INEOS Shale

7. Environmental Report

Land adjacent to Common Road, Harthill, Rotherham



Construction of a well site and creation of a new access track, mobilisation of drilling, ancillary equipment and contractor welfare facilities to drill and pressure transient test a vertical hydrocarbon exploratory core well and mobilisation of workover rig, listening well operations, and retention of the site and wellhead assembly gear for a temporary period of five years on land adjacent to Common Road, near Harthill.

May 2017

INEOS Shale

Environmental Report

Application to Drill a Vertical Core Well

Land adjacent to Common Road, near Harthill

PEDL 304

May 2017

EXECUTIVE SUMMARY

INEOS Upstream Limited ("**INEOS**") is applying for a temporary planning permission to drill a vertical core well to explore for shale gas ("**proposal**") on land adjacent to Common Road, located approximately 0.7 km to the east of the settlement of Harthill, Rotherham ("**site**"). The site is currently accessed via agricultural entrances from Common Lane. A new access track will be provided to one of these accesses which will be increased in width to provide a suitable site entrance. The proposal has surface works area of 1.40 ha.

The intent of the vertical core well is to support the exploration of the hydrocarbon potential within Petroleum Exploration and Development Licence Area (PEDL) 304. The proposal would be for a maximum of five years and will comprise five phases:

Stage 1: Site Development and Establishment – approximately 3 months

Stage 2: Drilling and Coring and Pressure Transient Testing – approximately 5 months

Stage 3: Maintenance of the Suspended Well Site – up to the 5 years extent of the application

Stage 3a: Possible Workover of the Suspended Well – up to a month

Stage 4: Use of the Well as a Listening Well– approximately 5 weeks

Stage 5: Decommissioning and Restoration – approximately 2 months

The environmental aspects considered during the application process are set out below along with a summary of the appraisal outcomes.

Environmental Aspect	Appraisal Summary
Noise	A noise assessment was undertaken to consider the potential impacts of the daytime construction (Stage 1) and drilling and coring (Stage 2) of the well. These stages are representative of the worst case noise emission from all stages of the proposal. The nearest residential properties in the vicinity of the site include Harthill residential properties on Serlby Lane (approximately 710 m west of the site); Manor Farm (760 m north of the site); properties in Thorpe Salvin (approximately 1.4 km east of the site) and Loscar Farm and Honeyskye Farm (approximately 1.1 km south of the site). Given the distances from the proposed site only the properties to the west of the site on Serlby Lane in Harthill were taken forward for assessment as Noise Sensitive Receptors. The assessment has shown that noise from construction is not expected to exceed the assessment criteria and although it may be audible at times, it is expected to result in negligible noise impacts. Traffic during the construction period is also expected to result in noise impacts which are likely to be imperceptible, and the noise impact is considered to be very low. The resulting temporary changes in road traffic noise levels are therefore considered to be negligible. Drilling and coring activities are expected to be below the Planning Practice Guidance (PPG) 42 dB LAeq (free-field) noise limit for night. Daytime noise levels during drilling will also be well below the PPG absolute noise limit of 55 dB LAeq and the limit for daytime and evening based on background plus 10 dB(A). Taking both the temporary change in noise level and absolute noise

Environmental Aspect	Appraisal Summary
	level assessment into consideration, it is considered that the proposal will not result in a significant adverse impact to quality of life. There are no anticipated impacts that would arise due to ground borne vibration resulting directly from the drilling operations or during construction. Based on this assessment, noise and vibration should not be considered opposing factors in granting planning permission.
Traffic and Transport	The traffic and transport assessment considered the access to the site and the impact of the proposal on traffic flows and highway safety. Following a route assessment of the surrounding road network against a range of criteria, a recommended route of approximately 9.5 km from the M1 motorway to the site has been proposed. This route exits the M1 motorway at junction 30 and for approximately 5 km follows the trunk road network (A619 Worksop Road) between the M1 and Norton. The remaining 4.5 km of the route is undertaken on Bondhay Lane, Packman Lane and Common Road. There are very few (less than 5) residential dwellings along this route from the A619 to the site. Access to the site will be provided from Common Road via a priority junction. The speed limit of Common Road is 60 mph; however, vehicles are unlikely to achieve this speed due to the width and nature of the road. Recent speed surveys commissioned by INEOS indicates that the 85th percentile speed on the road is 32 mph. Notwithstanding this, the site access junction has been designed in accordance with Design Manual for Roads and Bridges for a 50 mph road as well as considering the existing precedence on the highway network. This approach has also been consulted upon with the Highways Authority. The visibility requirement of 4.5 m x 160 m is achievable in both directions along Common Road. A swept path assessment was also undertaken of constrained junctions and links identified on the recommended route. These showed that whilst traffic management measures will be required along the route, the range of vehicles travelling to the site will be able to gain access along the road network. In order to consider the effect of traffic generated by the proposal, baseline traffic data was collected from three points on the local highway network. The traffic analysis assessed the percentage change from baseline due to the peak vehicle movements generated by the project (70 total daily movements with 60 HGV movements, which occurs for a period during site development and establishment). The assessment concluded that the proposal will not have a material impact on the highway network that will be utilised as part of the route. The maximum impact of the development traffic on A619 Worksop Road is less than 1% increase over baseline which is below the 10% threshold set out in the Guidelines for the Environmental Assessment of Road Traffic (Institute for Environmental Assessment) for when separate traffic environmental assessments should be undertaken. The impact of the proposal traffic on Bondhay Lane and Common Road exceeds the 10% threshold, however it is considered that due to the low level baseline data a route management plan providing formal passing places would and other traffic management measures would be sufficient to mitigate any impact of the development. A Route Management Strategy (RMS) and Traffic Management Plan (TMP) will be developed and implemented, following consultation with the Local Highway Authority, to manage vehicle movements to site. A draft TMP has been included in Appendix 3-3 of this report. Based on the assessment undertaken traffic and transport should not be considered opposing factors in granting planning permission.

Environmental Aspect	Appraisal Summary
Ecology	An ecological assessment (extended Phase 1 habitat survey) of the site and surrounding area was carried out in January 2017 to identify potential ecological constraints and provide initial recommendations for avoidance of impacts and mitigation measures, as well as further ecological investigations where necessary. The site is situated within the Local Wildlife Site (Loscar Common), which is designated due to the habitats found in farmland and scattered woodlands. The site which will be developed for the proposal supports arable farmland and would therefore contribute to this designation. However, the area affected by the proposals accounts for approximately 0.5% of the total area of the LWS and this level of loss for the 5 year period is not considered to be a significant. In addition, the effect of the proposal will be temporary and there is potential for enhancement during Stage 5 Decommissioning and Restoration. Enhancement recommendations, as encouraged through the NPPF, include native hedgerow planting along the hedgerows to infill gaps at the southern site boundary (native fruit and berry bearing species such as hazel *Corylus avellana*, hawthorn, blackthorn and guelder rose *Viburnum opulus* could be included); field boundaries could be planted with species rich tussocky grassland to provide habitat for a wide range of species including corn bunting. The surveys identified that the woodland to the east and south of the site could provide suitable habitat for badgers and bats (and common pipistrelle were identified as part of the desk study). The site design has been developed to maintain an offset of over 30 m from the drill pad and the lighting designed to maintain a dark zone between the site and the woodland and hedgerow habitats. The proposed design uses an existing access point to the field on the southern boundary; this access point will need to be widened via the removal and trimming of a section of the hedgerow. The habitats that will be temporarily impacted are of low ecological value and taking account of standard mitigation and pre-construction surveys no further detailed surveys are required. Consequently ecology and biodiversity should not be considered opposing factors in granting planning permission.
Landscape and Visual	A landscape and visual appraisal was undertaken to assess potential effects of the proposal on the landscape (as a resource in its own right), and on views and visual amenity. The site is located within the East Rotherham Limestone Plateau Landscape Character Area (LCA), as defined within the Rotherham Landscape Character Assessment and Landscape Capacity Study (RLCA, 2010). This LCA forms part of the Southern Magnesian Limestone National Landscape Character Area (NCA), as defined within National Character Area Profile: 30 (2013). The sensitivity of the site and the wider LCA to the proposal is considered medium. During Site Development and Establishment (Stage 1), substantial effects are predicted on the landscape of the site for areas to the southwest of the site and extending up to a maximum of 1 km. Moderate effects are predicted on local character beyond 1 km, falling to low beyond 1.5 km and negligible across the wider LCA. This is primarily due to the presence of the conductor / surface rig which will be used during the latter part of Stage 1. During drilling and coring and pressure transient testing (Stage 2), the main activity with the potential to affect landscape character will be the erection and 24-hour operation of the drilling rig (up to 60 m high) with 15 m drill sub-structure and associated lighting. Substantial effects are predicted for the site, and for areas of the LCA located to the southwest of the site and extending up to a maximum of 1 km. In other directions, and beyond this distance, the effect on

Environmental Aspect	Appraisal Summary
	the wider landscape of the LCA will be moderate and lowering to minor beyond 2 km and minor or negligible beyond 3 km. During maintenance of the site (Stage 3), the effects on the site will be minor, and effects on the wider landscape will be negligible. If a workover rig of up to 32 m high is required during the possible workover of the suspended well (Stage 3a), or during the listening well stage (Stage 4), substantial effects will affect the site and areas to the southwest extending up to a maximum of 1 km. Minor or negligible effects are expected within the wider LCA beyond 1.5 km. These effects, however, will be experienced for a short time period of up to five weeks. During the listening well stage (Stage 4), if a workover rig or crane is not required, the effects on the site will be moderate, and effects on the wider landscape will be negligible. Decommissioning and restoration (Stage 5) effects are anticipated to be substantial within the site and areas of agricultural land up to 1 km to the southwest of the site, falling to low or negligible beyond 1.5 km and across the wider LCA. This is primarily due to the presence of a smaller rig used for the decommissioning purposes. Based on the viewpoint assessment undertaken, and with regard to the ZTV and the extent of localised screening, moderate or substantial effects on views may occur during all stages of the proposal. These effects, however, will be experienced only by higher-sensitivity receptors within approximately 1 km of the site. This includes residents of houses along the south eastern edge of Harthill. Residents of nearby farmsteads including Carr Farm, Grange Farm, and Loscar Farm and the village of Thorpe Salvin will experience, at most, moderate effects during the drilling and coring and pressure transient test (Stage 2). Substantial visual effects may also be experienced by users of Common Road and Harthill Field Road to the immediate southeast of the site. During the drilling and coring and pressure transient test (Stage 2) operations the effect of the proposal on views will be more widespread. Although the drilling rig is likely to be partially screened by localised screening and woodland, up to substantial visual effects are predicted during daylight and night time hours. At greater distances it is considered likely that only the drilling and coring and pressure transient test stage of the proposal will be noticeable in views due to the presence of the 60 m rig on-site. Due to the level of screening in the landscape, the distribution of receptors, and the temporary nature of the stage, visual effects are not predicted to be greater than minor at distances over 2 km from the site. Following the decommissioning and restoration activities no above ground features of the well will remain, and all impacts on visual amenity will cease. The permanent restoration of the site to its original agricultural use is considered to be a neutral effect on views. All the above effects are therefore considered to be temporary. On the basis of this assessment, landscape and visual should not be considered opposing factors in granting planning permission.
Surface Water and Flooding	An assessment of the potential effects on water resources (including water quality) and drainage as a result of the proposal was undertaken. The site is not within an area at risk from flooding and is designed to be self-contained with regards to surface water runoff. The nearest surface water course is 530 m (tributary of the River Ryton) south of the site. Effects on the surface water quality of watercourses and other sensitive receptors within the surrounding area of the site have been assessed for Stages

Environmental Aspect	Appraisal Summary
	1 to 5 of the Proposal activities. Given the proposed embedded mitigation measures, the environmental assessment concluded: • A neutral effect on the water quality of nearby watercourses. • A neutral effect on the biodiversity of the surrounding area, including designated areas, as these are sufficiently distant from the proposal, and are not expected to be affected by the negligible magnitude of impacts to surface watercourses from the proposal. • A neutral effect on pressures on water resources in the surrounding area, due to the non-intensive nature of on-site activities. • A neutral effect on recreational uses within the surrounding area due to these being concentrated in areas greater than 2.9 km distant from the proposal. Flooding, residual and climate change impacts have been assessed as negligible due to Environment Agency flood maps showing the proposal as having a 'Very Low' risk of flooding from fluvial and pluvial water sources and based on the topography of the site and surrounding area. The proposal is not anticipated to result in any material increase in flood risk elsewhere. Surface water and flooding should not be considered opposing factors in granting planning permission.
Hydrogeology	An assessment on the potential hydrogeological effects resulting from the proposal was undertaken. Effects on the groundwater quality of the underlying bedrock aquifers and other sensitive receptors within the surrounding area of the site have been assessed for Stages 1 to 5 of the proposal activities. The site is within an area containing the *Cadeby Formation* Principal Aquifer, *Pennine Upper Coal Measures* Secondary B Aquifer, and *Pennine Middle Coal Measures* Secondary A Aquifer. There are three groundwater abstractions within the 2 km of the site. Two of these abstract water from the *Cadeby Formation* principal aquifer and the *Pennine Middle Coal Measures* Secondary A Aquifer. The boundary of a Source Protection Zone (SPZ) of the *Cadeby Formation* was identified approximately 500 m south of the site. Environment Agency records identify a historic landfill site at Loscar Quarry approximately 100 m to the southeast of the site. The Environment Agency records indicate that the waste deposited at the site was 'inert' and disposal operations ceased over 35 years ago; as such landfill gas generation and migration is likely to be a low risk. The proposed drilling method has been frequently implemented in the UK and contains barrier mitigation and monitoring approaches to minimise the risk to hydrogeology. Key elements include staged steel casing to seal off aquifer sections and flow paths that may be encountered (such as that caused by former mining sections) and drilling sections of the well with non-hazardous water based fluids. Embedded mitigation measures will also be implemented to prevent groundwater pollution from accidental surface spillages and the handling/management of drilling fluids and cuttings. Given the proposed embedded mitigation measures, the environmental assessment concluded: • A neutral effect on the shallow groundwater quality of the surrounding area

Environmental Aspect	Appraisal Summary
	due to the non–intensive nature of the on-site activities. • A neutral impact on the groundwater quality, due to the drilling and well design using multiple casing solutions to seal off aquifer sections during drilling and well operation. • A neutral effect on groundwater quality due to the sealing of target testing zones by multiple casing solutions to seal off aquifer sections during well testing activities. • A neutral effect on groundwater resource availability due to the water use being contained within a closed loop and the nearest SPZ being approximately 0.5 km distant from the proposal. • A neutral effect on the transport and dilution capability of groundwater aquifers within the local area. • A neutral effect on the biodiversity of the surrounding area including designated areas. The on-site activities are not expected to affect groundwater availability or quality. • A neutral impact on pressures on water resources in the surrounding area, due to the non-intensive nature of on-site activities. On the basis of the assessment, hydrogeology should not be an opposing factor in granting planning permission.
Archaeology and Cultural Heritage	An assessment of potential cultural heritage (archaeological and built heritage) effects resulting from the proposal was undertaken. The study area covered a 2 km buffer from the boundary of the site in order to consider the setting of heritage assets in the wider area. The baseline assessment highlighted the presence of 15 designated and 26 non-designated heritage assets within the study area. These designated heritage assets are mostly medium to high value listed buildings located within Harthill and Thorpe Salvin. There are no designated standing buildings within 1 km of the site. The historic centre of Harthill lies approximately 1.5 km to the west of the site and the historic centre of Thorpe Salvin approximately 1.6 km to the northeast of the site. The visual impact assessment shows that the project is unlikely to be visible from the listed and non-designated standing heritage buildings within the historic centres of Harthill and Thorpe Salvin. Areas of mature woodland located between the site and the villages will provide visual screening in most instances. Should the project site be visible from these locations it would be during the short periods when the rigs are on site; the most visible of which would be the 60 m rig during Stage 2. The temporary nature of the drilling and overall development means the project is not considered to have a long-term effect on the setting of these features. Consequently, the built heritage and designated assets should not be considered opposing factors in granting planning permission and it is also considered that no harm will come to designated features. Most of the non-designated assets within the study area relate to find spots. The non-designated standing heritage buildings are all located within the historic centres of the villages of Harthill and Thorpe Salvin and the impact to the setting of these buildings is considered to be negligible.

Environmental Aspect	Appraisal Summary
	A review of aerial images of the site shows the presence of linear features. A geophysical survey was undertaken which confirmed the presence and extent of these features. Their nature and origin remains uncertain; they could be archaeological, redundant field boundaries and land drainage of several periods, or they may prove to be geological. As such, a programme of trial trenching is being planned and will be agreed with the County Archaeologist to investigate these geophysical anomalies as a pre-determination investigation.

Environmental aspects not considered material to the application process are set out below along with a summary rationale for their exclusion.

Environmental Aspect	Rational for Exclusion
Emissions to air	Emissions to air would include vehicle and equipment exhaust fumes, dust and potentially hydrocarbon release (methane) during the drilling period. Road traffic associated with the proposal would produce emissions to air during the temporary construction and drilling phases, similar to any construction site. The percentage change against existing traffic flows means the site does not trigger the assessment thresholds in the current guidance for planning (Planning for Air Quality, IAQM 2017). On-site generators and the drilling rig (both diesel powered) would produce temporary, localised emissions to air, likely to include NOx, SOx, PM10 and 2.5, CO and VOCs. Generators would be sized appropriately for site energy requirements and would be efficient, with emissions reduced as far as possible. These would be similar to generators on construction sites. Emissions from operating the rig would also be reduced through choice of an efficient rig appropriate for the site, with minimal emissions. The majority of the required generators would be present on the site for less than 6 months, although a single generator will be required throughout the operating period. The 60 m rig will be on-site for around 3 months during the 5 month Stage 2 operations. Dust from site preparation, construction and vehicle passage on access roads will be controlled with standard dust-control measures (as outlined in *the Proposal*) and is not considered likely to present a nuisance to site neighbours. As the well is only proposed to be cored and subject to a pressure transient test, there is very limited potential for hydrocarbon gas (methane) to be released during the drilling process. Any emissions which do occur will be short-term and very small in volume and are not expected to have a material effect on local air quality. The scale of the proposal is such that significant effects to air quality are not anticipated. The site is not within an Air Quality Management Area and so is not close to exceeding any air quality objective levels.
Climate Change	The potential contribution of the proposal to national greenhouse gas emissions would be negligible. Climate change emissions associated with the proposal are expected to be limited primarily to those from vehicles and drilling equipment which are considered to be generally small and are not considered to be significant. The proposals do not include the extraction of hydrocarbons and as such there is minimal potential for the release of methane to atmosphere. Whilst not the operational expectation, there does remain a possibility of some fugitive hydrocarbons being vented during drilling and coring. These would not be material in relation to national greenhouse gas emissions. The exploration for Shale Gas as part of the UK's response to climate change

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1 INTRODUCTION

1.1 THE PROPOSAL

INEOS Upstream Limited (**INEOS**) is applying for a temporary planning permission to drill a vertical core well to explore for shale gas ("**proposal**") on land adjacent to Common Road, located approximately 0.7 km to the east of the settlement of Harthill, Rotherham ("**site**"). The site is currently accessed via agricultural entrances from Common Lane. A new access track will be provided to one of these access points which will be increased to provide a suitable site entrance. The proposal has surface works area of 1.40 ha.

The intent of the well is to support the exploration of the hydrocarbon potential within Petroleum Exploration and Development Licence Area (PEDL) 304. The proposal would be for a maximum of five years and will comprise five phases:

Stage 1: Site Development and Establishment – approximately 3 months

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Stage 3a: Possible Workover of the Suspended Well – up to a month

Stage 4: Use of the Well as Listening Well– approximately 5 weeks

Stage 5: Decommissioning and Restoration – approximately 2 months

Further information on the planned site and activities are available in *The Proposal* document submitted as part of the planning application.

1.2 THE PURPOSE OF THIS DOCUMENT

This Environmental Report accompanies the planning application submitted to Rotherham Metropolitan Borough Council (**RMBC**) in its capacity as the Mineral Planning Authority (**MPA**).

This Environmental Report should be read in conjunction with the other planning application documents listed below:

- Planning Application Form
- Planning Drawings
- Planning Statement
- Description of the proposal (*The Proposal*)

This Environmental Report is structured as follows:

Section 2: Noise

Section 3: Traffic and Transport

Section 4: Ecology

Section 5: Landscape and Visual

Section 6: Surface Water and Flooding

Section 7: Hydrogeology

Section 8: Archaeology and Cultural Heritage

Section 9: Other Issues

The environmental appraisals and reviews set out in the following sections of the Environmental Report have been undertaken on a description of the proposal, as defined in the submitted drawings and described in detail in *The Proposal* document, and taking into account the context of the site and surroundings as set out in the Planning Statement, Section 4.

2 NOISE

2.1 INTRODUCTION

This section identifies and assesses the potential noise effects resulting from the proposal. The assessment considers noise sensitive receptors in the study area and identifies the mitigation measures that will be implemented to prevent, reduce or offset potential adverse effects.

2.2 SCOPE AND METHODOLOGY

2.2.1 Study Area

The study area is defined as the area that is potentially affected by the operational or construction noise and vibration from the proposal. The study area is shown in Figure 2-1 and includes the nearest noise sensitive receptors including the nearest villages and houses to the proposed core well site and the access road. The wider road network is also included in the study area to assess the effects of traffic noise related to the proposal.

2.2.2 Baseline Data

The baseline data has been derived from OS mapping, existing ground height information, and measurements of the existing background noise.

2.2.3 Assessment Methodology

This assessment has been undertaken in accordance with the following guidance documents:

Planning Practice Guidance

Planning Practice Guidance (PPG) on noise from mineral extraction adopts noise level criteria to be achieved by mineral extraction operations and will be the basis against which the project is assessed:

"Mineral planning authorities should aim to establish a noise limit, through a planning condition, at the noise-sensitive property that does not exceed the background noise level (LA90,1h) by more than 10 dBA during normal working hours (0700 – 1900). Where it will be difficult not to exceed the background level by more than 10 dBA [sic] without imposing unreasonable burdens on the mineral operator, the limit set should be as near that level as practicable. In any event, the total noise from the operations should not exceed 55 dB LAeq,1h (free field). For operations during the evening (1900-2200) the noise limits should not exceed the background noise level (LA90,1h) by more than 10 dBA [sic] and should not exceed 55 dBA LAeq,1h (free field). For any operations during the period 22.00 – 07.00 noise limits should be set to reduce to a minimum any adverse impacts, without imposing unreasonable burdens on the mineral operator. In any event the noise limit should not

exceed 42 dBA LAeq,1h (free field) at a noise sensitive property." Paragraph: 021 Reference ID: 27-021-20140306.

Subsequent notes of relevance from the guidance are:

"Where the site noise has a significant tonal element, it may be appropriate to set specific limits to control this aspect. Peak or impulsive noise, which may include some reversing bleepers, may also require separate limits that are independent of background noise (e.g. Lmax in specific octave or third-octave frequency bands – and that should not be allowed to occur regularly at night.)

Care should be taken, however, to avoid any of these suggested values being implemented as fixed thresholds as specific circumstances may justify some small variation being allowed." Paragraph: 021 Reference ID: 27-021-20140306.

All mineral operations will have some particularly noisy short-term activities that cannot meet the limits set for normal operations. Examples include soil-stripping, the construction and removal of baffle mounds, soil storage mounds and spoil heaps, construction of new permanent landforms and aspects of site road construction and maintenance. However, these activities can bring longer-term environmental benefits. In relation to this, the PPG states:

"Increased temporary daytime noise limits of up to 70 dBA LAeq,1h (free field) for periods of up to eight weeks in a year at specified noise-sensitive properties should be considered to facilitate essential site preparation and restoration work and construction of baffle mounds where it is clear that this will bring longer-term environmental benefits to the site or its environs.

Where work is likely to take longer than eight weeks, a lower limit over a longer period should be considered. In some wholly exceptional cases, where there is no viable alternative, a higher limit for a very limited period may be appropriate in order to attain the environmental benefits. Within this framework, the 70 dBA LAeq,1h (free field) limit referred to above should be regarded as the normal maximum." Paragraph: 021 Reference ID: 27-021-20140306.

The noise limits in the guidance for minerals extraction sites is higher than would normally be tolerated for permanent industrial development of the same scale for two reasons, namely:

- the options for location for minerals extraction sites is limited by the location of the natural resource; and
- minerals extraction activities are usually limited in duration.

Both of these factors also apply to this development.

World Health Organisation Guidelines

In 2009, a report was published presenting the conclusions of a World Health Organisation (WHO) working group responsible for preparing guidelines for exposure to noise during sleep entitled "Night Noise Guidelines for Europe" primarily relating to noise from transportation systems. The report provides threshold levels for observed effects expressed as L_{max}, inside and L_{night}, outside. The L_{night} is a *year-long average* night-time noise level, not taking into account the façade effect of a building. In an exposed population a noise exposure of 40 dB L_{night}, outside is stated as equivalent to the "lowest observed adverse effect level" for night noise. Above this level adverse health effects may be

observed. Threshold levels for waking are given as 42 dB LA_{max}, inside. Lower thresholds are also for noise levels which may change sleep structure.

Although there can be no certainty that the same effects will be observed from noise associated with minerals development, in the absence of any more detailed information some weight should be attached to the WHO guidance.

Construction Noise Assessment

The noise levels generated by wellsite construction activities and experienced by nearby sensitive receptors, such as the occupants of residential properties, depend upon a number of variables, the most significant of which are:

- the noise generated by plant or equipment used on-site, generally expressed as a sound power level;
- the periods of operation of the plant on the site, known as its 'on-time';
- the distance between the noise source and the receptor; and
- the attenuation due to ground absorption and barrier effects.

BS 5228: 2009+A1:2014[1] provides a methodology for the estimation of likely construction noise levels as an equivalent continuous noise level averaged over a suitable assessment period, for example a one-hour period ($L_{Aeq,1h}$). BS 5228 contains a database of the noise emission from individual items of equipment and routines which can be used to predict noise from construction activities at identified receptors. The prediction method gives guidance on the effects of different types of ground, barrier attenuation and how to assess the impact of fixed and mobile plant.

In order to quantify the likely noise from construction works in accordance with the methods and guidance in BS 5228, it is necessary to define the various activities to be undertaken and the equipment to be used, based upon the anticipated programme of work.

BS 5228 contains a methodology for the assessment of the significance of effect of construction noise in relation to the ambient noise levels, known as the ABC method. The criteria for significance provided in BS 5228 are reproduced below in Table 2.1.

The ABC method criteria are based on a comparison of the predicted L_{Aeq} level due to construction works with the pre-existing L_{Aeq} before the construction works, rounded to the nearest 5 dB. If the rounded pre-existing L_{Aeq} level is less than the values listed in Category A, then the noise levels listed in the Category A column should be used as the threshold level for significance of construction noise. If the pre-existing L_{Aeq} level is equal to the values listed in Category A, then the noise levels listed in the Category B column should be used as the threshold level for significance. Finally, if the pre-existing L_{Aeq} level is greater than the values listed in Category A, then the noise levels listed in the Category C column should be used. Table 2.1 presents the noise thresholds.

[1] BS 5228: 2009+A1:2014 'Noise and vibration control on construction and open sites'

Table 2.1 Construction noise threshold of potentially significant effect at dwellings

Assessment Category	*Threshold Value (dB) LAeq,T*		
	Category A a)	*Category B b)*	*Category C c)*
Night-time (23:00 – 07:00)	45	50	55
Evenings and Weekends d)	55	60	65
Daytime (07:00 – 19:00) and Saturdays (07:00 – 13:00)	65	70	75

Note 1: A potentially significant effect is indicated if the LAeq,T noise level arising from the site exceeds the threshold level for the category appropriate to the ambient noise level.

Note 2: If the ambient noise level exceeds the Category C threshold values given in the table (i.e. the ambient noise level is higher than the above values) then a potentially significant effect is indicated if the total LAeq,T noise level for the period increases by more than 3 dB due to site noise.

Note 3: Applies to residential receptors only.

a) Category A: Threshold values to use when ambient noise levels (when rounded to the nearest 5 dB) are less than these values.

b) Category B: Threshold values to use when ambient noise levels (when rounded to the nearest 5 dB) are the same as Category A values.

c) Category C: Threshold values to use when ambient noise levels (when rounded to the nearest 5 dB) are higher than Category A values.

d) 19:00 – 23:00 weekdays, 13:00 – 23:00 Saturdays, 07:00 – 23:00 Sundays.

For the appropriate period (night, evening/weekend, day), the ambient noise level is determined and rounded to the nearest 5 dB. The appropriate Threshold Value is then determined. The construction noise level is then compared with this Threshold Value. If the noise level from the works exceeds the Threshold Value, then there is the potential for a significant effect to occur.

The significance of construction noise is based on the level relative to the Threshold Value at the façade of a sensitive receptor.

2.2.4 Calculations and Modelling

Noise Source Data – Site Development and Establishment

The primary construction activities will comprise:

- Mobilisation and fencing – up to 2 weeks
- New access track and carpark – up to 3 weeks
- Site clearance and development – up to 6 weeks

- Completion of site works and demobilisation- up to 3 weeks

For the purposes of construction noise modelling, it has been assumed that, as a worst case, all of the equipment shown in Table 2.2 will be utilised on-site at the same time for 100% of the time. In reality, it is likely that construction will be staged with only some of the equipment operating at any one time. The plant list is based on a scenario when the construction is happening at the closest point to the nearest receptor and the likely noisiest plant (conductor / surface rig) is operated on-site.

Table 2.2 Construction noise data used for modelling

Plant Item	*Number on-site and any one time*	*Assumed % on time*	Sound Power Level dBA
Dozer	1	100	114
Dumper	1	100	113
Conductor / Surface Rig on Main Site	1	100	118 (average over an hour)

Noise Source Data – Traffic

Traffic noise calculations have been carried out based on 18 hr 7-day Annual Average Daily Traffic (AADT) figures with and without construction traffic, as shown in Table 2.3, for Bondhay Lane and the A619 which is the expected construction traffic route to the site. Common Lane has not been considered as the section of the route which will be trafficked has no residential receptors.

Table 2.3 Construction traffic data used for modelling

	Bondhay Lane		*A619*	
	Baseline	*With Construction*	*Baseline*	*With Construction*
AADT	494	564	19,139	19,209
% Percentage HGV	6%	16%	4%	4%
Speed km/h	N/A – no change	N/A – no change	N/A – no change	N/A – no change

Noise Source Data – Drilling and Coring

Drilling operations are planned to operate on a 24-hour basis and, as such, it is the night-time situation rather than the daytime that will be more critical. At the present time no decision on the exact rig to be utilised on the site has been made. The choice of rig will depend on several factors, including rig availability at the time the wells are to be drilled, if planning permission is granted.

Therefore, this assessment is based on noise levels and characteristics that are considered to provide the maximum adverse noise impacts, representative of that which may arise from any rig that is eventually selected. Where mitigation has been assumed this is discussed in section 2.6. The assessment has focused on the drilling and coring stage rig, as this represents the noisiest rig that could be on-site during the proposals. The sound power levels assumed for the drilling rig have been based on levels that are known to be achievable by available equipment at other sites where similar drilling has taken place. Noise surveys of the specific rigs were referred to in order to confirm that these values could be achieved in practice. For the purposes of this assessment it has been assumed that the drilling rig will be 60 m high and the top drive will be fitted 40 m above ground.

Table 2.4 shows the source sound power levels assumed to simulate likely drilling conditions.

Table 2.4 Source sound power levels used in assessment, dB re 10^{-12}W

Item	*Quantity*	*Overall dBA*	*A-weighted octave band centre frequency, Hz*								
			31.5	*63*	*125*	*250*	*500*	*1k*	*2k*	*4k*	*8k*
Mud pump and motor	2	99	83	89	94	95	91	87	78	73	64
Shale shaker with enclosure	1	97	80	77	85	84	92	91	89	83	68
Pumps, agitators and tanks	N/A	N/A	-	-	-	-	-	-	-	-	-
Centrifuge unit	1	100	63	84	90	82	94	96	90	80	72
HPU	1	102	-	52	69	87	96	99	96	89	79
Top drive (height 40 m)	1	102	-	76	83	93	97	97	93	86	78
Power generators	3	96	77	88	89	87	91	88	82	67	10

2.2.5 Noise Model Methodology

The noise emissions arising from the proposed activities have been modelled using SoundPLAN software (V 7.4).

The ground terrain data has been imported into the model based on “Terrain 5” data.

The model has been run using a receiver height of 5 m to represent the noise impact from night-time operations that would be experienced on the top floors (to represent bedroom space) of receiving properties. Noise predictions have also been made at first floor because this represents the part of the building which is most exposed to noise and least affected by attenuation from ground features. However, checks have shown that the model predicts the same noise level at ground floor and first floor in this situation so no difference would be expected between the assessment locations.

Predictions of drilling noise have been carried out using ISO 9613-2[1]. It is noted that the predictions are based on meteorological conditions that are favourable to noise propagations, and therefore are a worst-case approach. A ground absorption factor of 0.6 has been assumed in the prediction which is more conservative than the factor of 1 which is often applied to acoustically soft ground (such as the fields which surround the Site). No account has been taken for the additional reduction in noise that might occur as a result of noise propagation through wooded areas. Prediction errors within ISO 9613:1996 are +/- 3dB. The model predictions are based on a widely validated prediction algorithm, and representative source estimates based on recent surveys. The predicted noise levels would comply with relevant criteria even taking account of these uncertainties.

[1] Acoustics - Attenuation of sound during propagation outdoors - Part 2: General method of calculation

2.2.6 Assumptions and Limitations

Sound power data utilised within the assessment is based on noise data reported in previous applications regarding exploration drilling where the data is derived from robust noise survey data. The effects of embedded mitigation have been assumed within the range of values which have been shown to be achievable on other drilling sites.

At this time, the exact rig to be used is unknown (as this will depend upon rig availability at the time drilling is due to commence) – as described in *The Proposal* document. Accordingly the assessment is based on noise levels and characteristics which are considered to provide an upper limit on adverse noise impacts which is representative of that which may arise from any rig that is eventually selected. Therefore, this report provides a suitable basis for the framing of noise limit conditions (to be attached to the planning permission) irrespective of the rig which is eventually used.

2.3 BASELINE CONDITIONS

2.3.1 Noise Sensitive Receptors

Residential properties in the vicinity of the site include:

- Harthill residential properties to the west of the site on Serlby Lane these properties are located over 710 m from the proposals.
- To the north Manor Farm on Thorpe Road are in excess of 760 m from the site.
- To the east the properties of Thorpe Salvin are approximately 1.4 km from the site.
- To the south Loscar Farm and Honeyskye Farm on Packman Lane are approximately 1.1 km from the site.

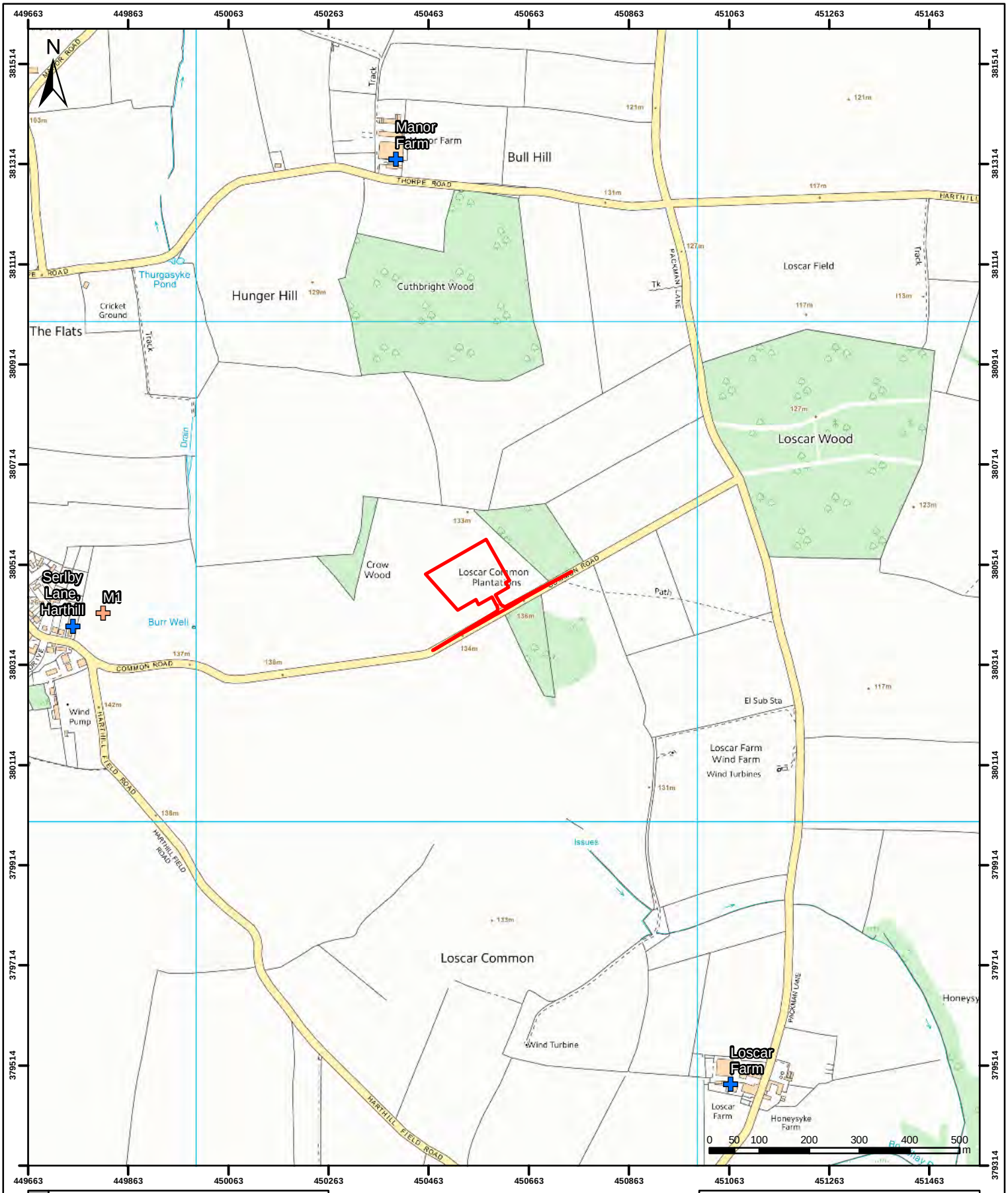
These residential properties (except the most distant ones in Thorpe Salvin) in relation to the proposed site are presented in Figure 2-1. Given the distances from the proposed site only the properties to the west of the site on Serlby Lane have been taken forward for assessment as Noise Sensitive Receptors.

It is noted that the nearest wind turbine Loscar Windfarm (with a total of three turbines) is located approximately 400 m south east of the proposed site.

2.3.2 Noise Monitoring Dates and Locations

Unattended noise monitoring was undertaken between 23 - 30 January 2017 at the following location (see Figure 2-1):

- Location M1 – Located at the edge of the field approximately 50 m north of Serlby Lane.



Project:	PEDL 304/2
Title:	Noise Sensitive Receptors and Background Noise Monitoring Locations
Date: 17/05/2017	Scale: 1:10,000 CRS: BNG
Drawn: ERM	Checked: MF Rev: 2
Figure No:	2-1

Legend:

- Unattended Monitoring Location
- Noise Sensitive Receptors
- Extent of Surface Works

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ERM DRAWING REF: \\Uklonsv01\data\London\Confidential Projects\0378050 Project Lannister.BP\Working files\GIS\MAPS\PEDL_304_2\0376059_304_2_NoiseSensitiveReceptors_Rev1.mxd

2.3.3 Instrumentation

Instrumentation employed during the noise surveys is listed in Table 2.5.

Table 2.5 Instrumentation Details

Location	*Noise Meter Type*	*Noise Meter Serial Number*	*Calibrator Type*	*Calibrator Serial Number*
M1	Norsonic 140	1403353	Norsonic 1251	33002

The unattended noise monitoring was carried out over consecutive periods of 1 hr. The parameters recorded by the sound level meter (SLM) included 100 ms samples of L_{Aeq}, L_{A90} and L_{AFMax}. The measurements conformed to the requirements of BS 7445:2003.

Photographs of the monitoring equipment *in-situ* are presented in Appendix 2-1; Calibration certificates for the noise monitoring equipment are presented in Appendix 2-1.

2.3.4 Meteorological Conditions

Meteorological conditions on-site were recorded using a Davis Vantage Pro2 weather station that recorded wind speed and direction and rainfall. Meteorological conditions during the survey were mainly calm and cold with brief periods of rainfall. Inspection of the noise readings suggested that the periods when rain was recorded did not significantly affect the noise readings and these periods have not been excluded from the analysis. The wind direction was generally between the SE and SW which is often experienced in the UK. During one of the daytime periods the wind direction changed to westerly, which resulted in increased noise levels. This is likely to be due to the noise from the M1 which is approximately 2 km to the west. However, most of the measurements were taken under southerly wind conditions, which would lower noise levels that would be expected at the site as there are no major noise sources to the south.

2.3.5 Baseline Monitoring Results and Discussion

The time history noise plots for monitoring location M1 are shown graphically in Appendix 2-1.

A summary of the measured baseline noise levels at Location M1 is given in Table 2.6 and Table 2.7. [Note: the L_{A90} noise levels are used for the assessment of noise with a night time period starting at 2200 hours as described in the PPG and have been analysed over these periods. Since the L_{Aeq} is used for assessment of noise according to BS 5228 and night is defined as starting at 2300 hours in this standard, this parameter has been analysed assuming night starts at 2300 hours.]

Table 2.6 Measured baseline noise level ranges, Location M1

	Ambient noise, dB L_{Aeq},T			*Background noise, dB L_{A90}*		
	Day	*Eve*	*Night*	*Day*	*Eve*	*Night*
Range	32 – 52	27-43	27-49	25 - 50	22 – 40	24 - 46
50th percentile	N/A	N/A	N/A	38	33	34
Median	N/A	N/A	N/A	34	33	33
Logarithmic Average	45	38	41	42	35	38

Table 2.7 Attended measured baseline noise levels, 24 January 2017

Location & Time			*Ambient noise, dB $L_{Aeq,T}$*	*Background noise, dB L_{A90}*	*Maximum noise, dB L_{Amax}*	*Comments*
M1	Day	1130-1222	51	49	55	Motorway traffic noise dominant. Occasional low flying light aircraft and gunshots/birdscarer

The modal value has been used to characterise the baseline noise environment. This value is not the lowest sound level encountered, but is representative of the baseline reflecting the likely environmental effects. This approach is consistent with other recent guidance on baseline noise such as BS 4142, and therefore represents a robust assessment.

The baseline noise levels used in the assessment are summarised in Table 2.8. The derivation of the baseline noise levels in Table 2.8 are discussed further in Appendix 2-1.

Table 2.8 Baseline noise levels used in assessment

Period	*Parameter*	*NSR 1*
Daytime	Baseline ambient noise level, dB $L_{Aeq,\ 0700\ to\ 1900}$	45
	Background noise level, dB $L_{A90\ 0700\ to\ 1900\ (modal\ value)}$	34
Evening	Baseline ambient noise level, dB $L_{Aeq\ 1900\ to\ 2300}$	38
	Background noise level, dB $L_{A90\ 1900\ to\ 2200\ (modal\ value)}$	33
Night-time	Baseline ambient noise level, dB $L_{Aeq\ 2300\ to\ 0700}$	41
	Background noise level, dB $L_{A90\ 2200\ to\ 0700\ (modal\ value)}$	33

The measured ambient noise levels have been used to derive the resulting Threshold Categories for construction noise for each of the relevant periods. The resulting BS 5228 Threshold Categories for construction noise are summarised below in Table 2.9.

Table 2.9 Noise threshold categories for construction noise assessment

Period	*Noise threshold, dB L_{Aeq},T*
Daytime	65 (façade)
Evening	55 (façade)
Night-time[1]	45 (façade), 42 (free-field)[1]

1. The night time limit is the noise level at the façade of the building. Consequently, the equivalent free-field limit is 42 dB L_{Aeq}, taking into account a 3 dB façade correction.

2.4 NOISE MODELLING RESULTS

2.4.1 Site Development and Establishment

Predicted noise levels from construction activities at the closest residential receiver locations, NSR1 are shown in Table 2.10. The noise modelling is based on the typical location of equipment on the site. Given the distance between the site and receptors, minor differences between the assessed site layout and the one that is adopted are unlikely to be significant. In order to simulate the likely noise emission, the plant has been distributed uniformly throughout the main site, whilst the road construction plant has been predicted to be located at the closest distance to the nearest receptor (NSR 1 Serlby Lane). The assessment is worst case because it assumes that all equipment will operate for 100% of the time. However, in reality construction will more likely be phased, with only some of the equipment operating on-site at any one time.

Table 2.10 Construction noise levels at Location NSR1

Location	Sound pressure level, dB $L_{Aeq,1h}$ - facade
	Range
NSR 1 Properties on Serlby Lane	54

2.4.2 Traffic

Predicted changes in traffic noise due to construction traffic are shown in Table 2.11. Whilst the section of Common Lane that will be used by construction traffic for the proposal will see a notable percentage increase there are no noise sensitive receptors along this route, and therefore noise changes are not expected as a result.

Table 2.11 Predicted construction traffic noise level change

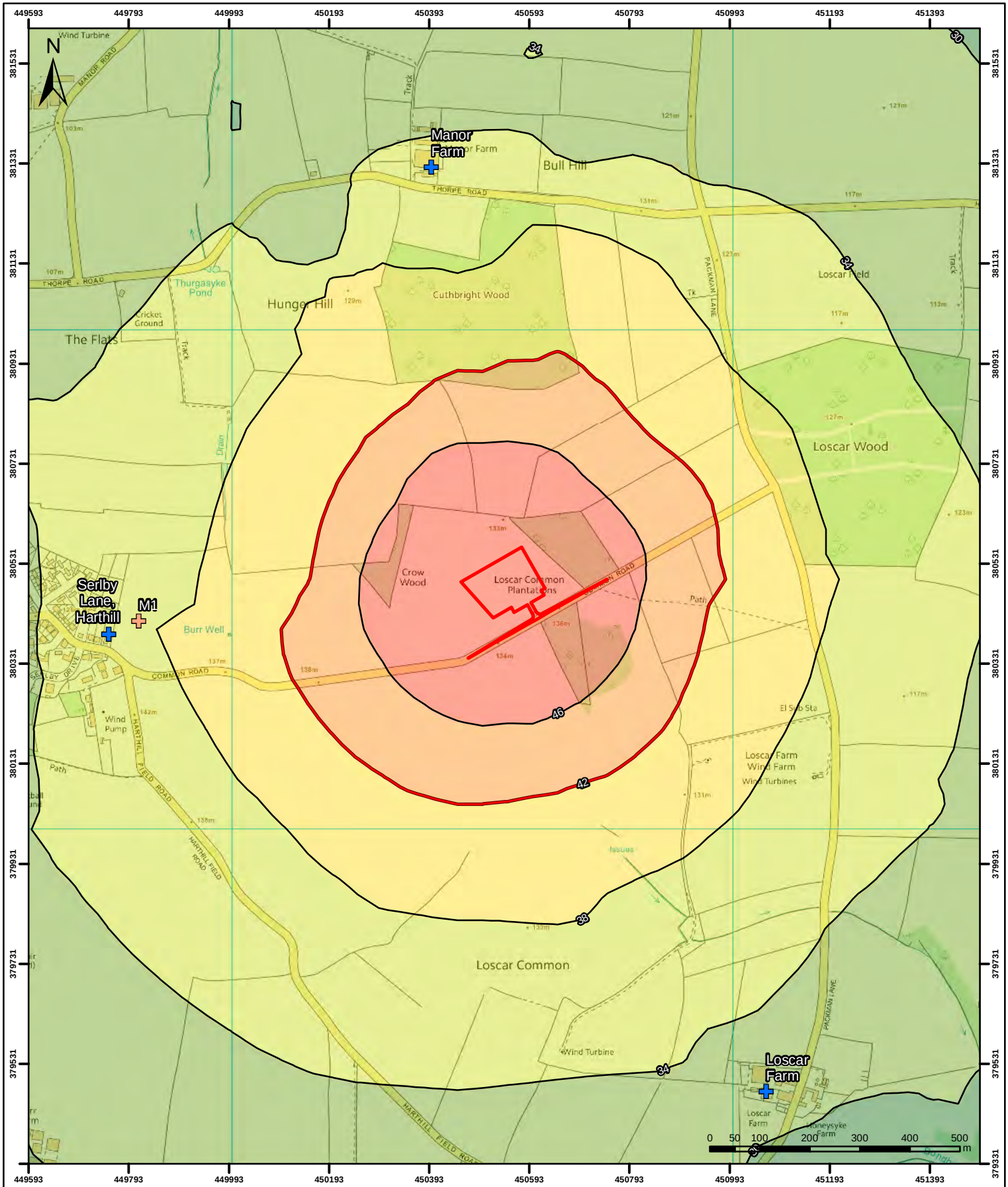
	Bondhay Lane		*A619*	
	Baseline	*With Construction*	*Baseline*	*With Construction*
Traffic flow 7-day 18hr AADT	494	564	19,139	19,209
Percentage HGV	6%	16%	4%	4%
Speed km/h	N/A – no change	N/A – no change	N/A – no change	N/A – no change
Change, dB	1.6 dB		No change	

2.4.3 Drilling and Coring

Noise modelling results for the assumed rig noise levels and characteristics are shown in Table 2.12.

Table 2.12 Rig noise modelling results

Location	Predicted Drilling and Coring Noise Level dB LAeq,1h (free-field)
NSR 1 Properties on Serlby Lane	37



Project:	PEDL 304/2
Title:	Noise Modelling Contours From Mitigated Drilling
Date: 17/05/2017	Scale: 1:10,000 CRS: BNG
Drawn: ERM	Checked: MF Rev: 2
Figure No:	2-2

Legend:

- Unattended Monitoring Location
- Noise Sensitive Receptors
- Extent of Surface Works
- 42 dB(A) Contour Line
- Noise Contour Line (dB(A))

Noise Level in dB(A):

< 30	38.1 - 42
30 - 34	42.1 - 46
34.1 - 38	> 46

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2.5 ENVIRONMENTAL ASSESSMENT

2.5.1 Site Development and Establishment Assessment

An assessment of noise from construction, based on the ABC thresholds from BS 5228 and the baseline ambient noise levels in the area, is shown in Table 2.13. It can be seen that even with a worst case (and unlikely) scenario of all plant operating at the same time during the construction period, noise levels will be lower than the daytime threshold. No construction works will be undertaken at evening or at night. Consequently, no significant impact is expected from site construction activities.

Table 2.13 Site Development and Establishment noise assessment (dB Façade)

Period	*Noise threshold, dB LAeq,T*	*Predicted construction noise level, dB LAeq,1h*
		NSR 1 – Properties on Serlby Lane
Daytime	65	54
Evening	55	-
Night-time1	45 (façade) / 42 (free-field)	-

[1].The night time limit is the noise level at the façade. Consequently, the equivalent free-field limit is 42 dB LAeq, taking into account a 3 dB façade correction.

2.5.2 Traffic Noise Assessment

The traffic noise assessment is presented in Table 2.14. The resulting changes in road traffic noise levels indicates that receptors along Bondhay Lane would experience noise impacts which are less than 3 dB and therefore consider not significant. Along the A619 the resulting noise impacts are likely to be imperceptible and therefore not significant.

Table 2.14 Traffic noise assessment

	Change In Noise (Db)	*Assessment*
Properties along Bondhay Lane	1.6 dB	Not significant
Properties along A619	No change	Not significant

2.5.3 Drilling and Coring Noise Assessment

The PPG on noise from mineral extraction requires that “for any operations during the period 22.00 – 07.00 noise limits should be set to reduce to a minimum any adverse impacts, without imposing

unreasonable burdens on the mineral operator. In any event the noise limit should not exceed 42 dBA LAeq,1h (free field) at a noise sensitive property." The approach taken for this assessment has been to utilise best available techniques to reduce noise from the drilling rig to as low as possible without placing overly restrictive burdens on the operator.

Table 2.15 shows the baseline ambient noise levels and residual noise levels with embedded mitigation as described in the planning statement. With embedded mitigation, it is expected that noise levels will be below the PPG 42 dB LAeq (free-field) noise limit for night. Daytime noise levels during drilling will also be well below the PPG absolute noise limit of 55 dB LAeq.

Table 2.15 Residual temporary ambient noise level change assessment

Location	Noise Criterion dB $L_{Aeq, 1\ hour}$ – free-field			Rig noise, dB L_{Aeq} - free-field	Difference between noise criterion and rig noise dB		
	Day	Evening	Night		Day	Evening	Night
NSR 1 – Properties on Serlby Lane	44	43	42	37	-7	-6	-5

2.5.4 Discussion

There are four key questions which need to be answered to determine whether the Government's noise policy aims have been met for a new development, namely:

a) is there a significant adverse impact to health;

b) is there a significant adverse impact to quality of life;

c) is there an adverse impact to health; or

d) is there an adverse impact to quality of life?

If the answer to all four questions is "no" then proposal should normally be viewed as acceptable on noise grounds. If the answer to question c. or d. is "yes", then the Noise Policy Statement for England (NPSE) provides a clear steer that the impact should be mitigated and minimised and consideration then needs to be given to questions a. and b. If following mitigation, the answer to question a. or b. is "yes", then the NPSE provides a clear steer that proposal should be viewed as being unacceptable.

With respect to question c. and the impacts of noise on health, it is the effect on sleep that is likely to be the primary concern. The absolute noise level assessment shows that noise from drilling activities can be mitigated so that it falls below the WHO guideline levels for onset of sleep disturbance effects and the PPG absolute noise limit of 42 dB LAeq. It can therefore be concluded that there will be no adverse impact on health.

Although some residents living in close proximity to the rig could experience higher noise levels at night compared to what they are used to, it is the daytime and evening periods that are of greatest

concern with respect to the impact on quality of life (amenity, enjoyment of property etc.). This is because people will tend to be indoors or asleep during the night, whereas during the day and evening they are more likely to be using outdoor spaces for amenity purposes.

In relation to question d. it has been established that the proposal will result in noise levels from drilling activities below the established noise criterion and therefore no significant noise impacts are predicted.

Noise from the site will be significantly less than the 55 dB L_{Aeq} absolute noise limit in the PPG for the daytime, and below the 42dB $L_{Aeq,\ 1\ hour}$ criterion. Thus, taking the temporary change in noise level and absolute noise level assessment into consideration, the proposal will not result in a significant adverse impact to quality of life.

It is an important consideration that any noise impact from drilling will be temporary in nature, lasting for no more than 3 months. Furthermore, the impacts due to drilling noise, modelled as part of this assessment, have been based on worst case assumptions, such as the receiver location always being down-wind from the drilling rig and the rig operating at its maximum capacity 24-hours a day throughout the drilling programme. In reality, this will not be the case and there will be significant periods within the 3 month drilling programme when noise levels are less than predicted and assessed in this report.

2.5.5 Vibration

There are no anticipated impacts that would arise due to ground borne vibration resulting directly from the drilling operations. The drills are rotary bored only and therefore impart relatively small amounts of energy into the ground, for example compared to percussive pilling techniques. Data available for rigs used during conductor installation suggests that ground borne vibration would be imperceptible at distances of greater than 20 m. Vibration levels from the drilling operations are not expected to be significantly different in magnitude. Consequently, at the nearest receptor (Serlby Lane, over 710 m from the well site) ground borne vibration would be considerably lower, and certainly not perceptible. The impact from ground borne vibration resulting directly from the drilling rig is considered to be negligible.

2.5.6 Monitoring

During rig procurement, data will be sought from rig suppliers to show that noise levels will be no higher than assumed in the modelling in this assessment. Noise level during drilling will be monitored in accordance with a noise monitoring plan agreed with the MPA. This is likely to include monitoring at the site location and in close proximity to the noise sensitive receptors (subject to access). If noise levels are found to exceed the PPG night-time noise criterion steps will be implemented to ensure that noise levels do not exceed this level on a regular basis as far as is practicable. There will also be a clearly advertised complaints procedure to allow noise concerns to be reported and investigated.

2.6 EMBEDDED MITIGATION

Throughout this assessment the following embedded noise mitigation has been incorporated into the proposal:

- Positioning and rotating the rig to help mitigate drilling noise;
- Use of silencers or other noise attenuation equipment or enclosures on mud pumps and other noise generating equipment associated with drilling;
- Night-time vehicle movements would not be permitted except in case of emergency, and audible vehicle reversing alarms would not be used at night; and
- Regular maintenance would be undertaken to minimise noise generation.

Whilst the use of bunds and stacked cabins offer potential acoustic benefits, these have not been considered in the modelling as the noise criteria is clearly met without this additional mitigation.

2.7 CONCLUSIONS

This assessment has considered the potential of the daytime construction and drilling of the exploration well to have noise impacts. The assessment has shown that noise from construction is not expected to exceed the assessment criteria and although it may be audible at times, it is expected to result in negligible noise impacts.

Traffic during the construction period is also expected to result in noise impacts which are likely to be imperceptible, and the noise impact is considered to be very low. The resulting temporary changes in road traffic noise levels are therefore considered to be negligible.

Drilling and coring activities are expected to be below the PPG 42 dB L_{Aeq} (free-field) noise limit for night. Daytime noise levels during drilling will also be well below the PPG absolute noise limit of 55 dB L_{Aeq} and the limit for daytime and evening based on background plus 10 dB(A).

There are no anticipated impacts that would arise due to ground borne vibration resulting directly from the drilling operations or during construction.

Consequently, noise and ground borne vibration should not be considered opposing factors in granting planning permission.

2.8 REFERENCES

- Planning Practice Guidance - Minerals, Department for Communities and Local Government (revision date 6 March 2014) http://planningguidance.planningportal.gov.uk/blog/guidance/minerals/assessing-environmental-impacts-frommineralS-extraction/noise-emissions/ [Accessed March 2017]
- Night Noise Guidelines for Europe, World Health Organization Europe 2009.
- BS 5228: 2009+A1:2014 ‘Noise and vibration control on construction and open sites’, BSi, 2009.
- Department for Environment, Food and Rural Affairs, 2010. Noise Policy Statement for England (NPSE). London: HMSO.

3 TRAFFIC AND TRANSPORT

3.1 INTRODUCTION

This section identifies and assesses the potential traffic and transport effects resulting from the proposal. This section considers relevant national, regional and local policies and sets out an appraisal of traffic and transportation issues associated with the proposal.

3.2 SCOPE AND METHODOLOGY

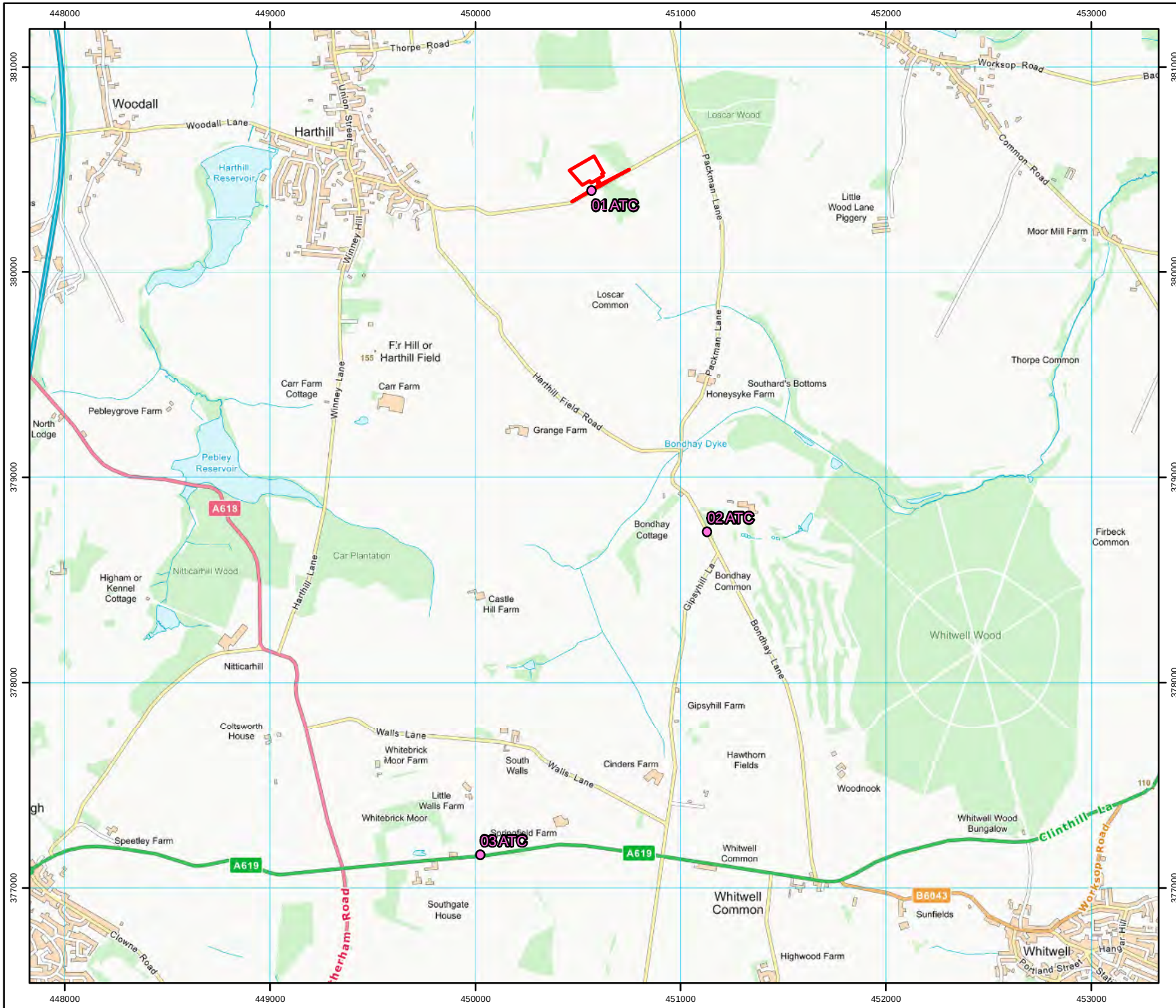
3.2.1 Study Area

The study area is defined mainly by the intended vehicle access to the site and the key receptors along the route. Following an assessment of several route options to the site (as set out in Section 3.4.2) access to the site via Common Road, predominantly via the trunk road network from the M1, was considered the most appropriate option. This was based on a number of criteria to determine the most sustainable route option. Once the route was selected a detailed route assessment has been undertaken and is set out later in this section.

Considering the location of the site, proximity/distance to the surrounding built-up areas and the intended routeing of vehicles to/from the site, the following road links have been identified as the study area for the purpose of assessing the traffic impact of the proposed scheme.

- Common Road.
- Bondhay Lane between Gipsyhill and Harthill Field Road; and
- A619 between A618 and Gapsick Lane;

The location for each site identified above is shown in Figure 3.1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03 ATC
Thorpe Road
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Woodall
Woodall Lane
Harthill
Union Street
Loscar Wood
Harthill Reservoir
Winney Hill
Packman Lane
Common Road
Little Wood Lane Piggery
Moor Mill Farm
Loscar Common
Fir Hill or Harthill Field
155
Carr Farm Cottage
Carr Farm
Winney Lane
Harthill Field Road
Thorpe Common
Southard's Bottoms
Honeysyke Farm
Pebleygrove Farm
North Lodge
Grange Farm
Bondhay Dyke
Pebley Reservoir
A618
Bondhay Cottage
Firbeck Common
Car Plantation
Nitticarhill Wood
Higham or Kennel Cottage
Harthill Lane
Castle Hill Farm
Gipsyhill Lane
Bondhay Common
Bondhay Lane
Whitwell Wood
Nitticarhill
Gipsyhill Farm
Coltsworth House
Walls Lane
Whitebrick Moor Farm
South Walls
Cinders Farm
Hawthorn Fields
Woodnook
Little Walls Farm
Whitebrick Moor
Springfield Farm
Whitwell Wood Bungalow
Clintchill Lane
110
Speetley Farm
A619
Whitwell Common
B6043
Sunfields
Worksop Road
Southgate House
Whitwell Common
Highwood Farm
Whitwell
Portland Street
Clowne Road
Legend:
ATC Location
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38 Hans Crescent
London, SW1X 0LZ
www.ineosshale.com
Project: PEDL 304/2
Title:
Traffic Study Area and ATC Locations
Date: 17/05/2017
Scale: 1:25,000
CRS: BNG
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Rev: 2
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Source: © Crown copyright and database rights 2017 Ordnance Survey 0100031673
ERM DRAWING REF: \\Uklonsv01\data\London\Confidential Projects\0378050 Project Lannister.BP\Working files\GIS\MAPS\PEDL_304_2\0376059_304_2_ATCLocations_Rev1.mxd

3.2.2 Baseline Data Collection

Traffic surveys at the identified key locations on the highway network, as shown Figure 3.1 have been undertaken by an independent traffic survey company.

The data for each of the ATC locations was collected over a one-week duration. The data for Bondhay Lane and A619 Worksop Road was collected between Tuesday 13 December 2016 and Monday 20 December 2016. The data for Common Road was collected between Friday 20 January 2017 and Thursday 26 January 2017. This is provided in Appendix 3-1.

Baseline accident information has been obtained from the Crashmap website [www.crashmap.co.uk – accessed 25 March 2017].

3.2.3 Assessment Methodology

This assessment has been undertaken in accordance with the following guidance documents:

Institute of Environmental Assessment

The Guidelines for the Environmental Assessment of Road Traffic (Institute for Environmental Assessment, IEA, 1993) states that highway links (i.e. roads) should be separately assessed (for environmental impacts) when:

- Rule 1: Include highway links where traffic flows will increase by more than 30% (or the number of HGVs will increase by more than 30%); and
- Rule 2: Include any other specifically sensitive areas where traffic flows have increased by 10% of more.

The IEA Guidelines go on to state that:

“At a basic level, it should…be assumed that projected changes in traffic of less than 10% create no discernible environmental impact,” and that;

“Previous research has indicated that the most discernible environmental impacts of traffic are noise, severance, pedestrian delay and intimidation,” and that;

“Other environmental impacts are less sensitive to traffic flow changes, and it is recommended that, as a starting point, a 30% change in traffic flow represents a reasonable threshold for including a highway link within the assessment”.

Where such environmental impacts of traffic have been identified, they have been considered in separate sections of this Report (i.e. Section 2: Noise).

Rotherham Local Plan Core Strategy 2013-2028

The Core Strategy sets out the strategic policies to for developments in Rotherham taking into consideration potential environmental impacts and the implications of climate change.

“In essence, the Core Strategy will guide what development is needed, how much is required, where it should go, and when it should happen”

Policy CS15 of the Core Strategy refers to “Key Routes and the Strategic Road Network”.

The Key Route and Motorway network will provide efficient access between the main Rotherham Urban Area, Principal Settlements and the regional and national road network. This will be achieved by:

- Concentrating through traffic on Motorways and ‘A’ Roads with best use being made of the existing road capacity to enable this.
- Concentrating road based freight onto those key routes where it would not have an unacceptable impact on local communities.

Summary

Planning and transport policy at a national and local level stresses the importance of minimising the (environmental) impacts of development on existing communities. The key policy test, however, is that contained within the National Planning Policy Framework (NPPF) which states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are “severe” (paragraph 32). Relevant Local Development Plan Policies are discussed in the Planning Statement.

3.2.4 Assumptions and Limitations

It is currently assumed that traffic management requirements will not extend beyond the lease area or highways land. It is currently assumed, as shown in the draft Traffic Management Plan (TMP) in Appendix 3-3, that the traffic management requirements of the proposed access route will not extend beyond the lease area or highways land. Should the final agreed TMP for the proposals require the use of third party land, this would be undertaken with the agreement with the land owner and any necessary consents obtained.

3.3 BASELINE CONDITIONS

3.3.1 Overview

The purpose of this section is to show the transport conditions which currently exist in the vicinity of the site. It describes the road network around the site and provides baseline traffic survey and road safety data.

3.3.2 Local Highway Network and traffic flows

The site is an agricultural field located off Common Road which can be used to access the site, although there is no formal access at present. Figure 3-1 shows the location of the site in relation to the surrounding highway network.

3.3.3 Surrounding Highway Network

The site is in a rural location and surrounded by farmlands. There is a windfarm with three turbines located approximately 400 m to the south of the site.

Common Road

Common Road is a single lane, two-way carriageway which abuts the site to the south. It is approximately 1.4 km long and runs in an east-west alignment. It extends between Packman Lane to the east and Harthill Fields Road to the west.

Common Road predominantly provides access to the farmlands along its length and it forms priority junctions at both ends.

Common Road is approximately 3 m wide in the vicinity of the site access and is subject to national speed limit. Speed surveys derived from the ATC counts on the road indicates that the 85th percentile speed on the road is 32 mph. Due to the width of the available carriageway, the road is not amenable to two way traffic movements. Observations show that currently vehicles use the grass verge to pass each other.

There is no street lighting or footways along the length of the road, however pedestrians could utilise the grass verges.

It is intended to provide access to the site from this road.

Adjacent to the development site, Common Road has hedgerows on either side of the carriageway.

Packman Lane

Packman Lane is a single lane, two-way carriageway which forms a priority junction with Common Road. It runs on a north-south route alignment and connects the site to Kiveton Park Train Station in the north and Bondhay Golf Club in the south.

Packman Lane generally has a narrow carriageway of varying widths and is subject to national speed limit. The width of the road varies between 3.5 m at its narrowest point and 5 m at its widest point. On-site observations suggest that vehicles travel well below the stated speed limit. Large sections of the road are generally narrow and not amenable to two way traffic movements. Observations show that currently vehicles use the grass verge to pass each other.

Packman Lane has hedgerows on either side of the carriageway. To the south of the site, Packman Lane has no street lightning or footways, however pedestrians could utilise the grass verges along both sides of the road.

In the vicinity of Kiveton Park, between its junction with B6059 and Thorpe Road, there is street lighting and footways provided on Packman Lane.

B6059

The B6059 is located north of Packman Lane and continues on an east-west route; connecting the residential areas of South Anston and Kiveton Park. It has a standard carriageway width of 7.5 m.

The B6059 has sporadic areas of mature vegetation; which are more frequent along the western route towards Kiveton Park.

The B6059 is subject to a 30 mph speed limit near to Kiveton Park Rail Station, however it does increase to 40 mph in less densely populated areas.

There are footpaths located along both sides of the B6059, as well as several instances of street lighting.

The road facilitates connection between the site and Kiveton Lane to the north.

Bondhay Lane

Bondhay Lane connects the A619 to the south of the site to Packman Lane. It is a single lane, two-way carriageway, with a narrow carriageway width of 3.5m. The narrow sections of the road of the road are not amenable to two way traffic.

It is subject to national speed limit, and has various areas of hedgerow and mature vegetation for the majority of its length.

There are no instances of street-lighting or footpaths along this route, however pedestrians could utilise the grass verges.

A619

Bondhay Lane meets the A619 at a priority controlled T-junction, to the south of the proposal site.

The A619 is a major road, running along an east-west alignment, with a typical carriageway width of 7.5 m.

There is street lighting along the A619 between its junction with Bondhay Lane and Gypsyhill Lane, and also between its junction with the A618 and the A616. There is a footpath located along the western edge of the carriageway in the vicinity of its junction with Bondhay Lane.

The A619 has several areas of hedgerow and mature vegetation, mostly along the eastern end of the carriageway.

The A619 connects the site to areas such as Barlborough, Brimington and Chesterfield to the south west of the site. It also connects the site to the M1 motorway at Junction 30 and it is considered the most suitable route to the proposal site. The A619 is subject to a 50 mph between its junction with A618 Rotherham Road and its junction with Bondhay Lane. The M1 connects the site to towns and cities along the route to Leeds in the north and London to the south.

3.3.4 Road Safety

Road safety collision records have been obtained from Crashmap. These provide records of collisions for a five year period between 2012 and 2016.

The data obtained relates to those collisions that resulted in a personal injury and which were reported to the police. This data (known as STATS19 statistics) are generally recognised to be the most complete record of road collisions occurring on the local highway network. For the avoidance of doubt, and as is normal practice, STATS19 statistics do not include statistics from collisions resulting in “damage-only” to vehicles.

Each collision resulting in a personal injury is classed as either ‘Slight’, ‘Serious’ or ‘Fatal’ by the police depending on the most serious injury resulting from the collision (i.e. a collision resulting in

two ‘Slight’ injuries and one ‘Serious’ injury would be classed as a ‘Serious’ collision). Collisions classified as Serious generally involve injuries requiring hospital treatment, such as a broken bone. Fatal collisions are those in which a casualty dies within 30 days of the collision occurring.

Table 3.1 summarises the number and severity of collisions occurring.

Table 3.1 Collision numbers on routes within 1.5km of the Site

Route	*Collisions*	*Slight*	*Serious*	*Fatal*
Common Road	0	0	0	0
Packman Lane	2	2	0	0
Bondhay Lane	0	0	0	0
Harthill Field Road	0	0	0	0

It can be seen from Table 3.1 that there were two accidents recorded on the links 1.5 km of the site. Both accidents resulted in slight injuries. There were no serious or fatal accidents recorded.

It is also important to note that the accidents recorded on Packman Lane were located to the north of the site, which does not form part of the recommended HGV route to the site.

Crashmap has also been used to obtain accident data for the key junctions to the north and south of the site. These junctions could potentially be subject to a minor increase in traffic volume as a direct result of the development.

Table 3.2 summarises the number of accidents and severity at key junctions to the north and to the south of the site, as well as any relevant accidents within the last 5 years at these junctions, based on Crashmap.

Table 3.2 Collisions at Key Junctions

Junction	*Collisions*	*Slight*	*Serious*	*Fatal*
Common Road/Packman Lane	0	0	0	0
Packman Lane/Bondhay Lane/Harthill Field Road	0	0	0	0
Bondhay Lane/A619	1	1	0	0
Packman Lane/Harthill Road/Thorpe Road	1	1	0	0
B6059/Packman Lane	0	0	0	0

It can be seen from the above that there was one accident recorded at the Packman Lane/B6059 junction (northern route) and one accident at the A619/Bondhay junction (southern route) over the five year period. Further review of the data showed that these accidents resulted in slight injuries.

There were no clusters or trends observed within the accident records.

Based on the above, it is considered that there are no road safety issues on the links or at the junctions that could be exacerbated by the proposal.

3.3.5 Existing Traffic Movements

Table 3.3 provides a summary of the daily average traffic flow on the key routes within the study area. The full ATC count data is provided in Appendix A3 of this report.

Table 3.3 Indicative Traffic Movements Summary

Site	*Daily Average Vehicle Movements*	*Daily Average HGV Movements*	*Percentage HGV*
Common Road	40	1	3%
Bondhay Lane between Gipsyhill and Harthill Field Road	512	30	6%
A619 between A618 and Gapsick Lane	20,038	821	4%

It can be seen from Table 3.2 that the level of existing daily traffic flow on the access roads Bondhay Lane and Common Road are low when compared to the other roads on the local highway network.

The table also demonstrates that currently, HGV movements form approximately 4% of the total vehicle movements on the highway network surrounding the site.

3.4 ENVIRONMENTAL ASSESSMENT

3.4.1 Traffic Movements

A detailed description of the proposal (including vehicle movements) is provided in *The Proposal* document included with the planning application. However, for ease of reference a summary breakdown of the traffic movements and anticipated duration of each phase associated with the site is presented in Table 3.4. A movement is considered as being either an inbound or outbound trip; i.e. 1 HGV arriving then departing the site would equal two movements. 36 HGV movements therefore equates to the arrival and departure of 18 HGVs.

The site development and establishment stage would take place over a period of 12 weeks and the drilling and coring over a period of 20 weeks. It is anticipated that during the drilling and coring stage, the site would be operational seven days a week. The table below details the maximum daily traffic movements to the site during various stages of the proposal.

Table 3.4 Indicative Maximum Daily Traffic Movements Summary Per Proposal Stage

Stage	*Activity*	*Duration*	*Daily Vehicle Movements*	*Light Vehicles (<7.5 tonnes)*	*HGVs*
1	Site development and establishment	12 Weeks	70	10	60
2	Drilling, coring and PTT	20 Weeks	70	10	60
3	Maintenance of site	Annual figures	32 (Annual Figures)	26	6
3a	Possible workover of the well	Up to 3 Weeks	60	8	52
4	Use of well as listening well	5 Weeks	60	8	52
5	Decommissioning and restoration	6 Weeks	60	6	54

It can be seen from Table 3-4 that the proposal could generate a maximum of 70 daily vehicle movements during the site development and establishment stage. This stage would take place over approximately 12 weeks (84 Days) and the average number of daily vehicle movements during this period would be approximately 28.

Table 3-4 also shows that there would be a maximum of 70 daily traffic movements associated with the drilling and coring phase. This would take place over a period of 12 weeks (84 days) and the average number of daily traffic movements during this period would be about 30. It is worth noting

that Stage 2 would also include the Pressure Transient Testing (PTT) which would take place over 8 weeks (55 days). The average number of daily traffic movements during this period would be 17.

The table shows that for a possible workover of the well (Stage 3a), there could be a maximum of 60 daily maximum vehicle movements. This stage would take place over a period up to 3 weeks (16 days) and the average daily traffic movements would be approximately 25.

The site could generate a maximum of 60 vehicle movements during the listening well stage. This stage is for a duration of 5 weeks (35 days) and has an average of 25 vehicle movements based on the programme.

For the decommissioning and restoration phase, Table 3.4 shows that there would be maximum of 60 daily traffic movements and the daily average is approximately 38 vehicle movements. It is important to note that this would take place over 6 weeks (42 days).

3.4.2 Routeing and Site Access Arrangements

Routeing

In order to establish a routeing strategy for the site, the traffic consultants undertook a site visit on 13 February 2017 to observe the existing highway infrastructure in the vicinity of the site and to assess the existing constraints for possible routes to the site.

Appendix 3-2 (Drawing TPMA1529-004) shows all the routes that were assessed, as well as the recommended route.

As part of the route assessment, the following criteria were applied:

- Distance from the site to the strategic highway network;
- Quality of highway and the convenience of the route;
- The number of junctions;
- Extent of built-up area and key receptors; and
- Height restrictions and weight restrictions.

The recommended route is approximately 9.5 km from the motorway to the site. It is proposed to exit the M1 motorway at Junction 30. Approximately 5 km of the route is undertaken on the trunk road network A619 Worksop Road. The remaining 4.5 km of the route is undertaken on Bondhay Lane, Packman Lane and Common Road. Approximately 2.3 km of the route is undertaken on Bondhay Lane with the remaining undertaken on Packman Lane and Common Road.

As part of the route assessment, a one-way system where vehicles access the site via Packman Lane and exit the site via Harthill Field Road was considered. Due to the temporary nature of the proposal and the minimal nature of the proposal traffic, the recommended route identified above was considered to provide the most efficient option, whilst also keeping traffic away from the properties on the eastern edge of Harthill.

The route goes through Loscar Farm on Packman Lane, where there are stone walls on both sides of the road. A swept path of this area has been undertaken using a 16 m low loader with a 4.1 m

wide load on top. This shows that there is sufficient room for the low loader to manoeuvre safely within the walls.

It is important to note that a detailed route management strategy (RMS) would be developed for the site. This would be developed following consultation with the Local Highway Authority.

The RMS would set out the framework for managing site traffic, and in particular Heavy Goods Vehicles (HGVs), to and from the site during all the stages of the proposed scheme. The RMS would form part of the wider Traffic Management Plan (TMP) for the site.

The TMP would deal with both the off-site and on-site activities, whilst the RMS would deal predominantly with offsite HGV movements.

Following a detailed review of the recommended route, the following locations were considered to be constrained:

- A619 Worksop Road/Bondhay Lane Junction;
- Packman Lane in the vicinity of Loscar Farm; and
- Common Road/Packman Lane junction.

A swept path assessment of the above junctions has been undertaken using both 16.65 m mobile construction crane and 16 m low loader. Swept path assessment of the route has also been undertaken with a low loader and a 4.1 m wide load (Drawings are provided in Appendix 3-2).

The drawings confirm that both vehicles will over-run the opposite side of the carriageway at all the junctions identified and along the site access roads.

Suitable mitigation measures would be considered within the TMP and subject to consultations with local highway officers at Rotherham Borough Council and Derbyshire County Council.

Site Access Arrangement

It is intended to provide access to the site from Common Road via a priority junction. There are no speed limit signs on the road and therefore it is assumed that the road is subject to national speed limit. For a rural single carriageway the national speed limit is 60 mph, however due to the width and topography of the road it is unlikely that vehicles can achieve anywhere near this speed.

Speed surveys of the road commissioned by INEOS indicate 85th percentile speed of 32 mph, this would imply that the visibility requirements for Manual for Streets could be applicable even though the site is located in a rural location. Notwithstanding this, the site access junction has been designed in accordance with Design Manual for Roads and Bridges for a 50 mph road, as well as considering the design parameters on the existing highway network in the vicinity of the site.

The proposed site access arrangement is provided Appendix 3-2. The drawing demonstrates that the visibility of 4.5 m x 160 m is achievable in both directions without impacting third party land, which is commensurate with a speed of 50 mph in accordance with DMRB.

3.4.3 Highway Capacity

The capacity of the following links has been assessed to ascertain the impact of the proposal on the local highway network:

- Common Road;
- Bondhay Lane between Gipsyhill and Harthill Field Road; and
- A619 between A618 and Gapsick Lane.

Table 3.5 shows a comparison of the existing traffic movements on the local highway network and with the traffic associated with the proposals. The maximum daily traffic movements associated with the proposals is 70 which occurs during the site development and establishment stage and drilling stage.

Table 3.5 Indicative Traffic Impact Summary

Site	*Existing Traffic*		*Development Traffic*		*Percentage Impact*	
	Vehicle	*HGV*	*Vehicle*	*HGV*	*Vehicle*	*HGV*
Common Road	40	1	70	60	175%	6000%
Bondhay Lane between Gipsyhill and Harthill Field Road	512	30	70	60	14%	200%
A619 between A618 and Gapsick Lane	20,038	821	70	60	0.3%	7%

The maximum daily vehicle movement for the site development and establishment stage has been utilised to assess the impact of the proposal on the local highway network and shown in Table 3-5. It can be seen from Table 3.5 the impact of the proposal on the A619 is significantly less than the 10% threshold, below which there is no discernible environmental impact.

Table 3.5 also shows that the impact of the proposed development traffic on Bondhay Lane and Common Road exceeds the 10% threshold, however, it is important to note that these roads are rural and lightly trafficked.

It can be seen from Table 3.5 that the impact of HGV movements associated with the proposal on the A619 Worksop Road is 7%. This impact is significantly less than the 30% threshold which would trigger the need for further detailed assessments. The table also demonstrates that the impact of the HGV movements on Bondhay Lane and Common Road exceeds the 30% threshold which would trigger further assessment. However, it is considered that due to the low baseline traffic and the nature of the roads no further assessment is required.

It is also important to note that the above assessment is based on the maximum daily traffic and that on the majority of days the traffic would be less than assessed. On the above basis it is not considered any further mitigation above the RMS and TMP is required.

3.4.4 Severance

The routeing strategy and the location of the site access have a significant influence on the roads used by vehicles to access the site. The routeing strategy has been designed to avoid the use of residential streets and built up areas where possible and to utilise mainly trunk roads to access the site.

As demonstrated above the impact of the proposal on the likely routes is minimal and therefore unlikely to have any material impact on severance.

A RMS will be developed in consultation with the local Highway Authority that will formally agree the routeing of site vehicles and examine potential locations for vehicle passing places.

The provision of formal passing places along the route on Packman Lane and Bondhay Lane will reduce the severance effects of the traffic associated with the proposals on these routes.

3.4.5 Pedestrian Fear and Intimidation

It is understood that the access route to the site from the A619 Worksop Road is used by a range of non-motorised users (pedestrians, cyclists and horse riders) with anecdotal evidence from the consultation event suggesting that dog walkers and equestrians in particular, use sections of Common Road and Packman Lane. The traffic survey undertaken also identified an average of 20 cycle (or motorcycle) movements on Bondhay Lane and an average of 4 cycle (or motorcycle) movements per day on Common Road. The traffic survey was undertaken in winter months and it is reasonable to assume that cycling movements would increase during different seasons. It is also recognised that the Public Right of Way to the east of the proposal site crosses Common Road and continues on to the south east of the site. A visual inspection of the Public Right of Way would suggest that the route is relatively well used. It should be noted that activities such as dog walking and horse riding generally take place during the early morning or evening periods when vehicular activity to/from the site is anticipated to be reduced.

Notwithstanding the above, the use of the local roads and public rights of ways by non–motorised users will be accounted for within the RMS and TMP. The RMS will increase the number of passing places along the road network between the site and the A619 and these will also be available to the non-motorised users as points to safely wait off the carriageway, thus reducing the potential for conflicts between the different users and providing safe opportunities for vehicles to pass. It should be recognised that these enhancements will also benefit existing movements along the route as well as future traffic generated by the proposed development. In addition, the TMP will include a drivers pack that will clearly identify the expected behaviour of vulnerable users and adherence to the RMS by drivers.

3.4.6 Environmental Impacts

The potential for environmental impacts from traffic has been considered in separate sections of this Report (i.e. Section 2: Noise).

3.4.7 Road safety

The changes in traffic volume would not be sufficient to materially alter road safety risk.

3.5 CONCLUSIONS

This assessment has identified the impact of the proposal on traffic flows and highway safety.

The traffic analysis has been carried out utilising the predicted traffic flows to and from the site. The assessment concludes that the proposal will not have a material impact on the highway network that would be utilised as part of the route.

The traffic analysis has been developed based on traffic flows obtained from the site. The assessment concludes that the proposals will not have a material impact on the links within the study area except for Bondhay Lane and Common Road where it exceeds the 10% threshold. However, this is based on the maximum daily traffic associated with the proposal. Should the average daily traffic be utilised the impact of the proposal would be less than the predicted impact. The background traffic on Common Road and Bondhay Lane is also minimal and therefore it magnifies the impact of the development.

A TMP and RMS would be implemented and formal passing places would be proposed along Bondhay Lane, Packman Lane and Common Road.

On the above basis, traffic generation should not be considered an opposing factor in granting planning permission.

3.6 REFERENCES

- The Guidelines for Environmental Assessment of Road Traffic (Institute for Environmental Assessment, IEA, 1993

4 ECOLOGY

4.1 INTRODUCTION

This section identifies and assesses the potential ecological effects resulting from the proposal. The assessment considers ecological habitats and species within and surrounding the site and identifies the mitigation measures that will be implemented to prevent, reduce or offset potential adverse effects.

4.2 SCOPE & METHODOLOGY

4.2.1 Purpose of Work

An ecological assessment of the site and surrounding area was carried out in January 2017 to identify potential ecological constraints and provide recommendations for avoidance and mitigation measures, as well as further ecological investigations that would be necessary pre commencement to minimise ecological effects.

4.2.2 Desk-based Study

A detailed ecological desk study exercise was undertaken to obtain ecological records and information which would be considered relevant to the proposal. This included a review of national and locally held information, as well as a report from the local environmental records centre:

- Local Records Centre – 2 km search area
- MAGIC interactive mapping of the natural environment – 5 km search area
- National Biodiversity Network (NBN) Gateway – 2 km search area

4.2.3 Field Survey

An extended Phase 1 habitat survey was undertaken to identify features of conservation importance on the site that could constitute a constraint to the proposals. The survey was undertaken in suitable weather conditions for an extended Phase 1 habitat survey (dry and bright with dry ground). Other detailed surveys have not been undertaken based on review of the desk-study information, the findings of the extended Phase 1 habitat survey and the habitat appraisal against the proposed design of the proposals.

4.2.4 Survey Methodologies

The methodology used for the survey undertaken for this site was informed by the following guidelines:

- Institute of Environmental Assessment (1995) *Guidelines for Baseline Ecological Assessment*, Spon, London
- JNCC 2011: *Handbook for Phase 1 habitat survey- a technique for environmental audit*. Revised reprint 2010 © JNCC 1993, 2003, 2004, 2007(2), 2010, 2011 Joint Nature Conservancy Council, Peterborough
- Collin, J. (ed.) (2016) *Bat Surveys for Professional Ecologists: Good Practice Guidelines* (3rd Edition), The Bat Conservation Trust, London.
- Harris, S., Cresswell, W. and Jeffries, D. (1989). *Surveying Badgers*. London, Mammal Society Occasional Publication No 9. Mammal Society, London.
- Stace, C. 2010. *New Flora of the British Isles*. *Third Edition*. Cambridge University Press

4.2.5 Assessment Methodology

Although this appraisal does not form part of a formal environmental impact assessment (EIA), it does refer to the Guidelines for Ecological Impact Assessment in the UK and Ireland[1] for guidance on methodology. The National Planning Policy Framework (NPPF) states that the planning system should contribute to and enhance the natural and local environment.

4.2.6 Assumptions and Limitations

Desk study data have only been received from the local environmental records centre. The desk study data are not representative of all species found in the local area and the absence of data does not necessarily mean absence of the species.

The extended Phase 1 habitat survey was undertaken outside of the optimum survey season, regarded as May to September, and therefore certain ephemeral components of vegetation, such as annual arable plant species, may have been absent at the time of the survey. The timing of the survey is not considered to be a constraint to the assessment that has been undertaken given the identified habitats on-site.

[1] CIEEM (2016), Guidelines for Ecological Impact Assessment in the UK and Ireland, 2nd Eds, Terrestrial, Freshwater and Coastal.

4.3 BASELINE CONDITIONS

4.3.1 Site Description

The site is approximately 1.40 ha and is situated within an area of arable land predominantly surrounded by other farmland. There are plantation woodlands immediately to the east of the site and across the road to the south. Ancient, semi-natural woodland is located approximately 320 m to the north of the site and has connectivity to the site via hedgerows. A defunct species-poor hedgerow bounded the eastern boundary while a well-managed gappy species-rich boundary was located at the southern boundary which will be crossed by the access road. Please refer to Figure 4-1 for the extended Phase 1 habitat plan.

4.3.2 Desk-based Study

Table 4.1 Results of data search for designated sites

Designated Sites within 2km of site				
Site Name	*Ecological Interests*	*Location (OSGR)*	*Distance and direction from site (km)*	*Statutory or Non-Statutory*
Loscar Common LWS002	Farmland, woodland (ancient and plantation), corn bunting.	SK51067992	Site is within this LWS.	Non-statutory
Chesterfield Canal LWS004	Species-rich hedgerows, neutral/calcareous grassland, standing water and Monk's-hood (*Aconitum napellus*) and copse-bindweed (*Fallopia dumetorum*).	SK52518172	1.8 km north.	Non-statutory

Table 4.2 Results of data search for protected / notable habitats and species

*Records**	*Within Site Boundary*	*Within the wider study area*	*Conservation of Habitat and species Regulations 2010*	*Wildlife and Countryside Act 1981 (Schedule 1, 5 or 9)*	*NERC Act 2006 Section 41 Species and Habitats of Principal Importance*
Mammals					
Common pipistrelle (*Pipistrellus pipistrellus)*	No	Yes	Yes	Yes	No
Water vole (*Arvicola amphibius*)	No	Yes	No	Yes	Yes
Birds**/***					
Grey partridge*** (*Perdix perdix*)	No	Yes	No	No	Yes
Common quail** (*Cortunix cortunix)*	No	Yes	No	Yes	No
Merlin*** (*Falco columbar)*	No	Yes	No	Yes	No
Hobby (*Falco subbuteo*)	No	Yes	No	Yes	No
Peregrine falcon (*Falco peregrinus)*	No	Yes	No	Yes	No
Lapwing*** (*Vanellus vanellus)*	No	Yes	No	No	Yes
Green sandpiper** (*Tringa ochropus*)	No	Yes	No	Yes	No
Cuckoo*** (*Cuculus canorus*)	No	Yes	No	No	Yes
Barn owl (*Tyto alba)*	No	Yes	No	Yes	No
Kingfisher** (*Alcedo atthis*)	No	Yes	No	Yes	No
Skylark*** (*Alauda arvensis)*	No	Yes	No	No	Yes
Tree pipit*** (*Anthus trivialis*)	No	Yes	No	No	Yes
Yellow wagtail*** (*Motacilla flava*)	No	Yes	No	No	Yes
Fieldfare[1]*** (*Turdus pilaris*)	No	Yes	No	Yes	No
Redwing[1]*** (*Turdus iliacus*)	No	Yes	No	Yes	No
Grasshopper warbler*** (*Locustella naevia*)	No	Yes	No	No	Yes
House sparrow*** (*Passer domesticus*)	No	Yes	No	No	Yes
Tree sparrow*** (*Passer montanus)*	No	Yes	No	No	Yes
Lesser redpoll*** (*Carduelis cabaret)*	No	Yes	No	No	Yes

[1] Recorded during the winter months with no records of breeding.

*Records**	*Within Site Boundary*	*Within the wider study area*	*Conservation of Habitat and species Regulations 2010*	*Wildlife and Countryside Act 1981 (Schedule 1, 5 or 9)*	*NERC Act 2006 Section 41 Species and Habitats of Principal Importance*
Yellowhammer*** (*Emberiza citrinella*)	No	Yes	No	No	Yes
Reed bunting** (*Emberiza schoeniclus*)	No	Yes	No	No	Yes
Amphibians					
None recorded in the past ten years					
Reptiles					
None recorded in the past ten years					
Invertebrates					
Wood white (*Leptidea sinapis*)	Yes	No	No	No	Yes
Sallow (*Xanthia icteritia*)	Yes	No	No	No	Yes

*Only records from the past ten years have been included.

**Birds of Conservation Concern 4 (2015) amber status

***Birds of Conservation Concern 4 (2015) red status

4.3.3 Site Survey Results

Habitats and Plant species

Table 4.3 Habitats and Plant Species Recorded During Phase 1 Habitat Survey

Feature	*Habitats identified*	*Habitat description*
Site Area	Arable field	Winter wheat (usually *Triticum aestivum*) sown in arable field.
	Southern boundary. Defunct species-rich hedgerow	Well managed defunct hedgerow composed of blackthorn *Prunus spinosa*, hawthorn *Crataegus monogyna*, ash *Fraxinus excelsior*, elder *Sambucus nigra*, dog rose *Rosa canina*. Understory comprises bracken *Pteridium aquilinium*, cleavers *Galium* sp., ragwort *Jacobaea vulgaris*, stinging nettle *Urtica dioica*, white dead nettle *Lamium album*, and hogweed *Heracleum*

Feature	*Habitats identified*	*Habitat description*
		sphondylium.
	Eastern boundary. Defunct species-poor hedgerow	Defunct well-managed hawthorn hedgerow bordering semi-natural broadleaved woodland.
Access Road	Hardstanding (road)	Potentially ancient and/or important hedgerows along the access road.
Land to north-east/east, and south (beyond the road).	Broadleaved plantation woodland	Sycamore *Acer pseudoplatanus*, beech *Fagus sylvatica*, oak *Quercus* sp., holly *Ilex aquifolium*, ash. Ground cover comprises ivy *Hedera helix* and bramble *Rubus fruticosus.*
Land to West	Arable field	Winter wheat sown in arable field.
Land to North	Arable field	Winter wheat sown in arable field.



Project:	PEDL 304/2
Title:	Phase 1 Habitat Survey Plan
Date: 17/05/2017	Scale: 1:3,000 CRS: BNG
Drawn: ERM	Checked: BG Rev: 2
Figure No:	4-1

Legend:

- Target Note
- Boundary - Defunct Hedge (Species-Poor)
- Boundary - Defunct Hedge (Native Species-Rich)
- Extent of Surface Works
- Broad-leaved Plantation
- Cultivated/Disturbed Land (Arable)

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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ERM DRAWING REF: \\Uklonsv01\data\London\Confidential Projects\0378050 Project Lannister.BP\Working files\GIS\MAPS\PEDL_304_2\0376059_304_2_EcologyPhase1_Rev1.mxd

4.3.4 Target Notes

Table 4.4 Target Notes

Target Note	*Features Identified*
TN01	Oak tree with some potential bat roosting features (knot-holes) identified from the ground.

4.3.5 Protected & Notable Flora and Fauna

Protected and notable flora and fauna includes species listed on Schedules 1, 5 and 8 of the Wildlife and Countryside Act 1981 (as amended); Schedules 2 and 4 of The Conservation of Habitats and Species Regulations 2010 (the Regulations); and Species and Habitats of Principal Importance in England, listed under Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006.

Table 4.5 Evidence Regarding Protected and Notable Flora and Fauna identified during Phase 1 Habitat Survey

Species/Habitats of Interest	*Features Identified*	*Protected status of species/habitat*
Badger	Woodland to the east and south of the site has potential to support badgers but presence was not confirmed due to access constraints.	Protected by Protection of Badgers Act 1992
Bats	Woodland to the east and south of the site and hedgerows have potential to support roosting, commuting and foraging bats but presence was not confirmed. Tree outside the site boundary had suitable features for roosting bats (TN01).	Legally protected by both domestic and international legislation.
Breeding birds	Hedgerows, trees and arable fields.	All birds, their nests and eggs are protected by law, including intentional killing and injury; the intentional taking, damaging or destroying the eggs, and intentionally or recklessly disturbing any Schedule 1 bird while it is nest building, on the nest or with young.
Hedgerows	Species-rich hedgerows could be classified as 'Important Hedgerows'.	Hedgerow Regulations 1997 – any removal will require notice to be issued to the local authority. These hedgerows are not ancient (please refer Section 8.3.5 map regression figure in Section 8, Cultural Heritage).

4.4 ENVIRONMENTAL ASSESSMENT AND CONCLUSIONS

4.4.1 Survey Findings

The site is situated within the Local Wildlife Site (Loscar Common), which is designated due to the habitats found in farmland and scattered woodlands. The site which will be developed for the proposals supports arable farmland and would therefore contribute to this designation. However, the area affected by the proposals accounts for approximately 0.5% of the total area of the LWS and this level of loss for the 5 year period is not considered to be significant. In addition, the effect of the proposal will be temporary and there is potential for enhancement during Stage 5 Decommissioning and Restoration.

The surveys identified that the woodland to the east and south of the site could provide suitable habitat for badgers and bats (and common pipistrelle were identified as part of the desk study). The proposal's design has been developed to maintain an offset of over 30m from the drill pad and the lighting designed to maintain a dark zone between the site and the woodland and hedgerow habitats. The site access will require the removal and trimming of a section of the hedgerow of the south. The site design uses an existing access point to the field to minimise the change that will occur as a result of the wider site access.

The habitats that will be temporarily impacted are of low ecological value and taking account of standard mitigation and pre-construction surveys no further detailed surveys are required, see Table 4.6.

4.4.2 Assessment Overview

Table 4.6 Ecological Assessment Overview

Assessment		
Item	*Impact*	*Significance*
Statutory designated sites	Nearest statutory site in 1.9 km to the southeast. Due to road infrastructure and distance there is limited connectivity from the site to the SSSI.	Not significant.
Non-statutory designated sites	The site is located within a local wildlife site (Loscar Common). The site proposed is an arable field, and comprises 0.5% of the total local wildlife site. Given the context of the surrounding area and lack of notable species on the site, and that the site will be returned to arable land following the works, it is not expected to be a significant impact.	Not significant.
Bats	No suitable features on the site for roosting bats, adjacent habitats have potential for commuting, foraging and roosting bats.	Not significant (assuming measures followed).
Badger	No active setts within the survey area, but potential for setts adjacent to the site.	Not significant (assuming measures followed).

Assessment		
Item	*Impact*	*Significance*
Birds	Potential for nesting birds to be present. If construction is undertaken outside of the breeding bird season then no impacts. If during the breeding bird season, a check-survey should be conducted and buffer zones erected to protect the nest. Once the route management strategy has been implemented, following recommendations, there will be no intentional direct interactions with nesting birds within hedgerows.	Not significant (assuming measures followed).
Hedgerows	Hedgerow to be used for site access is species-rich with occasional gaps and heavily managed; therefore creating an access track would not impact the integrity of the hedge.	Not significant but a hedgerow removal licence would likely be required.

Table 4.7 identifies surveys that will be undertaken as part of the standard pre-construction surveys to confirm that there have been no changes to habitats or species identified and allow any necessary mitigation measures to be implemented.

Table 4.7 Recommendations following Ecological Appraisal*

Recommendations for further surveys		
Item	*Rationale*	*Programme/mitigation*
Badger walkover.	To avoid disturbance of this species, during drilling activity and/or construction of access track.	Complete walkover immediately prior to commencement of site works. Surveys can be undertaken any time of the year. Implement a buffer zone to keep constructions works 30 m away from the woodland. During site works cover up any excavated holes/trenches overnight to prevent badgers (and other mammals) becoming trapped.
Commuting, foraging and roosting bats.	European protected species. To identify whether roosting bats are present that could be disturbed directly (through tree removal) or indirectly (noise and light).	Implement a buffer zone to keep constructions works 30 m away from the woodland and hedgerows. Lighting design will follow BCT Guidance[1] and be directional and avoid illuminating the woodland and hedgerows. No further surveys required.

[1] Bat Conservation Trust. Bats and Lighting in the UK. Bats and the Built Environment Series.

Recommendations for further surveys		
Item	*Rationale*	*Programme/mitigation*
Nesting bird check survey.	The hedgerows and woodland provide suitable habitat for nesting birds. If nesting birds are present then any nest identified should be protected until the young have fledged.	Construction works that effect nesting habitat should be carried out during winter to avoid the bird breeding season (March-August). If this is not possible then a survey to check for nesting birds (ground, tree and hedgerows) will be conducted immediately prior to the removal or trimming of any hedgerows or trees. These measures are also required for the management of hedgerows along the access route as part of the route management strategy.
Hedgerow assessment.	To avoid loss and fragmentation of hedgerows which also often act as corridors for movement of wildlife.	A species-rich but gappy and well-managed hedgerow located near the site entrance. No further surveys required.

*The following findings are from the desk study and extended Phase 1 survey undertaken to date.

4.4.3 Ecological Enhancements

Ecological enhancement recommendations, to enhance the value of the site for wildlife as encouraged through the NPPF, which could be implemented during Stage 5 of the proposal, Decommissioning and Restoration, include:

- Native hedgerow planting should be used along the hedgerows to infill gaps at the southern site boundary. Native fruit and berry bearing species such as hazel *Corylus avellana*, hawthorn, blackthorn and guelder rose *Viburnum opulus* could be included.
- The field boundaries could be planted with species rich tussocky grassland to provide habitat for a wide range of species including corn bunting.

4.4.4 Conclusions

The habitats that will be temporarily impacted are of low ecological value. The proposals include standard mitigation techniques and the design of the proposal has sought to avoid effects on the surrounding habitats. The proposals will include pre-construction surveys, however, based on this assessment it is considered that no further detailed surveys are required at this stage. Consequently, there are not considered to be significant ecological effects as a result of the proposal and ecology and biodiversity should not be considered opposing factors in granting planning permission.

5 LANDSCAPE AND VISUAL

5.1 INTRODUCTION

This section identifies and assesses the potential landscape and visual effects resulting from the proposal.

This Section considers the potential effects of the proposal on:

- The landscape as a resource in its own right (caused by changes to the constituent elements of the landscape, its specific aesthetic or perceptual qualities and the character of the landscape); and
- Views and visual amenity as experienced by people (caused by changes in the appearance of the landscape).

Mitigation measures are described to prevent, or reduce potential adverse effects.

5.2 SCOPE AND METHODOLOGY

5.2.1 Study Area

The study area has been defined with reference to a zone of theoretical visibility (ZTV). The various components of the development include: a conductor / surface rig (up to 32 m) a drilling rig (up to 60 m) and associated sub-structure (15 m); a workover rig (32 m); 9 m light poles; and site cabins (assessed using a worse case 7.5 m height, although the proposed double-stacked cabins to be used would be up to 5.5 m).

To explore the likely visibility of these components, two ZTVs have been generated. The first, shown in Figure A5-1 in Appendix 5-1, has been defined using the 'worst case' height parameter of the drilling rig (60 m), based on a single central point. A second ZTV (Figure A5-2 in Appendix 5-1) has been produced using a height parameter of 7.5 m along the site boundary, to simulate the theoretical visibility of the 'worst case' height parameter of cabins.

The 15 m drill sub-structure will only be in place during drilling, and the 60 m ZTV is therefore representative of maximum visibility during this phase. The 32 m conductor and workover rigs will only be in place for short periods, and a separate ZTV for this element is not considered necessary.

Both ZTVs are based on a 5 m digital terrain model (DTM), including woodland areas from the national database and buildings modelled in at a standard 7.5 m height, to partially represent the available screening in the landscape.

The study area for the project has been constrained to the area within 10 km of the site as a reasonable maximum distance at which visual impacts could occur, based on the height of the proposed drilling rig. The ZTV for the containers/cabins is focused on a 5 km radius from the site. The assessment of effects on landscape character is focused on the area within 5 km of the site.

5.2.2 Baseline Conditions

Desk Study Sources

The following sources have been used to obtain baseline information on the landscape and its character:

- The Landscape Partnership (2010) Rotherham Landscape Character Assessment and Landscape Capacity Study;
- Bassetlaw District Council (2009) Landscape Character Assessment – Bassetlaw, Nottinghamshire;
- Derbyshire County Council (2003) The Landscape Character of Derbyshire;
- Natural England (2013) National Character Area Profile: 30. Southern Magnesian Limestone; and
- OS Mapping, aerial and street-level photography from on-line sources.

Field Survey

Visits to the study area were undertaken to assess potential effects on local landscape character and views, and to take necessary photographs. These field visits were undertaken in January 2017 in overcast weather with moderate visibility and again in May 2017 in clear weather with good visibility..

5.2.3 Assessment Methodology

Although this appraisal does not form part of a formal EIA, it is nonetheless considered appropriate to refer to the Guidelines for Landscape and Visual Impact Assessment, third edition (GLVIA3), for guidance on methodology. This methodology is applicable to the assessment of short term effects during the site establishment, drilling and coring, and the longer term effects of the remaining listening well site, prior to site restoration. In addition, effects upon tranquillity arising from noise and from lighting during night time operation are considered.

Assessment Criteria

Judging landscape and visual effects requires consideration of the nature of the receptors and the nature of the effect on those receptors.

GLVIA3 states that the nature of receptors, commonly referred to as their *sensitivity*, should be assessed in terms of the susceptibility of the receptor to the type of change proposed, and the value attached to the receptor. The nature of the effect on each receptor, commonly referred to as the *magnitude of change*, should be assessed in terms of its size and scale; geographical extent; duration; and reversibility. Judgements on sensitivity and magnitude are combined to reach an overall judgement regarding the level of the effect.

Sensitivity of receptors

The sensitivity of landscape and visual receptors is described as **high**, **medium**, **low** or **very low**, based on consideration of the following criteria:

Landscape

- The extent to which the proposed change can be accommodated without key characteristics being fundamentally altered (susceptibility); and

- The value attributed to those key characteristics, as determined with reference to landscape designations and the application of criteria that indicate value (such as scenic quality, rarity and recreational value), as described in GLVIA3 paragraphs 5.44 to 5.47.

Visual

- The extent to which views contribute to the experience of the receptor – e.g. residents, people engaged in outdoor recreation, visitors to heritage assets and communities will tend to have a higher susceptibility; and
- The value placed on those views – e.g. as indicated through planning designation or appearance on maps or in guidebooks.

Magnitude of change

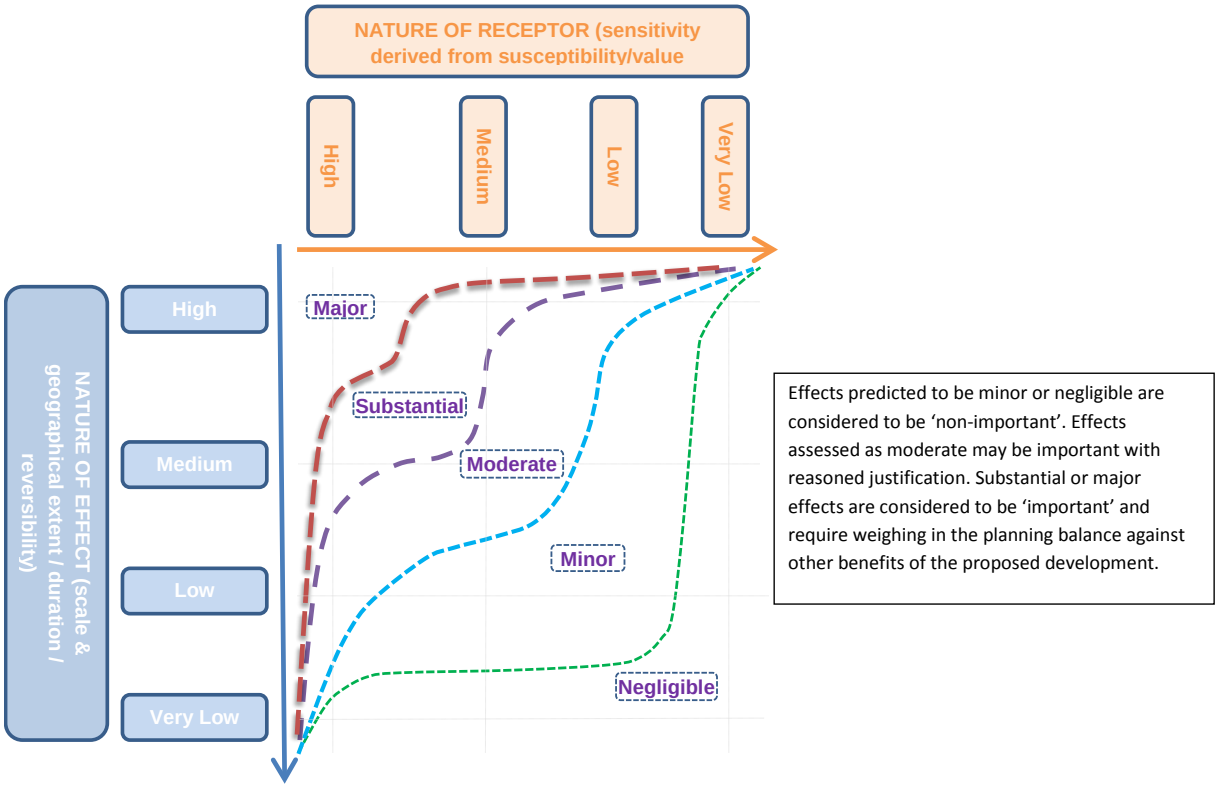
In this assessment, the magnitude of change is described as being **high, medium, low** or **very low**, with reference to the extent to which changes in landscape characteristics and views are likely to be discernible and the temporal extent of the change. This involves assessing the size and scale of the change, the geographical extent over which it will be experienced, and the duration and reversibility of the change.

Significance of effect

The evaluations of sensitivity and magnitude are considered together to provide an overall level of effect for both landscape and visual aspects. The level of effect is identified as **negligible**, **minor**, **moderate**, **substantial** or **major** in line with the approach recommended by IEMA and illustrated in Figure 5-1. The figure gives general guidance only, and the application of professional judgement and experience is used to reach conclusions on overall level of effect.

Effects may be beneficial (positive), adverse (negative) or neutral. For the purposes of this assessment, effects are assumed to be adverse unless otherwise stated.

Figure 5.1 Indicative use of sensitivity and magnitude to evaluate level of effect[1]



5.2.4 Assumptions and Limitations

A key assumption is the use of a 60 m drilling rig during the drilling and coring stage of the proposal (Stage 2) at this site, which represents a 'worst case'. The actual drilling rig to be used may be smaller than this height, but will not be larger. The conductor / surface rig, up to 32 m in height, will be used on-site during Stage 1. Should a workover of the well be required (Stage 3a), a 32 m workover rig would be used for this purpose; the use of the well for listening operations (Stage 4) could require an up to 35 m crane or a 32 m workover rig; the workover rig will also be required in Stage 5 for well decommissioning activities. However, it is assumed that these rigs and cranes will only be in place for short periods as noted below. For the other phases of the proposal, the 7.5 m height of cabins is assumed to be a 'worst case' in terms of visibility of structures other than the rigs, though noting that some elements such as poles may extend above this height.

[1] Institute of Environmental Management and Assessment (2011) Special Report – The State Of Environmental Impact Assessment Practice In The UK 2011. Figure 6.3: EIA significance evaluation matrix, p.61.

5.3 BASELINE CONDITIONS

5.3.1 Landscape Baseline

The Site and its context

The proposal is located within the Metropolitan Borough of Rotherham in South Yorkshire. The site is approximately 1.40 ha in area, measuring around 120 m by 95 m, and is approximately centred on grid reference 450594, 380477.

The site is situated within a large, very gently sloping, irregular shaped arable field. The site occupies the far eastern part of the field and is bounded to the north-east by a block of established mixed woodland, and to the southeast by Common Road, which is lined with low hedgerows and backed by a block of established mixed woodland. These two areas of woodland are referred to as the Loscar Common Plantations. The south western and north western boundaries of the site are not defined by any features on the ground.

The surrounding landscape forms part of a plateau of undulating elevated land, flanked by lower-lying land between Worksop and Retford in the east, and the valley of the River Rother to the west. A small valley aligned east - west, within which the Chesterfield Canal sits, is to the north of the site. The landform of the immediate setting of the site is gently rolling and rises gradually to a high point of 152 m AOD near Carr Farm in the south-west.

Landcover within the area is largely agricultural, comprising medium to large sized intensive arable fields with a generally rectilinear from. Field boundaries are formed of hedgerows and are low and gappy in parts. Blocks and small copses of established mixed woodland are a distinctive feature within this generally open landscape, and provide a localised degree of containment, with some such as Cuthbright Wood and Loscar Wood being identified as ancient.

Common Road runs along the southeast of the site, and a public right of way (PRoW) runs along the north-eastern edge of the site, linking Common Road to Harthill village. The immediate setting of the site is sparsely populated, though there are a number of isolated farmsteads accessed by a network of minor and private roads, including Manor Farm (0.8 km north), Loscar Farm (1.1 km southeast), Grange Farm (1.2 km southwest) and Carr Farm (1.4 km southwest). The closest settlements include Harthill (approx. 700 m west) and Thorpe Salvin (approx. 1.4 km east). Existing man-made structures within the area include three wind turbines (95 m to blade tip) at Loscar Farm Wind Farm. These are located to the south and southwest of the site with the closest turbine being approximately 400 m from the site boundary.

The site is bounded to the northeast, east and south-east by bocks of established mature mixed woodland which provide a strong degree of visual containment. Additional containment is provided by the mature woodland of Crow Wood located to the west, and Cuthbright Wood located slightly further away to the north. Views towards the site are, however, attained from the southeast and south, with sequential views available along Common Road and parts of Harthill Field Road.

The 5km Study Area

The study area for landscape effects extends to 5 km from the outermost edge of the site boundary. The study area includes parts of Bolsover District and North East Derbyshire.

The landscape within the 5 km study area comprises: a more elevated rolling plateau in the south and southwest; lower-lying land that slopes down towards Worksop in the east; and land that falls away into the valley of the Rother in the west. To the north a small valley, within which the

Chesterfield Canal sits, runs east-west through the rolling plateau that extends to the north of the site.

It is an intensively farmed and generally open landscape with long views. However, the numerous blocks of mature mixed woodland (some identified as ancient) are a distinctive feature in the rolling plateau landscape and add a degree of containment and pockets of enclosure, as well as interrupting longer views, particularly towards the lower-lying land to the east. The small valley to the north of the site has a more undulating topography with mature woodland lining the Chesterfield Canal and railway, and the ancient mixed woodland of Hawks Wood and Old Spring Wood providing a localised sense of enclosure. Land use across the broad settled valley of the River Rother in the west, the lower-lying land to the east, and the elevated plateau, is predominantly intensive arable. Fields are generally large and moderately sized, forming a patchwork of both rectilinear and irregular shapes, bounded typically by low and remnant hedgerows.

The part of the elevated plateau within which the site is located is relatively sparsely populated, with scattered farmsteads, hamlets and small villages connected by a network of small winding lanes. It is rural in character and forms a band of countryside set between the urban areas of Worksop in the east and the large conurbation of settlements within the Rother valley in the west.

Recreational opportunities within the landscape include: National Cycle Route 6 which runs along Thorpe Road, approx. 700 m to the north of the site; Bondhay Golf Club approx. 1.3 km to the southeast; and walking trails in Whitwell Wood, located approx. 1.6 km to the southeast. The Chesterfield Canal crosses the study area some 1.8 km to the north of the site.

Beyond the local road network, key transport routes include: the M1 approx. 2.6 km to the west; the A57 approx. 3.4 km to the north; and the A619 running 3.2 km to the south. Additionally, a railway line runs along a similar route as the Chesterfield Canal.

Landscape Character

The site is located within local Landscape Character Area (LCA) 9a *East Rotherham Limestone Plateau*, as defined within the Rotherham Landscape Character Assessment and Landscape Capacity Study (RLCA, 2010). This LCA forms part of the Southern Magnesian Limestone National Landscape Character Area (NCA), as defined within National Character Area Profile: 30 (2013).

Significant effects on landscape character will only occur in areas which have a strong physical or visual relationship with the area of the Proposal. Given the wide area and high level strategic assessment of the NCA, it is not considered in this assessment. The key characteristics of the local level LCA considered within this assessment are noted below.

<u>9a East Rotherham Limestone Plateau</u>

The proposed development will be situated within the southern part of this LCA. Key characteristics of this LCA, as defined in the RLCA, that are relevant to the site include***:***

- "*Gently undulating landform with incised valleys, including Anston Brook, Pudding Dike and Lamb Lane Brook;*
- *Valley sides generally well vegetated, often with ancient woodland and species particular to Magnesian Limestone;*
- *Large scale arable landscape with surviving evidence of 'Estate' management;*
- *Several railway lines, both active and disused lines associated with former mines;*
- *Several small Magnesian Limestone-built villages and hamlets in addition to larger mining towns and villages, often also with earlier limestone village cores;*
- *Most settlement located on higher ground;*

- *Panoramic views of the wider landscape beyond Rotherham Borough;*
- *Small stand of trees, holts and coverts of (often ancient) woodland break up the arable Landscape.*"

'Distinctive Features' identified in the RLCA for this LCA include:

- "*All Saints church in Laughton-en-le-Morthen*
- *Maltby Colliery and Stainton Quarter*
- *Dinnington Community Woodland adjacent to the boundary of the LCA and associated with Dinnington*
- *Thorpe Salvin Hall and Church*
- *Netherthorpe airfield*
- *Harthill church forms a landmark on the horizon, despite being outside the LCA*
- *Anston Stones SSSI, which are limestone crags and the site of Neolithic dwellings*
- *The Chesterfield Canal corridor*
- *St James' church in South Anston*
- *Harry Croft quarry*
- *Wood Lee Common SSSI at Maltby*
- *Several former limestone quarries, the stone quarried from which was used in the construction of the Houses of Parliament*."

Within the RLCA judgements are made that the "*condition"* and the *"strength of character"* are both "*moderate*", which are combined within a matrix to give the LCA an overall "*moderate sensitivity*" and a strategy to "*improve and conserve*".

Other LCTs within the 5 km study area are listed in Table 5.1. Taking account of the scale of the development, effects on these LCAs are not considered in the assessment as important effects are considered unlikely.

Table 5.1 LCAs within the 5 km Study Area

LCA	*Local Authority*	*Reference*
7 Rother Valley Reclaimed Farmland	Rotherham	Rotherham Landscape Character Assessment
8 Central Rotherham Coalfield Farmland	Rotherham	Rotherham Landscape Character Assessment
9a East Rotherham Limestone Plateau	Rotherham	Rotherham Landscape Character Assessment
11 Ryton Farmlands	Rotherham	Rotherham Landscape Character Assessment
Wooded Farmlands	North East Derbyshire	The Landscape Character of Derbyshire
Limestone Farmlands	North East Derbyshire/ Bolsover	The Landscape Character of Derbyshire
Magnesian Limestone	Bassetlaw	Landscape character assessment – Bassetlaw, Nottinghamshire
7 Rother Valley Reclaimed Farmland	Rotherham	Rotherham Landscape Character Assessment

Tranquillity

The Campaign to Protect Rural England (CPRE) produced detailed tranquillity maps in 2008. They identified areas considered valuable for lack of disturbance and for the presence of natural

features such as trees, water and wildlife. The maps use a colour coded traffic light system to indicate tranquillity, areas in red have the lowest tranquillity and green the highest tranquillity. The site lies within a yellow to green area, indicating moderate tranquillity though in the context of generally low tranquillity in this part of England.

Existing Lighting

Existing lighting within the immediate landscape is limited to the small red aviation lights atop the hubs of the three turbines at Loscar Farm Wind Farm, and some illumination provided by the buildings of Loscar Farm to the south.

In 2015 the CPRE commissioned the production of England's Light Pollution and Dark Skies maps. Each pixel on the map shows the level of radiance (night lights) shining up into the night sky. Colour bands categorise different light levels with red brightest and blue/grey darkest. The site is located within a light blue area, indicating relatively dark skies.

Designated Landscapes

The site lies within a locally designated Area of High Landscape Value (AHLV). AHLVs were designated under policies ENV1.1 Areas of High Landscape Value and ENV1.2 Development in Areas of High Landscape Value, contained in the Rotherham Unitary Development Plan 1999.

Within the current Rotherham Local Plan Core Strategy 2013 – 2028, AHLVs are defined under Policy CS21. However, no formal citation is available detailing the qualities or attributes of the AHLV, or the specific reasons for its designation.

More recently, paragraph 6.7 of the draft Rotherham Local Plan Sites and Policies document (2014)[1] states that:

"*Whilst there is historical reference to the origins of the AHLV,* ***there is no detailed justification of the boundaries*** *of these areas and whilst based on best practice at that time,* ***this approach is no longer the accepted approach*** *to identifying sensitive or valued landscapes. The work to date on a Landscape Character Assessment for Rotherham Metropolitan Borough suggests that the Areas of High Landscape Value* ***no longer fully match the most sensitive landscapes in the Borough****. The use of detailed character assessments, together with guidelines and, where necessary, sensitivity and capacity assessments,* ***can serve to provide suitable protection*** *of existing features and encourage appropriate improvements and / or mitigation.*" (emphasis added).

On the basis that this document deprecates the AHLV approach and promotes instead an approach based on landscape character, no detailed consideration has been given to this designation. The presence of the AHLV has been taken as an indication of some local value being placed on the landscape.

Two Registered Parks and Gardens are located within the study area: Shireoaks Hall located 3.1 km east of the Site; and Barlborough Hall located 2.8 km southwest. Further information on the heritage significance of these sites is provided in Chapter 8: Archaeology and Cultural Heritage. Rother Valley Country Park is located 3.9 km northwest of the site.

[1] http://rotherham.limehouse.co.uk/portal/planning/sp/finaldraftsandp?pointId=s1399026745012#section-s1399026745012

5.3.2 Visual Baseline

This section identifies the extent of possible visibility of the proposal from publically accessible locations, with reference to the ZTVs in Appendix 5-1 (Figure A5-1 and Figure A5-2), and identifies visual receptors that have been included in the assessment. The ZTV in Figure A5-1 has been generated for the worst case 60 m drilling rig, which will be in place for approximately 3 months. The ZTV in Figure A5-2 has been generated using a height along the site boundary of 7.5 m and is focused on the 5 km study area. This represents the maximum height of any temporary stacked cabins/containers on-site, which will be in place for approximately 3-5 months, as well as any on-site activity at ground level. For the remaining phases of the proposal, the structures on-site will be much lower and visibility will be greatly reduced.

Figure A5-2 indicates that the site has a visual relationship with its immediate landscape up to approximately 1.5 km to the south and southwest. To the north, east and southeast views of the site are largely screened by the surrounding blocks of woodland. To the west, the site is partly screened from the village of Harthill by the mature woodland of Crow Wood. Where Crow Wood does not provide a visual screen, the buildings along the south eastern edge of Harthill limit visibility from other areas within the village, as well as from the landscape beyond.

Valued Views

No specific viewpoints have been identified within the study area that are recognised as being valued, e.g. through inclusion on OS mapping.

Settlements

Figure A5-2 in Appendix 5-1 indicates that close range views (within 1.5 km) of on-site infrastructure of up to 7.5 m height will be available from parts of the eastern settlement edge of Harthill. Close range views of the proposal will also be theoretically attainable from a small number of farms, including Loscar Farm and Honeysyke to the south west, Grange Farm to the south, and Carr Farm in the southwest. Views from these locations will be subject to localised screening.

The village of the Thorpe Salvin, to the immediate north-east, is fully screened from the site by the Loscar Common Plantations and Loscar Wood. Visibility of the site from the settlements of Kiverton Park, Wales and Todwick to the north and north-east is largely screened by mature woodland and the downward slope of the land. Some visibility from South Anston to the northeast is theoretically possible, however in practice views are likely to be largely screened by intervening woodland and limited to the southern edge of the village. Views from settlement of Killamarsh, over 4 km away in the Rother valley, are screened by the downward slope of the land. From the settlements of Barlborough, Clowne and Whitwell, located beyond 4 km to the southwest and south, views of the site are screened by intervening higher ground and blocks of mature woodland.

Figure A5-1 indicates that due to the 60 m height of the drilling rig there is potential for more widespread visibility of this structure from the surrounding settlements, including Harthill and Thorpe Salvin. However, there are also large areas with no theoretical visibility. These include a large majority of the settled lower-lying Rother valley to the east, and the settlements of Clowne, Creswell and Whitwell to the southwest and south. The majority of Worksop, located over 5 km to the east, and the majority of South Anston and North Anston to the north also have no theoretical visibility of the drilling rig.

Recreational Routes

The Cuckoo Way long-distance footpath runs along the Chesterfield Canal approximately 1.8 km to the north of the site, through a small undulating valley. The downward slope of the land will largely screen the drilling rig from view, with the route being mostly outside the ZTV. The Robin Hood Way long-distance footpath runs to the southeast of the site and at its closes point is approximately 6.8 km away. The ZTV (Figure A5-1) indicates that there are small pockets of visibility along this route, although the drilling rig will largely be screened from view. National Cycle Route 6 runs along Thorpe Road and Harthill Road to the north of the site and is 700 m away at its closest point. Figure A5-1 indicates that there is potential visibility of the 60 m drilling rig along sections of this route that are in close proximity to the Site. However, blocks of mature woodland, such as Cuthbright Wood, provide some screening.

Roads and Rail Routes

The ZTV (Figure A5-1) indicates relatively widespread visibility of the drilling rig from the network of local roads that surround the site, as well as from stretches of roads located further away to the north and east and south. Theoretical visibility of the drilling rig from the A57 road to the north is very limited due to screening provided by intervening topography. There are potential sequential views from the A619 to the south of the site, however intervening blocks and copses of mature woodland will interrupt any prolonged visibility. Theoretical visibility from the M1 to the west is intermittent with views only likely from sections to the west of Harthill, with the viewing direction being perpendicular to the road. The ZTV indicates there will be little visibility of the drilling rig from the rail line in the small valley to the north of the site. Figure A5-2 indicates that prolonged sequential views of the site will be restricted to stretches of Common Road to the immediate west of the site, and Harthill Field Road the runs to the southwest of the site.

5.4 REPRESENTATIVE VIEWPOINTS

The following viewpoints have been selected as being representative of a range of receptor types, viewing distances, directions and types of view available in the study area. Details of each viewpoint are provided in Table 5.2 and their locations are shown in Figure A5-2 in Appendix 5-1. Viewpoint locations were agreed through pre-application consultation with RBMC.

Table 5.2 Selected Representative Viewpoints

Number	*Location*	*Grid reference*	*Distance and Reason for selection*
1	South eastern edge of Harthill village.	SK 49810 80320	700 m to the west. Representative of views from the south western edge of Harthill, the closest settlement to the site. The viewpoint has the clearest view of the site from a publically accessible place along the settlement edge of Harthill.
2	Harthill Field Road	SK 50280 79540	1.0 km to the west. Representative of views experienced by receptors travelling northwest along Harthill Field Road and for receptors looking north from start of the private access track to Grange Farm. The viewpoint has the clearest views towards the site from the road.
3	Eastern edge of Harthill	SK 49550 80660	950 m to the west. Representative of the majority of views from the eastern edge of Harthill.
4	Hard Lane north of Harthill	SK 49339 81768	1.8 km to the northwest. Representative of the clearest view towards the site from Hard Lane on the approach to Harthill village.

Number	*Location*	*Grid reference*	*Distance and Reason for selection*
5	Dumb Hall Lane	SK 53376 79745	2.8 km to the southeast. Representative of the clearest views towards the site from Dumb Hall Lane heading northwest towards Thorpe Salvin.
6	Walls Lane	SK 50517 77529	2.9 km to the south. Representative of the clearest views towards the site from Walls Lane.

5.5 ENVIRONMENTAL ASSESSMENT

The assessment has been undertaken against the baseline described in Section 5.3.2. Unless stated otherwise, the effects described are considered to be adverse.

The fixed and mobile elements of the proposal which may affect the landscape and visual resource are listed below:

Fixed elements:

- Site cabins and plant;
- Fencing and gates; and
- Lighting.

Mobile elements:

- Main drilling rig of up to 60 m height;
- Ancillary drilling equipment and vehicles; and
- Vehicle and personnel movements on and off the Site.

5.5.1 Landscape Effects

Key characteristics of the Site, and of LCA 9a *East Rotherham Limestone Plateau*, are described in Section 5.3.1.

The site and its immediate context are judged to have a medium susceptibility to change, taking account the relatively simple landcover pattern and its moderate to large scale. The site lies within a locally designated AHLV and contains distinctive landscape features such as blocks of mature woodland that are in relatively good condition. Nevertheless, it is an intensively farmed landscape with the quality and intactness of other landscape features such hedgerows being low. The surrounding landscape of undulating Magnesian Limestone plateau scattered with blocks and copses of established mixed woodland has some scenic qualities, with features such as the ancient woodland considered relatively rare within this part of the country. There are few conservation designations within the immediate setting, and limited recreational interest apart from local footpaths and cycle route to the north. The overall landscape value of the site and its immediate setting is judged to be medium. On balance, the sensitivity of the site and its immediate setting to the proposal is judged to be **medium**.

The key characteristics of the *East Rotherham Limestone Plateau* LCA are judged to combine in a medium susceptibility. A proportion of the LCT lies within the locally designated AHLV, and the overall landscape value of this LCA is judged to be medium. On balance, the overall sensitivity of the *9a East Rotherham Limestone Plateau LCA* to the Proposal is judged to be **medium**.

A description of the nature of effect for each stage of the proposal is given below, followed by a judgement on the likely magnitude of change and the overall level of effect. An assessment is made of effects at the site level, and on the local LCT.

All effects will be temporary, since at the end of restoration (Stage 5) no above-ground structures will remain, and the site will be returned to its agricultural use.

Site Development and Establishment (Stage 1)

This stage of the proposal will take approximately 3 months. The main activities with the potential to affect landscape character include, but are not limited to: the erection of a conductor / surface rig (up to 32 m) to be used on-site for approximately 3 weeks, creation of site access; erection of fencing; disturbance of existing land and vegetation for site clearance and levelling; development of screening bunds from topsoil and subsoil; creation of hardstanding area; installation of plant and lighting; and a perceived increase in activity due to with vehicular/personnel movements.

It is assumed that existing hedges along site boundary will be retained, except where access is created, and will be protected in accordance with best practice (BS 5837:2012[1]) throughout all stages of the proposal.

Effects on the Site

Construction activities will result in a large scale change experienced at the site level. The majority of construction activities will be short term, temporary and reversible. Overall the magnitude of change is judged to be **high**.

The level of effect of construction will be **substantial** across the site itself.

Effects on Landscape Character

The proposal will be located in the *East Rotherham Limestone Plateau LCA*. Key characteristics of the LCT are noted in section 5.3.1.

Direct construction effects (described above) will arise from the removal of landscape features. This will result in the removal of approximately 1.40 ha of intensively farmed arable landscape. At this stage of the proposal visibility of low-level site infrastructure will be largely localised and mostly limited to the areas to the east and southeast. The site compound will be partially screened by bunds; therefore any panoramic views of the wider landscape (a key characteristic of the LCA) are unlikely to be interrupted. The experience of low-level construction works and on-site activity from the wider landscape will be minimal taking account of screening by blocks of mature mixed woodland that lie adjacent to, and are in close proximity to the site. The main activity with the potential to affect landscape character will be the conductor / surface rig (up to 32 m) to be used on-site for approximately 3 weeks and associated lighting and noise.

There is also likely to be a localised effect on landscape character due to increased traffic on the surrounding network of rural roads, predominantly along Common Road and Packman Lane. An increase in low intensity light produced by the site enabling works and associated construction activities, leading to a localised perceived loss in tranquillity, is also likely to occur.

Construction activities associated with site development and establishment will result in a large scale change, though only experienced at a local level. The majority of construction activities will be short term and reversible. The size/scale of change in landscape character is judged to be

[1] British Standard 5837:2012 Trees in relation to design, demolition and construction – Recommendations

high locally, however this is limited to the eastern extent of the field within which the site is located and the agricultural land to the southwest located within approximately 1 km from the site boundary.

Although higher locally, the overall magnitude of change to the *East Rotherham Limestone Plateau* LCA is judged to be **low**.

The level of effect during construction will be **substantial** for areas to the southwest of the site and extending up to a maximum of 1 km. In other directions and beyond this distance, the effect on the wider landscape will be **moderate** and lowering to **minor** beyond 1.5 km.

Drilling and Coring and Pressure Transient Test (Stage 2)

This stage of the proposal will take approximately 5 months. During this stage the main activity with the potential to affect landscape character will be the erection and 24-hour operation of a mobile drilling rig (up to 60 m high) with 15 m drill sub-structure and associated lighting and noise for a three month period. Other operations that could affect the landscape include, but are not limited to: installation of associated equipment including: site containers/cabins (double stacked cabins would be 5 m high); 9 m poles; temporary mobile lighting; and a perceived increase in activity on-site due to vehicular/personnel movements. In addition, during the PTT a 32 m workover rig will be on-site for up to a two month period following the drilling rig.

Effects on the Site

Drilling operations will result in a large scale change experienced at the site level. The drilling operations will be short term, and reversible. Overall the magnitude of change is judged to be **high**.

The level of effect of drilling operations will be **substantial** across the site itself.

Effects on Landscape Character

The introduction of the drilling rig will locally alter the character of the gently undulating and intensively farmed landscape and may be a visible and audible presence in the wider landscape.

The ZTV (Figure A5-1 in Appendix 5-1) indicates that potential visibility of the drilling rig will be widespread within 5 km of the site. However this visibility is relatively patchy with numerous blocks of woodland within the landscape providing effective visual screening. Beyond the M1, in the Rother valley to the west, views of the rig will be limited. Figure A5-2 indicates that the visibility of ground level activity during this stage will be largely restricted to the site, the landscape to the southwest and a small area of land to the northwest (within approx.1.5 km). In reality, visibility of drilling operations will likely be further constrained by localised screening such as lower-lying vegetation, lines of trees and settlement.

Secondary effects during this stage will also include a localised increase in traffic on surrounding road network, predominantly along Common Road and Packman Lane. There will be a wider perceived loss of tranquillity due to an increase in noise levels and low intensity light, taking account of the height of the drilling rig and associated fluorescent lighting visible beyond the localised site area. Landscape effects are therefore likely to occur during night time and day time.

The size/scale of change in landscape character is judged to be high locally, however this is limited to areas within the ZTVs of both the drilling rig and the lower-lying on-site infrastructure (Figures A5-1 and A5-2 in Appendix 5-1), and will be experienced up to 1.5 km from the site boundary. This area represents a relatively localised geographical extent comprising mainly the eastern extent of the field within which the site is located and the agricultural land to the southwest. The small area of land to the northwest that is within both ZTVs is unlikely to

experience a high size/scale of change due to partial screening of low-level infrastructure by intervening hedgerows and woodland not represented in the ZTV calculation. The magnitude of change is judged to be **high** within the areas identified, reducing to **medium** at distances beyond 1.5 km, and further reducing to **low** at distances over 3 km. The drilling operations will be short term and reversible.

The level of effect during drilling operations is likely to be **substantial** within eastern extent of the field within which the site is located and the agricultural land extending up to 1 km to the southwest. For land within both ZTVs beyond this area, the level of effect will lower to **moderate**. The effect on the *East Rotherham Limestone Plateau* LCA will be **minor** beyond 3 km.

Maintenance of Site (Stage 3)

Following suspension of the well, the drilling rig and most of the cabins will be removed from site at the end of Stage 2. The security hut/ gatehouse and welfare facilities will remain on the site for use during maintenance and monitoring visits. The remaining elements on-site will be the bund, site fencing, well pad and well head (with 2 m high protector cage) and the site security features. The duration of Stage 3 will be up to 5 years.

Effects on the Site

During this phase, the site will be retained as a fenced compound with occasional ongoing activity. While the current agricultural character will not be restored, the size/scale of the change is judged to be moderate, affecting the site area. This phase of the proposal will be long term and reversible. Overall the magnitude of change is judged to be **medium**.

The level of effect of the maintenance of the site will be **minor** on the landscape of the site.

Effects on Landscape Character

The presence of a fenced site within the *East Rotherham Limestone Plateau* LCA will not give rise to undue changes to its intensively farmed character. The size/scale of the change to the LCA is judged to be very low, affecting a localised area. The maintenance of the site phase will be long term and reversible. Overall the magnitude of change is judged to be **very low**.

The level of effect of the maintenance of the site phase will be **negligible** across the *East Rotherham Limestone Plateau* LCA.

Possible Workover of Well (Stage 3a)

There may be a requirement to bring a workover rig onto site during the maintenance period for emergency repairs or similar; though not to modify the well for any other purpose. Should a workover of the well be required, a rig (maximum 32 m tall) may be brought onto the site for up to 1 month. There would be a requirement for lighting, generators and other low-level site equipment.

Effects on the Site and Landscape Character

Whilst on-site, it is expected that the 32 m tall workover rig would have a similar level of effect on both the site and landscape character as the conductor / surface rig (up to 32 m) used during Stage 1 (i.e. locally substantial reducing to moderate beyond 1 km and then minor beyond 1.5 km).

Use of Well as Listening Well (Stage 4)

Listening well operations will be of short duration (approx. five weeks), and may include the mobilisation of a workover rig (up to 32 m) or wireline truck and 30 tonne crane (up to 35 m),

elevated work platform, screening cabins (if a workover rig is used) and other required plant and facilities (welfare, generators, storage etc).

Effects on the Site

During this phase, the site will be retained as a fenced compound with ongoing surface activity and the possible use of tall equipment (either a 32 m workover rig or 35 m high crane). Whilst on-site, it is expected that the 32 m tall workover rig would have a similar level of effect on both the site and landscape character as the conductor / surface rig (up to 32 m) used during Stage 1 (i.e. locally substantial reducing to moderate beyond 1 km and then minor beyond 1.5 km).

If tall equipment is not required the level of effect expected to be lower. While the current agricultural character will not be restored, the size/scale of the change is judged to be moderate, affecting the site area. The listening well phase will be short term and reversible. Overall the magnitude of change is judged to be **medium**.

The level of effect of the listening well phase will be **moderate** on the landscape of the site.

Effects on Landscape Character

Whilst on-site, the possible use of tall equipment during this phase is likely to have a similar or a slightly reduced level of effect on the *East Rotherham Limestone Plateau* LCA as that experienced during Drilling and Coring and Pressure Transient Test Stage 2 (i.e. locally **substantial** reducing to **minor**). However, the reoccurrence of these similar effects would be for a much shorter period (up to five weeks).

If tall equipment is not required during Stage 4, the level of effect expected to be lower. The presence of the other required plant and facilities within the *East Rotherham Limestone Plateau* LCA will not give rise to undue changes to its intensively farmed character. The size/scale of the change to the LCA is judged to be low, and will affect a localised area. The listening well phase will be short term and reversible. Overall the magnitude of change is judged to be **low**.

The level of effect of the listening well phase will be **negligible**.

Decommissioning and Restoration (Stage 5)

Restoration works will take approximately two months, with subsequent aftercare maintenance of up to five years. During decommissioning of the site, the main activities with the potential to affect landscape character include, but are not limited to: temporary erection of a 32 m rig; increase of activity on-site; removal of residual site equipment, fencing and surfacing; and restoration of ground using soil bunds for return to agricultural use. No permanent above-ground element of the Proposal will remain once restoration is complete. During the after-care period no activities are planned that will give rise to effects on the landscape.

Effects on the Site

Initial decommissioning and restoration activities will result in a large scale change experienced at the site level. The majority of the decommissioning and restoration activities will be short term and reversible. Site restoration is considered **long term** and **permanent**. Overall the magnitude of change is judged to be **medium**.

The level of effect of decommissioning and restoration will be **substantial** over the two month period. Following the decommissioning and restoration activities no above ground features of the well will remain, and all impacts on landscape character will cease. The permanent restoration of the Site to its original agricultural use is considered to be a **neutral** effect.

Effects on Landscape Character

Direct decommissioning and restoration effects will arise from the above noted activities. The use of tall equipment (up to 32 m workover rig) at the beginning of this stage for well decommissioning is likely to have a similar level of effect on both the site and landscape character as the conductor / surface rig (up to 32 m) used during Stage 1 (i.e. locally substantial reducing to moderate beyond 1 km and then minor beyond 1.5 km).

During the remaining site decommissioning and restoration activities visibility will be largely localised within the eastern extent of the field within which the site is located, and the agricultural land the southwest (within 1.5 km). There is also likely to be a short-term localised effect of increased traffic on the surrounding rural road network, particularly along Common Road and Packman Lane, used to access the site.

The experience of decommissioning and restoration effects from the wider landscape will be minimal taking account of screening provided by mature woodland and landform. Decommissioning activities will result in a small scale change experienced at a local level. The majority of construction activities will be short term and reversible. Site restoration is considered long term and permanent. Overall, the magnitude of change is judged to be **low**.

The level of effect of decommissioning and restoration will be **moderate** at a local level and **low** across the wider LCA over the two month decommissioning period. Following the decommissioning and restoration activities no above ground features of the well will remain, and all impacts on landscape character will cease. The permanent restoration of the site to its original agricultural use is considered to be a **neutral** effect on landscape character.

5.5.2 Visual Effects

The visual baseline of the study area is described in Section 5.3.2, and representative viewpoints are identified in Section 5.4.

Table 5.3 below presents a description of the existing view from each representative viewpoint, with an assessment of the sensitivity of the receptor. A description of the nature of effect for each stage of the proposal is given, followed by a judgement on the likely magnitude of change and the overall level of effect.

All effects will be temporary, since at the end of restoration (Stage 5) no above-ground structures will remain, and the site will be returned to its agricultural use.

Table 5.3 Assessment of visual effects

No.	*Location*	*Assessment*
1	SK 49810 80320	***Existing view*** This viewpoint is located on the junction of Common Road and Harthill Road, close to the south eastern settlement edge of Harthill. The viewpoint is situated approximately 700 m east of the site and represents the clearest view towards it from a publically accessible point along the south eastern edge of the village. Although close to a small number of residential properties along the south eastern edge of Harthill, this view does not exactly match those available from windows or gardens. From this location, the site lies directly to the east, and is located just beyond a slight rise in the field that occupies the middle distance. The foreground is occupied by arable land, with Common Road winding to the east, contained by hedgerows, towards the southern boundary of the site. The wind turbines of Losar Common Wind Farm (95 m to blade tip) extend above the skyline to the east and form distinct focal points within the view. The view to the east is contained by numerous blocks of woodland, including the Loscar Common Plantations, located either side of Common Road and which form the skyline, as well as Crow Wood in the middle distance. From this location open and long views to the north are attainable looking over the lower-lying Chesterfield Canal corridor towards the settlement of Kiverton Park. Long views to south are also available, looking over gently undulating and more elevated arable land towards a skyline typically formed of mature woodland.

No.	Location	Assessment
		 *Photograph of the view towards the site from the south-eastern edge of Harthill.* ***Sensitivity of visual receptors*** Residential receptors are considered to be of high susceptibility. The small village of Harthill lies on the boundary of the locally designated AHLV, though the view is not promoted or considered especially scenic. The value of the views looking east from this viewpoint is therefore judged to be medium. Overall sensitivity is judged to be **high**. ***Assessment of effects*** <u>Site Development and Establishment (Stage 1)</u> The main source of effect from this viewpoint during Stage 1 is likely to be the visibility of the conductor / surface rig (up to 32 m) and on-site construction activities (noted in section 5.5.1). Due to the openness of the view towards the site, the conductor / surface rig, low-level ground works, on-site activity and the erection of cabins/containers and security fencing will be visible. From this location on the south eastern edge

No.	Location	Assessment
		of the village, these activities are likely to be a noticeable change to the view. In addition there will likely be some perceived increase in night time light generated from the site compound. The scale of the change will be medium, affecting a localised area. The construction activities will be short term and reversible. The overall magnitude of change in the view is judged to be **medium**, apart from the period when the conductor / surface rig (up to 32 m rig) is on-site when it is expected to be **high**. For the period at the end of Stage 1 when the 32 m conductor / surface rig is brought onto site, the level of effect will be **substantial**; however this will be for a short time period of up to three weeks. The level of effect on the view during the rest of the Site Development and Establishment stage will be **moderate**. Effects will be temporary and will cease following the 12 week construction period. <u>Drilling and Coring and Pressure Transient Test (Stage 2)</u> The main source of effect during this period will be the 24-hour operation of a 60 m high mobile drilling rig and 15 m drill sub-structure, which will be highly visible. In addition the on-site stacked cabins/containers (up to 7.5 m) and other equipment and accommodation are likely to be visible, as well as security fencing and some on-site activity. The drilling rig will also introduce additional night time light produced by the low intensity fluorescent lighting on the rig. The drilling rig will be seen in front of the Loscar Common Plantation located to the northern side of Common Road, with parts of the lower-level on-site infrastructure screened behind Crow Wood. The drilling rig will be seen to the north of the wind turbines of Loscar Farm Wind Farm. The top of the rig will be at a similar level to the hubs of the turbines. The introduction of the drilling rig will introduce a new prominent vertical structure in this view, including at night. The scale of the effect is considered to be large though the geographic extent is small. Effects during the drilling period will be short term and reversible. . The presence of the 32 m work over rig for the PTT stage would be similar or slightly less. The overall magnitude of change in the view is judged to be **high.** The level of effect during drilling operations will be **substantial** during day and night time hours. These effects will be temporary and will cease following the 5-month drilling period. <u>Maintenance of Site (Stage 3)</u> It is anticipated that magnitude of change during the Maintenance stage will be **medium** with only low-level infrastructure and security fencing visible within this view. The level of effect on the view during this stage will be **moderate.** <u>Possible Workover of the Well (Stage 3a)</u> During the possible workover a 32 m tall workover rig may be brought onto the site, as well as double stacked cabins, lighting, generators and

No.	Location	Assessment
		other low-level site equipment. The magnitude of change during this stage (with the 32 m rig) is expected to be similar or slightly less than that experienced during Drilling and Coring and Pressure Transient Test stage (i.e. **high**), but will be for a much shorter time period (up to three weeks). If the workover rig or crane is not required during Stage 3a the magnitude of change will be similar to that experienced during Site Development and Establishment stage (i.e. **medium**). If the 32 m workover rig or a 35 m crane is brought onto site during the workover, the level of effect will be **substantial**; however this will be for a short time period of up to 3 weeks. If the workover rig or crane is not required during Stage 3a the level of effect will be lower, similar to that experienced during Site Development and Establishment stage (i.e. **moderate**). <u>Use of Well as Listening Well (Stage 4)</u> During this stage a 32 m tall workover rig may be brought onto the site, as well as double-stacked cabins, lighting, generators and other low-level site equipment. The magnitude of change during this stage (with the 32 m rig or 35 m crane) is expected to be similar or slightly less than that experienced during Drilling and Coring and Pressure Transient Test stage (i.e. **high**), but will be for a much shorter time period (up to five weeks). If the workover rig or crane is not required during Stage 4 the nature of effects will be similar to that experienced during Site Development and Establishment stage (i.e. **medium**). If the 32 m workover rig or a 35 m crane is brought onto site during this stage the level of effect will be **substantial**, however this will be for a short time period of up to five weeks. If the workover rig or crane is not required during Stage 4 the level of effect on the view will be lower, similar to that experienced during Site Development and Establishment stage (i.e. **moderate**). <u>Decommissioning and Restoration (Stage 5)</u> During the early part of this stage when the workover rig is on-site the magnitude of change experienced will be similar to that experienced during the Possible Workover stage 3a (i.e. **high**). Following removal of the workover rig from site, the magnitude of change in the view is judged to be **medium.** The level of effect during restoration will be **moderate,** except for the period when the workover rig is on-site when it would be considered **substantial** due to the presence of the rig. Following the decommissioning and restoration activities no above ground features of the well will remain, and all visual impacts will cease. The permanent restoration of the site to its original agricultural use will be a **neutral** effect on the view.

No.	*Location*	*Assessment*
2	SK 50280 79540	***Existing view*** This viewpoint is located on Harthill Field Road, close to entrance to the Grange Farm private access track. The viewpoint is sited approximately 1.0 km to the southwest of the site, and represents a clear view towards the site likely to be experienced by road users travelling northwest along Harthill Field Road. The view may be similar to that likely to be attainable from second-storey windows within Grange Farm, although the farmhouse is set approx. 280 m further away from the site. From this location there is a clear view of the site. Some low-level screening of the site's ground level is provided by intervening hedgerows along the northern side of Common Road, which forms the southern boundary of the site. The far eastern corner of the site is screened from views by woodland within the Loscar Common Plantation to the south of Common Road. The foreground and middle ground of the view are occupied by large arable fields bounded by low remnant hedgerows. The skyline in this direction is primarily formed of various blocks of mature woodland. From this location open views over gently undulating arable land are available in all directions, though views are shortened in various directions by the slope of the land and numerous blocks of woodland. Two of the wind turbines of Losar Common Wind Farm are seen as highly prominent vertical features on the skyline to the northeast, to the south of the site. A third turbine is at a closer proximity seen in the middle distance to the east.

No.	Location	Assessment
		 *Photograph of the view towards the site from Harthill Field Road.* ***Sensitivity of visual receptors*** Residential receptors of Grange Farm are considered to be of high susceptibility and road users in this location are considered to be of medium susceptibility. The viewpoint is within a locally designated AHLV, though the view is not promoted or considered especially scenic. The value of views looking northeast is therefore judged to be medium. Overall sensitivity is judged to be **high**. ***Assessment of effects*** <u>Site Development and Establishment (Stage 1)</u> The main source of effect from this viewpoint during the Site Development and Establishment stage is likely to be the visibility of the conductor / surface rig (up to 32 m) and on-site construction activities (noted in section 5.5.1). Due to the openness of the view towards the site, the conductor / surface rig, low-level ground works, on-site activity and the erection of cabins/containers and security fencing will be visible from

No.	Location	Assessment
		this short section of the road and are likely to be a noticeable change to the view. However some low-level screening of the on-site activity will be provided by hedgerows lining Common Road and the eastern extent of the site will be screened by mature woodland. There will likely be some perceived increase in night time light generated from the site compound. At 1 km away the construction activities will occupy a small part of the view and will be short term and reversible. The overall magnitude of change in the view is judged to be **medium**, apart from the period when the conductor / surface rig (up to 32 m rig) is on-site when it is expected to be **high**. For the period at the end of Stage 1 when the 32 m conductor / surface rig is brought onto site, the level of effect will be **substantial**; however this will be for a short time period of up to 3 weeks. The level of effect on the view during the rest of the Site Development and Establishment stage will be **moderate**. Effects will be temporary and will cease following the 3 month construction period. <u>Drilling and Coring and Pressure Transient Test (Stage 2)</u> The main source of effect during the drilling period will be the 24-hour operation of a 60 m high mobile drilling rig and 15 m drill sub-structure, which will be highly visible from the road. In addition the on-site stacked cabins/containers (up to 7.5 m) and other equipment and accommodation are likely to be visible, as well as security fencing and some on-site activity. The drilling rig will also introduce additional night time light produced by the low intensity fluorescent lighting on the rig. The drilling rig will be seen in front of Loscar Common Plantation on the northern side of Common Road, and with the eastern extent of the site screened behind part the plantation on the southern side of the road. The drilling rig will be seen to the north of the two wind turbines of Loscar Farm Wind Farm. The top of the rig will be at a similar level to the hubs of the turbines. The introduction of the drilling rig will introduce a new prominent vertical structure, including at night. The scale of the effect is considered to be large though the geographic extent is small. Effects on the view during the drilling period will be short term and reversible. The overall magnitude of change in the view is judged to be **high**. The presence of the 32 m work over rig for the PTT stage would be similar or slightly less. The level of effect on the view during drilling operations will be **substantial** during day and night time hours. These effects will be temporary and will cease following the 5 month drilling and coring and pressure transient test period. <u>Maintenance of Site (Stage 3)</u> It is anticipated that magnitude of change during the Maintenance of Site (Stage 3) will be **medium** with only low-level infrastructure and security fencing visible within this view. The level of effect during this stage will be **moderate**. <u>Possible Workover of the Well (Stage 3a)</u>

No.	Location	Assessment
		During the possible workover a 32 m tall workover rig may be brought onto the site, as well as double stacked cabins, lighting, generators and other low-level site equipment. The magnitude of change during this stage (with the 32 m rig) is expected to be similar or slightly less than that experienced during drilling and coring and pressure transient test stage (i.e. **high**), but will be for a much shorter time period (up to three weeks). If the workover rig or crane is not required during Stage 3a the magnitude of change will be similar to that experienced during Site Development and Establishment stage (i.e. **medium**). If the 32 m workover rig is brought onto site during the workover, the level of effect will be **substantial**; however this will be for a short time period of up to 3 weeks. If the workover rig or crane is not required during Stage 3a the level of effect will be lower, similar to that experienced during Site Development and Establishment stage (i.e. **moderate**). <u>Use of Well as Listening Well (Stage 4)</u> During this stage a 32 m tall workover rig or a 35 m crane may be brought onto the site, as well as double stacked cabins, lighting, generators and other low-level site equipment. The magnitude of change during this stage (with the 32 m rig or 35 m crane) is expected to be similar or slightly less than that experienced during drilling and coring and pressure transient test stage (i.e. **high**), but will be for a much shorter time period (up to five weeks). If the workover rig or crane is not required during Stage 4 the magnitude of change will be similar to that experienced during Site Development and Establishment stage (i.e. **medium**). If the 32 m workover rig or a 35 m crane is brought onto site during this stage the level of effect will be **substantial**, however this will be for a short time period of up to 5 weeks. If the workover rig or crane is not required during Stage 4 the level of effect on the view will be lower, similar to that experienced during Site Development and Establishment stage (i.e. **moderate**). <u>Decommissioning and Restoration (Stage 5)</u> The magnitude of change experienced during restoration activities will be similar to that experienced during the Site Development and Establishment stage (i.e. **medium**), as low-level infrastructure and on-site activity will be visible within this view. Additionally during this stage a 32 m tall workover rig will be brought onto the site. The magnitude of change during the period of this stage the workover rig is on-site is expected to be similar or slightly less than that experienced during the Possible Workover of Well stage (i.e. **high**). The level of effect during restoration will be **moderate**. Following the decommissioning and restoration activities no above ground features of the well will remain, and all visual impacts will cease. The permanent restoration of the site to its original agricultural use will be a **neutral** effect on the view.

No.	Location	Assessment
3	SK 49550 80660	***Existing view*** This viewpoint is located on the eastern edge of Harthill village on a public footpath. It is situated approximately 950 m to west of the site and represents a typical view in the direction of the site experienced by the majority of residential properties located along the eastern edge of Harthill. From this location the site is located behind the band of mature woodland of Crow Wood. The foreground and middle ground of the view is occupied by gently rolling arable land delineated by low gappy hedgerows and a line of trees. The wind turbines of Losar Common Wind Farm (95m to blade tip) extend above the skyline to the east and form distinct focal points within the view. Numerous blocks of woodland, including the Loscar Common Plantations, Cuthbright Wood and Loscar Wood, form the skyline to the east. From this location views to the north and south are contained by local topography and settlement.  *Photograph of the view towards the site from the eastern edge of Harthill, on the public footpath.*

No.	Location	Assessment
		Sensitivity of visual receptors Residential receptors and recreational walkers on the public footpath are considered to be of high susceptibility. The village of Harthill lies on the boundary of the locally designated AHLV, though the view is not promoted or considered especially scenic. The value of the views looking east is therefore judged to be medium. Overall sensitivity is judged to be **high.** ***Assessment of effects*** Site Development and Establishment (Stage 1) The main source of effect from this viewpoint during the Site Development and Establishment stage is likely to be the visibility of the conductor / surface rig (up to 32 m) which is likely to be seen above the skyline of Crow Wood in views to the east at a distance of 950 m. Due to the presence of Crow Wood, the majority of on-site construction during this period will be screened from views, although filtered views of on-site activity may be attainable though the trees during the winter months. The overall magnitude of change in the view is judged to be **low,** apart from the period when the conductor / surface rig is on-site when it is expected to be **medium**. For the period at the end of Stage 1 when the 32 m surface/ conductor rig is brought onto site, the level of effect will be **moderate**; however this will be for a short time period of up to 3 weeks. The level of effect during the rest of the Site Development and Establishment stage will be **minor**. Effects will be temporary and will cease following the 3 month construction period. Drilling and Coring and Pressure Transient Test (Stage 2) The main source of effect during the drilling period will be the 24-hour operation of a 60 m high mobile drilling rig, which will be seen above the skyline of Crow Wood in views to the east at a distance of 950 m. The drilling rig will be seen to the north of the two wind turbines of Loscar Farm Wind Farm. The top of the rig will be at a similar level to the hubs of the turbines. The introduction of the drilling rig will introduce a new prominent vertical structure above the tree line. The drilling rig will also introduce additional night time light produced by the low intensity fluorescent lighting on the rig. The scale of the effect is considered to be medium though the geographic extent is small. Effects on the view during the drilling period will be short term and reversible. The presence of the 32 m workover rig for the PTT stage would be similar or slightly less. The overall magnitude of change in the view is judged to be **medium**. The level of effect on the view during drilling operations will be **moderate** during day and night time hours. These effects will be temporary and will cease following the 5 month drilling period.

No.	Location	Assessment
		Maintenance of Site (Stage 3) It is anticipated that the magnitude of change during the Maintenance of Site (Stage 3) will be **low** as the majority elements of the proposal will be out of sight behind Crow Wood. The level of effect during this stage will be **minor**. Possible Workover of the Well (Stage 3a) During the possible workover a 32 m tall workover rig may be brought onto the site, as well as double stacked cabins, lighting, generators and other low-level site equipment. The magnitude of change during this stage (with the 32 m rig) is expected to be similar or slightly less than that experienced during Drilling and coring and pressure transient test stage (i.e. **medium**), but will be for a much shorter time period (up to three weeks). If the workover rig or crane is not required during Stage 3a the magnitude of change will be similar to that experienced during Site Development and Establishment stage (i.e. **low**). If the 32 m workover rig is brought onto site during the workover, the level of effect will be **moderate**; however this will be for a short time period of up to 3 weeks. If the workover rig or crane is not required during Stage 3a the level of effect will be lower, similar to that experienced during Site Development and Establishment stage (i.e. **minor**). Use of Well as Listening Well (Stage 4) During this stage a 32 m tall workover rig or a 35 m crane may be brought onto the site, as well as double stacked cabins, lighting, generators and other low-level site equipment. The magnitude of change during this stage (with the 32 m rig or 35 m crane) is expected to be similar or slightly less than that experienced during Drilling and coring and pressure transient test stage (i.e. **medium**), but will be for a much shorter time period (up to 5 weeks). If the workover rig or crane is not required during Stage 4 the magnitude of change will be similar to that experienced during Site Development and Establishment stage (i.e. **medium**). If the 32 m workover rig or a 35 m crane is brought onto site during this stage the level of effect will be **moderate**, however this will be for a short time period of up to 5 weeks. If the workover rig or crane is not required during Stage 4 the level of effect on the view will be lower, similar to that experienced during Site Development and Establishment stage (i.e. **minor**). Decommissioning and Restoration (Stage 5) The magnitude of change experienced during restoration activities will be similar to that experienced during the Site Development and Establishment stage (i.e. **low**), as low-level infrastructure and on-site activity will be largely screened by Crow Wood. Additionally during this stage a 32 m tall workover rig will be brought onto the site. The magnitude of change during this stage (with the 32 m rig) is expected to be

No.	Location	Assessment
		similar or slightly less than that experienced during the Possible Workover of Well stage (i.e. **medium**). The level of effect during restoration will be **minor**. Following the decommissioning and restoration activities no above ground features of the well will remain, and all visual impacts will cease. The permanent restoration of the site to its original agricultural use will be a **neutral** effect on the view.
4	SK 49339 81768	***Existing view*** This viewpoint is located on Hard Lane at the brow of a small hill, on the northern approach to Harthill village. It is situated approximately 1.8 km to the northwest of the site and represents the clearest view towards the site from this road. The site is located between the band of mature woodland of Crow Wood and the mature woodland of the Loscar Plantation, with the western extent of the site located behind Crow Wood. The wind turbines of Losar Common Wind Farm (95 m to blade tip) extend above the skyline to the southeast and form distinct focal points within the view. The site is located slightly to the west (right) of the central wind turbine within the photograph below. The foreground and middle ground of the view is occupied by gently rolling arable land delineated by hedgerows and a line of trees, and the large agricultural buildings of Oaklands Farm. Numerous blocks of woodland, including the Loscar Common Plantations, Cuthbright Wood and Loscar Wood, form the skyline to the east.

No.	Location	Assessment
		 *Photograph of the view towards the site from Hard Lane, to the north of Harthill.* ***Sensitivity of visual receptors*** Road users in this location are considered to be of medium susceptibility. This sequential view is not promoted or considered especially scenic, however it forms part of the visual experience of the approach into Harthill village. The value of views looking southwest are therefore judged to be medium. Overall sensitivity is judged to be **medium**. ***Assessment of effects*** <u>Site Development and Establishment (Stage 1)</u> The main source of effect from this viewpoint during the Site Development and Establishment stage is likely to be the visibility of the conductor / surface rig (up to 32 m) which is likely to be seen immediately beyond the northern extent of Crow Wood. Due to the presence of Crow Wood, a large part of on-site construction during this period will be screened from view, however, it is possible that on-site activity within the eastern area of the site may be visible. It is likely that low-level construction activity will largely be screened from view by a hedgerow and the slight

No.	Location	Assessment
		rise in the land to the immediate north of the site. The overall magnitude of change in the view is judged to be **low,** apart from the period when the conductor / surface rig is on-site when it is expected to be **medium**. For the period at the end of Stage 1 when the 32 m surface/conductor rig is brought onto site, the level of effect will be **moderate**; however this will be for a short time period of up to 3 weeks. The level of effect during the rest of the Site Development and Establishment stage will be **minor**. Effects will be temporary and will cease following the 3 month construction period. <u>Drilling and Coring and Pressure Transient Test (Stage 2)</u> The main source of effect during the drilling period will be the 24-hour operation of a 60 m high mobile drilling rig, which will be seen above the skyline immediately beyond the northern extent of Crow Wood. The drilling rig will be seen between the wind turbines of Loscar Farm Wind Farm, with the top of the rig being at a similar level as the hubs of the turbines. The introduction of the drilling rig will introduce a new prominent vertical structure above the tree line. The drilling rig will also introduce additional night-time light produced by the low intensity fluorescent lighting on the rig. The scale of the effect is considered to be medium and the geographic extent is small. Effects on the view during the drilling period will be short-term and reversible. The effect of the 32 m workover rig during the PTT stage would be similar or slightly less. The overall magnitude of change in the view is judged to be **medium**. The level of effect on the view during drilling operations will be **moderate** during day and night time hours. These effects will be temporary and will cease following the 5 month drilling period. <u>Maintenance of Site (Stage 3)</u> It is anticipated that the magnitude of change during the Maintenance of Site (Stage 3) will be **low** as the majority of the elements of the proposal will be out of sight behind Crow Wood. The level of effect during this stage will be **minor**. <u>Possible Workover of the Well (Stage 3a)</u> During the possible workover a 32 m tall workover rig may be brought onto the site, as well as double stacked cabins, lighting, generators and other low-level site equipment. The magnitude of change during this stage (with the 32 m rig) is expected to be similar or slightly less than that experienced during Drilling and coring and pressure transient test stage (i.e. **medium**), but will be for a much shorter time period (up to three weeks). If the workover rig or crane is not required during Stage 3a the magnitude of change will be similar to that experienced during Site Development and Establishment stage (i.e. **low**). If the 32 m workover rig is brought onto site during the workover, the level of effect will be **moderate**; however this will be for a short time

No.	Location	Assessment
		period of up to three weeks. If the workover rig or crane is not required during Stage 3a the level of effect will be lower, similar to that experienced during Site Development and Establishment stage (i.e. **minor**). Use of Well as Listening Well (Stage 4) During this stage a 32 m tall workover rig or a 35 m crane may be brought onto the site, as well as double stacked cabins, lighting, generators and other low-level site equipment. The magnitude of change during this stage (with the 32 m rig or 35 m crane) is expected to be similar or slightly less than that experienced during Drilling and coring and pressure transient test stage (i.e. **medium**), but will be for a much shorter time period (up to 5 weeks). If the workover rig or crane is not required during Stage 4 the magnitude of change will be similar to that experienced during Site Development and Establishment stage (i.e. **medium**). If the 32 m workover rig or a 35 m crane is brought onto site during this stage the level of effect will be **moderate**, however this will be for a short time period of up to 5 weeks. If the workover rig or crane is not required during Stage 4 the level of effect on the view will be lower, similar to that experienced during Site Development and Establishment stage (i.e. **minor**). Decommissioning and Restoration (Stage 5) The magnitude of change experienced during restoration activities will be similar to that experienced during the Site Development and Establishment stage (i.e. **low**), as low-level infrastructure and on-site activity will be largely screened by Crow Wood and a hedgerow and slight rise in the land to the immediate north of the site. Additionally during this stage a 32 m tall workover rig will be brought onto the site. The magnitude of change during this stage (with the 32 m rig) is expected to be similar or slightly less than that experienced during the Possible Workover of Well stage (i.e. **medium**). The level of effect during restoration will be **minor**. Following the decommissioning and restoration activities no above ground features of the well will remain, and all visual impacts will cease. The permanent restoration of the site to its original agricultural use will be a neutral effect on the view.
5	SK 53376 79745	***Existing view*** This viewpoint is located along Dumb Hall Lane on the south eastern approach to Top Hall and the village of Thorpe Salvin. It is situated approximately 2.8 km to the southeast, close to the administrative boundary between Rotherham, Bolsover and Bassetlaw district councils. The viewpoint represents the clearest view towards the site from the road and the area around Top Hall.

No.	Location	Assessment
		The site lies immediately to the north (right) of the two turbines of Losar Common Wind Farm (95 m to blade tip), with the ground level of the site screened from view by intervening higher ground. The foreground and middle ground of the view is occupied by very gently rolling arable land. The mature woodland of Loscar Wood is seen on the skyline to the northeast. The mature woodland of the Loscar plantations that adjoin the eastern and southern extent of the site are screened from view by intervening higher ground.  *Photograph of the view towards the site from Dumb Hall Lane, to the south east of the site.* ***Sensitivity of visual receptors*** Road users in this location are considered to be of medium susceptibility. This sequential view is not promoted or considered especially scenic. The value of views looking south west is therefore judged to be medium. Overall sensitivity is judged to be **medium**. ***Assessment of effects*** <u>Site Development and Establishment (Stage 1)</u>

No.	Location	Assessment
		The main source of effect from this viewpoint during the Site Development and Establishment stage is likely to be the visibility of the conductor / surface rig (up to 32 m) which is likely to be seen above the skyline in views to the north west at a distance of 2.8 km. Due to intervening higher ground, on-site construction during this period will be screened from view. The overall magnitude of change in the view is judged to be negligible, apart from the period when the conductor / surface rig is on-site when it is expected to be low. For the period at the end of Stage 1 when the 32 m surface/ conductor rig is brought onto site, the level of effect will be **low**; however this will be for a short time period of up to 3 weeks. The level of effect during the rest of the Site Development and Establishment stage will be **negligible**. Effects will be temporary and will cease following the 3 month construction period. <u>Drilling and Coring and Pressure Transient Test (Stage 2)</u> The main source of effect during the drilling period will be the 24-hour operation of a 60 m high mobile drilling rig, which will be seen above the skyline to the northwest. The drilling rig will be seen to the immediate north of the wind turbines of Loscar Farm Wind Farm, with top of the rig being at a slightly lower level than the hubs of the turbines. The introduction of the drilling rig will introduce a new prominent vertical structure above skyline. The drilling rig will also introduce additional night-time light produced by the low intensity fluorescent lighting on the rig. The scale of the effect is considered to be low. Effects on the view during the drilling period will be short term and reversible. The presence of the 32 m workover rig for the PTT stage would be similar or slightly less. The overall magnitude of change in the view is judged to be **low**. The level of effect on the view during drilling operations will be **minor** during day and night time hours. These effects will be temporary and will cease following the 5 month drilling period. <u>Maintenance of Site (Stage 3)</u> It is anticipated that the magnitude of change during the Maintenance of Site (Stage 3) will be **negligible** as elements of the proposal will be out of sight, beyond intervening higher ground. The level of effect during this stage will be **negligible**. <u>Possible Workover of the Well (Stage 3a)</u> During the possible workover a 32 m tall workover rig may be brought onto the site, as well as double stacked cabins, lighting, generators and other low-level site equipment. The magnitude of change during this stage (with the 32 m rig) is expected to be similar or slightly less than that experienced during Drilling and coring and pressure transient test stage (i.e. **low**), but will be for a much shorter time period (up to 3 weeks). If the workover rig or crane is not required during Stage 3a the magnitude of change will be similar to that experienced during Site Development and Establishment stage (i.e. **low**).

No.	Location	Assessment
		If the 32 m workover rig is brought onto site during the workover, the level of effect will be **minor**; however this will be for a short time period of up to 3 weeks. If the workover rig or crane is not required during Stage 3a the level of effect will be **negligible**. Use of Well as Listening Well (Stage 4) During this stage a 32 m tall workover rig or a 35 m crane may be brought onto the site, as well as double stacked cabins, lighting, generators and other low-level site equipment. The magnitude of change during this stage (with the 32 m rig or 35 m crane) is expected to be similar or slightly less than that experienced during Drilling and coring and pressure transient test stage (i.e. **low**), but will be for a much shorter time period (up to 5 weeks). If the workover rig or crane is not required during Stage 4 the magnitude of change will be similar to that experienced during Site Development and Establishment stage (i.e. **negligible**). If the 32 m workover rig or a 35 m crane is brought onto site during this stage the level of effect will be **minor**, however this will be for a short time period of up to 5 weeks. If the workover rig or crane is not required during Stage 4 the level of effect on the view will be **negligible**. Decommissioning and Restoration (Stage 5) The magnitude of change experienced during restoration activities will be similar to that experienced during the Site Development and Establishment stage (i.e. **low**), as low-level infrastructure and on-site activity will screened by intervening higher ground and the Loscar Common Plantations. Additionally during this stage a 32 m tall workover rig will be brought onto the site. The magnitude of change during this stage (with the 32 m rig) is expected to be similar or slightly less than that experienced during the Possible Workover of Well stage (i.e. **low**). The level of effect during restoration will be **negligible**. Following the decommissioning and restoration activities no above ground features of the well will remain, and all visual impacts will cease. The permanent restoration of the site to its original agricultural use will be a neutral effect on the view.
6	SK 50517 77529	***Existing view*** This viewpoint is located along Walls Lane on the south-eastern approach to the farmstead of North Walls. It is situated approximately 2.9 km to the south. The viewpoint represents the clearest view towards the site from this road. The site is located between the band of mature woodland of Crow Wood and the mature woodland of the Loscar Plantations. The wind turbines of Losar Common Wind Farm (95 m to blade tip) extend above the skyline to the north and form distinct focal points within the view. The site is located to the west (left) of the most western wind turbine within the wind farm. The foreground and middle ground of the view is

No.	Location	Assessment
		occupied by gently rolling arable land delineated by occasional low hedgerows and trees. The mature woodland of the Bondhay Plantation can be seen the midground of view.  *Photograph of the view towards the site from Walls Lane, to the south of the site* ***Sensitivity of visual receptors*** Road users in this location are considered to be of medium susceptibility. This sequential view is not promoted or considered especially scenic. The value of views looking south west is therefore judged to be medium. Overall sensitivity is judged to be **medium**. ***Assessment of effects*** <u>Site Development and Establishment (Stage 1)</u> The main source of effect from this viewpoint during the Site Development and Establishment stage is likely to be the visibility of the conductor / surface rig (up to 32 m) which is likely to be seen between Crow Wood and the Loscar Plantations . A slight rise in the intervening agricultural

No.	Location	Assessment
		to the south of the site means that low-level on-site construction activity will be largely screened. The overall magnitude of change in the view is judged to be **low,** apart from the period when the conductor / surface rig is on-site when it is expected to be medium. For the period at the end of Stage 1 when the 32 m surface/ conductor rig is brought onto site, the level of effect will be **minor**; however this will be for a short time period of up to 3 weeks. The level of effect during the rest of the Site Development and Establishment stage will be **negligible**. Effects will be temporary and will cease following the 3 month construction period. <u>Drilling and Coring and Pressure Transient Test (Stage 2)</u> The main source of effect during the drilling period will be the 24-hour operation of a 60 m high mobile drilling rig, which will be seen above the skyline between Crow Wood and the Loscar Plantations. The drilling rig will be seen to the immediate west of wind turbines of Loscar Farm Wind Farm, with the top of the rig being at slightly lower level as the hubs of the turbines. The introduction of the drilling rig will introduce a new prominent vertical structure above the tree line. The drilling rig will also introduce additional night time light produced by the low intensity fluorescent lighting on the rig. The scale of the effect is considered to be medium and the geographic extent is small. Effects on the view during the drilling period will be short term and reversible. The presence of the 32 m workover rig for the PTT stage would be similar or slightly less. The overall magnitude of change in the view is judged to be **medium**. The level of effect on the view during drilling operations will be **moderate** during day and night time hours. These effects will be temporary and will cease following the 5 month drilling period. <u>Maintenance of Site (Stage 3)</u> It is anticipated that the magnitude of change during the Maintenance of Site (Stage 3) will be **low** as the majority elements of the proposal will be out of sight behind intervening higher ground. The level of effect during this stage will be **minor**. <u>Possible Workover of the Well (Stage 3a)</u> During the possible workover a 32 m tall workover rig may be brought onto the site, as well as double stacked cabins, lighting, generators and other low-level site equipment. The magnitude of change during this stage (with the 32 m rig) is expected to be similar or slightly less than that experienced during Drilling and Coring and Pressure Transient Test stage (i.e. **medium**), but will be for a much shorter time period (up to three weeks). If the workover rig or crane is not required during Stage 3a the magnitude of change will be similar to that experienced during Site Development and Establishment stage (i.e. **low**). If the 32 m workover rig is brought onto site during the workover, the level of effect will be **moderate**; however this will be for a short time

No.	Location	Assessment
		period of up to 3 weeks. If the workover rig or crane is not required during Stage 3a the level of effect will be lower, similar to that experienced during Site Development and Establishment stage (i.e. **minor**). <u>Use of Well as Listening Well (Stage 4)</u> During this stage a 32 m tall workover rig or a 35 m crane may be brought onto the site, as well as double stacked cabins, lighting, generators and other low-level site equipment. The magnitude of change during this stage (with the 32 m rig or 35 m crane) is expected to be similar or slightly less than that experienced during Drilling and coring and pressure transient test stage (i.e. **medium**), but will be for a much shorter time period (up to 5 weeks). If the workover rig or crane is not required during Stage 4 the magnitude of change will be similar to that experienced during Site Development and Establishment stage (i.e. **low**). If the 32 m workover rig or a 35 m crane is brought onto site during this stage the level of effect will be **moderate**, however this will be for a short time period of up to 3 weeks. If the workover rig or crane is not required during Stage 4 the level of effect on the view will be lower, similar to that experienced during Site Development and Establishment stage (i.e. **minor**). <u>Decommissioning and Restoration (Stage 5)</u> The magnitude of change experienced during restoration activities will be similar to that experienced during the Site Development and Establishment stage (i.e. **low**), as low-level infrastructure and on-site activity will be largely screened by intervening higher ground the south of the site. Additionally during this stage a 32 m tall workover rig will be brought onto the site. The magnitude of change during this stage (with the 32 m rig) is expected to be similar or slightly less than that experienced during the Possible Workover of Well stage (i.e. **medium**). The level of effect during restoration will be **minor**. Following the decommissioning and restoration activities no above ground features of the well will remain, and all visual impacts will cease. The permanent restoration of the site to its original agricultural use will be a neutral effect on the view.

5.6 EMBEDDED MITIGATION

The selected site location is on an elevated plateau landform, which is more elevated than the surrounding landscape to the north, east and west. The ground level of the site is visually contained from the majority of the surrounding landscape by a number of established blocks of mixed woodland that lie around the site boundaries. Within 1.5 km, visibility of the site is largely limited to areas of open agricultural land to the southwest, including the south eastern settlement edge of Harthill. Theoretical visibility of the site is also predicted for the north eastern edge of Harthill, however in practice views from this area is largely screened by intervening hedgerows, lines of trees and the slope of the land.

Due to the location selected, no important landscape features will be lost to the proposal. The site boundaries are defined by low gappy roadside hedgerows to the south and mature woodland to the east. The northern and western are not defined by any landscape features. Where possible, the hedgerow will be retained and the woodland will be protected during all stages of the proposal. As a result, the proposal will lead to the disturbance of a relatively small area of intensively farmed arable land set within an open and medium to large scale agricultural landscape.

During Stages 1 to 5 of the proposal, the creation and maintenance of bunds from stripped topsoil and subsoil will further reduce visibility of low-level ground works, equipment and other elements of the proposal.

During restoration the site will be restored to its original agricultural use, and no permanent above-ground features will remain in the landscape once the proposal is complete.

5.7 CONCLUSIONS

The Landscape and Visual Appraisal considers the potential effects of the proposal on the landscape (as a resource in its own right), and on views and visual amenity.

5.7.1 Landscape effects

The proposal is located within the *East Rotherham Limestone Plateau* LCA, as defined within the Rotherham Landscape Character Assessment and Landscape Capacity Study (2010). The sensitivity of the site to the proposal is judged to be **medium** and the sensitivity of the wider LCA is considered to be **medium**.

During Site Development and Establishment (Stage 1), **substantial** effects are predicted on the landscape of the site for areas to the southwest of the site and extending up to a maximum of 1 km. **Moderate** effects are predicted on local character beyond 1 km, falling to **low** beyond 1.5 km and **negligible** across the wider LCA.

During Drilling and Coring and Pressure Transient Test (Stage 2), **substantial** effects are predicted for the site, and for areas of the LCA located to the southwest of the site and extending up to a maximum of 1 km. In other directions and beyond this distance the effect on the wider landscape of the *East Rotherham Limestone Plateau* LCA will be **moderate** and lowering to **minor** beyond 2 km and minor or negligible beyond 3 km.

During the Maintenance of the Site (Stage 3), the effects on the site will be **minor**, and effects on the wider landscape will be **negligible**. If a workover rig or crane is required during the possible workover (Stage 3a), **substantial** effects will affect the site and areas to the south east extending up to a maximum of 1 km. **Minor** or negligible effects are expected within the wider LCA beyond 1.5 km. However these effects will be experienced for short time period of up to three weeks.

During the Listening Well stage (Stage 4), the effects on the site will be **moderate**, and effects on the wider landscape will be **negligible**. If a workover rig or crane is required during this stage, **substantial** effects will affect the site at a local landscape level (within approximately 1 km of the site) and **minor** effects are expected within the wider LCA beyond 1.5 km. However these effects will be experienced for a short time period of up to five weeks.

The Decommissioning and Restoration (Stage 5) effects, including short-term deployment of a 32 m rig, are anticipated to be **substantial** within the site and areas of agriculture land up to 1 km to the southwest of the site. **Minor** or **negligible** are predicted beyond 1.5 km of the site. Following the Decommissioning and restoration activities no above ground features of the well will remain, and all impacts on landscape character will cease. The permanent restoration of the site to its original agricultural use is considered to be a **neutral** effect on landscape character. All the above effects are therefore considered to be temporary.

5.7.2 Visual effects

Based on the viewpoint assessment undertaken, and with regard to the ZTV and the extent of localised screening, moderate or substantial effects on views may occur during all stages of the proposal. However, these effects will be experienced only by higher-sensitivity receptors within around 1 km of the site. This will include residents of houses along the south-eastern edge of Harthill. Residents of nearby farmsteads including Carr Farm, Grange Farm, and Loscar Farm and the village of Thorpe Salvin will experience, at most, moderate effects during the Drilling and coring and pressure transient test (Stage 2).

Substantial visual effects may also be experienced by users of Common Road and Harthill Field Road to the immediate southeast of the site. During the Drilling and Coring and Pressure Transient Test (Stage 2) operations the effect of the proposal on views will be more widespread. Although the 60 m drilling rig is likely to be partially screened by localised screening and woodland, up to substantial visual effects are predicted during daylight and night time hours.

At greater distances it is considered likely that only the Drilling and Coring and Pressure Transient Test stage of the proposal will be noticeable in views. Predicted visibility of the 60 m drilling rig is shown in the ZTV (Figure A5-1 in Appendix 5-1) and noted in section 5.3.2. Due to the level of screening in the landscape, the distribution of receptors, and the temporary nature of the stage, visual effects are not predicted to be greater than minor at distances over 2 km from the site.

Following the decommissioning and restoration activities no above ground features of the well will remain, and all impacts on visual amenity will cease. The permanent restoration of the site to its original agricultural use is considered to be a **neutral** effect on views. All the above effects are therefore considered to be temporary.

Whilst substantial landscape and visual impacts are identified throughout the life cycle of the proposal, these are localised, short term and temporary. The majority of the proposal period will have minor impacts and the site will be returned to its current use after five years. On the basis of this assessment, landscape and visual should not be considered opposing factors in granting planning permission.

6 SURFACE WATER AND FLOODING

6.1 INTRODUCTION

6.1.1 Context

This section identifies and assesses the potential effects on water resources (including water quality) and drainage as a result of the proposal. The section considers water resources and drainage within and surrounding the site and describes the mitigation and compensation measures that will be implemented to prevent or reduce potential adverse effects.

This section does not consider the potential impacts of the proposal on hydrogeology which are considered in Section 7.

As the site is over 1 ha in area this assessment is supported by an outline Flood Risk Assessment presented in Section 6.6.

6.2 SCOPE AND METHODOLOGY

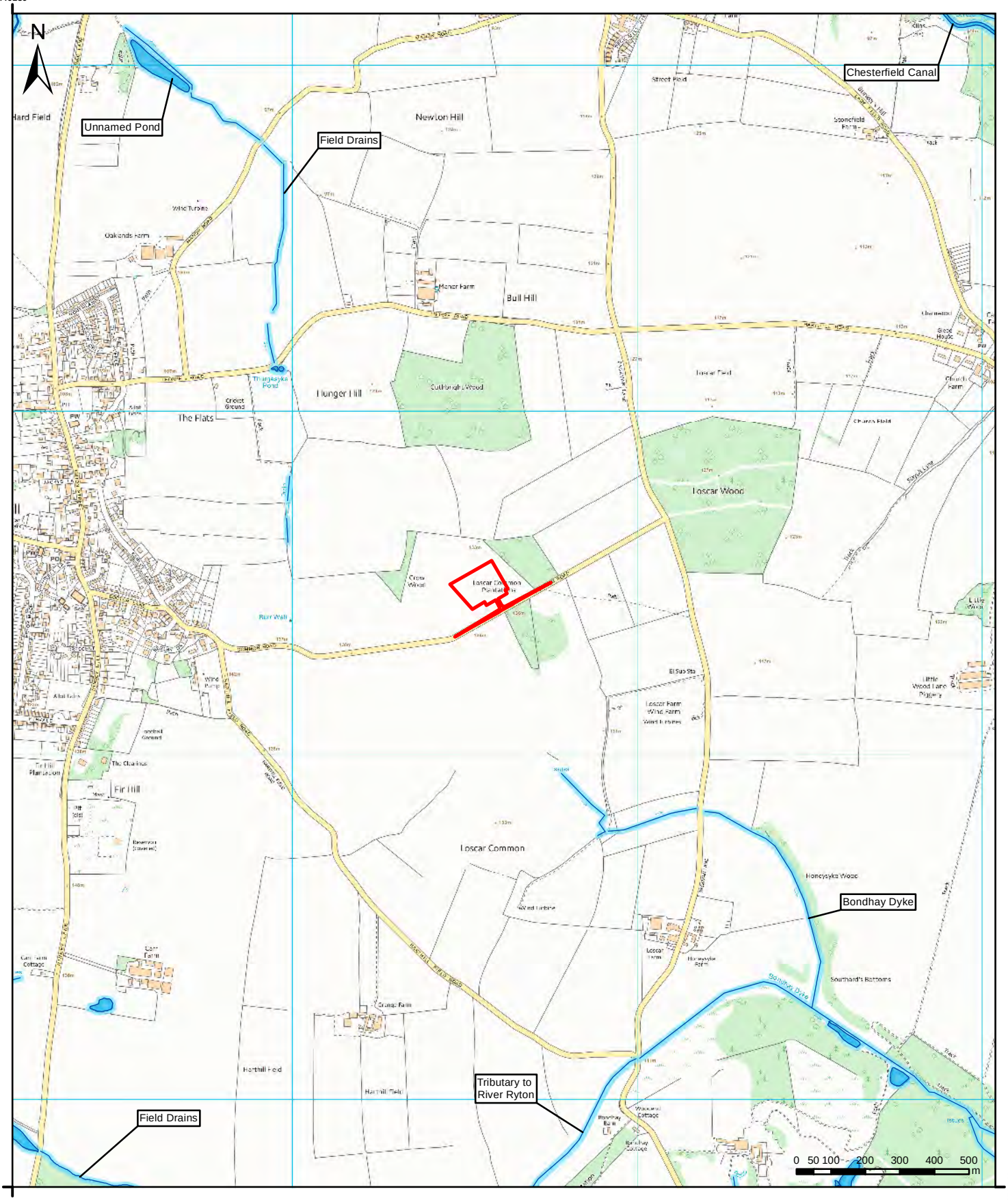
6.2.1 Study Area

The study area is defined as the area where the integrity of local surface water features and drainage network may be affected by the proposed operations. The study area is shown in Figure 6-1 and includes potential surface water receptors within the vicinity of the proposed core well site, as well as those in the wider area (for consideration of any effects on downstream surface water receptors).

6.2.2 Baseline Data

In order to identify and characterise the surface water receptors considered as part of this assessment, available data on surface water quality and quantity within the vicinity of the site have been obtained. A number of sources of information and websites have been consulted, including:

- Ordnance Survey maps (Ordnance Survey);
- MAGIC website (accessed 22nd March 2017);
- Envirocheck Report Datasheet; Level 1(2008);
- The June 2009 Floods: Flood Investigation Final Report. Appendix A. Rotherham Metropolitan Borough Council (accessed 28th March 2017); and
- Environment Agency website (accessed 22nd March 2017).



Project:	PEDL 304/2	
Title: Surface Water Features		
Date: 17/05/2017	Scale: 1:15,000	CRS: BNG
Drawn: ERM	Checked: BG	Rev: 2
Figure No:	6-1	

Legend:

- Extent of Surface Works
- Watercourse
- Waterbody

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ERM DRAWING REF: \\Uklonsv01\data\London\Confidential Projects\0378050 Project Lannister.BP\Working files\GIS\MAPS\PEDL_304_2\0376059_304_2_SurfaceWater_Rev1.mxd

6.2.3 Assessment Methodology

The surface watercourses and water features have been assessed for the likelihood of significant effects occurring as a result of the proposal with embedded mitigation (Section 6.4) incorporated.

There is no standard methodology for assessing the magnitude of impacts and significance of effects of proposal on the water environment. Each project is evaluated according to its individual characteristics. A methodology for assessing the significance of any effect has therefore been developed for projects throughout the UK, based on relevant legislation based on the methodology given in the DfT's Transport Analysis Guidance (TAG) UNIT A3, specifically the 'Impacts on the Water Environment' chapter[1].

6.2.4 Assumptions and Limitations

The following assumptions have been applied throughout this assessment process, but are not considered to significantly affect the robustness of the assessment:

- it is assumed that standard construction techniques would be used;
- the embedded mitigation measures identified in *The Proposal* document will be implemented; and
- a site visit was not undertaken for the purposes of this assessment.

6.3 BASELINE CONDITIONS

6.3.1 Watercourses

Local water features which are down stream of the site have been identified through the inspection of OS 1:10,000 mapping and are summarised in Table 6-1. The first tributary is named only and subsequent water courses are noted in the outflow details.

Table 6.1 Surface Watercourses

Watercourse	*Distance and Direction from site*	*Description*	*Direction of flow*	*Hydraulic Connection to site?*	*Catchment*	*Outflow*
Bondhay Dyke	530 m to the south	Dyke	Immediately to the southeast and overall towards the northeast	Likely	Bondhay Dyke	Outflows to the River Ryton approximately 4.5 km east of the site
Unnamed	600 m to	Tertiary River	South to	Possible but	Broad	Outflows to the

[1] Department for Transport (2015) Environmental Impact Appraisal: Impacts on the Water Environment. Transport Analysis Guidance (TAG) Unit A3, pp. 68- 76

Watercourse	*Distance and Direction from site*	*Description*	*Direction of flow*	*Hydraulic Connection to site?*	*Catchment*	*Outflow*
tributary of Broad Bridge Dyke	the northwest	with culverted sections	north	unlikely	Bridge Dyke	Chesterfield Canal approximately 1.8 km to the north of the site

The locations of these waterbodies are shown on Figure 6-1. The assessment will consider these watercourses within an area spanning from immediately upstream of the site, to as far downstream as a potential impact may influence the quality or quantity of the watercourse.

6.3.2 Other Surface Water Features

Additional surface water features have been identified within, or in close proximity to, the site (see Table 6.2 and Figure 6-1 for locations):

Table 6.2 Surface Water Features

Surface Water Feature	*Distance and Direction from site*	*Description*	*Source*	*Hydraulic Connection to site?*
Thurgasyke Pond	790 m to the northwest	Pond	Tertiary river tributary to Broad bridge Dyke	Potential

6.3.3 Surface Water Quality

The water quality of surface watercourses and features is set out in Table 6.3.

Table 6.3 Surface Watercourses

Watercourse/ Waterbody	*WFD Objectives*	*RBMP Definition*	*Ecological Potential*	*Chemical Quality*	*Comments*
River Ryton from Chesterfield Canal to Anston Brook	Good by 2015	Good	Good	Good	There are no existing linked protection areas to this watercourse.
River Ryton from Anston Brook to Idle	Moderate by 2015	Moderate	Moderate	Good	There are no existing linked protection areas to this watercourse.
Chesterfield Canal, upper section	Good by 2015	Good	Good	Good	There are no existing linked protection areas to this watercourse.
Broad Bridge Dike Catchment	Poor by 2015	Poor	Poor	Good	There are no existing linked protection areas to this watercourse.

6.3.4 Biodiversity

Designations within 2 km of the site (National or Local) are provided in Table 4-1 of this report. Designations of European or International origin have not been identified within 10 km of the site.

The biodiversity classification of relevant watercourses or waterbodies are summarised in Table 6.4.

Table 6.4 Biodiversity of Surface Water Features

Surface Water Feature	*Designation*	*WFD classification*	*Comments*
River Ryton from Chesterfield Canal to Anston Brook	Good	Good	This designation is based on a measurement of 'Biological quality elements'. This includes fish, invertebrates and Macrophytes and Phytobenthos.
River Ryton from Anston Brook to River Idle	Moderate	Moderate	This designation is based on a measurement of 'Biological quality elements'. This includes fish, invertebrates and Macrophytes and Phytobenthos.
Chesterfield Canal, upper section	Not assessed by 2015	No further details provided	No further details provided
Broad Bridge Dike Catchment	Poor	Poor	This designation is based on a measurement of 'Biological quality elements'. This includes fish, invertebrates and Macrophytes and Phytobenthos.

6.3.5 Discharges

No surface water discharges within 1 km of the proposal are identified in the Envirocheck report.

6.3.6 Recreation/ Other Uses

A number of fisheries are located in the site surrounding area and these are summarised in Table 6.5.

Table 6.5 Recreational Uses

Type of recreational use	*Reference*	*Distance and direction*	*Surface water feature*	*Comments*
Fishery	Kiveton Hall Farm Fisheries	2.5 km north from the site	Lodhe Hill Pond	None
Fishery	Norwood Cottage Lakes Fishery	2.9 km west from the site	Norwood Cottage Lakes	None
Camping and Fishery	Horseshoe Lake, Fishing and Caravan Site	3.65 km northwest from the site	Horseshoe Lake	None

6.3.7 Surface Water Abstractions (Agricultural Water Supply)

Surface water abstractions identified in the Envirocheck report are summarised in Table 6.6.

Table 6.6 Surface Water Abstractions within 2 km of Site

Abstraction Type	*Reference*	*Source*	*Licence Holder*	*Comments*
Amenity: Lake and Pond Throughflow	Whitwell, Bondhay Dyke	Surface	Bondhay Golf and Fishing Club	None
General Agriculture: Spray Irrigation - Storage	Oaklands Farm, Harthill, an unnamed minor watercourse (approximately 1.4 km northwest of the site).	Surface	K E Brocksopp	None
Other Industrial/Commercial/Public Services: Process Water	Works near Harthill, Chesterfield Canal	Surface	British Waterways Board	None
General Agriculture: Spray Irrigation – Storage	Land at Thorpe Salvin – Bondhay Dyke	Surface	Joseph Camm Farms Ltd	None
General Agriculture: Spray Irrigation – Storage	Land at Thorpe Salvin – Bondhay Dyke	Surface	Joseph Camm Farms (Dinnington) Ltd	None

6.3.8 Summary of Baseline Conditions and Importance of Existing Resources

Only surface watercourses in close proximity (hydraulic connectivity) to the proposal and with potential to be affected by the proposal have been considered further within this impact assessment. Consequently only Bondhay Dyke is considered further. With regards to water quality, Bondhay Dyke is considered by the Environment Agency to be part of the River Ryton (from Anston Brook to the River Idle).

The importance of the surface watercourses have also been determined based on Table 14 of the 'Impacts on the Water Environment' Section of the DfT Transport Analysis Guidance (TAG)[1] (see Table 6.7).

Table 6.7 Estimating the Importance of Water Environmental Features

Surface water feature	*Value*
River Ryton from Anston Brook to River Idle	Medium

[1] Department for Transport (2015) Environmental Impact Appraisal: Impacts on the Water Environment. Transport Analysis Guidance (TAG) Unit A3, pp. 70

Table 6-7 indicates that the River Ryton is designated as having a 'Medium' importance. The importance ratings for the watercourse will be compared to the predicted impact magnitude of the proposals, in Section 6.5.1.

6.4 EMBEDDED MITIGATION

A detailed description of the proposal is provided in *The Proposal* document included within the Planning Application.

The following provides a summary of embedded mitigation measures, relevant to the protection of surface water, have either been incorporated into the design or are standard construction or operational practices. It should be noted that the proposal will adhere to the UK Onshore Shale Gas Well Guidelines for Well Design and Construction (1), Environment Agency Onshore Oil & Gas Sector Guidance (2); Guidance for Pollution Prevention (GPPs) for good practice, and guidance on regulations (3).

These measures have, therefore, been taken into account during the assessment process.

6.4.1 Site Development and Establishment (Stage 1)

For the purposes of this assessment, it is assumed that the measures set out in Table 6.8 below would be required of any contractors undertaking construction work in relation to the proposal. In addition, the conductor / surface rig used at the end of Stage 1 would be subject to the mitigation measures to be implemented for the drilling and coring activities in Stage 2.

(1) UK Onshore Shale Gas Well Guidelines (2016). Exploration and Appraisal phase. Issue 4.

(2) Environment Agency Onshore Oil & Gas Sector Guidance, v1 2016.

(3) Available at GOV.UK

Table 6.8 Stage 1 Surface Water Environmental Protection Measures

Aim	*Measures built into Proposal*
Prevent pollution of soil, groundwater or surface water from leaks from construction vehicles or on-site tanks	A triple-layered geotextile/ HDPE membrane would be laid between the site surface and soil by a qualified groundwork contractor under a Construction Quality Assurance Plan to make an impermeable site surface.
	All fuels, oils, lubricants and other chemicals would be stored in double-skinned tanks (or a bunded, impermeable area) to provide appropriate secondary containment and in accordance with recommended guidance and regulation (e.g. Control of Substances Hazardous to Health Regulations 2002 (COSHH) and Guidance for Pollution Prevention[1]).
	All vehicles would be maintained regularly and would be subject to daily inspection at the start of the working day by plant operatives.
	Any equipment maintenance would take place in a designated area within the construction compound where reasonably practicable.
	Fuel and oil deliveries and any refuelling on-site would only be undertaken in appropriate impermeable areas, by competent persons. Double-skinned fuel tanks (or a bunded, impermeable area) would be used for refuelling trucks and pumps as well as fuel storage.
	Standing machinery and refuelling points would have drip trays placed underneath to prevent oil and fuel leaks causing pollution.
	Spill kits would be present on-site, and staff trained in spill response via contingency plans.
	On-site welfare facilities would be adequately designed and maintained, and all sanitary waste water and sewage would be removed from site by licensed waste contractors.
Prevent pollution of soil, groundwater or surface water from runoff from site surface	No water would be discharged from the site to the surrounding environment once the drainage system was in place. All water would be removed from site by a licensed waste contractor.
	Works would be undertaken in suitable weather conditions to prevent silting of watercourses (especially avoiding periods of high rainfall).
	Runoff from access tracks would be to the surrounding road / field drainage. Aggregate used on these would ensure sediment laden runoff was not produced.
Prevent pollution from other construction activities	Concrete mixing for the rig pad would be undertaken by a mixer unit, with the components of the concrete enclosed in the unit prior to and during mixing. The mixer would be used on the lined site only.
	Shutters would be used when concrete is poured, and no concrete would be used where there is standing water.
	Pumps would be used to keep excavations dry if needed.
	Method statements would be produced for all activities that could pose a risk to the water environment and would clearly state what mitigation measures and monitoring requirements should be in place prior to and while the activity is underway.

1 https://www.gov.uk/guidance/storing-oil-at-a-home-or-business

Aim	*Measures built into Proposal*
	Drilling of groundwater monitoring boreholes would comply with good practice for drilling water wells, as described in the Environment Agency's Guidance on the design and installation of groundwater quality monitoring points (Science Report SC020093).
Prevention of pollution of soil, groundwater or surface water from installing conductor and monitoring boreholes	Borehole design and operation (for example, fluids to be used) would be approved by Environment Agency (via Environmental Permit), Oil and Gas Authority, HSE, Coal Authority and an accredited Independent Well Examiner prior to drilling.
	Only air and water based fluids would be used as drilling fluids to install the conductor/ surface casing and monitoring boreholes. All fluids proposed would be approved by the Environment Agency.
	Drilling would not take place within source protection zones (SPZ) 1 or 2, as defined in the Environment Agency's Groundwater protection: principles and practice (pp. 23-24).
	Once installed the cellar and conductor/ surface casing would be checked to ensure there are no leaks to the environment.
	Drilling of groundwater monitoring boreholes would comply with good practice for drilling water wells, as described in the Environment Agency's Guidance on the design and installation of groundwater quality monitoring points (Science Report SC020093).
Prevent pollution of watercourses through engineering works	The Environment Agency permits engineering works in the water environment where required, through Flood Risk Activity permits. The site is located over 100 m from the nearest watercourse, and good practice to prevent silting and dust would prevent harm to the watercourse as a result of engineering works. A Flood Risk Activity permit is not required at this site.
Monitoring	The site will be subject to an Environmental Monitoring Plan to be agreed with the Environment Agency. The area around the site (soils, field drains etc.) would be checked daily for visual signs of pollution (e.g. fuel oil, noticeable silting).
	An Environmental Clerk of Works would be present during Stage 1 to oversee the enabling works and construction and ensure operations proceed in accordance with management plans and planning conditions.
	Mitigation measures put in place (e.g. impermeable membrane, drainage system etc.), would be inspected regularly and suitably maintained to ensure they remain fully operational and effective. Where failures or shortfalls within mitigation measures were noted, these would be recorded, action identified and undertaken within a suitable timeframe.

6.4.2 Drilling and Coring and Pressure Transient Testing (Stage 2)

A number of environmental protection measures present for Stage 2 will have been established during site development and establishment (Stage 1). In addition, the following environmental design and management measures relevant to the protection of surface water will be incorporated during drilling and coring and the pressure transient test.

Table 6.9 Stage 2 Surface Water Environmental Protection Measures

Aim	*Measures built into Proposal*
Preventing pollution of soil, groundwater or surface water from leaks from construction vehicles or on-site tanks	The geomembrane and "closed loop" drainage system would be maintained to ensure all liquids remained on the site for removal by a licensed waste contractor, and treatment prior to disposal if required.
	Frequent checking of integrity of site surface and drainage system.
	Cement mixing for well cement would take place in truck-mounted silos on the concrete hardstanding area.
	Rigs would be refuelled from dedicated tanks, which would be filled directly from fuel tankers that deliver to the site. This would be undertaken in the hardstanding area to ensure any spillage would drain to the impermeable cellar rather than the perimeter drainage pipe.
	Drilling fluids (muds) would be stored in a mud tank with a closed-loop system to prevent leakage.
	Water for the drilling process would be contained within a closed-loop system with any potential excess water from the drilling process being transported off site in suitable tankers by a licensed contractor.
INEOS Safety Health and Environment (SHE) representative will ensure operations proceed in accordance with management plans and planning conditions	The area surrounding the site would be checked daily for visual signs of pollution (e.g. fuel oil, leakage from perimeter, noticeable silting) in accordance with the Environmental Monitoring Plan to be agreed with the Environment Agency.

6.4.3 Maintenance of the Site (Stage 3)

A number of environmental protection measures would have been established during site construction (Stage1) and Drilling and coring and pressure transient test (Stage 2).

Stage 3 works would result in a much lesser potential for environmental impact. The impermeable site membrane and perimeter drainage system would be retained and frequently checked, to ensure their integrity.

A routine monitoring plan would be agreed with the Environment Agency as part of the Environmental Permit.

6.4.4 Possible Workover of the Well (Stage 3a)

The environmental protection measures relevant to protection of surface water, outlined for Stage 2 (Table 6-9), would be followed during any workover.

6.4.5 Use of Well as Listening Well (Stage 4)

The environmental protection measures relevant to protection of surface water, outlined for Stage 2 (Table 6-9), would be followed during listening well operations, where appropriate.

6.4.6 Decommissioning and Restoration (Stage 5)

Operations during Stage 5 would be similar to the construction operations at Stage 1 and the same protective measures would apply for appropriate activities. The presence of the 32 m rig during Stage 5 would have the same protection measures as Stage 2. In addition, the protective measures in Table 6.10 would be followed.

Table 6.10 Stage 5 Surface Water Environmental Protection Measures

Aim	*Measures built into Proposal*
Minimising soil damage during ground restoration works	The methods in the restoration and aftercare plan would be followed to prevent soil damage.
	Once the site surface membrane was removed, care would be taken to avoid pollution of soil, groundwater or surface water from fuel leaks or routine activities during ground restoration (as outlined for Stage 1 prior to laying the membrane).
	Aggregate and concrete (pad and cellar) would be fully removed from site before the impermeable liner was removed so any residual contamination would not be washed into soil.
Avoid pollution of aquifer during decommissioning	Measures would be taken when decommissioning the vertical core well to ensure there would be no inputs of pollutants to groundwater and that there was no subsequent leakage of groundwater, including any gas or other contaminants that this may contain, into the well or to other geological horizons.
Prevention of leaks of gas or suspension fluid from vertical core well once abandoned	The well has been designed in accordance with the Borehole Regulations reviewed by the HSE and by an independent third party well examiner to ensure wellbore integrity. During drilling each layer of casing will be tested as appropriate to the geological conditions and technical requirements, to confirm integrity.
	At decommissioning, two permanent barriers would be set within the wellbore to seal the well. These would be pressure tested and tagged to ensure integrity.
	Suspension/ decommissioning fluid would be brine.

6.5 ENVIRONMENTAL ASSESSMENT

The impact magnitude rating for the on-site works of the proposal (Stages 1-5) are presented below in Table 6-11 to 6-16. The impact magnitude has been estimated based on guidance from Table 15 of the 'Impacts on the Water Environment' Section of the DfT Transport Analysis Guidance (TAG)[1].

- For all water quality impacts it is assumed that all embedded mitigation measures will be implemented, preventing any detrimental impacts towards the water environment,

[1] Department for Transport (2015) Environmental Impact Appraisal: Impacts on the Water Environment. Transport Analysis Guidance (TAG) Unit A3, pp.74

recreational facilities and biodiversity of the local area. As a result the impact magnitude on watercourses has been projected as negligible.

- As previously stated in Table 6-1, the proposal is 530 m distant from the only watercourse scoped into this assessment, Bondhay Dyke. Taking into account the small area of the proposal, its low flood risk (see Section 6.5.4) and the storage and disposal of waste materials according to prevailing legislation, a permit issued under Environment Agency Standard rules SR2015 No 1, and Environment Agency Guidance, on-site works are considered to have a negligible effect on the water quality and conveyance of river flow and material in the surrounding area.

- According to Table 6-4, Bondhay Dyke (considered by the Environment Agency to be part of the River Ryton (from Anston Brook to the River Idle) for water quality purposes) has an existing 'Moderate' status under the WFD. To ensure that on-site works do not result in a change in the existing biological and chemical status of this watercourse and others designated an existing 'Moderate' status under the WFD, a range of mitigation measures are detailed in Section 6.4.2. Therefore there is an extremely low likelihood of on-site works changing the biological and chemical classifications of this other watercourses, as stated above.

- The site is located within the Loscar Common LWS (Section 4.3.1) which has ecological interests relating to woodland (ancient and plantation), and corn bunting. Protected species or biodiversity action plan (BAP) species, however, have not been located within the surrounding area. No impacts to the adjacent Loscar Common Plantations woodland are expected from changes in surface water run-off from the site due to the small area of the site and the availability of surrounding permeable land surfaces (Common Road is the only impermeable surface in the immediate vicinity of the site). Furthermore, recreational uses in the listed in Table 6.5 (principally fishing in ponds greater than 2.5 km from the site) are not anticipated to be affected by on-site works. Therefore on-site works effects on recreational uses and designations are considered to be neutral.

- There are a small number of surface water abstractions (see Table 6-6) within 2 km of the proposal. It should also be noted, however, that the proposal will not include any surface, or groundwater extraction on-site. Taking this into account the proposal is expected to have neutral impact on the surface water supply requirements for the surrounding area.

6.5.1 Site Development and Establishment (Stage 1)

Table 6.11 Site Development and Establishment Effects

Watercourse / Waterbody	*Water Quality*	*Impact Magnitude*	*Level of Effect*
Bondhay Dyke (River Ryton from Anston Brook to River Idle)	*Water Quality*	*Negligible*	*Neutral*
	Biodiversity	*Negligible*	*Neutral*
	Discharges	*Negligible*	*Neutral*

Watercourse / Waterbody	Water Quality	Impact Magnitude	Level of Effect
	Recreation	Negligible	Neutral
	Abstractions	Negligible	Neutral

6.5.2 Drilling and Coring and Pressure Transient Testing (Stage 2)

See rationale notes in 6.5.

Table 6.12 Drilling and Coring and Pressure Transient Test Effects

Watercourse / Waterbody	Water Quality	Impact Magnitude	Level of Effect
Bondhay Dyke (River Ryton from Anston Brook to River Idle)	Water Quality	Negligible	Neutral
	Biodiversity	Negligible	Neutral
	Discharges	Negligible	Neutral
	Recreation	Negligible	Neutral
	Abstractions	Negligible	Neutral

6.5.1 Maintenance of the Site (Stage 3)

See rationale notes in 6.5.

Table 6.13 Maintenance of the Site Effects

Watercourse / Waterbody	Water Quality	Impact Magnitude	Level of Effect
Bondhay Dyke (River Ryton from Anston Brook to River Idle)	Water Quality	Negligible	Neutral
	Biodiversity	Negligible	Neutral
	Discharges	Negligible	Neutral
	Recreation	Negligible	Neutral
	Abstractions	Negligible	Neutral

6.5.2 Possible Workover of the Well (Stage 3a)

See rationale notes in 6.5.

Table 6.14 Possible Workover of the Well Effects

Watercourse / Waterbody	Water Quality	Impact Magnitude	Level of Effect

Watercourse / Waterbody	*Water Quality*	*Impact Magnitude*	*Level of Effect*
Bondhay Dyke (River Ryton from Anston Brook to River Idle)	*Water Quality*	*Negligible*	*Neutral*
	Biodiversity	*Negligible*	*Neutral*
	Discharges	*Negligible*	*Neutral*
	Recreation	*Negligible*	*Neutral*
	Abstractions	*Negligible*	*Neutral*

6.5.3 Use as a Listening Well (Stage 4)

See rationale notes in 6.5.

Table 6.15 Use as a Listening Well Effects

Watercourse / Waterbody	*Water Quality*	*Impact Magnitude*	*Level of Effect*
Bondhay Dyke (River Ryton from Anston Brook to River Idle)	*Water Quality*	*Negligible*	*Neutral*
	Biodiversity	*Negligible*	*Neutral*
	Discharges	*Negligible*	*Neutral*
	Recreation	*Negligible*	*Neutral*
	Abstractions	*Negligible*	*Neutral*

6.5.4 Decommissioning and Restoration (Stage 5)

Table 6.16 Decommissioning and Restoration Effects

Watercourse / Waterbody	*Water Quality*	*Impact Magnitude*	*Level of Effect*
Bondhay Dyke (River Ryton from Anston Brook to River Idle)	*Water Quality*	*Negligible*	*Neutral*
	Biodiversity	*Negligible*	*Neutral*
	Discharges	*Negligible*	*Neutral*
	Recreation	*Negligible*	*Neutral*
	Abstractions	*Negligible*	*Neutral*

6.6 FLOOD RISK

The site is a “Less Vulnerable” development, as set out in the technical guidance to the NPPF. Given the nature of the on-site activities detailed in the Proposal, the site does not require hazardous substances consent. The site is on land classified by the Environment Agency as Flood Zone 1, having a less than 1 in 1,000 annual probability of river or sea flooding.

The PPG identifies all land-uses as being appropriate in this Zone. The compatibility of the site with the Local Plan policy is set out in Section 7.6 Planning Statement.

6.6.1 Sources of Flooding

The nearest waterbody to the site is Bondhay Dyke, a minor watercourse which drains surrounding farmland and flows northeast towards the River Ryton. Refer to Table 6-1 for other nearby waterbodies. Other surface water features include the Harthill and Pebley reservoirs; these are situated in the surrounding land to the west. These waterbodies are located within approximately 1.5 km to 2.15 km of the site. Two lakes, including Horseshoe Lake and Norwood Cottages Lakes, are situated in the surrounding land to the west, to within approximately 2.9 km to 3.65 km of the site. A number of ponds are also located within the surrounding land to the west. These waterbodies are located within approximately 790 m to 3.7 km of the site.

The site is relatively flat and situated on an elevated plateau at approximately 138 m AOD. The surrounding land to the north, east and south slopes downwards towards the Bondhay Dyke, River Ryton and Chesterfield Canal. The reservoirs located to the west of the proposal, including the Harthill and Pebley Reservoirs, are at a lower elevation, some 23-37 m below the site and appear to provide flood relief. The Kiveton Waters and lakes located to the north and west are at a lower elevation, some 11-38 m below the site and provide recreational (fishing) facilities (see Table 6-5). To the south, east and northeast there are a number of ponds; at a lower elevation, some 11-74 m below the site.

Environment Agency flood maps show that the site (and surrounding farmland) is at a 'Very Low' risk of fluvial flooding (i.e. from rivers and seas). The chance of fluvial flooding to the proposal is considered by the Environment Agency to be less than 1 in 1000 (0.1%) in any given year. Environment Agency fluvial flood maps indicate that the site is situated within the River Ryton at Worksop Flood Warning Area.

Environment Agency flood maps indicate that the site is at a 'very low' risk of surface water (pluvial) flooding (which occurs when intense rainfall exceeds the capacity of surface water drainage systems). The chance of surface water flooding is considered by the Environment Agency to be 1 in 1,000 (0.1%) in any given year.

Environment Agency flood maps indicate that the site and immediate areas are not at risk of flooding from the Pebley and Harthill reservoirs. Environment Agency flood maps show that reservoir flood risk is concentrated to the north of the site within the channel topography of the Chesterfield Canal, Kiveton Waters and the River Ryton and its tributaries.

6.6.2 Effect of Climate Change

In order to assess the impacts of climate change on flooding from the land, rivers and sea, the technical guidance to the NPPF has been consulted. The guidance advises that the national precautionary sensitivity ranges of peak rainfall intensity and peak river flow are reviewed to address the uncertainty of climate change on flood risk impacts. The national precautionary sensitivity ranges are based on Indicative Sensitivity Ranges developed by Defra and set out in the Flood and Coastal Defence Appraisal Guidance (FCDPAG3) Economic Appraisal Supplementary Note to Operating Authorities – Climate Change Impacts (2016).

According to the FCDPAG3, the peak rainfall intensity ranges should be used for small catchments and local drainage sites. For instance, when deriving the peak rainfall intensity for 2025 to 2055, an allowance of 10% should be incorporated when estimating rainfall intensity as a result climate change impacts. Whereas with regards to calculating peak river flows, a 20% allowance is recommended for assessing impacts of climate change. For example, sensitivity studies undertaken by the EA allocate an allowance of 20% for peak flows for 2025-2055, in order to take into account regional variations in climate change impacts on river flows. The results of the sensitivity studies indicated that changes in the extent of inundation areas are negligible in well-defined floodplains and dramatic in flat areas. Nonetheless, changes in the depth of flooding under an allowance have the potential to reduce the return period of a given flood. This implies that sites in a lower flood risk zone may be re-classified as being within a higher risk zone when taking into account climate change impacts.

Therefore for this site, a climate change allowance should be taken into account when designing mitigation measures to address climate change impacts on peak rainfall intensity. As indicated in Section 6.6.1, the site is situated on an elevated plateau and at a 'Very low' risk of pluvial flooding. Given that the on-site embedded mitigation measures (see below) are designed to withstand a 1 in 100 year pluvial flood event, the marginal increase in pluvial flood risk due to climate change impacts is considered acceptable.

6.6.3 Embedded Mitigation

Mitigation works are not required for protection from fluvial flooding, due to the nearest watercourse being 530 m from the site and the site being located outside the 1% AEP flood zone. In terms of pluvial flood risk, although high intensity rainfall could be a concern given the flat lying nature of the proposal area, the on-site infrastructure will be designed to manage surface water runoff.

As detailed in *The Proposal* document (see Table 1 Stage 1 in Section 2.1) a number of flood risk mitigation measures will be implemented upon commencement of the site development, during both construction and operation.

During Stage 1 (site development and establishment) mitigation measures have been designed to reduce on-site flood risk and flood risk elsewhere:

- Site drainage systems will be sized to withstand a 1 in 100 year flood event;
- Site will be located to minimise risk of groundwater flooding;
- Field drainage systems around the site will be maintained; and
- Any water falling onto site would feed into the site perimeter drain and be removed by a licensed waste contractor for treatment and disposal as appropriate.

During Stage 5 (Decommissioning and Restoration) mitigation measures will aim to prevent risk of site flooding or site increasing flood risk elsewhere, through restoration and soil management to ensure that field drainage is restored to prevent ponding.

6.6.4 Residual Risks

The NPPF and associated PPG stipulate that development shall not be permitted if it increases flood risk elsewhere. The design of the site ensures that the proposal will not increase the risk of flooding from fluvial, groundwater or overland flow sources.

As stated above, based on Environment Agency flood maps, the proposal is not considered to be at risk of a 1% AEP (100 year) or 0.1% AEP (1000 year) flood event from fluvial, pluvial or reservoir sources. Given the extremely low likelihood of a 1 in 100 or a 1 in 1000 year flood event occurring, and assuming that the embedded mitigation measures are maintained, the residual flood risk to the site is deemed negligible.

6.7 CONCLUSIONS

Impacts towards the surface water quality of watercourses and other sensitive receptors within the surrounding area of the site have been assessed for Stages 1 to 5 of the proposal activities. Given the proposed embedded mitigation measures, the environmental assessment concluded:

- A neutral effect on the water quality of nearby watercourses, taking into account the embedded mitigation measures outlined in Section 2 of *The Proposal* document and the proposed flood risk control measures.

- A neutral effect on the biodiversity of the surrounding area, including designated areas, as these are sufficiently distant from the proposal, and are not expected to be effected by the negligible magnitude of impacts to surface watercourses from the proposal.

- A neutral effect on pressures on water resources in the surrounding area, due to the non-intensive nature of on-site activities.

- A neutral effect on recreational uses within the surrounding area due to these being concentrated in areas greater than 2.9 km distant from the proposal.

Flooding, residual and climate change impacts have been assessed as negligible due to Environment Agency flood maps showing the proposal as having a 'Very Low' risk of flooding from fluvial and pluvial water sources and based on the topography of the site and surrounding area. The proposal is not anticipated to result in any material increase in flood risk elsewhere. Consequently, surface water and flooding should not be considered opposing factors in granting planning permission.

6.8 REFERENCES

- Department for Transport (2015) Environmental Impact Appraisal: Impacts on the Water Environment. Transport Analysis Guidance (TAG) Unit A3, pp. 68- 76
- UK Onshore Shale Gas Well Guidelines (2013). Exploration and Appraisal phase. Issue 1. Pp.10-11
- Control of Substances Hazardous to Health Regulations 2002 (COSHH) (available at: http://www.hse.gov.uk/pubns/indg136.pdf). (Accessed 7th March 2017) Environment Agency Pollution Prevention Guidance (available at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/485199/pmho1107bnkg-e-e.pdf). (Accessed 7th March 2017)

7 HYDROGEOLOGY

7.1 INTRODUCTION

This section identifies and assesses the potential hydrogeological effects resulting from the proposal. The section considers hydrogeological resources in the study area, the proposal activities and identifies the mitigation measures that will be implemented to prevent or reduce potential adverse effects.

7.2 SCOPE AND METHODOLOGY

7.2.1 Study Area

The study area is defined as the geological strata and groundwater receptors that are potentially affected by the proposed site activities, specifically the drilling and coring and pressure transient test activities. The study area considered in the assessment includes the superficial and bedrock geology of the surrounding area to within 5 km of the proposed site. The central study area within 2 km of the proposed site is shown in Figure 7-1 and Figure 7-2.

7.2.2 Baseline Conditions

The following key data sources have been used to inform the assessment:

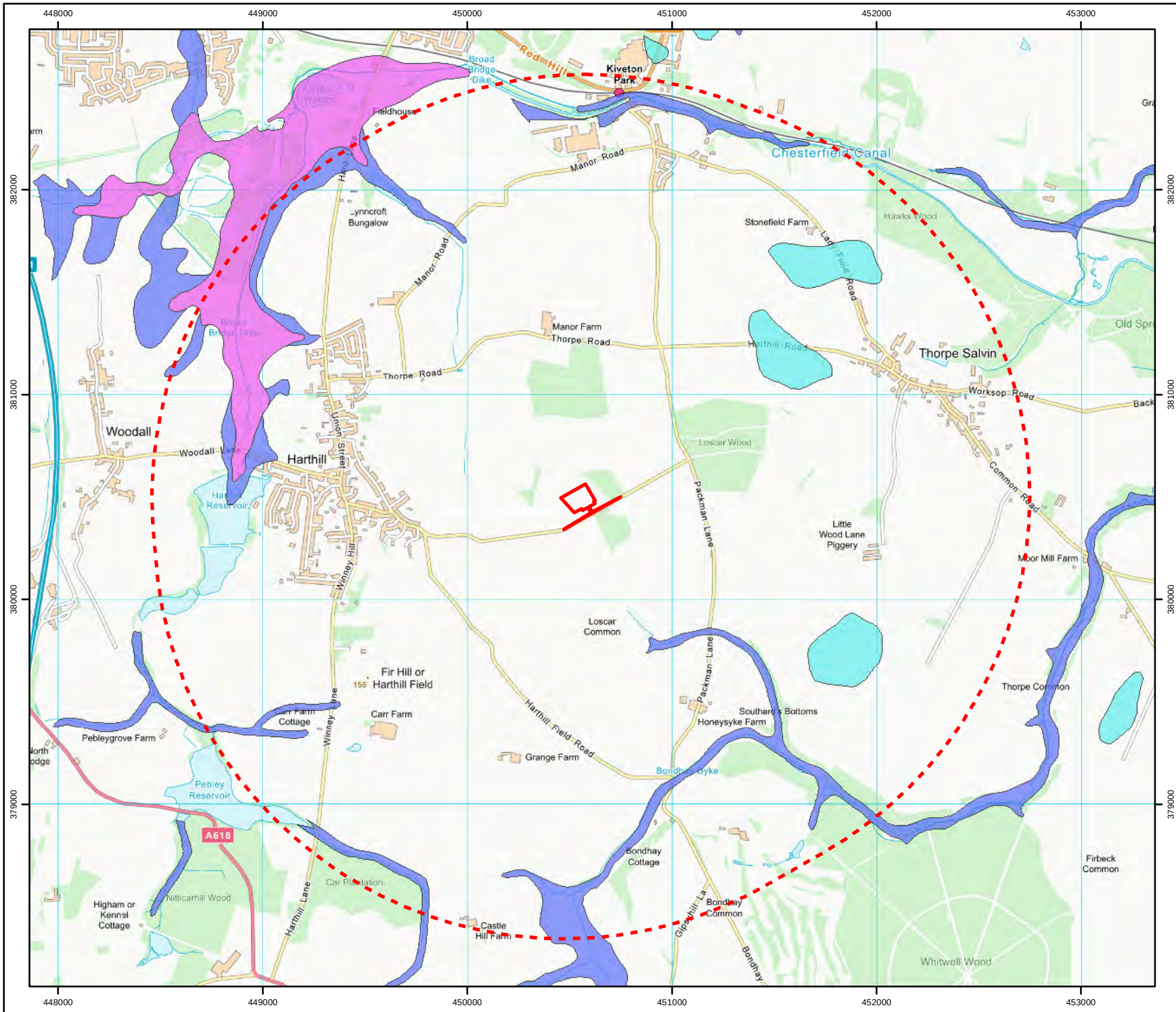
- Envirocheck Report;
- BGS Geology of Britain Viewer (http://www.bgs.ac.uk/discoveringGeology/geologyOfBritain/viewer.html); and
- BGS GeoIndex borehole records published at http://mapapps2.bgs.ac.uk/geoindex/home.html.

7.2.3 Assessment Methodology

The assessment methodology identifies the potential sources of impact as well as the receptors that could potentially be affected. In addition, there needs to be a clear mechanism via which the source can have an effect on the receptor.

The identification of potential receptors has been undertaken through a study of baseline data. The sources and potential mechanisms for impact are identified through a review of the details of the proposal, including the size and nature of the development, potential construction methodologies and timescales. This is undertaken in the context of local conditions that are relevant to groundwater and within a 5 km radius of the proposal.

Once receptor sensitivities and potential impacts are identified, it is necessary to demonstrate how potential effects on the effect on the receptor can be effectively controlled by means of the embedded mitigation.



Legend:

- Extent of Surface Works
- 2km Buffer of Site

Superficial Geology:

- ALLUVIUM - CLAY, SILT, SAND AND GRAVEL
- TILL, MID PLEISTOCENE - DIAMICTON
- HEAD - CLAY, SILT, SAND AND GRAVEL

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Title:	Superficial Geology
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Drawn: ERM	Checked: BP Rev: 2
Figure No:	7-1

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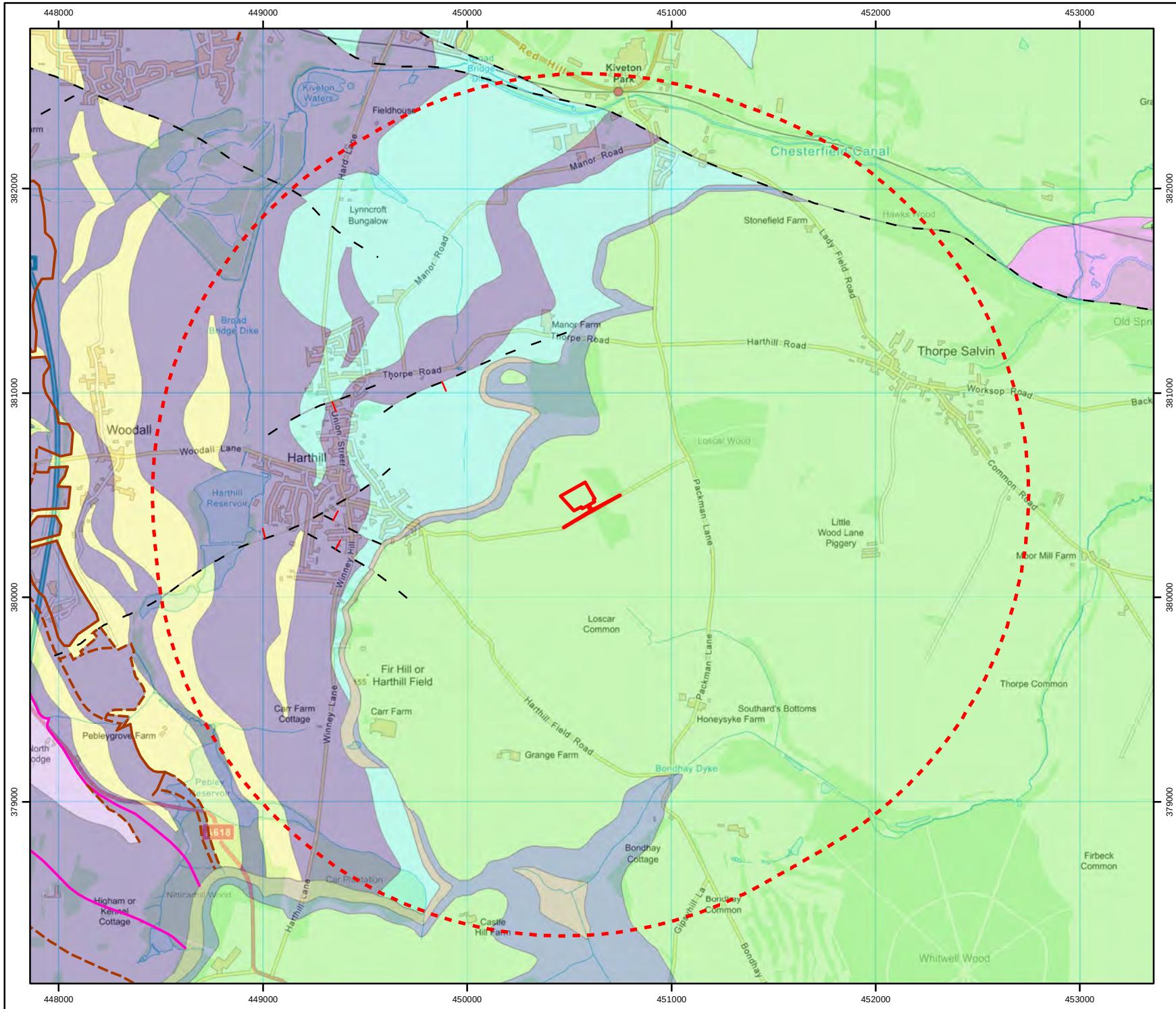

Legend:

- Extent of Surface Works
- 2km Buffer of Site

Linear Geological Features:

- Coal Seam (Inferred)
- Coal Seam (Observed)
- Fault (Inferred)
- Marine Band
- Downthrow Direction Indicator

Bedrock Geology:

- CADEBY FORMATION - MUDSTONE, CALCAREOUS
- CADEBY FORMATION - DOLOSTONE
- EDLINGTON FORMATION - MUDSTONE AND SANDSTONE
- YELLOW SANDS FORMATION - SANDSTONE
- MEXBOROUGH ROCK - SANDSTONE
- OAKS ROCK - SANDSTONE
- PENNINE MIDDLE COAL MEASURES FORMATION - MUDSTONE, SILTSTONE AND SANDSTONE
- PENNINE MIDDLE COAL MEASURES FORMATION - SANDSTONE

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Date: 25/05/2017	Scale: 1:25,000 CRS: BNG
Drawn: ERM	Checked: BP Rev: 3
Figure No:	7-2

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7.2.4 Assumptions and Limitations

The hydrogeological assessment is based upon interpretations of groundwater and geological conditions in published information sources. It is possible that there is undocumented, undetected or unrevealed groundwater or geological conditions at, below, or in the vicinity of the proposal that are different to those that are assumed to exist.

7.3 BASELINE CONDITIONS

A summary of baseline conditions is described below.

7.3.1 Topography and Drainage

As previously described in Section 6.6 (Flood risk) the site is situated on an elevated plateau. The land of the surrounding area slopes downwards in all directions, towards the nearby watercourses and surface water features identified in Tables 6-1 and 6-2.

7.3.2 Current Land Use

As presented in the Site Location Plan, the land proposed for development is currently utilised as farmland. The site has an Agricultural Land Classification of Grade 2. The surrounding land-use comprises predominantly of farmland, woodland and residential areas. The settlement of Harthill is approximately 750 m to the west.

7.3.3 Artificial Ground

Envirocheck Report historical maps have confirmed that past activities have not created artificial ground on-site.

7.3.4 Superficial geology

The BGS Geology of Britain viewer (which provides better detail than available at the 1:50,000 scale maps) indicates the absence of any significant superficial deposits within the site footprint. Superficial deposits of alluvium (clay, silt, sand and gravel) and mid-Pleistocene till, and head deposits (clay, silt, sand and gravel) are recorded within a 5 km radius from the site.

7.3.5 Bedrock Geology

The site is directly underlain by bedrock strata of the Cadeby Formation (Permian age) comprising dolomite and limestone with some siltstones and mudstones towards the base. Up to 35-40 m of these Permian strata overlay a much thicker sequence of Carboniferous age containing, in its upper part, numerous coal seams which have previously been of great economic importance and have been well-documented by coal and hydrocarbon exploration boreholes, and mine abandonment records. These data sources are available in the public domain and records within 5 km of the site have been reviewed to provide detailed information on the shallow bedrock geology. It is known that there is a historic long wall mine below the drilling site. It is understood to be a greater than 400 m depth and to have collapsed in as part of the long wall mining operations undertaken at the time.

One of the deepest boreholes located close to the site is Kiveton Park No. 13 (Geological Survey reference: SK57NW51), drilled in 1975 approximately 750 m to the southeast by the National

Coal Board. This borehole was drilled to a depth of 331 m and details of the stratigraphy and lithologies encountered are provided in Table 7.1.

Table 7.1 Summary of Shallow Bedrock Geology (based on Kiveton Park No.13 borehole)

Geological Formation	*Depth (m)*	*Thickness (m)*	*Description (including Aquifer Classification)*
Permian Cadeby Formation (Dolomite) (*formerly known as Lower Magnesian Limestone*)	c.2-11	c.11	Dolomite, commonly oolitic or granular, with subordinate mudstone, dolomitic siltstone and sandstone. Principal Aquifer
Permian Cadeby Formation (Mudstone) (*formerly known as Lower Permian Marl)*	c.30-36	c.6	Argillaceous dolomitic siltstones, limestones and mudstones with latter increasing towards base. Principal Aquifer (by default in association with above, more likely Secondary aquifer).
Upper Carboniferous Pennine Upper Coal Measures	c.36-254	c.218	Predominantly mudstone (shale) with subordinate fine grained siltstone. Secondary B Aquifer.
Upper Carboniferous Pennine Middle Coal Measures.	c.254-326	c.72	Initially dark, polished and carbonaceous mudstone and pale sandstone, with ironstone nodules and pyrite streaks, passing into siltstone with irregular sandstone and sandy mudstone. Mudstone-seatearth with patchy ironstone lenses increasing towards the base and passing into siltstone, with fine sandstone at base laminated with sandy lenses. Secondary B Aquifer.

The expected deeper geology is likely to be as summarised in Table 7.2.

Table 7.2 Summary of Bedrock Geology

Geological Formation	*Depth (m)*	*Description*
Lower Pennine Coal Measures	326 – 1000 m	Sequences of interbedded grey mudstone, siltstone, sandstone, seatearth and formerly productive coal seams
Namurian	1000 – 1500 m	Gritstone and siltstone sequences including Naumurian Grit and Pendleian Shales
Dinantian	1500 m	Silts / Shales contained within limestone sequences.

7.3.6 Structural geology

There is no faulting shown within the site on published Geologic Survey maps. The predominant fault orientation is northwest to southeast (NW-SE). Outside of the site there are two major NW-SE faults, one located 1.5 km northwest which downthrows to the southeast and the other, 1.7 km north which downthrows to the southeast.

7.3.7 Receptors

The baseline conditions described above provide a conceptual model for the proposal and surrounding area. The receptors that are assessed to have the potential to be impacted by the proposal are shown in Table 7.3.

Table 7.3 Receptors

Receptor	*Rationale*
Local Geological Site (R79)	The site of the former Slaypit Lane Quarry, located approximately 0.95 km to the east of the site.
A local groundwater spring	Burr Well is located approximately 0.6 km to the west of the site in the Loscar Common plantations.
Principal Aquifer	The Cadeby Formation is shown in Table 7-1 to be present within the bedrock geology of the site.
Secondary B Aquifer	The Upper Coal Measures are shown in Table 7-1 to be present within the bedrock geology of the site.
Secondary A Aquifer	The Middle Coal Measures are shown in Table 7-1 to be present within the bedrock geology of the site.

7.3.8 Groundwater Occurrence and Quality

The characteristics of the key aquifer units are presented below in Table 7.4.

Table 7.4 Aquifer Quality

Key Aquifer	*Aquifer Units*	*Characteristics*
Principal Aquifer	Cadeby Formation (*formerly known as Lower Magnesian Limestone*)	A significant regional dolomitised limestone aquifer up to 300 m thick, locally yielding up to 50 L/s of very hard water.
Secondary B Aquifer	Upper Coal Measures	A sandstone aquifer graded into fine grained shale and siltstone, with predominantly lower permeability layers, yielding limited amounts of groundwater.
Secondary A Aquifer	Middle Coal Measures	A sandstone aquifer graded into fine grained shale and siltstone with permeable layers capable of supporting water supplies at a local rather than strategic scale.

Information provided for abstractions within 2km of the site are presented below in Table 7.5.

Table 7.5 Abstractions

Location	*Aquifer Unit*	*Groundwater depth (m)**	*Direction of flow***	*Operator*	*Daily abstraction (m^3)*	*Distance and direction from the Site (m)*	*Uses*
Loscar Common borehole	Cadeby Formation	34	SE	H Savage (Farmers and Butchers) Ltd	No data available	300 (S)	General farming and domestic
Oaklands Farm, Harthill Borehole	Pennine Middle Coal Measures Formation	134.4	NE	K E Brocksopp	108	1380 (NW)	General Agriculture : spray irrigation and storage
Bondhay	Dolomitised	82	NE	Bondhay	129	1770 (S)	Golf

Location	*Aquifer Unit*	*Groundwater depth (m)**	*Direction of flow***	*Operator*	*Daily abstraction (m^3)*	*Distance and direction from the Site (m)*	*Uses*
Golf and Fishing Club, Whitwell Borehole	Limestone and Dolomite			Golf and Fishing Club			Courses: spray irrigation - direct
*Data from nearest water well level boreholes. **Deduced flow directions from local topography and general directional flow of nearby surface watercourses.							

7.3.9 Groundwater Source Protection Zones

Groundwater source protection zones (SPZ), their aquifer designations and proximity to the site are summarised below in Table 7.6.

Table 7.6 Source Protection Zone

SPZ	*Distance and direction from site*	*Aquifer Unit*	*Aquifer Designations*	*Abstraction within 1km of the Site*	*(Abstractions greater than 1km of the site) Uses*
SPZ1	Greater than 1 km from the Site	Edlington Formation, mudstone and sandstone.	Secondary A Aquifer	None identified	Industrial, Commercial and Public Services, Agriculture
SPZ2	Greater than 1 km from the Site	Edlington Formation, mudstone and sandstone	Secondary A Aquifer	None identified	Industrial, Commercial and Public Services, Agriculture
SPZ3	Approximately 500 m south from the Site	Cadeby Formation	Principal Aquifer	None identified	Industrial, Commercial and Public Services, Agriculture

7.3.10 Anthropogenic Influences and Historical Land Uses

The proposal is set in a rural and agricultural location. It is envisaged that there will be no land contamination at the site other than, potentially, through association with poor farming practice (fuel spillage, pesticide waste/other wastes etc.) A potential source of contamination includes a historical/closed landfill located approximately 100 m to the southeast (see Table 7.7).

Table 7.7 Anthropogenic Influences

Type	*Site Name*	*Site Activities*	*Description*	*Distance and Direction from site*
Historical Landfill	Loscar Quarry, Common Road, Harthill	Opencast, limestone quarry	Environment Agency records indicate that the waste deposited at this site was inert (which remains largely unaltered once buried such as glass, concrete, bricks, tiles, soil and stones); and that was disposal activities at the site ceased in 1980.	Approximately 100 m to the southeast
Former mining activities	Known to be at depth within area	Deep mining of coal seams	Mine abandonment plans identify that former mine workings underlie the site at approximately 466 m (as detailed in *The Proposal* document, Box 4).	Underlying site

According to the Envirocheck report no pollution incidents have been recorded within 3 km of the Proposal.

7.3.11 Ground Gas

Possible locations/sources that might generate natural or anthropogenic ground gas which may be encountered during drilling are:

- Abandoned coal workings in the region, if not flooded with water and returned to hydrostatic pressure, may serve as conduits for the potential movement of naturally occurring gases such as methane, carbon monoxide and carbon dioxide. The well design must comply with regulator (Coal Authority) guidelines to ensure safe interaction with abandoned workings.
- Naturally occurring radon is sourced from shallow bedrock units.
- Leaks from municipal gas mains, however, there are no known gas mains in the vicinity of the site.
- Peat and organic matter rich soils can also be sources of methane. However, there are no known peaty soils in the vicinity of the site.
- The historic landfill at Loscar Quarry (it should be noted that Environment Agency records indicate that the waste deposited at the site was ‘inert’ and disposal operations ceased over 35 years ago; as such landfill gas generation and migration is likely to be a low risk).

7.3.12 Groundwater Dependent Designated Sites

A review of available information indicates that there are no groundwater dependent national or international ecological designated sites covering or immediately adjacent to the site (see Section 4.3.1). The site is located within Loscar Common Local Wildlife Site and is approximately 330 m south of one of its ecological features of interest, woodland (ancient) and adjacent to a Loscar Common Plantation. These woodlands may depend on groundwater availability (noting that other listed features of interest, farmland, and corn bunting, are not expected to be dependent on groundwater).

According to the Environment Agency proposed 2017 Nitrate Vulnerable Zones, the site is located within the Nottinghamshire groundwater Nitrate Vulnerable Zone (G40); however there are no WFD protected areas within 1km of the site.

7.4 EMBEDDED MITIGATION

Section 2 of *The Proposal* describes the embedded mitigation measures. Those relevant to hydrogeology include:

- Prevention of groundwater pollution from spillages and the handling/management of drilling fluids and cuttings.
- Prevention of the escape of drilling fluids, gas and formation fluids into groundwater by good well design.

A detailed description of the mitigation is provided in *The Proposal* document included within the Planning Application.

Key elements include staged steel casing to seal off aquifer sections and flow paths that may be encountered (such as that caused by former mining sections). The well plans include an initial conductor (surface casing) to approximately 488 m, which provides a barrier to migration for all currently designated aquifer formations and the suspected coal mining depth zones. Detailed review of mining abandonment plans has been undertaken to understand and design for the depths of former mine workings. This section will be drilled with water-based fluids.

A second deeper section would also then be cased (intermediate casing) inside the primary casing. This would seal off to approximately 1,071 m depth and protect any further coal measures horizons prior to encountering the formations of interest (Namurian age). Thus the upper potable units and mine zones will have double cased sealing to protect units.

The target zone of interest would be cased to approximately 1,580 m, providing a third sealing structure. The well would then be drilled to a total depth (approximately 2,800 m and a liner installed. Final depths will be confirmed during detailed well design but will adopt the principles above and be subject to third party review.

The following provides a summary of embedded mitigation measures, relevant to the protection of surface water, have either been incorporated into the design or are standard construction or operational practices. It should be noted that the proposal will adhere to the UK Onshore Shale Gas Well Guidelines for Well Design and Construction (1), Environment Agency Onshore Oil & Gas Sector Guidance (2); Guidance for Pollution Prevention (GPPs) for good practice, and guidance on regulations (3).

The INEOS SHE representative will ensure operations proceed in accordance with management plans and planning conditions, for instance the site and surrounding area would be checked daily for visual signs of pollution (e.g. fuel oil, leakage from perimeter, noticeable silting).

These measures have, therefore, been taken into account during the impact assessment process.

7.4.1 Site Development and Establishment (Stage 1)

Embedded mitigation relevant to protection of hydrogeology is summarised in Table 7.8. In addition, the conductor / surface rig activities undertaken at the end of Stage 1 will be subject to the mitigation measures to be implemented for the drilling and coring activities in Stage 2.

(1) UK Onshore Shale Gas Well Guidelines (2016). Exploration and Appraisal phase. Issue 4.

(2) Environment Agency Onshore Oil & Gas Sector Guidance, v1 2016.

(3) Available at GOV.UK

Measures in place to protect hydrological interest (Table 6.8) will also protect hydrogeological interests.

Table 7.8 Stage 1 Hydrogeology Environmental Protection Measures

Aim	*Measures built into Proposal*
Prevent soil damage during soil strip prior to laying of membrane/ development of access tracks	Site vehicles tracking on bare ground would have appropriate tyres to prevent damage.
	If large numbers of vehicle movements are needed on bare ground, temporary tracks or peat-boards would be used.
	Works would be undertaken in suitable weather conditions to prevent soil damage (especially avoiding periods of high rainfall).
	Bunding would ensure soils were stored appropriately, and kept separate from other construction activities.
	Vegetation removal would be minimised and carried out according to good practice. Works would be undertaken to minimise the area of soils exposed at any one time.
	Barriers and/or netting would be used to prevent vehicle movements in sensitive areas.

7.4.2 Drilling and Coring and Pressure Transient Testing (Stage 2)

Embedded mitigation relevant to protection of hydrogeology is summarised in Table 7.9.

Table 7.9 Stage 2 Hydrogeology Environmental Protection Measures

Aim	*Measures built into Proposal*
Preventing pollution of aquifer during drilling*	Appropriate well design would be used, including casing and use of closed-loop mud system to allow gains and losses to be monitored. Any potential excess water or mud from the drilling process would be transported off site in suitable tankers.
	Drilling activities would be designed to ensure that there would be no inputs of pollutants to groundwater.
	Drilling fluids would be used in accordance with good practice as described in the Health and Safety Executive (HSE)'s guidance on 'The Offshore Installations and Wells (Design and Construction etc.) Regulations 1996' (DCR)) (in particular that they would be designed to prevent exchange of fluids between the borehole and any groundwater-bearing formation) and Borehole Sites Operations Regulations 1995. In the case of principal and secondary aquifers (for which 'groundwater bodies' are defined for the purposes of the Water Framework Directive), air flush, water only or water-based fluids would be used. Drilling fluids would exclude hazardous substances as defined in paragraph 4 of Schedule 22 to the EPR 2016 and guidance published by the Joint Agencies Groundwater Directive Advisory Group (JAGDAG). Acceptable additives are listed in Annex 1 of WMP3. INEOS would gain the Environment Agency's prior agreement before any other additives were used. If karstic or highly fissured conditions were anticipated, INEOS would gain the Environment Agency's agreement to use any additives other than inert materials. In the event that there was a loss of circulation during drilling the operator would use only those materials listed in Annex 2 of WMP3 to manage the loss of circulation and would inform the Environment Agency as soon as practicable.
	Borehole design would be approved by Environment Agency, Oil and Gas Authority, HSE, and an accredited independent well examiner prior to drilling.
	Casing would be installed and cemented into the low permeability formation beneath the groundwater body once that formation was reached, in accordance with good

Aim	*Measures built into Proposal*
	drilling and casing installation practice, as described in HSE's The Offshore Installations and Wells (Design and Construction etc) Regulations 1996' guidance. The maximum depth defined for a groundwater body is taken to be 400 m. (the surface casing for this well is anticipated to extend to 470 m (1,550 ft.) to isolate old mine workings). Should any formation that contains a groundwater body extend below this, the criteria described above for protecting groundwater would apply to the use of drilling fluids, until a low permeability formation was reached into which casing could be set.
	Details of where the casing would be installed and cemented into the low permeability formation beneath a groundwater body once that formation is reached would be set out in the Water Resources Act 1999 section 199 WR11 notification for this borehole.
	Each layer of casing will be tested as appropriate to the geological conditions and technical requirements, to confirm integrity.
	Drilling would not take place within source protection zones (SPZ) 1 or 2, as defined in the Environment Agency's Groundwater protection: principles and practice (pp. 23-24).
	During PTT, only KCl (potassium chloride salt) at 2-4% (dependant on the salinity within the formation) would be used. The PTT will occur at depths in excess of 1000 m
Preventing pollution of soil, groundwater or surface water from leaks from construction vehicles or on-site tanks	The geomembrane and "closed-loop" drainage system would be maintained to ensure all liquids remained on the site for removal by a licensed waste contractor, and treatment prior to disposal if required.
	Frequent checking of integrity of site surface and drainage system.
	Cement mixing for well cement would take place in truck-mounted silos on the hardstanding area
	Rigs would be refuelled from dedicated tanks, which would be filled directly from fuel tankers that deliver to the site. This would be undertaken in the hardstanding area to ensure any spillage would drain to the impermeable cellar rather than the perimeter drainage pipe.
	Drilling fluids (muds) would be stored in a mud tank with a closed-loop system to prevent leakage.
	Water for the drilling process would be contained within a closed-loop system with any potential excess water from the drilling process being transported off site in suitable tankers by a licensed contractor.
* A comprehensive list of environmental protection measures to prevent pollution of aquifers during drilling is included in *The Proposal.*	

7.4.3 Maintenance of the Site (Stage 3)

A number of environmental protection measures would have been established during site construction (Stage1) and Drilling and Coring and Pressure Transient Test (Stage 2).

Stage 3 works would result in a much lesser potential for environmental impact. The impermeable site membrane and perimeter drainage system would be retained and frequently checked to confirm their integrity.

A routine monitoring plan would be agreed with the Environment Agency to check nearby watercourses and groundwater.

7.4.4 Possible Workover of the Well (Stage 3a)

The environmental protection measures relevant to protection of hydrogeology, outlined for Stage 2 (Table 7-9), would be followed during any workover.

7.4.5 Use of Well as Listening Well (Stage 4)

The environmental protection measures relevant to protection of hydrogeology, outlined for Stage 2 (Table 7-9), would be followed during listening well operations, where appropriate.

7.4.6 Decommissioning and Restoration (Stage 5)

Operations during Stage 5 would be similar to the construction operations at Stage 1 and the same protective measures would apply for appropriate activities. The presence of the 32 m rig during Stage 5 would have the same protection measures as Stage 2. In addition, the protective measures in Table 7.10 would be followed.

Table 7.10 Stage 5 Hydrogeology Environmental Protection Measures

Aim	*Measures built into Proposal*
Minimising soil damage during ground restoration works	The methods in the restoration and aftercare plan would be followed to prevent soil damage.
	Once the site surface membrane was removed, care would be taken to avoid pollution of soil, groundwater or surface water from fuel leaks or routine activities during ground restoration (as outlined for Stage 1 prior to laying the membrane).
	Aggregate and concrete (pad and cellar) would be fully removed from site before the impermeable liner was removed so any residual contamination would not be washed into soil.
Avoid pollution of aquifer during decommissioning	Measures would be taken when decommissioning the vertical core well to ensure there would be no inputs of pollutants to groundwater and that there was no subsequent leakage of groundwater, including any gas or other contaminants that this may contain, into the well or to other geological horizons.
Prevention of leaks of gas or suspension fluid from vertical core well once abandoned	At decommissioning, two permanent barriers would be set within the wellbore to seal the well. These would be pressure tested and tagged to ensure integrity.
	The well has been designed in accordance with the Borehole Regulations reviewed by the HSE and by an independent third party well examiner to ensure wellbore integrity. During drilling each layer of casing will be tested as appropriate to the geological conditions and technical requirements, to confirm integrity.
	Suspension/ Decommissioning fluid would be brine.

7.5 ENVIRONMENTAL ASSESSMENT

7.5.1 Site Development and Establishment (Stage 1)

The impact magnitude rating for the site works of the proposal (Stages 1-5) are presented in Table 7.11 to Table 7.16. The impact magnitude has been estimated based on guidance from

Table 7.15 of the 'Impacts on the Water Environment' Section of the DfT Transport Analysis Guidance (TAG)[1].

- It is assumed that all mitigation measures will be implemented. These will minimise potential sources and control possible pathways to groundwater receptors. As such potentially detrimental impacts towards the groundwater aquifer, current abstractions and designated sites are considered to be prevented.
- As previously stated in Table 4-1, the proposal is located within the boundary of a local wildlife site, Loscar Common. The site is approximately 330 m south of one of its ecological features of interest, woodland (ancient) and adjacent to the Loscar Common Plantation which may depend on groundwater availability (noting that other listed features of interest, farmland, and corn bunting, are not expected to be dependent on groundwater). Taking into account the small size of the site, and that on-site works are considered to have a neutral affect towards the groundwater availability (the site has a small surface area and the nearest woodland, Loscar Common Plantations, is surrounded by permeable surfaces with the only impermeable surface in the vicinity of the site being Common Road) and quality, it is expected that the proposal will have a neutral effect on the designated site.
- On-site activities are expected to have a negligible impact on the groundwater quality or resource availability of the nearest SPZ.

Table 7.11 Stage 1 Site Development and Establishment Effects

Receptor	*Level of Effect*
Secondary Aquifer	Neutral
Abstraction	Neutral
Designated Site	Neutral

7.5.2 Drilling and Coring and Pressure Transient Testing (Stage 2)

See rationale of assessment in Section 7.5.1; additionally, during PTT at target depth (>1000m), KCl at 2-4% (dependant on the salinity within the formation) would be used. This would be targeted to penetrate a maximum of 30 cm into the rock matrix. As described, the well design provides for several degrees of sealing using casing between the target zone and the overlying potable aquifer at shallow depth to prevent any loss to the aquifer.

Table 7.12 Stage 2 Drilling and Coring and Pressure Transient Test Effects

Receptor	*Level of Effect*
Secondary Aquifer	Neutral
Abstraction	Neutral
Designated Site	Neutral

[1] Department for Transport (2015) Environmental Impact Appraisal: Impacts on the Water Environment. Transport Analysis Guidance (TAG) Unit A3, pp.74

7.5.3 Maintenance of the Site (Stage 3)

See rationale of assessment in Section 7.5.1.

Table 7.13 Stage 3 Maintenance of the Site Effects

Receptor	*Level of Effect*
Secondary Aquifer	Neutral
Abstraction	Neutral
Designated Site	Neutral

7.5.4 Possible Workover of the Well (Stage 3a)

See rationale of assessment in Section 7.5.1.

Table 7.14 Stage 3a Possible Workover of the Well Effects

Receptor	*Level of Effect*
Secondary Aquifer	Neutral
Abstraction	Neutral
Designated Site	Neutral

7.5.5 Use of Well as Listening Well (Stage 4)

See rationale of assessment in Section 7.5.1.

Table 7.15 Stage 4 Use of Well as Listening Well Effects

Receptor	*Level of Effect*
Secondary Aquifer	Neutral
Abstraction	Neutral
Designated Site	Neutral

7.5.6 Decommissioning and Restoration (Stage 5)

See rationale of assessment in Section 7.5.1.

Table 7.16 Stage 5 Decommissioning and Restoration Effects

Receptor	*Level of Effect*
Secondary Aquifer	Neutral
Abstraction	Neutral
Designated Site	Neutral

7.6 CONCLUSIONS

Impacts towards the groundwater quality of the underlying bedrock aquifers and other sensitive receptors within the surrounding area of the proposal have been assessed for Stages 1 to 5 of the proposal on-site activities. Given the proposed embedded mitigation measures (see Section 7.4); the environmental assessment of Section 7.5 has demonstrated the following results:

- A neutral effect on the shallow groundwater quality of the surrounding area due to the non – intensive nature of the on-site activities.
- A neutral impact on the groundwater quality, due to the drilling and well design using multiple casing solutions to seal off aquifer sections during drilling and well operation.
- A neutral effect on groundwater quality due to protection afforded by multiple casing solutions to seal off aquifer sections during well testing activities and the separation distance between the PTT zone and overlying aquifers.
- A neutral effect on groundwater resource availability due to the water use being contained within a closed loop and the nearest SPZ being approximately 0.5 km distant from the proposal.
- A neutral effect on the transport and dilution capability of groundwater aquifers within the local area.
- A neutral effect on the biodiversity of the surrounding area, including designated areas. This is due to the non-intensive nature of on-site activities which are not expected to affect groundwater availability or quality and the distant from the proposal.
- A neutral impact on pressures on water resources in the surrounding area, due to the non-intensive nature of on-site activities.

Consequently hydrogeology should not be considered an opposing factor in granting planning permission.

7.7 REFERENCES

- BGS Geology of Britain Viewer http://scans.bgs.ac.uk/sobi_scans/boreholes/230209/images/10441952.html
- Department for Transport (2015) Environmental Impact Appraisal: Impacts on the Water Environment. Transport Analysis Guidance (TAG) Unit A3, pp.74.

8 ARCHAEOLOGY AND CULTURAL HERITAGE

8.1 INTRODUCTION

This section identifies and assesses the potential cultural heritage effects resulting from the proposal. The section considers archaeological and built heritage assets within the study area and identifies the mitigation measures that will be implemented to prevent or reduce potential adverse effects.

8.2 SCOPE AND METHODOLOGY

This assessment has been prepared in accordance with the appropriate guidance and 'good practice 'advice including that presented by the UK Chartered Institute for Archaeologists (CIfA): Standard and Guidance for historic environment desk-based assessment (2014)(1), Historic England's Guidance (2015) on 'The Setting of Heritage Assets Historic Environment Good Practice Advice in Planning: 3 (2), Historic England's Conservation Principles[3], and national policy and guidance including the National Planning Policy Framework (2012)[4] and National Planning Policy Guidance (2014)[5].

8.2.1 Study Area

The Study Area includes a search of all known heritage assets within a 2 km buffer zone of the site boundary. This is to review both heritage assets that may be affected and also consider their setting within in the wider area around the site. The site is located at the eastern extent of a large field enclosed by low, flailed hedges. At the western extent of the field is the south eastern extent of the village of Harthill, approximately 700 m from the eastern boundary of the site. The topography is relatively flat, with mature woodland adjacent to the site to the east and further woodland framed on the horizon to the northwest. The southern boundary of the site is bordered by Common Road beyond which are open fields and areas of mature woodland.

Most of the land within the vicinity of the site is used for intensive arable farming, with large, straight sided, geometric shaped fields and long, straight roads that are a typical product of a relatively late planned enclosure (Figure 8.1 and Figure 8.2). In the immediate vicinity of the local villages the fields are generally smaller and of irregular pattern, dating from earlier periods of enclosure or open fields or common grazing.

Historic England guidance on the Setting of Heritage states "The area of assessment for a large or prominent development, such as a tall building in an urban environment or a wind turbine in the countryside, can often extend for a distance of several kilometres" (6). The proposal, which includes the temporary presence of a drilling rig during Stage 2 that could be up to 60 m in height, and other temporary periods of an up to 32 m rig on-site has been considered 'a prominent development' against this definition. The 2 km study area includes the nearby settlements of Harthill and Thorpe Salvin and is considered appropriate to address the wider heritage setting within the assessment.

(1) Chartered Institute for Archaeologists (IfA), Standard Guidance for historic environment desk-based assessment, 2014
(2) https://content.historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/gpa3.pdf/
(3) Historic England, 2008, Conservation Principles – Policies and Guidance for the Sustainable Management of the Historic Environment
(4) Department for Communities and Local Government, National Planning Policy Framework 2012
(5) Department for Communities and Local Government, Environmental Impact Assessment National Planning Practice Guidance 2014
(6) Historic England, July 2015, The Setting of Heritage Assets Historic Environment Good Practice Advice in Planning: 3, p8

8.2.2 Baseline Data

Baseline information was collected from the following sources:

- the National Heritage List (NHL) maintained by Historic England (HE), which contains details of all nationally designated heritage assets;
- South Yorkshire Sites Historic Environment Record (HER);
- Sheffield Archives (SA);
- Information (textual) from online resources, including
- Online historic mapping held by Historic England https://historicengland.org.uk/ detailing designated monuments, 1st edition 1-inch Ordnance Survey mapping (1840s) http://www.visionofbritain.org.uk
- Historic Mapping (1:2,500 and 1:10,000) from 1892 onwards supplied by Envirocheck.

8.2.3 Assessment Methodology

This desk-based assessment has been prepared in accordance with the Ancient Monuments and Archaeological Areas Act (1979), the Town and Country Planning Act (1990), and the Planning (Listed Buildings and Conservation Areas) Act 1990, the National Planning Policy set out in the NPPF, 2012 as well as published guidance of the Chartered Institute for Archaeologists (CIfA) including their Standard and Guidance for historic environment desk-based assessment (CIfA, 2014).

8.2.4 Consultation

Consultation has been undertaken with the Archaeological Advisor for Rotherham (as part of South Yorkshire Archaeology Service) and is ongoing.

8.2.5 Assumptions and Limitations

Data from Historic England was collected in March 2017 and used for the preparation of an assessment of the setting of designated monuments. Data from the Sheffield HER was collected in April 2017 and is used as part of the impact assessment of both designated and non-designated monuments. These datasets are assumed to be accurate although data location and descriptions (especially of the non-designated data, which is the much greater quantity), derive from a wide variety of sources over many years and may be subject to data entry errors or may, in rare instances, be inaccurate.

The assessment of the baseline should be considered in light of the fact that the area has had very little field work carried out within the locality, and as a result the extent of archaeological information available may be limited. Therefore a cautious approach to the paucity of archaeological data, and possibly the extent of archaeological remains, is necessary.

8.3 BASELINE CONDITIONS

See Figure 8.3 for a plan showing known heritage assets within the Study Area. Gazetteers of designated and non-designated assets are provided in Appendix 8-1.

8.3.1 Geology, Topography and Geoarchaeology

The solid geology comprises Cadeby Formation, Dolomite and Limestone, with no superficial deposits recorded (BGS 2017). This sedimentary bedrock was deposited in an enclosed

evaporitic inland sea during the Permian period approximately 255 to 245 million years ago. It comprises a lower unit of dolomite and dolomitic limestones, which forms the dominant landscape feature, overlain by red mudstone with gypsum. This is further sealed by an upper dolomite and dolomitic limestone unit which is overlain by further red mudstones and gypsum. The sequence locally has numerous swallow holes caused by underground dissolution of gypsum and limestone.

Figure 8.1 View from the site westwards towards Harthill



Southern Magnesian Limestone landscape is formed by the two escarpments of the Upper and Lower Magnesian Limestone, which stretch from near Bedale, running southwards through South Yorkshire and into Derbyshire, where they terminate near Nottingham. The escarpments form a relatively narrow ridge feature, nowhere more than a few miles across, which acts as a distinct barrier between the industrial coalfields and the Yorkshire Dales fringe to the west, and the lowland vales to the east.

The soils within the site are typical light, fertile, calcareous earths of the 511a (Aberford) association (SSEW SE Sheet 1 1980). Such soils would have made the area favourable for early settlement throughout the length of the limestone belt. The topography is generally a rolling landform, fertile farmland and well-wooded estates, cut by numerous dry valleys.

Figure 8.2 Eastward view from the site towards Thorpe Salvin



8.3.2 Designated assets

There are no scheduled ancient monuments or parks and gardens within the Study Area. There are a total of 15 listed buildings within the Study Area located within the villages of Harthill, Thorpe Salvin and Kiveton Park. Within the centre of Harthill, which lies approximately 1.5 km to the west of the site (Figure 8.1 shows a view westward from site towards Harthill) is All Hallows Church, Grade 1 (Site 1, Figure 8.3) which dates to *c*.1080. Six buildings within Harthill are listed as Grade II and include The Old Rectory (Site 4), Glebe Farmhouse (Site 10), 44 Union Street (Site 12), Danby House (Site 5), Harthill School House (Site 3) and Walker's Butcher's/Threshing Barn (Site 8). One further Grade II building within Harthill is a stone base of 3 tiered steps (Site 11), the rear part of which is built into a garden wall. This is probably the remains of a medieval market cross.

The centre of the village of Thorpe Salvin is located approximately 1.6 km to the northwest of the site (see Figure 8.2 for an eastward view from site towards Thorpe Salvin), where there are several listed buildings. These include The Church of St Peter, Grade 1 (Site 2, Figure 8.3) and two sites within the church yard, the headstones to John Berry and Thomas Morton located approximately 4 metres to the southeast of the porch to the Church of St Peter (Site 6) and a sundial located approximately 5 metres to the southeast of the porch of the Church of St Peter (Site 7). There are also two Grade II cottages within the town at 7 and 9 Worksop Road, which date to the early to mid-18th century (Site 9). At the northern extent of Thorpe Salvin are the ruins of an Elizabethan manor house built in 1570, known as Thorpe Hall (part of Thorpe Salvin Manor) Grade II* (Site 14) and the Gatehouse to Thorpe Hall Grade II* (Site 15).

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382822 381822 380822 379822 378822 377822

N

Lodge Hill
Red Hill
Harthill
Hard Field
Newton Hill
Street Field
Hawke Wood
Bull Hill
Hunger Hill
The Flats
Loscar Field
Loscar Wood
Church Field
Thorpe Salvin
Loscar Common
Honeyeve Wood
Bondhay Common
Whitwell Wood
Fir Hill
Harthill Field

20 13 38 39 32 32 22 25 24 21 28 37 14 15 2 29 6 7 9 33 23 1 10 36 34 3 4 31 12 11 5 30 8 35 27 19 40 26 41 17 18 16 20

0 50 100 200 300 400 500 m

Project:	PEDL 304/2	
Title:	Plan Showing Heritage Assets Within Study Area (1:15,000)	
Date: 17/05/2017	Scale: 1:15,000	CRS: BNG
Drawn: ERM	Checked: MT	Rev: 2
Figure No:	8-3	

Legend:

- Extent of Surface Works
- 2km buffer of Site
- Non-Designated Points
- Listed Building
- Non-Designated Line

Source: © Crown copyright and database rights 2017 Ordnance Survey 0100031673; Historic England 2017

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ERM DRAWING REF: \\Uklonsv01\data\London\Confidential Projects\0378050 Project Lannister.BP\Working files\GIS\MAPS\PEDL_304_2\0376059_304_2_CulturalHeritage15000_Rev1.mxd

Approximately 2 km to the north of the site boundary at Kiveton Park is Dog Kennels Bridge (Site 13), a bridge dated 1811 or 1841 (obscure), which spans the Chesterfield Canal.

The zone of theoretical visibility (ZTV) analysis (see Appendix 5-1) suggests that the proposal will not be visible from most of the designated assets located within the centre of Harthill due to the presence of 'Crow Wood' and parcels of woodland to the east of Harthill. There is a slight possibility that the drilling rig may be visible from Glebe Farmhouse (Site 10), however, as the rig is located within the south western part of the land within applicant control, and given the landform and existing woodland screening, this is unlikely. There will, therefore be no effect on designated assets within Harthill. The zone of theoretical visibility (ZTV) analysis suggests that due to the land form and screening from the proposal will not be visible from mature woodland (Loscar Common Plantations and Loscar Wood), there will be no effect on designated assets within Thorpe Salvin. Dog Kennels Bridge (Site 13) at Kiveton Park is outside the zone of theoretical visibility and there will be no effect on this asset.

8.3.3 Non-designated assets

There are no non-designated heritage assets within the footprint of the site. The majority of non-designated assets within the Study Area are random find spots of prehistoric flint tools, notably a surface concentration of Mesolithic tools (Site 16, Figure 8.3) located in an open field approximately 2 km to the southeast of the site. Other find spots include Roman costume jewellery, coins and pottery, with a notable cluster of Roman finds to the north of Thorpe Salvin, possibly indicative of some form of Roman occupation approximately 2 km to the northeast of the site.

A rectangular enclosure (Site 26) located approximately 800 m to the southwest of the site is considered to be of Roman origin, although as yet no archaeological works have been undertaken to establish this. Approximately 500 m to the east of the site is Packman Lane (Site 20), a north-south aligned road which is thought to be either prehistoric or Roman. While the period that this road was first used is unknown, the road is clearly of some antiquity. Neither of these sites will be impacted by the proposed works.

The non-designated buildings are all located within the village centres of Harthill and Thorpe Salvin. At Harthill these include a timber-framed cottage (Site 30) and the Rectory (Site 31), which is associated with a tithe barn (now demolished). A stone house at Chapel Yard (Site 34), a post-medieval barn (Site 35), and an old schoolhouse (Site 36) are also located within the village of Harthill. The historic centre of Harthill is approximately 1.5km from the site and is shown to be outside the ZTV.

Buildings within Thorpe Salvin include a medieval priest's house (Site 29), and the gate house and fishponds (Site 33) associated with Thorpe Hall. An 18th century farmhouse and barn (Site 37) are located at the northern extent of the village of Thorpe Salvin and are outside the ZTV.

At the northern extent of the buffer zone is the Chesterfield Canal (Site 38) which is a significant landscape feature. Some sections of the Canal are within the ZTV, however the impact to setting will be minimal and temporary. Along the southern bank of the canal are the remains of lime kilns (Site 39), which lie outside the ZTV and will not be affected by the proposals.

While the effect to non-designated assets is generally considered to be negligible or neutral, the geophysical survey suggests there is a potential for archaeological features to be found within the site boundary. As the proposals include below ground works the impact on any potential archaeological features within the footprint of the site would be considered to be major.

8.3.4 Archaeological and Historical background

Mesolithic to late Iron Age (10000BC – AD43)

In 1955 a total of 48 fragments of patinated flint debris were recovered from a ploughed field on a south-facing promontory above Bondhay Dyke, located nearly 2 km to the southeast of the site at Thorpe Common. The significant assemblage included 3 small round scrapers, 3 small cores, 4 core trimmings, a double burin, a small black chert core and a fragment of a polished flint axe all recovered within an area some 15m across (Site 16, Figure 8.3). Two years later a further sixty flints were discovered at the same site, including one microlith, three scrapers, three cores, a double burin and fragment of a polished flint axe. The two assemblages almost certainly relate to *insitu* tool production and are probably indicative of a Mesolithic hunting encampment.

In 2005 Oxford Archaeology North undertook a field walking survey around Loscar Farm. This formed part of an assessment of approximately 40 hectares in advance of proposals for a windfarm to the southeast of the site. The largest concentration of finds came from Fields 8 and 9, at the southern extent of the survey area (approximately 900 m to the southeast of the site). Finds included a flint bladelet, a tranchet axe fragment and a flake dated to the Late Mesolithic period. Other finds included a flint knife, an 'axe thinning flake' and four other undiagnostic flint fragments dated Late Mesolithic to Early Neolithic (Sites 17 and 18). Within the northernmost part of the survey (approximately 400m from the site) a flint blade fragment (Site 19), dated to the Late Mesolithic to Early Neolithic period was recovered.

Approximately 500 m to the east of the site is Packman Lane (Site 20), a north-south aligned road, which follows the boundary between the parishes of Harthill and Thorpe Salvin for 2 miles between Kiveton Park in the north and Bondhay Common in the south. The road is considered to be an early communication line, possibly of prehistoric origin although this evidence appears to be anecdotal (Hey 1979) and while the road itself is clearly of some antiquity, its origins cannot be reliably substantiated. Excavations some 50 years ago in a field to the south of Kiverton Park railway station (approximately 1.7 km to the north of the site) revealed traces of a cobbled road. This was encountered again recently along the southern edge of the same field, however, the alignment was not authenticated and nothing is now visible on the ground at these places.

Roman (AD43 – AD450)

Packman Lane (Site 20), formerly known as Rykenild Street until the 18th century (Hey 1979), is thought to have been used during the Roman period. Despite this there is some uncertainty that this was the line of the Roman Ryknild Street, known to have extended between the Fosse Way and Templeborough near Rotherham. A projection of the alignment passes through Maltby and on to the Romano-British settlement at Edlington, following numerous straight stretches of modern roads and lanes. Packman Lane lacks the linearity, regularity and continuity that is typical of Roman roads, and no trace of a Roman road has been found, nor is anything visible on aerial photographs to the north of Kiverton Park. The only evidence for it having been a Roman road would appear to be the linking of the name Rykenild Street to this stretch of road.

A cluster of Roman finds were recovered by metal detectorists approximately 600 m to the north of Thorpe Salvin. These included a Roman trumpet brooch dated to the 1st half of the 2nd century (Site 21), a late 1st to mid-2nd century enamelled brooch (Site 22), a 2nd century bronze disc brooch with red and blue enamel (Site 23, a Roman coin AE4 of Constans (337-350) (Site 24) and a lead spindle whorl (Site 25). The number of Roman finds recovered between Thorpe Salvin and the Chesterfield Canal indicate an increased level of Roman activity, possibly indicative of some form of small Roman settlement or cemetery approximately 2 km to the northeast of the site.

Crop marks indicative of a rectangular enclosure and field system (Site 26) are located approximately 800 m to the southwest of the site. These cropmarks have not been subject to excavation, but are considered fairly typical of late Iron-Age or Romano-British enclosures.

Early-Medieval (AD450 – AD1066)

Evidence for Early-Medieval activity in the study area is entirely from findspots of metal objects. These include two late Anglo-Saxon, 10th century copper alloy strap-ends, one part complete with a zoomorphic terminal (Site 27) and the second with a nielloed silver ornamentation of the outer surface (Site 28), found in arable fields approximately 600 m to the east and northeast of the site respectively.

Medieval (AD1066 – AD1485)

The Site lies in the parish of Harthill, first mentioned in the form *Hertil(l)* in the Domesday book in 1086. Thorpe Salvin has been shown to be of similar antiquity as the name Thorpe derives from the Norse for an outlying settlement, with Salvin referring to the 13th century lord of the Manor, Ralph Salvain. Harthill was linked to Conisbrough at the time of the Domesday survey (Hey 1986), where the early minster church was once the centre of an ancient lordship stretching from the River Don to the boundary of Northumbria.

Within Harthill the parish church of All Hallows dates from 1085 (Site 1), with a surviving timber-framed cottage (Site 30) at 70 Union Street Harthill. Typically for the period, the cottage was stoneclad in the 17th century. Of particular note among the undesignated buildings is Harthill Rectory (Site 31) dating to the 14th century and rebuilt in 1720. The rectory is associated with a tithe barn, which was demolished in the 1860's.

The site is located within the former manorial estate of Harthill, with much of the adjacent land indicative of medieval open fields systems. These are typically the remains of long, narrow reversed 'S' (aratral) strips caused by the necessity of a wide turning circle for oxen. These open field systems continued until at least 1720, where they are shown on a map of the Manor of Harthill (SA 379/F1/3). The remains of a rectangular enclosure and field system of probable medieval date can be identified from crop marks on aerial photographs at Thorpe Common (Site 41). An earthwork bank (Site 32) aligned north to south for 150-200 metres, located approximately 800 m to the north of Thorpe Salvin, may relate to medieval agriculture.

In addition to the designated buildings a medieval Priest's House (Site 29) is located in the north east corner of the churchyard at Thorpe Salvin. As may be expected, several metal objects dating to the medieval period have been found in the open fields to the north of Thorpe Salvin. Field walking survey around Loscar Farm, approximately 500 m to the southeast of the site, identified a general scatter of pottery fragments dating from the 13th century through to the modern period, including two sherds dating to the 14th-16th centuries (Wessex Archaeology 2005).

Post-Medieval (AD1485 – AD1900)

The medieval open fields systems were enclosed at some point after the map of the Manor of Harthill (SA 379/F1/3) was produced in 1720. As the enclosure act and award for Harthill and Woodhall from 1760/61 (RA) deals with Woodall Common on the west side of the parish it seems likely the rest of the parish (and the area of the site) had already been enclosed by private agreement before 1760. Many of the enclosed fields around the site follow the lines of the internal pre-enclosure cultivation strips. Enclosure of these open fields during the 18th and 19th centuries produced field systems with larger rectangular fields. These enclosed fields are interspersed with areas of mature woodland, which are evident on the early Ordnance Survey maps and survive today, notably Crow Wood, Loscar Wood and Cuthbright Wood. The wooded character of some of the areas is a likely result of the influence of large estates, with the major landowner in the

Harthill area from at least the sixteenth century to the nineteenth century being the Duke of Leeds (Sheffield Archives).

Many of the buildings within the nearby villages of Harthill and Thorpe Salvin date to the post-medieval period, with the predominant building material being the local Magnesian Limestone, which forms the predominant character of the built heritage. Of particular note are the ruins of Thorpe Hall (Site 14), with associated gate house and fishponds (Site 33), with several designated buildings dating to the 18th century. Within Harthill there are several early non-designated buildings including a stone house at 1 Chapel Yard, Harthill (Site 34), which is probably of 16th/17th century origin, a post-medieval barn (Site 35) located within the village, and an old schoolhouse dated 1721 (Site 36) built of ashlar sandstone, situated in the corner of churchyard to Church of All Hallows. An early to mid-18th century farmhouse and barn (Site 37) dating to the 19th century is located at the northern extent of the village of Thorpe Salvin.

While the basic industry would have been agriculture, there were many other industries, one of which being quarrying for limestone. Although covered in many places by drift deposits, the Magnesian limestone has a unifying effect on the post-medieval landscape because of its widespread use from buildings to boundaries. It is widely used in local buildings from small cottages to country mansions, but also in buildings further afield. The demand for building stone resulted in small limestone quarries throughout the length of the two Southern Magnesian Limestone escarpments, with one of the smaller quarries, 'Loscar Quarry', located approximately 90 m to the southeast of the site on the opposite side of Common Road. Work at the quarry commenced at some point after 1720 and had ceased by the end of the 19th century.

Other industry in the area is evident from the remains of lime kilns (Site 39) to the north of Thorpe Salvin, along the southern bank of the Chesterfield Canal (Site 38). Burnt lime would have been used predominantly in building mortars and as a stabiliser in mud renders and floors. Lime was also used in agriculture, where the addition of lime neutralised acidic soils and improved the structure of heavy clay soils (English Heritage 2011). While limestone was sourced locally, the burnt lime could easily have been transported by canal.

The Chesterfield Canal (Site 38) is a significant landscape feature, located approximately 2 km to the north of the site. The canal was constructed between 1771 and 1777 by James Brindley, and ran for approximately 46 miles from Chesterfield to the River Trent via Worksop and Retford. The canal system grew rapidly in the late eighteenth century, largely due to the Industrial Revolution which demanded an economic and reliable way of transporting good and commodities in large quantities. The Chesterfield canal would have transported coal, limestone and lead from Derbyshire, iron from Chesterfield and timber and food products into Derbyshire.

Modern (AD1900 – Present)

Historical mapping show that the site has remained farmland, bordered by mature woodland since the 19th century.

During World War II a series of permanent Sheffield 'Starfish Bombing Decoy' sites (Site 40) were constructed to simulate urban areas around Sheffield and act as decoys for enemy bombers. Britain's decoy programme began in the autumn of 1939 and rapidly developed into a complex deception strategy based upon day and night dummy aerodromes ('K' and 'Q' sites). Diversionary fires ('QF' sites and 'Starfish') simulated urban lighting ('QL' sites) and dummy factories and buildings. Of the six Sheffield Starfish sites one lay to the south of Thorpe Salvin approximately 1.5 km to the southeast of the site, but is no longer extant having being cultivated over the intervening period.

8.3.5 Map regression

One of the latest maps prior to enclosure is an account of the number of acres of land in every particular tenants farm in the parish of Harthill (Figure 8.4), dated to 1720 (SA 379/F1/3, 1720). This shows the site located at the northern extent of an area known as 'Common'. While common ground was often owned collectively or sometimes by one person, other people had traditional rights, such as the right to allow their livestock to graze upon it, to collect firewood, or to cut turf for fuel. Millions of acres of common ground existed in England until the 17th century, when much of it was subject to enclosure. Two parcels of woodland are noted, 'Hawk Wood', approximately 150 m to the northwest of the site and 'Cuthbright Wood' approximately 400m to the north of the site.

The 1-inch to the mile Ordnance survey map (1840, Figure 8.5), shows the villages of Harthill and Thorpe Salvin, with the site located within the western extent of a large field described as 'Burr Well', Burr possibly relating to a person's name or a small stream. Clearly the landscape had changed considerably between the two maps of 1720 and 1840, with the area subject to enclosure at some point between 1720 and 1760. The map also shows that Common Road was established prior to 1840, very likely at the same time as the enclosure (so prior to 1760). The road clearly takes its name from the Common field that existed prior to the enclosure. Both 'Hawk Wood', and 'Cuthbright Wood' are shown to remain, however the map also shows three further parcels of woodland. One planted on the former Common immediately to the east of the site is described as 'Loscar Plantation', while approximately 500 m further to the east of the site is a parcel of mature woodland measuring approximately 16 ha, described as 'Loscar Wood'. Loscar Wood is not shown on the map of Hartshill as it lies to the east of the parish. To the south of Common Road is a parcel of mature woodland that is not annotated, but is located within the former Common and must post date 1720. Immediately to the west of this woodland is a Quarry (noted on later maps as 'Loscar Quarry'). This quarry post-dates 1720 and was presumably used to extract the local Magnesian Limestone widely used in the local buildings.

The first edition 1:2,500 Ordnance Survey Map (Figure 8.6, 1893), shows a public footpath aligned along the eastern edge of the field in which the site is located. The mapping shows that this field was formerly four fields, some of the mature hedges having since been removed. One of the former hedges intersects the western extent of the site on a northwest-southeast alignment, and may relate to some of the soil/cropmarks that have been identified on satellite images and the anomalies identified on the geophysical survey. The area of the site is annotated as 'Loscar Common Plantations', which presumably refers to both the parcel of mature woodland immediately to the east, and the previously unnamed parcel of mature woodland to the south of Common Road. The parcel of mature woodland to the northwest of the site previously described as 'Hawk Wood' is now described on the 1893 OS map as 'Crow Wood' (the name 'Hawk wood appearing on later maps describing woodland to the north of Thorpe Salvin). Loscar Quarry to the south of the site is shown as being disused, but would appear to be open ground. A well is shown towards the eastern extent of the quarry interior.

The 1923 1:2,500 Ordnance Survey map (Figure 8.7) shows that relatively little had changed within the area of the site, with the exception of an access road within the boundaries of Loscar Quarry to the southeast. By 1956 (1:2,500 Ordnance Survey map, Figure 8.8) several of the field boundaries had been removed, including one field boundary which previously crossed the site on a northwest-southeast alignment.

Figure 8.4 An account of the number of acres of land in every particular tenants farm in the parish of Harthill

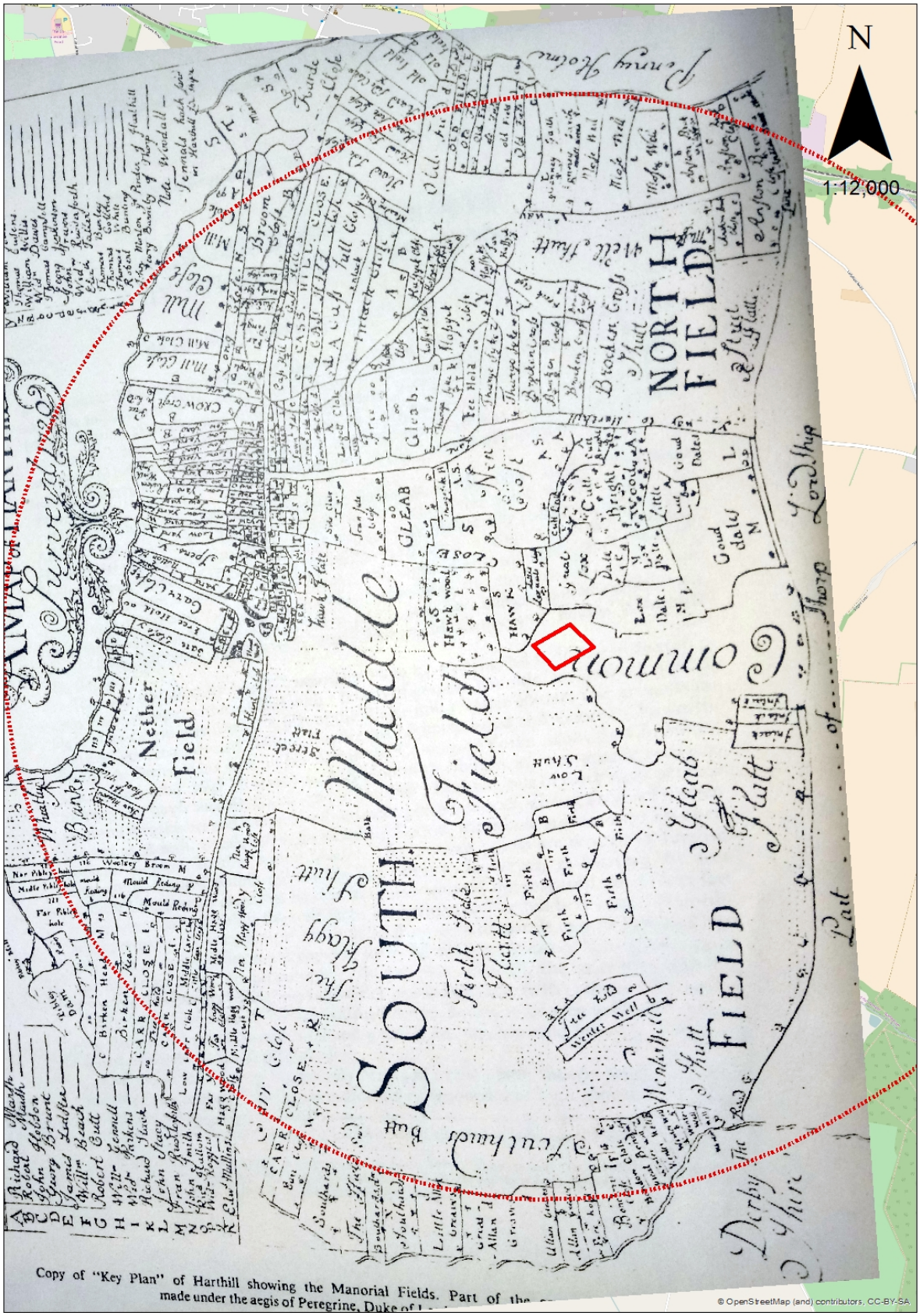


Figure 8.5 1:63,360 OS map (1840) 1-inch to the mile. Source: visionofbritain.org.uk



Figure 8.6 1:2,500 OS map (1893) Source: Envirocheck

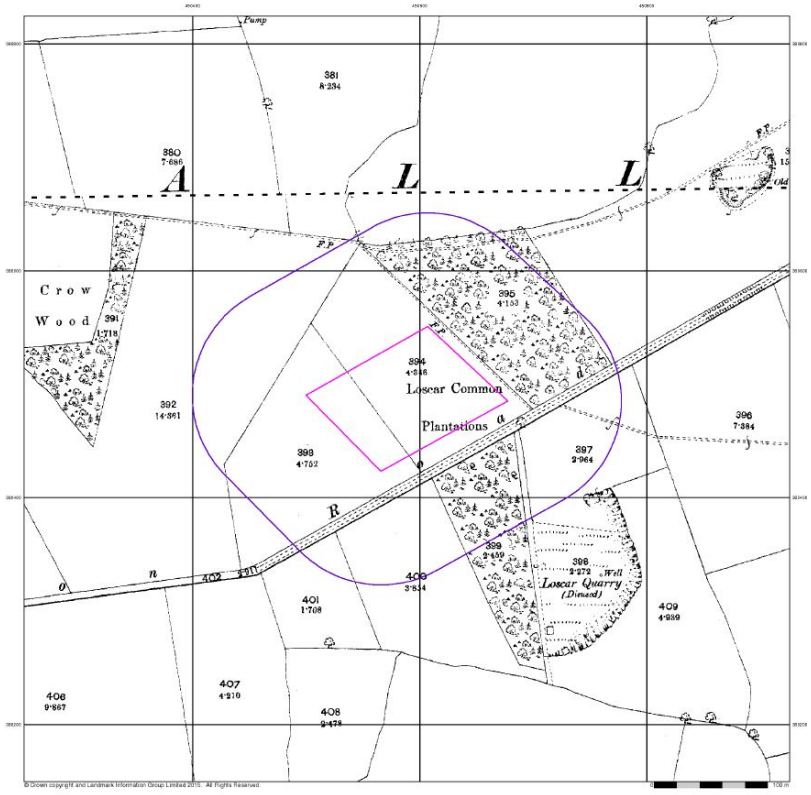


Figure 8.7 1:2,500 OS map (1923) Source: Envirocheck

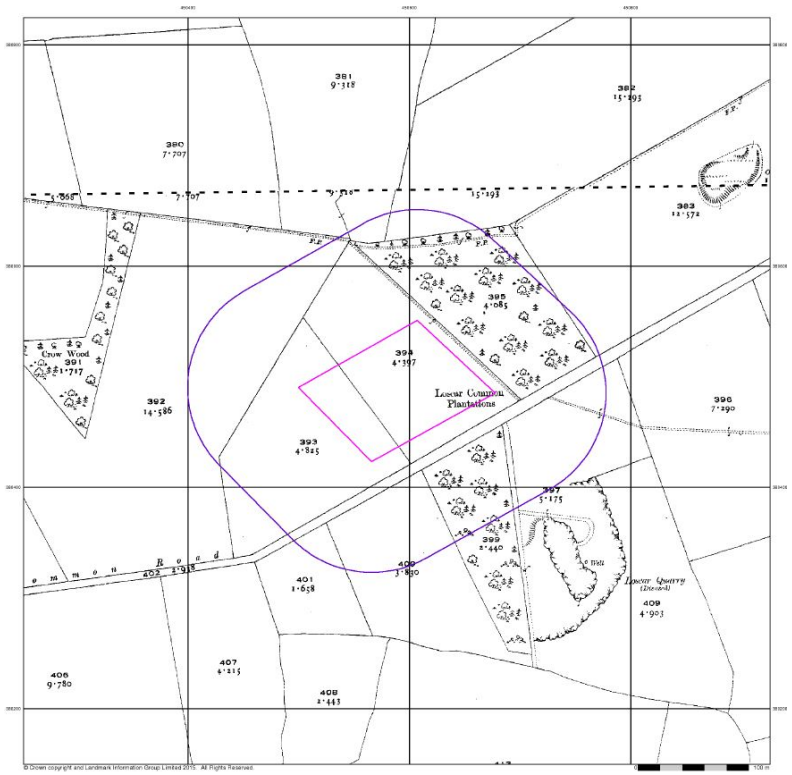
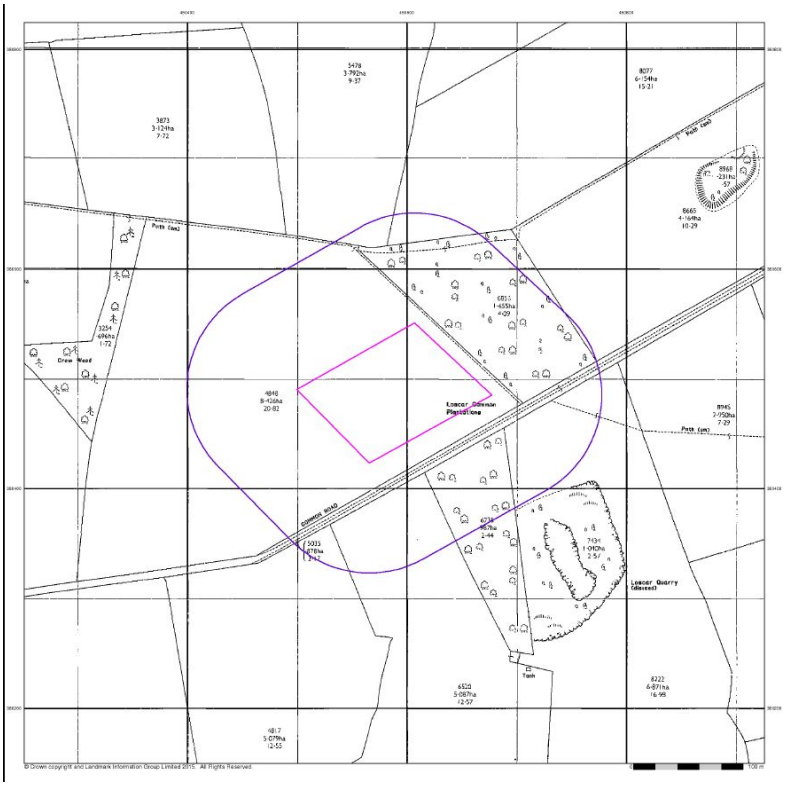


Figure 8.8 1:2,500 OS map (1956) Source: Envirocheck



8.3.6 Previous Heritage Studies

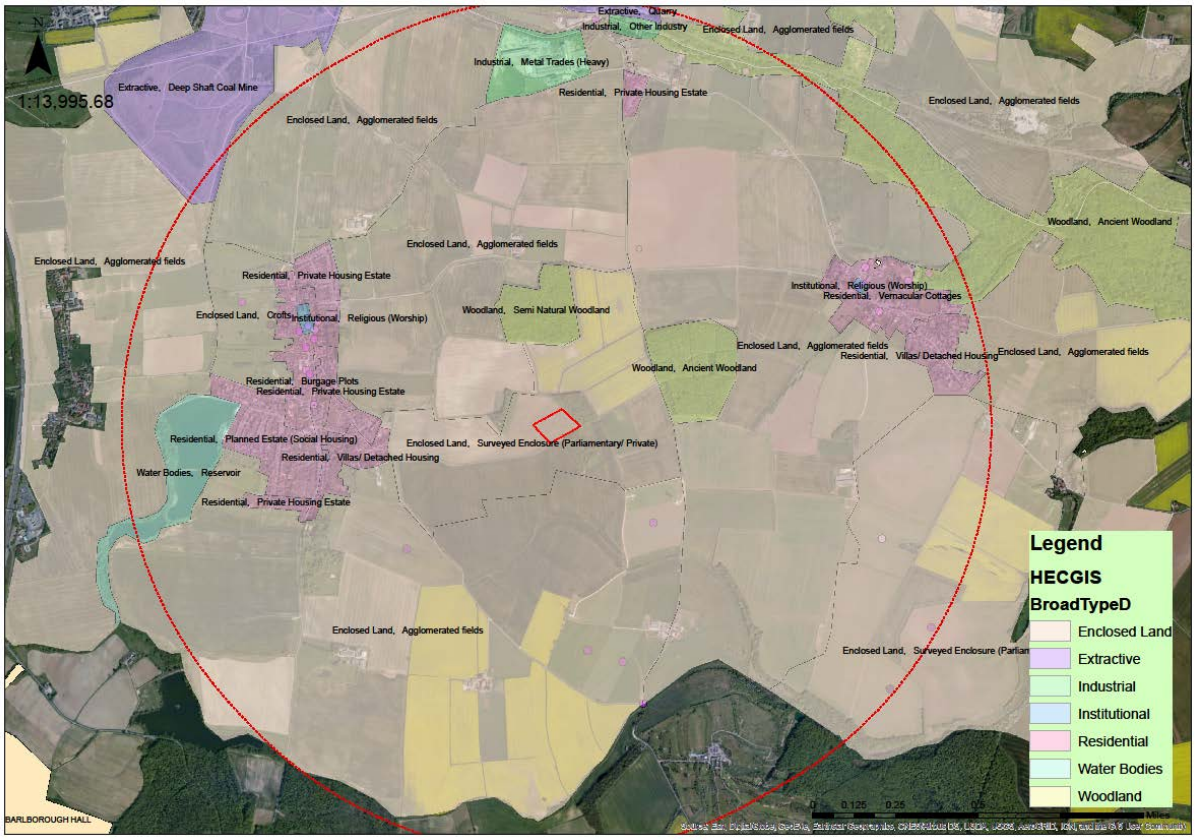
In 2003 Oxford Archaeology North undertook an archaeological desk based assessment and walk over survey on approximately 40 ha of land at Loscar Farm, between 350 m and 1.3 km to the southeast of the site. The desk based assessment, undertaken to inform a planning application in advance of proposals to erect three wind turbines at the farm, demonstrated that the land had been in agricultural use since at least the 16th century. Much of the land within the proposals comprised of shaped strip fields, the product of the enclosure of medieval open fields from within the manorial estate of Harthill. The assessment identified the presence of Packman Lane (Site 20, Figure 8.3) to the east of the proposed development.

In 2005 Oxford Archaeology North undertook a field walking survey around Loscar Farm in advance of the windfarm. It was recognised that because of the nature of past intensive cultivation around Loscar Farm any traces of earthworks that might have been present would have been removed. Therefore, the collection of surface artefacts was considered the most effective means of site identification. The survey collected a general scatter of flint artefacts and pottery from a total of ten fields. The artefacts included thirteen flint artefacts, of which seven could be reasonably attributed within a date range from the Mesolithic to Bronze Age, with a distinct bias towards the earlier end of the range. Other artefacts included fragments of Roman pottery, five sherds of medieval pottery and a few fragments of post-medieval pottery. The broad range of material dated from most periods between the Late Mesolithic and the present day, and highlighted a dispersed pattern of artefact distribution. No artefact scatters or clusters were found within any of the ten fields. A higher number of flints were found in Field 8, elsewhere the concentration of finds was relatively low and not significant.

8.3.7 Historic Landscape Character

The site is situated within fields and enclosed Land (Planned Enclosure) as defined by the Historic Landscape Character (HLC). The planned enclosures took place between 1720 and 1760, with the land boundaries of the larger fields reflecting the character of the former reversed 'S' (aratral) strips of the open field systems. These enclose fields are interspersed with areas of ancient and mature woodland (Figure 8.9).

Figure 8.9 Plan of development site showing known/potential areas of heritage sensitivity

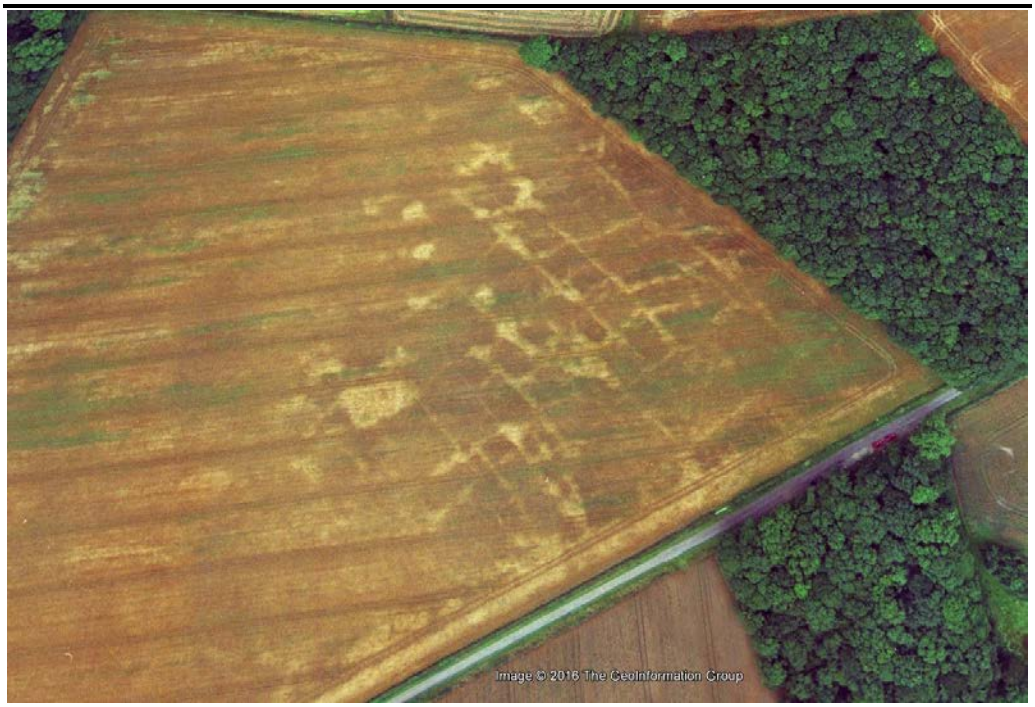


8.3.8 Cropmarks and soil marks

Within the area of the site are a number of cropmarks and soil marks that are visible on aerial photographs. The linear marks comprise of eight fairly straight features on a similar northwest-southeast alignment to the eastern field boundary. These would appear to terminate at a feature aligned northeast-southwest, evident towards the southern extent of the site. The northwest-southeast linear features are intersected by features aligned northeast-southwest.

Towards the northern and western extents of the site are discreet, large, amorphous anomalies that would appear to be associated with the linear anomalies.

Figure 8.10 Linear Anomalies



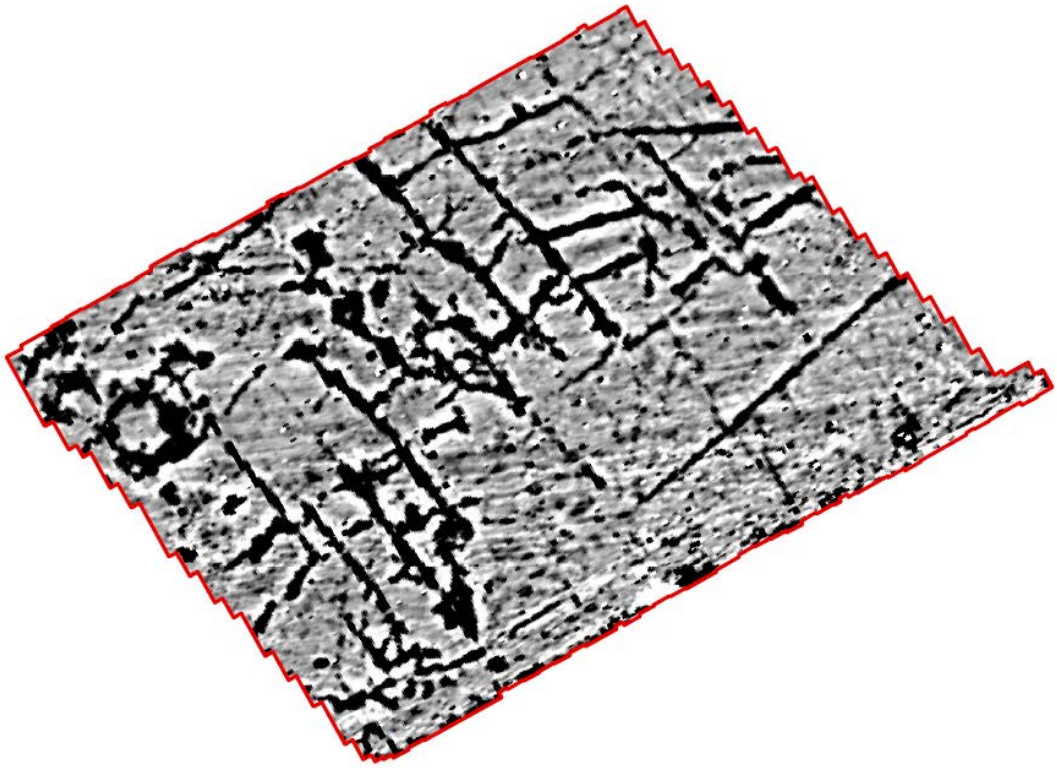
The linear anomalies are clearly man-made and may relate to several periods of land drainage or ditches, some possibly very early, others more recent (Figure 8.10). While the archaeological value of such features is likely to be low, a geophysical survey was undertaken in order to elucidate the nature of these features and determine the presence of further associated features not evident from aerial or satellite imagery.

8.3.9 Geophysical Site Investigation

As the nature of the crop marks and linear anomalies evident on aerial imagery was unknown, a nonintrusive, geophysical site investigation was commissioned in order to determine the possible extent and character of these anomalies. As a result a detailed gradiometer survey was undertaken by Wessex Archaeology across the entire foot print of the proposal (a copy of the geophysical investigation report is provided in Appendix 8-3).

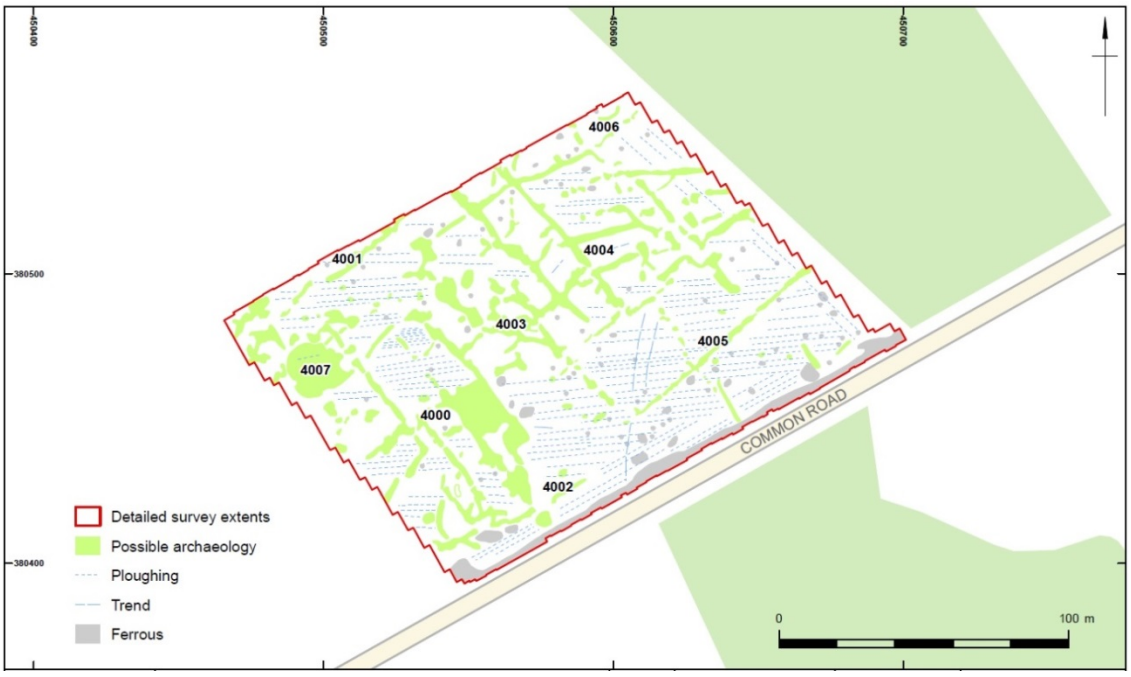
The results of the geophysical site investigation (Figure 8.11) confirm the presence of the linear anomalies evident on aerial and satellite imagery. These features clearly exist as subsurface anomalies, however it is unclear if they are of anthroprogenic or natural origin, and their importance as an archaeological resource cannot be determined. The linear anomalies form of a pattern that might be expected of Iron Age/Romano British enclosures, or a pattern that relates to multiple periods of ditches and land drains (4000 to 4006, Figure 8.12). However similar geophysical anomalies on Cadeby Formation, Dolostone have been demonstrated by trial trenching to relate to natural depressions and fissures in the geology (Wessex Archaeology 2013). While it is possible that there is an admixture of archaeological and geological anomalies, given the regularity of the features in the geophysical results, any distinction between these is not possible from the geophysical data alone.

Figure 8.11 Gradiometer survey results



A large circular anomaly in the north-western corner of the site (4007, Figure 8.12) has a different form to the rest of the rectilinear anomalies and may indicate a different origin. There is a possibility that this may relate to a Bronze Age round barrow or a small circular enclosure. However, the magnetic properties of this feature are similar to those of the linear features and a natural origin cannot be discounted.

Figure 8.12 Geophysical survey: interpretation



Parallel linear anomalies on an east – west alignment are evident throughout the dataset. These are clearly the result of agricultural activity, possibly modern ploughing.

While the geophysical survey has confirmed the presence of subsurface anomalies within the area of the site, it is not clear if these are of a natural or archaeological origin. On the basis of the preliminary geophysical survey results the potential for subsurface archaeology within the footprint of the site is considered to be medium to low potential. The presence or absence of archaeological deposits, and the nature of the anomalies identified through the geophysical survey can only be confirmed through a programme of archaeological trial trenching within the footprint of the site.

8.3.10 Visual impact – Heritage buildings

Proposals

Proposals for the development include a drilling rig which will reach a maximum of 60 m high, and smaller (up to 32 m high) conductor / surface and workover rigs. It is anticipated that the well site will be maintained for a period of five years, after which the well will be terminated and the area subject to restoration.

The site setting

The site is located at the eastern extent of an approximately rectangular field of intensively farmed arable land, bounded on all sides by mature hedgerows. The historic mapping shows that this field was formed by the removal of hedgerows and the infilling of ditches around smaller fields.

The southern extent of the site is bordered by a mature hedgerow, beyond which is Common Road. Three parcels of mature woodland are located close to the site. Immediately adjacent to the east of the site is a parcel of mature woodland of approximately 1.75 ha, known as 'Loscar Common'. Immediately to the south of Common Road is a parcel of mature woodland of approximately 1.9 ha, described on the 1893 Ordnance Survey map as 'Plantation'. Approximately 130 m to the northwest of the site is one further parcel of mature woodland measuring approximately 0.84 ha, described as 'Crow Wood'. Two further significant parcels of mature woodland, each more than 10 ha, are located approximately 330 m to the north and 500 m to the northwest of the site.

The site is bounded by the minor highway of Common Road to the south, with the remainder of the surrounding landscape within 1 km predominantly being intensively farmed arable land, enclosed by mature hedgerows and parcels of mature woodland.

Historic buildings

The centre of the village of Harthill lies approximately 1.5 km to the west. The southern extent of the village of Harthill lies at a similar height to the site, while the northern extent of the village drops to an elevation of 104 m. Harthill is a traditionally old, agricultural village that comprises architecture from several periods. All of the designated buildings within Harthill (All Hallows Church (Site 1), Harthill School House (Site 3), The Old Rectory (Site 4), Danby House (Site 5), Walker's Butcher's/Threshing Barn (Site 8), Glebe Farmhouse (Site 10) and 44 Union Street (Site 12) are located within Harthill village centre.

Further designated historic buildings located approximately 1.5 km to the northeast of the site within the village of Thorpe Salvin, include the Church of St Peter (Site 2), two early to mid-18th century cottages at 7 and 9 Worksop Road, and the ruins of Thorpe Hall and Gate House (Sites

14 and 15). One further designated structure located approximately 2km to the north of the site close to Kiverton Part railway station is a bridge (Site 13), which spans the Chesterfield Canal.

Assessment of impacts

The historic buildings within Harthill are at a sufficient distance from the site that their immediate setting will not be affected by the proposals (no impact). While the drilling rig may be up to 60m in height, the visual impact of this from each of the historic buildings at Harthill is considered to be no change. While there is a slight possibility that Glebe Farmhouse (Site 10) is within the ZTV, the distance between the buildings and the site (approximately 1.5 km) and the presence of the mature woodland known as 'Crow Wood', suggests this is unlikely. The impact to this heritage asset is considered to be negligible or no change. The presence of Crow Wood between the centre of Harthill and the site, and provides a natural screen for the historic buildings from the proposed works and the impact on heritage buildings within Harthill is considered to be no change.

The historic buildings within Thorpe Salvin are at a sufficient distance from the site that their immediate setting will not be affected by the proposals. The height of the proposed works will have no impact on the visual setting of each of the building. This is due to the distance between the buildings and the site (over 1.5 km), and the presence of two large parcels of mature woodland. These parcels of woodland are both located directly along the line of sight between Thorpe Salvin and the site, acting as a natural screen between the village and the proposed works. Furthermore the important ruins of Thorpe Hall and Gate House (Sites 14 and 15), lie to the north of Thorpe Salvin and do not lie within the ZTV. The impact on heritage buildings within Thorpe Salvin is considered to be no change.

The designated bridge (Site 13) which spans the Chesterfield Canal, lies approximately 2 km to the north of the site. There will be no impact on the setting of this structure from the proposed works.

While the drilling rig is of a significant height within the landscape, it will mostly have no impact on the setting of any of the historic structures detailed within the Study Area, with the exception of Glebe Farmhouse where the impact is considered to be no change or negligible. This is due to a combination of the distance of each of the structures from the proposed works and the presence of parcels of mature woodland, which in each instance are located between the site and the historic buildings.

8.4 HERITAGE ASSESSMENT

8.4.1 Mesolithic to late Iron Age (10000BC – AD43)

Surveys of fields within the 2 km Study Area have produced small, but significant assemblages of prehistoric flint tools and flakes, which appear to date mostly from the Mesolithic or Neolithic periods. The presence of flint scatters within the plough soil is important but not unusual and does not necessarily indicate the presence of sub surface features. Of particular importance is an assemblage of Mesolithic flint recovered from within an area some 15 m across (Site 16) at Thorpe Common. This assemblage seems almost certainly to relate to a Mesolithic hunting encampment where tools were produced *insitu*. However this flint scatter is located nearly 2 km to the southeast of the site and will not be impacted by the proposals. The remaining flints discovered within the locality represent stray finds associated with Mesolithic and Neolithic activity, which will not be impacted by the proposals.

The geophysical survey identified a large circular anomaly (Feature 4007, Figure 8.12) in the north-western corner of the site, which it has tentatively been interpreted as Bronze Age round barrow or a small circular enclosure. However, this interpretation is very unclear and a natural

origin for this feature cannot be discounted, particularly given the results of trial trenching on sites with a similar geology. To date no prehistoric finds have been recovered from within the proposed site and the potential for prehistoric remains within the site is considered to be low.

8.4.2 Roman (AD43 – AD450)

Of significance is the presence of a purported section of Roman Road (Site 20) on a north-south alignment, located approximately 500 m to the east of the site, following the approximate alignment of the present-day Packman Lane. Small roadside settlements are not uncommon during the Roman period, but would be very unlikely to extend over a distance of 500 m.

The geophysical survey has confirmed the presence of linear anomalies (Features 4000 to 4006, Figure 8.12) within the footprint of the site. These form of a pattern that might be expected of Iron Age/Romano British enclosures, or of overlapping linear anomalies from multiple periods. However, trial trenching on similar geology has shown such anomalies to be natural depressions and fissures. Therefore it cannot be determined at this stage if these are archaeological in origin or have a geological origin and are of no further interest. Crop marks indicative of a rectangular enclosure (Site 26) are evident approximately 800 m to the southwest of the site. The enclosure has not been subject to excavation, but is thought to be fairly typical of a late Iron-Age or Romano-British enclosure.

A significant number of Roman finds have been recovered by metal detectorists, which appear to cluster within an area approximately 600 m to the north of Thorpe Salvin. This may indicate the presence of sub surface features relating to Roman activity, perhaps a small Roman settlement or cemetery. However, this activity is located approximately 2 km to the northeast of the site and will not be affected by the proposals. It seems likely that a few Roman greyware sherds (Site 18) discovered close to Loscar Farm relate to the scattering of debris during manuring.

While there are no confirmed Romano-British remains within the site, the geophysics results have highlighted the potential for features of this date. The origin of these features is unconfirmed and may be geological. The potential for archaeological features of Roman origin within the site is therefore considered to be medium to low. However, should further archaeological work provide evidence for archaeological features the significance of effects will be considered to be large.

8.4.3 Early-Medieval (AD450 – AD1066)

Evidence for early-medieval activity in the Study Area is scant, with findspots generally more than 500 m from the site. The likelihood of early-medieval activity within the site is considered to be very low and the significance of any effect is considered neutral.

8.4.4 Medieval (AD1066 – AD1485)

Harthill and Thorpe Salvin were established by the 11th century, and there are several designated medieval buildings and buildings within both villages that should be considered of high heritage value. However, these buildings are at a sufficient distance from the site that they will not be directly affected by the proposals. Furthermore, parcels of mature woodland to the northwest and east of the site provide a screen both villages. The significance of effects to medieval buildings is considered to be neutral or neutral/slight.

It seems likely that for most of the medieval period the site was used for agricultural purposes when the site was probably part of an open field system, which pre-date the enclosures that continued into the eighteenth century. The likelihood of finding archaeological features within the site dating the medieval period is considered to be extremely low.

8.4.5 Post-Medieval (AD1485 – AD1900)

Historical mapping show that the site has remained farmland since the nineteenth century and the potential for archaeological features dating to the post-medieval period is considered to be extremely low.

In relation to the wider historic landscape setting there are several important listed buildings within the villages of Harthill and Thorpe Salvin. The Church of All Hallows (Harthill, Site 1) and the Church of St Peter (Thorpe Salvin, Site 2) are Grade 1 listed buildings, while the ruins and gatehouse to Thorpe Salvin Hall are Grade II* listed buildings (Sites 14 and 15) that are considered to have a high heritage value[1]. These buildings, however, stand more than a kilometre from the site and are screened by the presence of mature woodland, Crows Wood in the case of Harthill and Loscar Wood and Loscar Common Plantations in the case of Thorpe Salvin. There are numerous Grade II listed assets (typically have a medium heritage value) within both villages, for which have a similar ZVT. Given proposals for the height of the drilling rig, it is possible that this may be visible on the horizon, above the mature woodland, however, this minor effect would be of relatively short duration and it is considered that there would not be any long term effect on the setting of these heritage features. Therefore whilst the values of these heritage assets are of medium to high, the overall impact would be negligible resulting in only a very slight adverse effect overall.

8.5 CONCLUSIONS

The baseline assessment has highlighted the presence of a total of 15 designated and 26 non-designated heritage assets. These designated heritage assets are mostly medium to high value listed buildings located within Harthill and Thorpe Salvin. There are no designated standing buildings within 1 km of the site.

The historic centre of Harthill lies approximately 1.5 km to the west of the site and the historic centre of Thorpe Salvin approximately 1.6 km to the northeast of the site. The drilling rig is of significant height (up to 60 metres) and will be visible at a distance within the landscape. However, located between the site and the villages of Harthill and Thorpe Salvin are areas of mature woodland. In most cases this will provide a screen which will mean that while these buildings are of high to medium value, they lie outside the ZTV and the nature of the impact on the setting of historic buildings will be negligible to no change.

Any negligible effect to the historic landscape and/or the setting of medium and a high value listed buildings are likely to be in the form of a short term effect on their setting, since the rigs will only be on-site for short period (the worst case of which would be a 60 m drilling rig for a period of three months followed by the 32 m work over rig for a period of 2 months; note a 32 m conductor / surface rig will be on-site for 3 weeks at the end of Stage 1 and the workover rig will be on-site at the beginning of Stage 5 for well decommissioning activities). This will not result in any long term or permanent change. Consequently, the built heritage and designated assets should not be considered opposing factors in granting planning permission.

While there are a number of non-designated assets within the 2 km Study Area most of these relate to find spots. The non-designated standing heritage buildings are all located within the historic centres of the villages of Harthill and Thorpe Salvin and the impact to the setting of these buildings is considered to be negligible. It is therefore concluded that no harm will come to designated features.

[1] Design Manual for Roads and Bridges (August 2007), Vol 11, Section3, Part2 HA 208/07 Cultural Heritage, Sub-Topic Guidance: Archaeological Remains, Annex 5, Table 5.1

Within the footprint of the site itself, aerial and satellite images of the site show the presence of linear features. The footprint of the site was therefore, subject to a geophysical survey. This confirmed the presence of the linear features, which appear to be regular and could be of archaeological origin. If these features are found to be archaeological, they would most likely be prehistoric or Roman in origin as there has been very little evidence for any substantial medieval activity. Furthermore the geophysical survey suggested that a circular feature in the north western extent of the site may potentially relate to Bronze Age activity. While the geophysics has confirmed the presence and extent of these features, their nature and origin remains uncertain and they could potentially relate to redundant field boundaries and land drainage of several periods, or they may prove to be geological.

Further archaeological site investigation involving trial trenching would need to be undertaken if the exact nature of these features is to be clarified. This has been discussed with the County Archaeologist and a trial trenching plan and written scheme of investigation will be agreed for a pre-determination investigation to be carried out in order to determine the nature of the geophysical anomalies.

8.6 REFERENCES

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http://mapapps.bgs.ac.uk/geologyofbritain/home.html

Heritage Gateway (accessed April 2017) http://www.heritagegateway.org.uk/gateway

9 OTHER ISSUES

9.1 INTRODUCTION

This section presents information relating to those issues not assessed in this report and the reasons why they have been excluded.

9.2 AIR QUALITY

Emissions to air would include vehicle and equipment exhaust fumes, dust and potentially hydrocarbon release (methane) during the drilling period.

Road traffic associated with the proposal would produce emissions to air during the temporary construction and drilling phases, similar to any construction site. The percentage change against existing traffic flows means the site does not trigger the assessment thresholds in the current guidance for planning (Planning for Air Quality, IAQM 2017). This includes for the section of the proposed access route which close to the Barlborough roundabout Air Quality Management Area (AQMA), as the Heavy Duty Vehicle (>3.5 tonnes) AADT for the worse case year (year 1) of the proposal is below 25 movements.

On-site generators and the drilling rig (both diesel powered) would produce temporary, localised emissions to air, likely to include NOx, SOx, PM10 and 2.5, CO and VOCs. Generators would be sized appropriately for site energy requirements and would be efficient, with emissions reduced as far as possible. These would be similar to generators on construction sites. Emissions from operating the rig would also be reduced through choice of an efficient rig appropriate for the site, with minimal emissions. The majority of the required generators would be present on the site for less than 6 months, although a single generator will be required throughout the operating period. The 60 m rig will be on-site for around3 months during the 5 month Stage 2 operations.

Dust from site preparation, construction and vehicle passage on access roads will be controlled with standard dust-control measures (as outlined in *The Proposal* document) and is not considered likely to present a nuisance to site neighbours.

As the well is to be cored only, there is very limited potential for hydrocarbon gas (methane) to be released during the drilling process. Any emissions which do occur will be short-term and very small in volume and are not expected to have a material effect on local air quality.

The scale of the proposal is such that significant effects to air quality are not anticipated. The site is not within an Air Quality Management Area and so is not close to exceeding any air quality objective levels.

9.3 CONTAMINATED LAND

The site is located on and surrounded by arable land. Examination of historical maps shows that there are no potentially contaminative historic land-uses on-site, although there is a historic landfill near to the site which will not be affected by the proposed development. Environment Agency records indicate the presence of a historic landfill located approximately 100 m southeast of the site at Loscar Quarry, Common Road. The records indicate that the waste deposited at this site was inert (ie waste which remains largely unaltered once buried such as glass, concrete, bricks, tiles, soil and stones); and that was disposal activities at the site ceased in 1980. Taking into account the reported type of disposed waste (non-methanogenic), and that the cessation of disposal operations ceased over 35 years ago, the risk of landfill gas generation and migration is

likely to be low. Additionally, inert waste poses a low risk of generating leachate which may migrate into shallow surface waters. Embedded mitigation measures in the proposal around groundwater monitoring will provide the opportunity to establish current groundwater quality prior to commencement of the proposal operations.

9.4 HUMAN HEALTH

Public Health and Public Concern is discussed in Section 8.2 of the Planning Statement. The proposal is for an exploratory core well only. Low risk activities are recognised by the Environment Agency through Standard Rules permits. The proposed activities comply with the operational and locational criteria to qualify for a Standard Rule environmental permit.

9.5 CLIMATE CHANGE

The potential contribution of the proposal to national greenhouse gas emissions would be negligible. Climate change emissions associated with the proposal are expected to be limited primarily to those from vehicles and drilling equipment which are considered to be generally small and are not considered to be significant.

The exploration for Shale Gas as part of the UK's response to climate change discussed in Section 8.3 of the Planning Statement.

APPENDICES

APPENDIX 2-1 NOISE - MONITORING RESULTS

INEOS Shale

Environmental Report
Appendix 2-1 Noise

Application to Drill a Vertical Core Well

Land adjacent to Common Road, near Harthill

PEDL 304

May 2017

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1 INTRODUCTION

1.1 THE PURPOSE OF THIS DOCUMENT

This Environmental Report Annex accompanies the planning application submitted to Rotherham Metropolitan Borough Council (**RMBC**) in its capacity as the Mineral Planning Authority (MPA). It includes details of the noise assessment which are referred in the main noise assessment chapter.

This Appendix is structured as follows:

Section 2: Site Photographs

Section 3: Baseline Noise Levels

Section 4: Predicted Noise Level Contours

Section 5: Calibration Certificates

2 SITE PHOTOGRAPHS

2.1 UNATTENDED NOISE MONITOR

A photo of monitoring location M1 is shown in Figure 2-1 and its location within the study area is marked on Figure 4-1 of this document.

Figure 2-1 Monitoring location M1



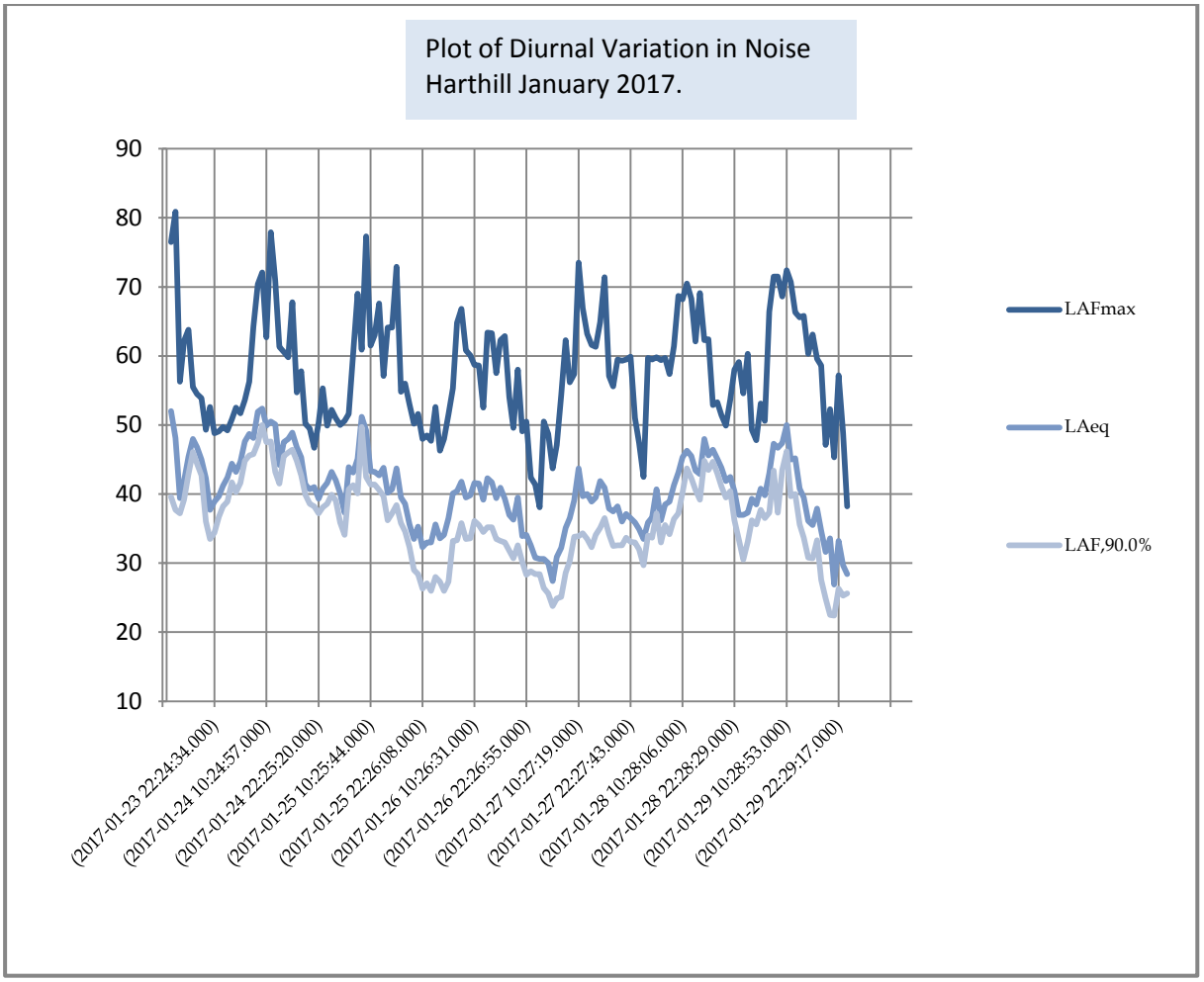
The measurement location was selected as it was representative of the nearest part of the community in Harthill. The site was chosen to be a similar distance away from the nearest noise source which is the road that runs through Harthill (Serlby Lane/Common Road). The location therefore represents the location at which the lowest noise levels are expected on the side of Harthill that faces the site.

3 BASELINE NOISE LEVELS

3.1 UNATTENDED NOISE MONITOR

Figure 3-1 shows the diurnal variation in noise levels at Location M1. Although weather conditions were generally settled and dry with wind speed not exceeding 5 m/s, there were some periods of rain. In some cases rain can result in higher baseline noise levels due to the falling rain and the noise from cars on wet roads. However, a review of the data showed that the rain made no observable difference to the L_{A90}, which is critical to deriving the assessment criteria. All the noise data have, therefore, been included in the analysis. Wind direction varied between SE, SSW, S, SSE from the start of the survey on the 19th of January and it then veered to W from midday on the 28th of January, and returning to SE, SSW and S from the 9.30 on the 29th of January. The wind varied from 0 m/s to 4 m/s which was considered representative of the various wind conditions that are experienced at the site.

Figure 3-1 Diurnal variation in noise levels at Location M1



The statistical distributions of noise levels during the day, evening and night are shown in Figure 3-2, Figure 3-3 and Figure 3-4.

Figure 3-2 Statistical distribution of noise levels during the day (0700 to 1900)

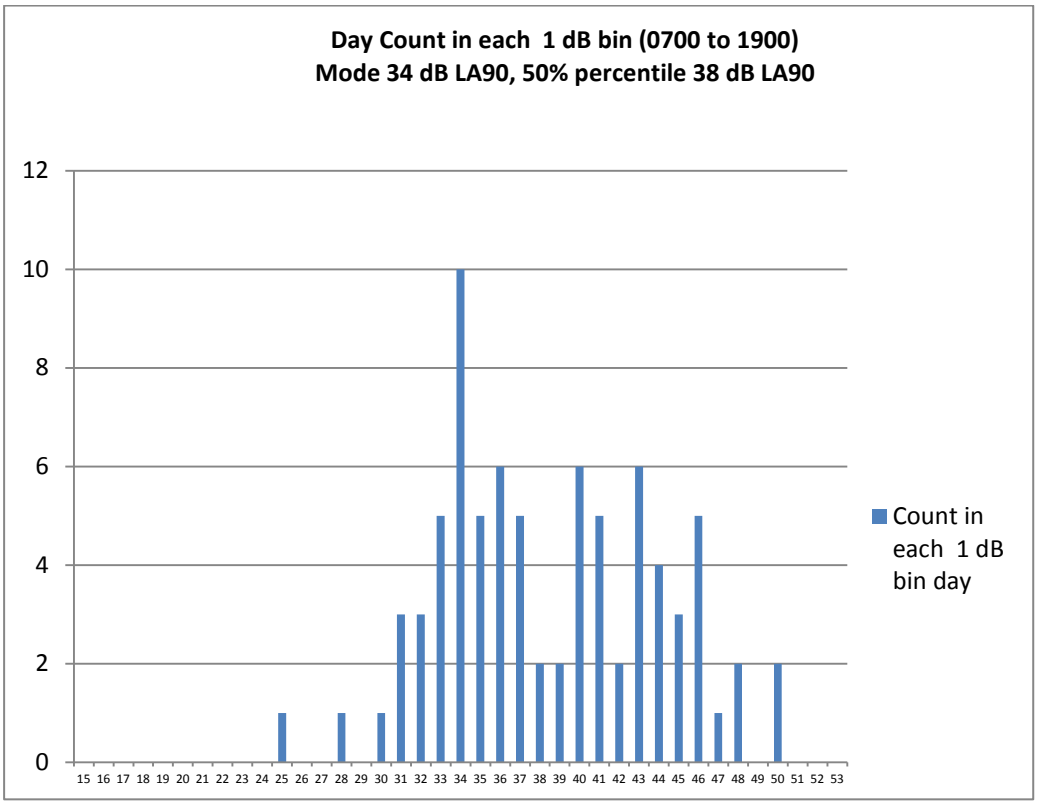


Figure 3-3 Statistical distribution of noise levels during the evening (1900 to 2200)

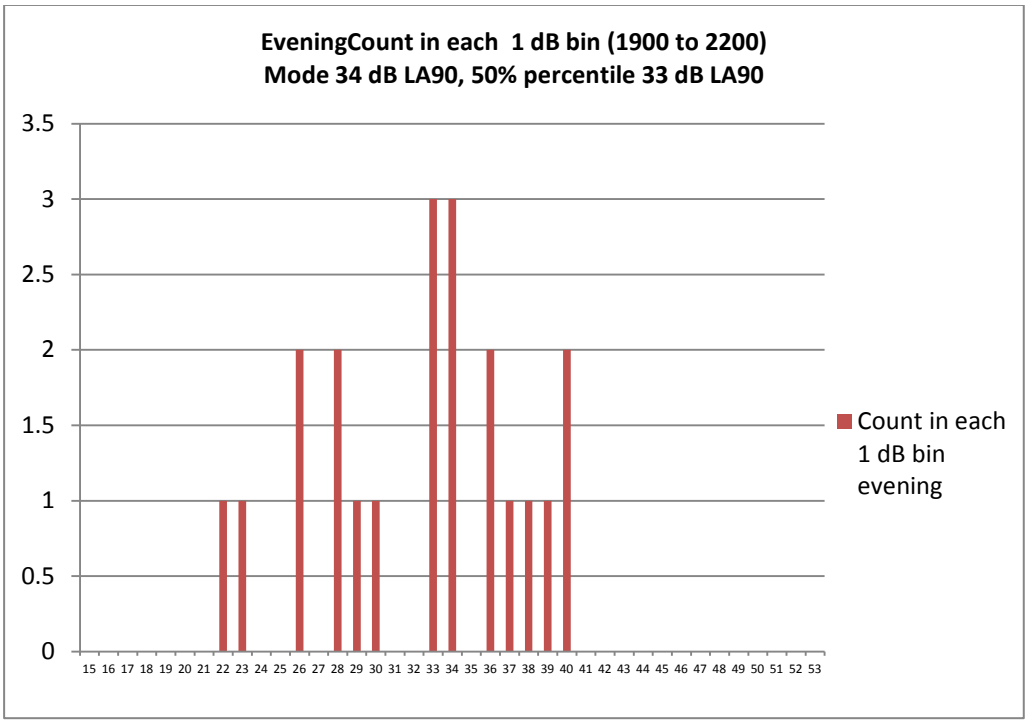
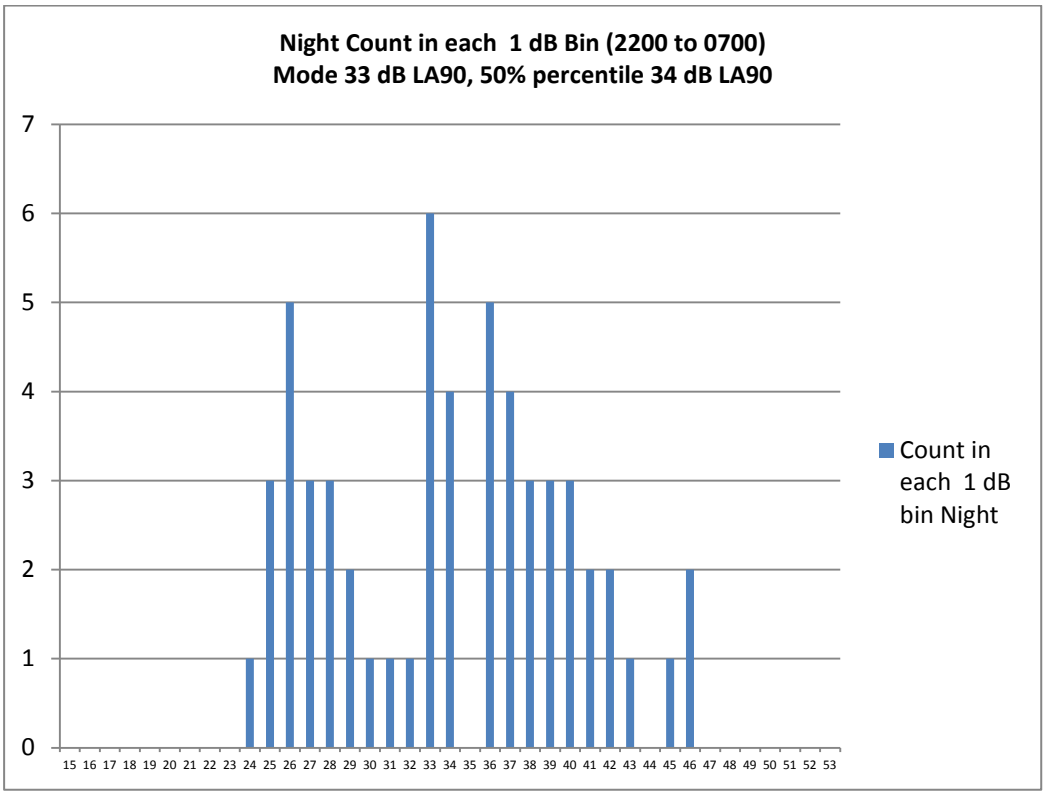


Figure 3-4 Statistical distribution of noise levels during the night (2200 to 0700)



3.1 ATTENDED NOISE MONITOR

The results of attended noise monitoring at Location M1 and unattended noise logging are reported in Section 2 of the Environmental Report. The attended noise monitoring samples have been used to identify the sources of noise at the site.

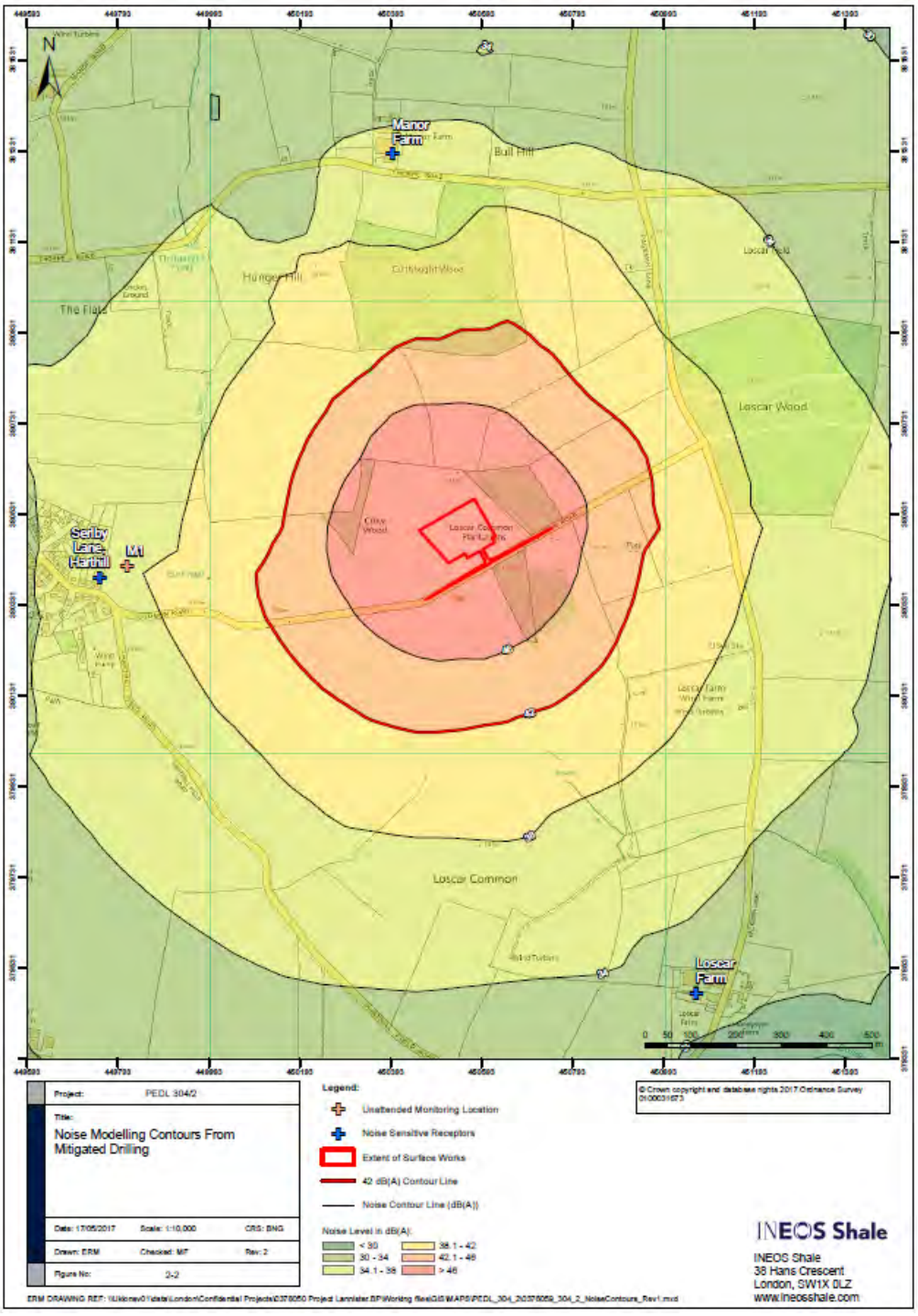
The LAeq noise level parameter is used to establish the criteria for BS 5228 criteria for construction noise. At all locations it was found to be below 65 dB L_{Aeq}, which means that the lowest criteria from the three categories of criteria apply.

4 PREDICTED DRILLING AND CORING NOISE LEVEL CONTOURS

4.1 NOISE LEVEL CONTOURS

Modelled noise level contours for mitigated drilling are shown in Figure 4-1. Noise levels are predicted at 5 m above ground level.

Figure 4-1 Predicted noise contours for mitigated drilling



5 EQUIPMENT CALIBRATION CERTIFICATES

Campbell Associates Ltd
5b Chelmsford Road Industrial Estate
GREAT DUNMOW, Essex, GB-CM6 1HD
www.campbell-associates.co.uk
Phone 01371 871030 Facsimile 01371879106

Certificate of Calibration and Conformance

CALIBRATION 0789

Certificate Number:- U18797

Test object:	**Sound Level Meter, BS EN IEC 61672-1:2003 Class 1 (Precision) and associated Frequency Analyser BS EN IEC 61260, Class 1**
Manufacturer:	**Norsonic**
Type:	**140**
Serial no:	**1403342**
Customer:	**Campbell Associates Ltd**
Department:	**Hire**
Address:	**Sonitus House, 5B Chelmsford Road Industrial Estate, Great Dunmow, Essex. CM6 1HD.**
Contact Person:	**Mr. David Egan - Laboratory Manager**

Method :
Calibration has been performed as set out in CA Technical Procedures TP01 & 02 as appropriate. These are based on the procedures for periodic verification of sound level meters as set out in BS EN IEC 61672-3:2006 and for electrical testing of frequency filters as set out in BS EN IEC 61260. Results and conformance statement are overleaf and detailed results are in the attached Test Report.

	Producer:	Type:	Serial No:	Certificate number
Microphone	Norsonic	1225	48035	18796
Calibrator*	Norsonic	1251	31313	U18503
Preamplifier	Norsonic	1209	12943	Included

Additional items that also have been submitted for verification

Wind shield	Norsonic	Nor1451
Attenuator	None	
Extension cable	None	

These items have been taken into account wherever appropriate.

	Pressure:	Temperature:	Relative humidity:
Environmental conditions:			
Reference conditions:	101.325 kPa	23.0 °C	50 %RH
Measurement conditions:	99.71 kPa	21.5 °C	47.1 %RH

Date received : 13/05/2015
Date of calibration: 19/05/2015
Date of issue: 19/05/2015

Engineer

Palanivel Marappan B.Eng (Hons), M.Sc

Supervisor

Darren Batten Tech IOA

This certificate is issued in accordance with the laboratory accreditation requirements of the United Kingdom Accreditation Service. It provides traceability of measurement to recognized national standards, and to the units of measurement realized at the National Physical Laboratory or other recognized national standards laboratories. This certificate may not be reproduced other than in full, except with the prior written approval of the issuing laboratory.

Certificate of Calibration and Conformance

UKAS Laboratory Number 0789

Certificate Number:- U18797

Conformance

From markings on the sound level meter or by reference to the manufacturer's published literature it has been determined that the instrument submitted for verification was originally manufactured to BS EN IEC 61672-1:2002 and similarly that the associated sound calibrator conforms to BS EN IEC 60942.

Statement of conformance

The sound level meter submitted for testing has successfully completed the class 1 periodic tests of BS EN IEC 61672-3:2006, for the environmental conditions under which the tests were performed. As public evidence was available[1], from an independent testing organisation responsible for approving the results of pattern evaluation tests performed in accordance with BS EN IEC 61672-2:2003, to demonstrate that the model of sound level meter fully conformed to the requirements in BS EN IEC 61672-1:2002, and that the sound level meter submitted for testing conforms to the class 1 requirements of BS EN IEC 61672-1:2003.
The filter functions have been found to conform, by electrical testing, to the relative attenuation requirement of BS EN IEC 61260 (as required by UKAS Lab23) for a class 1 filter over the range of frequencies shown in the attached test report.

[1] This evidence is held on file at the calibration laboratory

Measurement Results:

Indication at the calibration check frequency - IEC61672-3 Ed.1 #9	Passed
Self-generated noise - IEC 61672-3 #10	Passed
Acoustical test of a frequency weighting - IEC 61672-3 Ed.1 #11	Passed
Frequency weightings: A Network - IEC 61672-3 Ed.1 #12	Passed
Frequency weightings: C Network - IEC 61672-3 Ed.1 #12	Passed
Frequency weightings: Z Network - IEC 61672-3 Ed.1 #12	Passed
Frequency and time weightings at 1 kHz IEC61672-3 Ed.1 #13	Passed
Level linearity on the reference level range - IEC 61672-3 #14	Passed
Toneburst response - IEC 61672-3 Ed.1 #16	Passed
Peak C sound level - IEC 61672-3 Ed.1 #17	Passed
Overload indication - IEC 61672-3 Ed. 1 #18	Passed
Filter Test 1/1octave: Relative attenuation - IEC 61260, #4.4 & #5.3	Passed
Filter Test 1/3octave: Relative attenuation - IEC 61260, #4.4 & #5.3	Passed
Combined electrical and acoustical test - IEC 61672-3 Ed.1 #12	Passed

Comment

Correct level with associated calibrator is 113.8dB(A).

Observations

The details of the uncertainty for each measurement is available from the Calibration Laboratory on request and is based on the standard uncertainty multiplied by a coverage factor K=2, providing a level of confidence of approximately 95%. The uncertainty evaluation has been carried out in accordance with UKAS requirements. Details on the sources of corrections and their associated uncertainties that relate to this verification are contained the detailed test report accompanying this certificate.

Campbell Associates Ltd
5b Chelmsford Road Industrial Estate
GREAT DUNMOW, Essex, CM6 1HD
www.campbell-associates.co.uk
Phone 01371 871030 Facsimile 01371879106

CALIBRATION

0789

Certificate of Calibration

Certificate number: U18798

Test object :	**Sound Level Meter, Reverberation Time Measurement**
Manufacturer:	**Norsonic**
Type :	**140**
Serial no:	**1403342**
Customer:	**Campbell Associates Ltd**
Department:	**Hire**
Address:	**Sonitus House, 5B Chelmsford Road Industrial Estate, Great Dunmow, Essex. CM6 1HD.**
Contact Person:	**Mr. David Egan – Laboratory Manager**

Method

Calibration has been performed as set out in CA Technical Procedure TP-06. The reverberation functions of the following items have been verified against reference time decay signals with the results given in tables one and two overleaf. This verification is intended to determine if the meter is capable of making reverberation measurements following the procedures set out in BS EN ISO 3382:2000.

The sound level meter had its sensitivity checked using the microphone and calibrator listed below in accordance with the manufacturer's instructions. The instrument was set to its reference range and the microphone was then replaced with a dummy microphone having a capacitance that was within ±20% of the nominal capacitance of the associated microphone and the self noise measured to confirm that there was sufficient dynamic range to make the reverberation measurements. The electrical test signals were then introduced via a line input adaptor having the same capacitance as the dummy microphone and the reverberation time in each of the ⅓ octave bands determined for each of the test decays.

	Producer:	Type:	Serial No:	Certificate number
Microphone	Norsonic	1225	48035	18796
Calibrator*	Norsonic	1251	31313	U18503
Preamplifier	Norsonic	1209	12943	Included

	Pressure :	Temperature :	Relative humidity :
Environmental conditions:			
Reference conditions:	101.325 kPa	23.0 °C	50.0 %RH
Measurement conditions :	99.710 kPa	21.6 °C	48.4 %RH

Self-noise 16.1 dB(Z) Dynamic range ➢ 45 dB

Date received 13/05/2015 Date of calibration 19/05/2015 Date of issue 19/05/2015

Engineer

M. Palanivel

Palanivel Marappan BEng(Hons), MSc

Supervisor

Darren Batten Tech IOA

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Calibration Certificate

UKAS Laboratory Number 0789

Results based on R_{t20} measurements

Freq	Nominal Rt based on Rt20 s										Min valid Rt
	0.2		0.5		1		2		5		
	Measured	Error	Measured	Error	Measured	Error	Measured	Error	Measured	Error	
50 Hz	***0.26***	-	***0.40***	-	***1.01***	1.0%	***1.99***	-0.5%	***4.99***	-0.2%	0.60
63 Hz	***0.17***	-	***0.48***	-	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.48
80 Hz	***0.13***	-	***0.52***	4.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.38
100 Hz	***0.12***	-	***0.50***	0.0%	***1.00***	0.0%	***2.00***	0.0%	***4.98***	-0.4%	0.30
125 Hz	***0.15***	-	***0.50***	0.0%	***0.99***	-1.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.24
160 Hz	***0.20***	0.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.19
200 Hz	***0.21***	5.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.97***	-0.6%	0.15
250 Hz	***0.20***	0.0%	***0.50***	0.0%	***0.99***	-1.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.12
315 Hz	***0.20***	0.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.10
400 Hz	***0.20***	0.0%	***0.50***	0.0%	***0.99***	-1.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.08
500 Hz	***0.20***	0.0%	***0.50***	0.0%	***0.99***	-1.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.06
630 Hz	***0.20***	0.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.05
800 Hz	***0.20***	0.0%	***0.50***	0.0%	***0.99***	-1.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.04
1 kHz	***0.20***	0.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.03
1.25 kHz	***0.20***	0.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.02
1.6 kHz	***0.20***	0.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.02
2 kHz	***0.20***	0.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.02
2.5 kHz	***0.20***	0.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.01
3.15 kHz	***0.20***	0.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.01
4 kHz	***0.20***	0.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.01
5 kHz	***0.20***	0.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.01
6.3 kHz	***0.20***	0.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.01
8 kHz	***0.20***	0.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.01
10 kHz	***0.20***	0.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.01

The minimum valid Rt values quoted above are based on the settling time of typical class 1 third octave filters as per #6.4 of BS EN ISO 3382 and represent the minimum reliable value of reverberation that can be determined without using more advanced techniques. Where available the reverse Schroeder mode has been used for the measured results and in other cases the results are the average of three decays

Calibration Certificate
UKAS Laboratory Number 0789

Results based on R_{t30} measurements

Freq	Nominal Rt based on Rt30 s										Min valid Rt
	0.2		0.5		1		2		5		
	Measured	Error	Measured	Error	Measured	Error	Measured	Error	Measured	Error	
50 Hz	***0.34***	-	***0.51***	-	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.60
63 Hz	***0.20***	-	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.48
80 Hz	***0.15***	-	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.38
100 Hz	***0.16***	-	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.97***	-0.6%	0.30
125 Hz	***0.20***	-	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.24
160 Hz	***0.20***	0.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.19
200 Hz	***0.20***	0.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.15
250 Hz	***0.20***	0.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.12
315 Hz	***0.20***	0.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.10
400 Hz	***0.20***	0.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.08
500 Hz	***0.20***	0.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.06
630 Hz	***0.20***	0.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.05
800 Hz	***0.20***	0.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.04
1 kHz	***0.20***	0.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.03
1.25 kHz	***0.20***	0.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.02
1.6 kHz	***0.20***	0.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.02
2 kHz	***0.20***	0.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.02
2.5 kHz	***0.20***	0.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.01
3.15 kHz	***0.20***	0.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.01
4 kHz	***0.20***	0.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.01
5 kHz	***0.20***	0.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.01
6.3 kHz	***0.20***	0.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.01
8 kHz	***0.20***	0.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.01
10 kHz	***0.20***	0.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.01

The minimum valid Rt values quoted above are based on the settling time of typical class 1 third octave filters as per #6.4 of BS EN ISO 3382 and represent the minimum reliable value of reverberation that can be determined without using more advanced techniques. Where available the reverse Schroder mode has been used for the measured results and in other cases the results are the average of three decays

Statements

The Reverse Schroeder method was used to determine the reverberation time.

A full list of equipment used in this verification is held by the laboratory and is available on request. All equipment is controlled in accordance with CA Quality Procedure QP-10.

The expanded uncertainty of measurement is 0.01seconds for reverberation times in the range 0.1 to 2 seconds and 0.06 seconds for the range 5 to 10 seconds.

The reported expanded uncertainty is based on a standard uncertainty multiplied by a coverage factor k=2, providing a level of confidence of approximately 95%. The uncertainty evaluation has been carried out in accordance with UKAS requirements.

Comments

Calibration Report

Certificate Number:-18796

Manufacturer:	**Norsonic**
Type:	**1225**
Serial no:	**48035**

Customer:	**Campbell Associates Ltd**
Department:	**Hire**
Address:	**Sonitus House,** **5B Chelmsford Road Industrial Estate,** **Great Dunmow, Essex. CM6 1HD.**
Contact Person:	**Mr. David Egan - Laboratory Manager**

Measurement Results:

	Sensitivity: (dB re 1V/Pa)	Capacitance: (pF)
1:	-26.01	23.5
2:	-26.01	23.5
3:	-26.01	23.5
Result (Average):	**-26.01**	**23.5**
Expanded Uncertainty:	0.10	2.00
Degree of Freedom:	>100	>100
Coverage Factor:	2.00	2.00

The following correction factors have been applied during the measurement:
Pressure:-0.001 dB/kPa Temperature:0.005 dB/°C Relative humidity:0.000 dB/%RH

Reference Calibrator: WSC1 - Nor1253-24269 Volume correction: 0.000 dB
Records:K:\C A\Calibration\Nor-1504\Nor-1017 MicCal\2015\NOR1225_48035_M1.nmf
Measurement procedure: TP05
All results quoted are directly traceable to National Physical Laboratory, London

The reported expanded uncertainty of measurement is stated as the standard uncertainty of measurement multiplied by the coverage factor k = 2, which for a normal distribution corresponds to coverage probability of approximately 95%. The standard uncertainty of measurement has been determined in accordance with EA publication EA-4/02.

Comment:

Environmental conditions:

Pressure:	Temperature:	Relative humidity:
99.653 ± 0.044 kPa	20.7 ± 0.3 °C	47.1 ± 2.2 %RH

Date of calibration: 19/05/2015
Date of issue: 19/05/2015

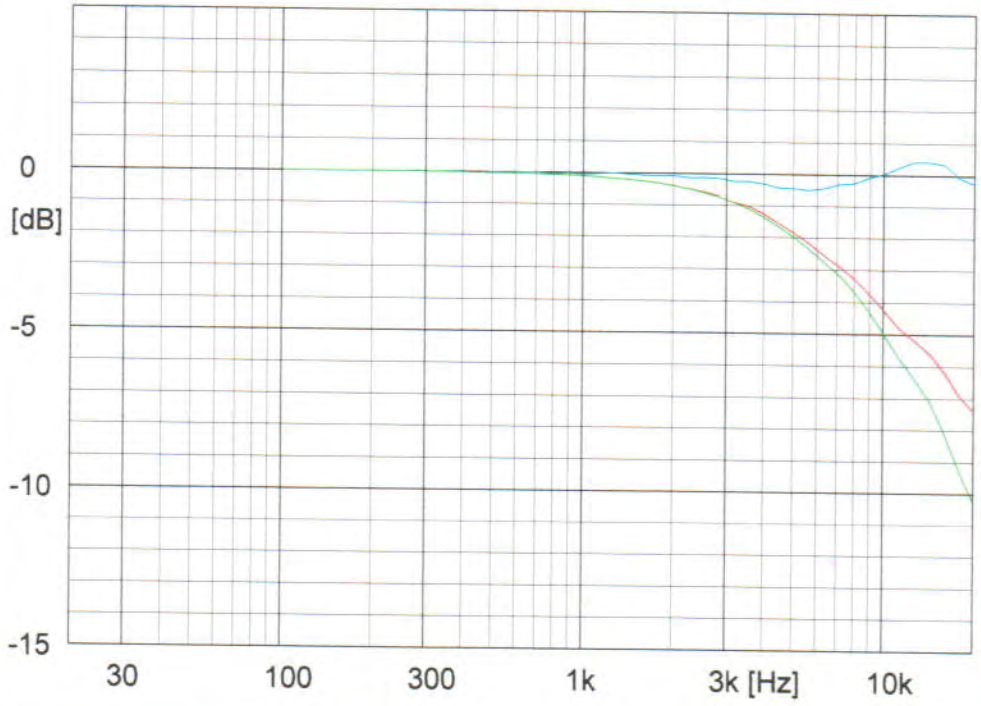
Supervisor : Darren Batten TechIOA
Engineer :

M-Panivel

Palanivel Marappan B.Eng(Hons), M.Sc
Software version: 6.0h

Campbell Associates
www.campbell-associates.co.uk

Microphone Calibration Certificate



Norsonic
Type: 1225

Serial no: 48035

Sensitivity: 50.04 mV/Pa
-26.01 ±0.10 dB re. 1 V/Pa
Capacitance: 23.5 ±2.0 pF
Date: 19/05/2015

Signature: M. Hanive

Measurement conditions:

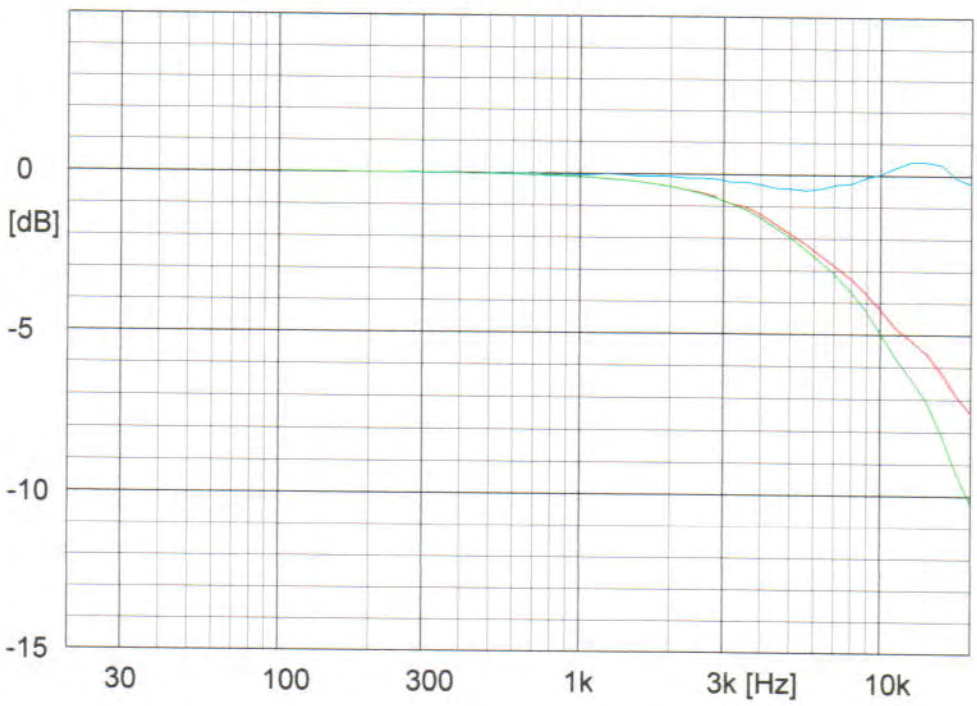
Polarisation voltage:	200.0 V
Pressure:	99.65 ±0.04 kPa
Temperature:	20.7 ±0.3 °C
Relative humidity:	47.1 ±2.2 %RH

Results are normalised to the reference conditions.

Free field response
Diffuse field response
Pressure (Actuator) response

Campbell Associates
www.campbell-associates.co.uk

Microphone Calibration Certificate



Norsonic
Type: 1225

Serial no: 48035

Sensitivity: 50.04 mV/Pa
-26.01 ±0.10 dB re. 1 V/Pa
Capacitance: 23.5 ±2.0 pF
Date: 19/05/2015

Signature: M. Hanive

Measurement conditions:

Polarisation voltage:	200.0 V
Pressure:	99.65 ±0.04 kPa
Temperature:	20.7 ±0.3 °C
Relative humidity:	47.1 ±2.2 %RH

Results are normalised to the reference conditions.

Free field response
Diffuse field response
Pressure (Actuator) response

Campbell Associates
www.campbell-associates.co.uk

Comment:

Campbell Associates Ltd
5b Chelmsford Road Industrial Estate
GREAT DUNMOW, CM6 1HD, England
www.campbell-associates.co.uk
info@campbell-associates.co.uk
Phone 01371 871030 Facsimile 01371879106

CALIBRATION

0789

Certificate number: U21834

Certificate of Calibration and Conformance

Test object:	**Sound Calibrator**
Manufacturer:	**Norsonic**
Type:	**1251**
Serial no:	**33002**
Customer:	Golder Associates
Address:	Sirius Building, The Clocktower, South Gyle Cresent, Edinburgh. EH12 9LB.
Contact Person:	Karen Elliott.

Measurement Results:	Level	Level Stability	Frequency	Frequency Stability	Distortion
1:	114.08 dB	0.06 dB	1000.36 Hz	0.00 %	<0.3 %
2:	114.06 dB	0.06 dB	1000.35 Hz	0.00 %	<0.3 %
3:	114.06 dB	0.06 dB	1000.35 Hz	0.00 %	<0.3 %
Result (Average):	**114.07 dB**	**0.06 dB**	**1000.35 Hz**	**0.00 %**	**<0.3 %**
Expanded Uncertainty:	0.10 dB	0.02 dB	1.00 Hz	0.01 %	0.10 %
Degree of Freedom:	>100	>100	>100	>100	>100
Coverage Factor:	2.00	2.00	2.00	2.00	2.00

The stated level is relative to 20µPa. The level is traceable to National Standards.
The stated level is valid at reference conditions. The following correction factors have been applied during the measurement: Pressure: 0.0005 dB/kPa Temperature: 0.003 dB/°C Relative humidity: 0.000 dB/%RH Load volume : 0.0003 dB/mm3
The reported expanded uncertainty of measurements is based on a standard uncertainty multiplied by the coverage factor of k=2, providing a level of confidence of approximately 95%. Where the degrees of freedom are insufficient to maintain this confidence level, the coverage factor is increased to maintain this confidence level. The uncertainty has been determined in accordance with UKAS requirements.
Records: K:\C A\Calibration\Nor-1504\Nor-1018 CalCal\2016\NOR1251_33002_M1.nmf

Environmental conditions:	Pressure:	Temperature:	Relative humidity:
Reference conditions:	101.325 kPa	23.0 °C	50 %RH
Measurement conditions:	101.441 ± 0.040 kPa	23.6 ± 0.2 °C	54.3 ± 2.1 %RH

Date received for calibration: 07/06/2016
Date of calibration: 09/06/2016
Date of issue: 09/06/2016
Engineer

Michael Tickner

Supervisor

Darren Batten TechIOA

This certificate is issued in accordance with the laboratory accreditation requirements of the United Kingdom Accreditation Service. It provides traceablity of measurement to recognised national standards, and to the units of measurement realised at the National Physical Laboratory or other recognised national standards laboratories. This certificate may not be reproduced other than in full without the prior written approval of the issuing laboratory.

Certificate number: U21834

Preconditioning
The equipment was preconditioned for more than 4 hours in the specified calibration environment.

Measurements
The calibrator has been tested as described in the following annexes to BS EN IEC60942:2003 Sound Calibrators; B3.4 for sound pressure level, B3.5 for frequency, B3.6 for total distortion and A4.4 for short term stability of the pressure level.

Method
Calibration has been performed as set out in the current version of CA Technical procedure TP01

Instruments and program
A complete list of equipment, hardware and software that has been used in this calibration is available from the calibration laboratory on request.

Traceability
The measured values are traceable to the following laboratories:
Sound Pressure Level: National Physical Laboratory, United Kingdom
Voltage: National Physical Laboratory, United Kingdom
Frequency: National Physical Laboratory, United Kingdom
Ambient Pressure: National Physical Laboratory, United Kingdom
Temperature & Relative Humidity: National Physical Laboratory, United Kingdom

Comment
Calibrated as received, no adjustments made.

Statement of conformance
As public evidence was available[1], from a testing organisation responsible for approving the results of pattern evaluation tests, to demonstrate that the model of sound calibrator fully conformed to the requirements for pattern evaluation described in annex A of BS EN IEC 60942:2003, the sound calibrator tested is considered to conform to all the class 1 requirements of that BS EN IEC 60942:2003.

[1] This evidence is held on file at the calibration laboratory.

Notes:
The sound pressure level generated by the calibrator in its ½ inch configuration was measured five times and averaged by a WS2P working standard microphone for class 1 or 2 devices or a LS2P reference microphone for class 0 or LS devices as specified in the International Standard BS EN 61094-4. The results of three replications and the mean of the measurements obtained are given in the measurement results table of this certificate. The frequency and distortion were measured in a similar manner. The figures in **BOLD** are the final results; a small correction factor may need to be added to the sound pressure level quoted here if the device is used to calibrate a sound level meter that is fitted with a free field response microphone. See manufacturer's handbooks for full details of this and other corrections that may be applicable.

Sonitus House, 5b Chelmsford Road Industrial Estate, Great Dunmow, GB-CM6 1HD
Tel (+44) 01371 871030 Fax (+44) 01371 879106
email calibration@campbell-associates.co.uk

6 BASELINE DATA

Site: 304-2 Harthill

Time:	Duration:		LAFmax	LAeq	LAF,10.0%_4	LAF,90.0%_6
(2017-01-23 13:14:59.000)		CAL	114.1	114	114.2	114
(2017-01-23 13:15:34.000)		CAL	114.1	114	114.2	114
(2017-01-23 13:22:00.000)		NO RAIN	76.5	52	50.5	39.6
(2017-01-23 13:24:16.000)		NO RAIN	80.9	48.1	46.7	37.7
(2017-01-23 14:24:18.000)		NO RAIN	56.3	39.4	41	37.2
(2017-01-23 15:24:20.000)		NO RAIN	62.2	41.9	43.5	39.2
(2017-01-23 16:24:22.000)		NO RAIN	63.8	45.4	46.9	42.9
(2017-01-23 17:24:23.000)		NO RAIN	55.5	48	49.4	46.1
(2017-01-23 18:24:25.000)		NO RAIN	54.5	46.8	48.5	44.4
(2017-01-23 19:24:27.000)		NO RAIN	53.9	45	47.1	42.7
(2017-01-23 20:24:29.000)		NO RAIN	49.3	42.3	45.1	36
(2017-01-23 21:24:31.000)		NO RAIN	52.6	37.7	39.8	33.5
(2017-01-23 22:24:34.000)		NO RAIN	48.8	38.9	41.6	34.4
(2017-01-23 23:24:36.000)		NO RAIN	49.1	39.7	41.8	36.7
		Min value	**48.8**	**37.7**	**39.8**	**33.5**
		Max value	**80.9**	**52**	**50.5**	**46.1**

Site: 304-2 Harthill

Time:	Duration:		LAFmax	LAeq	LAF,10.0%_4	LAF,90.0%_6
(2017-01-24 00:24:38.000)		NO RAIN	49.7	41.2	43.2	38.2
(2017-01-24 01:24:40.000)		NO RAIN	49.2	42.4	44.7	38.9
(2017-01-24 02:24:42.000)		NO RAIN	50.8	44.4	46.4	41.7
(2017-01-24 03:24:43.000)		NO RAIN	52.5	43.2	45.2	40.3
(2017-01-24 04:24:45.000)		NO RAIN	51.7	44.7	46.7	41.6
(2017-01-24 05:24:47.000)		NO RAIN	53.6	47.6	49.5	44.8
(2017-01-24 06:24:49.000)		NO RAIN	56.3	48.7	50.9	45.6
(2017-01-24 07:24:51.000)		NO RAIN	64.2	48.1	49.7	45.8
(2017-01-24 08:24:53.000)		NO RAIN	70.4	51.9	53.3	47.4
(2017-01-24 09:24:55.000)		NO RAIN	72.1	52.4	53.8	50
(2017-01-24 10:24:57.000)		NO RAIN	62.7	49.9	51.7	47.5
(2017-01-24 11:24:59.000)		NO RAIN	77.9	50.5	51.6	47.6
(2017-01-24 12:25:00.000)		NO RAIN	70.9	50.1	52.3	43.2
(2017-01-24 13:25:02.000)		NO RAIN	61.3	44.2	45.5	41.5
(2017-01-24 14:25:04.000)		NO RAIN	60.6	47.5	48.8	45.5
(2017-01-24 15:25:06.000)		NO RAIN	59.8	48	49.6	46
(2017-01-24 16:25:08.000)		NO RAIN	67.8	48.9	50	46.4
(2017-01-24 17:25:10.000)		NO RAIN	54.7	46.8	48.3	44.8
(2017-01-24 18:25:12.000)		NO RAIN	57.8	45.3	46.8	42.7
(2017-01-24 19:25:14.000)		NO RAIN	50.2	41.4	42.8	39.9
(2017-01-24 20:25:16.000)		NO RAIN	49.5	40.7	42	38.6
(2017-01-24 21:25:18.000)		NO RAIN	46.7	41	42.8	38.2
(2017-01-24 22:25:20.000)		NO RAIN	50.3	39.3	40.7	37.2
(2017-01-24 23:25:22.000)		NO RAIN	55.3	40.8	42.9	38.1
		Min value	**46.7**	**39.3**	**40.7**	**37.2**
		Max value	**77.9**	**52.4**	**53.8**	**50**

Site: 304-2 Harthill

Time:	Duration:		LAFmax	LAeq	LAF,10.0%_4	LAF,90.0%_6
(2017-01-25 00:25:25.000)		NO RAIN	49.9	41.6	43.6	38.6
(2017-01-25 01:25:26.000)		NO RAIN	52.2	43.2	45.5	39.9
(2017-01-25 02:25:28.000)		NO RAIN	51	42	43.9	39.1
(2017-01-25 03:25:30.000)		NO RAIN	50	40.1	43.2	35.9
(2017-01-25 04:25:32.000)		NO RAIN	50.6	37.3	39.3	34.1
(2017-01-25 05:25:34.000)		NO RAIN	51.6	43.9	45.9	40.7
(2017-01-25 06:25:36.000)		NO RAIN	60.3	43.1	44.4	41.3
(2017-01-25 07:25:38.000)		NO RAIN	69	45.1	48.7	40.1
(2017-01-25 08:25:40.000)		NO RAIN	60.9	51.2	52.5	49.7
(2017-01-25 09:25:42.000)		NO RAIN	77.3	49.2	47.6	42.5
(2017-01-25 10:25:44.000)		NO RAIN	61.5	43.3	44.6	41.4
(2017-01-25 11:25:45.000)		NO RAIN	63	43.2	44.3	41.4
(2017-01-25 12:25:47.000)		NO RAIN	67.6	42.7	43.9	40.6
(2017-01-25 13:25:50.000)		NO RAIN	57.1	43.8	46.7	39.7
(2017-01-25 14:25:52.000)		NO RAIN	64.1	40.2	41.3	36.2
(2017-01-25 15:25:54.000)		NO RAIN	64.1	40.7	42	37.2
(2017-01-25 16:25:56.000)		NO RAIN	72.9	43.7	44.2	38.4
(2017-01-25 17:25:58.000)		NO RAIN	54.8	39.5	41.9	35.8
(2017-01-25 18:26:00.000)		NO RAIN	56	38.6	40.2	34.6
(2017-01-25 19:26:02.000)		NO RAIN	53	35.6	37.5	32.3
(2017-01-25 20:26:04.000)		NO RAIN	50.2	33.5	35.7	29
(2017-01-25 21:26:06.000)		NO RAIN	51.6	35.3	38.3	28.4
(2017-01-25 22:26:08.000)		NO RAIN	48	32.3	35.5	26.3
(2017-01-25 23:26:09.000)		NO RAIN	48.5	33	36.2	27.1
		Min value	**48**	**32.3**	**35.5**	**26.3**
		Max value	**77.3**	**51.2**	**52.5**	**49.7**

Site:	304-2 Harthill						
Period:	**Time:**	**Duration:**		**LAFmax**	**LAeq**	**LAF,10.0%_4**	**LAF,90.0%_6**
	(2017-01-26 00:26:12.000)		NO RAIN	47.7	33	36.4	26
	(2017-01-26 01:26:14.000)		NO RAIN	52.6	35.6	39	28
	(2017-01-26 02:26:16.000)		NO RAIN	46.3	33.6	36.9	27.3
	(2017-01-26 03:26:18.000)		NO RAIN	48	34.1	37.7	26
	(2017-01-26 04:26:20.000)		NO RAIN	51.5	36.5	40.1	27.3
	(2017-01-26 05:26:22.000)		NO RAIN	55.3	40.1	43.4	33.2
	(2017-01-26 06:26:23.000)		NO RAIN	64.8	40.4	43.6	33.3
	(2017-01-26 07:26:25.000)		NO RAIN	66.8	41.8	44.8	35.8
	(2017-01-26 08:26:27.000)		NO RAIN	60.8	39.5	42.2	33.5
	(2017-01-26 09:26:29.000)		NO RAIN	60.1	39.8	43	33.6
	(2017-01-26 10:26:31.000)		NO RAIN	58.7	41.6	44.7	36.1
	(2017-01-26 11:26:34.000)		NO RAIN	58.6	41.5	44.8	35.5
	(2017-01-26 12:26:36.000)		NO RAIN	52.5	39.2	42	34.5
	(2017-01-26 13:26:37.000)		NO RAIN	63.4	42.3	45.2	35.2
	(2017-01-26 14:26:39.000)		NO RAIN	63.3	41.7	44.3	35.2
	(2017-01-26 15:26:41.000)		NO RAIN	57.5	39.4	42.4	33.5
	(2017-01-26 16:26:43.000)		NO RAIN	62.3	40.9	43.7	33.2
	(2017-01-26 17:26:45.000)		NO RAIN	62.9	39.3	42.2	33
	(2017-01-26 18:26:47.000)		NO RAIN	54.1	37	39.7	31.8
	(2017-01-26 19:26:49.000)		NO RAIN	49.6	36.3	39.4	30.7
	(2017-01-26 20:26:51.000)		NO RAIN	58	39.5	42.7	32.6
	(2017-01-26 21:26:53.000)		NO RAIN	49.1	33.9	36.3	30.2
	(2017-01-26 22:26:55.000)		NO RAIN	50.5	34.1	37.6	28.3
	(2017-01-26 23:26:57.000)		NO RAIN	42.4	32.6	35.5	28.8
			Min value	**42.4**	**32.6**	**35.5**	**26**
			Max value	**66.8**	**42.3**	**45.2**	**36.1**

Site:	304-2 Harthill						
Period:	Time:	Duration:		LAFmax	LAeq	LAF,10.0%_4	LAF,90.0%_6
	(2017-01-27 00:27:00.000)		NO RAIN	41.4	30.8	32.9	28.4
	(2017-01-27 01:27:02.000)		NO RAIN	38.1	30.6	32.3	28.4
	(2017-01-27 02:27:04.000)		NO RAIN	50.5	30.6	31.8	26.4
	(2017-01-27 03:27:06.000)		NO RAIN	48.7	30	31.7	25.6
	(2017-01-27 04:27:08.000)		NO RAIN	43.7	27.4	29.7	23.8
	(2017-01-27 05:27:09.000)		NO RAIN	47.1	30.9	33.1	24.9
	(2017-01-27 06:27:12.000)		NO RAIN	54.3	32.2	35.6	25.1
	(2017-01-27 07:27:14.000)		NO RAIN	62.3	35.1	36.8	28.6
	(2017-01-27 08:27:16.000)		NO RAIN	56.2	36.5	39.2	30.3
	(2017-01-27 09:27:17.000)		NO RAIN	57.4	39.1	42.2	33.8
	(2017-01-27 10:27:19.000)		NO RAIN	73.5	43.7	45.2	33.9
	(2017-01-27 11:27:21.000)		NO RAIN	66.9	39.7	40.6	34.3
	(2017-01-27 12:27:23.000)		NO RAIN	63.2	40	41.8	33.5
	(2017-01-27 13:27:25.000)		NO RAIN	61.6	38.9	41.1	32.3
	(2017-01-27 14:27:27.000)		NO RAIN	61.3	39.5	41.2	34.1
	(2017-01-27 15:27:28.000)		NO RAIN	64.9	41.9	44.4	35.1
	(2017-01-27 16:27:30.000)		NO RAIN	71.4	40.9	42.1	36.5
	(2017-01-27 17:27:32.000)		NO RAIN	57.1	37.9	40.3	34.2
	(2017-01-27 18:27:35.000)		NO RAIN	55.6	37.5	39.9	32.5
	(2017-01-27 19:27:37.000)		NO RAIN	59.5	38.2	41.5	32.6
	(2017-01-27 20:27:38.000)		RAIN	59.3	36	37.6	32.6
	(2017-01-27 21:27:41.000)		RAIN	59.5	37.1	37.3	33.7
	(2017-01-27 22:27:43.000)		RAIN	59.9	36.5	37.7	33.1
	(2017-01-27 23:27:44.000)		RAIN	51	35.9	37.8	33
			Min value	**38.1**	**27.4**	**29.7**	**23.8**
			Max value	**73.5**	**43.7**	**45.2**	**36.5**

Site:	304-2 Harthill						
Period:	**Time:**	**Duration:**		**LAFmax**	**LAeq**	**LAF,10.0%_4**	**LAF,90.0%_6**
	(2017-01-28 00:27:47.000)		RAIN	47.4	34.9	37	32
	(2017-01-28 01:27:49.000)		NO RAIN	42.5	33.5	36	29.7
	(2017-01-28 02:27:51.000)		RAIN	59.7	35.9	37.2	34
	(2017-01-28 03:27:52.000)		RAIN	59.5	36.6	38.6	33.7
	(2017-01-28 04:27:54.000)		RAIN	59.8	40.7	43.1	37.2
	(2017-01-28 05:27:56.000)		RAIN	59.4	36.2	37.8	33
	(2017-01-28 06:27:58.000)		RAIN	59.7	38.5	40.5	35.5
	(2017-01-28 07:28:00.000)		RAIN	57.4	38.9	40.3	34.2
	(2017-01-28 08:28:02.000)		RAIN	61.4	41.3	43.8	36.4
	(2017-01-28 09:28:04.000)		NO RAIN	68.7	43.1	44.8	37.2
	(2017-01-28 10:28:06.000)		RAIN	68.2	45.3	48.1	40.2
	(2017-01-28 11:28:08.000)		NO RAIN	70.5	46.3	47.6	43.7
	(2017-01-28 12:28:09.000)		NO RAIN	68.3	45.5	45.8	42.3
	(2017-01-28 13:28:11.000)		NO RAIN	62.1	43.4	45.1	40.6
	(2017-01-28 14:28:13.000)		NO RAIN	69.1	42.9	43.8	39.2
	(2017-01-28 15:28:15.000)		RAIN	62.3	48	49.6	44.8
	(2017-01-28 16:28:17.000)		NO RAIN	62.4	45.6	47.1	43.5
	(2017-01-28 17:28:19.000)		NO RAIN	52.9	46.4	47.8	44.7
	(2017-01-28 18:28:21.000)		NO RAIN	53.3	45.1	46.7	43
	(2017-01-28 19:28:23.000)		NO RAIN	51.4	43.8	45.8	41.1
	(2017-01-28 20:28:25.000)		NO RAIN	49.9	41.9	43.8	39.5
	(2017-01-28 21:28:27.000)		NO RAIN	53.7	42.5	44.1	40.4
	(2017-01-28 22:28:29.000)		NO RAIN	58	40.4	42.9	36.2
	(2017-01-28 23:28:31.000)		NO RAIN	59.1	37	39.3	33.4
			Min value	**42.5**	**33.5**	**36**	**29.7**
			Max value	**70.5**	**48**	**49.6**	**44.8**

Site:	304-2 Harthill						
Period:	Time:	Duration:		LAFmax	LAeq	LAF,10.0%_4	LAF,90.0%_6
	(2017-01-29 00:28:34.000)		RAIN	54.6	37	39.9	30.5
	(2017-01-29 01:28:36.000)		RAIN	60.3	37.3	39.5	33.1
	(2017-01-29 02:28:38.000)		NO RAIN	49.3	39.3	41.5	36.2
	(2017-01-29 03:28:40.000)		NO RAIN	47.8	38.5	40.5	35.6
	(2017-01-29 04:28:42.000)		NO RAIN	53.1	40.8	43	37.7
	(2017-01-29 05:28:44.000)		NO RAIN	50.6	39.8	42.4	36.5
	(2017-01-29 06:28:46.000)		NO RAIN	66.4	43	45.7	37.3
	(2017-01-29 07:28:47.000)		RAIN	71.5	47.3	48.1	43.4
	(2017-01-29 08:28:49.000)		NO RAIN	71.5	46.7	46.2	37.3
	(2017-01-29 09:28:51.000)		NO RAIN	68.6	47.4	48.4	43.5
	(2017-01-29 10:28:53.000)		NO RAIN	72.4	50	50.7	46.2
	(2017-01-29 11:28:56.000)		NO RAIN	70.7	45	46.9	39.7
	(2017-01-29 12:28:58.000)		NO RAIN	66.3	45.2	45.5	40
	(2017-01-29 13:28:59.000)		NO RAIN	65.6	40.8	42.5	35.6
	(2017-01-29 14:29:01.000)		NO RAIN	65.8	39.5	40.5	33.7
	(2017-01-29 15:29:03.000)		NO RAIN	60.3	36.1	38.4	30.8
	(2017-01-29 16:29:05.000)		NO RAIN	63.1	35.5	37.7	30.7
	(2017-01-29 17:29:07.000)		RAIN	59.6	37.9	40.4	33.3
	(2017-01-29 18:29:09.000)		RAIN	58.6	34.7	38.3	27.6
	(2017-01-29 19:29:10.000)		RAIN	47.1	31.6	35.2	24.9
	(2017-01-29 20:29:12.000)		NO RAIN	52.3	33.6	35.5	22.5
	(2017-01-29 21:29:15.000)		NO RAIN	45.3	26.9	29.6	22.4
	(2017-01-29 22:29:17.000)		NO RAIN	57.2	33.2	32.1	26.3
	(2017-01-29 23:29:19.000)		NO RAIN	48.9	29.7	31	25.3
			Min value	**45.3**	**26.9**	**29.6**	**22.4**
			Max value	**72.4**	**50**	**50.7**	**46.2**

Site: 304-2 Harthill

Period:	Time:	Duration:	LAFmax	LAeq	LAF,10.0%_4	LAF,90.0%_6
0	(2017-01-30 00:29:21.000)		38.2	28.4	30.5	25.6

7 WEATHER DATA

Date	Time	Temp Out	Hi Temp	Low Temp	Out Hum	Wind Speed m/s	Wind Dir	Rain
23/01/2017	13:00	10.3	16.3	10.3	55	0	---	0.76
23/01/2017	14:00	5.1	10.2	4.9	77	0.4	SE	4.57
23/01/2017	15:00	4.8	5.1	4.8	81	0.4	SE	0
23/01/2017	16:00	4.5	4.8	4.5	84	0.4	SE	0
23/01/2017	17:00	3.7	4.5	3.7	87	0.4	SE	0
23/01/2017	18:00	3.8	3.8	3.6	89	0.4	SE	0
23/01/2017	19:00	3.1	3.9	3.1	89	0.9	SE	0
23/01/2017	20:00	2.8	3.1	2.8	90	0.9	SE	0
23/01/2017	21:00	2.3	2.8	2.3	90	0.4	SSW	0
23/01/2017	22:00	2.7	2.7	2.2	91	0.9	SSW	0
23/01/2017	23:00	2.8	2.9	2.7	92	0.9	SSW	0
24/01/2017	00:00	2.1	2.8	2.1	92	0.4	SSW	0
24/01/2017	01:00	0.7	2.1	0.7	92	0	SSW	0
24/01/2017	02:00	1.4	1.4	0.7	92	0.4	SSW	0
24/01/2017	03:00	1	1.4	1	92	0.9	SE	0
24/01/2017	04:00	1.3	1.4	0.9	90	0.4	SE	0
24/01/2017	05:00	0.1	1.3	0.1	90	0	SSW	0
24/01/2017	06:00	0.8	0.8	-0.3	91	0.4	SSW	0
24/01/2017	07:00	0.2	1.2	-0.1	90	0.9	SE	0
24/01/2017	08:00	0.6	0.6	0.2	90	0.4	SE	0
24/01/2017	09:00	1.4	1.4	0.6	88	1.8	SE	0
24/01/2017	10:00	4.3	4.3	1.4	84	0.4	SE	0
24/01/2017	11:00	4.7	4.7	3.8	84	0.9	SE	0
24/01/2017	12:00	5.6	5.6	4.6	82	0.9	SE	0
24/01/2017	13:00	6.9	6.9	5.6	81	0.9	SW	0
24/01/2017	14:00	6.6	7.1	6.6	82	0.9	WSW	0
24/01/2017	15:00	5.8	6.6	5.8	84	0.9	SSW	0
24/01/2017	16:00	5.1	5.8	5.1	86	1.3	SSW	0
24/01/2017	17:00	5.2	5.2	5.1	86	0.9	SSW	0
24/01/2017	18:00	4.6	5.2	4.6	88	1.3	SSW	0
24/01/2017	19:00	4.5	4.6	4.2	90	2.2	SSW	0
24/01/2017	20:00	5.2	5.2	4.5	88	0.9	SSW	0
24/01/2017	21:00	4.2	5.2	4.2	89	0.9	SSW	0
24/01/2017	22:00	4.4	4.4	4.1	90	0.9	SSW	0
24/01/2017	23:00	4.3	4.4	4.3	90	0.9	W	0
25/01/2017	00:00	3.6	4.3	3.6	90	0.9	SSW	0
25/01/2017	01:00	3	3.6	3	90	0.4	SSW	0
25/01/2017	02:00	2.6	3	2.6	91	0.9	SSW	0
25/01/2017	03:00	2.3	2.6	2.3	92	1.3	SSW	0
25/01/2017	04:00	2.6	2.6	2.3	92	0.9	SSW	0
25/01/2017	05:00	2.7	2.7	2.6	93	0.9	SSW	0
25/01/2017	06:00	2.4	2.7	2.4	93	1.3	SSW	0

25/01/2017	07:00	2.4	2.6	2.4	93	1.3	SSW	0
25/01/2017	08:00	2.1	2.4	2.1	93	1.3	SSW	0
25/01/2017	09:00	1.4	2.1	1.4	93	2.2	SSW	0
25/01/2017	10:00	1.8	1.8	1.4	93	1.8	SSW	0
25/01/2017	11:00	2.4	2.5	1.8	93	1.3	SSW	0
25/01/2017	12:00	3.4	3.4	2.4	93	1.3	SSW	0
25/01/2017	13:00	4.5	4.5	3.4	85	1.8	SSW	0
25/01/2017	14:00	5.2	5.3	4.5	83	1.3	SSW	0
25/01/2017	15:00	5.6	5.6	5.2	81	1.8	SSW	0
25/01/2017	16:00	4.9	5.6	4.9	81	1.8	SSW	0
25/01/2017	17:00	3.1	4.9	3.1	86	2.2	SSW	0
25/01/2017	18:00	2	3.1	2	90	2.7	SSW	0
25/01/2017	19:00	2.3	2.3	2	89	2.7	SSW	0
25/01/2017	20:00	2.1	2.3	2.1	89	1.8	SSW	0
25/01/2017	21:00	1.8	2.1	1.7	88	2.2	SSW	0
25/01/2017	22:00	1.4	1.8	1.4	89	2.2	SSW	0
25/01/2017	23:00	1.4	1.4	1.3	91	2.7	S	0
26/01/2017	00:00	0.6	1.4	0.6	91	2.7	S	0
26/01/2017	01:00	0.6	0.6	0.4	90	2.7	S	0
26/01/2017	02:00	0.2	0.7	0.2	91	2.7	S	0
26/01/2017	03:00	-0.6	0.2	-0.6	92	2.7	SSE	0
26/01/2017	04:00	-1.3	-0.6	-1.4	92	3.1	SSE	0
26/01/2017	05:00	-1.2	-1.2	-1.3	93	2.7	S	0
26/01/2017	06:00	-1.3	-1.2	-1.5	92	3.1	S	0
26/01/2017	07:00	-1.2	-1.2	-1.4	90	3.6	SSE	0
26/01/2017	08:00	-1.1	-1.1	-1.2	88	3.6	S	0
26/01/2017	09:00	-1.3	-1.1	-1.3	88	3.1	S	0
26/01/2017	10:00	-1.5	-1.3	-1.5	87	3.6	S	0
26/01/2017	11:00	-1.7	-1.5	-1.7	87	3.6	S	0
26/01/2017	12:00	-1.6	-1.4	-1.7	86	4	S	0
26/01/2017	13:00	-1.6	-1.4	-1.6	86	3.1	S	0
26/01/2017	14:00	-1.5	-1.4	-1.6	87	3.6	S	0
26/01/2017	15:00	-1.5	-1.4	-1.6	88	3.6	S	0
26/01/2017	16:00	-1.5	-1.5	-1.6	88	3.6	S	0
26/01/2017	17:00	-1.5	-1.5	-1.6	88	3.1	S	0
26/01/2017	18:00	-1.6	-1.5	-1.7	86	3.6	S	0
26/01/2017	19:00	-1.7	-1.6	-1.7	88	2.7	S	0
26/01/2017	20:00	-1.9	-1.7	-2.1	87	3.1	S	0
26/01/2017	21:00	-2.4	-1.9	-2.4	87	3.1	S	0
26/01/2017	22:00	-2.7	-2.4	-2.7	88	2.7	S	0
26/01/2017	23:00	-2.9	-2.6	-2.9	88	2.2	SSE	0
27/01/2017	00:00	-3	-2.8	-3.1	89	2.7	SSE	0
27/01/2017	01:00	-3.8	-3	-3.8	89	1.3	SSE	0
27/01/2017	02:00	-4.6	-3.8	-4.6	90	0	SSE	0
27/01/2017	03:00	-3.6	-3.6	-4.6	91	0.9	SSE	0
27/01/2017	04:00	-3.3	-3.3	-3.6	92	1.3	ESE	0
27/01/2017	05:00	-3.3	-3.3	-3.4	92	1.8	ESE	0
27/01/2017	06:00	-2.9	-2.9	-3.3	92	0.9	SSE	0
27/01/2017	07:00	-2.7	-2.7	-3	92	1.3	SE	0
27/01/2017	08:00	-2.5	-2.5	-2.7	93	1.3	S	0

27/01/2017	09:00	-2.3	-2.3	-2.5	93	1.3	S	0
27/01/2017	10:00	-1.7	-1.7	-2.3	93	1.3	S	0
27/01/2017	11:00	-1.1	-1.1	-1.7	93	1.8	SSE	0
27/01/2017	12:00	-0.6	-0.6	-1.1	93	1.8	S	0
27/01/2017	13:00	0.4	0.4	-0.6	93	2.2	S	0
27/01/2017	14:00	0.9	0.9	0.4	93	1.8	S	0
27/01/2017	15:00	1.2	1.2	0.9	93	1.8	SE	0
27/01/2017	16:00	1.6	1.6	1.2	93	1.8	SE	0
27/01/2017	17:00	1.2	1.6	1.2	92	2.2	SE	0
27/01/2017	18:00	1	1.2	1	92	3.1	SSE	0
27/01/2017	19:00	1.1	1.1	1	92	2.7	SE	0
27/01/2017	20:00	1.4	1.4	1.1	93	2.2	SSE	0.51
27/01/2017	21:00	1.4	1.4	1.3	93	1.3	SSE	0.76
27/01/2017	22:00	1.6	1.6	1.4	93	1.8	SSE	0.76
27/01/2017	23:00	1.8	1.9	1.6	93	1.8	SSE	0.25
28/01/2017	00:00	2.1	2.2	1.8	93	2.2	SSE	0.25
28/01/2017	01:00	2.2	2.2	2	93	2.2	SSE	0
28/01/2017	02:00	2.2	2.2	2.1	93	2.2	SSE	0
28/01/2017	03:00	2.3	2.4	2.2	93	1.3	SSE	0.25
28/01/2017	04:00	2.6	2.6	2.3	94	0.9	S	0.51
28/01/2017	05:00	2.2	2.6	2.2	93	1.3	SE	1.02
28/01/2017	06:00	2.4	2.5	2.2	94	1.8	SE	0.51
28/01/2017	07:00	2.9	2.9	2.4	94	2.2	SE	0.25
28/01/2017	08:00	3.2	3.2	2.9	94	1.8	SSE	0.25
28/01/2017	09:00	3.6	3.6	3.2	94	1.3	S	0
28/01/2017	10:00	4.4	4.4	3.6	94	1.8	S	0
28/01/2017	11:00	5.6	5.6	4.4	94	1.8	S	0.76
28/01/2017	12:00	5.4	5.7	5.3	94	1.3	W	0
28/01/2017	13:00	5.3	5.5	5.2	88	2.7	WNW	0
28/01/2017	14:00	5.6	5.7	5.2	87	1.8	W	0
28/01/2017	15:00	6	6	5.6	86	0.9	W	0
28/01/2017	16:00	4.3	6	4.3	90	1.3	W	1.52
28/01/2017	17:00	3.8	4.3	3.8	91	0.9	W	0
28/01/2017	18:00	3.2	3.8	3.2	89	1.3	W	0
28/01/2017	19:00	1.9	3.2	1.9	89	0.9	W	0
28/01/2017	20:00	1.4	1.9	1.4	90	0.4	W	0
28/01/2017	21:00	1.5	1.9	1.4	89	0.9	SSW	0
28/01/2017	22:00	0.8	1.5	0.7	91	0.9	S	0
28/01/2017	23:00	1.9	1.9	0.6	90	0.9	SSW	0
29/01/2017	00:00	2.1	2.2	1.9	90	0.4	SSW	0.25
29/01/2017	01:00	1.3	2.1	1.3	91	0.4	W	0.25
29/01/2017	02:00	0.8	1.3	0.8	92	0.4	SSW	0
29/01/2017	03:00	0.4	0.8	0.3	92	0	W	0
29/01/2017	04:00	0.9	0.9	0.3	92	0.9	W	0
29/01/2017	05:00	1.1	1.1	0.8	92	0.9	W	0
29/01/2017	06:00	0.9	1.1	0.9	92	0.9	WSW	0
29/01/2017	07:00	0.6	0.9	0.6	91	0.4	SSW	0.25
29/01/2017	08:00	0.3	0.6	0.2	92	0.4	WSW	0
29/01/2017	09:00	0.1	0.6	-0.3	92	0.9	SSW	0
29/01/2017	10:00	2.1	2.1	0.1	92	1.3	SSW	0

29/01/2017	11:00	1.4	3.2	1.4	90	1.3	SSW	0
29/01/2017	12:00	2	2.1	1.4	91	1.8	SSW	0
29/01/2017	13:00	2.6	2.6	2	91	1.3	SSW	0
29/01/2017	14:00	3.4	3.4	2.6	92	1.8	SSW	0
29/01/2017	15:00	3.6	3.7	3.4	92	1.8	S	0
29/01/2017	16:00	3.5	3.7	3.5	92	1.8	SE	0
29/01/2017	17:00	3.7	3.7	3.5	93	1.3	SE	0
29/01/2017	18:00	4.1	4.1	3.7	93	1.8	SE	0.76
29/01/2017	19:00	4	4.2	4	94	1.8	SE	0.51
29/01/2017	20:00	4.3	4.4	4	94	1.3	SE	0.25
29/01/2017	21:00	4.2	4.3	4.2	94	0.4	SE	0
29/01/2017	22:00	4.2	4.3	4.2	94	0	SE	0
29/01/2017	23:00	4	4.2	4	94	0.4	WNW	0
30/01/2017	00:00	4	4	4	94	0.9	NW	0
30/01/2017	01:00	3.8	4	3.8	94	0.9	NW	0
30/01/2017	02:00	3.7	3.8	3.7	94	1.3	NW	0

APPENDIX 3-1 TRAFFIC - FULL ATC COUNT DATA

7089 / Common Road
Jan-16
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	%. > Speed Limit.	No. > ACPO Limit.	%. > ACPO Limit.	No. > DfT Limit.	%. > DfT Limit.	Mean Speed	85%ile Speed
1	Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.24051	Eastbound	60	Friday 20 January 2017	Thursday 26 January 2017	140	19	20	0	0.0	0	0.0	0	0.0	20.4	32.2
		Westbound	60	Friday 20 January 2017	Thursday 26 January 2017	137	20	20	0	0.0	0	0.0	0	0.0	19.9	28.6
		Both Directions	60	Friday 20 January 2017	Thursday 26 January 2017	277	39	40	0	0.0	0	0.0	0	0.0	20.1	30.9

Site 1 7089 / Common Road

Location Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.2405 Jan-16

Direction Eastbound Automatic Traffic Count

Friday 20 January 2017

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.5	-
0900	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5	-
1000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	-
1100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	-
1200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	-
1300	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5	-
1400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	-
1500	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	-
1600	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	-
1700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-
1800	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.5	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	20	1	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	33.1
06-22	21	1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	33.1
06-00	22	1	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	33.1
00-00	22	1	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	33.1

NDC
NATIONWIDE DATA COLLECTION

Site	1		7089 / Common Road
Location	Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.2405		Jan-16
Direction	Eastbound		Automatic Traffic Count

Saturday 21 January 2017

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.3	-
0800	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	-
0900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	-
1000	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-
1100	5	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.6	-
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1300	6	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	-
2000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	21	3	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	24.8
06-22	24	3	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	27.1
06-00	24	3	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	27.1
00-00	25	3	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	27.1

NDC
NATIONWIDE DATA COLLECTION

Site 1 7089 / Common Road

Location Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.2405 Jan-16

Direction Eastbound Automatic Traffic Count

Sunday 22 January 2017

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-
0900	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.9	-
1000	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2	-
1100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	-
1200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3	-
1300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	-
1400	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	-
1500	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.9	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.7	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	17	3	13	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.1	27.1
06-22	18	3	14	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.4	31.5
06-00	18	3	14	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.4	31.5
00-00	19	3	15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.8	31.5

NDC
NATIONWIDE DATA COLLECTION

Site 1 7089 / Common Road

Location Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.2405 Jan-16

Direction Eastbound Automatic Traffic Count

Monday 23 January 2017

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.9	-
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	-
1200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	-
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1400	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.7	-
1500	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-
1600	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.6	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1800	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.8	-
07-19	14	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	25.1
06-22	15	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	26.2
06-00	17	1	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	25.1
00-00	17	1	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	25.1

NDC
NATIONWIDE DATA COLLECTION

Site 1 7089 / Common Road

Location Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.2405 Jan-16

Direction Eastbound Automatic Traffic Count

Tuesday 24 January 2017

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	-
0800	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.2	-
0900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.6	-
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1100	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-
1200	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1400	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-
1500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-
1600	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	-
1700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.6	-
1800	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5.1	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.4	-
07-19	19	2	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	32.2
06-22	20	2	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	32.2
06-00	21	3	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	32.2
00-00	21	3	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	32.2

NDC
NATIONWIDE DATA COLLECTION

Site 1 7089 / Common Road

Location Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.2405 Jan-16

Direction Eastbound Automatic Traffic Count

Wednesday 25 January 2017

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.8	-
0800	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6	-
0900	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.6	-
1000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	-
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.9	-
1300	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	-
1400	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	-
1500	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-
1600	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.2	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.3	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.9	-
07-19	19	1	16	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	25.5
06-22	21	1	18	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	34.7
06-00	23	1	20	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	36.2
00-00	23	1	20	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	36.2

NDC
NATIONWIDE DATA COLLECTION

Site 1 7089 / Common Road

Location Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.2405 Jan-16

Direction Eastbound Automatic Traffic Count

Thursday 26 January 2017

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.3	-
0900	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-
1000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	-
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1300	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	-
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.1	-
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	-
07-19	7	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	-
06-22	10	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	-
06-00	11	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	30
00-00	13	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	30

NDC
NATIONWIDE DATA COLLECTION

Site 1 7089 / Common Road

Location Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.2405 Jan-16

Direction Eastbound Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6	-
0800	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.7	-
0900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	-
1000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-
1100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	-
1200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	-
1300	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	-
1400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-
1500	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	-
1600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	-
1800	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	-
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2	-
07-19	17	2	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	30.9
06-22	18	2	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	32.2
06-00	19	2	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	32.2
00-00	20	2	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	32.2

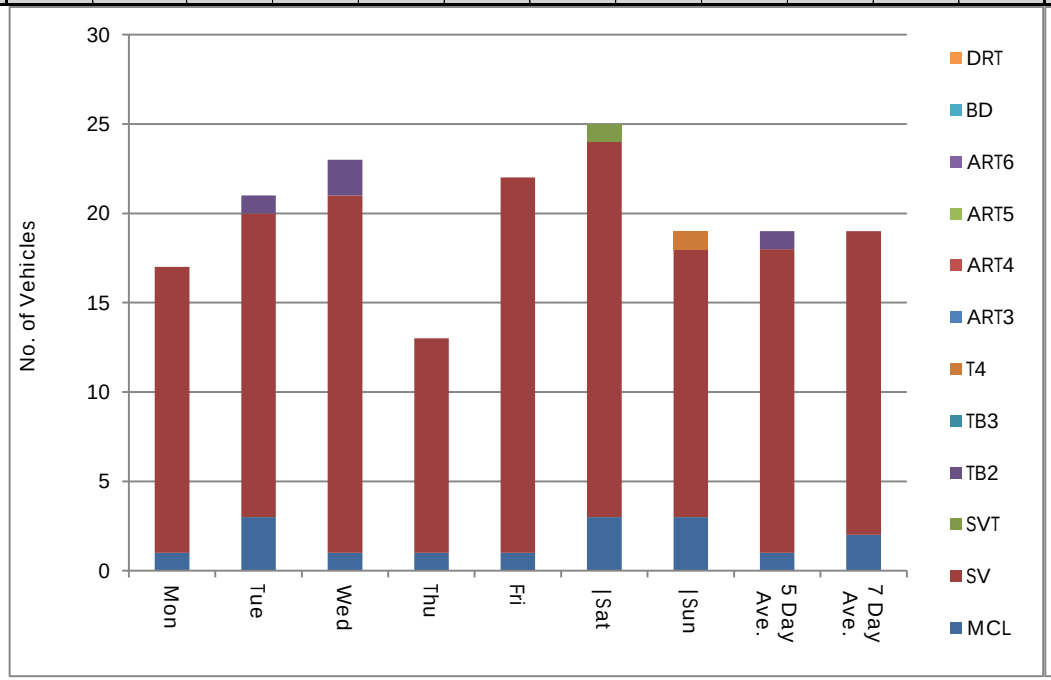
NDC NATIONWIDE DATA COLLECTION

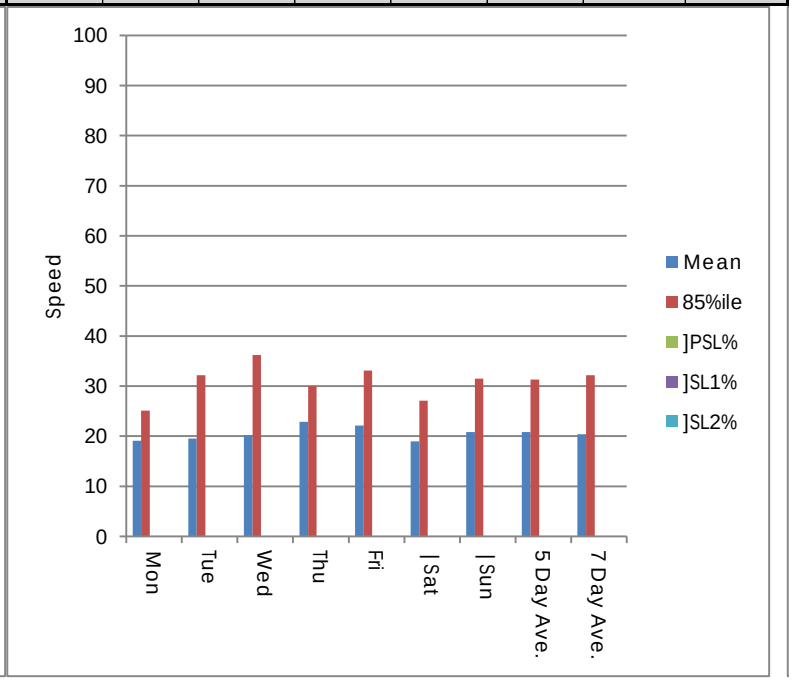
Site	1	7089 / Common Road
Location	Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.2405	Jan-16
Direction	Eastbound	Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
Mon	17	1	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	25.1
Tue	21	3	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	32.2
Wed	23	1	20	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	36.2
Thu	13	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	30
Fri	22	1	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	33.1
| Sat	25	3	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	27.1
| Sun	19	3	15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.8	31.5
5 Day Ave.	19	1	17	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20.8	31.3
7 Day Ave.	20	2	17	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20.4	32.2
--	140	13	122	1	3	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20.4	32.2

Summary Graphs





Site 1 7089 / Common Road

Location Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.24051 Jan-16

Direction Eastbound Automatic Traffic Count

Friday 20 January 2017

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	3	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	3	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	20	0	1	3	6	1	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	21	0	1	3	6	2	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	22	1	1	3	6	2	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	22	1	1	3	6	2	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site	1	7089 / Common Road
Location	Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.24051	Jan-16
Direction	Eastbound	Automatic Traffic Count

Saturday 21 January 2017

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	2	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	5	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	5	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	6	0	1	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	21	0	3	5	5	5	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	24	1	3	5	5	5	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	24	1	3	5	5	5	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	25	1	3	5	6	5	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site	1	7089 / Common Road
Location	Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.24051	Jan-16
Direction	Eastbound	Automatic Traffic Count

Sunday 22 January 2017

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	4	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	2	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	17	0	2	4	5	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	18	0	2	4	5	2	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	18	0	2	4	5	2	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	19	0	2	4	5	2	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site	1	7089 / Common Road
Location	Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.24051	Jan-16
Direction	Eastbound	Automatic Traffic Count

Monday 23 January 2017

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	3	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	14	0	4	1	2	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	15	0	4	1	2	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	17	0	4	2	3	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	17	0	4	2	3	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site	1	7089 / Common Road
Location	Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.24051	Jan-16
Direction	Eastbound	Automatic Traffic Count

Tuesday 24 January 2017

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	4	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	4	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	2	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	19	0	2	4	3	4	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	20	0	3	4	3	4	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	21	0	4	4	3	4	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	21	0	4	4	3	4	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site	1	7089 / Common Road
Location	Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.24051	Jan-16
Direction	Eastbound	Automatic Traffic Count

Wednesday 25 January 2017

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	3	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	3	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	2	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	19	4	1	6	0	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	21	4	1	6	0	3	3	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	23	4	1	7	0	3	3	1	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	23	4	1	7	0	3	3	1	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site 1 7089 / Common Road

Location Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.24051 Jan-16

Direction Eastbound Automatic Traffic Count

Thursday 26 January 2017

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	7	0	1	1	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	10	0	1	1	1	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	11	0	1	1	1	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	13	0	1	1	3	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site	1	7089 / Common Road
Location	Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.24051	Jan-16
Direction	Eastbound	Automatic Traffic Count

Virtual Day (7)

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	17	1	2	3	3	3	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	18	1	2	3	3	3	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	19	1	2	4	3	3	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	20	1	2	4	4	3	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

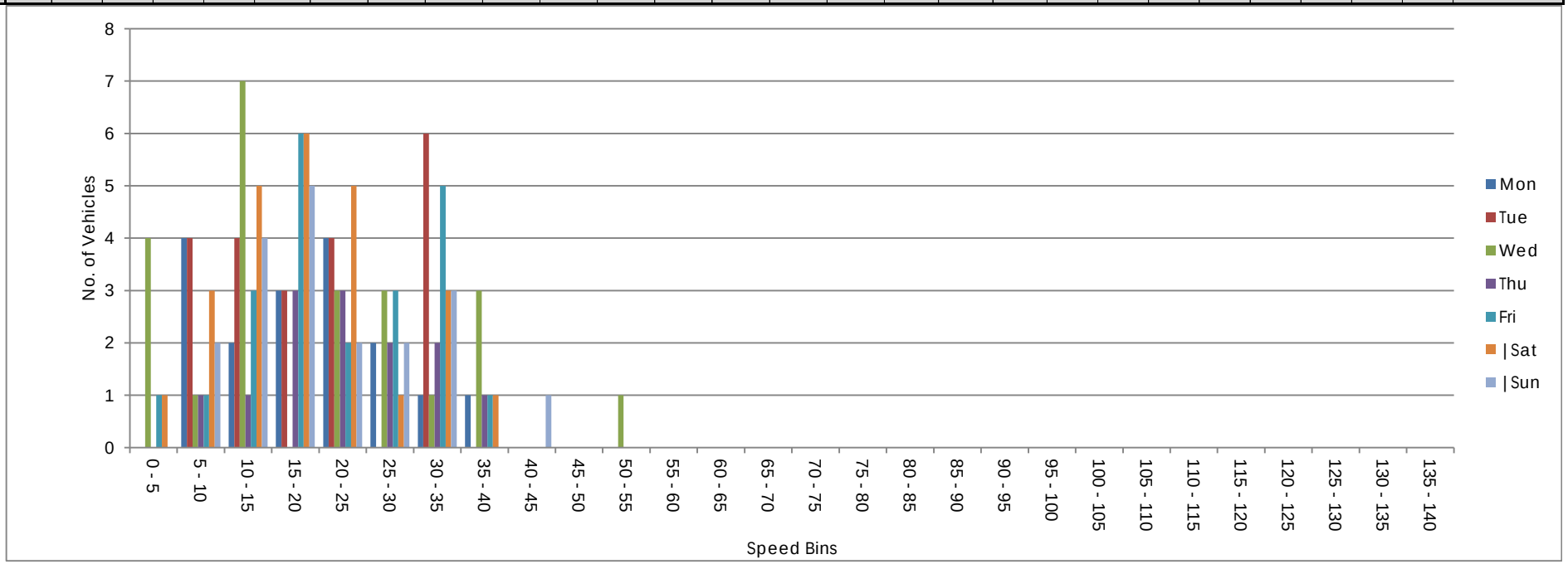
NDC
NATIONWIDE DATA COLLECTION

Site	1	7089 / Common Road
Location	Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.24051	Jan-16
Direction	Eastbound	Automatic Traffic Count

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	17	0	4	2	3	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	21	0	4	4	3	4	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	23	4	1	7	0	3	3	1	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	13	0	1	1	3	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	22	1	1	3	6	2	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sat	25	1	3	5	6	5	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sun	19	0	2	4	5	2	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	19	1	2	3	3	3	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	20	1	2	4	4	3	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	140	6	16	26	26	23	13	21	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



Site	1	7089 / Common Road
Location	Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.2405	Jan-16
Direction	Westbound	Automatic Traffic Count

Friday 20 January 2017

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4	-
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	-
1100	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.6	-
1200	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-
1300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-
1400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.1	-
1500	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	-
1600	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.2	-
1700	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.9	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	18	1	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	24.8
06-22	19	1	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	24.8
06-00	20	1	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	24.8
00-00	20	1	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	24.8

Site 1 7089 / Common Road

Location Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.2405 Jan-16

Direction Westbound Automatic Traffic Count

Saturday 21 January 2017

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	-
0900	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	-
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4	-
1400	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.6	-
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1600	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	-
1700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.1	-
07-19	17	1	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	20.4
06-22	17	1	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	20.4
06-00	19	2	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	24.8
00-00	19	2	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	24.8

NDC
NATIONWIDE DATA COLLECTION

Site 1 7089 / Common Road

Location Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.2405 Jan-16

Direction Westbound Automatic Traffic Count

Sunday 22 January 2017

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-
1000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5	-
1100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1	-
1200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	-
1300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	-
1400	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	-
1500	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	-
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	-
07-19	14	1	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	26.4
06-22	17	1	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	27.5
06-00	19	1	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	27.5
00-00	19	1	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	27.5

NDC
NATIONWIDE DATA COLLECTION

Site 1 7089 / Common Road

Location Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.2405 Jan-16

Direction Westbound Automatic Traffic Count

Monday 23 January 2017

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1100	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	-
1200	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.6	-
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1400	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-
1500	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	-
1600	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	-
1700	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	17	1	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	25.7
06-22	19	1	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	28.4
06-00	19	1	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	28.4
00-00	19	1	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	28.4

NDC
NATIONWIDE DATA COLLECTION

Site 1 7089 / Common Road

Location Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.2405 Jan-16

Direction Westbound Automatic Traffic Count

Tuesday 24 January 2017

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-
1100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	-
1200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-
1300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-
1400	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	-
1500	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	-
1600	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	-
1700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	-
1800	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	19	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	30.4
06-22	19	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	30.4
06-00	19	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	30.4
00-00	19	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	30.4

NDC
NATIONWIDE DATA COLLECTION

Site 1 7089 / Common Road

Location Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.2405 Jan-16

Direction Westbound Automatic Traffic Count

Wednesday 25 January 2017

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.2	-
0800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.3	-
0900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.5	-
1000	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.7	-
1100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	-
1200	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.8	-
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1400	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	-
1500	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	-
1600	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-
1700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	-
1800	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.8	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	-
2200	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.9	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	27	1	24	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	33.3
06-22	28	1	25	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	35.6
06-00	31	2	27	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	33.3
00-00	31	2	27	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	33.3

NDC
NATIONWIDE DATA COLLECTION

Site 1 7089 / Common Road

Location Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.2405 Jan-16

Direction Westbound Automatic Traffic Count

Thursday 26 January 2017

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	-
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	-
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1500	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1	-
1600	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1800	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	-
06-22	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-
06-00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-
00-00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-

NDC
NATIONWIDE DATA COLLECTION

Site 1 7089 / Common Road

Location Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.2405 Jan-16

Direction Westbound Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.8	-
0800	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.1	-
0900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	-
1000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-
1100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	-
1200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	-
1300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-
1400	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-
1500	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-
1600	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	-
1700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	-
1800	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	-
07-19	17	1	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	28.4
06-22	18	1	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	28.9
06-00	20	1	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	28.6
00-00	20	1	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	28.6

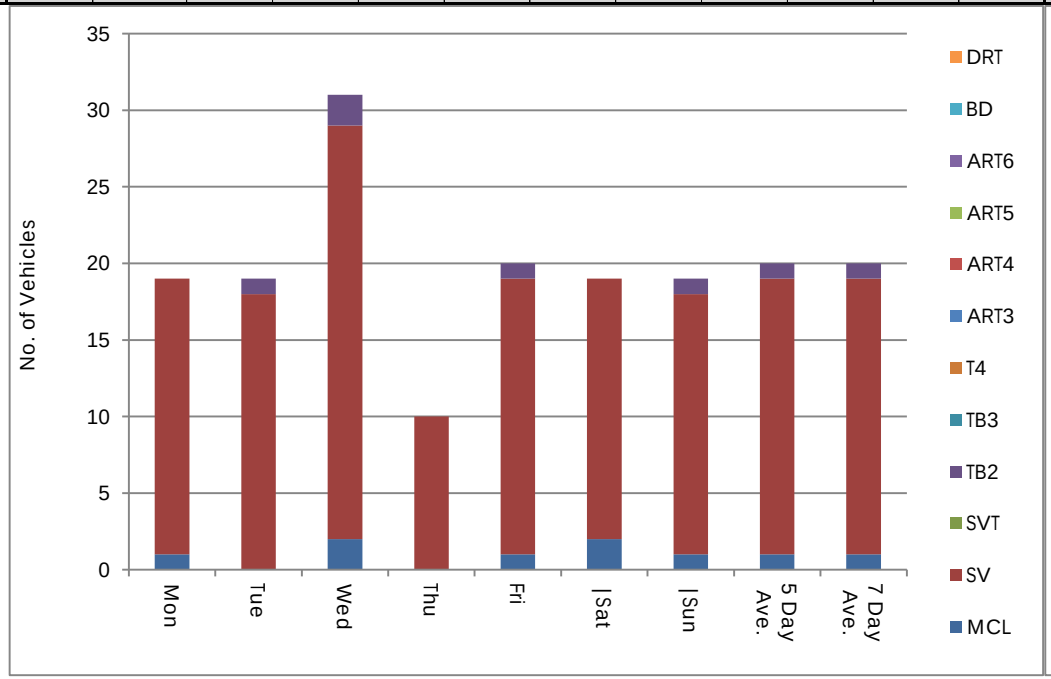
NDC
NATIONWIDE DATA COLLECTION

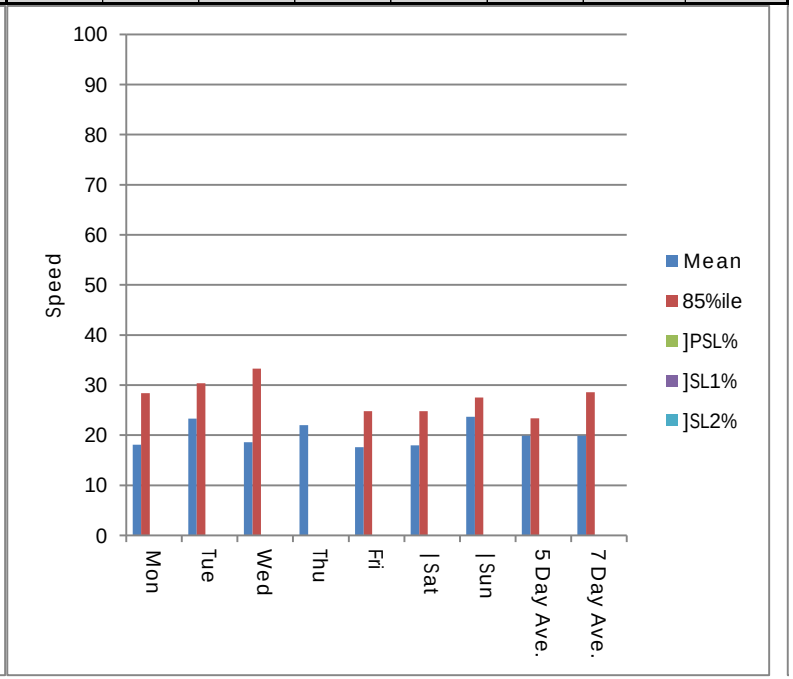
Site	1	7089 / Common Road
Location	Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.2405	Jan-16
Direction	Westbound	Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
Mon	19	1	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	28.4
Tue	19	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	30.4
Wed	31	2	27	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	33.3
Thu	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-
Fri	20	1	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	24.8
| Sat	19	2	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	24.8
| Sun	19	1	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	27.5
5 Day Ave.	20	1	18	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.9	23.4
7 Day Ave.	20	1	18	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.9	28.6
--	137	7	125	0	5	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	19.9	28.6

Summary Graphs





Site	1	7089 / Common Road
Location	Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.24051	Jan-16
Direction	Westbound	Automatic Traffic Count

Friday 20 January 2017

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	2	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	4	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	18	0	3	3	4	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	19	0	3	3	5	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	20	0	4	3	5	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	20	0	4	3	5	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site	1	7089 / Common Road
Location	Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.24051	Jan-16
Direction	Westbound	Automatic Traffic Count

Saturday 21 January 2017

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	3	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	3	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	17	0	1	3	8	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	17	0	1	3	8	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	19	0	2	3	8	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	19	0	2	3	8	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site	1	7089 / Common Road
Location	Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.24051	Jan-16
Direction	Westbound	Automatic Traffic Count

Sunday 22 January 2017

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	4	0	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	14	0	0	4	2	2	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	17	0	0	4	2	2	6	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	19	0	0	4	2	4	6	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	19	0	0	4	2	4	6	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site	1	7089 / Common Road
Location	Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.24051	Jan-16
Direction	Westbound	Automatic Traffic Count

Monday 23 January 2017

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	5	0	0	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	17	0	3	5	3	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	19	0	3	6	3	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	19	0	3	6	3	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	19	0	3	6	3	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site	1	7089 / Common Road
Location	Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.24051	Jan-16
Direction	Westbound	Automatic Traffic Count

Tuesday 24 January 2017

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	3	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	3	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	19	1	1	1	2	4	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	19	1	1	1	2	4	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	19	1	1	1	2	4	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	19	1	1	1	2	4	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site	1	7089 / Common Road
Location	Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.24051	Jan-16
Direction	Westbound	Automatic Traffic Count

Wednesday 25 January 2017

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	8	4	1	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	4	0	0	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	3	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	3	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	27	6	3	2	4	4	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	28	6	3	2	4	4	3	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	31	6	4	3	4	4	4	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	31	6	4	3	4	4	4	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site	1	7089 / Common Road
Location	Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.24051	Jan-16
Direction	Westbound	Automatic Traffic Count

Thursday 26 January 2017

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	2	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	9	0	1	2	1	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	10	0	1	2	1	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	10	0	1	2	1	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	10	0	1	2	1	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site	1	7089 / Common Road
Location	Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.24051	Jan-16
Direction	Westbound	Automatic Traffic Count

Virtual Day (7)

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	2	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	17	1	2	3	3	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	18	1	2	3	4	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	20	1	2	3	4	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	20	1	2	3	4	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

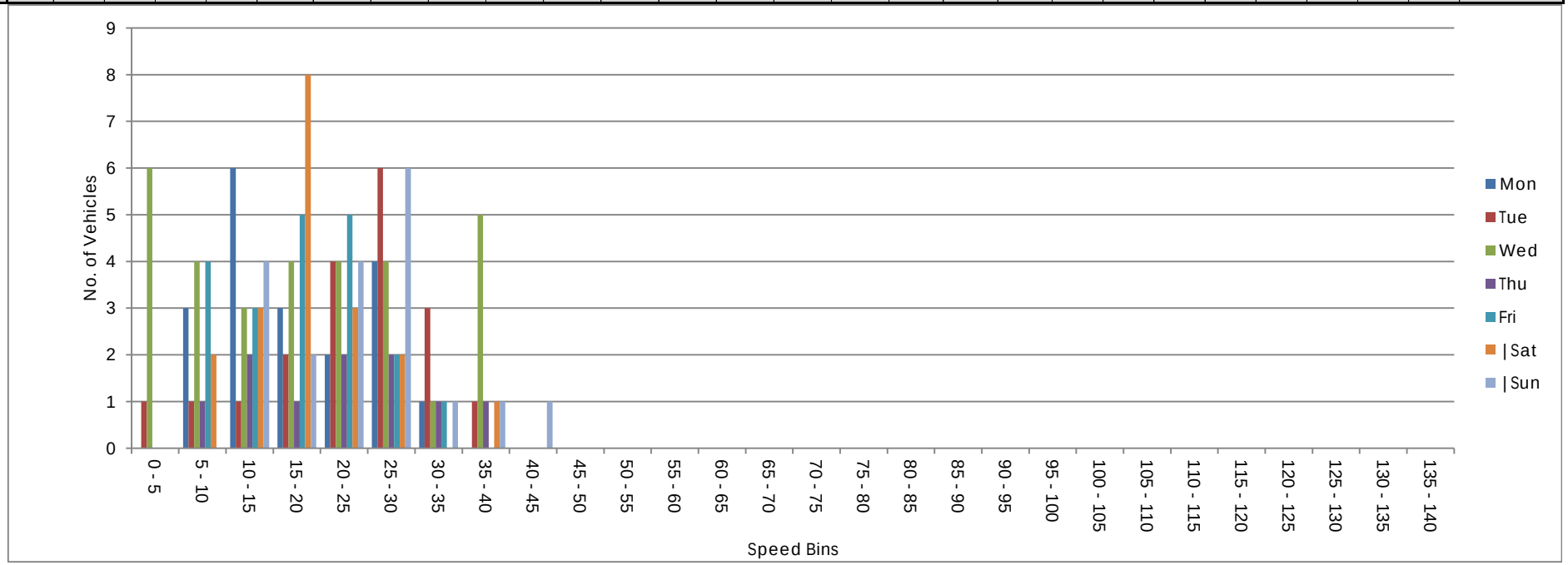
NDC
NATIONWIDE DATA COLLECTION

Site	1	7089 / Common Road
Location	Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.24051	Jan-16
Direction	Westbound	Automatic Traffic Count

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	19	0	3	6	3	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	19	1	1	1	2	4	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	31	6	4	3	4	4	4	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	10	0	1	2	1	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	20	0	4	3	5	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
| Sat	19	0	2	3	8	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
| Sun	19	0	0	4	2	4	6	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	20	1	3	3	3	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	20	1	2	3	4	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	137	7	15	22	25	24	26	8	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



Site 1 7089 / Common Road

Location Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.2405: Jan-16

Direction Both Directions Automatic Traffic Count

Friday 20 January 2017

Time	Total	Classification												]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	-
0900	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5	-
1000	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-
1100	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6	-
1200	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	-
1300	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	-
1400	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.3	-
1500	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	-
1600	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	-
1700	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	-
1800	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	-
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.2	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	38	2	35	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	30
06-22	40	2	37	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	30
06-00	42	2	39	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	30
00-00	42	2	39	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	30

NDC
NATIONWIDE DATA COLLECTION

Site 1 7089 / Common Road

Location Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.2405: Jan-16

Direction Both Directions Automatic Traffic Count

Saturday 21 January 2017

Time	Total	Classification												]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.3	-
0800	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	-
0900	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-
1000	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-
1100	8	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.5	-
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1300	9	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-
1400	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.6	-
1500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	-
1600	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	-
1700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	-
2000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.1	-
07-19	38	4	33	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	24.8
06-22	41	4	36	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	25.5
06-00	43	5	37	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	25.5
00-00	44	5	38	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	25.1

NDC
NATIONWIDE DATA COLLECTION

Site 1 7089 / Common Road

Location Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.2405: Jan-16

Direction Both Directions Automatic Traffic Count

Sunday 22 January 2017

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-
0900	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.9	-
1000	5	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-
1100	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	-
1200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	-
1300	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-
1400	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-
1500	5	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	-
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.7	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	-
07-19	31	4	25	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.7	27.1
06-22	35	4	29	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22	32.2
06-00	37	4	31	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.1	31.5
00-00	38	4	32	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.2	31.5

NDC
NATIONWIDE DATA COLLECTION

Site 1 7089 / Common Road

Location Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.2405: Jan-16

Direction Both Directions Automatic Traffic Count

Monday 23 January 2017

Time	Total	Classification												]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.9	-
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1100	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-
1200	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.8	-
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1400	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	-
1500	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.9	-
1600	5	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.7	-
1700	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	-
1800	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	-
1900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.8	-
07-19	31	2	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	25.7
06-22	34	2	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	28.4
06-00	36	2	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	28.4
00-00	36	2	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	28.4

NDC NATIONWIDE DATA COLLECTION

Site 1 7089 / Common Road

Location Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.2405: Jan-16

Direction Both Directions Automatic Traffic Count

Tuesday 24 January 2017

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	-
0800	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.2	-
0900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.6	-
1000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-
1100	5	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-
1200	5	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	-
1300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-
1400	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-
1500	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4	-
1600	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-
1700	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	-
1800	4	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5.1	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.4	-
07-19	38	2	34	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	32.2
06-22	39	2	35	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	32.2
06-00	40	3	35	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	32.2
00-00	40	3	35	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	32.2

NDC
NATIONWIDE DATA COLLECTION

Site 1 7089 / Common Road

Location Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.2405: Jan-16

Direction Both Directions Automatic Traffic Count

Wednesday 25 January 2017

Time	Total	Classification												]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.5	-
0800	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	-
0900	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.6	-
1000	3	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.1	-
1100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	-
1200	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.8	19.7
1300	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	-
1400	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	-
1500	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	-
1600	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-
1700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	-
1800	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.8	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.2	-
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	-
2200	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.9	-
07-19	46	2	40	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	28.9
06-22	49	2	43	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	35.6
06-00	54	3	47	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	35.6
00-00	54	3	47	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	35.6

NDC
NATIONWIDE DATA COLLECTION

Site 1 7089 / Common Road

Location Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.2405: Jan-16

Direction Both Directions Automatic Traffic Count

Thursday 26 January 2017

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4	-
0800	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.3	-
0900	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-
1000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	-
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1300	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1500	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.2	-
1600	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1800	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	-
1900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	-
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.1	-
2100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	-
07-19	16	1	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	30.9
06-22	20	1	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	30.9
06-00	21	1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	30.9
00-00	23	1	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	30.9

NDC
NATIONWIDE DATA COLLECTION

Site 1 7089 / Common Road

Location Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.2405: Jan-16

Direction Both Directions Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification												]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-
0800	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.1	-
0900	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	-
1000	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
1100	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	-
1200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	-
1300	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	-
1400	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-
1500	5	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	-
1600	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	-
1700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	-
1800	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	-
1900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	-
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.6	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.9	-
07-19	34	2	30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	30.4
06-22	37	2	33	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	31.1
06-00	39	3	35	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	30.9
00-00	40	3	35	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	30.9

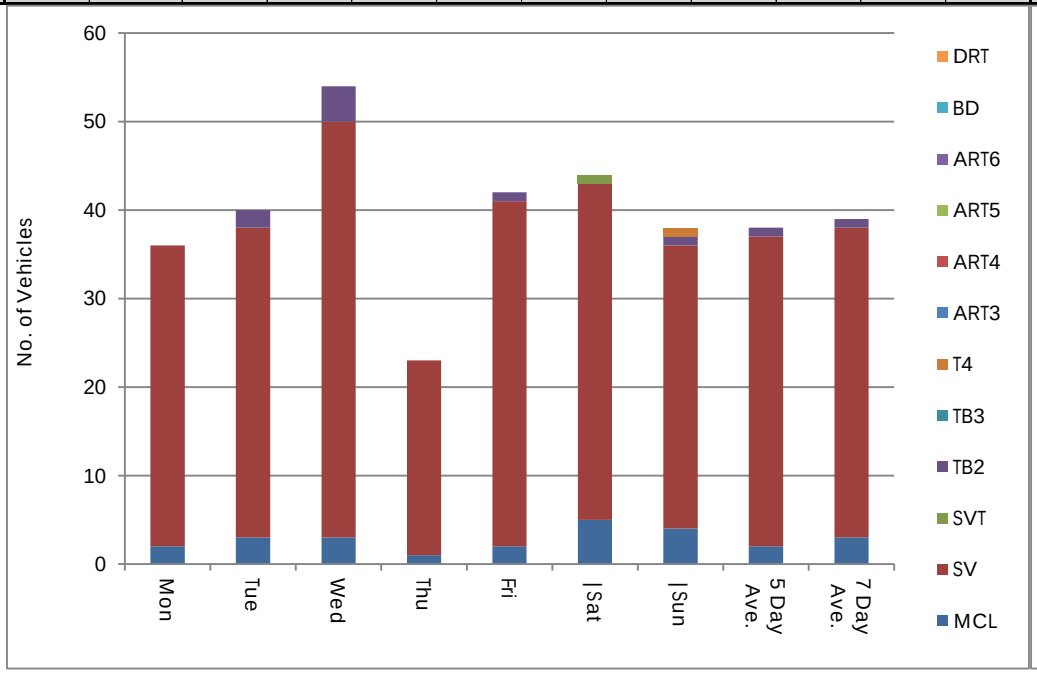
NDC
NATIONWIDE DATA COLLECTION

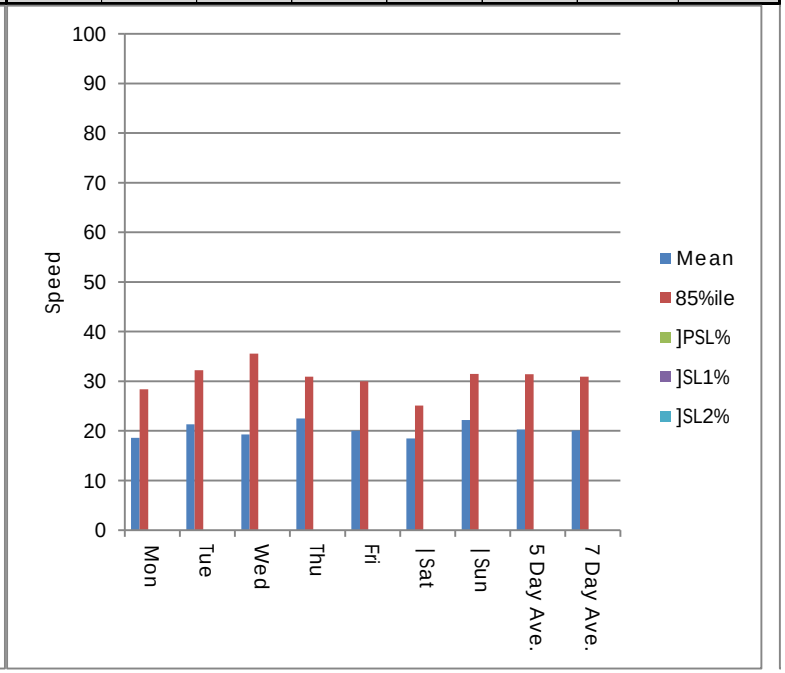
Site	1	7089 / Common Road
Location	Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.2405:	Jan-16
Direction	Both Directions	Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
Mon	36	2	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	28.4
Tue	40	3	35	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	32.2
Wed	54	3	47	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	35.6
Thu	23	1	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	30.9
Fri	42	2	39	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	30
|Sat	44	5	38	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	25.1
|Sun	38	4	32	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.2	31.5
5 Day Ave.	39	2	35	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20.3	31.4
7 Day Ave.	40	3	35	0	1	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20.1	30.9
--	277	20	247	1	8	0	1	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	20.1	30.9

Summary Graphs





Site	1	7089 / Common Road
Location	Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.24051	Jan-16
Direction	Both Directions	Automatic Traffic Count

Friday 20 January 2017

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	3	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	4	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	3	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	5	0	0	0	2	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	4	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	6	0	1	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	5	0	1	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	38	0	4	6	10	6	5	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	40	0	4	6	11	7	5	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	42	1	5	6	11	7	5	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	42	1	5	6	11	7	5	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site	1	7089 / Common Road
Location	Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.24051	Jan-16
Direction	Both Directions	Automatic Traffic Count

Saturday 21 January 2017

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	4	0	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	3	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	5	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	8	0	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	9	0	1	0	3	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	38	0	4	8	13	8	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	41	1	4	8	13	8	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	43	1	5	8	13	8	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	44	1	5	8	14	8	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site 1 7089 / Common Road

Location Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.24051 Jan-16

Direction Both Directions Automatic Traffic Count

Sunday 22 January 2017

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	5	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	3	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	5	0	0	1	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	4	0	0	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	4	0	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	5	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	31	0	2	8	7	4	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	35	0	2	8	7	4	7	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	37	0	2	8	7	6	7	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	38	0	2	8	7	6	8	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site	1	7089 / Common Road
Location	Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.24051	Jan-16
Direction	Both Directions	Automatic Traffic Count

Monday 23 January 2017

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	7	0	0	2	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	3	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	4	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	6	0	2	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	5	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	3	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	2	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	31	0	7	6	5	6	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	34	0	7	7	5	6	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	36	0	7	8	6	6	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	36	0	7	8	6	6	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site	1	7089 / Common Road
Location	Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.24051	Jan-16
Direction	Both Directions	Automatic Traffic Count

Tuesday 24 January 2017

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	5	0	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	5	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	5	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	4	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	4	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	4	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	38	1	3	5	5	8	6	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	39	1	4	5	5	8	6	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	40	1	5	5	5	8	6	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	40	1	5	5	5	8	6	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site	1	7089 / Common Road
Location	Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.24051	Jan-16
Direction	Both Directions	Automatic Traffic Count

Wednesday 25 January 2017

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	12	8	1	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	3	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	4	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	7	0	0	2	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	5	0	0	0	1	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	2	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	4	0	1	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	46	10	4	8	4	7	6	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	49	10	4	8	4	7	6	2	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	54	10	5	10	4	7	7	2	8	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	54	10	5	10	4	7	7	2	8	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site 1 7089 / Common Road

Location Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.24051 Jan-16

Direction Both Directions Automatic Traffic Count

Thursday 26 January 2017

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	3	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	3	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	3	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	2	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	16	0	2	3	2	3	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	20	0	2	3	2	4	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	21	0	2	3	2	5	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	23	0	2	3	4	5	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site	1	7089 / Common Road
Location	Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.24051	Jan-16
Direction	Both Directions	Automatic Traffic Count

Virtual Day (7)

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	4	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	4	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	4	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	3	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	5	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	34	2	4	6	7	6	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	37	2	4	6	7	6	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	39	2	4	7	7	7	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	40	2	4	7	7	7	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

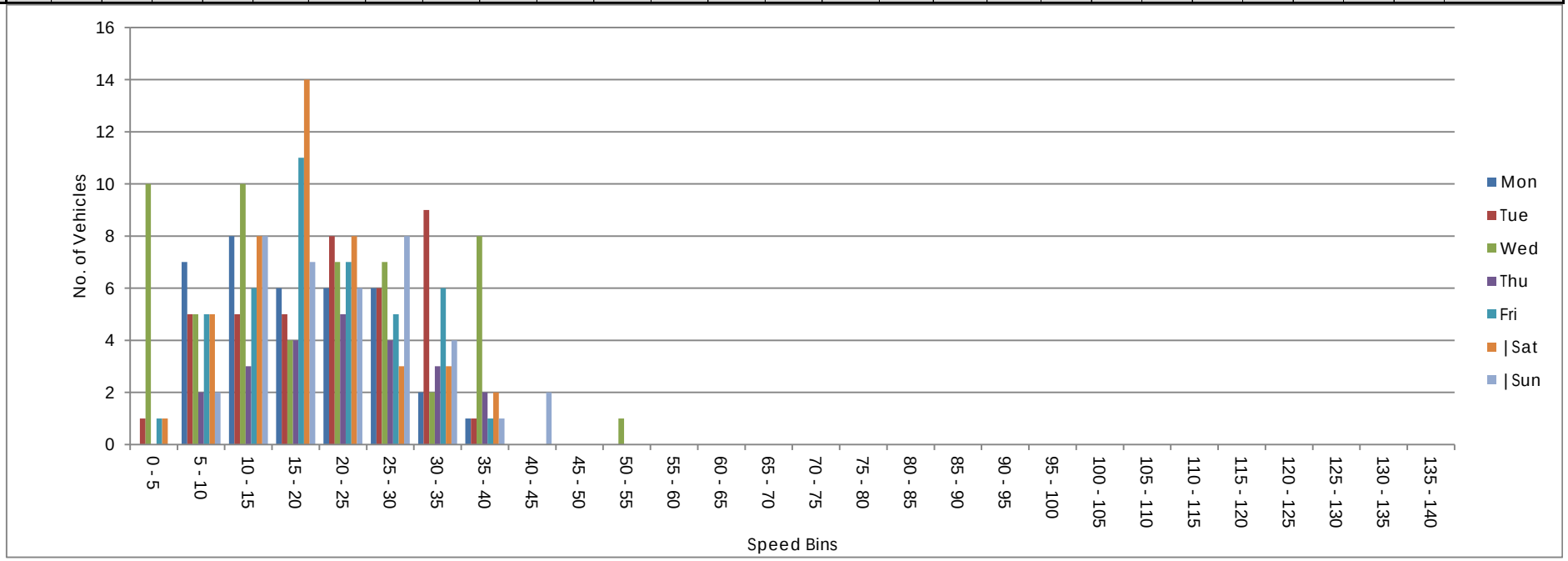
NDC
NATIONWIDE DATA COLLECTION

Site	1	7089 / Common Road
Location	Common Road between Packman Lane and Harthill Field Road - Attached to public footpath sign - N53.31872, W1.24051	Jan-16
Direction	Both Directions	Automatic Traffic Count

Virtual Week (1)

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	36	0	7	8	6	6	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	40	1	5	5	5	8	6	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	54	10	5	10	4	7	7	2	8	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	23	0	2	3	4	5	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	42	1	5	6	11	7	5	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
| Sat	44	1	5	8	14	8	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
| Sun	38	0	2	8	7	6	8	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	39	2	5	6	6	7	6	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	40	2	4	7	7	7	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	277	13	31	48	51	47	39	29	16	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



7019 / South Anston
Dec-16
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	%. > Speed Limit.	No. > ACPO Limit.	%. > ACPO Limit.	No. > DfT Limit.	%. > DfT Limit.	Mean Speed	85%ile Speed
3	Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488	Northbound	60	Tuesday 13 December 2016	Monday 19 December 2016	1868	267	267	1	0.1	0	0.0	0	0.0	27.0	40.7
		Southbound	60	Tuesday 13 December 2016	Monday 19 December 2016	1715	240	245	1	0.1	0	0.0	0	0.0	23.7	38.3
		Both Directions	60	Tuesday 13 December 2016	Monday 19 December 2016	3583	507	512	2	0.1	0	0.0	0	0.0	25.4	39.6

Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Northbound — Automatic Traffic Count

Tuesday 13 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49.8	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	-
0600	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	-
0700	35	0	34	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	31.5
0800	21	0	18	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.7	41.2
0900	30	1	27	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	24.4
1000	10	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	-
1100	12	1	8	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	32.4
1200	16	1	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	41.4
1300	14	1	12	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	33.1	45.9
1400	16	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	39.6
1500	10	0	8	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	29	-
1600	14	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	38.5
1700	12	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	37.8
1800	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.4	-
1900	12	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	40.3
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.6	-
2100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.6	-
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.2	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	196	5	174	0	14	1	0	0	1	0	1	0	0	0	0	0	0	0	0	26.5	38.7
06-22	215	5	192	0	15	1	0	0	1	0	1	0	0	0	0	0	0	0	0	27.2	39.4
06-00	218	5	195	0	15	1	0	0	1	0	1	0	0	0	0	0	0	0	0	27.4	39.4
00-00	220	6	196	0	15	1	0	0	1	0	1	0	0	0	0	0	0	0	0	27.5	39.6

NDC
NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Northbound — Automatic Traffic Count

Wednesday 14 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.2	-
0600	7	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	19.7	-
0700	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	22.4
0800	32	0	31	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21	34.9
0900	29	0	27	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	36.5
1000	15	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	40.5
1100	17	2	13	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	36.5
1200	19	3	14	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	40.3
1300	19	1	14	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	42.5
1400	11	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.2	45.4
1500	17	1	13	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	39.4
1600	15	1	12	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	40.5
1700	11	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.4	44.1
1800	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	-
1900	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	-
2000	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.3	-
2100	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.5	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.5	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.3	-
07-19	207	8	179	1	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	40.9
06-22	229	8	197	1	19	3	0	0	0	0	1	0	0	0	0	0	0	0	0	27.5	41.8
06-00	232	8	200	1	19	3	0	0	0	0	1	0	0	0	0	0	0	0	0	27.6	41.8
00-00	234	8	201	1	19	4	0	0	0	0	1	0	0	0	0	0	0	0	0	27.7	41.8

NDC NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Northbound — Automatic Traffic Count

Thursday 15 December 2016

Time	Total	Classification												]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.1	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4	36.2
0700	48	0	46	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	32.2
0800	21	2	17	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	38.5
0900	24	2	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	33.3
1000	36	2	30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	39.8
1100	12	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	29.8
1200	20	0	16	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	27	40.3
1300	20	1	16	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	36.5
1400	14	1	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3	40.7
1500	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-
1600	21	1	18	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	43.6
1700	14	1	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.3	44.3
1800	10	1	8	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-
1900	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.3	-
2000	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.8	-
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	-
2200	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	-
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	-
07-19	249	11	217	0	16	3	0	0	1	1	0	0	0	0	0	0	0	0	0	26.4	40
06-22	273	11	241	0	16	3	0	0	1	1	0	0	0	0	0	0	0	0	0	27.2	41.4
06-00	279	12	246	0	16	3	0	0	1	1	0	0	0	0	0	0	0	0	0	27.3	41.2
00-00	280	12	246	0	17	3	0	0	1	1	0	0	0	0	0	0	0	0	0	27.3	41.4

NDC NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Northbound — Automatic Traffic Count

Friday 16 December 2016

Time	Total	Classification												]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.3	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	-
0600	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-
0700	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	40.7
0800	33	1	31	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	37.6
0900	27	0	25	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	34.4
1000	16	1	13	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	42.1
1100	19	1	15	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4	37.6
1200	22	1	17	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	42.9
1300	27	0	23	0	3	1	0	0	0	0	0	0	0	1	3.7	0	0	0	0	30	42.1
1400	26	2	22	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	39.1
1500	23	0	20	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	37.4
1600	25	1	23	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	38.9
1700	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	36.7
1800	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	-
1900	11	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	43.8
2000	13	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.4	17.7
2100	42	0	40	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2	17.2
2200	27	0	26	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	35.3
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	-
07-19	251	7	222	2	18	2	0	0	0	0	0	0	0	1	0.4	0	0	0	0	26.8	39.4
06-22	325	7	292	2	20	4	0	0	0	0	0	0	0	1	0.3	0	0	0	0	24.9	38.5
06-00	355	7	321	2	21	4	0	0	0	0	0	0	0	1	0.3	0	0	0	0	24.8	38.5
00-00	359	8	323	2	22	4	0	0	0	0	0	0	0	1	0.3	0	0	0	0	24.9	38.5

NDC NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Northbound — Automatic Traffic Count

Saturday 17 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	-
0600	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-
0700	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4	-
0800	26	0	25	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	36.2
0900	58	1	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	21.9
1000	16	2	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	36.7
1100	19	1	16	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	39.4
1200	16	5	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	42.5
1300	12	2	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	38.9
1400	13	2	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	42.7
1500	13	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	37.6
1600	16	0	14	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	45.6
1700	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	43.2
1800	16	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	40.9
1900	15	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	21.5
2000	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	-
2100	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	-
2200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.5	-
2300	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-
07-19	222	14	201	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	39.8
06-22	253	14	231	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	39.4
06-00	262	14	240	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	40
00-00	274	14	250	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26	39.8

NDC
NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Northbound — Automatic Traffic Count

Sunday 18 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.9	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-
0600	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	31.8
0700	13	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	18.8
0800	23	2	20	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	19
0900	32	0	31	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	19.7
1000	18	2	14	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	36.5
1100	17	2	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.8	35.6
1200	15	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	39.8
1300	17	2	14	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	26.4	37.4
1400	23	1	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	43.4
1500	20	2	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	36
1600	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	40.5
1700	13	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	41.2
1800	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	-
1900	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-
2000	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.8	-
2100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1	-
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	-
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	-
07-19	213	12	194	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	25.6	38.7
06-22	243	12	223	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	26.2	39.8
06-00	248	12	228	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	26.4	39.8
00-00	257	12	237	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	26.6	40

NDC NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Northbound — Automatic Traffic Count

Monday 19 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	-
0700	10	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-
0800	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	39.6
0900	28	2	25	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	37.8
1000	20	3	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	39.8
1100	21	1	15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	44.3
1200	15	4	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	39.6
1300	15	2	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	37.1
1400	18	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	41.6
1500	19	0	17	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	40.5
1600	25	1	22	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	43.6
1700	14	0	11	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	40.9
1800	12	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	43.8
1900	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1	-
2000	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56.5	-
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	217	13	187	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	41.6
06-22	240	13	210	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	42.3
06-00	243	13	213	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	42.3
00-00	244	13	214	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	42.3

NDC
NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Northbound — Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	-
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.8	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	-
0600	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-
0700	20	0	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	36.7
0800	25	1	23	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	37.6
0900	33	1	31	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	31.3
1000	19	1	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	39.8
1100	17	1	13	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	38
1200	18	2	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5	40.7
1300	18	1	14	0	1	0	0	0	0	0	0	0	0	0	0.8	0	0	0	0	28.6	42.1
1400	17	1	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	42.3
1500	16	1	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	38
1600	18	1	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	42.9
1700	13	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	43.2
1800	10	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-
1900	9	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	-
2000	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	-
2100	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	-
2200	7	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	-
07-19	222	10	196	0	13	2	0	0	0	0	0	0	0	0	0.1	0	0	0	0	26.8	40.3
06-22	254	10	227	0	14	2	0	0	0	0	0	0	0	0	0.1	0	0	0	0	26.8	40.5
06-00	262	10	235	0	14	2	0	0	0	0	0	0	0	0	0.1	0	0	0	0	26.9	40.5
00-00	267	10	238	0	15	2	0	0	0	0	0	0	0	0	0.1	0	0	0	0	27	40.7

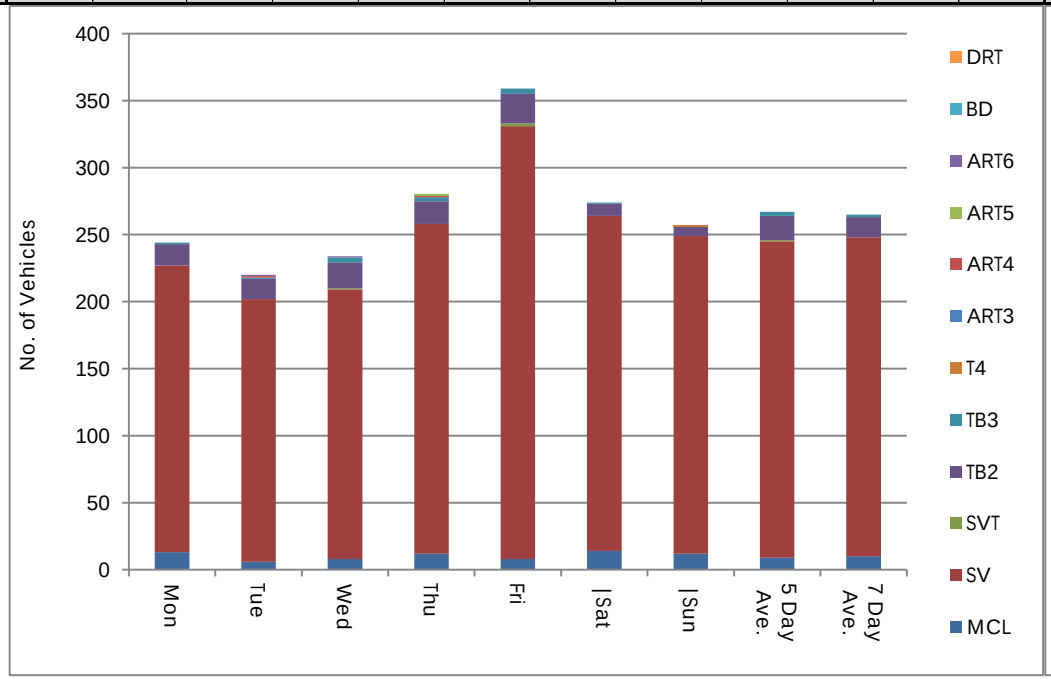
NDC NATIONWIDE DATA COLLECTION

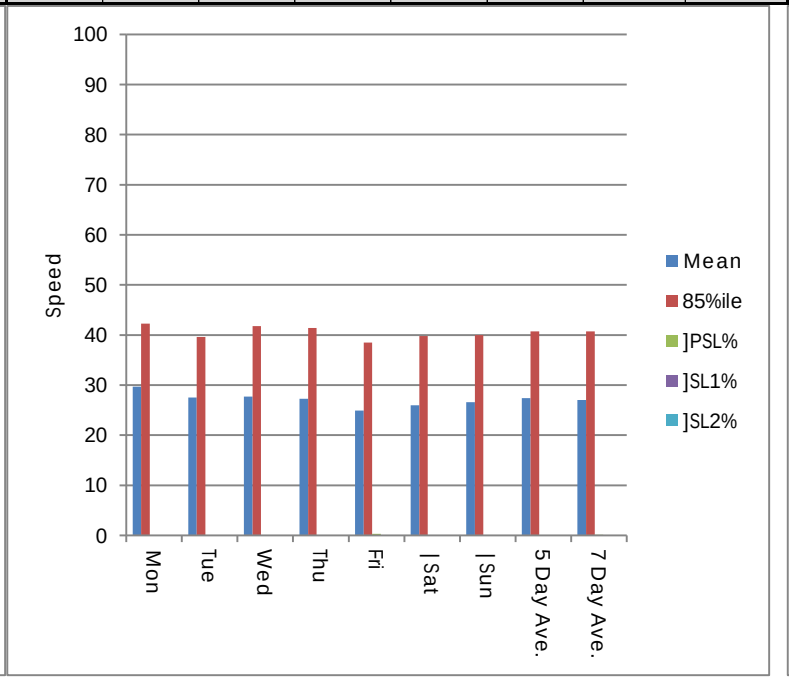
Site 3 7019 / South Anston
Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 Dec-16
Direction Northbound Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
Mon	244	13	214	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	42.3
Tue	220	6	196	0	15	1	0	0	1	0	1	0	0	0	0	0	0	0	0	27.5	39.6
Wed	234	8	201	1	19	4	0	0	0	0	1	0	0	0	0	0	0	0	0	27.7	41.8
Thu	280	12	246	0	17	3	0	0	1	1	0	0	0	0	0	0	0	0	0	27.3	41.4
Fri	359	8	323	2	22	4	0	0	0	0	0	0	0	1	0.3	0	0	0	0	24.9	38.5
| Sat	274	14	250	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26	39.8
| Sun	257	12	237	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	26.6	40
5 Day Ave.	267	9	236	1	18	3	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	27.4	40.7
7 Day Ave.	267	10	238	0	15	2	0	0	0	0	0	0	0	0	0.1	0	0.0	0	0.0	27.0	40.7
--	1868	73	1667	3	105	14	1	0	2	1	2	0	0	1	0.1	0	0.0	0	0.0	27.0	40.7

Summary Graphs





Site 3 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 Dec-16

Direction Northbound Automatic Traffic Count

Tuesday 13 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	35	0	0	5	20	2	1	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	21	0	0	4	6	4	1	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	30	0	0	3	19	4	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	10	0	0	0	3	0	1	1	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	12	0	0	1	3	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	16	0	0	2	6	2	1	2	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	14	0	0	1	1	1	2	3	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	16	0	0	1	2	2	2	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	10	0	0	0	1	3	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	14	0	0	1	0	2	1	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	12	0	0	1	1	1	0	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	6	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	12	0	0	1	0	0	0	4	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	3	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	3	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	196	0	0	19	62	25	11	28	29	12	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	215	0	0	20	63	26	12	32	34	15	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	218	0	0	20	63	26	12	33	35	15	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	220	0	0	21	63	26	12	33	35	15	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site 3 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 Dec-16

Direction Northbound Automatic Traffic Count

Wednesday 14 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	7	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	13	0	0	6	3	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	32	0	1	5	15	5	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	29	0	0	5	15	2	0	1	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	15	0	1	3	3	2	1	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	17	0	1	4	4	3	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	19	0	0	4	4	2	4	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	19	0	0	1	7	0	2	1	2	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	11	0	0	0	2	0	0	1	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	17	0	1	1	2	1	0	4	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	15	0	1	0	3	0	0	6	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	11	0	0	0	0	1	1	2	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	9	0	0	0	1	1	0	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	7	0	0	0	1	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	5	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	3	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	2	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	207	0	5	29	59	19	8	20	27	31	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	229	0	5	29	64	22	8	20	31	36	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	232	0	5	29	64	22	8	21	31	38	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	234	0	5	29	64	22	8	22	32	38	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site 3 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 Dec-16

Direction Northbound Automatic Traffic Count

Thursday 15 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	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	12	0	0	0	4	2	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	48	0	0	5	28	7	0	2	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	21	0	0	0	7	2	0	5	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	24	0	0	3	10	2	2	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	36	0	0	10	15	1	0	2	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	12	0	0	0	5	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	20	0	0	0	10	1	1	1	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	20	0	1	2	6	2	2	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	14	0	2	0	3	2	1	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	9	0	0	1	0	2	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	21	0	1	0	0	1	0	3	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	14	0	0	1	2	0	0	2	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	10	0	0	1	1	0	1	2	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	3	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	8	0	0	0	0	0	0	1	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	4	0	1	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	249	0	4	23	87	22	11	25	38	30	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	273	0	4	23	91	24	14	27	42	34	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	279	0	5	23	91	24	15	28	45	34	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	280	0	5	23	91	24	15	28	45	35	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Northbound — Automatic Traffic Count

Friday 16 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	8	0	0	2	2	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	14	0	0	4	5	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	33	0	1	4	15	6	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	27	0	1	2	15	1	0	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	16	0	0	3	7	1	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	19	0	1	0	7	2	1	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	22	0	0	3	7	2	1	2	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	27	0	0	3	4	4	1	5	4	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	26	0	1	1	5	2	2	2	9	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	23	0	0	0	2	2	2	11	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	25	0	1	0	9	4	2	2	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	11	0	0	0	3	2	0	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	8	0	0	0	2	0	2	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	11	0	0	3	1	0	0	3	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	13	0	1	3	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	42	0	0	18	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	27	0	0	3	14	3	0	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	251	0	5	20	81	26	11	33	37	27	7	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	325	0	6	46	115	30	11	36	40	28	8	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	355	0	6	49	129	33	11	40	43	30	9	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	359	0	6	49	130	33	11	40	43	33	9	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Northbound — Automatic Traffic Count

Saturday 17 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	6	0	0	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	0	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	4	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	26	0	0	2	13	4	0	0	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	58	0	0	4	35	11	1	4	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	16	0	0	1	7	2	0	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	19	0	0	0	4	3	3	1	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	16	0	1	3	3	1	0	3	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	12	0	2	0	2	1	1	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	13	0	0	2	1	2	1	1	1	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	13	0	0	4	2	0	1	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	16	0	0	4	0	0	1	4	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	13	0	0	1	3	1	0	1	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	16	0	0	4	3	0	1	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	15	0	0	6	6	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	7	0	0	0	1	0	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	5	0	0	1	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	4	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	5	0	0	0	2	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	222	0	3	25	75	26	9	21	30	18	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	253	0	3	32	86	29	11	24	31	21	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	262	0	3	32	88	29	12	25	33	23	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	274	0	3	34	90	33	13	26	34	24	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC NATIONWIDE DATA COLLECTION

Site 3 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 Dec-16

Direction Northbound Automatic Traffic Count

Sunday 18 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	14	0	0	0	7	3	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	13	0	0	1	10	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	23	0	0	1	19	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	32	0	0	7	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	18	0	1	1	9	1	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	17	0	0	1	7	1	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	15	0	0	0	6	3	1	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	17	0	0	2	5	2	1	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	23	0	0	2	3	2	2	3	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	20	0	0	3	2	2	6	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	13	0	0	0	4	1	0	1	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	13	0	0	0	2	1	1	3	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	9	0	0	0	0	0	0	2	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	8	0	0	0	2	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	5	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	3	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	3	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	213	0	1	18	87	19	13	21	26	20	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	243	0	1	18	96	22	14	26	30	27	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	248	0	1	18	96	23	15	26	31	29	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	257	0	1	18	98	23	17	27	32	30	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Northbound — Automatic Traffic Count

Monday 19 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	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	9	0	0	1	2	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	10	0	0	1	3	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	20	0	0	3	11	1	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	28	0	0	4	10	4	3	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	20	0	0	3	4	1	1	2	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	21	0	0	0	6	2	1	3	5	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	15	0	1	1	4	1	1	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	15	0	0	2	2	1	2	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	18	0	0	0	2	6	3	2	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	19	0	0	0	2	3	1	8	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	25	0	1	0	3	3	2	2	6	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	14	0	0	1	3	0	0	3	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	12	0	0	1	0	0	1	5	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	9	0	0	0	0	0	0	2	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	4	0	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	3	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	217	0	2	16	50	22	15	32	35	31	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	240	0	2	17	52	26	15	35	41	33	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	243	0	2	17	52	26	16	35	42	34	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	244	0	2	17	52	26	17	35	42	34	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Northbound — Automatic Traffic Count

Virtual Day (7)

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	8	0	0	0	3	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	20	0	0	3	10	2	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	25	0	0	3	12	3	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	33	0	0	4	18	4	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	19	0	0	3	7	1	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	17	0	0	1	5	2	1	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	18	0	0	2	6	2	1	2	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	18	0	0	2	4	2	2	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	17	0	0	1	3	2	2	2	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	16	0	0	1	2	2	2	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	18	0	1	1	3	2	1	3	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	13	0	0	1	2	1	0	2	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	10	0	0	1	1	0	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	9	0	0	1	1	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	6	0	0	0	1	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	8	0	0	3	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	7	0	0	0	2	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	222	0	3	21	72	23	11	26	32	24	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	254	0	3	26	81	26	12	29	36	28	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	262	0	3	27	83	26	13	30	37	29	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	267	0	3	27	84	27	13	30	38	30	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

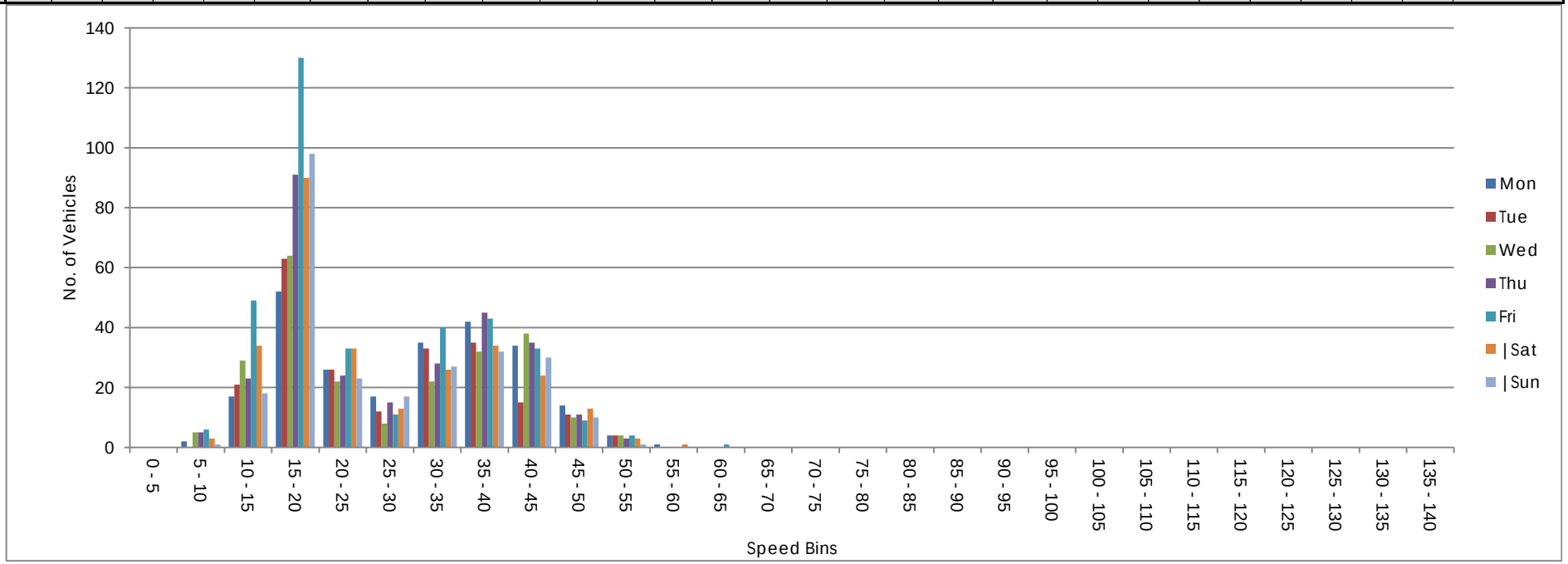
NDC NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston
Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16
Direction Northbound — Automatic Traffic Count

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	244	0	2	17	52	26	17	35	42	34	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	220	0	0	21	63	26	12	33	35	15	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	234	0	5	29	64	22	8	22	32	38	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	280	0	5	23	91	24	15	28	45	35	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	359	0	6	49	130	33	11	40	43	33	9	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
| Sat	274	0	3	34	90	33	13	26	34	24	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
| Sun	257	0	1	18	98	23	17	27	32	30	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	267	0	4	28	80	26	13	32	39	31	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	267	0	3	27	84	27	13	30	38	30	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	1868	0	22	191	588	187	93	211	263	209	78	23	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Southbound — Automatic Traffic Count

Tuesday 13 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51.3	-
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	-
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.2	-
0700	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	-
0800	7	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-
0900	15	0	13	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	40.9
1000	13	2	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	40.7
1100	5	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-
1200	11	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	34.4
1300	31	0	30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	25.3
1400	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	37.8
1500	28	0	25	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	17.7	27.1
1600	36	0	34	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	37.6
1700	14	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	36.5
1800	13	0	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	40.3
1900	6	1	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	-
2000	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0	0	0	41.3	-
2100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.6	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.7	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.2	-
07-19	198	6	178	0	12	1	0	0	0	1	0	0	0	0	0	0	0	0	0	24.3	38.7
06-22	211	7	188	0	14	1	0	0	0	1	0	0	0	1	0.5	0	0	0	0	25.1	39.1
06-00	213	7	190	0	14	1	0	0	0	1	0	0	0	1	0.5	0	0	0	0	25.3	39.4
00-00	217	7	194	0	14	1	0	0	0	1	0	0	0	1	0.5	0	0	0	0	25.5	39.6

NDC
NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Southbound — Automatic Traffic Count

Wednesday 14 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	7	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	-
0700	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.5	-
0800	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-
0900	15	1	12	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	29.3	37.8
1000	14	1	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	32
1100	18	3	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	36.9
1200	24	3	19	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	26.4
1300	30	1	26	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	32.2
1400	19	1	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	28.2
1500	24	1	20	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	34.9
1600	15	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	40.5
1700	19	2	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.1	38
1800	12	0	10	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	39.8
1900	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.5	-
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.2	-
2100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.3	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9	-
07-19	201	13	173	0	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	22.4	36.5
06-22	223	13	194	0	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	23.9	37.8
06-00	225	13	196	0	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	24.1	37.8
00-00	225	13	196	0	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	24.1	37.8

NDC NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Southbound — Automatic Traffic Count

Thursday 15 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.5	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.8	-
0600	10	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-
0700	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	-
0800	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	-
0900	16	0	14	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	34.2
1000	9	0	8	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-
1100	19	0	14	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.7	33.8
1200	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	34
1300	17	1	14	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	35.6
1400	43	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	15.4
1500	48	1	45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	30.9
1600	15	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.1	42.3
1700	13	2	10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	36
1800	10	1	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	-
1900	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-
2000	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	-
2100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.1	-
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	-
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	-
07-19	217	5	196	1	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	36.2
06-22	244	6	222	1	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	38.5
06-00	250	6	228	1	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	38.7
00-00	253	6	231	1	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	39.1

NDC
NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Southbound — Automatic Traffic Count

Friday 16 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	-
0700	9	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.4	-
0800	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.1	-
0900	16	0	14	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	33.3
1000	14	1	9	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	22.4	35.1
1100	17	2	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	32.4
1200	20	1	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	35.1
1300	28	2	25	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	35.1
1400	29	2	26	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	38.7
1500	29	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	32.9
1600	20	0	19	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	40.7
1700	22	0	21	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22	36
1800	22	0	19	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.7	36
1900	9	0	7	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	-
2000	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	43.4
2100	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.9	-
2200	9	0	8	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	-
2300	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	-
07-19	232	9	209	0	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	23.8	36.7
06-22	264	9	239	0	9	6	1	0	0	0	0	0	0	0	0	0	0	0	0	24.4	38.5
06-00	282	9	256	0	9	7	1	0	0	0	0	0	0	0	0	0	0	0	0	24.2	38.5
00-00	283	9	257	0	9	7	1	0	0	0	0	0	0	0	0	0	0	0	0	24.3	38.5

NDC NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Southbound — Automatic Traffic Count

Saturday 17 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	44	0	41	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13.3	14.8
0100	23	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	12.1
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	-
0800	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	-
0900	16	2	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	33.8
1000	15	1	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	36.7
1100	16	3	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	40
1200	13	3	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	38.3
1300	11	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	34.9
1400	38	1	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	30.4
1500	44	0	40	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	34.9
1600	21	0	20	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	34.7
1700	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	-
1800	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	-
1900	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	-
2000	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4	-
2100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	-
2300	10	0	9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	-
07-19	192	11	174	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	36.2
06-22	206	11	188	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	36.2
06-00	219	11	200	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	23	36.7
00-00	286	11	264	0	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	34.7

NDC
NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Southbound — Automatic Traffic Count

Sunday 18 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	15	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.7	14.1
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.3	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.6	-
0800	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-
0900	16	5	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	29.1
1000	13	4	8	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	35.1
1100	14	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	31.8
1200	29	1	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	34
1300	23	3	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	34.7
1400	25	1	22	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14.8	15.7
1500	22	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	33.6
1600	23	0	22	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	38.9
1700	9	0	8	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	-
1800	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	-
1900	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-
2000	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.7	-
2100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	-
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	-
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-
07-19	189	16	167	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	34.7
06-22	206	16	183	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	35.6
06-00	211	16	188	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	35.6
00-00	231	16	208	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	35.6

NDC NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Southbound — Automatic Traffic Count

Monday 19 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.7	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.8	-
0600	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	-
0700	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	-
0800	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	-
0900	9	2	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	-
1000	24	5	17	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	36.7
1100	11	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	31.5
1200	16	0	14	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	36.2
1300	19	0	17	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	34.4
1400	23	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	33.1
1500	22	0	20	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	33.3
1600	23	0	21	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	45.9
1700	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	-
1800	14	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	39.8
1900	15	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	41.6
2000	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.9	-
2100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.5	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.8	-
07-19	189	9	167	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	37.8
06-22	215	9	192	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5	39.8
06-00	218	9	195	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	39.8
00-00	220	9	197	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	40

NDC
NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Southbound — Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	9	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.1	-
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.1	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.5	-
0600	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-
0700	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	-
0800	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	-
0900	15	1	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	36.7
1000	15	2	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	37.6
1100	14	2	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	36.5
1200	18	1	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	34.9
1300	23	1	20	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	34.7
1400	28	1	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	31.3
1500	31	0	29	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	33.3
1600	22	0	21	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	38.9
1700	14	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	38.9
1800	12	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	40.7
1900	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	-
2000	5	0	5	0	0	0	0	0	0	0	0	0	0	0	2.9	0	0	0	0	34	-
2100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	-
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	-
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-
07-19	203	10	181	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23	36.7
06-22	224	10	201	0	9	3	0	0	0	0	0	0	0	0	0.1	0	0	0	0	24	38.3
06-00	231	10	208	0	9	4	0	0	0	0	0	0	0	0	0.1	0	0	0	0	24.1	38.5
00-00	245	10	221	0	9	4	0	0	0	0	0	0	0	0	0.1	0	0	0	0	23.7	38.3

NDC NATIONWIDE DATA COLLECTION

Site 3 7019 / South Anston

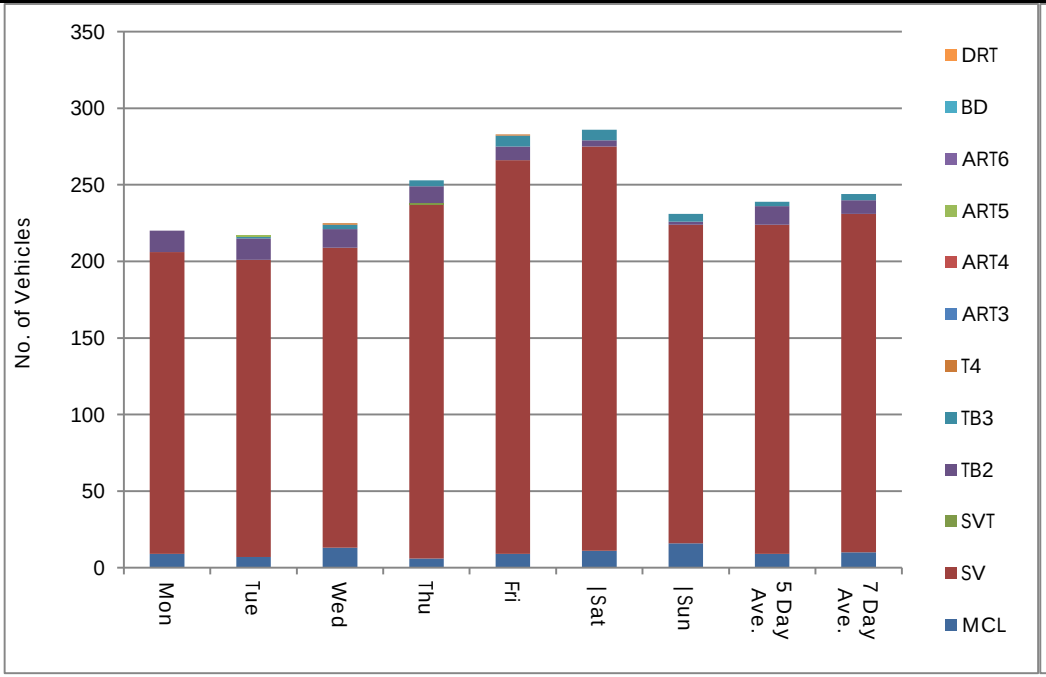
Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 Dec-16

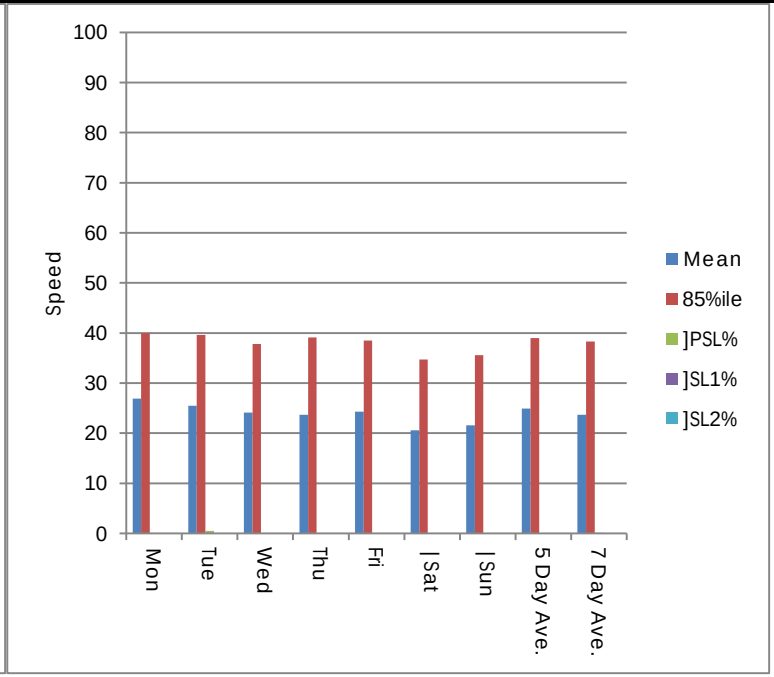
Direction Southbound Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
Mon	220	9	197	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	40
Tue	217	7	194	0	14	1	0	0	0	1	0	0	0	1	0.5	0	0	0	0	25.5	39.6
Wed	225	13	196	0	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	24.1	37.8
Thu	253	6	231	1	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	39.1
Fri	283	9	257	0	9	7	1	0	0	0	0	0	0	0	0	0	0	0	0	24.3	38.5
| Sat	286	11	264	0	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	34.7
| Sun	231	16	208	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	35.6
5 Day Ave.	240	9	215	0	12	3	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	24.9	39.0
7 Day Ave.	245	10	221	0	9	4	0	0	0	0	0	0	0	0	0.1	0	0.0	0	0.0	23.7	38.3
--	1715	71	1547	1	66	27	2	0	0	1	0	0	0	1	0.1	0	0.0	0	0.0	23.7	38.3

Summary Graphs





Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Southbound — Automatic Traffic Count

Tuesday 13 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	5	0	0	1	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	7	0	1	1	0	0	1	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	15	0	0	5	0	0	0	3	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	13	0	2	1	1	0	1	2	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	5	0	0	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	11	0	0	4	1	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	31	0	0	25	0	0	2	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	20	0	0	7	1	1	1	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	28	0	1	20	1	0	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	36	0	1	12	5	4	1	5	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	14	0	0	5	1	1	0	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	13	0	0	0	1	0	1	2	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	6	0	0	1	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	3	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	3	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	198	0	5	84	11	6	10	28	30	17	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	211	0	5	86	11	6	11	31	32	18	8	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	213	0	5	86	11	6	11	31	32	19	9	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	217	0	5	86	11	6	11	32	33	20	9	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Southbound — Automatic Traffic Count

Wednesday 14 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	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	7	0	0	2	0	0	0	2	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	4	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	7	0	0	1	1	1	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	15	0	1	3	0	0	2	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	14	0	0	6	0	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	18	0	1	7	0	0	1	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	24	0	2	14	0	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	30	0	0	24	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	19	0	1	13	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	24	0	2	11	3	0	1	2	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	15	0	0	7	1	0	0	2	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	19	0	0	4	2	2	2	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	12	0	0	4	1	0	2	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	10	0	0	0	0	0	2	1	1	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	4	0	0	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	201	0	7	94	9	7	17	28	23	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	223	0	7	97	9	7	20	31	26	13	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	225	0	7	97	9	7	20	31	27	14	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	225	0	7	97	9	7	20	31	27	14	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Southbound — Automatic Traffic Count

Thursday 15 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	10	0	0	4	1	1	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	8	0	0	2	0	1	1	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	7	0	0	1	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	16	0	0	4	3	1	2	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	9	0	0	3	2	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	19	0	1	4	1	0	6	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	12	0	1	2	1	1	3	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	17	0	1	6	2	2	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	43	0	2	33	3	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	48	0	3	33	3	1	0	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	15	0	1	5	0	0	3	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	13	0	0	5	2	1	1	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	10	0	0	2	0	0	0	2	2	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	9	0	0	1	1	0	2	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	5	0	0	0	0	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	3	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	3	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	217	0	9	100	17	8	19	24	19	10	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	244	0	9	105	19	10	21	25	28	14	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	250	0	9	105	19	10	22	28	28	14	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	253	0	9	105	19	10	22	28	28	16	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Southbound — Automatic Traffic Count

Friday 16 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	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	6	0	0	0	0	1	0	2	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	9	0	0	1	0	0	0	1	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	6	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	16	0	0	6	1	0	2	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	14	0	0	7	0	2	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	17	0	1	8	1	1	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	20	0	0	10	0	0	4	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	28	0	0	12	2	4	1	4	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	29	0	2	12	1	1	3	3	4	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	29	0	1	14	4	2	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	20	0	3	4	0	1	1	4	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	22	0	0	11	2	0	5	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	22	0	0	6	1	1	5	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	9	0	1	2	1	0	1	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	11	0	0	3	0	0	0	1	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	6	0	0	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	9	0	0	3	2	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	9	0	2	4	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	232	0	7	91	12	12	24	37	28	15	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	264	0	8	100	14	13	25	41	32	19	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	282	0	10	107	17	13	27	42	33	20	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	283	0	10	107	17	13	27	42	33	21	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Southbound — Automatic Traffic Count

Saturday 17 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	44	0	3	34	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	23	0	1	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	16	0	0	9	2	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	15	0	0	3	2	0	1	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	16	0	1	8	0	0	0	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	13	0	3	2	1	0	0	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	11	0	0	5	1	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	38	0	1	21	5	1	3	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	44	0	0	26	2	0	6	3	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	21	0	0	8	2	2	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	8	0	0	0	0	1	0	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	6	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	4	0	0	0	1	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	6	0	0	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	4	0	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	3	0	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
2300	10	0	0	7	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	192	0	5	84	15	6	15	32	19	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	206	0	5	86	16	6	19	37	20	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	219	0	5	94	17	6	19	37	22	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	286	0	9	150	21	8	19	38	22	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Southbound — Automatic Traffic Count

Sunday 18 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	15	0	1	12	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	5	0	0	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	16	0	1	11	1	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	13	0	0	7	1	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	14	0	0	7	1	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	29	0	2	16	2	1	1	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	23	0	0	13	2	1	0	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	25	0	1	19	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	22	0	0	12	2	2	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	23	0	0	11	2	1	0	5	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	9	0	0	3	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	9	0	0	1	1	0	1	1	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	9	0	0	1	0	0	1	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	4	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	4	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	189	0	4	104	14	6	12	25	13	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	206	0	4	105	14	7	14	27	16	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	211	0	4	105	14	7	15	30	17	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	231	0	5	118	14	8	15	31	20	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Southbound — Automatic Traffic Count

Monday 19 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	5	0	0	2	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	10	0	0	1	0	0	0	3	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	8	0	0	0	0	0	2	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	9	0	1	2	2	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	24	0	1	9	1	0	0	8	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	11	0	1	3	1	1	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	16	0	0	6	0	0	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	19	0	0	9	1	1	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	23	0	1	9	6	1	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	22	0	0	10	0	3	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	23	0	0	11	1	2	2	2	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	10	0	0	3	2	0	1	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	14	0	0	3	0	0	0	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	15	0	0	0	0	0	2	3	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	4	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	189	0	4	66	14	8	16	40	23	12	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	215	0	4	68	14	8	18	43	30	21	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	218	0	4	68	14	8	18	43	30	22	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	220	0	4	68	14	8	18	43	30	22	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston
Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16
Direction Southbound — Automatic Traffic Count

Virtual Day (7)

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	9	0	1	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	5	0	0	1	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	6	0	0	1	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	15	0	0	6	1	0	1	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	15	0	0	5	1	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	14	0	1	6	1	0	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	18	0	1	8	1	1	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	23	0	0	13	1	1	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	28	0	1	16	3	1	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	31	0	1	18	2	1	2	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	22	0	1	8	2	1	1	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	14	0	0	4	1	1	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	12	0	0	3	1	0	1	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	9	0	0	1	0	0	2	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	5	0	0	1	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	4	0	0	1	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	3	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	203	0	6	89	13	8	16	31	22	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	224	0	6	92	14	8	18	34	26	16	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	231	0	6	95	14	8	19	35	27	17	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	245	0	7	104	15	9	19	35	28	18	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

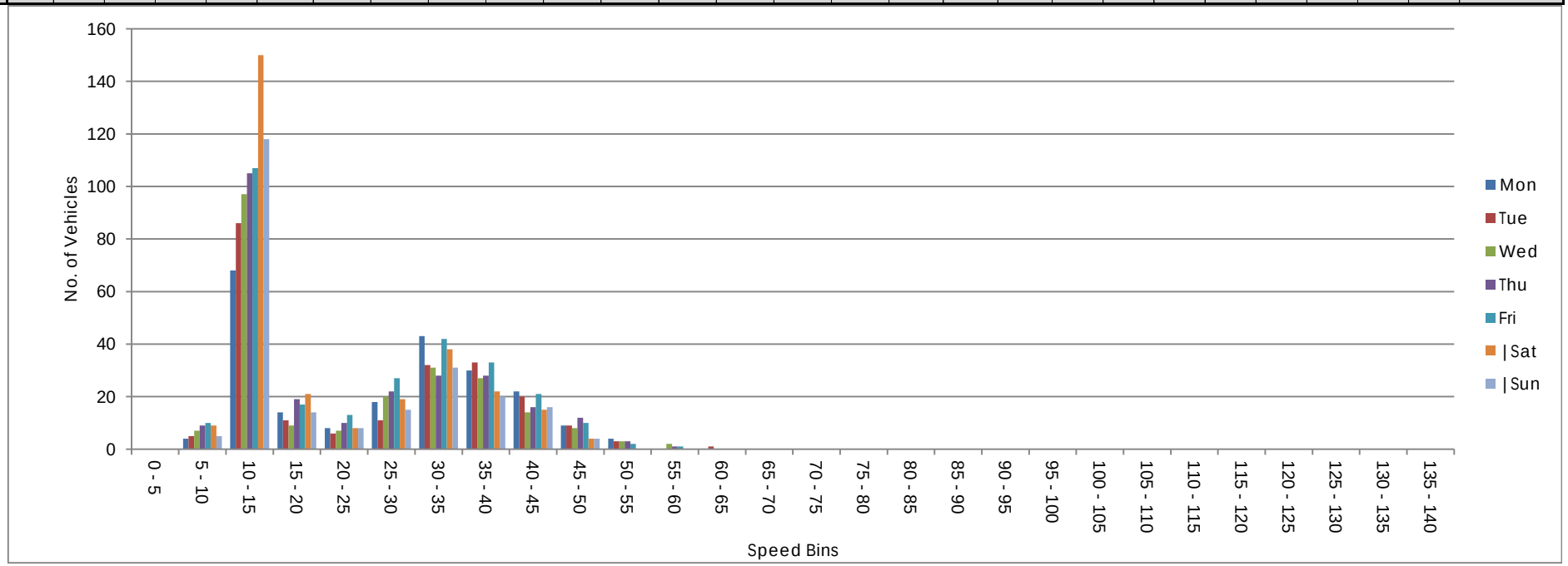
NDC
NATIONWIDE DATA COLLECTION

Site	3	7019 / South Anston
Location	Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488	Dec-16
Direction	Southbound	Automatic Traffic Count

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	220	0	4	68	14	8	18	43	30	22	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	217	0	5	86	11	6	11	32	33	20	9	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	225	0	7	97	9	7	20	31	27	14	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	253	0	9	105	19	10	22	28	28	16	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	283	0	10	107	17	13	27	42	33	21	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
| Sat	286	0	9	150	21	8	19	38	22	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
| Sun	231	0	5	118	14	8	15	31	20	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	240	0	7	93	14	9	20	35	30	19	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	245	0	7	104	15	9	19	35	28	18	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	1715	0	49	731	105	60	132	245	193	124	56	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



Site 3 — 7019 / South Anston
Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16
Direction Both Directions — Automatic Traffic Count

Tuesday 13 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49.8	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51.3	-
0500	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	-
0600	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	-
0700	40	0	39	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	36
0800	28	2	23	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	41.2
0900	45	1	40	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	36
1000	23	2	18	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	43.2
1100	17	2	12	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	31.3
1200	27	1	23	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	36
1300	45	1	42	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	22.1	37.1
1400	36	0	35	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.6	39.6
1500	38	0	33	0	3	0	0	0	0	1	1	0	0	0	0	0	0	0	0	20.7	32.9
1600	50	0	47	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.7	37.6
1700	26	2	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	37.8
1800	19	0	16	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.5	40.3
1900	18	1	14	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	40.3
2000	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25	0	0	0	0	42.4	-
2100	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.6	-
2200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.1	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.2	-
07-19	394	11	352	0	26	2	0	0	1	1	1	0	0	0	0	0	0	0	0	25.4	38.7
06-22	426	12	380	0	29	2	0	0	1	1	1	0	0	1	0.2	0	0	0	0	26.2	39.4
06-00	431	12	385	0	29	2	0	0	1	1	1	0	0	1	0.2	0	0	0	0	26.4	39.4
00-00	437	13	390	0	29	2	0	0	1	1	1	0	0	1	0.2	0	0	0	0	26.5	39.6

NDC
NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Both Directions — Automatic Traffic Count

Wednesday 14 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.2	-
0600	14	0	12	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	26.5	39.8
0700	17	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	39.6
0800	39	0	37	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	36
0900	44	1	39	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	25	36.7
1000	29	1	27	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	32.7
1100	35	5	27	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	37.4
1200	43	6	33	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	33.1
1300	49	2	40	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	37.4
1400	30	1	27	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	41.8
1500	41	2	33	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	38.9
1600	30	1	27	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	40.5
1700	30	2	26	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	42.9
1800	21	0	19	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	40.3
1900	17	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.5	50.6
2000	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.1	-
2100	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.7	-
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6	-
07-19	408	21	352	1	28	5	1	0	0	0	0	0	0	0	0	0	0	0	0	24.6	38.9
06-22	452	21	391	1	31	6	1	0	0	0	1	0	0	0	0	0	0	0	0	25.7	40.5
06-00	457	21	396	1	31	6	1	0	0	0	1	0	0	0	0	0	0	0	0	25.9	40.5
00-00	459	21	397	1	31	7	1	0	0	0	1	0	0	0	0	0	0	0	0	25.9	40.5

NDC NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Both Directions — Automatic Traffic Count

Thursday 15 December 2016

Time	Total	Classification												]PSL 60	]PSL% 60	]SL1 68 ACPO	]SL1% 68 ACPO	]SL2 75 DfT	]SL2% 75 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.5	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.1	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.8	-
0600	22	1	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	37.8
0700	56	0	54	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	36.9
0800	28	2	23	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	39.4
0900	40	2	36	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	34.2
1000	45	2	38	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	38.3
1100	31	0	25	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	32.9
1200	32	0	28	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	26.3	40
1300	37	2	30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	35.6
1400	57	1	55	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	26.8
1500	57	1	54	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	35.6
1600	36	1	32	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	43.6
1700	27	3	22	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30	42.5
1800	20	2	16	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	47.6
1900	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	44.1
2000	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.3	45.9
2100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.1	-
2200	7	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	-
2300	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.8	-
07-19	466	16	413	1	27	7	0	0	1	1	0	0	0	0	0	0	0	0	0	24.5	38.7
06-22	517	17	463	1	27	7	0	0	1	1	0	0	0	0	0	0	0	0	0	25.3	39.6
06-00	529	18	474	1	27	7	0	0	1	1	0	0	0	0	0	0	0	0	0	25.5	39.6
00-00	533	18	477	1	28	7	0	0	1	1	0	0	0	0	0	0	0	0	0	25.6	40

NDC
NATIONWIDE DATA COLLECTION

Site 3 7019 / South Anston
Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 Dec-16
Direction Both Directions Automatic Traffic Count

Friday 16 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.3	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	-
0600	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	45.2
0700	23	1	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	43.6
0800	39	1	36	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	37.6
0900	43	0	39	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	33.8
1000	30	2	22	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	23.2	38.9
1100	36	3	30	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	36.7
1200	42	2	36	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	40.3
1300	55	2	48	0	4	1	0	0	0	0	0	0	0	1	1.8	0	0	0	0	26.3	39.4
1400	55	4	48	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	39.1
1500	52	0	49	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	34
1600	45	1	42	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	40.7
1700	33	0	32	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	36.7
1800	30	0	27	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	36.9
1900	20	0	17	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	43.8
2000	24	0	23	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	37.1
2100	48	0	46	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15.3	17.2
2200	36	0	34	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	37.1
2300	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	32.2
07-19	483	16	431	2	27	6	1	0	0	0	0	0	0	1	0.2	0	0	0	0	25.4	38.5
06-22	589	16	531	2	29	10	1	0	0	0	0	0	0	1	0.2	0	0	0	0	24.7	38.5
06-00	637	16	577	2	30	11	1	0	0	0	0	0	0	1	0.2	0	0	0	0	24.5	38.5
00-00	642	17	580	2	31	11	1	0	0	0	0	0	0	1	0.2	0	0	0	0	24.6	38.5

NDC
NATIONWIDE DATA COLLECTION

Site 3 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 Dec-16

Direction Both Directions Automatic Traffic Count

Saturday 17 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	50	0	46	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14	15.4
0100	27	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.5	13.9
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	-
0600	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-
0700	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	-
0800	29	0	27	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	36.2
0900	74	3	71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	29.1
1000	31	3	26	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	36.7
1100	35	4	29	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	39.4
1200	29	8	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	42.5
1300	23	3	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	38.9
1400	51	3	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	34.7
1500	57	1	52	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	36
1600	37	0	34	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27	38.9
1700	21	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	42.7
1800	22	0	21	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	42.9
1900	19	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	25.9
2000	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	38
2100	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	-
2200	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.4	-
2300	15	0	14	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	39.1
07-19	414	25	375	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	38.5
06-22	459	25	419	0	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	38.3
06-00	481	25	440	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	38.9
00-00	560	25	514	0	13	8	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	37.6

NDC
NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston
Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16
Direction Both Directions — Automatic Traffic Count

Sunday 18 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	17	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.6	17
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.9	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-
0600	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	31.8
0700	14	1	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	18.8
0800	28	2	25	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	21.3
0900	48	5	42	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	19.9
1000	31	6	22	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	36.5
1100	31	3	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	34.9
1200	44	2	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	34.7
1300	40	5	34	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.9	37.1
1400	48	2	44	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	38.7
1500	42	2	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	34.7
1600	36	0	35	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4	40.5
1700	22	0	20	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	39.8
1800	18	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	43.8
1900	17	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	41.8
2000	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.5	-
2100	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.5	-
2200	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	-
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	-
07-19	402	28	361	0	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	23.1	37.4
06-22	449	28	406	0	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	24.1	38.7
06-00	459	28	416	0	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	24.3	38.7
00-00	488	28	445	0	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	24.2	38.9

NDC
NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston
Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16
Direction Both Directions — Automatic Traffic Count

Monday 19 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.7	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.8	-
0600	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.6	44.5
0700	20	0	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	43.2
0800	28	0	27	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5	39.6
0900	37	4	31	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	37.1
1000	44	8	34	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	38.3
1100	32	3	24	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	39.6
1200	31	4	25	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	36.5
1300	34	2	29	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	35.3
1400	41	0	40	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	37.1
1500	41	0	37	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	36
1600	48	1	43	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	44.3
1700	24	0	21	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	40.9
1800	26	0	24	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	43.8
1900	24	0	23	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.2	42.3
2000	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	-
2100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49.2	-
2200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.2	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.8	-
07-19	406	22	354	0	29	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3	40
06-22	455	22	402	0	30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.2	40.9
06-00	461	22	408	0	30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	40.9
00-00	464	22	411	0	30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	41.2

NDC
NATIONWIDE DATA COLLECTION

Site 3 7019 / South Anston
Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 Dec-16
Direction Both Directions Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
0000	10	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2	-
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	-
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.1	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.3	-
0500	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	-
0600	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	40.9
0700	25	0	24	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	40.7
0800	31	1	28	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	38.5
0900	47	2	43	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	34.2
1000	33	3	27	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	38.7
1100	31	3	25	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	37.6
1200	35	3	30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	38.3
1300	40	2	35	0	3	0	0	0	0	0	0	0	0	0	0.4	0	0	0	0	23.8	37.6
1400	45	2	42	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	38.3
1500	47	1	43	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23	36
1600	40	1	37	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	41.8
1700	26	1	24	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	42.1
1800	22	0	20	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	41.6
1900	18	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	44.1
2000	11	0	11	0	0	0	0	0	0	0	0	0	0	0	1.3	0	0	0	0	32.8	45.4
2100	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	42.3
2200	10	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	-
2300	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	-
07-19	425	20	377	1	22	4	0	0	0	0	0	0	0	0	0	0	0	0	0	25	38.7
06-22	478	20	427	1	24	5	0	0	0	0	0	0	0	0	0.1	0	0	0	0	25.5	39.4
06-00	494	20	442	1	24	5	0	0	0	0	0	0	0	0	0.1	0	0	0	0	25.6	39.6
00-00	512	21	459	1	24	6	0	0	0	0	0	0	0	0	0.1	0	0	0	0	25.4	39.6

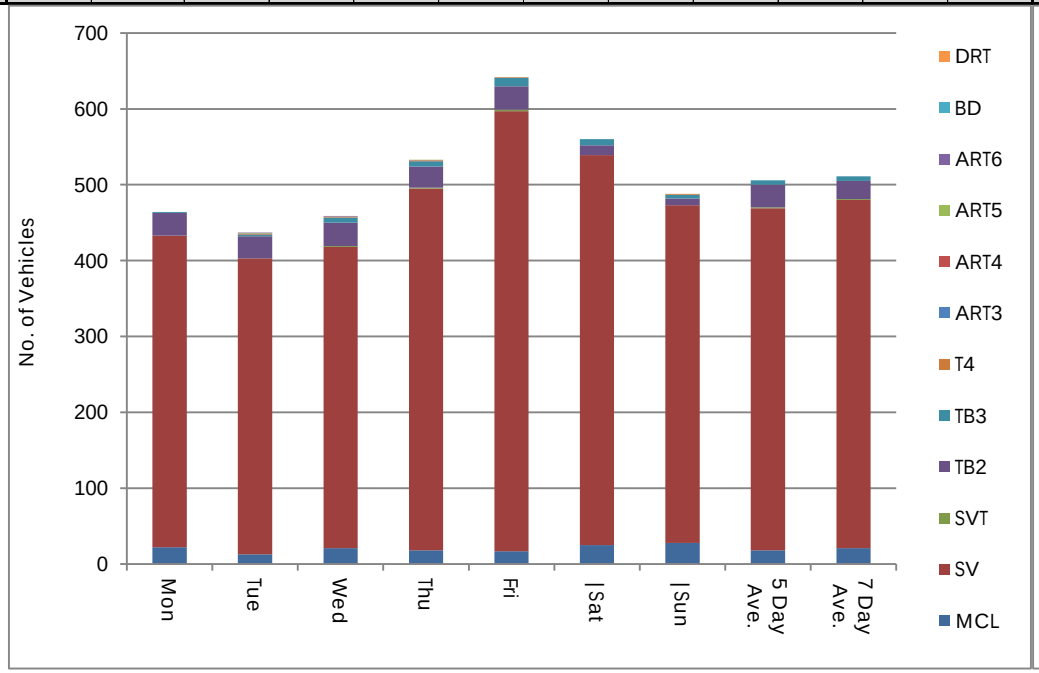
NDC
NATIONWIDE DATA COLLECTION

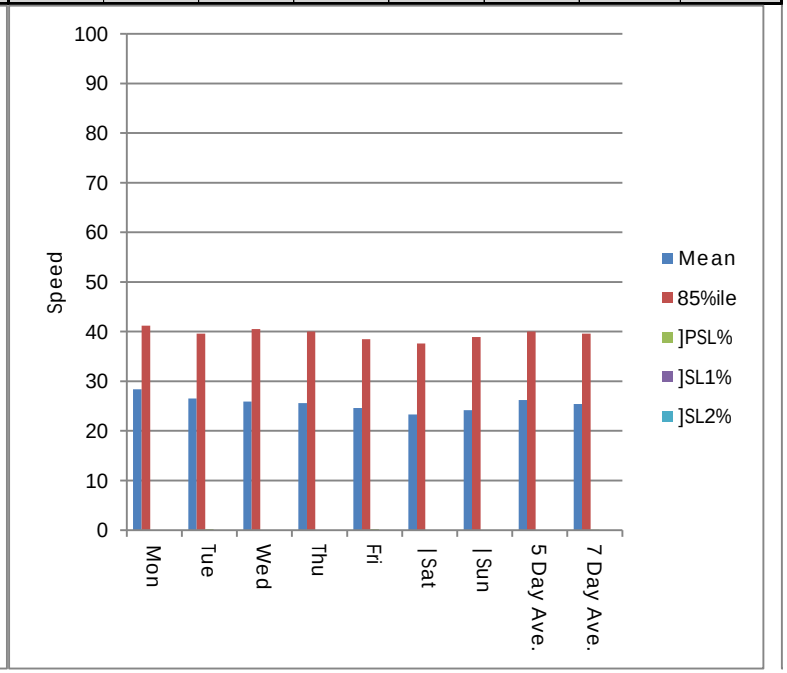
Site 3 7019 / South Anston
Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 Dec-16
Direction Both Directions Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT		85
Mon	464	22	411	0	30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	41.2
Tue	437	13	390	0	29	2	0	0	1	1	1	0	0	1	0.2	0	0	0	0	26.5	39.6
Wed	459	21	397	1	31	7	1	0	0	0	1	0	0	0	0	0	0	0	0	25.9	40.5
Thu	533	18	477	1	28	7	0	0	1	1	0	0	0	0	0	0	0	0	0	25.6	40
Fri	642	17	580	2	31	11	1	0	0	0	0	0	0	1	0.2	0	0	0	0	24.6	38.5
| Sat	560	25	514	0	13	8	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	37.6
| Sun	488	28	445	0	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	24.2	38.9
5 Day Ave.	507	18	451	1	30	6	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	26.2	40.0
7 Day Ave.	512	21	459	1	24	6	0	0	0	0	0	0	0	0	0.1	0	0.0	0	0.0	25.4	39.6
--	3583	144	3214	4	171	41	3	0	2	2	2	0	0	2	0.1	0	0.0	0	0.0	25.4	39.6

Summary Graphs





Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Both Directions — Automatic Traffic Count

Tuesday 13 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	0	1	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	0	0	1	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	40	0	0	6	20	2	1	3	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	28	0	1	5	6	4	2	0	5	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	45	0	0	8	19	4	1	5	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	23	0	2	1	4	0	2	3	3	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	17	0	0	4	3	4	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	27	0	0	6	7	2	1	6	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	45	0	0	26	1	1	4	4	3	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	36	0	0	8	3	3	3	8	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	38	0	1	20	2	3	3	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	50	0	1	13	5	6	2	11	9	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	26	0	0	6	2	2	0	7	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	19	0	0	0	1	0	1	3	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	18	0	0	2	0	0	1	6	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	4	0	0	1	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	6	0	0	0	0	0	0	1	2	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	4	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	394	0	5	103	73	31	21	56	59	29	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	426	0	5	106	74	32	23	63	66	33	18	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	431	0	5	106	74	32	23	64	67	34	19	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	437	0	5	107	74	32	23	65	68	35	20	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Both Directions — Automatic Traffic Count

Wednesday 14 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	14	0	0	2	4	3	0	2	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	17	0	0	6	3	2	1	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	39	0	1	6	16	6	0	1	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	44	0	1	8	15	2	2	6	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	29	0	1	9	3	3	5	4	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	35	0	2	11	4	3	1	6	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	43	0	2	18	4	5	6	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	49	0	0	25	8	0	2	3	5	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	30	0	1	13	2	0	2	2	5	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	41	0	3	12	5	1	1	6	9	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	30	0	1	7	4	0	0	8	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	30	0	0	4	2	3	3	5	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	21	0	0	4	2	1	2	3	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	17	0	0	0	1	0	2	1	2	5	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	6	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	7	0	0	1	0	0	1	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	3	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	408	0	12	123	68	26	25	48	50	41	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	452	0	12	126	73	29	28	51	57	49	18	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	457	0	12	126	73	29	28	52	58	52	18	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	459	0	12	126	73	29	28	53	59	52	18	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Both Directions — Automatic Traffic Count

Thursday 15 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	22	0	0	4	5	3	3	1	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	56	0	0	7	28	8	1	2	4	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	28	0	0	1	7	2	0	7	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	40	0	0	7	13	3	4	8	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	45	0	0	13	17	1	1	4	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	31	0	1	4	6	2	9	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	32	0	1	2	11	2	4	3	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	37	0	2	8	8	4	2	4	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	57	0	4	33	6	3	3	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	57	0	3	34	3	3	1	3	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	36	0	2	5	0	1	3	4	9	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	27	0	0	6	4	1	1	3	5	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	20	0	0	3	1	0	1	4	4	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	12	0	0	1	1	0	2	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	13	0	0	0	0	1	0	1	6	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	4	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	7	0	1	0	0	0	2	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	5	0	0	0	0	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	466	0	13	123	104	30	30	49	57	40	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	517	0	13	128	110	34	35	52	70	48	20	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	529	0	14	128	110	34	37	56	73	48	22	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	533	0	14	128	110	34	37	56	73	51	23	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Both Directions — Automatic Traffic Count

Friday 16 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	14	0	0	2	2	3	0	2	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	23	0	0	5	5	0	0	2	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	39	0	1	4	15	6	0	2	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	43	0	1	8	16	1	2	10	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	30	0	0	10	7	3	1	1	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	36	0	2	8	8	3	2	5	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	42	0	0	13	7	2	5	4	3	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	55	0	0	15	6	8	2	9	7	5	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	55	0	3	13	6	3	5	5	13	2	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	52	0	1	14	6	4	3	17	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	45	0	4	4	9	5	3	6	6	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	33	0	0	11	5	2	5	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	30	0	0	6	3	1	7	6	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	20	0	1	5	2	0	1	3	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	24	0	1	6	9	0	0	1	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	48	0	0	22	23	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	36	0	0	6	16	3	1	2	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	12	0	2	4	1	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	483	0	12	111	93	38	35	70	65	42	11	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	589	0	14	146	129	43	36	77	72	47	17	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	637	0	16	156	146	46	38	82	76	50	19	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	642	0	16	156	147	46	38	82	76	54	19	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Both Directions — Automatic Traffic Count

Saturday 17 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	50	0	3	36	5	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	27	0	1	22	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	5	0	0	0	2	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	29	0	0	2	13	4	0	3	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	74	0	0	13	37	11	2	6	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	31	0	0	4	9	2	1	6	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	35	0	1	8	4	3	3	3	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	29	0	4	5	4	1	0	6	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	23	0	2	5	3	1	2	1	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	51	0	1	23	6	3	4	7	1	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	57	0	0	30	4	0	7	6	5	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	37	0	0	12	2	2	4	7	4	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	21	0	0	1	3	2	0	5	3	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	22	0	0	6	3	2	1	3	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	19	0	0	6	7	2	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	13	0	0	1	1	0	4	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	9	0	0	2	1	0	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	7	0	0	1	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	15	0	0	7	3	0	1	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	414	0	8	109	90	32	24	53	49	31	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	459	0	8	118	102	35	30	61	51	35	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	481	0	8	126	105	35	31	62	55	38	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	560	0	12	184	111	41	32	64	56	39	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Both Directions — Automatic Traffic Count

Sunday 18 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	17	0	1	12	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	14	0	0	0	7	3	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	14	0	0	2	10	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	28	0	0	4	19	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	48	0	1	18	21	4	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	31	0	1	8	10	1	1	3	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	31	0	0	8	8	1	3	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	44	0	2	16	8	4	2	5	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	40	0	0	15	7	3	1	6	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	48	0	1	21	5	2	4	4	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	42	0	0	15	4	4	7	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	36	0	0	11	6	2	0	6	5	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	22	0	0	3	2	1	2	6	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	18	0	0	1	1	0	1	3	5	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	17	0	0	1	2	0	2	1	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	9	0	0	0	0	0	1	2	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	7	0	0	0	0	1	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	6	0	0	0	0	1	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	402	0	5	122	101	25	25	46	39	28	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	449	0	5	123	110	29	28	53	46	42	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	459	0	5	123	110	30	30	56	48	44	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	488	0	6	136	112	31	32	58	52	46	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site 3 — 7019 / South Anston

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488 — Dec-16

Direction Both Directions — Automatic Traffic Count

Monday 19 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	14	0	0	3	2	3	0	0	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	20	0	0	2	3	0	0	3	4	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	28	0	0	3	11	1	2	2	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	37	0	1	6	12	4	4	2	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	44	0	1	12	5	1	1	10	11	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	32	0	1	3	7	3	2	5	6	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	31	0	1	7	4	1	4	6	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	34	0	0	11	3	2	4	8	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	41	0	1	9	8	7	4	5	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	41	0	0	10	2	6	4	12	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	48	0	1	11	4	5	4	4	7	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	24	0	0	4	5	0	1	5	3	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	26	0	0	4	0	0	1	10	5	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	24	0	0	0	0	0	2	5	7	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	8	0	0	0	0	1	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	3	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	5	0	0	0	0	0	1	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	406	0	6	82	64	30	31	72	58	43	13	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	455	0	6	85	66	34	33	78	71	54	20	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	461	0	6	85	66	34	34	78	72	56	21	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	464	0	6	85	66	34	35	78	72	56	23	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site 3

Location Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488

Direction Both Directions

7019 / South Anston

Dec-16

Automatic Traffic Count

Virtual Day (7)

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	10	0	1	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	12	0	0	2	3	2	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	25	0	0	4	10	2	0	2	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	31	0	0	4	12	4	1	2	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	47	0	1	10	19	4	2	5	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	33	0	1	8	8	2	2	4	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	31	0	1	7	6	3	3	5	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	35	0	1	10	6	2	3	5	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	40	0	1	15	5	3	2	5	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	45	0	2	17	5	3	4	5	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	47	0	1	19	4	3	4	8	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	40	0	1	9	4	3	2	7	6	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	26	0	0	5	3	2	2	5	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	22	0	0	3	2	1	2	5	5	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	18	0	0	2	2	0	2	2	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	11	0	0	1	1	0	1	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	12	0	0	4	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	10	0	0	1	2	1	1	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	6	0	0	2	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	425	0	9	110	85	30	27	56	54	36	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	478	0	9	119	95	34	30	62	62	44	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	494	0	9	121	98	34	32	64	64	46	18	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	512	0	10	132	99	35	32	65	65	48	19	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

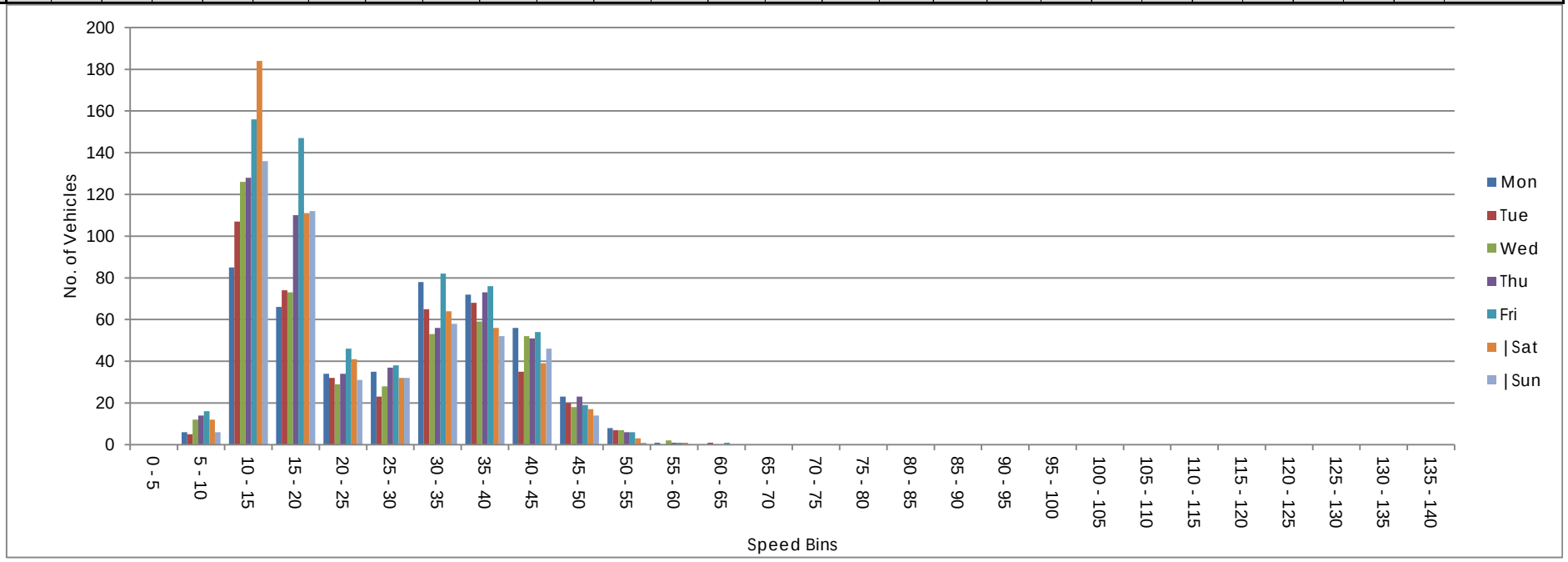
NDC
NATIONWIDE DATA COLLECTION

Site	3	7019 / South Anston
Location	Bondhay Lane between Gipsyhill and Harthill Field Road - Attached to sign - N53.30392, W1.23488	Dec-16
Direction	Both Directions	Automatic Traffic Count

Virtual Week (1)

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	464	0	6	85	66	34	35	78	72	56	23	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	437	0	5	107	74	32	23	65	68	35	20	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	459	0	12	126	73	29	28	53	59	52	18	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	533	0	14	128	110	34	37	56	73	51	23	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	642	0	16	156	147	46	38	82	76	54	19	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
| Sat	560	0	12	184	111	41	32	64	56	39	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
| Sun	488	0	6	136	112	31	32	58	52	46	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	507	0	11	120	94	35	32	67	70	50	21	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	512	0	10	132	99	35	32	65	65	48	19	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
--	3583	0	71	922	693	247	225	456	456	333	134	38	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



7019 / South Anston
Dec-16
Automatic Traffic Count

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	%. > Speed Limit.	No. > ACPO Limit.	%. > ACPO Limit.	No. > DfT Limit.	%. > DfT Limit.	Mean Speed	85%ile Speed
2	A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839	Eastbound	50	Tuesday 13 December 2016	Monday 19 December 2016	53018	8314	7574	13342	25.2	1977	3.7	388	0.7	47.2	51.7
		Westbound	50	Tuesday 13 December 2016	Monday 19 December 2016	87250	13540	12464	5726	6.6	2646	3.0	1052	1.2	41.6	46.1
		Both Directions	50	Tuesday 13 December 2016	Monday 19 December 2016	140268	21854	20038	19068	13.6	4623	3.3	1440	1.0	43.7	49.4

Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Eastbound — Automatic Traffic Count

Tuesday 13 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	29	0	26	0	1	1	0	0	0	0	1	0	0	20	69	5	17.2	3	10.3	54.1	58.8
0100	18	0	13	0	4	0	0	0	0	1	0	0	0	11	61.1	5	27.8	2	11.1	54.8	60.4
0200	13	0	10	0	3	0	0	0	0	0	0	0	0	7	53.8	3	23.1	1	7.7	52.5	57.5
0300	21	0	14	0	4	0	0	0	1	0	2	0	0	12	57.1	2	9.5	1	4.8	50.8	55.7
0400	43	0	33	0	7	0	0	0	0	1	2	0	0	27	62.8	9	20.9	2	4.7	52.5	58.2
0500	182	1	149	0	15	1	3	0	1	5	7	0	0	105	57.7	27	14.8	9	4.9	51	56.6
0600	348	3	295	4	33	2	2	0	1	4	4	0	0	131	37.6	25	7.2	4	1.1	48.1	53.7
0700	768	1	678	5	58	4	7	1	4	4	6	0	0	73	9.5	7	0.9	1	0.1	44.4	48.8
0800	763	0	699	2	43	3	4	0	3	4	5	0	0	154	20.2	11	1.4	1	0.1	46.6	50.8
0900	479	0	411	5	41	2	5	0	3	7	5	0	0	95	19.8	7	1.5	2	0.4	46.8	50.3
1000	435	5	360	2	41	3	7	2	1	9	5	0	0	109	25.1	6	1.4	1	0.2	47	51
1100	436	0	365	0	52	4	3	1	0	6	5	0	0	85	19.5	18	4.1	2	0.5	46.7	50.6
1200	458	1	396	1	44	1	5	0	1	7	2	0	0	120	26.2	4	0.9	0	0	47.2	51.2
1300	446	0	382	3	37	3	8	0	3	6	4	0	0	92	20.6	8	1.8	5	1.1	47.1	51
1400	552	1	479	1	51	4	3	1	1	5	6	0	0	109	19.7	10	1.8	1	0.2	46.7	50.8
1500	560	2	484	1	53	2	3	0	4	5	6	0	0	121	21.6	11	2	1	0.2	47	50.8
1600	699	2	647	2	35	2	1	0	1	6	3	0	0	64	9.2	5	0.7	0	0	44.3	48.5
1700	712	2	661	2	42	1	0	0	1	1	2	0	0	57	8	3	0.4	1	0.1	43.1	47.6
1800	526	1	502	0	16	3	0	0	1	3	0	0	0	107	20.3	11	2.1	1	0.2	46.5	51
1900	276	0	257	2	11	0	0	1	3	0	2	0	0	88	31.9	11	4	2	0.7	48	52.8
2000	207	1	199	0	4	0	0	0	1	2	0	0	0	83	40.1	9	4.3	1	0.5	48.5	52.8
2100	177	0	169	1	7	0	0	0	0	0	0	0	0	76	42.9	16	9	4	2.3	49.5	53.7
2200	130	0	119	1	8	0	0	0	0	0	2	0	0	69	53.1	21	16.2	4	3.1	51.2	57.5
2300	73	1	65	0	6	0	0	0	0	0	1	0	0	33	45.2	13	17.8	3	4.1	50.5	57.5
07-19	6834	15	6064	24	513	32	46	5	23	63	49	0	0	1186	17.4	101	1.5	16	0.2	45.9	50.3
06-22	7842	19	6984	31	568	34	48	6	28	69	55	0	0	1564	19.9	162	2.1	27	0.3	46.2	50.8
06-00	8045	20	7168	32	582	34	48	6	28	69	58	0	0	1666	20.7	196	2.4	34	0.4	46.3	50.8
00-00	8351	21	7413	32	616	36	51	6	30	76	70	0	0	1848	22.1	247	3	52	0.6	46.5	51.2

NDC NATIONWIDE DATA COLLECTION

Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Eastbound — Automatic Traffic Count

Wednesday 14 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	34	0	32	0	2	0	0	0	0	0	0	0	0	22	64.7	9	26.5	1	2.9	53.8	59.7
0100	21	1	17	0	2	0	0	0	0	0	1	0	0	14	66.7	7	33.3	4	19	55.1	64.9
0200	14	0	8	0	4	1	0	0	0	0	1	0	0	7	50	4	28.6	1	7.1	52.6	59.9
0300	18	0	11	0	1	0	0	0	3	0	3	0	0	12	66.7	4	22.2	2	11.1	52	57
0400	50	0	39	0	4	0	0	0	1	5	1	0	0	39	78	11	22	4	8	53.8	57.9
0500	167	1	133	0	16	0	2	0	2	7	6	0	0	91	54.5	27	16.2	8	4.8	51.3	57.3
0600	325	3	263	1	36	1	5	2	4	3	7	0	0	94	28.9	12	3.7	1	0.3	47	51.4
0700	712	1	610	3	64	5	14	1	3	5	6	0	0	62	8.7	4	0.6	0	0	44.8	48.3
0800	790	1	722	1	46	1	6	1	1	5	6	0	0	140	17.7	7	0.9	2	0.3	45.7	50.6
0900	484	0	395	5	48	3	13	0	3	9	8	0	0	104	21.5	9	1.9	2	0.4	47	51
1000	514	2	432	5	43	2	18	1	1	5	5	0	0	127	24.7	11	2.1	3	0.6	47.2	51
1100	438	1	364	4	38	2	14	0	4	7	4	0	0	94	21.5	4	0.9	0	0	46.8	50.6
1200	433	2	354	2	49	2	10	0	1	6	6	0	1	103	23.8	16	3.7	2	0.5	47	52.1
1300	461	1	373	3	47	0	17	0	3	8	9	0	0	103	22.3	9	2	1	0.2	46.8	50.6
1400	528	1	463	2	41	3	4	1	2	5	6	0	0	116	22	13	2.5	2	0.4	46.7	51
1500	536	3	478	2	41	1	1	0	4	5	1	0	0	134	25	15	2.8	0	0	46.8	51
1600	736	1	673	2	44	1	7	1	0	3	4	0	0	105	14.3	16	2.2	2	0.3	45.2	49.7
1700	735	0	700	0	29	0	0	0	0	4	2	0	0	105	14.3	14	1.9	1	0.1	45.4	49.7
1800	497	1	470	0	22	0	0	0	1	2	1	0	0	123	24.7	10	2	0	0	47	51
1900	298	0	281	0	13	0	0	0	1	2	1	0	0	122	40.9	28	9.4	8	2.7	49.9	55
2000	201	0	183	1	11	0	0	0	2	3	1	0	0	96	47.8	24	11.9	5	2.5	50.3	55.3
2100	194	0	176	2	10	0	0	0	1	3	2	0	0	92	47.4	21	10.8	2	1	50.2	54.1
2200	147	2	133	0	7	0	0	0	2	1	2	0	0	55	37.4	22	15	5	3.4	50.4	56.8
2300	92	0	85	0	4	0	0	0	2	0	1	0	0	47	51.1	13	14.1	2	2.2	50.6	56.6
07-19	6864	14	6034	29	512	20	104	5	23	64	58	0	1	1316	19.2	128	1.9	15	0.2	46.2	50.6
06-22	7882	17	6937	33	582	21	109	7	31	75	69	0	1	1720	21.8	213	2.7	31	0.4	46.6	51
06-00	8121	19	7155	33	593	21	109	7	35	76	72	0	1	1822	22.4	248	3.1	38	0.5	46.7	51.2
00-00	8425	21	7395	33	622	22	111	7	41	88	84	0	1	2007	23.8	310	3.7	58	0.7	46.9	51.4

NDC NATIONWIDE DATA COLLECTION

Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Eastbound — Automatic Traffic Count

Thursday 15 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	40	1	34	0	3	0	0	0	0	2	0	0	0	16	40	7	17.5	3	7.5	50.7	57.7
0100	22	0	19	0	1	0	0	0	0	1	1	0	0	8	36.4	1	4.5	0	0	47	53
0200	15	0	11	0	4	0	0	0	0	0	0	0	0	10	66.7	3	20	2	13.3	53.7	60.8
0300	30	0	25	0	2	0	0	0	1	0	2	0	0	19	63.3	4	13.3	0	0	51.7	55.3
0400	49	0	42	0	5	0	0	0	0	0	2	0	0	31	63.3	11	22.4	3	6.1	53.6	61.7
0500	168	0	141	1	12	0	0	0	2	6	6	0	0	92	54.8	24	14.3	4	2.4	51.4	56.8
0600	360	1	298	2	34	2	5	1	3	9	5	0	0	124	34.4	17	4.7	4	1.1	47.7	53
0700	662	0	581	1	52	3	8	1	4	3	7	1	1	74	11.2	6	0.9	1	0.2	45.1	49
0800	745	1	648	3	62	7	8	0	4	5	7	0	0	99	13.3	5	0.7	0	0	45.2	49.7
0900	645	1	565	1	52	2	5	0	2	10	5	1	1	110	17.1	7	1.1	0	0	45.8	50.6
1000	451	0	391	2	38	1	6	0	3	6	4	0	0	74	16.4	5	1.1	0	0	46.2	50.3
1100	432	2	361	3	46	2	2	0	1	5	8	2	0	93	21.5	8	1.9	0	0	46.5	51
1200	453	0	386	1	42	3	8	0	5	5	3	0	0	95	21	8	1.8	2	0.4	46.7	51.2
1300	445	0	380	1	36	1	5	1	3	12	5	1	0	113	25.4	21	4.7	2	0.4	47	51.9
1400	579	2	490	3	56	4	5	1	5	6	7	0	0	117	20.2	6	1	0	0	46.9	50.6
1500	581	0	508	3	51	1	6	0	1	5	6	0	0	125	21.5	9	1.5	2	0.3	47.2	51
1600	703	2	634	2	50	2	2	0	2	6	3	0	0	98	13.9	9	1.3	3	0.4	45.3	49.9
1700	676	1	628	2	38	0	1	0	1	3	2	0	0	97	14.3	9	1.3	1	0.1	45.2	49.7
1800	518	1	493	0	18	1	0	0	0	3	2	0	0	83	16	12	2.3	1	0.2	46.3	50.1
1900	327	0	300	0	19	1	0	0	2	3	2	0	0	113	34.6	13	4	1	0.3	47.8	52.6
2000	229	3	212	0	9	1	0	0	1	0	3	0	0	88	38.4	15	6.6	4	1.7	49.2	54.1
2100	201	0	189	0	9	0	0	0	2	0	1	0	0	92	45.8	14	7	1	0.5	49.9	53.7
2200	124	0	116	1	4	0	0	0	0	1	2	0	0	52	41.9	11	8.9	3	2.4	49.5	54.4
2300	75	0	73	0	1	0	0	0	0	1	0	0	0	40	53.3	13	17.3	3	4	52.4	59.3
07-19	6890	10	6065	22	541	27	56	3	31	69	59	5	2	1178	17.1	105	1.5	12	0.2	46	50.3
06-22	8007	14	7064	24	612	31	61	4	39	81	70	5	2	1595	19.9	164	2	22	0.3	46.4	50.8
06-00	8206	14	7253	25	617	31	61	4	39	83	72	5	2	1687	20.6	188	2.3	28	0.3	46.5	50.8
00-00	8530	15	7525	26	644	31	61	4	42	92	83	5	2	1863	21.8	238	2.8	40	0.5	46.7	51.2

NDC
NATIONWIDE DATA COLLECTION

Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Eastbound — Automatic Traffic Count

Friday 16 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	33	1	25	0	5	0	0	0	1	1	0	0	0	20	60.6	7	21.2	4	12.1	52.6	59.1
0100	26	1	21	0	1	0	0	0	0	2	1	0	0	14	53.8	5	19.2	2	7.7	53.7	59.9
0200	21	0	14	0	3	0	0	0	0	4	0	0	0	16	76.2	7	33.3	3	14.3	54.8	61.7
0300	26	0	19	0	3	0	0	0	1	1	2	0	0	17	65.4	9	34.6	2	7.7	53.2	62
0400	50	0	33	1	12	0	0	0	1	0	3	0	0	24	48	7	14	3	6	51.2	55.9
0500	153	1	130	0	13	2	0	0	0	4	3	0	0	94	61.4	29	19	7	4.6	52.3	58.4
0600	331	3	266	1	41	4	2	1	5	4	4	0	0	123	37.2	25	7.6	5	1.5	48.9	54.1
0700	626	2	527	6	66	3	7	1	3	7	3	0	1	105	16.8	6	1	1	0.2	45.8	50.3
0800	706	0	635	1	42	4	6	0	3	9	6	0	0	148	21	11	1.6	0	0	46.2	51
0900	499	1	416	1	51	3	6	0	6	5	10	0	0	108	21.6	13	2.6	1	0.2	47.1	51
1000	435	1	351	1	51	3	6	2	1	10	9	0	0	98	22.5	5	1.1	0	0	46.9	51
1100	491	1	426	3	37	3	8	1	4	4	4	0	0	110	22.4	10	2	1	0.2	47.1	51
1200	519	2	459	1	39	1	4	0	4	6	2	1	0	148	28.5	10	1.9	1	0.2	47.8	51.4
1300	489	1	432	4	34	2	6	0	4	4	1	0	1	158	32.3	24	4.9	2	0.4	48.4	52.3
1400	595	1	530	5	47	1	3	1	2	1	4	0	0	123	20.7	14	2.4	4	0.7	46.6	50.6
1500	663	2	600	5	43	1	2	0	5	5	0	0	0	162	24.4	14	2.1	1	0.2	46.9	51.2
1600	636	0	582	3	39	1	1	1	1	5	3	0	0	133	20.9	14	2.2	3	0.5	46.3	51
1700	618	1	569	3	38	1	0	0	2	0	3	1	0	73	11.8	9	1.5	0	0	44.9	49.4
1800	521	1	483	4	26	1	1	0	1	4	0	0	0	31	6	4	0.8	0	0	41.7	46.8
1900	293	0	272	1	12	0	0	0	5	3	0	0	0	97	33.1	17	5.8	1	0.3	47.9	53
2000	213	2	202	0	8	0	0	0	1	0	0	0	0	72	33.8	11	5.2	1	0.5	48.5	53.9
2100	170	1	157	0	8	0	0	0	2	2	0	0	0	66	38.8	16	9.4	3	1.8	48.8	53.5
2200	137	1	126	0	3	0	0	1	1	2	3	0	0	53	38.7	8	5.8	1	0.7	49.4	54.6
2300	103	0	96	0	4	0	0	0	1	0	2	0	0	55	53.4	16	15.5	4	3.9	51.8	57
07-19	6798	13	6010	37	513	24	50	6	36	60	45	2	2	1397	20.6	134	2	14	0.2	46.3	50.8
06-22	7805	19	6907	39	582	28	52	7	49	69	49	2	2	1755	22.5	203	2.6	24	0.3	46.6	51.2
06-00	8045	20	7129	39	589	28	52	8	51	71	54	2	2	1863	23.2	227	2.8	29	0.4	46.7	51.2
00-00	8354	23	7371	40	626	30	52	8	54	83	63	2	2	2048	24.5	291	3.5	50	0.6	46.9	51.7

NDC NATIONWIDE DATA COLLECTION

Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Eastbound — Automatic Traffic Count

Saturday 17 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	63	2	55	0	5	0	0	0	1	0	0	0	0	33	52.4	9	14.3	2	3.2	50.8	56.8
0100	46	0	37	1	5	0	0	0	0	3	0	0	0	24	52.2	8	17.4	1	2.2	49.9	57.3
0200	23	0	19	0	2	0	0	0	1	1	0	0	0	13	56.5	5	21.7	2	8.7	52.3	61.3
0300	24	0	20	0	1	0	0	0	0	3	0	0	0	15	62.5	3	12.5	1	4.2	51.9	53.9
0400	20	0	16	0	2	0	0	0	0	2	0	0	0	16	80	11	55	5	25	58.8	69.1
0500	74	1	61	0	5	0	1	0	2	3	1	0	0	42	56.8	18	24.3	7	9.5	53.8	59.7
0600	122	0	105	0	11	0	0	0	3	2	1	0	0	79	64.8	18	14.8	3	2.5	52.6	56.8
0700	146	2	124	2	15	0	0	0	0	1	2	0	0	77	52.7	21	14.4	5	3.4	50.8	55.9
0800	323	1	300	0	17	1	0	0	1	3	0	0	0	106	32.8	15	4.6	2	0.6	48.7	52.6
0900	366	1	330	1	29	0	0	0	1	3	1	0	0	129	35.2	11	3	2	0.5	49.1	53.2
1000	500	5	470	1	19	2	0	1	1	1	0	0	0	175	35	25	5	6	1.2	48.9	53
1100	515	3	497	2	11	0	0	0	1	1	0	0	0	151	29.3	16	3.1	4	0.8	48	52.3
1200	518	1	482	4	28	1	1	0	0	1	0	0	0	160	30.9	18	3.5	3	0.6	47.6	51.9
1300	502	1	476	4	16	1	0	0	0	3	1	0	0	140	27.9	13	2.6	1	0.2	48.1	52.3
1400	497	4	467	5	13	0	1	1	1	2	3	0	0	159	32	17	3.4	1	0.2	48.5	52.1
1500	442	1	425	1	15	0	0	0	0	0	0	0	0	122	27.6	20	4.5	3	0.7	47.9	51.4
1600	434	2	419	1	10	0	0	0	0	0	2	0	0	98	22.6	18	4.1	1	0.2	47.1	51.4
1700	405	2	389	0	13	0	0	0	0	1	0	0	0	109	26.9	17	4.2	1	0.2	47.9	52.3
1800	387	0	380	0	7	0	0	0	0	0	0	0	0	121	31.3	19	4.9	6	1.6	48.3	52.6
1900	243	0	237	0	6	0	0	0	0	0	0	0	0	78	32.1	16	6.6	2	0.8	48.5	52.6
2000	151	1	142	0	6	0	0	0	2	0	0	0	0	63	41.7	14	9.3	2	1.3	49.1	54.6
2100	123	2	118	0	2	0	0	0	1	0	0	0	0	51	41.5	8	6.5	1	0.8	49.6	53.7
2200	114	0	107	0	5	0	0	0	0	0	2	0	0	43	37.7	9	7.9	3	2.6	49.8	54.6
2300	90	1	86	0	3	0	0	0	0	0	0	0	0	39	43.3	14	15.6	2	2.2	50.1	57
07-19	5035	23	4759	21	193	5	2	2	5	16	9	0	0	1547	30.7	210	4.2	35	0.7	48.2	52.3
06-22	5674	26	5361	21	218	5	2	2	11	18	10	0	0	1818	32	266	4.7	43	0.8	48.4	52.6
06-00	5878	27	5554	21	226	5	2	2	11	18	12	0	0	1900	32.3	289	4.9	48	0.8	48.4	52.8
00-00	6128	30	5762	22	246	5	3	2	15	30	13	0	0	2043	33.3	343	5.6	66	1.1	48.6	53

NDC NATIONWIDE DATA COLLECTION

Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Eastbound — Automatic Traffic Count

Sunday 18 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	63	0	58	0	2	0	0	1	2	0	0	0	0	28	44.4	10	15.9	3	4.8	50.9	57.3
0100	33	0	31	0	2	0	0	0	0	0	0	0	0	20	60.6	11	33.3	2	6.1	53	60.8
0200	19	0	18	0	1	0	0	0	0	0	0	0	0	11	57.9	6	31.6	3	15.8	53	62.9
0300	16	0	12	0	4	0	0	0	0	0	0	0	0	13	81.3	9	56.3	1	6.3	56.1	63.1
0400	16	1	12	0	3	0	0	0	0	0	0	0	0	10	62.5	4	25	1	6.3	53	58.2
0500	46	1	38	0	2	0	0	0	0	3	2	0	0	30	65.2	12	26.1	5	10.9	54.3	59.9
0600	48	0	39	1	5	0	0	0	0	2	1	0	0	24	50	8	16.7	3	6.3	51.3	58.6
0700	105	1	98	1	5	0	0	0	0	0	0	0	0	50	47.6	13	12.4	4	3.8	50.5	55.7
0800	146	0	137	2	4	0	0	0	0	1	2	0	0	58	39.7	9	6.2	2	1.4	49.7	53.9
0900	248	0	234	1	11	1	0	1	0	0	0	0	0	85	34.3	22	8.9	2	0.8	49.6	53.7
1000	396	2	372	3	13	0	0	0	1	2	3	0	0	125	31.6	20	5.1	6	1.5	48.5	52.8
1100	522	2	502	5	10	0	0	0	1	1	1	0	0	129	24.7	15	2.9	4	0.8	47.3	51.2
1200	539	4	524	2	8	0	0	0	0	0	1	0	0	146	27.1	9	1.7	2	0.4	47.7	51.2
1300	505	4	484	3	13	0	0	0	0	1	0	0	0	135	26.7	14	2.8	0	0	48	51.7
1400	456	2	445	0	6	0	0	0	0	3	0	0	0	122	26.8	13	2.9	3	0.7	47.9	51.7
1500	438	4	427	0	7	0	0	0	0	0	0	0	0	140	32	19	4.3	6	1.4	48.4	53.2
1600	423	0	411	0	11	0	0	0	0	1	0	0	0	78	18.4	2	0.5	1	0.2	46.9	50.8
1700	382	0	371	2	8	0	0	0	0	0	1	0	0	107	28	12	3.1	2	0.5	47.6	51.9
1800	268	1	257	0	9	1	0	0	0	0	0	0	0	94	35.1	12	4.5	2	0.7	48.6	52.1
1900	241	2	227	0	9	0	0	0	0	1	2	0	0	80	33.2	18	7.5	1	0.4	48.9	54.1
2000	140	0	133	0	6	0	0	0	0	1	0	0	0	62	44.3	16	11.4	4	2.9	50.5	55
2100	133	1	126	0	4	0	1	0	0	1	0	0	0	69	51.9	17	12.8	2	1.5	50.8	55.7
2200	76	0	74	0	0	0	0	0	0	0	2	0	0	40	52.6	13	17.1	4	5.3	51.5	57.3
2300	60	0	57	0	2	0	0	0	1	0	0	0	0	40	66.7	8	13.3	3	5	52.7	56.6
07-19	4428	20	4262	19	105	2	0	1	2	9	8	0	0	1269	28.7	160	3.6	34	0.8	48.1	52.1
06-22	4990	23	4787	20	129	2	1	1	2	14	11	0	0	1504	30.1	219	4.4	44	0.9	48.3	52.3
06-00	5126	23	4918	20	131	2	1	1	3	14	13	0	0	1584	30.9	240	4.7	51	1	48.4	52.6
00-00	5319	25	5087	20	145	2	1	2	5	17	15	0	0	1696	31.9	292	5.5	66	1.2	48.5	52.8

NDC NATIONWIDE DATA COLLECTION

Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Eastbound — Automatic Traffic Count

Monday 19 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	36	0	33	0	2	0	0	0	0	1	0	0	0	19	52.8	7	19.4	2	5.6	53	57.7
0100	18	0	15	0	2	0	0	0	0	0	1	0	0	13	72.2	4	22.2	1	5.6	53.7	59.1
0200	9	0	5	0	1	0	0	0	0	1	2	0	0	4	44.4	2	22.2	1	11.1	52.1	-
0300	19	0	15	0	3	0	0	0	1	0	0	0	0	14	73.7	9	47.4	0	0	55.6	63.5
0400	49	1	37	1	5	0	0	0	0	3	2	0	0	31	63.3	10	20.4	6	12.2	53	57.7
0500	209	2	173	0	26	1	2	0	0	3	2	0	0	101	48.3	25	12	5	2.4	50.6	55.9
0600	291	0	234	2	35	4	3	0	2	5	6	0	0	104	35.7	19	6.5	0	0	48.6	53.2
0700	610	3	521	2	53	5	10	1	2	4	9	0	0	84	13.8	2	0.3	1	0.2	44.9	49.7
0800	697	2	614	0	51	2	8	2	4	7	7	0	0	124	17.8	8	1.1	1	0.1	46.3	50.6
0900	439	1	374	2	44	3	7	2	1	3	2	0	0	117	26.7	11	2.5	4	0.9	47.7	51.4
1000	425	1	369	2	35	1	9	0	3	5	0	0	0	98	23.1	10	2.4	0	0	47.3	51.4
1100	435	0	382	0	33	4	6	0	1	2	7	0	0	100	23	13	3	0	0	47.4	51
1200	496	0	422	3	50	0	8	0	6	5	2	0	0	111	22.4	12	2.4	2	0.4	47.4	51
1300	511	2	448	1	39	3	7	0	0	6	5	0	0	95	18.6	6	1.2	1	0.2	46.5	50.3
1400	523	3	450	3	49	1	4	0	1	11	1	0	0	112	21.4	9	1.7	2	0.4	46.8	51
1500	512	2	441	1	49	1	4	0	4	6	3	1	0	90	17.6	6	1.2	0	0	46.3	50.6
1600	715	3	651	5	46	2	3	0	2	3	0	0	0	101	14.1	8	1.1	0	0	45	49.7
1700	762	2	724	1	32	0	0	1	1	1	0	0	0	100	13.1	2	0.3	1	0.1	45.4	49.7
1800	467	0	432	1	20	0	0	0	1	7	6	0	0	98	21	12	2.6	6	1.3	46.2	51.4
1900	217	0	193	0	14	0	0	1	3	2	4	0	0	96	44.2	21	9.7	2	0.9	49.6	54.4
2000	164	0	151	0	9	1	0	0	1	1	1	0	0	76	46.3	16	9.8	3	1.8	50.6	54.6
2100	151	0	139	0	7	0	0	0	1	3	1	0	0	78	51.7	15	9.9	8	5.3	51.2	55.5
2200	95	0	92	0	1	0	0	0	1	0	1	0	0	38	40	17	17.9	6	6.3	51	57.7
2300	61	1	53	0	3	0	0	0	2	1	1	0	0	33	54.1	12	19.7	4	6.6	51.7	59.7
07-19	6592	19	5828	21	501	22	66	6	26	60	42	1	0	1230	18.7	99	1.5	18	0.3	46.3	50.6
06-22	7415	19	6545	23	566	27	69	7	33	71	54	1	0	1584	21.4	170	2.3	31	0.4	46.7	51.2
06-00	7571	20	6690	23	570	27	69	7	36	72	56	1	0	1655	21.9	199	2.6	41	0.5	46.8	51.2
00-00	7911	23	6968	24	609	28	71	7	37	80	63	1	0	1837	23.2	256	3.2	56	0.7	47	51.4

NDC NATIONWIDE DATA COLLECTION

Site	2	7019 / South Anston
Location	A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839	Dec-16
Direction	Eastbound	Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	43	1	38	0	3	0	0	0	1	1	0	0	0	23	53	8	18.1	3	6	51.9	57.9
0100	26	0	22	0	2	0	0	0	0	1	1	0	0	15	56.5	6	22.3	2	6.5	52.1	59.9
0200	16	0	12	0	3	0	0	0	0	1	0	0	0	10	59.6	4	26.3	2	11.4	53.1	61.3
0300	22	0	17	0	3	0	0	0	1	1	1	0	0	15	66.2	6	26	1	4.5	52.8	60.8
0400	40	0	30	0	5	0	0	0	0	2	1	0	0	25	64.3	9	22.7	3	8.7	53.3	59.1
0500	143	1	118	0	13	1	1	0	1	4	4	0	0	79	55.6	23	16.2	6	4.5	51.6	57.3
0600	261	1	214	2	28	2	2	1	3	4	4	0	0	97	37.2	18	6.8	3	1.1	48.4	53.7
0700	518	1	448	3	45	3	7	1	2	3	5	0	0	75	14.5	8	1.6	2	0.4	45.4	49.7
0800	596	1	536	1	38	3	5	0	2	5	5	0	0	118	19.9	9	1.6	1	0.2	46.3	50.8
0900	451	1	389	2	39	2	5	0	2	5	4	0	0	107	23.7	11	2.5	2	0.4	47.3	51.4
1000	451	2	392	2	34	2	7	1	2	5	4	0	0	115	25.5	12	2.6	2	0.5	47.4	51.7
1100	467	1	414	2	32	2	5	0	2	4	4	0	0	109	23.3	12	2.6	2	0.3	47.2	51.2
1200	488	1	432	2	37	1	5	0	2	4	2	0	0	126	25.8	11	2.3	2	0.4	47.4	51.4
1300	480	1	425	3	32	1	6	0	2	6	4	0	0	119	24.9	14	2.8	2	0.4	47.4	51.4
1400	533	2	475	3	38	2	3	1	2	5	4	0	0	123	23	12	2.2	2	0.3	47.1	51
1500	533	2	480	2	37	1	2	0	3	4	2	0	0	128	24	13	2.5	2	0.3	47.2	51.2
1600	621	1	574	2	34	1	2	0	1	3	2	0	0	97	15.6	10	1.7	1	0.2	45.5	50.1
1700	613	1	577	1	29	0	0	0	1	1	1	0	0	93	15.1	9	1.5	1	0.2	45.3	49.9
1800	455	1	431	1	17	1	0	0	1	3	1	0	0	94	20.6	11	2.5	2	0.5	46.1	51
1900	271	0	252	0	12	0	0	0	2	2	2	0	0	96	35.6	18	6.5	2	0.9	48.6	53.5
2000	186	1	175	0	8	0	0	0	1	1	1	0	0	77	41.4	15	8	3	1.5	49.5	54.4
2100	164	1	153	0	7	0	0	0	1	1	1	0	0	75	45.6	15	9.3	3	1.8	50	54.4
2200	118	0	110	0	4	0	0	0	1	1	2	0	0	50	42.5	14	12.3	4	3.2	50.3	56.1
2300	79	0	74	0	3	0	0	0	1	0	1	0	0	41	51.8	13	16.1	3	3.8	51.3	57
07-19	6206	16	5575	25	411	19	46	4	21	49	39	1	1	1303	21	134	2.2	21	0.3	46.6	51
06-22	7088	20	6369	27	465	21	49	5	28	57	45	1	1	1649	23.3	200	2.8	32	0.4	46.9	51.2
06-00	7285	20	6552	28	473	21	49	5	29	58	48	1	1	1740	23.9	227	3.1	38	0.5	47	51.4
00-00	7574	23	6789	28	501	22	50	5	32	67	56	1	1	1906	25.2	282	3.7	55	0.7	47.2	51.7

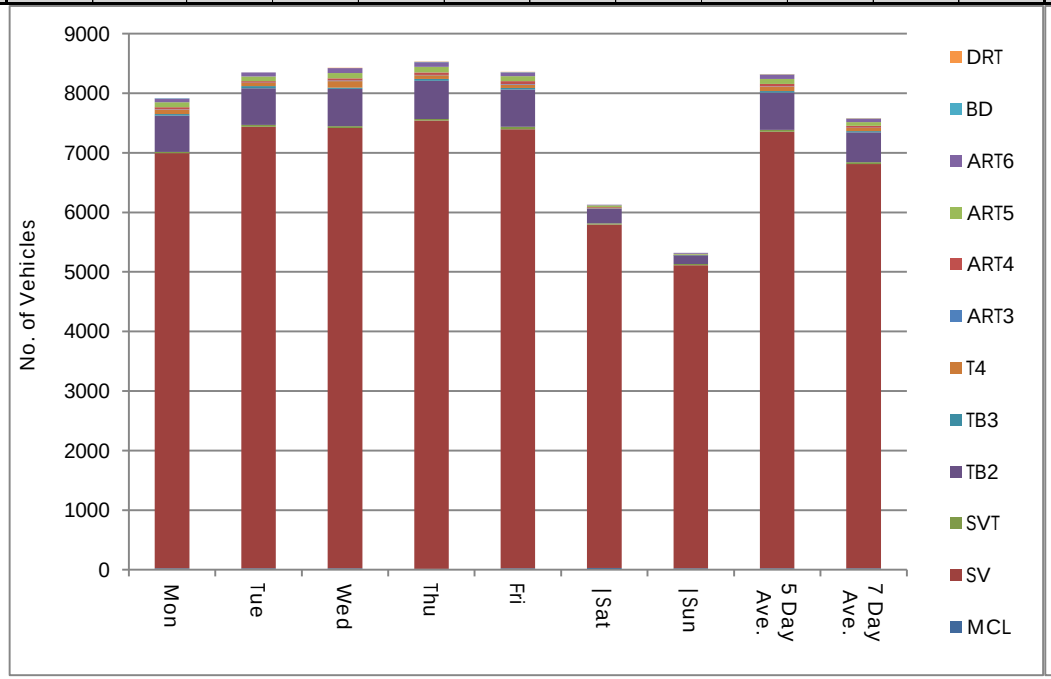
NDC
NATIONWIDE DATA COLLECTION

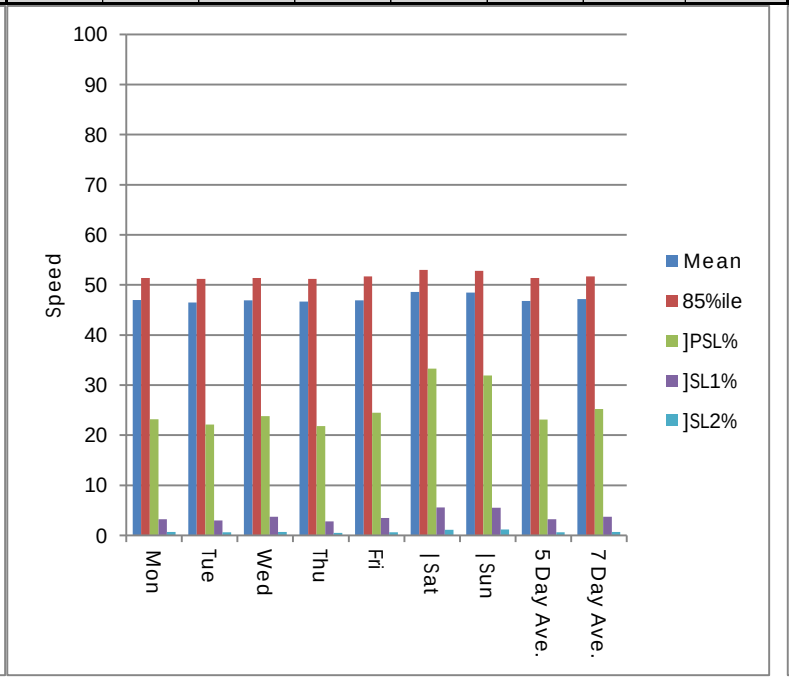
Site 2 — 7019 / South Anston
Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16
Direction Eastbound — Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
Mon	7911	23	6968	24	609	28	71	7	37	80	63	1	0	1837	23.2	256	3.2	56	0.7	47	51.4
Tue	8351	21	7413	32	616	36	51	6	30	76	70	0	0	1848	22.1	247	3	52	0.6	46.5	51.2
Wed	8425	21	7395	33	622	22	111	7	41	88	84	0	1	2007	23.8	310	3.7	58	0.7	46.9	51.4
Thu	8530	15	7525	26	644	31	61	4	42	92	83	5	2	1863	21.8	238	2.8	40	0.5	46.7	51.2
Fri	8354	23	7371	40	626	30	52	8	54	83	63	2	2	2048	24.5	291	3.5	50	0.6	46.9	51.7
| Sat	6128	30	5762	22	246	5	3	2	15	30	13	0	0	2043	33.3	343	5.6	66	1.1	48.6	53
| Sun	5319	25	5087	20	145	2	1	2	5	17	15	0	0	1696	31.9	292	5.5	66	1.2	48.5	52.8
5 Day Ave.	8314	21	7334	31	623	29	69	6	41	84	73	2	1	1921	23.1	268	3.2	51	0.6	46.8	51.4
7 Day Ave.	7574	23	6789	28	501	22	50	5	32	67	56	1	1	1906	25.2	282	3.7	55	0.7	47.2	51.7
--	53018	158	47521	197	3508	154	350	36	224	466	391	8	5	13342	25.2	1977	3.7	388	0.7	47.2	51.7

Summary Graphs





Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Eastbound — Automatic Traffic Count

Tuesday 13 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	29	0	0	0	0	0	0	0	0	0	9	10	6	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	18	0	0	0	0	0	0	0	1	1	5	4	3	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0200	13	0	0	0	0	0	0	0	0	1	5	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	21	0	0	0	0	0	0	0	1	3	5	8	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	43	0	0	0	0	0	0	0	2	3	11	14	8	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	182	0	0	0	0	0	0	1	4	30	42	67	18	11	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	348	0	0	1	1	2	1	4	24	66	118	91	25	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	768	0	0	0	0	0	0	12	122	296	265	64	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	763	0	0	0	0	0	0	0	34	244	331	129	24	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	479	0	0	0	0	0	0	1	22	130	231	81	12	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	435	0	0	0	0	1	0	1	25	106	193	99	8	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	436	0	0	0	0	0	0	0	17	155	179	63	13	7	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1200	458	0	0	0	0	0	0	0	27	101	210	99	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	446	0	0	0	0	0	0	0	29	120	205	75	11	1	1	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1400	552	0	0	0	0	0	0	0	24	180	239	90	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	560	0	0	0	0	1	3	2	10	163	260	105	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	699	0	0	0	0	0	0	2	107	299	227	56	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	712	0	0	0	0	0	1	21	184	262	187	49	7	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	526	0	0	0	0	0	0	0	32	170	217	89	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	276	0	0	0	0	0	1	11	3	46	127	68	15	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	207	0	0	0	0	0	0	1	16	26	81	67	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	177	0	0	0	0	0	0	0	2	31	68	55	16	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	130	0	0	0	0	0	0	1	4	12	44	39	21	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	73	0	0	0	1	0	0	0	0	11	28	17	10	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	6834	0	0	0	0	2	4	39	633	2226	2744	999	148	23	7	6	1	1	1	0	0	0	0	0	0	0	0	0	0	0
06-22	7842	0	0	1	1	4	6	55	678	2395	3138	1280	215	42	14	10	1	1	1	0	0	0	0	0	0	0	0	0	0	0
06-00	8045	0	0	1	2	4	6	56	682	2418	3210	1336	246	50	18	13	1	1	1	0	0	0	0	0	0	0	0	0	0	0
00-00	8351	0	0	1	2	4	6	57	690	2456	3287	1442	285	69	29	17	3	2	1	0	0	0	0	0	0	0	0	0	0	0

NDC NATIONWIDE DATA COLLECTION

Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Eastbound — Automatic Traffic Count

Wednesday 14 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	34	0	0	0	0	0	0	0	0	0	12	10	7	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	21	0	0	0	0	0	0	0	2	0	5	2	6	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	14	0	0	0	0	0	0	0	0	1	6	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	18	0	0	0	0	0	0	0	1	1	4	8	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	50	0	0	0	0	0	0	0	0	3	8	23	12	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	167	0	0	0	0	0	0	0	2	21	53	50	28	5	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	325	0	0	0	0	0	1	4	28	69	129	76	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	712	0	0	0	0	1	0	0	52	333	264	51	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	790	0	0	0	0	0	0	1	90	278	281	117	17	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	484	0	0	0	0	0	0	0	17	138	225	84	15	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	514	0	0	1	0	0	0	0	24	125	237	107	13	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	438	0	0	0	0	0	0	0	18	139	187	78	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	433	0	0	0	0	1	0	4	22	124	179	71	25	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	461	0	0	0	0	0	0	5	27	128	198	82	18	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	528	0	0	0	0	0	0	1	34	160	217	94	13	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	536	0	0	0	0	0	0	3	38	153	208	105	25	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	736	0	0	0	0	0	0	7	77	296	251	85	14	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	735	0	0	0	0	0	2	3	80	275	270	83	14	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	497	0	0	0	0	0	0	0	23	140	211	102	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	298	0	0	0	0	0	0	1	1	44	130	74	31	9	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	201	0	0	0	0	0	0	0	7	27	71	62	20	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	194	0	0	0	0	0	0	0	1	25	76	69	15	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	147	0	0	0	0	0	0	0	1	28	63	22	20	8	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	92	0	0	0	0	0	0	0	4	12	29	25	16	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	6864	0	0	1	0	2	2	24	502	2289	2728	1059	197	45	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	7882	0	0	1	0	2	3	29	539	2454	3134	1340	276	73	22	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	8121	0	0	1	0	2	3	29	544	2494	3226	1387	312	85	27	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	8425	0	0	1	0	2	3	29	549	2520	3314	1482	369	98	41	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Eastbound — Automatic Traffic Count

Thursday 15 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	40	0	0	0	0	0	0	0	1	6	17	5	6	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	22	0	0	0	0	1	0	0	2	3	8	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	15	0	0	0	0	0	0	0	0	2	3	4	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	30	0	0	0	0	0	0	0	0	4	7	12	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	49	0	0	0	0	0	0	0	0	1	17	17	4	7	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	168	0	0	0	0	0	0	0	1	14	61	60	18	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	360	0	0	0	0	0	0	15	15	72	134	93	23	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	662	0	0	0	0	0	0	13	50	256	269	55	17	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	745	0	0	0	0	1	0	6	62	296	281	88	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	645	0	0	0	0	1	6	4	50	207	267	94	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	451	0	0	1	0	0	0	0	30	142	204	67	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	432	0	0	0	0	3	6	2	21	112	195	77	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	453	0	0	0	0	0	0	1	29	140	188	77	15	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	445	0	0	0	0	0	0	0	37	112	183	77	32	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	579	0	0	0	0	0	0	0	21	168	273	98	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	581	0	0	0	0	0	1	0	25	147	283	100	20	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	703	0	0	0	0	0	0	3	87	265	250	81	10	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	676	0	0	0	0	0	0	0	82	258	239	83	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	518	0	0	0	0	0	0	1	28	175	231	65	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	327	0	0	0	0	0	0	0	17	72	125	91	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	229	0	0	0	0	1	0	1	7	36	96	61	19	4	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2100	201	0	0	0	0	0	0	1	1	25	82	71	17	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2200	124	0	0	0	0	0	0	0	6	18	48	36	11	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	75	0	0	0	0	0	0	0	0	6	29	20	10	7	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
07-19	6890	0	0	1	0	5	13	30	522	2278	2863	962	175	29	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	8007	0	0	1	0	6	13	47	562	2483	3300	1278	251	44	11	7	2	0	0	1	1	0	0	0	0	0	0	0	0	0
06-00	8206	0	0	1	0	6	13	47	568	2507	3377	1334	272	53	15	8	2	1	0	1	1	0	0	0	0	0	0	0	0	0
00-00	8530	0	0	1	0	7	13	47	572	2537	3490	1438	308	77	24	10	3	1	0	1	1	0	0	0	0	0	0	0	0	0

NDC NATIONWIDE DATA COLLECTION

Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Eastbound — Automatic Traffic Count

Friday 16 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	33	0	0	0	0	0	0	0	0	7	6	12	4	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	26	0	0	0	0	0	0	0	0	2	10	6	5	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	21	0	0	0	0	0	0	0	1	1	3	7	5	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	26	0	0	0	0	0	0	0	4	2	3	5	5	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	50	0	0	0	0	0	0	0	0	4	22	14	6	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	153	0	0	0	0	0	0	0	0	12	47	55	22	10	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	331	0	0	0	0	0	0	1	9	72	126	81	26	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	626	0	0	0	0	0	0	5	47	222	247	85	18	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	706	0	0	0	0	0	0	6	46	258	248	123	22	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	499	0	0	0	0	0	0	0	31	125	235	87	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	435	0	0	0	0	1	0	0	13	138	185	85	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	491	0	0	0	0	0	0	0	14	144	223	87	19	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	519	0	0	0	0	0	0	0	15	125	231	127	16	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	489	0	0	0	0	0	0	0	10	108	213	118	30	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	595	0	0	0	1	8	1	3	27	161	271	96	18	5	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1500	663	0	0	0	0	0	0	2	22	208	269	136	23	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	636	0	0	0	0	0	0	1	57	205	240	105	22	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	618	0	0	0	0	0	0	12	89	201	243	58	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	521	0	0	0	0	0	10	29	164	186	101	25	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	293	0	0	0	0	0	0	3	13	68	112	74	14	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	213	0	0	0	0	0	0	2	11	38	90	49	18	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	170	0	0	0	0	0	0	2	8	31	63	47	10	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	137	0	0	0	0	0	0	0	1	27	56	36	13	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	103	0	0	0	0	0	0	0	0	11	37	33	11	7	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
07-19	6798	0	0	0	1	9	11	58	535	2081	2706	1132	213	38	5	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0
06-22	7805	0	0	0	1	9	11	66	576	2290	3097	1383	281	67	12	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0
06-00	8045	0	0	0	1	9	11	66	577	2328	3190	1452	305	77	13	11	3	2	0	0	0	0	0	0	0	0	0	0	0	0
00-00	8354	0	0	0	1	9	11	66	582	2356	3281	1551	352	95	24	14	9	2	1	0	0	0	0	0	0	0	0	0	0	0

NDC NATIONWIDE DATA COLLECTION

Site 2

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839

Direction Eastbound

7019 / South Anston

Dec-16

Automatic Traffic Count

Saturday 17 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	63	0	0	0	1	0	0	0	3	7	19	16	15	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	46	0	0	0	0	0	0	0	0	11	11	15	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	23	0	0	0	0	0	0	0	1	4	5	6	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	24	0	0	0	0	0	0	0	0	1	8	12	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	20	0	0	0	0	0	0	0	0	2	2	5	4	2	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0500	74	0	0	0	0	0	0	0	0	5	27	21	10	4	5	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
0600	122	0	0	0	0	0	0	0	1	2	40	47	24	5	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0700	146	0	0	0	0	1	0	2	1	13	52	45	22	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	323	0	0	0	0	0	0	0	8	51	158	81	18	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	366	0	0	0	0	0	0	0	1	68	168	96	29	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	500	0	0	1	0	0	0	1	7	80	236	133	29	7	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	515	0	0	0	0	0	1	0	3	135	225	114	27	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	518	0	0	2	1	9	5	1	9	79	252	135	14	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	502	0	0	0	0	0	0	0	9	103	250	109	25	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	497	0	0	0	0	0	0	0	9	74	255	131	21	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	442	0	0	0	0	0	0	1	9	102	208	92	23	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	434	0	0	0	0	0	0	0	19	132	185	72	21	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	405	0	0	0	0	0	0	6	4	96	190	85	11	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	387	0	0	0	0	0	1	1	10	86	168	94	17	4	2	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0
1900	243	0	0	0	0	0	0	0	9	49	107	56	13	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	151	0	0	0	0	0	1	4	6	18	59	43	13	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	123	0	0	0	0	0	0	0	4	9	59	38	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	114	0	0	0	0	0	0	0	1	15	55	28	9	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	90	0	0	0	0	0	0	0	6	9	36	22	9	6	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07-19	5035	0	0	3	1	10	7	12	89	1019	2347	1187	257	68	23	7	2	2	0	1	0	0	0	0	0	0	0	0	0	0
06-22	5674	0	0	3	1	10	8	16	109	1097	2612	1371	315	89	26	9	3	4	0	1	0	0	0	0	0	0	0	0	0	0
06-00	5878	0	0	3	1	10	8	16	116	1121	2703	1421	333	98	30	9	3	4	0	2	0	0	0	0	0	0	0	0	0	0
00-00	6128	0	0	3	2	10	8	16	120	1151	2775	1496	372	109	41	10	5	5	1	2	0	0	2	0	0	0	0	0	0	0

Site 2

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839

Direction Eastbound

7019 / South Anston

Dec-16

Automatic Traffic Count

Sunday 18 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	63	0	0	0	0	0	0	0	0	9	26	17	5	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0100	33	0	0	0	0	0	0	0	1	5	7	7	6	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	19	0	0	0	0	0	0	0	1	2	5	4	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	16	0	0	0	0	0	0	0	0	0	3	4	5	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	16	0	0	0	0	0	0	0	0	1	5	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	46	0	0	0	0	0	0	0	1	1	14	13	9	3	2	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0600	48	0	0	0	0	0	0	0	1	7	16	12	7	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	105	0	0	0	0	0	0	0	6	8	41	32	12	2	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	146	0	0	0	0	0	0	0	1	20	67	39	15	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0900	248	0	0	0	0	0	0	0	2	28	133	55	21	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	396	0	0	0	0	1	1	2	4	73	190	98	13	8	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	522	0	0	0	0	0	0	1	16	138	238	104	17	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	539	0	0	0	0	0	0	0	7	123	263	126	14	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	505	0	0	0	0	0	0	1	9	103	257	108	22	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	456	0	0	0	0	1	0	0	12	87	234	102	15	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	438	0	0	0	0	1	0	3	18	69	207	102	26	6	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	423	0	0	0	0	0	0	0	14	126	205	65	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	382	0	0	0	0	0	0	0	14	101	160	80	23	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	268	0	0	0	0	0	0	0	2	55	117	72	16	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1900	241	0	0	0	0	0	0	0	8	37	116	52	21	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	140	0	0	0	0	0	0	0	2	15	61	39	14	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	133	0	0	0	0	0	0	0	1	14	49	43	14	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	76	0	0	0	0	0	0	0	0	9	27	21	15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	60	0	0	0	0	0	0	0	2	1	17	24	9	4	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	4428	0	0	0	0	3	1	7	105	931	2112	983	206	46	16	11	5	1	1	0	0	0	0	0	0	0	0	0	0	0
06-22	4990	0	0	0	0	3	1	7	117	1004	2354	1129	262	69	24	11	6	1	2	0	0	0	0	0	0	0	0	0	0	0
06-00	5126	0	0	0	0	3	1	7	119	1014	2398	1174	286	73	29	12	6	1	3	0	0	0	0	0	0	0	0	0	0	0
00-00	5319	0	0	0	0	3	1	7	122	1032	2458	1224	317	89	38	14	8	2	3	1	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Eastbound — Automatic Traffic Count

Monday 19 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	36	0	0	0	0	0	0	0	0	0	17	7	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	18	0	0	0	0	0	0	0	1	1	3	8	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	9	0	0	0	0	0	0	0	1	0	4	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	19	0	0	0	0	0	0	0	1	0	4	5	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	49	0	0	0	0	0	0	0	1	3	14	17	7	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	209	0	0	0	0	1	0	0	1	31	75	55	31	10	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	291	0	0	0	0	0	0	10	2	45	130	73	23	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	610	0	0	0	0	4	0	14	50	243	215	80	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	697	0	0	0	0	0	0	15	47	195	316	107	11	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	439	0	0	0	0	0	1	0	16	92	213	101	7	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	425	0	0	0	0	0	4	0	6	107	210	77	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	435	0	0	0	0	0	0	0	13	104	218	79	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	496	0	0	0	0	0	0	0	27	98	260	89	15	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	511	0	0	0	0	0	0	0	22	174	220	82	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	523	0	0	0	0	0	0	0	24	151	236	95	15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	512	0	0	0	0	0	0	2	36	156	228	78	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	715	0	0	0	0	0	0	4	96	275	239	79	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	762	0	0	0	0	0	1	11	71	257	322	90	8	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	467	0	0	0	0	0	0	3	60	131	175	71	20	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	217	0	0	0	0	0	0	0	5	39	77	63	22	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	164	0	0	0	0	0	0	0	0	13	75	51	16	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	151	0	0	0	0	0	0	0	2	15	56	51	15	4	4	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2200	95	0	0	0	0	0	0	0	6	14	37	17	12	3	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0
2300	61	0	0	1	0	0	0	0	0	5	22	15	9	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	6592	0	0	0	0	4	6	49	468	1983	2852	1028	153	31	10	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	7415	0	0	0	0	4	6	59	477	2095	3190	1266	229	58	18	9	3	0	0	1	0	0	0	0	0	0	0	0	0	0
06-00	7571	0	0	1	0	4	6	59	483	2114	3249	1298	250	66	22	11	4	1	1	2	0	0	0	0	0	0	0	0	0	0
00-00	7911	0	0	1	0	5	6	59	488	2149	3366	1392	301	88	32	14	6	1	1	2	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site 2

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839

Direction Eastbound

7019 / South Anston

Dec-16

Automatic Traffic Count

Virtual Day (7)

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	43	0	0	0	0	0	0	0	1	4	15	11	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	26	0	0	0	0	0	0	0	1	3	7	7	4	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	16	0	0	0	0	0	0	0	1	2	4	4	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	22	0	0	0	0	0	0	0	1	2	5	8	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	40	0	0	0	0	0	0	0	0	2	11	14	6	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	143	0	0	0	0	0	0	0	1	16	46	46	19	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	261	0	0	0	0	0	0	5	11	48	99	68	20	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	518	0	0	0	0	1	0	7	47	196	193	59	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	596	0	0	0	0	0	0	4	41	192	240	98	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	451	0	0	0	0	0	1	1	20	113	210	85	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	451	0	0	0	0	0	1	1	16	110	208	95	14	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	467	0	0	0	0	0	1	0	15	132	209	86	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	488	0	0	0	0	1	1	1	19	113	226	103	17	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	480	0	0	0	0	0	0	1	20	121	218	93	21	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	533	0	0	0	0	1	0	1	22	140	246	101	16	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	533	0	0	0	0	0	1	2	23	143	238	103	20	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	621	0	0	0	0	0	0	2	65	228	228	78	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	613	0	0	0	0	0	1	8	75	207	230	75	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	455	0	0	0	0	0	2	5	46	135	174	74	15	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	271	0	0	0	0	0	0	2	8	51	113	68	19	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	186	0	0	0	0	0	0	1	7	25	76	53	16	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	164	0	0	0	0	0	0	0	3	21	65	53	14	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	118	0	0	0	0	0	0	0	3	18	47	28	14	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	79	0	0	0	0	0	0	0	2	8	28	22	11	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	6206	0	0	1	0	5	6	31	408	1830	2622	1050	193	40	11	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0
06-22	7088	0	0	1	0	5	7	40	437	1974	2975	1292	261	63	18	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0
06-00	7285	0	0	1	1	5	7	40	441	1999	3050	1343	286	72	22	10	3	2	1	1	0	0	0	0	0	0	0	0	0	0
00-00	7574	0	0	1	1	6	7	40	446	2029	3139	1432	329	89	33	13	5	2	1	1	0	0	0	0	0	0	0	0	0	0

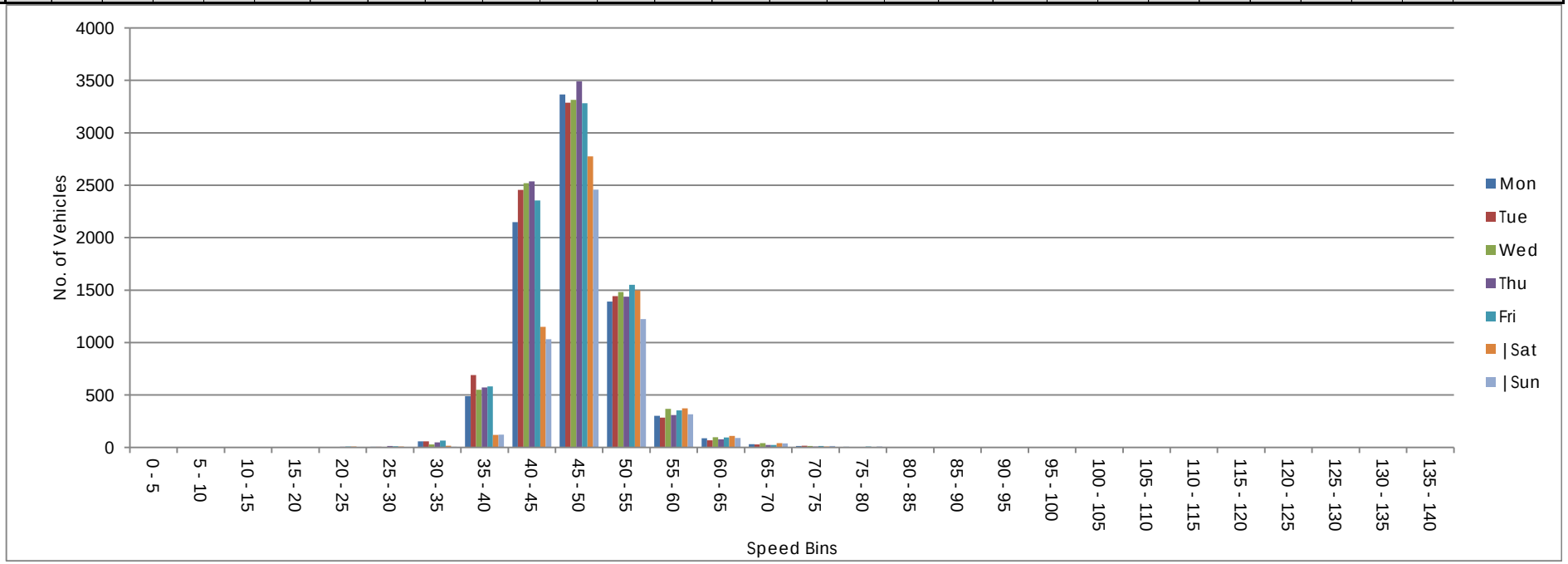
NDC
NATIONWIDE DATA COLLECTION

Site	2	7019 / South Anston
Location	A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839	Dec-16
Direction	Eastbound	Automatic Traffic Count

Virtual Week (1)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	7911	0	0	1	0	5	6	59	488	2149	3366	1392	301	88	32	14	6	1	1	2	0	0	0	0	0	0	0	0	0
Tue	8351	0	0	1	2	4	6	57	690	2456	3287	1442	285	69	29	17	3	2	1	0	0	0	0	0	0	0	0	0	0
Wed	8425	0	0	1	0	2	3	29	549	2520	3314	1482	369	98	41	13	3	1	0	0	0	0	0	0	0	0	0	0	0
Thu	8530	0	0	1	0	7	13	47	572	2537	3490	1438	308	77	24	10	3	1	0	1	1	0	0	0	0	0	0	0	0
Fri	8354	0	0	0	1	9	11	66	582	2356	3281	1551	352	95	24	14	9	2	1	0	0	0	0	0	0	0	0	0	0
|Sat	6128	0	0	3	2	10	8	16	120	1151	2775	1496	372	109	41	10	5	5	1	2	0	0	2	0	0	0	0	0	0
|Sun	5319	0	0	0	0	3	1	7	122	1032	2458	1224	317	89	38	14	8	2	3	1	0	0	0	0	0	0	0	0	0
5 Day Ave.	8314	0	0	1	1	5	8	52	576	2404	3348	1461	323	85	30	14	5	1	1	1	0	0	0	0	0	0	0	0	0
7 Day Ave.	7574	0	0	1	1	6	7	40	446	2029	3139	1432	329	89	33	13	5	2	1	1	0	0	0	0	0	0	0	0	0
--	53018	0	0	7	5	40	48	281	3123	14201	21971	10025	2304	625	229	92	37	14	7	6	1	0	2	0	0	0	0	0	0

Summary Graphs



Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Westbound — Automatic Traffic Count

Tuesday 13 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	52	0	52	0	0	0	0	0	0	0	0	0	0	32	61.5	1	1.9	1	1.9	43.3	50.3
0100	38	0	37	0	0	0	0	0	0	0	1	0	0	2	5.3	0	0	0	0	49.6	49.4
0200	24	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.9	49.4
0300	71	0	71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.8	47
0400	95	0	95	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.8	49.7
0500	363	0	362	0	0	1	0	0	0	0	0	0	0	3	0.8	0	0	0	0	37.1	40.3
0600	753	2	749	1	0	1	0	0	0	0	0	0	0	2	0.3	1	0.1	1	0.1	36.9	38.5
0700	1119	5	1110	1	0	3	0	0	0	0	0	0	0	66	5.9	17	1.5	17	1.5	39.7	41.4
0800	1148	0	1147	0	0	1	0	0	0	0	0	0	0	121	10.5	98	8.5	29	2.5	42	46.3
0900	763	1	754	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	37.2	40.9
1000	743	1	735	0	2	4	0	0	0	0	1	0	0	2	0.3	0	0	0	0	38.9	43.6
1100	783	1	777	0	2	3	0	0	0	0	0	0	0	6	0.8	1	0.1	0	0	38.8	43.8
1200	852	1	841	2	3	4	0	0	0	0	1	0	0	69	8.2	69	8.2	7	0.8	40.6	46.3
1300	950	1	944	0	2	2	0	0	0	1	0	0	0	1	0.1	0	0	0	0	38.5	43.8
1400	861	1	854	0	3	0	1	0	0	1	1	0	0	4	0.5	4	0.5	0	0	38.5	44.3
1500	959	0	949	0	0	7	1	0	1	1	0	0	0	1	0.1	0	0	0	0	38	41.6
1600	1002	1	983	1	2	14	1	0	0	0	0	0	0	3	0.3	3	0.3	2	0.2	35.6	38
1700	1064	0	1053	0	1	8	2	0	0	0	0	0	0	11	1	7	0.7	7	0.7	37	39.8
1800	635	2	628	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	37.5	40.7
1900	411	3	407	0	0	1	0	0	0	0	0	0	0	28	6.8	27	6.6	1	0.2	42.9	49
2000	252	2	249	0	0	1	0	0	0	0	0	0	0	12	4.8	1	0.4	0	0	43.4	49
2100	178	0	178	0	0	0	0	0	0	0	0	0	0	16	9	0	0	0	0	47.2	48.8
2200	165	1	164	0	0	0	0	0	0	0	0	0	0	87	52.7	1	0.6	0	0	49.1	52.1
2300	64	0	63	0	0	1	0	0	0	0	0	0	0	2	3.1	0	0	0	0	41.8	47.4
07-19	10879	14	10775	5	22	51	5	0	1	3	3	0	0	284	2.6	199	1.8	62	0.6	38.6	42.5
06-22	12473	21	12358	6	22	54	5	0	1	3	3	0	0	342	2.7	228	1.8	64	0.5	38.8	43.2
06-00	12702	22	12585	6	22	55	5	0	1	3	3	0	0	431	3.4	229	1.8	64	0.5	39	43.6
00-00	13345	22	13226	6	22	56	5	0	1	3	4	0	0	468	3.5	230	1.7	65	0.5	39.1	43.8

NDC NATIONWIDE DATA COLLECTION

Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Westbound — Automatic Traffic Count

Wednesday 14 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	41	0	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.8	43.2
0100	28	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.4	42.3
0200	34	0	34	0	0	0	0	0	0	0	0	0	0	30	88.2	1	2.9	1	2.9	53.3	54.1
0300	68	0	68	0	0	0	0	0	0	0	0	0	0	68	100	0	0	0	0	54.3	54.1
0400	95	0	92	0	1	0	1	0	0	1	0	0	0	55	57.9	0	0	0	0	49.5	54.1
0500	338	0	335	0	2	0	1	0	0	0	0	0	0	71	21	15	4.4	1	0.3	46.3	53.2
0600	704	2	699	0	0	2	0	0	0	0	1	0	0	28	4	6	0.9	2	0.3	41.5	45.4
0700	1102	1	1078	0	4	19	0	0	0	0	0	0	0	42	3.8	33	3	0	0	39.2	41.8
0800	1039	6	1022	1	1	6	2	0	0	0	1	0	0	18	1.7	0	0	0	0	39	43.8
0900	807	2	799	0	2	3	1	0	0	0	0	0	0	44	5.5	1	0.1	0	0	43.6	46.3
1000	662	1	653	0	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	41	46.1
1100	684	3	671	0	1	4	4	0	0	1	0	0	0	9	1.3	1	0.1	1	0.1	41.3	44.1
1200	800	2	787	1	2	4	4	0	0	0	0	0	0	0	0	0	0	0	0	39.3	44.3
1300	843	6	822	1	1	8	2	0	0	1	2	0	0	33	3.9	0	0	0	0	42.2	46.3
1400	845	4	829	0	3	3	4	0	1	0	1	0	0	22	2.6	1	0.1	0	0	42.1	45.2
1500	1076	4	1055	0	4	11	1	0	0	0	1	0	0	7	0.7	1	0.1	0	0	39.8	44.1
1600	1139	5	1119	3	3	6	1	0	2	0	0	0	0	35	3.1	2	0.2	2	0.2	40.4	43.6
1700	1143	4	1130	1	1	6	1	0	0	0	0	0	0	68	5.9	64	5.6	26	2.3	42.5	45.9
1800	649	3	642	0	2	2	0	0	0	0	0	0	0	133	20.5	55	8.5	55	8.5	46	56.4
1900	453	0	452	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	37.3	39.1
2000	218	0	216	1	0	1	0	0	0	0	0	0	0	16	7.3	4	1.8	2	0.9	43.7	48.8
2100	199	1	197	0	0	1	0	0	0	0	0	0	0	58	29.1	48	24.1	0	0	49.7	59.7
2200	192	1	190	0	0	1	0	0	0	0	0	0	0	63	32.8	0	0	0	0	45	51.4
2300	89	0	89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.3	46.8
07-19	10789	41	10607	7	26	77	21	0	3	2	5	0	0	411	3.8	158	1.5	84	0.8	41.2	45.2
06-22	12363	44	12171	8	26	81	22	0	3	2	6	0	0	513	4.1	216	1.7	88	0.7	41.2	45.4
06-00	12644	45	12450	8	26	82	22	0	3	2	6	0	0	576	4.6	216	1.7	88	0.7	41.3	45.6
00-00	13248	45	13048	8	29	82	24	0	3	3	6	0	0	800	6	232	1.8	90	0.7	41.6	45.6

NDC NATIONWIDE DATA COLLECTION

Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Westbound — Automatic Traffic Count

Thursday 15 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	49	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6	39.4
0100	49	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.1	41.2
0200	30	0	29	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	32.4	39.1
0300	68	0	66	0	0	1	1	0	0	0	0	0	0	5	7.4	5	7.4	1	1.5	42.3	41.4
0400	123	1	122	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.9	49.2
0500	369	1	367	0	0	1	0	0	0	0	0	0	0	1	0.3	0	0	0	0	40.8	42.7
0600	805	2	803	0	0	0	0	0	0	0	0	0	0	165	20.5	2	0.2	1	0.1	43.2	51
0700	1082	1	1075	0	1	5	0	0	0	0	0	0	0	24	2.2	4	0.4	4	0.4	41.8	45.2
0800	1182	10	1163	0	3	3	1	0	0	1	0	1	0	1	0.1	1	0.1	0	0	40.9	44.5
0900	1345	1	1324	1	6	12	0	0	0	1	0	0	0	0	0	0	0	0	0	37.6	42.1
1000	1116	1	1092	0	8	15	0	0	0	0	0	0	0	2	0.2	0	0	0	0	38.2	43.4
1100	889	3	884	0	1	0	1	0	0	0	0	0	0	121	13.6	118	13.3	104	11.7	47.3	49.7
1200	807	6	793	0	4	4	0	0	0	0	0	0	0	2	0.2	1	0.1	0	0	39.8	44.7
1300	835	0	827	0	2	3	3	0	0	0	0	0	0	17	2	1	0.1	0	0	42.5	46.1
1400	757	3	750	0	2	2	0	0	0	0	0	0	0	23	3	16	2.1	16	2.1	39.7	43.2
1500	1066	2	1050	2	2	8	2	0	0	0	0	0	0	17	1.6	17	1.6	3	0.3	41.1	45.4
1600	1090	4	1066	3	1	16	0	0	0	0	0	0	0	30	2.8	24	2.2	1	0.1	38.5	42.1
1700	1032	3	1020	0	0	7	2	0	0	0	0	0	0	113	10.9	89	8.6	49	4.7	45	48.3
1800	641	1	631	0	2	7	0	0	0	0	0	0	0	27	4.2	1	0.2	1	0.2	42.2	45.9
1900	411	0	410	0	0	1	0	0	0	0	0	0	0	64	15.6	1	0.2	0	0	42.8	50.6
2000	322	1	320	0	1	0	0	0	0	0	0	0	0	16	5	0	0	0	0	39.6	42.5
2100	235	0	234	0	0	1	0	0	0	0	0	0	0	60	25.5	60	25.5	1	0.4	49.3	60.4
2200	205	0	203	0	1	1	0	0	0	0	0	0	0	5	2.4	1	0.5	0	0	42.6	45
2300	94	0	93	0	0	0	1	0	0	0	0	0	0	59	62.8	1	1.1	0	0	49	51.7
07-19	11842	35	11675	6	32	82	9	0	0	2	0	1	0	377	3.2	272	2.3	178	1.5	41	45
06-22	13615	38	13442	6	33	84	9	0	0	2	0	1	0	682	5	335	2.5	180	1.3	41.3	45.2
06-00	13914	38	13738	6	34	85	10	0	0	2	0	1	0	746	5.4	337	2.4	180	1.3	41.4	45.2
00-00	14602	40	14420	6	34	87	11	0	0	3	0	1	0	752	5.1	342	2.3	181	1.2	41.4	45.2

NDC NATIONWIDE DATA COLLECTION

Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Westbound — Automatic Traffic Count

Friday 16 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	57	0	57	0	0	0	0	0	0	0	0	0	0	11	19.3	0	0	0	0	40.7	51.7
0100	48	1	47	0	0	0	0	0	0	0	0	0	0	1	2.1	0	0	0	0	45.4	45.2
0200	52	0	51	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.9	45.2
0300	54	0	53	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	36.5
0400	158	1	157	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	39.1
0500	351	1	350	0	0	0	0	0	0	0	0	0	0	2	0.6	0	0	0	0	41.7	45.4
0600	672	4	666	0	0	2	0	0	0	0	0	0	0	1	0.1	0	0	0	0	41.4	44.1
0700	1081	3	1070	0	2	6	0	0	0	0	0	0	0	149	13.8	63	5.8	39	3.6	42.8	49
0800	1062	6	1049	0	2	4	0	0	0	0	1	0	0	64	6	36	3.4	24	2.3	43.9	47.9
0900	767	0	763	0	1	2	1	0	0	0	0	0	0	21	2.7	2	0.3	1	0.1	41.4	44.7
1000	737	5	724	1	3	2	2	0	0	0	0	0	0	1	0.1	1	0.1	0	0	42.6	46.8
1100	802	4	786	1	3	7	1	0	0	0	0	0	0	66	8.2	46	5.7	1	0.1	41.4	47
1200	778	3	766	0	2	4	2	0	0	0	1	0	0	102	13.1	36	4.6	26	3.3	43.8	48.1
1300	920	3	910	2	1	4	0	0	0	0	0	0	0	6	0.7	0	0	0	0	42.3	44.5
1400	954	7	934	0	1	8	3	0	0	0	0	1	0	13	1.4	1	0.1	0	0	41.5	45.9
1500	951	5	942	0	1	1	2	0	0	0	0	0	0	30	3.2	1	0.1	0	0	42.4	45.4
1600	1129	1	1119	0	0	9	0	0	0	0	0	0	0	211	18.7	108	9.6	108	9.6	44.3	54.6
1700	866	2	859	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	40.7
1800	635	0	628	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	37	42.1
1900	463	0	462	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40.7	42.7
2000	302	0	300	0	2	0	0	0	0	0	0	0	0	2	0.7	1	0.3	0	0	37.1	43.4
2100	227	1	225	0	0	1	0	0	0	0	0	0	0	38	16.7	3	1.3	0	0	44	51.4
2200	181	0	180	1	0	0	0	0	0	0	0	0	0	1	0.6	1	0.6	0	0	40.1	45.4
2300	112	0	112	0	0	0	0	0	0	0	0	0	0	71	63.4	70	62.5	1	0.9	53.8	58.4
07-19	10682	39	10550	4	18	55	13	0	0	0	2	1	0	663	6.2	294	2.8	199	1.9	42	46.3
06-22	12346	44	12203	4	20	59	13	0	0	0	2	1	0	704	5.7	298	2.4	199	1.6	41.8	46.1
06-00	12639	44	12495	5	20	59	13	0	0	0	2	1	0	776	6.1	369	2.9	200	1.6	41.9	46.5
00-00	13359	47	13210	5	21	60	13	0	0	0	2	1	0	790	5.9	369	2.8	200	1.5	41.8	46.3

NDC NATIONWIDE DATA COLLECTION

Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Westbound — Automatic Traffic Count

Saturday 17 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	119	0	115	0	1	2	1	0	0	0	0	0	0	12	10.1	11	9.2	1	0.8	44.3	46.5
0100	99	0	99	0	0	0	0	0	0	0	0	0	0	13	13.1	13	13.1	1	1	43.2	43.8
0200	44	1	43	0	0	0	0	0	0	0	0	0	0	14	31.8	14	31.8	1	2.3	49.9	58.8
0300	54	0	52	0	0	2	0	0	0	0	0	0	0	3	5.6	3	5.6	1	1.9	37.2	49.4
0400	89	1	87	0	1	0	0	0	0	0	0	0	0	79	88.8	75	84.3	2	2.2	59.2	62.2
0500	167	2	164	0	1	0	0	0	0	0	0	0	0	121	72.5	1	0.6	0	0	52.4	55.5
0600	211	0	209	0	1	1	0	0	0	0	0	0	0	38	18	0	0	0	0	47.9	50.1
0700	295	0	295	0	0	0	0	0	0	0	0	0	0	1	0.3	1	0.3	0	0	36.7	36.2
0800	522	2	519	0	1	0	0	0	0	0	0	0	0	21	4	1	0.2	1	0.2	37.4	41.4
0900	672	4	668	0	0	0	0	0	0	0	0	0	0	47	7	1	0.1	0	0	41	46.1
1000	807	3	801	0	0	2	1	0	0	0	0	0	0	237	29.4	169	20.9	124	15.4	49.5	76.1
1100	884	2	880	0	0	1	1	0	0	0	0	0	0	145	16.4	140	15.8	0	0	46.4	63.3
1200	959	4	953	0	0	1	1	0	0	0	0	0	0	158	16.5	102	10.6	1	0.1	46.3	51.2
1300	911	5	901	0	0	1	4	0	0	0	0	0	0	1	0.1	0	0	0	0	42	45.2
1400	813	3	809	0	0	1	0	0	0	0	0	0	0	34	4.2	10	1.2	1	0.1	39.6	43.8
1500	891	0	886	0	0	5	0	0	0	0	0	0	0	191	21.4	104	11.7	8	0.9	46.8	50.3
1600	814	2	808	1	1	2	0	0	0	0	0	0	0	95	11.7	2	0.2	0	0	41.2	44.3
1700	668	0	666	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	41.1	44.3
1800	490	1	489	0	0	0	0	0	0	0	0	0	0	3	0.6	0	0	0	0	37.7	38.9
1900	346	1	344	0	0	1	0	0	0	0	0	0	0	24	6.9	1	0.3	0	0	45.7	49
2000	230	0	230	0	0	0	0	0	0	0	0	0	0	1	0.4	0	0	0	0	44.6	46.1
2100	182	1	181	0	0	0	0	0	0	0	0	0	0	1	0.5	0	0	0	0	46.6	47.6
2200	145	1	144	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	42.7
2300	114	0	114	0	0	0	0	0	0	0	0	0	0	1	0.9	0	0	0	0	42	46.3
07-19	8726	26	8675	1	2	14	8	0	0	0	0	0	0	933	10.7	530	6.1	135	1.5	43	48.3
06-22	9695	28	9639	1	3	16	8	0	0	0	0	0	0	997	10.3	531	5.5	135	1.4	43.3	48.3
06-00	9954	29	9897	1	3	16	8	0	0	0	0	0	0	998	10	531	5.3	135	1.4	43.2	48.3
00-00	10526	33	10457	1	6	20	9	0	0	0	0	0	0	1240	11.8	648	6.2	141	1.3	43.5	48.3

NDC NATIONWIDE DATA COLLECTION

Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Westbound — Automatic Traffic Count

Sunday 18 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	109	0	109	0	0	0	0	0	0	0	0	0	0	33	30.3	1	0.9	1	0.9	48	56.4
0100	77	0	77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.1	46.5
0200	17	0	16	0	0	1	0	0	0	0	0	0	0	9	52.9	1	5.9	1	5.9	49.3	52.3
0300	28	2	26	0	0	0	0	0	0	0	0	0	0	15	53.6	1	3.6	1	3.6	51.3	56.8
0400	37	0	37	0	0	0	0	0	0	0	0	0	0	33	89.2	0	0	0	0	53.2	56.8
0500	79	1	75	0	0	1	1	0	0	1	0	0	0	73	92.4	20	25.3	2	2.5	54.1	59.1
0600	112	0	112	0	0	0	0	0	0	0	0	0	0	112	100	69	61.6	1	0.9	56.7	59.3
0700	144	1	142	0	0	1	0	0	0	0	0	0	0	37	25.7	0	0	0	0	44.9	50.1
0800	188	0	188	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.1	45.6
0900	548	5	542	0	0	1	0	0	0	0	0	0	0	16	2.9	3	0.5	0	0	41.8	45.4
1000	822	2	820	0	0	0	0	0	0	0	0	0	0	75	9.1	65	7.9	63	7.7	43.8	42.5
1100	850	0	849	0	0	0	1	0	0	0	0	0	0	63	7.4	1	0.1	0	0	42.7	47
1200	824	3	821	0	0	0	0	0	0	0	0	0	0	119	14.4	66	8	29	3.5	46.4	47.4
1300	758	2	754	0	0	0	0	0	0	1	1	0	0	54	7.1	35	4.6	23	3	44.9	47.6
1400	817	2	810	0	0	3	2	0	0	0	0	0	0	1	0.1	0	0	0	0	42.6	45
1500	822	3	816	0	1	2	0	0	0	0	0	0	0	61	7.4	3	0.4	1	0.1	42.2	46.1
1600	738	0	736	0	0	2	0	0	0	0	0	0	0	10	1.4	0	0	0	0	38.9	42.1
1700	582	2	578	0	0	2	0	0	0	0	0	0	0	1	0.2	0	0	0	0	40.8	42.3
1800	484	0	483	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6	45.6
1900	347	2	344	0	0	0	0	0	0	1	0	0	0	35	10.1	1	0.3	0	0	44.9	47
2000	246	3	243	0	0	0	0	0	0	0	0	0	0	117	47.6	71	28.9	3	1.2	50.7	61.7
2100	193	1	190	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	37.8	44.1
2200	133	1	131	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40.5	47.2
2300	68	0	68	0	0	0	0	0	0	0	0	0	0	9	13.2	0	0	0	0	42.1	49.4
07-19	7577	20	7539	0	1	12	3	0	0	1	1	0	0	437	5.8	173	2.3	116	1.5	42.6	45.6
06-22	8475	26	8428	0	1	14	3	0	0	2	1	0	0	701	8.3	314	3.7	120	1.4	43	46.5
06-00	8676	27	8627	0	1	15	3	0	0	2	1	0	0	710	8.2	314	3.6	120	1.4	43	46.5
00-00	9023	30	8967	0	1	17	4	0	0	3	1	0	0	873	9.7	337	3.7	125	1.4	43.2	47

NDC NATIONWIDE DATA COLLECTION

Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Westbound — Automatic Traffic Count

Monday 19 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	44	0	43	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	44.7	47.2
0100	27	0	27	0	0	0	0	0	0	0	0	0	0	25	92.6	12	44.4	1	3.7	54.6	60.2
0200	51	1	50	0	0	0	0	0	0	0	0	0	0	17	33.3	16	31.4	0	0	49.8	58.6
0300	58	0	57	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	45.7	47.4
0400	119	1	117	0	0	0	1	0	0	0	0	0	0	35	29.4	1	0.8	1	0.8	46.9	54.4
0500	395	1	393	0	0	0	1	0	0	0	0	0	0	5	1.3	1	0.3	0	0	41	44.3
0600	706	2	701	0	1	2	0	0	0	0	0	0	0	123	17.4	116	16.4	113	16	47.6	80.3
0700	985	2	978	0	0	5	0	0	0	0	0	0	0	17	1.7	11	1.1	10	1	39.4	41.4
0800	1042	0	1041	0	0	1	0	0	0	0	0	0	0	1	0.1	0	0	0	0	42.4	44.1
0900	895	0	889	0	4	0	0	0	0	0	2	0	0	6	0.7	0	0	0	0	37.7	42.5
1000	847	0	843	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40.4	44.7
1100	860	3	853	1	2	1	0	0	0	0	0	0	0	1	0.1	0	0	0	0	40.1	45.2
1200	774	0	770	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	40.3	42.7
1300	743	1	735	0	3	3	1	0	0	0	0	0	0	80	10.8	48	6.5	27	3.6	44.1	48.3
1400	902	3	891	0	2	6	0	0	0	0	0	0	0	19	2.1	0	0	0	0	38.9	45.9
1500	1008	4	999	0	0	4	1	0	0	0	0	0	0	1	0.1	0	0	0	0	41	44.7
1600	992	4	971	1	2	13	1	0	0	0	0	0	0	6	0.6	6	0.6	3	0.3	37.7	40.9
1700	1046	4	1039	0	0	2	1	0	0	0	0	0	0	106	10.1	106	10.1	91	8.7	46.5	48.8
1800	620	0	618	0	1	1	0	0	0	0	0	0	0	59	9.5	5	0.8	0	0	43.6	47.6
1900	365	0	364	0	0	1	0	0	0	0	0	0	0	12	3.3	10	2.7	2	0.5	38.2	40.7
2000	222	0	219	0	0	3	0	0	0	0	0	0	0	141	63.5	47	21.2	0	0	50.8	58.6
2100	214	1	211	0	0	2	0	0	0	0	0	0	0	64	29.9	26	12.1	1	0.5	47.2	50.8
2200	165	1	163	0	0	1	0	0	0	0	0	0	0	85	51.5	83	50.3	1	0.6	50.5	57.3
2300	67	0	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.7	38.3
07-19	10714	21	10627	2	19	38	4	0	0	1	2	0	0	296	2.8	176	1.6	131	1.2	41	45
06-22	12221	24	12122	2	20	46	4	0	0	1	2	0	0	636	5.2	375	3.1	247	2	41.5	45
06-00	12453	25	12352	2	20	47	4	0	0	1	2	0	0	721	5.8	458	3.7	248	2	41.6	45.2
00-00	13147	28	13039	2	20	49	6	0	0	1	2	0	0	803	6.1	488	3.7	250	1.9	41.7	45.6

NDC NATIONWIDE DATA COLLECTION

Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Westbound — Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	67	0	67	0	0	0	0	0	0	0	0	0	0	13	18.7	2	2.8	0	0.6	43.9	50.3
0100	52	0	52	0	0	0	0	0	0	0	0	0	0	6	11.2	4	6.8	0	0.5	44.1	49.4
0200	36	0	35	0	0	0	0	0	0	0	0	0	0	10	27.8	5	12.7	0	1.2	46.5	54.1
0300	57	0	56	0	0	1	0	0	0	0	0	0	0	13	22.7	1	2.2	0	0.7	44.1	54.1
0400	102	1	101	0	0	0	0	0	0	0	0	0	0	29	28.2	11	10.6	0	0.4	44.7	54.4
0500	295	1	292	0	0	0	0	0	0	0	0	0	0	39	13.4	5	1.8	0	0.1	42.7	49.7
0600	566	2	563	0	0	1	0	0	0	0	0	0	0	67	11.8	28	4.9	17	3	42.8	47.9
0700	830	2	821	0	1	6	0	0	0	0	0	0	0	48	5.8	18	2.2	10	1.2	40.5	44.5
0800	883	3	876	0	1	2	0	0	0	0	0	0	0	32	3.7	19	2.2	8	0.9	41.3	45.6
0900	828	2	820	0	3	3	0	0	0	0	0	0	0	19	2.3	1	0.1	0	0	39.7	44.7
1000	819	2	810	0	3	4	1	0	0	0	0	0	0	45	5.5	34	4.1	27	3.3	41.9	46.1
1100	822	2	814	0	1	2	1	0	0	0	0	0	0	59	7.1	44	5.3	15	1.8	42.7	47
1200	828	3	819	0	2	3	1	0	0	0	0	0	0	64	7.8	39	4.7	9	1.1	42.5	46.8
1300	851	3	842	0	1	3	1	0	0	0	0	0	0	27	3.2	12	1.4	7	0.8	42.2	45.4
1400	850	3	840	0	2	3	1	0	0	0	0	0	0	17	1.9	5	0.5	2	0.3	40.4	45
1500	968	3	957	0	1	5	1	0	0	0	0	0	0	44	4.5	18	1.9	2	0.2	41.5	45.4
1600	986	2	972	1	1	9	0	0	0	0	0	0	0	56	5.6	21	2.1	17	1.7	39.6	42.9
1700	914	2	906	0	0	4	1	0	0	0	0	0	0	43	4.7	38	4.2	25	2.7	41.7	44.7
1800	593	1	588	0	1	3	0	0	0	0	0	0	0	32	5.3	9	1.5	8	1.3	40.7	45.2
1900	399	1	398	0	0	1	0	0	0	0	0	0	0	23	5.8	6	1.4	0	0.1	41.6	46.1
2000	256	1	254	0	0	1	0	0	0	0	0	0	0	44	17	18	6.9	1	0.3	43.8	50.6
2100	204	1	202	0	0	1	0	0	0	0	0	0	0	34	16.6	20	9.6	0	0.1	46	50.8
2200	169	1	168	0	0	1	0	0	0	0	0	0	0	34	20.3	12	7.3	0	0.1	43.9	51.4
2300	87	0	87	0	0	0	0	0	0	0	0	0	0	20	23.4	10	11.7	0	0.2	45.2	51.7
07-19	10173	28	10064	4	17	47	9	0	1	1	2	0	0	486	4.8	257	2.5	129	1.3	41.2	45.2
06-22	11598	32	11480	4	18	51	9	0	1	1	2	0	0	654	5.6	328	2.8	148	1.3	41.4	45.6
06-00	11855	33	11735	4	18	51	9	0	1	1	2	0	0	708	6	351	3	148	1.2	41.5	45.9
00-00	12464	35	12338	4	19	53	10	0	1	2	2	0	0	818	6.6	378	3	150	1.2	41.6	46.1

NDC NATIONWIDE DATA COLLECTION

Site 2

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839

Direction Westbound

7019 / South Anston

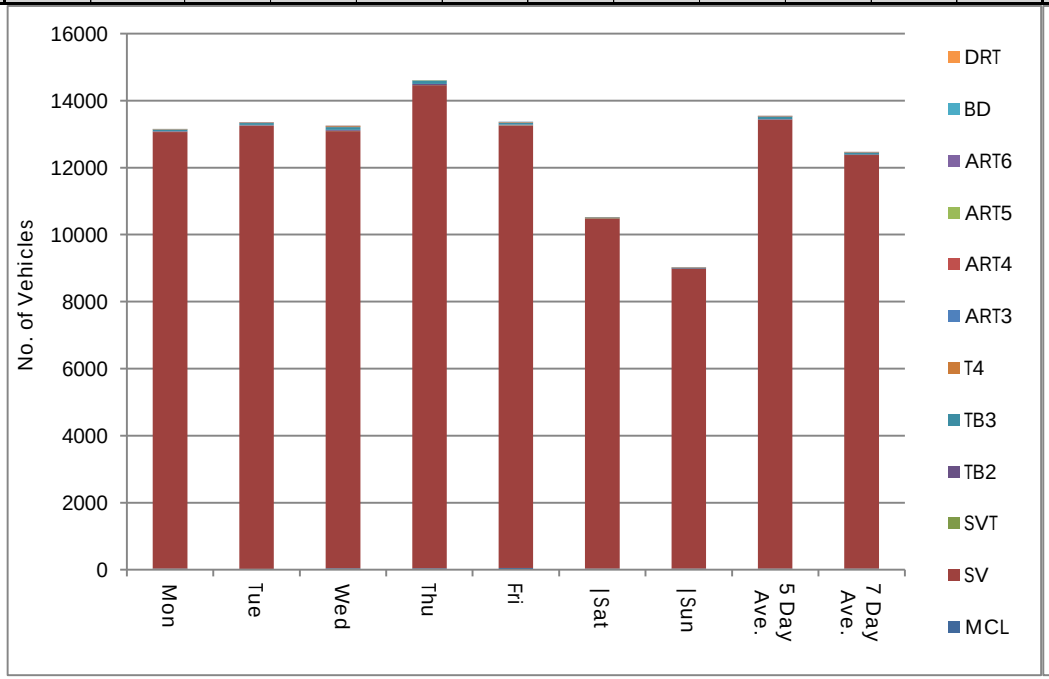
Dec-16

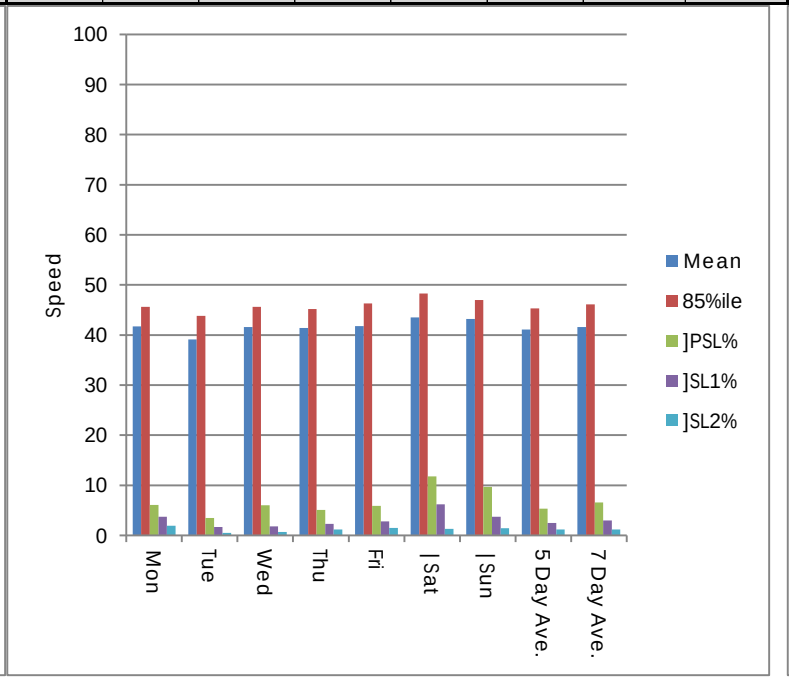
Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
Mon	13147	28	13039	2	20	49	6	0	0	1	2	0	0	803	6.1	488	3.7	250	1.9	41.7	45.6
Tue	13345	22	13226	6	22	56	5	0	1	3	4	0	0	468	3.5	230	1.7	65	0.5	39.1	43.8
Wed	13248	45	13048	8	29	82	24	0	3	3	6	0	0	800	6	232	1.8	90	0.7	41.6	45.6
Thu	14602	40	14420	6	34	87	11	0	0	3	0	1	0	752	5.1	342	2.3	181	1.2	41.4	45.2
Fri	13359	47	13210	5	21	60	13	0	0	0	2	1	0	790	5.9	369	2.8	200	1.5	41.8	46.3
| Sat	10526	33	10457	1	6	20	9	0	0	0	0	0	0	1240	11.8	648	6.2	141	1.3	43.5	48.3
| Sun	9023	30	8967	0	1	17	4	0	0	3	1	0	0	873	9.7	337	3.7	125	1.4	43.2	47
5 Day Ave.	13540	36	13389	5	25	67	12	0	1	2	3	0	0	723	5.3	332	2.5	157	1.2	41.1	45.3
7 Day Ave.	12464	35	12338	4	19	53	10	0	1	2	2	0	0	818	6.6	378	3.0	150	1.2	41.6	46.1
--	87250	245	86367	28	133	371	72	0	4	13	15	2	0	5726	6.6	2646	3.0	1052	1.2	41.6	46.1

Summary Graphs





Site 2

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839

Direction Westbound

7019 / South Anston

Dec-16

Automatic Traffic Count

Tuesday 13 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	52	0	0	0	0	0	0	20	0	0	0	31	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	38	0	0	0	0	0	0	0	0	0	36	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	24	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	71	0	0	0	0	0	0	0	0	0	71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	95	0	0	0	0	1	0	0	70	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	363	0	0	0	0	1	55	51	196	43	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	753	0	0	0	0	2	0	199	547	2	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1119	0	0	0	0	1	55	82	430	475	10	0	49	0	9	0	0	6	0	0	0	0	0	0	0	0	0	0	2	0
0800	1148	0	0	0	0	0	1	63	645	174	144	23	69	0	0	21	0	0	0	0	0	0	8	0	0	0	0	0	0	0
0900	763	0	0	0	0	3	62	94	410	191	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	743	0	0	1	15	14	16	41	314	253	87	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	783	0	0	0	0	2	11	146	338	194	86	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	852	0	0	0	1	3	95	88	201	297	90	0	0	62	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	8
1300	950	0	0	1	1	11	14	56	590	256	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	861	0	0	0	0	2	19	112	436	183	105	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	959	0	0	0	0	0	1	166	580	211	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	1002	0	0	1	1	1	91	221	619	58	7	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	1064	0	0	0	0	1	1	335	595	117	4	4	0	0	0	4	0	0	0	0	0	0	3	0	0	0	0	0	0	0
1800	635	0	0	0	0	0	5	126	404	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	411	0	0	0	0	0	1	5	156	95	126	1	25	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	252	0	0	0	0	0	1	8	30	126	75	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	178	0	0	0	0	0	0	0	2	19	141	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	165	0	0	0	0	0	0	0	1	43	34	62	24	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	64	0	0	0	0	0	1	0	29	12	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	10879	0	0	3	18	38	371	1530	5562	2509	556	36	123	63	9	25	2	6	0	7	0	0	11	0	0	0	0	2	8
06-22	12473	0	0	3	18	40	373	1742	6297	2751	899	65	149	64	10	26	2	6	0	7	0	0	11	0	0	0	0	2	8
06-00	12702	0	0	3	18	40	374	1742	6327	2806	953	129	173	65	10	26	2	6	0	7	0	0	11	0	0	0	0	2	8
00-00	13345	0	0	3	18	42	429	1813	6593	2849	1122	165	173	65	10	26	3	6	0	7	0	0	11	0	0	0	0	2	8

NDC
NATIONWIDE DATA COLLECTION

Site 2

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839

Direction Westbound

7019 / South Anston

Dec-16

Automatic Traffic Count

Wednesday 14 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	41	0	0	0	0	0	0	1	0	36	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	28	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	34	0	0	0	0	0	0	0	0	4	0	29	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	68	0	0	0	0	0	0	0	0	0	0	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	95	0	0	0	0	0	0	1	1	37	1	54	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	338	0	0	0	0	0	0	0	75	119	73	56	0	14	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	704	0	0	0	0	2	1	26	322	246	79	22	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
0700	1102	0	0	0	0	4	11	157	462	420	6	9	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1039	0	0	0	0	6	42	141	389	343	100	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	807	0	0	0	0	0	1	17	72	543	130	43	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	662	0	0	0	0	2	14	51	197	230	168	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	684	0	0	1	1	0	12	29	128	463	41	8	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	800	0	0	0	4	3	25	159	175	341	93	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	843	0	0	0	2	5	14	57	108	447	177	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	845	0	0	1	0	3	9	42	155	426	187	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	1076	0	0	0	1	1	18	93	410	480	66	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	1139	0	0	0	0	0	0	51	494	481	78	32	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
1700	1143	0	0	0	0	0	1	46	432	383	213	4	38	0	0	18	0	0	0	0	0	0	6	0	2	0	0	0	0	0
1800	649	0	0	0	0	0	2	17	168	181	148	0	78	0	31	1	0	0	23	0	0	0	0	0	0	0	0	0	0	0
1900	453	0	0	0	0	1	13	110	269	2	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	218	0	0	0	0	0	0	0	66	66	70	0	14	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	199	0	0	0	0	0	0	0	1	1	139	10	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	192	0	0	0	0	0	0	2	48	60	19	63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	89	0	0	0	0	0	0	0	2	40	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	10789	0	0	2	8	24	149	860	3190	4738	1407	173	119	35	32	19	0	0	23	0	0	0	6	0	2	2	0	0	0
06-22	12363	0	0	2	8	27	163	996	3848	5053	1753	205	181	39	34	19	1	0	23	0	0	0	6	0	2	2	0	1	0
06-00	12644	0	0	2	8	27	163	998	3898	5153	1819	268	181	39	34	19	1	0	23	0	0	0	6	0	2	2	0	1	0
00-00	13248	0	0	2	8	27	163	1000	3974	5377	1897	475	182	53	35	19	2	0	23	0	0	0	6	0	2	2	0	1	0

NDC
NATIONWIDE DATA COLLECTION

Site 2

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839

Direction Westbound

7019 / South Anston

Dec-16

Automatic Traffic Count

Thursday 15 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	49	0	0	0	0	0	0	1	41	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	49	0	0	0	0	0	1	4	35	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	30	0	0	0	0	1	10	13	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	68	0	0	0	0	0	0	0	29	33	1	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0400	123	0	0	0	0	0	0	0	1	83	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	369	0	0	0	0	0	0	0	179	149	40	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	805	0	0	0	0	1	0	18	200	346	75	157	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1082	0	0	0	0	0	0	34	364	500	160	20	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
0800	1182	0	0	0	0	0	1	25	486	503	166	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	1345	0	0	0	8	8	46	329	590	306	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	1116	0	0	0	4	0	85	98	577	268	82	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	889	0	0	0	0	0	0	2	286	382	98	3	0	14	0	0	66	0	0	0	0	0	38	0	0	0	0	0	0	0
1200	807	0	0	1	1	5	18	94	272	322	92	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	835	0	0	0	1	0	4	40	113	361	299	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	757	0	0	0	1	2	14	81	336	292	8	0	7	0	6	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0
1500	1066	0	0	0	1	0	1	42	397	454	154	0	14	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0
1600	1090	0	0	0	1	5	42	148	600	179	85	6	0	23	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1700	1032	0	0	0	0	0	0	37	295	368	219	24	29	11	6	0	14	0	0	3	0	0	21	5	0	0	0	0	0	0
1800	641	0	0	0	0	0	1	38	137	320	118	26	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	411	0	0	0	0	0	0	0	117	180	50	63	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	322	0	0	0	0	0	2	39	124	135	6	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	235	0	0	0	0	0	0	0	8	47	120	0	0	59	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	205	0	0	0	0	0	0	1	51	119	29	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	94	0	0	0	0	0	0	0	0	31	4	58	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	11842	0	0	1	17	20	212	968	4453	4255	1539	98	52	49	15	0	80	2	1	3	12	0	59	5	1	0	0	0	0	0
06-22	13615	0	0	1	17	21	214	1025	4902	4963	1790	333	60	109	16	0	81	2	1	3	12	0	59	5	1	0	0	0	0	0
06-00	13914	0	0	1	17	21	214	1026	4953	5113	1823	395	60	111	16	0	81	2	1	3	12	0	59	5	1	0	0	0	0	0
00-00	14602	0	0	1	17	22	225	1044	5244	5394	1903	396	60	115	16	0	81	3	1	3	12	0	59	5	1	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Westbound — Automatic Traffic Count

Friday 16 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	57	0	0	0	0	1	0	0	45	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	48	0	0	0	0	0	0	0	0	0	47	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	52	0	0	0	0	0	1	0	18	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	54	0	0	0	1	0	26	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	158	0	0	0	0	0	73	0	83	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	351	0	0	0	0	0	0	0	243	27	79	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	672	0	0	0	0	0	0	72	175	328	96	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1081	0	0	0	0	1	1	114	281	361	171	86	3	21	37	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0800	1062	0	0	0	0	3	0	92	179	451	273	28	6	6	1	0	0	14	0	0	0	0	0	0	0	0	9	0	0	0
0900	767	0	0	0	1	2	1	45	190	436	71	10	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	737	0	1	0	0	1	6	27	131	334	236	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	802	0	0	1	2	0	35	40	273	322	63	20	20	25	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1200	778	0	0	0	0	1	4	81	127	326	137	39	27	10	1	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0
1300	920	0	0	0	0	0	4	52	123	608	127	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	954	0	0	0	1	1	3	70	284	384	198	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	951	0	0	0	0	0	0	36	159	573	153	3	26	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	1129	0	0	0	0	0	1	98	638	144	37	43	60	0	19	48	0	0	0	0	2	0	37	2	0	0	0	0	0	0
1700	866	0	0	0	0	0	0	148	549	168	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	635	0	0	0	0	1	3	142	347	138	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	463	0	0	0	0	0	1	23	138	300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	302	0	0	0	0	0	1	118	97	52	32	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	227	0	0	0	0	0	0	1	66	68	54	33	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	181	0	0	0	1	0	1	28	25	74	51	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	112	0	0	0	0	0	0	0	7	1	33	0	70	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	10682	0	1	1	4	10	58	945	3281	4245	1471	247	152	65	59	50	0	40	0	0	2	0	37	2	0	9	0	0	3
06-22	12346	0	1	1	4	10	60	1159	3757	4993	1654	281	156	68	59	50	0	40	0	0	2	0	37	2	0	9	0	0	3
06-00	12639	0	1	1	5	10	61	1187	3789	5068	1738	281	227	68	60	50	0	40	0	0	2	0	37	2	0	9	0	0	3
00-00	13359	0	1	1	6	11	161	1187	4205	5096	1898	295	227	68	60	50	0	40	0	0	2	0	37	2	0	9	0	0	3

NDC
NATIONWIDE DATA COLLECTION

Site 2

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839

Direction Westbound

7019 / South Anston

Dec-16

Automatic Traffic Count

Saturday 17 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	119	0	0	0	0	0	0	1	9	62	35	1	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	99	0	0	0	0	0	1	1	24	60	0	0	12	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	44	0	0	0	0	0	0	0	1	1	28	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	54	0	0	0	0	1	16	6	16	0	12	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0400	89	0	0	0	0	0	1	0	0	8	1	4	16	57	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	167	0	0	0	0	0	0	0	0	0	46	43	77	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	211	0	0	0	0	0	0	0	2	38	133	10	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	295	0	0	0	0	0	1	1	292	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	522	0	0	1	0	1	38	177	217	53	14	20	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	672	0	0	0	0	0	29	1	331	72	192	46	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	807	0	0	0	0	1	0	57	136	227	149	67	1	45	0	0	93	0	0	0	0	31	0	0	0	0	0	0	0	0
1100	884	0	1	0	0	1	12	24	129	263	309	5	0	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	959	0	0	0	0	0	1	15	72	363	350	56	100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	911	0	0	0	0	1	1	46	147	577	138	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	813	0	0	0	2	0	101	75	161	405	35	24	2	7	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1500	891	0	0	0	0	1	0	10	102	333	254	87	0	96	0	0	6	0	0	0	0	0	2	0	0	0	0	0	0	0
1600	814	0	0	0	0	0	1	60	243	403	12	93	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	668	0	0	0	0	0	0	1	225	425	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	490	0	0	0	0	1	1	6	432	37	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	346	0	0	0	0	0	0	0	30	83	209	1	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	230	0	0	0	0	0	0	0	2	135	92	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	182	0	0	0	0	0	0	0	0	43	138	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	145	0	0	0	0	1	2	25	59	42	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	114	0	0	0	0	1	0	12	10	55	35	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	8726	0	1	1	2	6	185	473	2487	3158	1480	402	104	292	2	0	99	0	1	0	0	31	2	0	0	0	0	0	0	0
06-22	9695	0	1	1	2	6	185	473	2521	3457	2052	414	155	293	2	0	99	0	1	0	0	31	2	0	0	0	0	0	0	0
06-00	9954	0	1	1	2	8	187	510	2590	3554	2103	414	156	293	2	0	99	0	1	0	0	31	2	0	0	0	0	0	0	0
00-00	10526	0	1	1	2	9	205	518	2640	3685	2225	462	286	351	6	0	100	1	1	0	0	31	2	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site 2

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839

Direction Westbound

7019 / South Anston

Dec-16

Automatic Traffic Count

Sunday 18 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	109	0	0	0	0	0	0	1	0	27	48	0	32	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	77	0	0	0	0	0	0	0	42	12	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	17	0	0	0	0	0	1	0	2	0	5	8	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	28	0	0	0	0	0	0	0	1	0	12	4	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	37	0	0	0	0	0	0	0	0	0	4	19	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	79	0	0	0	0	0	0	0	0	0	6	39	24	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	112	0	0	0	0	0	0	0	0	0	0	37	70	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	144	0	0	0	0	0	0	0	2	103	2	27	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	188	0	0	0	0	0	1	0	106	6	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	548	0	0	0	1	0	20	16	125	170	200	12	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	822	0	0	2	0	0	2	141	413	187	2	10	0	2	0	0	0	0	26	0	0	0	0	0	0	0	37	0	0	0
1100	850	0	0	0	0	0	2	1	262	371	151	62	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	824	0	0	1	0	1	1	59	37	388	218	53	37	0	2	0	0	0	6	0	0	0	0	0	0	0	21	0	0	0
1300	758	0	0	0	0	0	1	22	127	474	80	19	12	0	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	0
1400	817	0	0	0	0	0	1	74	39	583	119	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	822	0	0	0	0	1	0	8	351	315	86	51	7	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1600	738	0	0	0	0	0	0	99	413	163	53	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	582	0	0	0	0	0	0	2	216	339	24	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	484	0	0	0	0	1	0	85	222	79	97	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	347	0	0	0	0	1	0	6	15	102	188	34	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	246	0	0	0	0	1	0	12	22	21	73	46	12	56	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	193	0	0	0	0	0	0	41	104	31	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	133	0	0	0	0	0	1	0	71	31	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	68	0	0	0	0	0	0	0	49	0	10	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	7577	0	0	3	1	3	28	507	2313	3178	1107	235	79	7	2	0	0	1	32	0	0	0	23	0	0	0	58	0	0	0
06-22	8475	0	0	3	1	5	28	566	2454	3332	1385	352	162	67	4	2	0	1	32	0	0	0	23	0	0	0	58	0	0	0
06-00	8676	0	0	3	1	5	29	566	2574	3363	1425	361	162	67	4	2	0	1	32	0	0	0	23	0	0	0	58	0	0	0
00-00	9023	0	0	3	1	5	30	567	2619	3402	1523	431	242	75	8	3	0	1	32	0	0	0	23	0	0	0	58	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Westbound — Automatic Traffic Count

Monday 19 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	44	0	0	0	0	0	0	0	1	27	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	27	0	0	0	0	0	0	0	0	2	0	13	4	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	51	0	0	0	0	1	0	0	0	8	25	1	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	58	0	0	0	0	0	0	0	1	13	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	119	0	0	0	0	0	0	1	1	30	52	34	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	395	0	0	0	0	0	0	0	123	233	34	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	706	0	0	0	0	0	1	4	503	55	20	7	0	3	0	0	0	49	0	0	0	64	0	0	0	0	0	0	0	0
0700	985	0	0	0	0	1	2	130	578	185	72	6	1	0	0	2	0	0	0	0	0	0	0	0	8	0	0	0	0	0
0800	1042	0	0	0	0	0	0	6	175	724	136	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	895	0	0	1	0	19	52	199	281	284	53	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	847	0	0	0	1	1	27	70	264	392	92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	860	0	0	0	0	1	26	42	363	274	153	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	774	0	0	0	0	0	1	75	171	482	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	743	0	0	0	1	2	17	26	190	268	157	30	23	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	2
1400	902	0	0	4	30	15	67	64	223	331	149	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	1008	0	0	0	0	1	2	74	225	556	149	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	992	0	0	11	14	5	10	68	661	195	22	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	1046	0	0	0	0	0	0	13	186	576	165	0	15	0	0	34	0	0	0	0	11	0	46	0	0	0	0	0	0	0
1800	620	0	0	0	0	0	1	2	93	265	200	54	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	365	0	0	0	0	0	0	51	240	51	11	2	8	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	222	0	0	0	0	0	0	0	14	3	64	88	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	214	0	0	0	0	0	0	1	3	114	32	37	25	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	165	0	0	0	0	0	0	1	10	68	1	2	82	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	67	0	0	0	0	0	0	1	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	10714	0	0	16	46	45	205	769	3410	4532	1393	117	48	0	0	36	3	0	27	0	11	0	46	0	8	0	0	0	0	2
06-22	12221	0	0	16	46	45	206	825	4170	4755	1520	251	134	4	2	37	3	49	27	0	11	64	46	0	8	0	0	0	0	2
06-00	12453	0	0	16	46	45	206	827	4246	4823	1521	253	216	4	2	38	3	49	27	0	11	64	46	0	8	0	0	0	0	2
00-00	13147	0	0	16	46	46	206	828	4372	5136	1692	305	237	11	3	39	3	49	27	0	11	64	46	0	8	0	0	0	0	2

NDC
NATIONWIDE DATA COLLECTION

Site 2

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839

Direction Westbound

7019 / South Anston

Dec-16

Automatic Traffic Count

Virtual Day (7)

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	67	0	0	0	0	0	0	3	14	23	15	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	52	0	0	0	0	0	0	1	14	16	15	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	36	0	0	0	0	0	2	2	4	2	16	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	57	0	0	0	0	0	6	1	11	7	20	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	102	0	0	0	0	0	11	0	22	23	17	16	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	295	0	0	0	0	0	8	7	117	82	42	21	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	566	0	0	0	0	1	0	46	250	145	58	34	15	2	1	0	0	7	0	0	0	9	0	0	0	0	0	0	0	0
0700	830	0	0	0	0	1	10	74	344	292	60	21	9	8	7	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0
0800	883	0	0	0	0	1	12	72	314	322	130	13	11	1	0	3	0	2	0	0	0	0	1	0	0	1	0	0	0	0
0900	828	0	0	0	1	5	30	100	286	286	101	17	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	819	0	0	0	3	3	21	69	290	270	117	12	0	7	0	0	13	0	4	0	0	4	0	0	0	0	5	0	0	0
1100	822	0	0	0	0	1	14	41	254	324	129	15	3	26	0	0	9	0	0	0	0	0	5	0	0	0	0	0	0	0
1200	828	0	0	0	1	2	21	82	151	360	146	21	24	10	1	0	0	4	1	1	0	0	0	0	0	0	3	0	1	
1300	851	0	0	0	1	3	8	43	200	427	143	15	5	0	0	0	0	0	4	0	0	0	3	0	0	0	0	0	0	0
1400	850	0	0	1	5	3	31	74	233	372	114	11	2	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
1500	968	0	0	0	0	1	3	61	318	417	123	21	7	14	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	986	0	0	2	2	2	21	106	524	232	42	25	11	4	3	7	1	0	0	0	0	0	5	0	0	0	0	0	0	0
1700	914	0	0	0	0	0	0	83	357	339	92	5	12	2	1	8	2	0	0	0	2	0	11	1	0	0	0	0	0	0
1800	593	0	0	0	0	0	2	59	258	160	82	12	12	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
1900	399	0	0	0	0	0	2	28	138	116	92	14	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	256	0	0	0	0	0	1	25	51	77	59	23	12	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	204	0	0	0	0	0	0	6	26	46	92	14	11	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	169	0	0	0	0	0	1	8	38	62	26	19	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	87	0	0	0	0	0	0	2	23	20	21	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	10173	0	0	4	14	21	173	865	3528	3802	1279	187	97	73	17	19	26	7	12	1	4	4	26	1	2	2	8	0	2	
06-22	11598	0	0	4	14	22	176	969	3993	4186	1579	272	142	92	18	19	27	14	12	1	4	14	26	1	2	2	8	0	2	
06-00	11855	0	0	4	14	22	176	979	4054	4269	1626	300	168	92	18	19	27	14	12	1	4	14	26	1	2	2	8	0	2	
00-00	12464	0	0	4	14	23	203	994	4235	4420	1751	361	201	105	20	20	27	14	12	1	4	14	26	1	2	2	8	0	2	

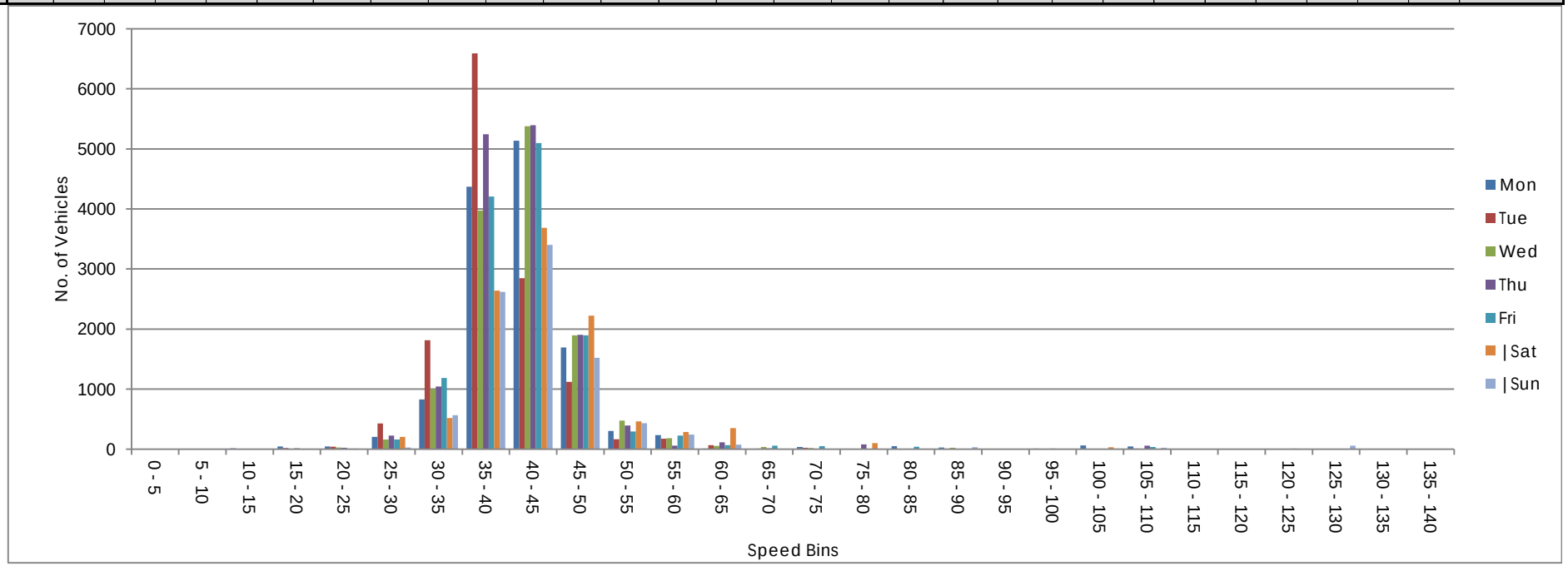
NDC
NATIONWIDE DATA COLLECTION

Site	2	7019 / South Anston
Location	A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839	Dec-16
Direction	Westbound	Automatic Traffic Count

Virtual Week (1)

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	13147	0	0	16	46	46	206	828	4372	5136	1692	305	237	11	3	39	3	49	27	0	11	64	46	0	8	0	0	0	2
Tue	13345	0	0	3	18	42	429	1813	6593	2849	1122	165	173	65	10	26	3	6	0	7	0	0	11	0	0	0	0	2	8
Wed	13248	0	0	2	8	27	163	1000	3974	5377	1897	475	182	53	35	19	2	0	23	0	0	0	6	0	2	2	0	1	0
Thu	14602	0	0	1	17	22	225	1044	5244	5394	1903	396	60	115	16	0	81	3	1	3	12	0	59	5	1	0	0	0	0
Fri	13359	0	1	1	6	11	161	1187	4205	5096	1898	295	227	68	60	50	0	40	0	0	2	0	37	2	0	9	0	0	3
| Sat	10526	0	1	1	2	9	205	518	2640	3685	2225	462	286	351	6	0	100	1	1	0	0	31	2	0	0	0	0	0	0
| Sun	9023	0	0	3	1	5	30	567	2619	3402	1523	431	242	75	8	3	0	1	32	0	0	0	23	0	0	0	58	0	0
5 Day Ave.	13540	0	0	5	19	30	237	1174	4878	4770	1702	327	176	62	25	27	18	20	10	2	5	13	32	1	2	2	0	1	3
7 Day Ave.	12464	0	0	4	14	23	203	994	4235	4420	1751	361	201	105	20	20	27	14	12	1	4	14	26	1	2	2	8	0	2
--	87250	0	2	27	98	162	1419	6957	29647	30939	12260	2529	1407	738	138	137	189	100	84	10	25	95	184	7	11	11	58	3	13

Summary Graphs



Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Both Directions — Automatic Traffic Count

Tuesday 13 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	81	0	78	0	1	1	0	0	0	0	1	0	0	52	64.2	6	7.4	4	4.9	47.2	54.1
0100	56	0	50	0	4	0	0	0	0	1	1	0	0	13	23.2	5	8.9	2	3.6	51.3	53
0200	37	0	34	0	3	0	0	0	0	0	0	0	0	7	18.9	3	8.1	1	2.7	50.2	52.1
0300	92	0	85	0	4	0	0	0	1	0	2	0	0	12	13	2	2.2	1	1.1	47.7	47
0400	138	0	128	0	7	0	0	0	0	1	2	0	0	27	19.6	9	6.5	2	1.4	43.8	51
0500	545	1	511	0	15	2	3	0	1	5	7	0	0	108	19.8	27	5	9	1.7	41.8	51.9
0600	1101	5	1044	5	33	3	2	0	1	4	4	0	0	133	12.1	26	2.4	5	0.5	40.5	48.8
0700	1887	6	1788	6	58	7	7	1	4	4	6	0	0	139	7.4	24	1.3	18	1	41.6	46.8
0800	1911	0	1846	2	43	4	4	0	3	4	5	0	0	275	14.4	109	5.7	30	1.6	43.9	49.7
0900	1242	1	1165	5	47	4	5	0	3	7	5	0	0	95	7.6	7	0.6	2	0.2	40.9	47.6
1000	1178	6	1095	2	43	7	7	2	1	9	6	0	0	111	9.4	6	0.5	1	0.1	41.9	48.1
1100	1219	1	1142	0	54	7	3	1	0	6	5	0	0	91	7.5	19	1.6	2	0.2	41.6	47
1200	1310	2	1237	3	47	5	5	0	1	7	3	0	0	189	14.5	73	5.6	7	0.5	42.9	49.7
1300	1396	1	1326	3	39	5	8	0	3	7	4	0	0	93	6.7	8	0.6	5	0.4	41.2	47.2
1400	1413	2	1333	1	54	4	4	1	1	6	7	0	0	113	8	14	1	1	0.1	41.7	47.9
1500	1519	2	1433	1	53	9	4	0	5	6	6	0	0	122	8	11	0.7	1	0.1	41.3	47.6
1600	1701	3	1630	3	37	16	2	0	1	6	3	0	0	67	3.9	8	0.5	2	0.1	39.2	45.6
1700	1776	2	1714	2	43	9	2	0	1	1	2	0	0	68	3.8	10	0.6	8	0.5	39.4	44.7
1800	1161	3	1130	1	17	6	0	0	1	3	0	0	0	107	9.2	11	0.9	1	0.1	41.6	48.3
1900	687	3	664	2	11	1	0	1	3	0	2	0	0	116	16.9	38	5.5	3	0.4	44.9	50.6
2000	459	3	448	0	4	1	0	0	1	2	0	0	0	95	20.7	10	2.2	1	0.2	45.7	51
2100	355	0	347	1	7	0	0	0	0	0	0	0	0	92	25.9	16	4.5	4	1.1	48.3	51.7
2200	295	1	283	1	8	0	0	0	0	0	2	0	0	156	52.9	22	7.5	4	1.4	50	56.8
2300	137	1	128	0	6	1	0	0	0	0	1	0	0	35	25.5	13	9.5	3	2.2	46.4	51.2
07-19	17713	29	16839	29	535	83	51	5	24	66	52	0	0	1470	8.3	300	1.7	78	0.4	41.4	47.4
06-22	20315	40	19342	37	590	88	53	6	29	72	58	0	0	1906	9.4	390	1.9	91	0.4	41.7	48.1
06-00	20747	42	19753	38	604	89	53	6	29	72	61	0	0	2097	10.1	425	2	98	0.5	41.8	48.3
00-00	21696	43	20639	38	638	92	56	6	31	79	74	0	0	2316	10.7	477	2.2	117	0.5	41.9	48.5

NDC NATIONWIDE DATA COLLECTION

Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Both Directions — Automatic Traffic Count

Wednesday 14 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	75	0	73	0	2	0	0	0	0	0	0	0	0	22	29.3	9	12	1	1.3	47.2	55.5
0100	49	1	45	0	2	0	0	0	0	0	1	0	0	14	28.6	7	14.3	4	8.2	47.3	56.6
0200	48	0	42	0	4	1	0	0	0	0	1	0	0	37	77.1	5	10.4	2	4.2	53.1	54.1
0300	86	0	79	0	1	0	0	0	3	0	3	0	0	80	93	4	4.7	2	2.3	53.8	54.1
0400	145	0	131	0	5	0	1	0	1	6	1	0	0	94	64.8	11	7.6	4	2.8	51	54.1
0500	505	1	468	0	18	0	3	0	2	7	6	0	0	162	32.1	42	8.3	9	1.8	48	53.2
0600	1029	5	962	1	36	3	5	2	4	3	8	0	0	122	11.9	18	1.7	3	0.3	43.2	49
0700	1814	2	1688	3	68	24	14	1	3	5	6	0	0	104	5.7	37	2	0	0	41.4	46.5
0800	1829	7	1744	2	47	7	8	1	1	5	7	0	0	158	8.6	7	0.4	2	0.1	41.9	47.6
0900	1291	2	1194	5	50	6	14	0	3	9	8	0	0	148	11.5	10	0.8	2	0.2	44.9	49
1000	1176	3	1085	5	45	7	19	1	1	5	5	0	0	127	10.8	11	0.9	3	0.3	43.7	48.5
1100	1122	4	1035	4	39	6	18	0	4	8	4	0	0	103	9.2	5	0.4	1	0.1	43.4	48.3
1200	1233	4	1141	3	51	6	14	0	1	6	6	0	1	103	8.4	16	1.3	2	0.2	42	47.4
1300	1304	7	1195	4	48	8	19	0	3	9	11	0	0	136	10.4	9	0.7	1	0.1	43.8	48.8
1400	1373	5	1292	2	44	6	8	1	3	5	7	0	0	138	10.1	14	1	2	0.1	43.9	48.1
1500	1612	7	1533	2	45	12	2	0	4	5	2	0	0	141	8.7	16	1	0	0	42.1	47.2
1600	1875	6	1792	5	47	7	8	1	2	3	4	0	0	140	7.5	18	1	4	0.2	42.3	47
1700	1878	4	1830	1	30	6	1	0	0	4	2	0	0	173	9.2	78	4.2	27	1.4	43.6	48.5
1800	1146	4	1112	0	24	2	0	0	1	2	1	0	0	256	22.3	65	5.7	55	4.8	46.5	53.5
1900	751	0	733	0	13	0	1	0	1	2	1	0	0	122	16.2	28	3.7	8	1.1	42.3	50.3
2000	419	0	399	2	11	1	0	0	2	3	1	0	0	112	26.7	28	6.7	7	1.7	46.9	53.5
2100	393	1	373	2	10	1	0	0	1	3	2	0	0	150	38.2	69	17.6	2	0.5	50	58.2
2200	339	3	323	0	7	1	0	0	2	1	2	0	0	118	34.8	22	6.5	5	1.5	47.3	51.4
2300	181	0	174	0	4	0	0	0	2	0	1	0	0	47	26	13	7.2	2	1.1	48	53.2
07-19	17653	55	16641	36	538	97	125	5	26	66	63	0	1	1727	9.8	286	1.6	99	0.6	43.1	48.3
06-22	20245	61	19108	41	608	102	131	7	34	77	75	0	1	2233	11	429	2.1	119	0.6	43.3	48.8
06-00	20765	64	19605	41	619	103	131	7	38	78	78	0	1	2398	11.5	464	2.2	126	0.6	43.4	48.8
00-00	21673	66	20443	41	651	104	135	7	44	91	90	0	1	2807	13	542	2.5	148	0.7	43.7	49.2

NDC NATIONWIDE DATA COLLECTION

Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Both Directions — Automatic Traffic Count

Thursday 15 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	89	1	83	0	3	0	0	0	0	2	0	0	0	16	18	7	7.9	3	3.4	44.6	51.7
0100	71	0	68	0	1	0	0	0	0	1	1	0	0	8	11.3	1	1.4	0	0	41.6	46.1
0200	45	0	40	0	4	0	0	0	0	1	0	0	0	10	22.2	3	6.7	2	4.4	39.5	54.6
0300	98	0	91	0	2	1	1	0	1	0	2	0	0	24	24.5	9	9.2	1	1	45.2	54.1
0400	172	1	164	0	5	0	0	0	0	0	2	0	0	31	18	11	6.4	3	1.7	47.4	50.8
0500	537	1	508	1	12	1	0	0	2	6	6	0	0	93	17.3	24	4.5	4	0.7	44.1	50.8
0600	1165	3	1101	2	34	2	5	1	3	9	5	0	0	289	24.8	19	1.6	5	0.4	44.6	51
0700	1744	1	1656	1	53	8	8	1	4	3	7	1	1	98	5.6	10	0.6	5	0.3	43.1	47
0800	1927	11	1811	3	65	10	9	0	4	6	7	1	0	100	5.2	6	0.3	0	0	42.6	46.5
0900	1990	2	1889	2	58	14	5	0	2	11	5	1	1	110	5.5	7	0.4	0	0	40.2	46.5
1000	1567	1	1483	2	46	16	6	0	3	6	4	0	0	76	4.9	5	0.3	0	0	40.5	46.8
1100	1321	5	1245	3	47	2	3	0	1	5	8	2	0	214	16.2	126	9.5	104	7.9	47.1	50.6
1200	1260	6	1179	1	46	7	8	0	5	5	3	0	0	97	7.7	9	0.7	2	0.2	42.3	47.2
1300	1280	0	1207	1	38	4	8	1	3	12	5	1	0	130	10.2	22	1.7	2	0.2	44.1	47.6
1400	1336	5	1240	3	58	6	5	1	5	6	7	0	0	140	10.5	22	1.6	16	1.2	42.8	48.8
1500	1647	2	1558	5	53	9	8	0	1	5	6	0	0	142	8.6	26	1.6	5	0.3	43.3	48.1
1600	1793	6	1700	5	51	18	2	0	2	6	3	0	0	128	7.1	33	1.8	4	0.2	41.1	47
1700	1708	4	1648	2	38	7	3	0	1	3	2	0	0	210	12.3	98	5.7	50	2.9	45.1	48.8
1800	1159	2	1124	0	20	8	0	0	0	3	2	0	0	110	9.5	13	1.1	2	0.2	44	48.3
1900	738	0	710	0	19	2	0	0	2	3	2	0	0	177	24	14	1.9	1	0.1	45	50.6
2000	551	4	532	0	10	1	0	0	1	0	3	0	0	104	18.9	15	2.7	4	0.7	43.6	51
2100	436	0	423	0	9	1	0	0	2	0	1	0	0	152	34.9	74	17	2	0.5	49.5	57.7
2200	329	0	319	1	5	1	0	0	0	1	2	0	0	57	17.3	12	3.6	3	0.9	45.2	50.6
2300	169	0	166	0	1	0	1	0	0	1	0	0	0	99	58.6	14	8.3	3	1.8	50.5	53.9
07-19	18732	45	17740	28	573	109	65	3	31	71	59	6	2	1555	8.3	377	2	190	1	42.9	47.9
06-22	21622	52	20506	30	645	115	70	4	39	83	70	6	2	2277	10.5	499	2.3	202	0.9	43.2	48.5
06-00	22120	52	20991	31	651	116	71	4	39	85	72	6	2	2433	11	525	2.4	208	0.9	43.3	48.8
00-00	23132	55	21945	32	678	118	72	4	42	95	83	6	2	2615	11.3	580	2.5	221	1	43.3	48.8

NDC NATIONWIDE DATA COLLECTION

Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Both Directions — Automatic Traffic Count

Friday 16 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	90	1	82	0	5	0	0	0	1	1	0	0	0	31	34.4	7	7.8	4	4.4	45.1	52.1
0100	74	2	68	0	1	0	0	0	0	2	1	0	0	15	20.3	5	6.8	2	2.7	48.3	51.2
0200	73	0	65	0	4	0	0	0	0	4	0	0	0	16	21.9	7	9.6	3	4.1	45.6	52.3
0300	80	0	72	0	3	1	0	0	1	1	2	0	0	17	21.3	9	11.3	2	2.5	38.3	53.7
0400	208	1	190	1	12	0	0	0	1	0	3	0	0	24	11.5	7	3.4	3	1.4	37.1	49
0500	504	2	480	0	13	2	0	0	0	4	3	0	0	96	19	29	5.8	7	1.4	44.9	51
0600	1003	7	932	1	41	6	2	1	5	4	4	0	0	124	12.4	25	2.5	5	0.5	43.9	48.8
0700	1707	5	1597	6	68	9	7	1	3	7	3	0	1	254	14.9	69	4	40	2.3	43.9	49.9
0800	1768	6	1684	1	44	8	6	0	3	9	7	0	0	212	12	47	2.7	24	1.4	44.8	49
0900	1266	1	1179	1	52	5	7	0	6	5	10	0	0	129	10.2	15	1.2	2	0.2	43.6	48.3
1000	1172	6	1075	2	54	5	8	2	1	10	9	0	0	99	8.4	6	0.5	0	0	44.2	48.5
1100	1293	5	1212	4	40	10	9	1	4	4	4	0	0	176	13.6	56	4.3	2	0.2	43.6	49.4
1200	1297	5	1225	1	41	5	6	0	4	6	3	1	0	250	19.3	46	3.5	27	2.1	45.4	51
1300	1409	4	1342	6	35	6	6	0	4	4	1	0	1	164	11.6	24	1.7	2	0.1	44.4	48.8
1400	1549	8	1464	5	48	9	6	1	2	1	4	1	0	136	8.8	15	1	4	0.3	43.5	48.8
1500	1614	7	1542	5	44	2	4	0	5	5	0	0	0	192	11.9	15	0.9	1	0.1	44.2	48.8
1600	1765	1	1701	3	39	10	1	1	1	5	3	0	0	344	19.5	122	6.9	111	6.3	45	52.3
1700	1484	3	1428	3	39	5	0	0	2	0	3	1	0	73	4.9	9	0.6	0	0	40.7	46.3
1800	1156	1	1111	4	27	5	3	0	1	4	0	0	0	31	2.7	4	0.3	0	0	39.1	43.4
1900	756	0	734	1	12	1	0	0	5	3	0	0	0	97	12.8	17	2.2	1	0.1	43.5	49
2000	515	2	502	0	10	0	0	0	1	0	0	0	0	74	14.4	12	2.3	1	0.2	41.8	49.7
2100	397	2	382	0	8	1	0	0	2	2	0	0	0	104	26.2	19	4.8	3	0.8	46.1	51.4
2200	318	1	306	1	3	0	0	1	1	2	3	0	0	54	17	9	2.8	1	0.3	44.1	50.8
2300	215	0	208	0	4	0	0	0	1	0	2	0	0	126	58.6	86	40	5	2.3	52.9	58.4
07-19	17480	52	16560	41	531	79	63	6	36	60	47	3	2	2060	11.8	428	2.4	213	1.2	43.6	49
06-22	20151	63	19110	43	602	87	65	7	49	69	51	3	2	2459	12.2	501	2.5	223	1.1	43.7	49
06-00	20684	64	19624	44	609	87	65	8	51	71	56	3	2	2639	12.8	596	2.9	229	1.1	43.8	49.2
00-00	21713	70	20581	45	647	90	65	8	54	83	65	3	2	2838	13.1	660	3	250	1.2	43.7	49.2

NDC NATIONWIDE DATA COLLECTION

Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Both Directions — Automatic Traffic Count

Saturday 17 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	182	2	170	0	6	2	1	0	1	0	0	0	0	45	24.7	20	11	3	1.6	46.5	55.7
0100	145	0	136	1	5	0	0	0	0	3	0	0	0	37	25.5	21	14.5	2	1.4	45.3	53.7
0200	67	1	62	0	2	0	0	0	1	1	0	0	0	27	40.3	19	28.4	3	4.5	50.7	58.8
0300	78	0	72	0	1	2	0	0	0	3	0	0	0	18	23.1	6	7.7	2	2.6	41.7	51.4
0400	109	1	103	0	3	0	0	0	0	2	0	0	0	95	87.2	86	78.9	7	6.4	59.1	62.2
0500	241	3	225	0	6	0	1	0	2	3	1	0	0	163	67.6	19	7.9	7	2.9	52.8	55.5
0600	333	0	314	0	12	1	0	0	3	2	1	0	0	117	35.1	18	5.4	3	0.9	49.6	55.7
0700	441	2	419	2	15	0	0	0	0	1	2	0	0	78	17.7	22	5	5	1.1	41.3	51.2
0800	845	3	819	0	18	1	0	0	1	3	0	0	0	127	15	16	1.9	3	0.4	41.7	49.9
0900	1038	5	998	1	29	0	0	0	1	3	1	0	0	176	17	12	1.2	2	0.2	43.9	50.1
1000	1307	8	1271	1	19	4	1	1	1	1	0	0	0	412	31.5	194	14.8	130	9.9	49.3	56.4
1100	1399	5	1377	2	11	1	1	0	1	1	0	0	0	296	21.2	156	11.2	4	0.3	47	53
1200	1477	5	1435	4	28	2	2	0	0	1	0	0	0	318	21.5	120	8.1	4	0.3	46.7	51.4
1300	1413	6	1377	4	16	2	4	0	0	3	1	0	0	141	10	13	0.9	1	0.1	44.2	48.5
1400	1310	7	1276	5	13	1	1	1	1	2	3	0	0	193	14.7	27	2.1	2	0.2	42.9	49.7
1500	1333	1	1311	1	15	5	0	0	0	0	0	0	0	313	23.5	124	9.3	11	0.8	47.2	50.6
1600	1248	4	1227	2	11	2	0	0	0	0	2	0	0	193	15.5	20	1.6	1	0.1	43.2	50.1
1700	1073	2	1055	0	13	1	1	0	0	1	0	0	0	109	10.2	17	1.6	1	0.1	43.7	48.5
1800	877	1	869	0	7	0	0	0	0	0	0	0	0	124	14.1	19	2.2	6	0.7	42.4	49.7
1900	589	1	581	0	6	1	0	0	0	0	0	0	0	102	17.3	17	2.9	2	0.3	46.9	50.8
2000	381	1	372	0	6	0	0	0	2	0	0	0	0	64	16.8	14	3.7	2	0.5	46.4	50.3
2100	305	3	299	0	2	0	0	0	1	0	0	0	0	52	17	8	2.6	1	0.3	47.8	50.6
2200	259	1	251	0	5	0	0	0	0	0	2	0	0	43	16.6	9	3.5	3	1.2	43.7	50.3
2300	204	1	200	0	3	0	0	0	0	0	0	0	0	40	19.6	14	6.9	2	1	45.6	51.7
07-19	13761	49	13434	22	195	19	10	2	5	16	9	0	0	2480	18	740	5.4	170	1.2	44.9	50.6
06-22	15369	54	15000	22	221	21	10	2	11	18	10	0	0	2815	18.3	797	5.2	178	1.2	45.2	50.6
06-00	15832	56	15451	22	229	21	10	2	11	18	12	0	0	2898	18.3	820	5.2	183	1.2	45.1	50.6
00-00	16654	63	16219	23	252	25	12	2	15	30	13	0	0	3283	19.7	991	6	207	1.2	45.4	51.2

NDC NATIONWIDE DATA COLLECTION

Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Both Directions — Automatic Traffic Count

Sunday 18 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	172	0	167	0	2	0	0	1	2	0	0	0	0	61	35.5	11	6.4	4	2.3	49.1	56.4
0100	110	0	108	0	2	0	0	0	0	0	0	0	0	20	18.2	11	10	2	1.8	45.4	51.2
0200	36	0	34	0	1	1	0	0	0	0	0	0	0	20	55.6	7	19.4	4	11.1	51.3	58.6
0300	44	2	38	0	4	0	0	0	0	0	0	0	0	28	63.6	10	22.7	2	4.5	53.1	56.8
0400	53	1	49	0	3	0	0	0	0	0	0	0	0	43	81.1	4	7.5	1	1.9	53.2	56.8
0500	125	2	113	0	2	1	1	0	0	4	2	0	0	103	82.4	32	25.6	7	5.6	54.2	59.1
0600	160	0	151	1	5	0	0	0	0	2	1	0	0	136	85	77	48.1	4	2.5	55.1	59.3
0700	249	2	240	1	5	1	0	0	0	0	0	0	0	87	34.9	13	5.2	4	1.6	47.3	53.2
0800	334	0	325	2	4	0	0	0	0	1	2	0	0	58	17.4	9	2.7	2	0.6	44.8	50.6
0900	796	5	776	1	11	2	0	1	0	0	0	0	0	101	12.7	25	3.1	2	0.3	44.3	49.4
1000	1218	4	1192	3	13	0	0	0	1	2	3	0	0	200	16.4	85	7	69	5.7	45.3	50.3
1100	1372	2	1351	5	10	0	1	0	1	1	1	0	0	192	14	16	1.2	4	0.3	44.5	49.4
1200	1363	7	1345	2	8	0	0	0	0	0	1	0	0	265	19.4	75	5.5	31	2.3	46.9	51
1300	1263	6	1238	3	13	0	0	0	0	2	1	0	0	189	15	49	3.9	23	1.8	46.1	49.9
1400	1273	4	1255	0	6	3	2	0	0	3	0	0	0	123	9.7	13	1	3	0.2	44.5	48.5
1500	1260	7	1243	0	8	2	0	0	0	0	0	0	0	201	16	22	1.7	7	0.6	44.4	49.9
1600	1161	0	1147	0	11	2	0	0	0	1	0	0	0	88	7.6	2	0.2	1	0.1	41.8	47.6
1700	964	2	949	2	8	2	0	0	0	0	1	0	0	108	11.2	12	1.2	2	0.2	43.5	48.8
1800	752	1	740	0	9	2	0	0	0	0	0	0	0	94	12.5	12	1.6	2	0.3	42.8	49
1900	588	4	571	0	9	0	0	0	0	2	2	0	0	115	19.6	19	3.2	1	0.2	46.6	52.3
2000	386	3	376	0	6	0	0	0	0	1	0	0	0	179	46.4	87	22.5	7	1.8	50.6	61.7
2100	326	2	316	0	4	2	1	0	0	1	0	0	0	69	21.2	17	5.2	2	0.6	43.1	51.2
2200	209	1	205	0	0	1	0	0	0	0	2	0	0	40	19.1	13	6.2	4	1.9	44.5	51.7
2300	128	0	125	0	2	0	0	0	1	0	0	0	0	49	38.3	8	6.3	3	2.3	47.1	54.1
07-19	12005	40	11801	19	106	14	3	1	2	10	9	0	0	1706	14.2	333	2.8	150	1.2	44.6	49.7
06-22	13465	49	13215	20	130	16	4	1	2	16	12	0	0	2205	16.4	533	4	164	1.2	45	50.1
06-00	13802	50	13545	20	132	17	4	1	3	16	14	0	0	2294	16.6	554	4	171	1.2	45	50.1
00-00	14342	55	14054	20	146	19	5	2	5	20	16	0	0	2569	17.9	629	4.4	191	1.3	45.2	50.6

NDC NATIONWIDE DATA COLLECTION

Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Both Directions — Automatic Traffic Count

Monday 19 December 2016

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	80	0	76	0	2	1	0	0	0	1	0	0	0	19	23.8	7	8.8	2	2.5	48.4	53.9
0100	45	0	42	0	2	0	0	0	0	0	1	0	0	38	84.4	16	35.6	2	4.4	54.2	60.2
0200	60	1	55	0	1	0	0	0	0	1	2	0	0	21	35	18	30	1	1.7	50.2	58.6
0300	77	0	72	0	3	1	0	0	1	0	0	0	0	14	18.2	9	11.7	0	0	48.1	51
0400	168	2	154	1	5	0	1	0	0	3	2	0	0	66	39.3	11	6.5	7	4.2	48.7	54.4
0500	604	3	566	0	26	1	3	0	0	3	2	0	0	106	17.5	26	4.3	5	0.8	44.3	50.8
0600	997	2	935	2	36	6	3	0	2	5	6	0	0	227	22.8	135	13.5	113	11.3	47.9	54.1
0700	1595	5	1499	2	53	10	10	1	2	4	9	0	0	101	6.3	13	0.8	11	0.7	41.5	47
0800	1739	2	1655	0	51	3	8	2	4	7	7	0	0	125	7.2	8	0.5	1	0.1	43.9	47.9
0900	1334	1	1263	2	48	3	7	2	1	3	4	0	0	123	9.2	11	0.8	4	0.3	41	47.9
1000	1272	1	1212	2	38	2	9	0	3	5	0	0	0	98	7.7	10	0.8	0	0	42.7	49.2
1100	1295	3	1235	1	35	5	6	0	1	2	7	0	0	101	7.8	13	1	0	0	42.5	47.2
1200	1270	0	1192	3	52	1	8	0	6	6	2	0	0	111	8.7	12	0.9	2	0.2	43	48.3
1300	1254	3	1183	1	42	6	8	0	0	6	5	0	0	175	14	54	4.3	28	2.2	45.1	49.7
1400	1425	6	1341	3	51	7	4	0	1	11	1	0	0	131	9.2	9	0.6	2	0.1	41.8	47.9
1500	1520	6	1440	1	49	5	5	0	4	6	3	1	0	91	6	6	0.4	0	0	42.8	47.9
1600	1707	7	1622	6	48	15	4	0	2	3	0	0	0	107	6.3	14	0.8	3	0.2	40.7	47
1700	1808	6	1763	1	32	2	1	1	1	1	0	0	0	206	11.4	108	6	92	5.1	46	48.8
1800	1087	0	1050	1	21	1	0	0	1	7	6	0	0	157	14.4	17	1.6	6	0.6	44.7	49.7
1900	582	0	557	0	14	1	0	1	3	2	4	0	0	108	18.6	31	5.3	4	0.7	42.4	51.2
2000	386	0	370	0	9	4	0	0	1	1	1	0	0	217	56.2	63	16.3	3	0.8	50.8	58.4
2100	365	1	350	0	7	2	0	0	1	3	1	0	0	142	38.9	41	11.2	9	2.5	48.8	54.1
2200	260	1	255	0	1	1	0	0	1	0	1	0	0	123	47.3	100	38.5	7	2.7	50.7	57.3
2300	128	1	120	0	3	0	0	0	2	1	1	0	0	33	25.8	12	9.4	4	3.1	43.8	53.7
07-19	17306	40	16455	23	520	60	70	6	26	61	44	1	0	1526	8.8	275	1.6	149	0.9	43	48.3
06-22	19636	43	18667	25	586	73	73	7	33	72	56	1	0	2220	11.3	545	2.8	278	1.4	43.5	48.8
06-00	20024	45	19042	25	590	74	73	7	36	73	58	1	0	2376	11.9	657	3.3	289	1.4	43.6	49
00-00	21058	51	20007	26	629	77	77	7	37	81	65	1	0	2640	12.5	744	3.5	306	1.5	43.7	49.2

NDC NATIONWIDE DATA COLLECTION

Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Both Directions — Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	110	1	104	0	3	1	0	0	1	1	0	0	0	35	32	10	8.7	3	2.7	47	55.7
0100	79	0	74	0	2	0	0	0	0	1	1	0	0	21	26.4	9	12	2	2.5	46.8	54.4
0200	52	0	47	0	3	0	0	0	0	1	0	0	0	20	37.7	9	16.9	2	4.4	48.5	58.2
0300	79	0	73	0	3	1	0	0	1	1	1	0	0	28	34.8	7	8.8	1	1.8	46.5	54.1
0400	142	1	131	0	6	0	0	0	0	2	1	0	0	54	38.3	20	14	4	2.7	47.1	56.8
0500	437	2	410	0	13	1	2	0	1	5	4	0	0	119	27.1	28	6.5	7	1.6	45.6	53.2
0600	827	3	777	2	28	3	2	1	3	4	4	0	0	164	19.8	45	5.5	20	2.4	44.6	51
0700	1348	3	1270	3	46	8	7	1	2	3	5	0	0	123	9.1	27	2	12	0.9	42.4	47.6
0800	1479	4	1412	1	39	5	5	0	2	5	5	0	0	151	10.2	29	2	9	0.6	43.3	48.5
0900	1280	2	1209	2	42	5	5	0	2	5	5	0	0	126	9.8	12	1	2	0.2	42.4	48.5
1000	1270	4	1202	2	37	6	7	1	2	5	4	0	0	160	12.6	45	3.6	29	2.3	43.9	49.4
1100	1289	4	1228	3	34	4	6	0	2	4	4	0	0	168	13	56	4.3	17	1.3	44.3	49.4
1200	1316	4	1251	2	39	4	6	0	2	4	3	0	0	190	14.5	50	3.8	11	0.8	44.3	49.7
1300	1331	4	1267	3	33	4	8	0	2	6	4	0	0	147	11	26	1.9	9	0.7	44.1	48.8
1400	1383	5	1314	3	39	5	4	1	2	5	4	0	0	139	10.1	16	1.2	4	0.3	43	48.5
1500	1501	5	1437	2	38	6	3	0	3	4	2	0	0	172	11.4	31	2.1	4	0.2	43.5	48.5
1600	1607	4	1546	3	35	10	2	0	1	3	2	0	0	152	9.5	31	1.9	18	1.1	41.9	47.6
1700	1527	3	1484	2	29	5	1	0	1	1	1	0	0	135	8.9	47	3.1	26	1.7	43.2	48.1
1800	1048	2	1019	1	18	3	0	0	1	3	1	0	0	126	12	20	1.9	10	1	43	48.8
1900	670	1	650	0	12	1	0	0	2	2	2	0	0	120	17.8	23	3.5	3	0.4	44.4	50.6
2000	442	2	428	0	8	1	0	0	1	1	1	0	0	121	27.3	33	7.4	4	0.8	46.2	52.8
2100	368	1	356	0	7	1	0	0	1	1	1	0	0	109	29.5	35	9.5	3	0.9	47.8	52.8
2200	287	1	277	0	4	1	0	0	1	1	2	0	0	84	29.4	27	9.3	4	1.3	46.5	53.7
2300	166	0	160	0	3	0	0	0	1	0	1	0	0	61	36.9	23	13.8	3	1.9	48.1	55.9
07-19	16379	44	15639	28	428	66	55	4	21	50	40	1	1	1789	10.9	391	2.4	150	0.9	43.2	48.5
06-22	18686	52	17850	31	483	72	58	5	28	58	47	1	1	2302	12.3	528	2.8	179	1	43.5	49
06-00	19139	53	18287	32	491	72	58	5	30	59	50	1	1	2448	12.8	577	3	186	1	43.6	49.2
00-00	20038	58	19127	32	520	75	60	5	33	68	58	1	1	2724	13.6	660	3.3	206	1	43.7	49.4

NDC NATIONWIDE DATA COLLECTION

Site 2

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839

Direction Both Directions

7019 / South Anston

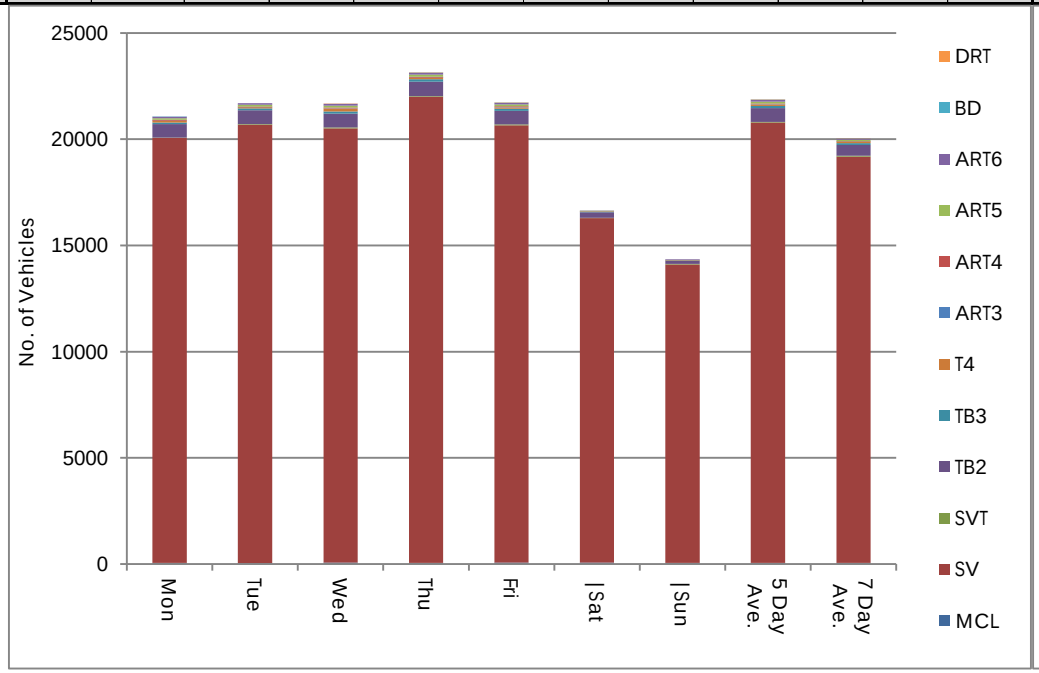
Dec-16

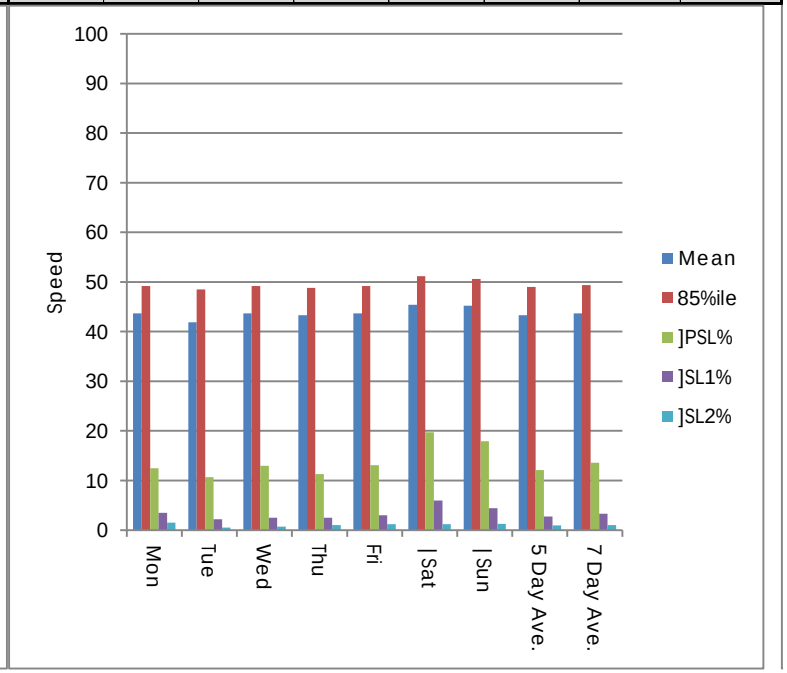
Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1	2	3	4	5	6	7	8	9	10	11	12	50	50	57	57	65	65		85
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT			ACPO	ACPO	DfT	DfT		
Mon	21058	51	20007	26	629	77	77	7	37	81	65	1	0	2640	12.5	744	3.5	306	1.5	43.7	49.2
Tue	21696	43	20639	38	638	92	56	6	31	79	74	0	0	2316	10.7	477	2.2	117	0.5	41.9	48.5
Wed	21673	66	20443	41	651	104	135	7	44	91	90	0	1	2807	13	542	2.5	148	0.7	43.7	49.2
Thu	23132	55	21945	32	678	118	72	4	42	95	83	6	2	2615	11.3	580	2.5	221	1	43.3	48.8
Fri	21713	70	20581	45	647	90	65	8	54	83	65	3	2	2838	13.1	660	3	250	1.2	43.7	49.2
| Sat	16654	63	16219	23	252	25	12	2	15	30	13	0	0	3283	19.7	991	6	207	1.2	45.4	51.2
| Sun	14342	55	14054	20	146	19	5	2	5	20	16	0	0	2569	17.9	629	4.4	191	1.3	45.2	50.6
5 Day Ave.	21854	57	20723	36	649	96	81	6	42	86	75	2	1	2643	12.1	601	2.8	208	1.0	43.3	49.0
7 Day Ave.	20038	58	19127	32	520	75	60	5	33	68	58	1	1	2724	13.6	660	3.3	206	1.0	43.7	49.4
--	140268	403	133888	225	3641	525	422	36	228	479	406	10	5	19068	13.6	4623	3.3	1440	1.0	43.7	49.4

Summary Graphs





Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Both Directions — Automatic Traffic Count

Tuesday 13 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	81	0	0	0	0	0	0	20	0	0	9	41	6	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	56	0	0	0	0	0	0	0	1	1	41	6	3	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0200	37	0	0	0	0	0	0	0	0	1	29	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	92	0	0	0	0	0	0	0	1	3	76	8	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	138	0	0	0	0	1	0	0	72	3	35	14	8	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	545	0	0	0	0	1	55	52	200	73	56	70	18	11	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1101	0	0	1	1	4	1	203	571	68	119	92	25	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1887	0	0	0	0	1	55	94	552	771	275	64	52	5	10	0	0	6	0	0	0	0	0	0	0	0	0	0	2	0
0800	1911	0	0	0	0	0	1	63	679	418	475	152	93	0	0	22	0	0	0	0	0	0	0	8	0	0	0	0	0	0
0900	1242	0	0	0	0	3	62	95	432	321	234	81	12	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	1178	0	0	1	15	15	16	42	339	359	280	101	8	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	1219	0	0	0	0	2	11	146	355	349	265	68	13	8	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1200	1310	0	0	0	1	3	95	88	228	398	300	99	21	62	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	8
1300	1396	0	0	1	1	11	14	56	619	376	225	76	11	1	1	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1400	1413	0	0	0	0	2	19	112	460	363	344	90	19	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	1519	0	0	0	0	1	4	168	590	374	260	106	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	1701	0	0	1	1	1	91	223	726	357	234	56	7	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	1776	0	0	0	0	1	2	356	779	379	191	53	7	0	0	4	1	0	0	0	0	0	3	0	0	0	0	0	0	0
1800	1161	0	0	0	0	0	5	126	436	270	217	89	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	687	0	0	0	0	0	2	16	159	141	253	69	40	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	459	0	0	0	0	0	1	9	46	152	156	78	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	355	0	0	0	0	0	0	0	4	50	209	71	16	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	295	0	0	0	0	0	0	1	5	55	78	101	45	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	137	0	0	0	1	0	1	0	29	23	48	19	10	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	17713	0	0	3	18	40	375	1569	6195	4735	3300	1035	271	86	16	31	3	7	1	7	0	0	11	0	0	0	0	2	8
06-22	20315	0	0	4	19	44	379	1797	6975	5146	4037	1345	364	106	24	36	3	7	1	7	0	0	11	0	0	0	0	2	8
06-00	20747	0	0	4	20	44	380	1798	7009	5224	4163	1465	419	115	28	39	3	7	1	7	0	0	11	0	0	0	0	2	8
00-00	21696	0	0	4	20	46	435	1870	7283	5305	4409	1607	458	134	39	43	6	8	1	7	0	0	11	0	0	0	0	2	8

NDC
NATIONWIDE DATA COLLECTION

Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Both Directions — Automatic Traffic Count

Wednesday 14 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	75	0	0	0	0	0	0	1	0	36	16	10	7	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	49	0	0	0	0	0	0	0	2	28	5	2	6	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	48	0	0	0	0	0	0	0	0	5	6	31	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	86	0	0	0	0	0	0	0	1	1	4	76	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	145	0	0	0	0	0	0	1	1	40	9	77	13	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	505	0	0	0	0	0	0	0	77	140	126	106	28	19	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1029	0	0	0	0	2	2	30	350	315	208	98	13	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
0700	1814	0	0	0	0	5	11	157	514	753	270	60	11	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1829	0	0	0	0	6	42	142	479	621	381	135	17	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	1291	0	0	0	0	0	1	17	89	681	355	127	15	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	1176	0	0	1	0	2	14	51	221	355	405	107	13	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	1122	0	0	1	1	0	12	29	146	602	228	86	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	1233	0	0	0	4	4	25	163	197	465	272	71	25	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	1304	0	0	0	2	5	14	62	135	575	375	115	18	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	1373	0	0	1	0	3	9	43	189	586	404	114	15	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	1612	0	0	0	1	1	18	96	448	633	274	111	25	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	1875	0	0	0	0	0	0	58	571	777	329	117	15	4	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0
1700	1878	0	0	0	0	0	3	49	512	658	483	87	52	7	1	18	0	0	0	0	0	0	6	0	2	0	0	0	0	0
1800	1146	0	0	0	0	0	2	17	191	321	359	102	96	3	31	1	0	0	23	0	0	0	0	0	0	0	0	0	0	0
1900	751	0	0	0	0	1	13	111	270	46	188	74	31	9	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	419	0	0	0	0	0	0	0	73	93	141	62	34	9	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	393	0	0	0	0	0	0	0	2	26	215	79	63	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	339	0	0	0	0	0	0	2	49	88	82	85	20	8	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	181	0	0	0	0	0	0	0	6	52	76	25	16	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	17653	0	0	3	8	26	151	884	3692	7027	4135	1232	316	80	41	25	0	0	23	0	0	0	6	0	2	2	0	0	0
06-22	20245	0	0	3	8	29	166	1025	4387	7507	4887	1545	457	112	56	27	2	0	23	0	0	0	6	0	2	2	0	1	0
06-00	20765	0	0	3	8	29	166	1027	4442	7647	5045	1655	493	124	61	28	2	1	23	0	0	0	6	0	2	2	0	1	0
00-00	21673	0	0	3	8	29	166	1029	4523	7897	5211	1957	551	151	76	32	5	1	23	0	0	0	6	0	2	2	0	1	0

NDC
NATIONWIDE DATA COLLECTION

Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Both Directions — Automatic Traffic Count

Thursday 15 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	89	0	0	0	0	0	0	1	42	13	17	5	6	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	71	0	0	0	0	1	1	4	37	12	8	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	45	0	0	0	0	1	10	13	6	2	3	4	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	98	0	0	0	0	0	0	0	29	37	8	12	4	7	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0400	172	0	0	0	0	0	0	0	1	84	56	17	4	7	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	537	0	0	0	0	0	0	0	180	163	101	61	18	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1165	0	0	0	0	1	0	33	215	418	209	250	30	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1744	0	0	0	0	0	0	47	414	756	429	75	17	1	2	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
0800	1927	0	0	0	0	1	1	31	548	799	447	88	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	1990	0	0	0	8	9	52	333	640	513	325	94	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	1567	0	0	1	4	0	85	98	607	410	286	69	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	1321	0	0	0	0	3	6	4	307	494	293	80	14	16	0	0	66	0	0	0	0	0	38	0	0	0	0	0	0	0
1200	1260	0	0	1	1	5	18	95	301	462	280	78	16	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	1280	0	0	0	1	0	4	40	150	473	482	93	33	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	1336	0	0	0	1	2	14	81	357	460	281	98	23	3	6	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0
1500	1647	0	0	0	1	0	2	42	422	601	437	100	34	3	1	1	0	2	0	0	0	0	0	0	1	0	0	0	0	0
1600	1793	0	0	0	1	5	42	151	687	444	335	87	10	27	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1700	1708	0	0	0	0	0	0	37	377	626	458	107	40	13	7	0	14	0	0	3	0	0	21	5	0	0	0	0	0	0
1800	1159	0	0	0	0	0	1	39	165	495	349	91	13	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	738	0	0	0	0	0	0	0	134	252	175	154	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	551	0	0	0	0	1	2	40	131	171	102	76	20	4	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2100	436	0	0	0	0	0	0	1	9	72	202	71	17	62	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
2200	329	0	0	0	0	0	0	1	57	137	77	40	11	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	169	0	0	0	0	0	0	0	0	37	33	78	10	8	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
07-19	18732	0	0	2	17	25	225	998	4975	6533	4402	1060	227	78	20	5	82	2	1	3	12	0	59	5	1	0	0	0	0	0
06-22	21622	0	0	2	17	27	227	1072	5464	7446	5090	1611	311	153	27	7	83	2	1	4	13	0	59	5	1	0	0	0	0	0
06-00	22120	0	0	2	17	27	227	1073	5521	7620	5200	1729	332	164	31	8	83	3	1	4	13	0	59	5	1	0	0	0	0	0
00-00	23132	0	0	2	17	29	238	1091	5816	7931	5393	1834	368	192	40	10	84	4	1	4	13	0	59	5	1	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Both Directions — Automatic Traffic Count

Friday 16 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	90	0	0	0	0	1	0	0	45	7	6	23	4	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	74	0	0	0	0	0	0	0	0	2	57	7	5	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	73	0	0	0	0	0	1	0	19	1	36	7	5	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	80	0	0	0	1	0	26	0	31	2	3	5	5	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	208	0	0	0	0	0	73	0	83	5	23	14	6	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	504	0	0	0	0	0	0	0	243	39	126	57	22	10	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1003	0	0	0	0	0	0	73	184	400	222	82	26	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1707	0	0	0	0	1	1	119	328	583	418	171	21	22	37	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0800	1768	0	0	0	0	3	0	98	225	709	521	151	28	9	1	0	0	14	0	0	0	0	0	0	0	0	9	0	0	0
0900	1266	0	0	0	1	2	1	45	221	561	306	97	24	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	1172	0	1	0	0	2	6	27	144	472	421	85	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	1293	0	0	1	2	0	35	40	287	466	286	107	39	28	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1200	1297	0	0	0	0	1	4	81	142	451	368	166	43	14	1	1	0	25	0	0	0	0	0	0	0	0	0	0	0	0
1300	1409	0	0	0	0	0	4	52	133	716	340	124	30	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	1549	0	0	0	2	9	4	73	311	545	469	108	18	6	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1500	1614	0	0	0	0	0	0	38	181	781	422	139	49	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	1765	0	0	0	0	0	1	99	695	349	277	148	82	3	21	48	1	0	0	0	2	0	37	2	0	0	0	0	0	0
1700	1484	0	0	0	0	0	0	160	638	369	244	58	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	1156	0	0	0	0	1	13	171	511	324	105	25	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	756	0	0	0	0	0	1	26	151	368	113	74	14	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	515	0	0	0	0	0	1	120	108	90	122	49	20	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	397	0	0	0	0	0	0	3	74	99	117	80	12	9	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	318	0	0	0	1	0	1	28	26	101	107	36	14	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	215	0	0	0	0	0	0	0	7	12	70	33	81	7	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
07-19	17480	0	1	1	5	19	69	1003	3816	6326	4177	1379	365	103	64	57	1	41	0	0	2	0	37	2	0	9	0	0	3
06-22	20151	0	1	1	5	19	71	1225	4333	7283	4751	1664	437	135	71	59	2	41	0	0	2	0	37	2	0	9	0	0	3
06-00	20684	0	1	1	6	19	72	1253	4366	7396	4928	1733	532	145	73	61	3	42	0	0	2	0	37	2	0	9	0	0	3
00-00	21713	0	1	1	7	20	172	1253	4787	7452	5179	1846	579	163	84	64	9	42	1	0	2	0	37	2	0	9	0	0	3

NDC
NATIONWIDE DATA COLLECTION

Site	2	7019 / South Anston
Location	A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839	Dec-16
Direction	Both Directions	Automatic Traffic Count

Saturday 17 December 2016

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	182	0	0	0	1	0	0	1	12	69	54	17	25	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0100	145	0	0	0	0	0	1	1	24	71	11	15	17	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0200	67	0	0	0	0	0	0	0	2	5	33	6	16	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	78	0	0	0	0	1	16	6	16	1	20	12	4	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
0400	109	0	0	0	0	0	1	0	0	10	3	9	20	59	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0
0500	241	0	0	0	0	0	0	0	0	5	73	64	87	5	5	0	0	0	0	0	0	0	2	0	0	0	0	0	0
0600	333	0	0	0	0	0	0	0	3	40	173	57	52	5	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	441	0	0	0	0	1	1	3	293	13	52	45	22	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	845	0	0	1	0	1	38	177	225	104	172	101	18	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	1038	0	0	0	0	0	29	1	332	140	360	142	30	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1000	1307	0	0	1	0	1	0	58	143	307	385	200	30	52	4	2	93	0	0	0	0	31	0	0	0	0	0	0	0
1100	1399	0	1	0	0	1	13	24	132	398	534	119	27	146	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	1477	0	0	2	1	9	6	16	81	442	602	191	114	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	1413	0	0	0	0	1	1	46	156	680	388	110	25	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1400	1310	0	0	0	2	0	101	75	170	479	290	155	23	13	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1500	1333	0	0	0	0	1	0	11	111	435	462	179	23	100	1	2	6	0	0	0	0	0	2	0	0	0	0	0	0
1600	1248	0	0	0	0	0	1	60	262	535	197	165	21	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	1073	0	0	0	0	0	0	7	229	521	207	85	11	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	877	0	0	0	0	1	2	7	442	123	178	97	17	4	2	1	1	1	0	1	0	0	0	0	0	0	0	0	0
1900	589	0	0	0	0	0	0	0	39	132	316	57	35	8	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	381	0	0	0	0	0	1	4	8	153	151	43	14	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	305	0	0	0	0	0	0	0	4	52	197	39	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	259	0	0	0	0	1	2	25	60	57	71	28	9	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	204	0	0	0	0	1	0	12	16	64	71	22	10	6	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07-19	13761	0	1	4	3	16	192	485	2576	4177	3827	1589	361	360	25	7	101	2	1	1	0	31	2	0	0	0	0	0	0
06-22	15369	0	1	4	3	16	193	489	2630	4554	4664	1785	470	382	28	9	102	4	1	1	0	31	2	0	0	0	0	0	0
06-00	15832	0	1	4	3	18	195	526	2706	4675	4806	1835	489	391	32	9	102	4	1	2	0	31	2	0	0	0	0	0	0
00-00	16654	0	1	4	4	19	213	534	2760	4836	5000	1958	658	460	47	10	105	6	2	2	0	31	4	0	0	0	0	0	0

Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Both Directions — Automatic Traffic Count

Sunday 18 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	172	0	0	0	0	0	0	1	0	36	74	17	37	3	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0100	110	0	0	0	0	0	0	0	43	17	30	7	6	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	36	0	0	0	0	0	1	0	3	2	10	12	3	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	44	0	0	0	0	0	0	0	1	0	15	8	15	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	53	0	0	0	0	0	0	0	0	1	9	24	17	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	125	0	0	0	0	0	0	0	1	1	20	52	33	11	4	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0600	160	0	0	0	0	0	0	0	1	7	16	49	77	6	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	249	0	0	0	0	0	0	0	8	111	43	59	22	2	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	334	0	0	0	0	0	1	0	107	26	142	39	15	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0900	796	0	0	0	1	0	20	16	127	198	333	67	22	10	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	1218	0	0	2	0	1	3	143	417	260	192	108	13	10	2	3	1	0	26	0	0	0	0	0	0	0	37	0	0	0
1100	1372	0	0	0	0	0	2	2	278	509	389	166	18	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	1363	0	0	1	0	1	1	59	44	511	481	179	51	4	2	1	1	0	6	0	0	0	0	0	0	0	21	0	0	0
1300	1263	0	0	0	0	0	1	23	136	577	337	127	34	5	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	0
1400	1273	0	0	0	0	1	1	74	51	670	353	102	16	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	1260	0	0	0	0	2	0	11	369	384	293	153	33	8	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1600	1161	0	0	0	0	0	0	99	427	289	258	65	22	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	964	0	0	0	0	0	0	2	230	440	184	81	23	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	752	0	0	0	0	1	0	85	224	134	214	72	16	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1900	588	0	0	0	0	1	0	6	23	139	304	86	22	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	386	0	0	0	0	1	0	12	24	36	134	85	26	61	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	326	0	0	0	0	0	0	41	105	45	66	43	14	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	209	0	0	0	0	0	1	0	71	40	57	21	15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	128	0	0	0	0	0	0	0	51	1	27	33	9	4	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	12005	0	0	3	1	6	29	514	2418	4109	3219	1218	285	53	18	11	5	2	33	0	0	0	23	0	0	0	58	0	0	0
06-22	13465	0	0	3	1	8	29	573	2571	4336	3739	1481	424	136	28	13	6	2	34	0	0	0	23	0	0	0	58	0	0	0
06-00	13802	0	0	3	1	8	30	573	2693	4377	3823	1535	448	140	33	14	6	2	35	0	0	0	23	0	0	0	58	0	0	0
00-00	14342	0	0	3	1	8	31	574	2741	4434	3981	1655	559	164	46	17	8	3	35	1	0	0	23	0	0	0	58	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Site 2 — 7019 / South Anston

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839 — Dec-16

Direction Both Directions — Automatic Traffic Count

Monday 19 December 2016

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	80	0	0	0	0	0	0	0	1	27	33	7	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	45	0	0	0	0	0	0	0	1	3	3	21	7	8	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	60	0	0	0	0	1	0	0	1	8	29	3	17	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	77	0	0	0	0	0	0	0	2	13	48	5	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	168	0	0	0	0	0	0	1	2	33	66	51	7	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	604	0	0	0	0	1	0	0	124	264	109	59	32	10	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	997	0	0	0	0	0	1	14	505	100	150	80	23	11	0	0	0	49	0	0	0	64	0	0	0	0	0	0	0	0
0700	1595	0	0	0	0	5	2	144	628	428	287	86	4	0	1	2	0	0	0	0	0	0	0	0	8	0	0	0	0	0
0800	1739	0	0	0	0	0	0	21	222	919	452	108	11	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	1334	0	0	1	0	19	53	199	297	376	266	107	7	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	1272	0	0	0	1	1	31	70	270	499	302	77	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	1295	0	0	0	0	1	26	42	376	378	371	80	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	1270	0	0	0	0	0	1	75	198	580	305	89	15	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	1254	0	0	0	1	2	17	26	212	442	377	112	32	3	1	0	0	0	27	0	0	0	0	0	0	0	0	0	0	2
1400	1425	0	0	4	30	15	67	64	247	482	385	114	15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	1520	0	0	0	0	1	2	76	261	712	377	78	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	1707	0	0	11	14	5	10	72	757	470	261	79	22	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	1808	0	0	0	0	0	1	24	257	833	487	90	23	1	0	35	0	0	0	0	11	0	46	0	0	0	0	0	0	0
1800	1087	0	0	0	0	0	1	5	153	396	375	125	25	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	582	0	0	0	0	0	0	51	245	90	88	65	30	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	386	0	0	0	0	0	0	0	14	16	139	139	69	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	365	0	0	0	0	0	0	1	5	129	88	88	40	5	5	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2200	260	0	0	0	0	0	0	1	16	82	38	19	94	3	1	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0
2300	128	0	0	1	0	0	0	1	66	5	22	15	9	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	17306	0	0	16	46	49	211	818	3878	6515	4245	1145	201	31	10	42	5	0	27	0	11	0	46	0	8	0	0	0	0	2
06-22	19636	0	0	16	46	49	212	884	4647	6850	4710	1517	363	62	20	46	6	49	27	1	11	64	46	0	8	0	0	0	0	2
06-00	20024	0	0	17	46	49	212	886	4729	6937	4770	1551	466	70	24	49	7	50	28	2	11	64	46	0	8	0	0	0	0	2
00-00	21058	0	0	17	46	51	212	887	4860	7285	5058	1697	538	99	35	53	9	50	28	2	11	64	46	0	8	0	0	0	0	2

NDC
NATIONWIDE DATA COLLECTION

Site 2

Location A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839

Direction Both Directions

7019 / South Anston

Dec-16

Automatic Traffic Count

Virtual Day (7)

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	110	0	0	0	0	0	0	3	14	27	30	17	13	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	79	0	0	0	0	0	0	1	15	19	22	9	6	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	52	0	0	0	0	0	2	2	4	3	21	9	7	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	79	0	0	0	0	0	6	1	12	8	25	18	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	142	0	0	0	0	0	11	0	23	25	29	29	11	10	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	437	0	0	0	0	0	8	7	118	98	87	67	34	11	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	827	0	0	0	0	1	1	50	261	193	157	101	35	8	2	1	0	7	0	0	0	9	0	0	0	0	0	0	0	0
0700	1348	0	0	0	0	2	10	81	391	488	253	80	21	10	8	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0
0800	1479	0	0	0	0	2	12	76	355	514	370	111	27	4	1	3	0	2	0	0	0	0	1	0	0	1	0	0	0	0
0900	1280	0	0	0	1	5	31	101	305	399	311	102	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	1270	0	0	1	3	3	22	70	306	380	324	107	14	11	1	1	13	0	4	0	0	4	0	0	0	0	5	0	0	0
1100	1289	0	0	0	0	1	15	41	269	457	338	101	21	29	1	0	9	0	0	0	0	0	5	0	0	0	0	0	0	0
1200	1316	0	0	1	1	3	21	82	170	473	373	125	41	14	1	1	0	4	1	1	0	0	0	0	0	0	3	0	1	0
1300	1331	0	0	0	1	3	8	44	220	548	361	108	26	4	0	1	0	0	4	0	0	0	3	0	0	0	0	0	0	0
1400	1383	0	0	1	5	5	31	75	255	512	361	112	18	5	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
1500	1501	0	0	0	0	1	4	63	340	560	361	124	27	18	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	1607	0	0	2	2	2	21	109	589	460	270	102	26	6	4	7	1	0	0	0	0	0	5	0	0	0	0	0	0	0
1700	1527	0	0	0	0	0	1	91	432	547	322	80	24	5	1	8	2	0	0	0	2	0	11	1	0	0	0	0	0	0
1800	1048	0	0	0	0	0	3	64	303	295	257	86	27	3	6	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0
1900	670	0	0	0	0	0	2	30	146	167	205	83	27	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	442	0	0	0	0	0	1	26	58	102	135	76	28	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	368	0	0	0	0	0	0	7	29	68	156	67	24	14	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	287	0	0	0	0	0	1	8	41	80	73	47	30	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	166	0	0	0	0	0	0	2	25	28	50	32	21	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	16379	0	0	5	14	26	179	896	3936	5632	3901	1237	289	113	28	25	28	8	12	2	4	4	26	1	2	2	8	0	2
06-22	18686	0	0	5	14	27	182	1009	4430	6160	4554	1564	404	155	36	28	29	15	12	2	4	14	26	1	2	2	8	0	2
06-00	19139	0	0	5	14	28	183	1019	4495	6268	4676	1643	454	164	40	30	29	16	13	2	4	14	26	1	2	2	8	0	2
00-00	20038	0	0	5	15	29	210	1034	4681	6449	4890	1793	530	195	52	33	32	16	13	2	4	14	27	1	2	2	8	0	2

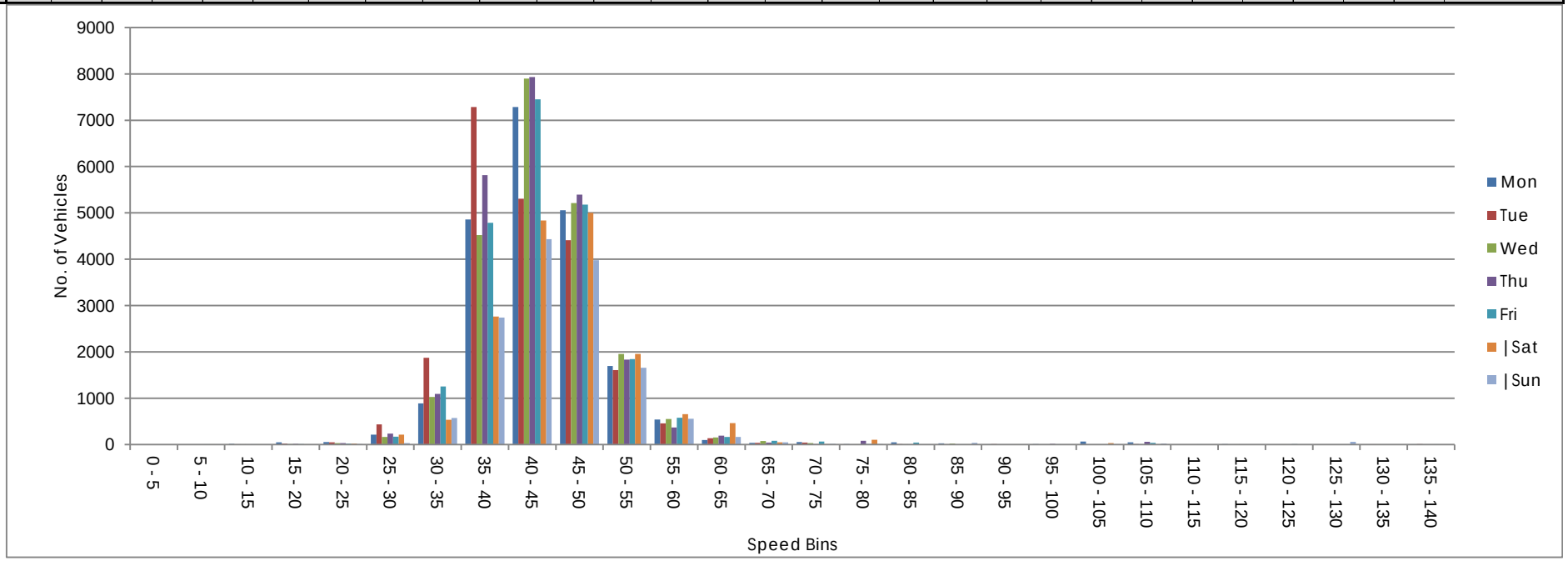
NDC
NATIONWIDE DATA COLLECTION

Site	2	7019 / South Anston
Location	A619 between 6A18 and Gapsick Lane - Attached to P sign - N53.28922, W1.24839	Dec-16
Direction	Both Directions	Automatic Traffic Count

Virtual Week (1)

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	21058	0	0	17	46	51	212	887	4860	7285	5058	1697	538	99	35	53	9	50	28	2	11	64	46	0	8	0	0	0	2
Tue	21696	0	0	4	20	46	435	1870	7283	5305	4409	1607	458	134	39	43	6	8	1	7	0	0	11	0	0	0	0	2	8
Wed	21673	0	0	3	8	29	166	1029	4523	7897	5211	1957	551	151	76	32	5	1	23	0	0	0	6	0	2	2	0	1	0
Thu	23132	0	0	2	17	29	238	1091	5816	7931	5393	1834	368	192	40	10	84	4	1	4	13	0	59	5	1	0	0	0	0
Fri	21713	0	1	1	7	20	172	1253	4787	7452	5179	1846	579	163	84	64	9	42	1	0	2	0	37	2	0	9	0	0	3
| Sat	16654	0	1	4	4	19	213	534	2760	4836	5000	1958	658	460	47	10	105	6	2	2	0	31	4	0	0	0	0	0	0
| Sun	14342	0	0	3	1	8	31	574	2741	4434	3981	1655	559	164	46	17	8	3	35	1	0	0	23	0	0	0	58	0	0
5 Day Ave.	21854	0	0	5	20	35	245	1226	5454	7174	5050	1788	499	148	55	40	23	21	11	3	5	13	32	1	2	2	0	1	3
7 Day Ave.	20038	0	0	5	15	29	210	1034	4681	6449	4890	1793	530	195	52	33	32	16	13	2	4	14	27	1	2	2	8	0	2
--	140268	0	2	34	103	202	1467	7238	32770	45140	34231	12554	3711	1363	367	229	226	114	91	16	26	95	186	7	11	11	58	3	13

Summary Graphs



APPENDIX 3-2 TRAFFIC – NETWORK ASSESSMENT AND SWEPT PATH ASSESSMENT

Speed humps
School
Speed humps
Narrow road + Informal On-Street parking
Informal On-Street parking
Informal On-Street parking
Level railway crossing + Narrow bridge
Narrow road
Speed humps
Tight junction
Narrow road
Informal On-Street parking
Speed humps
Tight junction
SITE LOCATION
Mini Roundabout
Narrow road
Narrow Street + Informal Parking
Narrow road
Overhanging cables
Tight corners
7.5T weight limit
7.5T weight limit
Narrow Road

NOTES:

KEY:

Site

Potential Routes:

From/To M1 J30 [Recommended]

From/To M1 J31 [Option 1]

From/To M1 J31 [Option 2]

From/To M1 J31 [Option 3]

From/To M1 J31 [Option 4]

Identified Constraints

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Rev:	Description:	Date:	By:	Chkd:

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Status: PRELIMINARY

Project: INEOS UPSTREAM

Drg Title: PEDL 304/2
POTENTIAL ACCESS ROUTES

Scale:	Size:	First Issue:	Drawn:	Checked:
1:35,000	A3	17/02/17	DD	FF

Drg No: TPMA1529-004

Rev: /

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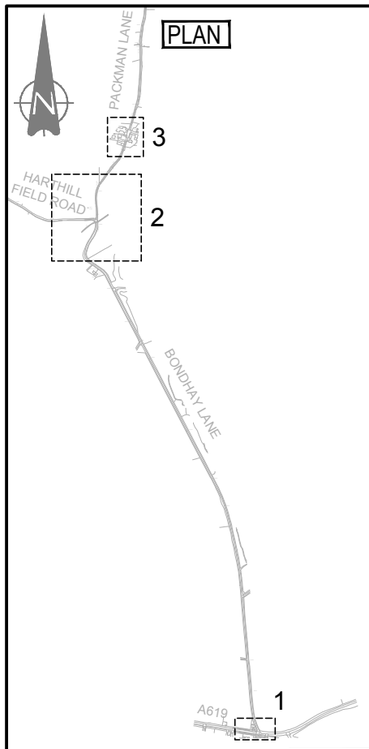
PLAN



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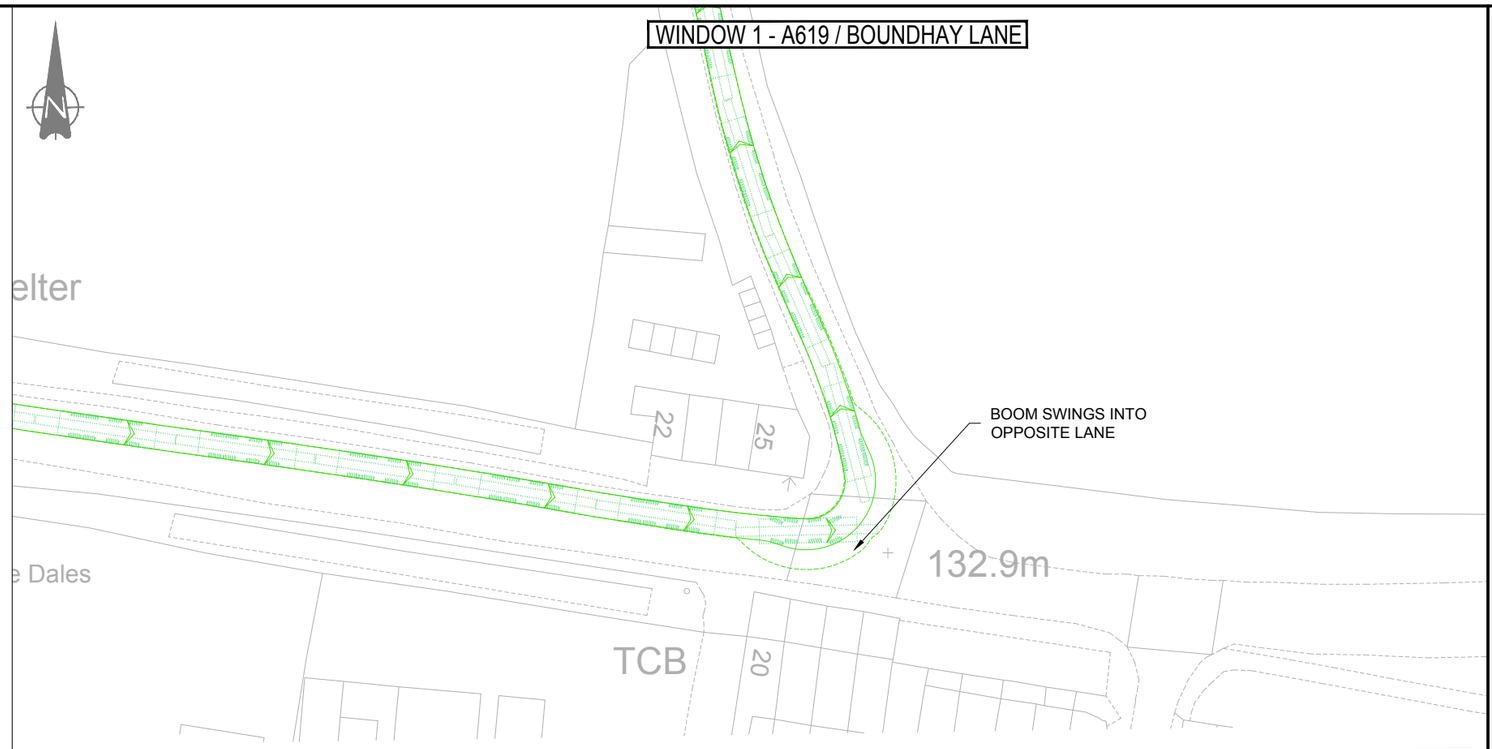
WINDOW 1 - A619 / BOUNDHAY LANE



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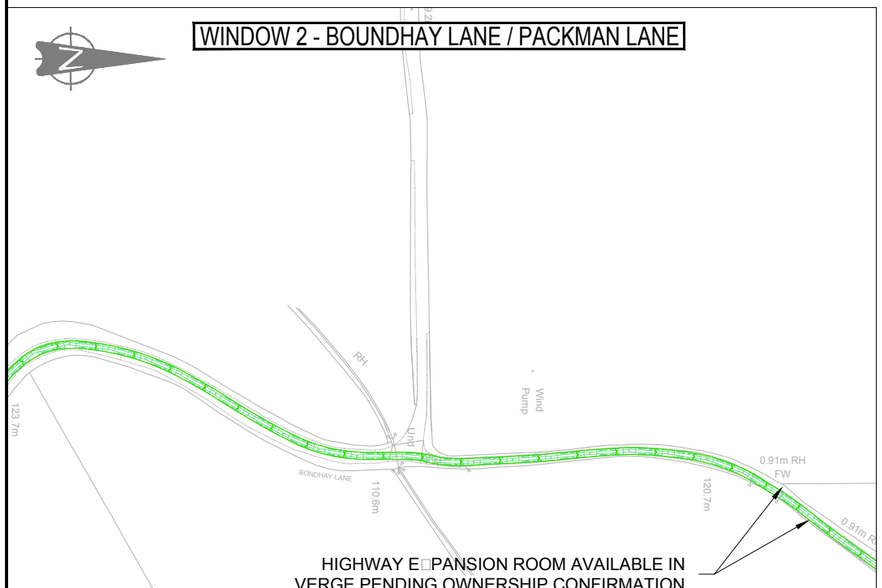
WINDOW 2 - BOUNDHAY LANE / PACKMAN LANE



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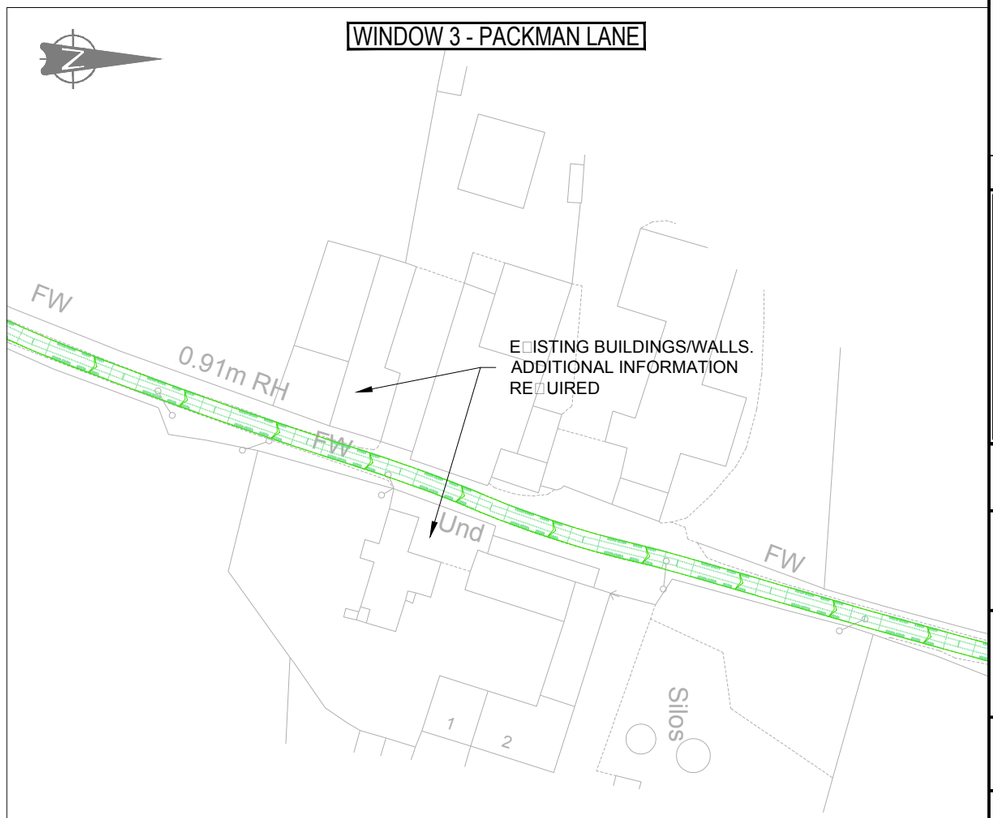
WINDOW 3 - PACKMAN LANE



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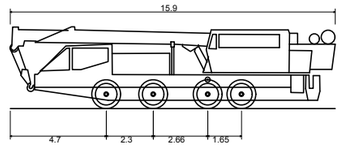
NOTES:

VEHICLE PROFILE:



Liebherr MK80 Mobile Construction Crane	
Overall Length	15.900m
Overall Width	2.750m
Overall Body Height	4.000m
Min Body Ground Clearance	0.400m
Track Width	2.750m
Lock to lock time	4.00s
Wall to Wall Turning Radius	9.960m

Rev:	Description:	Date:	By:	Chkd:

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Status: PRELIMINARY

Project: INEOS UPSTREAM
SITE PEDL 304-2

Drg Title: SITE 304-2 - SHEET 1 OF 2
SWEPT PATH ANALYSIS - 16.65m CRANE

Scale:	Size:	First Issue:	Drawn:	Checked:
1:500	A3	09/03/2017	□B	FF

Drg No: TPMA1529-107

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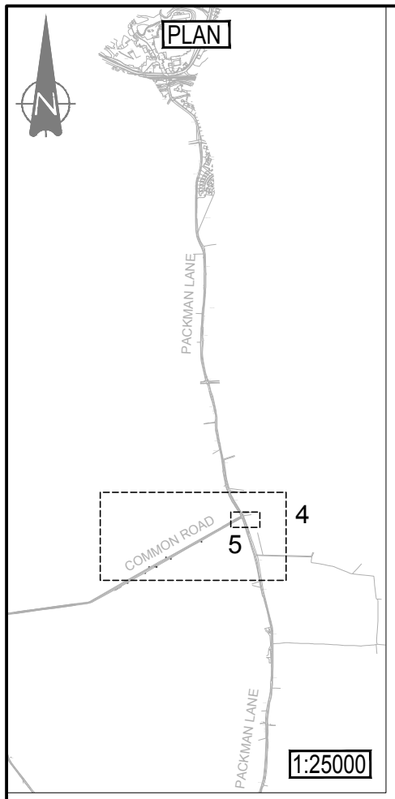
PLAN



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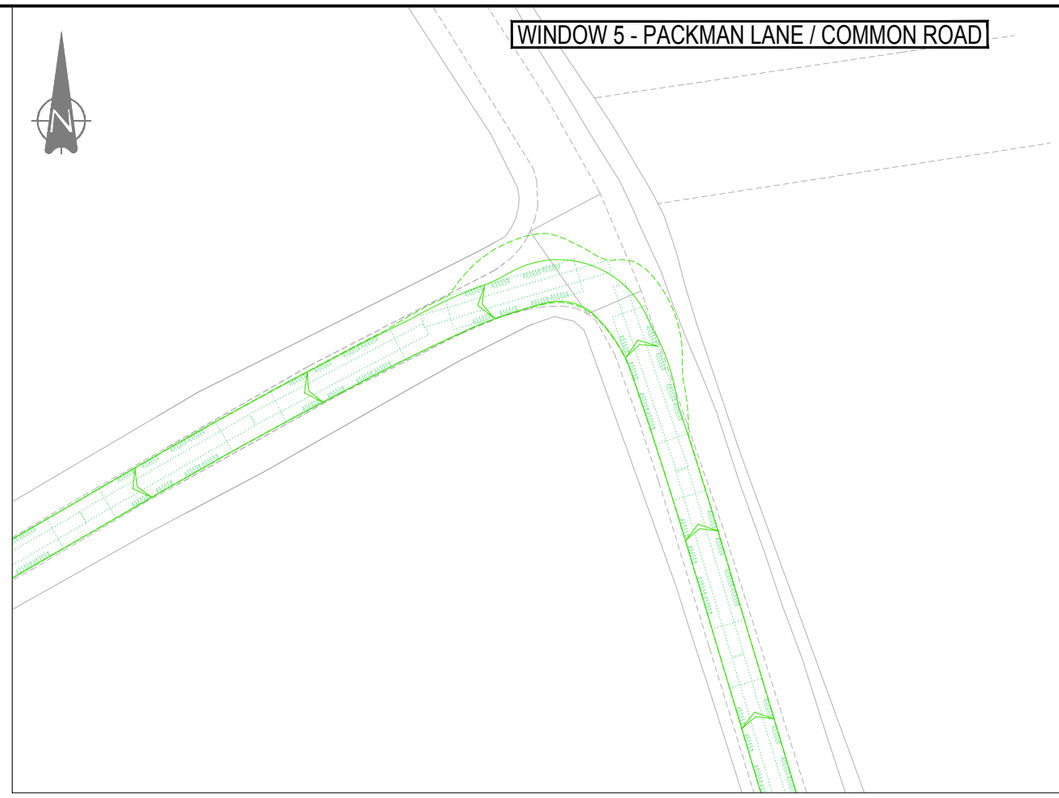
WINDOW 5 - PACKMAN LANE / COMMON ROAD



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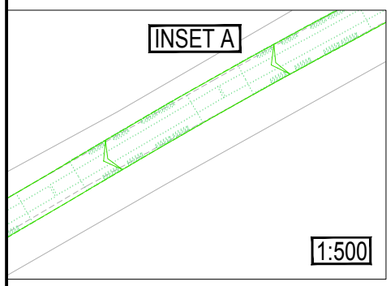
INSET A



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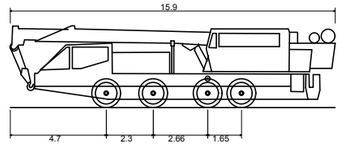
WINDOW 4 - PACKMAN LANE & COMMON ROAD

1:2500

NOTES:

VEHICLE PROFILE:



Liebherr MK80 Mobile Construction Crane	
Overall Length	15.900m
Overall Width	2.750m
Overall Body Height	4.000m
Min Body Ground Clearance	0.400m
Track Width	2.750m
Lock to lock time	4.00s
Wall to Wall Turning Radius	9.960m

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Status:
PRELIMINARY

Project:
INEOS UPSTREAM
SITE PEDL 304-2

Drg Title:
SITE 304-2 - SHEET 2 OF 2
SWEPT PATH ANALYSIS - 16.65m CRANE

Scale:	Size:	First Issue:	Drawn:	Checked:
AS SHOWN	A3	09/03/2017	□B	FF

Drg No: TPMA1529-107

Rev: /

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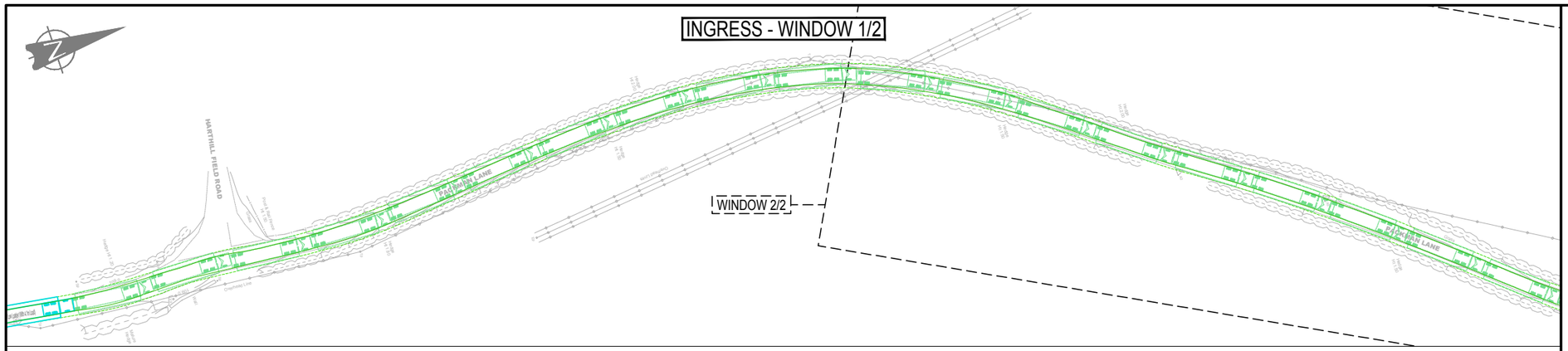
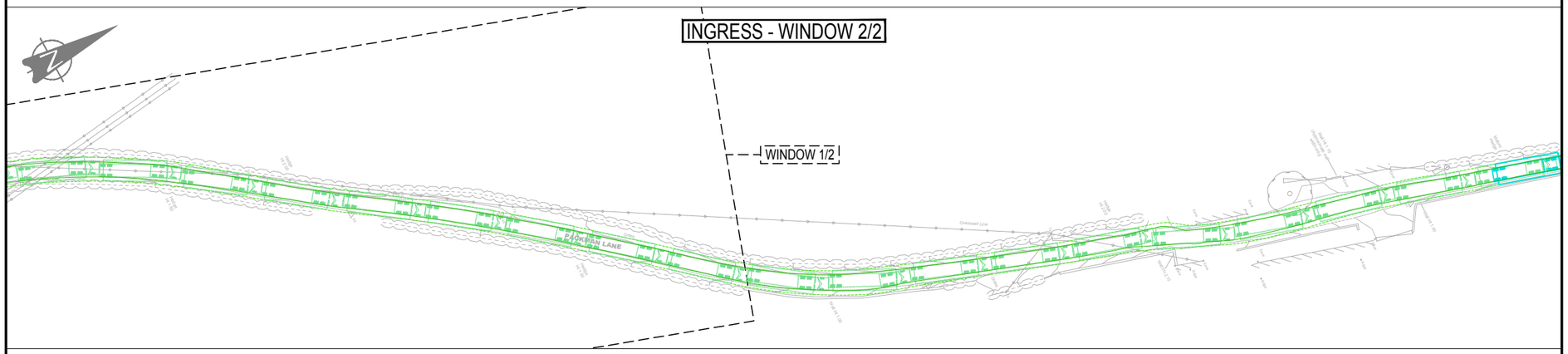
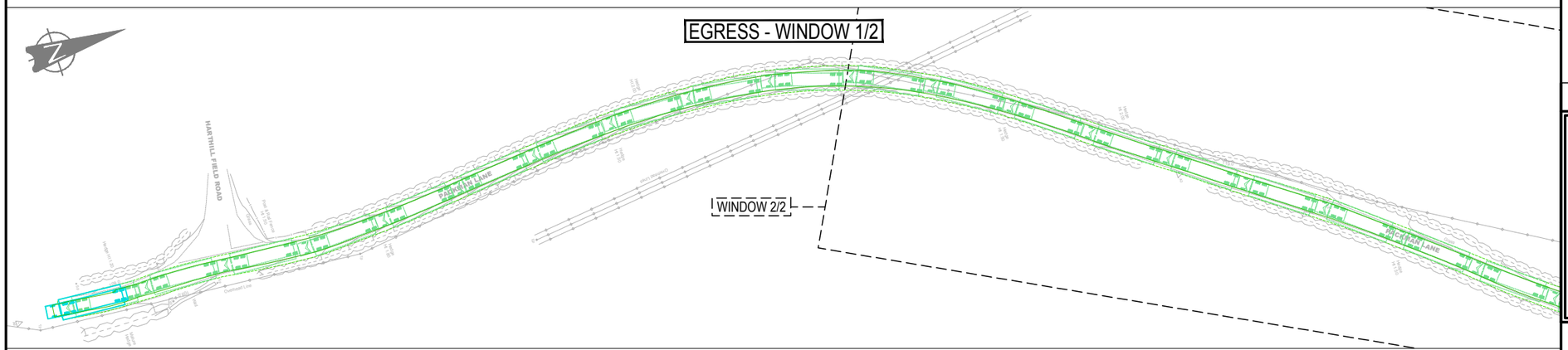
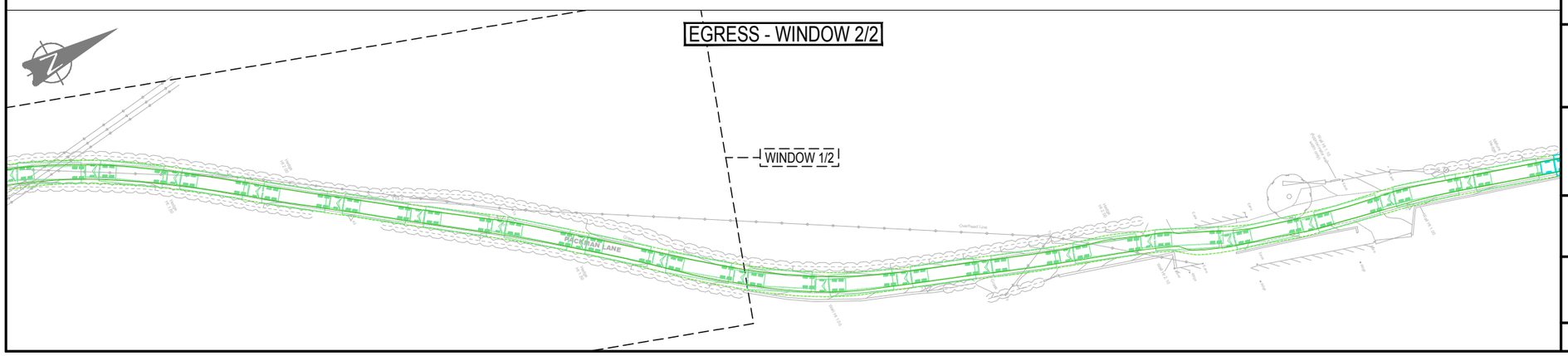


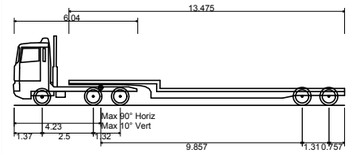






NOTES:

VEHICLE PROFILE:



Copy of Low Loader (With 4.1m Load)

Overall Length	16.154m
Overall Width	4.100m
Overall Body Height	3.393m
Min Body Ground Clearance	0.318m
Max Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	6.990m

Rev:	Description:	Date:	By:	Chkd:

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Status: PRELIMINARY

Project: INEOS UPSTREAM

Drg Title: PEDL 304/2 - SPA - ACCESS ROAD
16.15m LOW LOADER - 4.1m WIDE LOAD

Scale:	Size:	First Issue:	Drawn:	Checked:
1:1000	A3	23/03/17	DD	FF

Drg No: TPMA1529-115

Rev: /

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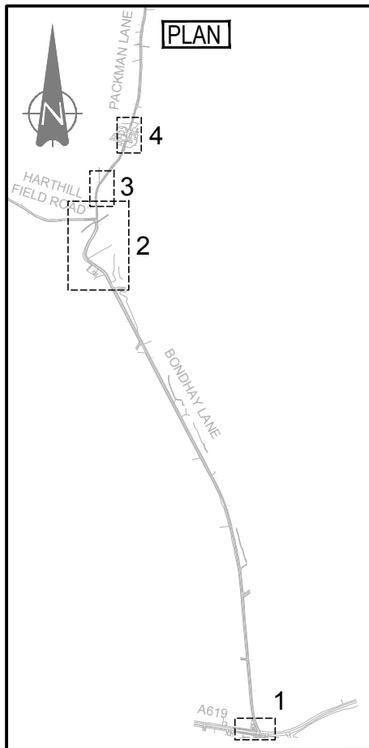
PLAN



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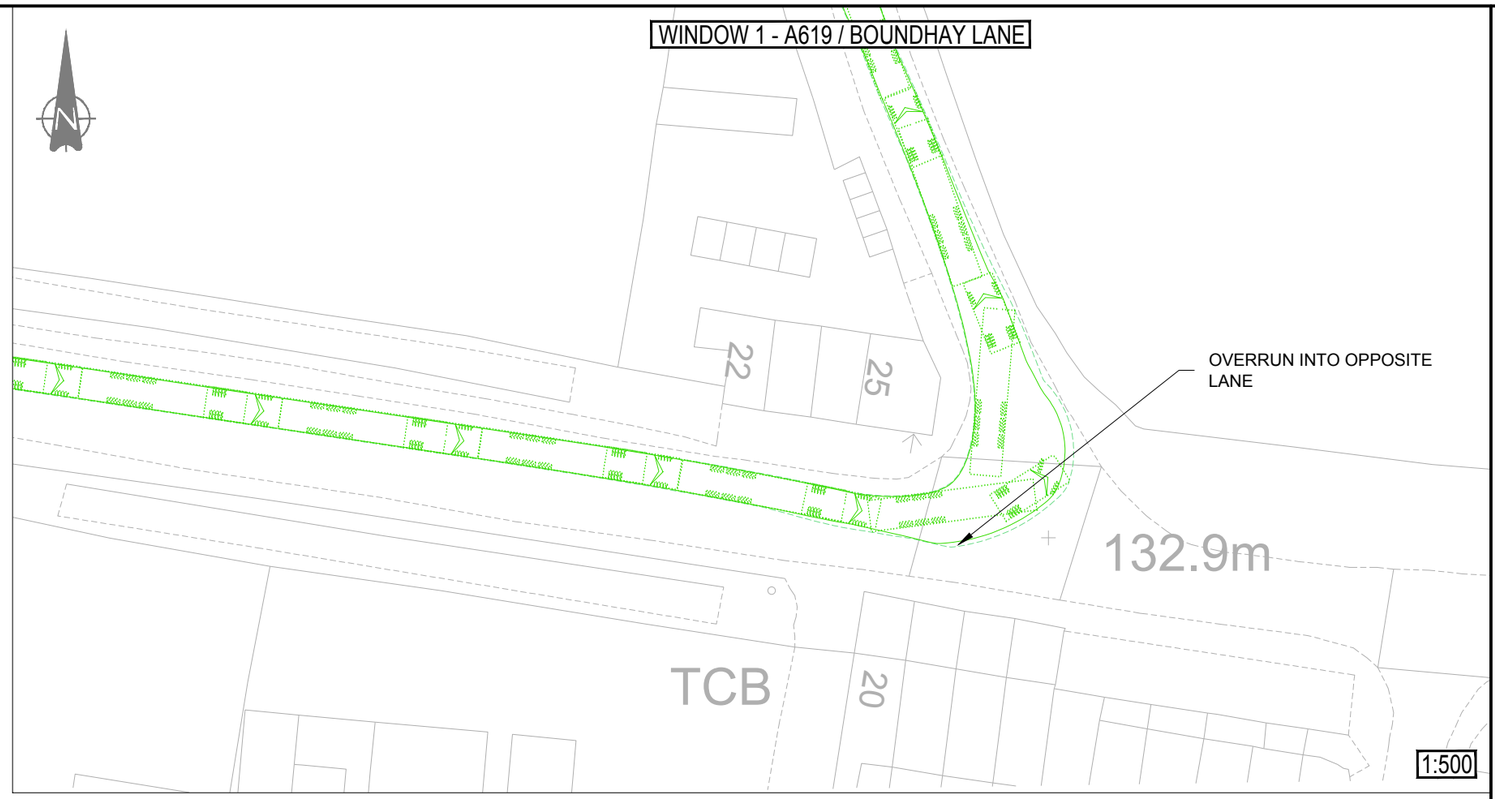
WINDOW 1 - A619 / BONDHAY LANE



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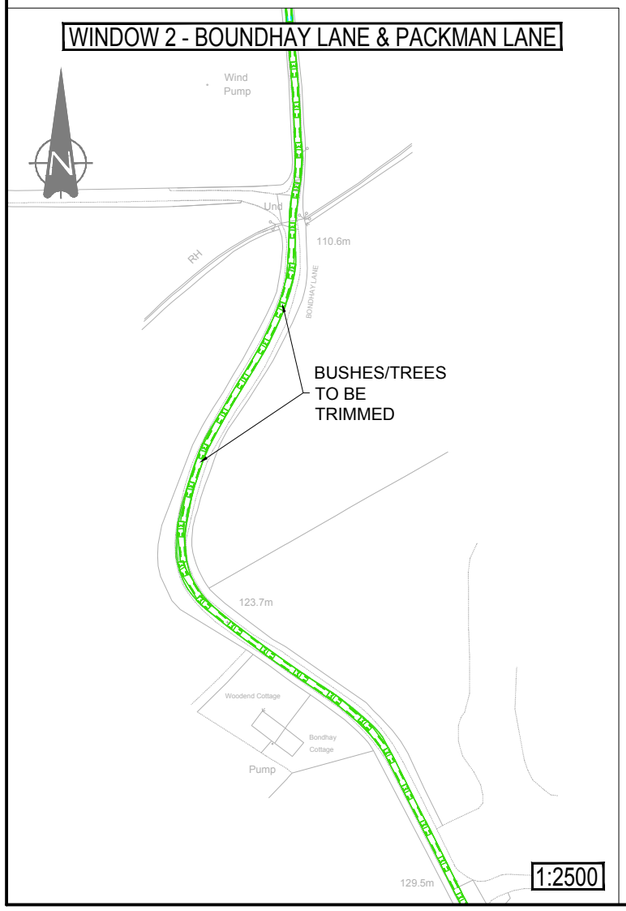
WINDOW 2 - BOUNDHAY LANE & PACKMAN LANE



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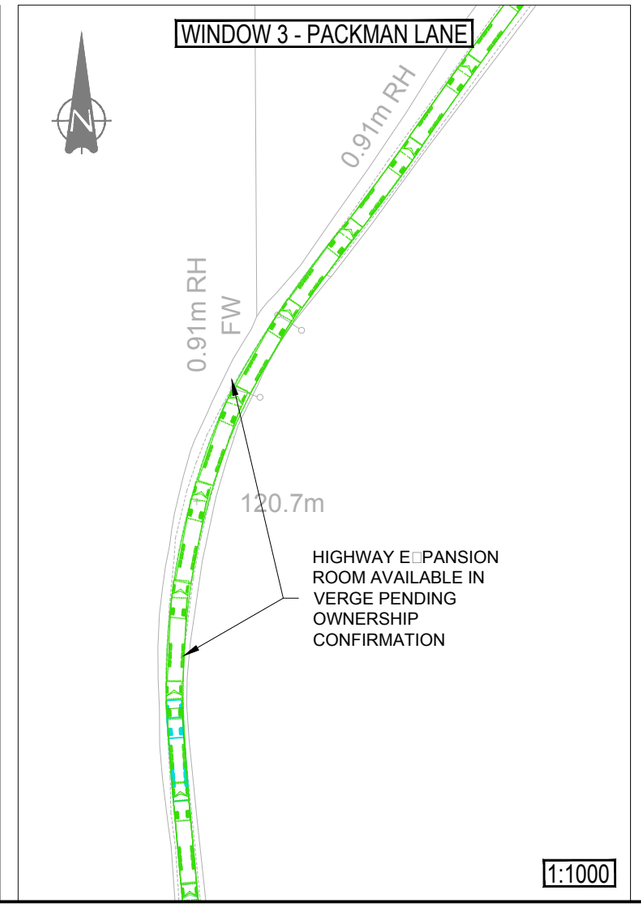
WINDOW 3 - PACKMAN LANE



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WINDOW 4 - PACKMAN LANE



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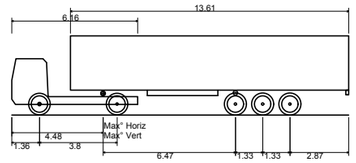
NOTES:

VEHICLE PROFILE:



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.550m

Rev:	Description:	Date:	By:	Chkd:

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Status: PRELIMINARY

Project: INEOS UPSTREAM
SITE PEDL 304-2

Drg Title: SITE 304-2 - SHEET 1 OF 2
SWEPT PATH ANALYSIS - 16.5m HGV

Scale:	Size:	First Issue:	Drawn:	Checked:
1:500	A3	09/03/2017	□B	FF

Drg No: TPMA1529-108

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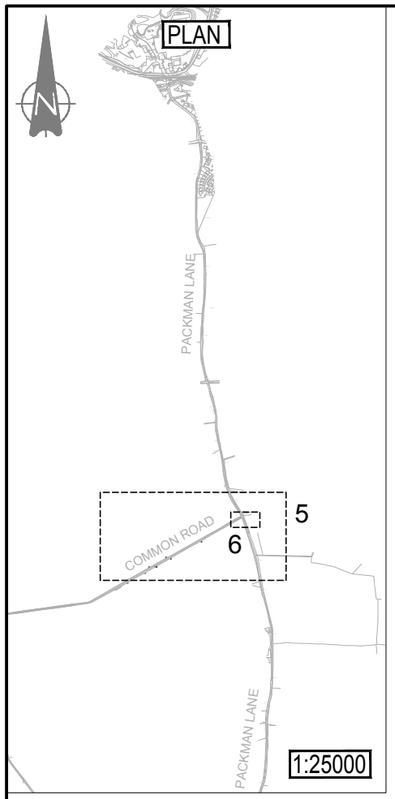
PLAN



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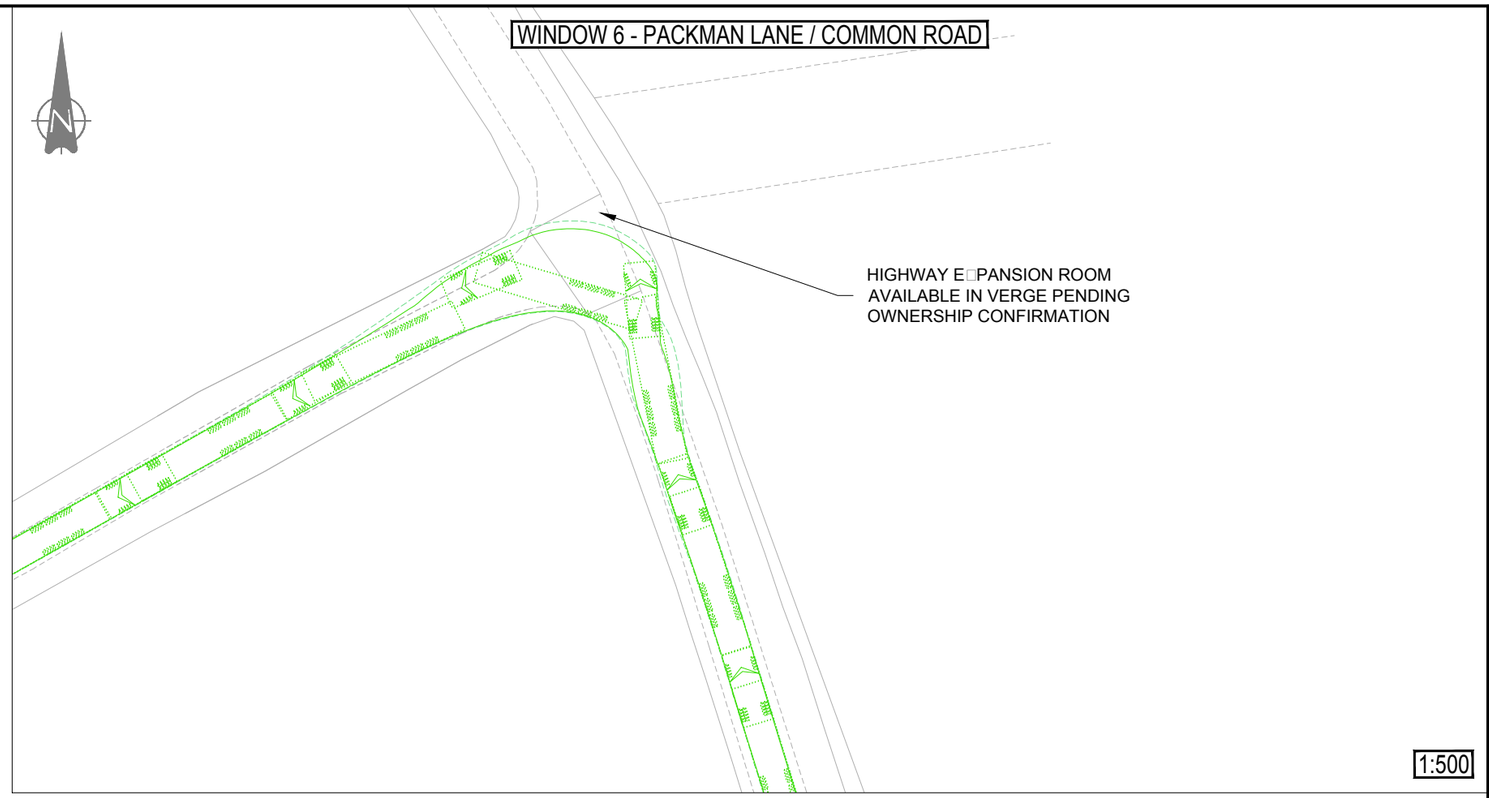
WINDOW 6 - PACKMAN LANE / COMMON ROAD



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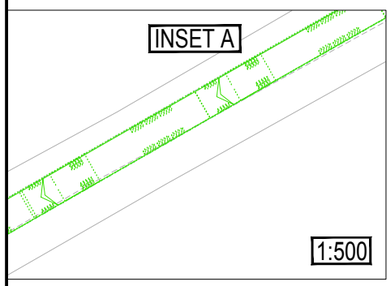
INSET A



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WINDOW 5 - PACKMAN LANE & COMMON ROAD

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NOTES:

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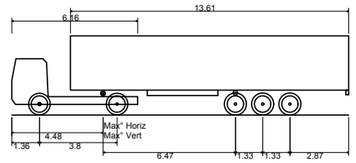

FTA Design Articulated Vehicle (1998)

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Overall Body Height	3.870m
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Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.550m

Rev:	Description:	Date:	By:	Chkd:

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Status:
PRELIMINARY

Project:
INEOS UPSTREAM
SITE PEDL 304-2

Drg Title:
SITE 304-2 - SHEET 2 OF 2
SWEPT PATH ANALYSIS - 16.5m HGV

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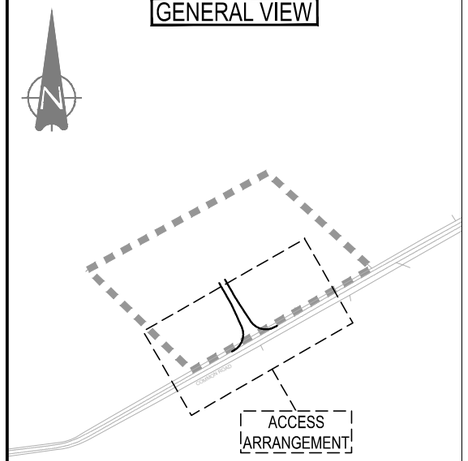
GENERAL VIEW



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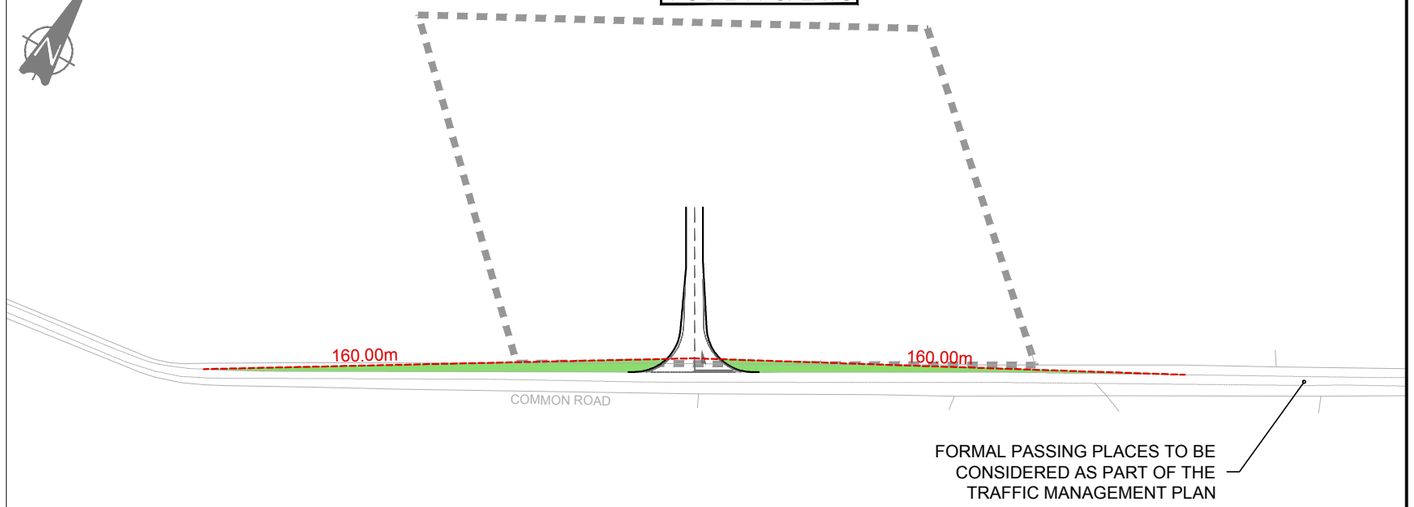
VISIBILITY SPLAYS



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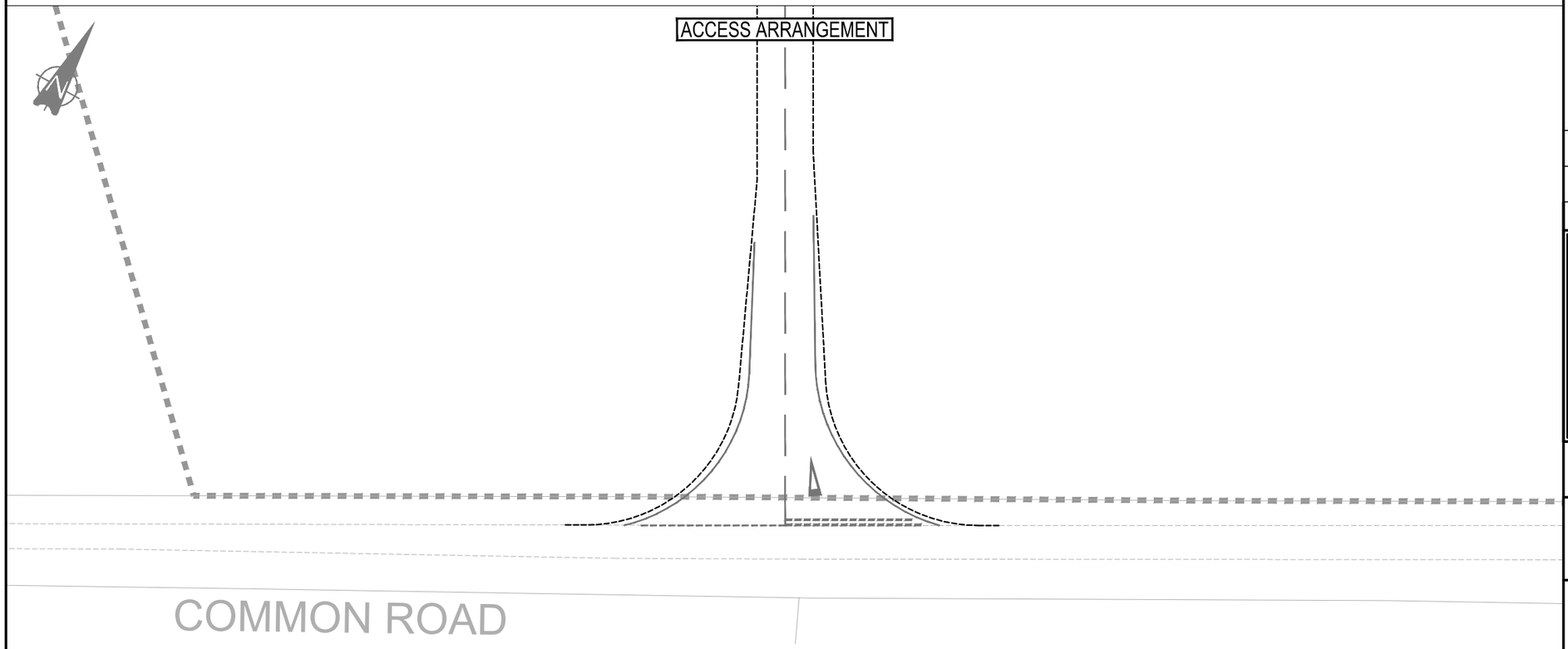
ACCESS ARRANGEMENT



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NOTES:

KEY:

- INDICATIVE SITE BOUNDARY
- PROPOSED ROAD EDGE
- PROPOSED ROAD MARKINGS
- 4.5x160.0m — VISIBILITY SPLAYS (MA□IMUM ACHIEVABLE)
- VEGETATION TO BE TRIMMED TO 1m HIGH

Rev:	Description:	Date:	By:	Chkd:
B	Indicative Site Boundary updated	14/03/17	DD	FF
A	Indicative Site Boundary added	13/03/17	DD	FF

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Status: PRELIMINARY

Project: INEOS UPSTREAM

Drg Title: PEDL 304/2
ACCESS ARRANGEMENT

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AS INDICATED	A3	10/03/17	DD	FF

Drg No: TPMA1529-109

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APPENDIX 3-3 DRAFT TRAFFIC MANAGEMENT PLAN (TMP)

INEOS Shale

Traffic Management Plan

PEDL 304

Thorpe Common

This document provides a Draft Traffic Management Plan and includes initial route management risks and mitigation options which will be developed in consultation with Highways Authority to form the proposed Route Management Strategy.

DRAFT

Contents

1. Traffic Management Approach
2. Site Access Route
3. Access Route Risk Assessment
4. Escort Vehicle Operations
5. Site Traffic Management Layout
6. General Rules
7. Enforcement

1.0 Traffic Management Approach

The management for traffic movement is a key consideration for INEOS. INEOS has used a four phase approach to traffic management policy.



During the Evaluate stage, a desktop study was undertaken to identify all possible access routes to the site. This was followed by a physical assessment of the routes to identify suitability for use by the vehicles required to get to the site, including aspects such as:

- road cambers,
- bends,
- gradients,
- cables,
- hedgerows or trees (from a visibility perspective),
- passing places,
- road conditions such as mud from farming and condition of road surfaces.
- Use of the road network by sensitive users such as horse riders, cyclists or pedestrians.
- low bridges,
- narrow roads and weight restricted routes, and
- Other road users such as distribution centres, industrial estates and quarries.

Any unsuitable routes were ruled out at this stage. A second survey of routes and the surrounding area was also carried out by a specialist traffic planning consultant to validate the initial findings, undertake more detail assessment of baseline traffic flows and environmental aspects and complete swept path analysis for potentially constrained sections of the route.

Once a preferred route was identified, a designated route management plan was developed for access and egress by all traffic. This included consideration of the potential hazards identified and the suitable preventative measures to mitigate or manage these elements. Some element of mitigation to be implemented are focused on good logistics management principles such as minimising the equipment brought to site, utilising a staging area where small loads are consolidated and reducing waste generation and disposal where possible.

During the planning of the route INEOS has tried to avoid sensitive areas such as schools, leisure centres, town centres and areas of congestion. Where avoidance has not been possible then mitigation measures, such as the suspension of traffic movements during school drop off and collection times or peak traffic periods could be incorporated into the TMP.

Some hazards identified during the evaluation phase will require physical control measures to be implemented. These will be set out in detail and agreed in the Route Management Strategy with the Highways Authority (draft available in Appendix 2). The control measures which have been considered include the use of banksman and escort vehicles, speed humps, traffic barriers, signage, temporary traffic lights, temporary parking restrictions and escort vehicles. The likely options to be implemented have been outlined in Section 3.0.

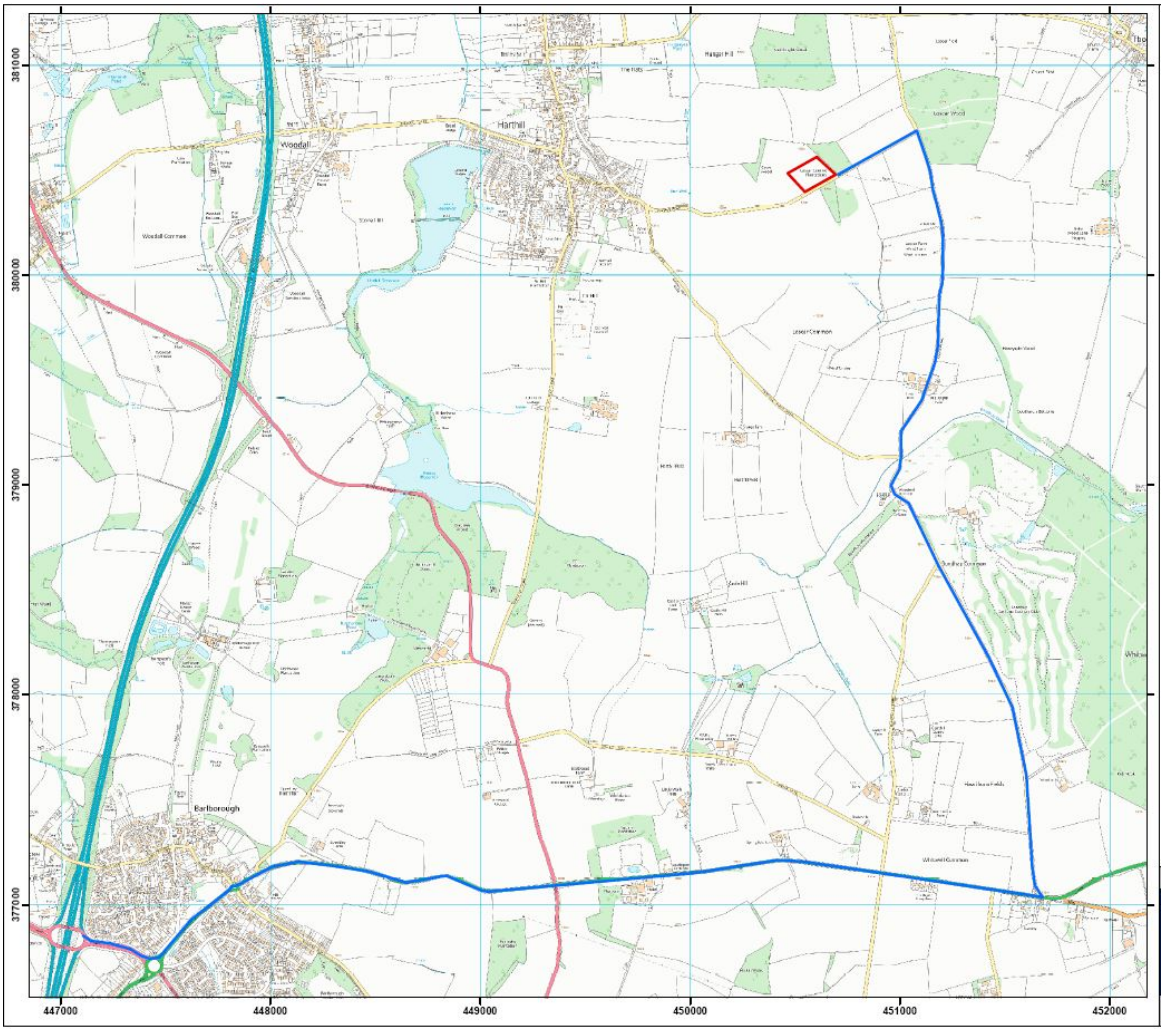
In order to maintain compliance once activities are under way, all drivers will be issued with the Drivers Pack (draft available in Appendix 3) which will include maps and a copy of the TMP to ensure that procedures and plans are followed. The access route to site will be clearly signposted

to avoid vehicles taking incorrect routes. Training session with all INEOS personal and contractors will be carried out to ensure all personal understand importance of the TMP and the control measures that have been put in place.

2.0 Site Access Route

The site access route(s) set out below are the principle route options for Heavy Goods Vehicles (HGVs, over 7.5 tonnes) from the site to the Motorway network (M1). Much of this route is part of the strategic road network (A roads). The control measures and requirements of the Route Management Strategy will be applied to the section of the route from the Junction 30 of the M1 to the site (as shown in the map below).

The project will utilise the use of local suppliers. This may require local delivery route to be utilised. However, **all** site traffic will be required to join the site access route at the junction between the A619 and Bondhay Lane. This applies to all traffic leaving the site as well.



Directions

- Exit M1 at junction 30.
- At the roundabout take exit onto A616(towards Newark, Worksop)
- At the roundabout take the 1st exit onto the A619(towards Worksop)
- Continue on the A619 until the junction with Bondhay Lane, turn left.
- At the junction with Harthill lane, stay right onto Packman Lane(towards Kiveton Park)
- Take left onto Common Road.
- At the site entrance turn right.

3.0 Access Route Risk Assessment

A near site assessment of the well location was conducted, assessing any potential transport conflicts incurred from the point of exiting a main road and reaching the site entrance. There are some risks outlined in the table below, along with control measures which should be implemented to mitigate the risks

Risk	Mitigation
Junction between the A619 and Bondhay Lane is tight and blind due to a building on the near side. Trucks utilising this route will need to swing onto the opposite side of Bondhay in order to navigate the junction safely without having to swing onto the opposite side of the A619. There is a potential for trucks conducting this manoeuvre to encounter traffic approaching the A619 southbound along Bondhay Lane, causing issue.	Ensure escort vehicle is sufficiently far enough ahead to halt any opposing traffic, allowing trucks to complete the manoeuvre safely.
The abovementioned junction should provide no issue for the majority of vehicle movements. However during operations, particularly where there is the movement of STGO loads or large convoys, the Escort Vehicle Operator should monitor the situation.	1. Where appropriate to maintain road safety the escort vehicle should turn left, proceed along the A619 to the roundabout and return, driving at a moderate speed to ensure there is enough time for larger loads to egress safely. 2. Signage should be placed on the verges of the A619 to warn other road users of the approaching site entrance throughout the operation.
There are Z bends on Bondhay Lane and whilst they were widened for the windfarm development, their angle and incline means they still present some risks: 1. The bends are tight and present low visibility for drivers 2. Potential for trucks to encounter cars whilst navigating the bends causing issue 3. Potential for trucks to become stuck if they encounter any unexpected or fast opposing traffic whilst climbing through the bends 4. Potential for trucks to skid under braking coming down the hill if emergency breaking is required due to opposing traffic	Utilise the escort vehicle and traffic management personnel to ensure trucks can navigate the bends unimpeded
Packman Lane is narrow with steep banks and some steep inclines which could present issues similar to those outlined above for the Z Bends on Bondhay Lane	Utilise the escort vehicle and traffic management personnel to ensure trucks can navigate Packman Lane unimpeded
Packman Lane is narrow at the proposed site entrance and as such does not suit a 90 degree turn when entering and egressing the location. This may also cause excessive wear and tear on road surfaces and vehicles.	The site design should consider this and angle the site entrance in a manner that mitigates the requirement for a 90 degree turn whilst still providing drivers with the correct angle for maximum visibility.

Packman Lane includes two points at which opposing traffic may enter the area causing issue - 1. There is a junction at the bottom of the Z-bends 2. There is a farm on the approach As one is a public highway and the other is a private business/residence, the potential should be mitigated using different methodologies	1. The road junction should have traffic management personnel placed there when trucks are being moved to and from location 2. The farm entrance is more controllable, discussions should be held with the farmer to ascertain any busy periods such as harvest, hay or silage. Busy traffic periods such as site construction and mobilisation should avoid these periods wherever possible. Where not possible a traffic interaction plan should be agreed to minimise the impact on both businesses. During normal operational periods, placing a cone in the farm entrance to warn of traffic movements, which is removed by the last vehicle, would be enough to prevent any issue. Batching trucks would also alleviate this issue.
There is a potential for trucks to approach location at a point which is not appropriate	- This can be mitigated by utilising external staging areas, where trucks are required to stage and call ahead to request an escort to location. There should be an appropriate staging to both the north and south of the motorway junction to prevent trucks being required to drive unnecessary miles. Staging areas must be previously agreed and have enough capacity to stage at least the maximum number of trucks expected at location on any day, which aren't of a local enough area to be stood down in case of issue. - Drivers will also be provided details of the abort route, which will be invoked where local circumstances change between leaving the staging point and getting to the site area. - There should be a consolidation point where trucks who have become separated en route from the staging area can again be safely entered into convoy before approaching the location. NOTE: this must not be used as a staging area

Further to the above noted mitigation measures, some general INEOS Shale traffic management operating principles should be applied:

- An escort vehicle should be utilised, as described in Section 4.0 of this document
- Road sweeping services should be contracted to sweep the road from the site entrance to the A619 on a weekly basis. This should be increased to daily during the construction and mobilisation phases
- Gritting services should be privately contracted to ensure the A6059 remains safe for site vehicles in wintry conditions. This will also increase road safety for other road users

During the site assessment it was identified that there is an existing speed camera on the A619 eastbound carriageway shortly before the Bondhay Lane junction. INEOS Shale should contact the relevant authority and ensure this camera is active for a period prior to and during operations to assist in controlling traffic speeds in the area.

4.0 Escort Vehicle Operations

The escort vehicle and traffic management operatives are the fundamental part of the TMP and as such they must:

- Ensure escort vehicle operatives are trained in the traffic management plan and any sensitivities around it
- Have sufficient personnel to ensure escort vehicles are available at all times, including when more than one may be required
- Ensure there are other traffic management operatives with adequate competencies and equipment available to cover other road junctions mentioned above

In order to reduce the times when the local road network is impacted and facilitate escort vehicle

operations, vehicles and in particular trucks will approach and leave the location in appropriate sized small batches. The size of these batches will depend on a number of factors including time of day, operational stage, space on location and be agreed by the escort vehicle operatives.

Escort vehicles will also act as convoy vehicles during certain parts of the journey and control the speed of vehicles approaching and or leaving the location.

There may be periods during site construction, mobilisation and demobilisation of drilling equipment where more than one escort vehicle is required to facilitate safe and efficient operations.

5.0 Site Traffic Management Layout

Traffic management for the location will require signage and other traffic management equipment to be placed at strategic points along the route. Please see Appendix 1.

6.0 General Site Rules

- All abnormal loads, wide vehicles, low loaders and cranes MUST be escorted from the holding area.
- A reverse parking policy will be imposed on site.
- Deliveries will only be booked and accepted between 07:30 hours and 18:30 hours. Drivers attempting to deliver out of these hours will be turned away.
- Signs will be erected at the holding area instructing ALL vehicles to stop, telephone site logistics personnel and wait until called forward to site.
- Vehicles waiting in the holding area or on site will be instructed to switch off engines to reduce noise and air pollution.

7.0 Enforcement

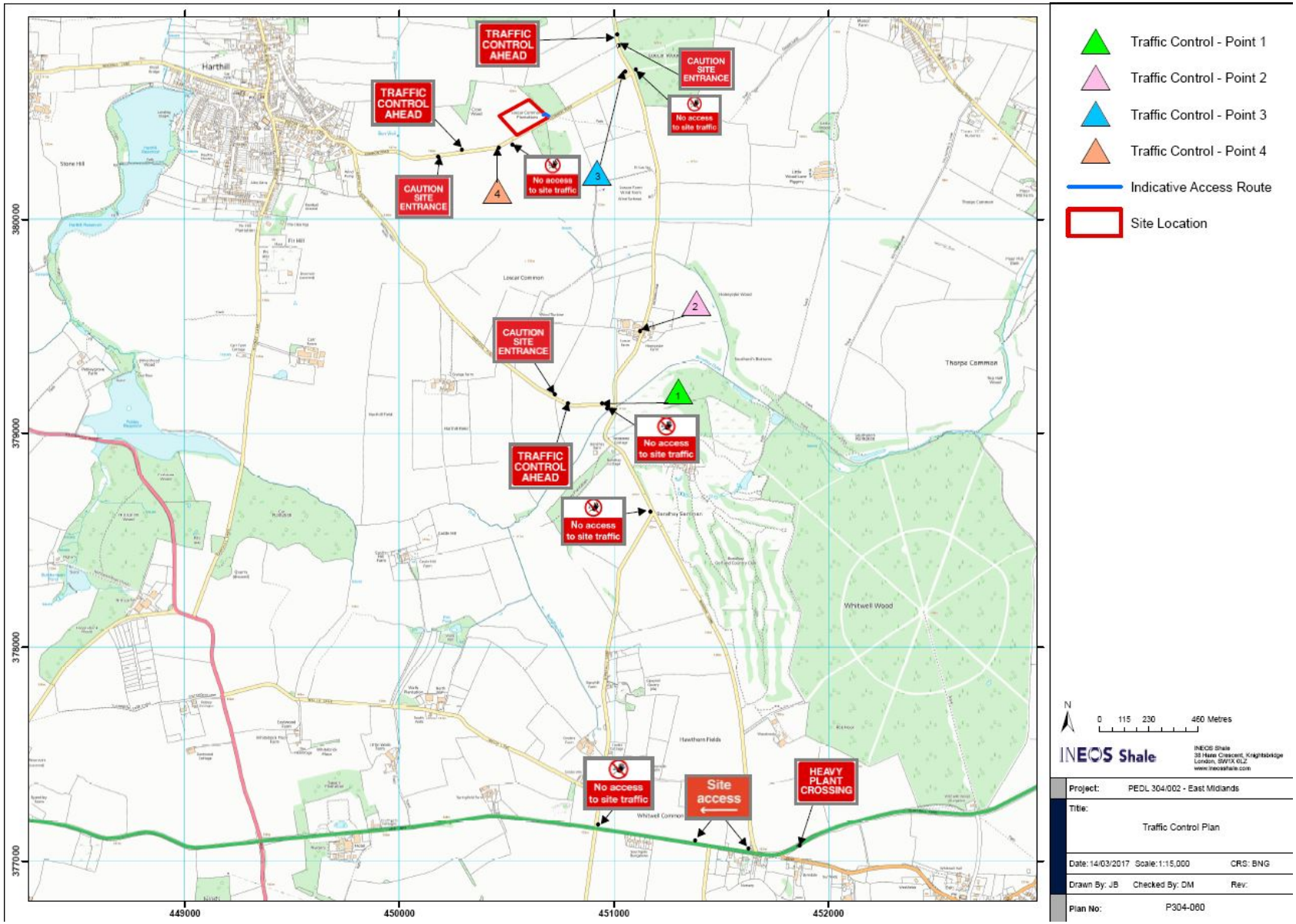
Traffic management planning success relies on the proper implementation and adherence of the plan by INEOS Shale and the supply chain. Ensuring this requires the following:

- Wherever possible INEOS Shale should control logistics to and from the location
- Where there is a requirement for suppliers to control transport they must:
    - Provide TMP awareness and compliance training to all personnel attending location.
    - Ensure all drivers have a copy of the Drivers Pack.
    - Have TMP specific KPI's in their contract with INEOS Shale including financial penalties for non-compliance.

8.0 Site Contacts

- Wellsite Logistics Operative - 07X XXX XXX
- Duty Toolpusher (Site Supervisor) - 07X XXX XXX
- Logistics Manager - 07X XXX XXX
- INEOS Office – XXX XXXXXXX

Appendix 1 – Traffic Management Layout.



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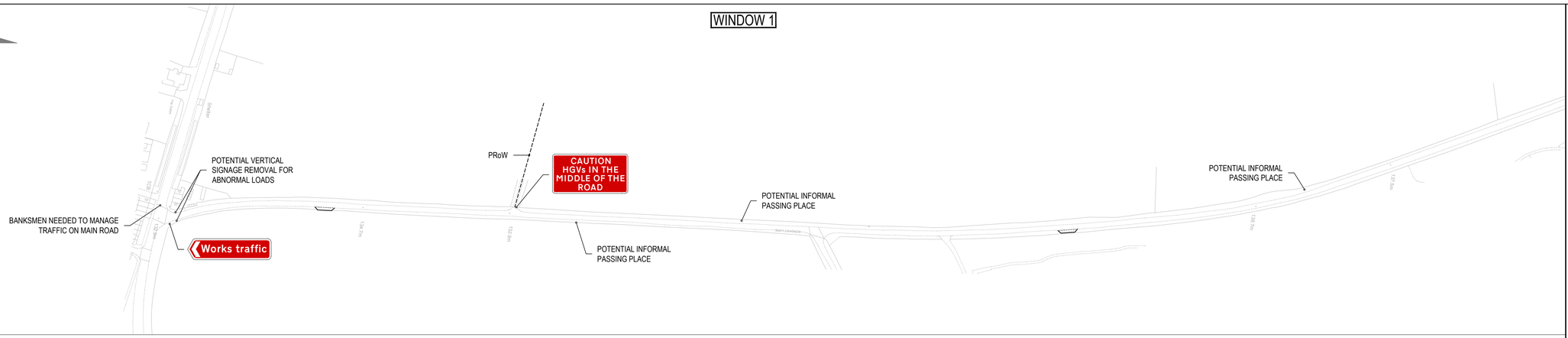

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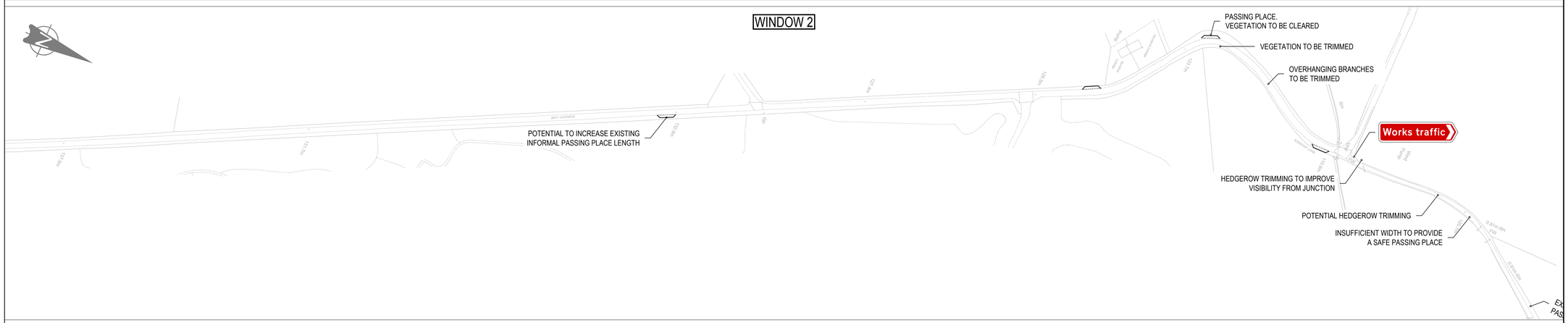

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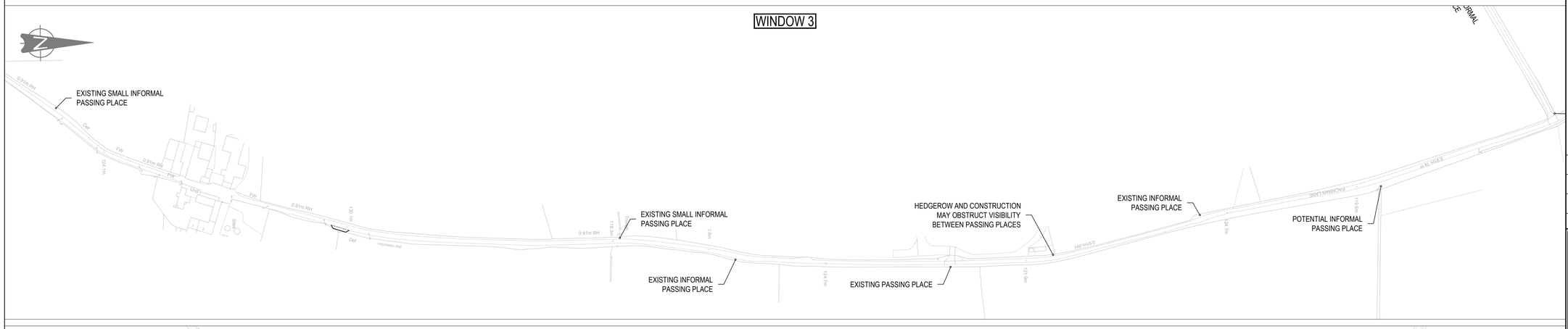

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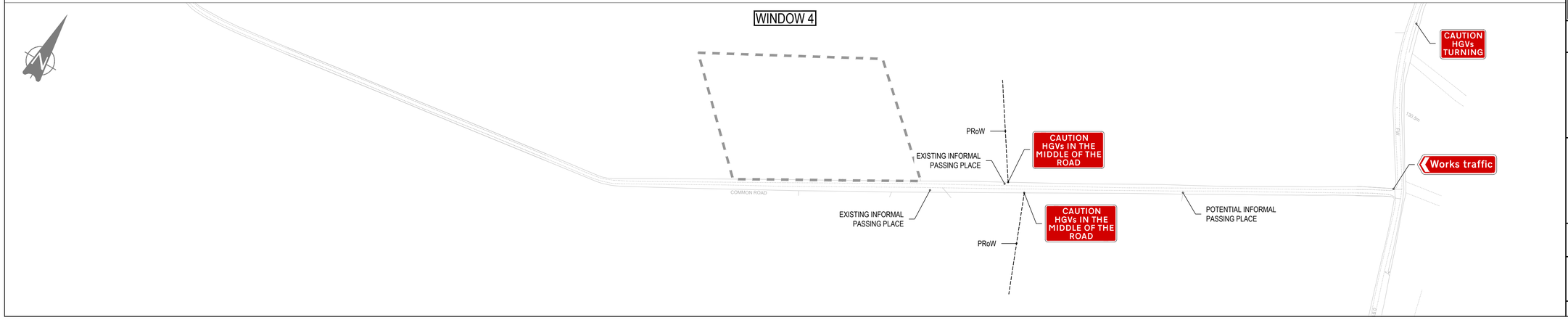
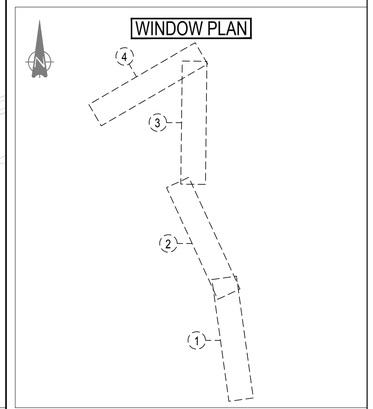
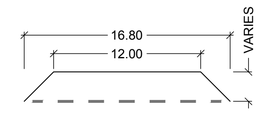


NOTES

WINDOW PLAN



POTENTIAL PASSING PLACE LAYOUT



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NOTES:

- Indicative dimensions. Passing place width to be adapted to the available space.
- Trimming of hedges may be necessary to achieve inter-visibility.
- Method of construction to be agreed. (Hard surface / gravel).
- Grass verges to be reinstated after completion of site operations.

GENERAL NOTES:

- Based on a 2D layout.

Rev:	Description:	Date:	By:	Chkd:
C	Vertical signs added on PRoW crossing	17/05/17	DD	FF
B	Formal passing places number reduced	15/05/17	DD	FF
A	Passing places length modified	12/05/17	DD	FF

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Status: PRELIMINARY

Project: INEOS UPSTREAM

Drg Title: ROUTE MANAGEMENT STRATEGY

Scale:	Size:	First Issue:	Drawn:	Checked:
1:2000	A1	03/05/17	DD	FF

Drg No: TPMA1529-123

Rev: C

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INEOS Shale

Appendix 2 – Drivers Pack

INEOS Shale

Traffic Management Plan

Thorpe Common

P304_002

Drivers Pack

Contents

1. Introduction
2. Attending Site
3. Travelling to Location
4. Leaving Location
5. Contact Numbers
6. Maps

1.0 Introduction

INEOS Shale develops and implements a Traffic Management Plan (TMP) to reduce the risk of transport operations in areas surrounding our operational locations and minimise the impact on local communities.

Drivers not complying with the TMP or Traffic Management Personnel will be subject to sanction in accordance with the INEOS Shale Supplier TMP Compliance System, as discussed during the driver TMP awareness training.

2.0 Attending Staging Area

Drivers attending site **Must** adhere to the following:

- **NO** vehicles of any size must attend location without prior agreement
    - Drivers will be instructed which staging area to report to and the arrival time
- **All** vehicles must report to either the North or South Staging areas outlined in Map 1
- Drivers **Must** read, understand and plan for travelling to the staging area before starting their journey. Drivers observed attempting to read maps whilst in motion will be subject to action in line with the INEOS Shale Supplier TMP Compliance System
- When arriving at the Staging Area, drivers **Must** report to the Wellsite Logistics Operative
- Where applicable drivers **Must** plan their journey to ensure any rest breaks required are taken in advance of the stipulated arrival time at the staging point. Due to location size, INEOS Shale cannot guarantee drivers the ability to take rest breaks on location.

3.0 Travelling to Location

When leaving the staging area to travel to location, vehicles will travel in small batches to minimise disruption to other road users. **All** vehicles travelling to location will be escorted by an escort vehicle. The Escort Vehicle Operator will brief drivers regarding the route, how relevant sections are to be approached and any day to day issues regarding access.

Drivers **Must:**

- Follow the escort vehicle, utilising the prescribed access route as clearly marked in Map 2
- Obey the instructions of the Escort Vehicle Operative
- Report immediately if they become separated from the convoy
- Follow instructions of traffic management personnel (who will be clearly identified)

Where circumstances change at location after the convoy has joined the A619 and the Wellsite Logistics Operator or the Escort Vehicle Operator decide the journey should be aborted, this will be done prior to entering Bondhay Lane. In these circumstances, all vehicles will continue along

the A619 to the roundabout, turn and head back along the A619 to junction 30 of the M1 and return to the Staging Area.

4.0 Leaving Location

When leaving location **All** vehicles must follow the escort vehicle and remain in convoy until reaching the A619, where the prescribed route back to M1 Junction 30 must be followed. Where larger loads are required to remain under escort until reaching the M1 roundabout at Junction 30, the Escort Vehicle Operative will advise accordingly.

5.0 Contact Numbers

The following contact numbers should be used at all times during the operation:

Contact	Contact Number
Arranging deliveries to location	XXX XXX XXX XXX
Location Contact (Primary)	XXX XXX XXX XXX
Location Contact (Secondary)	XXX XXX XXX XXX
Escort Vehicle Operator	XXX XXX XXX XXX

6.0 Maps

Map 1 – Staging Areas

Insert map of staging areas once identified

Map 2 – Prescribed Route

Insert map of prescribed route for location

APPENDIX 5-1 LANDSCAPE AND VISUAL - ZONE OF THEORETICAL VISIBILITY



Legend

- 60m Drill Rig
- 5km from site
- 10km from site
- Building (OS OpenMap)
- Woodland (NFI)
- Drill rig potentially visible

Notes

The ZTV is calculated to a height of 60m from a viewing height of 2m above ground level.

The terrain model is OS Terrain 5 data which is at 5m horizontal resolution. This is bare earth data with no buildings or tree heights included. We have added an assumed height of 7.5m for buildings from OS OpenMap data, and 15m added to forestry using National Forest Inventory data from Forestry Commission.

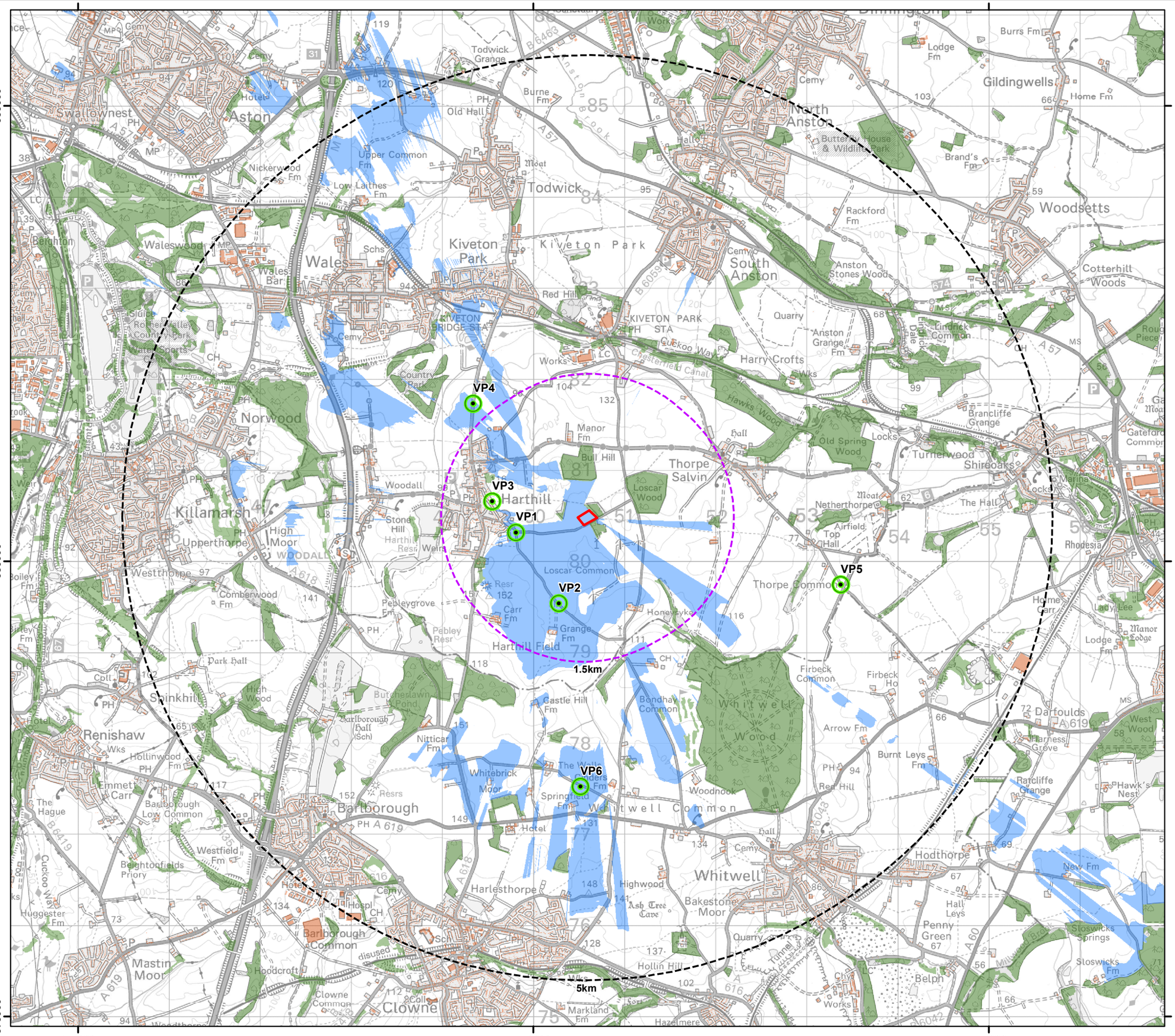
Earth curvature and atmospheric refraction have been taken into account. The ZTV was calculated using Spatial Analyst extension to ArcMap 10.4.1 software.

N

0 1,000 2,000 Meters

INEOS Shale
38 Hans Crescent, Knightsbridge
London, SW1X 0LZ
www.ineosshale.com

Project:	PEDL TBC
Title:	Figure 5-1: Site 304/2 Zone of Theoretical Visibility of Drill Rig with Assumed Building and Forestry Heights Added
Date: 25/04/2017	Scale: 1:75,000 CRS: BNG
Drawn: GIS&V	Checked: AB Rev: 1
Plan No:	PEDL TBC 0001



Legend

- Site Boundary
- 1.5km from site
- 5km from site
- Building (OS OpenMap)
- Woodland (NFI)
- Site Potentially Visible
- Viewpoint

Notes

The ZTV is calculated to a height of 7.5m of the outer perimeter from a viewing height of 2m above ground level.

The terrain model is OS Terrain 5 data which is at 5m horizontal resolution. This is bare earth data with no buildings or tree heights included. We have added an assumed height of 7.5m for buildings from OS OpenMap data, and 15m added to forestry using National Forest Inventory data from Forestry Commission.

Earth curvature and atmospheric refraction have been taken into account. The ZTV was calculated using Spatial Analyst extension to ArcMap 10.4.1 software.

N

0 500 1,000 Meters

INEOS Shale
38 Hans Crescent, Knightsbridge
London, SW1X 0LZ
www.ineosshale.com

Project:	PEDL 304/2
Title:	Figure 5-2: Site 304/2 Zone of Theoretical Visibility of Site Boundary with Assumed Building and Forestry Heights Added
Date: 25/05/2017	Scale: 1:40,000 CRS: BNG
Drawn: GIS&V	Checked: AB Rev: 1
Plan No:	PEDL 304/2

APPENDIX 8-1- GAZETTEER OF HERITAGE ASSETS

Site Gazetteer			
Site No	**List Entry**	**Name and description**	**Designation**
1	1132709	Church of All Hallows	I
2	1314667	Church of St Peter	I
3	1132668	Harthill schoolhouse	II
4	1132669	The Rectory	II
5	1132670	Danby House	II
6	1151902	Headstones to John Berry and Thomas Morton situated approximately 4 metres to south east of porch to Church of St Peter	II
7	1192919	Sundial approximately 5 metres to south east of porch to Church of St Peter	II
8	1281513	Walker's butchers/threshing barn	II
9	1286378	7 and 9, Worksop Road	II
10	1314637	Glebe Farmhouse	II
11	1314638	Tiered stone steps opposite number 44	II
12	1314639	44, Union Street	II
13	1314646	Chesterfield canal dog kennels bridge	II
14	1286372	Ruins of Thorpe Salvin Hall	II*
15	1314668	Gatehouse to Thorpe Salvin Hall	II*

APPENDIX 8-2- GAZETTEER OF NON-DESIGNATED HERITAGE ASSETS

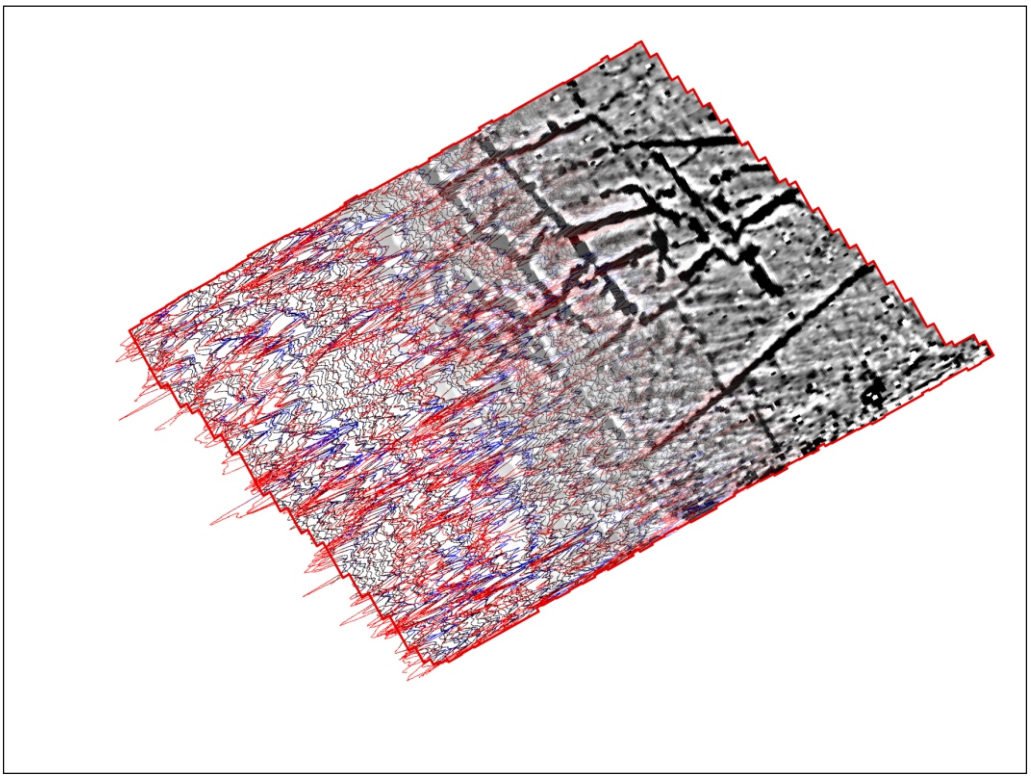
Site Gazetteer			
Site No	**HER reference**	**Name and description**	**Designation**
16	MSY9792	Prehistoric flint assemblage from Thorpe Common	Non-Designated
17	MSY12787	Late Mesolithic to Early Neolithic flints and medieval to post-medieval pottery finds, Loscar Farm	Non-Designated
18	MSY12788	Late Mesolithic flint and Roman to post-medieval pottery finds, Loscar Farm	Non-Designated
19	MSY12786	Late Mesolithic to Early Neolithic flint find and medieval to post-medieval pottery, Loscar Farm	Non-Designated
20	MSY4226	Possible Roman Road, Packman Lane, Kiverton Park to Bondhay Common	Non-Designated
21	MSY10726	Roman Brooch Find, Thorpe Salvin	Non-Designated
22	MSY10727	Roman Enamelled Brooch Find, Thorpe Salvin	Non-Designated
23	MSY10272	Roman Bronze and Enamel Disc Brooch Find, Thorpe Salvin	Non-Designated
24	MSY10303	Roman Coin Find, Thorpe Salvin	Non-Designated
25	MSY10306	Roman Lead Spindle Whorl, Thorpe Salvin	Non-Designated
26	MSY5448	Possible Iron Age or Romano-British Square Enclosure and Field System, west of Harthill Field Road, Harthill	Non-Designated
27	MSY11143	Copper Alloy Strap End Find, Thorpe Salvin	Non-Designated
28	MSY11144	Copper Alloy and Silver Strap End Find, Thorpe Salvin	Non-Designated
29	MSY4708	Medieval Priest's House, Thorpe Salvin	Non-Designated
30	MSY5257	Medieval House, 70 Union Street, Harthill	Non-Designated
31	MSY4249	Harthill Rectory	Non-Designated
32	MSY5335	Bank of Unknown Date, Thorpe Salvin	Non-Designated
33	MSY3923	Thorpe Salvin Hall Post-Medieval Fishpond	Non-Designated
34	MSY5343	Medieval House, 1 Chapel Yard, Harthill	Non-Designated

Site Gazetteer			
Site No	**HER reference**	**Name and description**	**Designation**
35	MSY4797	Medieval Tithe Barn, Harthill	Non-Designated
36	MSY6456	Post-Medieval to Industrial Period School, east of Union Street, Harthill	Non-Designated
37	MSY6354	Manor Farm, 19th-century Barn and Farm, Thorpe Salvin	Non-Designated
38	MSY5481	Chesterfield Canal and associated water management features	Non-Designated
39	MSY6270	Post-Medieval to Industrial Period Lime Kilns, Thorpe Salvin	Non-Designated
40	MSY12193	Medieval Tithe Barn, Harthill	Non-Designated
41	MSY5189	Thorpe Common Undated Enclosure and Field System, Thorpe Salvin	Non-Designated

APPENDIX 8-3- GEOPHYSICAL INVESTIGATION REPORT

Land at Common Road Harthill, South Yorkshire

Detailed Gradiometer Survey Report



Ref: 116430.01
April 2017

wessexarchaeology

Land at Common Road, Harthill, South Yorkshire

Detailed Gradiometer Survey Report

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WA Report Ref. 116430.01

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Quality Assurance

Project Code		**Accession Code**		**Client Ref.**	
Planning Application Ref.		**Ordnance Survey (OS) national grid reference (NGR)**	450578, 380477		

Version	Status*	Prepared by	Checked and Approved By	Approver's Signature	Date
v01	I	*AJS*	*TR*		12/04/2017
File:	X:\TENDERS\T23150\Reports\T23150_Report_Harthill_AS_QC_TR.docx				
	E	*AJS*	*PAB*		13/04/2017
File:	X:\PROJECTS\116430\Reports\116430_Report_Harthill.docx				
	F				
File:					

* I = Internal Draft; E = External Draft; F = Final

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Land at Common Road, Harthill, South Yorkshire

Detailed Gradiometer Survey Report

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Land at Common Road, Harthill, South Yorkshire

Detailed Gradiometer Survey Report

Summary

A detailed gradiometer survey was conducted over land at Common Road, Harthill, South Yorkshire (centred on NGR 450578, 380477). The project was commissioned by ERM on behalf of INEOS with the aim of establishing the presence, or otherwise, and nature of detectable archaeological features in support of a planning application for the development of the site as a shale gas extraction point.

The site comprises a portion of a single arable field located north of Common Road, Harthill, covering an area of 1.9 ha. The geophysical survey was undertaken on 22nd March 2017 and has demonstrated the presence of a number of anomalies of possible archaeological origin across the survey area.

The survey has revealed a substantial number of ditch-like features that together may form a network of Iron Age or Romano-British enclosures. However, the anomalies are consistent with geological responses found on a similar dolostone geology at Clowne (Wessex Archaeology 2013) making a definite conclusion as to the origin difficult. A circular anomaly has been identified in the north-west of the site, and may be evidence of earlier Bronze Age activity; a round barrow or small enclosure. However, this could also be caused by natural features in the dolostone bedrock. It is not possible to accurately determine the nature of the anomalies from the geophysical data alone, and further investigation would be required to provide clarity.

Additionally, this archaeological investigation has detected parallel trend anomalies consistent with modern ploughing.

Land at Common Road, Harthill, South Yorkshire

Detailed Gradiometer Survey Report

Acknowledgements

Wessex Archaeology would like to thank ERM for commissioning the geophysical survey on behalf of INEOS. The assistance of Michael Tomiak of ERM is gratefully acknowledged in this regard.

The fieldwork was undertaken by Christ Hirst and Matt Tooke. Alexander Schmidt processed and interpreted the geophysical data and wrote the report. The geophysical work was quality controlled by Tom Richardson and Paul Baggaley. Illustrations were prepared by Richard Milwain. The project was managed on behalf of Wessex Archaeology by Lucy Learmonth.

Land at Common Road, Harthill, South Yorkshire

Detailed Gradiometer Survey Report

1 INTRODUCTION

1.1 Project background

1.1.1 Wessex Archaeology was commissioned by ERM on behalf of INEOS to carry out a geophysical survey at Common Road, Harthill, South Yorkshire (hereafter "the Site") centred on NGR 450578, 380477 (**Figure 1**). The survey forms part of an ongoing programme of archaeological works being undertaken in support of a planning application for the development of the Site as a shale gas extraction point.

1.1.2 This report presents a brief description of the methodology followed by the detailed survey results and the archaeological interpretation of the geophysical data.

1.2 The Site

1.2.1 The Site is located in South Yorkshire, 1.2 km east of the village of Harthill and 7.8 km west of Worksop.

1.2.2 The detailed gradiometer survey consists of 1.9 ha of agricultural land, currently utilised for winter wheat crop. The Site is bounded by open agricultural land to the north and west, a small parcel of woodland to the east, with a hedgerow and Common Road to the south.

1.2.3 The Site is on a gentle incline, sloping from 138 m above Ordnance Datum (aOD) at the southern edge to approximately 136 m aOD at the northern edge.

1.2.4 No overhead cables traverse the Site.

1.2.5 The underlying bedrock geology throughout the Site is mapped as Dolostone of the Cadeby (Magnesian limestone) formation with no superficial deposits recorded (BGS 2017).

1.2.6 The soils underlying the Site are likely to consist of typical brown calcareous earths of the 511a (Aberford) association (SSEW SE Sheet 1 1980). Soils derived from such geological parent material have been shown to produce contrasts acceptable for the detection of archaeological remains through gradiometer survey.

2 ARCHAEOLOGICAL BACKGROUND

2.1.1 The following background details of relevant sites within 1km of the Site in order to inform the geophysical interpretation. This information has been compiled from data from the Heritage Gateway (accessed 2017).

2.1.2 There are no designated heritage assets, such as Scheduled Monuments, within the boundary of the proposed survey. Several find spots have been identified within the wider study area. A late Mesolithic to early Neolithic flint blade was recovered close to Loscar Farm. The potential for buried archaeological remains pertaining to this period is thought to be low.

2.1.3 Cropmarks to the south of the site are suggestive of a possible squared enclosure and field system. Are thought to potentially be later prehistoric to Romano-British in origin. The potential for buried archaeological remains of this period is thought to be low to moderate.

2.1.4 There are no Grade I, II or II* Listed buildings within the wider study area of the Site. Spot finds to the south at Loscar Farm revealed medieval and post-medieval pottery. It is thought any archaeological remains are likely to be agricultural in origin and the potential is low to moderate.

3 METHODOLOGY

3.1 Introduction

3.1.1 The geophysical survey was undertaken by Wessex Archaeology's in-house geophysics team on the 22nd March 2017. Field conditions at the time of the survey were good throughout the period of survey. An overall coverage of 2.0 ha was achieved, with any extra area covered to ensure maximum coverage across open boundaries.

3.2 Aims and objectives

3.2.1 The aims of the survey comprise the following:

- to conduct a detailed survey covering as much of the specified area as possible, allowing for artificial obstructions;
- to clarify the presence/absence and extent of any buried archaeological remains within the site;
- to determine the general nature of the remains present.

3.3 Fieldwork methodology

3.3.1 Individual survey grid nodes were established at 30 m x 30 m intervals using a Leica Viva RTK GNSS instrument, which is precise to approximately 0.02 m and therefore exceeds Historic England recommendations (2008).

3.3.2 The detailed gradiometer survey was conducted using a Bartington Grad601-2 fluxgate gradiometer instrument, which has a vertical separation of 1 m between sensors. Data were collected at 0.25 m intervals along transects spaced 1 m apart with an effective sensitivity of 0.03 nT, in accordance with Historic England guidelines (English Heritage 2008). Data were collected in the zigzag method.

3.4 Data processing (Gradiometer)

3.4.1 Data from the survey was subject to minimal data correction processes. These comprise a zero mean traverse function (±5 nT thresholds) applied to correct for any variation between the two Bartington sensors used, and a de-step function to account for variations in traverse position due to varying ground cover and topography. These two steps were applied throughout the survey area, with no interpolation applied.

3.4.2 Further details of the geophysical and survey equipment, methods and processing are described in **Appendix 1**.

4 GEOPHYSICAL SURVEY RESULTS AND INTERPRETATION

4.1 Introduction

4.1.1 The detailed gradiometer survey has identified several anomalies of possible archaeological origin, as well as a large amount of parallel trend anomalies. Results are presented as a series of greyscale plots, XY plots and archaeological interpretations at a scale of 1:1500 (**Figures 2** to **4**). The data are displayed at -2 nT (white) to +3 nT (black) for the greyscale image and ±25 nT at 25 nT per cm for the XY trace plots.

4.1.2 The interpretation of the datasets highlights the presence of potential archaeological anomalies, ferrous/burnt or fired objects, and magnetic trends (**Figure 4**). Full definitions of the interpretation terms used in this report are provided in Appendix 2.

4.1.3 Numerous ferrous anomalies are visible throughout the dataset. These are presumed to be modern in provenance and are not referred to, unless considered relevant to the archaeological interpretation.

4.1.4 It should be noted that small, weakly magnetised features may produce responses that are below the detection threshold of magnetometers. It may therefore be the case that more archaeological features may be present than have been identified through geophysical survey.

4.1.5 Gradiometer survey may not detect all services present on Site. This report and accompanying illustrations should not be used as the sole source for service locations and appropriate equipment (e.g. CAT and Genny) should be used to confirm the location of buried services before any trenches are opened on Site.

4.2 Gradiometer survey results and interpretation

4.2.1 The survey has revealed numerous intersecting, linear and recti-linear anomalies that may form a network of enclosures consistent with a pre-historic pattern of land division where ditches were used to separate parcels of land. However, these anomalies have been interpreted as possible archaeology due to the nature of the underlying dolostone geology. Similar patterns of anomalies have been identified at Clowne over the same geology (Wessex Archaeology 2013). Trenching of these anomalies found them to be the result of natural fissures. The anomalies are described and discussed below.

4.2.2 In the south-western portion of the survey, a cluster of positive (-10 - +14 nT) recti-linear anomalies has been identified covering an area approximately 80 m x 75 m on a north-west to south-east alignment (**4000**). A larger recti-linear anomaly measuring approximately 26 m x 29 m has been identified at the north of this group. Within this feature several weaker (+/-2 nT), fragmented linear anomalies have been identified; however, their origin is not clear. If these anomalies are archaeological then it is likely that they represent pitting activity or internal divisions within a larger enclosure. A similar rectilinear anomaly lies immediately to the west. This is a larger feature, measuring 42 m north-west to south-east. However, it is not possible to identify the western extent, as it appears to extend outside the survey area.

4.2.3 To the south of the two larger features, several smaller (11 m x 12 m) recti-linear anomalies have been identified. These anomalies continue south-east forming a ‘ladder’ shape that appears to have a gap at the southern extent, possibly relating to an entranceway. These smaller enclosures may form part of the wider network continuing to the west outside the survey area. The anomalies together may form a larger enclosure with internal and external divisions however they may also be the result of natural fissures in the underlying geology.

4.2.4 To the north and south of the data set two moderate magnitude (8 – 14 nT) positive linear anomalies (**4001** and **4002**) have been identified on a south-west to north-east alignment. Both anomalies appear fragmented with respective lengths of 50 m and 56 m. **4002** appears to interconnect with anomalies to south at the south-western extent at **4000**, while the extent of **4001** is unclear as it continues outside of the dataset. It is possible the anomaly may continue and form an intersection with a linear anomaly protruding to the north-west from the group of anomalies at **4004**.

4.2.5 In the centre of the dataset a cluster of amorphous anomalies has been identified (**4003**). These anomalies present as a very similar magnitude (-10 - +11 nT) to the surrounding enclosure-like anomalies. However, no clear discernible pattern or orientation can be identified. These anomalies have therefore also been interpreted as possible archaeology. They may be evidence of settlement activity within the surrounding enclosures, or be natural fissures.

4.2.6 To the north-east of **4003** a second, more defined pattern of anomalies forms another network of interlinking linear and recti-linear anomalies (**4004**). Three or possibly four 'ladder' shaped anomalies measuring approximately 11 m x 12 m and appearing on a north-west to south-east alignment have been identified. Connected to the east, three more undefined recti-linear anomalies have been identified. These anomalies have been noted on a slightly different alignment (east – west) but appear to intersect with the more 'ladder' shaped anomalies on the eastern side. The anomalies together may form a network of smaller divisions or enclosures; however, they may also be the result of natural fissures in the underlying geology.

4.2.7 To the south of **4004** a group of larger, more fragmented recti-linear anomalies have been identified (**4005**). These anomalies measure approximately 30 m x 28 m and fall on the same alignment as the 'ladder' shaped anomalies at **4004**, but form a more regular pattern of squares. These anomalies may also form larger enclosures interlinked with smaller enclosures to the north-west, however may also be natural in origin.

4.2.8 A low magnitude, positive (+2 - +4 nT), curvi-linear anomaly has been identified in the north of the survey area (**4006**). This is indicative of a former ditch feature, however its position at the periphery of the survey area makes accurate interpretation difficult. It is possible that this is evidence of a small enclosure or other archaeological settlement activity. However, it could equally relate to natural feature in the dolostone bedrock.

4.2.9 A clearer circular/curvi-linear anomaly has been identified in the north-west of the dataset (**4007**). This is indicative of a ring ditch, with an internal diameter of approximately 12 m. It is possible that this relates to a Bronze Age barrow or a small circular enclosure feature. However, given the similar magnetic strength (8 – 12 nT) to the surrounding features that may be fissures in the dolostone bedrock, a natural origin cannot be discounted.

4.2.10 Closely spaced (1.5 – 2 m) parallel linear anomalies have been identified across the Site on an east – west orientation. These are indicative of modern agricultural activity, such as ploughing.

5 DISCUSSION

5.1.1 The detailed gradiometer survey has been successful in detecting anomalies of possible archaeological interest throughout the dataset. These anomalies have the expected pattern and form of a network of Iron Age/Romano British enclosures. However, similar anomalies have been identified over a similar geology at a site in Clowne (Wessex Archaeology 2013), and were found to be natural depressions and fissures by trenching. This makes confident interpretation of the anomalies difficult, and it is entirely plausible there could be a mixture of both natural and archaeological features within the dataset. Distinction between natural and archaeological anomalies is not possible from the geophysical data alone; further investigations would be required to clarify this.

5.1.2 The circular anomaly (**4007**) in the north-west of the Site has a clearly different form to the rest of the rectilinear anomalies across the area. This may suggest it is of a different origin, and therefore more likely to be archaeological. It is possible that it relates to a Bronze Age round barrow or other small circular enclosure. However, it has similar magnetic properties, meaning a natural origin cannot be discounted.

5.1.3 In addition to the above, anomalies interpreted as evidence of agricultural activity have also been identified. These are apparent as parallel linear trend anomalies throughout the dataset on an east – west alignment, and are likely related to modern ploughing.

5.2 Recommendations

5.2.1 Following the results of the geophysical survey, it is considered that further archaeological investigations could be required by the Local Planning Authority. It is recommended that these works could take the form of archaeological trial trenching in the first instance. Should this be the case, the anomalies identified as archaeology and probable archaeology are tested.

5.2.2 Additionally, further data should be collected via trial trenching from the areas identified as superficial archaeology / potential spreads to ensure that these responses are not masking weaker and potentially archaeological responses. Trenches should also be planned to investigate areas where no anomalies of potential archaeological interest have been identified within the Site.

6 REFERENCES

6.1 Bibliography

English Heritage 2008 *Geophysical Survey in Archaeological Field Evaluation. Research and Professional Service Guideline No 1.* Swindon (2nd Edition)

Wessex Archaeology 2013 *Mansfield Road, Clowne, Derbyshire Detailed Gradiometer Survey Report*

6.2 Cartographic and documentary sources

Ordnance Survey 1983 *Soil Survey of England and Wales Sheet 3, Soils of Midland and Western England.* Southampton.

6.3 Online resources

British Geological Survey Geology of Britain Viewer (accessed April 2017)
http://mapapps.bgs.ac.uk/geologyofbritain/home.html

Heritage Gateway (accessed April 2017)
http://www.heritagegateway.org.uk/gateway/

7 APPENDICES

7.1 Appendix 1: Survey Equipment and Data Processing

Survey methods and equipment

The magnetic data for this project will be acquired using a non-magnetic cart fitted with 4x Bartington Grad-01-1000L magnetic gradiometers. The instrument has four sensor assemblies fixed horizontally 1 m apart allowing four traverses to be recorded simultaneously. Each sensor contains two fluxgate magnetometers arranged vertically with a 1m separation, and measures the difference between the vertical components of the total magnetic field within each sensor array. This arrangement of magnetometers suppresses any diurnal or low frequency effects.

The gradiometers have an effective resolution of 0.03 nT over a ±100 nT range, and measurements from each sensor are logged at a rate of 6 hz (intervals of sub 0.25 m). All of the data are stored on a Leica Viva CS35 tablet controller using the data acquisition program MLGrad 601. This also collects readings streamed by a Leica GS14 GNSS receiver, which is fixed to the cart at a measured distance from the sensors.

The use of the non-magnetic cart has several advantages over the use of the Bartington Grad 601-2 fluxgate gradiometer instrument. Perhaps chief amongst these is that it has a higher sample rate resulting in higher resolution dataset. The addition of the GPS receiver also negates the need to establish a survey grid prior to the survey and therefore increases efficiency. Mounting the instrument on the cart also reduces the occurrence of operator error caused by inconsistent walking speeds and variation in traverse position due to varying ground cover and topography.

Wessex Archaeology undertakes two types of magnetic surveys: scanning and detail. When not using the handheld Bartington 601-2 dual magnetic gradiometer, both types depend upon the establishment of an accurate 20 m or 30 m site grid, which is achieved using a Leica Viva RTK GNSS instrument and then extended using tapes. The Leica Viva system receives corrections from a network of reference stations operated by the Ordnance Survey and Leica Geosystems, allowing positions to be determined with a precision of 0.02 m in real-time and therefore exceed the level of accuracy recommended by Historic England (English Heritage 2008) for geophysical surveys.

Scanning surveys consist of recording data at 0.25 m intervals along transects spaced 10m apart, acquiring a minimum of 80 data points per transect. Due to the relatively coarse transect interval, scanning surveys should only be expected to detect extended regions of archaeological anomalies, when there is a greater likelihood of distinguishing such responses from the background magnetic field.

The detailed surveys consist of 20 m x 20 m or 30 m x 30 m grids, and data are collected at 0.25 m intervals along traverses spaced 1m apart. These strategies give 1600 or 3600 measurements per 20 m or 30 m grid respectively, and are the recommended methodologies for archaeological surveys of this type (EH, 2008).

Data may be collected with a higher sample density where complex archaeological anomalies are encountered, to aid the detection and characterisation of small and ephemeral features. Data may be collected at up to 0.125 m intervals along traverses spaced up to 0.25 m apart, resulting in a maximum of 28800 readings per 30 m grid, exceeding that recommended by Historic England (English Heritage 2008) for characterisation surveys.

Post-Processing

The magnetic data collected during the detail survey are downloaded from the Bartington system for processing and analysis using both commercial and in-house software. This software allows for both the data and the images to be processed in order to enhance the results for analysis; however, it should be noted that minimal data processing is conducted so as not to distort the anomalies.

As the scanning data are not as closely distributed as with detailed survey, they are georeferenced using the GPS information and interpolated to highlight similar anomalies in adjacent transects. Directional trends may be removed before interpolation to produce more easily understood images.

Typical data and image processing steps for the non-magnetic cart fitted system may include:

- Smooth – Applying a smooth function removes any small scale spiking or 'fuzziness', generally caused by internal system noise. This effectively 'destripes' the data and reduces the appearance of dominant anomalous readings.
- Spline interpolation – Gridding the data with splines allows the application of minimum and maximum data values and reduces oscillations for potential fields such as gravity or magnetic.

Typical data and image processing steps for the dual magnetic gradiometer system may include:

- Destripe – Applying a zero mean traverse in order to remove differences caused by
- directional effects inherent in the magnetometer;
- Destagger – Shifting each traverse longitudinally by a number of readings. This corrects for operator errors and is used to enhance linear features;
- Despike – Filtering isolated data points that exceed the mean by a specified amount to reduce the appearance of dominant anomalous readings (generally only used for earth resistance data)

Typical displays of the data used during processing and analysis:

- XY Plot – Presents the data as a trace or graph line for each traverse. Each traverse is displaced down the image to produce a stacked profile effect. This type of image is useful as it shows the full range of individual anomalies.
- Greyscale – Presents the data in plan view using a greyscale to indicate the relative strength of the signal at each measurement point. These plots can be produced in colour to highlight certain features but generally greyscale plots are used during analysis of the data.

7.2 Appendix 2: Geophysical Interpretation

The interpretation methodology used by Wessex Archaeology separates the anomalies into four main categories: archaeological, modern, agricultural and uncertain origin/geological.

The archaeological category is used for features when the form, nature and pattern of the anomaly are indicative of archaeological material. Further sources of information such as aerial photographs may also have been incorporated in providing the final interpretation. This category is further sub-divided into three groups, implying a decreasing level of confidence:

- Archaeology – used when there is a clear geophysical response and anthropogenic pattern.
- Possible archaeology – used for features which give a response but which form no discernible pattern or trend.

The modern category is used for anomalies that are presumed to be relatively modern in date:

- Ferrous – used for responses caused by ferrous material. These anomalies are likely to be of modern origin.
- Modern service – used for responses considered relating to cables and pipes; most are composed of ferrous/ceramic material although services made from non-magnetic material can sometimes be observed.

The agricultural category is used for the following:

- Former field boundaries – used for ditch sections that correspond to the position of boundaries marked on earlier mapping.
- Ridge and furrow – used for broad and diffuse linear anomalies that are considered to indicate areas of former ridge and furrow.
- Ploughing – used for well-defined narrow linear responses, usually aligned parallel to existing field boundaries.
- Drainage – used to define the course of ceramic field drains that are visible in the data as a series of repeating bipolar (black and white) responses.

The uncertain origin/geological category is used for features when the form, nature and pattern of the anomaly are not sufficient to warrant a classification as an archaeological feature. This category is further sub-divided into:

- Increased magnetic response – used for areas dominated by indistinct anomalies which may have some archaeological potential.
- Trend – used for low amplitude or indistinct linear anomalies.
- Superficial geology – used for diffuse edged spreads considered to relate to shallow geological deposits. They can be distinguished as areas of positive, negative or broad bipolar (positive and negative) anomalies.

7.3 Appendix 3: OASIS form

Project Details:

Project name	Land at Common Road, Harthill, South Yorkshire				
Type of project	Detailed gradiometer survey				
Project description	A detailed gradiometer survey was conducted over land at Common Road, Harthill, South Yorkshire (centred on NGR 450578, 380477). The project was commissioned by ERM on behalf of INEOS with the aim of establishing the presence, or otherwise, and nature of detectable archaeological features in support of a planning application for the development of the site as a shale gas extraction point. The site comprises a portion of a single arable field located north of Common Road, Harthill, covering an area of 1.9 ha. The geophysical survey was undertaken on 22nd March 2017 and has demonstrated the presence of a number of anomalies of possible archaeological origin across the survey area. The survey has revealed a substantial number of ditch-like features that together may form a network of Iron Age or Romano-British enclosures. However, the anomalies are consistent with geological responses found on a similar dolostone geology at Clowne (Wessex Archaeology 2013) making a definite conclusion as to the origin difficult. A circular anomaly has been identified in the north-west of the site, and may be evidence of earlier Bronze Age activity; a round barrow or small enclosure. However, this could also be caused by natural features in the dolostone bedrock. It is not possible to accurately determine the nature of the anomalies from the geophysical data alone, and further investigation would be required to provide clarity. Additionally, this archaeological investigation has detected parallel trend anomalies consistent with modern ploughing.					
Project dates		**Start:** 22-03-2017		**End:** 22-03-2017	
Previous work		Not known			
Future work		Not known			
Project Code:	116430	**HER event no.**	N/A	**OASIS form ID:**	wessexar1-282648
		NMR no.	N/A		
		SM no.	N/A		
Planning Application Ref.					
Site Status		None,			
Land use		Cultivated Land 2- Operations to a depth less than 0.25m			
Monument type		N/A	**Period**	N/A	

Project Location:

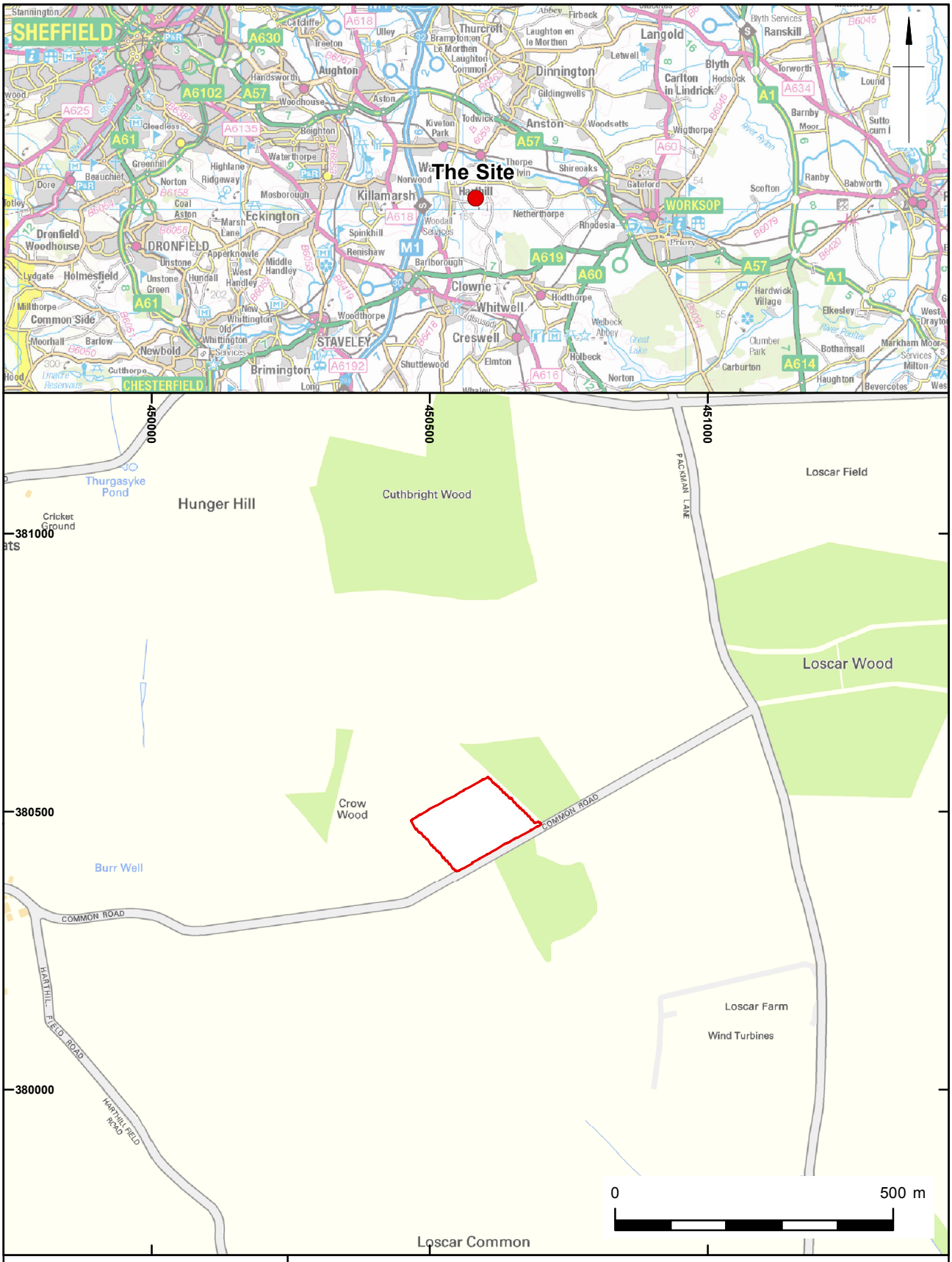
Site Address	Common Road, Harthill, South Yorkshire			**Postcode**	S26 7ZD
County	Yorkshire	**District**	Rotherham	**Parish**	Harthill with Woodall CP
Study Area	1.9 ha	**Height OD**	136 – 138 m aOD	**NGR**	450578, 380477

Project Creators:

Name of Organisation	Wessex Archaeology		
Project brief originator	ERM	**Project design originator**	Wessex Archaeology
Project Manager	Lucy Learmonth	**Project Supervisor**	
Sponsor or funding body	ERM	**Type of Sponsor**	Developer

Project Archive and Bibliography:

Physical archive	N/A	**Digital Archive**	Geophysics, survey and report	**Paper Archive**	N/A
Report title	Land at Common Road, Harthill, South Yorkshire			**Date**	April 2017
Author	Wessex Archaeology	**Description**	Unpublished report	**Report ref.**	116430.01



Detailed survey extents

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Date:	13/04/17	Revision Number:	0
Scale:	1:10000 at A4	Illustrator:	RAM
Path:	X:\PROJECTS\116430\GIS\FigsMXD\2017_04_13		

Site location and survey extents

Figure 1



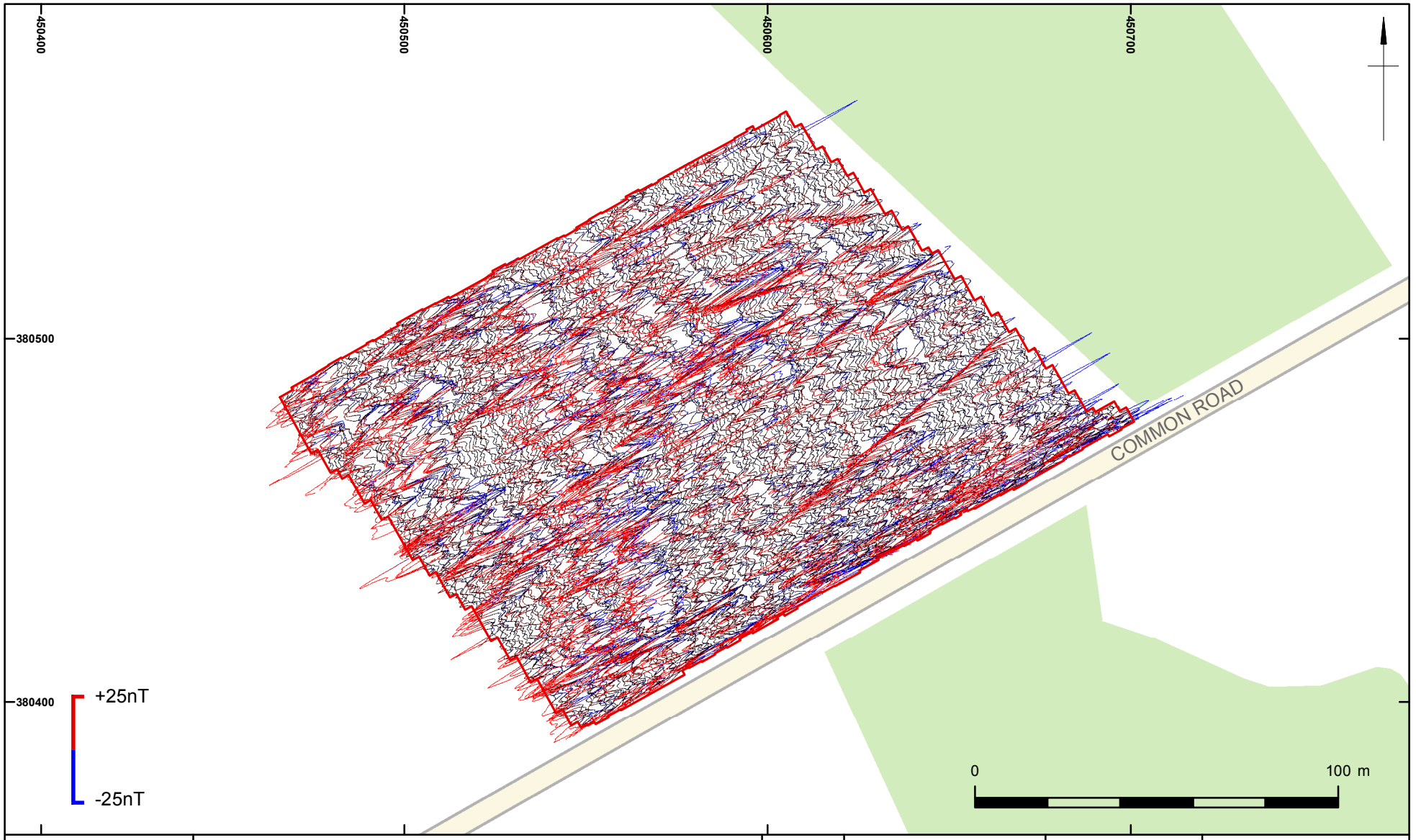
Detailed survey extents

Coordinate system:
OSGB36 (OSTN15/OSGM15)

Date:	13/04/17	Revision Number:	0
Scale:	1:1500 at A4	Illustrator:	RAM
Path:	X:\PROJECTS\116430\GIS\FigsMXD\2017_04_13		

Greyscale plot

Figure 2



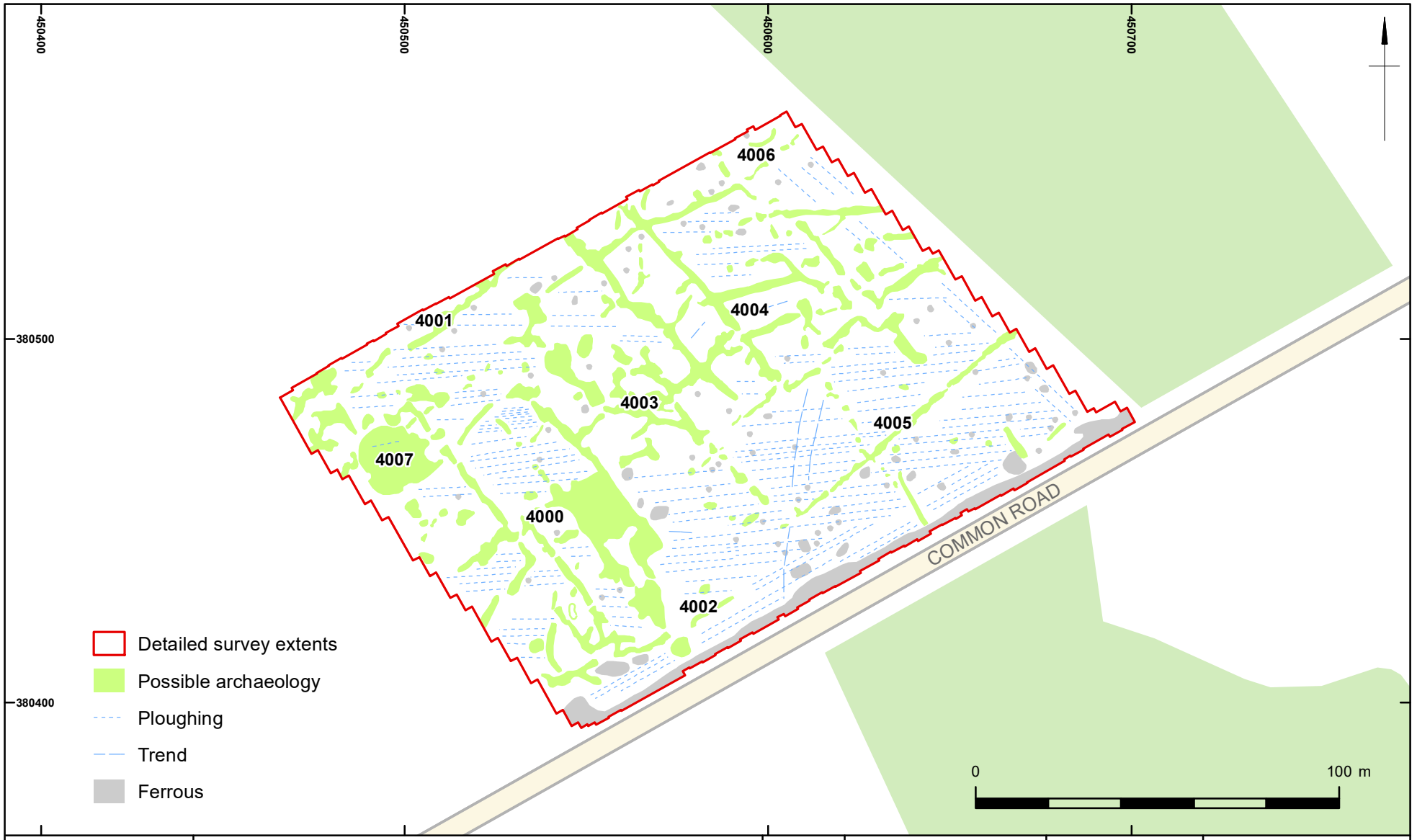
Detailed survey extents

Coordinate system:
OSGB36 (OSTN15/OSGM15)

Date:	13/04/17	Revision Number:	0
Scale:	1:1500 at A4	Illustrator:	RAM
Path:	X:\PROJECTS\116430\GIS\FigsMXD\2017_04_13		

XY Trace plot

Figure 3



Coordinate system: OSGB36 (OSTN15/OSGM15)	Date:	13/04/17	Revision Number: 0
	Scale:	1:1500 at A4	Illustrator: RAM
	Path:	X:\PROJECTS\116430\GIS\FigsMXD\2017_04_13	

Archaeological interpretation

Figure 4



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