

Our Reference: T4304/DW

Your Reference:

5th March 2024

**Mr A Hussain
Pewter House Farm
Carr Lane
Balderstone
BB2 7LN**

Dear Mr Hussain,

**Pewter House Farm, Carr Lane Balderstone
Change of Use of Agricultural Buildings to 5 Residential Dwellings
Transport Statement**

Further to your recent instructions, I am pleased to set out below a Transport Statement which considers the transport/highways related issues associated with a Class Q application under the General Permitted Development Order for the conversion of 3 no. agricultural buildings to 5 no. residential dwellings.

The Location Plan and Proposed Site Plan are reproduced at **Annex 1**.

Background

This application follows a previous application (Ref 3/2023/0725) which was refused on the 21st November 2023. This refusal include the following highways related reason:

'The proposal, if permitted, would lead to the intensification of use of an access and access track which lack the adequate visibility, width and provision of passing places deemed safe and suitable for such a proposal.'

This reason was presumably based on the consultation response provided by Lancashire County Council (LCC) as the Local Highway Authority (LHA) dated 20th November 2023. This response (reproduced at **Annex 2**) set out the LHA objection to the proposals as follows:

'The proposal, if permitted, would lead to the intensification of use of an access track which lacks the adequate width with a lack of passing facilities deemed safe and suitable for such a proposal. The proposal therefore is not in the interests of highway safety and contrary to paragraphs 110 and 111 of the National Planning Policy Framework (2021).', and

'Insufficient information as to whether Carr Lane / Commons Lane junctions visibility splays overlooks third party land due to the unreliability of OS data in rural locations. Therefore, the LHA are concerned that the provided visibility splays may not be maintained in perpetuity which could lead to the intensification of an access which lacks the adequate visibility deemed safe and suitable for such a proposal. The proposal therefore is not in the interests of highway safety and contrary to paragraphs 110 and 111 of the National Planning Policy Framework (2021).'

In addition, to support the previous application, a Technical Note was produced by Paragon Highways (dated November 2022). This document included traffic count data and forecast trip generation associated with the proposed 5 residential dwellings.

Appraisal of Forecast Highway Impacts

As can be seen above, both the LPA reasons for refusal and the LCC highways objections are predicated on an incorrect assumption that the proposals would result in an intensification of use of Carr Lane (and its junction with Commons Lane) to access the site. The information set out below indicates that, in fact, the proposals would result in a reduction in vehicular trips generated by the site and therefore a less intensive use of both Carr Lane and its junction with Commons Lane.

Existing Uses Trip Generation

I understand that the existing agricultural uses on the site will cease as a result of the proposals. Therefore, in order to quantify potential impacts, it is first necessary to determine the quantum of trips associated with the existing agricultural use on the site, as this is the benchmark against which, any proposed development should be assessed.

The Paragon Highways Technical Note, contained a 12 hour manual classified count (MCC) of agricultural trips generated by the site on the 9th of November 2022. The results are summarised as follows:

- Total of 60 trips were recorded.
- Of these, 12 were by HGVs;
- Some of the cars were also towing trailers.

As also noted in the Technical Note, the above is conservative representation of agricultural related trips as operations are currently reduced. Clearly, operations could increase at any time in the future.

Notwithstanding the above, it is noted that LCC expressed doubt over the validity of these MCC's. As a result, 7 day automatic traffic counts were undertaken (23/11/23 to the 29/11/23 incl.) at the two locations illustrated below. The survey data is reproduced at Annex 3.



ATC Locations

As can be seen, ATC Site 2 covers just the agricultural use and the two existing dwellings (Pewter House Farmhouse and East Cottage) and recorded a weekday average of 46 vehicles per day (8.9% of which were HGVs).

The Paragon Highways Technical Note included TRICS rates for residential units (which was accepted by LCC) of 4.0-4.8 vehicles per day. Therefore, adopting this rate for the existing 2 dwellings (i.e. 8-10 trips per day) and subtracting these from the ATC recorded 46 trips per day indicates that the existing agricultural use generates 36-38 trips per day. This is considered to be a robust (i.e. low) assessment of the existing agricultural use trips.

Proposed Development Trip Generation

Turning to the proposed development, adopting the Paragon TRICS trip rates accepted by LCC, the 5 residential units proposed would generate 20-24 vehicular trips per day. This clearly represents a

significant reduction when compared to the existing agricultural use and would result in a less intensive use of Carr Lane and the Commons Lane junction.

Moreover, it should be noted that the trips associated with the 5 residential units will be cars and light goods vehicles rather than the HGVs and tractors associated with the agricultural use which will cease.

Reason(s) for Refusal

Each of the highways related Reasons for Refusal are considered in turn as follows:

Inadequate Width and Lack of Passing Facilities – Carr Lane

Whilst it is acknowledged that Carr Lane is narrow in places, there are a series of informal widenings which enable vehicles to pass. These provide a carriageway width of 4.1m or greater, which is sufficient for two cars to pass and are illustrated on the extract of the topographical survey at **Annex 6**. The low levels of vehicular traffic on Carr Lane mean that these are more than adequate to cater for existing movements. Reference to the LCC MARIO website indicates that there have been no recorded accidents along Carr Lane.

Notwithstanding that there is no evidence of a safety or operational issue associated with the narrow nature of Carr Lane, the less intensive use as a result of the proposals would have a beneficial impact on the operation along the access road. Moreover, the cessation of the agricultural use at the site will remove the presence of larger agricultural vehicles associated with the site from this lane which will clearly provide additional benefits over the existing situation.

Lack of Adequate Visibility at Carr Lane/Commons Lane Junction

It is also acknowledged that sightlines recommended for the 30mph speed limit in force (43m) may not be achievable, however paragraph 10.4.2 of Manual for Streets 2 (MfS2) is relevant in this regard:

'It has often been assumed that a failure to provide visibility at priority junctions in accordance with the values recommended in MfS1 or DMRB (as appropriate) will result in an increased risk of injury collisions. Research carried out TMS Consultancy for MfS2 has found no evidence of this.'

This is borne out by the LCC MARIO accident records which confirm that there have been no recorded accidents at this junction.

Notwithstanding that there is no evidence of a safety issue associated with the reduced visibility sightlines at the Carr Lane/Commons Lane junction, the less intensive use as a result of the proposals would clearly have a beneficial impact on the risk of accidents at this location.

In order to take cognisance of the issues raised by LCC, I confirm that a 7 day automatic traffic count (ATC) survey of traffic speed and volume was instructed on Commons Lane close to the Carr Lane junction. The survey was undertaken from Friday the 8th March 2024 to Thursday the 14th March 2024 (inclusive) and the results are reproduced at **Annex 4**.

The data indicates that the recorded 85th percentile speeds on both approaches are:

- Southbound – 28.1mph
- Northbound – 27.6mph

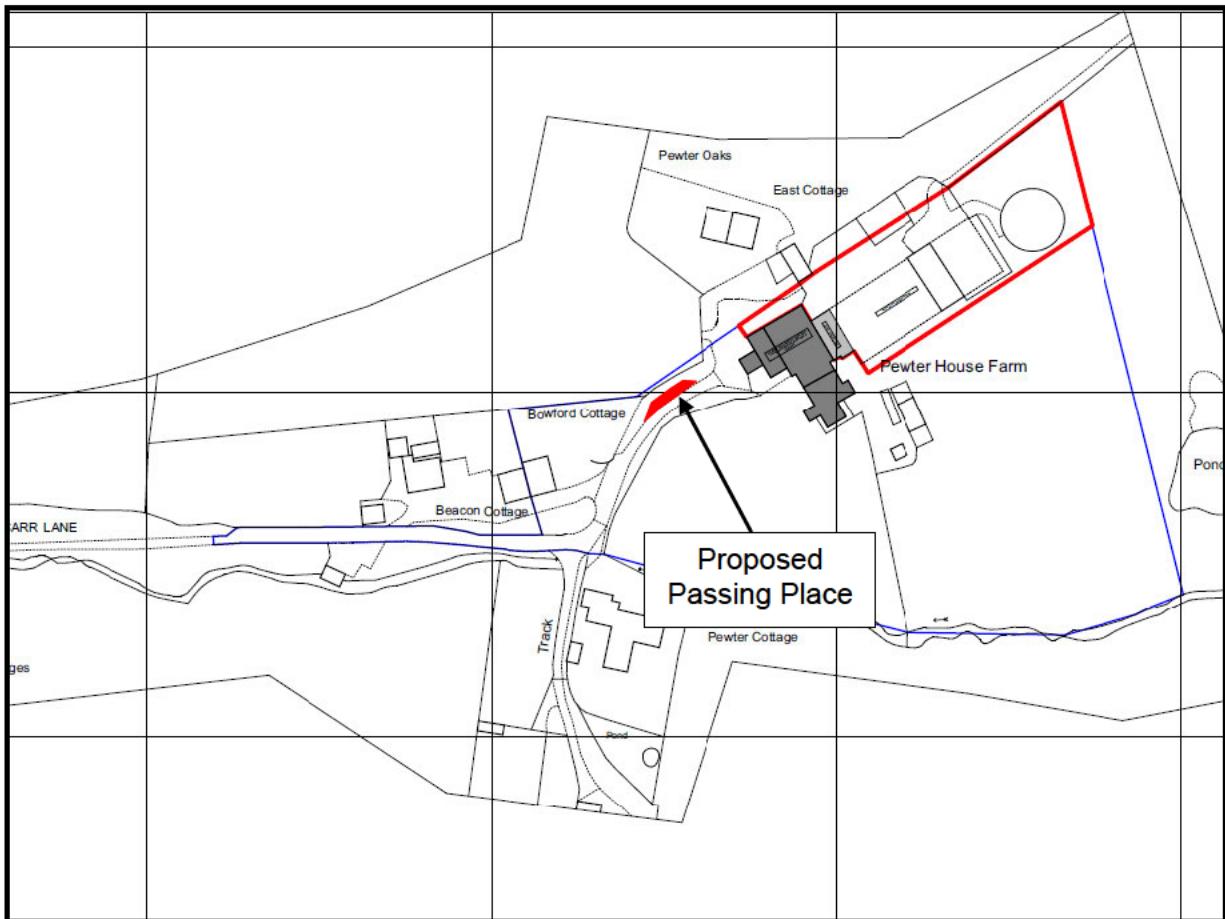
Adopting these speeds, reference to Manual for Streets (MfS) would require a stopping site distance (SSD) of 37m Southbound and 36m Northbound. Therefore, the following sightlines would normally be required at an access onto Commons Lane at this location:

- Southbound – 2.4m x 37m
- Northbound – 2.4m x 36m

These required sightlines have been plotted on a topographical survey of the Carr Lane junction and the resulting Visibility Plan reproduced at **Annex 5** demonstrates that the required splays are achievable within the extents of the adopted highway.

Mitigation Measures

In light of the above, there would be no requirement for measures to mitigate the impacts of the proposals. However, I note that you have confirmed that you are willing to construct a formal passing place (minimum length 8m) on Carr Lane between the site and Bowford Cottage as illustrated on the image below. This passing place would complement those already in place and would provide additional benefits to the existing operation of Carr Lane.



Location of Proposed Passing Place on Carr Lane

Summary and Conclusion

The information presented above demonstrates that:

- There would be a reduction in trip generation and HGV traffic as a result of the proposed residential development when compared to the existing agricultural use which will cease as a result of the proposals;
- Despite the restricted width of Carr Lane, the informal passing places enable this existing access road to operate satisfactorily and safely for the existing use. A less intensive use will provide benefits over the existing situation. Moreover, the cessation of the agricultural use at the site will remove the presence of larger agricultural vehicles associated with the site from this lane which will provide additional benefits over the existing situation;
- Speed surveys undertaken demonstrate that the required visibility is achievable at the Carr Lane/Commons Lane junction, there is no evidence of a road safety issue (as per MfS2 and LCC accident records). If the LHA have any residual concerns, then a less intensive use will provide benefits over the existing situation;

- Although mitigation measures aren't necessary, it is proposed to provide an additional formal passing place on Carr Lane between the site and Bowford Cottage – this will provide further benefits over the current situation.

Accordingly, there should only be beneficial impacts to highway operation or safety and the evidence would suggest that 'safe and suitable access to the site can be achieved for all users' (NPPF para 110 b.); and that there would not be 'an unacceptable impact on highway safety' or 'severe residual cumulative impacts on the road network.' (NPPF para 111). These are the relevant policy tests with regards to highways.

I therefore conclude that the proposed redevelopment comprising the change of use of 3 no. agricultural buildings to 5 no. residential dwellings would have a beneficial impact in highways and transport terms. In my opinion, the proposals would therefore comply with the relevant policies of the NPPF and the LPA, and accordingly there should be no valid highway related reasons why the proposals should not be granted planning consent.

I trust that the above satisfies your current requirements but please contact me should you require any further information or clarification.



Director, PSA Design Ltd

Annex 1 – Location Plan and Proposed Site Plan

REVISION DATE COMMENT



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www.C49-Architecture.co.uk
 Info@C49Architecture.co.uk
 Tel: 01535 281432

CLIENT DETAILS	DRAWING No	REVISION
CARR LANE BALDERSTONES RIBBLE VALLEY	RBV-LP-01	
DRAWING INFO		
Location Plan	SCALE 1:1250	DATE 05/09/22
	DRAWN BY JH	



Annex 2 – LCC Highways Consultation Response – 20th November 2023

Ribble Valley Borough Council
Housing & Development Control

Phone: 0300 123 6780
Email: developeras@lancashire.gov.uk

Your ref: 3/2023/0725
Our ref: D3.2023.0725
Date: 20th November 2023

FAO Ben Taylor

Dear Sir/Madam

Application no: **3/2023/0725**

Address: **Pewter House Farm Commons Lane Balderstone BB2 7LN**

Proposal: **Change of use of three adjoining steel portal frame agricultural structures to five dwellings under Class Q (a) and (b) of the GPDO. Resubmission of application 3/2022/0909 and 3/2022/1072.**

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

Summary

The Local Highway Authority advice is that the residual cumulative impacts of the development are severe in accordance with the National Planning Policy Framework (2021) and the Local Planning Authority is advised to consider refusal on transport/highway grounds for the reasons outlined in this report.

Advice to Local Planning Authority

The Local Highway Authority advises the following reasons for refusal:

- 1. The proposal, if permitted, would lead to the intensification of use of an access track which lacks the adequate width with a lack of passing facilities deemed safe and suitable for such a proposal. The proposal therefore is not in the interests of highway safety and contrary to paragraphs 110 and 111 of the National Planning Policy Framework (2021).*
- 2. Insufficient information as to whether Carr Lane / Commons Lane junctions visibility splays overlooks third party land due to the unreliability of OS data in rural locations. Therefore, the LHA are concerned that the provided visibility splays may not be maintained in perpetuity which could lead to the intensification of an access which lacks the adequate visibility deemed safe and suitable for such a proposal. The proposal*

therefore is not in the interests of highway safety and contrary to paragraphs 110 and 111 of the National Planning Policy Framework (2021).

Introduction

The Local Highway Authority (LHA) are in receipt of an application for the proposed change of use of an agricultural building to 5 dwellings under Class Q (a) and (b) of the GPDO at Pewter House Farm, Commons Lane, Balderstone.

The LHA are aware that the application is a resubmission of application references 3/2022/0909 and 3/2022/1072 which were both refused by the Local Planning Authority (LPA).

There have also been other planning applications associated with the site:

3/2019/0561- Removal of condition 2 (occupancy condition) from planning permission 3/2007/0734 to allow the holiday cottage to be used as a dwelling. Refused 19/07/2019.

3/2007/0734- Replace disused tractor and cart house with a pair of semi-detached holiday cottages. Permitted 07/03/2008.

Site Access

The LHA are aware that the 5 proposed dwellings will utilise an existing, private, unadopted access track called Carr Lane, which is located off Commons Lane, an unclassified road subject to a 30mph speed limit. Carr Lane is used to serve numerous dwellings, outbuildings and farms as well as Public Footpath 3-4-FP34.

The LHA have reviewed C49 drawing number RBV PL 008 titled "Proposed Site Layout" and are aware that the drawing shows that the Commons Lane/ Carr Lane junction can provide visibility splays of 2.4m x 43m in both directions.

However, the LHA are concerned that the OS map the Agent has used to provide the visibility splay drawing is not accurate. This is because OS has a tendency to be inaccurate in rural locations such as this. Therefore, the LHA are concerned that the visibility splays at the junction may overlook third party land which is unacceptable due to the Applicant being unable to prevent any obstructions being implemented within the splays which would impact upon visibility and in turn highway safety.

C49 drawing number RBV PL 008 titled "Proposed Site Layout" also shows that the access width is a minimum of 5m wide for a total distance of 3m from the adopted highway. The LHA again dispute the reliability of the OS map with the map not considering the grass verge provided on both sides of the access track, as shown on Google Streetview with images from February 2023 and during the site visit. Even if the drawing is accurate, the access should be a minimum of 6m wide for a distance of 10m behind the highway boundary given that the access serves numerous dwellings and agricultural holdings. Therefore, the LHA are concerned that the proposal will intensify the use of a substandard access which is not within the Applicants red line boundary.

Carr Lane

The LHA have used Mapzone, Lancashire County Councils digital mapping software and are aware that Carr Lane, from the access to Pewter House Farm, is approximately 540m in length. For the most part, as shown on C49 drawing number RBV PL 008 titled "Proposed Site Layout," Carr Lane is approximately 1.9m wide and has access to 4 passing places along its length.

The LHA dispute the number of passing places which have been recorded on the Agents drawing. This because following a site visit and as shown on Google Streetview, the passing place which is located approximately 250m away from the site access can only be classed as a formal passing place while the others are informal and located on third party land. Therefore, there is no guarantee that the informal passing places can be used on a regular basis should two-vehicles meet on the single tracked lane, with some of these passing places being accesses or parking areas.

Given the lack of formal passing places along the access track, the LHA are concerned that the proposal will intensify the use of a substandard access track which lacks the adequate width and supporting infrastructure to support the application. Therefore, the LHA are concerned that should two vehicles meet along Carr Lane, one vehicle will have to reverse for a considerable distance until a formal or informal passing place could be found. This could be to the detriment of highway safety, given the windy and narrow nature of the unadopted track and potential conflicts could occur between pedestrians using Public Footpath 3-4-FP34.

The LHA also have concerns regarding the track suffering from poor inter-visibility. This is the case when the track meets number 1 Carr Lane Cottage, with the dwelling slightly overhanging the access track meaning that the dwelling obstructs the view of approaching vehicles. As a result of this, the area could potentially create a conflict pinch point given the narrow and windy nature of the track and the intensification of use.

Trip Generation

The LHA are aware that a 12-hour traffic survey for Pewter House Farm only, has been conducted by a Transport Consultant on 9th November 2022. The information can be found in the Technical Note provided by Paragon Highways.

The LHA note that a traffic survey should be conducted for 7 days when supporting an application to receive more accurate data and that all traffic should be recorded, not just associated with the farm. This is because it could cause ethical issues associated with the recording of the data.

The need for the survey to be conducted for 7 days is more prudent when, as stated in the Technical Note that "*due to the retirement of the current owner of the farm, the farm operations are substantially reduced from when the farm was working to full capacity.*" Therefore, the traffic survey does not give a true reflection of the average number of trips the site could generate each day given the semi-retirement of the farmer and does not reflect the number of trips Carr Lane generates.

In any case, the recorded traffic survey found that on this given day that the farm generated 60 trips to and from Carr Lane.

To compare these findings to the predicted proposed trip generation, the Transport Consultant conducted a TRICS assessment. A TRICS assessment demonstrates the approximate level of trips the proposed development as a whole could generate.

The table of the TRICS assessment has been replicated below:

Land Use: Dwellings (per Unit)	Weekday AM Peak (0800-0900)			Weekday PM Peak (1700-1800)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Trip rate per Unit	0.153	0.362	0.515	0.326	0.168	0.494
Total Trip Generation	1	2	3	2	1	3

Table 1: Predicted proposed trips to the site.

While the site is likely to generate 6 two-way trips during peak hours and generate between 20-24 trips per day, which is unlikely to have a cumulative impact on capacity of the wider highway network, the LHA are still concerned about the suitability of the access track which serves the site.

The LHA question how, as stated in the Technical Note, that the proposal will reduce trips associated with the farm by 60% given that the farm has access to other outbuildings which could replace the 3 converted agricultural buildings, should these generate any trips at all.

Further information is also required regarding the second traffic survey which was conducted by the Transport Consultant, Tracsis, with a survey being conducted between the 23rd- 29th January 2023. The LHA require further information regarding where ATC 1 was located along the access track and it is not clear which ATC, the supporting information as titled Additional Site Traffic survey on the LPAs planning portal relates to.

Therefore, given the lack of supporting information the LHA still conclude that the proposal is likely to generate more trips than the existing use unless more details are given regarding the use of the agricultural buildings. Even if the proposal does not generate more trips than the existing use of the buildings, the LHA are still objecting given the unsuitability of the access track and the concerns regarding the site access given the scale of development.

Internal Layout

The LHA have reviewed C49 Architecture drawing number RBV PL 006 titled " Proposed Full Site Plan" and are aware that the site complies with the parking guidance as defined in the Joint Lancashire Structure Plan, given the number of bedrooms the 5 dwellings will possess.

Sustainable Transport

While the LHA are aware that the sustainability of the proposal's location is not a material consideration given the type of application being a Class Q, the LHA will still question the location of the proposal given the scale of development and just in case a full application is submitted.

The LHA are aware that all trips generated to and from the site is likely to occur by public car, given that there are no bus stops within the vicinity of the site and local amenities such as shops are a significant distance away from the site.

The surrounding highway network which includes Commons Lane, also has no access to streetlights and does not have access to segregated pedestrian facilities which could prevent pedestrians, out of daylight hours in particular, to walk to and from the site.

Conclusion

The LHA object to the application due to the proposal intensifying the use of an access track which is unsuitable for the scale of development. This is because Carr Lane is single tracked in nature and has limited formal passing places along its length, which measures 540m from the adopted highway to the site. Therefore, the LHA are concerned that the proposal will make it more likely that two vehicles will meet along the access track, meaning that one of the vehicles will have to reverse for a considerable distance before a suitable area is located. This would be to the detriment of highway safety given the narrow and windy nature of Carr Lane and vehicles will need to be aware of pedestrians when undertaking these movements with Carr Lane also being a Public Right of Way. Therefore, for these reasons and there being concerns regarding the provided visibility splays at the site junction between Carr Lane/ Commons Lane, the LHA object to the application.

Informatives

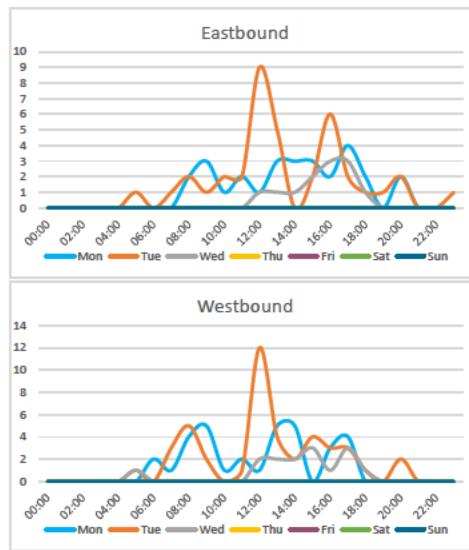
This report sets out why the Highway Authority advises the Local Planning Authority should be refused planning permission. However, should the Local Planning Authority be minded to grant planning permission, please notify the Highway Authority so that advice can be provided on appropriate conditions and contributions to minimise the impact of the development.

Yours faithfully

Ryan Derbyshire
 Assistant Engineer
 Highway Development Control
 Highways and Transport
 Lancashire County Council



Annex 3 – ATC Survey Data - November 2023



Direction	7-Day Average Speed	7-Day 85th %ile Speed
Eastbound	13.0	18.1
Westbound	16.7	20.4
Combined	15.0	18.9

mph mph

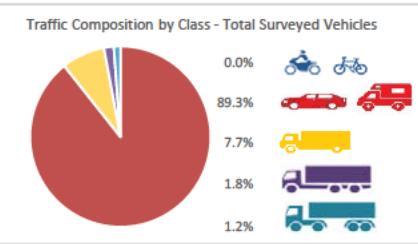
of vehicles are travelling over posted speed limit (PSL)

of vehicles are traveling 10% +2 over PSL (35mph)

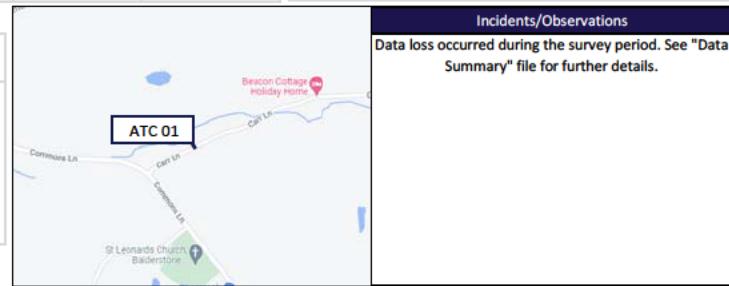
of vehicles are 15mph over PSL (45mph)

30

On a 7-day average		
0.0%	0.0%	0.0%
0.0%	0.0%	0.0%
0.0%	0.0%	0.0%

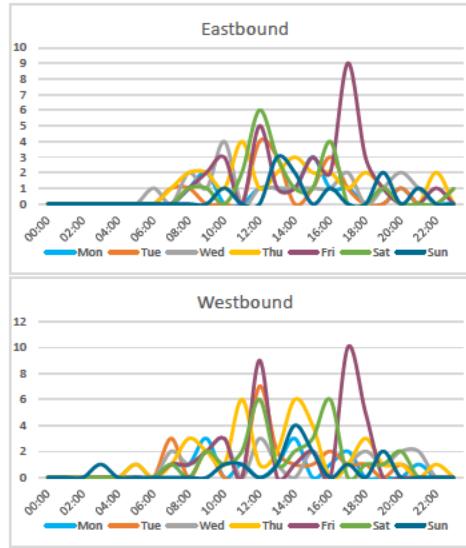


Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Eastbound	27	27	78
Westbound	31	31	91
Combined	58	58	169



Data annotated with ** denotes when a given time period has been affected by data loss. For a full breakdown of data loss please refer to Data Summary.

Tracsis will retain all personal data relating to this project, including all video images, for a period of 3 months after receipt of this report and all other data files for one year. If you would like a copy of the personal data or wish for us to retain for a longer period, please do not hesitate to contact us.



Direction	7-Day Average Speed	7-Day 85th %ile Speed
Eastbound	7.8	9.7
Westbound	6.7	8.7
Combined	7.2	9.1

mph mph

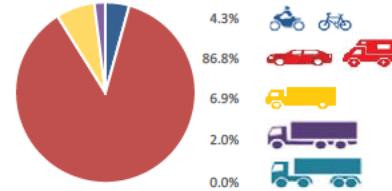
On a 7-day average		
0.0%	0.0%	0.0%
0.0%	0.0%	0.0%
0.0%	0.0%	0.0%

of vehicles are travelling over posted speed limit (PSL)

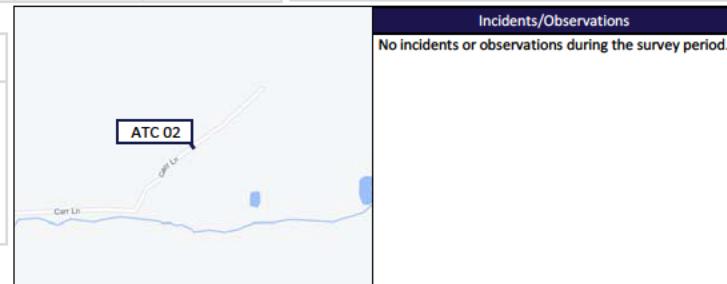
of vehicles are traveling 10% +2 over PSL (35mph)

of vehicles are 15mph over PSL (45mph)

Traffic Composition by Class - Total Surveyed Vehicles



Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Eastbound	21	19	136
Westbound	25	24	167
Combined	46	43	303



Data annotated with ** denotes when a given time period has been affected by data loss. For a full breakdown of data loss please refer to Data Summary.

Tracsis will retain all personal data relating to this project, including all video images, for a period of 3 months after receipt of this report and all other data files for one year. If you would like a copy of the personal data or wish for us to retain for a longer period, please do not hesitate to contact us.

Annex 4 – ATC Survey Data - March 2024

Automatic Classified Counts, Balderstone

LOCATION: COMMONS LANE

Direction : SOUTHBOUND

Friday 08/03/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	1	3	0	0	0	0	0	0	0	0	0	0	0	4
8	11	1	0	0	0	0	0	0	0	0	0	0	0	12
9	10	4	0	0	0	0	0	0	0	0	0	1	0	15
10	7	1	0	0	0	0	0	0	0	0	0	0	0	8
11	9	4	0	0	1	0	0	0	0	0	0	1	0	15
12	4	3	0	0	0	0	0	0	0	0	0	1	0	8
13	9	0	0	0	0	0	0	0	0	0	0	1	0	10
14	8	2	0	0	0	0	0	0	0	0	0	0	0	10
15	3	3	0	0	0	0	0	0	0	0	0	0	0	6
16	7	3	0	0	0	0	0	0	0	1	0	0	0	11
17	6	3	0	0	0	0	0	0	0	0	0	0	0	9
18	13	4	0	0	0	0	0	0	0	0	0	0	0	17
19	8	0	0	0	0	0	0	0	0	0	0	0	0	8
20	7	0	0	0	0	0	0	0	0	0	0	0	0	7
21	2	2	0	0	0	0	0	0	0	0	0	0	0	4
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	95	28	0	0	1	0	0	0	1	0	0	4	0	129
6-22	105	33	0	0	1	0	0	0	1	0	0	4	0	144
6-24	105	33	0	0	1	0	0	0	1	0	0	4	0	144
0-24	105	33	0	0	1	0	0	0	1	0	0	4	0	144

Direction : NORTHBOUND

Friday 08/03/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8	9	0	0	0	1	0	0	0	0	0	0	0	0	10
9	8	4	0	0	0	0	0	0	0	0	0	0	0	12
10	6	1	0	0	0	0	0	0	0	0	0	0	0	7
11	5	7	0	0	0	0	0	0	1	0	0	0	0	13
12	6	5	0	0	0	0	0	0	0	0	0	2	0	13
13	5	0	0	0	0	0	0	0	0	0	0	0	0	5
14	13	1	0	0	0	0	0	0	0	0	0	0	0	14
15	7	1	0	0	0	0	0	0	0	0	0	0	0	8
16	9	2	0	0	0	0	0	0	0	0	0	0	0	11
17	8	5	0	0	0	0	0	0	0	0	0	0	0	13
18	6	2	0	0	0	0	0	0	0	0	0	0	0	8
19	6	0	0	0	0	0	0	0	0	0	0	0	0	6
20	2	2	0	0	0	0	0	0	0	0	0	0	0	4
21	3	1	0	0	0	0	0	0	0	0	0	0	0	4
22	2	0	0	0	0	0	0	0	0	0	0	0	0	2
23	3	1	0	0	0	0	0	0	0	0	0	0	0	4
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	88	28	0	0	1	0	0	0	1	0	0	2	0	120
6-22	95	32	0	0	1	0	0	0	1	0	0	2	0	131
6-24	98	33	0	0	1	0	0	0	1	0	0	2	0	135
0-24	98	33	0	0	1	0	0	0	1	0	0	2	0	135

LOCATION: COMMONS LANE

Direction : SOUTHBOUND

Friday 08/03/2024	VEHICLE SPEED (MPH)												TOTAL
	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	1	3	0	0	0	0	0	0	0	0	0	4
8	0	5	6	0	1	0	0	0	0	0	0	0	12
9	0	2	13	0	0	0	0	0	0	0	0	0	15
10	0	2	6	0	0	0	0	0	0	0	0	0	8
11	0	5	10	0	0	0	0	0	0	0	0	0	15
12	0	4	4	0	0	0	0	0	0	0	0	0	8
13	0	6	4	0	0	0	0	0	0	0	0	0	10
14	1	1	7	1	0	0	0	0	0	0	0	0	10
15	0	2	4	0	0	0	0	0	0	0	0	0	6
16	0	7	3	1	0	0	0	0	0	0	0	0	11
17	0	4	5	0	0	0	0	0	0	0	0	0	9
18	0	2	13	2	0	0	0	0	0	0	0	0	17
19	0	2	5	1	0	0	0	0	0	0	0	0	8
20	0	3	4	0	0	0	0	0	0	0	0	0	7
21	0	1	2	0	1	0	0	0	0	0	0	0	4
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	1	42	80	5	1	0	0	0	0	0	0	0	129
6-22	1	47	89	5	2	0	0	0	0	0	0	0	144
6-24	1	47	89	5	2	0	0	0	0	0	0	0	144
0-24	1	47	89	5	2	0	0	0	0	0	0	0	144

Direction : NORTHBOUND

Friday 08/03/2024	VEHICLE SPEED (MPH)												TOTAL
	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	1	0	0	0	0	0	0	0	0	0	1
8	0	0	10	0	0	0	0	0	0	0	0	0	10
9	0	2	10	0	0	0	0	0	0	0	0	0	12
10	0	2	5	0	0	0	0	0	0	0	0	0	7
11	0	5	7	1	0	0	0	0	0	0	0	0	13
12	2	2	9	0	0	0	0	0	0	0	0	0	13
13	0	2	3	0	0	0	0	0	0	0	0	0	5
14	0	3	10	1	0	0	0	0	0	0	0	0	14
15	0	3	5	0	0	0	0	0	0	0	0	0	8
16	0	4	7	0	0	0	0	0	0	0	0	0	11
17	0	2	11	0	0	0	0	0	0	0	0	0	13
18	0	1	6	1	0	0	0	0	0	0	0	0	8
19	0	2	4	0	0	0	0	0	0	0	0	0	6
20	0	0	4	0	0	0	0	0	0	0	0	0	4
21	0	1	3	0	0	0	0	0	0	0	0	0	4
22	0	0	2	0	0	0	0	0	0	0	0	0	2
23	0	1	3	0	0	0	0	0	0	0	0	0	4
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	2	28	87	3	0	0	0	0	0	0	0	0	120
6-22	2	29	97	3	0	0	0	0	0	0	0	0	131
6-24	2	30	100	3	0	0	0	0	0	0	0	0	135
0-24	2	30	100	3	0	0	0	0	0	0	0	0	135

Automatic Classified Counts, Balderstone

LOCATION: COMMONS LANE

Direction : SOUTHBOUND

Saturday 09/03/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9	4	3	0	0	1	0	0	0	0	0	0	0	0	8
10	3	2	0	0	0	0	0	0	0	0	0	0	0	5
11	9	3	0	0	1	0	0	0	0	0	0	0	0	13
12	9	1	0	0	0	0	0	0	0	0	0	0	0	10
13	12	4	0	0	0	0	0	0	0	0	0	0	0	16
14	7	2	0	0	0	0	0	0	0	0	0	0	0	9
15	7	0	0	0	0	0	0	0	0	0	0	0	0	7
16	8	2	0	0	0	0	0	0	0	0	0	0	0	10
17	7	2	0	0	1	0	0	0	0	0	0	0	0	10
18	6	0	0	0	0	0	0	0	1	0	0	0	0	7
19	5	2	0	0	0	0	0	0	0	0	0	0	0	7
20	1	0	0	0	0	0	0	0	0	0	0	0	0	1
21	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	2	0	0	0	0	0	0	0	0	0	0	0	0	2
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7-19	77	22	0	0	3	0	0	0	1	0	0	0	0	103
6-22	79	23	0	0	3	0	0	0	1	0	0	0	0	106
6-24	83	23	0	0	3	0	0	0	1	0	0	0	0	110
0-24	84	23	0	0	3	0	0	0	1	0	0	0	0	111

Direction : NORTHBOUND

Saturday 09/03/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8	2	2	0	0	0	0	0	0	0	0	0	0	0	4
9	5	3	0	0	1	0	0	0	0	0	0	0	0	9
10	4	2	0	0	0	0	0	0	0	0	0	0	0	6
11	4	6	0	0	0	0	0	0	0	0	0	0	0	10
12	16	0	0	0	0	0	0	0	0	0	0	0	0	16
13	3	0	0	0	1	0	0	0	0	0	0	0	0	4
14	11	3	0	0	0	0	0	0	0	0	0	0	0	14
15	9	0	0	0	0	0	0	0	0	0	0	0	0	9
16	4	2	0	0	0	0	0	0	0	0	0	0	0	6
17	7	2	0	0	0	0	0	0	0	0	0	0	0	9
18	5	2	0	0	0	0	0	0	1	0	0	0	0	8
19	5	1	0	0	0	0	0	0	1	0	0	0	0	7
20	6	1	0	0	0	0	0	0	0	0	0	0	0	7
21	2	0	0	0	0	0	0	0	0	0	0	0	0	2
22	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23	2	0	0	0	0	0	0	0	0	0	0	0	0	2
24	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7-19	75	23	0	0	2	0	0	0	2	0	0	0	0	102
6-22	85	24	0	0	2	0	0	0	2	0	0	0	0	113
6-24	87	25	0	0	2	0	0	0	2	0	0	0	0	116
0-24	87	25	0	0	2	0	0	0	2	0	0	0	0	116

LOCATION: COMMONS LANE

Direction : SOUTHBOUND

Saturday 09/03/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	1	0	0	0	0	0	0	0	0	0	1
8	0	0	1	0	0	0	0	0	0	0	0	0	1
9	0	2	6	0	0	0	0	0	0	0	0	0	8
10	0	2	3	0	0	0	0	0	0	0	0	0	5
11	3	4	5	1	0	0	0	0	0	0	0	0	13
12	0	4	6	0	0	0	0	0	0	0	0	0	10
13	0	4	10	2	0	0	0	0	0	0	0	0	16
14	0	5	4	0	0	0	0	0	0	0	0	0	9
15	1	5	1	0	0	0	0	0	0	0	0	0	7
16	0	4	6	0	0	0	0	0	0	0	0	0	10
17	0	3	7	0	0	0	0	0	0	0	0	0	10
18	0	0	6	1	0	0	0	0	0	0	0	0	7
19	0	0	6	1	0	0	0	0	0	0	0	0	7
20	0	1	0	0	0	0	0	0	0	0	0	0	1
21	0	1	0	0	0	0	0	0	0	0	0	0	1
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	1	0	1	0	0	0	0	0	0	0	2
24	0	2	0	0	0	0	0	0	0	0	0	0	2
7-19	4	33	61	5	0	0	0	0	0	0	0	0	103
6-22	4	35	62	5	0	0	0	0	0	0	0	0	106
6-24	4	37	63	5	1	0	0	0	0	0	0	0	110
0-24	4	38	63	5	1	0	0	0	0	0	0	0	111

Direction : NORTHBOUND

Saturday 09/03/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	1	0	0	0	0	0	0	0	0	0	1
8	0	0	4	0	0	0	0	0	0	0	0	0	4
9	0	5	4	0	0	0	0	0	0	0	0	0	9
10	0	1	5	0	0	0	0	0	0	0	0	0	6
11	1	2	7	0	0	0	0	0	0	0	0	0	10
12	3	4	9	0	0	0	0	0	0	0	0	0	16
13	0	2	2	0	0	0	0	0	0	0	0	0	4
14	0	7	6	1	0	0	0	0	0	0	0	0	14
15	0	6	3	0	0	0	0	0	0	0	0	0	9
16	0	4	2	0	0	0	0	0	0	0	0	0	6
17	0	5	4	0	0	0	0	0	0	0	0	0	9
18	0	3	5	0	0	0	0	0	0	0	0	0	8
19	0	3	2	2	0	0	0	0	0	0	0	0	7
20	0	2	5	0	0	0	0	0	0	0	0	0	7
21	0	0	2	0	0	0	0	0	0	0	0	0	2
22	0	1	0	0	0	0	0	0	0	0	0	0	1
23	0	0	1	1	0	0	0	0	0	0	0	0	2
24	0	1	0	0	0	0	0	0	0	0	0	0	1
7-19	4	42	53	3	0	0	0	0	0	0	0	0	102
6-22	4	45	61	3	0	0	0	0	0	0	0	0	113
6-24	4	46	62	4	0	0	0	0	0	0	0	0	116
0-24	4	46	62	4	0	0	0	0	0	0	0	0	116

Automatic Classified Counts, Balderstone

LOCATION: COMMONS LANE

Direction : SOUTHBOUND

Sunday 10/03/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	1	1	0	0	0	0	0	0	0	0	0	0	0	2
10	3	2	0	0	0	0	0	0	0	0	0	0	0	5
11	15	5	0	0	0	0	0	0	0	0	0	0	0	20
12	5	1	0	0	0	0	0	0	0	0	0	0	0	6
13	7	1	0	0	0	0	0	0	0	0	0	0	0	8
14	11	1	0	0	0	0	0	0	0	0	0	0	0	12
15	12	2	0	0	0	0	0	0	0	0	0	0	0	14
16	6	0	0	0	0	0	0	0	0	0	0	0	0	6
17	4	1	0	0	0	0	0	0	0	0	0	0	0	5
18	3	3	0	0	0	0	0	0	0	0	0	0	0	6
19	4	0	0	0	0	0	0	0	0	0	0	0	0	4
20	1	0	0	0	0	0	0	0	0	0	0	0	0	1
21	3	0	0	0	0	0	0	0	0	0	0	0	0	3
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	71	17	0	0	0	0	0	0	0	0	0	0	0	88
6-22	75	17	0	0	0	0	0	0	0	0	0	0	0	92
6-24	75	17	0	0	0	0	0	0	0	0	0	0	0	92
0-24	77	17	0	0	0	0	0	0	0	0	0	0	0	94

Direction : NORTHBOUND

Sunday 10/03/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	1	1	0	0	0	0	0	0	0	0	0	0	0	2
10	5	3	0	0	0	0	0	0	0	0	0	0	0	8
11	7	1	0	0	0	0	0	0	0	0	0	0	0	8
12	4	2	0	0	0	0	0	0	1	0	0	0	0	7
13	12	1	0	0	0	0	0	0	0	0	0	0	0	13
14	10	0	0	0	0	0	0	0	0	0	0	0	0	10
15	4	3	0	0	0	0	0	0	0	0	0	0	0	7
16	4	0	0	0	0	0	0	0	0	0	0	0	0	4
17	11	2	0	0	0	0	0	0	0	0	0	0	0	13
18	2	1	0	0	0	0	0	0	0	0	0	0	0	3
19	3	0	0	0	0	0	0	0	0	0	0	0	0	3
20	4	1	0	0	0	0	0	0	0	0	0	0	0	5
21	1	2	0	0	0	0	0	0	0	0	0	0	0	3
22	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23	1	0	0	0	0	0	0	0	0	0	0	0	0	1
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	63	14	0	0	0	0	0	1	0	0	0	0	0	78
6-22	69	17	0	0	0	0	0	1	0	0	0	0	0	87
6-24	70	17	0	0	0	0	0	1	0	0	0	0	0	88
0-24	71	17	0	0	0	0	0	1	0	0	0	0	0	89

LOCATION: COMMONS LANE

Direction : SOUTHBOUND

Sunday 10/03/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	0	1	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	1	1	0	0	0	0	0	0	0	0	0	2
10	0	2	3	0	0	0	0	0	0	0	0	0	5
11	1	7	12	0	0	0	0	0	0	0	0	0	20
12	0	3	3	0	0	0	0	0	0	0	0	0	6
13	0	2	5	1	0	0	0	0	0	0	0	0	8
14	0	3	9	0	0	0	0	0	0	0	0	0	12
15	1	5	8	0	0	0	0	0	0	0	0	0	14
16	0	1	5	0	0	0	0	0	0	0	0	0	6
17	0	3	2	0	0	0	0	0	0	0	0	0	5
18	0	2	3	1	0	0	0	0	0	0	0	0	6
19	0	2	1	1	0	0	0	0	0	0	0	0	4
20	0	0	1	0	0	0	0	0	0	0	0	0	1
21	0	0	3	0	0	0	0	0	0	0	0	0	3
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	2	31	52	3	0	0	0	0	0	0	0	0	88
6-22	2	31	56	3	0	0	0	0	0	0	0	0	92
6-24	2	31	56	3	0	0	0	0	0	0	0	0	92
0-24	2	32	56	4	0	0	0	0	0	0	0	0	94

Direction : NORTHBOUND

Sunday 10/03/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	2	0	0	0	0	0	0	0	0	0	2
10	0	2	5	1	0	0	0	0	0	0	0	0	8
11	0	1	7	0	0	0	0	0	0	0	0	0	8
12	0	3	4	0	0	0	0	0	0	0	0	0	7
13	0	7	6	0	0	0	0	0	0	0	0	0	13
14	0	5	5	0	0	0	0	0	0	0	0	0	10
15	0	1	6	0	0	0	0	0	0	0	0	0	7
16	0	2	2	0	0	0	0	0	0	0	0	0	4
17	0	3	10	0	0	0	0	0	0	0	0	0	13
18	0	0	2	1	0	0	0	0	0	0	0	0	3
19	0	1	2	0	0	0	0	0	0	0	0	0	3
20	0	1	3	1	0	0	0	0	0	0	0	0	5
21	0	1	2	0	0	0	0	0	0	0	0	0	3
22	0	1	0	0	0	0	0	0	0	0	0	0	1
23	0	0	0	1	0	0	0	0	0	0	0	0	1
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	25	51	2	0	0	0	0	0	0	0	0	78
6-22	0	28	56	3	0	0	0	0	0	0	0	0	87
6-24	0	28	56	4	0	0	0	0	0	0	0	0	88
0-24	0	28	57	4	0	0	0	0	0	0	0	0	89

Automatic Classified Counts, Balderstone

LOCATION: COMMONS LANE

Direction : SOUTHBOUND

Monday 11/03/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	2	0	0	0	0	0	0	0	0	0	0	0	0	2
8	4	4	0	0	0	0	0	1	0	0	0	0	0	9
9	6	4	0	0	0	0	0	0	0	0	0	1	0	11
10	7	0	1	0	0	0	0	0	0	0	0	0	0	8
11	9	4	0	0	0	0	0	0	0	0	0	0	0	13
12	5	3	0	0	1	0	0	0	0	0	0	0	0	9
13	11	1	0	0	0	0	0	0	1	0	0	0	0	13
14	6	2	0	0	0	0	0	0	0	0	0	0	0	8
15	9	3	0	0	0	0	0	0	0	0	0	0	0	12
16	8	4	0	0	1	0	0	0	0	0	0	0	0	13
17	5	4	0	0	0	0	0	0	0	0	0	0	0	9
18	12	2	0	0	0	0	0	0	0	0	0	0	0	14
19	11	3	0	0	0	0	0	0	0	0	0	0	0	14
20	8	0	0	0	0	0	0	0	0	0	0	0	0	8
21	2	0	0	0	0	0	0	0	0	0	0	0	0	2
22	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	1	1	0	0	0	0	0	0	0	0	0	0	0	2
7-19	93	34	1	0	2	0	0	1	1	0	0	1	0	133
6-22	106	34	1	0	2	0	0	1	1	0	0	1	0	146
6-24	107	35	1	0	2	0	0	1	1	0	0	1	0	148
0-24	107	35	1	0	2	0	0	1	1	0	0	1	0	148

Direction : NORTHBOUND

Monday 11/03/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	2	1	0	0	0	0	0	0	0	0	0	0	0	3
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	11	0	0	0	0	0	0	0	0	0	0	0	0	11
9	9	1	0	0	0	0	0	0	0	0	0	0	0	10
10	3	3	1	0	0	0	0	0	0	0	0	0	0	7
11	11	5	0	0	0	0	0	0	0	0	0	0	0	16
12	8	2	0	0	0	0	0	0	0	0	0	1	0	11
13	10	1	0	0	0	0	0	1	0	0	0	0	0	12
14	5	0	0	0	1	0	0	0	0	0	0	0	0	6
15	5	1	0	0	1	0	0	0	1	0	0	0	0	8
16	9	5	0	0	0	0	0	0	0	0	0	0	0	14
17	7	2	0	0	1	0	0	0	0	0	0	0	0	10
18	13	5	0	0	0	0	0	0	0	0	0	0	0	18
19	6	3	0	0	0	0	0	0	0	0	0	0	0	9
20	2	0	0	0	0	0	0	0	0	0	0	0	0	2
21	2	1	0	0	0	0	0	0	0	0	0	0	0	3
22	2	1	0	0	0	0	0	0	0	0	0	0	0	3
23	3	1	0	0	0	0	0	0	0	0	0	0	0	4
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	97	28	1	0	3	0	0	2	0	0	1	0	0	132
6-22	103	30	1	0	3	0	0	2	0	0	1	0	0	140
6-24	106	31	1	0	3	0	0	2	0	0	1	0	0	144
0-24	108	32	1	0	3	0	0	2	0	0	1	0	0	147

LOCATION: COMMONS LANE

Direction : SOUTHBOUND

Monday 11/03/2024	VEHICLE SPEED (MPH)												TOTAL
	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	1	0	1	0	0	0	0	0	0	0	0	0	2
8	1	2	6	0	0	0	0	0	0	0	0	0	9
9	0	4	7	0	0	0	0	0	0	0	0	0	11
10	1	3	4	0	0	0	0	0	0	0	0	0	8
11	0	6	7	0	0	0	0	0	0	0	0	0	13
12	0	6	3	0	0	0	0	0	0	0	0	0	9
13	0	7	6	0	0	0	0	0	0	0	0	0	13
14	0	1	7	0	0	0	0	0	0	0	0	0	8
15	0	4	8	0	0	0	0	0	0	0	0	0	12
16	0	4	8	1	0	0	0	0	0	0	0	0	13
17	0	2	7	0	0	0	0	0	0	0	0	0	9
18	1	4	9	0	0	0	0	0	0	0	0	0	14
19	0	5	8	1	0	0	0	0	0	0	0	0	14
20	0	2	4	1	1	0	0	0	0	0	0	0	8
21	0	0	1	1	0	0	0	0	0	0	0	0	2
22	0	0	1	0	0	0	0	0	0	0	0	0	1
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	2	0	0	0	0	0	0	0	0	2
7-19	3	48	80	2	0	0	0	0	0	0	0	0	133
6-22	4	50	87	4	1	0	0	0	0	0	0	0	146
6-24	4	50	87	6	1	0	0	0	0	0	0	0	148
0-24	4	50	87	6	1	0	0	0	0	0	0	0	148

Direction : NORTHBOUND

Monday 11/03/2024	VEHICLE SPEED (MPH)												TOTAL
	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	1	2	0	0	0	0	0	0	0	0	0	3
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	1	10	0	0	0	0	0	0	0	0	0	11
9	0	4	6	0	0	0	0	0	0	0	0	0	10
10	0	3	4	0	0	0	0	0	0	0	0	0	7
11	0	3	11	2	0	0	0	0	0	0	0	0	16
12	0	4	5	2	0	0	0	0	0	0	0	0	11
13	0	3	9	0	0	0	0	0	0	0	0	0	12
14	0	3	3	0	0	0	0	0	0	0	0	0	6
15	0	2	6	0	0	0	0	0	0	0	0	0	8
16	0	2	11	1	0	0	0	0	0	0	0	0	14
17	0	4	6	0	0	0	0	0	0	0	0	0	10
18	0	4	14	0	0	0	0	0	0	0	0	0	18
19	0	3	6	0	0	0	0	0	0	0	0	0	9
20	0	2	0	0	0	0	0	0	0	0	0	0	2
21	0	1	1	1	0	0	0	0	0	0	0	0	3
22	0	1	1	1	0	0	0	0	0	0	0	0	3
23	0	0	4	0	0	0	0	0	0	0	0	0	4
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	36	91	5	0	0	0	0	0	0	0	0	132
6-22	0	40	93	6	1	0	0	0	0	0	0	0	140
6-24	0	40	97	6	1	0	0	0	0	0	0	0	144
0-24	0	41	99	6	1	0	0	0	0	0	0	0	147

Automatic Classified Counts, Balderstone

LOCATION: COMMONS LANE

Direction : SOUTHBOUND

Tuesday 12/03/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	2	1	0	0	0	0	0	0	0	0	0	0	0	3
8	3	2	0	0	0	0	0	0	0	0	0	0	0	5
9	13	2	0	0	0	0	0	0	0	0	0	0	0	15
10	6	2	0	0	1	0	0	0	0	0	0	0	0	9
11	5	2	0	0	0	0	0	0	0	0	0	0	0	7
12	11	3	0	0	0	0	0	0	0	0	0	0	0	14
13	4	1	0	0	0	0	0	0	0	0	0	1	0	6
14	3	0	0	0	0	0	0	0	0	0	0	0	0	3
15	8	4	0	0	0	0	0	0	0	0	0	0	0	12
16	13	2	0	0	0	0	0	0	0	0	0	0	0	15
17	5	2	0	0	0	0	0	0	0	0	0	0	0	7
18	9	3	0	0	0	0	0	0	0	0	0	0	0	12
19	8	1	0	0	0	0	0	0	0	0	0	0	0	9
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	1	0	0	0	0	0	0	0	0	0	0	0	0	1
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7-19	88	24	0	0	1	0	0	0	0	0	0	1	0	114
6-22	90	25	0	0	1	0	0	0	0	0	0	1	0	117
6-24	92	25	0	0	1	0	0	0	0	0	0	1	0	119
0-24	93	25	0	0	1	0	0	0	0	0	0	1	0	120

Direction : NORTHBOUND

Tuesday 12/03/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8	9	2	0	0	0	0	0	0	0	0	0	0	0	11
9	4	3	0	0	0	0	0	0	0	0	0	0	0	7
10	5	3	0	0	0	0	0	0	0	0	0	0	0	8
11	5	1	0	0	0	0	0	0	0	0	0	0	0	6
12	6	6	0	0	0	0	0	1	0	0	0	0	0	13
13	5	0	0	0	0	0	0	0	0	0	0	0	0	5
14	4	2	0	0	0	0	0	0	0	0	0	0	0	6
15	7	3	0	0	0	0	0	0	0	0	0	0	0	10
16	5	1	0	0	0	0	0	0	0	0	0	0	0	6
17	8	4	0	0	0	0	0	0	0	0	0	0	0	12
18	4	1	0	0	0	0	0	0	0	0	0	0	0	5
19	7	2	0	0	0	0	0	0	0	0	0	0	0	9
20	2	2	0	0	0	0	0	0	0	0	0	0	0	4
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	69	28	0	0	0	0	0	1	0	0	0	0	0	98
6-22	73	30	0	0	0	0	0	1	0	0	0	0	0	104
6-24	73	30	0	0	0	0	0	1	0	0	0	0	0	104
0-24	75	31	0	0	0	0	0	1	0	0	0	0	0	107

Tuesday 12/03/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	1	0	0	0	0	0	0	0	0	0	1
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	2	1	0	0	0	0	0	0	0	0	3
8	0	2	1	2	0	0	0	0	0	0	0	0	5
9	0	1	13	1	0	0	0	0	0	0	0	0	15
10	0	1	7	1	0	0	0	0	0	0	0	0	9
11	0	5	2	0	0	0	0	0	0	0	0	0	7
12	1	5	8	0	0	0	0	0	0	0	0	0	14
13	0	0	6	0	0	0	0	0	0	0	0	0	6
14	0	3	0	0	0	0	0	0	0	0	0	0	3
15	1	4	6	1	0	0	0	0	0	0	0	0	12
16	0	3	11	1	0	0	0	0	0	0	0	0	15
17	0	1	6	0	0	0	0	0	0	0	0	0	7
18	0	1	10	1	0	0	0	0	0	0	0	0	12
19	0	3	6	0	0	0	0	0	0	0	0	0	9
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	1	0	0	0	0	0	0	0	0	0	1
24	0	0	1	0	0	0	0	0	0	0	0	0	1
7-19	2	29	76	7	0	0	0	0	0	0	0	0	114
6-22	2	29	78	8	0	0	0	0	0	0	0	0	117
6-24	2	29	80	8	0	0	0	0	0	0	0	0	119
0-24	2	29	81	8	0	0	0	0	0	0	0	0	120

Tuesday 12/03/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	0	0	0	0	0	0	0	0	0	1
2	0	0	0	1	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	1	0	0	0	0	0	0	0	0	0	1
7	0	0	1	0	0	0	0	0	0	0	0	0	1
8	0	0	9	2	0	0	0	0	0	0	0	0	11
9	0	1	6	0	0	0	0	0	0	0	0	0	7
10	0	2	5	1	0	0	0	0	0	0	0	0	8
11	0	1	5	0	0	0	0	0	0	0	0	0	6
12	0	7	5	1	0	0	0	0	0	0	0	0	13
13	0	3	1	1	0	0	0	0	0	0	0	0	5
14	0	5	1	0	0	0	0	0	0	0	0	0	6
15	0	4	6	0	0	0	0	0	0	0	0	0	10
16	0	1	4	1	0	0	0	0	0	0	0	0	6
17	0	3	9	0	0	0	0	0	0	0	0	0	12
18	0	1	3	1	0	0	0	0	0	0	0	0	5
19	0	3	6	0	0	0	0	0	0	0	0	0	9
20	0	0	2	2	0	0	0	0	0	0	0	0	4
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	1	0	0	0	0	0	0	0	0	0	0	1
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	31	60	7	0	0	0	0	0	0	0	0	98
6-22	0	32	63	9	0	0	0	0	0	0	0	0	104
6-24	0	32	63	9	0	0	0	0	0	0	0	0	104
0-24	0	32	65	10	0	0	0	0	0	0	0	0	107

Automatic Classified Counts, Balderstone

LOCATION: COMMONS LANE

Direction : SOUTHBOUND

Wednesday 13/03/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	3	0	0	0	0	0	0	0	0	0	0	0	0	3
8	5	3	0	0	0	0	0	0	0	0	0	0	0	8
9	6	4	0	0	0	0	0	0	0	0	0	0	0	10
10	4	4	0	0	1	0	0	0	0	0	0	0	0	9
11	9	4	0	0	0	0	0	0	0	0	0	1	0	14
12	4	0	1	0	0	0	1	0	0	0	0	0	0	6
13	4	4	0	0	0	0	0	0	0	0	0	0	0	8
14	5	2	0	0	1	0	0	0	0	0	0	0	0	8
15	5	2	0	0	0	0	0	0	0	0	0	0	0	7
16	12	1	0	0	0	0	0	0	0	0	0	0	0	13
17	3	5	0	0	0	0	0	0	0	0	0	0	0	8
18	17	2	0	0	0	0	0	0	0	0	0	0	0	19
19	5	3	0	0	1	0	0	0	0	0	0	0	0	9
20	1	1	0	0	0	0	0	0	0	0	0	0	0	2
21	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	79	34	1	0	3	0	1	0	0	0	0	1	0	119
6-22	84	35	1	0	3	0	1	0	0	0	0	1	0	125
6-24	84	35	1	0	3	0	1	0	0	0	0	1	0	125
0-24	85	35	1	0	3	0	1	0	0	0	0	1	0	126

Direction : NORTHBOUND

Wednesday 13/03/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	1	0	0	0	0	0	0	0	0	0	0	0	2
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	9	3	0	0	0	0	0	0	0	0	0	0	0	12
9	9	5	0	0	0	0	0	0	0	0	0	0	0	14
10	4	4	0	0	1	0	0	0	0	0	0	1	0	10
11	6	2	2	0	0	0	0	0	0	0	0	0	0	10
12	8	1	1	0	1	0	0	0	0	0	0	0	0	11
13	6	2	0	0	0	0	0	0	0	0	0	0	0	8
14	6	1	1	0	0	0	0	0	0	0	0	0	0	8
15	7	2	0	0	1	0	0	0	0	0	0	0	0	10
16	5	2	0	0	0	0	0	0	0	0	0	0	0	7
17	6	4	0	0	0	0	0	0	0	0	0	0	0	10
18	12	3	0	0	0	0	0	0	0	0	0	0	0	15
19	5	1	0	0	0	0	0	0	0	0	0	0	0	6
20	5	0	0	0	0	0	0	0	0	0	0	0	0	5
21	1	1	0	0	0	0	0	0	0	0	0	0	0	2
22	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	83	30	4	0	3	0	0	0	0	0	0	1	0	121
6-22	90	31	4	0	3	0	0	0	0	0	0	1	0	129
6-24	90	31	4	0	3	0	0	0	0	0	0	1	0	129
0-24	91	32	4	0	3	0	0	0	0	0	0	1	0	131

LOCATION: COMMONS LANE

Direction : SOUTHBOUND

Wednesday 13/03/2024	VEHICLE SPEED (MPH)												TOTAL
	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	1	0	0	0	0	0	0	0	0	0	1
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	2	1	0	0	0	0	0	0	0	0	3
8	0	2	5	0	1	0	0	0	0	0	0	0	8
9	0	1	9	0	0	0	0	0	0	0	0	0	10
10	0	4	5	0	0	0	0	0	0	0	0	0	9
11	0	1	12	1	0	0	0	0	0	0	0	0	14
12	1	3	2	0	0	0	0	0	0	0	0	0	6
13	0	2	6	0	0	0	0	0	0	0	0	0	8
14	0	3	5	0	0	0	0	0	0	0	0	0	8
15	0	4	3	0	0	0	0	0	0	0	0	0	7
16	0	1	12	0	0	0	0	0	0	0	0	0	13
17	0	3	4	1	0	0	0	0	0	0	0	0	8
18	0	4	11	4	0	0	0	0	0	0	0	0	19
19	0	1	8	0	0	0	0	0	0	0	0	0	9
20	0	0	2	0	0	0	0	0	0	0	0	0	2
21	0	0	1	0	0	0	0	0	0	0	0	0	1
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	1	29	82	6	1	0	0	0	0	0	0	0	119
6-22	1	29	87	7	1	0	0	0	0	0	0	0	125
6-24	1	29	87	7	1	0	0	0	0	0	0	0	125
0-24	1	29	88	7	1	0	0	0	0	0	0	0	126

Direction : NORTHBOUND

Wednesday 13/03/2024	VEHICLE SPEED (MPH)												TOTAL
	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	2	0	0	0	0	0	0	0	0	0	2
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	12	0	0	0	0	0	0	0	0	0	12
9	0	1	13	0	0	0	0	0	0	0	0	0	14
10	0	4	5	1	0	0	0	0	0	0	0	0	10
11	0	5	5	0	0	0	0	0	0	0	0	0	10
12	0	6	4	1	0	0	0	0	0	0	0	0	11
13	0	6	2	0	0	0	0	0	0	0	0	0	8
14	0	2	6	0	0	0	0	0	0	0	0	0	8
15	0	2	7	1	0	0	0	0	0	0	0	0	10
16	0	2	5	0	0	0	0	0	0	0	0	0	7
17	0	0	10	0	0	0	0	0	0	0	0	0	10
18	0	4	11	0	0	0	0	0	0	0	0	0	15
19	0	2	4	0	0	0	0	0	0	0	0	0	6
20	0	0	4	1	0	0	0	0	0	0	0	0	5
21	0	1	1	0	0	0	0	0	0	0	0	0	2
22	0	0	1	0	0	0	0	0	0	0	0	0	1
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	34	84	3	0	0	0	0	0	0	0	0	121
6-22	0	35	90	4	0	0	0	0	0	0	0	0	129
6-24	0	35	90	4	0	0	0	0	0	0	0	0	129
0-24	0	35	92	4	0	0	0	0	0	0	0	0	131

Automatic Classified Counts, Balderstone

LOCATION: COMMONS LANE

Direction : SOUTHBOUND

Thursday 14/03/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	2	0	0	0	0	0	0	0	0	0	0	0	0	2
8	10	2	0	0	0	0	0	0	0	0	0	0	0	12
9	8	6	1	0	0	0	0	0	0	0	0	0	0	15
10	13	3	0	0	0	0	0	0	0	0	0	0	0	16
11	4	3	0	0	1	0	0	0	0	0	0	0	0	8
12	12	7	0	0	1	0	0	0	0	0	0	0	0	20
13	8	5	0	0	0	0	0	0	0	0	0	0	0	13
14	3	2	0	0	0	0	0	0	0	0	0	0	0	5
15	2	0	0	0	2	0	0	0	0	0	0	0	0	4
16	7	2	0	0	0	0	0	0	0	0	0	0	0	9
17	6	4	0	0	0	0	0	0	1	0	0	0	0	11
18	10	0	0	0	0	0	0	0	0	0	0	0	0	10
19	5	2	0	0	0	0	0	0	0	0	0	0	0	7
20	3	1	0	0	0	0	0	0	0	0	0	0	0	4
21	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22	6	0	0	0	0	0	0	0	0	0	0	0	0	6
23	1	0	0	0	0	0	0	0	0	0	0	0	0	1
24	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7-19	88	36	1	0	4	0	0	0	1	0	0	0	0	130
6-22	100	37	1	0	4	0	0	0	1	0	0	0	0	143
6-24	104	37	1	0	4	0	0	0	1	0	0	0	0	147
0-24	104	38	1	0	4	0	0	0	1	0	0	0	0	148

Direction : NORTHBOUND

Thursday 14/03/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	2	0	0	0	0	0	0	0	0	0	0	0	0	2
8	8	1	0	0	0	0	0	0	0	0	0	0	0	9
9	6	4	1	0	0	0	0	0	0	0	0	0	0	11
10	6	3	0	0	0	0	0	0	0	0	0	0	0	9
11	2	2	0	0	0	0	0	0	0	0	0	0	0	4
12	7	4	0	0	1	0	0	0	0	0	0	0	0	12
13	8	4	0	0	0	0	0	0	0	0	0	0	0	12
14	5	3	0	0	1	0	0	0	0	0	0	0	0	9
15	9	1	0	0	0	0	0	0	0	0	0	0	0	10
16	12	2	1	0	0	0	0	0	0	0	0	0	0	15
17	9	4	0	0	0	0	0	0	2	0	0	0	0	15
18	4	3	0	0	0	0	0	0	0	0	0	0	0	7
19	6	1	0	0	0	0	0	0	0	0	0	0	0	7
20	4	2	0	0	0	0	0	0	0	0	0	0	0	6
21	4	0	0	0	0	0	0	0	0	0	0	0	0	4
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	2	0	0	0	0	0	0	0	0	0	0	0	0	2
24	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7-19	82	32	2	0	2	0	0	0	2	0	0	0	0	120
6-22	92	34	2	0	2	0	0	0	2	0	0	0	0	132
6-24	97	34	2	0	2	0	0	0	2	0	0	0	0	137
0-24	97	34	2	0	2	0	0	0	2	0	0	0	0	137

LOCATION: COMMONS LANE

Direction : SOUTHBOUND

Thursday 14/03/2024	VEHICLE SPEED (MPH)												TOTAL
	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	1	1	0	0	0	0	0	0	0	0	2
8	0	3	8	1	0	0	0	0	0	0	0	0	12
9	0	3	12	0	0	0	0	0	0	0	0	0	15
10	1	4	11	0	0	0	0	0	0	0	0	0	16
11	0	2	5	1	0	0	0	0	0	0	0	0	8
12	0	9	11	0	0	0	0	0	0	0	0	0	20
13	0	7	6	0	0	0	0	0	0	0	0	0	13
14	0	2	3	0	0	0	0	0	0	0	0	0	5
15	0	2	2	0	0	0	0	0	0	0	0	0	4
16	0	0	9	0	0	0	0	0	0	0	0	0	9
17	0	4	5	2	0	0	0	0	0	0	0	0	11
18	0	2	7	1	0	0	0	0	0	0	0	0	10
19	0	0	5	1	1	0	0	0	0	0	0	0	7
20	0	0	2	1	1	0	0	0	0	0	0	0	4
21	0	0	0	1	0	0	0	0	0	0	0	0	1
22	0	0	6	0	0	0	0	0	0	0	0	0	6
23	0	0	0	0	0	1	0	0	0	0	0	0	1
24	0	0	2	1	0	0	0	0	0	0	0	0	3
7-19	1	38	84	6	1	0	0	0	0	0	0	0	130
6-22	1	38	93	9	2	0	0	0	0	0	0	0	143
6-24	1	38	95	10	2	1	0	0	0	0	0	0	147
0-24	1	39	95	10	2	1	0	0	0	0	0	0	148

Direction : NORTHBOUND

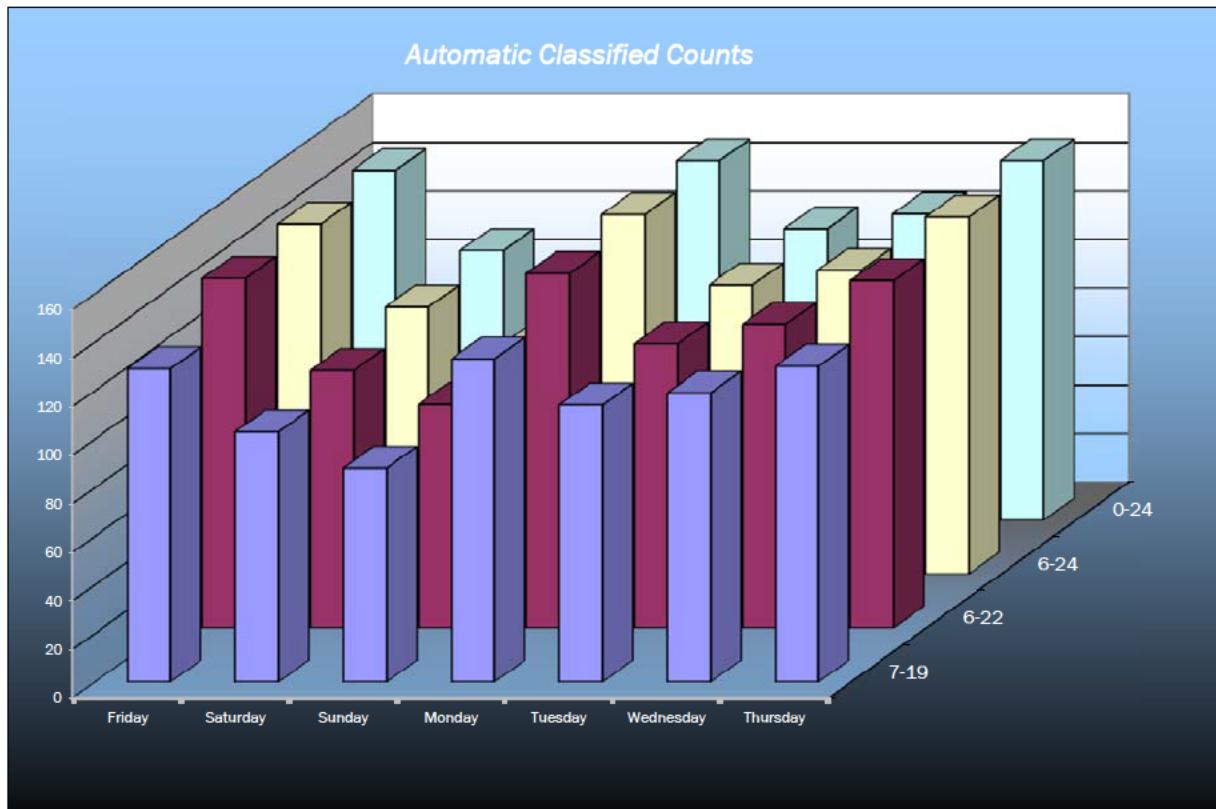
Thursday 14/03/2024	VEHICLE SPEED (MPH)												TOTAL
	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	1	1	0	0	0	0	0	0	0	0	0	2
8	0	0	8	1	0	0	0	0	0	0	0	0	9
9	0	2	9	0	0	0	0	0	0	0	0	0	11
10	0	5	4	0	0	0	0	0	0	0	0	0	9
11	0	3	1	0	0	0	0	0	0	0	0	0	4
12	0	1	11	0	0	0	0	0	0	0	0	0	12
13	0	4	7	1	0	0	0	0	0	0	0	0	12
14	0	2	7	0	0	0	0	0	0	0	0	0	9
15	0	3	7	0	0	0	0	0	0	0	0	0	10
16	0	4	11	0	0	0	0	0	0	0	0	0	15
17	0	6	9	0	0	0	0	0	0	0	0	0	15
18	0	2	5	0	0	0	0	0	0	0	0	0	7
19	0	1	6	0	0	0	0	0	0	0	0	0	7
20	0	2	4	0	0	0	0	0	0	0	0	0	6
21	0	1	3	0	0	0	0	0	0	0	0	0	4
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	1	1	0	0	0	0	0	0	0	0	2
24	0	1	2	0	0	0	0	0	0	0	0	0	3
7-19	0	33	85	2	0	0	0	0	0	0	0	0	120
6-22	0	37	93	2	0	0	0	0	0	0	0	0	132
6-24	0	38	96	3	0	0	0	0	0	0	0	0	137
0-24	0	38	96	3	0	0	0	0	0	0	0	0	137

Automatic Classified Counts, Balderstone

LOCATION: COMMONS LANE

Direction : SOUTHBOUND

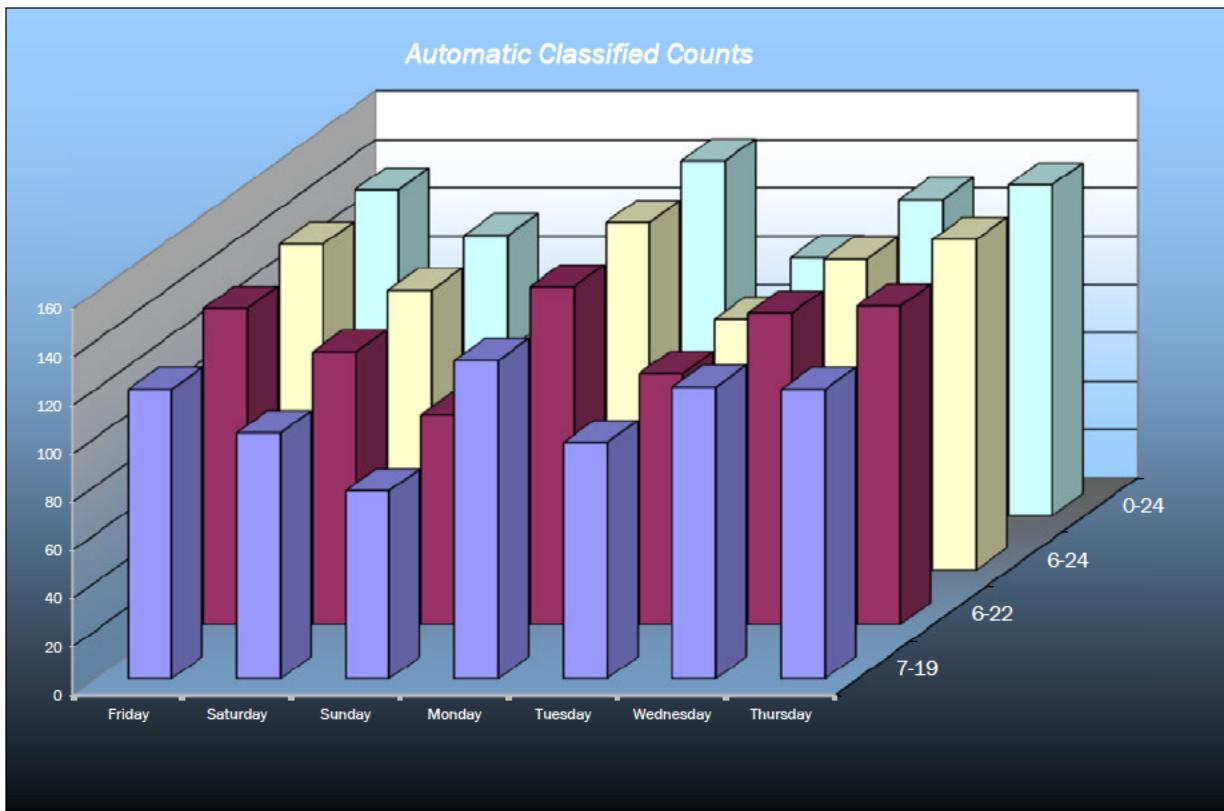
VEHICLE FLOWS										
Hr Ending	Friday 8-Mar-24	Saturday 9-Mar-24	Sunday 10-Mar-24	Monday 11-Mar-24	Tuesday 12-Mar-24	Wednesday 13-Mar-24	Thursday 14-Mar-24	WEEKDAY AVERAGE	WEEK AVERAGE	
1	0	1	2	0	0	0	1	0	1	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	1	1	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	4	1	0	2	3	3	2	3	2	
8	12	1	0	9	5	8	12	9	7	
9	15	8	2	11	15	10	15	13	11	
10	8	5	5	8	9	9	16	10	9	
11	15	13	20	13	7	14	8	11	13	
12	8	10	6	9	14	6	20	11	10	
13	10	16	8	13	6	8	13	10	11	
14	10	9	12	8	3	8	5	7	8	
15	6	7	14	12	12	7	4	8	9	
16	11	10	6	13	15	13	9	12	11	
17	9	10	5	9	7	8	11	9	8	
18	17	7	6	14	12	19	10	14	12	
19	8	7	4	14	9	9	7	9	8	
20	7	1	1	8	0	2	4	4	3	
21	4	1	3	2	0	1	1	2	2	
22	0	0	0	1	0	0	6	1	1	
23	0	2	0	0	1	0	1	0	1	
24	0	2	0	2	1	0	3	1	1	
7-19	129	103	88	133	114	119	130	125	117	
6-22	144	106	92	146	117	125	143	135	125	
6-24	144	110	92	148	119	125	147	137	126	
0-24	144	111	94	148	120	126	148	137	127	



LOCATION: COMMONS LANE

Direction : NORTHBOUND

NORTHBOUND										
Hr Ending	Friday 8-Mar-24	Saturday 9-Mar-24	Sunday 10-Mar-24	Monday 11-Mar-24	Tuesday 12-Mar-24	Wednesday 13-Mar-24	Thursday 14-Mar-24	WEEKDAY AVERAGE	WEEK AVERAGE	
1	0	0	1	0	1	0	0	0	0	
2	0	0	0	0	1	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	3	1	2	0	1	1	
7	1	1	0	0	1	0	2	1	1	
8	10	4	0	11	11	12	9	11	8	
9	12	9	2	10	7	14	11	11	9	
10	7	6	8	7	8	10	9	8	8	
11	13	10	8	16	6	10	4	10	10	
12	13	16	7	11	13	11	12	12	12	
13	5	4	13	12	5	8	12	8	8	
14	14	14	10	6	6	8	9	9	10	
15	8	9	7	8	10	10	10	9	9	
16	11	6	4	14	6	7	15	11	9	
17	13	9	13	10	12	10	15	12	12	
18	8	8	3	18	5	15	7	11	9	
19	6	7	3	9	9	6	7	7	7	
20	4	7	5	2	4	5	6	4	5	
21	4	2	3	3	0	2	4	3	3	
22	2	1	1	3	1	1	0	1	1	
23	4	2	1	4	0	0	2	2	2	
24	0	1	0	0	0	0	3	1	1	
7-19	120	102	78	132	98	121	120	118	110	
6-22	131	113	87	140	104	129	132	127	119	
6-24	135	116	88	144	104	129	137	130	122	
0-24	135	116	89	147	107	131	137	131	123	



Automatic Classified Counts, Balderstone

LOCATION: COMMONS LANE

Direction : SOUTHBOUND

AVERAGE SPEEDS							
Hr Ending	Friday 8-Mar-24	Saturday 9-Mar-24	Sunday 10-Mar-24	Monday 11-Mar-24	Tuesday 12-Mar-24	Wednesday 13-Mar-24	Thursday 14-Mar-24
1	-	15.5	24.3	-	-	-	15.5
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	25.5	25.5	-
6	-	-	-	-	-	-	-
7	23.0	25.5	-	15.5	28.0	28.0	29.3
8	22.4	25.5	-	21.1	24.5	24.6	23.6
9	24.2	23.0	20.5	21.9	25.3	24.5	23.5
10	23.0	21.5	21.5	19.3	25.2	21.1	21.8
11	22.2	18.4	21.0	20.9	18.4	25.3	23.9
12	20.5	21.5	20.5	18.8	20.5	17.2	21.0
13	19.5	23.9	23.9	20.1	25.5	23.0	20.1
14	23.3	19.9	23.0	24.3	15.5	21.8	21.5
15	22.2	15.5	20.5	22.2	21.1	19.8	20.5
16	19.8	21.5	23.8	23.0	24.0	24.7	25.5
17	21.1	22.5	19.5	23.3	24.1	22.7	23.2
18	25.2	26.6	23.4	21.2	25.3	25.0	24.3
19	23.9	26.6	22.4	22.5	22.2	24.4	28.4
20	21.2	15.5	25.5	25.5	-	25.5	30.5
21	26.1	15.5	25.5	29.3	-	25.5	33.0
22	-	-	-	25.5	-	-	25.5
23	-	31.8	-	-	25.5	-	43.0
24	-	15.5	-	33.0	25.5	-	28.0
10-12	21.3	19.9	20.8	19.9	19.4	21.2	22.5
14-16	21.0	18.5	22.2	22.6	22.6	22.3	23.0
0-24	22.5	21.4	22.5	22.8	23.5	23.7	25.4

85TH PERCENTILE							
Hr Ending	Friday 8-Mar-24	Saturday 9-Mar-24	Sunday 10-Mar-24	Monday 11-Mar-24	Tuesday 12-Mar-24	Wednesday 13-Mar-24	Thursday 14-Mar-24
1	-	-	36.6	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	28.0	-	-	29.6	32.3	32.3	34.6
8	29.4	-	-	28.3	33.3	31.6	29.0
9	27.7	27.6	27.6	26.9	28.7	27.7	27.6
10	27.6	27.0	27.0	26.7	29.6	26.3	27.9
11	27.0	27.5	27.0	26.1	23.2	28.8	29.8
12	25.8	26.7	26.0	23.8	27.0	24.7	26.1
13	24.7	29.6	29.8	25.3	25.5	27.6	25.3
14	30.7	25.2	27.5	27.8	15.5	26.9	27.0
15	27.3	21.3	27.0	27.1	28.7	25.1	26.3
16	26.2	26.7	27.9	28.6	28.8	27.5	25.5
17	26.3	27.3	25.0	27.7	27.9	29.2	30.0
18	29.6	29.4	30.2	27.7	29.1	30.8	29.4
19	29.8	29.4	30.9	28.2	27.2	27.7	33.4
20	26.6	-	-	33.2	-	25.5	36.6
21	35.3	-	25.5	34.6	-	-	-
22	-	-	-	-	-	-	25.5
23	-	40.6	-	-	-	-	-
24	-	15.5	-	33.0	-	-	32.3
10-12	26.4	27.1	26.5	25.0	25.1	26.7	27.9
14-16	26.7	24.0	27.5	27.8	28.7	26.3	25.9
0-24	28.1	27.2	28.3	28.4	27.4	28.0	29.1

7 DAY AVERAGE SPEED	23.1
7 DAY AVERAGE 85th PERCENTILE	28.1

5 DAY OFF PEAK AVERAGE SPEED	21.6
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	26.7

survey and presentation by **trafficSense** Ltd.

Automatic Classified Counts, Balderstone

LOCATION: COMMONS LANE

Direction : NORTHBOUND

AVERAGE SPEEDS							
Hr Ending	Friday 8-Mar-24	Saturday 9-Mar-24	Sunday 10-Mar-24	Monday 11-Mar-24	Tuesday 12-Mar-24	Wednesday 13-Mar-24	Thursday 14-Mar-24
1	-	-	25.5	-	25.5	-	-
2	-	-	-	-	33.0	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	22.2	25.5	25.5	-
7	25.5	25.5	-	-	25.5	-	20.5
8	25.5	25.5	-	24.6	26.9	25.5	26.3
9	23.8	19.9	25.5	21.5	24.1	24.8	23.7
10	22.6	23.8	23.9	21.2	23.9	22.3	19.9
11	22.2	21.5	24.3	24.6	23.8	20.5	18.0
12	20.9	19.3	21.2	23.2	20.7	20.7	24.7
13	21.5	20.5	20.1	23.0	21.0	18.0	22.8
14	23.9	21.0	20.5	20.5	17.2	23.0	23.3
15	21.8	18.8	24.1	23.0	21.5	24.3	22.5
16	21.9	18.8	20.5	24.6	25.1	22.6	22.8
17	24.0	19.9	23.2	21.5	23.0	25.5	21.5
18	25.2	21.8	28.0	23.3	25.0	22.8	22.6
19	22.2	23.4	22.2	22.2	22.2	22.2	24.1
20	25.5	22.6	25.0	15.5	29.3	27.0	22.2
21	23.0	25.5	22.2	26.3	-	20.5	23.0
22	25.5	15.5	15.5	24.7	15.5	25.5	-
23	23.0	29.3	33.0	25.5	-	-	29.3
24	-	15.5	-	-	-	-	22.2
10-12	21.6	20.4	22.7	23.9	22.3	20.6	21.3
14-16	21.8	18.8	22.3	23.8	23.3	23.4	22.7
0-24	23.4	21.6	23.4	22.8	23.8	23.2	22.9

85TH PERCENTILE							
Hr Ending	Friday 8-Mar-24	Saturday 9-Mar-24	Sunday 10-Mar-24	Monday 11-Mar-24	Tuesday 12-Mar-24	Wednesday 13-Mar-24	Thursday 14-Mar-24
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	27.9	-	25.5	-
7	-	-	-	-	-	-	27.6
8	25.5	25.5	-	27.6	29.9	25.5	28.8
9	27.7	25.2	25.5	26.7	27.9	27.5	27.7
10	27.5	27.9	29.8	26.6	29.8	28.5	25.2
11	28.1	28.5	27.8	29.7	27.9	25.8	23.0
12	28.6	27.3	26.6	30.0	26.9	27.1	27.6
13	27.0	26.3	25.3	27.5	29.0	22.6	28.6
14	28.9	27.1	25.8	26.0	21.2	27.6	27.7
15	26.9	23.8	27.9	27.6	26.7	29.4	27.3
16	26.9	24.0	26.3	28.9	30.7	27.5	27.4
17	27.7	25.2	27.6	26.7	27.5	25.5	26.6
18	29.9	26.9	32.3	27.6	31.2	27.4	27.5
19	27.3	31.3	27.9	27.2	27.2	27.3	27.9
20	25.5	27.5	31.2	15.5	33.6	30.4	27.3
21	28.0	25.5	27.9	37.6	-	27.6	28.0
22	25.5	-	-	33.4	-	-	-
23	28.0	34.6	-	25.5	-	-	34.6
24	-	-	-	-	-	-	27.9
10-12	28.4	27.9	27.2	29.8	27.4	26.4	25.3
14-16	26.9	23.9	27.1	28.3	28.7	28.5	27.4
0-24	27.4	27.1	27.8	27.8	28.4	27.0	27.7

7 DAY AVERAGE SPEED	23.0
7 DAY AVERAGE 85th PERCENTILE	27.6

5 DAY OFF PEAK AVERAGE SPEED	22.5
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	27.7

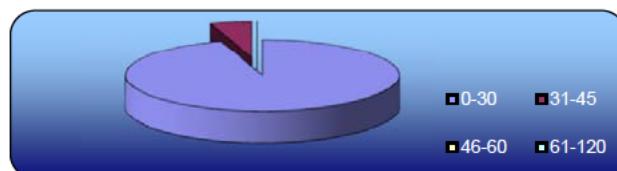
Automatic Classified Counts, Balderstone

LOCATION: COMMONS LANE

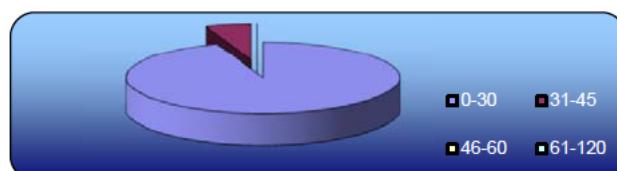
Direction : SOUTHBOUND

SPEED (MPH)	SPEED SUMMARY						
	Friday 8-Mar-24	Saturday 9-Mar-24	Sunday 10-Mar-24	Monday 11-Mar-24	Tuesday 12-Mar-24	Wednesday 13-Mar-24	Thursday 14-Mar-24
0-30	137	105	90	141	112	118	135
31-45	7	6	4	7	8	8	13
46-60	0	0	0	0	0	0	0
61-120	0	0	0	0	0	0	0
TOTAL	144	111	94	148	120	126	148

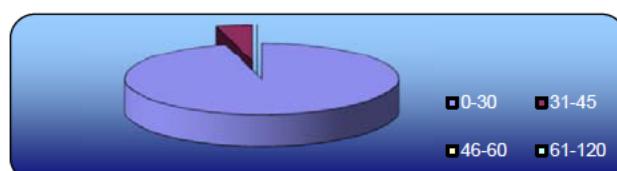
Friday
8-Mar-24



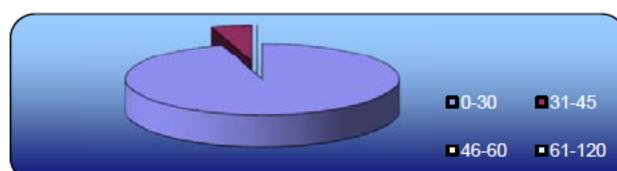
Saturday
9-Mar-24



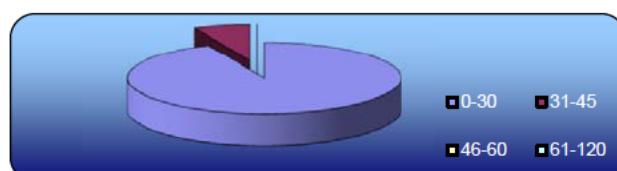
Sunday
10-Mar-24



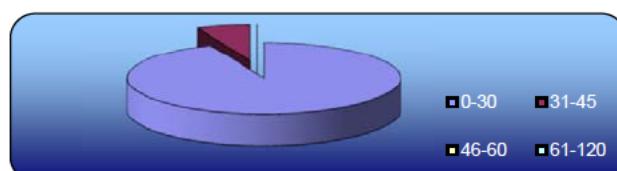
Monday
11-Mar-24



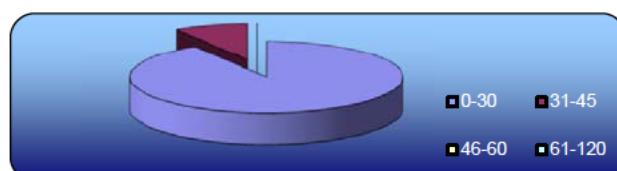
Tuesday
12-Mar-24



Wednesday
13-Mar-24



Thursday
14-Mar-24



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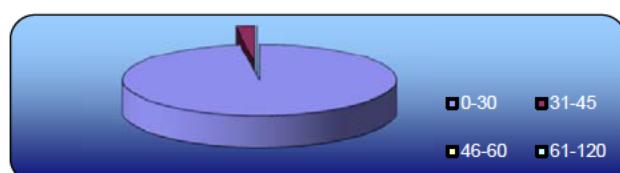
Automatic Classified Counts, Balderstone

LOCATION: COMMONS LANE

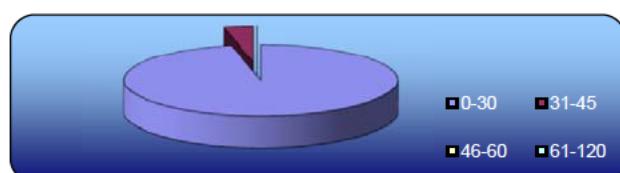
Direction : NORTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Friday 8-Mar-24	Saturday 9-Mar-24	Sunday 10-Mar-24	Monday 11-Mar-24	Tuesday 12-Mar-24	Wednesday 13-Mar-24	Thursday 14-Mar-24
0-30	132	112	85	140	97	127	134
31-45	3	4	4	7	10	4	3
46-60	0	0	0	0	0	0	0
61-120	0	0	0	0	0	0	0
TOTAL	135	116	89	147	107	131	137

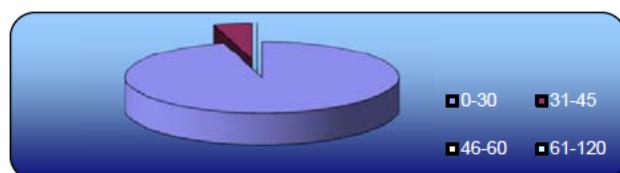
Friday
8-Mar-24



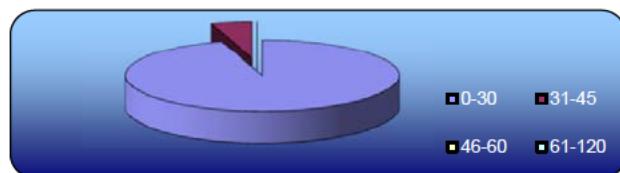
Saturday
9-Mar-24



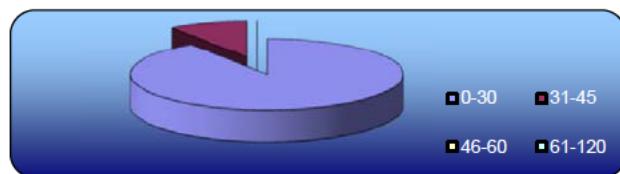
Sunday
10-Mar-24



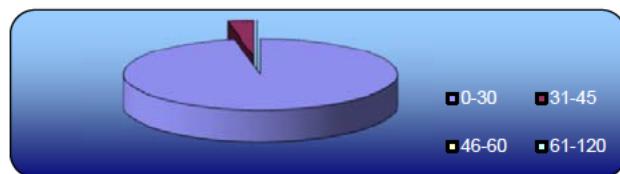
Monday
11-Mar-24



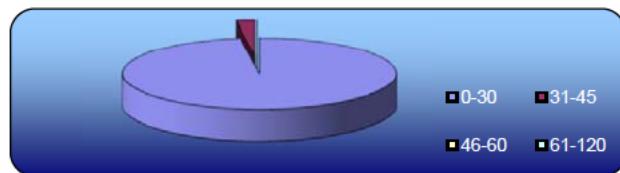
Tuesday
12-Mar-24



Wednesday
13-Mar-24



Thursday
14-Mar-24

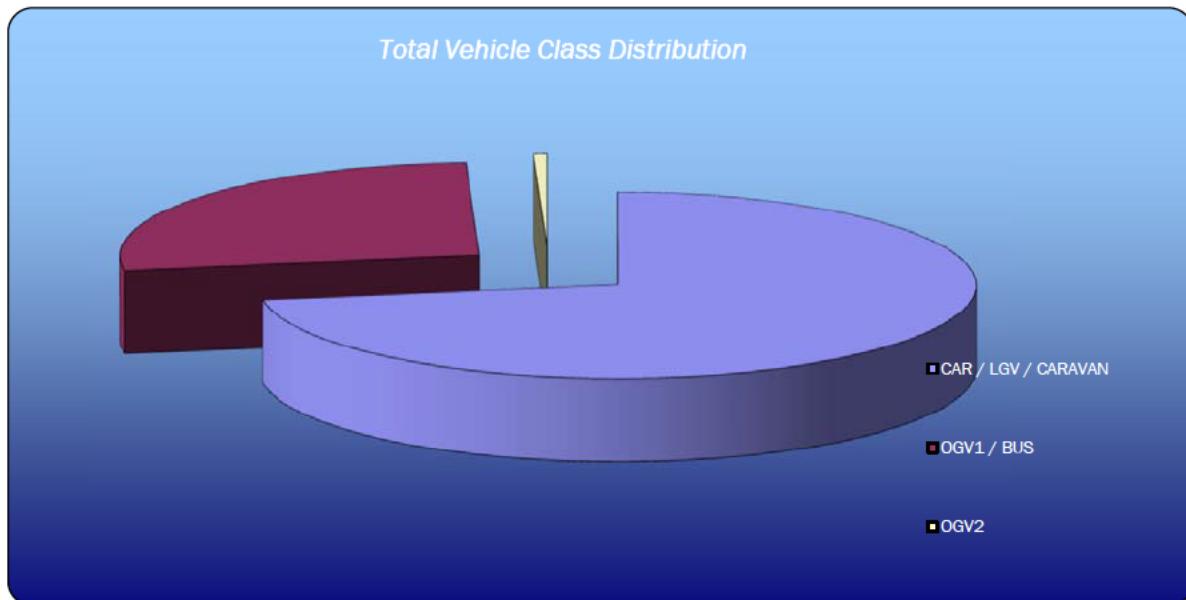


Automatic Classified Counts, Balderstone

LOCATION: COMMONS LANE

Direction : SOUTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
8-Mar-24				
7-19	95	33	1	129
6-22	105	38	1	144
6-24	105	38	1	144
0-24	105	38	1	144
9-Mar-24				
7-19	77	25	1	103
6-22	79	26	1	106
6-24	83	26	1	110
0-24	84	26	1	111
10-Mar-24				
7-19	71	17	0	88
6-22	75	17	0	92
6-24	75	17	0	92
0-24	77	17	0	94
11-Mar-24				
7-19	93	38	2	133
6-22	106	38	2	146
6-24	107	39	2	148
0-24	107	39	2	148
12-Mar-24				
7-19	88	26	0	114
6-22	90	27	0	117
6-24	92	27	0	119
0-24	93	27	0	120
13-Mar-24				
7-19	79	40	0	119
6-22	84	41	0	125
6-24	84	41	0	125
0-24	85	41	0	126
14-Mar-24				
7-19	88	41	1	130
6-22	100	42	1	143
6-24	104	42	1	147
0-24	104	43	1	148
AVERAGE				
7-19	84	31	1	117
6-22	91	33	1	125
6-24	93	33	1	126
0-24	94	33	1	127



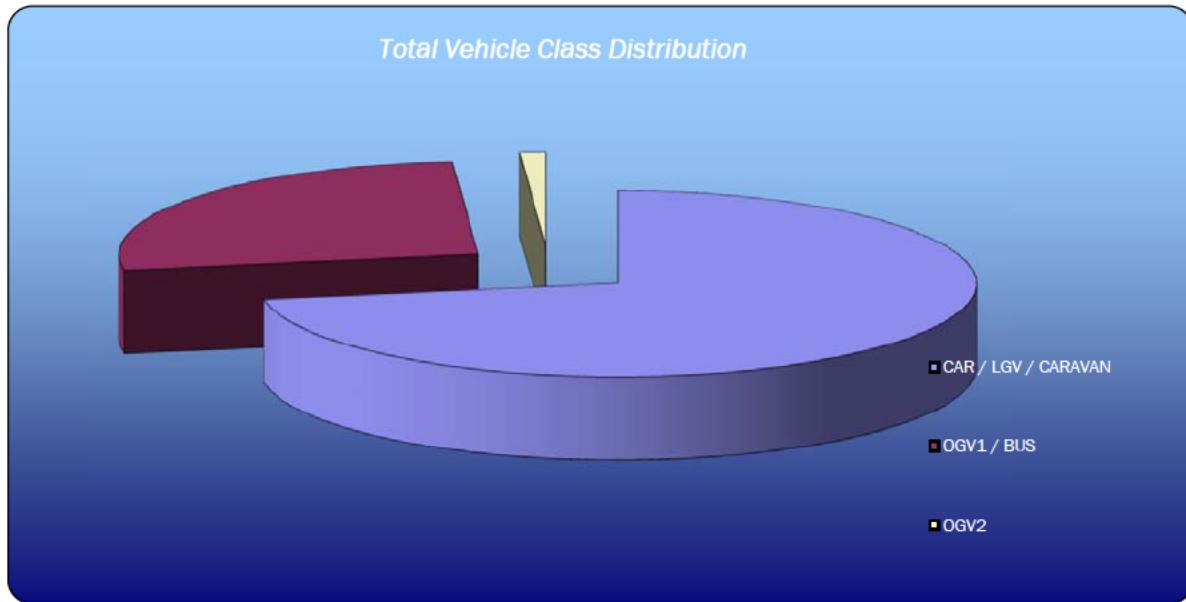
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Automatic Classified Counts, Balderstone

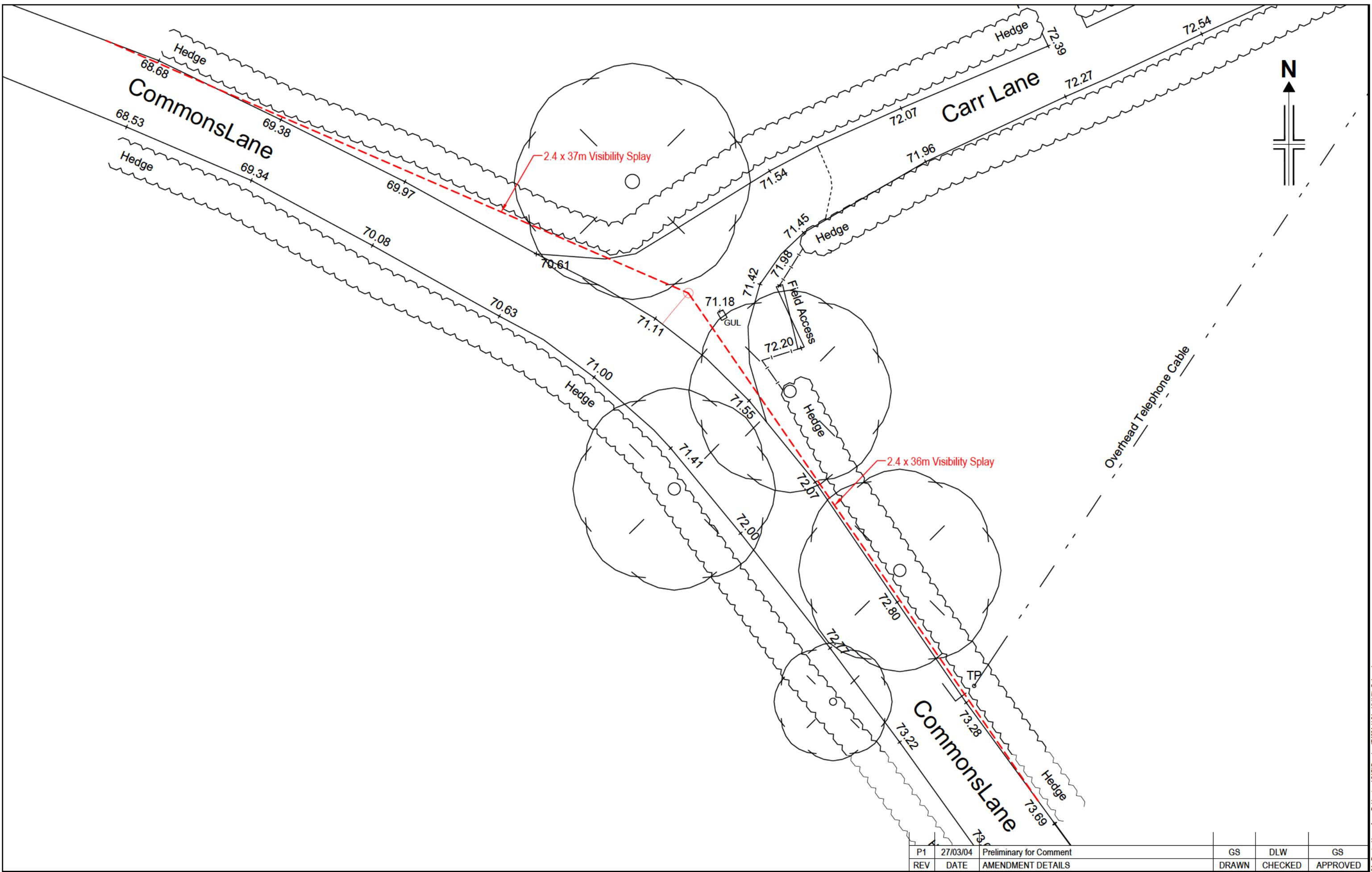
LOCATION: COMMONS LANE

Direction : NORTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
8-Mar-24				
7-19	88	31	1	120
6-22	95	35	1	131
6-24	98	36	1	135
0-24	98	36	1	135
9-Mar-24				
7-19	75	25	2	102
6-22	85	26	2	113
6-24	87	27	2	116
0-24	87	27	2	116
10-Mar-24				
7-19	63	14	1	78
6-22	69	17	1	87
6-24	70	17	1	88
0-24	71	17	1	89
11-Mar-24				
7-19	97	33	2	132
6-22	103	35	2	140
6-24	106	36	2	144
0-24	108	37	2	147
12-Mar-24				
7-19	69	28	1	98
6-22	73	30	1	104
6-24	73	30	1	104
0-24	75	31	1	107
13-Mar-24				
7-19	83	38	0	121
6-22	90	39	0	129
6-24	90	39	0	129
0-24	91	40	0	131
14-Mar-24				
7-19	82	36	2	120
6-22	92	38	2	132
6-24	97	38	2	137
0-24	97	38	2	137
AVERAGE				
7-19	80	29	1	110
6-22	87	31	1	119
6-24	89	32	1	122
0-24	90	32	1	123



Annex 5 – Carr Lane Visibility Plan – T4304-H-01



P1	27/03/04	Preliminary for Comment	GS	DLW	GS
REV	DATE	AMENDMENT DETAILS	DRAWN	CHECKED	APPROVED

PSA DESIGN	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	Client Job Title	Mr A Hussain Pewter House Farm, Bladerstone Visibility Splays	Drawn Check Appr.	GS	Date 27/03/24	Scale 1:200	Sheet Size A3	Drwg No. T4304-H-01	Rev. P1
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Annex 6 – Existing Passing Places on Carr Lane

