2	2 (100%)	0
Admin	8am to 5pm	-	-	-

**Table 6: Dairy Extension– Increase in Staff Numbers, Shift Patterns and Travel Mode**

19. As can be seen, there is forecast to be an increase in employee trips to the site of 16 vehicles per day. This represents an increase of 70% when compared to the current 23 trips. Accordingly, the observed vehicular movements at the site entrance (and parking demand) at **Table 2** above have been factored by 70% to quantify the forecast increase associated with the proposed dairy extension. The results are set out in **Table 7** below.

	Arrivals	Departure	Total
Weekday Site AM Peak Hr (6:45am – 7:45am)	8	3	11
Weekday Junction AM Peak Hr (7:45am – 8:45am)	3	3	6
Weekday Site PM Peak Hr (2:15pm – 3:15pm)	10	17	27
Weekday Junction PM Peak Hr (4:30pm – 5:30pm)	6	8	14
	<b>Parking Demand</b>		
Max. AM Parking Demand		16	
Max. PM Parking Demand		14	

**Table 7: Dairy Extension – Increase in Vehicular Trips**

20. For completeness, **Table 8** below sets out the total trips and parking demand associated with the extension of the existing dairy (i.e. **Table 4 + Table 7**).

	Arrivals	Departure	Total
Weekday Site AM Peak Hr (6:45am – 7:45am)	20	7	27
Weekday Junction AM Peak Hr (7:45am – 8:45am)	7	7	14
Weekday Site PM Peak Hr (2:15pm – 3:15pm)	24	41	65
Weekday Junction PM Peak Hr (4:30pm – 5:30pm)	15	19	34
	<b>Parking Demand</b>		
Max. AM Parking Demand		39	
Max. PM Parking Demand		34	

**Table 8: Alston Dairy with Extension – Total Trips and Parking Demand**

#### **Trip Rates – Storage Building**

21. As noted in the Operational Statement, this building will be used for the storage of mowers and other maintenance equipment used at the site as well as logs arising from other James Hall sites. The largest vehicle expected to need to access this building would be a 3.5t panel van on a very occasional ad-hoc basis.
22. In addition, following discussion at the meeting, the proposed Site Layout Plan has been amended to include an access for the building from within the main site rather than a separate access onto Pinfold Lane.

23. Accordingly, it is considered that this element will not generate significant levels of trips and can therefore be discounted.

### **Off-site Highway Works**

A series of off-site highway works were requested within the LCC initial consultation response. These are covered in turn as follows.

#### Site Access Improvements

24. LCC have requested an improvement to the existing right turn to provide a minimum width of 3.5m with minimum running lane width of 3.2m together with a splitter island to protect right turners. 'Drawing No T4213-H-01 – Proposed Ghost Island Junction' as been prepared (**Annex 6**) which illustrates these improvements, and the Applicant has confirmed that he is willing to amend the proposals to include these.
25. LCC also requested that this splitter island be dual use and also provide a pedestrian refuge and crossing point however, this it is considered preferable in safety terms to have a single pedestrian refuge/crossing point located to the south of the right turn lane at the pedestrian entrance to the site (see below) and this is also illustrated on the above plan.

#### Preston Road Western Footway

26. Whilst it is not possible to widen the footway running along the western side of Preston Road due to third party land ownership, it would be possible to cut back the hedgerow and vegetation along this side of the road which has overgrown the existing footway as part of the off-site highway works. This will increase the available width of footway along this side of the road. A note has been added to the above plan to cover this.

#### Pedestrian Refuge/Crossing Point – south of the site

27. LCC have requested that the carriageway is widened locally to provide 3.9m running lanes to either side of the kerbed island. The Applicant has confirmed that this will be provided and the 'Drawing No T4213-H-01 – Proposed Ghost Island Junction' has been updated to illustrate this.

#### Bus Stop Relocation and Improvement and Connecting Footway

28. LCC have requested that the closest bus stops located adjacent to and opposite the Public House (the White Bull Inn) are relocated further northwards to a pointy adjacent to and opposite the dwelling named Rose Villa. In addition, each new bus stop should have as a minimum a flag and pole and bus boarder kerbing together with a new 2m wide footway along the eastern side of Preston Road to link the site to the bus stops for pedestrians.
29. The Applicant has confirmed that these will be included and the 'Drawing No T4213-H-01 – Proposed Ghost Island Junction' has been updated accordingly.

### Visibility Sightlines

30. In order to establish speeds along Preston Road a 7day Automatic Traffic Counter was installed between the dates 19<sup>th</sup> April and 25<sup>th</sup> April 2024 at a location just to the south of the existing site access. The full results of the survey are included at **Annex 7**.
31. The observed 85<sup>th</sup> percentile speeds are as follows:
- Northbound – 37.2mph
  - Southbound – 39.1mph
32. This is slightly above the 30mph speed limit currently in force. Therefore, adopting MfS sightline formulae the appropriate sightlines are:
- To the South – 2.4m x 56m
  - To the North – 2.4m x 61m
33. The above sightlines are illustrated on 'Drawing No T4213-H-01 – Proposed Ghost Island Junction' and have been added to the Proposed Site Layout Plan.

### Junction Capacity Assessment

34. Given the relatively low levels of trip generation associated with both the existing dairy and the proposed development combined (i.e. 27 veh/hr AM peak and 67 veh/hr PM peak during the traditional network peak periods) and with reference to the Figure 2.3.1 of CDS 123 of DMRB, the proposed 'ghost island' improved junction layout would provide significantly more capacity than would be required. It is therefore considered that here should be no requirement for PICADY capacity modelling of the proposed site access.

### **Internal Layout**

35. As discussed at the meeting, the possibility of staggering the internal farm shop and dairy staff car park entrances has been investigated and this is now shown on the proposed Site Layout Plan.
36. It was also agreed that the internal footway along the SW side of the farm shop building would be extended to the service area with a pedestrian route then marked to the disabled spaces adjacent to the factory entrance. This has been incorporated into the proposed Site Layout Plan (**Annex 8**)

### **Car Parking Provision**

37. As noted above, the farm shop is predicted to have peak car parking demand of 24 spaces. This is commensurate with the proposals which include 26 spaces plus 2 EV charging spaces plus 2 motorcycle spaces. Notwithstanding this, should there ever be occasions during exceptionally busy weekend periods when the above demand is exceeded, then the Dairy car park will be available as overspill parking if required.
38. With respect to the Dairy Extension, it has been demonstrated that likely parking demand for both the existing and extended dairy will be up to 39 spaces. This is less than the 46 spaces proposed (42 standard + 2 EV + 4 Disabled).

39. Therefore, it is considered that the proposed car parking provision is appropriate for the proposed development.

**Bin Collection**

40. This will undertaken from within the rear yard area of the Farm Shop. A note has been added to the Proposed Site Layout Plan and the Waste Management Statement has been updated to reflect this.

**Conclusion**

41. The information presented above demonstrates that the issues raised by LCC in the Highways Consultation Response have been addressed and consequently it is hoped that LCC as Local Highway Authority can now support the proposals within the current planning application.

## Annex 1 – Highways Consultation Response

Ribble Valley Borough Council  
Housing & Development Control

Phone: 0300 123 6780  
Email: [developeras@lancashire.gov.uk](mailto:developeras@lancashire.gov.uk)

Your ref: 3/2024/0020  
Our ref: D3.2024.0020  
Date: 18<sup>th</sup> March 2024

FAO Stephen Kilmartin

Dear Sir/Madam

Application no: **3/2024/0020**

Address: **Alston Dairy Alston Lane Longridge PR3 3BL**

Proposal: **Erection of proposed Class E retail unit for sale of some local farm produce, including mezzanine café and terrace area with car parking and service yard; extension to the dairy warehouse; new staff parking; storage building with associated access. Landscaping across the whole site and associated works.**

The Local Highway Authority have viewed the plans and highway related documents and have the following comments to make:

### **Summary**

#### **Further Information**

Lancashire County Council acting as the Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

### **Advice to Local Planning Authority**

#### **Introduction**

The Local Highway Authority (LHA) have been consulted on an application for the erection of a proposed Class E retail unit for sale of some local farm produce, including mezzanine café and terrace area with car parking and service yard; extension to the dairy warehouse; new staff parking; and a storage building with associated access at Alston Dairy, Alston Lane, Longridge.



The LHA are aware of the most recent planning history associated with the site and the applications are listed below:

3/2022/0800- Removal of condition 7 (origin of the milk to be processed) from planning permission 3/1993/0009P to allow milk from other farms to be imported for business use. Permitted 20/09/2022.

3/2017/0500- Proposed extension and relocated parking (parking started under planning permission 3/2016/0994). Permitted 19/07/2017.

3/2016/0994- Proposed extension to existing dairy to provide new chill store and extension to loading ramp, new car park for 16 vehicles. Permitted 19/12/2016.

### **Site Access**

Due to the site utilising two accesses following the proposal, this section has been split into two sub-sections.

The first reviews the existing access located off Preston Road, which is a B classified road subject to a 30mph speed limit. The access will serve the proposed farm shop and café along with the extension to the dairy building and the individual customer and staff car parks.

The second sub-section will review the proposed access which will serve the proposed storage building. This new access is located off Pinfold Lane, which is an unadopted access track. The access track serves Bridleway BW0302119 along with numerous dwellings and farms.

### **Preston Road access**

The LHA have reviewed HWL drawing number PL-05 Rev R4 titled "Proposed Site Plan" and note that the proposal will utilise the existing access to serve the proposed farm shop and cafe along with the extension to the dairy warehouse. However, as presented within the Transport Statement, the site is expected to generate 92 two-way movements during the AM (0800-0900) and 84 two-way movements during the PM peak (1700-1800). As well as 84 two-way movements during the Saturday peak (1200-1300). While the LHA require further information regarding where this trip data has been generated from, with the Transport Consultant stating that the trip rates have been derived from "experience of working on other sites for the Applicant." As presented, given the expected trips the site will generate during peak hours, the LHA require further carriageway widening along Preston Road to incorporate a full right turn lane into the site.

The LHA require the right turn lane on Preston Road to be a minimum of 3.5m wide, while both running lanes need to be a minimum of 3.25m wide. The widening of Preston Road can be achieved by setting back the site access further into the site to allow for this localised carriageway widening. The LHA will also require a splitter island to be provided above the right turn lane to protect right turners from any overtaking vehicles. The splitter island will have a dual use, with it being used as a pedestrian refuge connecting the existing footway along the western side of Preston Road to the site.



Given that the footway along the western side of Preston Road will connect the residential developments to the north to the proposed farm shop and cafe, the LHA will request that all the vegetation along the footway is scaled back with this all being highway verge. Following the scaling back of this vegetation, should there be scope to widen the footway further, the LHA will request that this occurs with the footway being less than 2m wide.

To connect the pedestrian refuge which will act as a splitter island to the site, the LHA require the site access to provide a 2m wide footway to the north. The footway should connect to the proposed pedestrian refuge and be provided up to the farm shop and the staff car parking area. The LHA require an internal footway to be provided to ensure that there is a segregated pedestrian link to and from the site with the site generating a significant number of trips from vehicles of all sizes.

To the south of the site, as shown on HWL drawing number PL-05 Rev R4, a pedestrian refuge along Preston Road which will connect the site via an internal pedestrian link to the existing footway along the western side of Preston Road has been proposed. However, some further localised carriageway widening will be required to ensure that each running lane is a minimum of 3.9m wide. This again can be achieved by setting everything back further into the site.

The LHA will also request that the closest bus stops located adjacent to and opposite the Public House, the White Bull Inn are relocated further northwards due to there being localised constraints associated with the bus stops. The LHA will request that these bus stops are relocated adjacent to and opposite the dwelling named "Rose Villa." Each new bus stop should have as a minimum a flag and pole and bus boarder kerbing.

Furthermore, there should be a highway improvement scheme submitted which then connects each bus stop to the site. The LHA require any internal pedestrian link from the site to Preston Road to be a minimum of 2m wide.

Given the alterations to the access, following the requested improvements along Preston Road, the LHA will require a revised swept path drawing to be provided showing articulated vehicles entering and exiting the site in both directions. The LHA also require, following the intensification of use of the site access, a traffic survey to be provided. The LHA require the survey to then be used to provide the 85<sup>th</sup> percentile speeds in both directions which will then be used when setting the required visibility splays. These visibility splays will then need to be shown on a revised site access plan.

### **Pinfold Lane access**

The LHA have reviewed HWL drawing number PL-05 Rev R4 titled "Proposed Site Plan" and note that a new access is proposed off Pinfold Lane. This access will serve a storage building.

Currently, as presented, the LHA are unable to comment on the suitability of the site access. This is because the LHA require further information regarding the expected size of servicing vehicles that will utilise the access. The Transport Consultant within the Transport Statement did state that the storage building will be used to store logs and machinery associated with the farm.



Despite this, the Agent as shown on HWL drawing number PL-06 Rev R4 titled "Proposed Site Plan Tracking" has only tracked a 3.5 tonne panel van which is 5.339m long when entering and exiting the site. The LHA, given the use of the building to store large equipment, expect a larger vehicle to service the site. Therefore, further information is required.

The LHA do have concerns associated with the location of the site access should larger vehicles, such as an articulated vehicle services the site which is expected given the proposed B8 use. This is because the site access is only approximately 18.2m away from the junction between Pinfold Lane/ Preston Road. Therefore, should vehicles such as an articulated vehicle which is 16.5 long service the site, this could impact upon the operation of Preston Road as well as the safe operation of the junction with large vehicles having to turn immediately into the site.

The LHA also question the suitability of a storage building in this location, with it being a significant distance away from the farm and Pinfold Lane being a Public Right of Way with it serving Bridleway BW0302119. Therefore, the LHA are concerned following the intensification of use of Pinfold Lane, that potential conflicts may occur between vulnerable road users including pedestrians and equestrians using the Bridleway and large vehicles, should the site be used regularly as expected.

Following further information, the site access may need to be amended to allow the largest servicing vehicle to enter and exit the site and the gate will also need to be setback, as a minimum, to the length of the largest vehicle. This is to prevent vehicles from waiting on the unadopted track which is a short distance away from the adopted highway and junction.

The LHA also advise that the tree to the east of the access may need to be felled with it being located within the accesses visibility splays and the LHA require a visibility splay drawing to be provided at the junction between Preston Road/Pinfold Lane. The LHA require visibility splays of 2.4m x 43m to be provided in both directions.

### **Trip Rates**

As already mentioned, the Transport Consultant within the Transport Statement has stated that the site is expected to generate 92 two-way movements during the AM (0800-0900), 84 two-way movements during the PM (1700-1800) and 84 two-way movements during the Saturday peak (1200-1300). The Transport Consultant has gathered this data from "experience of working on other sites for the Applicant." However, the Transport Consultant has not provided the evidence from where this data is from. Therefore, the LHA require further information regarding where these trips rates are derived from.

The LHA advise the Transport Consultant that should the site where these trips rates are derived from not compare to the proposed use, the LHA will suggest that a traffic survey is conducted at a farm shop which has a café. This is so the LHA can get an understanding on the expected number of trips the site will generate.

Usually, the LHA would advise that TRICs should be used for predicting the expected trips generated to and from the site. But there is no category for a farm shop or category which



relates to this use on the traffic survey website. Therefore, a traffic survey at a similar existing site maybe required.

### **Junction Capacity Assessment**

The LHA will request that a PICADY assessment for the site access/ Preston Road is provided. To provide the baseline data for the junction capacity assessment, a 7-day traffic survey is required within the vicinity of the site.

### **Internal Layout**

The LHA have reviewed HWL drawing number PL-05 Rev R4 titled "Proposed Site Plan" and require further amendments and further information to be submitted before the internal layout which will serve the farm shop and dairy extension is at an acceptable standard. This is because of the following items, which will be discussed below.

### **Internal Carriageway**

The LHA have reviewed HWL drawing number PL-05 Rev R4 and are aware that the internal carriageway will be widened from 4.1m wide to 5.75m wide. Before the LHA can comment on the suitability of the internal carriageway as it serves the farm shop and staff car parking area, the LHA require further information regarding the frequency of deliveries to the farm shop and the dairy extension. Further information is also required regarding the expected size of delivery vehicles and the frequency of servicing vehicles to the existing site.

Following the submission of an Operation Statement as detailed above, the LHA will then be in a better position to assess the proposed turning and servicing areas for the farm shop and dairy extension.

The LHA have further reviewed the drawing and are aware that the internal junction serving the farm shop car park and the staff car park/ dairy extension are directly opposite each other. Given the expected flows at both internal junctions, the LHA require one of the internal junctions to be slightly offset from the other to prevent any internal conflicts should vehicles be using the two junctions simultaneously.

The LHA also require the internal layout to provide a 2m wide footway which connects the proposed farm shop and the staff car parking area to the site access. The LHA require a segregated internal pedestrian route to be provided due to the expected traffic the site will generate, the type of vehicles which will service the site and to support sustainable transport measures. Provision for uncontrolled internal pedestrian crossings need to be considered and each internal pedestrian link should be a minimum of 2m wide.

### **Parking for the Farm shop and Café**

The LHA have reviewed HWL drawing number PL-05 Rev R4 and are aware that the parking area for the proposed farm shop and café will provide 28 car parking spaces which includes 4 accessible parking bays and 2 electric vehicle charging points, as well as 2 motorcycle spaces.



For the proposed farm shop and café to comply with the LHAs parking guidance as defined within the Joint Lancashire Structure Plan, the LHA require the site to provide a minimum of 81 car parking spaces, given the internal floor area of each proposed use. This is a shortfall of 55 car parking spaces.

Before the LHA can accept any considerable shortfall in parking at the site, the LHA require a parking survey to be conducted at an existing farm shop which has a café in a similar location. The LHA require a parking survey for a similar enterprise to gain an understanding regarding the expected parking demand at the proposed site. A parking survey of a similar land use is needed given that there are no traffic surveys for a farm shop on TRICS. Details regarding the maximum number of staff members on site at any one time and their expected shift patterns should also be submitted.

### **Staff Parking**

For the dairy extension, the site is proposing to provide 42 car parking spaces to serve the members of staff employed at the site. For the extension to comply with the LHAs parking guidance, given the internal floor area, the LHA would require the site to provide 52 spaces which includes 5 electric vehicle charging points, 5 accessible spaces and 2 motorcycle spaces should it be classed as a B2 use. As a result, the proposed dairy extension has a shortfall of 10 spaces.

However, the site is expected to have a bigger shortfall in parking, with the staff car parking area being used for the whole dairy production facility, including the existing buildings. Therefore, to gain an understanding of the existing internal floor area at the site, the LHA require the floor area of the existing production buildings to be provided in an Operation Statement.

In the Operation Statement, the LHA also require the following details to be submitted which will help shape the required number of parking spaces at the site. These details include:

- Existing and proposed number of employees at the site.
- The maximum number of staff members on site at any one time following the proposal.
- How do existing employees travel to work and from where.

### **Drainage Strategy**

The LHA have reviewed Pluvian drawing number PN0107-XX-XX-DR-Y-0001 Rev P03 titled "Drainage Layout" and note that the sites surface water will connect to the culverted watercourse located in the adjacent field to the north of the site.

The LHA require the Applicant to gain separate consent from the Lead Local Flood Authority before connecting to the culverted watercourse. The LHA advise that discussions should be had now to investigate whether a connection to the watercourse will be acceptable.



## **Refuse Collection**

The LHA have reviewed the proposed Waste Management Plan and require further details regarding where refuse will be collected from for the proposed farm shop and café. This is because, as stated on the plan, the Agent has stated that on collection days bins will be transported to their dedicated collection point on site and returned upon collection. However, there are no details regarding where this will be. Therefore, the LHA require further information regarding the proposed bin collection point for the farm shop and café.

The LHA advise that waste for the farm shop and café is collected from the proposed servicing and turning area for the farm shop.

## **Sustainable Transport**

The site is located approximately 275m to the south of the closest northbound and southbound bus stops. These bus stops are located adjacent to and opposite, the Public House named the "White Bull Inn" and serve regular services to Longridge and Preston City Centre.

However, there are localised constraints associated with the location of these bus stops which prevent any improvements to be made. Therefore, the LHA require these bus stops to be relocated adjacent to and opposite the dwelling named "Rose Villa," were as a minimum bus border kerbing should be provided. The LHA will request that the relocation of these bus stops and any highway improvements which improve pedestrian connectivity to and from the site are secured under a Section 278 agreement.

## **Conclusion**

The LHA require further information before the LHA can fully assess the application. The LHA require the following:

- Improved off-site highway improvement scheme to the north and to the south of the access which will serve the proposed farm shop, café and dairy production facility.
- Further details regarding the size of servicing vehicles that will serve the storage building.
- Visibility splays at the junction between Pinfold Lane/ Preston Road and access serving the proposed farm shop.
- Evidence regarding the submitted trip rate data.
- Traffic survey and a PICADY assessment of the site access/Preston Road.
- Operation Statement regarding the proposed and existing use at the site.
- Internal carriageway improvements including provision of a 2m wide footway connecting the site access to the staff car parking area and farm shop and café.
- A parking survey to be conducted at an existing farm shop which has a café in a similar location to assess parking demand.
- Further details regarding refuse collection for the farm shop and café.

Yours faithfully

Ryan Derbyshire



Assistant Engineer  
Highway Development Control  
Highways and Transport  
Lancashire County Council



**Annex 2 – Highways Meeting Summary 8/4/24**

**From:** Derbyshire, Ryan <Ryan.Derbyshire@lancashire.gov.uk>  
**Sent:** Wednesday, April 10, 2024 4:59 PM  
**To:** David Wallbank <dave.wallbank@psadesign.co.uk>  
**Subject:** RE: 24-04-09 dw to rd Alston Dairy, Preston Road, Longridge

Good Afternoon Dave

That's no problem and thanks for an overview of what was discussed.

If there are any issues associated with conducting a traffic survey at Little Town Dairy please let me know.

Thanks and kind regards

Ryan Derbyshire BSc (Hons) MSc MCIHT  
Assistant Engineer  
Highway Development Control  
Highways and Transport  
Lancashire County Council

**From:** David Wallbank <[dave.wallbank@psadesign.co.uk](mailto:dave.wallbank@psadesign.co.uk)>  
**Sent:** Tuesday, April 9, 2024 2:49 PM  
**To:** Derbyshire, Ryan <[Ryan.Derbyshire@lancashire.gov.uk](mailto:Ryan.Derbyshire@lancashire.gov.uk)>  
**Subject:** 24-04-09 dw to rd Alston Dairy, Preston Road, Longridge

Good afternoon Ryan,

Many thanks for your time yesterday, it was really useful to chat through the proposals, your initial comments and the next steps going forward.

We initially discussed, in outline, the nature of the proposals, as follows:

- Farm shop and café – this will be to sell dairy produce as well as other locally sourced farm produce. There will also be available for sale relevant SPAR lines. It is envisaged that the café will be ancillary to the farm shop rather than as a destination on its own;
- Extension of the existing dairy facility in order to cater for both existing and anticipated demand but also to provide additional storage facilities for produce and some raw materials – i.e. the additional space is required for operational as well as capacity reasons;
- A storage building – this building will be used for the storage of mowers and other maintenance equipment used at the site as well as logs used across the wider business. The largest vehicle expected to need to access this building would be a 3.5t panel van.

Full details of the above proposed uses will be provided in the Operational Statement that has been requested.

The following issues raised in the initial consultation response were then discussed as follows:

#### Trip Rates

Farm Shop/Café - We discussed that the nature of the proposed farm shop would be very different from a typical convenience store. Particularly the floor area (which would be required

for preparation areas as well as retail) would be much greater than a typical convenience store. As there is no category in the TRICS trip database specifically for Farm Shop you suggested that the nearby Little Town Dairy (located just to the north of Longridge) be taken as an example of the quantum of trip generation and parking requirements if trip surveys could be undertaken there. There is also a café element at the site. It is noted that as the site also includes a garden centre it would represent a robust assessment of likely trip generation. Although it was accepted that it may not be possible to undertake surveys at this 3<sup>rd</sup> party business. As a fallback we may need to revert to TRICS farm diversification survey data.

We agreed that if feasible, the following survey periods would be satisfactory:

- Weekday 8am to 10am and 4pm to 6pm
- Saturday 12pm to 3pm

Dairy Extension – the current dairy operations are Monday to Friday 4am to 6pm – therefore it is proposed to undertake manual classified surveys on a weekday 5:30am to 9:30am and 2pm to 6pm with the car park occupancy recorded at the start and end of each survey period. In addition, we would obtain current staff numbers, usual mode of travel of staff and staff postcodes so that trip distribution can be determined. This will enable existing dairy trips to be factored up to reflect an increase in employees at the site together with any increased parking demand.

Storage Building – it is envisaged that there will not be significant levels of trip generation associated with this building however, full details will be included within the Operational Statement that has been requested.

#### Off-site Highway Works

Site Access Improvements - With regards the form of the required access junction and associated islands, it was agreed that this would be reviewed in light of the trip rate derivation above. It is noted that the recent Storey Homes site to the south has maintained the existing running lanes and narrow right turn pocket into the site.

Western Footway along Preston - we discussed that widening of this footway would not be feasible (due to 3<sup>rd</sup> party ownership) however, it was agreed that it would be reasonable to trim back hedgerow and vegetation along this side of the road as part of any off-site highway works.

Island and ped refuge north of access – the provision of this would be reviewed in light of the trip generation data above. However, the PSA view is that that this shouldn't be a pedestrian refuge on safety/operational grounds as it would then necessitate pedestrians having to cross the existing wide access or mix with dairy traffic along the access road. It is considered safer for pedestrians to remain on the existing western footway along Preston Rd until the pedestrian crossing point/refuge leading directly to the store entrance.

Bus stop improvements – it was confirmed that the Applicant would be willing to consider these and the footway along the Preston Road verge to the store entrance.

Visibility Sightlines – a 7 day speed/volume ATC survey would be undertaken in the vicinity of the site access from which appropriate sightline provision will be derived and added to the proposed site plan.

#### Junction Capacity Assessment

The need or otherwise for PICADY modelling of the site access is to be reviewed when the trip generation exercise has been complete.

#### Internal Layout

We will look at your request for the farm shop car park and staff car park access junction stagger to be increased slightly.

We agreed that the internal footway along the SW side of the farm shop building would be extended to the service area with a pedestrian route then marked to the disabled spaces adjacent to the factory entrance. There is also a segregated footway from the staff car park to the dairy entrance.

#### Car Parking Provision

This would be reviewed in light of the surveys set out above for both the shop and the dairy.

#### Bin Collection

This will be undertaken from the bin store located in the service area to the rear of the shop – the Waste Management Statement will be updated accordingly.

I trust that the above accords with your recollection of our discussion but should I have missed anything please come back to me.

(Good luck for the 17<sup>th</sup>)

Kind Regards,

**Dave Wallbank**

Director



[www.psadesign.co.uk](http://www.psadesign.co.uk) (01772) 786066

PSA Design Ltd, The Old Bank House,  
6 Berry Lane, Longridge, Preston, PR3 3JA

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## Annex 3 – Operational Statement

**E D E N**

**Alston Dairy**

**Operations Statement**



## Contents

- 01** Introduction
- 02** Operations Statement
- 03** Conclusion



# 01 Introduction



# Introduction

This Operations Statement has been prepared on behalf of the Applicant (James Hall & Co. Ltd) and informs a pending planning application at the Alston Dairy site. The planning application (LPA Ref: 3/2024/0020) proposes:

*'Erection of proposed Class E retail unit for sale of some local farm produce, including mezzanine café and terrace area with car parking and service yard; extension to the dairy warehouse; new staff parking; storage building with associated access. Landscaping across the whole site and associated works.'*

This Operations Statement supplements the comprehensive document package which informs the planning application. It has been prepared to specifically respond to the Highways Authority request for additional information about the existing and proposed activities on the site.

Lancashire County Council ['LCC'] is the local Highways Authority. LCC responded to the planning application on 18 March 2024. The Applicant's appointed highways consultant has since proactively engaged with LCC on matters raised.

The LCC consultation response requests an Operations Statement informs the planning application and confirms details including the following:

- The floor area of the existing production buildings.
- Existing and proposed number of employees at the site.
- The maximum number of staff members on site at any one time following the proposal.
- How do existing employees travel to work and from where.

Section 2 of this report provides the Operations Statement.

# 02 Operations Statement



# Operations Statement

This Section of the Operations Statement responds to specific requests from LCC, and in sub-sections which relate to the following:

- The proposed development including proposed uses.
- Existing and proposed floorspace.
- Staff working and travel patterns.
- Operating and delivery timings.

## The Proposed Development

There are three key components of the proposed development for which planning permission is sought, these and their land use are as follows:

1. Farm Shop (Use Class E(a) with ancillary E(b))
2. Dairy Extension (Use Class B2)
3. Storage Building (Use Class B8)

Although in Use Class B8 the proposed storage building will only be used for the storage of equipment used at the wider site e.g. mowers, heras fencing and logs. The heras fencing is used sporadically across the James Hall & Co portfolio of sites when maintenance work is being carried out. The logs stored will be those that have been sourced from the wider site portfolio during maintenance work and would not be for onward sale.

## Floor Area

The proposed development includes a farm shop, storage building and extension to the established Alston Dairy business. The existing and proposed floorspace are set out in Table 1 below.

	Existing (sq. m) (GIA)	Proposed (sq. m) (GIA)
Dairy (Use Class B2(?))	2,076	4,398
Farm Shop (Use Class E(a) with ancillary E(b))	–	724 (shop sales area 380sq.m and café 140sq.m)
Storage Building (Use Class B8)	–	465
Total	2,075.6	5,587

*Table 1: Existing and Proposed Floorspace*

## Employees

### Staff Numbers

LCC requested additional information relating to current employees. If approved, the proposed development will generate full- and part-time employment positions across the existing dairy and within the farm shop. Table 2 below confirms the existing and proposed job positions across the Alston Dairy site.

Table 2 below confirms the existing and proposed job positions across the Alston Dairy site.

	Existing Full Time	Existing Part Time	Proposed Full Time	Proposed Part Time
Dairy	35	4	65	4
Farm Shop			20	20
Storage Building	-	-	-	-
Total	35	4	85	24

*Table 2: Existing and Proposed Job Positions*

Post development the maximum number of staff on site at any one time is predicted to be:

- Dairy: 69
- Farm Shop: 10

### Shift Patterns

At present there are three shift patterns that operate at the Dairy:

- 32No. Production staff: start at 6am and finish at 2:30pm
- 4No. Admin staff: start at 7am and finish at 3pm
- 3No. Admin staff: start at 8am and finish at 5pm

No staff are present after 5pm Monday to Friday or at the weekend. Following the extension to the dairy the above shift patterns will not alter but the numbers of staff working each shift will become as follows:

- 60No. Production staff: start at 6am and finish at 2:30pm
- 4No. Admin staff: start at 7am and finish at 3pm
- 5No. Admin staff: start at 8am and finish at 5pm

Shift patterns for the new farm shop will be as follows:

- 5No. staff shift 1: start at 9am and finish at 5pm
- 5No. staff shift 2: start at 7am and finish at 2pm
- 5No. staff shift 3: start at 2pm and finish at 9pm

Shifts at the farm shop are the same irrespective of whether it is a weekday or weekend.

## Travel patterns

James Hall & Co promote sustainable travel at all their facilities, encouraging use of public transport and car sharing. This company stance is made possible by the presence of the high frequency bus service passing the site and its location in relation to Longridge and Grimsargh. A staff survey has shown that at present there are the following travel patterns for staff at the Dairy:

- Private Car: 23
- Public Transport/Cycle/Walk: 16

Following completion of the proposed development based on the existing pattern of preferences it is anticipated that the following travel patterns will occur for staff at the Dairy:

- Private Car: 39
- Public Transport/Cycle/Walk: 30

In addition to the above, it is anticipated that 8 members of farm shop staff will travel by private car and 2 will use public transport/cycle/walk.

## Operating and Delivery Timings

Table 3 below confirms the anticipated maximum vehicle size required for deliveries, the desired delivery hours, and desired operating hours for the three main elements of the business:.

	Maximum Delivery Vehicle Size	Proposed Delivery Hours	Proposed Operating Hours
Farm Shop	16.5 metre HGV	0600 – 2200	0800 – 1900 Mon-Sat  1000 – 1600 Sun / Bank Holidays
Storage Building	3.5 tonne 'Panel' van (Transit type)	0800 – 1900 Mon-Sat  1000 – 1800 Sun / Bank Holidays	0800 – 1900 Mon-Sat  1000 – 1800 Sun / Bank Holidays
Dairy	16.5 metre HGV	0400 – 1900 Mon-Sun	0400 – 1500 Mon-Sun

*Table 3: Vehicle sizes and operating hours*

The above mentioned operating hours vary from the stated shift patterns to allow for flexibility in shift arrangements and any unusual occurrences which mean staff are required to be on site outside of normal shift arrangements.

The Highways Authority also requested information on the likely frequency of deliveries to the three key development components. This is outlined in Table 4 below:

#### Frequency of Deliveries (Daily)

Farm Shop	Maximum of 6 (2 no. HGVs a day)
Storage Building	Occasionally – ad-hoc basis
Dairy	Maximum of 22 (circa 12 no. LGVs a day, 7 no HGVs a day)

*Table 4: Delivery frequency*

#### Parking Arrangements

At present there are 19 parking spaces on site for use by staff at the dairy. In addition to these spaces available in the staff car park there is space for a further 6 parking spaces in front of the building which are used by visitors.

During the normal working day the spaces are at maximum of 96% occupancy.

The proposed development has the following parking provision:

	Standard Spaces	DDA (Accessible) Spaces	EV Charging Spaces	Motorcycle Parking
Farm Shop Staff / Customers	22	4	2	2
Dairy Staff Car Park	42	4	2	2

*Table 5: Parking provisions*

Based on the previously mentioned staff numbers it is anticipated that the Dairy car park will be 78% occupancy once operational.

The Dairy will not be operational at weekends, therefore, although not anticipated to be necessary the staff car park could be used for overflow parking for the farm shop if needed.

# 03 Conclusion



## Conclusion

This Operations Statement has been prepared on behalf of the Applicant (James Hall & Co. Ltd) and informs a pending planning application at the Alston Dairy site.

It has been prepared in response to a specific request from the Highways Authority (LCC) and with the benefit of proactive engagement between the Applicant's appointed highways consultant and LCC.

It is intended that this provides the additional information requested by LCC, to supplement the documentation which informed the planning application submission.

EDEN

## Get in touch

+44 (0) 161 820 2055

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**Annex 4 – Little Town Dairy Surveys – April 2024**

Little Town Dairy/Farm Shop  
 Saturday 20th April, 2024  
 AM Session

Start	End	IN/ENTRY COUNT					Total	PCU
		Car	LGV	OGV1	OGV2	M/C		
12:00	12:15	9	1	1	0	0	11	11.5
12:15	12:30	10	0	1	0	0	11	11.5
12:30	12:45	10	0	0	0	0	10	10
12:45	13:00	12	0	0	0	0	12	12
Hourly Totals:		41	1	2	0	0	44	45
13:00	13:15	10	0	0	0	0	10	10
13:15	13:30	12	0	0	0	1	13	12.4
13:30	13:45	10	0	0	0	0	10	10
13:45	14:00	13	0	1	0	0	14	14.5
Hourly Totals:		45	0	1	0	1	47	46.9
14:00	14:15	15	1	0	0	0	16	16
14:15	14:30	6	3	0	0	0	9	9
14:30	14:45	11	1	0	0	0	12	12
14:45	15:00	7	0	0	0	0	7	7
Hourly Totals:		39	5	0	0	0	44	44
Session total:		125	6	3	0	1	135	135.9

Saturday 20th April, 2024  
 AM Session

Start	End	OUT/EXIT COUNT					Total	PCU
		Car	LGV	OGV1	OGV2	M/C		
12:00	12:15	7	0	0	0	0	7	7
12:15	12:30	11	1	1	0	0	13	13.5
12:30	12:45	10	0	0	0	0	10	10
12:45	13:00	11	1	2	0	0	14	15
Hourly Totals:		39	2	3	0	0	44	45.5
13:00	13:15	8	0	0	0	0	8	8
13:15	13:30	8	0	0	0	0	8	8
13:30	13:45	11	0	0	0	1	12	11.4
13:45	14:00	6	0	0	0	0	6	6
Hourly Totals:		33	0	0	0	1	34	33.4
14:00	14:15	8	2	0	0	0	10	10
14:15	14:30	16	1	0	0	0	17	17
14:30	14:45	12	1	0	0	0	13	13
14:45	15:00	11	0	0	0	0	11	11
Hourly Totals:		47	4	0	0	0	51	51
Session total:		119	6	3	0	1	129	129.9

Start Count:	27	excluding Zone 2 as this relates to the farm operations
End Count:	32	excluding Zone 2 as this relates to the farm operations

Time	Accumulative total		
12:15	31	18	
12:30	29	24	
12:45	29	20	
13:00	27	26	88
13:15	29	18	88
13:30	34	21	85
13:45	32	22	87
14:00	40	20	81
14:15	46	26	89
14:30	38	26	94
14:45	37	25	97
15:00	33	18	95

Little Town Dairy/Farm Shop  
 Tuesday 23rd April, 2024  
 AM Session

Start	End	IN/ENTRY COUNT					Total	PCU
		Car	LGV	OGV1	OGV2	M/C		
08:00	08:15	3	2	0	0	0	5	5
08:15	08:30	4	0	1	0	0	5	5.5
08:30	08:45	1	2	0	0	0	3	3
08:45	09:00	4	0	1	0	0	5	5.5
Hourly Totals:		12	4	2	0	0	18	19
09:00	09:15	6	1	1	0	0	8	8.5
09:15	09:30	8	0	0	0	0	8	8
09:30	09:45	2	0	0	0	0	2	2
09:45	10:00	4	1	2	0	0	7	8
Hourly Totals:		20	2	3	0	0	25	26.5
Session total:		32	6	5	0	0	43	45.5

PM Session

Start	End	IN/ENTRY COUNT					Total	PCU
		Car	LGV	OGV1	OGV2	M/C		
14:00	14:15	8	0	0	1	0	9	10.3
14:15	14:30	1	3	0	0	0	4	4
14:30	14:45	9	0	0	0	0	9	9
14:45	15:00	2	1	0	0	0	3	3
Hourly Totals:		20	4	0	1	0	25	26.3
15:00	15:15	6	2	0	0	0	8	8
15:15	15:30	2	1	0	0	0	3	3
15:30	15:45	0	0	0	0	0	0	0
15:45	16:00	6	0	0	0	0	6	6
Hourly Totals:		14	3	0	0	0	17	17
Session total:		34	7	0	1	0	42	43.3

Tuesday 23rd April, 2024  
 AM Session

Start	End	OUT/EXIT COUNT					Total	PCU
		Car	LGV	OGV1	OGV2	M/C		
08:00	08:15	0	1	0	0	0	1	1
08:15	08:30	0	1	1	0	0	2	2.5
08:30	08:45	0	0	0	0	0	0	0
08:45	09:00	0	2	0	0	0	2	2
Hourly Totals:		0	4	1	0	0	5	5.5
09:00	09:15	3	0	0	0	0	3	3
09:15	09:30	4	1	1	0	0	6	6.5
09:30	09:45	2	0	1	0	0	3	3.5
09:45	10:00	1	0	1	0	0	2	2.5
Hourly Totals:		10	1	3	0	0	14	15.5
Session total:		10	5	4	0	0	19	21

PM Session

Start	End	OUT/EXIT COUNT					Total	PCU
		Car	LGV	OGV1	OGV2	M/C		
14:00	14:15	10	1	0	0	0	11	11
14:15	14:30	11	1	1	1	0	14	15.8
14:30	14:45	3	1	0	0	0	4	4
14:45	15:00	8	0	0	0	0	8	8
Hourly Totals:		32	3	1	1	0	37	38.8
15:00	15:15	6	1	0	0	0	7	7
15:15	15:30	6	1	0	0	0	7	7
15:30	15:45	15	1	0	0	0	16	16
15:45	16:00	3	0	0	0	0	3	3
Hourly Totals:		30	3	0	0	0	33	33
Session total:		62	6	1	1	0	70	71.8

Start Count: 1 excluding Zone 2 as this relates to the farm operations  
 End Count: 22 excluding Zone 2 as this relates to the farm operations

Time	Accumulative total
08:15	5
08:30	8
08:45	11
09:00	14
09:15	19
09:30	21
09:45	20
10:00	25

6  
 7  
 3  
 7 23  
 11 28  
 14 35  
 5 37  
 9 39

Start Count: 35 excluding Zone 2 as this relates to the farm operations  
 End Count: 7 excluding Zone 2 as this relates to the farm operations

Time	Accumulative total
14:15	33
14:30	23
14:45	28
15:00	23
15:15	24
15:30	20
15:45	4
16:00	7

20  
 18  
 13  
 11 62  
 15 57  
 10 49  
 16 52  
 9 50

**Annex 5 – Alston Dairy Surveys – April 2024**

## CLASSIFIED TURNING COUNTS

STUDY NAME	0467 Alston Dairy
SITE LOCATION	Site 1 - Alston Dairy Entrance
DATE	Wednesday 24th April 2024
TIME PERIOD	08 hours (05:30-09:30 & 14:00-18:00)
WEATHER	Dry
COMMENTS	
DETAILS OF ARMS	
	ARM A: B6243 Preston Road (North)
	ARM B: Alston Dairy (East)
	ARM C: B6243 Preston Road (South)

### CAMERA IMAGE



**CLASSIFIED TURNING COUNTS**

Site 1 - Alston Dairy Entrance  
 Wednesday 24th April 2024

TIME	ARM A: B6243 Preston Road (North)																											
	U Turn								TO ARM B: Alston Dairy (East)								TO ARM C: B6243 Preston Road (South)											
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0530-0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	10	0	0	1	2	0	46	46	
0545-0600	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	41	11	1	0	0	0	1	54	54	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>100</b>	<b>100</b>		
0600-0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	15	1	1	1	1	0	53	55	
0615-0630	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	59	11	2	0	1	2	0	75	76	
0630-0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	15	5	4	1	1	0	107	115	
0645-0700	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	78	16	1	2	1	0	2	100	103	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>252</b>	<b>57</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>335</b>	<b>349</b>		
0700-0715	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	100	24	3	3	4	1	1	136	144	
0715-0730	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	108	27	3	0	2	0	2	142	144	
0730-0745	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	3	149	25	4	0	3	0	2	183	186	
0745-0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	129	21	3	3	3	0	1	160	168	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>486</b>	<b>97</b>	<b>13</b>	<b>6</b>	<b>12</b>	<b>1</b>	<b>6</b>	<b>621</b>	<b>642</b>		
0800-0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	142	11	3	0	1	1	0	158	160	
0815-0830	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	149	11	5	1	4	0	0	170	178	
0830-0845	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	197	21	6	3	2	0	0	229	238	
0845-0900	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	105	11	1	2	2	0	0	121	126	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>593</b>	<b>54</b>	<b>15</b>	<b>6</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>678</b>	<b>702</b>		
0900-0915	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	114	11	8	3	1	0	0	137	146	
0915-0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	101	14	3	3	4	0	0	125	134	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>215</b>	<b>25</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>262</b>	<b>280</b>		
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>16</b>	<b>1620</b>	<b>254</b>	<b>49</b>	<b>25</b>	<b>31</b>	<b>8</b>	<b>9</b>	<b>1996</b>	<b>2072</b>		
1400-1415	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	91	21	2	5	1	1	0	121	129	
1415-1430	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	84	14	5	5	0	2	0	110	118	
1430-1445	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	3	68	20	0	1	3	1	1	94	97	
1445-1500	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	3	94	15	3	0	0	1	0	113	114	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>10</b>	<b>337</b>	<b>70</b>	<b>10</b>	<b>11</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>438</b>	<b>458</b>		
1500-1515	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	144	20	1	2	5	0	1	173	180	
1515-1530	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	120	18	5	2	5	2	0	152	161	
1530-1545	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	102	18	4	2	1	4	0	131	134	
1545-1600	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	126	24	3	4	3	1	2	163	171	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>492</b>	<b>80</b>	<b>13</b>	<b>10</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>619</b>	<b>646</b>		
1600-1615	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	102	24	3	2	5	1	1	138	146	
1615-1630	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	85	13	0	2	2	2	1	105	108	
1630-1645	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	124	18	1	2	0	2	0	147	149	
1645-1700	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3	89	17	0	1	2	1	0	110	113	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>400</b>	<b>72</b>	<b>4</b>	<b>7</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>500</b>	<b>515</b>		
1700-1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	112	25	0	0	1	0	1	139	139	
1715-1730	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3	93	14	4	1	1	0	2	115	118	
1730-1745	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	101	10	0	1	2	1	0	115	118	
1745-1800	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	85	4	0	1	2	1	0	93	96	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>391</b>	<b>53</b>	<b>4</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>462</b>	<b>470</b>		
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>28</b>	<b>1620</b>	<b>275</b>	<b>31</b>	<b>31</b>	<b>33</b>	<b>20</b>	<b>9</b>	<b>2019</b>	<b>2089</b>		

**CLASSIFIED COUNTS**

Site 1 - Alston Dairy Entrance  
Wednesday 24th April 2024

TIME	ARM A: B6243 Preston Road (North)																											
	TO JUNCTION								FROM JUNCTION								TOTAL FLOW											
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0530-0545	33	10	0	0	1	2	0	46	46	8	2	0	1	1	0	0	12	14	41	12	0	1	2	2	0	58	60	
0545-0600	42	11	1	0	0	0	1	55	55	16	0	1	1	2	0	1	21	24	58	11	2	1	2	0	2	76	79	
<b>Hourly Total</b>	<b>75</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>101</b>	<b>101</b>	<b>24</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>38</b>	<b>99</b>	<b>23</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>134</b>	<b>139</b>	
0600-0615	34	15	1	1	1	1	0	53	55	13	5	1	1	0	0	1	21	22	47	20	2	2	1	1	1	74	77	
0615-0630	59	12	2	0	1	2	0	76	77	28	9	2	2	2	0	0	43	49	87	21	4	2	3	2	0	119	125	
0630-0645	81	15	5	4	1	1	0	107	115	38	9	2	1	1	1	1	53	55	119	24	7	5	2	2	1	160	170	
0645-0700	79	16	1	2	1	0	2	101	104	43	16	3	0	1	0	0	63	66	122	32	4	2	2	0	2	164	169	
<b>Hourly Total</b>	<b>253</b>	<b>58</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>337</b>	<b>351</b>	<b>122</b>	<b>39</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>180</b>	<b>191</b>	<b>375</b>	<b>97</b>	<b>17</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>517</b>	<b>542</b>	
0700-0715	102	24	3	3	4	1	1	138	146	35	13	6	0	2	1	1	58	62	137	37	9	3	6	2	2	196	208	
0715-0730	108	28	3	0	2	0	2	143	145	69	18	2	1	3	0	0	93	98	177	46	5	1	5	0	2	236	243	
0730-0745	150	27	4	0	3	0	2	186	189	97	24	3	3	4	0	0	131	140	247	51	7	3	7	0	2	317	330	
0745-0800	129	21	3	3	3	0	1	160	168	98	22	3	2	2	1	1	129	134	227	43	6	5	5	1	2	289	301	
<b>Hourly Total</b>	<b>489</b>	<b>100</b>	<b>13</b>	<b>6</b>	<b>12</b>	<b>1</b>	<b>6</b>	<b>627</b>	<b>648</b>	<b>299</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>411</b>	<b>434</b>	<b>788</b>	<b>177</b>	<b>27</b>	<b>12</b>	<b>23</b>	<b>3</b>	<b>8</b>	<b>1038</b>	<b>1082</b>	
0800-0815	142	11	3	0	1	1	0	158	160	101	23	3	2	1	0	1	131	135	243	34	6	2	2	1	1	289	295	
0815-0830	149	11	6	1	4	0	0	171	179	142	28	8	2	2	1	0	183	191	291	39	14	3	6	1	0	354	370	
0830-0845	199	21	6	3	2	0	0	231	240	145	22	4	5	1	0	0	177	187	344	43	10	8	3	0	0	408	426	
0845-0900	107	11	1	2	2	0	0	123	128	102	28	2	5	3	0	0	140	151	209	39	3	7	5	0	0	263	279	
<b>Hourly Total</b>	<b>597</b>	<b>54</b>	<b>16</b>	<b>6</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>683</b>	<b>707</b>	<b>490</b>	<b>101</b>	<b>17</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>631</b>	<b>663</b>	<b>1087</b>	<b>155</b>	<b>33</b>	<b>20</b>	<b>16</b>	<b>2</b>	<b>1</b>	<b>1314</b>	<b>1371</b>	
0900-0915	114	12	8	3	1	0	0	138	147	74	24	2	8	4	0	0	112	127	188	36	10	11	5	0	0	250	274	
0915-0930	101	14	3	3	4	0	0	125	134	70	21	6	2	2	0	0	101	109	171	35	9	5	6	0	0	226	243	
<b>Hourly Total</b>	<b>215</b>	<b>26</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>263</b>	<b>281</b>	<b>144</b>	<b>45</b>	<b>8</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>213</b>	<b>236</b>	<b>359</b>	<b>71</b>	<b>19</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>476</b>	<b>517</b>	
<b>Session Total</b>	<b>1629</b>	<b>259</b>	<b>50</b>	<b>25</b>	<b>31</b>	<b>8</b>	<b>9</b>	<b>2011</b>	<b>2088</b>	<b>1079</b>	<b>264</b>	<b>48</b>	<b>36</b>	<b>31</b>	<b>4</b>	<b>6</b>	<b>1468</b>	<b>1563</b>	<b>2708</b>	<b>523</b>	<b>98</b>	<b>61</b>	<b>62</b>	<b>12</b>	<b>15</b>	<b>3479</b>	<b>3650</b>	
1400-1415	91	21	2	6	1	1	0	122	131	70	13	3	2	0	0	0	88	92	161	34	5	8	1	1	0	210	223	
1415-1430	86	14	5	5	0	2	0	112	120	109	16	2	4	4	0	0	135	145	195	30	7	9	4	2	0	247	265	
1430-1445	70	21	0	1	3	1	1	97	100	75	14	4	1	2	1	0	97	102	145	35	4	2	5	2	1	194	202	
1445-1500	95	15	4	0	0	1	0	115	116	141	11	1	4	5	1	0	163	173	236	26	5	4	5	2	0	278	290	
<b>Hourly Total</b>	<b>342</b>	<b>71</b>	<b>11</b>	<b>12</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>446</b>	<b>467</b>	<b>395</b>	<b>54</b>	<b>10</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>483</b>	<b>512</b>	<b>737</b>	<b>125</b>	<b>21</b>	<b>23</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>929</b>	<b>979</b>	
1500-1515	145	20	1	2	5	0	1	174	181	96	14	3	2	3	2	0	120	126	241	34	4	4	8	2	1	294	307	
1515-1530	121	18	5	2	5	2	0	153	162	115	20	4	1	2	2	2	146	149	236	38	9	3	7	4	2	299	310	
1530-1545	103	18	4	2	1	4	0	132	135	129	11	1	2	2	1	0	146	151	232	29	5	4	3	5	0	278	286	
1545-1600	127	24	3	4	3	1	2	164	172	134	15	2	2	3	3	0	159	164	261	39	5	6	6	4	2	323	335	
<b>Hourly Total</b>	<b>496</b>	<b>80</b>	<b>13</b>	<b>10</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>623</b>	<b>650</b>	<b>474</b>	<b>60</b>	<b>10</b>	<b>7</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>571</b>	<b>589</b>	<b>970</b>	<b>140</b>	<b>23</b>	<b>17</b>	<b>24</b>	<b>15</b>	<b>5</b>	<b>1194</b>	<b>1239</b>	
1600-1615	103	25	3	2	5	1	1	140	148	125	18	2	3	3	0	0	151	159	228	43	5	5	8	1	1	291	307	
1615-1630	87	13	0	2	2	2	1	107	110	104	10	2	1	0	1	1	119	120	191	23	2	3	2	3	2	226	230	
1630-1645	125	18	1	2	0	2	0	148	150	141	26	3	1	2	1	2	176	179	266	44	4	3	2	3	2	324	329	
1645-1700	92	17	0	1	2	1	0	113	116	162	24	4	0	2	0	2	194	196	254	41	4	1	4	1	2	307	312	
<b>Hourly Total</b>	<b>407</b>	<b>73</b>	<b>4</b>	<b>7</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>508</b>	<b>523</b>	<b>532</b>	<b>78</b>	<b>11</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>640</b>	<b>654</b>	<b>939</b>	<b>151</b>	<b>15</b>	<b>12</b>	<b>16</b>	<b>8</b>	<b>7</b>	<b>1148</b>	<b>1177</b>	
1700-1715	112	25	0	0	1	0	1	139	139	143	17	2	4	0	2	2	170	173	255	42	2	4	1	2	3	309	313	
1715-1730	96	14	4	1	1	0	2	118	121	167	18	1	1	3	3	0	193	196	263	32	5	2	4	3	2	311	317	
1730-1745	102	10	0	1	2	1	0	116	119	148	13	0	2	2	0	0	165	170	250	23	0	3	4	1	0	281	288	
1745-1800	87	4	0	1	2	1	0	95	98	106	14	2	1	0	3	3	129	127	193	18	2	2	2	4	3	224	225	
<b>Hourly Total</b>	<b>397</b>	<b>53</b>	<b>4</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>468</b>	<b>476</b>	<b>564</b>	<b>62</b>	<b>5</b>	<b>8</b>	<b>5</b>	<b>8</b>	<b>5</b>	<b>657</b>	<b>666</b>	<b>961</b>	<b>115</b>	<b>9</b>	<b>11</b>	<b>11</b>	<b>10</b>	<b>8</b>	<b>1125</b>	<b>1142</b>	
<b>Session Total</b>	<b>1642</b>	<b>277</b>	<b>32</b>	<b>32</b>	<b>33</b>	<b>20</b>	<b>9</b>	<b>2045</b>	<b>2116</b>	<b>1965</b>	<b>254</b>	<b>36</b>	<b>31</b>	<b>33</b>	<b>20</b>	<b>12</b>	<b>2351</b>	<b>2421</b>	<b>3607</b>	<b>531</b>	<b>68</b>	<b>63</b>	<b>66</b>	<b>40</b>	<b>21</b>	<b>4396</b>	<b>4537</b>	

230 335  
291 437  
337 527  
422 648  
489 766  
568 922  
627 1043  
647 1136  
675 1254  
720 1345 7:45 to 8:45  
683 1318  
663 1281  
617 1154  
446 948  
498 1036  
539 1085  
574 1164  
623 1206  
589 1202  
543 1130  
559 1174  
508 1157  
507 1174  
518 1258 16:30 to 17:30  
486 1220  
468 1137

**CLASSIFIED TURNING COUNTS**

Site 1 - Alston Dairy Entrance  
 Wednesday 24th April 2024

TIME	ARM B: Alston Dairy (East)																											
	TO ARM A: B6243 Preston Road (North)								U Turn								TO ARM C: B6243 Preston Road (South)											
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0530-0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545-0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
0600-0615	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	2
0615-0630	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0630-0645	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0645-0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	3
<b>Hourly Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	
0700-0715	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
0715-0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730-0745	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	1	1
0745-0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	
0800-0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830-0845	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	
0845-0900	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>		
0900-0915	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	
0915-0930	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>		
<b>Session Total</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>13</b>	
1400-1415	1	0	1	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	
1415-1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	3	
1430-1445	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	6	
1445-1500	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3	
<b>Hourly Total</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>13</b>		
1500-1515	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4	
1515-1530	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	
1530-1545	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1545-1600	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3	
<b>Hourly Total</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>		
1600-1615	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	
1615-1630	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	
1630-1645	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	
1645-1700	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	
<b>Hourly Total</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>		
1700-1715	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	
1715-1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1730-1745	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4	
1745-1800	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	
<b>Hourly Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>		
<b>Session Total</b>	<b>24</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>33</b>	



**CLASSIFIED TURNING COUNTS**

Site 1 - Alston Dairy Entrance  
 Wednesday 24th April 2024

TIME	ARM C: B6243 Preston Road (South)																											
	TO ARM A: B6243 Preston Road (North)								TO ARM B: Alston Dairy (East)								U Turn											
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0530-0545	8	2	0	1	1	0	0	12	14	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	
0545-0600	16	0	1	1	2	0	1	21	24	3	0	0	0	0	1	0	4	3	0	0	0	0	0	0	0	0	0	
<b>Hourly Total</b>	<b>24</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>38</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
0600-0615	13	5	1	1	0	0	1	21	22	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0		
0615-0630	28	8	2	2	2	0	0	42	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0630-0645	38	8	2	1	1	1	1	52	54	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0		
0645-0700	43	16	3	0	1	0	0	63	66	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0		
<b>Hourly Total</b>	<b>122</b>	<b>37</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>178</b>	<b>189</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
0700-0715	35	13	6	0	2	1	1	58	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0715-0730	69	18	2	1	3	0	0	93	98	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0		
0730-0745	97	24	3	3	4	0	0	131	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0745-0800	98	22	3	2	2	1	1	129	134	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Hourly Total</b>	<b>299</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>411</b>	<b>434</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
0800-0815	101	23	3	2	1	0	1	131	135	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0		
0815-0830	142	28	8	2	2	1	0	183	191	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1		
0830-0845	144	22	4	5	1	0	0	176	186	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0845-0900	101	28	2	5	3	0	0	139	150	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Hourly Total</b>	<b>488</b>	<b>101</b>	<b>17</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>629</b>	<b>661</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>			
0900-0915	74	23	2	8	4	0	0	111	126	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0		
0915-0930	69	21	6	2	2	0	0	100	108	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0		
<b>Hourly Total</b>	<b>143</b>	<b>44</b>	<b>8</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>211</b>	<b>234</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
<b>Session Total</b>	<b>1076</b>	<b>261</b>	<b>48</b>	<b>36</b>	<b>31</b>	<b>4</b>	<b>6</b>	<b>1462</b>	<b>1557</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>			
1400-1415	69	13	2	2	0	0	0	86	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1415-1430	109	16	2	4	4	0	0	135	145	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2		
1430-1445	74	14	4	1	2	1	0	96	101	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0		
1445-1500	135	11	1	4	5	1	0	157	167	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0		
<b>Hourly Total</b>	<b>387</b>	<b>54</b>	<b>9</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>474</b>	<b>503</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>			
1500-1515	94	14	3	2	3	2	0	118	124	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0		
1515-1530	114	20	4	1	2	2	2	145	148	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1530-1545	128	11	1	2	2	1	0	145	150	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0		
1545-1600	132	15	2	2	3	3	0	157	162	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Hourly Total</b>	<b>468</b>	<b>60</b>	<b>10</b>	<b>7</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>565</b>	<b>583</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
1600-1615	123	18	2	3	3	0	0	149	157	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0		
1615-1630	104	9	2	1	0	1	1	118	119	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0		
1630-1645	140	25	3	1	2	1	2	174	177	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1645-1700	159	24	4	0	2	0	2	191	193	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Hourly Total</b>	<b>526</b>	<b>76</b>	<b>11</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>632</b>	<b>646</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
1700-1715	141	17	2	4	0	2	2	168	171	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1		
1715-1730	167	18	1	1	3	3	0	193	196	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0		
1730-1745	147	13	0	2	2	0	0	164	169	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0		
1745-1800	105	14	2	1	0	3	3	128	126	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0		
<b>Hourly Total</b>	<b>560</b>	<b>62</b>	<b>5</b>	<b>8</b>	<b>5</b>	<b>8</b>	<b>5</b>	<b>653</b>	<b>662</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>			
<b>Session Total</b>	<b>1941</b>	<b>252</b>	<b>35</b>	<b>31</b>	<b>33</b>	<b>20</b>	<b>12</b>	<b>2324</b>	<b>2393</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>			

**CLASSIFIED COUNTS**

Site 1 - Alston Dairy Entrance  
 Wednesday 24th April 2024

TIME	ARM C: B6243 Preston Road (South)																											
	TO JUNCTION								FROM JUNCTION								TOTAL FLOW											
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0530-0545	10	2	0	1	1	0	0	14	16	33	10	0	0	1	2	0	46	46	43	12	0	1	2	2	0	60	62	
0545-0600	19	0	1	1	2	1	1	25	27	41	11	1	0	0	0	1	54	54	60	11	2	1	2	1	2	79	81	
<b>Hourly Total</b>	<b>29</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>39</b>	<b>44</b>	<b>74</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>100</b>	<b>100</b>	<b>103</b>	<b>23</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>139</b>	<b>143</b>	
0600-0615	13	5	2	1	0	0	1	22	24	34	15	2	1	1	0	54	57	47	20	4	2	1	1	1	76	80		
0615-0630	28	8	2	2	2	0	0	42	48	59	11	2	0	1	2	0	75	76	87	19	4	2	3	2	0	117	123	
0630-0645	39	9	2	1	1	1	1	54	56	81	15	5	4	1	1	0	107	115	120	24	7	5	2	2	1	161	171	
0645-0700	47	16	3	0	1	0	0	67	70	79	16	2	2	1	0	2	102	105	126	32	5	2	2	0	2	169	175	
<b>Hourly Total</b>	<b>127</b>	<b>38</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>185</b>	<b>197</b>	<b>253</b>	<b>57</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>338</b>	<b>353</b>	<b>380</b>	<b>95</b>	<b>20</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>523</b>	<b>549</b>	
0700-0715	35	13	6	0	2	1	1	58	62	101	24	3	3	4	1	1	137	145	136	37	9	3	6	2	2	195	207	
0715-0730	70	18	2	1	3	0	0	94	99	108	27	3	0	2	0	2	142	144	178	45	5	1	5	0	2	236	243	
0730-0745	97	24	3	3	4	0	0	131	140	149	26	4	0	3	0	2	184	187	246	50	7	3	7	0	2	315	328	
0745-0800	98	22	3	2	2	1	1	129	134	130	22	3	3	3	0	1	162	170	228	44	6	5	5	1	2	291	303	
<b>Hourly Total</b>	<b>300</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>412</b>	<b>435</b>	<b>488</b>	<b>99</b>	<b>13</b>	<b>6</b>	<b>12</b>	<b>1</b>	<b>6</b>	<b>625</b>	<b>646</b>	<b>788</b>	<b>176</b>	<b>27</b>	<b>12</b>	<b>23</b>	<b>3</b>	<b>8</b>	<b>1037</b>	<b>1081</b>	
0800-0815	102	23	3	2	1	0	1	132	136	142	11	3	0	1	1	0	158	160	244	34	6	2	2	1	1	290	296	
0815-0830	143	28	8	2	2	1	0	184	192	150	11	5	1	4	0	0	171	179	293	39	13	3	6	1	0	355	371	
0830-0845	144	22	4	5	1	0	0	176	186	198	21	6	3	2	0	0	230	239	342	43	10	8	3	0	0	406	424	
0845-0900	101	28	2	5	3	0	0	139	150	105	11	2	2	2	0	0	122	128	206	39	4	7	5	0	0	261	277	
<b>Hourly Total</b>	<b>490</b>	<b>101</b>	<b>17</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>631</b>	<b>663</b>	<b>595</b>	<b>54</b>	<b>16</b>	<b>6</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>681</b>	<b>705</b>	<b>1085</b>	<b>155</b>	<b>33</b>	<b>20</b>	<b>16</b>	<b>2</b>	<b>1</b>	<b>1312</b>	<b>1369</b>	
0900-0915	75	24	2	8	4	0	0	113	128	114	12	8	3	1	0	0	138	147	189	36	10	11	5	0	0	251	275	
0915-0930	69	21	7	2	2	0	0	101	109	102	14	3	3	4	0	0	126	135	171	35	10	5	6	0	0	227	245	
<b>Hourly Total</b>	<b>144</b>	<b>45</b>	<b>9</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>214</b>	<b>238</b>	<b>216</b>	<b>26</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>264</b>	<b>282</b>	<b>360</b>	<b>71</b>	<b>20</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>478</b>	<b>520</b>	
<b>Session Total</b>	<b>1090</b>	<b>263</b>	<b>50</b>	<b>36</b>	<b>31</b>	<b>5</b>	<b>6</b>	<b>1481</b>	<b>1576</b>	<b>1626</b>	<b>257</b>	<b>52</b>	<b>25</b>	<b>31</b>	<b>8</b>	<b>9</b>	<b>2008</b>	<b>2086</b>	<b>2716</b>	<b>520</b>	<b>102</b>	<b>61</b>	<b>62</b>	<b>13</b>	<b>15</b>	<b>3489</b>	<b>3662</b>	
1400-1415	69	13	2	2	0	0	0	86	90	92	21	2	5	1	1	0	122	130	161	34	4	7	1	1	0	208	220	
1415-1430	109	18	2	4	4	0	0	137	147	85	16	5	6	0	2	0	114	123	194	34	7	10	4	2	0	251	270	
1430-1445	76	14	4	1	2	1	0	98	103	73	21	0	1	3	1	1	100	103	149	35	4	2	5	2	1	198	206	
1445-1500	138	11	1	4	5	1	0	160	170	97	15	3	0	0	1	0	116	117	235	26	4	4	5	2	0	276	287	
<b>Hourly Total</b>	<b>392</b>	<b>56</b>	<b>9</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>481</b>	<b>510</b>	<b>347</b>	<b>73</b>	<b>10</b>	<b>12</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>452</b>	<b>473</b>	<b>739</b>	<b>129</b>	<b>19</b>	<b>23</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>933</b>	<b>982</b>	
1500-1515	95	14	3	2	3	2	0	119	125	148	20	1	2	5	0	1	177	184	243	34	4	4	8	2	1	296	309	
1515-1530	114	20	4	1	2	2	2	145	148	121	18	5	2	5	2	0	153	162	235	38	9	3	7	4	2	298	309	
1530-1545	131	11	1	2	2	1	0	148	153	102	18	4	2	1	4	0	131	134	233	29	5	4	3	5	0	279	287	
1545-1600	132	15	2	2	3	3	0	157	162	129	24	3	4	3	1	2	166	174	261	39	5	6	6	4	2	323	335	
<b>Hourly Total</b>	<b>472</b>	<b>60</b>	<b>10</b>	<b>7</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>569</b>	<b>587</b>	<b>500</b>	<b>80</b>	<b>13</b>	<b>10</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>627</b>	<b>654</b>	<b>972</b>	<b>140</b>	<b>23</b>	<b>17</b>	<b>24</b>	<b>15</b>	<b>5</b>	<b>1196</b>	<b>1241</b>	
1600-1615	125	18	2	3	3	0	0	151	159	104	24	3	2	5	1	1	140	148	229	42	5	5	8	1	1	291	307	
1615-1630	105	9	2	1	0	1	1	119	120	86	13	0	2	2	2	1	106	109	191	22	2	3	2	3	2	225	229	
1630-1645	140	25	3	1	2	1	2	174	177	125	18	1	2	0	2	0	148	150	265	43	4	3	2	3	2	322	327	
1645-1700	159	24	4	0	2	0	2	191	193	91	17	0	1	2	1	0	112	115	250	41	4	1	4	1	2	303	308	
<b>Hourly Total</b>	<b>529</b>	<b>76</b>	<b>11</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>635</b>	<b>649</b>	<b>406</b>	<b>72</b>	<b>4</b>	<b>7</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>506</b>	<b>521</b>	<b>935</b>	<b>148</b>	<b>15</b>	<b>12</b>	<b>16</b>	<b>8</b>	<b>7</b>	<b>1141</b>	<b>1170</b>	
1700-1715	143	17	2	4	0	2	2	170	173	114	25	0	0	1	0	1	141	141	257	42	2	4	1	2	3	311	315	
1715-1730	168	18	1	1	3	3	0	194	197	93	14	4	1	1	0	2	115	118	261	32	5	2	4	3	2	309	315	
1730-1745	149	13	0	2	2	0	0	166	171	105	10	0	1	2	1	0	119	122	254	23	0	3	4	1	0	285	292	
1745-1800	106	14	2	1	0	3	3	129	127	86	4	0	1	2	1	0	94	97	192	18	2	2	2	4	3	223	224	
<b>Hourly Total</b>	<b>566</b>	<b>62</b>	<b>5</b>	<b>8</b>	<b>5</b>	<b>8</b>	<b>5</b>	<b>659</b>	<b>668</b>	<b>398</b>	<b>53</b>	<b>4</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>469</b>	<b>477</b>	<b>964</b>	<b>115</b>	<b>9</b>	<b>11</b>	<b>11</b>	<b>10</b>	<b>8</b>	<b>1128</b>	<b>1145</b>	
<b>Session Total</b>	<b>1959</b>	<b>254</b>	<b>35</b>	<b>31</b>	<b>33</b>	<b>20</b>	<b>12</b>	<b>2344</b>	<b>2413</b>	<b>1651</b>	<b>278</b>	<b>31</b>	<b>32</b>	<b>33</b>	<b>20</b>	<b>9</b>	<b>2054</b>	<b>2125</b>	<b>3610</b>	<b>532</b>	<b>66</b>	<b>63</b>	<b>66</b>	<b>40</b>	<b>21</b>	<b>4398</b>	<b>4538</b>	

**CLASSIFIED TURNING COUNTS**

**Site 1 - Alston Dairy Entrance**  
**Wednesday 24th April 2024**

TIME	ARM A: B6243 Preston Road (North)																											
	TO ARM A: B6243 Preston Road (North)										TO ARM B: Alston Dairy (East)										TO ARM C: B6243 Preston Road (South)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0530-0600	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	74	21	1	0	1	2	1	100	100	
0600-0700	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	252	57	9	7	4	4	2	335	349	
0700-0800	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	6	6	486	97	13	6	12	1	6	621	642	
0800-0900	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	5	6	593	54	15	6	9	1	0	678	702	
0900-0930	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	215	25	11	6	5	0	0	262	280	
1400-1500	0	0	0	0	0	0	0	0	0	5	1	1	1	0	0	0	8	10	337	70	10	11	4	5	1	438	458	
1500-1600	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4	492	80	13	10	14	7	3	619	646	
1600-1700	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	8	400	72	4	7	9	6	2	500	515	
1700-1800	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	6	391	53	4	3	6	2	3	462	470	
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>43</b>	<b>3240</b>	<b>529</b>	<b>80</b>	<b>56</b>	<b>64</b>	<b>28</b>	<b>18</b>	<b>4015</b>	<b>4161</b>	

TIME	ARM B: Alston Dairy (East)																											
	TO ARM A: B6243 Preston Road (North)										TO ARM B: Alston Dairy (East)										TO ARM C: B6243 Preston Road (South)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0530-0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600-0700	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	4	
0700-0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	4	
0800-0900	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	3		
0900-0930	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2		
1400-1500	8	0	1	0	0	0	0	9	10	0	0	0	0	0	0	0	0	0	10	1	0	1	0	0	12	13		
1500-1600	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	8		
1600-1700	6	2	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6		
1700-1800	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6		
<b>TOTAL</b>	<b>27</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>46</b>	

TIME	ARM C: B6243 Preston Road (South)																											
	TO ARM A: B6243 Preston Road (North)										TO ARM B: Alston Dairy (East)										TO ARM C: B6243 Preston Road (South)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0530-0600	24	2	1	2	3	0	1	33	38	5	0	0	0	0	1	0	6	5	0	0	0	0	0	0	0	0	0	
0600-0700	122	37	8	4	4	1	2	178	189	5	1	1	0	0	0	0	7	8	0	0	0	0	0	0	0	0	0	
0700-0800	299	77	14	6	11	2	2	411	434	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	
0800-0900	488	101	17	14	7	1	1	629	661	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	
0900-0930	143	44	8	10	6	0	0	211	234	1	1	1	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	
1400-1500	387	54	9	11	11	2	0	474	503	5	0	0	0	0	0	0	5	5	0	2	0	0	0	0	2	2		
1500-1600	468	60	10	7	10	8	2	565	583	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	
1600-1700	526	76	11	5	7	2	5	632	646	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	
1700-1800	560	62	5	8	5	8	5	653	662	5	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	1	1	
<b>TOTAL</b>	<b>3017</b>	<b>513</b>	<b>83</b>	<b>67</b>	<b>64</b>	<b>24</b>	<b>18</b>	<b>3786</b>	<b>3950</b>	<b>30</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>35</b>	<b>35</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	

**CLASSIFIED COUNTS**

Site 1 - Alston Dairy Entrance  
Wednesday 24th April 2024

TIME	ARM A: B6243 Preston Road (North)																											
	TO JUNCTION										FROM JUNCTION										TOTAL FLOW							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0530-0600	75	21	1	0	1	2	1	101	101	24	2	1	2	3	0	1	33	38	99	23	2	2	4	2	2	134	139	
0600-0700	253	58	9	7	4	4	2	337	351	122	39	8	4	4	1	2	180	191	375	97	17	11	8	5	4	517	542	
0700-0800	489	100	13	6	12	1	6	627	648	299	77	14	6	11	2	2	411	434	788	177	27	12	23	3	8	1038	1082	
0800-0900	597	54	16	6	9	1	0	683	707	490	101	17	14	7	1	1	631	663	1087	155	33	20	16	2	1	1314	1371	
0900-0930	215	26	11	6	5	0	0	263	281	144	45	8	10	6	0	0	213	236	359	71	19	16	11	0	0	476	517	
1400-1500	342	71	11	12	4	5	1	446	467	395	54	10	11	11	2	0	483	512	737	125	21	23	15	7	1	929	979	
1500-1600	496	80	13	10	14	7	3	623	650	474	60	10	7	10	8	2	571	589	970	140	23	17	24	15	5	1194	1239	
1600-1700	407	73	4	7	9	6	2	508	523	532	78	11	5	7	2	5	640	654	939	151	15	12	16	8	7	1148	1177	
1700-1800	397	53	4	3	6	2	3	468	476	564	62	5	8	5	8	5	657	666	961	115	9	11	11	10	8	1125	1142	
<b>TOTAL</b>	<b>3271</b>	<b>536</b>	<b>82</b>	<b>57</b>	<b>64</b>	<b>28</b>	<b>18</b>	<b>4056</b>	<b>4204</b>	<b>3044</b>	<b>518</b>	<b>84</b>	<b>67</b>	<b>64</b>	<b>24</b>	<b>18</b>	<b>3819</b>	<b>3983</b>	<b>6315</b>	<b>1054</b>	<b>166</b>	<b>124</b>	<b>128</b>	<b>52</b>	<b>36</b>	<b>7875</b>	<b>8187</b>	

TIME	ARM B: Alston Dairy (East)																											
	TO JUNCTION										FROM JUNCTION										TOTAL FLOW							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0530-0600	0	0	0	0	0	0	0	0	0	6	0	0	0	0	1	0	7	6	6	0	0	0	0	1	0	7	6	
0600-0700	1	2	2	0	0	0	0	5	6	6	2	1	0	0	0	0	9	10	7	4	3	0	0	0	0	14	16	
0700-0800	2	2	0	0	0	0	0	4	4	4	3	0	0	0	0	0	7	7	6	5	0	0	0	0	0	11	11	
0800-0900	3	0	1	0	0	0	0	4	5	5	0	1	0	0	0	0	6	7	8	0	2	0	0	0	0	10	11	
0900-0930	2	2	0	0	0	0	0	4	4	1	2	1	0	0	0	0	4	5	3	4	1	0	0	0	0	8	9	
1400-1500	18	1	1	1	0	0	0	21	23	10	1	1	1	0	0	0	13	15	28	2	2	2	0	0	0	34	38	
1500-1600	14	0	0	0	0	0	0	14	14	8	0	0	0	0	0	0	8	8	22	0	0	0	0	0	0	22	22	
1600-1700	12	2	0	0	0	0	0	14	14	10	1	0	0	0	0	0	11	11	22	3	0	0	0	0	0	25	25	
1700-1800	10	0	0	0	0	0	0	10	10	11	0	0	0	0	0	0	11	11	21	0	0	0	0	0	0	21	21	
<b>TOTAL</b>	<b>62</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>79</b>	<b>61</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>79</b>	<b>123</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>152</b>	<b>158</b>	

TIME	ARM C: B6243 Preston Road (South)																											
	TO JUNCTION										FROM JUNCTION										TOTAL FLOW							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOTAL	PCU	
0530-0600	29	2	1	2	3	1	1	39	44	74	21	1	0	1	2	1	100	100	103	23	2	2	4	3	2	139	143	
0600-0700	127	38	9	4	4	1	2	185	197	253	57	11	7	4	4	2	338	353	380	95	20	11	8	5	4	523	549	
0700-0800	300	77	14	6	11	2	2	412	435	488	99	13	6	12	1	6	625	646	788	176	27	12	23	3	8	1037	1081	
0800-0900	490	101	17	14	7	1	1	631	663	595	54	16	6	9	1	0	681	705	1085	155	33	20	16	2	1	1312	1369	
0900-0930	144	45	9	10	6	0	0	214	238	216	26	11	6	5	0	0	264	282	360	71	20	16	11	0	0	478	520	
1400-1500	392	56	9	11	11	2	0	481	510	347	73	10	12	4	5	1	452	473	739	129	19	23	15	7	1	933	982	
1500-1600	472	60	10	7	10	8	2	569	587	500	80	13	10	14	7	3	627	654	972	140	23	17	24	15	5	1196	1241	
1600-1700	529	76	11	5	7	2	5	635	649	406	72	4	7	9	6	2	506	521	935	148	15	12	16	8	7	1141	1170	
1700-1800	566	62	5	8	5	8	5	659	668	398	53	4	3	6	2	3	469	477	964	115	9	11	11	10	8	1128	1145	
<b>TOTAL</b>	<b>3049</b>	<b>517</b>	<b>85</b>	<b>67</b>	<b>64</b>	<b>25</b>	<b>18</b>	<b>3825</b>	<b>3989</b>	<b>3277</b>	<b>535</b>	<b>83</b>	<b>57</b>	<b>64</b>	<b>28</b>	<b>18</b>	<b>4062</b>	<b>4210</b>	<b>6326</b>	<b>1052</b>	<b>168</b>	<b>124</b>	<b>128</b>	<b>53</b>	<b>36</b>	<b>7887</b>	<b>8200</b>	

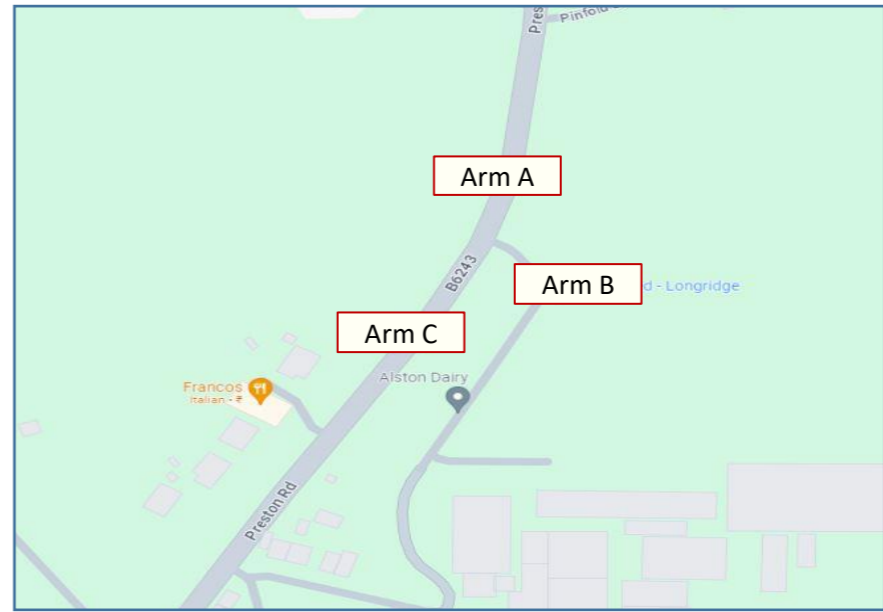
**Junction: A - B6243 Preston Road (North) / B - Alston Dairy (East) / C - B6243 Preston Road (South)**

Vehicle Class:

Show single Session:

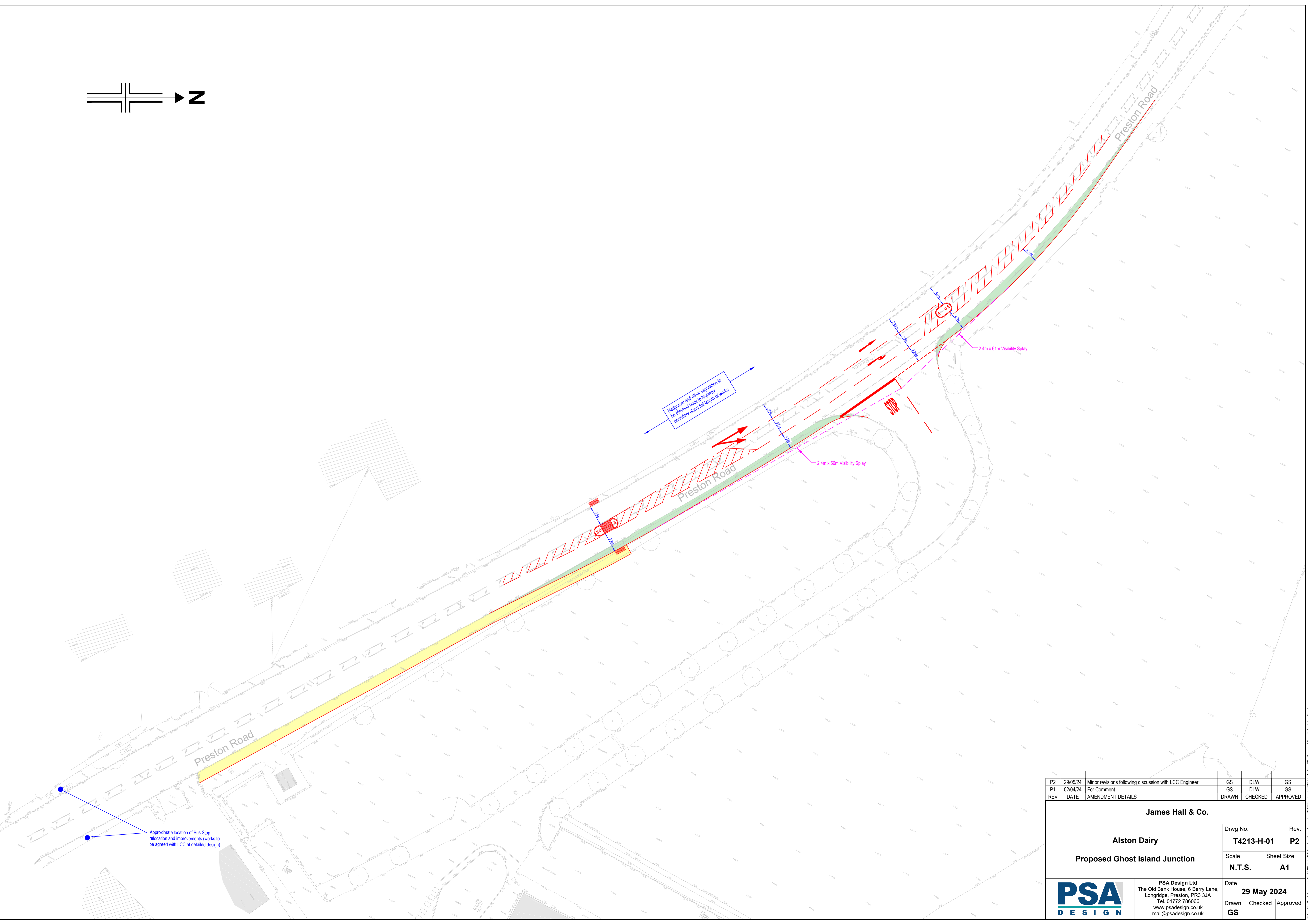
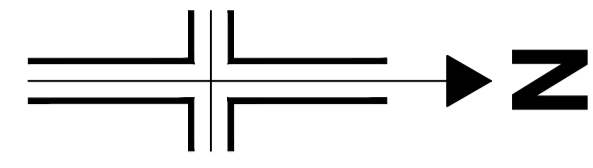
Custom Start / End:

Show Peak Times:



		Arm Destination			
		A	B	C	Total
Arm Origin	A	0	41	4015	4056
	B	33	0	43	76
	C	3786	35	4	3825
Total		3819	76	4062	


**Annex 6 – ‘Drawing No T4213-H-01 – Proposed Ghost Island Junction’**



Approximate location of Bus Stop relocation and improvements (works to be agreed with LCC at detailed design)

Hedge-row and other vegetation to be trimmed back to highway boundary along full length of works

P2	29/05/24	Minor revisions following discussion with LCC Engineer	GS	DLW	GS
P1	02/04/24	For Comment	GS	DLW	GS
REV	DATE	AMENDMENT DETAILS	DRAWN	CHECKED	APPROVED

<b>James Hall &amp; Co.</b>		
<b>Alston Dairy</b>		Drwg No. <b>T4213-H-01</b>
<b>Proposed Ghost Island Junction</b>		Rev. <b>P2</b>
Scale <b>N.T.S.</b>		Sheet Size <b>A1</b>
Date <b>29 May 2024</b>		Drawn <b>GS</b>
		Checked <b>DLW</b>
PSA Design Ltd The Old Bank House, 6 Berry Lane, Longridge, Preston, PR3 3JA Tel. 01772 786066 www.psadesign.co.uk mail@psadesign.co.uk		Approved <b>GS</b>

P:\2024\16163 - Transport\16163 - SPAR\Preston Road, Longridge\2024\16163-H-01 - 16163 - Proposed Ghost Island Junction.dwg

**Annex 7 – Preston Road ATC Data April 2024**

# Alston Dairy, Preston

## Classified Counts and Speeds

19 April - 25 April 2024



Alston Dairy, Preston  
 Preston Road [30mph]  
 [53.814423, -2.606872]



Direction - North

19/04/2024	Vehicle Classes											TOTAL
	1	2	3	4	5	6	7	8	9	10	11	
Hr Ending	Cycle	M/C	Car	LGV	R2	R3	R4	A3	A4	A5+	Bus	
01:00	0	0	14	2	1	0	0	0	0	0	0	17
02:00	0	0	16	2	1	0	0	0	0	0	1	20
03:00	0	0	16	0	0	0	0	0	0	0	0	16
04:00	0	0	9	3	3	0	0	0	0	0	1	16
05:00	0	0	11	0	2	0	0	0	0	1	1	15
06:00	0	1	37	10	6	1	0	0	0	1	0	56
07:00	1	1	108	25	7	2	0	0	0	1	1	146
08:00	1	3	323	77	26	1	0	5	0	3	4	443
09:00	1	0	471	99	31	1	0	4	0	2	4	613
10:00	1	1	323	77	29	2	0	2	0	5	3	443
11:00	2	0	272	65	34	6	0	1	0	7	3	390
12:00	1	3	347	71	29	1	0	4	0	4	2	462
13:00	1	1	349	80	36	1	0	3	0	2	2	475
14:00	1	1	399	82	33	2	2	3	0	2	2	527
15:00	0	3	431	92	22	1	1	4	0	4	3	561
16:00	3	0	515	94	34	0	0	4	0	5	1	656
17:00	7	2	539	115	14	0	0	2	0	4	2	685
18:00	2	4	494	93	14	1	0	4	0	4	2	618
19:00	2	2	404	66	9	0	0	2	0	5	2	492
20:00	2	2	333	45	6	0	0	2	0	0	0	390
21:00	0	2	188	19	1	0	0	0	0	0	0	210
22:00	0	1	155	17	1	0	0	0	0	0	0	174
23:00	1	0	116	10	1	0	0	0	0	0	0	128
00:00	0	0	72	9	1	0	0	0	0	0	0	82
7:00-19:00 12H	22	20	4867	1011	311	16	3	38	0	47	30	6365
06:00-22:00 16H	25	26	5651	1117	326	18	3	40	0	48	31	7285
06:00-24:00 18H	26	26	5839	1136	328	18	3	40	0	48	31	7495
00:00-24:00 24H	26	27	5942	1153	341	19	3	40	0	50	34	7635

Direction - South

19/04/2024	Vehicle Classes											TOTAL
	1	2	3	4	5	6	7	8	9	10	11	
Hr Ending	Cycle	M/C	Car	LGV	R2	R3	R4	A3	A4	A5+	Bus	
01:00	0	0	6	7	0	0	0	0	0	1	0	14
02:00	0	0	5	1	1	0	0	0	0	0	1	8
03:00	0	0	9	5	1	0	0	0	0	0	0	15
04:00	1	0	7	4	2	0	0	1	0	0	0	15
05:00	0	0	20	6	13	0	0	0	0	2	1	42
06:00	1	3	90	27	17	0	0	1	0	4	0	143
07:00	0	1	209	52	19	1	0	4	0	2	1	289
08:00	3	1	413	100	19	2	0	4	0	3	2	547
09:00	0	2	530	90	23	1	0	6	0	1	3	656
10:00	2	2	389	89	32	2	1	5	0	5	1	528
11:00	0	1	319	69	25	4	0	5	0	2	1	426
12:00	1	1	341	66	30	3	0	1	0	3	1	447
13:00	1	1	347	87	23	2	2	5	0	1	2	471
14:00	1	0	356	79	34	1	1	1	0	3	1	477
15:00	0	1	366	81	18	2	0	0	0	2	4	474
16:00	1	2	512	97	24	0	0	3	0	2	0	641
17:00	3	2	433	84	22	0	0	1	0	1	5	551
18:00	1	2	400	71	12	1	0	0	0	0	3	490
19:00	0	3	314	60	7	0	0	1	0	1	1	387
20:00	1	4	230	36	6	0	0	0	0	1	1	279
21:00	1	1	162	35	3	0	0	0	0	1	1	204
22:00	0	2	123	17	4	0	0	0	0	0	0	146
23:00	0	0	87	12	2	0	0	0	0	1	0	102
00:00	0	0	62	11	4	0	0	0	0	0	0	77
7:00-19:00 12H	13	18	4720	973	269	18	4	32	0	24	24	6095
06:00-22:00 16H	15	26	5444	1113	301	19	4	36	0	28	27	7013
06:00-24:00 18H	15	26	5593	1136	307	19	4	36	0	29	27	7192
00:00-24:00 24H	17	29	5730	1186	341	19	4	38	0	36	29	7429

Direction - North

20/04/2024	Vehicle Classes											TOTAL
	1	2	3	4	5	6	7	8	9	10	11	
Hr Ending	Cycle	M/C	Car	LGV	R2	R3	R4	A3	A4	A5+	Bus	
01:00	0	0	32	9	0	0	0	0	0	0	0	41
02:00	0	0	27	3	0	0	0	0	0	0	0	30
03:00	0	0	19	2	1	1	0	0	0	0	0	23
04:00	0	0	11	2	4	0	0	0	0	0	0	17
05:00	0	0	15	2	2	0	0	1	0	0	0	20
06:00	0	0	21	2	4	1	0	0	0	0	0	28
07:00	2	1	75	14	3	0	0	0	0	0	1	96
08:00	4	2	107	36	5	0	0	0	0	0	0	154
09:00	2	2	222	50	10	0	0	7	0	3	0	296
10:00	3	6	311	58	17	0	0	3	0	2	1	401
11:00	1	12	447	74	22	0	1	1	0	2	0	560
12:00	0	2	393	67	17	0	0	1	0	0	0	480
13:00	1	4	381	92	10	2	0	1	0	0	0	491
14:00	3	6	434	77	14	1	0	2	0	2	1	540
15:00	3	7	390	79	14	1	0	3	0	2	0	499
16:00	1	14	387	64	8	0	1	0	0	2	0	477
17:00	2	1	364	67	11	0	0	0	0	1	0	446
18:00	3	4	340	56	9	0	0	2	0	1	0	415
19:00	0	0	287	43	6	0	0	0	0	1	0	337
20:00	2	0	249	52	4	0	0	1	0	0	1	309
21:00	0	0	170	27	2	0	0	0	0	0	0	199
22:00	0	1	113	17	0	0	0	0	0	0	0	131
23:00	0	1	118	17	3	0	0	0	0	0	0	139
00:00	0	0	74	17	3	0	0	0	0	1	1	96
7:00-19:00 12H	23	60	4063	763	143	4	2	20	0	16	2	5096
06:00-22:00 16H	27	62	4670	873	152	4	2	21	0	16	4	5831
06:00-24:00 18H	27	63	4862	907	158	4	2	21	0	17	5	6066
00:00-24:00 24H	27	63	4987	927	169	6	2	22	0	17	5	6225

Direction - South

20/04/2024	Vehicle Classes											TOTAL
	1	2	3	4	5	6	7	8	9	10	11	
Hr Ending	Cycle	M/C	Car	LGV	R2	R3	R4	A3	A4	A5+	Bus	
01:00	0	0	38	8	2	0	0	0	0	0	0	48
02:00	0	0	19	2	3	0	0	0	0	0	0	24
03:00	0	0	11	8	0	0	0	0	0	0	0	19
04:00	0	0	7	1	3	0	0	0	0	0	0	11
05:00	0	0	21	2	8	0	0	2	0	1	0	34
06:00	0	1	43	6	4	0	0	1	0	1	0	56
07:00	2	0	75	22	3	0	0	0	0	0	1	103
08:00	0	2	150	49	4	1	0	0	0	3	3	212
09:00	1	3	265	69	9	0	0	3	0	1	0	351
10:00	4	2	363	72	15	0	0	3	0	1	0	460
11:00	2	0	414	61	18	0	0	1	0	0	0	496
12:00	4	2	459	73	18	0	0	3	0	2	1	562
13:00	2	6	437	72	16	0	0	2	0	3	0	538
14:00	2	13	376	70	9	1	0	0	0	0	0	471
15:00	7	3	374	60	10	0	2	2	0	0	0	458
16:00	3	6	381	57	8	0	0	0	0	0	0	455
17:00	3	4	383	71	6	0	1	0	0	3	0	471
18:00	0	2	270	49	6	0	0	0	0	1	0	328
19:00	1	2	251	47	6	0	0	1	0	0	0	308
20:00	0	2	188	37	2	0	0	0	0	0	0	229
21:00	0	1	175	33	5	0	0	0	0	0	0	214
22:00	0	2	108	21	4	0	0	0	0	0	0	135
23:00	0	0	87	14	4	0	0	0	0	0	0	105
00:00	0	0	67	13	3	0	0	0	0	0	1	84
7:00-19:00 12H	29	45	4123	750	125	2	3	15	0	14	4	5110
06:00-22:00 16H	31	50	4669	863	139	2	3	15	0	14	5	5791
06:00-24:00 18H	31	50	4823	890	146	2	3	15	0	14	6	5980
00:00-24:00 24H	31	51	4962	917	166	2	3	18	0	16	6	6172

Direction - North

21/04/2024	Vehicle Classes											TOTAL	
	1	2	3	4	5	6	7	8	9	10	11		
Hr Ending	Cycle	M/C	Car	LGV	R2	R3	R4	A3	A4	A5+	Bus		
01:00	0	0	57	7	1	0	0	0	0	0	0	0	65
02:00	0	0	29	3	1	0	0	0	0	0	0	1	34
03:00	0	0	25	1	0	0	0	0	0	0	0	0	26
04:00	0	1	11	2	0	0	0	0	0	0	0	0	14
05:00	0	0	11	4	1	0	0	0	0	0	0	0	16
06:00	0	0	16	4	2	0	0	0	0	0	0	0	22
07:00	0	1	23	7	0	0	0	0	0	0	0	0	31
08:00	53	0	63	6	4	0	2	1	0	14	0	0	143
09:00	12	3	105	22	4	0	1	0	0	0	0	0	147
10:00	5	10	214	28	3	0	0	0	0	0	0	0	260
11:00	1	24	299	44	8	0	2	1	0	1	0	0	380
12:00	2	3	337	58	8	0	1	0	0	0	0	0	409
13:00	3	13	394	68	10	0	1	2	0	2	0	0	493
14:00	2	2	377	59	4	0	0	0	0	2	0	0	446
15:00	1	4	348	66	4	0	0	1	0	0	1	0	425
16:00	0	6	383	53	4	0	0	1	0	0	0	0	447
17:00	0	2	315	53	4	0	0	2	0	1	0	0	377
18:00	2	2	248	38	4	0	0	1	0	0	1	0	296
19:00	2	1	213	43	1	0	0	0	0	0	0	0	260
20:00	0	1	214	18	5	0	0	2	0	0	0	0	240
21:00	1	1	137	18	3	0	0	0	0	1	0	0	161
22:00	0	1	101	19	1	0	0	0	0	0	0	0	122
23:00	0	0	60	10	1	0	0	0	0	0	0	0	71
00:00	0	0	22	3	0	0	0	1	0	0	0	0	26
7:00-19:00 12H	83	70	3296	538	58	0	7	9	0	20	2	0	4083
06:00-22:00 16H	84	74	3771	600	67	0	7	11	0	21	2	0	4637
06:00-24:00 18H	84	74	3853	613	68	0	7	12	0	21	2	0	4734
00:00-24:00 24H	84	75	4002	634	73	0	7	12	0	21	3	0	4911

Direction - South

21/04/2024	Vehicle Classes											TOTAL	
	1	2	3	4	5	6	7	8	9	10	11		
Hr Ending	Cycle	M/C	Car	LGV	R2	R3	R4	A3	A4	A5+	Bus		
01:00	0	0	54	10	2	0	0	0	0	0	0	0	66
02:00	0	0	34	6	1	0	0	0	0	0	0	0	41
03:00	0	0	14	3	1	0	0	0	0	0	0	0	18
04:00	0	1	12	2	0	0	0	0	0	0	0	0	15
05:00	0	0	15	3	0	0	0	0	0	0	0	0	18
06:00	0	0	20	7	0	0	0	1	0	0	1	0	29
07:00	0	0	33	9	1	0	0	0	0	1	1	0	45
08:00	1	0	79	9	2	0	0	1	0	0	0	0	92
09:00	4	0	134	18	6	1	0	3	0	1	0	0	167
10:00	2	0	230	30	6	0	0	2	0	0	1	0	271
11:00	15	3	389	53	7	0	1	3	0	1	1	0	473
12:00	13	4	418	71	7	0	2	3	0	1	0	0	519
13:00	24	3	409	71	4	0	2	0	0	2	0	0	515
14:00	37	10	356	67	5	1	2	1	0	2	0	0	481
15:00	21	8	346	54	7	0	0	1	0	1	0	0	438
16:00	14	8	370	61	5	0	1	2	0	1	0	0	462
17:00	2	6	296	48	6	0	0	1	0	0	0	0	359
18:00	1	1	236	44	11	0	0	0	0	1	1	0	295
19:00	1	3	199	31	2	0	0	0	0	0	0	0	236
20:00	0	3	185	27	3	0	0	1	0	0	0	0	219
21:00	0	1	112	11	6	0	0	0	0	1	0	0	131
22:00	0	1	92	17	1	0	0	0	0	1	0	0	112
23:00	0	0	56	5	1	0	0	0	0	0	0	0	62
00:00	0	0	17	3	1	0	0	0	0	0	0	0	21
7:00-19:00 12H	135	46	3462	557	68	2	8	17	0	10	3	0	4308
06:00-22:00 16H	135	51	3884	621	79	2	8	18	0	13	4	0	4815
06:00-24:00 18H	135	51	3957	629	81	2	8	18	0	13	4	0	4898
00:00-24:00 24H	135	52	4106	660	85	2	8	19	0	13	5	0	5085

Direction - North

22/04/2024	Vehicle Classes											TOTAL	
	1	2	3	4	5	6	7	8	9	10	11		
Hr Ending	Cycle	M/C	Car	LGV	R2	R3	R4	A3	A4	A5+	Bus		
01:00	0	0	15	4	0	0	0	0	0	0	0	0	19
02:00	0	1	14	3	2	0	0	0	0	0	0	0	20
03:00	0	0	16	2	0	0	0	0	0	0	1	0	19
04:00	0	0	15	4	3	0	0	0	0	0	0	0	22
05:00	0	0	19	2	3	0	0	0	0	0	0	0	24
06:00	0	0	31	15	5	0	0	0	0	0	1	0	52
07:00	0	2	114	36	7	1	0	0	0	0	3	0	163
08:00	1	0	314	64	29	0	0	0	0	0	2	3	413
09:00	1	1	453	95	32	2	0	1	0	0	1	0	586
10:00	0	1	285	58	33	1	0	5	0	0	2	2	387
11:00	1	0	243	56	26	3	1	0	0	0	3	2	335
12:00	3	0	289	80	26	1	2	4	0	0	6	2	413
13:00	0	1	313	66	33	1	1	4	0	0	4	1	424
14:00	0	1	296	64	34	1	1	0	0	0	2	0	399
15:00	0	0	403	78	26	3	2	0	0	0	3	3	518
16:00	0	2	461	92	20	1	0	3	0	0	5	3	587
17:00	1	1	513	103	22	1	1	5	0	0	3	1	651
18:00	3	1	561	120	14	0	0	1	0	0	3	0	703
19:00	1	2	369	72	9	0	0	1	0	0	2	0	456
20:00	0	0	252	47	10	0	0	1	0	0	1	0	311
21:00	1	2	200	32	2	0	0	1	0	0	0	2	240
22:00	0	0	126	23	2	0	0	0	0	0	0	0	151
23:00	0	0	79	12	1	0	0	0	0	0	0	0	92
00:00	0	0	24	4	1	0	0	0	0	0	0	0	29

7:00-19:00 12H	11	10	4500	948	304	14	8	24	0	36	17	5872
06:00-22:00 16H	12	14	5192	1086	325	15	8	26	0	40	19	6737
06:00-24:00 18H	12	14	5295	1102	327	15	8	26	0	40	19	6858
00:00-24:00 24H	12	15	5405	1132	340	15	8	26	0	42	19	7014

Direction - South

22/04/2024	Vehicle Classes											TOTAL	
	1	2	3	4	5	6	7	8	9	10	11		
Hr Ending	Cycle	M/C	Car	LGV	R2	R3	R4	A3	A4	A5+	Bus		
01:00	0	0	4	2	1	0	0	0	0	0	0	0	7
02:00	0	0	7	2	0	0	0	0	0	0	0	0	9
03:00	0	0	6	3	1	0	0	0	0	0	0	0	10
04:00	1	0	8	5	5	0	0	0	0	0	1	0	20
05:00	0	0	26	8	18	0	0	1	0	0	4	1	58
06:00	1	2	103	38	20	0	0	0	0	0	9	0	173
07:00	1	3	222	61	18	0	0	3	0	0	3	1	312
08:00	0	1	446	115	24	0	0	3	0	0	3	1	593
09:00	0	0	554	103	26	2	0	4	0	0	4	2	695
10:00	0	4	354	97	21	1	0	1	0	0	5	2	485
11:00	0	0	287	68	29	1	1	4	0	0	3	3	396
12:00	2	1	276	63	24	2	0	5	0	0	3	0	376
13:00	0	2	312	59	10	2	1	1	0	0	3	2	392
14:00	1	4	300	63	32	1	0	4	0	0	2	0	407
15:00	2	2	335	61	30	0	1	4	0	0	2	0	437
16:00	2	1	452	88	33	1	0	3	0	0	1	3	584
17:00	0	2	384	93	19	1	1	3	0	0	4	1	508
18:00	2	2	361	72	10	0	0	1	0	0	0	1	449
19:00	0	1	315	56	12	0	0	2	0	0	3	1	390
20:00	1	3	206	45	8	1	0	1	0	0	0	0	265
21:00	1	0	127	19	3	0	0	0	0	0	1	1	152
22:00	0	0	115	25	4	0	0	0	0	0	0	0	144
23:00	0	0	47	8	1	0	0	0	0	0	0	0	56
00:00	0	0	24	2	4	0	0	0	0	0	0	1	31

7:00-19:00 12H	9	20	4376	938	270	11	4	35	0	33	16	5712
06:00-22:00 16H	12	26	5046	1088	303	12	4	39	0	37	18	6585
06:00-24:00 18H	12	26	5117	1098	308	12	4	39	0	37	19	6672
00:00-24:00 24H	14	28	5271	1156	353	12	4	40	0	51	20	6949

Direction - North

23/04/2024	Vehicle Classes											TOTAL
	1	2	3	4	5	6	7	8	9	10	11	
Hr Ending	Cycle	M/C	Car	LGV	R2	R3	R4	A3	A4	A5+	Bus	
01:00	0	0	15	1	0	0	0	0	0	1	0	17
02:00	0	0	6	2	1	0	0	0	0	0	0	9
03:00	0	0	17	1	1	0	0	0	0	0	0	19
04:00	0	0	8	2	2	0	0	0	0	0	0	12
05:00	0	0	19	3	1	0	0	0	0	0	0	23
06:00	0	1	43	7	2	0	0	0	0	0	0	53
07:00	2	1	118	33	6	1	0	2	0	3	0	166
08:00	2	2	307	74	25	1	0	4	0	1	5	421
09:00	1	1	461	99	25	3	0	5	0	6	2	603
10:00	0	1	301	85	26	3	0	4	0	3	4	427
11:00	2	1	247	56	31	4	1	4	0	2	3	351
12:00	0	2	284	67	33	2	0	3	0	0	2	393
13:00	2	2	301	64	28	0	0	3	0	1	1	402
14:00	0	0	253	65	19	1	1	5	0	4	1	349
15:00	1	1	363	84	24	1	0	5	0	6	0	485
16:00	0	2	490	86	28	0	0	4	0	3	1	614
17:00	2	4	518	109	25	0	0	2	0	4	1	665
18:00	4	8	561	145	20	0	0	7	0	9	2	756
19:00	1	1	536	112	12	0	0	5	0	1	1	669
20:00	1	1	402	69	11	1	1	3	0	0	1	490
21:00	0	3	239	48	4	0	0	1	0	1	1	297
22:00	0	1	139	22	8	0	0	0	0	0	0	170
23:00	0	1	93	8	1	0	0	1	0	0	0	104
00:00	0	0	30	4	0	0	0	0	0	1	0	35

7:00-19:00 12H	15	25	4622	1046	296	15	2	51	0	40	23	6135
06:00-22:00 16H	18	31	5520	1218	325	17	3	57	0	44	25	7258
06:00-24:00 18H	18	32	5643	1230	326	17	3	58	0	45	25	7397
00:00-24:00 24H	18	33	5751	1246	333	17	3	58	0	46	25	7530

Direction - South

23/04/2024	Vehicle Classes											TOTAL
	1	2	3	4	5	6	7	8	9	10	11	
Hr Ending	Cycle	M/C	Car	LGV	R2	R3	R4	A3	A4	A5+	Bus	
01:00	0	0	3	0	1	0	0	0	0	0	0	4
02:00	0	0	1	3	1	0	0	0	0	1	0	6
03:00	0	0	6	1	0	0	0	0	0	0	0	7
04:00	1	0	9	2	0	0	0	1	0	1	1	15
05:00	0	0	31	8	13	0	0	1	0	1	1	55
06:00	1	2	122	33	6	0	0	0	0	3	0	167
07:00	2	5	250	65	16	1	0	2	0	3	1	345
08:00	3	2	472	114	31	1	0	5	0	2	4	634
09:00	0	1	514	79	19	3	2	2	0	3	1	624
10:00	1	4	324	99	19	2	0	3	0	7	0	459
11:00	1	1	283	78	24	2	0	4	0	1	2	396
12:00	1	5	277	62	22	3	1	6	0	3	1	381
13:00	0	4	308	82	28	1	0	3	0	4	2	432
14:00	1	3	292	68	30	2	0	3	0	2	3	404
15:00	0	6	272	71	25	2	0	2	0	1	0	379
16:00	0	3	442	69	29	1	0	5	0	3	1	553
17:00	0	1	400	95	14	0	1	2	0	1	4	518
18:00	2	2	475	93	13	0	0	1	0	4	0	590
19:00	2	4	378	69	11	0	0	2	0	0	3	469
20:00	1	0	251	49	7	0	0	4	0	3	1	316
21:00	1	2	192	31	4	0	0	0	0	1	0	231
22:00	0	0	149	22	4	0	0	0	0	0	1	176
23:00	0	0	74	9	4	0	0	0	0	0	0	87
00:00	0	1	18	3	4	0	0	0	0	1	1	28

7:00-19:00 12H	11	36	4437	979	265	17	4	38	0	31	21	5839
06:00-22:00 16H	15	43	5279	1146	296	18	4	44	0	38	24	6907
06:00-24:00 18H	15	44	5371	1158	304	18	4	44	0	39	25	7022
00:00-24:00 24H	17	46	5543	1205	325	18	4	46	0	45	27	7276

Direction - North

24/04/2024	Vehicle Classes											TOTAL
	1	2	3	4	5	6	7	8	9	10	11	
Hr Ending	Cycle	M/C	Car	LGV	R2	R3	R4	A3	A4	A5+	Bus	
01:00	0	0	14	3	1	0	0	0	0	0	0	18
02:00	0	1	10	1	2	0	0	0	0	0	0	14
03:00	0	0	18	2	4	0	0	0	0	0	0	24
04:00	0	0	13	2	1	0	0	0	0	0	0	16
05:00	0	0	17	3	5	0	0	0	0	0	0	25
06:00	1	1	45	4	1	0	0	0	0	1	0	53
07:00	2	2	141	35	8	0	0	1	0	0	0	189
08:00	2	1	290	85	28	1	0	2	0	1	2	412
09:00	1	2	489	102	28	1	0	5	0	2	2	632
10:00	0	1	284	61	39	3	0	3	0	1	3	395
11:00	2	1	276	54	35	1	2	1	0	5	1	378
12:00	1	0	322	72	31	1	0	4	0	4	0	435
13:00	0	3	330	82	23	1	1	2	0	7	3	452
14:00	2	4	301	72	22	1	0	4	0	3	2	411
15:00	0	1	376	93	23	0	1	4	0	4	2	504
16:00	2	6	445	86	20	0	0	3	0	4	0	566
17:00	4	3	494	113	24	2	1	2	0	0	2	645
18:00	5	8	535	114	14	1	0	3	0	4	2	686
19:00	3	4	427	93	12	0	0	2	0	4	0	545
20:00	3	2	301	71	5	0	0	1	0	3	2	388
21:00	1	2	232	36	2	0	0	1	0	0	1	275
22:00	0	1	130	22	2	0	1	0	0	2	0	158
23:00	0	0	88	11	0	0	0	0	0	0	2	101
00:00	0	0	66	8	0	0	0	0	0	0	0	74
7:00-19:00 12H	22	34	4569	1027	299	12	5	35	0	39	19	6061
06:00-22:00 16H	28	41	5373	1191	316	12	6	38	0	44	22	7071
06:00-24:00 18H	28	41	5527	1210	316	12	6	38	0	44	24	7246
00:00-24:00 24H	29	43	5644	1225	330	12	6	38	0	45	24	7396

Direction - South

24/04/2024	Vehicle Classes											TOTAL
	1	2	3	4	5	6	7	8	9	10	11	
Hr Ending	Cycle	M/C	Car	LGV	R2	R3	R4	A3	A4	A5+	Bus	
01:00	0	0	12	2	0	0	0	0	0	0	0	14
02:00	0	1	1	1	1	0	0	0	0	0	0	4
03:00	0	0	9	4	2	0	0	0	0	0	0	15
04:00	0	0	7	5	2	0	0	0	0	1	0	15
05:00	0	0	28	11	17	0	0	0	0	0	1	57
06:00	1	2	109	33	14	0	0	1	0	2	0	162
07:00	2	3	249	67	14	0	1	1	0	4	1	342
08:00	5	2	460	115	29	1	0	7	0	2	3	624
09:00	1	1	556	87	24	2	0	1	0	0	4	676
10:00	1	3	382	82	29	4	0	2	0	4	0	507
11:00	0	0	299	70	31	0	0	2	0	2	2	406
12:00	1	3	275	69	28	2	1	5	0	6	1	391
13:00	3	1	303	76	24	1	0	4	0	4	1	417
14:00	2	4	303	78	23	2	0	5	0	4	3	424
15:00	0	6	334	71	28	0	0	2	0	3	0	444
16:00	3	6	468	106	25	0	1	6	0	2	1	618
17:00	2	7	385	83	19	0	0	3	0	1	1	501
18:00	1	1	349	87	15	0	0	5	0	2	2	462
19:00	4	3	309	51	5	0	0	3	0	2	0	377
20:00	0	3	228	39	8	0	1	4	0	1	1	285
21:00	1	2	189	42	4	1	0	3	0	1	1	244
22:00	0	4	141	27	3	1	0	0	0	0	1	177
23:00	0	0	87	12	3	0	0	0	0	0	1	103
00:00	0	1	30	11	2	0	0	1	0	0	1	46
7:00-19:00 12H	23	37	4423	975	280	12	2	45	0	32	18	5847
06:00-22:00 16H	26	49	5230	1150	309	14	4	53	0	38	22	6895
06:00-24:00 18H	26	50	5347	1173	314	14	4	54	0	38	24	7044
00:00-24:00 24H	27	53	5513	1229	350	14	4	55	0	41	25	7311

Direction - North

25/04/2024	Vehicle Classes											TOTAL
	1	2	3	4	5	6	7	8	9	10	11	
Hr Ending	Cycle	M/C	Car	LGV	R2	R3	R4	A3	A4	A5+	Bus	
01:00	0	0	23	4	0	0	0	0	0	0	0	27
02:00	0	0	5	2	3	0	0	0	0	0	0	10
03:00	0	1	10	0	1	0	0	0	0	0	0	12
04:00	0	0	9	1	2	0	0	0	0	0	0	12
05:00	0	0	15	4	2	0	0	0	0	0	1	22
06:00	0	0	47	8	4	0	0	0	0	1	0	60
07:00	1	2	123	33	7	1	0	3	0	2	0	172
08:00	2	3	310	79	21	0	0	0	0	3	0	418
09:00	0	1	484	116	19	0	0	7	0	3	0	630
10:00	1	3	287	73	35	0	0	0	0	2	3	404
11:00	3	0	268	69	33	0	0	6	0	1	4	384
12:00	0	0	294	77	34	5	0	1	0	4	2	417
13:00	1	0	288	85	33	2	0	3	0	4	3	419
14:00	2	2	319	58	26	4	0	1	0	3	1	416
15:00	0	0	364	78	26	0	0	6	0	2	5	481
16:00	0	5	452	78	25	2	0	4	0	5	3	574
17:00	1	4	532	106	25	0	0	5	0	0	1	674
18:00	3	3	581	120	14	0	0	2	0	1	2	726
19:00	1	2	395	70	10	1	0	5	0	1	0	485
20:00	0	0	296	61	9	0	0	0	0	1	0	367
21:00	0	2	216	31	3	0	0	0	0	0	0	252
22:00	0	2	170	22	1	0	0	1	0	2	0	198
23:00	0	0	99	7	0	0	0	0	0	1	0	107
00:00	0	0	43	2	2	0	0	0	0	2	0	49
7:00-19:00 12H	14	23	4574	1009	301	14	0	40	0	29	24	6028
06:00-22:00 16H	15	29	5379	1156	321	15	0	44	0	34	24	7017
06:00-24:00 18H	15	29	5521	1165	323	15	0	44	0	37	24	7173
00:00-24:00 24H	15	30	5630	1184	335	15	0	44	0	38	25	7316

Direction - South

25/04/2024	Vehicle Classes											TOTAL
	1	2	3	4	5	6	7	8	9	10	11	
Hr Ending	Cycle	M/C	Car	LGV	R2	R3	R4	A3	A4	A5+	Bus	
01:00	0	0	12	0	1	0	0	0	0	1	0	14
02:00	0	0	4	2	0	0	0	1	0	0	0	7
03:00	0	0	7	4	1	0	0	0	0	0	0	12
04:00	1	0	5	4	2	0	0	0	0	0	1	13
05:00	0	1	30	9	7	0	0	0	0	1	1	49
06:00	1	1	99	25	14	0	0	0	0	6	0	146
07:00	1	3	230	77	20	1	0	1	0	1	0	334
08:00	1	2	454	90	27	2	0	7	0	1	3	587
09:00	0	1	535	87	20	0	0	6	0	4	2	655
10:00	2	2	358	94	25	1	0	3	0	4	2	491
11:00	1	1	296	83	25	0	0	5	0	4	3	418
12:00	2	1	287	81	35	1	0	3	0	4	0	414
13:00	0	1	264	77	25	4	0	3	0	4	1	379
14:00	0	1	266	69	25	2	0	3	0	1	4	371
15:00	1	0	336	68	31	1	0	1	0	5	3	446
16:00	1	3	426	87	34	1	1	10	0	1	2	566
17:00	1	4	359	75	23	0	0	2	0	4	1	469
18:00	1	2	368	70	14	0	0	3	0	0	2	460
19:00	2	1	327	45	6	0	0	1	0	2	0	384
20:00	0	4	293	35	8	0	0	1	0	1	1	343
21:00	0	2	163	42	6	0	0	1	0	2	0	216
22:00	0	1	99	20	2	0	0	0	0	0	2	124
23:00	0	0	79	9	2	0	0	0	0	0	0	90
00:00	0	0	43	6	5	0	0	1	0	2	1	58
7:00-19:00 12H	12	19	4276	926	290	12	1	47	0	34	23	5640
06:00-22:00 16H	13	29	5061	1100	326	13	1	50	0	38	26	6657
06:00-24:00 18H	13	29	5183	1115	333	13	1	51	0	40	27	6805
00:00-24:00 24H	15	31	5340	1159	358	13	1	52	0	48	29	7046

Direction - North

19/04/2024		Vehicle Speeds MPH														TOTAL
Hr Ending	0>5	5>10	10>15	15>20	20>25	25>30	30>35	35>40	40>45	45>50	50>55	55>60	60>65	65>70	70>140	TOTAL
01:00	0	0	0	0	0	1	6	4	3	2	0	1	0	0	0	17
02:00	0	0	0	0	0	3	4	4	6	3	0	0	0	0	0	20
03:00	0	0	0	0	0	1	3	7	3	1	0	1	0	0	0	16
04:00	0	0	0	1	0	4	4	2	3	0	2	0	0	0	0	16
05:00	0	0	0	0	2	0	6	2	4	1	0	0	0	0	0	15
06:00	0	0	1	3	2	4	14	25	4	1	1	1	0	0	0	56
07:00	0	0	0	3	5	23	38	54	18	4	0	1	0	0	0	146
08:00	0	0	2	0	13	111	206	95	13	3	0	0	0	0	0	443
09:00	0	0	0	1	8	118	346	115	21	3	0	0	1	0	0	613
10:00	0	1	0	1	6	98	227	94	14	2	0	0	0	0	0	443
11:00	0	0	2	4	12	75	192	90	13	1	0	0	1	0	0	390
12:00	0	0	3	5	2	71	214	142	23	1	1	0	0	0	0	462
13:00	0	0	1	1	5	68	242	141	12	4	1	0	0	0	0	475
14:00	0	0	1	7	7	89	278	124	19	2	0	0	0	0	0	527
15:00	0	1	4	6	19	115	280	119	9	5	3	0	0	0	0	561
16:00	0	0	3	16	24	124	336	131	16	5	0	1	0	0	0	656
17:00	0	0	5	9	7	156	322	162	20	2	2	0	0	0	0	685
18:00	0	0	5	7	7	112	312	154	19	2	0	0	0	0	0	618
19:00	0	0	1	9	13	92	235	124	15	2	0	1	0	0	0	492
20:00	0	2	1	11	18	69	175	98	15	0	1	0	0	0	0	390
21:00	0	0	1	4	12	56	91	38	4	3	1	0	0	0	0	210
22:00	0	0	1	8	18	41	60	35	7	3	1	0	0	0	0	174
23:00	0	1	1	5	5	24	52	27	8	3	1	1	0	0	0	128
00:00	0	0	0	3	1	6	40	24	2	3	3	0	0	0	0	82
7:00-19:00 12H	0	2	27	66	123	1229	3190	1491	194	32	7	2	2	0	0	6365
06:00-22:00 16H	0	4	30	92	176	1418	3554	1716	238	42	10	3	2	0	0	7285
06:00-24:00 18H	0	5	31	100	182	1448	3646	1767	248	48	14	4	2	0	0	7495
00:00-24:00 24H	0	5	32	104	186	1461	3683	1811	271	56	17	7	2	0	0	7635

Direction - South

19/04/2024		Vehicle Speeds MPH														TOTAL
Hr Ending	0>5	5>10	10>15	15>20	20>25	25>30	30>35	35>40	40>45	45>50	50>55	55>60	60>65	65>70	70>140	TOTAL
01:00	0	0	0	0	0	1	2	6	4	1	0	0	0	0	0	14
02:00	0	0	0	0	0	0	2	4	1	1	0	0	0	0	0	8
03:00	0	0	0	0	0	2	3	2	3	4	1	0	0	0	0	15
04:00	0	0	0	2	0	2	0	2	5	3	0	1	0	0	0	15
05:00	0	0	0	0	0	1	7	18	9	5	1	1	0	0	0	42
06:00	0	0	0	2	0	8	33	56	31	9	4	0	0	0	0	143
07:00	0	0	0	0	1	10	74	103	66	26	5	4	0	0	0	289
08:00	0	0	0	3	4	69	260	173	35	3	0	0	0	0	0	547
09:00	0	0	0	2	1	84	375	172	21	1	0	0	0	0	0	656
10:00	0	0	0	3	4	74	283	140	24	0	0	0	0	0	0	528
11:00	0	0	0	2	0	41	210	146	23	3	1	0	0	0	0	426
12:00	0	0	0	2	1	60	198	145	35	5	1	0	0	0	0	447
13:00	0	0	0	4	6	45	192	187	31	4	1	1	0	0	0	471
14:00	0	0	2	8	6	52	222	149	37	1	0	0	0	0	0	477
15:00	0	0	1	5	5	50	206	166	35	5	1	0	0	0	0	474
16:00	0	0	1	8	2	100	284	218	27	0	1	0	0	0	0	641
17:00	0	0	0	6	6	41	215	227	50	6	0	0	0	0	0	551
18:00	0	0	0	7	10	33	181	187	63	8	1	0	0	0	0	490
19:00	0	0	0	3	4	40	146	148	38	4	4	0	0	0	0	387
20:00	0	0	2	3	7	26	96	99	42	3	1	0	0	0	0	279
21:00	0	0	2	4	6	31	78	52	25	3	2	1	0	0	0	204
22:00	0	0	0	4	1	20	41	40	25	10	2	3	0	0	0	146
23:00	0	0	0	4	2	8	38	33	7	7	2	0	0	1	0	102
00:00	0	0	0	1	1	8	26	21	12	5	3	0	0	0	0	77
7:00-19:00 12H	0	0	4	53	49	689	2772	2058	419	40	10	1	0	0	0	6095
06:00-22:00 16H	0	0	8	64	64	776	3061	2352	577	82	20	9	0	0	0	7013
06:00-24:00 18H	0	0	8	69	67	792	3125	2406	596	94	25	9	0	1	0	7192
00:00-24:00 24H	0	0	8	73	67	806	3172	2494	649	117	31	11	0	1	0	7429

Direction - North

20/04/2024	Vehicle Speeds MPH															
Hr Ending	0>5	5>10	10>15	15>20	20>25	25>30	30>35	35>40	40>45	45>50	50>55	55>60	60>65	65>70	70>140	TOTAL
01:00	0	0	0	0	1	2	12	13	9	4	0	0	0	0	0	41
02:00	0	0	0	0	0	3	12	11	1	1	1	0	1	0	0	30
03:00	0	0	0	0	0	1	3	8	9	2	0	0	0	0	0	23
04:00	0	0	0	0	1	1	3	3	6	2	1	0	0	0	0	17
05:00	0	0	0	0	0	3	4	5	5	1	2	0	0	0	0	20
06:00	0	0	0	0	0	1	8	10	5	3	1	0	0	0	0	28
07:00	0	0	2	0	1	7	26	34	17	6	1	1	0	1	0	96
08:00	0	0	3	2	1	22	46	53	15	8	2	1	1	0	0	154
09:00	0	0	0	2	2	41	109	113	22	7	0	0	0	0	0	296
10:00	0	1	2	7	3	62	188	117	20	1	0	0	0	0	0	401
11:00	0	1	3	4	9	120	293	120	8	1	1	0	0	0	0	560
12:00	0	0	0	0	2	62	282	116	16	2	0	0	0	0	0	480
13:00	0	0	0	13	17	65	234	148	12	2	0	0	0	0	0	491
14:00	0	0	2	9	8	55	280	165	18	2	1	0	0	0	0	540
15:00	0	0	2	5	20	98	255	95	14	5	0	2	0	2	1	499
16:00	0	0	2	5	13	64	198	149	35	9	2	0	0	0	0	477
17:00	0	0	1	4	8	65	208	131	25	4	0	0	0	0	0	446
18:00	0	1	2	6	14	71	169	133	15	4	0	0	0	0	0	415
19:00	0	0	0	2	14	57	143	108	10	2	0	1	0	0	0	337
20:00	0	0	3	3	8	53	125	81	31	5	0	0	0	0	0	309
21:00	0	0	0	1	13	30	95	45	12	2	0	0	1	0	0	199
22:00	0	0	0	2	6	14	63	27	10	7	2	0	0	0	0	131
23:00	0	0	0	0	0	19	60	38	13	6	1	2	0	0	0	139
00:00	0	0	0	1	6	26	29	20	8	4	1	0	0	1	0	96
7:00-19:00 12H	0	3	17	59	111	782	2405	1448	210	47	6	4	1	2	1	5096
06:00-22:00 16H	0	3	22	65	139	886	2714	1635	280	67	9	5	2	3	1	5831
06:00-24:00 18H	0	3	22	66	145	931	2803	1693	301	77	11	7	2	4	1	6066
00:00-24:00 24H	0	3	22	66	147	942	2845	1743	336	90	16	7	3	4	1	6225

Direction - South

20/04/2024	Vehicle Speeds MPH															
Hr Ending	0>5	5>10	10>15	15>20	20>25	25>30	30>35	35>40	40>45	45>50	50>55	55>60	60>65	65>70	70>140	TOTAL
01:00	0	0	0	1	2	5	12	14	9	4	1	0	0	0	0	48
02:00	0	0	1	0	0	3	6	10	3	1	0	0	0	0	0	24
03:00	0	0	0	1	0	1	5	4	7	1	0	0	0	0	0	19
04:00	0	0	0	0	0	1	2	1	5	0	1	1	0	0	0	11
05:00	0	0	0	0	0	2	10	5	11	6	0	0	0	0	0	34
06:00	0	0	0	0	0	2	9	21	15	3	3	0	0	0	0	56
07:00	0	0	0	1	1	4	13	36	29	11	5	1	2	0	0	103
08:00	0	0	0	0	0	6	50	87	56	12	1	0	0	0	0	212
09:00	0	0	1	2	1	18	125	137	53	13	1	0	0	0	0	351
10:00	0	0	1	2	2	33	197	182	36	5	2	0	0	0	0	460
11:00	0	1	2	1	5	38	228	187	33	0	1	0	0	0	0	496
12:00	0	0	0	7	7	59	270	170	46	2	1	0	0	0	0	562
13:00	0	0	3	5	7	41	259	177	39	7	0	0	0	0	0	538
14:00	0	0	0	3	5	71	212	134	37	5	3	1	0	0	0	471
15:00	0	0	1	7	7	51	202	145	39	5	1	0	0	0	0	458
16:00	0	0	3	7	7	39	226	128	34	9	1	1	0	0	0	455
17:00	0	0	1	9	13	43	175	187	36	4	3	0	0	0	0	471
18:00	0	0	2	4	4	17	98	126	61	14	2	0	0	0	0	328
19:00	0	0	0	9	1	14	89	132	49	13	0	1	0	0	0	308
20:00	0	0	0	6	0	14	64	92	44	6	3	0	0	0	0	229
21:00	0	1	2	6	2	24	92	54	23	6	4	0	0	0	0	214
22:00	0	0	1	2	1	19	50	35	18	4	3	2	0	0	0	135
23:00	0	0	0	1	1	10	34	31	13	9	3	2	0	0	1	105
00:00	0	0	0	2	0	7	23	29	17	5	0	1	0	0	0	84
7:00-19:00 12H	0	1	14	56	59	430	2131	1792	519	89	16	3	0	0	0	5110
06:00-22:00 16H	0	2	17	71	63	491	2350	2009	633	116	31	6	2	0	0	5791
06:00-24:00 18H	0	2	17	74	64	508	2407	2069	663	130	34	9	2	0	1	5980
00:00-24:00 24H	0	2	18	76	66	522	2451	2124	713	145	39	13	2	0	1	6172

Direction - North

21/04/2024	Vehicle Speeds MPH															
Hr Ending	0>5	5>10	10>15	15>20	20>25	25>30	30>35	35>40	40>45	45>50	50>55	55>60	60>65	65>70	70>140	TOTAL
01:00	0	0	0	0	0	8	28	16	9	4	0	0	0	0	0	65
02:00	0	0	0	1	3	1	13	5	6	4	1	0	0	0	0	34
03:00	0	0	0	0	0	3	7	12	2	1	1	0	0	0	0	26
04:00	0	0	0	0	0	4	3	1	3	2	1	0	0	0	0	14
05:00	0	0	0	1	0	2	4	4	4	0	0	1	0	0	0	16
06:00	0	0	0	0	1	0	3	11	3	3	1	0	0	0	0	22
07:00	0	0	0	0	0	2	7	13	4	4	1	0	0	0	0	31
08:00	0	2	31	44	8	16	16	18	6	1	1	0	0	0	0	143
09:00	0	0	11	2	2	18	54	44	10	3	2	1	0	0	0	147
10:00	0	1	4	6	6	42	109	70	22	0	0	0	0	0	0	260
11:00	0	1	3	4	6	47	188	101	28	2	0	0	0	0	0	380
12:00	0	0	2	7	15	80	199	90	13	2	1	0	0	0	0	409
13:00	0	0	3	4	11	103	256	100	12	4	0	0	0	0	0	493
14:00	0	0	0	3	5	65	237	113	21	2	0	0	0	0	0	446
15:00	0	0	2	3	18	84	214	93	8	1	2	0	0	0	0	425
16:00	0	0	1	8	13	130	206	81	6	1	0	1	0	0	0	447
17:00	0	0	4	11	12	56	168	101	21	1	2	0	1	0	0	377
18:00	0	0	2	0	4	43	140	88	13	3	1	0	0	1	1	296
19:00	0	0	2	7	9	47	108	69	15	3	0	0	0	0	0	260
20:00	0	0	1	4	8	32	113	63	15	4	0	0	0	0	0	240
21:00	0	0	0	2	9	28	64	43	7	7	0	1	0	0	0	161
22:00	0	0	0	2	7	17	54	28	6	6	2	0	0	0	0	122
23:00	0	0	0	0	1	12	32	17	6	2	1	0	0	0	0	71
00:00	0	0	0	0	0	7	8	6	4	1	0	0	0	0	0	26
7:00-19:00 12H	0	4	65	99	109	731	1895	968	175	23	9	2	1	1	1	4083
06:00-22:00 16H	0	4	66	107	133	810	2133	1115	207	44	12	3	1	1	1	4637
06:00-24:00 18H	0	4	66	107	134	829	2173	1138	217	47	13	3	1	1	1	4734
00:00-24:00 24H	0	4	66	109	138	847	2231	1187	244	61	17	4	1	1	1	4911

Direction - South

21/04/2024	Vehicle Speeds MPH															
Hr Ending	0>5	5>10	10>15	15>20	20>25	25>30	30>35	35>40	40>45	45>50	50>55	55>60	60>65	65>70	70>140	TOTAL
01:00	0	0	0	2	1	2	22	23	13	3	0	0	0	0	0	66
02:00	0	0	0	0	2	3	11	12	7	2	3	1	0	0	0	41
03:00	0	0	0	0	0	2	3	7	5	1	0	0	0	0	0	18
04:00	0	0	0	0	0	4	3	4	3	1	0	0	0	0	0	15
05:00	0	0	0	1	0	0	3	3	10	1	0	0	0	0	0	18
06:00	0	0	0	0	0	3	5	13	5	3	0	0	0	0	0	29
07:00	0	0	0	0	0	4	8	14	11	5	3	0	0	0	0	45
08:00	0	0	1	2	1	3	17	35	19	9	2	2	1	0	0	92
09:00	0	1	0	3	3	10	52	62	27	9	0	0	0	0	0	167
10:00	0	0	1	2	1	8	105	97	47	9	1	0	0	0	0	271
11:00	0	0	3	14	23	43	188	143	51	7	0	1	0	0	0	473
12:00	0	0	3	9	12	88	230	135	35	5	2	0	0	0	0	519
13:00	0	0	0	13	49	83	182	148	35	4	0	0	0	0	1	515
14:00	0	1	1	15	54	58	162	129	49	11	1	0	0	0	0	481
15:00	0	0	1	14	21	47	165	144	43	2	0	0	1	0	0	438
16:00	0	0	3	10	28	63	180	141	32	3	2	0	0	0	0	462
17:00	0	0	2	7	11	40	153	104	32	8	0	1	1	0	0	359
18:00	0	0	1	4	0	22	118	109	35	5	0	1	0	0	0	295
19:00	0	0	1	9	4	15	79	74	42	7	4	1	0	0	0	236
20:00	0	0	0	4	4	26	59	78	37	9	1	1	0	0	0	219
21:00	0	0	1	4	2	19	43	39	17	3	2	1	0	0	0	131
22:00	0	0	0	1	2	7	24	51	24	2	1	0	0	0	0	112
23:00	0	0	0	1	1	6	11	19	16	6	1	0	1	0	0	62
00:00	0	0	1	0	0	1	4	6	4	3	1	0	1	0	0	21
7:00-19:00 12H	0	2	17	102	207	480	1631	1321	447	79	12	6	3	0	1	4308
06:00-22:00 16H	0	2	18	111	215	536	1765	1503	536	98	19	8	3	0	1	4815
06:00-24:00 18H	0	2	19	112	216	543	1780	1528	556	107	21	8	5	0	1	4898
00:00-24:00 24H	0	2	19	115	219	557	1827	1590	599	118	24	9	5	0	1	5085

Direction - North

22/04/2024	Vehicle Speeds MPH															
Hr Ending	0>5	5>10	10>15	15>20	20>25	25>30	30>35	35>40	40>45	45>50	50>55	55>60	60>65	65>70	70>140	TOTAL
01:00	0	0	0	0	0	2	1	5	8	2	0	1	0	0	0	19
02:00	0	1	0	0	1	0	5	7	2	3	1	0	0	0	0	20
03:00	0	0	0	0	0	4	4	3	4	2	1	1	0	0	0	19
04:00	0	0	0	0	0	2	5	7	3	3	1	1	0	0	0	22
05:00	0	0	0	0	1	3	8	7	4	0	1	0	0	0	0	24
06:00	0	0	0	0	3	3	19	18	6	3	0	0	0	0	0	52
07:00	0	0	0	1	9	29	51	52	14	5	2	0	0	0	0	163
08:00	0	0	1	2	9	65	200	110	21	4	0	1	0	0	0	413
09:00	0	0	0	2	7	101	331	121	22	2	0	0	0	0	0	586
10:00	0	1	0	1	8	92	213	58	10	3	1	0	0	0	0	387
11:00	0	1	0	0	2	63	160	95	13	1	0	0	0	0	0	335
12:00	0	2	2	3	8	103	196	88	9	2	0	0	0	0	0	413
13:00	0	0	1	1	15	76	217	98	11	4	0	1	0	0	0	424
14:00	0	0	3	3	8	95	191	87	9	2	0	0	1	0	0	399
15:00	0	0	2	3	14	150	280	61	6	2	0	0	0	0	0	518
16:00	0	0	2	9	18	125	299	112	20	1	0	1	0	0	0	587
17:00	0	0	5	9	10	105	348	146	27	1	0	0	0	0	0	651
18:00	0	0	2	1	7	135	332	201	24	1	0	0	0	0	0	703
19:00	0	0	0	9	15	49	208	139	32	4	0	0	0	0	0	456
20:00	0	0	0	3	6	28	121	120	26	6	0	0	1	0	0	311
21:00	0	0	1	1	9	48	101	63	13	4	0	0	0	0	0	240
22:00	0	0	0	2	2	32	56	42	13	4	0	0	0	0	0	151
23:00	0	0	0	0	2	10	34	37	6	0	2	0	0	1	0	92
00:00	0	0	0	1	2	3	13	7	2	1	0	0	0	0	0	29
7:00-19:00 12H	0	4	18	43	121	1159	2975	1316	204	27	1	3	1	0	0	5872
06:00-22:00 16H	0	4	19	50	147	1296	3304	1593	270	46	3	3	2	0	0	6737
06:00-24:00 18H	0	4	19	51	151	1309	3351	1637	278	47	5	3	2	1	0	6858
00:00-24:00 24H	0	5	19	51	156	1323	3393	1684	305	60	9	6	2	1	0	7014

Direction - South

22/04/2024	Vehicle Speeds MPH															
Hr Ending	0>5	5>10	10>15	15>20	20>25	25>30	30>35	35>40	40>45	45>50	50>55	55>60	60>65	65>70	70>140	TOTAL
01:00	0	0	0	0	0	0	3	1	0	3	0	0	0	0	0	7
02:00	0	0	0	1	0	1	0	1	2	4	0	0	0	0	0	9
03:00	0	0	0	0	0	1	1	3	3	2	0	0	0	0	0	10
04:00	0	0	0	1	0	1	5	3	6	2	1	1	0	0	0	20
05:00	0	0	0	0	0	4	13	15	16	7	2	1	0	0	0	58
06:00	0	0	0	0	1	8	24	87	39	13	1	0	0	0	0	173
07:00	0	0	0	1	1	16	95	135	45	12	5	1	1	0	0	312
08:00	0	4	8	3	6	52	263	217	33	4	2	1	0	0	0	593
09:00	0	0	0	2	6	83	389	190	24	1	0	0	0	0	0	695
10:00	0	0	0	3	5	47	270	133	23	3	1	0	0	0	0	485
11:00	0	0	0	2	3	50	206	109	20	5	0	1	0	0	0	396
12:00	0	0	1	3	1	51	177	115	25	3	0	0	0	0	0	376
13:00	0	0	2	2	3	55	171	122	32	5	0	0	0	0	0	392
14:00	0	0	4	5	7	52	182	132	22	3	0	0	0	0	0	407
15:00	0	0	2	7	8	54	220	123	20	1	0	1	0	1	0	437
16:00	0	0	3	14	34	75	261	169	26	2	0	0	0	0	0	584
17:00	0	0	1	5	0	56	225	176	41	4	0	0	0	0	0	508
18:00	0	0	0	4	1	42	182	176	36	7	1	0	0	0	0	449
19:00	0	0	0	2	3	42	145	152	40	5	1	0	0	0	0	390
20:00	0	0	3	3	3	24	100	87	37	6	2	0	0	0	0	265
21:00	0	0	0	4	0	16	48	51	25	4	3	1	0	0	0	152
22:00	0	1	1	0	1	9	86	27	12	6	1	0	0	0	0	144
23:00	0	0	0	2	0	4	12	17	15	6	0	0	0	0	0	56
00:00	0	0	0	3	1	1	10	5	9	1	1	0	0	0	0	31
7:00-19:00 12H	0	4	21	52	77	659	2691	1814	342	43	5	3	0	1	0	5712
06:00-22:00 16H	0	5	25	60	82	724	3020	2114	461	71	16	5	1	1	0	6585
06:00-24:00 18H	0	5	25	65	83	729	3042	2136	485	78	17	5	1	1	0	6672
00:00-24:00 24H	0	5	25	67	84	744	3088	2246	551	109	21	7	1	1	0	6949

Direction - North

23/04/2024		Vehicle Speeds MPH														TOTAL
Hr Ending	0>5	5>10	10>15	15>20	20>25	25>30	30>35	35>40	40>45	45>50	50>55	55>60	60>65	65>70	70>140	TOTAL
01:00	0	0	0	0	0	2	3	6	3	2	0	1	0	0	0	17
02:00	0	0	0	0	0	2	3	1	3	0	0	0	0	0	0	9
03:00	0	0	0	0	0	1	3	6	6	1	2	0	0	0	0	19
04:00	0	0	0	0	1	1	2	5	2	0	0	0	1	0	0	12
05:00	0	0	0	0	1	4	4	8	5	1	0	0	0	0	0	23
06:00	0	0	0	0	3	2	20	18	8	1	1	0	0	0	0	53
07:00	0	0	1	1	6	7	47	76	19	6	2	1	0	0	0	166
08:00	0	1	5	6	6	71	166	142	18	5	1	0	0	0	0	421
09:00	0	0	2	1	6	100	320	147	23	4	0	0	0	0	0	603
10:00	0	0	1	2	9	90	217	96	11	1	0	0	0	0	0	427
11:00	0	1	1	5	5	91	178	60	5	4	1	0	0	0	0	351
12:00	0	0	1	4	8	72	205	84	17	2	0	0	0	0	0	393
13:00	0	0	3	4	8	65	201	106	15	0	0	0	0	0	0	402
14:00	0	1	0	6	13	78	156	75	14	5	1	0	0	0	0	349
15:00	0	0	0	7	8	109	245	102	12	2	0	0	0	0	0	485
16:00	0	0	0	7	16	138	316	122	13	2	0	0	0	0	0	614
17:00	0	3	6	9	14	135	326	140	27	5	0	0	0	0	0	665
18:00	0	0	3	4	12	168	396	156	15	2	0	0	0	0	0	756
19:00	0	0	1	3	8	135	342	152	25	3	0	0	0	0	0	669
20:00	0	0	0	5	10	66	202	167	33	6	1	0	0	0	0	490
21:00	0	0	0	1	5	59	145	72	9	4	1	1	0	0	0	297
22:00	0	0	0	0	7	37	75	39	10	2	0	0	0	0	0	170
23:00	0	0	0	1	2	14	34	32	15	2	0	2	0	1	1	104
00:00	0	0	0	0	1	4	8	15	2	3	2	0	0	0	0	35
7:00-19:00 12H	0	6	23	58	113	1252	3068	1382	195	35	3	0	0	0	0	6135
06:00-22:00 16H	0	6	24	65	141	1421	3537	1736	266	53	7	2	0	0	0	7258
06:00-24:00 18H	0	6	24	66	144	1439	3579	1783	283	58	9	4	0	1	1	7397
00:00-24:00 24H	0	6	24	66	149	1451	3614	1827	310	63	12	5	1	1	1	7530

Direction - South

23/04/2024		Vehicle Speeds MPH														TOTAL
Hr Ending	0>5	5>10	10>15	15>20	20>25	25>30	30>35	35>40	40>45	45>50	50>55	55>60	60>65	65>70	70>140	TOTAL
01:00	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	3	0	0	2	1	0	0	0	0	6
03:00	0	0	0	0	0	1	2	1	1	2	0	0	0	0	0	7
04:00	0	0	0	0	1	0	3	0	6	5	0	0	0	0	0	15
05:00	0	0	0	1	0	0	17	18	13	2	3	1	0	0	0	55
06:00	0	0	0	0	1	5	53	47	41	15	4	1	0	0	0	167
07:00	0	0	0	1	2	10	96	112	87	33	1	3	0	0	0	345
08:00	0	0	1	4	0	54	260	238	66	10	1	0	0	0	0	634
09:00	0	0	0	2	1	73	332	181	32	2	1	0	0	0	0	624
10:00	0	0	0	2	2	60	249	121	22	2	0	0	0	1	0	459
11:00	0	0	1	2	2	38	207	117	25	3	1	0	0	0	0	396
12:00	0	0	3	7	4	43	179	107	30	8	0	0	0	0	0	381
13:00	0	0	1	2	4	64	189	138	25	6	2	1	0	0	0	432
14:00	0	0	0	4	4	38	191	135	28	4	0	0	0	0	0	404
15:00	0	0	1	8	3	45	181	110	24	6	1	0	0	0	0	379
16:00	0	0	1	6	10	91	280	145	17	3	0	0	0	0	0	553
17:00	0	0	0	3	1	62	233	187	26	6	0	0	0	0	0	518
18:00	0	1	1	8	12	87	245	187	38	8	3	0	0	0	0	590
19:00	0	0	1	1	9	46	173	180	50	9	0	0	0	0	0	469
20:00	0	0	0	4	9	30	103	115	45	8	2	0	0	0	0	316
21:00	0	0	0	3	1	10	90	96	25	2	3	0	0	1	0	231
22:00	0	0	0	0	1	15	62	69	20	5	3	0	0	1	0	176
23:00	0	0	0	2	2	4	24	19	20	4	10	1	0	1	0	87
00:00	0	0	0	0	0	6	11	3	4	4	0	0	0	0	0	28
7:00-19:00 12H	0	1	10	49	52	701	2719	1846	383	67	9	1	0	1	0	5839
06:00-22:00 16H	0	1	10	57	65	766	3070	2238	560	115	18	4	0	3	0	6907
06:00-24:00 18H	0	1	10	59	67	776	3105	2260	584	123	28	5	0	4	0	7022
00:00-24:00 24H	0	1	10	60	69	782	3185	2327	646	149	36	7	0	4	0	7276

Direction - North

24/04/2024	Vehicle Speeds MPH															
Hr Ending	0>5	5>10	10>15	15>20	20>25	25>30	30>35	35>40	40>45	45>50	50>55	55>60	60>65	65>70	70>140	TOTAL
01:00	0	0	0	0	1	0	6	5	3	2	1	0	0	0	0	18
02:00	0	0	0	0	0	2	1	5	5	1	0	0	0	0	0	14
03:00	0	0	0	0	0	5	2	7	5	4	0	1	0	0	0	24
04:00	0	0	0	0	1	0	0	5	7	2	1	0	0	0	0	16
05:00	0	0	0	0	2	3	6	10	3	1	0	0	0	0	0	25
06:00	0	1	0	1	4	6	15	18	6	1	1	0	0	0	0	53
07:00	0	0	1	0	7	13	56	89	21	1	1	0	0	0	0	189
08:00	0	0	1	0	3	42	219	119	24	4	0	0	0	0	0	412
09:00	0	0	1	2	5	83	341	169	29	1	1	0	0	0	0	632
10:00	0	0	0	1	4	80	203	94	11	1	1	0	0	0	0	395
11:00	0	1	1	3	8	78	193	77	14	3	0	0	0	0	0	378
12:00	0	0	6	3	3	98	244	73	7	1	0	0	0	0	0	435
13:00	0	0	3	5	4	103	242	79	13	3	0	0	0	0	0	452
14:00	0	0	2	6	3	64	229	92	14	1	0	0	0	0	0	411
15:00	0	0	2	0	9	112	272	90	17	1	0	0	1	0	0	504
16:00	0	1	1	3	15	97	313	108	24	2	2	0	0	0	0	566
17:00	0	0	2	2	14	80	346	176	22	3	0	0	0	0	0	645
18:00	0	0	3	5	11	92	354	183	30	7	1	0	0	0	0	686
19:00	0	0	1	3	16	93	208	187	31	5	0	1	0	0	0	545
20:00	0	0	3	3	13	44	155	140	23	3	4	0	0	0	0	388
21:00	0	0	2	0	6	35	109	94	27	1	1	0	0	0	0	275
22:00	0	0	0	1	6	26	51	53	19	0	1	1	0	0	0	158
23:00	0	0	0	0	2	15	39	29	11	3	2	0	0	0	0	101
00:00	0	0	0	1	0	5	27	29	10	1	1	0	0	0	0	74
7:00-19:00 12H	0	2	23	33	95	1022	3164	1447	236	32	5	1	1	0	0	6061
06:00-22:00 16H	0	2	29	37	127	1140	3535	1823	326	37	12	2	1	0	0	7071
06:00-24:00 18H	0	2	29	38	129	1160	3601	1881	347	41	15	2	1	0	0	7246
00:00-24:00 24H	0	3	29	39	137	1176	3631	1931	376	52	18	3	1	0	0	7396

Direction - South

24/04/2024	Vehicle Speeds MPH															
Hr Ending	0>5	5>10	10>15	15>20	20>25	25>30	30>35	35>40	40>45	45>50	50>55	55>60	60>65	65>70	70>140	TOTAL
01:00	0	0	0	1	1	0	2	7	2	0	0	0	0	0	1	14
02:00	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4
03:00	0	0	0	0	2	1	2	5	1	3	1	0	0	0	0	15
04:00	0	0	0	0	0	0	2	6	3	3	1	0	0	0	0	15
05:00	0	0	0	1	0	4	14	13	16	3	5	1	0	0	0	57
06:00	0	0	0	0	2	6	37	66	28	12	10	1	0	0	0	162
07:00	0	0	1	0	2	7	88	155	65	18	4	2	0	0	0	342
08:00	0	0	0	3	3	58	277	212	59	9	3	0	0	0	0	624
09:00	0	0	4	5	6	59	347	203	45	6	1	0	0	0	0	676
10:00	0	0	0	4	6	65	254	140	34	3	0	0	1	0	0	507
11:00	0	0	0	4	2	63	195	120	19	1	2	0	0	0	0	406
12:00	0	0	3	4	2	15	194	142	28	3	0	0	0	0	0	391
13:00	0	0	0	8	5	44	181	151	24	3	1	0	0	0	0	417
14:00	0	0	2	2	7	31	196	159	21	5	1	0	0	0	0	424
15:00	0	0	2	9	1	25	234	140	25	5	2	0	1	0	0	444
16:00	0	0	2	5	5	88	308	175	33	2	0	0	0	0	0	618
17:00	0	0	0	15	5	52	204	187	32	5	0	1	0	0	0	501
18:00	0	0	0	4	5	31	148	191	77	5	1	0	0	0	0	462
19:00	0	0	0	6	6	18	119	163	54	11	0	0	0	0	0	377
20:00	0	2	0	5	1	23	96	99	44	14	1	0	0	0	0	285
21:00	0	0	2	1	6	22	96	81	28	7	0	0	1	0	0	244
22:00	0	0	0	3	1	19	76	49	21	6	1	0	0	1	0	177
23:00	0	0	0	0	1	6	38	41	12	2	2	1	0	0	0	103
00:00	0	0	0	1	1	3	12	14	12	2	1	0	0	0	0	46
7:00-19:00 12H	0	0	13	69	53	549	2657	1983	451	58	11	1	2	0	0	5847
06:00-22:00 16H	0	2	16	78	63	620	3013	2367	609	103	17	3	3	1	0	6895
06:00-24:00 18H	0	2	16	79	65	629	3063	2422	633	107	20	4	3	1	0	7044
00:00-24:00 24H	0	2	16	81	70	641	3122	2520	683	128	37	6	3	1	1	7311

Direction - North

25/04/2024	Vehicle Speeds MPH															
Hr Ending	0>5	5>10	10>15	15>20	20>25	25>30	30>35	35>40	40>45	45>50	50>55	55>60	60>65	65>70	70>140	TOTAL
01:00	0	0	0	0	0	3	8	7	9	0	0	0	0	0	0	27
02:00	0	0	0	0	0	3	1	1	3	1	1	0	0	0	0	10
03:00	0	0	0	0	0	1	2	5	2	1	1	0	0	0	0	12
04:00	0	0	0	0	1	3	2	6	0	0	0	0	0	0	0	12
05:00	0	0	0	0	2	2	10	5	2	1	0	0	0	0	0	22
06:00	0	0	0	1	2	7	17	25	1	4	3	0	0	0	0	60
07:00	0	0	2	0	6	20	64	55	19	4	1	0	1	0	0	172
08:00	0	2	4	7	17	104	163	110	10	1	0	0	0	0	0	418
09:00	0	0	2	1	15	108	348	134	19	3	0	0	0	0	0	630
10:00	0	0	0	2	6	75	226	78	14	1	1	1	0	0	0	404
11:00	0	0	4	3	16	90	202	63	5	1	0	0	0	0	0	384
12:00	0	3	2	4	8	103	212	75	8	2	0	0	0	0	0	417
13:00	0	0	2	9	11	70	219	92	15	0	1	0	0	0	0	419
14:00	0	0	1	11	7	52	227	101	14	3	0	0	0	0	0	416
15:00	0	0	0	1	12	110	263	84	9	1	1	0	0	0	0	481
16:00	0	0	3	4	15	124	280	129	18	1	0	0	0	0	0	574
17:00	0	0	2	4	25	128	331	155	25	3	0	0	1	0	0	674
18:00	0	0	3	5	9	101	385	198	21	3	1	0	0	0	0	726
19:00	0	0	0	4	15	85	251	113	15	1	1	0	0	0	0	485
20:00	0	0	0	1	5	75	172	95	17	2	0	0	0	0	0	367
21:00	0	0	0	0	7	41	119	62	19	2	1	1	0	0	0	252
22:00	0	0	0	0	9	45	77	47	14	5	1	0	0	0	0	198
23:00	0	0	0	0	2	17	40	26	14	6	1	0	1	0	0	107
00:00	0	0	0	0	0	7	20	12	5	3	2	0	0	0	0	49
7:00-19:00 12H	0	5	23	55	156	1150	3107	1332	173	20	5	1	1	0	0	6028
06:00-22:00 16H	0	5	25	56	183	1331	3539	1591	242	33	8	2	2	0	0	7017
06:00-24:00 18H	0	5	25	56	185	1355	3599	1629	261	42	11	2	3	0	0	7173
00:00-24:00 24H	0	5	25	57	190	1374	3639	1678	278	49	16	2	3	0	0	7316

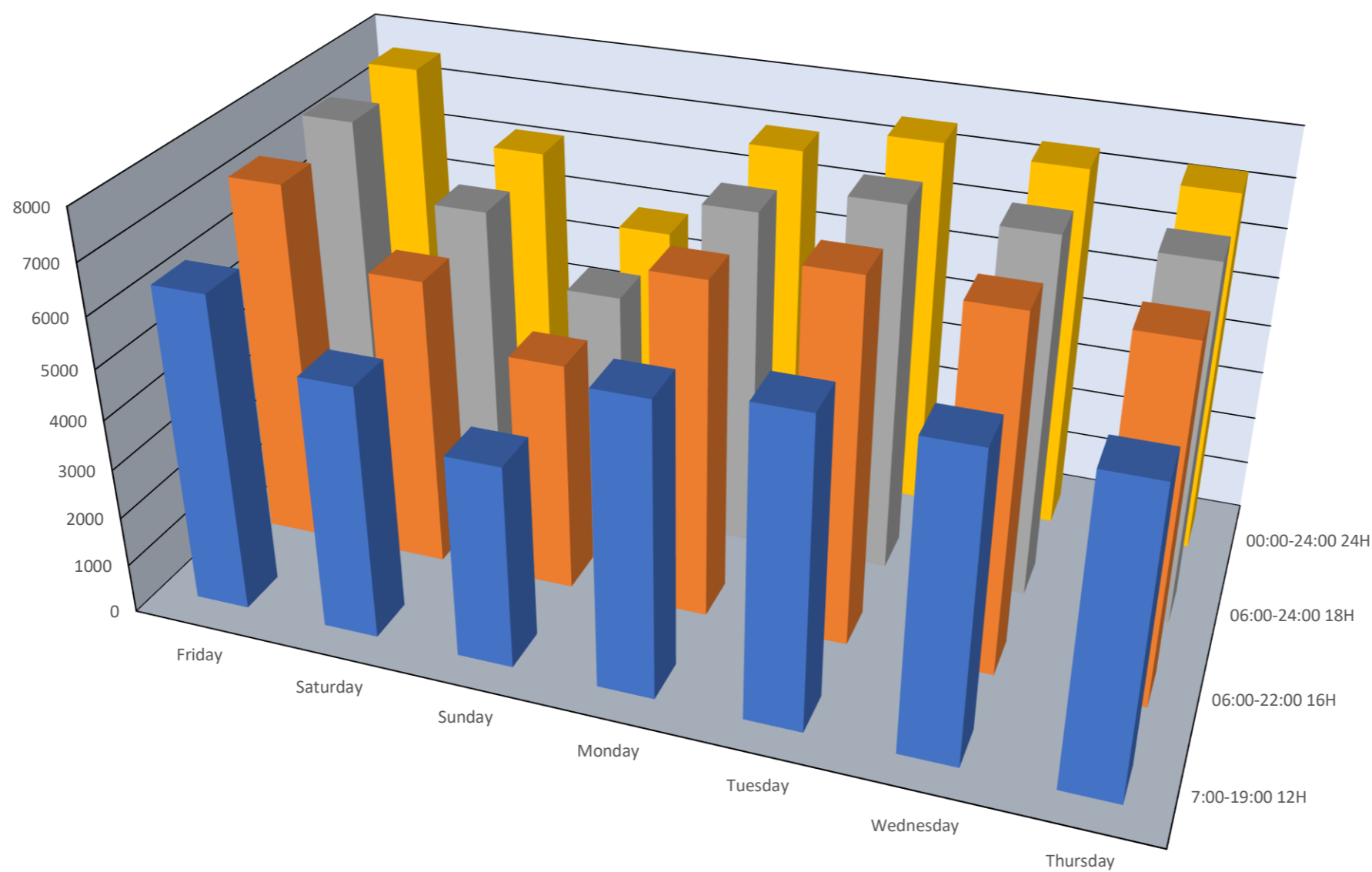
Direction - South

25/04/2024	Vehicle Speeds MPH															
Hr Ending	0>5	5>10	10>15	15>20	20>25	25>30	30>35	35>40	40>45	45>50	50>55	55>60	60>65	65>70	70>140	TOTAL
01:00	0	0	0	0	0	0	2	3	5	4	0	0	0	0	0	14
02:00	0	0	0	0	0	0	5	1	0	1	0	0	0	0	0	7
03:00	0	0	0	0	0	1	3	3	3	2	0	0	0	0	0	12
04:00	0	0	0	1	0	2	2	5	3	0	0	0	0	0	0	13
05:00	0	0	0	1	0	3	5	12	10	11	4	3	0	0	0	49
06:00	0	0	1	1	0	10	32	53	29	17	3	0	0	0	0	146
07:00	0	0	0	1	2	17	91	149	58	10	5	1	0	0	0	334
08:00	0	0	0	4	5	95	291	154	38	0	0	0	0	0	0	587
09:00	0	0	0	1	10	129	368	129	17	1	0	0	0	0	0	655
10:00	0	0	1	7	7	73	250	134	17	2	0	0	0	0	0	491
11:00	0	0	0	9	4	52	234	103	16	0	0	0	0	0	0	418
12:00	0	1	0	7	3	85	215	93	8	1	1	0	0	0	0	414
13:00	0	0	0	6	5	45	172	118	26	5	2	0	0	0	0	379
14:00	0	0	0	4	0	49	157	118	40	3	0	0	0	0	0	371
15:00	0	0	4	13	23	64	200	123	17	2	0	0	0	0	0	446
16:00	0	0	1	8	11	76	275	164	31	0	0	0	0	0	0	566
17:00	0	0	1	6	5	33	177	195	43	7	1	0	0	1	0	469
18:00	0	0	0	2	5	43	194	178	36	2	0	0	0	0	0	460
19:00	0	0	0	3	6	39	160	126	39	9	1	0	1	0	0	384
20:00	0	0	0	3	4	49	132	123	24	6	1	1	0	0	0	343
21:00	0	0	1	4	1	21	80	74	26	7	1	1	0	0	0	216
22:00	0	0	0	3	1	10	33	44	24	3	6	0	0	0	0	124
23:00	0	0	0	2	0	14	26	29	10	5	3	1	0	0	0	90
00:00	0	0	0	0	0	6	21	17	11	1	1	1	0	0	0	58
7:00-19:00 12H	0	1	7	70	84	783	2693	1635	328	32	5	0	1	1	0	5640
06:00-22:00 16H	0	1	8	81	92	880	3029	2025	460	58	18	3	1	1	0	6657
06:00-24:00 18H	0	1	8	83	92	900	3076	2071	481	64	22	5	1	1	0	6805
00:00-24:00 24H	0	1	9	86	92	916	3125	2148	531	99	29	8	1	1	0	7046

Direction - North

Hr Ending	Vehicle Flow							5 Day Average	7 Day Average
	19/04/2024	20/04/2024	21/04/2024	22/04/2024	23/04/2024	24/04/2024	25/04/2024		
	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday		
01:00	17	41	65	19	17	18	27	20	29
02:00	20	30	34	20	9	14	10	15	20
03:00	16	23	26	19	19	24	12	18	20
04:00	16	17	14	22	12	16	12	16	16
05:00	15	20	16	24	23	25	22	22	21
06:00	56	28	22	52	53	53	60	55	46
07:00	146	96	31	163	166	189	172	167	138
08:00	443	154	143	413	421	412	418	421	343
09:00	613	296	147	586	603	632	630	613	501
10:00	443	401	260	387	427	395	404	411	388
11:00	390	560	380	335	351	378	384	368	397
12:00	462	480	409	413	393	435	417	424	430
13:00	475	491	493	424	402	452	419	434	451
14:00	527	540	446	399	349	411	416	420	441
15:00	561	499	425	518	485	504	481	510	496
16:00	656	477	447	587	614	566	574	599	560
17:00	685	446	377	651	665	645	674	664	592
18:00	618	415	296	703	756	686	726	698	600
19:00	492	337	260	456	669	545	485	529	463
20:00	390	309	240	311	490	388	367	389	356
21:00	210	199	161	240	297	275	252	255	233
22:00	174	131	122	151	170	158	198	170	158
23:00	128	139	71	92	104	101	107	106	106
00:00	82	96	26	29	35	74	49	54	56
7:00-19:00 12H	6365	5096	4083	5872	6135	6061	6028	6092	5663
06:00-22:00 16H	7285	5831	4637	6737	7258	7071	7017	7074	6548
06:00-24:00 18H	7495	6066	4734	6858	7397	7246	7173	7234	6710
00:00-24:00 24H	7635	6225	4911	7014	7530	7396	7316	7378	6861

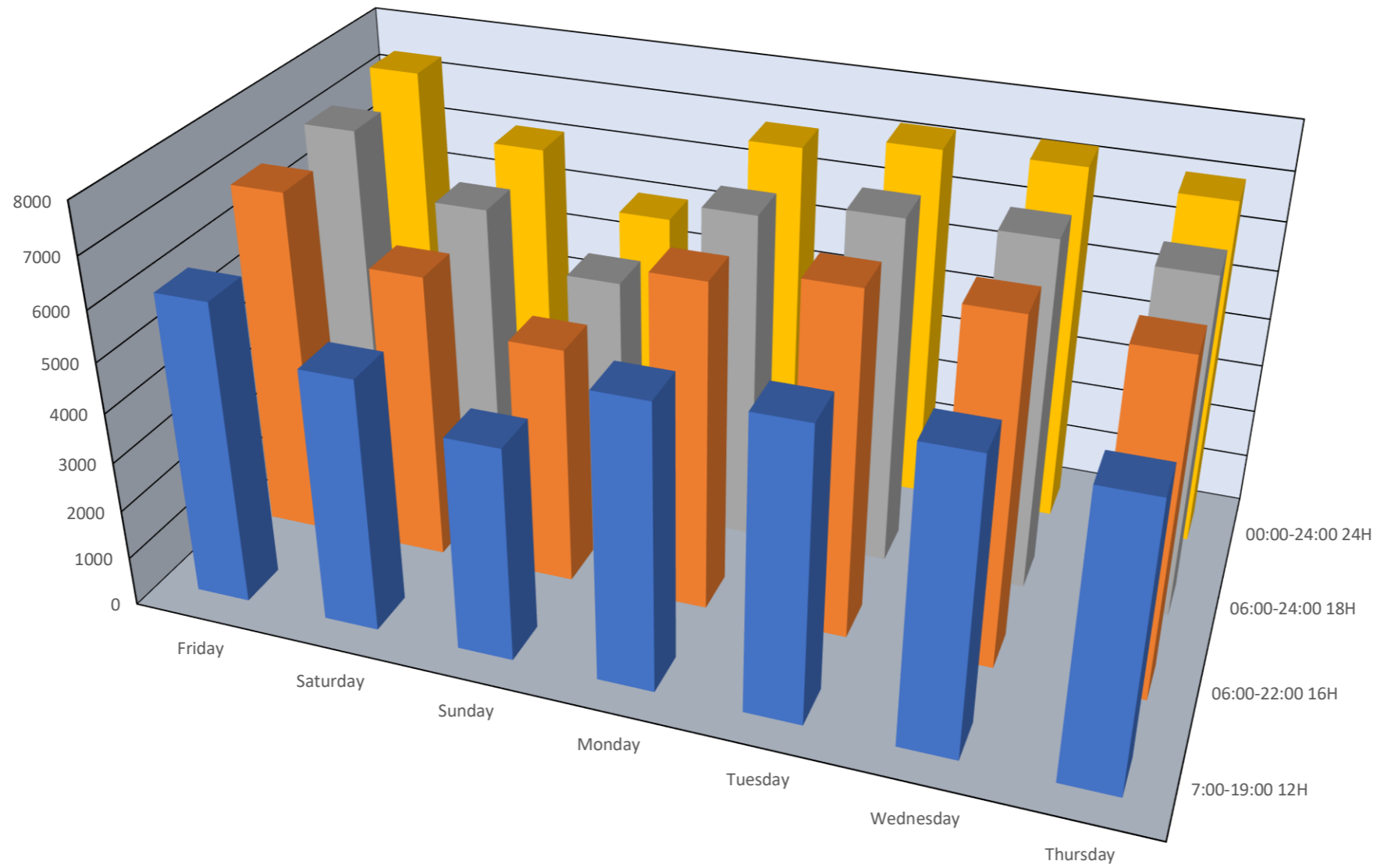
Vehicle Flow



Direction - South

Hr Ending	Vehicle Flow							5 Day Average	7 Day Average
	19/04/2024 Friday	20/04/2024 Saturday	21/04/2024 Sunday	22/04/2024 Monday	23/04/2024 Tuesday	24/04/2024 Wednesday	25/04/2024 Thursday		
01:00	14	48	66	7	4	14	14	11	24
02:00	8	24	41	9	6	4	7	7	14
03:00	15	19	18	10	7	15	12	12	14
04:00	15	11	15	20	15	15	13	16	15
05:00	42	34	18	58	55	57	49	52	45
06:00	143	56	29	173	167	162	146	158	125
07:00	289	103	45	312	345	342	334	324	253
08:00	547	212	92	593	634	624	587	597	470
09:00	656	351	167	695	624	676	655	661	546
10:00	528	460	271	485	459	507	491	494	457
11:00	426	496	473	396	396	406	418	408	430
12:00	447	562	519	376	381	391	414	402	441
13:00	471	538	515	392	432	417	379	418	449
14:00	477	471	481	407	404	424	371	417	434
15:00	474	458	438	437	379	444	446	436	439
16:00	641	455	462	584	553	618	566	592	554
17:00	551	471	359	508	518	501	469	509	482
18:00	490	328	295	449	590	462	460	490	439
19:00	387	308	236	390	469	377	384	401	364
20:00	279	229	219	265	316	285	343	298	277
21:00	204	214	131	152	231	244	216	209	199
22:00	146	135	112	144	176	177	124	153	145
23:00	102	105	62	56	87	103	90	88	86
00:00	77	84	21	31	28	46	58	48	49
7:00-19:00 12H	6095	5110	4308	5712	5839	5847	5640	5827	5507
06:00-22:00 16H	7013	5791	4815	6585	6907	6895	6657	6811	6380
06:00-24:00 18H	7192	5980	4898	6672	7022	7044	6805	6947	6516
00:00-24:00 24H	7429	6172	5085	6949	7276	7311	7046	7202	6753

Vehicle Flow



Direction - North

Hr Ending	Average Speed							5 Day Average	7 Day Average
	19/04/2024 Friday	20/04/2024 Saturday	21/04/2024 Sunday	22/04/2024 Monday	23/04/2024 Tuesday	24/04/2024 Wednesday	25/04/2024 Thursday		
01:00	38.3	37.2	35.4	40	38.8	37.5	36.4	38.1	37.1
02:00	37.9	36.5	35.9	37.2	35.5	37.8	37.5	37.4	36.8
03:00	38.7	39.5	36.4	37.9	40.4	38.1	38.2	38.7	38.4
04:00	35.8	39.5	37.1	38.9	38.1	41.3	32.8	37.7	37.9
05:00	35.1	38.3	36.7	35.3	35.7	34.9	33.8	35.0	35.6
06:00	34.8	38.3	38.1	35.5	35.6	34.3	35.6	35.2	35.6
07:00	34.7	36.9	37.7	34.4	36.2	35.5	34.5	35.1	35.3
08:00	32.4	35.3	23.6	33.4	33.3	34.1	32	33.0	32.6
09:00	32.8	34.6	32.9	32.9	33.3	33.5	32.7	33.0	33.2
10:00	32.6	33.3	33	32.2	32.5	33	32.8	32.6	32.7
11:00	32.5	32.4	33.4	33.4	32.1	32.6	31.7	32.4	32.6
12:00	33.5	33.4	32.3	32	32.7	31.9	31.8	32.4	32.5
13:00	33.5	33	32.4	32.9	32.9	32.2	32.5	32.8	32.8
14:00	32.9	33.5	33.4	32.3	32.4	32.8	32.8	32.7	32.9
15:00	32.3	32.5	32.3	31.4	32.3	32.5	32.2	32.2	32.2
16:00	32.1	34.1	31.6	32.3	32.2	32.8	32.5	32.3	32.5
17:00	32.5	33.6	33	32.7	32.3	33.4	32.7	32.7	32.8
18:00	32.8	33	33.9	33	32.4	33.5	33.2	33.0	33.0
19:00	32.8	33.2	32.7	33.8	32.8	33.7	32.9	33.2	33.1
20:00	32.2	33.5	33.4	35	34.1	34.2	33.2	33.7	33.6
21:00	31.6	32.9	33.3	33.1	33.3	34.2	33.7	33.3	33.2
22:00	31.3	34	33.6	33.7	33	34.4	33.2	33.1	33.2
23:00	32.7	35.3	34.6	35.2	36	34.8	35.5	34.7	34.8
00:00	34.4	33.9	34.8	32.9	36.5	35.8	35.8	35.1	34.8
7:00-19:00 12H	32.7	33.3	32.4	32.7	32.6	33.0	32.5	32.7	32.8
06:00-22:00 16H	32.6	33.4	32.6	32.9	32.8	33.2	32.7	32.8	32.9
06:00-24:00 18H	32.7	33.4	32.6	32.9	32.9	33.3	32.7	32.9	32.9
00:00-24:00 24H	32.7	33.6	32.7	33.0	32.9	33.4	32.8	33.0	33.0

Hr Ending	85th Percentile							5 Day Average	7 Day Average
	19/04/2024 Friday	20/04/2024 Saturday	21/04/2024 Sunday	22/04/2024 Monday	23/04/2024 Tuesday	24/04/2024 Wednesday	25/04/2024 Thursday		
01:00	47.2	44.3	40.6	45.3	46	45.5	41.2	43.8	43.1
02:00	45.4	40.2	45.1	45.3	-	42.2	-	44.6	44.5
03:00	44.9	44.7	43.8	46.2	48.5	46.8	47.3	46.2	44.7
04:00	47.9	46.4	46.5	46.7	44.4	46.6	39.4	44.5	45.1
05:00	44.1	48.3	43.6	42	41.7	41.9	40.2	41.8	42.1
06:00	39.8	45.2	45.3	42.3	42	40.5	39.9	40.5	41.6
07:00	40.1	42.9	45.8	39.7	40.9	39.4	39.9	39.9	40.3
08:00	36.5	40.7	37.7	37.5	37.6	38	36.7	37.3	37.5
09:00	36.2	38.6	39.2	36.4	36.9	37	36.4	36.6	36.9
10:00	36.2	37.6	38.7	35.6	36.5	36.5	36	36.2	36.7
11:00	36.8	36.4	37.8	37.4	35.9	36.7	35.4	36.4	36.6
12:00	37.5	36.5	36.4	36	36.8	35.5	35.7	36.4	36.4
13:00	37.2	37	36.3	36.7	37.1	36.2	36.6	36.9	36.8
14:00	36.9	37.4	37.2	36.2	36.6	36.7	36.8	36.7	36.9
15:00	36.3	36.2	36.4	34.9	36.4	36.5	35.6	35.8	36.0
16:00	36.2	38.8	35.6	36.4	36	36.6	36.5	36.4	36.6
17:00	36.8	37.6	37.5	36.7	36.4	36.9	37	36.8	37.0
18:00	37	37.4	37.6	36.7	36.2	37.2	36.9	36.9	36.9
19:00	37.5	37.4	37.6	38.1	36.7	37.8	36.8	37.5	37.5
20:00	37.2	39.4	38.6	39.5	38.3	38.8	37.6	38.3	38.4
21:00	36.4	37.6	38.3	37.9	37	38.7	38.2	37.7	37.8
22:00	37.3	39.2	38.7	38.3	37.4	39.3	37.6	38.1	38.3
23:00	38.1	40.3	39.8	39.4	41.7	40.5	42.7	40.2	40.0
00:00	38.8	40	41	37.7	43.8	40.3	41.7	40.0	40.1
7:00-19:00 12H	36.7	37.4	37.0	36.6	36.6	36.9	36.5	36.7	36.8
06:00-22:00 16H	36.8	37.6	37.2	36.9	36.9	37.2	36.7	36.9	37.0
06:00-24:00 18H	36.9	37.7	37.2	37.0	36.9	37.4	36.7	37.0	37.1
00:00-24:00 24H	37.0	37.8	37.5	37.1	37.0	37.5	36.8	37.1	37.2

Direction - South

Hr Ending	Average Speed							5 Day Average	7 Day Average
	19/04/2024 Friday	20/04/2024 Saturday	21/04/2024 Sunday	22/04/2024 Monday	23/04/2024 Tuesday	24/04/2024 Wednesday	25/04/2024 Thursday		
01:00	38.2	35.9	36.1	39.5	36.8	37.5	41.4	38.9	36.9
02:00	38.3	35.4	37.4	39.7	40.9	32.6	35	37.8	37.1
03:00	39.7	36.9	37.4	39.4	38.6	37	38.3	38.5	38.0
04:00	37.9	41.3	35.6	39	40	40.4	34.6	38.5	38.4
05:00	39.2	38.9	38.5	39	38	39	41.1	39.2	39.1
06:00	37.8	39.9	38	38.4	38.2	38.6	37.7	38.2	38.3
07:00	38.3	40.2	38.9	36.9	38	37.7	37.1	37.6	37.8
08:00	34	38.1	38.4	34.1	35.1	34.9	33.5	34.3	34.7
09:00	33.4	36.1	36	33.6	33.8	34	32.6	33.5	33.8
10:00	33.4	35	36.2	33.6	33.7	33.9	33.2	33.6	34.0
11:00	34.2	34.4	33.9	33.7	34.1	33.6	33.2	33.7	33.9
12:00	34.4	34	33.2	33.9	33.9	34.6	32.6	33.9	33.8
13:00	34.7	34.4	32.7	34.1	34.1	34.2	34.1	34.2	34.0
14:00	33.9	34.1	32.9	33.5	34.2	34.2	34.4	34.0	33.9
15:00	34.3	34.2	33.9	33.5	33.8	34.2	32.6	33.7	33.8
16:00	33.6	34.1	33.1	32.7	32.9	33.5	33.5	33.2	33.3
17:00	34.9	34.5	34	34.4	34.3	34.1	35	34.6	34.5
18:00	35	36.3	35.2	35	33.7	35.9	34.7	34.8	35.0
19:00	35	36.1	35.6	35.1	35	35.9	34.9	35.2	35.3
20:00	35	36.4	35.7	35	35.4	35.9	34.5	35.2	35.4
21:00	34	34.2	34.8	35.7	35.7	35.1	35.3	35.1	35.0
22:00	36.2	35.2	36.8	34.5	36.1	35.2	36.9	35.7	35.8
23:00	35.3	37.3	38.2	37.5	38.9	36.3	36.3	36.7	37.0
00:00	36.2	36.8	39.3	35.3	35.8	36.9	36.2	36.2	36.5
7:00-19:00 12H	34.2	34.8	34.0	33.9	34.1	34.4	33.6	34.0	34.1
06:00-22:00 16H	34.4	35.0	34.2	34.1	34.4	34.7	33.9	34.3	34.4
06:00-24:00 18H	34.5	35.1	34.3	34.2	34.5	34.7	34.0	34.4	34.4
00:00-24:00 24H	34.6	35.1	34.4	34.3	34.6	34.8	34.2	34.5	34.6

Hr Ending	85th Percentile							5 Day Average	7 Day Average
	19/04/2024 Friday	20/04/2024 Saturday	21/04/2024 Sunday	22/04/2024 Monday	23/04/2024 Tuesday	24/04/2024 Wednesday	25/04/2024 Thursday		
01:00	42.9	42.3	41.8	-	-	42.4	46.8	45.5	43.1
02:00	-	43	44.4	-	-	-	-	-	45.4
03:00	48.8	43.2	44.5	-	-	47.4	45.4	46.1	45.6
04:00	47.8	54.5	42.2	46	46.6	45.4	40.7	45.4	45.3
05:00	45.4	46.4	43.8	46	43.2	45.4	49.3	46.5	46.3
06:00	43.2	47.5	43.2	43.6	44.4	44.5	44.6	44.0	44.1
07:00	44.2	47	46.3	41.2	43.7	42.2	41.4	42.7	43.1
08:00	38.3	42.7	45.3	38	39.1	39.1	37.6	38.5	38.9
09:00	36.8	40.5	42.1	37.5	37.5	38	36	37.4	37.9
10:00	37.3	38.8	41.4	37.1	37.9	37.9	37.1	37.6	38.0
11:00	37.6	38.3	39.5	37.4	37.7	37.4	36.8	37.5	37.9
12:00	38.4	38.3	37.7	38	38.8	38.6	36.2	38.0	38.0
13:00	38.4	38.4	38.5	38.6	38.1	38.2	38.3	38.3	38.4
14:00	38.1	39	39.6	38	38.2	38	39.1	38.3	38.6
15:00	38.8	38.6	39.1	37.5	37.8	37.9	37.4	37.9	38.3
16:00	37.7	38	38.2	37.2	36.6	37.6	37.6	37.4	37.6
17:00	38.8	39.2	39	38.5	38.5	38.7	39.4	38.7	38.8
18:00	39.9	41.4	39.8	39	38.4	40.3	38.7	39.1	39.6
19:00	39.3	40.9	41.4	39.4	39.5	40.5	39.6	39.7	40.0
20:00	40.4	41.8	41.5	40.5	40.6	41.5	38.9	40.3	40.6
21:00	40.1	40.1	40.4	41.7	39.7	39.9	40.2	40.2	40.2
22:00	42.9	40.7	41.9	39	40.4	40.6	43.3	41.6	41.5
23:00	40.5	44.3	44.7	44.5	48.3	40.6	43.1	43.5	44.0
00:00	43.4	43.2	46.5	43.5	45.2	42.2	41.8	42.4	43.0
7:00-19:00 12H	38.3	39.4	39.4	38.0	38.3	38.6	37.8	38.1	38.5
06:00-22:00 16H	38.7	39.7	39.7	38.4	38.7	39.0	38.4	38.6	38.9
06:00-24:00 18H	38.7	39.8	39.8	38.4	38.8	39.1	38.5	38.7	38.9
00:00-24:00 24H	38.9	39.9	39.9	38.7	39.0	39.4	38.7	38.9	39.1

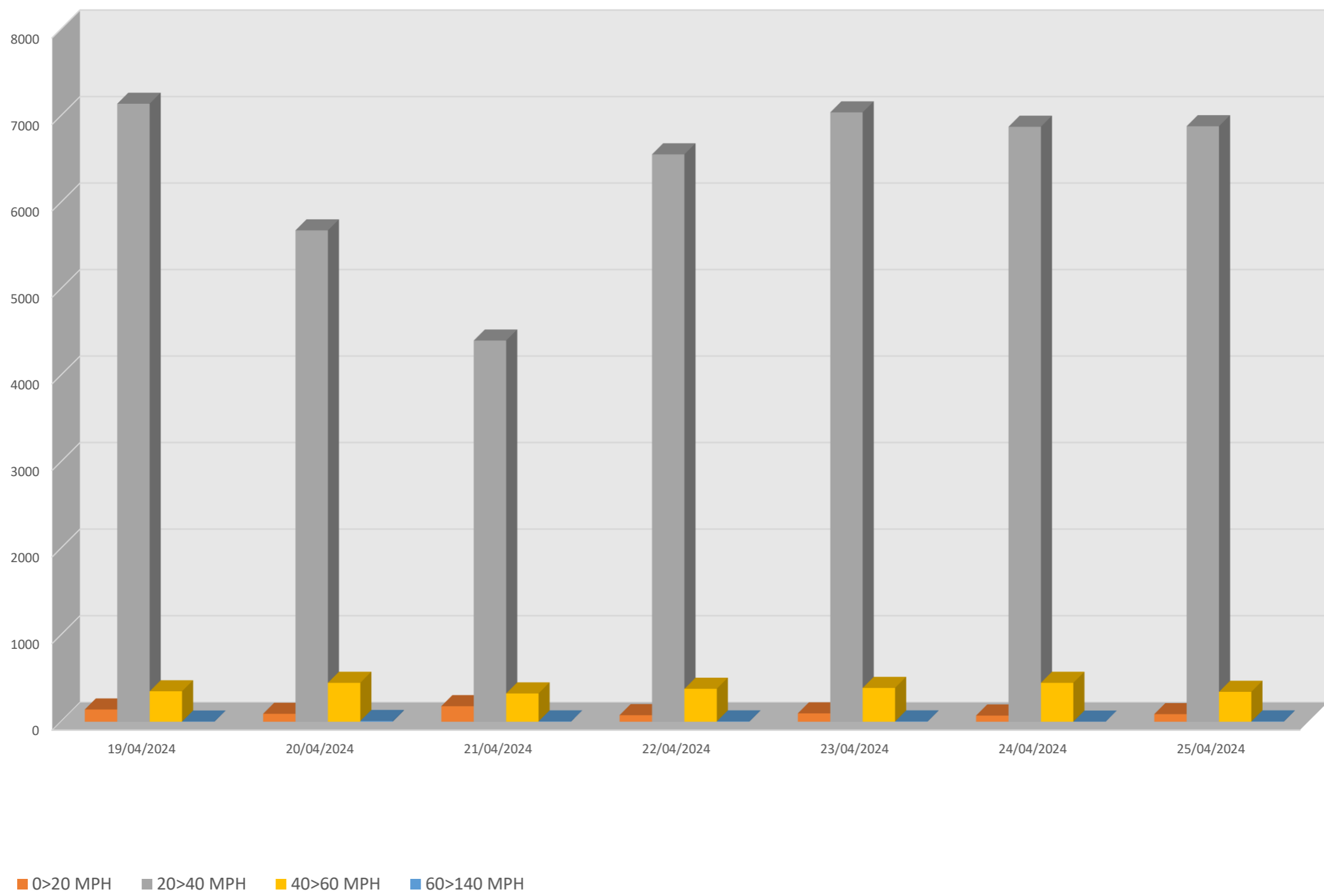
Direction - North

Speed Summary

Week 1

Speed	19/04/2024	20/04/2024	21/04/2024	22/04/2024	23/04/2024	24/04/2024	25/04/2024
	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday
0>20 MPH	141	91	179	75	96	71	87
20>40 MPH	7141	5677	4403	6556	7041	6875	6881
40>60 MPH	351	449	326	380	390	449	345
60>140 MPH	2	8	3	3	3	1	3
<b>TOTAL VEHICLES</b>	<b>7635</b>	<b>6225</b>	<b>4911</b>	<b>7014</b>	<b>7530</b>	<b>7396</b>	<b>7316</b>

Speed Summary (MPH)



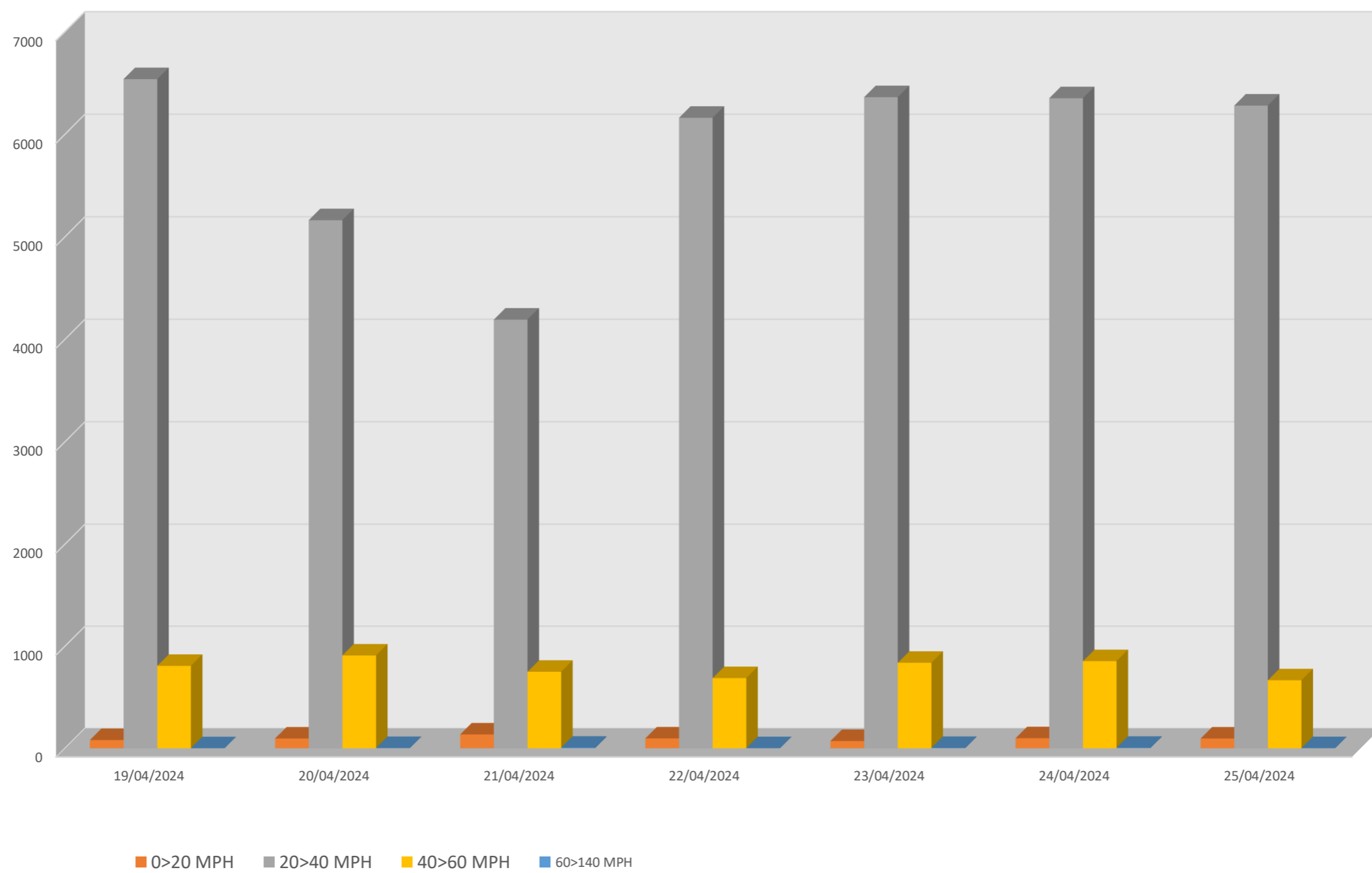
Direction - South

Speed Summary

Week 1

	19/04/2024	20/04/2024	21/04/2024	22/04/2024	23/04/2024	24/04/2024	25/04/2024
Speed	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday
0>20 MPH	81	96	136	97	71	99	96
20>40 MPH	6539	5163	4193	6162	6363	6353	6281
40>60 MPH	808	910	750	688	838	854	667
60>140 MPH	1	3	6	2	4	5	2
<b>TOTAL VEHICLES</b>	<b>7429</b>	<b>6172</b>	<b>5085</b>	<b>6949</b>	<b>7276</b>	<b>7311</b>	<b>7046</b>

Speed Summary (MPH)



Direction - North

Vehicle Class

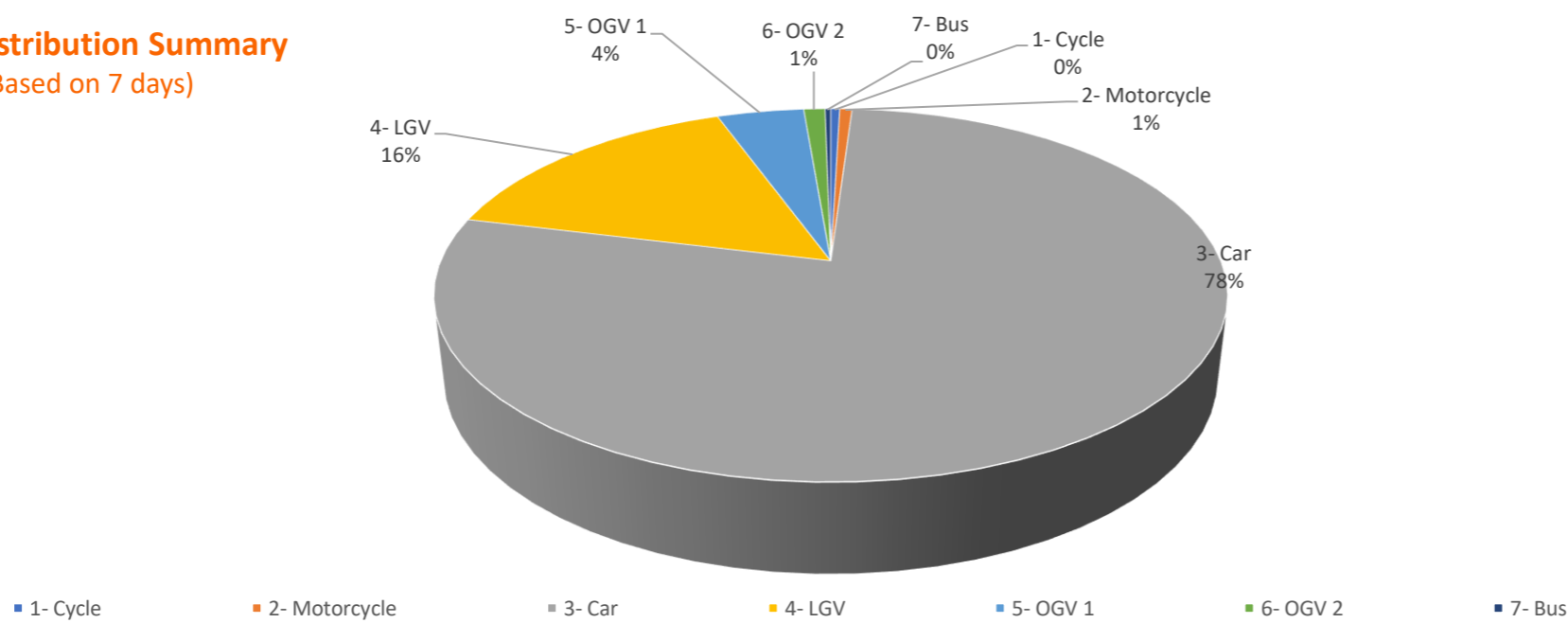
Week 1

Day / Time	Classes	1- Cycle [1]	2- Motorcycle [2]	3- Car [3]	4- LGV [4]	5- OGV 1 [5, 6, 7]	6- OGV 2 [8, 9, 10]	7- Bus [11]	TOTAL
Friday									
7:00-19:00 12H		22	20	4867	1011	330	85	30	6365
06:00-22:00 16H		25	26	5651	1117	347	88	31	7285
06:00-24:00 18H		26	26	5839	1136	349	88	31	7495
00:00-24:00 24H		26	27	5942	1153	363	90	34	7635
Saturday									
7:00-19:00 12H		23	60	4063	763	149	36	2	5096
06:00-22:00 16H		27	62	4670	873	158	37	4	5831
06:00-24:00 18H		27	63	4862	907	164	38	5	6066
00:00-24:00 24H		27	63	4987	927	177	39	5	6225
Sunday									
7:00-19:00 12H		83	70	3296	538	65	29	2	4083
06:00-22:00 16H		84	74	3771	600	74	32	2	4637
06:00-24:00 18H		84	74	3853	613	75	33	2	4734
00:00-24:00 24H		84	75	4002	634	80	33	3	4911
Monday									
7:00-19:00 12H		11	10	4500	948	326	60	17	5872
06:00-22:00 16H		12	14	5192	1086	348	66	19	6737
06:00-24:00 18H		12	14	5295	1102	350	66	19	6858
00:00-24:00 24H		12	15	5405	1132	363	68	19	7014
Tuesday									
7:00-19:00 12H		15	25	4622	1046	313	91	23	6135
06:00-22:00 16H		18	31	5520	1218	345	101	25	7258
06:00-24:00 18H		18	32	5643	1230	346	103	25	7397
00:00-24:00 24H		18	33	5751	1246	353	104	25	7530
Wednesday									
7:00-19:00 12H		22	34	4569	1027	316	74	19	6061
06:00-22:00 16H		28	41	5373	1191	334	82	22	7071
06:00-24:00 18H		28	41	5527	1210	334	82	24	7246
00:00-24:00 24H		29	43	5644	1225	348	83	24	7396
Thursday									
7:00-19:00 12H		14	23	4574	1009	315	69	24	6028
06:00-22:00 16H		15	29	5379	1156	336	78	24	7017
06:00-24:00 18H		15	29	5521	1165	338	81	24	7173
00:00-24:00 24H		15	30	5630	1184	350	82	25	7316

Average (5 Day)									
7:00-19:00 12H		17	22	4626	1008	320	76	23	6092
06:00-22:00 16H		20	28	5423	1154	342	83	24	7074
06:00-24:00 18H		20	28	5565	1169	343	84	25	7234
00:00-24:00 24H		20	30	5674	1188	356	85	25	7378

Average (7 Day)									
7:00-19:00 12H		27	35	4356	906	260	63	17	5664
06:00-22:00 16H		30	40	5079	1034	278	69	18	6548
06:00-24:00 18H		30	40	5220	1052	280	70	19	6711
00:00-24:00 24H		30	41	5337	1072	290	71	19	6860

Class Distribution Summary  
 (Based on 7 days)



Direction - South

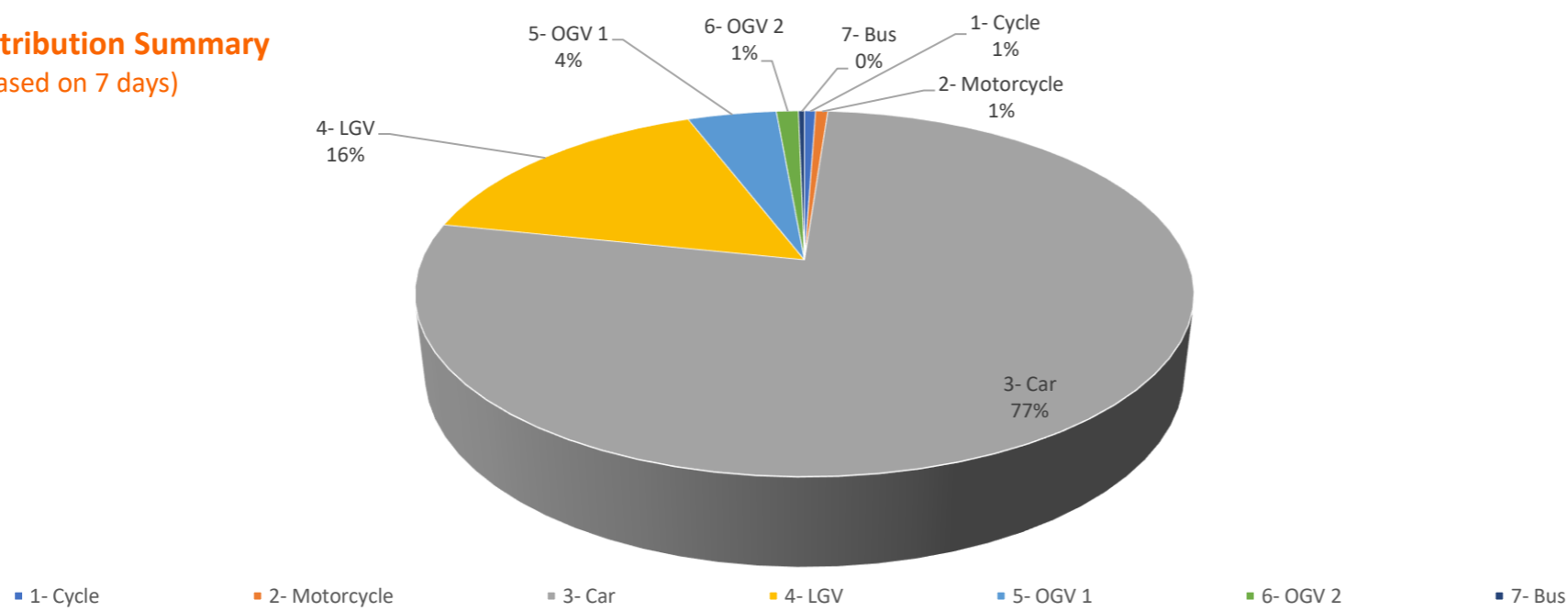
Vehicle Class Week 1

Classes	1- Cycle [1]	2- Motorcycle [2]	3- Car [3]	4- LGV [4]	5- OGV 1 [5, 6, 7]	6- OGV 2 [8, 9, 10]	7- Bus [11]	TOTAL
<b>Friday</b>								
7:00-19:00 12H	13	18	4720	973	291	56	24	6095
06:00-22:00 16H	15	26	5444	1113	324	64	27	7013
06:00-24:00 18H	15	26	5593	1136	330	65	27	7192
00:00-24:00 24H	17	29	5730	1186	364	74	29	7429
<b>Saturday</b>								
7:00-19:00 12H	29	45	4123	750	130	29	4	5110
06:00-22:00 16H	31	50	4669	863	144	29	5	5791
06:00-24:00 18H	31	50	4823	890	151	29	6	5980
00:00-24:00 24H	31	51	4962	917	171	34	6	6172
<b>Sunday</b>								
7:00-19:00 12H	135	46	3462	557	78	27	3	4308
06:00-22:00 16H	135	51	3884	621	89	31	4	4815
06:00-24:00 18H	135	51	3957	629	91	31	4	4898
00:00-24:00 24H	135	52	4106	660	95	32	5	5085
<b>Monday</b>								
7:00-19:00 12H	9	20	4376	938	285	68	16	5712
06:00-22:00 16H	12	26	5046	1088	319	76	18	6585
06:00-24:00 18H	12	26	5117	1098	324	76	19	6672
00:00-24:00 24H	14	28	5271	1156	369	91	20	6949
<b>Tuesday</b>								
7:00-19:00 12H	11	36	4437	979	286	69	21	5839
06:00-22:00 16H	15	43	5279	1146	318	82	24	6907
06:00-24:00 18H	15	44	5371	1158	326	83	25	7022
00:00-24:00 24H	17	46	5543	1205	347	91	27	7276
<b>Wednesday</b>								
7:00-19:00 12H	23	37	4423	975	294	77	18	5847
06:00-22:00 16H	26	49	5230	1150	327	91	22	6895
06:00-24:00 18H	26	50	5347	1173	332	92	24	7044
00:00-24:00 24H	27	53	5513	1229	368	96	25	7311
<b>Thursday</b>								
7:00-19:00 12H	12	19	4276	926	303	81	23	5640
06:00-22:00 16H	13	29	5061	1100	340	88	26	6657
06:00-24:00 18H	13	29	5183	1115	347	91	27	6805
00:00-24:00 24H	15	31	5340	1159	372	100	29	7046

Average (5 Day)								
7:00-19:00 12H	14	26	4446	958	292	70	20	5826
06:00-22:00 16H	16	35	5212	1119	325	80	23	6810
06:00-24:00 18H	16	35	5322	1136	331	82	24	6946
00:00-24:00 24H	18	37	5479	1187	363	90	26	7200

Average (7 Day)								
7:00-19:00 12H	33	32	4260	871	239	58	16	5509
06:00-22:00 16H	35	39	4945	1012	265	65	18	6379
06:00-24:00 18H	35	39	5056	1028	271	67	19	6515
00:00-24:00 24H	37	41	5209	1073	298	74	20	6752

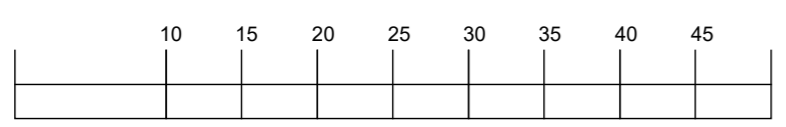
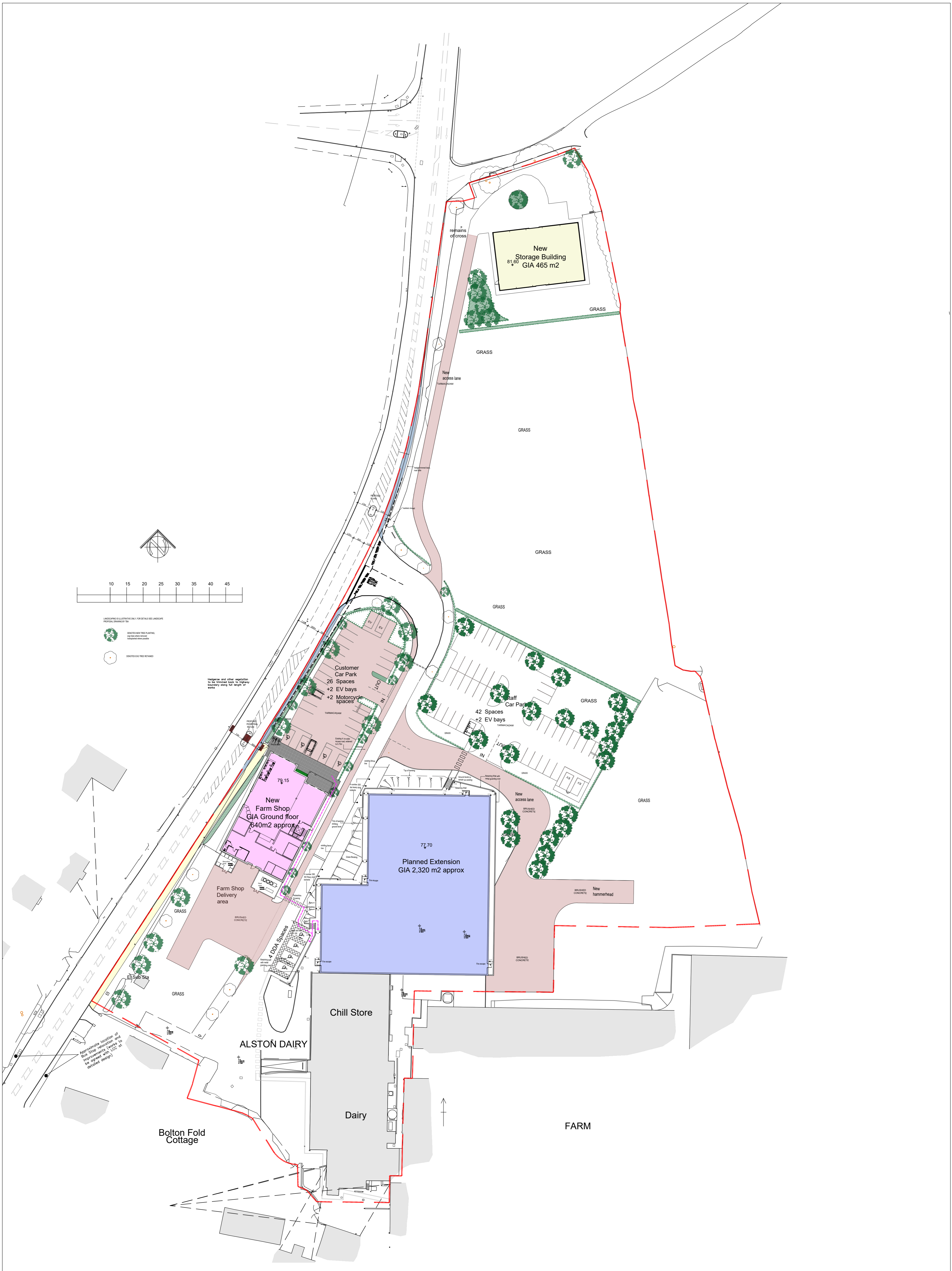
**Class Distribution Summary**  
(Based on 7 days)



## Site Photo



## Annex 8 – Proposed Site Layout Plan



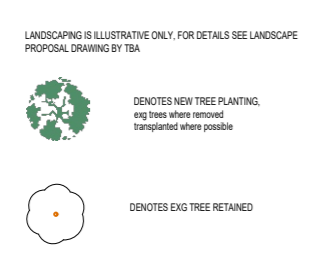
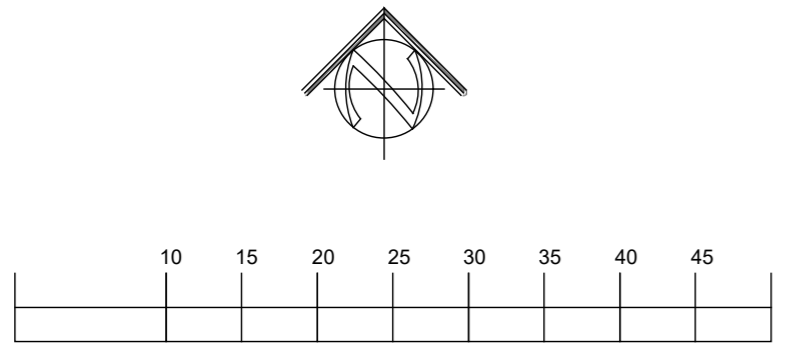
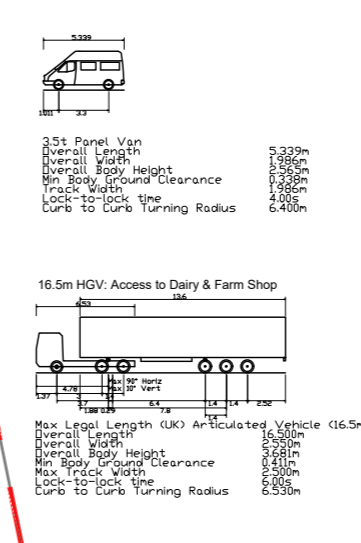
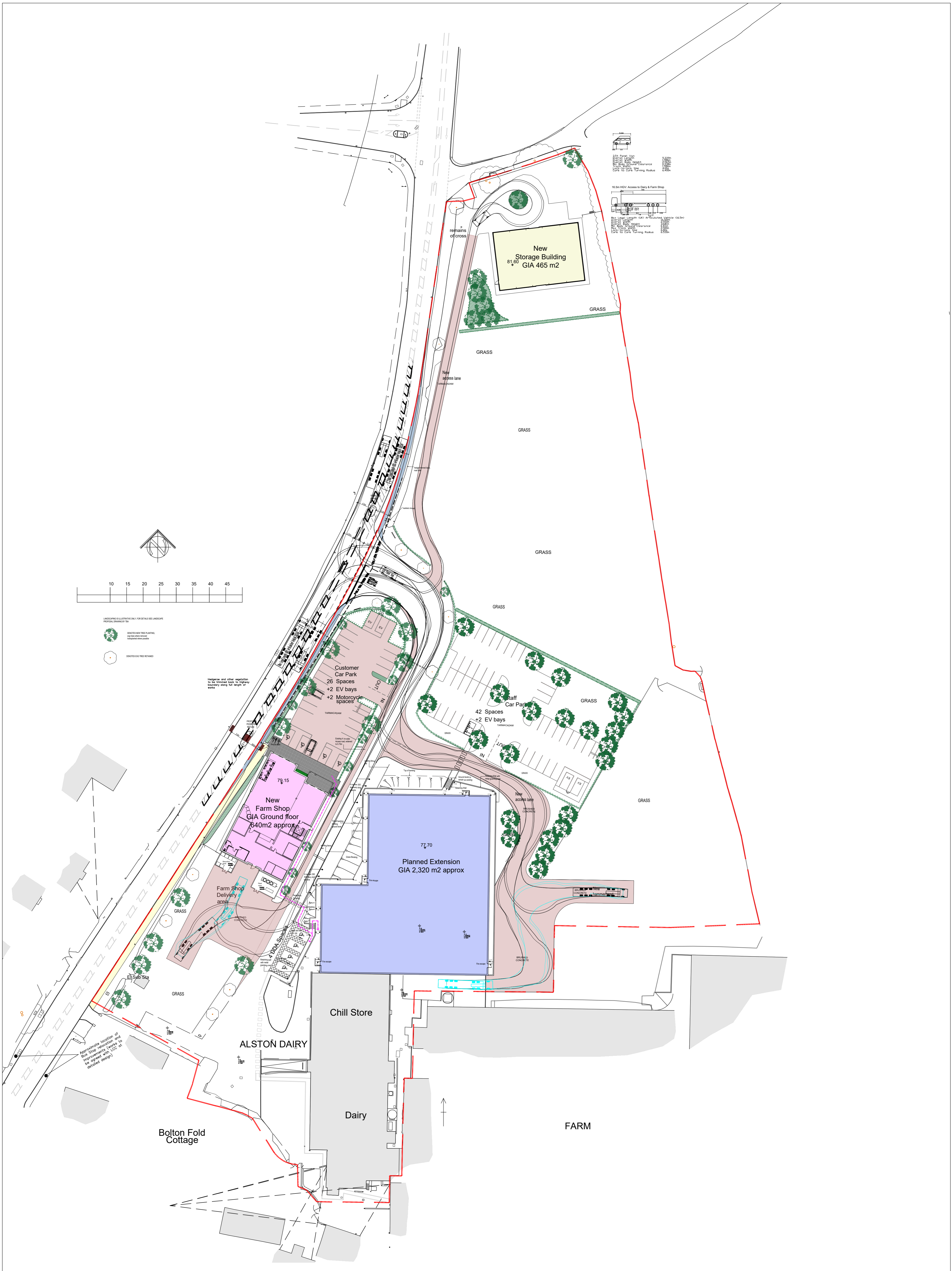
- LANDSCAPING ILLUSTRATIONS ONLY FOR DETAILS SEE LANDSCAPE PROPOSAL DRAWING BY 101
- SPOTS FOR TREE PLANTING (to be agreed with the contractor)
  - SPOTS FOR TREE RETAINED

Hedges and other vegetation to be retained to the highway boundary along the length of site

Approximate location of bus stop relocation and new pavement (to be agreed with LCC at detailed design)



CLIENT James Hall & Co	PROJECT NAME Alston Dairy	DRAWN BY KMc
DRAWING NAME Proposed Site Plan - Staff link route	SCALE 1:500 @ A1	REV No R5
DATE Aug 2023	JOB NUMBER 702	DWG No PL-05
Registered Office • James Hall Spar Distribution Centre Bowland View Fulwood • Preston • Lancashire • PR2 5QT • Company No. 02235223		K.M. McFadyen, Dip. Arch. R.I.B.A. Tel No: 01772 706696 Email: office@HWL1.com



Hedges and other vegetation to be removed to highway boundary along full length of works

Approximate location of bus stop relocation and new pavement (works to be agreed with LCC at detailed design)



CLIENT James Hall & Co	PROJECT NAME Alston Dairy	DRAWN BY KMc
DRAWING NAME Proposed Site Plan Tracking	SCALE 1:500 @ A1	REV No R5
DATE Aug 2023	JOB NUMBER 702	PL-06
Registered Office • James Hall Spar Distribution Centre Bowland View Fulwood • Preston • Lancashire • PR2 5QT • Company No. 0225823		K.M. McFadyen, Dip. Arch. R.I.B.A. Tel No: 01772 706696 Email: office@HWL1.com