INEOS Shale

7. Environmental Report

Land adjacent to Bramleymoor Lane, Marsh Lane



Construction of a well site and creation of a new access track, mobilisation of drilling, ancillary equipment and contractor welfare facilities to drill 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 Bramleymoor Lane, near Marsh Lane.

May 2017

INEOS Shale

Environmental Report

Application to Drill a Vertical Core Well

Land adjacent to Bramleymoor Lane, near Marsh Lane

PEDL 300

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 Bramleymoor Lane (**"site"**), located approximately 0.5 km to the southwest of the settlement of Marsh Lane and 1.7 km west of Eckington. The site is currently accessed via an agricultural access from Bramleymoor Lane, which is situated approximately 330 m to the south of Quarry Hill (B6056). However, a new access track would be created linking the site directly to the B6056 to avoid constraints identified with the use of Bramleymoor Lane. The proposal has a surface works area of 1.84 ha including the new access track.

The intent of the vertical core well is to support the exploration of the hydrocarbon potential within Petroleum Exploration and Development Licence Area (PEDL) 300. 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 – approximately 3 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 Listening Well– approximately 3 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 noise sensitive receptors to the site include Ten Acres Farm (approximately 300 m east of the site); residences in Bramley Road and Ridge Road (approximately 370 m east of the site); Heatherlee Farm (approximately 320 m west of the site); and Ash Lane Farm (approximately 520 m south of the site). Marsh Lane Primary School is located approximately 800 m northeast of the site. The assessment showed that noise from construction equipment is not expected to exceed the assessment criteria and, although it may be audible at times, 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 Policy 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 noise plus 10 dB(A). Taking both the temporary change in noise level and absolute noise level assessment into consideration, it is considered that the proposal will not

	result in a significant adverse impact to quality of life. Noise levels have been shown to be very low (approximately 32 dB) at the nearest school (Marsh Lane Primary School). These levels are not expected to have a significant effect inside or outside of the school. 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 22 km from the M1 motorway to the site has been proposed. This route exits the M1 motorway and for approximately 17 km follows the trunk road network (A52 and/or A630, A6102) between the M1 and Norton. The remaining 6 km of the route is undertaken on the B6057 Jordanthorpe Parkway and the B6056 Eckington Road and Snowden Lane. Approximately 1.5 km of the route through Coal Aston has residential frontage onto sections of the route and experiences on-street parking. Access to the site will be provided from the B6056 via a priority junction. The speed limit of the B6056 is 60 mph; accordingly the site access junction has been designed in accordance with Design Manual for Roads and Bridges as well as giving consideration to the existing precedence on the highway network. A swept path assessment of the site access has been undertaken to verify safe entry and exit in forward gear without using the opposite lane on the B6056. The visibility requirement of 4.5 m x 215 m is also achievable in both directions along the B6056. A swept path assessment was also undertaken of constrained junctions 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 occur 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 is approximately 1% increase over baseline and occurs on the B6056 in the vicinity of the site between its junction with Bramleymoor Lane and Snowden Lane. The maximum percentage increase in HGVs for this section of the route is approximately 17%, which is below the 30% 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. 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.
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 (including access road) is situated within an area of arable land demarcated by defunct species-rich hedgerows to the south, east and west. A species-poor hedgerow with small occasional gaps was located to the north of the site. The surrounding area supports arable land and improved grassland (used for horse-grazing). Habitats considered to be of low to moderate ecological value were identified in

	and around the site. There was also evidence from the desk study and survey that the site could support some protected or notable flora and fauna. Further surveys (to assess the potential of trees on-site to support roosting bats, and to update the findings on badger use of the site and surrounding area) were undertaken confirming that the site has limited potential to support protected species. Due to the negligible likelihood of protected species and low to moderate value of the habitats present, standard mitigation measures have been incorporated into the design to manage and mitigate species and habitat effects. 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 *Nottinghamshire, Derbyshire and Yorkshire Coalfield* landscape character area (LCA), and the *Wooded Hills and Valleys* landscape character type (LCT), as defined within the Derbyshire Landscape Character Assessment (2014). The sensitivity of the site to the proposal is considered to be low and the sensitivity of the wider LCT is considered to be medium. During site development and establishment (Stage 1), substantial effects will impact upon the site at a local landscape level (within approximately 0.3 km of the site) and minor effects are expected within the wider LCT. During drilling and coring (Stage 2), 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. During this stage, substantial effects are predicted for the site, and for areas of the LCT enclosed by the B6056, Bramleymoor Lane, and Morton Lane, and extending up to a maximum of 1.5 km to the south and north-west. Beyond this area the level of effect will lower to moderate. The effect on the Wooded Hills and Valleys LCT will be minor 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. Decommissioning and restoration (Stage 5) effects are anticipated to be moderate within the site, and minor or negligible beyond. If a workover rig of up to 32 m high is required during the possible workover of the suspended well (Stage 3a), or use of the well as listening well (Stage 4), moderate effects will affect the site at a local landscape level (within approximately 0.3 km of the Site) and minor effects are expected within the wider LCT. These effects, however, will be experienced for a short time period of up to a month. Based on the viewpoint assessment undertaken, and with regard to the ZTV (zone of theoretical visibility) and the extent of localised screening, moderate effects on views may occur during all stages of the proposal. Substantial effects are only predicted when a drilling rig is in place, mainly during Stage 2 but also short periods of Stages 3a, 4 and 5. These effects, however, will be experienced only by higher-sensitivity receptors within 1.5 km of the site. These include residents along the western edge of Marsh Lane and a small number of residents within Middle Handley, as well as residents within the two closest individual properties: Ten Acres Farm and Heatherlee Farm. Residents of other nearby villages will experience minor effects at most. Moderate visual effects – rising to substantial during drilling operations - may also occur from the Bramleymoor Lane to the immediate east of the site and from the surrounding road network, although a relative abundance of roadside hedgerows provides an effective visual screen to the site. During drilling and coring (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 landform, moderate visual effects are predicted during daylight and night time hours. At distances over 1.5 km it is considered likely that only the drill rig and cranes on-site will be perceptible in view. Visual effects are not predicted to be greater

	than minor at distances over 1.5 km from the site due to screening in the landscape, the distribution of receptors, and the temporary nature of the work. 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.
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 a flood plain and the site design is self-contained with regards to surface water runoff. The nearest surface watercourses are a tributary of the River Rother (0.8 km east of the site) and a tributary of the Moss River (0.85 km northwest 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 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 as a result of the lack of hydrological connectivity between the site and these watercourses. • A neutral effect on pressures on water resources in the surrounding area, due to the small number of existing abstractions in the immediate area and non-intensive nature of on-site activities. • A neutral effect on recreational uses within the surrounding area due to these being concentrated within designated sites and urban areas greater than 1.5km distant from the proposal. Flooding, residual and climate change impacts have been assessed as negligible with Environment Agency flood maps showing the site as having a 'Very Low' risk of flooding from fluvial and surface water sources. 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 *Pennine Lower Coal Measures* secondary aquifer. There is one groundwater abstraction in the region although none within the 1 km of the site. This abstracts water from the *Pennine Lower Coal Measures* Secondary Aquifer. There are no groundwater Source Protection Zones (SPZ) within 1 km of the site. The proposed drilling method has been frequently implemented in the UK and contains barrier mitigation and monitoring approaches to minimise the risk to hydrogeology. Embedded mitigation measures will also be implemented to prevent groundwater pollution from 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 groundwater vulnerability of the surrounding area due to the nearest SPZ being greater than 1 km distant from the site. • A neutral effect on the transport and dilution capability on the capability of

	groundwater aquifers within the local area. • A neutral effect on designated areas. • A neutral effect 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. There are 66 cultural heritage and archaeological features identified within the study area. The vast majority of these will not be affected by the proposal. There may be temporary visual impacts on the settings of some above-ground assets. Those of notable value include a Grade II* listed building (West Handley Hall) and six Grade II listed buildings. It is considered highly unlikely that remains of Prehistoric, Roman or Early Medieval cultures exist within the proposed development site. However, such remains are considered of high value so in the unlikely circumstance of discovery would merit at least detailed recording process during development or alternative preservation methods. A number of mining related activities (including bell-pits and a tramway) have been identified within very close proximity to the site. These have been investigated further through geophysical survey and the design of the site amended to avoid these features. There is low potential for the low value remains of mining/coal extraction (early medieval through to the modern era) within the site boundary. Current understanding of the archaeology on site, other than disturbance to former field boundaries which are of negligible value, is that there is likely to be no direct harm to the identified low value assets. The temporary nature of the development is considered to minimise any potential for adverse effects on the setting of above-ground heritage features within the study area. In terms of impacts on historic landscape and/or the setting of heritage assets, whilst some medium and high value listed buildings could experience a short term effect on their setting, there would not be any long term or permanent change. This would result in a neutral or, at worst, a slight temporary adverse significance or effect. It is considered, based on the assessment that no harm would arise to designated assets. Consequently, archaeology and cultural heritage should not be considered opposing factors in granting planning permission.

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

Environmental Aspect	Rationale 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. Generators would be present on the site for less than 6 months, and the rig for less than 3 months during Stage 2. 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 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.
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 is discussed in Section 8.3 of the Planning Statement.
Human Health	Public Health and Public Concern is discussed in Section 8.2 of the Planning Statement.

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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 Bramleymoor Lane, located approximately 0.5 km to the southwest of the settlement of Marsh Lane, Derbyshire ("**site**"). The site is currently accessed via an agricultural access from Bramleymoor Lane, which is situated approximately 330 m to the south of the junction with the B6056. There is a secondary agricultural access in the field boundary to the north of the site, directly onto the B6056. The proposal has surface works area of 1.83 ha including the new access track.

The intent of the core well is to support the exploration of the hydrocarbon potential within Petroleum Exploration and Development Licence Area (PEDL) 300. The proposal would be for a maximum of five years and include will comprise the following stages:

Stage 1: Site Development and Establishment – approximately 3 months

Stage 2: Drilling and Coring – approximately 3 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 Listening Well– approximately 3 weeks

Stage 5: Decommissioning and Restoration – approximately 2 months

Further information on the planned activities is available in *The Proposal* document submitted within the planning application package.

1.2 THE PURPOSE OF THIS DOCUMENT

This Environmental Report accompanies the planning application submitted to Derbyshire County Council ("**DCC**") in its capacity as the Mineral Planning Authority ("**MPA**") for the site.

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

- Planning Application Form
- Planning Application 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 Ordnance Survey (OS) mapping, existing ground height information, and measurements taken of the existing background noise.

2.2.3 Assessment Methodology

This assessment has been undertaken in accordance with the requirements of the guidance documents described in the following sections.

Planning Practice Guidance

Planning Practice Guidance (PPG) on noise from mineral extraction adopts noise level criteria to be achieved by mineral extraction operations. The criteria presented within the PPG are those against which the proposal 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 ($L_{A90,1h}$) 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 $L_{Aeq,1h}$ (free field). For operations during the evening (1900-2200) the noise limits should not exceed the background noise level ($L_{A90,1h}$) by more than 10 dBA [sic] and should not exceed 55 dBA $L_{Aeq,1h}$ (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 $L_{Aeq,1h}$ (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. L_{max} 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 noise bunds, 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 $L_{Aeq,1h}$ (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 $L_{Aeq,1h}$ (free field) limit referred to above should be regarded as the normal maximum." Paragraph: 022 Reference ID: 27-022-20140306

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

- the options for the siting of minerals extraction activities 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 proposal.

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) $L_{Aeq,T}$*		
	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 L_{Aeq},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 L_{Aeq},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 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 are presented in Figure 2-1 and include:

- NSR 1 - Ten Acres Farm – approximately 140 m to the east of the site boundary of the access road (at the closest point) and 300 m from the wellsite;
- NSR 2 - Lightwood (including Bramley Road and Ridge Road) approximately 370 m to the east from the wellsite;
- NSR3 - Heatherlee Farm approximately 320 m to the west of the wellsite; and
- NSR 4 - Ash Lane Farm (West Handley) approximately 520 m south of the wellsite.

These residential properties are presented in Figure 2-1.

The Marsh Lane primary school is located in School Lane approximately 800 m from the site boundary (at the closest point).

2.3.2 Noise Monitoring Dates and Locations

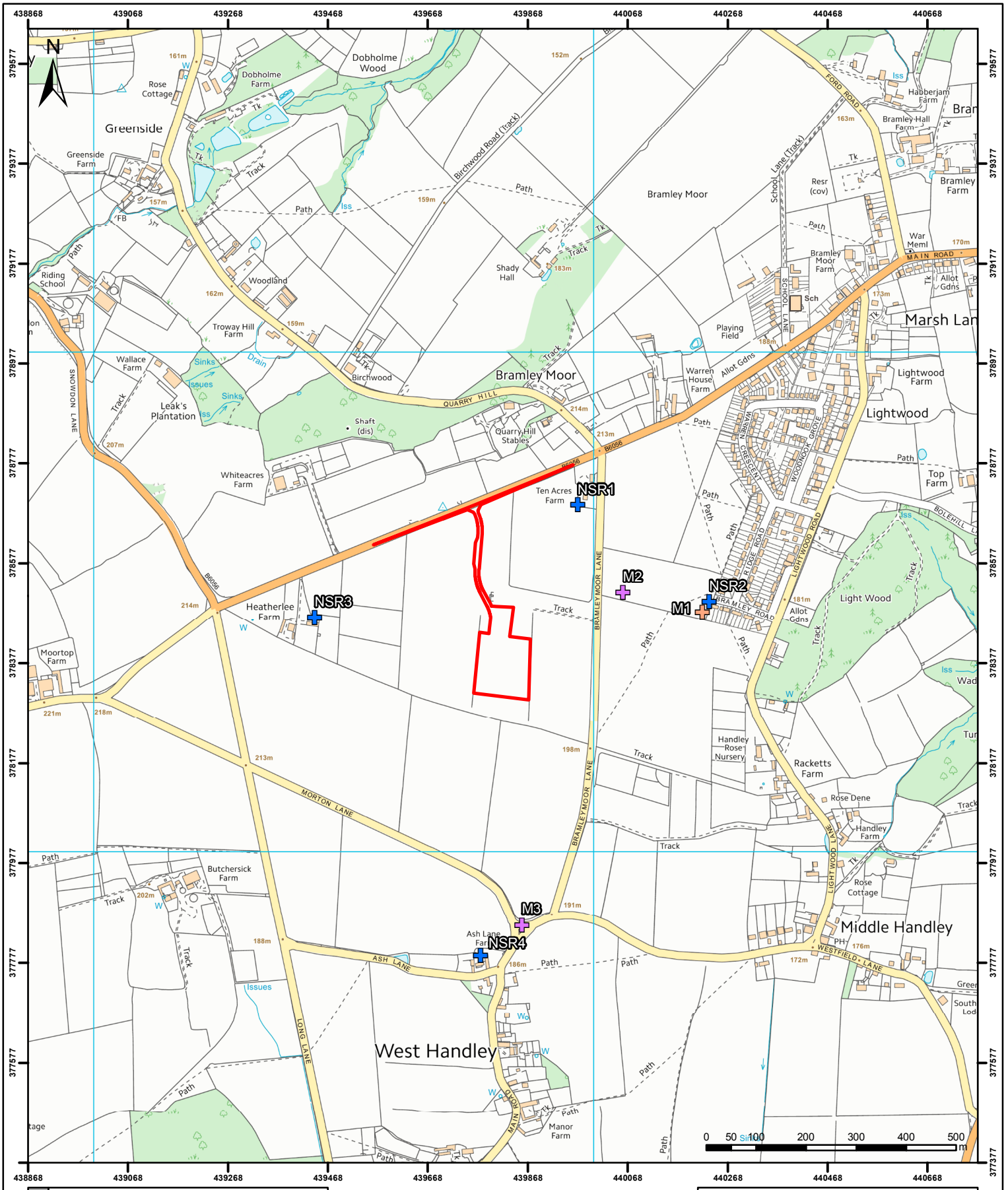
Unattended continuous noise monitoring was undertaken from 23 January 2017 to 30 January 2017 at the following location shown in Figure 2-1:

- Location M1 – Located at the edge of the field approximately 50 m southwest of the western end of Bramley Road.

Attended noise monitoring covering the daytime and night time periods was undertaken on 24 January 2017 at the following locations:

- Location M2 - adjacent to Bramleymoor Lane between the site and nearest property (approximately 185 m equidistant from the site and property); and
- Location M3 – Located at the closet point of West Handley a distance 450 m south of the site at the junction of Morton Lane and Main Road.

The daytime ambient noise environment at the location of unattended noise monitoring comprised principally regular road traffic on the B6056 north of the site. Infrequent traffic movements on Bramleymoor Lane and on Lightwood Road were also audible at this location. During the night-time period, the noise environment comprised constant (but faint) noise from distant road traffic west of the monitoring location and occasional traffic movements on the B6056.



Project:	PEDL 300/1
Title:	Noise Sensitive Receptors and Background Noise Monitoring Locations
Date: 24/04/2017	Scale: 1:10,000 CRS: BNG
Drawn: ERM	Checked: MF Rev: 1
Figure No:	2-1

Legend:

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

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2.3.3 Instrumentation

Instrumentation used for the noise surveys is listed in Table 2-2.

Table 2-2 Instrumentation Details

Location	*Noise Meter Type*	*Noise Meter Serial Number*	*Calibrator Type*	*Calibrator Serial Number*
M1	Norsonic 140	1403353	Norsonic 1251	33002
M2 and M3	Norsonic 140	1402742	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.

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.

2.3.5 Baseline Monitoring Results and Discussion

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

A summary of the measured ambient noise levels at Location M1 is given in Table 2-3. [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 2-3 Measured baseline noise level ranges, location M1

	Ambient noise, dB L_{Aeq},T			*Background noise, dB L_{A90}*			*Maximum noise, dB LA_{max}*		
	Day	*Eve*	*Night*	*Day*	*Eve*	*Night*	*Day*	*Eve*	*Night*
Range	36-56	31-41	25-47	30-45	24-34	21-40	53-90	46-65	41-71
50th percentile	42	37	33	37	32	27	63	54	51
Modal Value	42	39	39	37	34	28	59	51	50
Logarithmic Average	44	38	36	N/A	N/A	N/A	N/A	N/A	N/A

A summary of the measured ambient noise levels at Location M1 is given in Table 2-4.

Table 2-4 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*
M2	Day	0915-1012	46.0	41.3	63.2	Constant road traffic on B6056. Occasional dog barking and gunshots/bird scarer.
M2	Night	0202-0250	33.7	24.9	59.3	Distant road traffic to west. Dog barking frequently.
M3	Day	1024-1116	52.0	40.5	72.4	Distant road traffic to west. Occasional road traffic on Morton Lane, dog barking and gunshots/bird scarer.
M3	Night	0304-0357	42.2	26.4	68.9	Distant road traffic to south. Dog barking. 4 cars passed, one immediately beside SLM.

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 2-5. The derivation of the baseline noise levels in Table 2-5 are discussed further in Appendix 2-1.

Table 2-5 Baseline noise levels used in assessment

Period	*Parameter*	*NSR 1,2, 3, and 4*
Daytime	Baseline ambient noise level,dB $L_{Aeq,\ 0700\ to\ 1900}$	44
	Background noise level, dB $L_{A90\ 0700\ to\ 1900\ (modal\ value)}$	37
Evening	Baseline ambient noise level, dB $L_{Aeq\ 1900\ to\ 2300}$	37
	Background noise level, dB $L_{A90\ 1900\ to\ 2200\ (modal\ value)}$	33
Night-time	Baseline ambient noise level, dB $L_{Aeq\ 2300\ to\ 0700}$	37
	Background noise level, dB $L_{A90\ 2200\ to\ 0700\ (modal\ value)}$	24

The resulting 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 2-6.

Table 2-6 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.

2.3.6 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 from B6506 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 2-7 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 road construction is happening at the closest point to the nearest receptor (NSR 1 - Ten Acres Farm), and the noisiest plant (the Conductor Plant) that could be used during construction phase is operated on the site. It should be noted that the current well design plans are not planning on using a separate conductor rig for this well. However, it has been included to represent the worse-case scenario.

Table 2-7 Construction noise data used for modelling

Plant Item	*Number on site and any one time*	*Assumed % on time*	*Sound Power Level dBA*
Dozer (at closest point of road to Ten Acres Farm)	1	100	114
Dumper (at closest point of road to Ten Acres Farm)	1	100	113
Conductor Plant on Main Site (unlikely to be required but included as worse-case scenario)	1	100	118 (average over an hour)

Noise Source Data – Traffic

Traffic noise calculations have been carried out based on Annual Average Daily Traffic (AADT) figures with and without construction traffic, as shown in Table 2-8, for two sections of the B6056,

which is the expected construction traffic route to the site. This includes the section of road which passes the nearest noise sensitive receptors NSR1 and NSR 3.

Table 2-8 Construction traffic data used for noise modelling

	B6056 Eckington Road		*B6056 From Heatherlee Farm to Ten Acres Farm*	
	Baseline	*With Construction*	*Baseline*	*With Construction*
AADT	7,988	8,068	6,634	6,700
% Percentage HGV	5.4	6.0	5.4	6.1
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 2.5.7. The assessment has focused on the Drilling and Coring stage rig, as this represents the noisiest rig that could be on site during the proposal, including the possible 32 m work over rig. 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 2-9 shows the source sound power levels assumed to simulate likely drilling conditions.

Table 2-9 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	99	-	73	80	90	94	94	90	83	75

Power generators	3	96	77	88	89	87	91	88	82	67	10

2.3.7 Noise Model Methodology

The noise emissions arising from the proposed activities have been modelled using SoundPLAN software (V 7.1).

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.

2.4 Noise Modelling Results

2.4.1 Site Development and Establishment

Predicted noise levels from construction activities at the closest residential receiver locations, NSR 1 – Ten Acres Farm and NSR 2 – Lightwood (Bramley Road), 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 Ten Acres Farm). 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. Noise levels at other times, once the access road construction has been completed, are expected to be substantially lower than during this phase of construction.

Table 2-10 Construction noise levels at locations NSR 1 and NSR2

Location	*Sound pressure level, dB $L_{Aeq,1h}$ - facade*
	Range
NSR 1 Ten Acres Farm (Bramley Moor)	65
NSR 2 Lightwood (Bramley Road)	56

2.4.2 Traffic

Predicted changes in traffic noise due to construction traffic are shown in Table 2-11.

Table 2-11 Predicted construction traffic noise level change

	Eckington Road		*B6056 From Heatherlee Farm to Ten Acres Farm*	
	Baseline	*With Construction*	*Baseline*	*With Construction*
Traffic flow 7-Day 18hr AADT	7,683	7,753	6,400	6,470
Percentage HGV	5	6	5	6
Speed km/h	N/A – no change	N/A – no change	N/A – no change	N/A – no change
Change, dB	0.2		0.2	

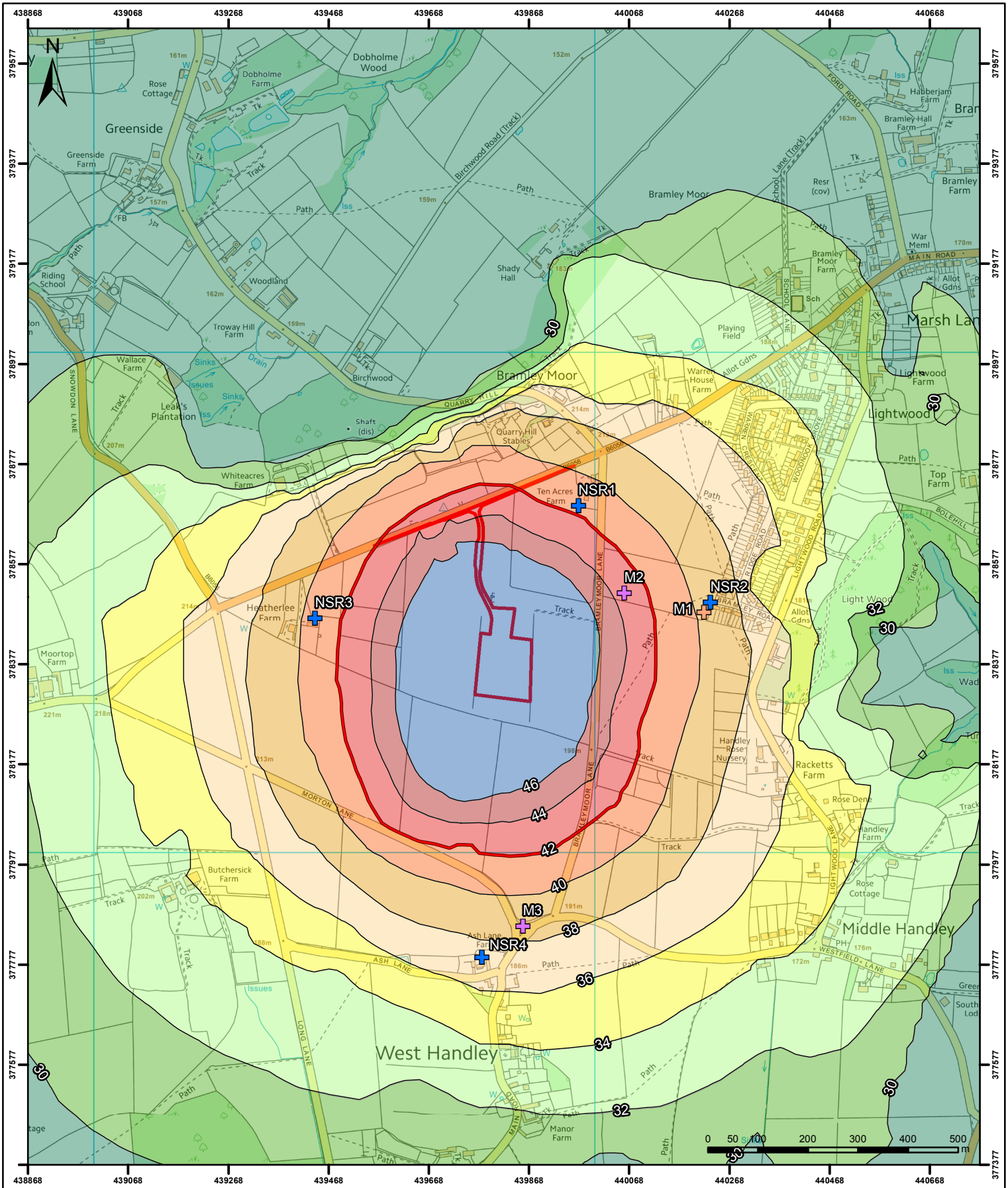
2.4.3 Drilling and Coring

Noise modelling results for the assumed rig noise levels are shown in Table 2-12 and Figure 2-2.

Table 2-12 Rig noise modelling results

Location	*Predicted Drilling and Coring Noise Level dB LAeq,1h (free-field)*
NSR 1 Ten Acres Farm (Bramley Moor)	41
NSR 2 Lightwood (Bramley Road)	39
NSR 3 Heatherlee Farm	41
NSR 4 Ash Lane Farm	37

Note the noise level at Marsh Lane Primary School are less than 32 dB(A) based upon the mitigated noise contours (Figure 4-1 in Appendix 2-1).



Project:	PEDL 300/1
Title:	Noise Modelling Contours for Mitigated Drilling
Date: 24/04/2017	Scale: 1:10,000 CRS: BNG
Drawn: ERM	Checked: MF Rev: 1
Figure No:	2-2

Legend:

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

Noise level in dB(A):

- <=30
- 30< <=32
- 32< <=34
- 34< <=36
- 36< <=38
- 38< <=40
- 40< <=42
- 42< <=44
- 44< <=46
- 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 measured baseline ambient noise levels, 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 at NSR2 and equal to the Threshold Value at NSR1. No construction works will be undertaken during the evening or at night. Consequently, no significant impact is expected from site construction activities.

Table 2-13 Site development and establishment noise assessment (façade noise levels)

Period	*Noise threshold, dB L_{Aeq},T*	*Predicted construction noise level, dB $L_{Aeq,1h}$ (Façade)*	
		NSR 1 - Ten Acres Farm	*NSR 2 Lightwood (Bramley Road)*
Daytime	65	65	56
Evening	55	-	-
Night-time1	45 (façade) / 42 (free-field)	-	-

[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.

2.5.2 Traffic Noise Assessment

The traffic noise assessment is presented in Table 2-14. The resulting changes in road traffic noise levels indicate that for receptors along the B6056 the resulting noise impacts 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.

Table 2-14 Traffic noise assessment

	Change In Noise (dB)	*Assessment*
Properties along Eckington Road (B6056)	0.2	Negligible
Properties along B6056 From Heatherlee Farm to Ten Acres Farm	0.2	Negligible

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 $L_{Aeq,1h}$ (free field) at a noise sensitive property.*" *(Paragraph: 021 Reference ID: 27-021-20140306)* 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 background noise levels and residual noise levels with embedded mitigation as described in *The Proposal* document. With embedded mitigation, it is expected that noise levels will 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).

Table 2-15 Rig noise 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 - Ten Acres Farm	47	44	42	41	6	3	1
NSR 2 - Lightwood (including Bramely Road and Ridge Road)	47	44	42	39	8	5	3
NSR3 - Heatherlee Farm	47	44	42	41	6	3	1
NSR 4 - Ash Lane Farm (West Handley)	47	44	42	37	10	7	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 proposal, 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?

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 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 Noise Policy Statement for England (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 arising from noise impacts causing sleep disturbance.

In relation to question d. 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. 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. These outcomes mean the answers to questions a. and b. are “no”.

Noise levels have been shown to be very low (approximately 32 dB) at the nearest school (Marsh Lane Primary School). These levels will not have a significant effect inside or outside of the school.

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, compared to percussive pilling techniques, e.g.. 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 (Ten Acres Farm, approximately 300 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.

2.5.7 Embedded Mitigation

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

- Use of bunds and location of containers and cabins on-site has been selected to optimise screening of site activities;
- Containers stacked double height;
- Gaps between containers sealed;
- A noise attenuated top drive;
- 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.

Use of Bramleymoor Lane has also been avoided minimising off-site traffic noise impacts to the properties at NSR1 (Ten Acres Farm) and NSR2 (Bramley Road).

2.6 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.

2.7 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

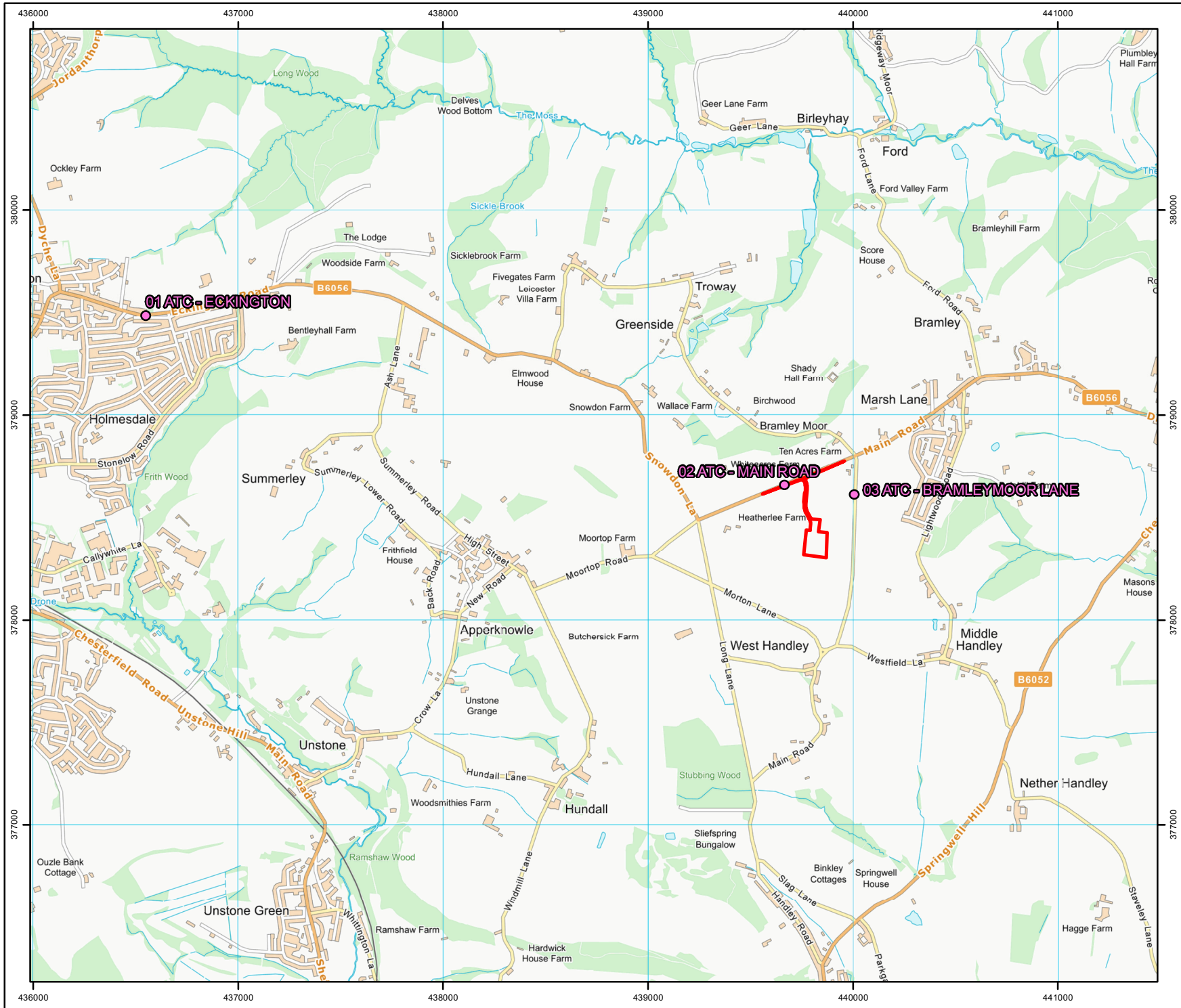
3.2.1 Study Area

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 the B6056, 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 for the purposes of collecting baseline data using Automatic Traffic Counters (ATC) to inform the traffic assessment:

- Eckington Road, between Ferndale Road and Drury Lane;
- B6056 between Snowden Lane and Quarry Hill; and
- Bramleymoor Lane between Main Road and Morton Lane.

These are shown in Figure 3-1.



Legend:

- ATC Location
- Extent of Surface Works

INEOS Shale

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38 Hans Crescent
London, SW1X 0LZ
www.ineosshale.com

Project:	PEDL 300/1
Title:	ATC Locations
Date: 24/04/2017	Scale: 1:25,000 CRS: BNG
Drawn: ERM	Checked: BP Rev: 1
Figure No:	3-1

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_300_1\0376059_300_1_ATCLocations_Rev1.mxd

3.2.2 Baseline Data Collection

Traffic surveys at the identified key locations on the highway network, as shown in Figure 3-1, have been undertaken by an independent traffic survey company.

The data for each of the ATC locations was collected over one-week duration between Thursday 19 January 2017 and Wednesday 25 January 2017. This is provided in Appendix 3-1.

Baseline accident information has been obtained from the Crashmap website www.crashmap.co.uk [Accessed 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% or 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).

Derbyshire Local Transport Plan 2011-2026

The Derbyshire Local Transport Plan (LTP) sets out a transport vision, goals, challenges to be tackled and a strategy covering the period from 2011 to 2026.

The vision aims to achieve a transport system that is both fair and efficient, promotes healthier lifestyles, safer communities, safeguards and enhances the natural environment and provides better access to jobs and services. While also improving choice and accessibility of transport and integrating economic, social and environmental needs.

The five transport goals are:

- supporting a resilient local economy;
- tackling climate change;
- contributing to better safety, security and health;
- promoting equality of opportunity; and
- improving quality of life and promoting a healthy natural environment.

One of the key short-term aims Derbyshire County Council would like to achieve as part of the LTP that is relevant to the proposed scheme is "*Efficient Heavy Goods Vehicle routeing e.g. avoiding villages or the Peak District National Park*".

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

Due to the absence of highway boundary data, it is currently not possible to assess any potential third party ownership problems with regard to land abutting the proposal site.

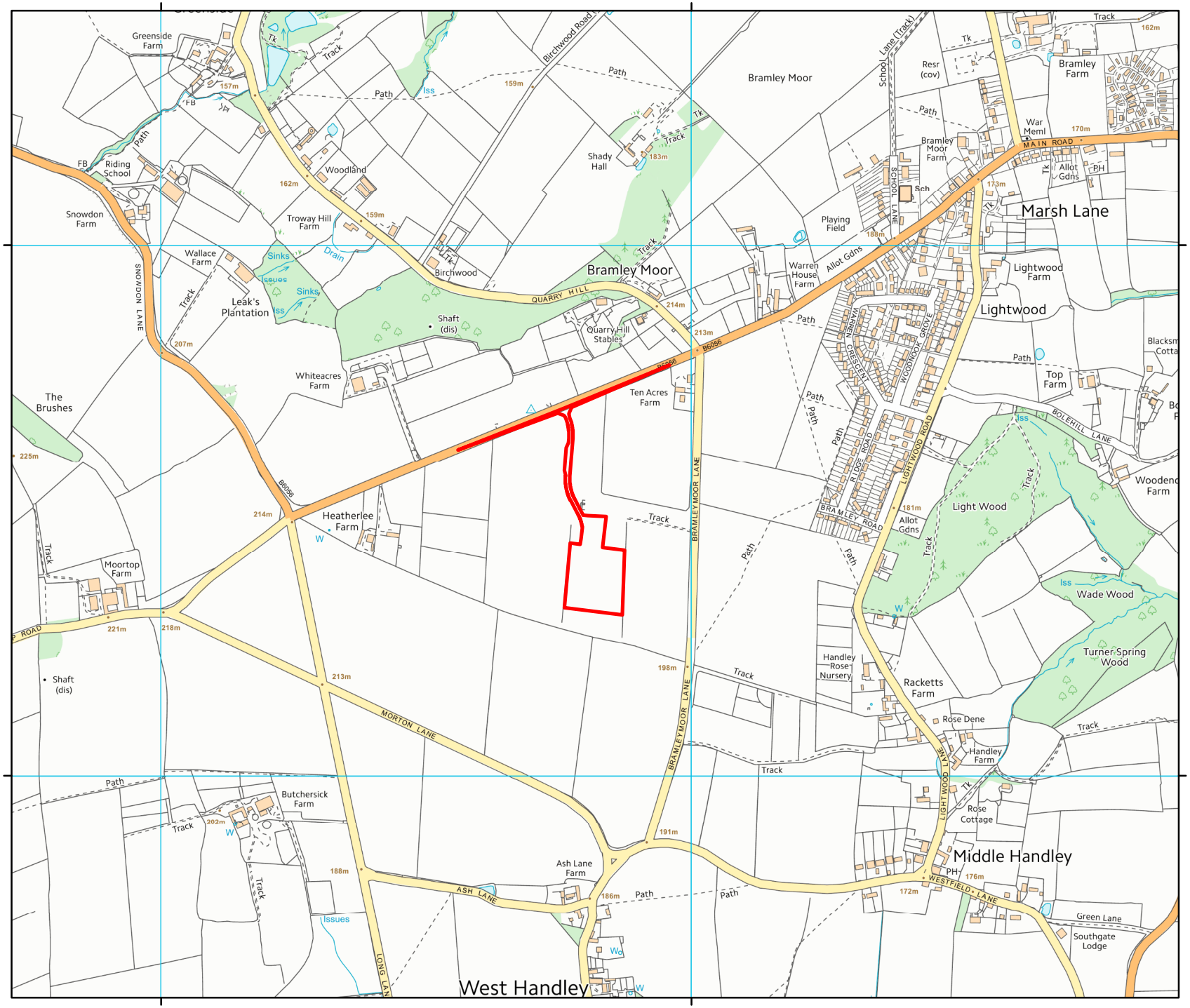
3.3 BASELINE CONDITIONS

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 the B6056 in Derbyshire. The site will be accessed from the B6056, via an access track which will be developed as part of the proposal. Figure 3-2 shows the location of the site in relation to the surrounding highway network.



Legend:

Extent of Surface Works

N

0 50 100 200 300 m

INEOS Shale

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38 Hans Crescent
London, SW1X 0LZ
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Project:	PEDL 300/1
Title:	Surrounding Highway Network
Date: 24/04/2017	Scale: 1:10,000 CRS: BNG
Drawn: ERM	Checked: BP Rev: 1
Figure No:	3-2

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_300_1\0376059_300_1_SurroundingHighwayNetwork_Rev1.mxd

The site is located approximately 0.5 km to the west of the built-up areas in Marsh Lane and 1.6 km to the east of the built-up areas in Apperknowle. It is also located approximately 1.7 km west of Eckington and 4 km east of Coal Aston.

Overall it is considered that the site is located in a rural location.

Bramleymoor Lane

Bramleymoor Lane is a single carriageway road located to the east of the site. It is about 950 m in length and runs in a north south alignment. It extends between the B6056 in the north and Westfield Lane to the south. It forms a crossroad with Quarry Hill and B6056 to the north and a priority junction with Westfield Lane in the south.

The road has a speed limit of 60 mph and a weight restriction of 7.5 tonne. Derbyshire County Council have informed the assessors that the weight limit is for environmental purposes only and that heavier vehicles can utilise the road for access purposes.

There are no footpaths or street lighting along the road, however there is a grass verge which has been observed to be regularly utilised by pedestrians.

Sections of the road are narrow and not amenable to two-way traffic, however site observations confirm that vehicles utilise the grass verge to pass each other. Through the assessment the site design was changed to avoid the use of this route with direct access off the B6056 being proposed.

B6056

The B6056 is located to the north of the site. It is about 3 km long and extends between Snowden Lane to the west and West Street to the east. It connects the site to Marsh Lane and Eckington as well as Coal Aston.

In the vicinity of the site the road has a speed limit of 60 mph and is approximately 8 m wide. At the outskirts of Marsh Lane village the speed limit of the B6056 is reduced to 30 mph.

There are no formal footways provided along the length of the road in the vicinity of the site, however there are grass verges available for use by pedestrians. There is no street lighting along the road.

Snowden Lane

Snowden Lane is approximately 2 km long and runs in a northwest and southeast alignment. It extends between Eckington Road to the northwest and Long Lane to the west.

It is a two-way single carriageway and subject to a speed limit of 50 mph until it meets Eckington Road in Coal Aston where the speed limit reduces to 40 mph. It forms a crossroad with B6056, Long Lane and Moor Top Road.

The road is predominantly a rural road with minimal development along its length. It provides access to the some of the farmlands including the Snowden Farm Riding School. There is no street lighting or footpaths along the road, however there are grass verges on both sides of the road.

Eckington Road

Eckington Road is a continuation of Snowden Lane through Coal Aston. It is a two-way single carriageway with a speed limit of 40 mph. The speed limit changes from 40 mph to 30 mph from its junction with Ferndale Road in the vicinity of the Cross & Birches Farm and the Coal Aston Village Hall, all the way through the village.

On street parking occurs in sections of the road between its junction with Drury Lane and Dyche Lane. The road is approximately 7.5 m wide and therefore even with cars parked there is sufficient road space for a large vehicle to pass safely.

There are footpaths available on both sides of the road with street lightning provided. Pedestrian crossing facilities are also provided at key locations along the road to enable pedestrians to cross the road in a safe manner.

3.3.3 Road Safety

Road safety collision records have been obtained from Crashmap. These provide records of collisions for a three year period between 2014 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 1.5 km of the site

Route	*Slight*	*Serious*	*Fatal*	*Total*
B6056 southwest of Bramleymoor Lane	3	0	0	3
Bramleymoor Lane	0	1	0	1
Snowden Lane	0	1	0	1
Total	**3**	**2**	**0**	**5**

It can be seen from Table 3-1 that there were five collisions on the highway links within 1.5 km of the proposed site. Of the five collisions, three resulted in slight injuries and two resulted in serious injuries.

Table 3-2 summarises the collisions at the key junctions on the route.

Table 3-2 Collisions at key junctions

Junction	*Slight*	*Serious*	*Fatal*	*Total*
B6056/Snowden Lane/Moor Top Road	2	0	0	2
Bramleymoor Lane/Quarry Hill/B6056	0	0	0	0
B6156 Green Lane/B6056 Eckington Road/Dyche Lane	0	0	0	0
Total	**2**	**0**	**0**	**2**

It can be seen from Table 3-2 that there were only two collisions recorded. All the two collisions were recorded at the B6056/Snowden Lane/Moor Top Road junction and resulted in slighted injuries.

A review of the collisions at both the junctions and the highway links did not reveal any evidence of clusters or trends and that no existing highway safety issue was identified.

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.

3.3.4 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 3-1 of this report.

Table 3-3 Indicative traffic movements summary for key routes

Site	*Daily Average Vehicle Movements*	*Daily Average HGV Movements*	*Percentage HGV*
Eckington Road	7,988	433	5%
B6056	6,634	355	5%
Bramleymoor Lane	182	12	7%

It can be seen from Table 3-3 that the daily vehicle movement on Bramleymoor Lane is low when compared to the traffic on both the B6056 and B6056 Eckington Road.

The table also demonstrates that currently, HGV movements form approximately 5% 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 8 weeks and the drilling and coring over a period of 12 weeks. It is anticipated that during drilling and coring 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 traffic movements summary per stage of the Proposal

Stage	*Activity*	*Duration*	*Daily Vehicle Movements*	*Light Vehicles (<7.5 tonnes)*	*HGVs*
1	Site development and establishment	11 Weeks	70	10	60
2	Drilling and coring	12 Weeks	60	14	46
3	Maintenance of site	Annual figures	32 (Annual Figures)	26	6
3a	Possible workover of the well	2 Weeks	60	8	52
4	Use of well as listening well	3 Weeks	56	8	48
5	Decommissioning and restoration	6 Weeks	62	8	54

It can be seen from Table 3-4 that during site development the proposal could generate a maximum of 70 daily vehicle movements. It is important to note that this stage would take place over approximately 8-11 weeks (77 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 60 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 32.

Table 3-4 shows that for the possible workover of the well stage, there could be a maximum of 60 daily maximum vehicle movements. This stage would take place over a period slightly over 2 weeks (16 days) and the average daily traffic movements would be approximately 28.

It can also be seen from Table 3.4 that the site could generate a maximum of 47 vehicle movements during the listening well operations stage. This stage has a duration of 3 weeks (21 days) and has an average of 24 vehicle movements based on the programme.

For the decommissioning and restoration phase, Table 3.4 shows again that there would be a maximum of 62 daily traffic movements with and the daily average is approximately 40 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, a site visit was undertaken 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 TPMA1529-002) shows all the routes that were assessed, as well as the recommended route.

As part of the route assessment, the following criteria were applied to assist in defining the most sustainable route option:

- 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 22 km from the motorway to the site (as the longest option to Junction 31). It is proposed to exit the M1 motorway (at Junction 31 or 33). Travel approximately 17 km on the trunk road network (A57 and/or A630, A6102) between the M1 and Norton. The remaining 6 km of the route is undertaken on the B6057 Jordanthorpe Parkway and the B6056 Eckington Road and Snowden Lane. Approximately 1.5 km of the route through Coal Aston has residential frontage onto sections of the route and experiences on-street parking.

It is envisaged that the on street parking in this location will be reviewed as part of the detailed route management strategy (RMS) that 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. A draft TMP is provided in Appendix 3-3.

The TMP would deal with both the off-site and on-site activities, whilst the RMS would deal predominantly with offsite HGV movements and any specific local measures required to get the full range for vehicles to the site.

Following a detailed review of the recommended route, the following junctions were considered to be constrained and warranted further analysis:

- B6056 Eckington Road/B6158 Green Lane/Dyche Lane mini roundabout; and
- B6056 Snowden Lane/B6056/Moor Top Road/Long Lane crossroad.

A swept path assessment of the above junctions has been undertaken using both 16.65 m mobile construction crane (Appendix 3-2, Drawing TPMA1529-103) and 16.15 m low loader (Appendix 3-2, Drawing TPMA1529-104). These represent the largest vehicles required to get equipment to site. Section 3 of the Draft TMP (Appendix 3-3) contains mitigation proposals for the various pinch points.

The drawings confirm that both vehicles will over-run the opposite side of the carriageway (remaining within the overall highway boundary) at all the junctions identified and that traffic management would be required when these vehicles are being used to transport equipment to the site.

It is also evident that the mobile construction crane is likely to clash with the traffic bollard on Snowden Lane at its junction with Moor Top Road, B6056 and Long Lane.

A management plan to mitigate this would be included in the RMS for the site. This is expected to include the temporary removal of the bollard during abnormal load movements which would be undertaken in agreement with the local highways authority.

Site Access Arrangement

It is intended to provide access to the site from the B6056 via a priority junction. The speed limit of the B6056 is 60 mph. This means that the site access junction has had to be designed in accordance with Design Manual for Roads and Bridges, as well as giving consideration to the design parameters on the existing highway network in the vicinity of the site.

Appendix 3-2 (Drawing 6351-101) shows the proposed site access arrangement. Appendix 3-2 (Drawing 6351-103) shows a swept path assessment of the site access using 16.5 m articulated vehicle. It is clear from the drawing that the vehicle can enter and exit the site safely in forward gear without using the opposite lane on the B6056.

The drawing also demonstrates that the visibility requirement of 4.5 m x 215 m is achievable in both directions along the B6056. This would require the removal and trimming of hedgerows within the land holding of the site, with no works required to third party land.

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:

- Eckington Road
- B6056
- Bramleymoor 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.

Table 3-5 Indicative traffic impact summary

Site	*Existing Traffic*		*Development Traffic*		*Percentage Impact*	
	Vehicle	*HGV*	*Vehicle*	*HGV*	*Vehicle*	*HGV*
Eckington Road	7,988	433	70	60	1%	14%
B6056	6,634	355	70	60	1%	17%
Bramleymoor Lane	182	12	0	0	0%	0%

The maximum daily vehicle for the drilling and coring stage has been used 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 all the links within the study area is significantly less than the 10% threshold, below which there is no discernible environmental impact.

Table 3-5 also shows the highest impact of HGV movements within the study area is 17%, which occurs on the B6056 in close proximity of the site. This impact is significantly less than the 30% threshold which would trigger the need for further detailed assessments.

It is worth noting that the above assessment is based on the maximum daily vehicle movements and that for the majority of days, the daily vehicle movement would be less than the worst case assessed.

The assessment shows that the impact of the proposal on the highway network would be minimal and therefore no mitigation beyond the 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.

3.4.5 Pedestrian Fear and Intimidation

Due to the rural location and lack of residential dwellings surrounding the site, it is highly unlikely the development will cause pedestrian fear or intimidation. This has also benefited from the removal of traffic movement along Bramleymoor Lane through the proposal design.

Swept path analyses have shown that the movement of HGVs would not impact on the footways along the route and therefore it is considered that the proposal will not have a discernible impact pedestrian fear or intimidation on the wider HGV route.

The HGV routeing has been chosen to avoid narrow roads and residential streets where possible. It has been demonstrated that the HGV movements associated with the proposal will not have a perceptible impact on the highway network.

During the movement of abnormal loads where the overhang of wide loads may traverse the opposing carriageway measure would be provided as part of the TMP to ensure no material impact on cyclists along the route.

3.4.6 Environmental Impacts

Where environmental impacts of traffic have been identified, their effects have 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 maximum impact of the development traffic from light vehicle and HGV movements is below the guideline thresholds above which an impact is on the highway network will occur and the consideration of the cumulative impacts of a development are not considered severe. Notwithstanding the low impact, a TMP and RMS will be implemented to manage vehicle movements to site.

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 initial recommendations for avoidance of impacts and mitigation measures, as well as further ecological investigations where necessary. An additional visit was conducted in February 2017 to further assess the potential of trees on site to host bat roosts. The findings on badger use of the site and surrounding area were also updated.

4.2.2 Desk-based Study

A detailed 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, as follows:

- 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). An extended Phase 1 habitat survey, aerial tree inspections for bat roosts and badger field sign surveys have been undertaken, other detailed surveys were not undertaken based on review of the desk-study information, the findings of the extended Phase 1 habitat survey and the habitat appraisal.

4.2.4 Survey Methodologies

The methodologies used for the surveys undertaken for this site are 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.
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4.2.5 Assessment Methodology

Although this appraisal does not form part of a formal EIA, it does refer to the Guidelines for Ecological Impact Assessment in the UK and Ireland[2] for guidance on methodology. The 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.

[2] 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 (including access road) is 1.84 ha and is situated within an area of arable land demarcated by defunct species-rich hedgerows to the south, east and west. A species-poor hedgerow with small occasional gaps was located to the north of the site. The surrounding area supports arable land and improved grassland (used for horse-grazing). The access road crosses arable fields and would likely impact the hedgerow to the north of the site. Please refer to Figure 4-1 for the extended Phase 1 habitat plan.

4.3.2 Desk-Based Study

Table 4-1 Data search results for designated sites within 2 km of the Proposal site

Designated site name	*Ecological interests*	*Location (OSGR)*	*Distance and direction from site (km)*	*Statutory or non-statutory*
Moss Valley Woods SSSI	Ancient semi-natural woodland	SK372801	1.9 km north west	Statutory
Light Wood LWS NE147	Ancient semi-natural woodland – mixed deciduous	SK403783	0.5 km east	Non-statutory
Handley Village Pond LWS NE145	Standing open water	SK404779	0.6 km south east	Non-statutory
Hundall Heap south LWS CH049	Habitat mosaic	SK394766	1.6 km south	Non-statutory
Hundall Heap LWS NE102	Habitat mosaic	SK391769	1.5 km south west	Non-statutory
Stubbing Wood LWS NE103	Ancient woodland - plantation broad-leaved	SK393772	1 km south west	Non-statutory
Summer Wood LWS NE137	Ancient semi-natural oak woodland	SK406795	1.5 km north east	Non-statutory
Bramley Pastures LWS NE140	Unimproved hay meadow	SK405797	1.5 km north east	Non-statutory
Springwell Pond LWS NE141	Standing open water	SK403765	1.7 km south east	Non-statutory
Wade Wood LWS NE144	Ancient woodland plantation – mixed	SK406781	0.8 km east	Non-statutory
Outram Wood LWS NE152	Ancient woodland - plantation broad-leaved	SK407796	1.48km north east	Non-statutory
High Bramley Wood LWS NE154	Ancient woodland plantation – mixed	SK410798	1.8 km north east	Non-statutory
Doe Lane LWS NE189	Hedgerow	SK387796	1.6 km north west	Non-statutory

Designated site name	*Ecological interests*	*Location (OSGR)*	*Distance and direction from site (km)*	*Statutory or non-statutory*
Mires Spring & Pearson's Woods LWS NE190	Ancient woodland plantation - mixed	SK381795	1.97 km north west	Non-statutory
Troway Mill Pond #1 LWS NE192	Habitat mosaic	SK397799	1.6 km north	Non-statutory
Troway Pond Mill Pond #2 LWS NE193	Habitat mosaic	SK397797	1.3 km north	Non-statutory
Greatfold Farm Fields LWS NE234	Semi-improved acid grassland	SK394796	1.3 km north west	Non-statutory
Geer Lane Ponds, The Moss & Marsh LWS NE276	Standing open water	SK392803	1.9 km north west	Non-statutory
Birleyhay Mill Pond LWS NE277	Secondary broad-leaved wet woodland	SK397803	1.9 km north	Non-statutory
Newlands Wood LWS NE347	Secondary broad-leaved woodland	SK389798	1.7 km north west	Non-statutory
Binkley Wood LWS NE348	Ancient semi-natural woodland - mixed deciduous	SK398771	1 km south	Non-statutory
The site is located within SSSI Impact Risk Zones of the Moss Valley, Moss Valley Meadows and Moss Valley Woods SSSIs. These designations were addressed during the Environmental Impact Assessment Screening process and in consultation with Natural England it was agreed that the development is considered not likely to affect the interest features for which the SSSI are notified.				

Table 4-2 Results of data search for protected / notable habitats and species*

Records	*Within Site Boundary*	*Within 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 (HoPI)*
Habitats					
Parkland	No	1 km north east	No	No	Yes
Open Mosaic	No	1.6 km south west	No	No	Yes
Ponds	No	Yes	No	No	Potential (if pond supports great crested newts etc. it becomes a HoPI.
Plants: Locally Important					
Stinking Hellebore *Helleborus foetidus*	No	Yes	No	No	No
Pale Willowherb *Epilobium roseum*	No	Yes	No	No	No
Common Ramping-fumitory *Fumaria muralis*	No	Yes	No	No	No
Mammals					
Common pipistrelle *Pipistrellus pipistrellus*	No	Yes	Yes	Yes	No
Brown long-eared bat *Plecotus auritus*	No	Yes	Yes	Yes	Yes

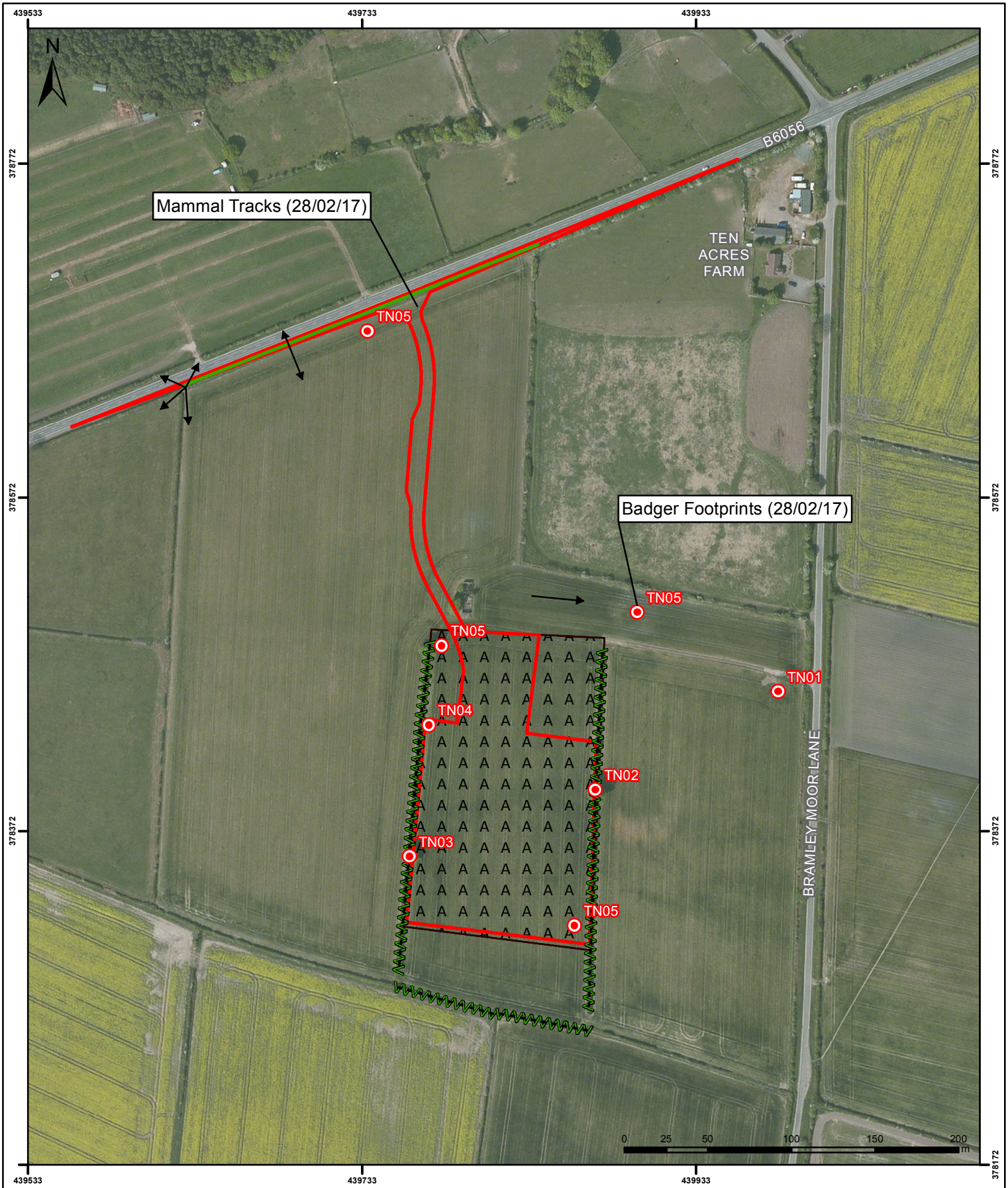
*Only records from the past ten years have been included.

4.3.3 Site Survey Results

Vegetation & Habitats

Table 4-3 Vegetation and habitats recorded during Phase 1 habitat survey

Feature	Habitats identified	Habitat description
Site Area	Arable field	Winter wheat (usually *Triticum aestivum*) sown in arable field.
	Defunct species-rich hedgerow	Hedgerow supported hawthorn (*Crataegus monogyna)*, beech (*Fagus sylvatica)*, elder (*Sambucus nigra)*. With field maple (*Acer campestre)* standards. Understory contains bramble (*Rubus fruticosus* agg.), bracken (*Pteridium aquilinium)*, cow parsley (*Anthriscus sylvestris)*, cleavers (*Gallium aparine)*, and cock's-foot (*Dactylis glomerata)*.
	Scattered trees in hedge	Three early-mature sycamore trees (*Acer pseudoplatanus*) located within the hedges.
Access Track	Intact species-poor hedgerow	As per the site area, an area of hedgerow is present where the access track enters the site. Woody species hawthorn with occasional dog rose (*Rosa canina)*, frequent bramble and small patch of locally frequent ivy (*Hedera helix)* to far west. Little by way of ground flora, cleavers dominant with locally frequent nettle (*Urtica* sp.), cock's-foot, hogweed (*Heracleum sphondylium*), cow parsley and bracken.
	Arable field	Winter wheat. Tussock grass on track margins. One early-mature ash tree (*Fraxinus excelsior*) located within the arable field adjacent to the track supporting perennial rye-grass (*Lolium perenne).*
Land to north	Arable field	Winter wheat sown in arable field.
	Improved grassland	Horse-grazed field north-east of the site.
Land to east, south and west	Arable field	Winter wheat sown in arable field.



Project:	PEDL 300/1
Title:	Phase 1 Habitat Survey Plan
Date: 24/04/2017	Scale: 1:3,000 CRS: BNG
Drawn: ERM	Checked: BG Rev: 1
Figure No:	4-1

Legend:

- Target Note
- Direction of Mammal Track
- Boundary - Intact Hedge (Species-Poor)
- Boundary - Defunct Hedge (Native Species-Rich)
- Extent of Surface Works
- 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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INEOS Shale
38 Hans Crescent
London, SW1X 0LZ
www.ineosshale.com

ERM DRAWING REF: \\Uklonsv01\data\London\Confidential Projects\0378050 Project Lannister.BP\Working files\GIS\MAPS\PEDL_300_1\0376059_300_1_EcologyPhase1_Rev1.mxd

4.3.4 Target Notes

Target Note	*Features Identified*
TN01	Early-mature ash tree with some potential bat roosting features (knot-holes) identified from the ground.
TN02	Early-mature sycamore with potential bat roosting features identified from the ground.
TN03	Early-mature sycamore with potential bat roosting features identified from the ground.
TN04	Early-mature sycamore with potential bat roosting features identified from the ground.
TN05	Areas of badger activity but no setts identified.

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 4-4 Protected and notable flora and fauna identified (via signs or suitable habitat)

Species/Habitats of Interest	*Features Identified*	*Protected status of species/habitat*
Badger	Badger prints along the western boundary were identified along with potential foraging areas. Degraded mammal tracks, possibly badger, were observed along the field boundary with the B6056. No other signs noted within site area.	Protected by Protection of Badgers Act 1992
Bats	The standard tree adjacent to Bramleymoor Lane has negligible potential to support bats. The three standard trees in the hedgerows had no potential to support bats.	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.
Hedgerows	Species-rich hedgerows could be classified as 'Important Hedgerows'.	Hedgerow Regulations 1997 – a hedgerow removal notice will need to be issued to the local authority.

4.4 ECOLOGICAL ASSESSMENT AND CONCLUSIONS

4.4.1 Survey Findings

The surveys and assessment of the proposals did not identify any significant effects on habitats or faunal species supported at the site. The main habitat type affected by the development is the arable field and there would be limited removal and trimming of the species poor hedgerow to the north to allow the site access to be constructed. The proposals will not have a significant effect on the other features identified and considered following the site survey. See Table 4-5.

Table 4-5 Ecological assessment overview

Assessment		
Item	*Impact*	*Significance*
Statutory designated sites	Nearest statutory site in 1.9 km to the north west. Due to road infrastructure there is limited connectivity from the site to the SSSI.	Not significant
Non-statutory designated sites	Nearest site is 500 m to the east and supports woodland, it is not directly connected to the site and the road adjacent to the site is not along the access route.	Not significant.
Bats	Trees negligible potential for roosting bats.	Not significant.
Badger	No active setts within the survey area or within 30 m of the site.	Not significant.
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.	Not significant (assuming measures followed).
Hedgerows	Hedgerow to be used for access is species-poor with occasional gaps and heavily managed; therefore creating an access track would not impact the integrity of the hedge.	Not significant.

Table 4-6 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 4-6 Recommendations following ecological appraisal*

Recommendations		
Item	*Rationale*	*Programme / mitigation*
Badger walkover	To avoid disturbance of this species, which can occur 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. During site works cover up any excavated holes/trenches overnight to prevent badgers (and other mammals) becoming trapped.
Bat survey	European protected species. To identify whether roosting bats are present that could be disturbed directly (through tree removal) or indirectly (noise and light).	An aerial tree survey for bat roosts conducted on 28 February 2017 identified that there was no potential for bat roosts on or near to the site. A single ash tree adjacent to the site had negligible potential to support bat roosts. The trees and the hedgerows to the east and west of the site are being retained. No further survey will be required.
All nesting birds protected under the Wildlife and Countryside Act (1981 as amended).	The hedgerows and trees 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 to 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 and tree) will be conducted immediately prior to the removal or trimming of any hedgerows or trees.
To assess whether hedgerows are of importance and therefore protected under the Hedgerow Regulations (1997).	To avoid loss and fragmentation of hedgerows which also often act as corridors for movement of wildlife.	Only species-poor gappy well-managed hedgerows present. No further surveys required.

*The following findings are from the desk study and site surveys undertaken.

4.4.2 Ecological Enhancements

As encouraged through the NPPF, potential ecological enhancements have been considered . As such, it is recommended that native hedgerow planting should be used along the hedgerows to infill gaps at the site perimeter boundaries during decommissioning and restoration (Stage 5). Native fruit and berry bearing species such as hazel *Corylus avellana*, hawthorn, blackthorn and guelder rose *Viburnum opulus* could be included.

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 drilling rig (up to 60 m) and associated sub-structure (15 m); a workover rig (32 m); 9 m lighting 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 the 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 workover rig 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 proposal 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:

- Derbyshire County Council: The Landscape Character of Derbyshire (fourth edition, March 2014);
- Landscape Character Appraisal of North East Derbyshire (2014) - information extracted from the full Landscape Character of Derbyshire (2014);
- Derbyshire County Council: Technical Support Document (2013) Areas of Multiple Environmental Sensitivity (2013);
- The Sheffield Preliminary Landscape Character Assessment (2011);
- The Landscape Partnership (2010) Rotherham Landscape Character Assessment and Landscape Capacity Study;
- Natural England (2013) National Character Area Profile: 38. Nottinghamshire, Derbyshire and Yorkshire Coalfield; and
- OS Mapping, aerial and street-level photography from on-line sources.

Field Survey

A visit to the study area to assess potential effects on local landscape character and views, and to take necessary photographs, was undertaken in January 2017 in overcast weather with moderate 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

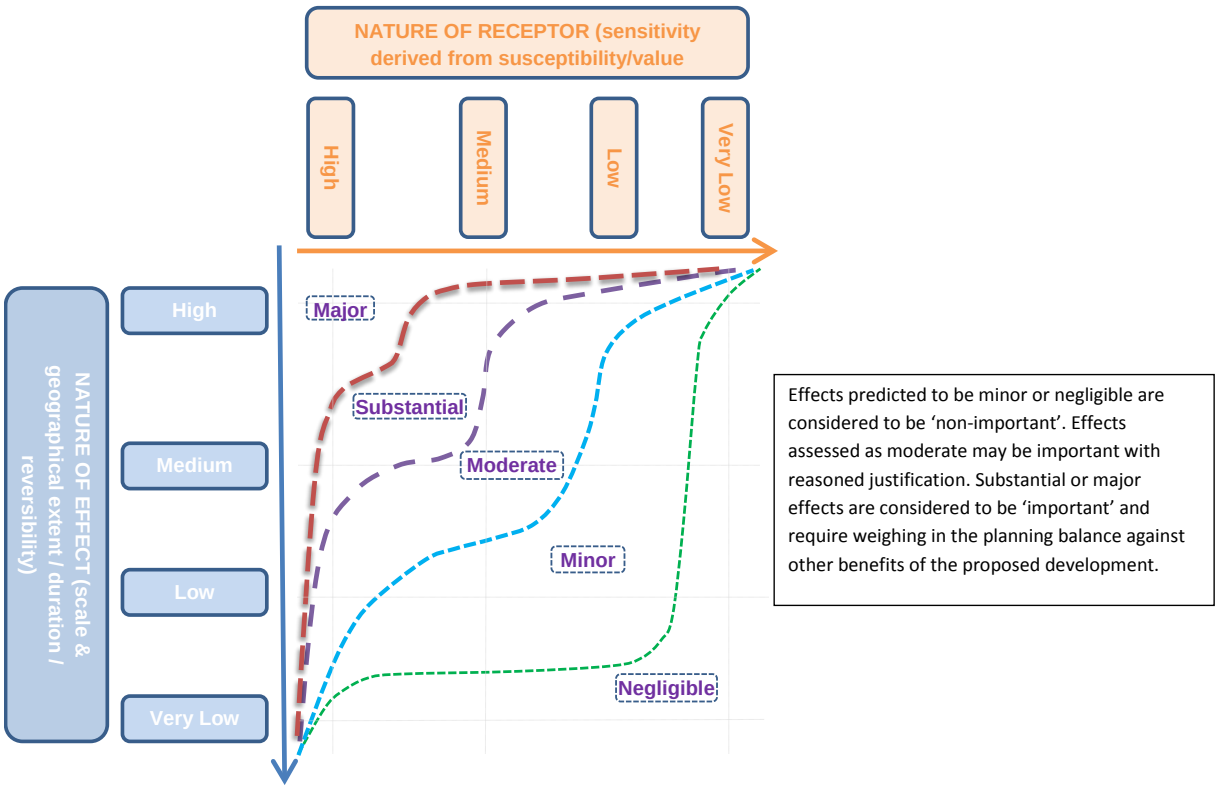
In this assessment, the magnitude of change is described as being **high, medium, low** or **very low**, with reference to the extent to which changes in landscape characteristics and views are likely to be discernible and the temporal extent of the change. This involves assessing the size and scale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

Level 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 the Institute of Environmental Management and Assessment 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[3]



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. Should a workover of the well be required (Stage 3a), a 32 m workover rig would be used for this purpose and the use of the well for listening operations (Stage 4) could require a crane up to 35 m high or a 32 m workover rig. A similar rig will be required during decommissioning and restoration work (Stage 5). 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 maximum 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. It is likely that many of the stacked cabins would be removed from site following Stage 2.

[3] 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

Site context

The proposal is located within the North East Derbyshire District Council Area, to the south-west of the village of Marsh Lane. The site (including access road) is approximately 1.84 ha measuring around 110 m by 120 m, and is approximately centred on grid reference 439819, 378398.

The site is situated within a very gently rolling rectangular field of intensively farmed arable land that is bounded by hedgerows with three distinctive isolated mature hedgerow trees.

The surrounding landscape forms part of a plateau of gently undulating elevated land, set between the incised wooded valley of The Moss in the north and the broader valley of the River Rother in the east and south. The landform of the immediate setting of the site rises slightly from south to north towards a high point of 222 m AOD, located approximately 220 m to the northwest of the site boundary

Land cover within the plateau is largely agricultural, comprising medium to large sized arable fields with a generally rectilinear form. Field boundaries are formed of hedgerows and are remnant and gappy in parts. Smaller pastoral fields are found in the lower-lying valleys in the north, east and south, with some visual containment within these areas provided by blocks and copses of established mixed woodland. There are few distinctive landscape features within the area.

The area around the site is bounded by minor roads Bramleymoor Lane and Morton Lane to the east and south and by busier roads of the B6056 and Long Lane to the north and west. No public rights of way (PRoW) run through this area of agricultural land. The closest PRoW to the site include local footpaths that link the eastern edge of Marsh Lane to Bramleymoor Lane and the B6056. In addition, a network of local public footpaths runs to the south of the site linking the villages of Middle Handley, West Handley and Nether Handley.

The site is more elevated than the surrounding settlements and is largely visually screened by the upwards slope of the land. Views towards the site are attained from sections of the surrounding roads, though roadside hedgerows prevent prolonged sequential views.

There are no existing man-made features within the site, though a small derelict brick building is located to the immediate north adjacent to the proposed access road. The closest residential properties include Ten Acres Farm (approx. 300 m north), Heatherlee Farm (approx. 320 m west), and properties located on the eastern edge of Marsh Lane (approx. 370 m east). Settlements within the surrounding area include the villages of Marsh Lane (0.5 km east), Middle Handley (approx. 450 m east), West Handley (approx. 520 m south), Hundall (approx. 1.2 km south-west), Apperknowle (approx. 1.6 km west), and the hamlet of Bramleymoor (approx. 350 m north).

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 Sheffield District and Chesterfield District as well as North East Derbyshire.

The landscape within the 5 km study area comprises more elevated rolling plateau in the west and the low-lying broad Rother Valley in the east and south. The incised wooded valley of The Moss, a small tributary of the River Rother, cuts through the north of the study area providing a distinct topographical feature. The elevated land to the west, within which the site is located, is described above.

It is a typically large scale landscape with widen open views, particularly overlooking the lower-lying Rother Valley to the east and south. The incised valley of The Moss in the north, and to a lesser degree the River Drone in the south, have an undulating topography with steep valley slopes and include numerous patches of ancient, semi-natural woodland. These small valleys have a more intimate scale with a sense of visual containment. The lower-lying broad valley of the River Rother in the east and south is a gently undulating, large scale and intensively farmed landscape. The gentle relief and lack of visual containment creates an open landscape with long distance views only interrupted by landform. Blocks of coniferous woodland occur locally.

The landscape around the site is relatively sparsely populated with scattered farmsteads, hamlets and small villages connected by a network of small winding lanes and straight fast roads. It remains relatively free of large man-made structures and is essentially the countryside, but is intensively farmed and has a somewhat weakened rural character. The landscape beyond to the south and west is more settled, with urban areas of Chesterfield and Dronfield located within the 5 km study area. Beyond the local road network at the centre of the study area key transport routes include the A61 in the far south-east and a rail routes in the south and east.

Landscape Character

The site is located within the *Nottinghamshire, Derbyshire and Yorkshire Coalfield* landscape character area (LCA), and the *Wooded Hills and Valleys* landscape character type (LCT), as defined within the Derbyshire Landscape Character Assessment (2014). The large scale LCA stretches from the outskirts of Sheffield in the north to the Trent Valley in the south. It is a broad belt of generally low-lying land, approximately 10 km wide and 45 km in length forming part of the greater Nottinghamshire, Derbyshire and Yorkshire Coalfield region. The LCA exhibits physical, historical and ecological characteristics that are similar throughout most of its landscape types. The *Wooded Hills and Valleys* LCT extends beyond the 5km study area to the north and west. It is flanked to the east and the south by the lower-lying *Estate Farmlands* and *Coalfield Village Farmlands* LCTs which from Rother Valley.

The *Nottinghamshire, Derbyshire and Yorkshire Coalfield* LCA is equivalent to the Nottinghamshire, Derbyshire and Yorkshire Coalfield National Character Area (NCA), as defined within National Character Area Profile: 38 (2013). Significant effects on landscape character will only occur in areas which have a strong landscape or visual relationship with the area of the proposal. Given the wide area and high level strategic assessment of the *Nottinghamshire, Derbyshire and Yorkshire Coalfield* LCA/NCA, it is not considered in this assessment.

The key characteristics of the local level *Wooded Hills and Valleys* LCT, considered within the assessment, are noted below:

- *Upland area with broadly undulating topography.*
- *Moderately steep slopes, becoming steeper along stream valleys.*
- *Arable cropping occupying the north-west and south-east respectively.*
- *Late enclose is a feature on hill summits, with sparse tree cover creating an open character.*
- *In the wider landscape, a semi-regular to regular field pattern exists.*
- *'Heathy' vegetation visually prominent in many road verges.*
- *Woodland bands along stream valleys and on steep slopes.*

- *Medium to large fields, enclosed by hedgerows.*
- *Network of small irregular lanes.*
- *Sparsely scattered settlement of farmsteads and hamlets.*
- *The landscape has remained essentially rural and intact.*

Other LCTs within the 5km study area are listed in Table 5-1. Taking account of the scale of the proposal, effects on these LCAs are not considered in the assessment as important effects are considered unlikely.

Table 5-1 Landscape character types within the 5km study area

Landscape character type	*Local Authority*	*Reference*
Estate Farmlands	North East Derbyshire/ Chesterfield	The Landscape Character of Derbyshire
Riverside Meadows	North East Derbyshire/ Chesterfield	The Landscape Character of Derbyshire
Coalfield Villages and Farmland	North East Derbyshire/ Chesterfield	The Landscape Character of Derbyshire
LO2 Lowland Rolling Slopes and Valleys	Sheffield District	Sheffield Preliminary Landscape Character Assessment (2011)
LO5 Encapsulated Farmland	Sheffield District	Sheffield Preliminary Landscape Character Assessment (2011)
HM Highly Maintained Farmland	Sheffield District	Sheffield Preliminary Landscape Character Assessment (2011)

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 some distant illumination provided by the streetlights and within the western edge of Marsh Lane. There are no streetlights lining the roads that pass near the site.

In 2015 the CPRE commissioned the production of England's Light Pollution and Dark Skies satellite 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 green area, indicating moderately dark skies.

Designated Landscapes

The operational area of the site lies 300 m to the south of a locally designated Area of Multiple Environmental Sensitivity (AMES). This AMES is categorised as having 'Primary Sensitivity' as it is "above average" with respect to biodiversity, the historic environment and visual unity, i.e. the 'intactness' of the landscape. Within the AMES Technical Support Document 1 (2013) those areas of 'Primary Sensitivity' are *'considered to be the most sensitive areas of landscape, which*

are most likely to be negatively affected by change or development and will attract a strong focus on the Protection (Conservation) of their environmental assets'. The document also states that '*areas of landscape that are not identified as being strategically sensitive through this assessment process will be the areas that might be less sensitive to change'.* The AMES designation within this area covers the incised wooded valley of The Moss, a small tributary of the River Rother. Although it is in the same LCT, the incised wooded valley of The Moss has a different character to the open and intensively farmed landscape of the site and its immediate setting. The incised valley is also visual separated from the site by steep topography and woodland cover. Therefore, it is considered that the landscape sensitivity and value of the site and its immediate setting is significantly lower than that of the AMES.

5.3.2 Visual Baseline

This section identifies the extent of possible visibility of the proposal from publicly 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. 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 0.3 km to the north and east, 0.5 km to the south, and up to 1.2 km the north-west. Beyond 0.3 km to the north the land slopes steeply down into the valley of The Moss and visibility is lost. To the east, the buildings along the western settlement edge of Marsh Lane prevent visibility from other areas within the village and the immediate landscape beyond. To the south the downward slope of the land beyond Morton Lane prevents visibility of the proposal from the village of West Handley and its immediate setting. Visibility up to 1.2 km from the site is predicted within farmland to the south-west and up to 1.2 km to the north-west, which includes the landing strip of Coal Aston Airfield.

The highest point of the site is located around 210 m AOD, lying generally at a similar elevation to farmland to west, but at a higher elevation then land to the north, east and south. Close proximity views towards the site from the surrounding landscape typically look upslope with the ground level of the site largely screened by intervening hedgerows and the slope of the land.

At distances over 1.5 km views looking towards the site from the wider landscape are largely screened by the elevated landform and vegetation. Views towards the site from the east and south are largely from lower elevations and mostly screened by intervening landform.

Valued Views

No specific viewpoints have been identified within the inner 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 of on-site infrastructure of up to 7.5 m will be available from the western settlement edge of Marsh Lane, and intermittent views will be available from the western edge of Middle Handley. Close range views of the proposal will also be attainable from several farms, including Ten Acres Farm to the north, Heatherlee Farm to

the west and Bentley Farm to the north-west. Views from these settlements and dwellings will be subject to localised screening.

Within 2 km of the site the ZTV for the worst case 60 m drilling rig (Figure A5-1) indicates visibility from the western edge of Marsh Lane and Eckington, located approximately 350 m and 1.6 km to the east respectively. Some theoretical visibility is also possible from the western edge of Middle Handley and Nether Handley and from the northern periphery of New Whittington. Views from these locations will be subject to localised screening.

Recreational Routes

The Sheffield Country Walk long-distance footpath runs approximately 3 km to the north of the site though the incised valley of The Moss. The steep valley sides largely screen the drilling rig from view with the route being predominantly outside the ZTV. The Cuckoo Way and the Trans Pennine Trail long-distance footpath runs between 4.5 and 5 km to the south-east of the site. The ZTV (Figure A5-1 in Appendix 5-1) indicates that there are pockets of visibility along these routes, although the drilling rig will largely be screened from view. National Cycle Route 67 forms part of the Trans Pennine Trail to the south-east of the site.

Visibility of the drilling rig is indicated from the network of PRoW that links the villages of Middle Handley, West Handley and Nether Handley to the south of the site. There is also theoretically visibility from the closest public footpaths to the immediate east of the site. An extensive network of PRoW runs within the Moss valley to the north of the site, the ZTV indicates that these are largely screened from view by the steep topography.

Roads and Rail Routes

The ZTV indicates relatively widespread visibility of the drilling rig from the network of winding lanes and straight roads that surround the site. Widespread theoretical visibility is also indicated from the roads located further away to the north and south-east. The ZTV indicates there will be intermittent visibility from the rail line located approximately 3.2 km to the south-east and very little visibility from the rail line to the south-west. There is very little visibility predicted for the A61 to the south-west 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.

Table 5-2 Selected representative viewpoints

Number	*Location*	*Grid reference*	*Distance and Reason for selection*
1	Eastern edge of Marsh Lane and the start of a public footpath.	SK 40260 78530	380 m to the east. Representative of views from the western edge of Marsh Lane, the closest settlement to the site. The viewpoint has the clearest view of the site from a publicly accessible place within Marsh Lane.
2	Bramleymoor Lane to the immediate SE of the site	SK 40000 78130	220 m to the south-east. Representative of views from Bramleymoor Lane, the closest public road to the site, and from the smallholding to the east of this road The viewpoint has the clearest views towards the site from the road.

Number	Location	Grid reference	Distance and Reason for selection
3	The B6056 to the NW of the site	SK 39540 78610	270 m to the north-west. Representative of views from a small gap in the roadside hedge along the B6056. The viewpoint at the closest publicly accessible location to Heatherlee Farm that has a view towards the site. The view is similar to that which would be experienced from ground level at Heatherlee Farm.

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:

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

Mobile:

- 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 are described in Section 5.3.1. The site and its immediate context is judged to have a low susceptibility to change, taking account the relatively simple land cover pattern, its moderate to large scale and open nature. The site does not lie within any national, regional or local landscape designations (although there is a locally designated AMES to the north). The quality of intensively farmed landscape of the site is relatively low with the intactness of hedgerows and other landscape features being low. As such, the site and its immediate surroundings are not considered to have particularly high scenic quality or contain landscape elements or features that are considered rare. There are no conservation designations within the immediate setting and limited recreational interest. The overall landscape value of the site and its immediate setting is judged to be low. On balance, the sensitivity of the site to the proposal is judged to be **low**.

The key characteristics of the *Wooded Hills and Valleys* LCT are judged to combine in a medium susceptibility. A proportion of the LCT lies within the locally designated AMES, and the overall landscape value is therefore judged to be medium. On balance, the sensitivity of the *Wooded Hills and Valleys* LCT 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. Implications for the AMES are considered at the end of this section.

Site Development and Establishment (Stage 1)

This stage of the proposal will take approximately three months. The main activities with the potential to affect landscape character include, but are not limited to: 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 vehicular/personnel movements.

It is assumed that existing hedges and field boundary trees around the site boundary will be retained, except where access is created, and will be protected in accordance with best practice (BS 5837:2012[4]) 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**; however these effects will be temporary.

Effects on Landscape Character

The proposal will be located in the *Wooded Hills and Valleys* LCT. 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 1.84 ha of intensively farmed arable landscape. At this stage of the proposal, visibility will be largely localised and mostly limited to the site which will be partially screened by bunds, and access route, therefore any panoramic views of the wider landscape, particularly over the Rother Valley to the east and south, are unlikely to be interrupted. There is also likely to be a localised effect on landscape character due to increased traffic on the surrounding road network, predominantly along the B6056. 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. The experience of construction effects from the wider landscape will be minimal taking account of screening by elevated landform of the site and its immediate setting, as well as existing roadside and field boundary vegetation.

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. Although higher locally, the overall magnitude of change to the *Wooded Hills and Valleys* LCT is judged to be **low**.

The level of effect will be **substantial** at the local level (within approximately 0.3 km). Beyond this distance the effect on the wider landscape will be **minor**.

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

Drilling and Coring (Stage 2)

This stage of the proposal will take approximately three 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. Other operations that could affect the landscape include, but are not limited to, installation of associated equipment including: site containers/cabins (up to 7.5 m high); 9 m poles; temporary mobile lighting; and a perceived increase in activity on site due to vehicular/personnel movements.

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 during drilling operations will be **substantial**; however these effects will be temporary.

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 visibility of the drilling rig will be extensive within 1.5 km, though no visibility is predicted from within the incised valley of The Moss in the north, or from the villages of Marsh Lane and Middle Handley. Between 1.5 km and 5 km the predicted visibility is largely from areas of lower elevation to the southeast and from the elevated land to the north of The Moss. Predicted visibility from west and south-west at distances over 1.5 km is increasingly intermittent and largely screened by woodland, settlement and the slope of the land. In reality, visibility of drilling operations will likely be further limited by localised screening. Secondary effects during this stage will also include a localised increase in traffic on surrounding road network, predominantly along the B6056. 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 is judged to be high locally, however this is limited to areas located with the ZTV of both the drill rig and the lower-lying on-site infrastructure of up to 7.5 m tall (Figure A5-2 in Appendix 5-1). A high level of change is not expected to be experienced beyond 1.5 km from the site boundary. This area represents a relatively localised geographical extent comprising mainly the area of agricultural land enclosed by the B6056, Bramleymoor Lane, and Morton Lane. The magnitude of change is judged to be **high** within this area, reducing to **medium** at distances beyond 1 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 the area enclosed by the B6056, Bramleymoor Lane, and Morton Lane, and extending up to a maximum of 1.5 km to the south and north-west. Beyond this area the level of effect will lower to **moderate**. The effect on the *Wooded Hills and Valleys* LCT will be **minor** beyond 3 km. These effects will be temporary.

Maintenance of Site (Stage 3)

Following suspension of the well, the drilling rig and cabins will be removed from site at the end of Stage 2. The security hut / gatehouse and welfare facilities would 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 the 5 years limit of the planning permission.

Effects on the Site

During this phase, the site will be fenced with occasional ongoing activity. While the current agricultural character will not be restored, the size/scale of the change is judged to be moderate. This phase of the proposal will be long term (up to the 5 years limit of the planning permission) 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**.

Effects on Landscape Character

The presence of a fenced site within the Wooded Hills and Valleys LCT will not give rise to undue changes to its intensively farmed character. The size/scale of the change to the LCT is judged to be very low. The suspended well 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**.

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 14 days with a mobilisation/demobilisation period of 3-4 days each (up to one month total duration). 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 or slightly reduced level of effect on both the site and Landscape Character as the 60 m tall mobile drilling rig used during Stage 2. However, the reoccurrence of these similar effects would be for a much shorter period (up to a month). The magnitude of change is judged to be **high-medium** and the level of effect will be **moderate** locally, reducing to **negligible**.

Use of Well as Listening Well (Stage 4)

Listening well operations will be of short duration (approx. three 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), and 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 fenced with ongoing surface activity and the possible use of a 32 m workover rig or 35 m high crane. Whilst on site, it is expected that the 32 m workover rig would have a similar or a slightly reduced level of effect on the site as the 60 m tall mobile drilling rig used during Stage 2. However, the reoccurrence of these similar effects would be for a much

shorter period (up to three weeks). The magnitude of change is judged to be **high-medium** and the level of effect will be **moderate**.

If the 32 m workover rig 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. The listening well phase will be short term and reversible. The magnitude of change is judged to be **medium** and the level of effect of the listening well phase will be **minor**.

Effects on Landscape Character

Whilst on site, the possible use of a 32 m workover rig during this phase is likely to have a similar or a slightly reduced level of effect on the *Wooded Hills and Valleys* LCT as that experienced during *Drilling and Coring* Stage 2. However, the reoccurrence of these similar effects would be for a much shorter period (up to three weeks). The magnitude of change is judged to be **high-medium** and the level of effect will be **moderate** locally, reducing to minor further afield.

If the 32 m workover rig is not required during Stage 4 the level of effect expected to be lower. The presence of the on-site wireline truck, 30 tonne crane, elevated work platform and other required plant and facilities (welfare, generators, storage etc.) within the *Wooded Hills and Valleys* LCT will not give rise to undue changes to its intensively farmed character. The size/scale of the change to the LCT is judged to be low. The listening well phase will be short term and reversible. The magnitude of change is judged to be **low** and the level of effect of the listening well phase will be **negligible**.

Decommissioning and Restoration (Stage 5)

This stage of the proposal will take approximately two months, with subsequent restoration and after care 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. During the aftercare period no activities are anticipated to give rise to effects on the landscape.

Effects on the Site

Initial decommissioning and restoration activities will result in a medium scale change experienced at the site level. The majority of the decommissioning and restoration activities will be short term, temporary and reversible. Overall the magnitude of change is judged to be **high-medium** for the period the rig is on site.

The level of effect of decommissioning and restoration works will be **moderate**: however these effects will be temporary. Following the decommissioning and restoration activities no above-ground features of the well will remain on the site. Site restoration is considered long term and permanent. The 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 (described above) will arise from the above noted activities. At this stage of the proposal visibility will be localised, largely within the area enclosed by the B6056, Bramleymoor Lane, and Morton Lane. The 32 m rig may be visible in some of the characteristic panoramic views of the wider landscape though only for a brief period. There is also likely to be a short-term localised effect of increased traffic on the surrounding road network, particularly along the B6056 used to access the site.

The experience of decommissioning and restoration effects from the wider landscape will be limited taking account of screening by elevated setting of the site and existing roadside and field boundary vegetation.

Decommissioning activities will result in a small scale change experienced at a local level. The majority of decommissioning 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 will be **moderate** at a local level, within the area enclosed by the B6056, Bramleymoor Lane, and Morton Lane, and extending up to 1.5 km to the south and north-west. The effect on the LCA beyond 1.5 km will be **minor** or **negligible**. These effects will be temporary and at the conclusion of this Phase all impacts on landscape character will cease. Overall, the restoration of the site to its original agricultural use will be a neutral effect on landscape character.

Implications for Landscape Designations

The only landscape designation relevant to the site is a local level AMES, located 300 m to the north of the site at its closest point, and extending to north and north-east. The ZTV indicates limited visibility across the designated area, due to its incised landform and woodland cover. The localised and temporary nature of the impacts predicted on landscape character will not undermine the intactness of this landscape, which is one of several reasons that the AMES is designated. There will be no effect on the integrity of the AMES.

5.5.2 Visual Effects

Table 5-3 Assessment of visual effects

No.	Location	
1	SK 40260 78530	***Existing view*** This viewpoint is located at the start of a public footpath on the western settlement edge of Marsh Lane. The viewpoint is situated approximately 380 m east of the site and represents the clearest view towards it from a publicly accessible point along the western edge of Marsh Lane. From this location the site lies beyond hedgerows lining either side of Bramleymoor Lane, with the ground level of the site screened from view. The mature tree to the centre left of the image is located on the eastern boundary of the site. The view is contained by the upwards slope of the land with the horizon line defined by the hedgerows along Bramleymoor Lane, approximately 230 m from the viewer. The skyline is punctuated by a wood pole transmission line in the foreground.

No.	Location	
		

Photograph of the view towards the site from the western edge of Marsh Lane

Sensitivity of visual receptors

Residential receptors are considered to be of high susceptibility. This is an indistinct and contained view looking over gently sloping arable farmland, with few features other than the two mature trees. The value of the views looking west from this location is therefore judged to be low. Overall sensitivity is judged to be **medium**.

Magnitude of change

Site Development and Establishment

The main source of effect from this viewpoint during the Site Development and Establishment period is likely to be an increase in localised traffic heading to/from the site along the B6056, though this will be partially mitigated by the use of road monitoring systems (RMS). On-site construction activities (described in Section 5.5.1) may also be discernible from this location, though low-level ground works will largely be

No.	Location	
		imperceptible as the ground level of the site lies below the horizon line. In addition, there will likely be some perceived increase in night time light generated from the site. From this location construction activities will result in a noticeable change to the view. The construction activities will be short term, temporary and reversible. The overall magnitude of change in view is judged to be medium. **Drilling and Coring** 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 seen above the skyline in views to the west at a distance of 360 m. It is possible that the top of other on-site equipment and accommodation will also be visible within this view, and from second-storey windows of houses along the western edge of Marsh Lane. The introduction of the drilling rig will present a new vertical structure that will be the tallest feature within the view, and is likely to become a new focal point. The drilling rig will also introduce additional night time light produced by low intensity fluorescent lighting on the rig. Secondary effects will likely include an increase in localised traffic heading to/from the site along the B6506. The size/scale of the effect on this view is considered to be high. Effects of the drilling period will be short term, temporary and reversible. The overall magnitude of change in view is judged to be high. **Site Suspension/ Maintenance** 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. **Possible Workover of the Well** During the Possible Workover Stage (Stage 3a) 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 stage (i.e. high - 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 lower, with the nature of effects similar to that experienced during Site Development and Establishment stage. **Use of Well as Listening Well** During the Use of Well as Listening Well (Stage 4) 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

No.	Location	
		crane) is expected to be similar or slightly less than that experienced during Drilling and Coring stage (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 4 the magnitude of change will be lower, with the nature of effects similar to that experienced during Site Development and Establishment stage. **Decommissioning and Restoration** The magnitude of change experienced during Decommissioning and Restoration stage will be similar to that experienced during the Possible Workover stage 3a (high-medium). ***Level of Effect*** **Site Development and Establishment** The level of effect during the Site Development and Establishment stage will be **moderate**. Effects will be temporary and will cease following the construction period. **Drilling and Coring** 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 3-month drilling period. **Site Suspension/ Maintenance** The level of effect during the Maintenance of Site (Stage 3) will be **minor.** **Possible Workover of the well** If the 32 m workover rig or a 35 m crane is brought onto site during the Possible Workover Stage (Stage 3a), the level of effect will be **substantial**, however this will be for a short time period of up to three weeks. If the workover rig or crane is not required during Stage 3a the level of will be lower, similar to that experienced during Site Development and Establishment stage (**moderate**). **Use of Well as Listening Well** If the 32 m workover rig or a 35 m crane is brought onto site during the Use of Well as Listening Well (Stage 4) the level of effect will be **substantial**, however this will be for a short time period of up to three weeks. If the workover rig or crane is not required during Stage 4 the

No.	Location	
		level of effect will be lower, similar to that experienced during Site Development and Establishment stage (**moderate**). **Decommissioning and Restoration** The level of effect during the decommissioning and restoration will be **moderate,** except for the period when the workover rig is on site when it would be considered **substantial** due to the use of the rig. Overall, restoration of the site to its original agricultural use will be a **neutral** effect on the view.
2	SK 40000 78130	***Existing view*** This viewpoint is located on Bramleymoor Lane to the immediate south-east of the site. The viewpoint is situated approximately 220 m from the site and represents the clearest view towards it from Bramleymoor Lane. The viewpoint is representative of views experienced by motorists travelling north along this short section of the road, and also of views from the smallholding on the east side of Bramleymoor Lane. From this location there is a clear view of the southern part of the site at ground level. Some very low-level screening of the eastern areas of the site is provided by hedgerows along the site boundaries and the northern extent of the site at ground level is partially screened by the gently undulating topography. The mature trees in shot are located on the eastern and western boundaries of the site, and indicate its extent. This viewpoint is located on the crest of a low rise. Further along the road to the north, the land dips slightly and the ground level of the site is screened from view by the undulating topography and thick mature roadside hedgerows. To the south the road falls away over the crest, and visibility of the site is again reduced.

No.	Location	
		 *Photograph of the view towards the site from the southern section of Bramleymoor Lane* ***Sensitivity of visual receptors*** Visual receptors in this location are considered to be of medium susceptibility. This is a relatively indistinct and contained view, seen in passing from a minor road and from an adjacent smallholding, looking over gently undulating arable farmland. It is located along a typically quiet road linking the villages of West Handley with Bramleymoor. The road is not promoted for its scenic qualities. The value of this view is therefore judged to be low. Overall sensitivity is judged to be **medium**. ***Magnitude of change*** **Site Development and Establishment** The main source of effect from this viewpoint during the Site Development and Establishment period is likely to be the visibility of on-site construction activities (noted in Section 5.5.1). Low-level ground works, on-site activity and the erection of cabins/containers and security

No.	Location	
		fencing will be visible from this short section of the road and are likely to be a highly noticeable change to the view. In addition there will likely be some perceived increase in night time light generated from the site. The construction activities will be short term, temporary and reversible. The overall magnitude of change in the view is judged to be high-medium. **Drilling and Coring** 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 introduction of the drilling rig will present a new vertical structure that will be the tallest feature within the view, and become a new focal point. The drilling rig will also introduce additional night time light produced by the low intensity fluorescent lighting on the rig. The size/scale of the effect is considered to be high within the wider landscape setting. Effects of the drilling period will be short term, temporary and reversible. The overall magnitude of change in the view is judged to be high. **Site Suspension/ Maintenance** It is anticipated that magnitude of change during the Maintenance of Site (Stage 3) will be medium with a number of low-level infrastructure and security fencing visible within this sequential view. **Possible Workover of the Well** During the Possible Workover Stage (Stage 3a) 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 stage (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 nature of effects will be similar to that experienced during Site Development and Establishment stage (high-medium). **Use of Well as Listening Well** During the Use of Well as Listening Well (Stage 4) 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 stage (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 4 the nature of effects will be similar to that experienced during Site Development and Establishment stage (high-medium).

No.	Location	
		Decommissioning and Restoration The magnitude of change experienced during Decommissioning and Restoration stage will be similar to that experienced during the Possible Workover stage 3a (high), as temporary rig and low-level infrastructure will be visible. ***Level of Effect*** **Site Development and Establishment** The level of effect during the Site Development and Establishment stage will be **moderate**. Effects will be temporary and will cease following the construction period. **Drilling and Coring** 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 3 month drilling period. **Site Suspension/ Maintenance** The level of effect during the Maintenance of Site (Stage 3) will be **moderate.** **Possible Workover of the well** If the 32 m workover rig or a 35 m crane is brought onto site during the Possible Workover Stage (Stage 3a), the level of effect will be **substantial**, however this will be for a short time period of up to three weeks. If the workover rig or crane is not required during Stage 3a the level of will be lower, similar to that experienced during Site Development and Establishment stage (**moderate**). **Use of Well as Listening Well** If the 32 m workover rig or a 35 m crane is brought onto site during the Use of Well as Listening Well (Stage 4) the level of effect will be **substantial**, however this will be for a short time period of up to three weeks. If the workover rig or crane is not required during Stage 4 the level of will be lower, similar to that experienced during Site Development and Establishment stage (**moderate**). **Decommissioning and Restoration** The level of effect during the decommissioning and restoration will be **moderate**, except for the period when the workover rig is on site when it

No.	Location	
		would be considered **substantial** due to the use of the rig. Overall, restoration of the site to its original agricultural use will be a **neutral** effect on the view.
3	SK 39540 78610	***Existing view*** This viewpoint is located along the southern side of the B6056 at a small gap in the roadside hedgerow. The viewpoint is situated approximately 270 m to the north-west of the site and represents the clearest view towards the site from the road. This location has a similar view of the site to that of Heatherlee Farm, located approximately 160 m to the immediate south-west. The viewpoint is the closest publicly accessible point to Heatherlee Farm that has a view of the site, but is not representative of general views from the B6056 due to hedgerow screening along the road. From this location, the site is positioned to the south-east and lies beyond a gappy hedgerow that forms an intervening field boundary. The three mature trees seen within the below image are located along the eastern and western boundaries of the site and indicate its extent. Additionally, a small low-lying derelict building seen though a gap in the hedgerow, in the far left of the image, indicates the northern extent of the site. The ground level of the site is screened from view by the slope of the land which, along with the hedgerows, defines a close range skyline in this direction. Longer and more open views are attainable in a southerly and south-westerly direction from this location, these views look over gently undulating farmland towards a distant wooded skyline. The skyline to the south is punctuated by a wood pole transmission line in the mid-ground.

No.	Location	
		 *Photograph of the view towards the site from the southern side of the B6056* ***Sensitivity of visual receptors*** Road users traveling along this section of the B6056 are considered to be of low susceptibility. Residential receptors associated with Heatherlee Farm are considered to be of high susceptibility. This is an indistinct and contained view looking south-east over gently sloping open farmland to an even skyline. Longer and more open views over the surrounding landscape are seen to the south and south-west. The value of the views looking south-east towards the site is judged to be low. Overall sensitivity is judged to be **medium**. ***Magnitude of change*** **Site Development and Establishment** The main source of effect from this viewpoint during the Site Development and Establishment period is likely to be the on-site construction activities (noted in section 5.5.1). This activity will likely be discernible from this location, though low-level on-site ground works will largely be

No.	Location	
		screened, as the ground level of the site lies at a lower elevation beyond horizon line. In addition, there will likely be some perceived increase in night time light generated from the site. From this location construction activities will be a noticeable change to the view. The construction activities will be short term, temporary and reversible. The overall magnitude of change in the view is judged to be medium. **Drilling and Coring** 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 in views to the south-east at a distance of 360 m. The drilling rig will be seen in eastward views from Heatherlee Farm at a distance of approximately 320 m. The upper part of the on-site stacked cabins/containers and security fencing are also likely to be visible. The introduction of the drilling rig will present a new vertical structure that will be the tallest feature within the view, and is likely to become a new focal point in views to the east. The drilling rig will also introduce additional night time light produced by the low intensity fluorescent lighting on the rig. Effects also include visibility of the stacked on-site cabins/containers and occasional on-site activity. The size/scale of the effect is considered to be high. Effects during the drilling period will be short term, temporary and reversible. The overall magnitude of change in the view is judged to be high. **Site Suspension/ Maintenance** 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. **Possible Workover of the Well** During the Possible Workover Stage (Stage 3a) 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 stage (i.e. high-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 lower, with the nature of effects similar to that experienced during Site Development and Establishment stage. **Use of Well as Listening Well** During the Use of Well as Listening Well (Stage 4) 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

No.	Location	
		crane) is expected to be similar or slightly less than that experienced during Drilling and Coring stage (i.e. high-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 4 the magnitude of change will be lower, with the nature of effects similar to that experienced during Site Development and Establishment stage. **Decommissioning and Restoration** The magnitude of change experienced during Decommissioning and Restoration stage will be similar to that experienced during the Possible Workover Stage 3a (high-medium). ***Level of Effect*** **Site Development and Establishment** The level of effect during the Site Development and Establishment stage will be **moderate**. Effects will be temporary and will cease following the construction period. **Drilling and Coring** The level of effect during drilling operations will be **substantial** during day and **moderate** during night time hours. These effects will be temporary and will cease following the 3 month drilling period. **Site Suspension/ Maintenance** The level of effect during the Maintenance of Site (Stage 3) will be **minor.** **Possible Workover of the well** If the 32 m workover rig or a 35 m crane is brought onto site during the Possible Workover Stage (Stage 3a), the level of effect will be **substantial**, however this will be for a short time period of up to three weeks. If the workover rig or crane is not required during Stage 3a the level of will be lower, similar to that experienced during Site Development and Establishment stage (**moderate**). **Use of Well as Listening Well** If the 32 m workover rig or a 35 m crane is brought onto site during the Use of Well as Listening Well (Stage 4) the level of effect will be **substantial**, however this will be for a short time period of up to three weeks. If the workover rig or crane is not required during Stage 4 the

No.	Location	
		level of will be lower, similar to that experienced during Site Development and Establishment stage (**moderate**). **Decommissioning and Restoration** The level of effect during the decommissioning and restoration will be **moderate,** except for the period when the workover rig is on site when it would be considered **substantial** due to the use of the rig. Overall, 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. The land is more elevated than the surrounding landscape to the east and south, as well as surrounding settlements. The ground level of the site is visually contained from surrounding settlements by the uphill slope of the land, with visibility limited to between 0.3 to 1.5 km from the site boundary.

Due to the location selected, no important landscape features will be lost to the proposal. The site boundaries are defined by broken hedgerows which include three mature hedgerow trees. Whilst there will be some removal and trimming of the hedgerow to allow the site access to be constructed, the hedgerows adjacent to the well site will be retained, and the trees will be retained and protected during all stages of the proposal. As a result, the proposal predominantly leads 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 of the proposal, 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.

The proposal is located within the Wooded Hills and Valleys LCT, as defined within the Derbyshire Landscape Character Assessment (2014). The sensitivity of the site to the proposal is judge to be low and the sensitivity of the wider LCT is considered to be medium.

During the Site Development and Establishment (Stage 1), substantial effects will affect the site at a local landscape level (within approximately 0.3 km of the Site) and minor effects are expected within the wider LCT.

During the Drilling and Coring (Stage 2), substantial effects are predicted for the site, and for areas of the LCT enclosed by the B6056, Bramleymoor Lane, and Morton Lane, and extending up to a maximum of 1.5 km to the south and north-west. Beyond this area the level of effect will lower to moderate. The effect on the Wooded Hills and Valleys LCT will be minor beyond 3 km.

During the suspension 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 or crane up to 35 m high is required during the Possible Workover of the Well (Stage 3a), moderate effects will affect the site at a local landscape level (within approximately 0.3 km of the Site) and minor effects are expected within the wider LCT. However these effects will be experienced for short time periods of up to three weeks.

During the Listening Well stage (Stage 4), 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 or crane up to 35 m high is required during this stage, moderate effects will impact upon the site at a local landscape level (within approximately 0.3 km of the Site) and minor effects are expected within the wider LCT. However these effects will be experienced for short time period of up to three weeks.

The Decommissioning and Restoration (Stage 5) effects, including short-term deployment of a 32 m rig, are anticipated to be moderate within the site, and minor or negligible beyond. The restoration of the site to its original agricultural use is considered to be a neutral effect.

Based on the viewpoint assessment undertaken, and with regard to the ZTV and the extent of localised screening, moderate effects on views may occur during all stages of the proposal, although substantial effects are only predicted when a drilling rig is in place, mainly during Stage 2 but also short periods of Stages 3a, 4 and 5. These effects will be experienced only by higher-sensitivity receptors within 1.5 km of the site. This will include residents along the western edge of Marsh Lane and a small number of residents within Middle Handley, as well as residents within the two closest individual properties: Ten Acres Farm (approx. 230 m north); and Heatherlee Farm (approx. 320 m west). Residents of other nearby villages will experience minor effects at most.

Moderate visual effects – rising to substantial during drilling operations - may also occur from the surrounding road network, although a relative abundance of roadside hedgerows provides an effective visual screen to the site. During the Drilling and Coring (Stage 2) operations the effect of the proposal on views will be more widespread. Although the mobile drilling rig is likely to be partially screened by localised screening and landform, moderate visual effects are predicted during daylight and night time hours.

At distances over 1.5 km it is considered likely that only the drilling stage of the proposal will be perceptible in views. Predicted visibility is shown in the ZTV 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 Drilling Operations stage, visual effects are not predicted to be greater than minor at distances over 1.5 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

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

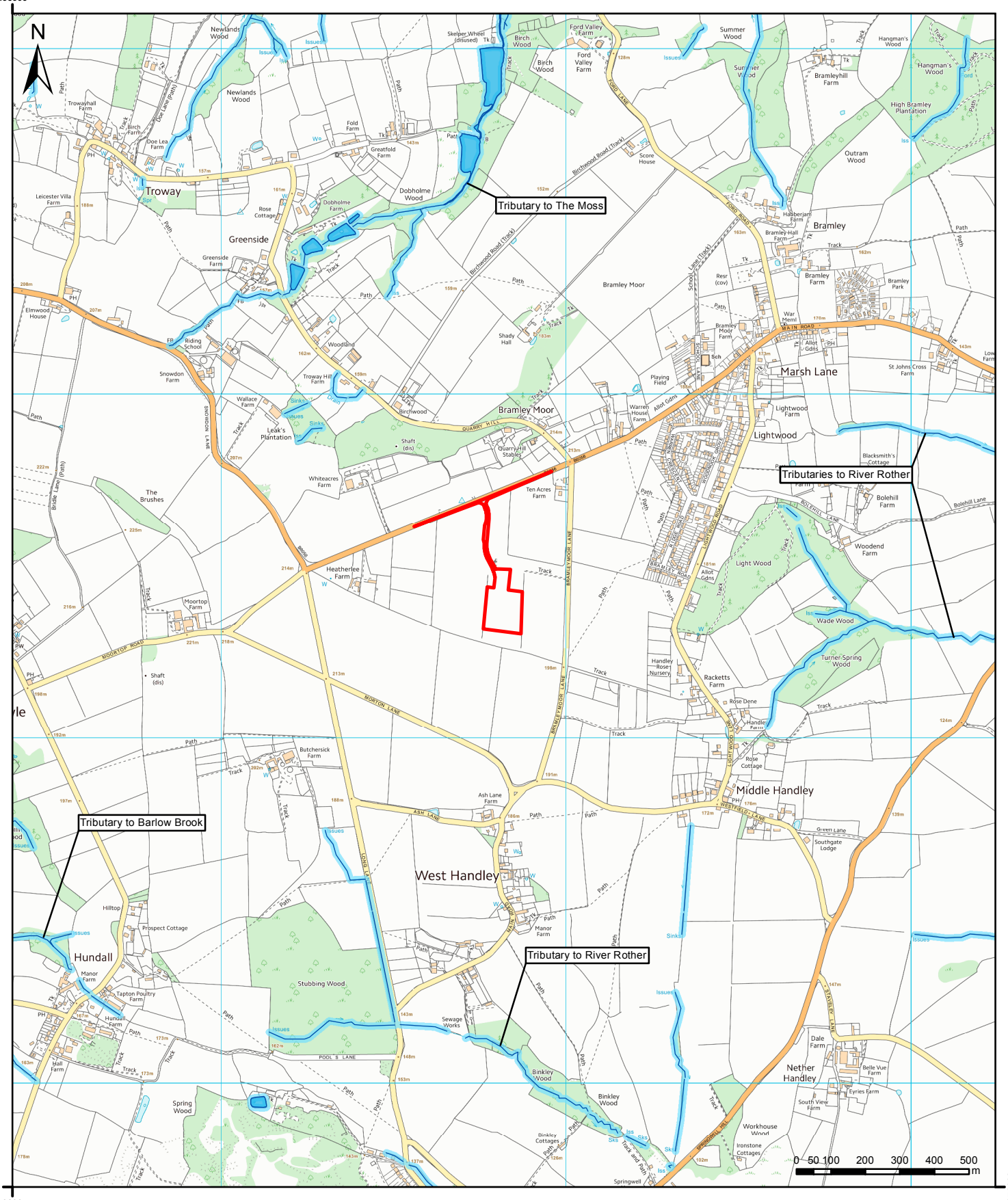
6.2.1 Study Area

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 10th January 2017)
- Envirocheck Report Datasheet
- Derbyshire County Council and Derby City Council Strategic Flood Risk Assessment (SFRA) Level 1 for Minerals and Waste Local Development Framework, August 2012
- Environment Agency Flood Maps (fluvial and pluvial) (accessed 11th January 2017)



438395

Project:	PEDL 300/1
Title:	Surface Water Features
Date: 24/04/2017	Scale: 1:15,000 CRS: BNG
Drawn: ERM	Checked: BG Rev: 1
Figure No:	6-1

Legend:

- Extent of Surface Works
- Watercourse
- Waterbody

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INEOS Shale
38 Hans Crescent
London, SW1X 0LZ
www.ineosshale.com

ERM DRAWING REF: \\Uklonsv01\data\London\Confidential Projects\0378050 Project Lannister.BP\Working files\GIS\MAPS\PEDL_300_1\0376059_300_1_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 proposals on the water environment. Each proposal is evaluated according to its individual characteristics. A methodology for assessing the significance of any effect has therefore been developed for proposals throughout the UK, based on relevant legislation following the methodology given in the DfT's Transport Analysis Guidance (TAG) UNIT A3, specifically the 'Impacts on the Water Environment' chapter(5) .

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 have been identified through the inspection of OS 1:10,000 mapping and are summarised in Table 6-1.

Table 6-1 Surface watercourses

Watercourse	Distance and Direction from site	Description	Direction of flow	Hydraulic Connection to site?	Catchment	Outflow
The Moss River	1.85 km north, nearest tributary 0.85 km northwest from the site	Tertiary River	Southwest to northeast	Given the distance of the River Moss tributary and the target receptor being approximately 67 m below the site, there is the potential for direct hydraulic connection.	Rother and Doe Lea	Outflows to the Moss River.

(5) 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*
Spittal Brook	1.6 km southeast from the site	Tertiary River (a tributary of the River Rother)	Northwest to southeast	Given the distance there is unlikely to be a direct connection.	Rother and Doe Lea	Outflows to the River Rother, approximately 3.55 km southeast of the site.
Tributaries of the River Rother	0.8 km east from the site	Tertiary River (tributaries of the River Rother)	Immediately east and overall to the southeast	Given the distance of the tributaries to the River Rother and the target receptor being approximately 29 m below the site, there is the potential for direct hydraulic connection	Rother and Doe Lea	Outflows to the River Rother, approximately 3.9 km southeast of the site.
The River Rother	3.3 km south from the site	Secondary River	Southwest to northeast	Given the distance there is no direct connection.	Rother and Doe Lea	Outflows to the River Don.
The Chesterfield Canal	3.6 km south from the site	Canal	Southwest to northeast	Given the distance there is no direct connection.	Rother and Doe Lea	Runoff from the River Rother is discharged into the canal via a system of weirs.
The River Drone	2.4 km southwest from the site	River	Northwest to southeast	Given the distance there is unlikely to be a direct connection.	Rother and Doe Lea	Outflows to the River Whitting.
The River Whitting	4.1 km southwest from the site	River	Southeast to northwest	Given the distance there is no direct connection.	Rother and Doe Lea	Outflows to the River Rother.

The locations of these watercourses 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.

The site access route is described in Section 4 of the Planning Statement, alongside information relating to environmental sensitivities. The proposed access track will run north to south along the western boundary of Ten Acres Farm, situated adjacent to the northeast of the site and joins onto B6056 (Marsh Lane). Marsh Lane runs east to west from Eckington towards Apperknowle. Marsh Lane does not cross any watercourses. In order to prevent any residual downstream water quality impacts, embedded mitigation works as described in Section 2 of *The Proposal* document will be undertaken. On this basis potential conveyance and pollution impacts to nearby watercourses have been scoped out.

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?
Renishaw Lake	4.11 km to the east	Fish pond	Rainwater and surface runoff from the surrounding area.	The lake is approximately 171 m below the site located at its closest point, located in Renishaw Park, in Renishaw. Given the distance **there is no direct connection.**
Foxstone Dam Lake	2.64 km to the southeast	A lowland lake	Rainwater and surface runoff from the surrounding area.	The lake is approximately 141 m below the site, located to the south of Eckington, with woodland areas immediately to its north. Given the distance **there is no direct connection.**
Pond	1.8 km to the southeast	Unnamed pond	Rainwater and surface runoff from the surrounding area.	The pond is approximately 112 m below the site, located to the northeast of North Whittington, off the B6052 (Springwell Hill Road). Given the distance there is unlikely to be a direct connection.

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
The Moss from source to River Rother	Good by 2027	Moderate	Moderate	Good	There are no existing linked protection areas to this watercourse.
Drone/Whitting from Source to River Rother	Moderate by 2015	Moderate	Moderate	Good	There are no existing linked protection areas to this watercourse.
Rother, Spittal Brook to Doe Lea	Moderate by 2015	Moderate	Moderate	Good	There are no existing linked protection areas to this watercourse.
Rother, Doe Lea to Don	Moderate by 2015	Moderate	Moderate	Good	There are no existing linked protection areas to this watercourse.

6.3.4 Biodiversity

Designations within 10 km of the site (European or International) are summarised in Table 6-4. Designations within 2 km of the site (National or Local) are provided in Table 4-1 of this report.

Table 6-4 Designations

Site Name	Designation	Distance and Direction from site	Comments
Rother Valley Country Park	National	6.38 km northeast from the site	None.

The biodiversity classification of watercourses or waterbodies are summarised in Table 6-5.

Table 6-5 Biodiversity of surface water features

Surface Water Feature	Designation	WFD classification	Comments
The Moss River from source to River Rother	Moderate	Moderate	This designation is based on a measurement of 'Biological quality elements'. This includes fish, invertebrates and Macrophytes and Phytobenthos.
Drone/Whitting from Source to River Rother	Moderate	Moderate	This designation is based on a measurement of 'Biological quality elements'. This includes fish, invertebrates and Macrophytes and Phytobenthos.
Rother, Spittal Brook to Doe Lea	Moderate	Moderate	This designation is based on a measurement of 'Biological quality elements'. This includes fish, invertebrates and Macrophytes and Phytobenthos.
Rother, Doe Lea to Don	Moderate	Moderate	This designation is based on a measurement of 'Biological quality elements'. This includes fish, invertebrates and Macrophytes and Phytobenthos.

6.3.5 Discharges

Surface water discharges within 1 km of the site identified in the Envirocheck report are summarised in Table 6-6.

Table 6-6 Surface discharges

Discharge Type	Reference	Distance and direction	Receiving water feature	Comments
Sewage effluent	C5144	246 m to the north east	Land Adjacent To The Dwelling	Discharge to land/soakaway.
Sewage effluent	Wra9002	762 m to the north	Unnamed drain	Discharge to a freshwater stream/river.

6.3.6 Recreation/ Other Uses

Renishaw Lake is currently used for recreational purposes as a fishing pond.

6.3.7 Surface Water Abstractions (Agricultural Water Supply)

Surface water abstractions identified in the Envirocheck report are summarised in Table 6-7.

Table 6-7 Water abstractions within 2 km of the Proposal site

Abstraction Type	Reference	Source	Licence Holder	Comments
None provided	Paul Malcolm & Pauline Mary Calvert	Surface	Paul Malcolm & Pauline Mary Calvert	The permit has been revoked, cancelled or lapsed.

6.3.8 Summary of Baseline Conditions and Importance of Existing Resources

Only surface watercourses in close proximity (hydraulic connectivity) to the site and with the significant potential to be affected by the proposal have been considered further within this impact assessment. Consequently only the Moss River and River Rother watercourses are considered further.

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) (6) (see Table 6-8).

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

Table 6-8 Estimating the importance of water environmental features

Surface water feature	*Value*
The Moss River from source to River Rother	Medium
River Rother, Spittal Brook to Doe Lea	Medium

Table 6-8 indicates that the all watercourses are designated as having a 'Medium' importance. The importance ratings for the watercourses will be compared to the projected impact magnitude of site works, 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, which 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 (7), Environment Agency Onshore Oil & Gas Sector Guidance (8); Guidance for Pollution Prevention (GPPs) for good practice, and guidance on regulations (9).

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 below would be required of any contractors undertaking construction work in relation to the proposal.

Table 6-9 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 in bunded, impermeable areas 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[10]).
	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 lined construction compound where reasonably practicable.

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

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

(9) Available at GOV.UK

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

Aim	*Measures built into Proposal*
	Fuel and oil deliveries, and any refuelling on site would only be undertaken in appropriate impermeable areas, by competent persons. Double-bunded fuel tanks 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. Drip trays would have minimum capacity of 110% of the fuel tank or the container which the fuel is decanted from (whichever is larger).
	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 run-off 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 was 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.
	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 caused by engineering works. A Flood Risk Activity permit is not required at this site.
Monitoring	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 are noted, these would be recorded, action identified and undertaken within a suitable timeframe.

6.4.2 Drilling and Coring (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.

Table 6-10 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 central hardstanding area to prevent emissions to land/water etc. in event of spillage.
	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 system with any potential excess water from the drilling process being transported off site in suitable tankers.
INEOS HSE 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).

6.4.3 Maintenance of the Site (Stage 3)

A number of environmental protection measures will be established during site construction (Stage1) and drilling and coring (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 6-10), 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 6-10), 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 6-11 would be followed.

Table 6-11 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	Casing integrity will be checked prior to decommissioning. Two permanent tested barriers, consisting of cement, will be set within the wellbore to seal the well. The well will be decommissioned in accordance with all current borehole regulations and guidance to ensure integrity and seal the well-bore.
	Suspension/ decommissioning fluid would be brine, of similar composition to fluid in aquifers.

6.5 ENVIRONMENTAL ASSESSMENT

The impact magnitude rating for the on-site works (Stages 1-5) is presented in Tables 6-12 to 6-17. 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) (11) .

- For all water quality impacts it is assumed that all embedded mitigation measures will be implemented, preventing any detrimental impacts towards the water environment, recreational facilities and biodiversity of the local area. As a result the impact magnitude has been projected as 'negligible' for all impacts for the two watercourses.

- As previously stated in Table 6-1, the land adjacent to Bramleymoor Lane is 800 m or greater from the two watercourses presented in Table 6-12. 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 6-5, the nearest watercourse to the site (a tributary of the River Rother) has an existing 'Moderate' status under the WFD. To ensure that on-site works do not result

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

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 nearest designations and listed buildings to the proposal (see Table 6-4) are greater than 3 km distant and protected species or biodiversity action plan (BAP) species have not been located within the surrounding area. Furthermore, recreational uses, including riverside access to watercourses listed in Table 6-1 are not anticipated to be affected by on-site works, due to the proposal being 0.8 km or greater distant from nearby watercourses. 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 6-7) and discharges (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 a neutral impact on the surface water supply requirements for the surrounding area.

6.5.1 Site Development and Establishment (Stage 1)

Table 6-12 Site development and establishment effects

Watercourse / Waterbody	*Aspect*	*Impact Magnitude*	*Level of Effect*
The Moss River from source to River Rother	*Water Quality*	*Negligible*	*Neutral*
	Biodiversity	*Negligible*	*Neutral*
	Discharges	*Negligible*	*Neutral*
	Recreation	*Negligible*	*Neutral*
	Abstractions	*Negligible*	*Neutral*
River Rother (Spittal Brook to Doe Lea and Doe Lea to Don)	*Water Quality*	*Negligible*	*Neutral*
	Biodiversity	*Negligible*	*Neutral*
	Discharges	*Negligible*	*Neutral*
	Recreation	*Negligible*	*Neutral*
	Abstractions	*Negligible*	*Neutral*

6.5.2 Drilling and Coring (Stage 2)

See rationale notes in Section 6.5.1.

Table 6-13 Drilling and coring effects

Watercourse / Waterbody	Aspect	Impact Magnitude	Level of Effect
The Moss River from source to River Rother	*Water Quality*	*Negligible*	*Neutral*
	Biodiversity	*Negligible*	*Neutral*
	Discharges	*Negligible*	*Neutral*
	Recreation	*Negligible*	*Neutral*
	Abstractions	*Negligible*	*Neutral*
River Rother (Spittal Brook to Doe Lea)	*Water Quality*	*Negligible*	*Neutral*
	Biodiversity	*Negligible*	*Neutral*
	Discharges	*Negligible*	*Neutral*
	Recreation	*Negligible*	*Neutral*
	Abstractions	*Negligible*	*Neutral*

6.5.3 Maintenance of the Site (Stage 3)

See rationale notes in Section 6.5.1.

Table 6-14 Maintenance of the site effects

Watercourse / Waterbody	Aspect	Impact Magnitude	Level of Effect
The Moss River from source to River Rother	*Water Quality*	*Negligible*	*Neutral*
	Biodiversity	*Negligible*	*Neutral*
	Discharges	*Negligible*	*Neutral*
	Recreation	*Negligible*	*Neutral*
	Abstractions	*Negligible*	*Neutral*
	Abstractions	*Negligible*	*Neutral*
River Rother (Spittal Brook to Doe Lea)	*Water Quality*	*Negligible*	*Neutral*
	Biodiversity	*Negligible*	*Neutral*
	Discharges	*Negligible*	*Neutral*
	Recreation	*Negligible*	*Neutral*
	Abstractions	*Negligible*	*Neutral*

6.5.4 Possible Workover of the Well (Stage 3a)

See rationale notes in Section 6.5.1.

Table 6-15 Possible workover of the well effects

Watercourse / Waterbody	Aspect	Impact Magnitude	Level of Effect
The Moss River from source to River Rother	*Water Quality*	*Negligible*	*Neutral*
	Biodiversity	*Negligible*	*Neutral*
	Discharges	*Negligible*	*Neutral*
	Recreation	*Negligible*	*Neutral*
	Abstractions	*Negligible*	*Neutral*
River Rother (Spittal Brook to Doe Lea)	*Water Quality*	*Negligible*	*Neutral*
	Biodiversity	*Negligible*	*Neutral*
	Discharges	*Negligible*	*Neutral*
	Recreation	*Negligible*	*Neutral*
	Abstractions	*Negligible*	*Neutral*

6.5.5 Use as a Listening Well (Stage 4)

See rationale notes in Section 6.5.1.

Table 6-16 Use as a listening well effects

Watercourse / Waterbody	Aspect	Impact Magnitude	Level of Effect
The Moss River from source to River Rother	*Water Quality*	*Negligible*	*Neutral*
	Biodiversity	*Negligible*	*Neutral*
	Discharges	*Negligible*	*Neutral*
	Recreation	*Negligible*	*Neutral*
	Abstractions	*Negligible*	*Neutral*
River Rother (Spittal Brook to Doe Lea)	*Water Quality*	*Negligible*	*Neutral*
	Biodiversity	*Negligible*	*Neutral*
	Discharges	*Negligible*	*Neutral*
	Recreation	*Negligible*	*Neutral*
	Abstractions	*Negligible*	*Neutral*

6.5.6 Decommissioning and Restoration (Stage 5)

Table 6-17 Decommissioning and restoration effects

Watercourse / Waterbody	Aspect	Impact Magnitude	Level of Effect
The Moss River from source to River Rother	*Water Quality*	*Negligible*	*Neutral*
	Biodiversity	*Negligible*	*Neutral*
	Discharges	*Negligible*	*Neutral*
	Recreation	*Negligible*	*Neutral*
	Abstractions	*Negligible*	*Neutral*
River Rother (Spittal Brook to Doe Lea)	*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 is set out Section 7.6 of the Planning Statement.

6.6.1 Sources of Flooding

The nearest watercourse to the site is a channel tributary of the River Rother, located approximately 0.8 km to the east. This tributary drains farmland in the surrounding area of the site and flows southeast towards Foxstone Dam Lake. Refer to Table 6-1 for other nearby waterbodies. Other surface water features include Renishaw Lake, Foxstone Dam Lake and an unnamed pond, are situated in the surrounding farmland/grassland to the east. These waterbodies are located between 2.64 km and 4.11 km from the site and appear to provide natural drainage (flood alleviation).

The site is situated on a steeply elevated rise and the surrounding land to the north, east and south slopes steeply downwards towards the River Rother and River Moss. To the west the surrounding farmland/grassland initially slopes upwards towards Long Lane (approximately 500 m west) and subsequently slopes steeply downwards towards the River Drone.

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 site is considered by Environment Agency to be less than 1 in 1000 (0.1%) in any given year. The maps also indicate that the site is not situated within a Flood Warning Area. Given that the surrounding

farmland/grassland slopes away from the site towards nearby waterbodies, the potential for river flooding is considered to be very low.

The Derbyshire County Council and Derby City Council Strategic Flood Risk Assessment (SFRA) Level 1 for Minerals and Waste Local Development Framework shows (ref. drawing no. SFRA03, pp 35) that there are no flood zones or historic flood incidences within the site area. The nearest historic incidence being surface water events to the west of the site near Dronfield and to the south of the site near West Handley.

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 1000 (0.1%) in any given year.

6.6.2 Effect of climate change

NPPF technical guidance recommends that when taking the impacts of climate change on flooding from the land, rivers and sea into account, testing to determine the implications for land designated within Flood Zone 1 of the Environment Agency Flood Maps, according to the recommended national precautionary sensitivity ranges of peak rainfall intensity and peak river flow, should be undertaken. For instance, with regards to changes in peak river flows from 2025 to 2015, Environment Agency sensitivity testing of Flood Maps indicates that changes in the extent of well-defined floodplains is negligible. Therefore since the site is not situated within the 1% AEP (100 year) flood zone, there is a very low risk of flooding.

6.6.3 Embedded Mitigation

Mitigation works are not required for protection from fluvial flooding, due to the nearest watercourse being 0.8 km distant. The site is not considered by the Environment Agency to be at risk of flooding from reservoir sources. In terms of pluvial flood risk, although high intensity rainfall could be a concern given the flat lying nature of the site area, the site infrastructure will be designed to manage surface water runoff from a 1 in 100 year flood event.

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;
- 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; and
- on-site water storage tank will be regularly emptied, and checking of available capacity will be undertaken more regularly during inclement conditions.

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 maintain effective field drainage to prevent ponding.

6.6.4 Residual Risks

The NPPF and associated technical guidance stipulate that development shall not be permitted if it increases flood risk elsewhere. The design of the site means 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 land adjacent to Bramleymoor Lane 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
- A neutral effect on recreational uses within the surrounding area due to these being concentrated within designated sites and urban areas greater than 1.5km 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 surface 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
- Derbyshire County Council and Derby City Council Strategic Flood Risk Assessment (SFRA) Level 1 for Minerals and Waste Local Development Framework, August 2012
- 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 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 groundwater assessment:

- Envirocheck Report
- BGS Geology of Britain Viewer http://www.bgs.ac.uk/discoveringGeology/geologyOfBritain/viewer.html [accessed March 2017]
- BGS GeoIndex borehole records published at http://mapapps2.bgs.ac.uk/geoindex/home.html [accessed March 2017]

7.2.3 Assessment Methodology

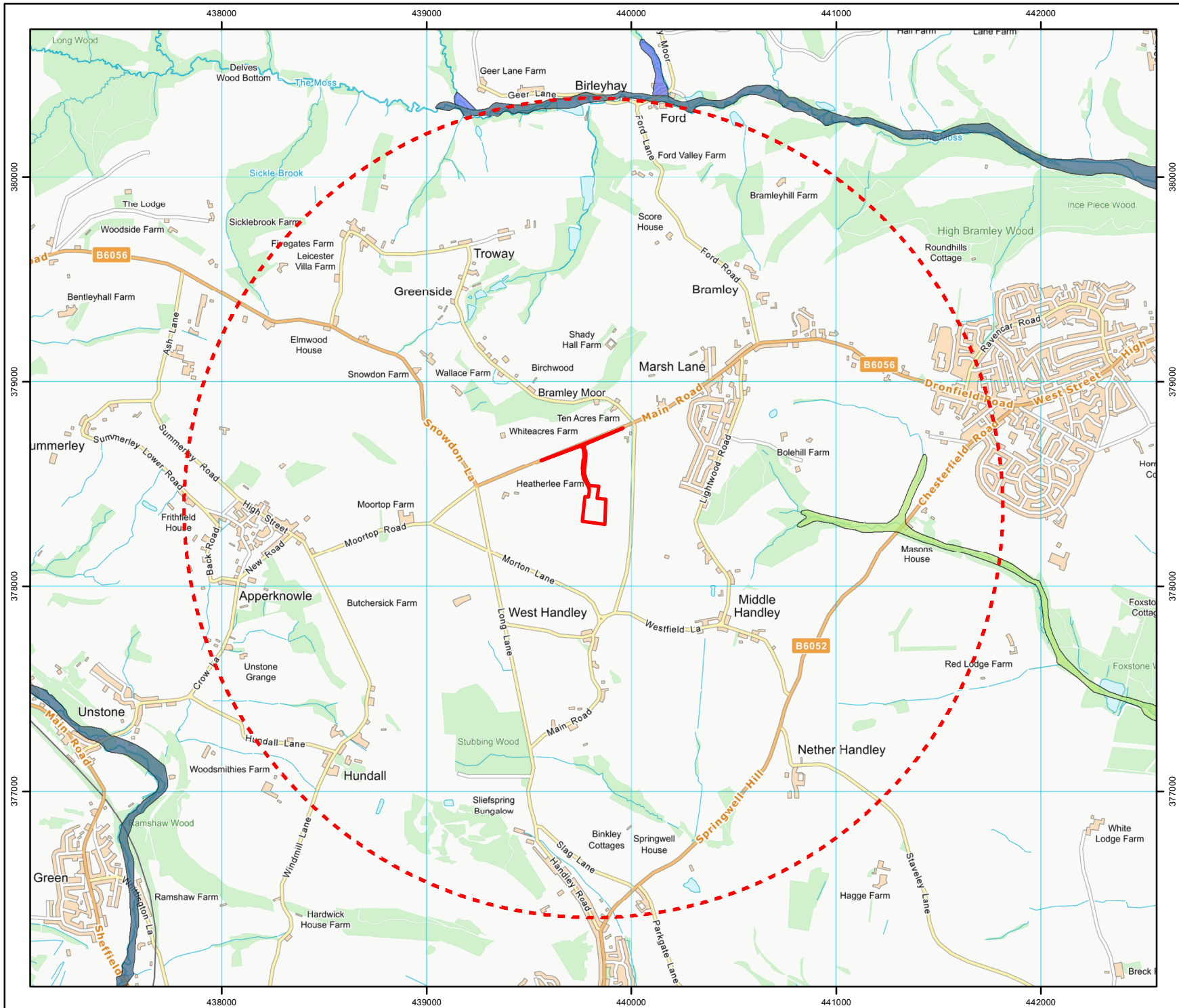
The assessment methodology identifies the potential sources of impact as well as the receptors that could potentially be affected. In addition, there needs to be a clear mechanism via which the source can have an effect on the receptor.

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 site.

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.

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 site, that are different to those that are assumed to exist.



Legend:

- Extent of Surface Works
- 2km Buffer of Site

Superficial Geology:

- ALLUVIUM - CLAY AND SILT
- ALLUVIUM - GRAVEL, SAND, SILT AND CLAY
- HEAD - CLAY, SILT, SAND AND GRAVEL

N

0 100 200 400 600 800 m

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INEOS Shale
38 Hans Crescent
London, SW1X 0LZ
www.ineosshale.com

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Figure No:	7-1

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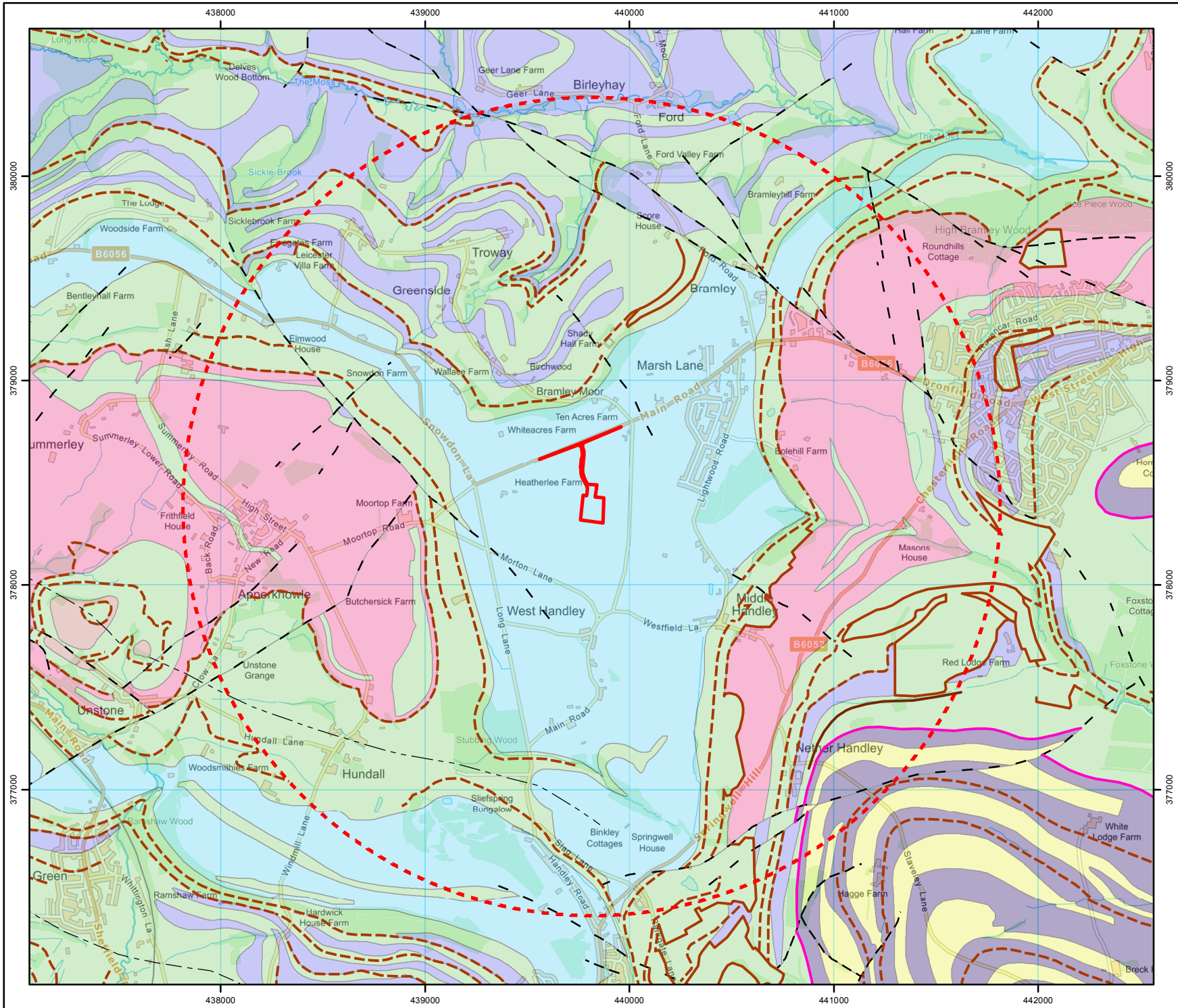

Legend:

- Extent of Surface Works
- 2km Buffer of Site

Linear Geological Features:

- Coal Seam (Inferred)
- Coal Seam (Observed)
- Fault (Inferred), Displacement Unknown
- Fault (Inferred)
- Axial Plane Trace of Major Anticline
- Axial Plane Trace of Major Syncline
- Ironstone Bed (Observed)
- Marine Band

Bedrock Geology:

- PENNINE MIDDLE COAL MEASURES FORMATION - MUDSTONE, SILTSTONE AND SANDSTONE
- PENNINE MIDDLE COAL MEASURES FORMATION - SANDSTONE
- DEEP HARD ROCK - SANDSTONE
- PARKGATE ROCK - SANDSTONE
- PENNINE LOWER COAL MEASURES FORMATION - MUDSTONE AND SILTSTONE
- PENNINE LOWER COAL MEASURES FORMATION - SANDSTONE
- SILKSTONE ROCK - SANDSTONE

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0 100 200 400 600 800 m

INEOS Shale

INEOS Shale
38 Hans Crescent
London, SW1X 0LZ
www.ineosshale.com

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

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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 a steeply elevated rise. 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 and Agricultural Land Classification of Grade 3. The surrounding land-use comprises predominantly of farmland, woodland and residential areas. The settlement of Marsh Lane is to the east.

7.3.3 Artificial Ground

Envirocheck Report historical and geological maps have confirmed that past activities have not created artificial ground on-site. In addition no boreholes are present in the immediate vicinity of the site.

7.3.4 Superficial geology

There are no superficial deposits within the site. The BGS Geology of Britain viewer (which provides better detail than available at the 1:50,000 scale maps) demonstrates alluvial (clay and silt) within a 5km radius from the site. The alluvial deposits are largely present along watercourses: Moss River to the north, the River Rother to the east and south and Rivers Drone and Whitting to the south-west. Superficial deposits are absent from the majority of the surrounding area. There is partial cover of river terrace deposits within a 5km radius of the site, along the River Rother to the east. Head deposits (clay, silt, sand and gravel) are also present some 3km to the south in New Whittington and Barrow Hill, associated with the River Rother.

7.3.5 Bedrock Geology

The site is directly underlain by strata of the Pennine Lower Coal Measures Formation, comprising sandstone. There is one BGS Geoindex borehole in the immediate vicinity of the site, with the nearest available (non-confidential) boreholes located approximately 960 m from the site boundary. A legacy of past coal and hydrocarbon exploration in the region does mean however that there are a number of relatively deep boreholes within 5km of the site. These have been reviewed to provide information on the shallow geology. The deepest borehole with similar bedrock geology to the area of the proposal appears to be SK37NE6, Apperknowle Colliery, drilled to 304.67 m (into the Lower Coal Measures) by the then National Coal Board in 1957. Information on the deeper geology is more speculative, based on inference from geological maps, deep regional boreholes and general geological sequence.

Table 7-3 provides a summary of the available bedrock geological information from the borehole at the Apperknowle Colliery (SK37NE6), as stated above[12].

Table 7-1 Summary of bedrock geology

Geological Formation	*Depth (m)*	*Thickness (m)*	*Description (including Aquifer Classification)*
Silkstone Rock – Sandstone. Pennine Lower Coal Measures Formation And South Wales Lower Coal Measures Formation (undifferentiated) - Mudstone, Siltstone, Sandstone, Coal, Ironstone And Ferricrete.	c.1-13	c.1-13	Silkstone, Blackshale coal, fireclay and blue bindstone. Secondary Aquifer.
Pennine Lower Coal Measures Formation And South Wales Lower Coal Measures Formation (undifferentiated) - Mudstone, Siltstone, Sandstone, Coal, Ironstone And Ferricrete.	c.13-42	c.13-42	Blue sandy bindstone, grey sandstone, hard grey, sandy shale and coal. Secondary A Aquifer due to sandstone units.
Pennine Lower Coal Measures Formation And South Wales Lower Coal Measures Formation (undifferentiated) - Mudstone, Siltstone, Sandstone, Coal, Ironstone And Ferricrete.	c.42-59	c.42-59	Coal, blue and black Shale, sandstone, blue, black and dark blue ironstone, dark blue bindstone. Secondary A Aquifer due to sandstone units.
Pennine Lower Coal Measures Formation And South Wales Lower Coal Measures Formation (undifferentiated) - Mudstone, Siltstone, Sandstone, Coal, Ironstone And Ferricrete.	c.59-73	c.59-73	Coal, blue bindstone, blue and black shale and grey sandstone. Secondary A Aquifer due to sandstone units.
Pennine Lower Coal Measures Formation And South Wales Lower Coal Measures Formation (undifferentiated) - Mudstone, Siltstone, Sandstone, Coal, Ironstone And Ferricrete.	c.73-102	c.73-102	Blue bindstone, black ironstone. Secondary Aquifer.
Pennine Lower Coal Measures Formation And South Wales Lower Coal Measures Formation (undifferentiated) - Mudstone, Siltstone, Sandstone, Coal, Ironstone And Ferricrete.	c.102-118	c.102-118	Fireclay, strong white bindstone, ironstone and black shale coal. Secondary Aquifer.

7.3.6 Structural Geology

There is no faulting shown within the site. The predominant fault orientation is north-west to south-east (NW-SE). There are two major NW-SE faults, one located 570 m west which downthrows to the south-east and the other, 600 m north which downthrows to the south-east.

The Silkstone Rock overlies the Pennine Lower Coal Measures Formation.

7.3.7 Receptors

The baseline conditions described above provide a conceptual model for the site and surrounding area. The receptors that are assessed to have the potential to be impacted by the proposal are shown in Table 7-2.

[12] Scans available at: http://scans.bgs.ac.uk/sobi_scans/boreholes/212939/images/10278094.html

Table 7-2 Receptors

Receptor	Rationale
Secondary A Aquifer	The Pennine Lower Coal Measures Formation 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 7-3.

Table 7-3 Aquifer quality

Key Aquifer	Aquifer Units	Characteristics
Secondary A Aquifer	Lower 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 2 km of the site are presented below in Table 7-4.

Table 7-4 Abstractions

Location	Aquifer Unit	Groundwater depth(m)*	Direction of flow**	Operator	Daily abstraction (m^3)	Distance and direction from the Site (m)	Uses
Bentley Farm, Summerle, Dronfield, Sheffield	Pennine Lower Coal Measures	30	SE	W H Valle	2	1971 (W)	General farming and domestic
*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 7-5.

Table 7-5 Source protection zones

SPZ	Distance and direction from site	Aquifer Units	Aquifer Designations	Abstractions within 1 km of the Site
SPZ1	Greater than 1 km from the Site	Edlington Formation, mudstone and sandstone.	Secondary A Aquifer	Industrial, Commercial and Public Services, Agriculture
SPZ2	Greater than 1 km from the Site	Edlington Formation, mudstone and sandstone	Secondary A Aquifer	Industrial, Commercial and Public Services, Agriculture
SPZ3	Greater than 1 km from the Site	Dolostone Cadeby	Principal Aquifer	Industrial, Commercial and Public Services, Agriculture

7.3.10 Anthropogenic Influences and Historical Land Uses

The site is set in a rural and agricultural location. It is not envisaged that there will be land contamination at the site other than potentially through association with poor farming practice (fuel spillage, pesticide waste/other wastes etc). However a potential source of contamination includes a historical/closed landfill located 282 m to the north (see Table 7-6).

Table 7-6 Anthropogenic issues

Type	Site Name	Description	Distance and Direction from site
Historical Landfill	Refuse Tip/ Bramleymoor Quarry Site, Quarry Hill, Marsh Lane	Deposited Waste included Industrial, Commercial and Household Waste, and Liquid Sludge	282 m to the north
Authorised Landfill	Harrycroft Quarry landfill Site	EPR SP3793CX/V006 Waste Type A07, typically construction, demolition and dredgings waste.	2.7km to north-east
Contaminative Landuse	None known		

According to the Envirocheck report one pollution incident was recorded within 1 km of the proposal (see Table 7-7).

Table 7-7 Pollution incidents to controlled waters

Property Type	*Site Name*	*Description of Pollutant*	*Receiving Watercourse*	*Incident Severity*	*Distance and Direction from site*
Industrial	Tributary Of Totley Brook, Down Stream of Dyson Refractories	Oils - Diesel (Including Agricultural)	Stream/River (River Sheaf; From Totley Rise to combined sewer overflow)	Category 2 – Significant Incident	510 m to the north

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.
- Naturally-occurring radon is known to be sourced from near-surface strata in the region.
- 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 the Bramleymoor Quarry site, Quarry Hill (see Table 7-6).

7.3.12 Groundwater Dependent Designated Sites

A review of currently available information, including ecological surveys of the site area 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).

According to the Environment Agency proposed 2017 Nitrate Vulnerable Zones, the site is located within the River Rother (source to Don) surface water Nitrate Vulnerable Zone (S267); however there are no WFD protected areas within 1 km of the site

7.4 EMBEDDED MITIGATION

Section 2 of *The Proposal* document 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.

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 [13], Environment Agency Onshore Oil & Gas Sector Guidance[14]; Guidance for Pollution Prevention (GPPs) for good practice, and guidance on regulations[15].

The INEOS HSE 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.

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 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 (Stage 2)

Embedded mitigation relevant to protection of hydrogeology is summarised in Table 7-9.

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

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

(15) Available at GOV.UK

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.
	Testing of integrity of each layer of casing through pressure testing.
	Water based muds would be used to drill through potentially usable aquifers.
	Use of low –toxicity oil based drilling muds for target horizons.
	Borehole design would be approved by Environment Agency, Oil and Gas Authority, HSE, and an accredited independent well examiner prior to drilling.
	Water for the drilling process would be contained within a closed system with any potential excess water from the drilling process being transported off site in suitable tankers.
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 prevent emissions to land/water etc. in event of spillage.
	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 system with any potential excess water from the drilling process being transported off site in suitable tankers.
* 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 (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. The surface water storage tank will be regularly checked to ensure adequate capacity exists, especially during inclement weather conditions.

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 7-6), 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 7-6), 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. The site would be restored to its current agricultural use.
	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	Casing integrity will be checked prior to decommissioning. Two permanent tested barriers, consisting of cement, will be set within the wellbore to seal the well. The well will be decommissioned in accordance with all current borehole regulations and guidance to ensure integrity and seal the well-bore.
	Suspension/ decommissioning fluid would be brine, of similar composition to fluid in aquifer.

7.5 ENVIRONMENTAL ASSESSMENT

7.5.1 Site Development and Establishment (Stage 1)

The impact magnitude rating for the on-site works (Stages 1-5) is presented below in Tables 7-11 to 7-16. 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) (16).

- 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

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

detrimental impacts towards the groundwater aquifer, current abstractions and designated sites are considered to be prevented.

- Given the existing low number of abstractions within 1 km of the site (1) and surrounding land uses being predominantly agricultural, site operations are likely to have a negligible impact towards the water supply of existing land uses.
- Envirocheck sensitivity reporting indicates one discharge point within 1 km of the site; however the volume of effluents discharged is not currently available. Given that the nearest SPZ (SPZ3) is greater than 1 km distant from the site and taking into account the high vulnerability of the Secondary Aquifer within the bedrock geology, on-site activities are likely to have a negligible impact towards the groundwater vulnerability of the nearest SPZ.

Table 7-11 Site development and establishment effects

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

7.5.2 Drilling and Coring (Stage 2)

See rationale of assessment in Section 7.5.1.

Table 7-12 Drilling and coring effects

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

7.5.3 Maintenance of the Site (Stage 3)

See rationale of assessment in Section 7.5.1.

Table 7-13 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 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 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 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 site have been assessed for Stages 1 to 5 of the proposal activities. Given the proposed embedded mitigation measures (see Section 7.4), the environmental assessment concluded:

- A neutral effect on the groundwater vulnerability of the surrounding area due to the nearest SPZ being greater than 1 km distant from the proposal.
- A neutral effect on the transport and dilution capability on the capability of groundwater aquifers within the local area.

- A neutral effect on designated areas, as these are greater than 3km distant 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.

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/212939/images/10278094.html), (accessed 11th January 2017).
- 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 and compensation 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 [(17)] (2014) and Historic England's Guidance (2015) on 'The Setting of Heritage Assets Historic Environment Good Practice Advice in Planning: 3[(18)] .

8.2.1 Study Area

The study area covers a 2 km buffer from the boundary of the site. This is to consider the setting of heritage assets in the wider area surrounding the site.

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*" [(19)]. The proposal, which includes the temporary presence of an up to 60 m drilling rig during Stage 2, 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 Apperknowle and Nether Handley, and is considered appropriate to address the wider heritage setting within the assessment.

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;
- the Derbyshire County Council Historic Environment Record (HER);
- Information on local heritage designations, including Conservation Areas, held on the Derbyshire Council website;
- Information (textual and historical mapping) from local records offices including, the Sheffield Local Studies Library (Sheffield) and the Derbyshire Records office (Matlock);

(17) Chartered Institute for Archaeologists (IfA), 2014, Standard Guidance for historic environment desk-based assessment
(18) https://content.historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/gpa3.pdf/
(19) Historic England, July 2015, The Setting of Heritage Assets Historic Environment Good Practice Advice in Planning: 3, p8

- Online historic mapping held by the National Library of Scotland (NLS), http://www.visionofbritain.org.uk/ (19th century Mapping), and http://www.oldmapsonline.org/ (Pre 18th century mapping). Historic mapping includes Historic Ordnance Survey 1:10,560 and 1:2,500 maps from the 19th century onwards.
- OS Historic Mapping purchased through Envirocheck from the late 19th Century Onwards.

8.2.3 Assessment Methodology

The 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) Ac 1990, the National Planning Policy set out in the NPPF, 2012, the Cultural Heritage section of the Design Manual for Roads and Bridges (2007), 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

Discussions of the proposal's potential to affect heritage was carried out with Derbyshire Council Council's archaeological advisor on 8th March 2017. The response indicated that the proposal will likely have little impact on heritage with only some historic industrial interest with the route of the historic colliery tramway (Site 35). It was confirmed that there is little prehistory activity in the landscape, and no indication of notable land use until mining activities began in the area, but it was noted that this likely reflects a lack of field work. The current baseline information therefore might not wholly representative of what heritage exists, and may not accurately reflect the past land-use. The council's archaeological advisor stated further review of the technical information (which is submitted with this planning application) was required, as well as consultation of specific research material, to provide a formal response in relation to the potential for archaeological disturbance.

8.2.5 Assumptions and Limitations

This report has been compiled using HER data collected in January 2017.

This data is assumed to be accurate although data location and descriptions (especially of the non-designated data, which is the much greater quantity), are subject to data entry errors and have been known to be, on rare occasions, inaccurate.

The assessment of the baseline should be considered in light of the fact that the area has had little field work carried out within it. This could reflect a lack in archaeological information in the area, and therefore a cautious approach to the lack in quantity of archaeology is necessary.

8.3 Baseline Conditions

Figure 8-1 shows heritage assets within the Study Area (1:15,000) and Figure 8-2 presents a large scale plan of the site showing known/potential areas of heritage in close proximity (1:2,500). A Gazetteer of identified heritage assets is provided in Appendix 8-1 and 8-2.

437736 438736 439736 440736 441736

380759 379759 378759 377759 376759

N

Bridle Road Wood
Belves Wood Bottom
Pike Moss
Povey Farm
Ryall's Wood
Moor Mires Wood
Mires Spring Wood
Brownstorth Wood
Sickleshook Stables
Sickleshook Farm
Pearson Wood
Oaks Farm
Quarry (disused)
Leicester Villa Farm
Ivegates Farm
Troway
Troway Farm
Doe Lea Farm
Newlands Wood
Greenside
Rose Cottage
Greenside Farm
Dotholme Farm
Dotholme Wood
Greatfold Farm
Birch Wood
Ford Valley Farm
Skelper Wheel (disused)
Ford
Geer Lane Farm
Millstone Cottage
Never Fear Dam (disused)
Ridleyhay
Oak House
Littlefield Farm
Wood Side
Dobbin Hill Plantation
Plumbley
Plumbley Lane Farm
Bushes Wood
Little Cadman Wood
Bowercinder Hill
Bromlehead Wood
Summer Wood
Bramleyhill Farm
High Bramley Wood
Outram Wood
Bramley
Bramley Hall Farm
Bramley Moor
Bramley Farm
Eckington School
Playing Field
Marsh Lane
St Johns Cross Farm
Lightwood
Lightwood Farm
Blacksmith's Cottage
Top Farm
Bolehill Farm
Woodend Farm
Light Wood
Wade Wood
Masons House
Eckington Marsh
Turner Spring Wood
Racketts Farm
Handley Rose Nursery
Rose Dene
Handley Farm
Middle Handley
Green Lane
Southgate Lodge
West Handley
Manor Farm
Hilltop
Prospect Cottage
Hundall
Manor Farm
Tapton Poultry Farm
Hundall Farm
Woodsmithies Farm
Valley View Farm
Hall Farm
Spring Wood
Ramshaw Wood
Ramshaw Farm
Masts
Hardwick House Farm
Grasscroft Wood
Glasshouse Common
Glasshouse Farm
Wyndale
Grasscroft Park
Top Mouse Park Wood
Rookery Plantation
Poultry Farm
Binkley Wood
Binkley Cottages
Springwell House
Works
Workhouse Wood
Ironstone Cottages
Nether Handley
Dale Farm
Belle Vue Farm
Eyries Farm
South View Farm
Parkgate Farm
Parkhouse Farm
Hopewell Wood
Hagge Farm
Quarry (disused)
Whitecross Farm
Ten Acres Farm
Heatherlee Farm
Shaft (dis)
Air Strip
Summerley
Oak Cottage
The Brushes
Apperknowle
Barn Cottage
Town End
Hangerwood
Knowle House
Cricket Ground
Swiss Cottage
The Farm
Grange Farm
Unstone Grange
Hollin Wood
Nursery
Rushfield Farm
Top Farm
Bentley Farm
Troway Hall Nursery
Elmwood House
Riding School
Snowdon Farm
Wallace Farm
Oak's Plantation
Birchwood
Troway Hill Farm
Shady Hall
Woodland
Stubbin Wood
Sewage Works
Binkley Wood
Bramley Moor
Lightwood
Ten Acres Farm
Whitecross Farm
Heatherlee Farm
Shaft (dis)
Moor Side
Cricket Ground
Swiss Cottage
The Farm
Barn Cottage
Town End
Hangerwood
Knowle House
Grange Farm
Unstone Grange
Hollin Wood
Hilltop
Prospect Cottage
Hundall
Manor Farm
Tapton Poultry Farm
Hundall Farm
Woodsmithies Farm
Valley View Farm
Hall Farm
Spring Wood
Ramshaw Wood
Ramshaw Farm
Masts
Hardwick House Farm
Grasscroft Wood
Glasshouse Common
Glasshouse Farm
Wyndale
Grasscroft Park
Top Mouse Park Wood
Rookery Plantation
Poultry Farm
Binkley Wood
Binkley Cottages
Springwell House
Works
Workhouse Wood
Ironstone Cottages
Nether Handley
Dale Farm
Belle Vue Farm
Eyries Farm
South View Farm
Parkgate Farm
Parkhouse Farm
Hopewell Wood
Hagge Farm
Quarry (disused)

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68

0 50 100 200 300 400 500 m

Project:	PEDL 300/1
Title:	Plan Showing Heritage Assets Within Study Area (1:15,000)
Date: 24/04/2017	Scale: 1:15,000 CRS: BNG
Drawn: ERM	Checked: MT Rev: 1
Figure No:	8-1

Legend:

- Extent of Surface Works
- 2km buffer of Site
- Listed Building
- Scheduled Monument
- Conservation Area
- Non-Designated Point
- Non-Designated Line
- Non-Designated Area

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

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IINEOS Shale
38 Hans Crescent
London, SW1X 0LZ
www.ineosshale.com

ERM DRAWING REF: \\Uklonsv01\data\London\Confidential Projects\0378050 Project Lannister.BP\Working files\GIS\MAPS\PEDL_300_1\0376059_300_1_CulturalHeritage15000_Rev1.mxd



Project: PEDL 300/1

Title:
Large Scale Plan of Site Showing Known/Potential Areas of Heritage in Close Proximity to the Site (1:2,500)

Date: 24/04/2017	Scale: 1:2,500	CRS: BNG
Drawn: ERM	Checked: MT	Rev: 1
Figure No:	8-2	

Legend:

- Extent of Surface Works
- Conservation Area
- Non-Designated Area

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community; Contains OS data © Crown copyright [and database rights] 2017; Historic England 2017

ERM DRAWING REF: \\Uklonsv01\data\London\Confidential Projects\0378050 Project Lannister.BP\Working files\GIS\MAPS\PEDL_300_1\0376059_300_1_CulturalHeritage02500_Rev1.mxd

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www.ineosshale.com

8.3.1 Geology, topography and geoarchaeology

The site sits within the historic parish of Eckington on Coal Measures Sandstone bedrock typical of the 'Lower Coal Measures' area. The site is situated in an area of rolling farmland at an elevation of just over 200 m AOD, overlooking lower ground to the south and east. The site and the area around it was formerly part of Bramley Moor, which was, until the late eighteenth century an area of unenclosed common land. There are extensive traces of small-scale historic coalmining on the moor, much of which is likely to precede enclosure.

8.3.2 Designated assets

There are a total of 21 listed buildings within 2km of the site boundary. Within the West Handley Conservation Area (Site 22) stands West Handley Hall, Grade II* (Site 1) and five other Grade II listed buildings (Sites 6,7,11,and 12), Moortop Farmhouse (Site 2), Farm Outbuildings to the North of Belle Vue Farmhouse (Site 18) and (Site 61) are at risk of having their settings impacted. However, the zone of theoretical visibility (ZTV) analysis (see Appendix 5-1) suggests the proposal will only be partially visible from these assets and not visible from West Handley Hall (Site 1), given the landform and existing woodland screening. Moss Valley Conservation Area, which is considerably larger than West Handley, comes within 115 m of the site boundary at its most southern tip. However, there are no designated assets within this southern area of Moss Valley Conservation Area in close proximity to the site.

8.3.3 Non-designated assets

Non-designated heritage assets of primary note are those relating to coal mining and extraction activities which are in close proximity to, and encroach onto the site boundary (e.g. the bell pits and the Tramway connecting Eckington Marsh to the Chesterfield Canal, Site 35). Activities relating to mining and extraction in the region date back to as early as the 14th century, developing into a major industry in the late eighteenth/early nineteenth century. This is evident through HER data, historical mapping and local studies research, which identify features such as bell pits (Sites. 26, 27 and 28), collieries/plants (Sites. 24, 25) and associated transport infrastructure (e.g. Sites 35, 36, 37). Although these are generally of low archaeological value, there is a likelihood of further features being found within the site boundary.

Several anomalies of possible archaeological origin were identified through a geophysical survey (Sites. 26, 27, 28, 67 and 68). For the most part, these corroborated our expected interpretations. While Sites 28, 27, 67 and 68 were indicative of more shallow extraction pits (the most likely explanations for these being quarry pits or backfilled ponds), a likely shaft mine was identified at Site 26 to the east of the site.

Staveley deer park (Site 64) to the south east of the site is considered to have local historic value. Part of this value is due to the landscape in which it sits. This setting could be temporarily compromised by the proposal, although the overall effects would be minimal. The deer park at Eckington (Site 50) is within 2 km of the site, but the ZTV analysis shows the proposals will not be visible from this location and therefore the park will not be affected.

The numerous Methodist Chapels dotted around the landscape that fall within the ZTV could also have their settings compromised. Their heritage value is low, and given the temporary nature of the proposal the overall effects would be minimal.

8.3.4 Archaeological and Historical background

Prehistoric (10000BC – AD43)

Survey in the 1970's identified a number of scatters of Mesolithic tools in the region, presumably marking the presence of hunting camps. This includes a scatter of worked flint indicating in situ tool production over a kilometre to the west at Appleknowe (Site 31) and a denser concentration at Unstone explored by unpublished excavations (Myers, 2015).

There is very little evidence for early farming on the Coal Measures geology of the region, by contrast with rich evidence for Palaeolithic, Neolithic and Bronze Age settlement in the limestone Peak District to the west. Given the technology of the period, the soils on the Coal Measures would have been difficult to work, meaning that the area is likely to have remained heavily wooded until relatively recently.

Roman (AD43 – AD450)

The nearest substantial Roman settlement lies to the south at Chesterfield. Recent discoveries beside Staveley Lane on the south side of Eckington have identified an undated enclosure – possibly of Roman date – with evidence for iron smelting indicating that small-scale extraction and production was taking place in the area at this time (Stocks-Morgan, 2013).

Early-Medieval (AD450 – AD1066)

There is no evidence of Early-Medieval activity in the study area. Wider evidence suggests that the area of north-eastern Derbyshire is likely to have been settled and to some extent opened up by Viking settlers during this period.

Medieval (AD1066 – AD1485)

Eckington seems to have remained largely wooded and undeveloped into the early medieval period. It is listed in the Domesday Book of 1086 as a berewick of Newbold in the wapentake of Scarsdale. In the later medieval period, small-scale extraction of ironstone, coal, clay and other minerals became increasingly common in the area. There is a fourteenth century reference to coal extraction in the parish (Sidebottom, 2011) and the best examples of 'bell pits' (coal extraction pits) can be seen in Staveley Parish to the south of the site (Hart, 1981). Evident through Eckington Parish enclosure mapping (1795) the proposal site would have fallen within the unenclosed Bramley Moor until the late eighteenth century which suggests that it was not taken into large scale agricultural use until that time. This leaves open the possibility that it may have been intermittently quarried for coal at any time from the late middle ages onwards. The name suggests that the area was part of the estate of Bramley Manor, the centre of which lay in the valley of Eckington Park Moss c.1 km to the north-east of the site.

Iron working in the area also developed from at least the 13th century onwards. Ironstone, commonly occurring as nodules in the clays of the Lower Coal Measures, gave rise to forges and workings (e.g. Skelper Forge – Site 38), and to iron smelting activities (resulting in production of scythes and sickles by the 16th century). Activities of this nature are well documented in all the surrounding areas, such as Eckington, Staveley and Dronfield (Hart, 1981).

Known medieval activity in the vicinity of the proposal site is limited to the deer parks at Staveley (Site 64) and Eckington (Site 50) to the east of the study area. There are no designated listed buildings that date to the 15th century or earlier within the study area.

Post-Medieval (AD1485 – AD1900)

The development of coal mining gradually accelerated from the sixteenth century onwards, often carried out on a small scale by individuals. It was increasingly the domain of large landowners, such as the Sitwells of Renishaw Hall near Eckington. The connection of the coal industry with the iron industry in the later eighteenth century stimulated the development of turnpike roads, canals and tramways. The geology of Eckington, with both iron ore and coal, meant that it was a focus of early industrial development, led by the Sitwells who built blast furnaces in the area as early as the early seventeenth century.

The portion of Bramley Moor within which the proposal area lies remained open common ground until 1795, when an Enclosure Act was passed by Parliament. Widespread small-scale mining of coal had almost certainly been common on the moor before this time although no mining facilities or pits are evident on the Eckington Enclosure (dating to the end of the 18th century) (See Figure 8.3 - 8.4). Such small-scale mining typically involved the excavation of diagonal shafts running down the coal seams from the surface. Evidence of coal extraction in the form of bell pits exists in very close proximity to the proposal site. Bramley Moor Colliery (Site 24) which first opened up in 1816, is shown on the first edition 1-inch OS survey map of 1840 located on the east side of Bramley Moor Lane, less than 200 m to the east of the proposal site. The same map shows 'Bramley Moor Plant' (Site 25) on the west side of the lane, perhaps a small iron foundry, less than 100 m from the boundary of the site. Mid-nineteenth century maps show that Bramley Moor Colliery was connected to the tramway system (Site 35) that connected a number of the local collieries to the Chesterfield Canal in the Rother valley to the east.

The Bramley Moor Colliery as shown on the 1840 map did not survive into the late eighteenth century. Neither it, nor the tramway, are shown on the earliest 6-inch survey map of 1876, although this does indicate what appear to be abandoned coal shafts in the fields immediately north of the proposal site. These can also be seen on recent aerial images. The nearby settlement of Marsh Lane developed in the first half of the nineteenth century in response to the need for a workforce around the pits, quarries and workshops of Bramley Moor. It supplanted Bramley, the medieval settlement focus that lay immediately to the north. The nearest farm centres in the area are those lying in Unstone Parish to the south and west – Moortop (Site 2), Butcherswick, and West Handley (Site 1).

Modern (AD1900 – Present)

Historical mapping shows that the site has remained farmland since the nineteenth century, while mining development continued to the north of Main Road, focussed on Bramley Moor Quarry, and to the east at Lightwood. A dilapidated three-or-four room structure (Site 29) – see Figure 8.1 and 8.2 - appears between 1899 and 1916 to the immediate north-west of the site, seems most likely to have been as a farm outbuilding.

Figure 8-3 Photograph of Cultural Heritage Gazetteer site no. 29



Source: ERM 2017

8.3.5 Map regression

The earliest detailed mapping of the area (Enclosure and Tithe Maps from 1795) displays little evidence or record of mining on or around the site (Figures 8-4 to 8-6). It is not until the first edition one-inch-to-one-mile OS map (1840) that the Bramley Moor Colliery (Site 24) and Plant (Site No. 25) appear, suggesting an increase in the use of the area for coal extraction purposes (Figure 8-7). This is corroborated by the creation of the Tramways (Site 35, 37) connecting processing plants to distribution routes from the 1830s onwards). By the first edition six inch and twenty-five inch-to-the-mile OS Maps (1880s), the colliery and plant facilities have been removed but pits to the north and east of the site have become evident (Figure 8-8). By 1916 the structure on the northwest corner of the site (Site 29) exists, although its exact use is unknown (see Figure 8.10). The site landscape changes little from this period onwards until the present day.



Figure 8-4 Eckington enclosure map (1795)

Source: Derbyshire Records Office, Matlock



Figure 8-5 Staveley enclosure map (1795)

Source: Derbyshire Records Office, Matlock



Figure 8-6 Staveley tithe map (1795)

Source: Derbyshire Records Office, Matlock



Figure 8-7 1st Edition 1-inch OS map (1840)

Source: Vision of Britain: http://www.visionofbritain.org.uk [accessed Feb 2017]

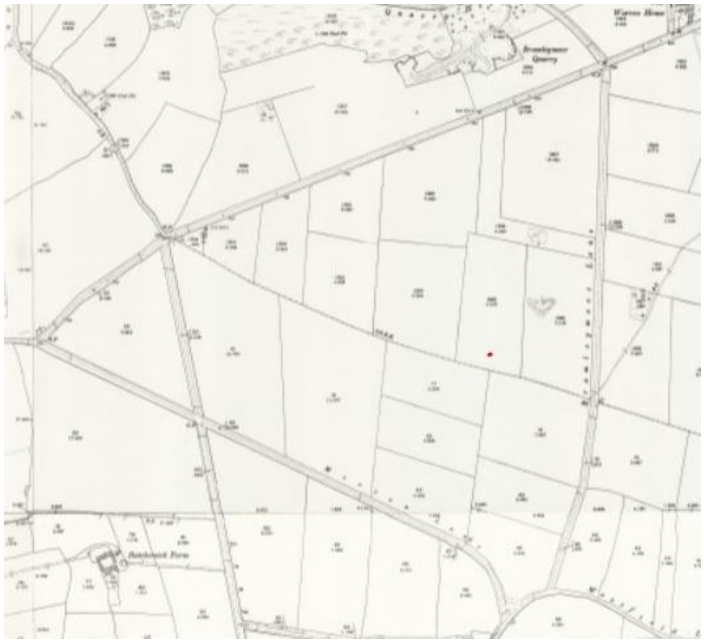

Figure 8-8 1st Edition 25-inch OS map (1892-1905)

Source: Derbyshire Records Office, Matlock

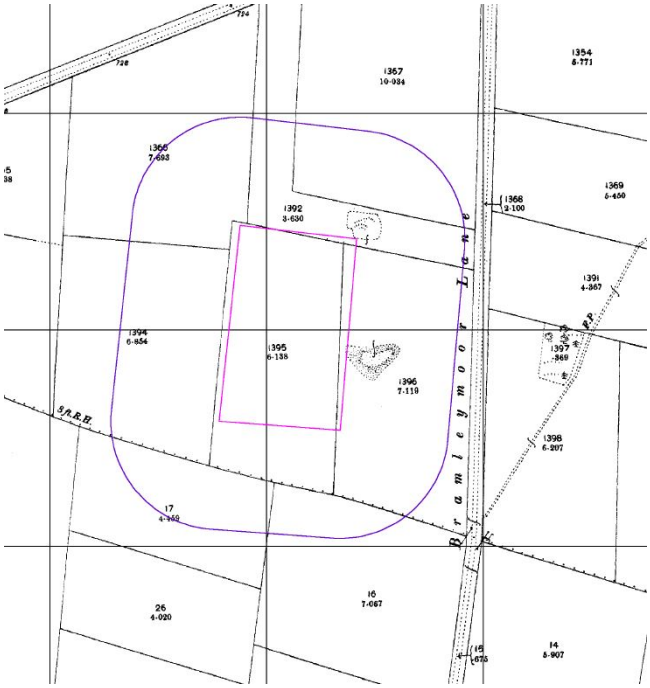

Figure 8-9 1:2,500 OS map (1898)

Source: Envirocheck

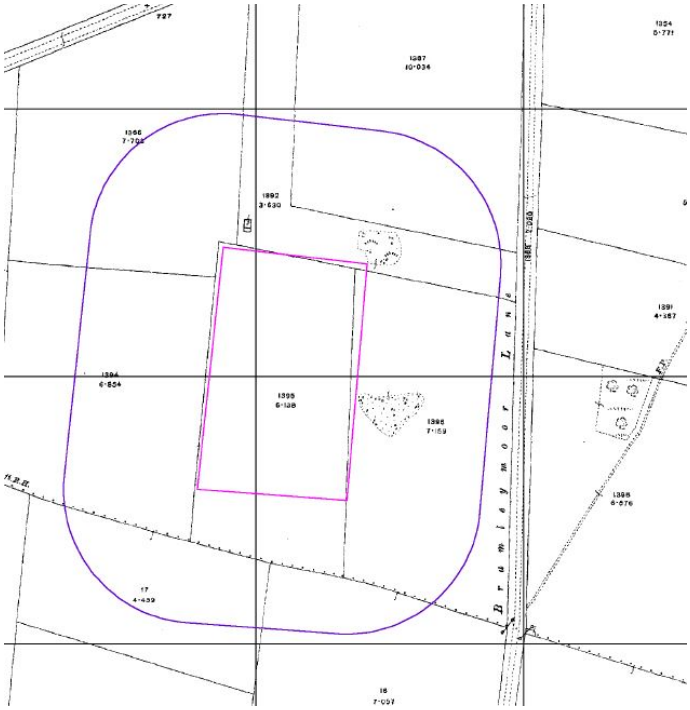

Figure 8-10 1:2,500 OS map (1916)

Source: Envirocheck

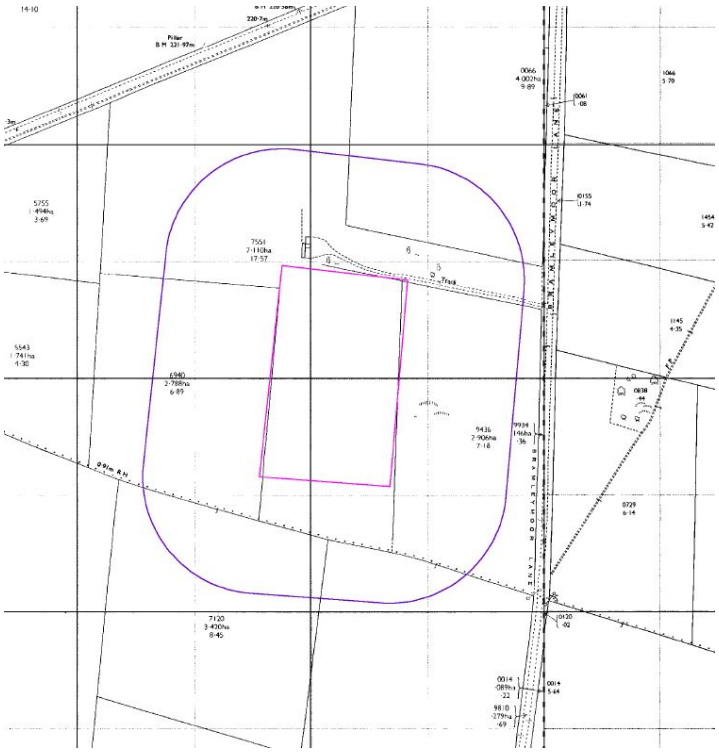

Figure 8-11 1:2,500 OS map (1964-1978)

Source: Envirocheck

8.3.6 Historic Landscape Character

The site is situated within a Fields and Enclosed Land (Planned Enclosure) as defined by the Historic Landscape Character (HLC). The specific HLC (HDR10222) refers to the area as 'Fields along Bramleymoor Lane, Eckington/Unstone'. Prior to enclosure, the site would have been located within Bramley Moor, and would have historically been in a landscape of coal mining and extraction.

8.3.7 Geophysical Site Investigation

A gradiometer survey, followed by targeted Ground Penetrating Radar (GPR) surveys, was carried out over the vicinity of the site to provide more archaeological insights. The gradiometer survey and GPR corroborated the presence of likely-quarry-related archaeological remains (Sites. 26, 27, 28) as well as identifying additional potential archaeology to the east of the site, again likely related to mining activities (Sites. 67, 68). The GPR survey indicated the characteristics of an expected mine shaft (Site. 26), as well as further surrounding features likely associated with a bell pit (Sites. 67, 68). The other areas surveyed by GPR identified possible evidence of material extraction pits, but were relatively shallow in nature, with no evidence of shafts (Sites. 27, 28) and an area associated with a now derelict building including an area of debris, possibly indicating a demolished extension of the building or a former yard (Site. 29). The GPR surveys also confirmed the presence of former field boundaries of unknown dates and are of negligible value. The GPR targeted survey located in the south central area of the site confirmed that there is likely no further archaeology in that area. The geophysical survey report is included in Appendix 8-3.

8.4 HERITAGE ASSESSMENT

The potential for remains of mining activities within the proposal site is relatively high given the evidence of bell pits and associated activities adjacent to, and encroaching on, the proposal site. The site's location within what was historically open moorland (Bramley Moor), which would have allowed unimpeded exploitation of the land, also contributes to the possibility that further extraction activity evidence exists which has not been documented in historic mapping or textual sources. The sites proximity to the historic Bramley Moor Colliery (Site 24), Bramley Moor Plant (Site 25), and the tramway linking Eckington Marsh to the Chesterfield Canal (Site 35) highlights the historical importance of the industry in the area. Further evidence of the tramway linking Eckington Marsh to the Chesterfield Canal (Site 35) is unlikely to encroach on to the site evident through the geophysical surveys. Furthermore any direct physical impact would likely be of low concern given the extent already known. Such remains of early mining are considered to be of no more than local interest but would merit recording if disturbed during development.

The value of these undesignated remains would be of negligible heritage value[20], and therefore, depending on the magnitude of impact (surface works would likely disturb these near-surface features) could result in a neutral or slight adverse overall effect. Although remains of Prehistoric, Roman or Early Medieval cultures are highly unlikely within the proposal site, and no further clusters of archaeology were identified within the site footprint, evidence of Mesolithic activity at Apperknowle to the west (Site 31) indicates some potential. If any well-preserved prehistoric remains or complex mining activities were to be found on the site they would be of medium to high value, with any 'minor' or above impacts, resulting in a significant effect. Given the depths of these older material remains, a moderate or major impact would have to derive from the deep drilling itself, rather than surface works and would require recording through a more detail process (or an alternative method of preservation), likely detailed and secured through a planning condition. Overall however, from our understanding of the identified archaeology within the site footprint, only assets with a negligible value affect, resulting in a neutral significant effect (I.e. no significance).

20 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

In relation to the wider historic landscape setting, there will be a temporary visual effect on the setting of a Grade II* listed building, -West Handley Hall (Site 1) considered as having a high heritage value) on numerous Grade II listed assets, which typically have a medium value (Site 6, 7, 11, and 12), on the West Handley Conservation Area (Site 22), and Moor on Top Farm (Site. 2). These buildings stand less than a kilometre from the site and are (at least partially) within the ZTV. The setting of these buildings (in part defined by their relationship with the surrounding fields and agricultural landscape) would be in part affected through changes to this landscape, which has been identified historically as 'Fields and Enclosed land'[21] and which continues through to the present day. However, given the character of the area with its history of coal mining, and the relatively short duration of more visual aspects of the proposals, 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 slight adverse effect overall.

8.5 CONCLUSIONS

There is low potential for the low value remains of mining/coal extraction (early medieval through to the modern era) within the site boundary given that the footprint has been designed to avoid identified possible archaeology in the area. However our current investigation methods including geophysical survey cannot totally rule out the possibility that other archaeological remains exist within the footprint which have avoided detection or been masked by data noise. Nonetheless, from our current understanding of the archaeology on site, other than disturbance to former field boundaries which are of negligible value, there is likely to be no direct harm to the identified assets.

In terms of impacts on historic landscape and/or the setting of heritage assets, whilst some medium and a high value listed buildings could experience a short term effects on their setting, there is not considered to be any long term permanent change. This would result in a neutral or, at worst, a slight temporary adverse effect and is not considered to result in harm to the designated features. Consequently, archaeology and cultural heritage should not be considered opposing factors in granting planning permission.

8.6 REFERENCES

- Chartered Institute for Archaeologists (IfA), 2014, Standard Guidance for historic environment desk-based assessment
- Highways England, Design Manual for Roads and Bridges, August 2007, Vol11, Section 3, Part 2, HA208/207, Cultural Heritage.
- Hart. C, 1981, The North Derbyshire Archaeological Survey to AD 1500, The North Derbyshire Archaeological Trust, Chesterfield
- Historic England, July 2015, The Setting of Heritage Assets Historic Environment Good Practice Advice in Planning: 3
- Historic England, July 2015https://content.historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/gpa3.pdf/

21 Historic Environmental Records: Historic Landscape Characterisation Data (collected January 2017).

- Myers, A M 2006 'The Mesolithic' in Cooper, N (ed). The Archaeology of the East Midlands, 61-62
- Sidebottom, P. 2011. An Archaeological Desktop Assessment on land off Station Road, Renishaw, North-East Derbyshire (unpublished planning report)
- Stocks-Morgan, 2013. Land Off Staveley Lane, Eckington, Derbyshire. An Evaluation Report. Oxford Archaeology. Issue number 1436.

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 passes through the Sheffield 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. Generators would be present on the site for less than 6 months, and the rig for less than 3 months.

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 either on –site or in the immediate vicinity.

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

INEOS Shale

Environmental Report
Appendix 2-1 Noise

Application to Drill a Vertical Core Well

Land adjacent to Bramleymoor Lane, near Marsh Lane

PEDL 300

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 Derbyshire County Council 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

Monitoring location M1 is shown in Figure 2-1.

Figure 2-1 Monitoring location M1



2.1 ATTENDED NOISE MONITOR

Monitoring location M2 is shown in Figure 2-2.

Figure 2-2 Monitoring location M2



Monitoring location M3 is shown in Figure 2-3.

Figure 2-3 Monitoring location M3



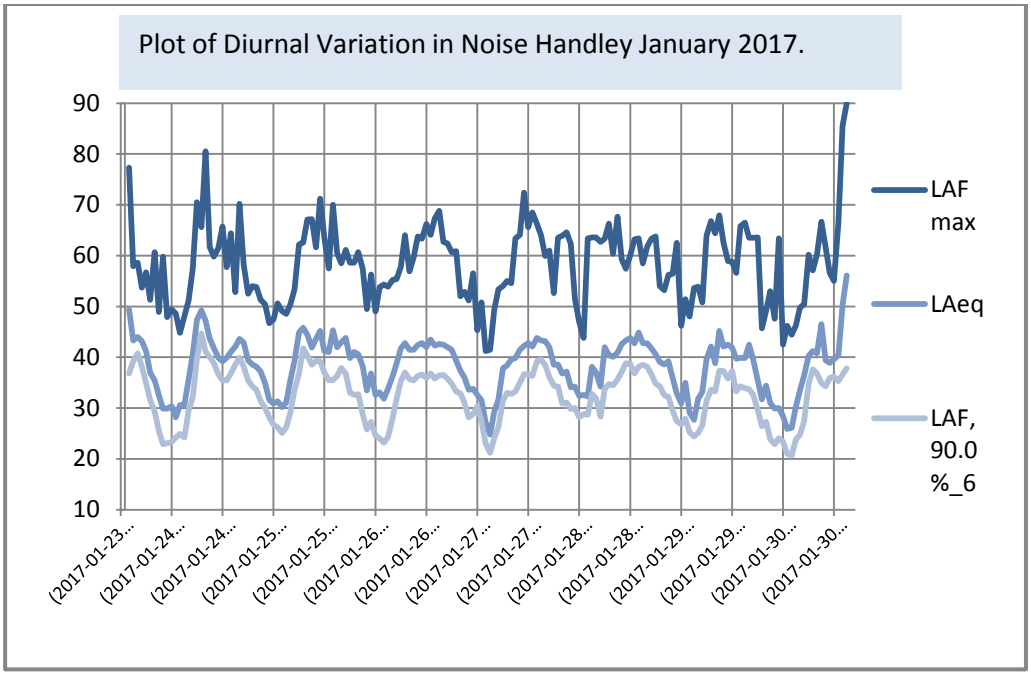
At M3 the sound level meter was located within the grass triangle at the junction of Main Road, Morton Lane and Westfield Lane. The SLM was 5 to 10 m of the edge of each of these roads. Traffic levels were occasional or infrequent during the daytime and night-time monitoring periods and are expected not to have influenced measured background (LA90) noise levels that are the most important at this receptor.

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 NW through N to W and varied from 0 m/s to 5 m/s which was considered representative of the various wind conditions that were 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)

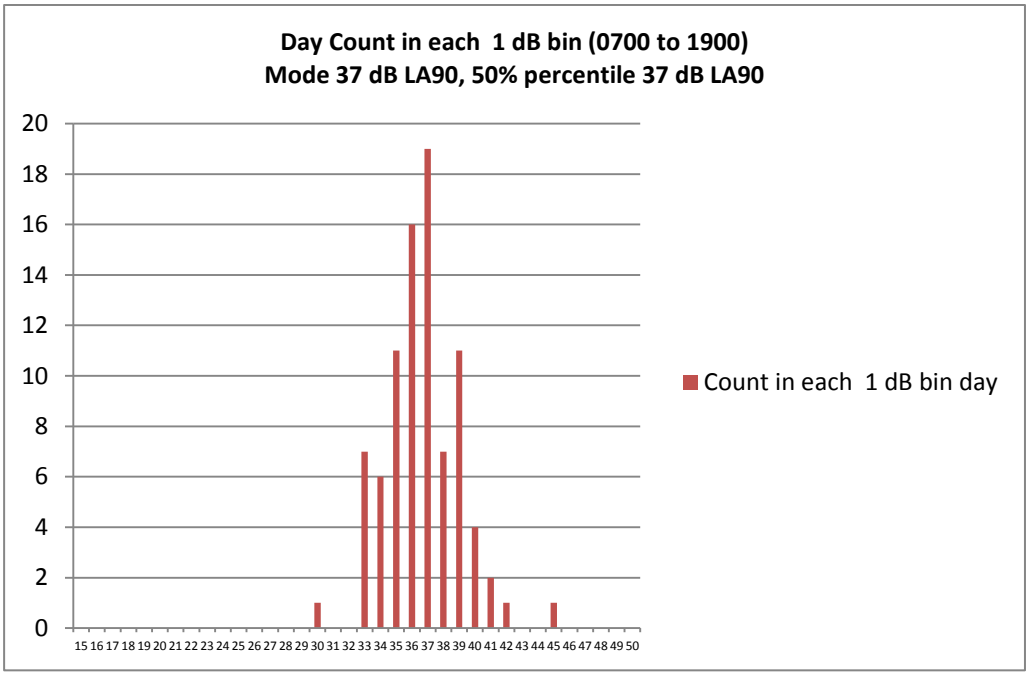


Figure 3-3 Statistical distribution of noise levels during the evening (1900 to 2200)

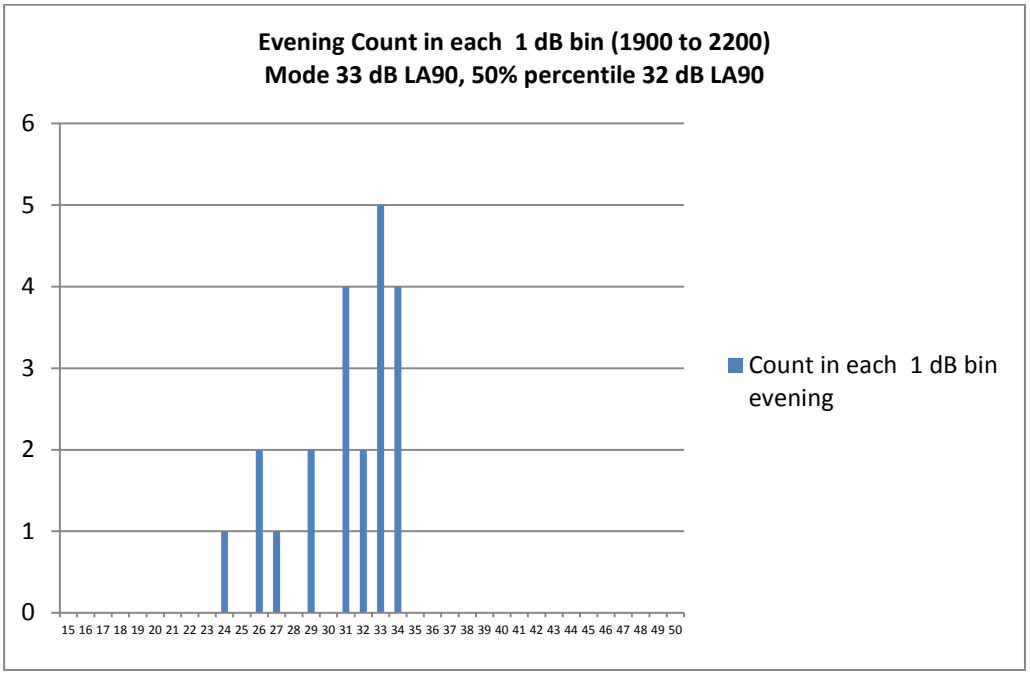
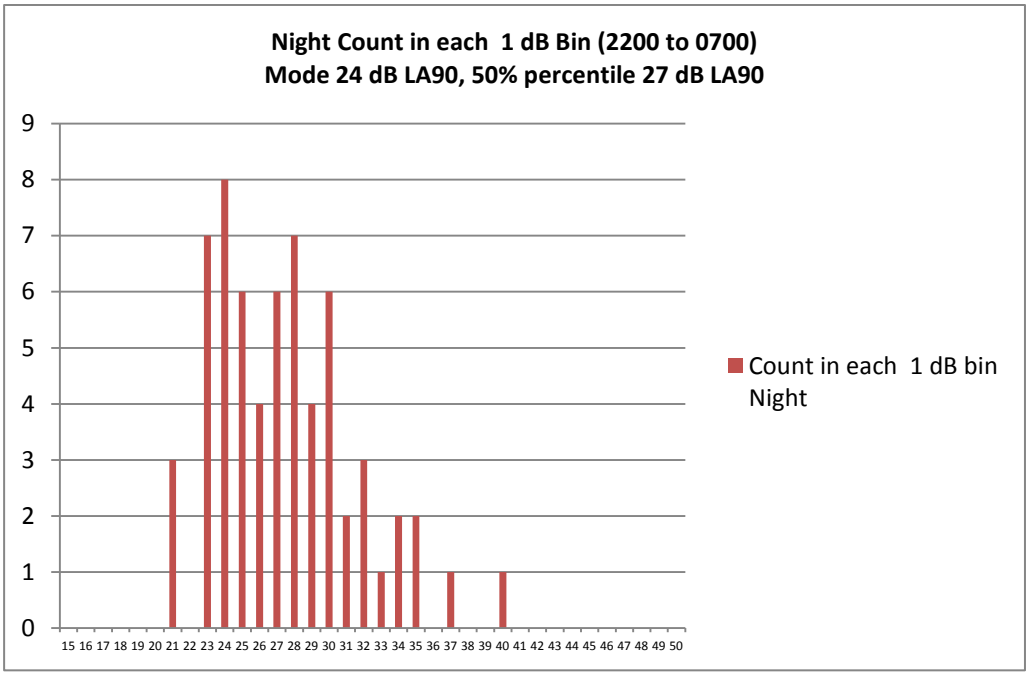


Figure 3-4 ***Statistical distribution of noise levels during the night (2200 to 0700)***



3.2 ATTENDED NOISE MONITOR

The results of attended noise monitoring and unattended noise logging are reported in Section 2 of the Environmental Report. The attended noise monitoring samples, as shown in Table 3-1, have been used to establish long term noise levels at monitoring locations, by comparing the levels at these locations and the noise monitor at M1 during the same period on January 24th 2017.

Table 3-1 Attended noise monitoring results

Location & Time of Attended Noise Measurement			Ambient noise, dB $L_{Aeq,T}$	Background noise, dB L_{A90}	Location M 1 (Unattended) dB $L_{Aeq,T}$	Location M 1 (Unattended) dB L_{A90}	Comments at Attended Location (M2/M3)
M2	Day	0915-1012	46	41	44	40	Constant road traffic on B6056. Occasional dog barking and gunshots/bird scarer.
M2	Night	0202-0250	34	25	31	25	Distant road traffic to west. Dog barking frequently.
M3	Day	1024-1116	52	41	40-42	39-37	Distant road traffic to west. Occasional road traffic on Morton Lane, dog barking and gunshots/bird scarer.
M3	Night	0304-0357	42	26	31	24	Distant road traffic to south. Dog barking. 4 cars passed, one immediately beside SLM.

The results show that the L_{A90} measurements were very similar at locations M1 and M2 as would be expected. Measurements were not possible directly at NSR 1 and NSR 3, however, it is expected that the baseline would be higher than at M1 and M2 due to the proximity to the B6056. For the purposes of this assessment the background noise has been assumed to be equal to that recorded at location M1, which is a robust approach.

At M3 the noise levels are higher by about 2 dB (A) during the day and night than at the unattended monitor at M1. Again for the purposes of this assessment a robust approach has been taken and the noise levels from the logger M1 have been used.

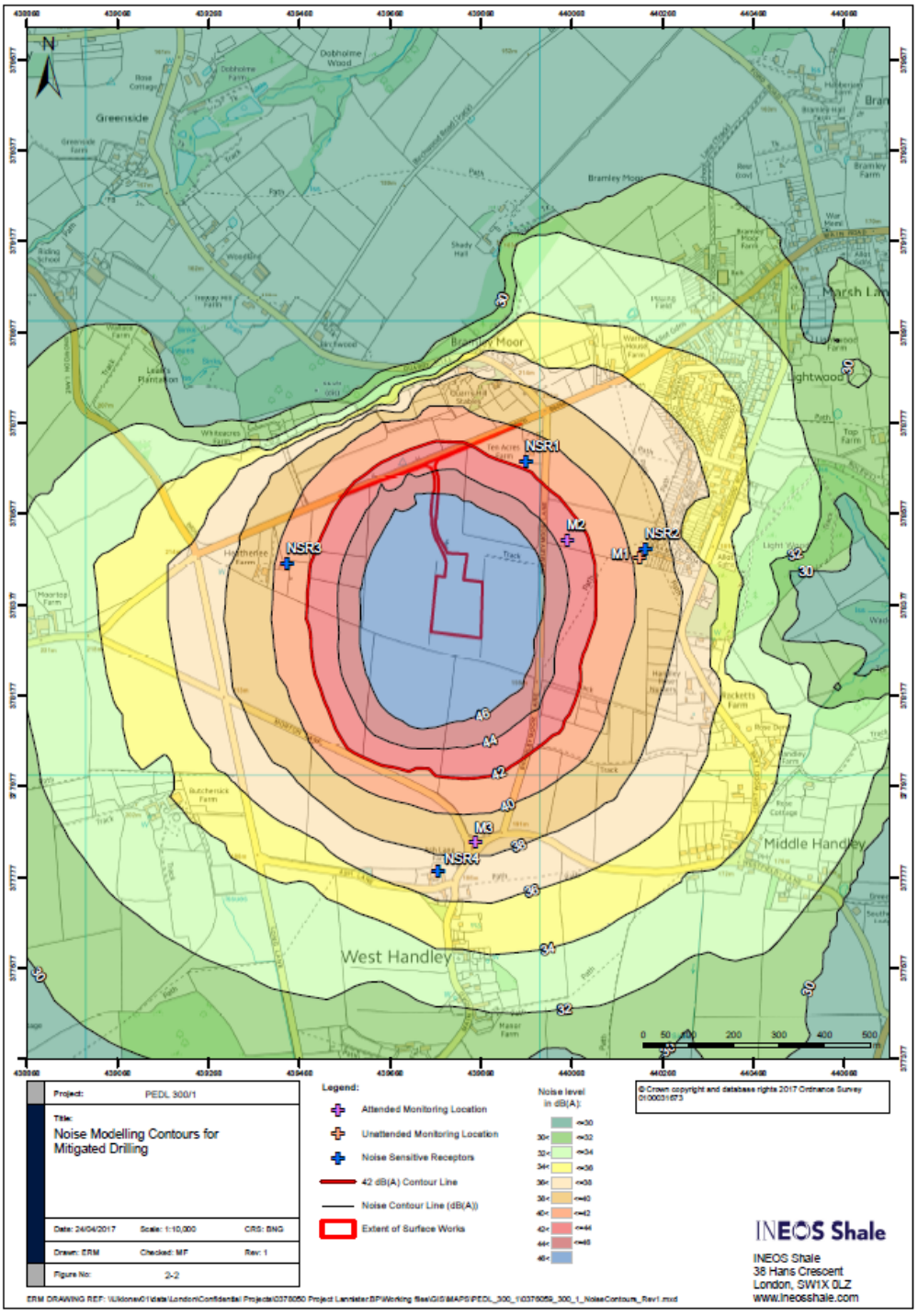
The LAeq noise level parameter is used to establish the criteria for BS 5228 criteria for construction noise. At all locations it was found to be below 65 dB L_{Aeq}, which means that the lowest criteria from the three categories of criteria apply.

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:- U19466

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:	**1403353**
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	79535	19465
Calibrator*	Norsonic	1251	31313	U18503
Preamplifier	Norsonic	1209	12862	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:	101.10 kPa	21.6 °C	50.3 %RH

Date received : 28/07/2015
Date of calibration: 17/08/2015
Date of issue: 17/08/2015

Engineer

M-Panivel

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:- U19466

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

Certificate of Calibration

CALIBRATION 0789

Certificate number: U19467

Test object :	**Sound Level Meter, Reverberation Time Measurement**
Manufacturer:	**Norsonic**
Type :	**140**
Serial no:	**1403353**
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 Parts 1:2000, 1:2009, 2:2008 & 3:2012.
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	79535	19465
Calibrator*	Norsonic	1251	31313	U18503
Preamplifier	Norsonic	1209	12862	Included

Environmental conditions:	Pressure :	Temperature :	Relative humidity :
Reference conditions:	101.325 kPa	23.0 °C	50.0 %RH
Measurement conditions :	101.106 kPa	21.5 °C	48.3 %RH

Self-noise 19.7 dB(Z) Dynamic range ➢ 45 dB

Date received 28/07/2015 Date of calibration 17/08/2015 Date of issue 17/08/2015

Engineer

Palanivel Marappan BEng(Hons), MSc

Supervisor

Darren Batten Tech IOA

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* The calibrator was complete with any required coupler for the microphone specified

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	***0.25***	-	***0.40***	-	***1.01***	1.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.60
63 Hz	***0.17***	-	***0.48***	-	***0.99***	-1.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.48
80 Hz	***0.12***	-	***0.52***	4.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.97***	-0.6%	0.38
100 Hz	***0.11***	-	***0.50***	0.0%	***0.99***	-1.0%	***1.99***	-0.5%	***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%	***4.97***	-0.6%	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%	***0.49***	-2.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.97***	-0.6%	0.12
315 Hz	***0.20***	0.0%	***0.50***	0.0%	***0.99***	-1.0%	***1.99***	-0.5%	***4.97***	-0.6%	0.10
400 Hz	***0.20***	0.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.97***	-0.6%	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%	***0.99***	-1.0%	***1.99***	-0.5%	***4.98***	-0.4%	0.04
1 kHz	***0.20***	0.0%	***0.50***	0.0%	***0.99***	-1.0%	***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%	***4.97***	-0.6%	0.02
1.6 kHz	***0.20***	0.0%	***0.50***	0.0%	***0.99***	-1.0%	***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%	***0.99***	-1.0%	***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 3382:2009 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%	***2.00***	0.0%	***4.98***	-0.4%	0.60
63 Hz	***0.20***	-	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.97***	-0.6%	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%	***0.99***	-1.0%	***1.99***	-0.5%	***4.98***	-0.4%	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	***0.21***	5.0%	***0.50***	0.0%	***1.00***	0.0%	***1.99***	-0.5%	***4.97***	-0.6%	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%	***0.99***	-1.0%	***1.99***	-0.5%	***4.97***	-0.6%	0.12
315 Hz	***0.20***	0.0%	***0.50***	0.0%	***0.99***	-1.0%	***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%	***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:-19465

Manufacturer:	**Norsonic**
Type:	**1225**
Serial no:	**79535**

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:	-27.25	20.8
2:	-27.25	20.8
3:	-27.26	20.8
Result (Average):	**-27.25**	**20.8**
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_79535_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:
101.136 ± 0.046 kPa	21.3 ± 0.2 °C	49.7 ± 2.5 %RH

Date of calibration: 17/08/2015
Date of issue: 17/08/2015

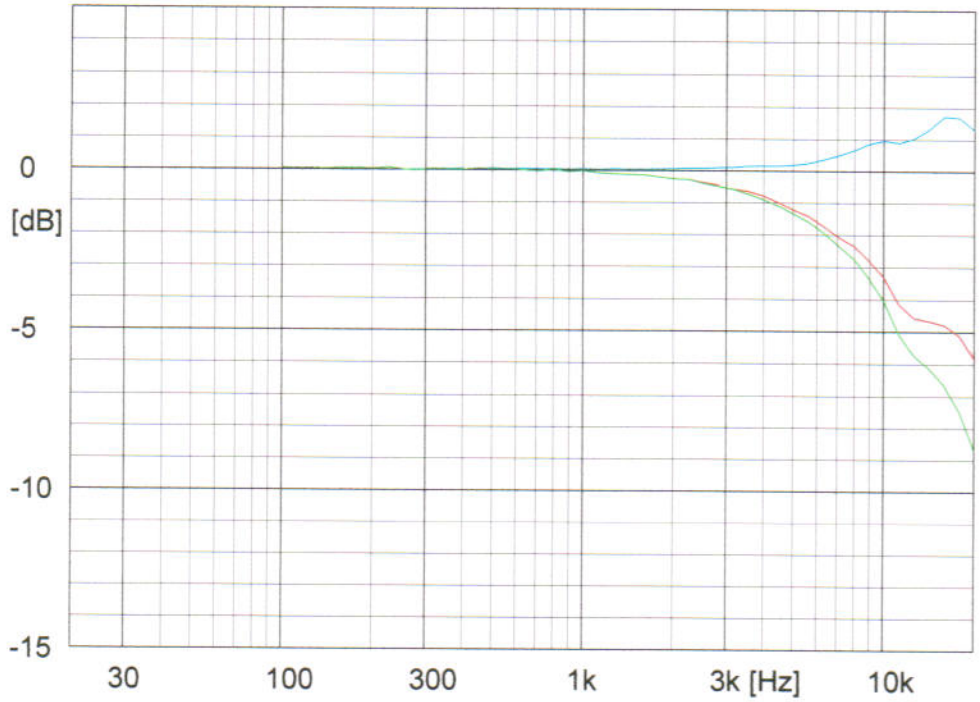
Supervisor : Darren Batten TechIOA
Engineer :

M. Palanivel

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: 79535

Sensitivity: 43.40 mV/Pa
-27.25 ±0.10 dB re. 1 V/Pa
Capacitance: 20.8 ±2.0 pF
Date: 17/08/2015

Signature: M. Hanivel

Measurement conditions:

Polarisation voltage:	200.0 V
Pressure:	101.14 ±0.05 kPa
Temperature:	21.3 ±0.2 °C
Relative humidity:	49.7 ±2.5 %RH

Results are normalised to the reference conditions.

Free field response
Diffuse field response
Pressure (Actuator) response

Campbell Associates
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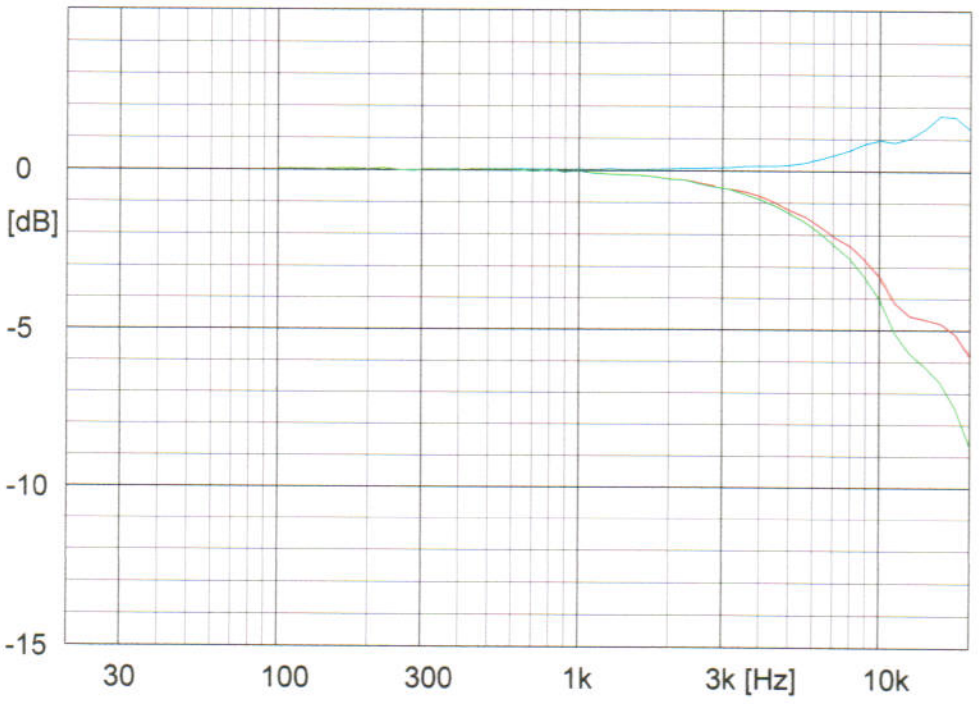
Microphone Calibration Certificate



Norsonic
Type: 1225

Serial no: 79535

Sensitivity: 43.40 mV/Pa
-27.25 ±0.10 dB re. 1 V/Pa
Capacitance: 20.8 ±2.0 pF
Date: 17/08/2015

Signature: M. Hanivel

Measurement conditions:

Polarisation voltage:	200.0 V
Pressure:	101.14 ±0.05 kPa
Temperature:	21.3 ±0.2 °C
Relative humidity:	49.7 ±2.5 %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

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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

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 No.: U24359

Test object:	**Sound Level Meter, BS EN IEC 61672-1:2003 Class 1 (Precision)**
Manufacturer:	**Norsonic**
Type:	**140**
Serial no:	**1402742**
Customer:	**Golder Associates (UK) Ltd**
Address:	**2nd Floor, Sirius Building, The Clocktower, Flasscheś Yard, South Gyle Crescent, Edinburgh. EH12 9LB.**
Contact Person:	**Karen Campbell**
Order No:	**GAUK113914**

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 set out in BS EN IEC 61672-3:2006. Results and conformance statement are overleaf and detailed results are in the attached Test Report.

	Producer:	Type:	Serial No:	Certificate number
Microphone	Norsonic	1225	72926	24358
Calibrator*	Norsonic	1251	33002	U21834
Preamplifier	Norsonic	1209	12131	Included

Additional items that also have been submitted for verification

Wind shield	None
Attenuator	None
Extension cable	None

These items have been taken into account wherever appropriate.

Environmental conditions:	Pressure:	Temperature:	Relative humidity:
Reference conditions:	101.325 kPa	23.0 °C	50 %RH
Measurement conditions:	101.79 ± 0.01kPa	22.6 ± 0.2°C	33.3 ± 2%RH

Date received :	20/12/2016
Date of calibration:	04/01/2017
Date of issue:	04/01/2017

Engineer

M-Panivel

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

Supervisor

Darren Batten Tech IOA

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Certificate of Calibration and Conformance

UKAS Laboratory Number 0789

Certificate No.: U24359

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.

[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 Ed.1 #10	Passed
Acoustical signal tests of a frequency weighting - IEC 61672-3 Ed.1 #11	Passed
Frequency weightings: A Network - IEC 61672-3 Ed.1 #12.3	Passed
Frequency weightings: C Network - IEC 61672-3 Ed.1 #12.3	Passed
Frequency weightings: Z Network - IEC 61672-3 Ed.1 #12.3	Passed
Frequency and time weightings at 1 kHz IEC 61672-3 Ed.1 #13	Passed
Level linearity on the reference level range - IEC 61672-3 Ed.1 #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
Electrical signal tests of frequency weightings - IEC 61672-3 Ed.1 #12	Passed

Comment

Correct level with associated calibrator is 113.9dB(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.

Calibration Report

Certificate No.:24358

Manufacturer:	**Norsonic**
Type:	**1225**
Serial no:	**72926**

Customer:	**Golder Associates (UK) Ltd**
Address:	**2nd Floor, Sirius Building, The Clocktower, Flasschesches Yard, South Gyle Crescent, Edinburgh. EH12 9LB.**
Order No:	**GAUK113914**
Contact Person:	**Karen Campbell**

Measurement Results:

	Sensitivity: (dB re 1V/Pa)	Capacitance: (pF)
1:	-25.68	22.8
2:	-25.68	22.8
3:	-25.68	22.8
Result (Average):	**-25.68**	**22.8**
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: WSC2 - GRAS42AA-18277 Volume correction: 0.000 dB
Records:K:\C A\Calibration\Nor-1504\Nor-1017 MicCal\2017\NOR1225_72926_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:
101.754 ± 0.042 kPa	22.6 ± 0.4 °C	34.1 ± 2.5 %RH

Date of calibration: 04/01/2017
Date of issue: 04/01/2017

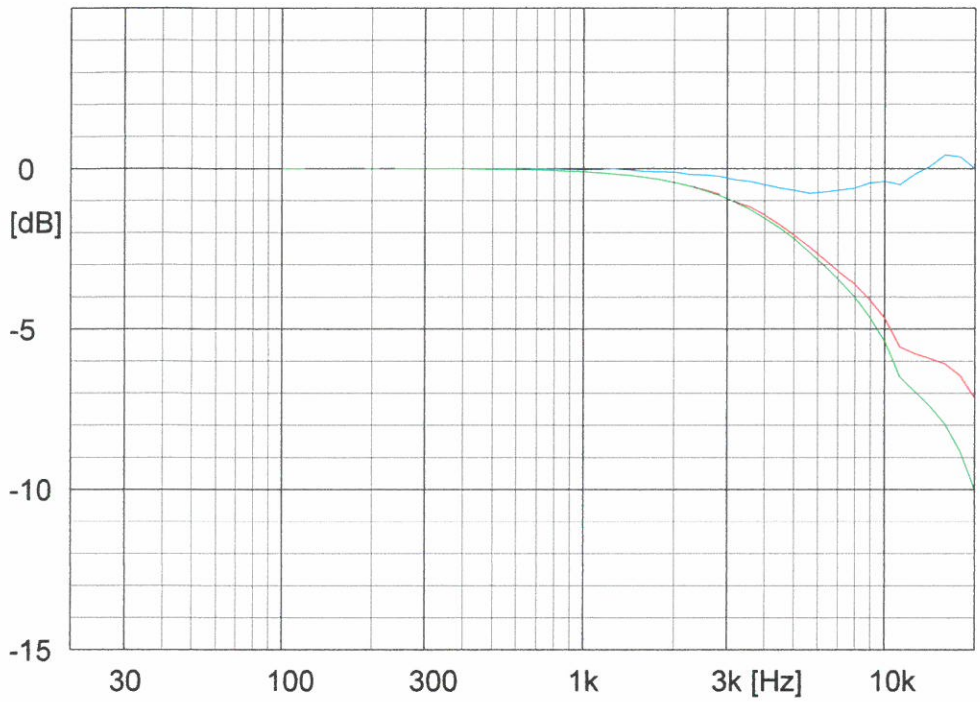
Supervisor : Darren Batten TechIOA
Engineer :

Campbell Associates
www.campbell-associates.co.uk

M. Palanivel

Palanivel Marappan B.Eng(Hons), M.Sc
Software version: 6.0h

Microphone Calibration Certificate



Norsonic
Type: 1225

Serial no: 72926

Sensitivity: 52.00 mV/Pa
-25.68 ±0.10 dB re. 1 V/Pa
Capacitance: 22.8 ±2.0 pF
Date: 04/01/2017

Signature: M-Hanivel

Measurement conditions:

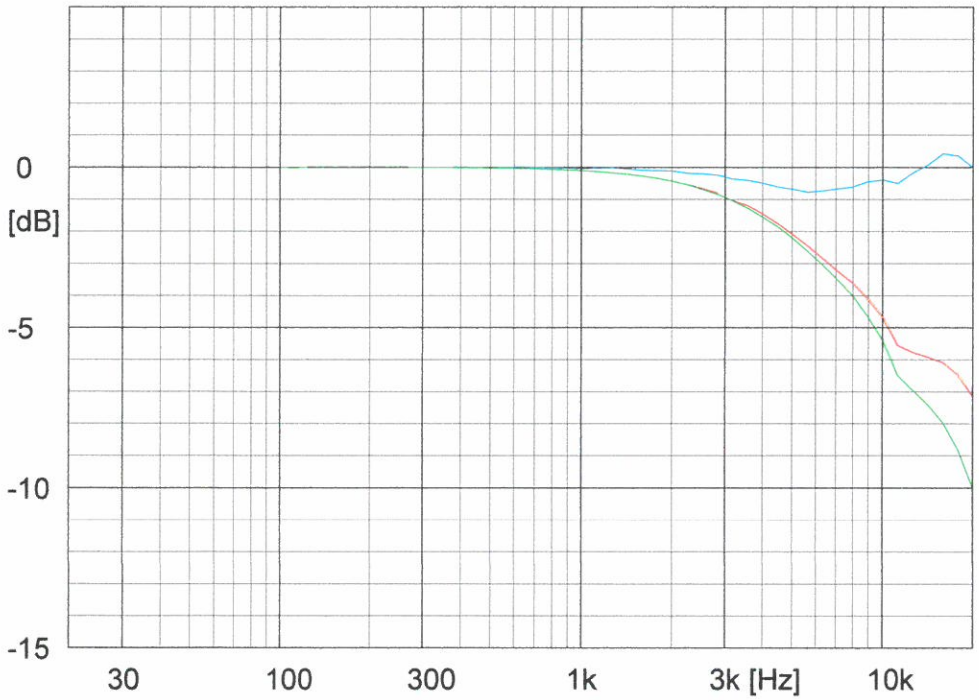
Polarisation voltage:	200.0 V
Pressure:	101.75 ±0.04 kPa
Temperature:	22.6 ±0.4 °C
Relative humidity:	34.1 ±2.5 %RH

Results are normalized 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: 72926

Sensitivity: 52.00 mV/Pa
-25.68 ±0.10 dB re. 1 V/Pa
Capacitance: 22.8 ±2.0 pF
Date: 04/01/2017

Signature: M-Hanivel

Measurement conditions:

Polarisation voltage:	200.0 V
Pressure:	101.75 ±0.04 kPa
Temperature:	22.6 ±0.4 °C
Relative humidity:	34.1 ±2.5 %RH

Results are normalized to the reference conditions.

Free field response
Diffuse field response
Pressure (Actuator) response

Campbell Associates
www.campbell-associates.co.uk

Comment:

Test Report

Manufacturer:	Norsonic
Instrument type:	140
Serial no:	1402742
Customer:	Golder Associates (UK) Ltd
Department:	
Order No:	GAUK113914
Contact Person:	Karen Campbell
Address:	2nd Floor, Sirius Building, The Clocktower, Flasscheş Yard, South Gyle Crescent, Edinburgh. EH12 9LB.

Environmental conditions:

Pressure:	101.79
Temperature:	22.6
Relative humidity:	33.3

Supervisor	Darren Batten Tech IOA
Engineer	Palanivel Marappan B.Eng (Hons), M.Sc
Date:	04/01/2017

Measurement Results:

Indication at the calibration check frequency - IEC61672-3 Ed.1 Clause 9

```
Reference Calibrator: WSC5 - Nor1251-31824
Reference calibrator level: 114.02
Before calibration:
Environmental corrections: 0.00
Other corrections: -0.15
Notional level: 113.87
Calibrator level before adjustment: 113.9
After calibration:
Environmental corrections: 0.00
Other corrections: -0.15
Notional level: 113.87
Reference calibrator level after calibration: 113.9
Associated Calibrator: Norsonic - 1251 - 33002
Associated calibrator level: 114.07
Initial level check:
Environmental corrections: 0.00
Other corrections: -0.15
Notional level: 113.92
Indicated level: 113.9
Final level statement:
Environmental corrections after calibration: 0.00
Other corrections: -0.15
Notional level: 113.92
Calibrator level after adjustment: 113.9
This value shall be used for adjusting the sound level meter in the future.
Test Passed
```

Self-generated noise - IEC 61672-3 Ed.1 Clause 10

Network	Level (dB)	Comment			
A	15.1	24.0	0.49	P	Microphone installed
A	6.9	14.0	0.49	P	Equivalent capacity
C	9.7	16.0	0.49	P	Equivalent capacity
Z	19.9	25.0	0.49	P	Equivalent capacity

Test Passed

Acoustical signal tests of a frequency weighting - IEC 61672-3 Ed.1 Clause 11

C-Weighted results

Frequency	SLM		Microphone		Case Refl.		Wind Screen		Uncert	Lim	Result	
	Meas (dB)	U (dB)	Corr (dB)	U (dB)	Corr (dB)	U (dB)	Corr (dB)	U (dB)	(dB)	(dB)	(dB)	
125 Hz	91.7	0.1	0.0	0.1	0.0	0.1			0.2	± 1.5	0.1	P
1 kHz	91.6	0.1	0.1	0.1	-0.1	0.1			0.2	± 1.1	0.0	P
4 kHz	90.0	0.1	1.1	0.2	0.0	0.2			0.3	± 1.6	-0.5	P

Acoustical signal tests of a frequency weighting - IEC 61672-3 Ed.1 Clause 11

8 kHz	91.6	0.1	3.4	0.2	0.0	0.2		0.3	2.1/-3.1	-0.7 P

The overall frequency response of the sound level meter, nominal case reflections and microphone response has shown to conform with the requirements in IEC 61672-3 for a class 1 sound level meter.
Frequency response test using electrostatic actuator.
Sources for correction data:
Microphone field corrections and uncertainty: Norsonic
Case reflections and uncertainty: Norsonic Cert. CAL022-2011-2849
Wind screen corrections and uncertainty:
Test Passed
Tabular information
Calibrator =
txtMFCL125 =
txtMFCLU125 =
txtSU125 = 0.20
txtM125_1 = 91.5
txtM125_2 = 91.5
txtM125_3 = 91.5
txtMFCL1k =
txtMFCLU1k =
txtSU1k = 0.22
txtM1k_1 = 91.6
txtM1k_2 = 91.6
txtM1k_3 = 91.6
txtMFCL4k =
txtMFCLU4k =
txtSU4k = 0.22
txtM4k_1 = 89.2
txtM4k_2 = 89.2
txtM4k_3 = 89.2
txtMFCL8k =
txtMFCLU8k =
txtSU8k = 0.22
txtM8k_1 = 84.5
txtM8k_2 = 84.5
txtM8k_3 = 84.5
txtSLM125 = 91.5
txtNC125 = 0.2
txtSLMU125 = 0.1
txtMic125 = 0.0
txtMicU125 = 0.05
txtCR125 = 0.0
txtCRU125 = 0.1
txtWS125 =
txtWSU125 =
txtSLM1k = 91.6
txtNC1k = 0
txtSLMU1k = 0.1
txtMFCL1k =
txtMFCLU1k =
txtMic1k = 0.07
txtMicU1k = 0.08
txtCR1k = -0.1
txtCRU1k = 0.1
txtWS1k =
txtWSU1k =
txtSLM4k = 89.2
txtNC4k = 0.8
txtSLMU4k = 0.1

Acoustical signal tests of a frequency weighting - IEC 61672-3 Ed.1 Clause 11

txtMFCL4k =
txtMFCLU4k =
txtMic4k = 1.05
txtMicU4k = 0.16
txtCR4k = 0.0
txtCRU4k = 0.2
txtWS4k =
txtWSU4k =
txtSLM8k = 84.5
txtNC8k = 3.0
txtSLMU8k = 0.1
txtMFCL8k =
txtMFCLU8k =
txtMic8k = 3.39
txtMicU8k = 0.22
txtCR8k = 0.0
txtCRU8k = 0.2
txtWS8k =
txtWSU8k =

Frequency weightings: A Network - IEC 61672-3 Ed.1 Clause 12.3

Freq (Hz)	Ref. (dB)	Meas. (dB)	Tol. (dB)	Tol. (dB)	Uncert. (dB)	Dev. (dB)	Result
63.1	92.0	91.9	1.5	-1.5	0.12	-0.1	P
125.9	92.0	92.0	1.5	-1.5	0.12	0.0	P
251.2	92.0	91.9	1.4	-1.4	0.12	-0.1	P
501.2	92.0	91.9	1.4	-1.4	0.12	-0.1	P
1000.0	92.0	92.0	1.1	-1.1	0.12	0.0	P
1995.3	92.0	91.9	1.6	-1.6	0.12	-0.1	P
3981.1	92.0	91.9	1.6	-1.6	0.12	-0.1	P
7943.3	92.0	91.9	2.1	-3.1	0.12	-0.1	P
15848.9	92.0	92.0	3.5	-17.0	0.12	0.0	P

Test Passed

Frequency weightings: C Network - IEC 61672-3 Ed.1 Clause 12.3

Freq (Hz)	Ref. Level (dB)	Meas. Value (dB)	Tol. (dB)	Tol. (dB)	Uncert. (dB)	Dev. (dB)	Result
63.1	92.0	91.9	1.5	-1.5	0.12	-0.1	P
125.9	92.0	92.0	1.5	-1.5	0.12	0.0	P
251.2	92.0	91.9	1.4	-1.4	0.12	-0.1	P
501.2	92.0	92.0	1.4	-1.4	0.12	0.0	P
1000.0	92.0	92.0	1.1	-1.1	0.12	0.0	P
1995.3	92.0	92.0	1.6	-1.6	0.12	0.0	P
3981.1	92.0	91.9	1.6	-1.6	0.12	-0.1	P
7943.3	92.0	91.9	2.1	-3.1	0.12	-0.1	P
15848.9	92.0	91.9	3.5	-17.0	0.12	-0.1	P

Test Passed

Frequency weightings: Z Network - IEC 61672-3 Ed.1 Clause 12.3

Freq	Ref. Level	Meas. Value	Tol.		Uncert.	Dev.	Result
(Hz)	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	
63.1	92.0	91.9	1.5	-1.5	0.12	-0.1	P
125.9	92.0	91.9	1.5	-1.5	0.12	-0.1	P
251.2	92.0	91.9	1.4	-1.4	0.12	-0.1	P
501.2	92.0	92.0	1.4	-1.4	0.12	0.0	P
1000.0	92.0	92.0	1.1	-1.1	0.12	0.0	P
1995.3	92.0	91.9	1.6	-1.6	0.12	-0.1	P
3981.1	92.0	91.9	1.6	-1.6	0.12	-0.1	P
7943.3	92.0	91.9	2.1	-3.1	0.12	-0.1	P
15848.9	92.0	92.0	3.5	-17.0	0.12	0.0	P

Test Passed

Frequency and time weightings at 1 kHz IEC 61672-3 Ed.1 Clause 13

Weightings		Ref.	Measured	Lim.		Uncert.	Dev.	Result
Time	Netw	(dB)	(dB)	(dB)	(dB)	(dB)	(dB)	
Fast	A	114.0	114.0	0.4	-0.4	0.12	0.0	P
Fast	C	114.0	114.0	0.4	-0.4	0.12	0.0	P
Fast	Z	114.0	114.0	0.4	-0.4	0.12	0.0	P
Slow	A	114.0	114.0	0.3	-0.3	0.12	0.0	P
Leq	A	114.0	114.0	0.3	-0.3	0.12	0.0	P
SEL	A	124.0	124.0	0.3	-0.3	0.12	0.0	P

Test Passed

Level linearity on the reference level range - IEC 61672-3 Ed.1 Clause 14

Ref. (dB)	Measured (dB)	Lim. (dB)	(dB)	Uncert. (dB)	Dev. (dB)	Result
Full scale setting: 130dB						
The following measurements are SPL measurements						
Measured at 8 kHz						
114.0	114.0	1.1	-1.1	0.12	0.0	P
119.0	119.0	1.1	-1.1	0.12	0.0	P
124.0	124.0	1.1	-1.1	0.12	0.0	P
129.9	129.9	1.1	-1.1	0.12	0.0	P
130.9	130.9	1.1	-1.1	0.12	0.0	P
131.9	131.9	1.1	-1.1	0.12	0.0	P
132.9	132.9	1.1	-1.1	0.12	0.0	P
133.9	133.9	1.1	-1.1	0.12	0.0	P
134.9	134.9	1.1	-1.1	0.12	0.0	P
114.0	113.9	1.1	-1.1	0.12	-0.1	P
109.0	108.9	1.1	-1.1	0.12	-0.1	P
104.0	103.9	1.1	-1.1	0.12	-0.1	P
99.0	98.9	1.1	-1.1	0.12	-0.1	P
94.0	93.9	1.1	-1.1	0.12	-0.1	P
89.0	88.9	1.1	-1.1	0.12	-0.1	P
84.0	83.9	1.1	-1.1	0.12	-0.1	P
79.0	78.9	1.1	-1.1	0.12	-0.1	P
74.0	73.9	1.1	-1.1	0.12	-0.1	P

Level linearity on the reference level range - IEC 61672-3 Ed.1 Clause 14

Ref. (dB)	Measured (dB)	Lim. (dB)	Lim. (dB)	Uncert. (dB)	Dev. (dB)	Result
69.0	68.9	1.1	-1.1	0.12	-0.1	P
64.0	63.9	1.1	-1.1	0.12	-0.1	P
59.0	58.9	1.1	-1.1	0.12	-0.1	P
54.0	53.9	1.1	-1.1	0.12	-0.1	P
49.0	48.9	1.1	-1.1	0.12	-0.1	P
44.0	43.9	1.1	-1.1	0.12	-0.1	P
39.0	38.9	1.1	-1.1	0.12	-0.1	P
34.0	33.9	1.1	-1.1	0.12	-0.1	P
30.0	29.9	1.1	-1.1	0.12	-0.1	P
29.0	29.0	1.1	-1.1	0.12	0.0	P
28.0	28.0	1.1	-1.1	0.12	0.0	P
27.0	27.0	1.1	-1.1	0.12	0.0	P
26.0	26.0	1.1	-1.1	0.12	0.0	P
25.0	25.0	1.1	-1.1	0.12	0.0	P

Test Passed

Toneburst response - IEC 61672-3 Ed.1 Clause 16

Burst type	Ref. (dB)	Measured (dB)	Lim. (dB)	Lim. (dB)	Uncert. (dB)	Dev. (dB)	Result
Fast 200 mSec	134.0	134.0	0.8	-0.8	0.16	0.0	P
Fast 2.0 mSec	117.0	116.8	1.3	-1.8	0.16	-0.2	P
Fast 0.25 mSec	108.0	107.6	1.3	-3.3	0.16	-0.4	P
Slow 200 mSec	127.6	127.6	0.8	-0.8	0.16	0.0	P
Slow 2.0 mSec	108.0	107.9	1.3	-3.3	0.16	-0.1	P
SEL 200 mSec	128.0	128.0	0.8	-0.8	0.16	0.0	P
SEL 2.0 mSec	108.0	107.9	1.3	-1.8	0.16	-0.1	P
SEL 0.25 mSec	99.0	98.5	1.3	-3.3	0.16	-0.5	P

Test Passed

Peak C sound level - IEC 61672-3 Ed.1 Clause 17

Pulse Type	Pulse Freq. (Hz)	Ref. RMS (dB)	Ref. Peak (dB)	Measured Value (dB)	Lim. (+/-dB)	Uncert. (dB)	Dev. (dB)	Result
1 cycle	8k	126.0	129.4	129.0	2.4	0.2	-0.4	P
Pos 1/2 cycle	500	129.0	131.4	131.3	1.4	0.2	-0.1	P
Neg 1/2 cycle	500	129.0	131.4	131.3	1.4	0.2	-0.1	P

Test Passed

Overload indication - IEC 61672-3 Ed.1 Clause 18

	Measured (dB)	Lim. (+/-dB)	Uncert. (dB)	Result
Level difference of positive and negative pulses:	0.1	1.8	0.16	P
Positive 1/2 cycle 4 kHz. Overload occurred at:	138.7			
Negative 1/2 cycle 4 kHz. Overload occurred at:	138.8			

Test Passed

Electrical signal tests of frequency weightings - IEC 61672-3 Ed.1 Clause 12

A-Weighted results: Free field

Frequency	SLM Val (dB)	SLM U (dB)	Microphone Val (dB)	Microphone U (dB)	Case Refl. Val (dB)	Case Refl. U (dB)	Wind Screen Val (dB)	Wind Screen U (dB)	Uncert (dB)	Tol (dB)	Result (dB)	
63 Hz	-0.1	0.1	0.0	0.1	0.0	0.1			0.2	+-1.0	-0.1	P
125 Hz	0.0	0.1	0.0	0.1	0.0	0.1			0.2	+-1.0	0.0	P
250 Hz	-0.1	0.1	0.0	0.1	0.0	0.1			0.2	+-1.0	-0.1	P
500 Hz	-0.1	0.1	0.0	0.1	0.1	0.1			0.2	+-1.0	0.0	P
1 kHz	0.0	0.1	0.0	0.1	-0.1	0.1			0.2	+-0.7	-0.1	P
2 kHz	-0.1	0.1	-0.1	0.1	0.1	0.1			0.2	+-1.0	-0.1	P
4 kHz	-0.1	0.1	-0.5	0.2	0.0	0.2			0.3	+-1.0	-0.6	P
8 kHz	-0.1	0.1	-0.6	0.2	0.0	0.2			0.3	+1.5/-2.5	-0.7	P
16 kHz	0.0	0.1	0.4	0.3	-0.1	0.3			0.4	+2.5/-16.0	0.3	P

C-Weighted results: Free field

Frequency	SLM Val (dB)	SLM U (dB)	Microphone Val (dB)	Microphone U (dB)	Case Refl. Val (dB)	Case Refl. U (dB)	Wind Screen Val (dB)	Wind Screen U (dB)	Uncert (dB)	Tol (dB)	Result (dB)	
63 Hz	-0.1	0.1	0.0	0.1	0.0	0.1			0.2	+-1.0	-0.1	P
125 Hz	0.0	0.1	0.0	0.1	0.0	0.1			0.2	+-1.0	0.0	P
250 Hz	-0.1	0.1	0.0	0.1	0.0	0.1			0.2	+-1.0	-0.1	P
500 Hz	0.0	0.1	0.0	0.1	0.1	0.1			0.2	+-1.0	0.1	P
1 kHz	0.0	0.1	0.0	0.1	-0.1	0.1			0.2	+-0.7	-0.1	P
2 kHz	0.0	0.1	-0.1	0.1	0.1	0.1			0.2	+-1.0	0.0	P
4 kHz	-0.1	0.1	-0.5	0.2	0.0	0.2			0.3	+-1.0	-0.6	P
8 kHz	-0.1	0.1	-0.6	0.2	0.0	0.2			0.3	+1.5/-2.5	-0.7	P
16 kHz	-0.1	0.1	0.4	0.3	-0.1	0.3			0.4	+2.5/-16.0	0.2	P

Z-Weighted results: Free field

Frequency	SLM Val (dB)	SLM U (dB)	Microphone Val (dB)	Microphone U (dB)	Case Refl. Val (dB)	Case Refl. U (dB)	Wind Screen Val (dB)	Wind Screen U (dB)	Uncert (dB)	Tol (dB)	Result (dB)	
63 Hz	-0.1	0.1	0.0	0.1	0.0	0.1			0.2	+-1.0	-0.1	P
125 Hz	-0.1	0.1	0.0	0.1	0.0	0.1			0.2	+-1.0	-0.1	P
250 Hz	-0.1	0.1	0.0	0.1	0.0	0.1			0.2	+-1.0	-0.1	P
500 Hz	0.0	0.1	0.0	0.1	0.1	0.1			0.2	+-1.0	0.1	P
1 kHz	0.0	0.1	0.0	0.1	-0.1	0.1			0.2	+-0.7	-0.1	P
2 kHz	-0.1	0.1	-0.1	0.1	0.1	0.1			0.2	+-1.0	-0.1	P
4 kHz	-0.1	0.1	-0.5	0.2	0.0	0.2			0.3	+-1.0	-0.6	P
8 kHz	-0.1	0.1	-0.6	0.2	0.0	0.2			0.3	+1.5/-2.5	-0.7	P
16 kHz	0.0	0.1	0.4	0.3	-0.1	0.3			0.4	+2.5/-16.0	0.3	P

The actual frequency response of Norsonic / 1225 72926 has been used for the calculations.

Test Passed

The overall frequency response of the sound level meter, nominal case reflections and microphone response has shown to conform with the requirements in IEC 61672-3 for a class 1 sound level meter.

Electrical signal tests of frequency weightings - IEC 61672-3 Ed.1 Clause 12

6 BASELINE DATA

Weather statistics

Date	Time	Hi Temp	Low Temp	Out Hum	Wind Speed	Wind Dir	Bar	Rain
22/01/2017	23:00	6.4	6.4	37	0	---	776	0
23/01/2017	00:00	6.4	6.3	37	0	---	776.1	0
23/01/2017	01:00	6.3	6.2	37	0	---	776	0
23/01/2017	02:00	6.2	6.2	36	0	---	775.9	0
23/01/2017	03:00	6.2	6.1	36	0	---	775.8	0
23/01/2017	04:00	6.1	6	36	0	---	775.8	0
23/01/2017	05:00	6	6	37	0	---	775.9	0
23/01/2017	06:00	6	5.8	36	0	---	775.8	0
23/01/2017	07:00	5.8	5.3	36	0	---	775.6	0
23/01/2017	08:00	5.3	4.5	36	0	---	776.2	0
23/01/2017	09:00	4.5	3.5	36	0	---	777.7	0.25
23/01/2017	10:00	6.3	3.3	40	0	---	778.5	0.25
23/01/2017	11:00	11.7	6.3	49	0	---	777.4	0
23/01/2017	12:00	13.8	11.8	39	0	---	770.6	0
23/01/2017	13:00	13.8	13.7	38	0	---	765.7	0
23/01/2017	14:00	13.7	12.8	38	0	---	765.5	0
23/01/2017	15:00	12.8	4.8	80	0	---	758.5	2.79
23/01/2017	16:00	8.5	4.8	86	0	---	772	0
23/01/2017	17:00	9.5	8.5	75	0	---	771.8	0
23/01/2017	18:00	10.9	9.5	69	0	---	766.2	0
23/01/2017	19:00	11.8	10.9	62	0	---	766.1	0
23/01/2017	20:00	11.8	10.9	58	0	---	766.1	0
23/01/2017	21:00	10.9	9.5	58	0	---	766.2	0
23/01/2017	22:00	9.5	8.2	60	0	---	766.1	0
23/01/2017	23:00	8.1	7.2	62	0	---	766	0
24/01/2017	00:00	7.2	6.6	61	0	---	765.9	0
24/01/2017	01:00	6.6	5.9	60	0	---	765.7	0
24/01/2017	02:00	5.9	5.2	62	0	---	757.9	0
24/01/2017	03:00	5.2	4.7	60	0	---	757.9	0
24/01/2017	04:00	4.7	4.5	59	0	---	759.3	0
24/01/2017	05:00	4.5	4.3	57	0	---	765.5	0
24/01/2017	06:00	4.4	4.3	57	0	---	765.5	0
24/01/2017	07:00	4.3	3.9	56	0	---	765.7	0
24/01/2017	08:00	3.9	3.3	55	0	---	766	0
24/01/2017	09:00	3.3	2.7	54	0	---	773.5	0
24/01/2017	10:00	2.8	2.2	84	1.3	WSW	760.2	0.76
24/01/2017	11:00	3.4	2.3	86	3.1	SW	760.5	0
24/01/2017	12:00	5.1	3.4	85	3.1	SW	760.2	0
24/01/2017	13:00	7.7	4.8	80	4	SW	759.8	0
24/01/2017	14:00	7.8	7.1	81	4	SW	759.3	0
24/01/2017	15:00	7.3	6.8	83	4	SW	759.3	0
24/01/2017	16:00	6.8	5.8	85	4	SSW	759.4	0
24/01/2017	17:00	5.8	4.9	86	3.6	SW	759.6	0
24/01/2017	18:00	4.9	4.3	88	3.6	SW	759.7	0
24/01/2017	19:00	4.4	3.8	89	3.1	SSW	760.1	0
24/01/2017	20:00	4	3.8	90	3.6	SSW	760.1	0
24/01/2017	21:00	4	3.5	91	3.6	SSW	760	0
24/01/2017	22:00	4.2	3.8	90	3.1	S	759.9	0
24/01/2017	23:00	3.8	3.3	91	3.1	S	760	0

25/01/2017	00:00	3.3	2.2	91	2.7	SSW	760	0
25/01/2017	01:00	2.2	2	92	3.1	SSW	759.7	0
25/01/2017	02:00	2.2	1.2	92	2.2	SSW	759.6	0
25/01/2017	03:00	2.2	1.2	92	2.2	SW	759.9	0
25/01/2017	04:00	1.7	0.5	92	1.8	SW	759.9	0
25/01/2017	05:00	2.3	1.3	92	3.1	SW	759.9	0
25/01/2017	06:00	2.7	1.4	92	2.7	SSW	759.7	0
25/01/2017	07:00	2.6	1.3	93	4	SSW	759.9	0
25/01/2017	08:00	2.7	1.7	92	4	SSW	759.9	0
25/01/2017	09:00	1.7	0.9	92	2.2	S	760.4	0.25
25/01/2017	10:00	2.3	0.9	92	3.1	S	760.4	0
25/01/2017	11:00	2.5	1.7	93	4	S	760.4	0
25/01/2017	12:00	3.5	2.5	93	4	S	759.9	0
25/01/2017	13:00	4.9	3.5	90	4	S	759.2	0
25/01/2017	14:00	6.2	4.9	80	4.5	S	759	0
25/01/2017	15:00	6.3	5.8	78	4.5	S	758.9	0
25/01/2017	16:00	5.9	4.6	81	4.5	S	758.6	0
25/01/2017	17:00	4.6	2.3	88	4.5	S	758.6	0
25/01/2017	18:00	2.3	1.6	91	4.9	S	759.1	0
25/01/2017	19:00	2.1	1.8	91	5.4	S	759	0
25/01/2017	20:00	2.2	1.7	91	4.5	S	759.1	0
25/01/2017	21:00	1.8	1.4	90	4.5	S	759.2	0
25/01/2017	22:00	1.4	1.2	90	4.9	S	758.8	0
25/01/2017	23:00	1.2	0.9	91	4.5	SSE	758.7	0
26/01/2017	00:00	1.1	0.9	91	4	SSE	758.4	0
26/01/2017	01:00	0.9	0.1	91	4.5	SSE	758.1	0
26/01/2017	02:00	0.3	0.2	91	4	SSE	757.5	0
26/01/2017	03:00	0.3	-0.7	91	4	SSE	757.1	0
26/01/2017	04:00	-0.7	-1.4	92	3.6	SSE	756.7	0
26/01/2017	05:00	-1.4	-1.6	92	4	SSE	756.4	0
26/01/2017	06:00	-1.5	-1.7	92	4.5	SSE	756.1	0
26/01/2017	07:00	-1.7	-1.8	92	4.5	SSE	755.8	0
26/01/2017	08:00	-1.6	-1.7	92	4.5	SSE	755.6	0
26/01/2017	09:00	-1.5	-1.7	90	4.5	SSE	755.5	0
26/01/2017	10:00	-1.6	-1.8	89	4	SSE	755.2	0
26/01/2017	11:00	-1.8	-1.8	88	4.5	SSE	754.9	0
26/01/2017	12:00	-1.8	-1.9	87	4.9	SSE	754.4	0
26/01/2017	13:00	-1.6	-1.9	86	4.9	SSE	753.8	0
26/01/2017	14:00	-1.5	-1.7	87	4.5	SSE	753.6	0
26/01/2017	15:00	-1.6	-1.8	87	4.9	SSE	753.4	0
26/01/2017	16:00	-1.5	-1.6	88	4.5	SSE	753.5	0
26/01/2017	17:00	-1.6	-1.7	87	4.5	SSE	753.5	0
26/01/2017	18:00	-1.7	-1.8	88	4.9	SSE	753.3	0
26/01/2017	19:00	-1.8	-2	87	4.5	SSE	753.3	0
26/01/2017	20:00	-2	-2.3	87	4.9	SSE	753.3	0
26/01/2017	21:00	-2.3	-2.5	87	4	SSE	753.2	0
26/01/2017	22:00	-2.3	-2.9	87	3.6	SSE	752.9	0
26/01/2017	23:00	-2.8	-3	88	3.6	SSE	752.9	0
27/01/2017	00:00	-2.9	-3.3	89	3.1	SSE	752.8	0
27/01/2017	01:00	-3.3	-3.7	89	2.7	SSE	752.1	0
27/01/2017	02:00	-3.7	-4.3	89	0.4	SSE	751.5	0
27/01/2017	03:00	-3.9	-4.3	90	0	SSE	751.1	0

27/01/2017	04:00	-3.7	-3.9	90	0.4	ESE	750.7	0
27/01/2017	05:00	-3.6	-3.7	90	0	E	750.1	0
27/01/2017	06:00	-3.5	-3.7	91	0	SE	749.5	0
27/01/2017	07:00	-3.3	-3.6	91	0	ESE	749.4	0
27/01/2017	08:00	-3	-3.3	91	0.9	NNE	749	0
27/01/2017	09:00	-2.7	-3	91	0.9	S	748.8	0
27/01/2017	10:00	-2.2	-2.7	92	1.8	SSE	748.5	0
27/01/2017	11:00	-1.4	-2.2	92	2.2	SSE	748.6	0
27/01/2017	12:00	-0.6	-1.4	92	3.1	S	748	0
27/01/2017	13:00	0.1	-0.6	93	3.6	S	747.8	0
27/01/2017	14:00	0.7	0.1	93	4.5	SSE	747.4	0
27/01/2017	15:00	0.9	0.7	93	3.6	SSE	747.5	0
27/01/2017	16:00	1.3	0.9	93	2.7	SE	747.6	0
27/01/2017	17:00	1.2	0.8	92	2.7	SE	747.7	0
27/01/2017	18:00	0.8	0.6	92	3.1	SE	748.2	0
27/01/2017	19:00	0.6	0.6	92	2.7	SE	748.2	0
27/01/2017	20:00	0.8	0.6	93	2.2	SSE	748	0.25
27/01/2017	21:00	1	0.8	93	2.2	SSE	747.9	0.51
27/01/2017	22:00	1	0.9	93	1.8	SE	747.5	0.25
27/01/2017	23:00	1.4	0.9	93	1.3	SSE	747.3	0.25
28/01/2017	00:00	1.8	1.3	93	2.2	SSE	747	0.25
28/01/2017	01:00	1.8	1.8	93	2.7	SSE	746.7	0
28/01/2017	02:00	1.8	1.8	93	2.2	SSE	746.4	0
28/01/2017	03:00	2	1.8	94	1.8	SSE	746	0
28/01/2017	04:00	2.2	1.8	94	1.8	SSE	745.7	0.51
28/01/2017	05:00	2.3	2.2	94	1.3	SSE	745.4	0.76
28/01/2017	06:00	2.4	2.2	94	1.3	SSE	744.9	0.51
28/01/2017	07:00	2.4	2.3	94	1.3	SSE	744.5	0.25
28/01/2017	08:00	2.9	2.4	94	1.8	SSE	744.6	0.25
28/01/2017	09:00	3.4	2.9	94	2.2	SSE	744.6	0
28/01/2017	10:00	4.2	3.4	94	3.1	S	744.5	0
28/01/2017	11:00	4.7	4.2	94	3.1	S	744.7	0.51
28/01/2017	12:00	5.1	4.2	94	4	SW	745.3	0
28/01/2017	13:00	5.3	4.8	92	4.5	WSW	745.5	0
28/01/2017	14:00	5.6	5.1	89	4.9	SW	745.7	0
28/01/2017	15:00	5.5	5.3	87	4	SW	746	0
28/01/2017	16:00	5.5	3.7	90	4	WSW	746.5	1.52
28/01/2017	17:00	3.8	3.1	89	3.6	SW	747.1	0
28/01/2017	18:00	3.1	2.3	87	3.1	W	747.8	0
28/01/2017	19:00	2.3	1.3	86	3.1	WSW	748.1	0
28/01/2017	20:00	1.9	1.5	87	3.1	SW	748.4	0
28/01/2017	21:00	1.6	1.3	89	3.6	SSW	748.4	0
28/01/2017	22:00	1.8	1.3	88	3.6	SW	748.6	0
28/01/2017	23:00	2.2	1.7	87	4	SSW	748.7	0
29/01/2017	00:00	2.1	1.8	89	4	SSW	748.6	0
29/01/2017	01:00	1.8	0.9	90	2.2	SW	748.4	0.25
29/01/2017	02:00	1	0.4	91	3.1	SW	748.4	0
29/01/2017	03:00	0.8	0.5	91	3.6	WSW	748.7	0
29/01/2017	04:00	0.8	0.6	92	2.7	SW	749.2	0
29/01/2017	05:00	1	0.5	91	2.2	SSW	749.2	0
29/01/2017	06:00	0.5	-0.1	91	2.2	SSW	749.4	0
29/01/2017	07:00	0.5	-0.1	91	3.1	WSW	749.7	0

29/01/2017	08:00	0.4	-0.1	91	3.1	SW	749.8	0
29/01/2017	09:00	0.1	-0.1	92	4	SSW	750	0
29/01/2017	10:00	1	0.1	92	4	SSW	750	0
29/01/2017	11:00	1.6	0.8	92	2.2	SSW	749.9	0
29/01/2017	12:00	1.2	0.3	92	2.2	SSW	749.6	0
29/01/2017	13:00	1.8	0.7	93	2.2	S	748.8	0
29/01/2017	14:00	2.4	1.8	93	2.2	S	748.1	0
29/01/2017	15:00	2.9	2.4	93	2.7	SSE	747.8	0
29/01/2017	16:00	3.1	2.8	93	0.4	SSE	747.6	0
29/01/2017	17:00	3.1	3.1	93	0	SSE	747.5	0.25
29/01/2017	18:00	3.4	3.1	93	0	SSE	747.3	0.51
29/01/2017	19:00	3.8	3.4	94	0.4	SSE	746.8	0.25
29/01/2017	20:00	3.9	3.5	94	0	---	746.6	0.25
29/01/2017	21:00	4.1	3.8	94	0	NNW	746.3	0
29/01/2017	22:00	3.8	3.7	94	1.3	NNW	746.2	0
29/01/2017	23:00	3.8	3.5	94	2.2	NNW	746.6	0
30/01/2017	00:00	3.6	3.5	94	3.1	NNW	746.7	0
30/01/2017	01:00	3.6	3.5	94	3.6	NNW	746.8	0.25
30/01/2017	02:00	3.5	3.5	94	3.6	NNW	747	0
30/01/2017	03:00	3.5	3.5	94	3.1	NNW	747.1	0
30/01/2017	04:00	3.6	3.5	94	3.1	N	747.6	0
30/01/2017	05:00	3.5	3.4	94	3.6	N	747.9	0
30/01/2017	06:00	3.4	3.3	95	3.1	N	748.3	0
30/01/2017	07:00	3.4	3.3	95	2.2	N	748.6	0
30/01/2017	08:00	3.3	3.3	95	1.3	N	748.9	0
30/01/2017	09:00	3.6	3.3	95	1.3	N	749.7	0
30/01/2017	10:00	4	3.6	95	0	N	750.1	0
30/01/2017	11:00	4	3.9	95	0	N	750.2	0
30/01/2017	12:00	4.6	4	95	0	N	749.8	0

Note : Periods of rain noted by highlighting in red. No Rain and low winds after this point to end of survey.

17/01/23	Time:	Duration:		LAFmax	LAeq	LAF,10.0%_4	LAF,90.0%_6
	(2017-01-23 14:35:12.000)		CAL	114.5	114.4	114.6	114.3
	(2017-01-23 14:36:01.000)		CAL	114.1	114	114.1	113.8
	(2017-01-23 14:45:41.000)		RAIN	77.3	49.4	46	36.8
	(2017-01-23 15:45:43.000)		NO RAIN	57.9	43.3	45.6	39.2
	(2017-01-23 16:45:45.000)		NO RAIN	58.6	44	46	40.8
	(2017-01-23 17:45:47.000)		NO RAIN	53.7	43.2	46	38.1
	(2017-01-23 18:45:49.000)		NO RAIN	56.7	41.2	44.3	35
	(2017-01-23 19:45:51.000)		NO RAIN	51.3	37	39.8	31.6
	(2017-01-23 20:45:53.000)		NO RAIN	60.7	35.4	38	29.3
	(2017-01-23 21:45:55.000)		NO RAIN	48.9	32.6	36.2	25.5
	(2017-01-23 22:45:56.000)		NO RAIN	59.8	29.9	33.1	22.9
	(2017-01-23 23:45:58.000)		NO RAIN	47.9	29.9	32.8	23.1
			Min value	**47.9**	**29.9**	**32.8**	**22.9**
			Max value	**60.7**	**44**	**46**	**40.8**

17/01/24	Time: Duration:		LAFmax	LAeq	LAF,10.0%_4	LAF,90.0%_6
	(2017-01-24 00:46:01.000)	NO RAIN	49.4	30.4	34	23.3
	(2017-01-24 01:46:03.000)	NO RAIN	48.6	28.2	30.3	24.2
	(2017-01-24 02:46:05.000)	NO RAIN	44.8	30.6	33.6	24.9
	(2017-01-24 03:46:07.000)	NO RAIN	48.1	30.7	33.8	24.2
	(2017-01-24 04:46:09.000)	NO RAIN	51.2	35.6	38.4	29.5
	(2017-01-24 05:46:11.000)	NO RAIN	57.4	40.6	43.3	32.1
	(2017-01-24 06:46:13.000)	NO RAIN	70.5	47.3	50.7	39.7
	(2017-01-24 07:46:14.000)	NO RAIN	65.6	49.2	51.9	44.7
	(2017-01-24 08:46:16.000)	NO RAIN	80.5	47.2	48.6	41.1
	(2017-01-24 09:46:18.000)	RAIN	61.7	43.7	45.9	40
	(2017-01-24 10:46:19.000)	NO RAIN	59.8	41.8	44	38.8
	(2017-01-24 11:46:21.000)	NO RAIN	61.5	39.9	42.1	36.6
	(2017-01-24 12:46:24.000)	NO RAIN	65.7	39.2	41.2	35.5
	(2017-01-24 13:46:25.000)	NO RAIN	57.7	39.9	42.3	35.4
	(2017-01-24 14:46:27.000)	NO RAIN	64.4	41	43.6	36.8
	(2017-01-24 15:46:29.000)	NO RAIN	52.8	42.1	44.4	38.6
	(2017-01-24 16:46:31.000)	NO RAIN	70.2	43.6	45.7	39.9
	(2017-01-24 17:46:33.000)	NO RAIN	58.2	42.9	45.3	38.2
	(2017-01-24 18:46:34.000)	NO RAIN	52.5	39.4	42.3	35.4
	(2017-01-24 19:46:37.000)	NO RAIN	54	38.6	41.3	34.3
	(2017-01-24 20:46:39.000)	NO RAIN	53.8	38.1	40.6	33.6
	(2017-01-24 21:46:41.000)	NO RAIN	51.3	37.2	40.6	31.4
	(2017-01-24 22:46:43.000)	NO RAIN	50.4	34.9	37.6	30
	(2017-01-24 23:46:45.000)	NO RAIN	46.7	31.6	33.8	28.2
			Min value	**44.8**	**28.2**	**30.3**	**23.3**
			Max value	**80.5**	**49.2**	**51.9**	**44.7**

17/01/25	Time: Duration:		LAFmax	LAeq	LAF,10.0%_4	LAF,90.0%_6
	(2017-01-25 00:46:47.000)	NO RAIN	47.4	30.9	33	26.7
	(2017-01-25 01:46:49.000)	NO RAIN	50.6	31.3	33	26.2
	(2017-01-25 02:46:51.000)	NO RAIN	49.1	30.2	32.4	25.1
	(2017-01-25 03:46:53.000)	NO RAIN	48.5	31.1	33.8	26.2
	(2017-01-25 04:46:55.000)	NO RAIN	50.4	35.5	38.6	29.1
	(2017-01-25 05:46:56.000)	NO RAIN	53.4	39.3	42.4	33.6
	(2017-01-25 06:46:58.000)	NO RAIN	62.2	44.9	48.3	36.8
	(2017-01-25 07:47:00.000)	NO RAIN	62.6	45.8	48.3	41.8
	(2017-01-25 08:47:02.000)	RAIN	67.1	44.4	46.8	40.3
	(2017-01-25 09:47:04.000)	NO RAIN	67.2	41.9	44.1	38.5
	(2017-01-25 10:47:06.000)	NO RAIN	61.6	43.6	45.2	39.3
	(2017-01-25 11:47:08.000)	NO RAIN	71.2	45.2	45.1	39.2
	(2017-01-25 12:47:10.000)	NO RAIN	63.6	41.2	43.7	37
	(2017-01-25 13:47:11.000)	NO RAIN	57.5	41	43.9	35.5
	(2017-01-25 14:47:13.000)	NO RAIN	70	45.3	44.7	35.5
	(2017-01-25 15:47:15.000)	NO RAIN	60.5	42	45	36.3
	(2017-01-25 16:47:17.000)	NO RAIN	58.5	42.9	45.8	37.9
	(2017-01-25 17:47:19.000)	NO RAIN	61.1	43.8	46.9	36.8
	(2017-01-25 18:47:21.000)	NO RAIN	58.6	39.8	43	33
	(2017-01-25 19:47:23.000)	NO RAIN	58.6	41	44.8	32.6
	(2017-01-25 20:47:25.000)	NO RAIN	60.7	40.6	44.1	32.7
	(2017-01-25 21:47:27.000)	NO RAIN	57.4	38.2	42	28.8
	(2017-01-25 22:47:29.000)	NO RAIN	49.5	33.5	37.1	25.8
	(2017-01-25 23:47:31.000)	NO RAIN	56.3	36.8	40.5	27.3
		Min value	**47.4**	**30.2**	**32.4**	**25.1**
		Max value	**71.2**	**45.8**	**48.3**	**41.8**

17/01/26	Time:	Duration:		LAFmax	LAeq	LAF,10.0%_4	LAF,90.0%_6
	(2017-01-26 00:47:33.000)		NO RAIN	49	32.6	36.2	24.5
	(2017-01-26 01:47:35.000)		NO RAIN	53.8	33.1	35.5	24
	(2017-01-26 02:47:37.000)		NO RAIN	54.3	31.8	34.8	23.2
	(2017-01-26 03:47:39.000)		NO RAIN	53.9	33.8	37	24.3
	(2017-01-26 04:47:41.000)		NO RAIN	55.2	36.2	39.5	27.9
	(2017-01-26 05:47:43.000)		NO RAIN	55.4	38.8	42.4	31.8
	(2017-01-26 06:47:45.000)		NO RAIN	57.8	41.7	45	35.3
	(2017-01-26 07:47:47.000)		NO RAIN	64	42.8	45.8	37
	(2017-01-26 08:47:49.000)		NO RAIN	56.9	41.5	44.8	35.7
	(2017-01-26 09:47:51.000)		NO RAIN	59.6	41.5	44.2	35.4
	(2017-01-26 10:47:53.000)		NO RAIN	63.8	42.4	45.5	36.3
	(2017-01-26 11:47:54.000)		NO RAIN	63.3	42.8	46	36.6
	(2017-01-26 12:47:56.000)		NO RAIN	66.2	42	45.1	35.9
	(2017-01-26 13:47:58.000)		NO RAIN	64.1	43.5	46.5	36.8
	(2017-01-26 14:48:00.000)		NO RAIN	67.3	42.3	45.4	35.8
	(2017-01-26 15:48:02.000)		NO RAIN	68.8	42.6	45.3	36.4
	(2017-01-26 16:48:04.000)		NO RAIN	62.7	42.5	45.6	36.5
	(2017-01-26 17:48:06.000)		NO RAIN	62.4	42	44.5	35.8
	(2017-01-26 18:48:08.000)		NO RAIN	60.7	41.5	44.8	34.8
	(2017-01-26 19:48:10.000)		NO RAIN	60.9	39.3	42.3	33.2
	(2017-01-26 20:48:12.000)		NO RAIN	52	37.4	40.5	32.9
	(2017-01-26 21:48:14.000)		NO RAIN	52.9	36	38.6	31
	(2017-01-26 22:48:16.000)		NO RAIN	51.2	33.6	36.2	28.2
	(2017-01-26 23:48:17.000)		NO RAIN	56.5	33.8	34.5	28.8
				Min value	**49**	**31.8**	**34.5**	**23.2**
				Max value	**68.8**	**43.5**	**46.5**	**37**

17/01/27	Time:	Duration:		LAFmax	LAeq	LAF,10.0%_4	LAF,90.0%_6
	(2017-01-27 00:48:21.000)		NO RAIN	45.3	32.6	33.4	30.3
	(2017-01-27 01:48:23.000)		NO RAIN	50.8	31.5	32.8	27.4
	(2017-01-27 02:48:24.000)		NO RAIN	41.2	27.2	28.7	23
	(2017-01-27 03:48:26.000)		NO RAIN	41.5	24.8	26.6	21.2
	(2017-01-27 04:48:28.000)		NO RAIN	49.4	29.3	31.4	24.1
	(2017-01-27 05:48:30.000)		NO RAIN	53.4	31.7	34.8	26.3
	(2017-01-27 06:48:32.000)		NO RAIN	54	37.8	40.6	31.4
	(2017-01-27 07:48:34.000)		NO RAIN	55	38.4	41.4	33
	(2017-01-27 08:48:36.000)		NO RAIN	54.6	39.6	43.2	32.8
	(2017-01-27 09:48:38.000)		NO RAIN	63.4	39.8	42	33.2
	(2017-01-27 10:48:39.000)		NO RAIN	64.1	41.5	44.3	35
	(2017-01-27 11:48:41.000)		NO RAIN	72.4	42.2	44.6	36.7
	(2017-01-27 12:48:43.000)		NO RAIN	65.6	42.8	45.9	36.6
	(2017-01-27 13:48:45.000)		NO RAIN	68.5	42.1	45.1	36.3
	(2017-01-27 14:48:47.000)		NO RAIN	66.3	43.8	46	39.2
	(2017-01-27 15:48:49.000)		NO RAIN	64	43.3	45.7	39.5
	(2017-01-27 16:48:51.000)		NO RAIN	59.9	43.2	46	38.5
	(2017-01-27 17:48:53.000)		NO RAIN	61	42	44.3	36.1
	(2017-01-27 18:48:54.000)		NO RAIN	52.6	38.5	41.5	34.4
	(2017-01-27 19:48:56.000)		RAIN	63.5	38.6	41.4	34.2
	(2017-01-27 20:48:58.000)		RAIN	63.9	36.8	39.7	30.9
	(2017-01-27 21:49:01.000)		RAIN	64.6	37.2	38.8	31.1
	(2017-01-27 22:49:03.000)		RAIN	62.3	34.1	36	29.8
	(2017-01-27 23:49:05.000)		RAIN	51.5	34.2	35.9	30
				Min value	**41.2**	**24.8**	**26.6**	**21.2**
				Max value	**72.4**	**43.8**	**46**	**39.5**

17/01/28	Time: Duration:		LAFmax	LAeq	LAF,10.0%_4	LAF,90.0%_6	
	(2017-01-28 00:49:07.000)	RAIN	47	32.4	35.1	28.2	
	(2017-01-28 01:49:09.000)	NO RAIN	43.8	32.6	35.9	28.8	
	(2017-01-28 02:49:11.000)	NO RAIN	63.4	32.3	33.5	28.7	
	(2017-01-28 03:49:13.000)	RAIN	63.6	38.1	40.3	32.8	This period is noisier than adjacent days, probably because of rain.
	(2017-01-28 04:49:15.000)	RAIN	63.6	37	39.3	31.9	However, it has a very similar (and low) minimum LA90, therefore, it
	(2017-01-28 05:49:17.000)	RAIN	62.7	34.2	37.5	28.3	cannot be concluded that weather played a significant part in this effect
	(2017-01-28 06:49:19.000)	RAIN	63.3	42	45	33.8	Results left in analysis
	(2017-01-28 07:49:21.000)	RAIN	66.3	40.4	43.3	34.7	
	(2017-01-28 08:49:23.000)	NO RAIN	60.4	40.1	43.4	34.5	
	(2017-01-28 09:49:25.000)	NO RAIN	67.7	40.9	43.8	35.6	
	(2017-01-28 10:49:26.000)	RAIN	59.3	42.6	45.3	37.1	
	(2017-01-28 11:49:28.000)	NO RAIN	57.4	43.3	45.7	38.8	
	(2017-01-28 12:49:30.000)	NO RAIN	60.1	43.8	46.6	38.7	
	(2017-01-28 13:49:32.000)	NO RAIN	63.2	42.7	44.8	36.8	
	(2017-01-28 14:49:34.000)	NO RAIN	63.4	44.9	46.7	38.1	
	(2017-01-28 15:49:36.000)	RAIN	58.5	42.8	44.9	38.5	
	(2017-01-28 16:49:37.000)	NO RAIN	61.8	42.7	45.1	38.1	
	(2017-01-28 17:49:39.000)	NO RAIN	63.3	41.7	43.9	36.6	
	(2017-01-28 18:49:41.000)	NO RAIN	63.8	40.6	43.4	34.8	
	(2017-01-28 19:49:43.000)	NO RAIN	54	39.1	42.2	34.3	
	(2017-01-28 20:49:45.000)	NO RAIN	53.2	38.6	41.6	32.5	
	(2017-01-28 21:49:47.000)	NO RAIN	56.2	39.2	42.7	32.2	
	(2017-01-28 22:49:49.000)	NO RAIN	56.4	36	39.1	29.5	
	(2017-01-28 23:49:51.000)	NO RAIN	62.5	32.9	35.8	27.4	
			Min value	**43.8**	**32.3**	**33.5**	**27.4**
			Max value	**67.7**	**44.9**	**46.7**	**38.8**

17/01/29	Time: Duration:		LAFmax	LAeq	LAF,10.0%_4	LAF,90.0%_6	
	(2017-01-29 00:49:54.000)	RAIN	46.2	30.9	33.2	26.8	
	(2017-01-29 01:49:55.000)	NO RAIN	51.4	35	38.4	27.9	
	(2017-01-29 02:49:57.000)	NO RAIN	48	29.1	30.5	25.3	
	(2017-01-29 03:50:00.000)	NO RAIN	53.6	27.7	27.6	24.4	
	(2017-01-29 04:50:02.000)	NO RAIN	53.9	31.8	30.8	25.1	
	(2017-01-29 05:50:04.000)	NO RAIN	50.8	33.2	36.1	26.6	
	(2017-01-29 06:50:06.000)	NO RAIN	63.9	39.6	43.2	31.4	
	(2017-01-29 07:50:07.000)	NO RAIN	66.8	42.1	44.4	33.6	
	(2017-01-29 08:50:09.000)	NO RAIN	64.4	38.8	41.5	33.3	
	(2017-01-29 09:50:11.000)	NO RAIN	67.9	45.2	47	37.4	
	(2017-01-29 10:50:13.000)	NO RAIN	62.6	42.1	43.7	37.3	
	(2017-01-29 11:50:14.000)	NO RAIN	58.9	42.5	45.9	35.8	
	(2017-01-29 12:50:16.000)	NO RAIN	58.8	41.9	44.3	37.3	
	(2017-01-29 13:50:18.000)	NO RAIN	56.6	39.7	43.2	33.3	
	(2017-01-29 14:50:20.000)	NO RAIN	65.8	39.9	42.3	34.3	
	(2017-01-29 15:50:22.000)	NO RAIN	66.5	39.8	41.8	33.9	
	(2017-01-29 16:50:24.000)	RAIN	63.5	42.5	44.6	33.7	Noise levels are lower than some days when rain was not falling, therefore not expected to be influenced by the rain
	(2017-01-29 17:50:26.000)	RAIN	63.5	39.5	40.8	32.6	
	(2017-01-29 18:50:28.000)	RAIN	63.6	35.5	38.8	29.7	
	(2017-01-29 19:50:30.000)	RAIN	45.7	31.7	34.7	26.4	
	(2017-01-29 20:50:32.000)	NO RAIN	49.1	34.4	37.8	27.3	
	(2017-01-29 21:50:34.000)	NO RAIN	53	31	34.8	23.9	
	(2017-01-29 22:50:36.000)	NO RAIN	47.6	29.9	33.3	22.9	
	(2017-01-29 23:50:38.000)	NO RAIN	63.4	30	32.1	24.1	
		Min value	**45.7**	**27.7**	**27.6**	**22.9**	
		Max value	**67.9**	**45.2**	**47**	**37.4**	

17/01/30	Time: Duration:		LAFmax	LAeq	LAF,10.0%_4	LAF,90.0%_6
	(2017-01-30 00:50:41.000)	RAIN	42.5	28.4	31.1	23.4
	(2017-01-30 01:50:43.000)	NO RAIN	46.2	25.9	27.9	21
	(2017-01-30 02:50:45.000)	NO RAIN	44.4	26.1	28.6	20.6
	(2017-01-30 03:50:47.000)	NO RAIN	46.2	30.2	33.7	23.8
	(2017-01-30 04:50:49.000)	NO RAIN	49.8	33.5	37.4	24.7
	(2017-01-30 05:50:51.000)	NO RAIN	50.4	36.4	39.9	27.5
	(2017-01-30 06:50:53.000)	NO RAIN	60.2	40.3	42.8	34.7
	(2017-01-30 07:50:55.000)	NO RAIN	57.1	41.2	43.4	37.6
	(2017-01-30 08:50:56.000)	NO RAIN	60.2	40.8	43.3	36.8
	(2017-01-30 09:50:58.000)	NO RAIN	66.7	46.5	49.9	34.9
	(2017-01-30 10:51:00.000)	NO RAIN	61.7	39.4	41	34.3
	(2017-01-30 11:51:03.000)	NO RAIN	56.6	38.9	41.1	35.9
	(2017-01-30 12:51:05.000)	NO RAIN	55	39.6	41.9	36.2
	(2017-01-30 13:51:06.000)	NO RAIN	66.4	40.4	43	35.3
	(2017-01-30 14:51:09.000)	NO RAIN	85.5	50.2	46.4	36.6
	(2017-01-30 15:51:10.000)	NO RAIN	90	56.1	46	37.8
	(2017-01-30 16:06:28.000)	CAL	115.1	115	115.1	114.8
	(2017-01-30 18:02:48.000)	CAL	114.5	114.5	114.6	114.4
		Min value	**42.5**	**25.9**	**27.9**	**20.6**
		Max value	**66.7**	**46.5**	**49.9**	**37.6**

7 MODELLING DATA & RESULTS

Project description

Project title:	Ineos Site 300-1
Project No.:	0378050
Engineer:	MF
Customer:	INEOS

Description:
Model of Drilling Noise at Site PEDL 300 1

Run description

Calculation:	Single Point Sound
Title:	Rig with Bunds and Double Containers - Final Layout Mit
Run file:	Runfile1.runx
Result number:	13

Local Calculation (ThreadCount=4)

Calculation start:	13/03/2017 12:12:35
Calculation end:	13/03/2017 12:12:56
Calculation time:	00:09:719 [m:s:ms]
No. of points:	4
No. of calculated points:	4
Kernel version:	29/05/2012 (RKernel7.dll)

Description:
Model with site layout as designed. Received from Ineos 07/3/17.
Layout and size of sources included (with mitigation).
Containers moved from southern boundary to western boundary to mitigated noise.
Containers assumed double stacked, height limited to 5 m.
Entrance moved to NE corner of site. Updated DGM

Run parameters

Reflection order	1	
Maximal reflection distance to receiver		200 m
Maximal reflection distance to source		50 m
Search radius	10000 m	
Weighting:	dB(A)	
Tolerance:	0.001 dB	
Standards:		

Industry: ISO 9613-2 : 1996
Air absorption: ISO 9613
Limitation of screening loss:
single/multiple 20 dB /25 dB
Calculation with side screening
Use Eqn (Abar=Dz-Max(Agr,0)) instead of Eqn (12) (Abar=Dz-Agr) for insertion loss
Environment:
Air pressure 1013.25 mbar
rel. Humidity 70 %
Temperature 10 °C
Meteo. Corr. C0(7-23h)[dB]=0.0; C0(23-7h)[dB]=0.0;
VDI-Parameters for diffraction: C1=3 C2=20
Dissection parameters:
Distance to diameter factor 8
Minimal Distance [m] 1 m
Max. Difference GND+Diffraction 1 dB
Max. No. of Iterations 4
Assessment: Simple LAeq
Reflection of "own" facade is suppressed

Geometry data

Drill Model with Bunds and Containers Mit.sit 10/03/2017 15:50:32
- contains:
300_1_Lease Area.geo 10/03/2017 16:23:04
300_1_Surface Works Area.geo 09/03/2017 16:44:20
Calculation Area 1.geo 01/03/2017 15:10:22
Ground Area V2.geo 08/03/2017 20:06:20
Receptors.geo 08/03/2017 16:25:50
Screening Containers Double Stacked V3.geo 08/03/2017 19:41:58
Screening Site Bunds V2.geo 08/03/2017 19:34:48
Sources for Detailed Model MIT V3.geo 10/03/2017 15:50:44
RDGM0001.dgm 08/03/2017 20:10:08

<Ineos Site 300-1>
Rig with Bunds and Double Containers -
Final Layout Mit

RNo	Name	Floor	X m	Dir	Y m	Z m	Lr dB(A)
1	NSR 1 Ten Acres Farm (Bramley Moor)	GF	439980		378706	218	41.1
2	NSR 2 Lightwood (Brameley Lane)	GF	440238		378488	200	39.1
3	NSR 3 Heatherlee Farm	GF	439450		378450	221	40.9
4	NSR 4 Ash Lane Farm	GF	439788		377797	195	37.4

Name	Source	l or A	Li	R'w	L'w	Lw	KI	K	LwM	KO-	Day histogram	Spectrum	63Hz	125	250	500	1kHz	2kHz	4kHz	8kHz
		m,m²	dB(	dB	dB(	dB(	d	d	dB(A	dB(A)			dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Facade 1 - Centrifuge	Area	20.20	0.0	0.0	73.	87.	0.	0.		3		Centrifuge	71.3	77.4	69.9	81.3	83.5	77.7	67.5	59.4
Facade 1 - Generator	Area	5.09	0.0	0.0	73.	81.	0.	0.		3		Generator	59.8	65.9	69.4	73.8	76.0	74.2	72.0	68.9
Facade 1 - Generator	Area	5.09	0.0	0.0	73.	81.	0.	0.		3		Generator	59.8	65.9	69.4	73.8	76.0	74.2	72.0	68.9
Facade 1 - Mud	Area	6.65	0.0	0.0	79.	88.	0.	0.		3		Mud pump	77.4	82.5	84.0	79.4	75.6	66.8	61.6	52.5
Facade 1 - Mud	Area	6.65	0.0	0.0	79.	88.	0.	0.		3		Mud pump	77.4	82.5	84.0	79.4	75.6	66.8	61.6	52.5
Facade 1 - Shale	Area	20.20	0.0	0.0	74.	88.	0.	0.		3		Shale Shakers	68.2	76.3	75.8	83.2	82.4	80.6	74.4	59.3
Facade 1 Generator 1	Area	5.09	0.0	0.0	73.	81.	0.	0.		3		Generator	59.8	65.9	69.4	73.8	76.0	74.2	72.0	68.9
Facade 2 - Centrifuge	Area	22.94	0.0	0.0	74.	88.	0.	0.		3		Centrifuge	72.3	78.4	70.9	82.3	84.5	78.7	68.5	60.4
Facade 2 - Generator	Area	23.69	0.0	0.0	73.	87.	0.	0.		3		Generator	65.8	71.9	75.4	79.8	82.0	80.2	78.0	74.9
Facade 2 - Generator	Area	23.69	0.0	0.0	73.	87.	0.	0.		3		Generator	65.8	71.9	75.4	79.8	82.0	80.2	78.0	74.9
Facade 2 - Generator	Area	23.69	0.0	0.0	73.	87.	0.	0.		3		Generator	65.8	71.9	75.4	79.8	82.0	80.2	78.0	74.9
Facade 2 - Mud	Area	18.57	0.0	0.0	80.	93.	0.	0.		3		Mud pump	82.4	87.5	89.0	84.4	80.6	71.8	66.6	57.5
Facade 2 - Mud	Area	18.57	0.0	0.0	80.	93.	0.	0.		3		Mud pump	82.4	87.5	89.0	84.4	80.6	71.8	66.6	57.5
Facade 2 - Shale	Area	22.94	0.0	0.0	73.	87.	0.	0.		3		Shale Shakers	67.2	75.3	74.8	82.2	81.4	79.6	73.4	58.3
Facade 3 - Centrifuge	Area	20.20	0.0	0.0	73.	87.	0.	0.		3		Centrifuge	71.3	77.4	69.9	81.3	83.5	77.7	67.5	59.4
Facade 3 - Generator	Area	5.09	0.0	0.0	73.	81.	0.	0.		3		Generator	59.8	65.9	69.4	73.8	76.0	74.2	72.0	68.9
Facade 3 - Generator	Area	5.09	0.0	0.0	73.	81.	0.	0.		3		Generator	59.8	65.9	69.4	73.8	76.0	74.2	72.0	68.9
Facade 3 - Generator	Area	5.09	0.0	0.0	73.	81.	0.	0.		3		Generator	59.8	65.9	69.4	73.8	76.0	74.2	72.0	68.9
Facade 3 - Mud	Area	6.59	0.0	0.0	79.	88.	0.	0.		3		Mud pump	77.4	82.5	84.0	79.4	75.6	66.8	61.6	52.5
Facade 3 - Mud	Area	6.59	0.0	0.0	79.	88.	0.	0.		3		Mud pump	77.4	82.5	84.0	79.4	75.6	66.8	61.6	52.5
Facade 3 - Shale	Area	20.20	0.0	0.0	74.	88.	0.	0.		3		Shale Shakers	68.2	76.3	75.8	83.2	82.4	80.6	74.4	59.3
Facade 4 - Centrifuge	Area	22.94	0.0	0.0	74.	88.	0.	0.		3		Centrifuge	72.3	78.4	70.9	82.3	84.5	78.7	68.5	60.4
Facade 4 - Generator	Area	23.69	0.0	0.0	73.	87.	0.	0.		3		Generator	65.8	71.9	75.4	79.8	82.0	80.2	78.0	74.9
Facade 4 - Generator	Area	23.69	0.0	0.0	73.	87.	0.	0.		3		Generator	65.8	71.9	75.4	79.8	82.0	80.2	78.0	74.9
Facade 4 - Generator	Area	23.69	0.0	0.0	74.	88.	0.	0.		3		Generator	66.8	72.9	76.4	80.8	83.0	81.2	79.0	75.9
Facade 4 - Mud	Area	18.69	0.0	0.0	80.	93.	0.	0.		3		Mud pump	82.4	87.5	89.0	84.4	80.6	71.8	66.6	57.5
Facade 4 - Mud	Area	18.69	0.0	0.0	80.	93.	0.	0.		3		Mud pump	82.4	87.5	89.0	84.4	80.6	71.8	66.6	57.5
Facade 4 - Shale	Area	22.94	0.0	0.0	73.	87.	0.	0.		3		Shale Shakers	67.2	75.3	74.8	82.2	81.4	79.6	73.4	58.3
Generator Exhaust 1	Point		0.0	0.0	93.	93.	0.	0.		0		Generator	71.8	77.9	81.4	85.8	88.0	86.2	84.0	80.9
Generator Exhaust 2	Point		0.0	0.0	93.	93.	0.	0.		0		Generator	71.8	77.9	81.4	85.8	88.0	86.2	84.0	80.9
Generator Exhaust 3	Point		0.0	0.0	93.	93.	0.	0.		0		Generator	71.8	77.9	81.4	85.8	88.0	86.2	84.0	80.9
HPU	Point		0.0	0.0	10	10	0.	0.		0		HPU	69.5	82.6	101.	91.5	89.7	84.9	77.7	68.6
Roof - Centrifuge	Area	115.8	0.0	0.0	74.	95.	0.	0.		0		Centrifuge	79.3	85.4	77.9	89.3	91.5	85.7	75.5	67.4

Name	Source	l or A	Li	R'w	L'w	Lw	KI	K	LwM	KO-	Day histogram	Spectrum	63Hz	125	250	500	1kHz	2kHz	4kHz	8kHz
		m,m²	dB(	dB	dB(	dB(	d	d	dB(A	dB(A)			dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Roof - Generator 1	Area	30.14	0.0	0.0	73.	88.	0.	0.		0		Generator	66.8	72.9	76.4	80.8	83.0	81.2	79.0	75.9
Roof - Generator 2	Area	30.14	0.0	0.0	73.	88.	0.	0.		0		Generator	66.8	72.9	76.4	80.8	83.0	81.2	79.0	75.9
Roof - Generator 3	Area	30.14	0.0	0.0	73.	88.	0.	0.		0		Generator	66.8	72.9	76.4	80.8	83.0	81.2	79.0	75.9
Roof - Mud Pump 1	Area	31.12	0.0	0.0	80.	95.	0.	0.		0		Mud pump	84.4	89.5	91.0	86.4	82.6	73.8	68.6	59.5
Roof - Mud Pump 2	Area	31.12	0.0	0.0	80.	95.	0.	0.		0		Mud pump	84.4	89.5	91.0	86.4	82.6	73.8	68.6	59.5
Roof - Shale Shakers	Area	115.8	0.0	0.0	74.	95.	0.	0.		0		Shale Shakers	75.2	83.3	82.8	90.2	89.4	87.6	81.4	66.3
Top Drive	Point		0.0	0.0	99.	99.	0.	0.		0		Top drive (vertical	73.1	80.2	90.7	94.1	94.3	90.5	83.3	75.2

<Ineos Site 300-1>
Mean propagation Leq - Rig with Bunds and Double Containers - Final Layout Mit

Source	SrcType	Lw	Lw'	l or S	KI	KT	Ko	time slice	s	Li	R'w	Adiv	Agr	Abar	Aatm	Amis	ADI	dLref	Ls	dLw	Cmet	ZR	Lr
		dB(A)	dB(A)	m,m²	dB	dB	dB		m	dB(A)	dB	dB	dB	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB	dB(A)
Name NSR 1 Ten Acres	Floor GF	Lr,lim	dB(A)	Lr 41.1	dB(A)																		
Facade 1 - Centrifuge	Area	87.0	73.9	20.2	0	0	3.0	Lr	360.6	0.0	0.0	-62.1	1.6	-12.9	-0.6		0.0	0.3	16.2	0.0	0.0	0.0	16.2
Facade 1 - Generator 2	Area	81.0	73.9	5.1	0	0	3.0	Lr	355.3	0.0	0.0	-62.0	1.6	-8.8	-1.4		0.0	0.0	13.4	0.0	0.0	0.0	13.4
Facade 1 - Generator 3	Area	81.0	73.9	5.1	0	0	3.0	Lr	351.1	0.0	0.0	-61.9	1.5	-8.9	-1.4		0.0	0.0	13.4	0.0	0.0	0.0	13.4
Facade 1 - Mud Pump 1	Area	88.0	79.8	6.7	0	0	3.0	Lr	382.0	0.0	0.0	-62.6	1.2	-4.6	-0.4		0.0	0.0	24.6	0.0	0.0	0.0	24.6
Facade 1 - Mud Pump 2	Area	88.0	79.8	6.7	0	0	3.0	Lr	377.9	0.0	0.0	-62.5	1.2	-4.7	-0.4		0.0	0.0	24.6	0.0	0.0	0.0	24.6
Facade 1 - Shale Shakers	Area	88.0	74.9	20.2	0	0	3.0	Lr	348.6	0.0	0.0	-61.8	1.4	-13.4	-0.5		0.0	0.0	16.7	0.0	0.0	0.0	16.7
Facade 1 Generator 1	Area	81.0	73.9	5.1	0	0	3.0	Lr	359.3	0.0	0.0	-62.1	1.6	-8.8	-1.4		0.0	0.0	13.4	0.0	0.0	0.0	13.4
Facade 2 - Centrifuge	Area	88.0	74.4	22.9	0	0	3.0	Lr	367.8	0.0	0.0	-62.3	1.6	-16.6	-0.5		0.0	9.7	22.8	0.0	0.0	0.0	22.8
Facade 2 - Generator 1	Area	87.0	73.3	23.7	0	0	3.0	Lr	359.6	0.0	0.0	-62.1	1.6	-12.5	-1.5		0.0	0.0	15.5	0.0	0.0	0.0	15.5
Facade 2 - Generator 2	Area	87.0	73.3	23.7	0	0	3.0	Lr	355.6	0.0	0.0	-62.0	1.6	-12.7	-1.4		0.0	0.0	15.4	0.0	0.0	0.0	15.4
Facade 2 - Generator 3	Area	87.0	73.3	23.7	0	0	3.0	Lr	351.5	0.0	0.0	-61.9	1.5	-8.1	-1.5		0.0	0.0	20.0	0.0	0.0	0.0	20.0
Facade 2 - Mud Pump 1	Area	93.0	80.3	18.6	0	0	3.0	Lr	382.2	0.0	0.0	-62.6	1.3	-9.2	-0.2		0.0	0.0	25.2	0.0	0.0	0.0	25.2
Facade 2 - Mud Pump 2	Area	93.0	80.3	18.6	0	0	3.0	Lr	378.0	0.0	0.0	-62.5	1.2	-6.2	-0.3		0.0	0.2	28.3	0.0	0.0	0.0	28.3
Facade 2 - Shale Shakers	Area	87.0	73.4	22.9	0	0	3.0	Lr	355.8	0.0	0.0	-62.0	1.5	-16.5	-0.4		0.0	7.9	20.5	0.0	0.0	0.0	20.5
Facade 3 - Centrifuge	Area	87.0	73.9	20.2	0	0	3.0	Lr	371.2	0.0	0.0	-62.4	1.6	-16.5	-0.6		0.0	1.1	13.2	0.0	0.0	0.0	13.2
Facade 3 - Generator 1	Area	81.0	73.9	5.1	0	0	3.0	Lr	362.4	0.0	0.0	-62.2	1.6	-18.1	-1.0		0.0	0.0	4.3	0.0	0.0	0.0	4.3
Facade 3 - Generator 2	Area	81.0	73.9	5.1	0	0	3.0	Lr	358.5	0.0	0.0	-62.1	1.6	-18.3	-1.0		0.0	0.0	4.3	0.0	0.0	0.0	4.3
Facade 3 - Generator 3	Area	81.0	73.9	5.1	0	0	3.0	Lr	354.3	0.0	0.0	-62.0	1.5	-18.4	-1.0		0.0	0.0	4.2	0.0	0.0	0.0	4.2
Facade 3 - Mud Pump 1	Area	88.0	79.8	6.6	0	0	3.0	Lr	385.5	0.0	0.0	-62.7	1.3	-11.9	-0.2		0.0	2.2	19.7	0.0	0.0	0.0	19.7
Facade 3 - Mud Pump 2	Area	88.0	79.8	6.6	0	0	3.0	Lr	381.3	0.0	0.0	-62.6	1.3	-11.9	-0.2		0.0	2.1	19.7	0.0	0.0	0.0	19.7
Facade 3 - Shale Shakers	Area	88.0	74.9	20.2	0	0	3.0	Lr	359.1	0.0	0.0	-62.1	1.6	-16.3	-0.4		0.0	2.4	16.2	0.0	0.0	0.0	16.2
Facade 4 - Centrifuge	Area	88.0	74.4	22.9	0	0	3.0	Lr	363.8	0.0	0.0	-62.2	1.6	-8.5	-0.8		0.0	0.0	21.0	0.0	0.0	0.0	21.0
Facade 4 - Generator 1	Area	87.0	73.3	23.7	0	0	3.0	Lr	362.1	0.0	0.0	-62.2	1.6	-18.5	-1.0		0.0	0.0	10.0	0.0	0.0	0.0	10.0
Facade 4 - Generator 2	Area	87.0	73.3	23.7	0	0	3.0	Lr	358.1	0.0	0.0	-62.1	1.6	-18.6	-1.0		0.0	3.6	13.6	0.0	0.0	0.0	13.6
Facade 4 - Generator 3	Area	88.0	74.3	23.7	0	0	3.0	Lr	353.9	0.0	0.0	-62.0	1.6	-18.7	-1.0		0.0	3.9	14.8	0.0	0.0	0.0	14.8
Facade 4 - Mud Pump 1	Area	93.0	80.3	18.7	0	0	3.0	Lr	385.3	0.0	0.0	-62.7	1.3	-11.9	-0.2		0.0	0.0	22.5	0.0	0.0	0.0	22.5
Facade 4 - Mud Pump 2	Area	93.0	80.3	18.7	0	0	3.0	Lr	381.2	0.0	0.0	-62.6	1.3	-11.9	-0.2		0.0	1.8	24.3	0.0	0.0	0.0	24.3
Facade 4 - Shale Shakers	Area	87.0	73.4	22.9	0	0	3.0	Lr	351.7	0.0	0.0	-61.9	1.5	-11.6	-0.6		0.0	0.0	17.5	0.0	0.0	0.0	17.5
Generator Exhaust 1	Point	93.0	93.0		0	0	0.0	Lr	359.3	0.0	0.0	-62.1	1.0	-6.0	-1.8		0.0	0.0	24.0	0.0	0.0	0.0	24.0
Generator Exhaust 2	Point	93.0	93.0		0	0	0.0	Lr	355.3	0.0	0.0	-62.0	0.8	-6.1	-1.8		0.0	0.0	24.0	0.0	0.0	0.0	24.0
Generator Exhaust 3	Point	93.0	93.0		0	0	0.0	Lr	351.2	0.0	0.0	-61.9	0.7	-6.1	-1.8		0.0	0.0	24.0	0.0	0.0	0.0	24.0
HPU	Point	102.0	102.0		0	0	0.0	Lr	359.9	0.0	0.0	-62.1	-0.3	-4.6	-0.5		0.0	0.0	34.4	0.0	0.0	0.0	34.4
Roof - Centrifuge	Area	95.0	74.4	115.9	0	0	0.0	Lr	365.8	0.0	0.0	-62.3	1.4	-6.8	-1.0		0.0	1.6	28.0	0.0	0.0	0.0	28.0

Source	SrcType	Lw	Lw'	l or S	KI	KT	Ko	time slice	s	Li	R'w	Adiv	Agr	Abar	Aatm	Amis	ADI	dLref	Ls	dLw	Cmet	ZR	Lr
		dB(A)	dB(A)	m,m²	dB	dB	dB		m	dB(A)	dB	dB	dB	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB	dB(A)
Roof - Generator 1	Area	88.0	73.2	30.1	0	0	0.0	Lr	360.8	0.0	0.0	-62.1	1.3	-5.7	-2.0		0.0	0.0	19.5	0.0	0.0	0.0	19.5
Roof - Generator 2	Area	88.0	73.2	30.1	0	0	0.0	Lr	356.8	0.0	0.0	-62.0	1.2	-5.9	-1.9		0.0	0.0	19.3	0.0	0.0	0.0	19.3
Roof - Generator 3	Area	88.0	73.2	30.1	0	0	0.0	Lr	352.7	0.0	0.0	-61.9	1.0	-6.3	-1.8		0.0	0.0	19.0	0.0	0.0	0.0	19.0
Roof - Mud Pump 1	Area	95.0	80.1	31.1	0	0	0.0	Lr	383.6	0.0	0.0	-62.7	1.0	-4.4	-0.4		0.0	0.2	28.8	0.0	0.0	0.0	28.8
Roof - Mud Pump 2	Area	95.0	80.1	31.1	0	0	0.0	Lr	379.7	0.0	0.0	-62.6	1.0	-4.5	-0.4		0.0	0.2	28.8	0.0	0.0	0.0	28.8
Roof - Shale Shakers	Area	95.0	74.4	115.9	0	0	0.0	Lr	354.1	0.0	0.0	-62.0	1.0	-9.7	-0.7		0.0	0.5	24.1	0.0	0.0	0.0	24.1
Top Drive	Point	99.0	99.0		0	0	0.0	Lr	364.8	0.0	0.0	-62.2	0.1	0.0	-1.3		0.0	0.0	35.5	0.0	0.0	0.0	35.5
Name NSR 2 Lightwood	Floor GF	Lr,lim	dB(A)	Lr 39.1	dB(A)																		
Facade 1 - Centrifuge	Area	87.0	73.9	20.2	0	0	3.0	Lr	446.9	0.0	0.0	-64.0	1.6	-10.9	-0.9		0.0	0.8	16.6	0.0	0.0	0.0	16.6
Facade 1 - Generator 2	Area	81.0	73.9	5.1	0	0	3.0	Lr	405.6	0.0	0.0	-63.2	0.9	-17.1	-0.8		0.0	0.0	3.8	0.0	0.0	0.0	3.8
Facade 1 - Generator 3	Area	81.0	73.9	5.1	0	0	3.0	Lr	403.9	0.0	0.0	-63.1	0.9	-17.1	-0.8		0.0	0.0	3.8	0.0	0.0	0.0	3.8
Facade 1 - Mud Pump 1	Area	88.0	79.8	6.7	0	0	3.0	Lr	452.6	0.0	0.0	-64.1	1.2	-5.5	-0.4		0.0	0.0	22.3	0.0	0.0	0.0	22.3
Facade 1 - Mud Pump 2	Area	88.0	79.8	6.7	0	0	3.0	Lr	450.9	0.0	0.0	-64.1	1.2	-5.5	-0.4		0.0	0.0	22.3	0.0	0.0	0.0	22.3
Facade 1 - Shale Shakers	Area	88.0	74.9	20.2	0	0	3.0	Lr	442.7	0.0	0.0	-63.9	1.7	-10.1	-0.8		0.0	1.6	19.5	0.0	0.0	0.0	19.5
Facade 1 Generator 1	Area	81.0	73.9	5.1	0	0	3.0	Lr	407.2	0.0	0.0	-63.2	0.9	-17.1	-0.8		0.0	0.0	3.7	0.0	0.0	0.0	3.7
Facade 2 - Centrifuge	Area	88.0	74.4	22.9	0	0	3.0	Lr	453.6	0.0	0.0	-64.1	1.7	-17.6	-0.6		0.0	4.9	15.2	0.0	0.0	0.0	15.2
Facade 2 - Generator 1	Area	87.0	73.3	23.7	0	0	3.0	Lr	412.1	0.0	0.0	-63.3	1.1	-15.3	-0.9		0.0	0.0	11.6	0.0	0.0	0.0	11.6
Facade 2 - Generator 2	Area	87.0	73.3	23.7	0	0	3.0	Lr	410.5	0.0	0.0	-63.3	1.1	-15.2	-0.9		0.0	0.0	11.7	0.0	0.0	0.0	11.7
Facade 2 - Generator 3	Area	87.0	73.3	23.7	0	0	3.0	Lr	408.9	0.0	0.0	-63.2	1.1	-14.9	-0.9		0.0	0.0	12.0	0.0	0.0	0.0	12.0
Facade 2 - Mud Pump 1	Area	93.0	80.3	18.6	0	0	3.0	Lr	456.3	0.0	0.0	-64.2	1.3	-7.6	-0.3		0.0	0.1	25.3	0.0	0.0	0.0	25.3
Facade 2 - Mud Pump 2	Area	93.0	80.3	18.6	0	0	3.0	Lr	454.6	0.0	0.0	-64.1	1.3	-5.4	-0.4		0.0	0.5	27.8	0.0	0.0	0.0	27.8
Facade 2 - Shale Shakers	Area	87.0	73.4	22.9	0	0	3.0	Lr	449.2	0.0	0.0	-64.0	1.7	-16.9	-0.5		0.0	6.3	16.6	0.0	0.0	0.0	16.6
Facade 3 - Centrifuge	Area	87.0	73.9	20.2	0	0	3.0	Lr	450.7	0.0	0.0	-64.1	1.6	-17.4	-0.6		0.0	0.8	10.3	0.0	0.0	0.0	10.3
Facade 3 - Generator 1	Area	81.0	73.9	5.1	0	0	3.0	Lr	418.1	0.0	0.0	-63.4	1.3	-19.9	-1.1		0.0	0.0	0.9	0.0	0.0	0.0	0.9
Facade 3 - Generator 2	Area	81.0	73.9	5.1	0	0	3.0	Lr	416.6	0.0	0.0	-63.4	1.3	-19.9	-1.1		0.0	0.0	0.9	0.0	0.0	0.0	0.9
Facade 3 - Generator 3	Area	81.0	73.9	5.1	0	0	3.0	Lr	414.9	0.0	0.0	-63.4	1.3	-20.0	-1.1		0.0	0.0	0.9	0.0	0.0	0.0	0.9
Facade 3 - Mud Pump 1	Area	88.0	79.8	6.6	0	0	3.0	Lr	461.3	0.0	0.0	-64.3	1.3	-13.0	-0.2		0.0	3.0	17.8	0.0	0.0	0.0	17.8
Facade 3 - Mud Pump 2	Area	88.0	79.8	6.6	0	0	3.0	Lr	459.6	0.0	0.0	-64.2	1.3	-13.0	-0.2		0.0	5.0	19.9	0.0	0.0	0.0	19.9
Facade 3 - Shale Shakers	Area	88.0	74.9	20.2	0	0	3.0	Lr	446.1	0.0	0.0	-64.0	1.7	-16.7	-0.5		0.0	2.5	14.0	0.0	0.0	0.0	14.0
Facade 4 - Centrifuge	Area	88.0	74.4	22.9	0	0	3.0	Lr	444.0	0.0	0.0	-63.9	1.6	-8.0	-1.0		0.0	0.1	19.7	0.0	0.0	0.0	19.7
Facade 4 - Generator 1	Area	87.0	73.3	23.7	0	0	3.0	Lr	413.1	0.0	0.0	-63.3	1.1	-19.9	-1.0		0.0	0.0	6.9	0.0	0.0	0.0	6.9
Facade 4 - Generator 2	Area	87.0	73.3	23.7	0	0	3.0	Lr	411.6	0.0	0.0	-63.3	1.1	-19.9	-1.0		0.0	0.0	6.9	0.0	0.0	0.0	6.9
Facade 4 - Generator 3	Area	88.0	74.3	23.7	0	0	3.0	Lr	409.9	0.0	0.0	-63.2	1.1	-19.9	-1.0		0.0	0.0	7.9	0.0	0.0	0.0	7.9
Facade 4 - Mud Pump 1	Area	93.0	80.3	18.7	0	0	3.0	Lr	457.6	0.0	0.0	-64.2	1.3	-12.8	-0.2		0.0	0.1	20.2	0.0	0.0	0.0	20.2

Source	SrcType	Lw	Lw'	l or S	KI	KT	Ko	time slice	s	Li	R'w	Adiv	Agr	Abar	Aatm	Amis	ADI	dLref	Ls	dLw	Cmet	ZR	Lr
		dB(A)	dB(A)	m,m²	dB	dB	dB		m	dB(A)	dB	dB	dB	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB	dB(A)
Facade 4 - Mud Pump 2	Area	93.0	80.3	18.7	0	0	3.0	Lr	455.9	0.0	0.0	-64.2	1.3	-12.8	-0.2		0.0	0.5	20.6	0.0	0.0	0.0	20.6
Facade 4 - Shale Shakers	Area	87.0	73.4	22.9	0	0	3.0	Lr	439.6	0.0	0.0	-63.9	1.7	-8.7	-0.9		0.0	0.1	18.3	0.0	0.0	0.0	18.3
Generator Exhaust 1	Point	93.0	93.0		0	0	0.0	Lr	407.2	0.0	0.0	-63.2	0.2	-13.8	-0.9		0.0	0.0	15.3	0.0	0.0	0.0	15.3
Generator Exhaust 2	Point	93.0	93.0		0	0	0.0	Lr	405.6	0.0	0.0	-63.2	0.1	-13.8	-0.9		0.0	0.0	15.3	0.0	0.0	0.0	15.3
Generator Exhaust 3	Point	93.0	93.0		0	0	0.0	Lr	404.0	0.0	0.0	-63.1	0.1	-13.8	-0.9		0.0	0.0	15.3	0.0	0.0	0.0	15.3
HPU	Point	102.0	102.0		0	0	0.0	Lr	432.6	0.0	0.0	-63.7	0.3	-6.0	-0.5		0.0	0.2	32.2	0.0	0.0	0.0	32.2
Roof - Centrifuge	Area	95.0	74.4	115.9	0	0	0.0	Lr	448.7	0.0	0.0	-64.0	1.4	-6.7	-1.1		0.0	2.1	26.7	0.0	0.0	0.0	26.7
Roof - Generator 1	Area	88.0	73.2	30.1	0	0	0.0	Lr	413.7	0.0	0.0	-63.3	0.4	-12.5	-1.0		0.0	0.0	11.6	0.0	0.0	0.0	11.6
Roof - Generator 2	Area	88.0	73.2	30.1	0	0	0.0	Lr	412.2	0.0	0.0	-63.3	0.4	-12.5	-1.0		0.0	0.0	11.6	0.0	0.0	0.0	11.6
Roof - Generator 3	Area	88.0	73.2	30.1	0	0	0.0	Lr	410.5	0.0	0.0	-63.3	0.3	-12.5	-1.0		0.0	0.0	11.6	0.0	0.0	0.0	11.6
Roof - Mud Pump 1	Area	95.0	80.1	31.1	0	0	0.0	Lr	456.9	0.0	0.0	-64.2	1.1	-5.0	-0.4		0.0	0.7	27.2	0.0	0.0	0.0	27.2
Roof - Mud Pump 2	Area	95.0	80.1	31.1	0	0	0.0	Lr	455.4	0.0	0.0	-64.2	1.1	-5.0	-0.4		0.0	0.5	27.0	0.0	0.0	0.0	27.0
Roof - Shale Shakers	Area	95.0	74.4	115.9	0	0	0.0	Lr	444.4	0.0	0.0	-63.9	1.5	-7.5	-1.1		0.0	1.8	25.8	0.0	0.0	0.0	25.8
Top Drive	Point	99.0	99.0		0	0	0.0	Lr	436.6	0.0	0.0	-63.8	0.0	0.0	-1.6		0.0	0.0	33.7	0.0	0.0	0.0	33.7
Name NSR 3 Heatherlee	Floor GF	Lr,lim	dB(A)	Lr 40.9	dB(A)																		
Facade 1 - Centrifuge	Area	87.0	73.9	20.2	0	0	3.0	Lr	355.7	0.0	0.0	-62.0	1.1	-10.4	-0.7		0.0	0.0	18.0	0.0	0.0	0.0	18.0
Facade 1 - Generator 2	Area	81.0	73.9	5.1	0	0	3.0	Lr	404.8	0.0	0.0	-63.1	1.8	-17.9	-1.2		0.0	9.5	13.1	0.0	0.0	0.0	13.1
Facade 1 - Generator 3	Area	81.0	73.9	5.1	0	0	3.0	Lr	404.5	0.0	0.0	-63.1	1.8	-17.9	-1.2		0.0	9.5	13.1	0.0	0.0	0.0	13.1
Facade 1 - Mud Pump 1	Area	88.0	79.8	6.7	0	0	3.0	Lr	360.8	0.0	0.0	-62.1	0.7	-11.4	-0.1		0.0	0.0	18.1	0.0	0.0	0.0	18.1
Facade 1 - Mud Pump 2	Area	88.0	79.8	6.7	0	0	3.0	Lr	360.4	0.0	0.0	-62.1	0.7	-11.4	-0.1		0.0	0.0	18.1	0.0	0.0	0.0	18.1
Facade 1 - Shale Shakers	Area	88.0	74.9	20.2	0	0	3.0	Lr	355.5	0.0	0.0	-62.0	1.2	-12.4	-0.5		0.0	0.0	17.2	0.0	0.0	0.0	17.2
Facade 1 Generator 1	Area	81.0	73.9	5.1	0	0	3.0	Lr	405.2	0.0	0.0	-63.1	1.8	-17.9	-1.2		0.0	9.5	13.1	0.0	0.0	0.0	13.1
Facade 2 - Centrifuge	Area	88.0	74.4	22.9	0	0	3.0	Lr	351.1	0.0	0.0	-61.9	0.9	-12.3	-0.6		0.0	0.0	17.1	0.0	0.0	0.0	17.1
Facade 2 - Generator 1	Area	87.0	73.3	23.7	0	0	3.0	Lr	399.1	0.0	0.0	-63.0	1.8	-5.2	-2.3		0.0	2.1	23.4	0.0	0.0	0.0	23.4
Facade 2 - Generator 2	Area	87.0	73.3	23.7	0	0	3.0	Lr	398.7	0.0	0.0	-63.0	1.8	-5.2	-2.3		0.0	2.1	23.4	0.0	0.0	0.0	23.4
Facade 2 - Generator 3	Area	87.0	73.3	23.7	0	0	3.0	Lr	398.5	0.0	0.0	-63.0	1.8	-5.2	-2.3		0.0	2.1	23.4	0.0	0.0	0.0	23.4
Facade 2 - Mud Pump 1	Area	93.0	80.3	18.6	0	0	3.0	Lr	355.9	0.0	0.0	-62.0	0.5	-7.4	-0.2		0.0	0.0	26.9	0.0	0.0	0.0	26.9
Facade 2 - Mud Pump 2	Area	93.0	80.3	18.6	0	0	3.0	Lr	355.5	0.0	0.0	-62.0	0.5	-7.4	-0.2		0.0	0.0	26.9	0.0	0.0	0.0	26.9
Facade 2 - Shale Shakers	Area	87.0	73.4	22.9	0	0	3.0	Lr	350.7	0.0	0.0	-61.9	1.0	-12.2	-0.6		0.0	0.0	16.3	0.0	0.0	0.0	16.3
Facade 3 - Centrifuge	Area	87.0	73.9	20.2	0	0	3.0	Lr	356.5	0.0	0.0	-62.0	1.1	-15.9	-0.4		0.0	0.0	12.8	0.0	0.0	0.0	12.8
Facade 3 - Generator 1	Area	81.0	73.9	5.1	0	0	3.0	Lr	393.3	0.0	0.0	-62.9	1.7	-5.5	-2.2		0.0	0.0	15.2	0.0	0.0	0.0	15.2
Facade 3 - Generator 2	Area	81.0	73.9	5.1	0	0	3.0	Lr	392.9	0.0	0.0	-62.9	1.7	-5.5	-2.2		0.0	0.0	15.2	0.0	0.0	0.0	15.2
Facade 3 - Generator 3	Area	81.0	73.9	5.1	0	0	3.0	Lr	392.7	0.0	0.0	-62.9	1.7	-5.5	-2.2		0.0	0.1	15.3	0.0	0.0	0.0	15.3
Facade 3 - Mud Pump 1	Area	88.0	79.8	6.6	0	0	3.0	Lr	351.5	0.0	0.0	-61.9	0.3	-8.7	-0.2		0.0	0.0	20.5	0.0	0.0	0.0	20.5

Source	SrcType	Lw	Lw'	l or S	KI	KT	Ko	time slice	s	Li	R'w	Adiv	Agr	Abar	Aatm	Amis	ADI	dLref	Ls	dLw	Cmet	ZR	Lr
		dB(A)	dB(A)	m,m²	dB	dB	dB		m	dB(A)	dB	dB	dB	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB	dB(A)
Facade 3 - Mud Pump 2	Area	88.0	79.8	6.6	0	0	3.0	Lr	351.0	0.0	0.0	-61.9	0.3	-8.7	-0.2		0.0	0.0	20.5	0.0	0.0	0.0	20.5
Facade 3 - Shale Shakers	Area	88.0	74.9	20.2	0	0	3.0	Lr	355.9	0.0	0.0	-62.0	1.2	-15.3	-0.4		0.0	0.0	14.5	0.0	0.0	0.0	14.5
Facade 4 - Centrifuge	Area	88.0	74.4	22.9	0	0	3.0	Lr	361.2	0.0	0.0	-62.1	1.3	-16.4	-0.4		0.0	0.0	13.2	0.0	0.0	0.0	13.2
Facade 4 - Generator 1	Area	87.0	73.3	23.7	0	0	3.0	Lr	399.2	0.0	0.0	-63.0	1.8	-16.2	-1.2		0.0	0.8	12.1	0.0	0.0	0.0	12.1
Facade 4 - Generator 2	Area	87.0	73.3	23.7	0	0	3.0	Lr	398.8	0.0	0.0	-63.0	1.8	-16.1	-1.2		0.0	0.8	12.2	0.0	0.0	0.0	12.2
Facade 4 - Generator 3	Area	88.0	74.3	23.7	0	0	3.0	Lr	398.6	0.0	0.0	-63.0	1.8	-15.7	-1.2		0.0	0.8	13.6	0.0	0.0	0.0	13.6
Facade 4 - Mud Pump 1	Area	93.0	80.3	18.7	0	0	3.0	Lr	356.3	0.0	0.0	-62.0	0.5	-10.9	-0.1		0.0	0.0	23.5	0.0	0.0	0.0	23.5
Facade 4 - Mud Pump 2	Area	93.0	80.3	18.7	0	0	3.0	Lr	355.8	0.0	0.0	-62.0	0.5	-10.9	-0.1		0.0	0.0	23.5	0.0	0.0	0.0	23.5
Facade 4 - Shale Shakers	Area	87.0	73.4	22.9	0	0	3.0	Lr	360.8	0.0	0.0	-62.1	1.3	-16.0	-0.4		0.0	0.0	12.8	0.0	0.0	0.0	12.8
Generator Exhaust 1	Point	93.0	93.0		0	0	0.0	Lr	405.2	0.0	0.0	-63.1	1.5	-4.7	-2.5		0.0	2.3	26.4	0.0	0.0	0.0	26.4
Generator Exhaust 2	Point	93.0	93.0		0	0	0.0	Lr	404.8	0.0	0.0	-63.1	1.5	-4.7	-2.5		0.0	2.3	26.4	0.0	0.0	0.0	26.4
Generator Exhaust 3	Point	93.0	93.0		0	0	0.0	Lr	404.5	0.0	0.0	-63.1	1.5	-4.7	-2.5		0.0	2.3	26.4	0.0	0.0	0.0	26.4
HPU	Point	102.0	102.0		0	0	0.0	Lr	373.6	0.0	0.0	-62.4	-0.2	-4.7	-0.5		0.0	0.2	34.4	0.0	0.0	0.0	34.4
Roof - Centrifuge	Area	95.0	74.4	115.9	0	0	0.0	Lr	356.1	0.0	0.0	-62.0	0.4	-8.3	-0.8		0.0	0.0	24.2	0.0	0.0	0.0	24.2
Roof - Generator 1	Area	88.0	73.2	30.1	0	0	0.0	Lr	399.2	0.0	0.0	-63.0	1.5	-4.8	-2.4		0.0	2.1	21.3	0.0	0.0	0.0	21.3
Roof - Generator 2	Area	88.0	73.2	30.1	0	0	0.0	Lr	398.8	0.0	0.0	-63.0	1.5	-4.8	-2.4		0.0	2.1	21.4	0.0	0.0	0.0	21.4
Roof - Generator 3	Area	88.0	73.2	30.1	0	0	0.0	Lr	398.6	0.0	0.0	-63.0	1.5	-4.8	-2.4		0.0	2.1	21.4	0.0	0.0	0.0	21.4
Roof - Mud Pump 1	Area	95.0	80.1	31.1	0	0	0.0	Lr	356.2	0.0	0.0	-62.0	-0.8	-5.1	-0.2		0.0	0.0	26.8	0.0	0.0	0.0	26.8
Roof - Mud Pump 2	Area	95.0	80.1	31.1	0	0	0.0	Lr	355.8	0.0	0.0	-62.0	-0.8	-5.1	-0.2		0.0	0.0	26.8	0.0	0.0	0.0	26.8
Roof - Shale Shakers	Area	95.0	74.4	115.9	0	0	0.0	Lr	355.7	0.0	0.0	-62.0	0.4	-8.3	-0.8		0.0	0.0	24.2	0.0	0.0	0.0	24.2
Top Drive	Point	99.0	99.0		0	0	0.0	Lr	375.2	0.0	0.0	-62.5	0.1	0.0	-1.4		0.0	0.0	35.2	0.0	0.0	0.0	35.2
Name NSR 4 Ash Lane	Floor GF	Lr,lim	dB(A)	Lr 37.4	dB(A)																		
Facade 1 - Centrifuge	Area	87.0	73.9	20.2	0	0	3.0	Lr	596.4	0.0	0.0	-66.5	1.6	-16.5	-0.9		0.0	3.4	11.0	0.0	0.0	0.0	11.0
Facade 1 - Generator 2	Area	81.0	73.9	5.1	0	0	3.0	Lr	582.6	0.0	0.0	-66.3	1.6	-11.0	-2.1		0.0	3.2	9.4	0.0	0.0	0.0	9.4
Facade 1 - Generator 3	Area	81.0	73.9	5.1	0	0	3.0	Lr	586.9	0.0	0.0	-66.4	1.6	-4.8	-3.1		0.0	1.3	12.6	0.0	0.0	0.0	12.6
Facade 1 - Mud Pump 1	Area	88.0	79.8	6.7	0	0	3.0	Lr	571.8	0.0	0.0	-66.1	1.2	-4.4	-0.6		0.0	0.0	21.1	0.0	0.0	0.0	21.1
Facade 1 - Mud Pump 2	Area	88.0	79.8	6.7	0	0	3.0	Lr	576.2	0.0	0.0	-66.2	1.2	-4.5	-0.6		0.0	0.0	21.0	0.0	0.0	0.0	21.0
Facade 1 - Shale Shakers	Area	88.0	74.9	20.2	0	0	3.0	Lr	609.3	0.0	0.0	-66.7	1.8	-16.2	-0.8		0.0	4.9	13.9	0.0	0.0	0.0	13.9
Facade 1 Generator 1	Area	81.0	73.9	5.1	0	0	3.0	Lr	578.4	0.0	0.0	-66.2	1.6	-4.8	-3.1		0.0	1.2	12.7	0.0	0.0	0.0	12.7
Facade 2 - Centrifuge	Area	88.0	74.4	22.9	0	0	3.0	Lr	591.0	0.0	0.0	-66.4	1.6	-15.4	-1.0		0.0	0.0	9.8	0.0	0.0	0.0	9.8
Facade 2 - Generator 1	Area	87.0	73.3	23.7	0	0	3.0	Lr	579.9	0.0	0.0	-66.3	1.6	-17.8	-1.6		0.0	4.2	10.2	0.0	0.0	0.0	10.2
Facade 2 - Generator 2	Area	87.0	73.3	23.7	0	0	3.0	Lr	584.1	0.0	0.0	-66.3	1.6	-17.8	-1.6		0.0	4.4	10.3	0.0	0.0	0.0	10.3
Facade 2 - Generator 3	Area	87.0	73.3	23.7	0	0	3.0	Lr	588.4	0.0	0.0	-66.4	1.6	-17.9	-1.6		0.0	7.1	12.9	0.0	0.0	0.0	12.9
Facade 2 - Mud Pump 1	Area	93.0	80.3	18.6	0	0	3.0	Lr	573.9	0.0	0.0	-66.2	1.2	-12.3	-0.3		0.0	1.7	20.1	0.0	0.0	0.0	20.1

Source	SrcType	Lw	Lw'	l or S	KI	KT	Ko	time slice	s	Li	R'w	Adiv	Agr	Abar	Aatm	Amis	ADI	dLref	Ls	dLw	Cmet	ZR	Lr
		dB(A)	dB(A)	m,m²	dB	dB	dB		m	dB(A)	dB	dB	dB	dB	dB	dB	dB	dB	dB(A)	dB	dB	dB	dB(A)
Facade 2 - Mud Pump 2	Area	93.0	80.3	18.6	0	0	3.0	Lr	578.3	0.0	0.0	-66.2	1.2	-12.3	-0.3		0.0	0.0	18.4	0.0	0.0	0.0	18.4
Facade 2 - Shale Shakers	Area	87.0	73.4	22.9	0	0	3.0	Lr	604.0	0.0	0.0	-66.6	1.7	-15.2	-0.9		0.0	0.0	9.0	0.0	0.0	0.0	9.0
Facade 3 - Centrifuge	Area	87.0	73.9	20.2	0	0	3.0	Lr	584.9	0.0	0.0	-66.3	1.6	-7.8	-1.5		0.0	0.0	16.0	0.0	0.0	0.0	16.0
Facade 3 - Generator 1	Area	81.0	73.9	5.1	0	0	3.0	Lr	578.8	0.0	0.0	-66.2	1.6	-14.8	-1.8		0.0	0.3	3.0	0.0	0.0	0.0	3.0
Facade 3 - Generator 2	Area	81.0	73.9	5.1	0	0	3.0	Lr	583.0	0.0	0.0	-66.3	1.6	-14.9	-1.8		0.0	0.3	2.9	0.0	0.0	0.0	2.9
Facade 3 - Generator 3	Area	81.0	73.9	5.1	0	0	3.0	Lr	587.3	0.0	0.0	-66.4	1.6	-15.0	-1.8		0.0	0.3	2.8	0.0	0.0	0.0	2.8
Facade 3 - Mud Pump 1	Area	88.0	79.8	6.6	0	0	3.0	Lr	572.8	0.0	0.0	-66.2	1.2	-11.6	-0.3		0.0	0.0	14.2	0.0	0.0	0.0	14.2
Facade 3 - Mud Pump 2	Area	88.0	79.8	6.6	0	0	3.0	Lr	577.2	0.0	0.0	-66.2	1.2	-11.6	-0.3		0.0	0.0	14.1	0.0	0.0	0.0	14.1
Facade 3 - Shale Shakers	Area	88.0	74.9	20.2	0	0	3.0	Lr	597.8	0.0	0.0	-66.5	1.7	-12.4	-1.1		0.0	0.1	12.8	0.0	0.0	0.0	12.8
Facade 4 - Centrifuge	Area	88.0	74.4	22.9	0	0	3.0	Lr	590.2	0.0	0.0	-66.4	1.6	-4.9	-1.8		0.0	1.6	21.1	0.0	0.0	0.0	21.1
Facade 4 - Generator 1	Area	87.0	73.3	23.7	0	0	3.0	Lr	577.3	0.0	0.0	-66.2	1.6	-4.8	-3.1		0.0	0.0	17.5	0.0	0.0	0.0	17.5
Facade 4 - Generator 2	Area	87.0	73.3	23.7	0	0	3.0	Lr	581.5	0.0	0.0	-66.3	1.6	-12.4	-2.0		0.0	0.1	11.1	0.0	0.0	0.0	11.1
Facade 4 - Generator 3	Area	88.0	74.3	23.7	0	0	3.0	Lr	585.8	0.0	0.0	-66.3	1.6	-12.3	-1.9		0.0	0.1	12.1	0.0	0.0	0.0	12.1
Facade 4 - Mud Pump 1	Area	93.0	80.3	18.7	0	0	3.0	Lr	570.6	0.0	0.0	-66.1	1.2	-4.4	-0.5		0.0	0.0	26.1	0.0	0.0	0.0	26.1
Facade 4 - Mud Pump 2	Area	93.0	80.3	18.7	0	0	3.0	Lr	575.0	0.0	0.0	-66.2	1.2	-9.5	-0.3		0.0	0.0	21.2	0.0	0.0	0.0	21.2
Facade 4 - Shale Shakers	Area	87.0	73.4	22.9	0	0	3.0	Lr	603.1	0.0	0.0	-66.6	1.7	-4.9	-2.0		0.0	1.9	20.1	0.0	0.0	0.0	20.1
Generator Exhaust 1	Point	93.0	93.0		0	0	0.0	Lr	578.5	0.0	0.0	-66.2	1.2	-4.7	-3.1		0.0	1.2	21.3	0.0	0.0	0.0	21.3
Generator Exhaust 2	Point	93.0	93.0		0	0	0.0	Lr	582.7	0.0	0.0	-66.3	1.3	-4.7	-3.1		0.0	1.3	21.3	0.0	0.0	0.0	21.3
Generator Exhaust 3	Point	93.0	93.0		0	0	0.0	Lr	586.9	0.0	0.0	-66.4	1.4	-4.7	-3.1		0.0	1.3	21.4	0.0	0.0	0.0	21.4
HPU	Point	102.0	102.0		0	0	0.0	Lr	588.8	0.0	0.0	-66.4	0.8	-4.8	-0.8		0.0	0.2	31.0	0.0	0.0	0.0	31.0
Roof - Centrifuge	Area	95.0	74.4	115.9	0	0	0.0	Lr	590.5	0.0	0.0	-66.4	1.4	-5.8	-1.6		0.0	0.9	23.5	0.0	0.0	0.0	23.5
Roof - Generator 1	Area	88.0	73.2	30.1	0	0	0.0	Lr	578.6	0.0	0.0	-66.2	1.4	-5.9	-2.6		0.0	1.3	16.0	0.0	0.0	0.0	16.0
Roof - Generator 2	Area	88.0	73.2	30.1	0	0	0.0	Lr	582.8	0.0	0.0	-66.3	1.5	-5.2	-2.9		0.0	1.3	16.3	0.0	0.0	0.0	16.3
Roof - Generator 3	Area	88.0	73.2	30.1	0	0	0.0	Lr	587.1	0.0	0.0	-66.4	1.5	-5.1	-3.0		0.0	1.3	16.3	0.0	0.0	0.0	16.3
Roof - Mud Pump 1	Area	95.0	80.1	31.1	0	0	0.0	Lr	572.3	0.0	0.0	-66.1	0.8	-5.4	-0.4		0.0	0.0	23.8	0.0	0.0	0.0	23.8
Roof - Mud Pump 2	Area	95.0	80.1	31.1	0	0	0.0	Lr	576.7	0.0	0.0	-66.2	1.0	-5.1	-0.5		0.0	0.0	24.3	0.0	0.0	0.0	24.3
Roof - Shale Shakers	Area	95.0	74.4	115.9	0	0	0.0	Lr	603.4	0.0	0.0	-66.6	1.6	-5.6	-1.8		0.0	1.4	23.9	0.0	0.0	0.0	23.9
Top Drive	Point	99.0	99.0		0	0	0.0	Lr	587.5	0.0	0.0	-66.4	0.0	0.0	-2.0		0.0	0.0	30.6	0.0	0.0	0.0	30.6

APPENDIX 3-1 TRAFFIC - FULL ATC COUNT DATA



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Eckington Road, between Ferndale Road and Drury Lane - Attached to LC - N.53.31098, W1.45180	**Project No:**	7085	**Photo No:**	1	**Drawn By:** RN
	Survey Date:	Thursday 19th January 2017 - Wednesday 25th January 2017	**Project Name:**		Eckington ATC's		
	Survey Times:	00:00 - 00:00 (24 Hour)	**Title:**		Site Photograph - looking westbound		

7085 / Eckington
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	Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180	Eastbound	40	Thursday 19 January 2017	Wednesday 25 January 2017	28144	4352	4021	2752	9.8	512	1.8	59	0.2	32.6	38.3
		Westbound	40	Thursday 19 January 2017	Wednesday 25 January 2017	27773	4305	3968	1135	4.1	177	0.6	33	0.1	31.3	36.0
		Both Directions	40	Thursday 19 January 2017	Wednesday 25 January 2017	55917	8657	7988	3887	7.0	689	1.2	92	0.2	31.9	37.4

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Eastbound

7085 / Eckington
Jan-16
Automatic Traffic Count

Thursday 19 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	40	40	46 ACPO	46 ACPO	55 DfT	55 DfT		85
0000	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0	0	0	38.8	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50	0	0	0	0	41.1	-
0300	10	0	8	0	2	0	0	0	0	0	0	0	0	4	40	3	30	2	20	41.7	-
0400	7	0	6	0	1	0	0	0	0	0	0	0	0	3	42.9	1	14.3	0	0	39.5	-
0500	33	0	31	1	1	0	0	0	0	0	0	0	0	20	60.6	5	15.2	1	3	40.8	45.9
0600	76	1	69	0	6	0	0	0	0	0	0	0	0	27	35.5	7	9.2	1	1.3	38.6	43.8
0700	306	2	285	1	16	1	0	0	0	1	0	0	0	38	12.4	3	1	0	0	33.6	39.1
0800	**342**	**1**	**327**	**0**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**9.4**	**5**	**1.5**	**1**	**0.3**	**33.2**	**38.3**
0900	239	0	206	0	26	3	3	0	0	0	1	0	0	9	3.8	1	0.4	0	0	31.6	37.1
1000	202	1	173	2	21	3	0	0	1	1	0	0	0	5	2.5	2	1	0	0	30.8	36.2
1100	223	1	207	0	14	1	0	0	0	0	0	0	0	7	3.1	3	1.3	0	0	31.8	36.5
1200	243	0	221	0	21	1	0	0	0	0	0	0	0	14	5.8	2	0.8	0	0	32.2	37.1
1300	274	2	254	0	16	2	0	0	0	0	0	0	0	7	2.6	1	0.4	0	0	30.6	36.2
1400	281	2	257	1	17	3	0	1	0	0	0	0	0	18	6.4	2	0.7	0	0	32.6	38.3
1500	363	0	336	1	18	4	0	0	4	0	0	0	0	17	4.7	0	0	0	0	31.1	36.9
1600	**476**	**5**	**437**	**3**	**28**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**5.3**	**3**	**0.6**	**0**	**0**	**31.6**	**37.1**
1700	444	5	409	4	24	2	0	0	0	0	0	0	0	27	6.1	4	0.9	2	0.5	31.4	36.9
1800	292	3	276	2	8	2	1	0	0	0	0	0	0	36	12.3	4	1.4	1	0.3	33.4	39.1
1900	198	1	193	1	3	0	0	0	0	0	0	0	0	35	17.7	9	4.5	0	0	33.8	40.3
2000	134	1	129	0	2	2	0	0	0	0	0	0	0	25	18.7	5	3.7	0	0	34.4	40.3
2100	114	1	110	1	1	1	0	0	0	0	0	0	0	26	22.8	7	6.1	1	0.9	35.5	40.9
2200	74	0	70	0	4	0	0	0	0	0	0	0	0	19	25.7	5	6.8	1	1.4	36.3	42.7
2300	29	0	29	0	0	0	0	0	0	0	0	0	0	8	27.6	3	10.3	1	3.4	34.9	44.7
07-19	**3685**	**22**	**3388**	**14**	**222**	**25**	**5**	**1**	**5**	**2**	**1**	**0**	**0**	**235**	**6.4**	**30**	**0.8**	**4**	**0.1**	**32**	**37.4**
06-22	**4207**	**26**	**3889**	**16**	**234**	**28**	**5**	**1**	**5**	**2**	**1**	**0**	**0**	**348**	**8.3**	**58**	**1.4**	**6**	**0.1**	**32.4**	**38**
06-00	**4310**	**26**	**3988**	**16**	**238**	**28**	**5**	**1**	**5**	**2**	**1**	**0**	**0**	**375**	**8.7**	**66**	**1.5**	**8**	**0.2**	**32.5**	**38**
00-00	**4372**	**26**	**4045**	**17**	**242**	**28**	**5**	**1**	**5**	**2**	**1**	**0**	**0**	**404**	**9.2**	**75**	**1.7**	**11**	**0.3**	**32.6**	**38.3**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Eastbound

7085 / Eckington
Jan-16
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	40	40	46 ACPO	46 ACPO	55 DfT	55 DfT		85
0000	14	0	12	0	1	1	0	0	0	0	0	0	0	3	21.4	0	0	0	0	34.7	40.9
0100	6	1	4	0	1	0	0	0	0	0	0	0	0	4	66.7	2	33.3	0	0	39	-
0200	2	0	1	0	1	0	0	0	0	0	0	0	0	2	100	1	50	0	0	46.3	-
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	3	60	2	40	1	20	41.9	-
0400	10	0	8	0	2	0	0	0	0	0	0	0	0	7	70	4	40	0	0	42.5	-
0500	33	0	32	0	1	0	0	0	0	0	0	0	0	16	48.5	6	18.2	2	6.1	40	46.1
0600	74	2	66	1	5	0	0	0	0	0	0	0	0	32	43.2	10	13.5	1	1.4	39.5	45.2
0700	276	1	256	0	18	0	0	1	0	0	0	0	0	46	16.7	8	2.9	0	0	35	40
0800	**317**	**2**	**287**	**1**	**23**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**12.3**	**8**	**2.5**	**0**	**0**	**34.4**	**38.9**
0900	209	0	197	0	11	1	0	0	0	0	0	0	0	25	12	3	1.4	0	0	33.4	39.4
1000	218	1	196	1	17	2	0	1	0	0	0	0	0	20	9.2	3	1.4	1	0.5	32.7	38.5
1100	256	2	232	0	20	1	0	0	0	1	0	0	0	25	9.8	5	2	0	0	31.7	37.8
1200	291	0	269	1	16	1	2	1	0	0	1	0	0	30	10.3	5	1.7	1	0.3	33.1	38.5
1300	259	1	234	1	23	0	0	0	0	0	0	0	0	16	6.2	3	1.2	0	0	32.1	37.8
1400	316	4	295	1	15	0	0	1	0	0	0	0	0	24	7.6	4	1.3	0	0	32.6	38
1500	393	5	372	2	12	1	1	0	0	0	0	0	0	22	5.6	3	0.8	0	0	32	37.1
1600	**483**	**1**	**450**	**2**	**26**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**30**	**6.2**	**5**	**1**	**0**	**0**	**32.1**	**37.6**
1700	399	5	373	4	17	0	0	0	0	0	0	0	0	42	10.5	9	2.3	0	0	32	37.8
1800	275	2	264	3	6	0	0	0	0	0	0	0	0	31	11.3	5	1.8	1	0.4	32.7	38.9
1900	170	1	165	1	2	1	0	0	0	0	0	0	0	29	17.1	9	5.3	1	0.6	34.3	40.3
2000	120	0	116	0	3	1	0	0	0	0	0	0	0	19	15.8	6	5	1	0.8	34.6	39.8
2100	92	2	89	0	1	0	0	0	0	0	0	0	0	16	17.4	3	3.3	1	1.1	34.3	40.5
2200	85	0	83	0	2	0	0	0	0	0	0	0	0	18	21.2	6	7.1	1	1.2	34.8	40.5
2300	49	0	48	0	1	0	0	0	0	0	0	0	0	13	26.5	2	4.1	0	0	35.5	41.6
07-19	**3692**	**24**	**3425**	**16**	**204**	**11**	**5**	**4**	**0**	**1**	**1**	**0**	**1**	**350**	**9.5**	**61**	**1.7**	**3**	**0.1**	**32.7**	**38.5**
06-22	**4148**	**29**	**3861**	**18**	**215**	**13**	**5**	**4**	**0**	**1**	**1**	**0**	**1**	**446**	**10.8**	**89**	**2.1**	**7**	**0.2**	**33**	**38.7**
06-00	**4282**	**29**	**3992**	**18**	**218**	**13**	**5**	**4**	**0**	**1**	**1**	**0**	**1**	**477**	**11.1**	**97**	**2.3**	**8**	**0.2**	**33.1**	**38.9**
00-00	**4352**	**30**	**4054**	**18**	**224**	**14**	**5**	**4**	**0**	**1**	**1**	**0**	**1**	**512**	**11.8**	**112**	**2.6**	**11**	**0.3**	**33.2**	**38.9**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Eastbound

7085 / Eckington
Jan-16
Automatic Traffic Count

Saturday 21 January 2017

Time	Total	Classification												]PSL 40	]PSL% 40	]SL1 46 ACPO	]SL1% 46 ACPO	]SL2 55 DfT	]SL2% 55 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	22	0	22	0	0	0	0	0	0	0	0	0	0	4	18.2	0	0	0	0	34.9	40.5
0100	10	0	10	0	0	0	0	0	0	0	0	0	0	3	30	1	10	1	10	37.7	-
0200	14	0	14	0	0	0	0	0	0	0	0	0	0	8	57.1	4	28.6	1	7.1	42.1	50.8
0300	5	0	4	0	1	0	0	0	0	0	0	0	0	1	20	1	20	1	20	39.5	-
0400	10	0	9	0	1	0	0	0	0	0	0	0	0	2	20	0	0	0	0	36.1	-
0500	16	0	14	0	2	0	0	0	0	0	0	0	0	11	68.8	5	31.3	1	6.3	42.7	53.2
0600	29	0	26	0	3	0	0	0	0	0	0	0	0	9	31	2	6.9	0	0	36.4	42.5
0700	45	1	42	0	2	0	0	0	0	0	0	0	0	13	28.9	3	6.7	0	0	37.3	42.5
0800	134	0	125	1	4	2	1	0	0	1	0	0	0	23	17.2	4	3	0	0	35.3	40
0900	177	4	161	1	10	1	0	0	0	0	0	0	0	13	7.3	1	0.6	0	0	32.6	37.8
1000	258	2	241	5	8	2	0	0	0	0	0	0	0	13	5	4	1.6	0	0	31.2	36.7
1100	**332**	**5**	**307**	**4**	**13**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**20**	**6**	**2**	**0.6**	**0**	**0**	**30**	**36.2**
1200	**387**	**1**	**377**	**1**	**5**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**16**	**4.1**	**1**	**0.3**	**0**	**0**	**31.2**	**36.7**
1300	346	1	330	2	10	2	0	0	0	0	1	0	0	26	7.5	6	1.7	0	0	31.7	37.4
1400	341	2	331	1	5	1	1	0	0	0	0	0	0	16	4.7	4	1.2	0	0	31.5	36.7
1500	280	2	269	0	7	0	2	0	0	0	0	0	0	18	6.4	1	0.4	0	0	31.5	37.6
1600	273	0	259	2	10	2	0	0	0	0	0	0	0	18	6.6	1	0.4	0	0	31.6	36.9
1700	306	0	295	0	11	0	0	0	0	0	0	0	0	30	9.8	4	1.3	0	0	32.4	38.3
1800	174	0	169	0	5	0	0	0	0	0	0	0	0	24	13.8	8	4.6	3	1.7	34.2	39.1
1900	116	0	111	0	5	0	0	0	0	0	0	0	0	20	17.2	3	2.6	1	0.9	34.7	40.3
2000	88	0	85	0	3	0	0	0	0	0	0	0	0	21	23.9	3	3.4	1	1.1	34.8	42.1
2100	77	0	76	0	1	0	0	0	0	0	0	0	0	11	14.3	3	3.9	1	1.3	34.1	38.9
2200	57	0	54	0	3	0	0	0	0	0	0	0	0	12	21.1	2	3.5	0	0	34.2	41.2
2300	59	1	57	0	1	0	0	0	0	0	0	0	0	18	30.5	2	3.4	1	1.7	36.1	42.1
07-19	**3053**	**18**	**2906**	**17**	**90**	**11**	**7**	**0**	**0**	**1**	**3**	**0**	**0**	**230**	**7.5**	**39**	**1.3**	**3**	**0.1**	**31.9**	**37.6**
06-22	**3363**	**18**	**3204**	**17**	**102**	**11**	**7**	**0**	**0**	**1**	**3**	**0**	**0**	**291**	**8.7**	**50**	**1.5**	**6**	**0.2**	**32.1**	**37.8**
06-00	**3479**	**19**	**3315**	**17**	**106**	**11**	**7**	**0**	**0**	**1**	**3**	**0**	**0**	**321**	**9.2**	**54**	**1.6**	**7**	**0.2**	**32.2**	**38**
00-00	**3556**	**19**	**3388**	**17**	**110**	**11**	**7**	**0**	**0**	**1**	**3**	**0**	**0**	**350**	**9.8**	**65**	**1.8**	**11**	**0.3**	**32.4**	**38.3**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Eastbound

7085 / Eckington
Jan-16
Automatic Traffic Count

Sunday 22 January 2017

Time	Total	Classification												]PSL 40	]PSL% 40	]SL1 46 ACPO	]SL1% 46 ACPO	]SL2 55 DfT	]SL2% 55 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	19	0	19	0	0	0	0	0	0	0	0	0	0	7	36.8	4	21.1	1	5.3	39.2	47.6
0100	12	0	12	0	0	0	0	0	0	0	0	0	0	2	16.7	1	8.3	0	0	33.2	39.6
0200	9	0	9	0	0	0	0	0	0	0	0	0	0	2	22.2	0	0	0	0	36.1	-
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	-
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9	-
0500	7	0	7	0	0	0	0	0	0	0	0	0	0	5	71.4	3	42.9	0	0	41.9	-
0600	21	0	20	0	1	0	0	0	0	0	0	0	0	5	23.8	3	14.3	0	0	38.8	45.2
0700	30	1	28	0	1	0	0	0	0	0	0	0	0	6	20	2	6.7	0	0	35.4	42.7
0800	79	1	73	0	5	0	0	0	0	0	0	0	0	11	13.9	3	3.8	1	1.3	34.6	39.8
0900	125	1	117	1	4	2	0	0	0	0	0	0	0	19	15.2	5	4	0	0	34.8	39.8
1000	204	6	191	2	3	2	0	0	0	0	0	0	0	20	9.8	1	0.5	1	0.5	32	38
1100	**270**	**2**	**258**	**1**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**4.8**	**2**	**0.7**	**1**	**0.4**	**32**	**36.9**
1200	**325**	**2**	**315**	**1**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**7.1**	**4**	**1.2**	**0**	**0**	**32.1**	**37.1**
1300	313	0	296	6	8	2	0	0	0	0	1	0	0	18	5.8	1	0.3	0	0	31.8	37.6
1400	276	1	269	0	6	0	0	0	0	0	0	0	0	16	5.8	3	1.1	0	0	32.7	37.1
1500	270	1	262	3	3	0	0	1	0	0	0	0	0	21	7.8	2	0.7	1	0.4	31.6	37.8
1600	232	2	226	0	3	1	0	0	0	0	0	0	0	20	8.6	9	3.9	0	0	33	37.8
1700	173	0	169	0	4	0	0	0	0	0	0	0	0	19	11	1	0.6	0	0	33.3	38.9
1800	141	1	137	0	3	0	0	0	0	0	0	0	0	21	14.9	7	5	2	1.4	34.4	39.6
1900	112	0	111	0	1	0	0	0	0	0	0	0	0	22	19.6	4	3.6	0	0	34.5	40.7
2000	86	0	82	1	3	0	0	0	0	0	0	0	0	17	19.8	3	3.5	1	1.2	34.6	40.9
2100	55	0	55	0	0	0	0	0	0	0	0	0	0	13	23.6	7	12.7	0	0	36.2	42.9
2200	45	0	43	0	2	0	0	0	0	0	0	0	0	8	17.8	3	6.7	1	2.2	33.6	41.4
2300	15	0	15	0	0	0	0	0	0	0	0	0	0	4	26.7	1	6.7	0	0	34.9	43.2
07-19	**2438**	**18**	**2341**	**14**	**50**	**13**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**207**	**8.5**	**40**	**1.6**	**6**	**0.2**	**32.6**	**37.8**
06-22	**2712**	**18**	**2609**	**15**	**55**	**13**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**264**	**9.7**	**57**	**2.1**	**7**	**0.3**	**32.9**	**38.3**
06-00	**2772**	**18**	**2667**	**15**	**57**	**13**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**276**	**10**	**61**	**2.2**	**8**	**0.3**	**32.9**	**38.5**
00-00	**2828**	**18**	**2723**	**15**	**57**	**13**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**292**	**10.3**	**69**	**2.4**	**9**	**0.3**	**33**	**38.5**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Eastbound

7085 / Eckington
Jan-16
Automatic Traffic Count

Monday 23 January 2017

Time	Total	Classification												]PSL 40	]PSL% 40	]SL1 46 ACPO	]SL1% 46 ACPO	]SL2 55 DfT	]SL2% 55 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	9	0	9	0	0	0	0	0	0	0	0	0	0	5	55.6	2	22.2	0	0	39.6	-
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	2	33.3	1	16.7	0	0	38	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25	0	0	0	0	33.7	-
0300	6	0	6	0	0	0	0	0	0	0	0	0	0	3	50	2	33.3	0	0	40.9	-
0400	12	0	10	0	1	1	0	0	0	0	0	0	0	7	58.3	4	33.3	0	0	41.4	46.5
0500	29	0	25	0	4	0	0	0	0	0	0	0	0	16	55.2	5	17.2	1	3.4	40.7	47.2
0600	66	2	57	0	7	0	0	0	0	0	0	0	0	29	43.9	10	15.2	0	0	38.8	45.9
0700	290	3	265	1	13	5	2	0	1	0	0	0	0	25	8.6	4	1.4	0	0	33	38.5
0800	**323**	**3**	**290**	**0**	**25**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**10.8**	**3**	**0.9**	**1**	**0.3**	**33.9**	**38.9**
0900	214	1	195	0	15	2	0	0	1	0	0	0	0	14	6.5	0	0	0	0	32.6	38
1000	195	0	172	1	20	1	0	0	0	1	0	0	0	18	9.2	1	0.5	0	0	33.6	38.7
1100	224	1	205	2	15	1	0	0	0	0	0	0	0	10	4.5	0	0	0	0	30.4	36.2
1200	277	2	249	1	20	3	1	0	0	1	0	0	0	11	4	1	0.4	0	0	30.6	36.7
1300	260	2	238	1	15	3	0	0	1	0	0	0	0	18	6.9	3	1.2	0	0	32.4	37.4
1400	284	3	258	1	18	4	0	0	0	0	0	0	0	16	5.6	0	0	0	0	32.2	37.4
1500	357	1	329	1	20	5	0	1	0	0	0	0	0	34	9.5	1	0.3	0	0	31.7	37.8
1600	**441**	**1**	**412**	**1**	**24**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**6.6**	**0**	**0**	**0**	**0**	**31.7**	**37.6**
1700	430	4	406	1	16	2	1	0	0	0	0	0	0	21	4.9	1	0.2	0	0	29.7	36.5
1800	267	1	252	0	12	2	0	0	0	0	0	0	0	41	15.4	8	3	1	0.4	33.8	39.8
1900	176	0	170	0	6	0	0	0	0	0	0	0	0	18	10.2	4	2.3	0	0	33.3	38.5
2000	109	0	107	0	2	0	0	0	0	0	0	0	0	25	22.9	7	6.4	1	0.9	34.2	42.3
2100	82	0	82	0	0	0	0	0	0	0	0	0	0	23	28	7	8.5	2	2.4	35.8	42.7
2200	50	0	48	0	2	0	0	0	0	0	0	0	0	4	8	1	2	0	0	31.6	38
2300	20	0	20	0	0	0	0	0	0	0	0	0	0	1	5	1	5	0	0	32.8	38.3
07-19	**3562**	**22**	**3271**	**10**	**213**	**35**	**5**	**1**	**3**	**2**	**0**	**0**	**0**	**272**	**7.6**	**22**	**0.6**	**2**	**0.1**	**32**	**37.6**
06-22	**3995**	**24**	**3687**	**10**	**228**	**35**	**5**	**1**	**3**	**2**	**0**	**0**	**0**	**367**	**9.2**	**50**	**1.3**	**5**	**0.1**	**32.3**	**38.3**
06-00	**4065**	**24**	**3755**	**10**	**230**	**35**	**5**	**1**	**3**	**2**	**0**	**0**	**0**	**372**	**9.2**	**52**	**1.3**	**5**	**0.1**	**32.3**	**38.3**
00-00	**4131**	**24**	**3815**	**10**	**235**	**36**	**5**	**1**	**3**	**2**	**0**	**0**	**0**	**406**	**9.8**	**66**	**1.6**	**6**	**0.1**	**32.4**	**38.3**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Eastbound

7085 / Eckington
Jan-16
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	40	40	46 ACPO	46 ACPO	55 DfT	55 DfT		85
0000	7	0	6	0	0	1	0	0	0	0	0	0	0	3	42.9	0	0	0	0	36.7	-
0100	2	0	1	0	1	0	0	0	0	0	0	0	0	1	50	1	50	0	0	42.5	-
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	3	60	1	20	0	0	41.1	-
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	2	50	0	0	0	0	38.4	-
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	3	60	2	40	0	0	43.7	-
0500	25	0	24	0	1	0	0	0	0	0	0	0	0	13	52	5	20	1	4	41.7	46.3
0600	75	1	68	0	6	0	0	0	0	0	0	0	0	27	36	6	8	1	1.3	38.7	43.8
0700	313	3	280	2	24	2	0	1	1	0	0	0	0	35	11.2	6	1.9	1	0.3	33.4	38.5
0800	**383**	**0**	**356**	**6**	**16**	**3**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**16**	**4.2**	**4**	**1**	**0**	**0**	**31.6**	**36**
0900	242	2	215	0	23	1	0	0	1	0	0	0	0	3	1.2	0	0	0	0	29.9	34.4
1000	229	2	201	3	20	3	0	0	0	0	0	0	0	7	3.1	0	0	0	0	29.3	34.7
1100	242	3	210	4	20	2	0	1	1	1	0	0	0	13	5.4	2	0.8	0	0	31.7	36.5
1200	278	3	262	0	13	0	0	0	0	0	0	0	0	22	7.9	1	0.4	0	0	31.9	38.3
1300	267	3	241	2	16	1	2	0	0	1	1	0	0	23	8.6	4	1.5	1	0.4	32.4	37.8
1400	284	3	259	1	18	1	1	0	0	1	0	0	0	18	6.3	0	0	0	0	32.3	38
1500	323	0	304	3	13	2	1	0	0	0	0	0	0	25	7.7	2	0.6	0	0	31.2	37.4
1600	**501**	**3**	**460**	**2**	**31**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**26**	**5.2**	**1**	**0.2**	**0**	**0**	**30.8**	**36.7**
1700	459	5	430	0	22	2	0	0	0	0	0	0	0	19	4.1	1	0.2	0	0	30.2	36.9
1800	254	4	237	0	12	1	0	0	0	0	0	0	0	22	8.7	1	0.4	0	0	32.2	37.8
1900	161	0	155	1	5	0	0	0	0	0	0	0	0	21	13	4	2.5	0	0	32.8	38.7
2000	98	0	94	0	4	0	0	0	0	0	0	0	0	22	22.4	6	6.1	1	1	34.7	42.9
2100	122	0	117	0	4	0	1	0	0	0	0	0	0	21	17.2	3	2.5	0	0	34.1	40.7
2200	99	0	96	0	3	0	0	0	0	0	0	0	0	9	9.1	0	0	0	0	31.9	38
2300	29	0	28	0	1	0	0	0	0	0	0	0	0	7	24.1	3	10.3	0	0	36.7	40.7
07-19	**3775**	**31**	**3455**	**23**	**228**	**22**	**4**	**2**	**5**	**3**	**2**	**0**	**0**	**229**	**6.1**	**22**	**0.6**	**2**	**0.1**	**31.4**	**37.1**
06-22	**4231**	**32**	**3889**	**24**	**247**	**22**	**5**	**2**	**5**	**3**	**2**	**0**	**0**	**320**	**7.6**	**41**	**1**	**4**	**0.1**	**31.7**	**37.6**
06-00	**4359**	**32**	**4013**	**24**	**251**	**22**	**5**	**2**	**5**	**3**	**2**	**0**	**0**	**336**	**7.7**	**44**	**1**	**4**	**0.1**	**31.7**	**37.6**
00-00	**4407**	**32**	**4058**	**24**	**253**	**23**	**5**	**2**	**5**	**3**	**2**	**0**	**0**	**361**	**8.2**	**53**	**1.2**	**5**	**0.1**	**31.8**	**37.8**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Eastbound

7085 / Eckington
Jan-16
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	40	40	46 ACPO	46 ACPO	55 DfT	55 DfT		85
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25	0	0	0	0	35.4	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	100	1	100	58.8	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100	0	0	0	0	44.1	-
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	2	40	1	20	0	0	40	-
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	3	60	3	60	0	0	40.3	-
0500	24	0	23	0	1	0	0	0	0	0	0	0	0	12	50	5	20.8	1	4.2	41.4	46.8
0600	74	2	64	0	8	0	0	0	0	0	0	0	0	34	45.9	13	17.6	1	1.4	39.9	46.8
0700	344	2	315	1	20	3	1	1	0	0	1	0	0	45	13.1	4	1.2	0	0	34.1	39.1
0800	**360**	**2**	**336**	**0**	**18**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**28**	**7.8**	**2**	**0.6**	**0**	**0**	**33.2**	**38**
0900	228	0	203	0	17	6	2	0	0	0	0	0	0	27	11.8	3	1.3	0	0	33.2	39.4
1000	205	0	185	1	15	3	0	0	0	1	0	0	0	15	7.3	1	0.5	0	0	31.8	37.6
1100	246	4	209	1	27	3	1	0	0	1	0	0	0	18	7.3	4	1.6	0	0	32.7	37.6
1200	254	3	238	3	9	0	0	1	0	0	0	0	0	21	8.3	3	1.2	0	0	32	38.3
1300	274	3	250	3	18	0	0	0	0	0	0	0	0	16	5.8	0	0	0	0	31.7	36.9
1400	294	0	273	3	18	0	0	0	0	0	0	0	0	20	6.8	1	0.3	0	0	32.6	37.6
1500	332	1	301	5	22	3	0	0	0	0	0	0	0	22	6.6	3	0.9	1	0.3	31.8	37.4
1600	**508**	**4**	**472**	**3**	**24**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**3.9**	**4**	**0.8**	**0**	**0**	**31.6**	**37.4**
1700	484	3	458	1	16	4	0	0	2	0	0	0	0	20	4.1	2	0.4	0	0	30.2	36.2
1800	328	3	305	5	14	1	0	0	0	0	0	0	0	30	9.1	4	1.2	1	0.3	32.8	38.3
1900	202	0	194	1	7	0	0	0	0	0	0	0	0	29	14.4	5	2.5	0	0	32.8	39.4
2000	137	1	130	2	3	1	0	0	0	0	0	0	0	18	13.1	3	2.2	0	0	34	39.4
2100	88	2	83	0	3	0	0	0	0	0	0	0	0	22	25	3	3.4	0	0	35.7	42.3
2200	64	0	62	0	2	0	0	0	0	0	0	0	0	10	15.6	3	4.7	1	1.6	34.8	39.8
2300	34	0	34	0	0	0	0	0	0	0	0	0	0	10	29.4	4	11.8	0	0	36.2	43.4
07-19	**3857**	**25**	**3545**	**26**	**218**	**29**	**6**	**2**	**3**	**2**	**1**	**0**	**0**	**282**	**7.3**	**31**	**0.8**	**2**	**0.1**	**32.2**	**37.8**
06-22	**4358**	**30**	**4016**	**29**	**239**	**30**	**6**	**2**	**3**	**2**	**1**	**0**	**0**	**385**	**8.8**	**55**	**1.3**	**3**	**0.1**	**32.5**	**38**
06-00	**4456**	**30**	**4112**	**29**	**241**	**30**	**6**	**2**	**3**	**2**	**1**	**0**	**0**	**405**	**9.1**	**62**	**1.4**	**4**	**0.1**	**32.5**	**38.3**
00-00	**4498**	**30**	**4153**	**29**	**242**	**30**	**6**	**2**	**3**	**2**	**1**	**0**	**0**	**427**	**9.5**	**72**	**1.6**	**6**	**0.1**	**32.6**	**38.3**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Eastbound

7085 / Eckington
Jan-16
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	40	40	46 ACPO	46 ACPO	55 DfT	55 DfT		85
0000	12	0	11	0	0	0	0	0	0	0	0	0	0	3	28	1	7.3	0	1.2	36.4	42.9
0100	6	0	5	0	0	0	0	0	0	0	0	0	0	2	35	1	17.5	0	5	37.4	-
0200	6	0	5	0	0	0	0	0	0	0	0	0	0	3	51.3	1	15.4	0	2.6	40	-
0300	6	0	5	0	0	0	0	0	0	0	0	0	0	2	38.5	1	23.1	1	10.3	39.5	-
0400	8	0	7	0	1	0	0	0	0	0	0	0	0	4	46.3	2	25.9	0	0	40.2	-
0500	24	0	22	0	1	0	0	0	0	0	0	0	0	13	55.7	5	20.4	1	4.2	41.1	47.4
0600	59	1	53	0	5	0	0	0	0	0	0	0	0	23	39.3	7	12.3	1	1	38.9	45
0700	229	2	210	1	13	2	0	0	0	0	0	0	0	30	13	4	1.9	0	0.1	33.9	39.1
0800	**277**	**1**	**256**	**1**	**15**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**9.5**	**4**	**1.5**	**0**	**0.2**	**33.4**	**38.5**
0900	205	1	185	0	15	2	1	0	0	0	0	0	0	16	7.7	2	0.9	0	0	32.4	38
1000	216	2	194	2	15	2	0	0	0	0	0	0	0	14	6.5	2	0.8	0	0.1	31.6	37.1
1100	256	3	233	2	16	2	0	0	0	0	0	0	0	15	5.9	3	1	0	0.1	31.4	36.9
1200	294	2	276	1	13	1	1	0	0	0	0	0	0	20	6.7	2	0.8	0	0	31.8	37.4
1300	285	2	263	2	15	1	0	0	0	0	0	0	0	18	6.2	3	0.9	0	0.1	31.8	37.4
1400	297	2	277	1	14	1	0	0	0	0	0	0	0	18	6.2	2	0.7	0	0	32.4	37.6
1500	331	1	310	2	14	2	1	0	1	0	0	0	0	23	6.9	2	0.5	0	0.1	31.6	37.4
1600	**416**	**2**	**388**	**2**	**21**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**5.8**	**3**	**0.8**	**0**	**0**	**31.7**	**37.1**
1700	385	3	363	1	16	1	0	0	0	0	0	0	0	25	6.6	3	0.8	0	0.1	31	37.1
1800	247	2	234	1	9	1	0	0	0	0	0	0	0	29	11.8	5	2.1	1	0.5	33.2	38.9
1900	162	0	157	1	4	0	0	0	0	0	0	0	0	25	15.3	5	3.3	0	0.2	33.6	40
2000	110	0	106	0	3	1	0	0	0	0	0	0	0	21	19	5	4.3	1	0.6	34.4	40.9
2100	90	1	87	0	1	0	0	0	0	0	0	0	0	19	21	5	5.2	1	0.8	35	41.6
2200	68	0	65	0	3	0	0	0	0	0	0	0	0	11	16.9	3	4.2	1	0.8	33.9	40.7
2300	34	0	33	0	0	0	0	0	0	0	0	0	0	9	26	2	6.8	0	0.9	35.6	42.1
07-19	**3437**	**23**	**3190**	**17**	**175**	**21**	**5**	**2**	**2**	**2**	**1**	**0**	**0**	**258**	**7.5**	**35**	**1**	**3**	**0.1**	**32.1**	**37.8**
06-22	**3859**	**25**	**3594**	**18**	**189**	**22**	**5**	**2**	**2**	**2**	**1**	**0**	**0**	**346**	**9**	**57**	**1.5**	**5**	**0.1**	**32.4**	**38**
06-00	**3960**	**25**	**3692**	**18**	**192**	**22**	**5**	**2**	**2**	**2**	**1**	**0**	**0**	**366**	**9.2**	**62**	**1.6**	**6**	**0.2**	**32.4**	**38.3**
00-00	**4021**	**26**	**3748**	**19**	**195**	**22**	**5**	**2**	**2**	**2**	**1**	**0**	**0**	**393**	**9.8**	**73**	**1.8**	**8**	**0.2**	**32.6**	**38.3**

NDC
NATIONWIDE DATA COLLECTION

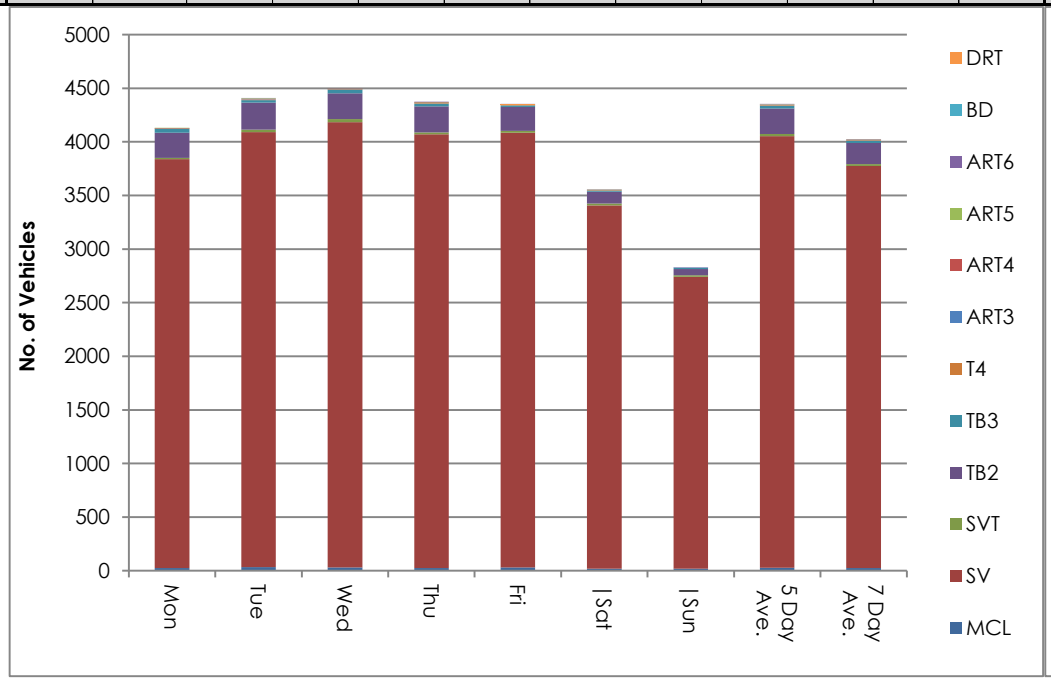
Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Eastbound

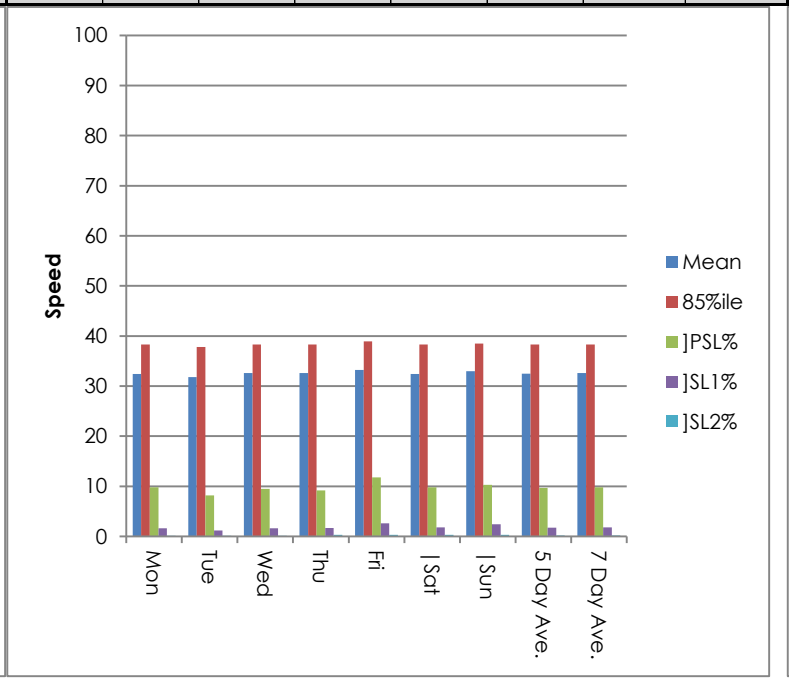
7085 / Eckington
Jan-16
Automatic Traffic Count

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	40	40	46 ACPO	46 ACPO	55 DfT	55 DfT		85
Mon	4131	24	3815	10	235	36	5	1	3	2	0	0	0	406	9.8	66	1.6	6	0.1	32.4	38.3
Tue	4407	32	4058	24	253	23	5	2	5	3	2	0	0	361	8.2	53	1.2	5	0.1	31.8	37.8
Wed	4498	30	4153	29	242	30	6	2	3	2	1	0	0	427	9.5	72	1.6	6	0.1	32.6	38.3
Thu	4372	26	4045	17	242	28	5	1	5	2	1	0	0	404	9.2	75	1.7	11	0.3	32.6	38.3
Fri	4352	30	4054	18	224	14	5	4	0	1	1	0	1	512	11.8	112	2.6	11	0.3	33.2	38.9
]Sat	3556	19	3388	17	110	11	7	0	0	1	3	0	0	350	9.8	65	1.8	11	0.3	32.4	38.3
]Sun	2828	18	2723	15	57	13	0	1	0	0	1	0	0	292	10.3	69	2.4	9	0.3	33	38.5
5 Day Ave.	**4352**	**28**	**4025**	**20**	**239**	**26**	**5**	**2**	**3**	**2**	**1**	**0**	**0**	**422**	**9.7**	**76**	**1.7**	**8**	**0.2**	**32.5**	**38.3**
7 Day Ave.	**4021**	**26**	**3748**	**19**	**195**	**22**	**5**	**2**	**2**	**2**	**1**	**0**	**0**	**393**	**9.8**	**73**	**1.8**	**8**	**0.2**	**32.6**	**38.3**
--	**28144**	**179**	**26236**	**130**	**1363**	**155**	**33**	**11**	**16**	**11**	**9**	**0**	**1**	**2752**	**9.8**	**512**	**1.8**	**59**	**0.2**	**32.6**	**38.3**

Summary Graphs





Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Eastbound

7085 / Eckington
Jan-16
Automatic Traffic Count

Thursday 19 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	7	0	0	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	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
0200	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
0300	10	0	0	0	0	1	0	1	4	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	7	0	0	0	0	0	0	1	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	33	0	0	0	0	0	0	7	6	14	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	76	0	0	0	0	1	3	15	30	17	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	306	0	0	1	4	26	36	105	96	30	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**342**	**0**	**0**	**2**	**18**	**18**	**30**	**134**	**108**	**25**	**5**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	239	0	0	3	10	23	44	74	76	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	202	0	0	0	11	23	40	73	50	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	223	0	1	2	5	14	44	101	49	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	243	0	0	1	4	24	40	95	65	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	274	0	0	4	9	28	70	105	51	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	281	0	0	0	8	18	49	107	81	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	363	0	1	1	13	44	76	130	81	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**476**	**0**	**2**	**5**	**16**	**48**	**94**	**170**	**116**	**19**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	444	0	1	4	12	64	88	147	101	23	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
1800	292	0	0	4	11	19	34	98	90	29	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	198	0	0	0	2	19	31	57	54	25	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	134	0	0	0	3	7	20	41	38	18	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	114	0	0	0	1	7	19	23	38	17	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	74	0	0	0	0	5	8	15	27	13	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	29	0	0	1	1	2	4	7	6	4	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3685**	**0**	**5**	**27**	**121**	**349**	**645**	**1339**	**964**	**190**	**34**	**7**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**4207**	**0**	**5**	**27**	**127**	**383**	**718**	**1475**	**1124**	**267**	**58**	**17**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**4310**	**0**	**5**	**28**	**128**	**390**	**730**	**1497**	**1157**	**284**	**64**	**19**	**3**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**4372**	**0**	**5**	**28**	**128**	**391**	**731**	**1509**	**1176**	**303**	**68**	**22**	**5**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Eastbound

7085 / Eckington
Jan-16
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	14	0	0	0	0	1	2	3	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	1	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	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	0	0
0300	5	0	0	0	0	1	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	0	0	0	1	0	1	1	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	33	0	0	0	0	0	4	4	9	9	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	74	0	0	0	0	2	0	9	31	20	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	276	0	0	4	5	8	16	98	99	36	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**317**	**0**	**1**	**2**	**3**	**9**	**32**	**131**	**100**	**30**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	209	0	1	8	6	10	20	64	75	22	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	218	0	0	0	1	21	38	87	51	15	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	256	0	0	4	8	24	62	77	56	19	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	291	0	0	1	6	25	49	94	86	22	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	259	0	0	0	9	23	57	82	72	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	316	0	0	4	5	21	53	126	83	19	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	393	0	0	4	12	39	66	140	110	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**483**	**0**	**1**	**3**	**21**	**36**	**82**	**194**	**116**	**24**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	399	0	0	5	16	40	78	131	87	29	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	275	0	0	1	3	33	55	81	71	24	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	170	0	0	0	3	16	21	52	49	17	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	120	0	0	0	3	10	14	28	46	12	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	92	0	0	0	4	8	9	28	27	12	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	85	0	0	0	0	6	19	18	24	12	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	49	0	0	0	0	3	5	15	13	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3692**	**0**	**3**	**36**	**95**	**289**	**608**	**1305**	**1006**	**270**	**66**	**11**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**4148**	**0**	**3**	**36**	**105**	**325**	**652**	**1422**	**1159**	**331**	**89**	**19**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**4282**	**0**	**3**	**36**	**105**	**334**	**676**	**1455**	**1196**	**353**	**95**	**21**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**4352**	**0**	**3**	**37**	**105**	**337**	**682**	**1464**	**1212**	**371**	**103**	**27**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Eastbound

7085 / Eckington
Jan-16
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	22	0	0	0	0	2	1	9	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	10	0	0	0	0	0	3	0	4	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	14	0	0	0	0	0	1	2	3	3	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	0	0	0	0	2	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	16	0	0	0	0	0	1	2	2	6	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	29	0	0	0	0	1	2	7	10	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	45	0	0	0	0	0	5	11	16	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	134	0	0	0	1	5	14	41	50	19	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	177	0	0	1	3	13	34	59	54	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	258	0	1	0	8	27	66	94	49	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**332**	**0**	**0**	**8**	**14**	**44**	**97**	**94**	**55**	**17**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**387**	**0**	**1**	**1**	**10**	**46**	**91**	**136**	**86**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	346	0	0	4	16	37	53	125	85	19	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	341	0	0	1	7	35	84	123	75	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	280	0	1	0	16	20	62	99	64	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	273	0	0	1	13	31	50	96	64	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	306	0	0	2	4	36	60	92	82	24	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	174	0	0	2	3	4	28	65	48	15	4	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	116	0	0	0	0	9	13	41	33	17	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	88	0	0	0	0	7	17	21	22	16	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	77	0	0	0	2	9	10	16	29	8	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	57	0	0	0	3	4	7	17	14	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	59	0	0	0	1	4	6	12	18	14	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3053**	**0**	**3**	**20**	**95**	**298**	**644**	**1035**	**728**	**178**	**40**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**3363**	**0**	**3**	**20**	**97**	**324**	**686**	**1120**	**822**	**226**	**49**	**10**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3479**	**0**	**3**	**20**	**101**	**332**	**699**	**1149**	**854**	**249**	**53**	**12**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3556**	**0**	**3**	**20**	**101**	**334**	**707**	**1167**	**874**	**263**	**60**	**16**	**7**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Eastbound

7085 / Eckington
Jan-16
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	19	0	0	0	0	0	1	7	4	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	12	0	0	0	1	0	4	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	9	0	0	0	0	0	1	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	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
0400	5	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	7	0	0	0	0	0	1	1	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	21	0	0	0	0	0	1	2	13	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	30	0	0	0	0	3	1	11	9	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	79	0	0	0	1	3	5	37	22	7	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	125	0	0	0	2	9	9	36	50	13	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	204	0	0	2	6	18	43	68	47	18	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**270**	**0**	**0**	**0**	**6**	**24**	**58**	**103**	**66**	**9**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**325**	**0**	**0**	**0**	**10**	**28**	**61**	**131**	**72**	**17**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	313	0	0	3	13	31	56	102	90	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	276	0	0	0	1	22	51	113	73	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	270	0	0	3	9	33	50	100	54	18	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	232	0	0	2	4	19	29	93	65	10	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	173	0	0	0	2	12	21	73	46	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	141	0	0	0	6	9	16	39	50	13	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	112	0	0	0	1	9	17	30	33	14	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	86	0	0	0	2	8	9	23	27	14	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	55	0	0	0	0	4	8	10	20	5	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	45	0	0	1	0	8	7	6	15	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	15	0	0	0	1	0	4	2	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2438**	**0**	**0**	**10**	**60**	**211**	**400**	**906**	**644**	**154**	**40**	**7**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2712**	**0**	**0**	**10**	**63**	**232**	**435**	**971**	**737**	**188**	**59**	**10**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2772**	**0**	**0**	**11**	**64**	**240**	**446**	**979**	**756**	**194**	**64**	**10**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2828**	**0**	**0**	**11**	**65**	**240**	**456**	**991**	**773**	**200**	**71**	**12**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Eastbound

7085 / Eckington
Jan-16
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	9	0	0	0	0	0	1	2	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	0	0	1	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	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
0300	6	0	0	0	0	0	0	2	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	12	0	0	0	0	0	0	1	4	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	29	0	0	0	0	0	1	6	6	10	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	66	0	0	0	2	1	2	8	24	16	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	290	0	0	1	13	22	36	96	97	19	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**323**	**0**	**0**	**1**	**8**	**8**	**43**	**126**	**102**	**31**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	214	0	0	3	2	17	42	73	63	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	195	0	0	1	0	10	32	75	59	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	224	0	1	4	10	26	58	71	44	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	277	0	1	2	13	30	66	101	53	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	260	0	0	0	5	17	55	109	56	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	284	0	1	0	9	22	51	107	78	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	357	0	0	0	6	50	76	130	61	30	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**441**	**0**	**0**	**10**	**14**	**42**	**78**	**152**	**116**	**26**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	430	0	2	18	29	53	85	145	77	19	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	267	0	0	1	9	13	40	89	74	31	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	176	0	0	1	1	16	28	63	49	13	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	109	0	0	0	4	8	21	27	24	15	9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	82	0	0	0	1	3	16	20	19	16	3	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	50	0	0	0	3	6	9	17	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	20	0	0	0	0	3	2	8	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3562**	**0**	**5**	**41**	**118**	**310**	**662**	**1274**	**880**	**235**	**29**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**3995**	**0**	**5**	**42**	**126**	**338**	**729**	**1392**	**996**	**295**	**55**	**12**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**4065**	**0**	**5**	**42**	**129**	**347**	**740**	**1417**	**1013**	**298**	**57**	**12**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**4131**	**0**	**5**	**42**	**129**	**348**	**743**	**1430**	**1028**	**316**	**70**	**14**	**3**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Eastbound

7085 / Eckington
Jan-16
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	7	0	0	0	0	1	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	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	0	0
0200	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
0300	4	0	0	0	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
0400	5	0	0	0	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	25	0	0	0	0	0	1	2	9	7	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	75	0	0	0	0	0	7	12	29	18	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	313	0	2	6	3	11	41	134	81	29	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**383**	**0**	**0**	**0**	**7**	**22**	**109**	**173**	**56**	**10**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	242	0	1	0	5	34	73	97	29	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	229	0	0	0	7	37	91	63	24	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	242	0	0	1	8	29	43	81	67	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	278	0	0	1	8	35	56	87	69	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	267	0	0	3	4	21	61	91	64	19	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	284	0	0	1	9	23	51	97	85	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	323	0	0	4	19	40	49	113	73	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**501**	**0**	**1**	**6**	**28**	**49**	**113**	**179**	**99**	**25**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	459	0	1	9	33	65	80	137	115	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	254	0	0	4	8	23	45	88	64	21	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	161	0	0	0	3	18	34	49	36	16	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	98	0	0	0	3	9	17	18	29	16	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	122	0	0	0	1	15	17	27	41	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	99	0	0	0	0	18	21	26	25	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	29	0	0	0	0	1	2	6	13	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3775**	**0**	**5**	**35**	**139**	**389**	**812**	**1340**	**826**	**201**	**24**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**4231**	**0**	**5**	**35**	**146**	**431**	**887**	**1446**	**961**	**268**	**41**	**7**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**4359**	**0**	**5**	**35**	**146**	**450**	**910**	**1478**	**999**	**279**	**46**	**7**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**4407**	**0**	**5**	**35**	**146**	**451**	**911**	**1482**	**1016**	**292**	**54**	**10**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Eastbound

7085 / Eckington
Jan-16
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	4	0	0	0	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
0100	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
0200	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
0300	5	0	0	0	0	0	0	1	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	0	0	0	0	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	24	0	0	0	0	0	1	5	6	5	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	74	0	0	0	0	1	2	10	27	19	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	344	0	1	1	9	10	46	125	107	39	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**360**	**0**	**0**	**1**	**10**	**19**	**48**	**149**	**105**	**25**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	228	0	0	1	8	23	38	53	78	22	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	205	0	0	0	11	21	40	64	54	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	246	0	0	1	4	19	44	98	62	13	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	254	0	0	5	9	24	47	79	69	15	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	274	0	0	1	9	28	50	105	65	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	294	0	0	0	4	31	57	93	89	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	332	0	0	1	8	45	60	110	86	19	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**508**	**0**	**2**	**12**	**21**	**40**	**87**	**184**	**142**	**15**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	484	0	1	6	26	76	102	162	91	13	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	328	0	0	0	7	32	56	108	95	26	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	202	0	0	0	5	18	44	68	38	24	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	137	0	0	0	2	9	20	49	39	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	88	0	0	0	0	4	11	22	29	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	64	0	0	0	0	3	10	20	21	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	34	0	0	0	1	4	2	5	12	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3857**	**0**	**4**	**29**	**126**	**368**	**675**	**1330**	**1043**	**234**	**38**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**4358**	**0**	**4**	**29**	**133**	**400**	**752**	**1479**	**1176**	**306**	**64**	**12**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**4456**	**0**	**4**	**29**	**134**	**407**	**764**	**1504**	**1209**	**318**	**68**	**15**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**4498**	**0**	**4**	**29**	**134**	**408**	**766**	**1511**	**1219**	**327**	**75**	**19**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Eastbound

7085 / Eckington
Jan-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	12	0	0	0	0	1	1	4	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	0	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
0200	6	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
0300	6	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
0400	8	0	0	0	0	0	0	1	3	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	24	0	0	0	0	0	1	4	5	7	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	59	0	0	0	0	1	2	9	23	14	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	229	0	0	2	5	11	26	83	72	23	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**277**	**0**	**0**	**1**	**7**	**12**	**40**	**113**	**78**	**21**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	205	0	0	2	5	18	37	65	61	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	216	0	0	0	6	22	50	75	48	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	256	0	0	3	8	26	58	89	57	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	294	0	0	2	9	30	59	103	71	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	285	0	0	2	9	26	57	103	69	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	297	0	0	1	6	25	57	109	81	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	331	0	0	2	12	39	63	117	76	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**416**	**0**	**1**	**6**	**17**	**38**	**76**	**153**	**103**	**19**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	385	0	1	6	17	49	73	127	86	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	247	0	0	2	7	19	39	81	70	23	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	162	0	0	0	2	15	27	51	42	18	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	110	0	0	0	2	8	17	30	32	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	90	0	0	0	1	7	13	21	29	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	68	0	0	0	1	7	12	17	20	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	34	0	0	0	1	2	4	8	10	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3437**	**0**	**4**	**28**	**108**	**316**	**635**	**1218**	**870**	**209**	**39**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**3859**	**0**	**4**	**28**	**114**	**348**	**694**	**1329**	**996**	**269**	**59**	**12**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3960**	**0**	**4**	**29**	**115**	**357**	**709**	**1354**	**1026**	**282**	**64**	**14**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**4021**	**0**	**4**	**29**	**115**	**358**	**714**	**1365**	**1043**	**296**	**72**	**17**	**6**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

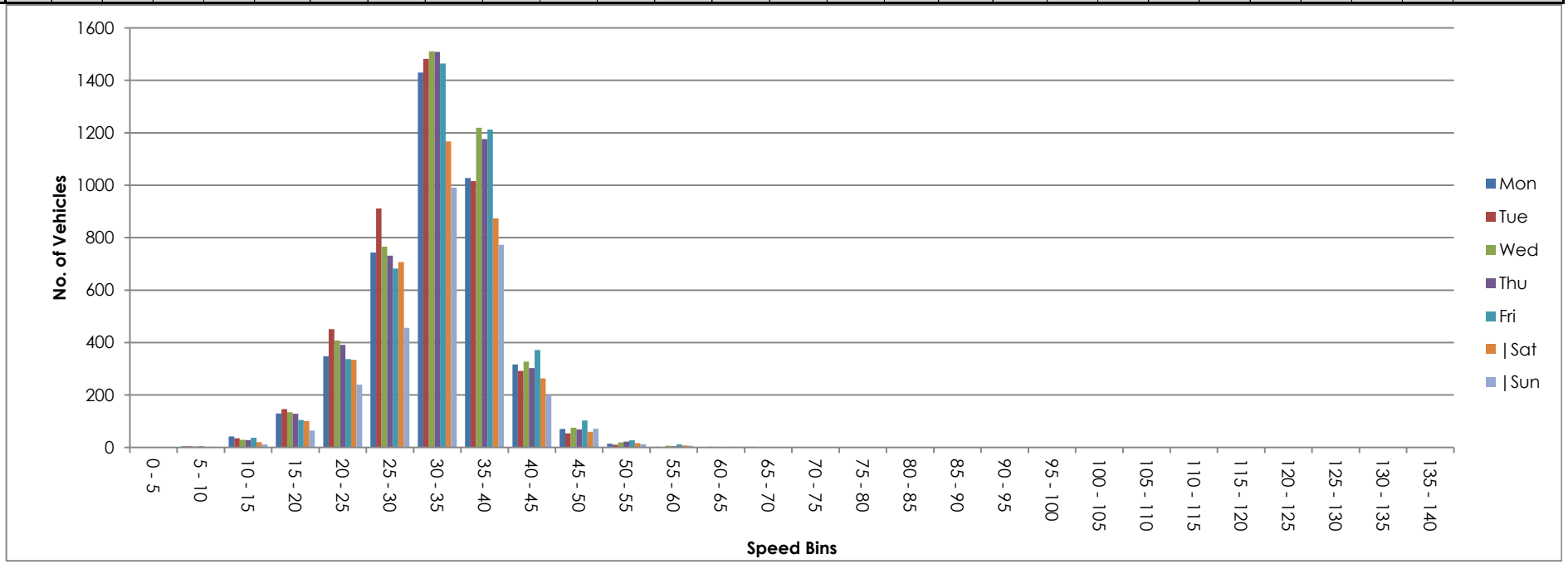
Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Eastbound

7085 / Eckington
Jan-16
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	4131	0	5	42	129	348	743	1430	1028	316	70	14	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	4407	0	5	35	146	451	911	1482	1016	292	54	10	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	4498	0	4	29	134	408	766	1511	1219	327	75	19	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	4372	0	5	28	128	391	731	1509	1176	303	68	22	5	2	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0
Fri	4352	0	3	37	105	337	682	1464	1212	371	103	27	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sat	3556	0	3	20	101	334	707	1167	874	263	60	16	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sun	2828	0	0	11	65	240	456	991	773	200	71	12	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	**4352**	**0**	**4**	**34**	**128**	**387**	**767**	**1479**	**1130**	**322**	**74**	**18**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7 Day Ave.	**4021**	**0**	**4**	**29**	**115**	**358**	**714**	**1365**	**1043**	**296**	**72**	**17**	**6**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
--	**28144**	**0**	**25**	**202**	**808**	**2509**	**4996**	**9554**	**7298**	**2072**	**501**	**120**	**40**	**11**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**

Summary Graphs



Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Westbound

7085 / Eckington
Jan-16
Automatic Traffic Count

Thursday 19 January 2017

Time	Total	Classification												]PSL 40	]PSL% 40	]SL1 46 ACPO	]SL1% 46 ACPO	]SL2 55 DfT	]SL2% 55 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	7	0	7	0	0	0	0	0	0	0	0	0	0	3	42.9	0	0	0	0	38.8	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	-
0300	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-
0400	13	0	12	0	0	0	0	0	0	1	0	0	0	1	7.7	0	0	0	0	32.3	35.3
0500	66	0	63	0	3	0	0	0	0	0	0	0	0	10	15.2	3	4.5	1	1.5	33.8	39.8
0600	126	4	108	0	11	1	2	0	0	0	0	0	0	13	10.3	4	3.2	0	0	33.2	39.4
0700	375	4	344	1	20	1	2	1	1	0	1	0	0	10	2.7	3	0.8	0	0	30.5	34.4
0800	**474**	**4**	**439**	**4**	**20**	**4**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**14**	**3**	**2**	**0.4**	**0**	**0**	**31.3**	**35.3**
0900	334	3	294	4	31	0	2	0	0	0	0	0	0	11	3.3	1	0.3	0	0	29.9	35.3
1000	238	0	219	0	18	0	0	0	1	0	0	0	0	1	0.4	1	0.4	0	0	29.5	34.4
1100	217	1	195	3	17	1	0	0	0	0	0	0	0	4	1.8	0	0	0	0	30.5	35.1
1200	251	1	238	0	9	1	2	0	0	0	0	0	0	7	2.8	1	0.4	0	0	30.3	35.3
1300	250	3	222	5	18	1	1	0	0	0	0	0	0	5	2	0	0	0	0	30.5	35.6
1400	267	2	252	1	11	1	0	0	0	0	0	0	0	8	3	0	0	0	0	30.5	35.1
1500	303	1	283	2	16	0	0	1	0	0	0	0	0	3	1	0	0	0	0	30.6	34.9
1600	352	1	332	0	19	0	0	0	0	0	0	0	0	8	2.3	0	0	0	0	30.9	35.1
1700	**396**	**4**	**383**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0.8**	**1**	**0.3**	**0**	**0**	**30.2**	**33.3**
1800	291	4	276	1	9	1	0	0	0	0	0	0	0	8	2.7	2	0.7	0	0	31.3	35.6
1900	160	2	149	1	7	1	0	0	0	0	0	0	0	24	15	1	0.6	0	0	33.1	39.6
2000	102	0	98	0	4	0	0	0	0	0	0	0	0	11	10.8	2	2	0	0	33.1	39.4
2100	62	2	57	0	3	0	0	0	0	0	0	0	0	9	14.5	3	4.8	1	1.6	34.5	39.8
2200	39	0	38	0	1	0	0	0	0	0	0	0	0	6	15.4	0	0	0	0	34.7	39.8
2300	22	0	22	0	0	0	0	0	0	0	0	0	0	5	22.7	1	4.5	0	0	35.1	40.5
07-19	**3748**	**28**	**3477**	**21**	**197**	**10**	**8**	**3**	**2**	**0**	**2**	**0**	**0**	**82**	**2.2**	**11**	**0.3**	**0**	**0**	**30.6**	**35.1**
06-22	**4198**	**36**	**3889**	**22**	**222**	**12**	**10**	**3**	**2**	**0**	**2**	**0**	**0**	**139**	**3.3**	**21**	**0.5**	**1**	**0**	**30.9**	**35.3**
06-00	**4259**	**36**	**3949**	**22**	**223**	**12**	**10**	**3**	**2**	**0**	**2**	**0**	**0**	**150**	**3.5**	**22**	**0.5**	**1**	**0**	**30.9**	**35.6**
00-00	**4351**	**36**	**4036**	**22**	**227**	**12**	**10**	**3**	**2**	**1**	**2**	**0**	**0**	**164**	**3.8**	**25**	**0.6**	**2**	**0**	**31**	**35.6**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Westbound

7085 / Eckington
Jan-16
Automatic Traffic Count

Friday 20 January 2017

Time	Total	Classification												]PSL 40	]PSL% 40	]SL1 46 ACPO	]SL1% 46 ACPO	]SL2 55 DfT	]SL2% 55 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	9	0	9	0	0	0	0	0	0	0	0	0	0	2	22.2	1	11.1	0	0	33.2	-
0100	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100	0	0	0	0	41.2	-
0300	4	0	3	0	1	0	0	0	0	0	0	0	0	2	50	1	25	0	0	37.2	-
0400	8	0	7	0	0	0	0	0	0	0	1	0	0	2	25	0	0	0	0	33.7	-
0500	56	0	53	0	3	0	0	0	0	0	0	0	0	15	26.8	3	5.4	1	1.8	36	42.9
0600	104	1	89	1	9	2	1	1	0	0	0	0	0	21	20.2	9	8.7	2	1.9	34.5	41.6
0700	380	4	344	1	25	1	4	1	0	0	0	0	0	7	1.8	0	0	0	0	31.2	35.1
0800	**411**	**4**	**383**	**1**	**20**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**17**	**4.1**	**0**	**0**	**0**	**0**	**31.4**	**35.6**
0900	309	0	278	1	27	1	0	0	0	1	1	0	0	7	2.3	0	0	0	0	31	35.1
1000	248	2	226	1	18	0	0	0	1	0	0	0	0	10	4	1	0.4	0	0	30.6	36.2
1100	234	1	213	0	18	1	1	0	0	0	0	0	0	8	3.4	0	0	0	0	31.1	36.2
1200	255	0	236	2	16	0	0	0	0	0	1	0	0	11	4.3	0	0	0	0	31.6	37.1
1300	274	3	245	5	19	0	0	1	0	1	0	0	0	12	4.4	1	0.4	0	0	31.7	37.1
1400	294	3	269	3	18	1	0	0	0	0	0	0	0	20	6.8	3	1	0	0	32.8	37.1
1500	329	5	309	1	12	2	0	0	0	0	0	0	0	14	4.3	0	0	0	0	32.1	36.7
1600	377	0	363	1	12	0	0	1	0	0	0	0	0	17	4.5	0	0	0	0	32.4	36.9
1700	**383**	**2**	**370**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0.3**	**0**	**0**	**0**	**0**	**31.4**	**34.9**
1800	233	2	224	1	6	0	0	0	0	0	0	0	0	11	4.7	0	0	0	0	32.1	36.5
1900	167	0	160	0	3	0	0	0	3	0	1	0	0	7	4.2	1	0.6	1	0.6	31	36
2000	106	1	101	0	4	0	0	0	0	0	0	0	0	15	14.2	4	3.8	1	0.9	33.2	38.7
2100	77	1	75	0	1	0	0	0	0	0	0	0	0	9	11.7	2	2.6	1	1.3	32.7	38
2200	42	0	42	0	0	0	0	0	0	0	0	0	0	1	2.4	1	2.4	1	2.4	31	36.2
2300	42	0	41	0	1	0	0	0	0	0	0	0	0	2	4.8	0	0	0	0	30.5	36.5
07-19	**3727**	**26**	**3460**	**17**	**202**	**8**	**5**	**3**	**2**	**2**	**2**	**0**	**0**	**135**	**3.6**	**5**	**0.1**	**0**	**0**	**31.6**	**36.2**
06-22	**4181**	**29**	**3885**	**18**	**219**	**10**	**6**	**4**	**5**	**2**	**3**	**0**	**0**	**187**	**4.5**	**21**	**0.5**	**5**	**0.1**	**31.7**	**36.5**
06-00	**4265**	**29**	**3968**	**18**	**220**	**10**	**6**	**4**	**5**	**2**	**3**	**0**	**0**	**190**	**4.5**	**22**	**0.5**	**6**	**0.1**	**31.7**	**36.5**
00-00	**4348**	**29**	**4045**	**18**	**225**	**10**	**6**	**4**	**5**	**2**	**4**	**0**	**0**	**214**	**4.9**	**27**	**0.6**	**7**	**0.2**	**31.8**	**36.7**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Westbound

7085 / Eckington
Jan-16
Automatic Traffic Count

Saturday 21 January 2017

Time	Total	Classification												]PSL 40	]PSL% 40	]SL1 46 ACPO	]SL1% 46 ACPO	]SL2 55 DfT	]SL2% 55 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	17	0	16	0	1	0	0	0	0	0	0	0	0	4	23.5	1	5.9	1	5.9	36.2	41.4
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25	0	0	0	0	35	-
0300	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	-
0400	12	0	12	0	0	0	0	0	0	0	0	0	0	3	25	0	0	0	0	33.6	40.3
0500	38	0	36	0	2	0	0	0	0	0	0	0	0	9	23.7	1	2.6	0	0	34.4	41.2
0600	48	0	40	0	8	0	0	0	0	0	0	0	0	9	18.8	2	4.2	0	0	36.1	41.2
0700	89	1	78	0	10	0	0	0	0	0	0	0	0	12	13.5	2	2.2	0	0	33.5	39.6
0800	194	0	177	4	11	1	1	0	0	0	0	0	0	24	12.4	2	1	1	0.5	33	39.1
0900	214	1	202	2	6	1	1	0	0	0	1	0	0	20	9.3	2	0.9	0	0	31.4	37.4
1000	262	2	249	4	7	0	0	0	0	0	0	0	0	3	1.1	0	0	0	0	30.9	36
1100	**309**	**1**	**299**	**2**	**5**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**4.2**	**0**	**0**	**0**	**0**	**30.8**	**36.2**
1200	363	3	348	0	10	0	0	1	0	0	1	0	0	9	2.5	0	0	0	0	30.9	35.6
1300	**378**	**1**	**367**	**2**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**3.4**	**1**	**0.3**	**0**	**0**	**30.8**	**35.3**
1400	298	2	287	2	4	3	0	0	0	0	0	0	0	9	3	0	0	0	0	30.8	35.8
1500	257	1	251	3	2	0	0	0	0	0	0	0	0	6	2.3	1	0.4	0	0	31.3	35.6
1600	257	0	252	0	5	0	0	0	0	0	0	0	0	6	2.3	1	0.4	0	0	31.4	35.3
1700	198	0	192	1	5	0	0	0	0	0	0	0	0	8	4	1	0.5	1	0.5	31.4	36.5
1800	149	1	144	0	3	0	1	0	0	0	0	0	0	8	5.4	2	1.3	0	0	31.2	36.7
1900	125	0	119	0	4	1	1	0	0	0	0	0	0	6	4.8	3	2.4	1	0.8	31.6	36.7
2000	87	1	82	0	4	0	0	0	0	0	0	0	0	9	10.3	0	0	0	0	33.1	38.9
2100	68	0	66	0	2	0	0	0	0	0	0	0	0	4	5.9	0	0	0	0	30.8	36.5
2200	39	0	38	0	1	0	0	0	0	0	0	0	0	3	7.7	3	7.7	0	0	32	37.1
2300	40	0	39	0	1	0	0	0	0	0	0	0	0	3	7.5	1	2.5	0	0	31.9	37.6
07-19	**2968**	**13**	**2846**	**20**	**76**	**5**	**5**	**1**	**0**	**0**	**2**	**0**	**0**	**131**	**4.4**	**12**	**0.4**	**2**	**0.1**	**31.2**	**36.2**
06-22	**3296**	**14**	**3153**	**20**	**94**	**6**	**6**	**1**	**0**	**0**	**2**	**0**	**0**	**159**	**4.8**	**17**	**0.5**	**3**	**0.1**	**31.4**	**36.5**
06-00	**3375**	**14**	**3230**	**20**	**96**	**6**	**6**	**1**	**0**	**0**	**2**	**0**	**0**	**165**	**4.9**	**21**	**0.6**	**3**	**0.1**	**31.4**	**36.5**
00-00	**3458**	**14**	**3310**	**20**	**99**	**6**	**6**	**1**	**0**	**0**	**2**	**0**	**0**	**182**	**5.3**	**23**	**0.7**	**4**	**0.1**	**31.4**	**36.5**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Westbound

7085 / Eckington
Jan-16
Automatic Traffic Count

Sunday 22 January 2017

Time	Total	Classification												]PSL 40	]PSL% 40	]SL1 46 ACPO	]SL1% 46 ACPO	]SL2 55 DfT	]SL2% 55 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	25	0	25	0	0	0	0	0	0	0	0	0	0	4	16	0	0	0	0	31.6	36.2
0100	11	0	11	0	0	0	0	0	0	0	0	0	0	1	9.1	0	0	0	0	31	37.1
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	0	0	0	0	45.8	-
0400	8	0	8	0	0	0	0	0	0	0	0	0	0	1	12.5	0	0	0	0	35.2	-
0500	24	1	23	0	0	0	0	0	0	0	0	0	0	8	33.3	3	12.5	2	8.3	37.4	41.6
0600	26	0	24	0	2	0	0	0	0	0	0	0	0	5	19.2	3	11.5	1	3.8	36.6	43.4
0700	39	0	35	0	4	0	0	0	0	0	0	0	0	1	2.6	0	0	0	0	30.9	36.9
0800	66	1	63	1	1	0	0	0	0	0	0	0	0	12	18.2	2	3	1	1.5	33.1	40
0900	164	2	155	2	2	2	1	0	0	0	0	0	0	14	8.5	3	1.8	0	0	32.3	37.4
1000	245	2	239	1	2	1	0	0	0	0	0	0	0	8	3.3	1	0.4	0	0	30.2	35.3
1100	**296**	**0**	**290**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**1.4**	**0**	**0**	**0**	**0**	**30.3**	**35.1**
1200	**294**	**2**	**282**	**2**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**1**	**0.3**	**1**	**0.3**	**30.7**	**35.1**
1300	264	0	257	0	5	0	2	0	0	0	0	0	0	6	2.3	0	0	0	0	31.2	35.3
1400	279	1	270	0	8	0	0	0	0	0	0	0	0	8	2.9	0	0	0	0	31.3	35.3
1500	268	3	262	0	3	0	0	0	0	0	0	0	0	7	2.6	1	0.4	0	0	30.8	35.3
1600	234	1	227	3	3	0	0	0	0	0	0	0	0	3	1.3	0	0	0	0	30.5	34.9
1700	164	1	158	1	4	0	0	0	0	0	0	0	0	10	6.1	1	0.6	1	0.6	31.5	36.7
1800	116	2	112	0	1	1	0	0	0	0	0	0	0	6	5.2	3	2.6	0	0	32.1	37.6
1900	119	0	115	1	2	1	0	0	0	0	0	0	0	9	7.6	2	1.7	1	0.8	32.1	37.1
2000	64	0	64	0	0	0	0	0	0	0	0	0	0	5	7.8	2	3.1	0	0	32.2	36.5
2100	38	0	37	0	1	0	0	0	0	0	0	0	0	3	7.9	1	2.6	0	0	31.4	36.2
2200	29	0	28	0	1	0	0	0	0	0	0	0	0	1	3.4	0	0	0	0	31.3	35.6
2300	11	0	11	0	0	0	0	0	0	0	0	0	0	3	27.3	0	0	0	0	33.4	40.5
07-19	**2429**	**15**	**2350**	**10**	**45**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**82**	**3.4**	**12**	**0.5**	**3**	**0.1**	**31**	**35.8**
06-22	**2676**	**15**	**2590**	**11**	**50**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**104**	**3.9**	**20**	**0.7**	**5**	**0.2**	**31.2**	**35.8**
06-00	**2716**	**15**	**2629**	**11**	**51**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**108**	**4**	**20**	**0.7**	**5**	**0.2**	**31.2**	**35.8**
00-00	**2788**	**16**	**2700**	**11**	**51**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**123**	**4.4**	**23**	**0.8**	**7**	**0.3**	**31.2**	**36**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Westbound

7085 / Eckington
Jan-16
Automatic Traffic Count

Monday 23 January 2017

Time	Total	Classification												]PSL 40	]PSL% 40	]SL1 46 ACPO	]SL1% 46 ACPO	]SL2 55 DfT	]SL2% 55 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	6	0	6	0	0	0	0	0	0	0	0	0	0	3	50	1	16.7	1	16.7	38.2	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100	1	50	0	0	46.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	-
0400	11	0	11	0	0	0	0	0	0	0	0	0	0	2	18.2	0	0	0	0	32.3	38.3
0500	62	2	59	0	0	1	0	0	0	0	0	0	0	16	25.8	5	8.1	0	0	36.1	42.7
0600	119	3	105	0	11	0	0	0	0	0	0	0	0	15	12.6	3	2.5	1	0.8	32.6	38.7
0700	384	3	357	0	18	1	3	1	0	1	0	0	0	6	1.6	1	0.3	0	0	30.6	34.9
0800	**477**	**1**	**442**	**2**	**27**	**2**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**12**	**2.5**	**1**	**0.2**	**0**	**0**	**31.3**	**35.6**
0900	270	1	246	3	18	1	1	0	0	0	0	0	0	7	2.6	0	0	0	0	31.1	35.8
1000	216	2	198	1	15	0	0	0	0	0	0	0	0	11	5.1	1	0.5	1	0.5	31.9	36.9
1100	234	1	214	2	17	0	0	0	0	0	0	0	0	2	0.9	0	0	0	0	30.6	35.6
1200	248	1	225	1	18	1	0	0	0	0	2	0	0	7	2.8	1	0.4	0	0	30.6	35.6
1300	199	1	183	2	10	0	0	0	2	1	0	0	0	8	4	1	0.5	0	0	30.2	35.1
1400	272	3	248	2	18	1	0	0	0	0	0	0	0	9	3.3	0	0	0	0	31	35.8
1500	310	2	288	1	17	0	1	0	0	1	0	0	0	11	3.5	0	0	0	0	32	36
1600	322	1	305	1	14	0	1	0	0	0	0	0	0	7	2.2	0	0	0	0	31.2	35.1
1700	**409**	**2**	**391**	**1**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0.2**	**0**	**0**	**0**	**0**	**30.6**	**34**
1800	253	1	244	1	7	0	0	0	0	0	0	0	0	11	4.3	1	0.4	1	0.4	31.3	36
1900	133	0	124	1	8	0	0	0	0	0	0	0	0	5	3.8	2	1.5	1	0.8	31.5	36.7
2000	77	0	74	0	2	1	0	0	0	0	0	0	0	12	15.6	2	2.6	0	0	32.5	39.6
2100	56	0	54	0	2	0	0	0	0	0	0	0	0	6	10.7	3	5.4	0	0	33.4	38.7
2200	37	0	37	0	0	0	0	0	0	0	0	0	0	3	8.1	2	5.4	0	0	32.5	36
2300	13	0	13	0	0	0	0	0	0	0	0	0	0	1	7.7	1	7.7	0	0	33.3	37.6
07-19	**3594**	**19**	**3341**	**17**	**194**	**6**	**6**	**3**	**3**	**3**	**2**	**0**	**0**	**92**	**2.6**	**6**	**0.2**	**2**	**0.1**	**31**	**35.6**
06-22	**3979**	**22**	**3698**	**18**	**217**	**7**	**6**	**3**	**3**	**3**	**2**	**0**	**0**	**130**	**3.3**	**16**	**0.4**	**4**	**0.1**	**31.1**	**35.8**
06-00	**4029**	**22**	**3748**	**18**	**217**	**7**	**6**	**3**	**3**	**3**	**2**	**0**	**0**	**134**	**3.3**	**19**	**0.5**	**4**	**0.1**	**31.2**	**35.8**
00-00	**4112**	**24**	**3827**	**18**	**218**	**8**	**6**	**3**	**3**	**3**	**2**	**0**	**0**	**157**	**3.8**	**26**	**0.6**	**5**	**0.1**	**31.3**	**35.8**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Westbound

7085 / Eckington
Jan-16
Automatic Traffic Count

Tuesday 24 January 2017

Time	Total	Classification												]PSL 40	]PSL% 40	]SL1 46 ACPO	]SL1% 46 ACPO	]SL2 55 DfT	]SL2% 55 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	6	0	6	0	0	0	0	0	0	0	0	0	0	2	33.3	1	16.7	0	0	36.2	-
0100	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.3	-
0200	4	0	3	0	1	0	0	0	0	0	0	0	0	2	50	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	10	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	-
0500	63	2	59	0	2	0	0	0	0	0	0	0	0	17	27	3	4.8	1	1.6	36.7	42.3
0600	123	3	106	0	13	1	0	0	0	0	0	0	0	8	6.5	2	1.6	1	0.8	31.7	37.8
0700	402	3	375	1	22	0	1	0	0	0	0	0	0	3	0.7	0	0	0	0	29.8	34.9
0800	**447**	**0**	**426**	**0**	**19**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.2**	**34.9**
0900	275	2	249	3	18	1	1	0	1	0	0	0	0	3	1.1	0	0	0	0	29.3	34.7
1000	244	1	230	0	11	1	1	0	0	0	0	0	0	7	2.9	0	0	0	0	28.7	34
1100	258	0	230	4	23	1	0	0	0	0	0	0	0	7	2.7	0	0	0	0	29.8	35.1
1200	226	3	209	2	12	0	0	0	0	0	0	0	0	10	4.4	1	0.4	0	0	31.1	36.5
1300	258	1	238	3	16	0	0	0	0	0	0	0	0	8	3.1	1	0.4	1	0.4	30.4	35.6
1400	270	4	250	2	13	0	1	0	0	0	0	0	0	7	2.6	2	0.7	0	0	31	36
1500	302	0	284	2	15	1	0	0	0	0	0	0	0	6	2	2	0.7	0	0	31	35.3
1600	333	3	312	2	15	1	0	0	0	0	0	0	0	8	2.4	2	0.6	0	0	31.6	35.1
1700	**405**	**2**	**383**	**3**	**15**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0.2**	**0**	**0**	**0**	**0**	**30.9**	**34.4**
1800	321	1	310	1	9	0	0	0	0	0	0	0	0	7	2.2	0	0	0	0	30.7	34.9
1900	134	0	127	2	5	0	0	0	0	0	0	0	0	10	7.5	1	0.7	0	0	31.9	37.4
2000	105	0	99	2	4	0	0	0	0	0	0	0	0	7	6.7	0	0	0	0	32.4	37.1
2100	51	0	50	0	1	0	0	0	0	0	0	0	0	5	9.8	2	3.9	1	2	32.2	38
2200	42	0	41	0	1	0	0	0	0	0	0	0	0	2	4.8	0	0	0	0	33	37.1
2300	13	0	12	0	1	0	0	0	0	0	0	0	0	4	30.8	0	0	0	0	36.8	42.1
07-19	**3741**	**20**	**3496**	**23**	**188**	**6**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**67**	**1.8**	**8**	**0.2**	**1**	**0**	**30.4**	**35.1**
06-22	**4154**	**23**	**3878**	**27**	**211**	**7**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**97**	**2.3**	**13**	**0.3**	**3**	**0.1**	**30.6**	**35.3**
06-00	**4209**	**23**	**3931**	**27**	**213**	**7**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**103**	**2.4**	**13**	**0.3**	**3**	**0.1**	**30.6**	**35.3**
00-00	**4295**	**25**	**4010**	**27**	**218**	**7**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**124**	**2.9**	**17**	**0.4**	**4**	**0.1**	**30.7**	**35.6**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Westbound

7085 / Eckington
Jan-16
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	40	40	46 ACPO	46 ACPO	55 DfT	55 DfT		85
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50	1	50	0	0	40.6	-
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	2	40	1	20	0	0	38.4	-
0300	5	0	3	0	2	0	0	0	0	0	0	0	0	1	20	0	0	0	0	31.3	-
0400	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	-
0500	62	2	57	0	3	0	0	0	0	0	0	0	0	10	16.1	6	9.7	1	1.6	34.9	40.9
0600	124	1	108	1	13	0	0	0	0	1	0	0	0	16	12.9	7	5.6	1	0.8	31.6	38.5
0700	400	4	367	1	22	3	1	1	0	1	0	0	0	5	1.3	1	0.3	0	0	30.6	35.1
0800	**451**	**2**	**414**	**1**	**32**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**1.8**	**0**	**0**	**0**	**0**	**31.7**	**35.8**
0900	281	2	258	0	19	0	2	0	0	0	0	0	0	15	5.3	1	0.4	0	0	32.6	37.1
1000	243	3	211	1	25	1	2	0	0	0	0	0	0	11	4.5	1	0.4	0	0	31.3	36.7
1100	260	1	234	3	20	0	0	1	1	0	0	0	0	5	1.9	0	0	0	0	30.5	34.9
1200	237	4	216	1	14	0	1	0	0	0	1	0	0	16	6.8	3	1.3	0	0	31	36
1300	254	0	240	1	11	1	0	1	0	0	0	0	0	12	4.7	2	0.8	0	0	31.7	36.5
1400	286	2	263	2	19	0	0	0	0	0	0	0	0	13	4.5	1	0.3	0	0	32.3	36.7
1500	337	1	318	0	18	0	0	0	0	0	0	0	0	11	3.3	2	0.6	0	0	31.6	35.6
1600	346	2	326	0	17	1	0	0	0	0	0	0	0	6	1.7	0	0	0	0	31.9	35.8
1700	**415**	**2**	**396**	**1**	**14**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**0.7**	**0**	**0**	**0**	**0**	**31.1**	**34.9**
1800	318	2	308	1	7	0	0	0	0	0	0	0	0	6	1.9	0	0	0	0	30.4	34.4
1900	189	2	183	0	4	0	0	0	0	0	0	0	0	5	2.6	2	1.1	1	0.5	31.8	35.8
2000	88	0	87	0	1	0	0	0	0	0	0	0	0	7	8	2	2.3	0	0	32.6	38
2100	51	0	50	0	1	0	0	0	0	0	0	0	0	5	9.8	1	2	0	0	31.3	36.9
2200	34	0	33	0	1	0	0	0	0	0	0	0	0	4	11.8	1	2.9	0	0	33.2	38.5
2300	21	0	20	0	1	0	0	0	0	0	0	0	0	9	42.9	4	19	1	4.8	38.5	47
07-19	**3828**	**25**	**3551**	**12**	**218**	**8**	**7**	**3**	**2**	**1**	**1**	**0**	**0**	**111**	**2.9**	**11**	**0.3**	**0**	**0**	**31.4**	**35.8**
06-22	**4280**	**28**	**3979**	**13**	**237**	**8**	**7**	**3**	**2**	**2**	**1**	**0**	**0**	**144**	**3.4**	**23**	**0.5**	**2**	**0**	**31.4**	**36**
06-00	**4335**	**28**	**4032**	**13**	**239**	**8**	**7**	**3**	**2**	**2**	**1**	**0**	**0**	**157**	**3.6**	**28**	**0.6**	**3**	**0.1**	**31.5**	**36**
00-00	**4421**	**30**	**4111**	**13**	**244**	**8**	**7**	**3**	**2**	**2**	**1**	**0**	**0**	**171**	**3.9**	**36**	**0.8**	**4**	**0.1**	**31.5**	**36**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Westbound

7085 / Eckington
Jan-16
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	40	40	46 ACPO	46 ACPO	55 DfT	55 DfT		85
0000	10	0	10	0	0	0	0	0	0	0	0	0	0	3	25	1	5.6	0	2.8	34.6	41.6
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	1	14.8	0	7.4	0	0	33.7	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	1	36.4	0	4.5	0	0	35.7	-
0300	3	0	2	0	1	0	0	0	0	0	0	0	0	1	19	0	4.8	0	0	31.2	-
0400	10	0	10	0	0	0	0	0	0	0	0	0	0	1	12.5	0	0	0	0	32.8	39.4
0500	53	1	50	0	2	0	0	0	0	0	0	0	0	12	22.9	3	6.5	1	1.6	35.5	41.8
0600	96	2	83	0	10	1	0	0	0	0	0	0	0	12	13	4	4.5	1	0.9	33.1	39.6
0700	296	3	271	1	17	1	2	1	0	0	0	0	0	6	2.1	1	0.3	0	0	30.7	35.1
0800	**360**	**2**	**335**	**2**	**19**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**3.5**	**1**	**0.3**	**0**	**0.1**	**31.4**	**35.8**
0900	264	2	240	2	17	1	1	0	0	0	0	0	0	11	4.2	1	0.4	0	0	31	36.2
1000	242	2	225	1	14	0	0	0	0	0	0	0	0	7	3	1	0.3	0	0.1	30.4	35.8
1100	258	1	239	2	15	1	0	0	0	0	0	0	0	6	2.4	0	0	0	0	30.5	35.6
1200	268	2	251	1	12	0	0	0	0	0	1	0	0	9	3.4	1	0.4	0	0.1	30.9	35.8
1300	268	1	250	3	12	0	0	0	0	0	0	0	0	9	3.4	1	0.3	0	0.1	30.9	35.8
1400	281	2	263	2	13	1	0	0	0	0	0	0	0	11	3.8	1	0.3	0	0	31.4	36.2
1500	301	2	285	1	12	0	0	0	0	0	0	0	0	8	2.8	1	0.3	0	0	31.4	35.8
1600	317	1	302	1	12	0	0	0	0	0	0	0	0	8	2.5	0	0.1	0	0	31.5	35.6
1700	**339**	**2**	**325**	**1**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**1.1**	**0**	**0.1**	**0**	**0.1**	**30.9**	**34.7**
1800	240	2	231	1	6	0	0	0	0	0	0	0	0	8	3.4	1	0.5	0	0.1	31.2	35.6
1900	147	1	140	1	5	0	0	0	0	0	0	0	0	9	6.4	2	1.2	1	0.5	31.9	36.9
2000	90	0	86	0	3	0	0	0	0	0	0	0	0	9	10.5	2	1.9	0	0.2	32.8	38.7
2100	58	0	56	0	2	0	0	0	0	0	0	0	0	6	10.2	2	3	0	0.7	32.4	38
2200	37	0	37	0	1	0	0	0	0	0	0	0	0	3	7.6	1	2.7	0	0.4	32.6	37.4
2300	23	0	23	0	1	0	0	0	0	0	0	0	0	4	16.7	1	4.3	0	0.6	33.5	40.3
07-19	**3434**	**21**	**3217**	**17**	**160**	**7**	**6**	**2**	**1**	**1**	**1**	**0**	**0**	**100**	**2.9**	**9**	**0.3**	**1**	**0**	**31**	**35.6**
06-22	**3823**	**24**	**3582**	**18**	**179**	**8**	**6**	**2**	**2**	**1**	**1**	**0**	**0**	**137**	**3.6**	**19**	**0.5**	**3**	**0.1**	**31.2**	**35.8**
06-00	**3884**	**24**	**3641**	**18**	**180**	**8**	**6**	**2**	**2**	**1**	**1**	**0**	**0**	**144**	**3.7**	**21**	**0.5**	**4**	**0.1**	**31.2**	**36**
00-00	**3968**	**25**	**3720**	**18**	**183**	**8**	**6**	**2**	**2**	**1**	**2**	**0**	**0**	**162**	**4.1**	**25**	**0.6**	**5**	**0.1**	**31.3**	**36**

NDC
NATIONWIDE DATA COLLECTION

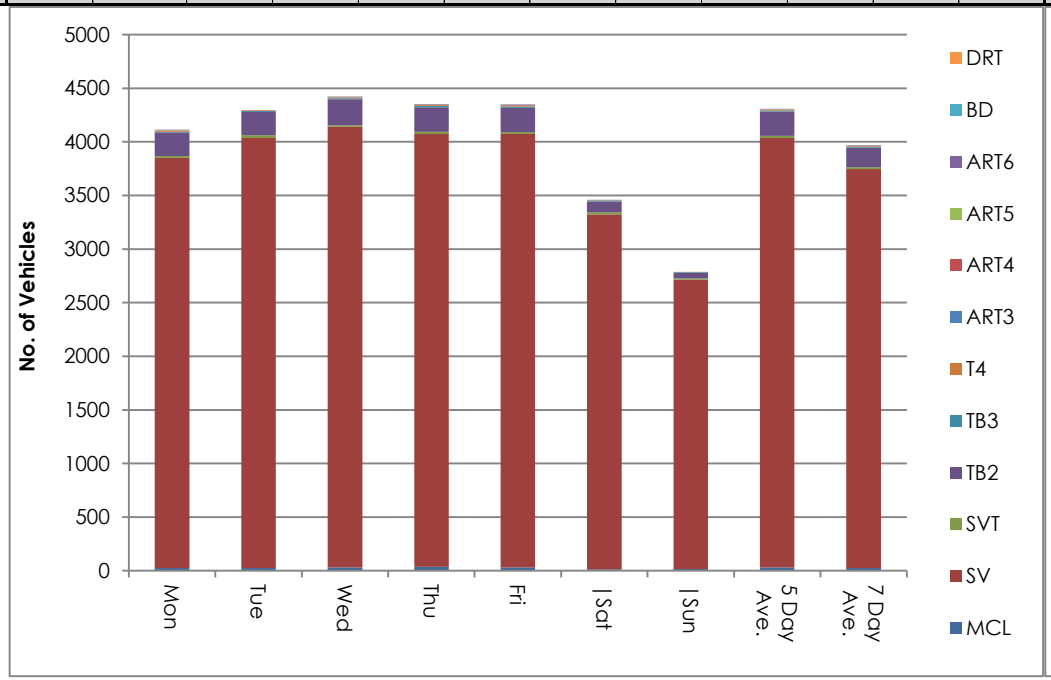
Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Westbound

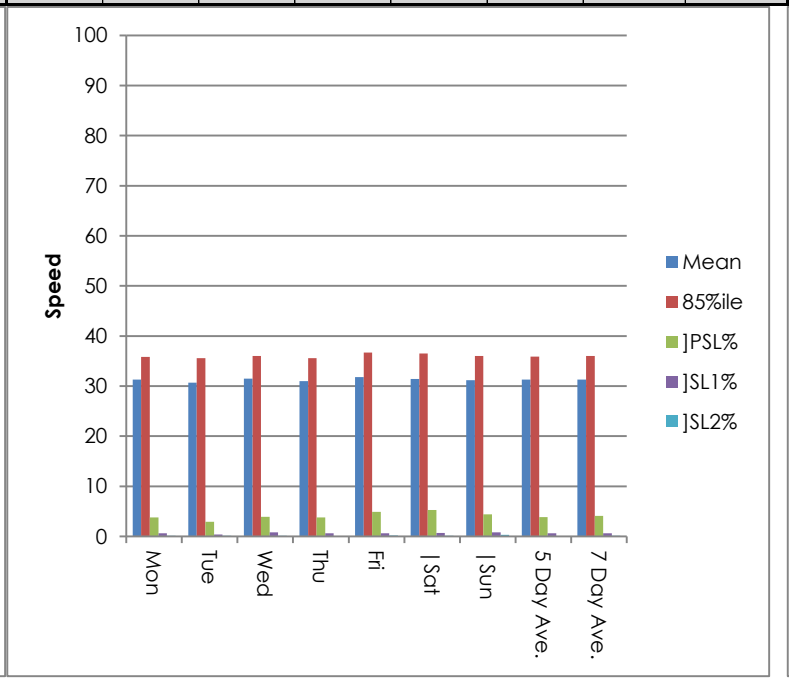
7085 / Eckington
Jan-16
Automatic Traffic Count

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	40	40	46 ACPO	46 ACPO	55 DfT	55 DfT		85
Mon	4112	24	3827	18	218	8	6	3	3	3	2	0	0	157	3.8	26	0.6	5	0.1	31.3	35.8
Tue	4295	25	4010	27	218	7	7	0	1	0	0	0	0	124	2.9	17	0.4	4	0.1	30.7	35.6
Wed	4421	30	4111	13	244	8	7	3	2	2	1	0	0	171	3.9	36	0.8	4	0.1	31.5	36
Thu	4351	36	4036	22	227	12	10	3	2	1	2	0	0	164	3.8	25	0.6	2	0	31	35.6
Fri	4348	29	4045	18	225	10	6	4	5	2	4	0	0	214	4.9	27	0.6	7	0.2	31.8	36.7
]Sat	3458	14	3310	20	99	6	6	1	0	0	2	0	0	182	5.3	23	0.7	4	0.1	31.4	36.5
]Sun	2788	16	2700	11	51	7	3	0	0	0	0	0	0	123	4.4	23	0.8	7	0.3	31.2	36
5 Day Ave.	**4305**	**29**	**4006**	**20**	**226**	**9**	**7**	**3**	**3**	**2**	**2**	**0**	**0**	**166**	**3.9**	**26**	**0.6**	**4**	**0.1**	**31.3**	**35.9**
7 Day Ave.	**3968**	**25**	**3720**	**18**	**183**	**8**	**6**	**2**	**2**	**1**	**2**	**0**	**0**	**162**	**4.1**	**25**	**0.6**	**5**	**0.1**	**31.3**	**36.0**
--	**27773**	**174**	**26039**	**129**	**1282**	**58**	**45**	**14**	**13**	**8**	**11**	**0**	**0**	**1135**	**4.1**	**177**	**0.6**	**33**	**0.1**	**31.3**	**36.0**

Summary Graphs





Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Westbound

7085 / Eckington
Jan-16
Automatic Traffic Count

Thursday 19 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	7	0	0	0	0	0	0	1	3	3	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	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	0
0300	2	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	0	0
0400	13	0	0	0	1	0	3	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	66	0	0	0	0	7	15	15	19	7	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	126	0	0	1	1	19	14	39	39	9	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	375	0	0	2	12	39	85	190	37	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**474**	**0**	**0**	**1**	**8**	**39**	**123**	**211**	**78**	**11**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	334	0	0	0	11	55	88	119	50	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	238	0	0	0	9	42	57	101	28	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	217	0	0	1	6	28	50	96	32	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	251	0	0	1	10	33	56	107	37	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	250	0	0	2	7	35	54	100	47	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	267	0	0	0	8	29	74	111	37	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	303	0	0	1	10	23	79	144	43	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	352	0	0	0	4	32	99	161	48	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**396**	**1**	**0**	**0**	**6**	**25**	**142**	**190**	**29**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	291	0	0	1	6	27	69	128	52	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	160	0	1	0	1	17	22	61	34	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	102	0	0	0	1	11	17	35	27	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	62	0	0	0	1	3	11	18	20	4	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	39	0	0	0	0	1	5	17	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	22	0	0	0	0	1	3	7	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3748**	**1**	**0**	**9**	**97**	**407**	**976**	**1658**	**518**	**65**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**4198**	**1**	**1**	**10**	**101**	**457**	**1040**	**1811**	**638**	**110**	**25**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**4259**	**1**	**1**	**10**	**101**	**459**	**1048**	**1835**	**654**	**120**	**26**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**4351**	**1**	**1**	**10**	**102**	**467**	**1067**	**1860**	**679**	**131**	**27**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Westbound

7085 / Eckington
Jan-16
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	9	0	0	0	0	2	3	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	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
0200	3	0	0	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
0300	4	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	0
0400	8	0	0	0	0	1	2	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	56	0	0	0	0	6	5	15	15	11	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	104	0	0	0	4	15	4	31	29	11	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	380	0	0	1	2	38	80	195	57	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**411**	**0**	**0**	**0**	**4**	**37**	**103**	**183**	**67**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	309	0	0	0	7	35	61	149	50	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	248	0	0	1	14	32	51	95	45	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	234	0	0	0	6	34	49	88	49	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	255	0	0	0	7	35	42	95	65	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	274	0	0	1	3	33	55	110	60	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	294	0	0	0	4	24	42	131	73	16	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	329	0	0	1	8	36	49	126	95	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	377	0	0	0	1	24	80	164	91	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**383**	**0**	**0**	**0**	**3**	**24**	**95**	**202**	**58**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	233	0	0	0	4	21	40	103	54	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	167	0	0	0	5	24	35	71	25	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	106	0	0	0	2	10	17	44	18	11	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	77	0	0	0	5	7	12	27	17	7	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	42	0	0	0	2	5	11	16	7	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	42	0	0	0	4	4	12	13	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3727**	**0**	**0**	**4**	**63**	**373**	**747**	**1641**	**764**	**126**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**4181**	**0**	**0**	**4**	**79**	**429**	**815**	**1814**	**853**	**161**	**13**	**8**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**4265**	**0**	**0**	**4**	**85**	**438**	**838**	**1843**	**867**	**163**	**13**	**8**	**4**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**4348**	**0**	**0**	**4**	**85**	**447**	**849**	**1862**	**887**	**181**	**16**	**10**	**4**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Westbound

7085 / Eckington
Jan-16
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	17	0	0	0	0	1	3	5	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	2	1	0	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	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	7	0	0	0	1	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
0400	12	0	0	0	0	2	2	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	38	0	0	0	0	3	6	10	10	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	48	0	0	0	1	0	6	14	18	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	89	0	0	0	2	11	6	37	21	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	194	0	0	1	5	19	25	73	47	20	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	214	0	0	1	5	37	39	66	46	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	262	0	0	1	8	36	48	112	54	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**309**	**0**	**0**	**1**	**10**	**47**	**62**	**115**	**61**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	363	0	0	0	8	35	93	155	63	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	**378**	**0**	**0**	**0**	**9**	**42**	**104**	**154**	**56**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1400	298	0	0	3	12	35	55	124	60	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	257	0	0	0	5	22	64	117	43	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	257	0	0	0	2	19	58	133	39	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	198	0	0	0	5	19	47	84	35	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	149	0	0	1	2	18	40	48	32	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	125	0	0	0	6	12	25	45	31	2	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	87	0	0	0	1	10	10	32	25	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	68	0	0	0	4	10	13	17	20	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	39	0	0	0	0	6	10	14	6	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	40	0	0	0	2	3	11	13	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2968**	**0**	**0**	**8**	**73**	**340**	**641**	**1218**	**557**	**111**	**16**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**3296**	**0**	**0**	**8**	**85**	**372**	**695**	**1326**	**651**	**132**	**20**	**4**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3375**	**0**	**0**	**8**	**87**	**381**	**716**	**1353**	**665**	**134**	**22**	**6**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3458**	**0**	**0**	**8**	**88**	**391**	**729**	**1376**	**684**	**147**	**25**	**6**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Westbound

7085 / Eckington
Jan-16
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	25	0	0	0	0	4	4	12	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	11	0	0	0	0	3	2	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	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	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	8	0	0	0	0	1	0	2	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	24	0	0	1	1	0	4	0	10	5	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	26	0	0	0	0	2	1	8	10	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	39	0	0	0	2	3	12	13	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	66	0	0	0	1	10	14	15	14	9	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	164	0	0	0	3	23	22	58	44	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	245	0	0	2	5	43	54	97	36	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**296**	**0**	**0**	**1**	**8**	**33**	**86**	**118**	**46**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**294**	**0**	**0**	**1**	**5**	**38**	**66**	**132**	**49**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	264	0	0	0	6	25	62	119	46	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	279	0	0	0	3	18	83	124	43	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	268	0	0	1	6	33	61	111	49	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	234	0	0	1	3	27	65	100	35	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	164	0	0	0	3	20	36	64	31	8	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	116	0	0	1	0	9	31	48	21	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	119	0	0	0	5	12	16	50	27	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	64	0	0	0	1	5	12	31	10	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	38	0	0	0	0	7	9	11	8	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	29	0	0	0	1	6	1	14	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	11	0	0	0	0	3	2	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2429**	**0**	**0**	**7**	**45**	**282**	**592**	**999**	**422**	**64**	**13**	**2**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2676**	**0**	**0**	**7**	**51**	**308**	**630**	**1099**	**477**	**78**	**15**	**6**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2716**	**0**	**0**	**7**	**52**	**317**	**633**	**1114**	**485**	**81**	**16**	**6**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2788**	**0**	**0**	**8**	**54**	**325**	**645**	**1130**	**503**	**89**	**20**	**7**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Westbound

7085 / Eckington
Jan-16
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	6	0	0	0	0	2	0	0	1	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	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
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	2	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	0	0
0400	11	0	0	0	1	2	0	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	62	0	0	0	2	3	7	13	21	10	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	119	0	0	1	7	16	14	35	31	11	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	384	0	0	1	10	48	87	176	56	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**477**	**0**	**0**	**0**	**14**	**34**	**125**	**207**	**85**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	270	0	0	1	9	31	47	124	51	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	216	0	0	1	3	26	37	87	51	10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	234	0	0	0	11	31	46	99	45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	248	0	0	0	10	32	53	106	40	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	199	0	0	0	11	28	44	84	24	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	272	0	0	0	8	24	73	113	45	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	310	0	0	1	3	30	51	146	68	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	322	0	0	0	3	30	80	156	46	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**409**	**0**	**0**	**0**	**5**	**30**	**106**	**229**	**38**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	253	0	0	0	4	25	64	111	38	9	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	133	0	0	0	2	17	27	59	23	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	77	0	0	0	2	13	9	21	20	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	56	0	0	0	4	4	6	18	18	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	37	0	0	0	1	2	6	18	7	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	13	0	0	0	1	0	3	5	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3594**	**0**	**0**	**4**	**91**	**369**	**813**	**1638**	**587**	**78**	**12**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**3979**	**0**	**0**	**5**	**106**	**419**	**869**	**1771**	**679**	**105**	**17**	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**4029**	**0**	**0**	**5**	**108**	**421**	**878**	**1794**	**689**	**106**	**20**	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**4112**	**0**	**0**	**5**	**111**	**428**	**886**	**1809**	**716**	**120**	**24**	**8**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Westbound

7085 / Eckington
Jan-16
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	6	0	0	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	0
0100	3	0	0	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
0200	4	0	0	0	0	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
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	10	0	0	0	1	2	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	63	0	0	0	1	2	5	14	24	12	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	123	0	0	1	4	16	23	43	28	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	402	0	0	1	11	63	109	154	61	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**447**	**0**	**0**	**1**	**9**	**65**	**101**	**206**	**65**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	275	0	1	1	8	46	87	93	36	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	244	0	0	4	26	33	62	87	25	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	258	0	0	0	12	44	63	97	35	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	226	0	1	0	8	26	56	77	48	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	258	0	0	0	8	41	60	100	41	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	270	0	0	2	8	28	61	112	52	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	302	0	0	0	6	28	78	136	48	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	333	0	1	0	2	24	71	178	49	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**405**	**0**	**0**	**0**	**4**	**21**	**129**	**205**	**45**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	321	0	0	0	8	39	75	150	42	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	134	0	0	0	2	17	26	43	36	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	105	0	0	0	1	10	20	40	27	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	51	0	0	0	4	3	9	20	10	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	42	0	0	0	0	1	7	23	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	13	0	0	0	0	1	0	3	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3741**	**0**	**3**	**9**	**110**	**458**	**952**	**1595**	**547**	**57**	**8**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**4154**	**0**	**3**	**10**	**121**	**504**	**1030**	**1741**	**648**	**81**	**11**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**4209**	**0**	**3**	**10**	**121**	**506**	**1037**	**1767**	**662**	**87**	**11**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**4295**	**0**	**3**	**10**	**123**	**511**	**1043**	**1786**	**695**	**102**	**15**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Westbound

7085 / Eckington
Jan-16
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	2	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	0
0100	2	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	0
0200	5	0	0	0	0	1	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	1	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	0	0	1	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	62	0	0	0	2	6	7	14	23	4	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	124	0	0	0	5	25	22	33	23	9	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	400	0	1	2	7	57	84	180	64	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**451**	**0**	**0**	**2**	**6**	**38**	**73**	**237**	**87**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	281	0	1	0	3	29	39	103	91	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	243	0	0	1	10	28	43	99	51	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	260	0	0	0	5	38	60	115	37	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	237	0	1	4	5	34	36	104	37	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	254	0	0	0	3	25	56	111	47	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	286	0	0	2	8	22	42	120	79	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	337	0	0	0	6	21	88	156	55	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	346	0	0	0	4	21	62	182	71	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**415**	**0**	**0**	**0**	**5**	**15**	**133**	**204**	**55**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	318	0	0	0	6	42	87	144	33	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	189	0	0	1	5	17	33	91	37	3	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	88	0	0	0	2	9	14	34	22	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	51	0	0	0	3	8	8	20	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	34	0	0	0	0	4	5	15	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	21	0	0	0	0	2	1	6	3	5	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3828**	**0**	**3**	**11**	**68**	**370**	**803**	**1755**	**707**	**95**	**13**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**4280**	**0**	**3**	**12**	**83**	**429**	**880**	**1933**	**796**	**116**	**19**	**7**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**4335**	**0**	**3**	**12**	**83**	**435**	**886**	**1954**	**805**	**124**	**22**	**8**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**4421**	**0**	**3**	**12**	**86**	**445**	**895**	**1970**	**839**	**130**	**26**	**11**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Westbound

7085 / Eckington
Jan-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	0	0	0	1	1	3	2	2	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	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
0200	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
0300	3	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	0	0
0400	10	0	0	0	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	0
0500	53	0	0	0	1	4	7	12	17	8	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	96	0	0	0	3	13	12	29	25	8	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	296	0	0	1	7	37	66	135	43	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**360**	**0**	**0**	**1**	**7**	**35**	**81**	**162**	**63**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	264	0	0	0	7	37	55	102	53	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	242	0	0	1	11	34	50	97	41	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	258	0	0	0	8	36	59	104	44	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	268	0	0	1	8	33	57	111	48	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	268	0	0	0	7	33	62	111	46	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	281	0	0	1	7	26	61	119	56	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	301	0	0	1	6	28	67	134	57	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	317	0	0	0	3	25	74	153	54	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**339**	**0**	**0**	**0**	**4**	**22**	**98**	**168**	**42**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	240	0	0	0	4	26	58	105	39	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	147	0	0	0	4	17	26	60	30	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	90	0	0	0	1	10	14	34	21	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	58	0	0	0	3	6	10	19	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	37	0	0	0	1	4	6	17	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	23	0	0	0	1	2	5	7	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3434**	**0**	**1**	**7**	**78**	**371**	**789**	**1501**	**586**	**85**	**12**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**3823**	**0**	**1**	**8**	**89**	**417**	**851**	**1642**	**677**	**112**	**17**	**5**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3884**	**0**	**1**	**8**	**91**	**422**	**862**	**1666**	**690**	**116**	**19**	**5**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3968**	**0**	**1**	**8**	**93**	**431**	**873**	**1685**	**715**	**129**	**22**	**7**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

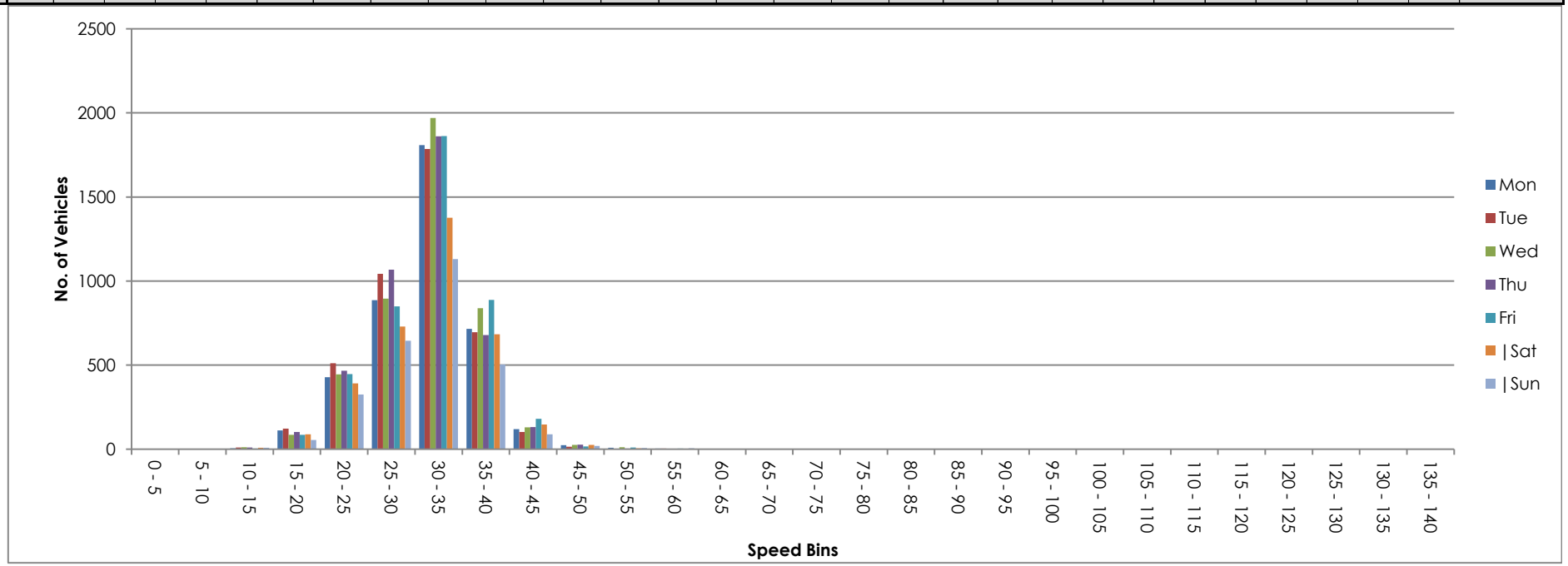
Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Westbound

7085 / Eckington
Jan-16
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	4112	0	0	5	111	428	886	1809	716	120	24	8	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	4295	0	3	10	123	511	1043	1786	695	102	15	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	4421	0	3	12	86	445	895	1970	839	130	26	11	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	4351	1	1	10	102	467	1067	1860	679	131	27	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	4348	0	0	4	85	447	849	1862	887	181	16	10	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sat	3458	0	0	8	88	391	729	1376	684	147	25	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sun	2788	0	0	8	54	325	645	1130	503	89	20	7	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	**4305**	**0**	**1**	**8**	**101**	**460**	**948**	**1857**	**763**	**133**	**22**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7 Day Ave.	**3968**	**0**	**1**	**8**	**93**	**431**	**873**	**1685**	**715**	**129**	**22**	**7**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
--	**27773**	**1**	**7**	**57**	**649**	**3014**	**6114**	**11793**	**5003**	**900**	**153**	**49**	**23**	**6**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Summary Graphs



Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Both Directions

7085 / Eckington
Jan-16
Automatic Traffic Count

Thursday 19 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	40	40	46 ACPO	46 ACPO	55 DfT	55 DfT		85
0000	14	0	14	0	0	0	0	0	0	0	0	0	0	3	21.4	0	0	0	0	36	40.5
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25	0	0	0	0	37.2	-
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	1	20	0	0	0	0	35	-
0300	12	0	9	0	3	0	0	0	0	0	0	0	0	4	33.3	3	25	2	16.7	39.6	47.6
0400	20	0	18	0	1	0	0	0	0	1	0	0	0	4	20	1	5	0	0	34.9	40.5
0500	99	0	94	1	4	0	0	0	0	0	0	0	0	30	30.3	8	8.1	2	2	36.2	42.7
0600	202	5	177	0	17	1	2	0	0	0	0	0	0	40	19.8	11	5.4	1	0.5	35.3	41.8
0700	681	6	629	2	36	2	2	1	1	1	1	0	0	48	7	6	0.9	0	0	31.9	36.9
0800	**816**	**5**	**766**	**4**	**33**	**5**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**46**	**5.6**	**7**	**0.9**	**1**	**0.1**	**32.1**	**37.1**
0900	573	3	500	4	57	3	5	0	0	0	1	0	0	20	3.5	2	0.3	0	0	30.6	36.5
1000	440	1	392	2	39	3	0	0	2	1	0	0	0	6	1.4	3	0.7	0	0	30.1	35.3
1100	440	2	402	3	31	2	0	0	0	0	0	0	0	11	2.5	3	0.7	0	0	31.2	35.8
1200	494	1	459	0	30	2	2	0	0	0	0	0	0	21	4.3	3	0.6	0	0	31.3	36.5
1300	524	5	476	5	34	3	1	0	0	0	0	0	0	12	2.3	1	0.2	0	0	30.5	35.8
1400	548	4	509	2	28	4	0	1	0	0	0	0	0	26	4.7	2	0.4	0	0	31.6	36.9
1500	666	1	619	3	34	4	0	1	4	0	0	0	0	20	3	0	0	0	0	30.9	35.8
1600	828	6	769	3	47	2	1	0	0	0	0	0	0	33	4	3	0.4	0	0	31.3	36.2
1700	**840**	**9**	**792**	**4**	**33**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**3.6**	**5**	**0.6**	**2**	**0.2**	**30.8**	**35.6**
1800	583	7	552	3	17	3	1	0	0	0	0	0	0	44	7.5	6	1	1	0.2	32.3	37.8
1900	358	3	342	2	10	1	0	0	0	0	0	0	0	59	16.5	10	2.8	0	0	33.5	40
2000	236	1	227	0	6	2	0	0	0	0	0	0	0	36	15.3	7	3	0	0	33.8	40
2100	176	3	167	1	4	1	0	0	0	0	0	0	0	35	19.9	10	5.7	2	1.1	35.1	40.9
2200	113	0	108	0	5	0	0	0	0	0	0	0	0	25	22.1	5	4.4	1	0.9	35.7	41.4
2300	51	0	51	0	0	0	0	0	0	0	0	0	0	13	25.5	4	7.8	1	2	35	40.9
07-19	**7433**	**50**	**6865**	**35**	**419**	**35**	**13**	**4**	**7**	**2**	**3**	**0**	**0**	**317**	**4.3**	**41**	**0.6**	**4**	**0.1**	**31.3**	**36.5**
06-22	**8405**	**62**	**7778**	**38**	**456**	**40**	**15**	**4**	**7**	**2**	**3**	**0**	**0**	**487**	**5.8**	**79**	**0.9**	**7**	**0.1**	**31.6**	**36.9**
06-00	**8569**	**62**	**7937**	**38**	**461**	**40**	**15**	**4**	**7**	**2**	**3**	**0**	**0**	**525**	**6.1**	**88**	**1**	**9**	**0.1**	**31.7**	**36.9**
00-00	**8723**	**62**	**8081**	**39**	**469**	**40**	**15**	**4**	**7**	**3**	**3**	**0**	**0**	**568**	**6.5**	**100**	**1.1**	**13**	**0.1**	**31.8**	**37.1**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Both Directions

7085 / Eckington
Jan-16
Automatic Traffic Count

Friday 20 January 2017

Time	Total	Classification												]PSL 40	]PSL% 40	]SL1 46 ACPO	]SL1% 46 ACPO	]SL2 55 DfT	]SL2% 55 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	23	0	21	0	1	1	0	0	0	0	0	0	0	5	21.7	1	4.3	0	0	34.1	42.7
0100	9	1	6	0	2	0	0	0	0	0	0	0	0	4	44.4	2	22.2	0	0	38.3	-
0200	5	0	4	0	1	0	0	0	0	0	0	0	0	5	100	1	20	0	0	43.2	-
0300	9	0	8	0	1	0	0	0	0	0	0	0	0	5	55.6	3	33.3	1	11.1	39.8	-
0400	18	0	15	0	2	0	0	0	0	0	1	0	0	9	50	4	22.2	0	0	38.6	47.9
0500	89	0	85	0	4	0	0	0	0	0	0	0	0	31	34.8	9	10.1	3	3.4	37.5	43.8
0600	178	3	155	2	14	2	1	1	0	0	0	0	0	53	29.8	19	10.7	3	1.7	36.6	43.4
0700	656	5	600	1	43	1	4	2	0	0	0	0	0	53	8.1	8	1.2	0	0	32.8	37.8
0800	**728**	**6**	**670**	**2**	**43**	**4**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**56**	**7.7**	**8**	**1.1**	**0**	**0**	**32.7**	**37.8**
0900	518	0	475	1	38	2	0	0	0	1	1	0	0	32	6.2	3	0.6	0	0	32	37.6
1000	466	3	422	2	35	2	0	1	1	0	0	0	0	30	6.4	4	0.9	1	0.2	31.6	36.9
1100	490	3	445	0	38	2	1	0	0	1	0	0	0	33	6.7	5	1	0	0	31.4	37.4
1200	546	0	505	3	32	1	2	1	0	0	2	0	0	41	7.5	5	0.9	1	0.2	32.4	38
1300	533	4	479	6	42	0	0	1	0	1	0	0	0	28	5.3	4	0.8	0	0	31.9	37.4
1400	610	7	564	4	33	1	0	1	0	0	0	0	0	44	7.2	7	1.1	0	0	32.7	37.6
1500	722	10	681	3	24	3	1	0	0	0	0	0	0	36	5	3	0.4	0	0	32	36.9
1600	**860**	**1**	**813**	**3**	**38**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**47**	**5.5**	**5**	**0.6**	**0**	**0**	**32.2**	**37.1**
1700	782	7	743	4	28	0	0	0	0	0	0	0	0	43	5.5	9	1.2	0	0	31.7	36.7
1800	508	4	488	4	12	0	0	0	0	0	0	0	0	42	8.3	5	1	1	0.2	32.5	38
1900	337	1	325	1	5	1	0	0	3	0	1	0	0	36	10.7	10	3	2	0.6	32.7	38
2000	226	1	217	0	7	1	0	0	0	0	0	0	0	34	15	10	4.4	2	0.9	33.9	39.8
2100	169	3	164	0	2	0	0	0	0	0	0	0	0	25	14.8	5	3	2	1.2	33.6	39.8
2200	127	0	125	0	2	0	0	0	0	0	0	0	0	19	15	7	5.5	2	1.6	33.5	39.4
2300	91	0	89	0	2	0	0	0	0	0	0	0	0	15	16.5	2	2.2	0	0	33.2	39.8
07-19	**7419**	**50**	**6885**	**33**	**406**	**19**	**10**	**7**	**2**	**3**	**3**	**0**	**1**	**485**	**6.5**	**66**	**0.9**	**3**	**0**	**32.2**	**37.4**
06-22	**8329**	**58**	**7746**	**36**	**434**	**23**	**11**	**8**	**5**	**3**	**4**	**0**	**1**	**633**	**7.6**	**110**	**1.3**	**12**	**0.1**	**32.4**	**37.8**
06-00	**8547**	**58**	**7960**	**36**	**438**	**23**	**11**	**8**	**5**	**3**	**4**	**0**	**1**	**667**	**7.8**	**119**	**1.4**	**14**	**0.2**	**32.4**	**37.8**
00-00	**8700**	**59**	**8099**	**36**	**449**	**24**	**11**	**8**	**5**	**3**	**5**	**0**	**1**	**726**	**8.3**	**139**	**1.6**	**18**	**0.2**	**32.5**	**37.8**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Both Directions

7085 / Eckington
Jan-16
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	40	40	46 ACPO	46 ACPO	55 DfT	55 DfT		85
0000	39	0	38	0	1	0	0	0	0	0	0	0	0	8	20.5	1	2.6	1	2.6	35.5	40.9
0100	15	0	15	0	0	0	0	0	0	0	0	0	0	3	20	1	6.7	1	6.7	34.9	45.4
0200	18	0	18	0	0	0	0	0	0	0	0	0	0	9	50	4	22.2	1	5.6	40.5	46.8
0300	12	0	11	0	1	0	0	0	0	0	0	0	0	1	8.3	1	8.3	1	8.3	32.1	35.8
0400	22	0	21	0	1	0	0	0	0	0	0	0	0	5	22.7	0	0	0	0	34.7	41.6
0500	54	0	50	0	4	0	0	0	0	0	0	0	0	20	37	6	11.1	1	1.9	36.9	42.9
0600	77	0	66	0	11	0	0	0	0	0	0	0	0	18	23.4	4	5.2	0	0	36.2	41.2
0700	134	2	120	0	12	0	0	0	0	0	0	0	0	25	18.7	5	3.7	0	0	34.8	40.5
0800	328	0	302	5	15	3	2	0	0	1	0	0	0	47	14.3	6	1.8	1	0.3	33.9	39.6
0900	391	5	363	3	16	2	1	0	0	0	1	0	0	33	8.4	3	0.8	0	0	32	37.6
1000	520	4	490	9	15	2	0	0	0	0	0	0	0	16	3.1	4	0.8	0	0	31	36.5
1100	**641**	**6**	**606**	**6**	**18**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**33**	**5.1**	**2**	**0.3**	**0**	**0**	**30.4**	**36.2**
1200	**750**	**4**	**725**	**1**	**15**	**1**	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**25**	**3.3**	**1**	**0.1**	**0**	**0**	**31**	**36.2**
1300	724	2	697	4	18	2	0	0	0	0	1	0	0	39	5.4	7	1	0	0	31.2	36.2
1400	639	4	618	3	9	4	1	0	0	0	0	0	0	25	3.9	4	0.6	0	0	31.2	36.2
1500	537	3	520	3	9	0	2	0	0	0	0	0	0	24	4.5	2	0.4	0	0	31.4	36.7
1600	530	0	511	2	15	2	0	0	0	0	0	0	0	24	4.5	2	0.4	0	0	31.5	36.5
1700	504	0	487	1	16	0	0	0	0	0	0	0	0	38	7.5	5	1	1	0.2	32	37.6
1800	323	1	313	0	8	0	1	0	0	0	0	0	0	32	9.9	10	3.1	3	0.9	32.8	38.3
1900	241	0	230	0	9	1	1	0	0	0	0	0	0	26	10.8	6	2.5	2	0.8	33.1	38.3
2000	175	1	167	0	7	0	0	0	0	0	0	0	0	30	17.1	3	1.7	1	0.6	33.9	40.3
2100	145	0	142	0	3	0	0	0	0	0	0	0	0	15	10.3	3	2.1	1	0.7	32.6	38
2200	96	0	92	0	4	0	0	0	0	0	0	0	0	15	15.6	5	5.2	0	0	33.3	40.5
2300	99	1	96	0	2	0	0	0	0	0	0	0	0	21	21.2	3	3	1	1	34.4	41.4
07-19	**6021**	**31**	**5752**	**37**	**166**	**16**	**12**	**1**	**0**	**1**	**5**	**0**	**0**	**361**	**6**	**51**	**0.8**	**5**	**0.1**	**31.6**	**36.9**
06-22	**6659**	**32**	**6357**	**37**	**196**	**17**	**13**	**1**	**0**	**1**	**5**	**0**	**0**	**450**	**6.8**	**67**	**1**	**9**	**0.1**	**31.7**	**37.1**
06-00	**6854**	**33**	**6545**	**37**	**202**	**17**	**13**	**1**	**0**	**1**	**5**	**0**	**0**	**486**	**7.1**	**75**	**1.1**	**10**	**0.1**	**31.8**	**37.1**
00-00	**7014**	**33**	**6698**	**37**	**209**	**17**	**13**	**1**	**0**	**1**	**5**	**0**	**0**	**532**	**7.6**	**88**	**1.3**	**15**	**0.2**	**31.9**	**37.4**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Both Directions

7085 / Eckington
Jan-16
Automatic Traffic Count

Sunday 22 January 2017

Time	Total	Classification												]PSL 40	]PSL% 40	]SL1 46 ACPO	]SL1% 46 ACPO	]SL2 55 DfT	]SL2% 55 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	44	0	44	0	0	0	0	0	0	0	0	0	0	11	25	4	9.1	1	2.3	34.9	42.9
0100	23	0	23	0	0	0	0	0	0	0	0	0	0	3	13	1	4.3	0	0	32.1	39.6
0200	12	0	12	0	0	0	0	0	0	0	0	0	0	2	16.7	0	0	0	0	33.4	39.4
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	1	20	0	0	0	0	32.8	-
0400	13	0	13	0	0	0	0	0	0	0	0	0	0	1	7.7	0	0	0	0	36.2	39.1
0500	31	1	30	0	0	0	0	0	0	0	0	0	0	13	41.9	6	19.4	2	6.5	38.4	46.1
0600	47	0	44	0	3	0	0	0	0	0	0	0	0	10	21.3	6	12.8	1	2.1	37.6	44.7
0700	69	1	63	0	5	0	0	0	0	0	0	0	0	7	10.1	2	2.9	0	0	32.9	38.9
0800	145	2	136	1	6	0	0	0	0	0	0	0	0	23	15.9	5	3.4	2	1.4	33.9	39.8
0900	289	3	272	3	6	4	1	0	0	0	0	0	0	33	11.4	8	2.8	0	0	33.4	39.1
1000	449	8	430	3	5	3	0	0	0	0	0	0	0	28	6.2	2	0.4	1	0.2	31	36.9
1100	**566**	**2**	**548**	**1**	**11**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**3**	**2**	**0.4**	**1**	**0.2**	**31.1**	**36.2**
1200	**619**	**4**	**597**	**3**	**11**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**4.2**	**5**	**0.8**	**1**	**0.2**	**31.4**	**36.2**
1300	577	0	553	6	13	2	2	0	0	0	1	0	0	24	4.2	1	0.2	0	0	31.5	36.7
1400	555	2	539	0	14	0	0	0	0	0	0	0	0	24	4.3	3	0.5	0	0	32	36.2
1500	538	4	524	3	6	0	0	1	0	0	0	0	0	28	5.2	3	0.6	1	0.2	31.2	36.2
1600	466	3	453	3	6	1	0	0	0	0	0	0	0	23	4.9	9	1.9	0	0	31.8	36.2
1700	337	1	327	1	8	0	0	0	0	0	0	0	0	29	8.6	2	0.6	1	0.3	32.4	37.6
1800	257	3	249	0	4	1	0	0	0	0	0	0	0	27	10.5	10	3.9	2	0.8	33.3	38.7
1900	231	0	226	1	3	1	0	0	0	0	0	0	0	31	13.4	6	2.6	1	0.4	33.3	38.9
2000	150	0	146	1	3	0	0	0	0	0	0	0	0	22	14.7	5	3.3	1	0.7	33.6	39.8
2100	93	0	92	0	1	0	0	0	0	0	0	0	0	16	17.2	8	8.6	0	0	34.2	40.9
2200	74	0	71	0	3	0	0	0	0	0	0	0	0	9	12.2	3	4.1	1	1.4	32.7	39.1
2300	26	0	26	0	0	0	0	0	0	0	0	0	0	7	26.9	1	3.8	0	0	34.3	42.1
07-19	**4867**	**33**	**4691**	**24**	**95**	**19**	**3**	**1**	**0**	**0**	**1**	**0**	**0**	**289**	**5.9**	**52**	**1.1**	**9**	**0.2**	**31.8**	**36.9**
06-22	**5388**	**33**	**5199**	**26**	**105**	**20**	**3**	**1**	**0**	**0**	**1**	**0**	**0**	**368**	**6.8**	**77**	**1.4**	**12**	**0.2**	**32**	**37.1**
06-00	**5488**	**33**	**5296**	**26**	**108**	**20**	**3**	**1**	**0**	**0**	**1**	**0**	**0**	**384**	**7**	**81**	**1.5**	**13**	**0.2**	**32**	**37.4**
00-00	**5616**	**34**	**5423**	**26**	**108**	**20**	**3**	**1**	**0**	**0**	**1**	**0**	**0**	**415**	**7.4**	**92**	**1.6**	**16**	**0.3**	**32.1**	**37.4**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Both Directions

7085 / Eckington
Jan-16
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	40	40	46 ACPO	46 ACPO	55 DfT	55 DfT		85
0000	15	0	15	0	0	0	0	0	0	0	0	0	0	8	53.3	3	20	1	6.7	39.1	48.1
0100	8	0	8	0	0	0	0	0	0	0	0	0	0	4	50	2	25	0	0	40.1	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25	0	0	0	0	33.7	-
0300	8	0	7	0	1	0	0	0	0	0	0	0	0	3	37.5	2	25	0	0	37.9	-
0400	23	0	21	0	1	1	0	0	0	0	0	0	0	9	39.1	4	17.4	0	0	37.1	46.1
0500	91	2	84	0	4	1	0	0	0	0	0	0	0	32	35.2	10	11	1	1.1	37.5	43.8
0600	185	5	162	0	18	0	0	0	0	0	0	0	0	44	23.8	13	7	1	0.5	34.8	42.3
0700	674	6	622	1	31	6	5	1	1	1	0	0	0	31	4.6	5	0.7	0	0	31.6	36.5
0800	**800**	**4**	**732**	**2**	**52**	**6**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**47**	**5.9**	**4**	**0.5**	**1**	**0.1**	**32.3**	**36.9**
0900	484	2	441	3	33	3	1	0	1	0	0	0	0	21	4.3	0	0	0	0	31.7	36.9
1000	411	2	370	2	35	1	0	0	0	1	0	0	0	29	7.1	2	0.5	1	0.2	32.7	37.6
1100	458	2	419	4	32	1	0	0	0	0	0	0	0	12	2.6	0	0	0	0	30.5	35.8
1200	525	3	474	2	38	4	1	0	0	1	2	0	0	18	3.4	2	0.4	0	0	30.6	36.2
1300	459	3	421	3	25	3	0	0	3	1	0	0	0	26	5.7	4	0.9	0	0	31.5	36.5
1400	556	6	506	3	36	5	0	0	0	0	0	0	0	25	4.5	0	0	0	0	31.6	36.7
1500	667	3	617	2	37	5	1	1	0	1	0	0	0	45	6.7	1	0.1	0	0	31.8	37.1
1600	763	2	717	2	38	3	1	0	0	0	0	0	0	36	4.7	0	0	0	0	31.5	36.7
1700	**839**	**6**	**797**	**2**	**31**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**2.6**	**1**	**0.1**	**0**	**0**	**30.2**	**35.1**
1800	520	2	496	1	19	2	0	0	0	0	0	0	0	52	10	9	1.7	2	0.4	32.6	38.3
1900	309	0	294	1	14	0	0	0	0	0	0	0	0	23	7.4	6	1.9	1	0.3	32.5	38
2000	186	0	181	0	4	1	0	0	0	0	0	0	0	37	19.9	9	4.8	1	0.5	33.5	40.5
2100	138	0	136	0	2	0	0	0	0	0	0	0	0	29	21	10	7.2	2	1.4	34.8	41.8
2200	87	0	85	0	2	0	0	0	0	0	0	0	0	7	8	3	3.4	0	0	32	37.6
2300	33	0	33	0	0	0	0	0	0	0	0	0	0	2	6.1	2	6.1	0	0	33	38.3
07-19	**7156**	**41**	**6612**	**27**	**407**	**41**	**11**	**4**	**6**	**5**	**2**	**0**	**0**	**364**	**5.1**	**28**	**0.4**	**4**	**0.1**	**31.5**	**36.7**
06-22	**7974**	**46**	**7385**	**28**	**445**	**42**	**11**	**4**	**6**	**5**	**2**	**0**	**0**	**497**	**6.2**	**66**	**0.8**	**9**	**0.1**	**31.7**	**36.9**
06-00	**8094**	**46**	**7503**	**28**	**447**	**42**	**11**	**4**	**6**	**5**	**2**	**0**	**0**	**506**	**6.3**	**71**	**0.9**	**9**	**0.1**	**31.7**	**36.9**
00-00	**8243**	**48**	**7642**	**28**	**453**	**44**	**11**	**4**	**6**	**5**	**2**	**0**	**0**	**563**	**6.8**	**92**	**1.1**	**11**	**0.1**	**31.9**	**37.1**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Both Directions

7085 / Eckington
Jan-16
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	40	40	46 ACPO	46 ACPO	55 DfT	55 DfT		85
0000	13	0	12	0	0	1	0	0	0	0	0	0	0	5	38.5	1	7.7	0	0	36.5	43.4
0100	5	0	3	0	2	0	0	0	0	0	0	0	0	1	20	1	20	0	0	38.2	-
0200	9	0	8	0	1	0	0	0	0	0	0	0	0	5	55.6	1	11.1	0	0	40.7	-
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	2	50	0	0	0	0	38.4	-
0400	15	0	14	0	1	0	0	0	0	0	0	0	0	3	20	2	13.3	0	0	34.7	42.3
0500	88	2	83	0	3	0	0	0	0	0	0	0	0	30	34.1	8	9.1	2	2.3	38.1	44.1
0600	198	4	174	0	19	1	0	0	0	0	0	0	0	35	17.7	8	4	2	1	34.4	40.7
0700	715	6	655	3	46	2	1	1	1	0	0	0	0	38	5.3	6	0.8	1	0.1	31.4	36.5
0800	**830**	**0**	**782**	**6**	**35**	**4**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**16**	**1.9**	**4**	**0.5**	**0**	**0**	**30.9**	**35.1**
0900	517	4	464	3	41	2	1	0	2	0	0	0	0	6	1.2	0	0	0	0	29.6	34.7
1000	473	3	431	3	31	4	1	0	0	0	0	0	0	14	3	0	0	0	0	29	34.7
1100	500	3	440	8	43	3	0	1	1	1	0	0	0	20	4	2	0.4	0	0	30.7	36
1200	504	6	471	2	25	0	0	0	0	0	0	0	0	32	6.3	2	0.4	0	0	31.5	37.8
1300	525	4	479	5	32	1	2	0	0	1	1	0	0	31	5.9	5	1	2	0.4	31.4	36.9
1400	554	7	509	3	31	1	2	0	0	1	0	0	0	25	4.5	2	0.4	0	0	31.7	37.1
1500	625	0	588	5	28	3	1	0	0	0	0	0	0	31	5	4	0.6	0	0	31.1	36.5
1600	834	6	772	4	46	5	0	0	1	0	0	0	0	34	4.1	3	0.4	0	0	31.1	36
1700	**864**	**7**	**813**	**3**	**37**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**2.3**	**1**	**0.1**	**0**	**0**	**30.5**	**35.8**
1800	575	5	547	1	21	1	0	0	0	0	0	0	0	29	5	1	0.2	0	0	31.3	36.5
1900	295	0	282	3	10	0	0	0	0	0	0	0	0	31	10.5	5	1.7	0	0	32.4	38
2000	203	0	193	2	8	0	0	0	0	0	0	0	0	29	14.3	6	3	1	0.5	33.5	39.4
2100	173	0	167	0	5	0	1	0	0	0	0	0	0	26	15	5	2.9	1	0.6	33.5	39.8
2200	141	0	137	0	4	0	0	0	0	0	0	0	0	11	7.8	0	0	0	0	32.2	38
2300	42	0	40	0	2	0	0	0	0	0	0	0	0	11	26.2	3	7.1	0	0	36.7	42.1
07-19	**7516**	**51**	**6951**	**46**	**416**	**28**	**11**	**2**	**6**	**3**	**2**	**0**	**0**	**296**	**3.9**	**30**	**0.4**	**3**	**0**	**30.9**	**36**
06-22	**8385**	**55**	**7767**	**51**	**458**	**29**	**12**	**2**	**6**	**3**	**2**	**0**	**0**	**417**	**5**	**54**	**0.6**	**7**	**0.1**	**31.1**	**36.5**
06-00	**8568**	**55**	**7944**	**51**	**464**	**29**	**12**	**2**	**6**	**3**	**2**	**0**	**0**	**439**	**5.1**	**57**	**0.7**	**7**	**0.1**	**31.2**	**36.7**
00-00	**8702**	**57**	**8068**	**51**	**471**	**30**	**12**	**2**	**6**	**3**	**2**	**0**	**0**	**485**	**5.6**	**70**	**0.8**	**9**	**0.1**	**31.3**	**36.7**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Both Directions

7085 / Eckington
Jan-16
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	40	40	46 ACPO	46 ACPO	55 DfT	55 DfT		85
0000	6	0	6	0	0	0	0	0	0	0	0	0	0	1	16.7	0	0	0	0	35.8	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	2	66.7	1	33.3	46.7	-
0200	8	0	8	0	0	0	0	0	0	0	0	0	0	5	62.5	1	12.5	0	0	40.5	-
0300	10	0	8	0	2	0	0	0	0	0	0	0	0	3	30	1	10	0	0	35.7	-
0400	15	0	15	0	0	0	0	0	0	0	0	0	0	3	20	3	20	0	0	35.5	46.8
0500	86	2	80	0	4	0	0	0	0	0	0	0	0	22	25.6	11	12.8	2	2.3	36.7	44.5
0600	198	3	172	1	21	0	0	0	0	1	0	0	0	50	25.3	20	10.1	2	1	34.7	42.5
0700	744	6	682	2	42	6	2	2	0	1	1	0	0	50	6.7	5	0.7	0	0	32.2	37.1
0800	**811**	**4**	**750**	**1**	**50**	**2**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**36**	**4.4**	**2**	**0.2**	**0**	**0**	**32.3**	**36.9**
0900	509	2	461	0	36	6	4	0	0	0	0	0	0	42	8.3	4	0.8	0	0	32.9	38.3
1000	448	3	396	2	40	4	2	0	0	1	0	0	0	26	5.8	2	0.4	0	0	31.5	37.1
1100	506	5	443	4	47	3	1	1	1	1	0	0	0	23	4.5	4	0.8	0	0	31.6	36.5
1200	491	7	454	4	23	0	1	1	0	0	1	0	0	37	7.5	6	1.2	0	0	31.5	37.1
1300	528	3	490	4	29	1	0	1	0	0	0	0	0	28	5.3	2	0.4	0	0	31.7	36.7
1400	580	2	536	5	37	0	0	0	0	0	0	0	0	33	5.7	2	0.3	0	0	32.4	37.1
1500	669	2	619	5	40	3	0	0	0	0	0	0	0	33	4.9	5	0.7	1	0.1	31.7	36.5
1600	854	6	798	3	41	6	0	0	0	0	0	0	0	26	3	4	0.5	0	0	31.7	36.7
1700	**899**	**5**	**854**	**2**	**30**	**5**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**23**	**2.6**	**2**	**0.2**	**0**	**0**	**30.6**	**35.6**
1800	646	5	613	6	21	1	0	0	0	0	0	0	0	36	5.6	4	0.6	1	0.2	31.6	36.9
1900	391	2	377	1	11	0	0	0	0	0	0	0	0	34	8.7	7	1.8	1	0.3	32.3	37.6
2000	225	1	217	2	4	1	0	0	0	0	0	0	0	25	11.1	5	2.2	0	0	33.5	39.1
2100	139	2	133	0	4	0	0	0	0	0	0	0	0	27	19.4	4	2.9	0	0	34.1	41.8
2200	98	0	95	0	3	0	0	0	0	0	0	0	0	14	14.3	4	4.1	1	1	34.3	39.8
2300	55	0	54	0	1	0	0	0	0	0	0	0	0	19	34.5	8	14.5	1	1.8	37.1	44.3
07-19	**7685**	**50**	**7096**	**38**	**436**	**37**	**13**	**5**	**5**	**3**	**2**	**0**	**0**	**393**	**5.1**	**42**	**0.5**	**2**	**0**	**31.8**	**36.9**
06-22	**8638**	**58**	**7995**	**42**	**476**	**38**	**13**	**5**	**5**	**4**	**2**	**0**	**0**	**529**	**6.1**	**78**	**0.9**	**5**	**0.1**	**32**	**37.1**
06-00	**8791**	**58**	**8144**	**42**	**480**	**38**	**13**	**5**	**5**	**4**	**2**	**0**	**0**	**562**	**6.4**	**90**	**1**	**7**	**0.1**	**32**	**37.1**
00-00	**8919**	**60**	**8264**	**42**	**486**	**38**	**13**	**5**	**5**	**4**	**2**	**0**	**0**	**598**	**6.7**	**108**	**1.2**	**10**	**0.1**	**32.1**	**37.4**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Both Directions

7085 / Eckington
Jan-16
Automatic Traffic Count

Virtual Day (7)

Time	Total	Classification												]PSL 40	]PSL% 40	]SL1 46 ACPO	]SL1% 46 ACPO	]SL2 55 DfT	]SL2% 55 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	22	0	21	0	0	0	0	0	0	0	0	0	0	6	26.6	1	6.5	0	1.9	35.6	42.9
0100	10	0	9	0	1	0	0	0	0	0	0	0	0	3	26.9	1	13.4	0	3	35.9	-
0200	9	0	8	0	0	0	0	0	0	0	0	0	0	4	45.9	1	11.5	0	1.6	38.5	-
0300	9	0	7	0	1	0	0	0	0	0	0	0	0	3	31.7	1	16.7	1	6.7	36.6	-
0400	18	0	17	0	1	0	0	0	0	0	0	0	0	5	27	2	11.1	0	0	36	42.7
0500	77	1	72	0	3	0	0	0	0	0	0	0	0	25	33.1	8	10.8	2	2.4	37.2	44.1
0600	155	3	136	0	15	1	0	0	0	0	0	0	0	36	23	12	7.5	1	0.9	35.3	42.3
0700	525	5	482	1	31	2	2	1	0	0	0	0	0	36	6.9	5	1	0	0	32.1	37.1
0800	**637**	**3**	**591**	**3**	**33**	**3**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**39**	**6.1**	**5**	**0.8**	**1**	**0.1**	**32.2**	**37.1**
0900	469	3	425	2	32	3	2	0	0	0	0	0	0	27	5.7	3	0.6	0	0	31.6	37.1
1000	458	3	419	3	29	3	0	0	0	0	0	0	0	21	4.6	2	0.5	0	0.1	31	36.5
1100	514	3	472	4	31	2	1	0	0	0	0	0	0	21	4.1	3	0.5	0	0	31	36.2
1200	561	4	526	2	25	2	1	0	0	0	1	0	0	29	5.1	3	0.6	0	0.1	31.4	36.9
1300	553	3	514	5	28	2	1	0	0	0	0	0	0	27	4.9	3	0.6	0	0.1	31.4	36.7
1400	577	5	540	3	27	2	0	0	0	0	0	0	0	29	5	3	0.5	0	0	31.9	36.9
1500	632	3	595	3	25	3	1	0	1	0	0	0	0	31	4.9	3	0.4	0	0	31.5	36.7
1600	**734**	**3**	**690**	**3**	**33**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**4.3**	**4**	**0.5**	**0**	**0**	**31.6**	**36.5**
1700	724	5	688	2	26	2	0	0	0	0	0	0	0	29	4	4	0.5	1	0.1	31	36
1800	487	4	465	2	15	1	0	0	0	0	0	0	0	37	7.7	6	1.3	1	0.3	32.2	37.6
1900	309	1	297	1	9	1	0	0	0	0	0	0	0	34	11.1	7	2.3	1	0.3	32.8	38.5
2000	200	1	193	1	6	1	0	0	0	0	0	0	0	30	15.2	6	3.2	1	0.4	33.7	39.8
2100	148	1	143	0	3	0	0	0	0	0	0	0	0	25	16.7	6	4.4	1	0.8	34	40.5
2200	105	0	102	0	3	0	0	0	0	0	0	0	0	14	13.6	4	3.7	1	0.7	33.4	39.6
2300	57	0	56	0	1	0	0	0	0	0	0	0	0	13	22.2	3	5.8	0	0.8	34.7	41.6
07-19	**6871**	**44**	**6407**	**34**	**335**	**28**	**10**	**3**	**4**	**2**	**3**	**0**	**0**	**358**	**5.2**	**44**	**0.6**	**4**	**0.1**	**31.6**	**36.7**
06-22	**7683**	**49**	**7175**	**37**	**367**	**30**	**11**	**4**	**4**	**3**	**3**	**0**	**0**	**483**	**6.3**	**76**	**1**	**9**	**0.1**	**31.8**	**37.1**
06-00	**7844**	**49**	**7333**	**37**	**371**	**30**	**11**	**4**	**4**	**3**	**3**	**0**	**0**	**510**	**6.5**	**83**	**1.1**	**10**	**0.1**	**31.8**	**37.1**
00-00	**7988**	**50**	**7468**	**37**	**378**	**30**	**11**	**4**	**4**	**3**	**3**	**0**	**0**	**555**	**7**	**98**	**1.2**	**13**	**0.2**	**31.9**	**37.4**

NDC
NATIONWIDE DATA COLLECTION

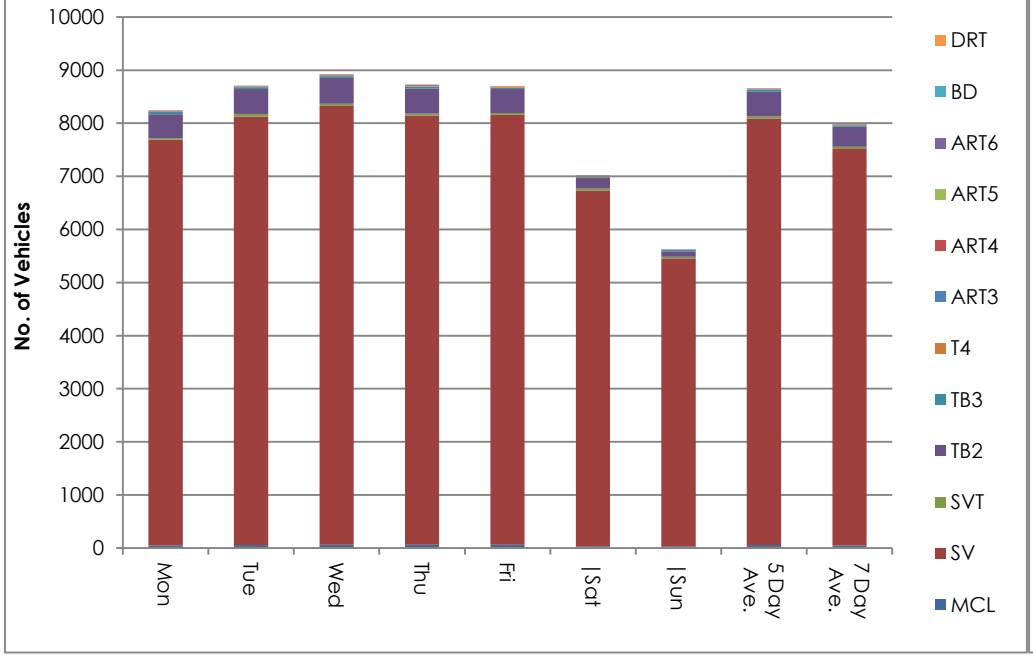
Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Both Directions

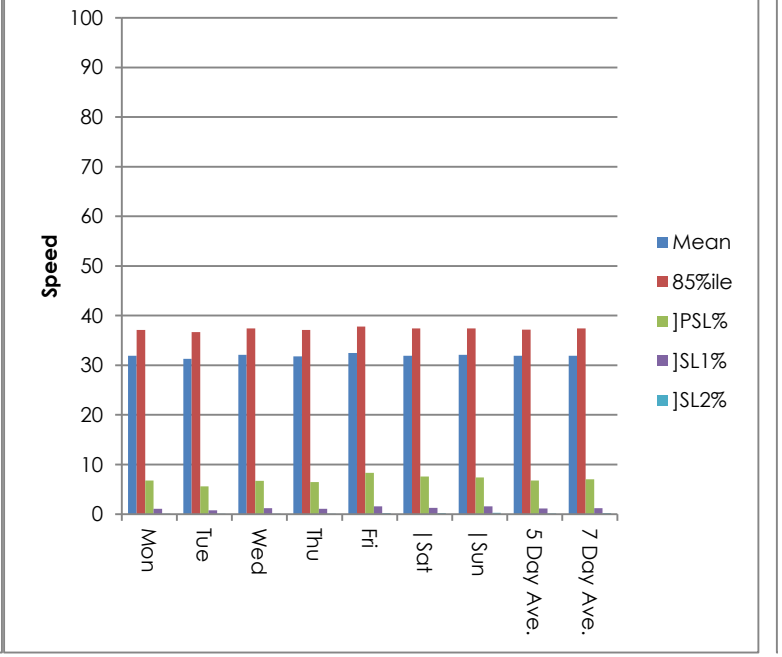
7085 / Eckington
Jan-16
Automatic Traffic Count

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	40	40	46 ACPO	46 ACPO	55 DfT	55 DfT		85
Mon	8243	48	7642	28	453	44	11	4	6	5	2	0	0	563	6.8	92	1.1	11	0.1	31.9	37.1
Tue	8702	57	8068	51	471	30	12	2	6	3	2	0	0	485	5.6	70	0.8	9	0.1	31.3	36.7
Wed	8919	60	8264	42	486	38	13	5	5	4	2	0	0	598	6.7	108	1.2	10	0.1	32.1	37.4
Thu	8723	62	8081	39	469	40	15	4	7	3	3	0	0	568	6.5	100	1.1	13	0.1	31.8	37.1
Fri	8700	59	8099	36	449	24	11	8	5	3	5	0	1	726	8.3	139	1.6	18	0.2	32.5	37.8
|Sat	7014	33	6698	37	209	17	13	1	0	1	5	0	0	532	7.6	88	1.3	15	0.2	31.9	37.4
|Sun	5616	34	5423	26	108	20	3	1	0	0	1	0	0	415	7.4	92	1.6	16	0.3	32.1	37.4
5 Day Ave.	**8657**	**57**	**8031**	**39**	**466**	**35**	**12**	**5**	**6**	**4**	**3**	**0**	**0**	**588**	**6.8**	**102**	**1.2**	**12**	**0.1**	**31.9**	**37.2**
7 Day Ave.	**7988**	**50**	**7468**	**37**	**378**	**30**	**11**	**4**	**4**	**3**	**3**	**0**	**0**	**555**	**7.0**	**98**	**1.2**	**13**	**0.2**	**31.9**	**37.4**
--	**55917**	**353**	**52275**	**259**	**2645**	**213**	**78**	**25**	**29**	**19**	**20**	**0**	**1**	**3887**	**7.0**	**689**	**1.2**	**92**	**0.2**	**31.9**	**37.4**

Summary Graphs





Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Both Directions

7085 / Eckington
Jan-16
Automatic Traffic Count

Thursday 19 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	14	0	0	0	0	0	1	4	6	3	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	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
0200	5	0	0	0	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	0
0300	12	0	0	0	0	1	1	2	4	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	20	0	0	0	1	0	3	7	5	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	99	0	0	0	0	7	15	22	25	21	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	202	0	0	1	1	20	17	54	69	26	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	681	0	0	3	16	65	121	295	133	36	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**816**	**0**	**0**	**3**	**26**	**57**	**153**	**345**	**186**	**36**	**8**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	573	0	0	3	21	78	132	193	126	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	440	0	0	0	20	65	97	174	78	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	440	0	1	3	11	42	94	197	81	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	494	0	0	2	14	57	96	202	102	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	524	0	0	6	16	63	124	205	98	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	548	0	0	0	16	47	123	218	118	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	666	0	1	2	23	67	155	274	124	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	828	0	2	5	20	80	193	331	164	25	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**840**	**1**	**1**	**4**	**18**	**89**	**230**	**337**	**130**	**25**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	583	0	0	5	17	46	103	226	142	35	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	358	0	1	0	3	36	53	118	88	48	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	236	0	0	0	4	18	37	76	65	27	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	176	0	0	0	2	10	30	41	58	21	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	113	0	0	0	0	6	13	32	37	19	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	51	0	0	1	1	3	7	14	12	8	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**7433**	**1**	**5**	**36**	**218**	**756**	**1621**	**2997**	**1482**	**255**	**51**	**7**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**8405**	**1**	**6**	**37**	**228**	**840**	**1758**	**3286**	**1762**	**377**	**83**	**20**	**3**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**8569**	**1**	**6**	**38**	**229**	**849**	**1778**	**3332**	**1811**	**404**	**90**	**22**	**4**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**8723**	**1**	**6**	**38**	**230**	**858**	**1798**	**3369**	**1855**	**434**	**95**	**26**	**7**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Both Directions

7085 / Eckington
Jan-16
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	23	0	0	0	0	3	5	3	7	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	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
0200	5	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	0	0	0	1	1	2	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	18	0	0	0	0	2	2	3	2	4	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	89	0	0	0	0	6	9	19	24	20	5	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	178	0	0	0	4	17	4	40	60	31	13	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	656	0	0	5	7	46	96	293	156	43	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**728**	**0**	**1**	**2**	**7**	**46**	**135**	**314**	**167**	**47**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	518	0	1	8	13	45	81	213	125	29	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	466	0	0	1	15	53	89	182	96	24	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	490	0	0	4	14	58	111	165	105	27	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	546	0	0	1	13	60	91	189	151	33	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	533	0	0	1	12	56	112	192	132	22	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	610	0	0	4	9	45	95	257	156	35	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	722	0	0	5	20	75	115	266	205	31	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**860**	**0**	**1**	**3**	**22**	**60**	**162**	**358**	**207**	**41**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	782	0	0	5	19	64	173	333	145	30	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	508	0	0	1	7	54	95	184	125	34	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	337	0	0	0	8	40	56	123	74	23	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	226	0	0	0	5	20	31	72	64	23	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	169	0	0	0	9	15	21	55	44	19	2	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	127	0	0	0	2	11	30	34	31	12	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	91	0	0	0	4	7	17	28	20	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**7419**	**0**	**3**	**40**	**158**	**662**	**1355**	**2946**	**1770**	**396**	**73**	**13**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**8329**	**0**	**3**	**40**	**184**	**754**	**1467**	**3236**	**2012**	**492**	**102**	**27**	**11**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**8547**	**0**	**3**	**40**	**190**	**772**	**1514**	**3298**	**2063**	**516**	**108**	**29**	**12**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**8700**	**0**	**3**	**41**	**190**	**784**	**1531**	**3326**	**2099**	**552**	**119**	**37**	**15**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Both Directions

7085 / Eckington
Jan-16
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	39	0	0	0	0	3	4	14	10	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	15	0	0	0	0	2	4	0	6	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	18	0	0	0	0	0	1	5	3	4	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	12	0	0	0	1	2	1	5	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	22	0	0	0	0	2	4	5	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	54	0	0	0	0	3	7	12	12	13	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	77	0	0	0	1	1	8	21	28	13	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	134	0	0	0	2	11	11	48	37	17	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	328	0	0	1	6	24	39	114	97	39	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	391	0	0	2	8	50	73	125	100	27	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	520	0	1	1	16	63	114	206	103	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**641**	**0**	**0**	**9**	**24**	**91**	**159**	**209**	**116**	**29**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**750**	**0**	**1**	**1**	**18**	**81**	**184**	**291**	**149**	**24**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	724	0	0	4	25	79	157	279	141	31	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	639	0	0	4	19	70	139	247	135	18	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	537	0	1	0	21	42	126	216	107	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	530	0	0	1	15	50	108	229	103	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	504	0	0	2	9	55	107	176	117	31	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	323	0	0	3	5	22	68	113	80	20	7	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	241	0	0	0	6	21	38	86	64	19	5	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	175	0	0	0	1	17	27	53	47	25	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	145	0	0	0	6	19	23	33	49	12	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	96	0	0	0	3	10	17	31	20	9	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	99	0	0	0	3	7	17	25	26	16	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**6021**	**0**	**3**	**28**	**168**	**638**	**1285**	**2253**	**1285**	**289**	**56**	**11**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**6659**	**0**	**3**	**28**	**182**	**696**	**1381**	**2446**	**1473**	**358**	**69**	**14**	**5**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**6854**	**0**	**3**	**28**	**188**	**713**	**1415**	**2502**	**1519**	**383**	**75**	**18**	**6**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**7014**	**0**	**3**	**28**	**189**	**725**	**1436**	**2543**	**1558**	**410**	**85**	**22**	**9**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Both Directions

7085 / Eckington
Jan-16
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	44	0	0	0	0	4	5	19	5	4	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	23	0	0	0	1	3	6	3	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	12	0	0	0	1	0	3	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	0	0	0	1	0	2	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	31	0	0	1	1	0	5	1	10	6	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	47	0	0	0	0	2	2	10	23	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	69	0	0	0	2	6	13	24	17	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	145	0	0	0	2	13	19	52	36	16	5	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	289	0	0	0	5	32	31	94	94	23	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	449	0	0	4	11	61	97	165	83	24	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**566**	**0**	**0**	**1**	**14**	**57**	**144**	**221**	**112**	**13**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**619**	**0**	**0**	**1**	**15**	**66**	**127**	**263**	**121**	**19**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	577	0	0	3	19	56	118	221	136	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	555	0	0	0	4	40	134	237	116	20	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	538	0	0	4	15	66	111	211	103	24	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	466	0	0	3	7	46	94	193	100	13	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	337	0	0	0	5	32	57	137	77	26	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	257	0	0	1	6	18	47	87	71	16	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	231	0	0	0	6	21	33	80	60	21	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	150	0	0	0	3	13	21	54	37	17	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	93	0	0	0	0	11	17	21	28	7	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	74	0	0	1	1	14	8	20	21	5	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	26	0	0	0	1	3	6	3	6	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**4867**	**0**	**0**	**17**	**105**	**493**	**992**	**1905**	**1066**	**218**	**53**	**9**	**5**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**5388**	**0**	**0**	**17**	**114**	**540**	**1065**	**2070**	**1214**	**266**	**74**	**16**	**8**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**5488**	**0**	**0**	**18**	**116**	**557**	**1079**	**2093**	**1241**	**275**	**80**	**16**	**8**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**5616**	**0**	**0**	**19**	**119**	**565**	**1101**	**2121**	**1276**	**289**	**91**	**19**	**11**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Both Directions

7085 / Eckington
Jan-16
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	15	0	0	0	0	2	1	2	2	5	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	0	0	0	0	1	0	3	1	3	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	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
0300	8	0	0	0	0	0	1	3	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	23	0	0	0	1	2	0	2	9	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	91	0	0	0	2	3	8	19	27	20	5	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	185	0	0	1	9	17	16	43	55	27	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	674	0	0	2	23	70	123	272	153	24	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**800**	**0**	**0**	**1**	**22**	**42**	**168**	**333**	**187**	**42**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	484	0	0	4	11	48	89	197	114	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	411	0	0	2	3	36	69	162	110	26	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	458	0	1	4	21	57	104	170	89	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	525	0	1	2	23	62	119	207	93	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	459	0	0	0	16	45	99	193	80	22	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	556	0	1	0	17	46	124	220	123	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	667	0	0	1	9	80	127	276	129	37	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	763	0	0	10	17	72	158	308	162	32	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**839**	**0**	**2**	**18**	**34**	**83**	**191**	**374**	**115**	**20**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	520	0	0	1	13	38	104	200	112	40	9	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	309	0	0	1	3	33	55	122	72	16	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	186	0	0	0	6	21	30	48	44	25	10	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	138	0	0	0	5	7	22	38	37	19	5	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	87	0	0	0	4	8	15	35	18	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	33	0	0	0	1	3	5	13	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**7156**	**0**	**5**	**45**	**209**	**679**	**1475**	**2912**	**1467**	**313**	**41**	**6**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**7974**	**0**	**5**	**47**	**232**	**757**	**1598**	**3163**	**1675**	**400**	**72**	**16**	**6**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**8094**	**0**	**5**	**47**	**237**	**768**	**1618**	**3211**	**1702**	**404**	**77**	**16**	**6**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**8243**	**0**	**5**	**47**	**240**	**776**	**1629**	**3239**	**1744**	**436**	**94**	**22**	**7**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Both Directions

7085 / Eckington
Jan-16
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	13	0	0	0	0	2	0	3	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	9	0	0	0	0	0	0	0	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	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
0400	15	0	0	0	1	2	1	2	6	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	88	0	0	0	1	2	6	16	33	19	6	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	198	0	0	1	4	16	30	55	57	23	8	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	715	0	2	7	14	74	150	288	142	32	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**830**	**0**	**0**	**1**	**16**	**87**	**210**	**379**	**121**	**10**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	517	0	2	1	13	80	160	190	65	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	473	0	0	4	33	70	153	150	49	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	500	0	0	1	20	73	106	178	102	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	504	0	1	1	16	61	112	164	117	29	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	525	0	0	3	12	62	121	191	105	25	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	554	0	0	3	17	51	112	209	137	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	625	0	0	4	25	68	127	249	121	26	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	834	0	2	6	30	73	184	357	148	31	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**864**	**0**	**1**	**9**	**37**	**86**	**209**	**342**	**160**	**18**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	575	0	0	4	16	62	120	238	106	28	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	295	0	0	0	5	35	60	92	72	25	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	203	0	0	0	4	19	37	58	56	23	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	173	0	0	0	5	18	26	47	51	20	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	141	0	0	0	0	19	28	49	34	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	42	0	0	0	0	2	2	9	18	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**7516**	**0**	**8**	**44**	**249**	**847**	**1764**	**2935**	**1373**	**258**	**32**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**8385**	**0**	**8**	**45**	**267**	**935**	**1917**	**3187**	**1609**	**349**	**52**	**9**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**8568**	**0**	**8**	**45**	**267**	**956**	**1947**	**3245**	**1661**	**366**	**57**	**9**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**8702**	**0**	**8**	**45**	**269**	**962**	**1954**	**3268**	**1711**	**394**	**69**	**13**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Both Directions

7085 / Eckington
Jan-16
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	6	0	0	0	0	1	0	1	3	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	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	8	0	0	0	0	1	0	0	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	0	1	2	1	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	15	0	0	0	1	2	1	1	7	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	86	0	0	0	2	6	8	19	29	9	6	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	198	0	0	0	5	26	24	43	50	28	15	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	744	0	2	3	16	67	130	305	171	43	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**811**	**0**	**0**	**3**	**16**	**57**	**121**	**386**	**192**	**33**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	509	0	1	1	11	52	77	156	169	36	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	448	0	0	1	21	49	83	163	105	23	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	506	0	0	1	9	57	104	213	99	18	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	491	0	1	9	14	58	83	183	106	26	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	528	0	0	1	12	53	106	216	112	23	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	580	0	0	2	12	53	99	213	168	31	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	669	0	0	1	14	66	148	266	141	28	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	854	0	2	12	25	61	149	366	213	21	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**899**	**0**	**1**	**6**	**31**	**91**	**235**	**366**	**146**	**16**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	646	0	0	0	13	74	143	252	128	31	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	391	0	0	1	10	35	77	159	75	27	5	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	225	0	0	0	4	18	34	83	61	18	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	139	0	0	0	3	12	19	42	36	20	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	98	0	0	0	0	7	15	35	27	9	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	55	0	0	0	1	6	3	11	15	11	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**7685**	**0**	**7**	**40**	**194**	**738**	**1478**	**3085**	**1750**	**329**	**51**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**8638**	**0**	**7**	**41**	**216**	**829**	**1632**	**3412**	**1972**	**422**	**83**	**19**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**8791**	**0**	**7**	**41**	**217**	**842**	**1650**	**3458**	**2014**	**442**	**90**	**23**	**5**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**8919**	**0**	**7**	**41**	**220**	**853**	**1661**	**3481**	**2058**	**457**	**101**	**30**	**8**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Both Directions

7085 / Eckington
Jan-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	22	0	0	0	0	2	2	7	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	10	0	0	0	0	1	2	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	9	0	0	0	0	0	1	1	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	0	0	0	1	1	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	18	0	0	0	1	2	2	3	6	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	77	0	0	0	1	4	8	15	23	15	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	155	0	0	0	3	14	14	38	49	22	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	525	0	1	3	11	48	92	218	116	28	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**637**	**0**	**0**	**2**	**14**	**47**	**121**	**275**	**141**	**32**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	469	0	1	3	12	55	92	167	113	22	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	458	0	0	2	17	57	100	172	89	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	514	0	0	3	16	62	117	193	101	18	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	561	0	1	2	16	64	116	214	120	23	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	553	0	0	3	16	59	120	214	115	22	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	577	0	0	2	13	50	118	229	136	25	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	632	0	0	2	18	66	130	251	133	27	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**734**	**0**	**1**	**6**	**19**	**63**	**150**	**306**	**157**	**26**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	724	0	1	6	22	71	172	295	127	24	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	487	0	0	2	11	45	97	186	109	29	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	309	0	0	0	6	32	53	111	72	26	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	200	0	0	0	4	18	31	63	53	23	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	148	0	0	0	4	13	23	40	43	17	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	105	0	0	0	1	11	18	34	27	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	57	0	0	0	2	4	8	15	15	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**6871**	**0**	**4**	**36**	**186**	**688**	**1424**	**2719**	**1456**	**294**	**51**	**9**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**7683**	**0**	**5**	**36**	**203**	**764**	**1545**	**2971**	**1674**	**381**	**76**	**17**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**7844**	**0**	**5**	**37**	**206**	**780**	**1572**	**3020**	**1716**	**399**	**82**	**19**	**7**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**7988**	**0**	**5**	**37**	**208**	**789**	**1587**	**3050**	**1757**	**425**	**93**	**24**	**9**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

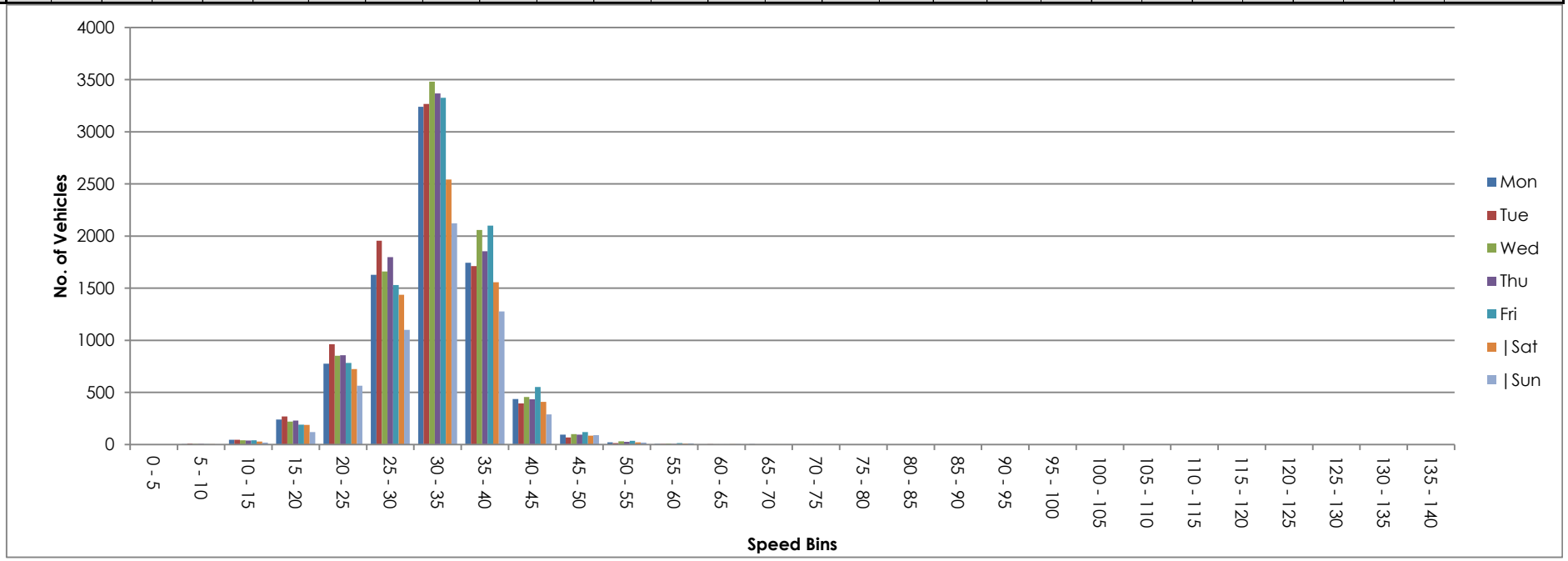
Site 1
Location Eckington Road between Ferndale Road and Drury Lane - Attached to lampost 38680 - N.53.31098, W1.45180
Direction Both Directions

7085 / Eckington
Jan-16
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	8243	0	5	47	240	776	1629	3239	1744	436	94	22	7	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	8702	0	8	45	269	962	1954	3268	1711	394	69	13	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	8919	0	7	41	220	853	1661	3481	2058	457	101	30	8	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	8723	1	6	38	230	858	1798	3369	1855	434	95	26	7	2	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0
Fri	8700	0	3	41	190	784	1531	3326	2099	552	119	37	15	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sat	7014	0	3	28	189	725	1436	2543	1558	410	85	22	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sun	5616	0	0	19	119	565	1101	2121	1276	289	91	19	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	**8657**	**0**	**6**	**42**	**230**	**847**	**1715**	**3337**	**1893**	**455**	**96**	**26**	**9**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7 Day Ave.	**7988**	**0**	**5**	**37**	**208**	**789**	**1587**	**3050**	**1757**	**425**	**93**	**24**	**9**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
--	**55917**	**1**	**32**	**259**	**1457**	**5523**	**11110**	**21347**	**12301**	**2972**	**654**	**169**	**63**	**17**	**6**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Summary Graphs



ATC VEHICLE CATEGORIES

Axles	Groups	Description	Class		Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Bicycle or Motorcycle	MC	1	d(1)<1.7m & axles=2		
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2	d(1)>=1.7m, d(1)<=3.2m & axles=2		
3, 4 or 5	3	Short Towing - Trailer, Caravan, Boat, etc.	SVT	3	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		1 (Light)
2	2	Two axle truck or Bus	TB2	4	d(1)>3.2m & axles=2		
3	2	Three axle truck or Bus	TB3	5	axles=3 & groups=2		
>3	2	Four axle truck	T4	6	axles>3 & groups=2		2 (Medium)
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	d(1)>3.2m, axles=3 & groups=3		
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	9	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles=5 & groups>2		
>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10	axles=6 & groups>2 or axles>6 & groups=3		
>6	4	B-Double or Heavy truck and trailer	BD	11	groups=4 & axles>6		
>6	>=5	Double or triple road train or Heavy truck and two (or more) trailers	DRT	12	groups>=5 & axles>6		3 (Heavy)

ATC SPEED BINS & DATA HEADINGS

Heading	Description
0 - 5	Speed bin totals 0 - 5 mph
5 - 10	Speed bin totals 5 - 10 mph
10-15	Speed bin totals 10 - 15 mph
15 - 20	Speed bin totals 15 - 20 mph
20 - 25	Speed bin totals 20 - 25 mph
25 - 30	Speed bin totals 25 - 30 mph
30 - 35	Speed bin totals 30 - 35 mph
35 - 40	Speed bin totals 35 - 40 mph
40 - 45	Speed bin totals 40 - 45 mph
45 - 50	Speed bin totals 45 - 50 mph
50 - 55	Speed bin totals 50 - 55 mph
55 - 60	Speed bin totals 55 - 60 mph
60 - 65	Speed bin totals 60 - 65 mph
65 - 70	Speed bin totals 65 - 70 mph
70 - 75	Speed bin totals 70 - 75 mph
75 - 80	Speed bin totals 75 - 80 mph
80 - 85	Speed bin totals 80 - 85 mph
85 - 90	Speed bin totals 85 - 90 mph
90 - 95	Speed bin totals 90 - 95 mph
95 - 100	Speed bin totals 95 - 100 mph
100 - 105	Speed bin totals 100 - 105 mph
105 - 110	Speed bin totals 105 - 110 mph
110 - 115	Speed bin totals 110 - 115 mph
115 - 120	Speed bin totals 115 - 120 mph
120 - 125	Speed bin totals 120 - 125 mph
125 - 130	Speed bin totals 125 - 130 mph
130 - 135	Speed bin totals 130 - 135 mph
135 - 140	Speed bin totals 135 - 140 mph

Heading	Description
>PSL	Greater than the posted speed limit
>PSL%	Greater than the posted speed limit as a percentage
>SL1 ACPO	Greater than ACPO (Association of Chief Police Officers) standard. ACPO is PSL x 10%+2mph
>SL1% ACPO	Greater than ACPO displayed as a percentage
>SL2 DfT	Greater than DFT (Department For Transport) standard. DFT is PSL plus 15mph.
>SL2% DfT	Greater than DFT displayed as a percentage
Mean	Average speed
Vpp 85	85th percentile speed



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Main Road, between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288	**Project No:**	7085	**Photo No:**	2	**Drawn By:** RN
	Survey Date:	Thursday 19th January 2017 - Wednesday 25th January 2017	**Project Name:**		Eckington ATC's		
	Survey Times:	00:00 - 00:00 (24 Hour)	**Title:**		Site Photograph - looking eastbound		

7085 / Eckington
Jan-17
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	Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288	Eastbound	60	Thursday 19 January 2017	Wednesday 25 January 2017	23948	3756	3421	143	0.6	26	0.1	8	0.0	40.7	46.3
		Westbound	60	Thursday 19 January 2017	Wednesday 25 January 2017	22489	3506	3213	168	0.7	39	0.2	16	0.1	40.2	45.9
		Both Directions	60	Thursday 19 January 2017	Wednesday 25 January 2017	46437	7262	6634	311	0.7	65	0.1	24	0.1	40.5	46.1

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Eastbound

7085 / Eckington
Jan-17
Automatic Traffic Count

Thursday 19 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	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.7	-
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.3	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.8	-
0400	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.7	-
0500	28	0	28	0	0	0	0	0	0	0	0	0	0	2	7.1	0	0	0	0	45.9	53.7
0600	92	1	85	0	6	0	0	0	0	0	0	0	0	1	1.1	0	0	0	0	42.6	48.1
0700	339	2	319	0	16	0	1	0	0	1	0	0	0	0	0	0	0	0	0	38.3	43.4
0800	**384**	**4**	**365**	**0**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**40.3**	**45.6**
0900	207	1	176	2	24	1	3	0	0	0	0	0	0	0	0	0	0	0	0	41.3	46.1
1000	160	0	146	1	10	1	0	0	1	1	0	0	0	0	0	0	0	0	0	41.2	46.1
1100	200	0	184	2	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	43.6
1200	200	0	184	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6	44.3
1300	205	1	185	2	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	44.7
1400	239	0	219	0	18	0	0	1	0	1	0	0	0	0	0	0	0	0	0	40.6	46.5
1500	280	0	259	1	16	1	0	0	3	0	0	0	0	0	0	0	0	0	0	40.5	46.3
1600	**384**	**3**	**349**	**2**	**29**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39.4**	**44.3**
1700	375	1	350	3	20	0	1	0	0	0	0	0	0	3	0.8	1	0.3	0	0	38.6	42.7
1800	234	1	224	0	9	0	0	0	0	0	0	0	0	2	0.9	0	0	0	0	40	44.3
1900	161	0	159	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.5	48.5
2000	109	1	106	0	2	0	0	0	0	0	0	0	0	3	2.8	1	0.9	0	0	43	49.4
2100	77	0	76	0	1	0	0	0	0	0	0	0	0	4	5.2	2	2.6	2	2.6	45.2	53.5
2200	49	1	46	0	2	0	0	0	0	0	0	0	0	3	6.1	1	2	1	2	46.8	52.1
2300	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.6	-
07-19	**3207**	**13**	**2960**	**13**	**203**	**4**	**6**	**1**	**4**	**3**	**0**	**0**	**0**	**5**	**0.2**	**1**	**0**	**0**	**0**	**39.8**	**45**
06-22	**3646**	**15**	**3386**	**13**	**214**	**4**	**6**	**1**	**4**	**3**	**0**	**0**	**0**	**13**	**0.4**	**4**	**0.1**	**2**	**0.1**	**40.1**	**45.4**
06-00	**3703**	**16**	**3440**	**13**	**216**	**4**	**6**	**1**	**4**	**3**	**0**	**0**	**0**	**16**	**0.4**	**5**	**0.1**	**3**	**0.1**	**40.2**	**45.6**
00-00	**3753**	**16**	**3489**	**13**	**217**	**4**	**6**	**1**	**4**	**3**	**0**	**0**	**0**	**18**	**0.5**	**5**	**0.1**	**3**	**0.1**	**40.3**	**45.6**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Eastbound

7085 / Eckington
Jan-17
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	12	0	11	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6	42.1
0100	8	0	7	0	1	0	0	0	0	0	0	0	0	1	12.5	0	0	0	0	47.1	-
0200	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.7	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	0	0	58.1	-
0400	5	0	4	0	1	0	0	0	0	0	0	0	0	1	20	0	0	0	0	51.3	-
0500	31	0	31	0	0	0	0	0	0	0	0	0	0	1	3.2	0	0	0	0	44.4	49.7
0600	91	2	83	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.3	49.2
0700	301	2	282	1	14	0	0	1	0	0	1	0	0	0	0	0	0	0	0	40.7	45.9
0800	**363**	**3**	**328**	**2**	**27**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0.3**	**0**	**0**	**0**	**0**	**41.3**	**45.6**
0900	180	0	167	0	13	0	0	0	0	0	0	0	0	1	0.6	0	0	0	0	43.5	48.5
1000	171	0	157	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.9	46.1
1100	218	0	198	0	19	0	0	0	0	1	0	0	0	3	1.4	0	0	0	0	41.9	47
1200	222	2	200	1	17	1	1	0	0	0	0	0	0	4	1.8	0	0	0	0	42.1	47
1300	231	3	214	2	11	0	0	1	0	0	0	0	0	1	0.4	0	0	0	0	40.4	45.4
1400	266	6	239	1	18	0	1	1	0	0	0	0	0	0	0	0	0	0	0	40.2	45.2
1500	345	3	327	2	12	1	0	0	0	0	0	0	0	2	0.6	0	0	0	0	40.6	46.8
1600	**369**	**2**	**345**	**0**	**20**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0.5**	**0**	**0**	**0**	**0**	**40.6**	**45.9**
1700	321	2	301	1	17	0	0	0	0	0	0	0	0	2	0.6	0	0	0	0	39.1	43.8
1800	207	0	203	0	4	0	0	0	0	0	0	0	0	2	1	1	0.5	0	0	40.5	45.4
1900	138	1	132	1	4	0	0	0	0	0	0	0	0	2	1.4	1	0.7	0	0	40.7	45.2
2000	78	0	76	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7	49.4
2100	60	1	59	0	0	0	0	0	0	0	0	0	0	1	1.7	0	0	0	0	44.5	52.6
2200	64	1	62	0	1	0	0	0	0	0	0	0	0	3	4.7	1	1.6	1	1.6	42	48.1
2300	42	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	44.3
07-19	**3194**	**23**	**2961**	**11**	**185**	**5**	**3**	**3**	**0**	**2**	**1**	**0**	**0**	**18**	**0.6**	**1**	**0**	**0**	**0**	**40.9**	**46.1**
06-22	**3561**	**27**	**3311**	**12**	**197**	**5**	**3**	**3**	**0**	**2**	**1**	**0**	**0**	**21**	**0.6**	**2**	**0.1**	**0**	**0**	**41**	**46.3**
06-00	**3667**	**28**	**3415**	**12**	**198**	**5**	**3**	**3**	**0**	**2**	**1**	**0**	**0**	**24**	**0.7**	**3**	**0.1**	**1**	**0**	**41**	**46.3**
00-00	**3728**	**28**	**3472**	**12**	**201**	**6**	**3**	**3**	**0**	**2**	**1**	**0**	**0**	**29**	**0.8**	**4**	**0.1**	**1**	**0**	**41.1**	**46.5**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Eastbound

7085 / Eckington
Jan-17
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	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.9	44.5
0100	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.7	-
0200	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1	-
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	-
0400	11	0	11	0	0	0	0	0	0	0	0	0	0	1	9.1	0	0	0	0	43.5	49
0500	10	0	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.1	-
0600	25	0	23	0	2	0	0	0	0	0	0	0	0	2	8	0	0	0	0	42.4	51
0700	47	1	45	0	1	0	0	0	0	0	0	0	0	1	2.1	0	0	0	0	41.7	47.2
0800	128	0	118	1	9	0	0	0	0	0	0	0	0	1	0.8	0	0	0	0	43.7	49.7
0900	147	2	138	2	5	0	0	0	0	0	0	0	0	1	0.7	0	0	0	0	42.4	48.5
1000	209	2	204	0	3	0	0	0	0	0	0	0	0	1	0.5	0	0	0	0	40.8	46.8
1100	**262**	**2**	**251**	**2**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0.4**	**0**	**0**	**0**	**0**	**39.9**	**45**
1200	**294**	**2**	**285**	**0**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0.3**	**0**	**0**	**0**	**0**	**39.8**	**44.1**
1300	291	3	279	2	7	0	0	0	0	0	0	0	0	1	0.3	0	0	0	0	40.4	45
1400	248	0	243	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.6	46.1
1500	220	4	207	1	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1	44.5
1600	208	0	202	1	5	0	0	0	0	0	0	0	0	2	1	2	1	1	0.5	40.2	45.6
1700	237	0	231	1	5	0	0	0	0	0	0	0	0	1	0.4	0	0	0	0	39.3	44.1
1800	147	0	144	0	3	0	0	0	0	0	0	0	0	3	2	1	0.7	0	0	41.4	47.4
1900	107	0	103	0	4	0	0	0	0	0	0	0	0	1	0.9	1	0.9	0	0	39.9	45.4
2000	56	0	54	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.8	45.4
2100	64	0	63	0	1	0	0	0	0	0	0	0	0	2	3.1	0	0	0	0	40.8	46.8
2200	49	0	46	0	3	0	0	0	0	0	0	0	0	5	10.2	0	0	0	0	43.1	54.4
2300	44	0	44	0	0	0	0	0	0	0	0	0	0	1	2.3	0	0	0	0	42	48.5
07-19	**2438**	**16**	**2347**	**10**	**63**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**0.5**	**3**	**0.1**	**1**	**0**	**40.7**	**45.9**
06-22	**2690**	**16**	**2590**	**10**	**72**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**0.7**	**4**	**0.1**	**1**	**0**	**40.7**	**46.1**
06-00	**2783**	**16**	**2680**	**10**	**75**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**0.9**	**4**	**0.1**	**1**	**0**	**40.7**	**46.1**
00-00	**2836**	**16**	**2731**	**10**	**77**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**0.9**	**4**	**0.1**	**1**	**0**	**40.7**	**46.1**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Eastbound

7085 / Eckington
Jan-17
Automatic Traffic Count

Sunday 22 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	23	0	23	0	0	0	0	0	0	0	0	0	0	1	4.3	0	0	0	0	43.1	56.8
0100	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	44.5
0200	7	0	7	0	0	0	0	0	0	0	0	0	0	2	28.6	0	0	0	0	48	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.2	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.5	-
0500	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	-
0600	16	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.2	50.1
0700	25	0	24	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.6	48.5
0800	42	0	37	1	4	0	0	0	0	0	0	0	0	1	2.4	0	0	0	0	42	48.3
0900	121	4	111	1	5	0	0	0	0	0	0	0	0	1	0.8	0	0	0	0	40.4	45.6
1000	173	2	165	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	47
1100	**254**	**2**	**245**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1.2**	**1**	**0.4**	**0**	**0**	**41**	**45.9**
1200	**270**	**0**	**257**	**0**	**12**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0.7**	**1**	**0.4**	**0**	**0**	**41.1**	**46.3**
1300	245	1	238	2	4	0	0	0	0	0	0	0	0	2	0.8	0	0	0	0	41.4	46.8
1400	207	4	197	0	6	0	0	0	0	0	0	0	0	1	0.5	0	0	0	0	41.5	47.2
1500	225	1	221	0	3	0	0	0	0	0	0	0	0	2	0.9	0	0	0	0	41.4	47.2
1600	190	1	185	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	40.1	45
1700	155	1	148	1	5	0	0	0	0	0	0	0	0	2	1.3	0	0	0	0	41.2	47
1800	106	1	102	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.3	47.2
1900	94	0	93	0	1	0	0	0	0	0	0	0	0	2	2.1	0	0	0	0	42	48.3
2000	77	0	75	0	2	0	0	0	0	0	0	0	0	1	1.3	1	1.3	1	1.3	44	50.3
2100	46	0	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	49.9
2200	26	0	26	0	0	0	0	0	0	0	0	0	0	1	3.8	0	0	0	0	47.1	55.5
2300	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.2	-
07-19	**2013**	**17**	**1930**	**8**	**56**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**14**	**0.7**	**2**	**0.1**	**0**	**0**	**41.2**	**46.8**
06-22	**2246**	**17**	**2159**	**8**	**60**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**17**	**0.8**	**3**	**0.1**	**1**	**0**	**41.4**	**47**
06-00	**2282**	**17**	**2195**	**8**	**60**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**18**	**0.8**	**3**	**0.1**	**1**	**0**	**41.5**	**47**
00-00	**2333**	**17**	**2246**	**8**	**60**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**21**	**0.9**	**3**	**0.1**	**1**	**0**	**41.5**	**47**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Eastbound

7085 / Eckington
Jan-17
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	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.5	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.5	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.1	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.6	-
0400	10	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.2	-
0500	32	0	28	0	4	0	0	0	0	0	0	0	0	2	6.3	0	0	0	0	47.8	55.3
0600	77	2	71	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.1	47.6
0700	319	1	295	6	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	43.6
0800	**392**	**6**	**358**	**0**	**22**	**2**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0.3**	**0**	**0**	**0**	**0**	**40.7**	**45.4**
0900	203	0	189	1	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	42.6	47.2
1000	178	0	155	0	22	0	0	0	0	1	0	0	0	0	0	0	0	0	0	42.1	46.8
1100	193	1	178	0	12	0	2	0	0	0	0	0	0	0	0	0	0	0	0	42.1	47.9
1200	182	0	163	0	16	1	1	0	0	1	0	0	0	0	0	0	0	0	0	40.5	45
1300	189	2	174	2	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.5	46.5
1400	241	3	221	1	16	0	0	0	0	0	0	0	0	1	0.4	0	0	0	0	41.1	46.1
1500	282	1	258	2	15	3	1	1	0	1	0	0	0	0	0	0	0	0	0	41.3	46.5
1600	350	0	321	1	28	0	0	0	0	0	0	0	0	1	0.3	0	0	0	0	42.2	47
1700	**353**	**1**	**339**	**2**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38.6**	**44.3**
1800	207	2	194	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	47
1900	131	1	122	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.5	47.4
2000	70	0	70	0	0	0	0	0	0	0	0	0	0	2	2.9	1	1.4	0	0	38.5	46.3
2100	62	0	61	0	1	0	0	0	0	0	0	0	0	1	1.6	0	0	0	0	40.1	48.3
2200	31	0	30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	44.3
2300	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	-
07-19	**3089**	**17**	**2845**	**15**	**192**	**7**	**8**	**1**	**0**	**3**	**1**	**0**	**0**	**3**	**0.1**	**0**	**0**	**0**	**0**	**40.9**	**46.1**
06-22	**3429**	**20**	**3169**	**16**	**204**	**7**	**8**	**1**	**0**	**3**	**1**	**0**	**0**	**6**	**0.2**	**1**	**0**	**0**	**0**	**40.9**	**46.3**
06-00	**3470**	**20**	**3209**	**16**	**205**	**7**	**8**	**1**	**0**	**3**	**1**	**0**	**0**	**6**	**0.2**	**1**	**0**	**0**	**0**	**40.8**	**46.3**
00-00	**3529**	**20**	**3263**	**16**	**210**	**7**	**8**	**1**	**0**	**3**	**1**	**0**	**0**	**8**	**0.2**	**1**	**0**	**0**	**0**	**40.9**	**46.3**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Eastbound

7085 / Eckington
Jan-17
Automatic Traffic Count

Tuesday 24 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	4	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	43	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.8	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.3	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.5	-
0400	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	-
0500	26	0	25	0	1	0	0	0	0	0	0	0	0	3	11.5	0	0	0	0	45.1	51.9
0600	84	1	79	0	4	0	0	0	0	0	0	0	0	1	1.2	0	0	0	0	41.4	47.4
0700	342	1	326	0	14	0	0	1	0	0	0	0	0	0	0	0	0	0	0	38.4	43.2
0800	**451**	**4**	**419**	**3**	**24**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0.2**	**0**	**0**	**0**	**0**	**39.7**	**44.7**
0900	206	1	187	0	16	1	0	0	1	0	0	0	0	2	1	0	0	0	0	42.2	48.1
1000	189	1	171	1	15	0	0	0	0	1	0	0	0	1	0.5	0	0	0	0	41.8	48.3
1100	188	1	170	1	13	0	0	1	1	1	0	0	0	0	0	0	0	0	0	41.1	47
1200	208	0	194	2	11	1	0	0	0	0	0	0	0	1	0.5	1	0.5	0	0	42.3	47.9
1300	230	4	206	3	16	0	0	0	1	0	0	0	0	0	0	0	0	0	0	40	45
1400	227	1	207	3	15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	40.8	47
1500	292	1	274	1	14	0	1	0	0	1	0	0	0	0	0	0	0	0	0	41.6	46.3
1600	**399**	**3**	**367**	**2**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**41.4**	**45.9**
1700	380	1	364	2	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.2	44.3
1800	218	4	204	0	10	0	0	0	0	0	0	0	0	4	1.8	1	0.5	0	0	39.8	45.4
1900	117	1	113	0	3	0	0	0	0	0	0	0	0	2	1.7	1	0.9	1	0.9	41.5	47.4
2000	84	0	82	0	2	0	0	0	0	0	0	0	0	3	3.6	1	1.2	0	0	42.2	48.1
2100	73	0	72	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.1	48.5
2200	64	0	62	0	2	0	0	0	0	0	0	0	0	3	4.7	0	0	0	0	40.2	50.1
2300	24	0	24	0	0	0	0	0	0	0	0	0	0	1	4.2	0	0	0	0	43.3	48.5
07-19	**3330**	**22**	**3089**	**18**	**188**	**2**	**1**	**2**	**4**	**4**	**0**	**0**	**0**	**9**	**0.3**	**2**	**0.1**	**0**	**0**	**40.5**	**45.9**
06-22	**3688**	**24**	**3435**	**18**	**198**	**2**	**1**	**2**	**4**	**4**	**0**	**0**	**0**	**15**	**0.4**	**4**	**0.1**	**1**	**0**	**40.6**	**46.1**
06-00	**3776**	**24**	**3521**	**18**	**200**	**2**	**1**	**2**	**4**	**4**	**0**	**0**	**0**	**19**	**0.5**	**4**	**0.1**	**1**	**0**	**40.6**	**46.1**
00-00	**3818**	**24**	**3560**	**18**	**202**	**3**	**1**	**2**	**4**	**4**	**0**	**0**	**0**	**22**	**0.6**	**4**	**0.1**	**1**	**0**	**40.7**	**46.3**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Eastbound

7085 / Eckington
Jan-17
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	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0	0	0	47.3	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.8	-
0400	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.2	-
0500	32	0	30	0	2	0	0	0	0	0	0	0	0	3	9.4	0	0	0	0	46.5	55.3
0600	89	2	82	0	5	0	0	0	0	0	0	0	0	1	1.1	0	0	0	0	43.7	49
0700	390	2	360	1	24	1	1	1	0	0	0	0	0	0	0	0	0	0	0	39	44.5
0800	**393**	**2**	**370**	**1**	**19**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**41.1**	**45.6**
0900	208	0	190	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42.2	47.2
1000	183	0	165	1	15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	39.8	44.3
1100	212	4	182	2	23	0	1	0	0	0	0	0	0	0	0	0	0	0	0	40.8	46.8
1200	191	0	182	2	5	0	0	1	1	0	0	0	0	0	0	0	0	0	0	40.9	47.9
1300	235	6	209	1	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	38.6	43.8
1400	251	1	229	4	17	0	0	0	0	0	0	0	0	1	0.4	0	0	0	0	40.2	46.1
1500	273	2	249	4	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.9	44.7
1600	**436**	**3**	**397**	**2**	**32**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0.2**	**0**	**0**	**0**	**0**	**39.2**	**44.1**
1700	429	1	414	2	9	1	0	0	2	0	0	0	0	0	0	0	0	0	0	37.8	42.5
1800	225	2	218	0	4	0	0	1	0	0	0	0	0	1	0.4	0	0	0	0	40.3	46.5
1900	147	0	140	0	7	0	0	0	0	0	0	0	0	2	1.4	0	0	0	0	40.2	46.5
2000	109	0	106	2	1	0	0	0	0	0	0	0	0	2	1.8	0	0	0	0	42.1	47.4
2100	70	3	64	0	3	0	0	0	0	0	0	0	0	4	5.7	3	4.3	1	1.4	43.1	51.7
2200	47	0	46	0	1	0	0	0	0	0	0	0	0	3	6.4	2	4.3	0	0	44.8	52.8
2300	16	0	16	0	0	0	0	0	0	0	0	0	0	1	6.3	0	0	0	0	42.2	49.2
07-19	**3426**	**23**	**3165**	**20**	**201**	**4**	**4**	**4**	**4**	**1**	**0**	**0**	**0**	**3**	**0.1**	**0**	**0**	**0**	**0**	**39.8**	**45.2**
06-22	**3841**	**28**	**3557**	**22**	**217**	**4**	**4**	**4**	**4**	**1**	**0**	**0**	**0**	**12**	**0.3**	**3**	**0.1**	**1**	**0**	**40**	**45.4**
06-00	**3904**	**28**	**3619**	**22**	**218**	**4**	**4**	**4**	**4**	**1**	**0**	**0**	**0**	**16**	**0.4**	**5**	**0.1**	**1**	**0**	**40.1**	**45.6**
00-00	**3951**	**28**	**3663**	**22**	**221**	**4**	**4**	**4**	**4**	**1**	**0**	**0**	**0**	**20**	**0.5**	**5**	**0.1**	**1**	**0**	**40.1**	**45.6**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Eastbound

7085 / Eckington
Jan-17
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	10	0	10	0	0	0	0	0	0	0	0	0	0	0	1.4	0	0	0	0	40.8	-
0100	5	0	4	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	43.9	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	12.5	0	0	0	0	44.7	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	10	0	5	0	0	42.9	-
0400	7	0	7	0	1	0	0	0	0	0	0	0	0	0	3.8	0	0	0	0	45.5	-
0500	23	0	22	0	1	0	0	0	0	0	0	0	0	2	6.7	0	0	0	0	45.7	54.1
0600	68	1	63	0	4	0	0	0	0	0	0	0	0	1	1.1	0	0	0	0	42.5	48.8
0700	252	1	236	1	12	0	0	0	0	0	0	0	0	0	0.1	0	0	0	0	39.2	44.5
0800	**308**	**3**	**285**	**1**	**17**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0.2**	**0**	**0**	**0**	**0**	**40.8**	**45.6**
0900	182	1	165	1	13	0	1	0	0	0	0	0	0	1	0.4	0	0	0	0	42.2	47.6
1000	180	1	166	1	12	0	0	0	0	1	0	0	0	0	0.2	0	0	0	0	41.1	46.8
1100	218	1	201	1	13	0	0	0	0	0	0	0	0	1	0.5	0	0.1	0	0	40.8	46.5
1200	224	1	209	1	12	0	1	0	0	0	0	0	0	1	0.5	0	0.1	0	0	40.9	46.1
1300	232	3	215	2	12	0	0	0	0	0	0	0	0	1	0.2	0	0	0	0	40.3	45.4
1400	240	2	222	1	14	0	0	0	0	0	0	0	0	0	0.2	0	0	0	0	40.9	46.3
1500	274	2	256	2	12	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	40.8	46.3
1600	**334**	**2**	**309**	**1**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0.3**	**0**	**0.1**	**0**	**0**	**40.4**	**45.4**
1700	321	1	307	2	11	0	0	0	0	0	0	0	0	1	0.4	0	0	0	0	38.9	43.8
1800	192	1	184	0	6	0	0	0	0	0	0	0	0	2	0.9	0	0.2	0	0	40.6	46.3
1900	128	0	123	0	4	0	0	0	0	0	0	0	0	1	1	0	0.3	0	0.1	41	47.2
2000	83	0	81	0	2	0	0	0	0	0	0	0	0	2	1.9	1	0.7	0	0.2	42.1	48.8
2100	65	1	63	0	1	0	0	0	0	0	0	0	0	2	2.7	1	1.1	0	0.7	42.8	51.2
2200	47	0	45	0	1	0	0	0	0	0	0	0	0	3	5.5	1	1.2	0	0.6	42.6	52.1
2300	22	0	22	0	0	0	0	0	0	0	0	0	0	0	1.9	0	0	0	0	41.1	48.5
07-19	**2957**	**19**	**2757**	**14**	**155**	**3**	**3**	**2**	**2**	**2**	**0**	**0**	**0**	**9**	**0.3**	**1**	**0**	**0**	**0**	**40.5**	**45.9**
06-22	**3300**	**21**	**3087**	**14**	**166**	**3**	**3**	**2**	**2**	**2**	**0**	**0**	**0**	**15**	**0.4**	**3**	**0.1**	**1**	**0**	**40.6**	**46.1**
06-00	**3369**	**21**	**3154**	**14**	**167**	**3**	**3**	**2**	**2**	**2**	**0**	**0**	**0**	**18**	**0.5**	**4**	**0.1**	**1**	**0**	**40.6**	**46.1**
00-00	**3421**	**21**	**3203**	**14**	**170**	**4**	**3**	**2**	**2**	**2**	**0**	**0**	**0**	**20**	**0.6**	**4**	**0.1**	**1**	**0**	**40.7**	**46.3**

NDC
NATIONWIDE DATA COLLECTION

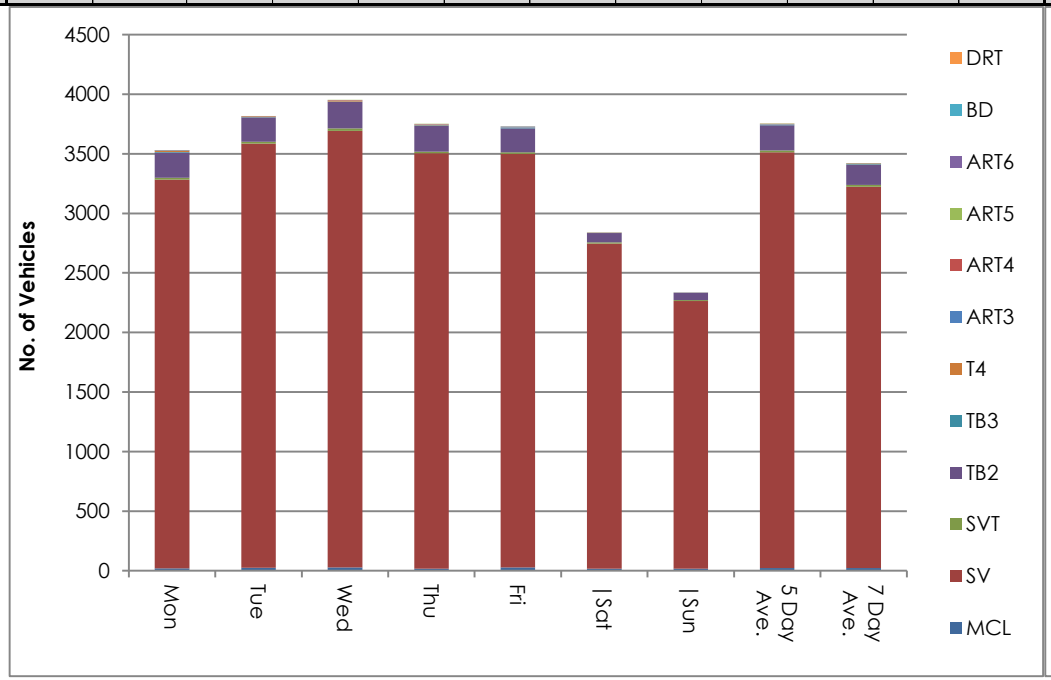
Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Eastbound

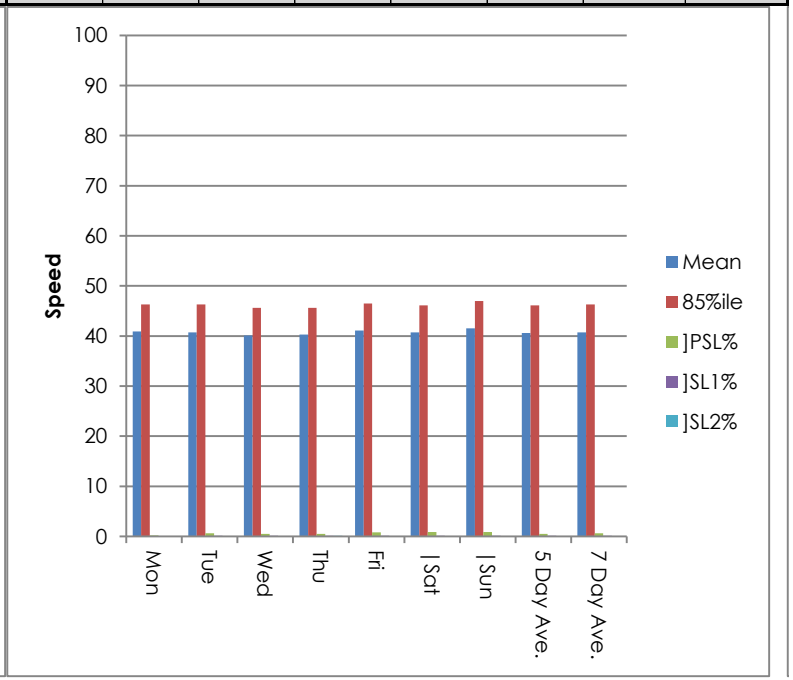
7085 / Eckington
Jan-17
Automatic Traffic Count

Virtual Week (1)

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								
Mon	3529	20	3263	16	210	7	8	1	0	3	1	0	0	8	0.2	1	0	0	0	40.9	46.3
Tue	3818	24	3560	18	202	3	1	2	4	4	0	0	0	22	0.6	4	0.1	1	0	40.7	46.3
Wed	3951	28	3663	22	221	4	4	4	4	1	0	0	0	20	0.5	5	0.1	1	0	40.1	45.6
Thu	3753	16	3489	13	217	4	6	1	4	3	0	0	0	18	0.5	5	0.1	3	0.1	40.3	45.6
Fri	3728	28	3472	12	201	6	3	3	0	2	1	0	0	29	0.8	4	0.1	1	0	41.1	46.5
]Sat	2836	16	2731	10	77	1	1	0	0	0	0	0	0	25	0.9	4	0.1	1	0	40.7	46.1
]Sun	2333	17	2246	8	60	0	1	1	0	0	0	0	0	21	0.9	3	0.1	1	0	41.5	47
5 Day Ave.	**3756**	**23**	**3489**	**16**	**210**	**5**	**4**	**2**	**2**	**3**	**0**	**0**	**0**	**19**	**0.5**	**4**	**0.1**	**1**	**0.0**	**40.6**	**46.1**
7 Day Ave.	**3421**	**21**	**3203**	**14**	**170**	**4**	**3**	**2**	**2**	**2**	**0**	**0**	**0**	**20**	**0.6**	**4**	**0.1**	**1**	**0.0**	**40.7**	**46.3**
--	**23948**	**149**	**22424**	**99**	**1188**	**25**	**24**	**12**	**12**	**13**	**2**	**0**	**0**	**143**	**0.6**	**26**	**0.1**	**8**	**0.0**	**40.7**	**46.3**

Summary Graphs





Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Eastbound

7085 / Eckington
Jan-17
Automatic Traffic Count

Thursday 19 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	5	0	0	0	0	0	0	2	2	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	0	0	0	0	0	0	3	1	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	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
0400	9	0	0	0	0	0	0	0	3	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	28	0	0	0	0	0	0	1	7	5	6	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	92	0	0	0	0	0	1	10	23	24	23	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	339	0	0	0	1	0	17	60	142	86	29	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**384**	**0**	**0**	**0**	**1**	**1**	**3**	**37**	**155**	**113**	**60**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	207	0	0	0	0	0	1	20	66	77	27	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	160	0	0	0	0	0	2	12	57	54	27	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	200	0	0	0	2	2	2	30	91	49	16	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	200	0	0	0	0	0	4	30	79	63	12	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	205	0	0	0	0	0	2	31	72	69	21	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	239	0	0	0	0	3	10	19	74	84	38	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	280	0	0	0	0	0	17	29	88	85	41	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**384**	**0**	**0**	**0**	**0**	**4**	**2**	**68**	**150**	**110**	**39**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	375	0	0	0	0	0	8	82	166	85	23	6	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	234	0	0	0	0	2	4	25	93	79	21	7	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	161	0	0	0	0	0	0	21	53	42	30	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	109	0	0	0	0	1	0	7	33	35	18	8	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	77	0	0	0	0	0	1	5	21	16	13	10	7	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	49	0	0	0	0	0	0	1	10	10	16	6	3	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	8	0	0	0	0	0	0	0	3	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3207**	**0**	**0**	**0**	**4**	**12**	**72**	**443**	**1233**	**954**	**354**	**112**	**18**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**3646**	**0**	**0**	**0**	**4**	**13**	**74**	**486**	**1363**	**1071**	**438**	**147**	**37**	**8**	**2**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3703**	**0**	**0**	**0**	**4**	**13**	**74**	**487**	**1376**	**1083**	**455**	**155**	**40**	**9**	**3**	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3753**	**0**	**0**	**0**	**4**	**13**	**74**	**491**	**1389**	**1094**	**465**	**164**	**41**	**11**	**3**	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Eastbound

7085 / Eckington
Jan-17
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	12	0	0	0	0	0	0	2	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	0	0	0	0	0	0	2	2	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	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
0300	3	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	0	0	0	0	0	0	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	31	0	0	0	0	0	0	2	8	5	11	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	91	0	0	0	0	0	2	6	29	28	13	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	301	0	0	0	2	1	7	40	78	111	41	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**363**	**0**	**0**	**0**	**0**	**0**	**1**	**29**	**124**	**139**	**56**	**12**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	180	0	0	0	0	0	0	9	39	64	52	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	171	0	0	0	0	1	4	20	54	55	22	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	218	0	0	0	0	0	1	9	80	75	33	14	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	222	0	0	0	2	0	2	16	53	96	33	12	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	231	0	0	1	1	0	5	29	68	87	30	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	266	0	0	2	1	2	1	30	105	81	30	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	345	0	0	0	0	4	8	42	112	99	62	12	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**369**	**0**	**0**	**0**	**0**	**0**	**5**	**39**	**133**	**120**	**59**	**6**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	321	0	0	0	0	2	13	49	121	105	18	9	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	207	0	0	0	0	0	0	25	77	72	22	6	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	138	0	0	0	0	0	0	14	57	45	15	3	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	78	0	0	0	0	0	1	6	22	24	14	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	60	0	0	0	0	1	0	3	14	14	12	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	64	0	0	0	1	2	0	10	14	16	15	3	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	42	0	0	0	0	0	2	7	18	9	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3194**	**0**	**0**	**3**	**6**	**10**	**47**	**337**	**1044**	**1104**	**458**	**127**	**40**	**13**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**3561**	**0**	**0**	**3**	**6**	**11**	**50**	**366**	**1166**	**1215**	**512**	**161**	**50**	**14**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3667**	**0**	**0**	**3**	**7**	**13**	**52**	**383**	**1198**	**1240**	**531**	**166**	**50**	**16**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3728**	**0**	**0**	**3**	**7**	**13**	**52**	**388**	**1212**	**1255**	**546**	**172**	**51**	**18**	**8**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Eastbound

7085 / Eckington
Jan-17
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	14	0	0	0	0	0	1	2	4	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	0	0	0	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	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
0400	11	0	0	0	0	0	0	3	1	1	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	10	0	0	0	0	0	2	1	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	25	0	0	0	0	0	1	4	8	4	3	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	47	0	0	0	1	0	0	5	12	12	14	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	128	0	0	0	0	0	0	6	29	46	29	10	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	147	0	0	1	0	0	0	12	41	49	31	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	209	0	0	2	0	0	3	17	81	54	41	8	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**262**	**0**	**0**	**1**	**1**	**0**	**7**	**35**	**84**	**93**	**30**	**9**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**294**	**0**	**0**	**0**	**1**	**0**	**1**	**43**	**134**	**79**	**20**	**11**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	291	0	0	0	2	0	3	32	108	98	38	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	248	0	0	0	0	0	2	17	76	103	33	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	220	0	0	0	0	1	2	20	93	73	26	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	208	0	0	0	2	0	3	26	81	56	32	5	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	237	0	0	0	0	0	0	38	111	61	20	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	147	0	0	0	0	0	5	12	55	44	17	9	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	107	0	0	0	0	0	11	8	36	33	14	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	56	0	0	0	0	0	0	5	23	17	3	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	64	0	0	0	1	0	2	7	20	17	12	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	49	0	0	0	0	0	1	9	15	7	6	4	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	44	0	0	0	0	0	1	6	11	12	8	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2438**	**0**	**0**	**4**	**7**	**1**	**26**	**263**	**905**	**768**	**331**	**88**	**32**	**7**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2690**	**0**	**0**	**4**	**8**	**1**	**40**	**287**	**992**	**839**	**363**	**97**	**41**	**10**	**5**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2783**	**0**	**0**	**4**	**8**	**1**	**42**	**302**	**1018**	**858**	**377**	**105**	**44**	**15**	**6**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2836**	**0**	**0**	**4**	**8**	**1**	**46**	**311**	**1034**	**871**	**384**	**108**	**44**	**16**	**6**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Eastbound

7085 / Eckington
Jan-17
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	23	0	0	0	0	0	0	4	5	6	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	11	0	0	0	0	0	0	0	2	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	0	0	0	0	0	1	3	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	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
0400	3	0	0	0	0	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
0500	5	0	0	0	0	0	0	0	0	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	16	0	0	0	0	0	0	2	3	1	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	25	0	0	0	0	0	0	1	4	11	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	42	0	0	0	0	0	0	6	13	12	5	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	121	0	0	1	2	0	1	14	35	43	20	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	173	0	0	0	1	0	5	16	49	56	36	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**254**	**0**	**0**	**0**	**2**	**0**	**1**	**26**	**88**	**91**	**28**	**11**	**4**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**270**	**0**	**0**	**0**	**0**	**0**	**7**	**24**	**86**	**98**	**40**	**9**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	245	0	0	0	1	0	0	24	74	87	43	12	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	207	0	1	1	1	0	1	12	63	74	38	14	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	225	0	0	0	0	0	1	24	73	71	38	15	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	190	0	0	0	0	0	2	22	77	58	25	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	155	0	0	0	1	1	4	15	48	45	29	9	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	106	0	0	0	0	0	1	8	25	45	18	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	94	0	0	0	0	0	3	11	23	28	18	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	77	0	0	0	0	0	0	4	19	22	17	11	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	46	0	0	0	0	0	0	4	11	10	14	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	26	0	0	0	0	0	1	0	5	5	5	4	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	10	0	0	0	0	0	1	0	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2013**	**0**	**1**	**2**	**8**	**1**	**23**	**192**	**635**	**691**	**326**	**97**	**23**	**10**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2246**	**0**	**1**	**2**	**8**	**1**	**26**	**213**	**691**	**752**	**382**	**122**	**31**	**11**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2282**	**0**	**1**	**2**	**8**	**1**	**28**	**213**	**699**	**761**	**389**	**126**	**36**	**11**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2333**	**0**	**1**	**2**	**8**	**1**	**28**	**217**	**707**	**781**	**399**	**127**	**41**	**13**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Eastbound

7085 / Eckington
Jan-17
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	8	0	0	0	0	0	0	2	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	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
0200	4	0	0	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
0300	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
0400	10	0	0	0	0	0	0	2	1	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	32	0	0	0	0	0	0	1	0	11	9	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	77	0	0	0	0	0	0	13	11	29	19	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	319	0	0	0	0	3	7	56	126	88	33	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**392**	**0**	**0**	**0**	**2**	**2**	**3**	**32**	**141**	**136**	**65**	**9**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	203	0	0	0	0	0	0	4	55	90	42	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	178	0	0	0	0	0	0	7	57	71	29	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	193	0	0	1	0	0	0	12	63	70	29	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	182	0	0	0	0	0	0	19	67	68	26	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	189	0	0	1	0	0	0	21	46	79	29	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	241	0	0	0	0	3	8	14	67	99	37	9	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	282	0	0	0	0	0	0	30	82	106	49	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	350	0	0	0	0	0	0	9	117	131	66	21	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**353**	**0**	**0**	**0**	**0**	**5**	**16**	**76**	**115**	**99**	**31**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	207	0	0	0	0	1	6	25	59	62	42	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	131	0	0	0	0	0	5	17	35	39	21	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	70	0	0	0	0	1	6	20	19	11	8	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	62	0	0	0	0	1	3	10	20	13	9	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	31	0	0	0	0	4	10	3	5	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	10	0	0	0	0	0	2	3	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3089**	**0**	**0**	**2**	**2**	**14**	**40**	**305**	**995**	**1099**	**478**	**125**	**26**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**3429**	**0**	**0**	**2**	**2**	**16**	**54**	**365**	**1080**	**1191**	**535**	**144**	**34**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3470**	**0**	**0**	**2**	**2**	**20**	**66**	**371**	**1086**	**1198**	**540**	**145**	**34**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3529**	**0**	**0**	**2**	**2**	**20**	**66**	**376**	**1091**	**1218**	**551**	**156**	**39**	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Eastbound

7085 / Eckington
Jan-17
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	4	0	0	0	0	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
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	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
0300	3	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	0
0400	7	0	0	0	0	0	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	26	0	0	0	0	0	1	2	5	6	7	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	84	0	0	0	0	0	1	14	23	23	15	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	342	0	0	0	0	0	14	64	144	88	30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**451**	**0**	**0**	**0**	**2**	**8**	**14**	**45**	**170**	**145**	**49**	**14**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	206	0	0	0	0	0	1	9	74	62	41	15	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	189	0	0	0	0	1	8	15	47	67	39	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	188	0	0	0	1	0	8	15	53	61	34	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	208	0	0	0	0	0	2	9	64	77	36	15	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	230	0	0	1	1	2	14	23	61	92	23	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	227	0	0	0	0	0	3	28	72	73	32	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	292	0	0	0	0	0	3	13	100	112	51	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**399**	**0**	**0**	**0**	**0**	**1**	**1**	**27**	**125**	**161**	**68**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	380	0	0	0	0	0	4	65	149	119	40	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	218	0	0	0	1	0	14	31	77	54	28	6	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	117	0	0	0	1	0	1	16	32	39	18	6	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	84	0	0	0	0	0	2	10	23	26	12	5	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	73	0	0	0	0	0	2	4	21	27	8	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	64	0	0	0	0	0	8	14	13	12	5	6	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	24	0	0	0	0	0	0	4	4	5	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3330**	**0**	**0**	**1**	**5**	**12**	**86**	**344**	**1136**	**1111**	**471**	**133**	**22**	**6**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**3688**	**0**	**0**	**1**	**6**	**12**	**92**	**388**	**1235**	**1226**	**524**	**158**	**31**	**9**	**3**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3776**	**0**	**0**	**1**	**6**	**12**	**100**	**406**	**1252**	**1243**	**536**	**166**	**35**	**13**	**3**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3818**	**0**	**0**	**1**	**6**	**12**	**101**	**409**	**1260**	**1252**	**551**	**168**	**36**	**15**	**4**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Eastbound

7085 / Eckington
Jan-17
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	4	0	0	0	0	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
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	3	0	0	0	0	0	0	0	1	1	0	0	0	1	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	7	0	0	0	0	0	0	1	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	32	0	0	0	0	0	1	1	3	10	8	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	89	0	0	0	0	0	0	11	18	26	21	5	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	390	0	0	0	1	1	26	62	142	101	44	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**393**	**0**	**0**	**0**	**0**	**2**	**4**	**21**	**129**	**164**	**58**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	208	0	0	0	0	0	2	12	52	90	37	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	183	0	0	0	0	0	2	27	63	69	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	212	0	1	0	1	1	4	21	63	65	50	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	191	0	0	0	0	3	5	23	56	56	31	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	235	0	0	0	4	5	10	33	78	77	25	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	251	0	0	0	0	0	10	38	84	68	34	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	273	0	0	0	1	4	8	30	90	100	34	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**436**	**0**	**0**	**2**	**1**	**1**	**4**	**80**	**166**	**132**	**41**	**3**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	429	0	0	0	0	6	15	100	171	113	22	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	225	0	0	0	0	0	7	31	83	57	36	7	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	147	0	0	0	0	0	7	23	49	41	13	11	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	109	0	0	0	0	0	0	14	30	32	23	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	70	0	0	0	0	1	3	10	16	16	9	7	4	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	47	0	0	0	0	0	0	4	12	15	4	5	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	16	0	0	0	0	0	0	2	6	3	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3426**	**0**	**1**	**2**	**8**	**23**	**97**	**478**	**1177**	**1092**	**432**	**86**	**27**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**3841**	**0**	**1**	**2**	**8**	**24**	**107**	**536**	**1290**	**1207**	**498**	**115**	**41**	**6**	**4**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3904**	**0**	**1**	**2**	**8**	**24**	**107**	**542**	**1308**	**1225**	**505**	**121**	**45**	**8**	**6**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3951**	**0**	**1**	**2**	**8**	**24**	**108**	**544**	**1316**	**1239**	**514**	**127**	**48**	**12**	**6**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Eastbound

7085 / Eckington
Jan-17
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	0	0	0	0	0	2	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	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
0200	3	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
0300	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
0400	7	0	0	0	0	0	0	1	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	23	0	0	0	0	0	1	1	4	6	6	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	68	0	0	0	0	0	1	9	16	19	14	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	252	0	0	0	1	1	10	41	93	71	28	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**308**	**0**	**0**	**0**	**1**	**2**	**4**	**25**	**109**	**108**	**46**	**11**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	182	0	0	0	0	0	1	11	52	68	36	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	180	0	0	0	0	0	3	16	58	61	31	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	218	0	0	0	1	0	3	21	75	72	31	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	224	0	0	0	0	0	3	23	77	77	28	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	232	0	0	0	1	1	5	28	72	84	30	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	240	0	0	0	0	1	5	23	77	83	35	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	274	0	0	0	0	1	6	27	91	92	43	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**334**	**0**	**0**	**0**	**0**	**1**	**2**	**39**	**121**	**110**	**47**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	321	0	0	0	0	2	9	61	126	90	26	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	192	0	0	0	0	0	5	22	67	59	26	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	128	0	0	0	0	0	4	16	41	38	18	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	83	0	0	0	0	0	1	9	24	24	14	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	65	0	0	0	0	0	2	6	18	16	11	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	47	0	0	0	0	1	3	6	11	10	8	4	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	22	0	0	0	0	0	1	3	7	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2957**	**0**	**0**	**2**	**6**	**10**	**56**	**337**	**1018**	**974**	**407**	**110**	**27**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**3300**	**0**	**0**	**2**	**6**	**11**	**63**	**377**	**1117**	**1072**	**465**	**135**	**38**	**9**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3369**	**0**	**0**	**2**	**6**	**12**	**67**	**386**	**1134**	**1087**	**476**	**141**	**41**	**11**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3421**	**0**	**0**	**2**	**6**	**12**	**68**	**391**	**1144**	**1101**	**487**	**146**	**43**	**13**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

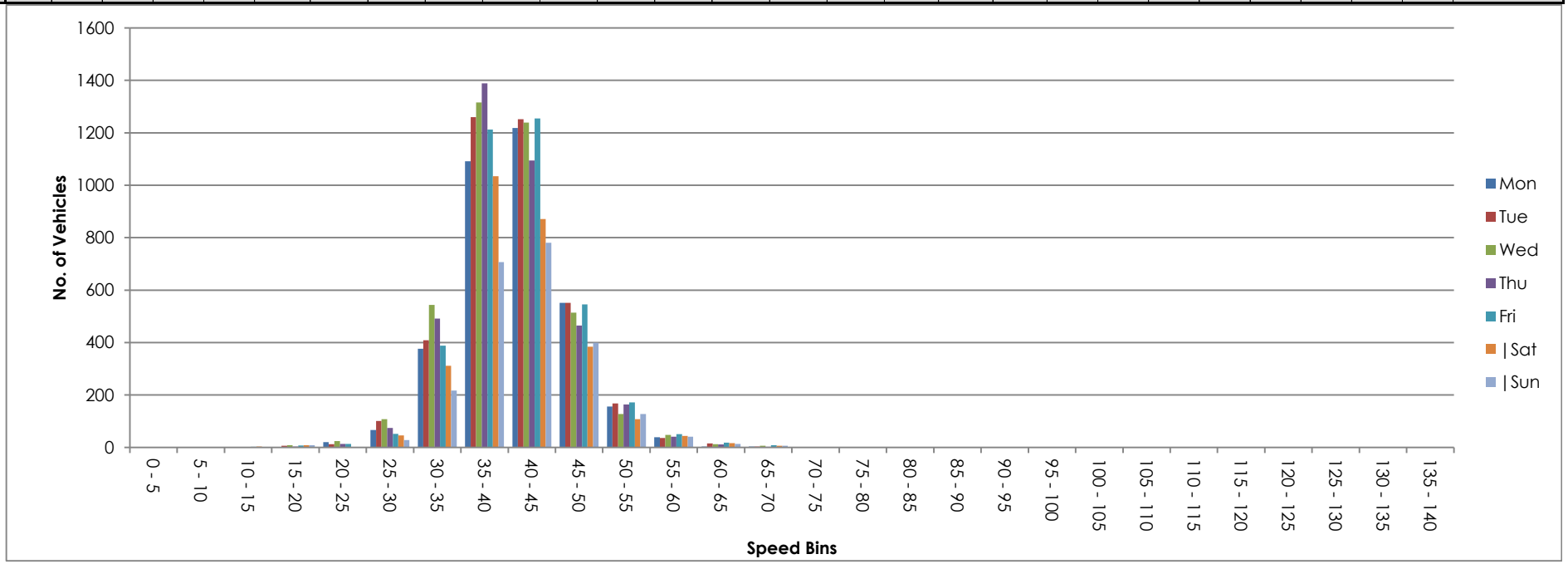
Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Eastbound

7085 / Eckington
Jan-17
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	3529	0	0	2	2	20	66	376	1091	1218	551	156	39	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	3818	0	0	1	6	12	101	409	1260	1252	551	168	36	15	4	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Wed	3951	0	1	2	8	24	108	544	1316	1239	514	127	48	12	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Thu	3753	0	0	0	4	13	74	491	1389	1094	465	164	41	11	3	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0
Fri	3728	0	0	3	7	13	52	388	1212	1255	546	172	51	18	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	2836	0	0	4	8	1	46	311	1034	871	384	108	44	16	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Sun	2333	0	1	2	8	1	28	217	707	781	399	127	41	13	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	**3756**	**0**	**0**	**2**	**5**	**16**	**80**	**442**	**1254**	**1212**	**525**	**157**	**43**	**12**	**5**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7 Day Ave.	**3421**	**0**	**0**	**2**	**6**	**12**	**68**	**391**	**1144**	**1101**	**487**	**146**	**43**	**13**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
--	**23948**	**0**	**2**	**14**	**43**	**84**	**475**	**2736**	**8009**	**7710**	**3410**	**1022**	**300**	**89**	**37**	**9**	**4**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Summary Graphs



Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Westbound

7085 / Eckington
Jan-17
Automatic Traffic Count

Thursday 19 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	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7	-
0100	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.3	-
0400	14	0	12	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	42.9	51
0500	52	0	49	0	3	0	0	0	0	0	0	0	0	7	13.5	1	1.9	0	0	45.5	55.7
0600	95	1	84	0	8	0	1	1	0	0	0	0	0	0	0	0	0	0	0	42.2	47.6
0700	302	2	269	2	22	1	3	2	1	0	0	0	0	2	0.7	1	0.3	1	0.3	39.5	45.2
0800	**424**	**1**	**393**	**2**	**25**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0.2**	**0**	**0**	**0**	**0**	**39.7**	**45.2**
0900	227	0	204	3	18	0	2	0	0	0	0	0	0	1	0.4	0	0	0	0	39	44.5
1000	159	0	146	1	11	1	0	0	0	0	0	0	0	1	0.6	0	0	0	0	39.5	44.5
1100	169	1	152	2	13	0	0	1	0	0	0	0	0	2	1.2	1	0.6	0	0	39.2	43.8
1200	190	1	176	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	43.4
1300	174	2	154	2	16	0	0	0	0	0	0	0	0	1	0.6	0	0	0	0	40	45
1400	206	0	192	0	14	0	0	0	0	0	0	0	0	2	1	1	0.5	0	0	39.5	45
1500	253	2	236	1	14	0	0	0	0	0	0	0	0	1	0.4	0	0	0	0	38.7	43.4
1600	337	2	323	0	11	0	0	0	0	0	1	0	0	1	0.3	0	0	0	0	38	44.3
1700	**367**	**3**	**352**	**1**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38.8**	**43.8**
1800	226	4	216	0	6	0	0	0	0	0	0	0	0	5	2.2	1	0.4	1	0.4	40.7	46.8
1900	121	1	118	0	2	0	0	0	0	0	0	0	0	6	5	4	3.3	2	1.7	43.4	51.4
2000	85	0	82	0	3	0	0	0	0	0	0	0	0	1	1.2	1	1.2	0	0	43.5	48.8
2100	56	0	52	1	3	0	0	0	0	0	0	0	0	4	7.1	0	0	0	0	45.8	51.4
2200	48	0	47	0	1	0	0	0	0	0	0	0	0	5	10.4	0	0	0	0	46	56.1
2300	14	0	14	0	0	0	0	0	0	0	0	0	0	1	7.1	0	0	0	0	47	57.3
07-19	**3034**	**18**	**2813**	**15**	**173**	**3**	**5**	**4**	**1**	**0**	**2**	**0**	**0**	**17**	**0.6**	**4**	**0.1**	**2**	**0.1**	**39.2**	**44.7**
06-22	**3391**	**20**	**3149**	**16**	**189**	**3**	**6**	**5**	**1**	**0**	**2**	**0**	**0**	**28**	**0.8**	**9**	**0.3**	**4**	**0.1**	**39.7**	**45.4**
06-00	**3453**	**20**	**3210**	**16**	**190**	**3**	**6**	**5**	**1**	**0**	**2**	**0**	**0**	**34**	**1**	**9**	**0.3**	**4**	**0.1**	**39.8**	**45.6**
00-00	**3530**	**20**	**3279**	**16**	**197**	**3**	**6**	**5**	**1**	**1**	**2**	**0**	**0**	**41**	**1.2**	**10**	**0.3**	**4**	**0.1**	**39.9**	**45.6**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Westbound

7085 / Eckington
Jan-17
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	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.9	-
0100	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25	0	0	0	0	51.4	-
0300	2	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	24.3	-
0400	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.7	-
0500	47	0	44	0	3	0	0	0	0	0	0	0	0	2	4.3	0	0	0	0	44.5	51.4
0600	78	2	68	0	6	1	1	0	0	0	0	0	0	1	1.3	0	0	0	0	41.5	48.5
0700	301	2	272	1	20	1	4	1	0	0	0	0	0	0	0	0	0	0	0	40.1	45.2
0800	**363**	**0**	**332**	**1**	**29**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**0.8**	**0**	**0**	**0**	**0**	**41.9**	**47.2**
0900	243	3	210	2	25	0	1	0	0	1	1	0	0	2	0.8	0	0	0	0	40	45.4
1000	166	0	153	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1	44.7
1100	191	0	171	0	18	1	1	0	0	0	0	0	0	0	0	0	0	0	0	42	47
1200	194	2	178	0	13	0	0	1	0	0	0	0	0	2	1	0	0	0	0	42.3	48.1
1300	212	3	196	2	11	0	0	0	0	0	0	0	0	3	1.4	2	0.9	1	0.5	41.7	47.6
1400	228	4	210	0	14	0	0	0	0	0	0	0	0	5	2.2	4	1.8	1	0.4	42	48.5
1500	262	3	240	3	14	1	0	0	1	0	0	0	0	3	1.1	0	0	0	0	40.1	46.5
1600	**370**	**2**	**347**	**1**	**19**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0.3**	**0**	**0**	**0**	**0**	**40.9**	**46.1**
1700	359	3	346	1	7	1	1	0	0	0	0	0	0	1	0.3	0	0	0	0	39.7	44.3
1800	191	1	185	1	4	0	0	0	0	0	0	0	0	1	0.5	0	0	0	0	42.2	46.8
1900	131	1	124	0	3	0	0	0	2	0	1	0	0	3	2.3	1	0.8	0	0	42.3	47.9
2000	74	0	71	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.6	50.8
2100	62	0	59	0	2	0	1	0	0	0	0	0	0	1	1.6	1	1.6	1	1.6	43.4	48.5
2200	32	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.7	43.8
2300	28	0	27	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.7	41.6
07-19	**3080**	**23**	**2840**	**13**	**186**	**4**	**7**	**4**	**1**	**1**	**1**	**0**	**0**	**21**	**0.7**	**6**	**0.2**	**2**	**0.1**	**41**	**46.5**
06-22	**3425**	**26**	**3162**	**13**	**200**	**5**	**9**	**4**	**3**	**1**	**2**	**0**	**0**	**26**	**0.8**	**8**	**0.2**	**3**	**0.1**	**41.1**	**46.8**
06-00	**3485**	**26**	**3221**	**14**	**200**	**5**	**9**	**4**	**3**	**1**	**2**	**0**	**0**	**26**	**0.7**	**8**	**0.2**	**3**	**0.1**	**41.1**	**46.8**
00-00	**3557**	**26**	**3287**	**14**	**205**	**5**	**9**	**4**	**3**	**1**	**3**	**0**	**0**	**29**	**0.8**	**8**	**0.2**	**3**	**0.1**	**41.2**	**46.8**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Westbound

7085 / Eckington
Jan-17
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	15	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	48.1
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.1	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.9	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.6	-
0400	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.4	-
0500	26	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	46.1
0600	38	0	34	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.7	45.4
0700	69	1	59	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7	48.5
0800	159	1	147	2	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42.8	49.2
0900	183	0	172	3	7	0	1	0	0	0	0	0	0	4	2.2	0	0	0	0	41.6	47
1000	218	2	210	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.1	45.4
1100	**242**	**1**	**236**	**1**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39.8**	**44.7**
1200	**288**	**3**	**278**	**1**	**4**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**1.7**	**1**	**0.3**	**0**	**0**	**40.9**	**45.9**
1300	262	0	257	1	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	40.2	45.9
1400	197	1	195	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.3	45.6
1500	211	2	201	3	4	0	1	0	0	0	0	0	0	2	0.9	1	0.5	0	0	40.2	46.8
1600	219	1	214	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	44.7
1700	161	0	158	0	3	0	0	0	0	0	0	0	0	2	1.2	0	0	0	0	40.9	46.5
1800	122	1	117	1	2	0	1	0	0	0	0	0	0	2	1.6	1	0.8	0	0	42.6	49.4
1900	103	0	101	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.6	49
2000	67	0	67	0	0	0	0	0	0	0	0	0	0	1	1.5	0	0	0	0	42.7	49.4
2100	59	0	58	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.6	48.3
2200	34	0	32	1	1	0	0	0	0	0	0	0	0	1	2.9	0	0	0	0	39.7	44.5
2300	38	0	37	0	1	0	0	0	0	0	0	0	0	1	2.6	1	2.6	1	2.6	41.2	45.6
07-19	**2331**	**13**	**2244**	**15**	**51**	**2**	**4**	**1**	**0**	**1**	**0**	**0**	**0**	**15**	**0.6**	**3**	**0.1**	**0**	**0**	**40.6**	**46.5**
06-22	**2598**	**13**	**2504**	**15**	**58**	**2**	**4**	**1**	**0**	**1**	**0**	**0**	**0**	**16**	**0.6**	**3**	**0.1**	**0**	**0**	**40.8**	**46.8**
06-00	**2670**	**13**	**2573**	**16**	**60**	**2**	**4**	**1**	**0**	**1**	**0**	**0**	**0**	**18**	**0.7**	**4**	**0.1**	**1**	**0**	**40.8**	**46.8**
00-00	**2729**	**13**	**2631**	**16**	**61**	**2**	**4**	**1**	**0**	**1**	**0**	**0**	**0**	**18**	**0.7**	**4**	**0.1**	**1**	**0**	**40.8**	**46.8**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Westbound

7085 / Eckington
Jan-17
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	23	0	23	0	0	0	0	0	0	0	0	0	0	1	4.3	1	4.3	1	4.3	40.3	49.7
0100	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.7	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.6	-
0500	18	1	17	0	0	0	0	0	0	0	0	0	0	1	5.6	0	0	0	0	43.4	52.6
0600	18	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.8	46.3
0700	30	0	25	0	5	0	0	0	0	0	0	0	0	1	3.3	0	0	0	0	43.1	49.9
0800	66	3	62	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.2	47.9
0900	143	5	129	3	5	0	1	0	0	0	0	0	0	1	0.7	0	0	0	0	38.6	44.1
1000	175	2	169	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	45.2
1100	**215**	**2**	**210**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39.4**	**44.1**
1200	228	1	224	1	2	0	0	0	0	0	0	0	0	1	0.4	0	0	0	0	40.7	46.1
1300	222	1	215	0	6	0	0	0	0	0	0	0	0	1	0.5	0	0	0	0	39.6	45
1400	**238**	**0**	**235**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0.8**	**1**	**0.4**	**0**	**0**	**39.9**	**44.1**
1500	198	2	192	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.4	45.9
1600	192	0	187	2	3	0	0	0	0	0	0	0	0	1	0.5	0	0	0	0	39.3	44.3
1700	137	0	134	0	3	0	0	0	0	0	0	0	0	2	1.5	0	0	0	0	41.9	47.9
1800	109	0	105	0	4	0	0	0	0	0	0	0	0	2	1.8	1	0.9	1	0.9	40.9	47.2
1900	87	0	85	1	1	0	0	0	0	0	0	0	0	3	3.4	1	1.1	0	0	42.8	48.3
2000	49	0	48	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7	49.9
2100	38	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	45
2200	23	0	23	0	0	0	0	0	0	0	0	0	0	1	4.3	0	0	0	0	42.9	49.2
2300	7	0	7	0	0	0	0	0	0	0	0	0	0	1	14.3	0	0	0	0	44.5	-
07-19	**1953**	**16**	**1887**	**8**	**41**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0.6**	**2**	**0.1**	**1**	**0.1**	**40.1**	**45.6**
06-22	**2145**	**16**	**2075**	**9**	**44**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0.7**	**3**	**0.1**	**1**	**0**	**40.2**	**45.9**
06-00	**2175**	**16**	**2105**	**9**	**44**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**0.7**	**3**	**0.1**	**1**	**0**	**40.3**	**45.9**
00-00	**2231**	**17**	**2160**	**9**	**44**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**0.8**	**4**	**0.2**	**2**	**0.1**	**40.3**	**46.1**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Westbound

7085 / Eckington
Jan-17
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	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50	1	50	1	50	59.3	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.6	-
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	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.2	-
0500	41	2	37	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.1	49.9
0600	78	2	66	0	8	0	2	0	0	0	0	0	0	1	1.3	0	0	0	0	41.7	46.3
0700	298	2	272	0	23	0	1	0	0	0	0	0	0	0	0	0	0	0	0	39.2	43.8
0800	**388**	**1**	**357**	**2**	**26**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0.3**	**0**	**0**	**0**	**0**	**40**	**45**
0900	204	0	180	4	20	0	0	0	0	0	0	0	0	1	0.5	1	0.5	0	0	40.6	45.6
1000	167	1	150	0	15	0	1	0	0	0	0	0	0	2	1.2	0	0	0	0	40.7	46.5
1100	181	2	165	0	12	0	2	0	0	0	0	0	0	0	0	0	0	0	0	40.3	45.4
1200	162	0	150	1	9	0	0	0	0	0	1	1	0	0	0	0	0	0	0	40.4	45.9
1300	170	1	156	2	9	0	0	0	1	1	0	0	0	1	0.6	0	0	0	0	39.4	45.4
1400	224	2	206	2	13	0	0	0	0	0	1	0	0	1	0.4	0	0	0	0	39	45
1500	266	3	246	2	12	0	1	0	0	1	0	1	0	2	0.8	0	0	0	0	39.1	43.8
1600	297	0	281	1	15	0	0	0	0	0	0	0	0	1	0.3	0	0	0	0	39.3	44.7
1700	**376**	**4**	**354**	**3**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38.7**	**43.4**
1800	226	0	218	0	8	0	0	0	0	0	0	0	0	1	0.4	0	0	0	0	40	46.3
1900	94	1	89	0	4	0	0	0	0	0	0	0	0	4	4.3	0	0	0	0	43	51
2000	67	0	64	0	3	0	0	0	0	0	0	0	0	1	1.5	1	1.5	1	1.5	38.3	45.9
2100	52	0	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	44.1
2200	24	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	42.5
2300	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	-
07-19	**2959**	**16**	**2735**	**17**	**177**	**0**	**6**	**0**	**2**	**2**	**2**	**2**	**0**	**10**	**0.3**	**1**	**0**	**0**	**0**	**39.6**	**45.2**
06-22	**3250**	**19**	**3006**	**17**	**192**	**0**	**8**	**0**	**2**	**2**	**2**	**2**	**0**	**16**	**0.5**	**2**	**0.1**	**1**	**0**	**39.7**	**45.2**
06-00	**3279**	**19**	**3035**	**17**	**192**	**0**	**8**	**0**	**2**	**2**	**2**	**2**	**0**	**16**	**0.5**	**2**	**0.1**	**1**	**0**	**39.7**	**45.2**
00-00	**3329**	**21**	**3081**	**17**	**194**	**0**	**8**	**0**	**2**	**2**	**2**	**2**	**0**	**17**	**0.5**	**3**	**0.1**	**2**	**0.1**	**39.8**	**45.4**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Westbound

7085 / Eckington
Jan-17
Automatic Traffic Count

Tuesday 24 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	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.3	-
0100	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.4	-
0200	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.9	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	-
0400	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.5	-
0500	48	3	44	0	1	0	0	0	0	0	0	0	0	2	4.2	1	2.1	0	0	44.8	52.8
0600	82	1	68	0	12	0	0	0	0	1	0	0	0	0	0	0	0	0	0	41.4	46.3
0700	284	3	260	0	19	2	0	0	0	0	0	0	0	1	0.4	0	0	0	0	39.2	43.6
0800	**384**	**1**	**363**	**0**	**18**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**0.3**	**0**	**0**	**0**	**0**	**40**	**45**
0900	206	0	188	5	12	1	0	0	0	0	0	0	0	2	1	0	0	0	0	37.3	43.4
1000	169	1	155	0	13	0	0	0	0	0	0	0	0	3	1.8	1	0.6	0	0	40	44.7
1100	191	2	173	3	10	1	0	0	0	1	1	0	0	0	0	0	0	0	0	38.5	45.9
1200	166	1	154	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	45.4
1300	203	1	191	0	11	0	0	0	0	0	0	0	0	2	1	0	0	0	0	39.1	43.8
1400	225	0	207	4	14	0	0	0	0	0	0	0	0	3	1.3	2	0.9	2	0.9	40.2	44.7
1500	272	1	253	3	14	0	0	0	0	0	1	0	0	0	0	0	0	0	0	37.9	45
1600	305	1	294	1	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.9	45
1700	**369**	**3**	**346**	**1**	**14**	**3**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38.3**	**43.4**
1800	261	1	254	1	5	0	0	0	0	0	0	0	0	2	0.8	1	0.4	1	0.4	40.8	47
1900	97	0	93	1	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0	40.9	45.6
2000	75	0	73	0	2	0	0	0	0	0	0	0	0	3	4	0	0	0	0	41.9	49
2100	48	0	45	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.1	51
2200	34	0	34	0	0	0	0	0	0	0	0	0	0	1	2.9	0	0	0	0	42.8	50.6
2300	13	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.6	47.9
07-19	**3035**	**15**	**2838**	**20**	**147**	**8**	**0**	**1**	**2**	**1**	**3**	**0**	**0**	**14**	**0.5**	**4**	**0.1**	**3**	**0.1**	**39.2**	**44.5**
06-22	**3337**	**16**	**3117**	**22**	**166**	**8**	**0**	**1**	**2**	**2**	**3**	**0**	**0**	**18**	**0.5**	**4**	**0.1**	**3**	**0.1**	**39.5**	**45**
06-00	**3384**	**16**	**3163**	**22**	**167**	**8**	**0**	**1**	**2**	**2**	**3**	**0**	**0**	**19**	**0.6**	**4**	**0.1**	**3**	**0.1**	**39.5**	**45**
00-00	**3450**	**19**	**3221**	**22**	**172**	**8**	**0**	**1**	**2**	**2**	**3**	**0**	**0**	**21**	**0.6**	**5**	**0.1**	**3**	**0.1**	**39.6**	**45.2**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Westbound

7085 / Eckington
Jan-17
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	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.2	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.5	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.1	-
0300	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.1	-
0400	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.3	-
0500	45	2	40	0	3	0	0	0	0	0	0	0	0	4	8.9	0	0	0	0	45.1	54.4
0600	79	0	69	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	40.7	46.1
0700	299	2	266	1	26	1	1	1	0	0	0	1	0	2	0.7	1	0.3	0	0	40.2	45.6
0800	**417**	**0**	**383**	**2**	**30**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0.2**	**0**	**0**	**0**	**0**	**40.6**	**45.9**
0900	222	6	196	1	18	1	0	0	0	0	0	0	0	1	0.5	0	0	0	0	39.8	45.6
1000	173	1	149	1	19	1	2	0	0	0	0	0	0	1	0.6	0	0	0	0	40.7	47.9
1100	210	1	192	0	16	0	0	0	1	0	0	0	0	1	0.5	0	0	0	0	38.1	43.8
1200	185	1	166	2	14	0	1	1	0	0	0	0	0	1	0.5	0	0	0	0	40	44.7
1300	190	2	169	0	15	2	1	0	0	0	1	0	0	2	1.1	0	0	0	0	39.8	45.2
1400	245	1	228	3	10	1	2	0	0	0	0	0	0	1	0.4	0	0	0	0	39.1	45.4
1500	286	2	254	4	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	44.5
1600	299	0	288	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	44.5
1700	**441**	**2**	**425**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38.4**	**42.7**
1800	244	2	235	1	6	0	0	0	0	0	0	0	0	1	0.4	1	0.4	0	0	40.5	45.9
1900	142	0	138	0	4	0	0	0	0	0	0	0	0	6	4.2	2	1.4	0	0	42.7	49
2000	67	0	63	1	3	0	0	0	0	0	0	0	0	2	3	1	1.5	1	1.5	43.8	49.7
2100	54	0	53	0	1	0	0	0	0	0	0	0	0	1	1.9	0	0	0	0	43.4	49.7
2200	34	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.7	50.1
2300	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.2	47.2
07-19	**3211**	**20**	**2951**	**16**	**204**	**6**	**8**	**3**	**1**	**0**	**1**	**1**	**0**	**11**	**0.3**	**2**	**0.1**	**0**	**0**	**39.6**	**45.2**
06-22	**3553**	**20**	**3274**	**17**	**221**	**6**	**9**	**3**	**1**	**0**	**1**	**1**	**0**	**20**	**0.6**	**5**	**0.1**	**1**	**0**	**39.9**	**45.6**
06-00	**3601**	**20**	**3322**	**17**	**221**	**6**	**9**	**3**	**1**	**0**	**1**	**1**	**0**	**20**	**0.6**	**5**	**0.1**	**1**	**0**	**39.9**	**45.6**
00-00	**3663**	**22**	**3378**	**17**	**225**	**6**	**9**	**3**	**1**	**0**	**1**	**1**	**0**	**24**	**0.7**	**5**	**0.1**	**1**	**0**	**40**	**45.9**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Westbound

7085 / Eckington
Jan-17
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	9	0	8	0	0	0	0	0	0	0	0	0	0	0	3.3	0	3.3	0	3.3	41.9	-
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.5	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	7.1	0	0	0	0	44.6	-
0300	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	-
0400	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.6	-
0500	40	1	37	0	2	0	0	0	0	0	0	0	0	2	5.8	0	0.7	0	0	44.1	52.3
0600	67	1	58	0	7	0	1	0	0	0	0	0	0	0	0.4	0	0	0	0	41.5	47.2
0700	226	2	203	1	18	1	1	1	0	0	0	0	0	1	0.4	0	0.1	0	0.1	39.9	45.2
0800	**314**	**1**	**291**	**1**	**20**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0.3**	**0**	**0**	**0**	**0**	**40.6**	**45.9**
0900	204	2	183	3	15	0	1	0	0	0	0	0	0	2	0.8	0	0.1	0	0	39.6	45.4
1000	175	1	162	1	11	0	0	0	0	0	0	0	0	1	0.6	0	0.1	0	0	39.9	45.6
1100	200	1	186	1	11	0	0	0	0	0	0	0	0	0	0.2	0	0.1	0	0	39.6	45.2
1200	202	1	189	1	9	0	0	0	0	0	0	0	0	1	0.6	0	0.1	0	0	40.4	45.9
1300	205	1	191	1	10	0	0	0	0	0	0	0	0	1	0.7	0	0.1	0	0.1	40	45.4
1400	223	1	210	1	10	0	0	0	0	0	0	0	0	2	0.9	1	0.5	0	0.2	40	45.6
1500	250	2	232	2	13	0	0	0	0	0	0	0	0	1	0.5	0	0.1	0	0	39.2	45.2
1600	288	1	276	1	10	0	0	0	0	0	0	0	0	1	0.2	0	0	0	0	39.5	45
1700	**316**	**2**	**302**	**1**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0.2**	**0**	**0**	**0**	**0**	**39.1**	**44.1**
1800	197	1	190	1	5	0	0	0	0	0	0	0	0	2	1	1	0.4	0	0.2	41	47
1900	111	0	107	0	3	0	0	0	0	0	0	0	0	3	3	1	1	0	0.3	42.6	48.8
2000	69	0	67	0	2	0	0	0	0	0	0	0	0	1	1.7	0	0.6	0	0.4	42.4	49.4
2100	53	0	51	0	1	0	0	0	0	0	0	0	0	1	1.6	0	0.3	0	0.3	42.4	49.7
2200	33	0	32	0	0	0	0	0	0	0	0	0	0	1	3.5	0	0	0	0	42	49.4
2300	17	0	17	0	0	0	0	0	0	0	0	0	0	0	2.5	0	0.8	0	0.8	41.3	47.9
07-19	**2800**	**17**	**2615**	**15**	**140**	**3**	**4**	**2**	**1**	**1**	**1**	**0**	**0**	**14**	**0.5**	**3**	**0.1**	**1**	**0**	**39.9**	**45.4**
06-22	**3100**	**19**	**2898**	**16**	**153**	**3**	**5**	**2**	**1**	**1**	**1**	**0**	**0**	**20**	**0.6**	**5**	**0.2**	**2**	**0.1**	**40.1**	**45.9**
06-00	**3150**	**19**	**2947**	**16**	**153**	**3**	**5**	**2**	**1**	**1**	**1**	**0**	**0**	**21**	**0.7**	**5**	**0.2**	**2**	**0.1**	**40.1**	**45.9**
00-00	**3213**	**20**	**3005**	**16**	**157**	**3**	**5**	**2**	**1**	**1**	**2**	**0**	**0**	**24**	**0.7**	**6**	**0.2**	**2**	**0.1**	**40.2**	**45.9**

NDC
NATIONWIDE DATA COLLECTION

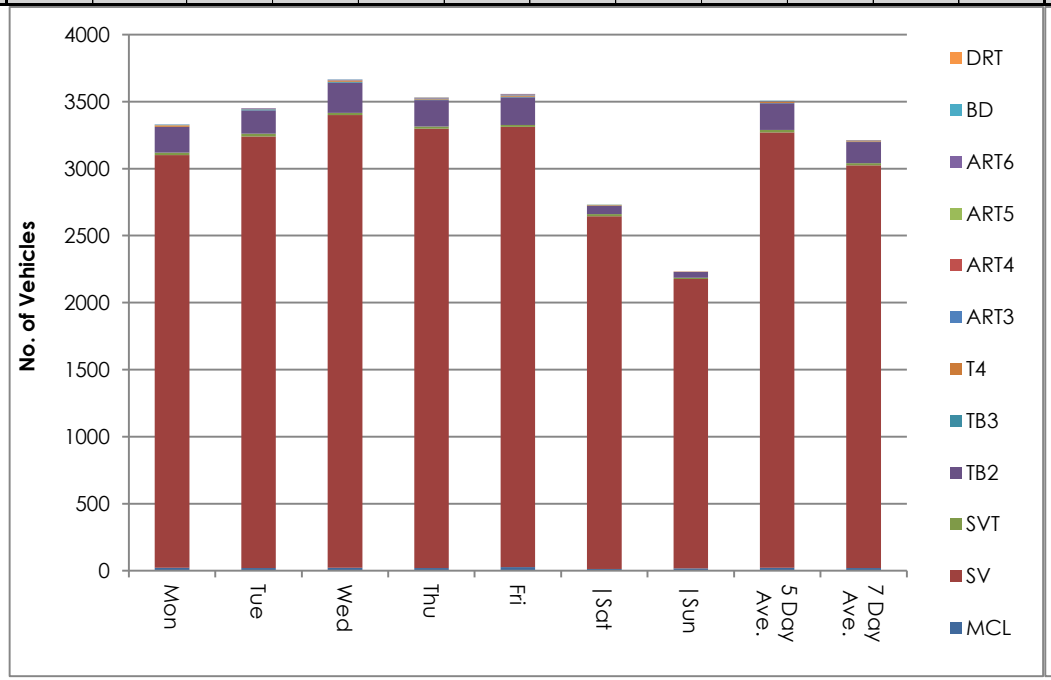
Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Westbound

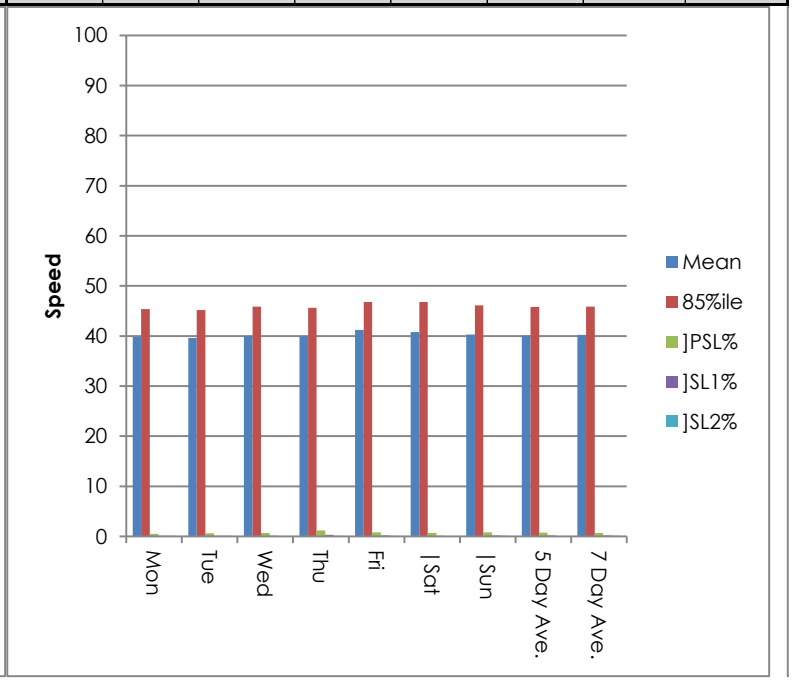
7085 / Eckington
Jan-17
Automatic Traffic Count

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	3329	21	3081	17	194	0	8	0	2	2	2	2	0	17	0.5	3	0.1	2	0.1	39.8	45.4
Tue	3450	19	3221	22	172	8	0	1	2	2	3	0	0	21	0.6	5	0.1	3	0.1	39.6	45.2
Wed	3663	22	3378	17	225	6	9	3	1	0	1	1	0	24	0.7	5	0.1	1	0	40	45.9
Thu	3530	20	3279	16	197	3	6	5	1	1	2	0	0	41	1.2	10	0.3	4	0.1	39.9	45.6
Fri	3557	26	3287	14	205	5	9	4	3	1	3	0	0	29	0.8	8	0.2	3	0.1	41.2	46.8
]Sat	2729	13	2631	16	61	2	4	1	0	1	0	0	0	18	0.7	4	0.1	1	0	40.8	46.8
]Sun	2231	17	2160	9	44	0	1	0	0	0	0	0	0	18	0.8	4	0.2	2	0.1	40.3	46.1
5 Day Ave.	**3506**	**22**	**3249**	**17**	**199**	**4**	**6**	**3**	**2**	**1**	**2**	**1**	**0**	**26**	**0.7**	**6**	**0.2**	**3**	**0.1**	**40.1**	**45.8**
7 Day Ave.	**3213**	**20**	**3005**	**16**	**157**	**3**	**5**	**2**	**1**	**1**	**2**	**0**	**0**	**24**	**0.7**	**6**	**0.2**	**2**	**0.1**	**40.2**	**45.9**
--	**22489**	**138**	**21037**	**111**	**1098**	**24**	**37**	**14**	**9**	**7**	**11**	**3**	**0**	**168**	**0.7**	**39**	**0.2**	**16**	**0.1**	**40.2**	**45.9**

Summary Graphs





Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Westbound

7085 / Eckington
Jan-17
Automatic Traffic Count

Thursday 19 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	5	0	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
0100	4	0	0	0	0	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
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	2	0	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
0400	14	0	0	0	0	0	0	0	6	5	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	52	0	0	0	0	1	4	1	7	14	14	0	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	95	0	0	0	0	0	5	5	21	31	23	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	302	0	0	0	0	0	11	59	104	81	34	10	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0800	**424**	**0**	**0**	**1**	**0**	**2**	**9**	**67**	**154**	**122**	**49**	**17**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	227	0	0	0	1	7	12	36	59	81	21	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	159	0	0	0	0	0	2	30	53	54	17	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	169	0	0	0	0	2	4	32	61	47	15	5	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	190	0	0	0	1	0	5	37	76	48	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	174	0	0	0	0	0	5	24	66	51	16	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	206	0	0	0	0	0	7	43	71	53	22	5	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	253	0	1	0	0	0	3	54	105	62	22	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	337	0	1	0	1	8	23	75	108	79	29	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**367**	**0**	**0**	**1**	**5**	**2**	**7**	**67**	**131**	**113**	**30**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	226	0	1	1	0	0	7	37	61	62	39	7	6	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	121	0	0	0	0	0	2	15	32	32	18	13	3	1	2	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
2000	85	0	0	0	0	0	1	4	21	25	25	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	56	0	0	0	0	0	0	3	10	17	15	5	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	48	0	0	0	0	0	0	3	10	13	9	4	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	14	0	0	0	0	0	0	1	3	3	2	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3034**	**0**	**3**	**3**	**8**	**21**	**95**	**561**	**1049**	**853**	**312**	**91**	**21**	**11**	**2**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**3391**	**0**	**3**	**3**	**8**	**21**	**103**	**588**	**1133**	**958**	**393**	**124**	**29**	**15**	**6**	**3**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3453**	**0**	**3**	**3**	**8**	**21**	**103**	**592**	**1146**	**974**	**404**	**129**	**36**	**19**	**8**	**3**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3530**	**0**	**3**	**3**	**8**	**22**	**107**	**593**	**1161**	**999**	**418**	**134**	**41**	**24**	**10**	**3**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Westbound

7085 / Eckington
Jan-17
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	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
0100	4	0	0	0	0	0	0	1	0	2	0	1	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	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	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
0400	7	0	0	0	0	0	0	1	2	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	47	0	0	0	0	0	0	3	8	17	8	8	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	78	0	0	0	0	0	5	12	22	12	16	9	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	301	0	0	0	0	0	10	39	103	100	34	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**363**	**0**	**0**	**0**	**0**	**0**	**2**	**34**	**94**	**135**	**73**	**17**	**5**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	243	0	2	0	0	3	15	28	72	78	30	12	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	166	0	0	0	0	0	1	26	64	50	18	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	191	0	0	0	0	1	2	12	51	73	37	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	194	0	1	1	0	0	1	17	49	59	43	18	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	212	0	2	0	1	0	1	15	71	63	43	10	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	228	0	1	0	0	0	1	24	71	69	36	18	3	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1500	262	0	1	2	0	0	9	35	88	72	40	11	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**370**	**0**	**0**	**1**	**0**	**0**	**2**	**41**	**124**	**128**	**53**	**13**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	359	0	0	0	0	0	10	48	150	109	26	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	191	0	0	0	0	0	3	11	53	72	37	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	131	0	0	0	0	0	3	7	41	43	24	7	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	74	0	0	0	0	0	1	3	17	28	10	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	62	0	0	0	0	0	0	5	13	25	12	5	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	32	0	0	0	0	1	0	3	10	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	28	0	0	0	0	1	0	13	9	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3080**	**0**	**7**	**4**	**1**	**4**	**57**	**330**	**990**	**1008**	**470**	**145**	**43**	**12**	**5**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**3425**	**0**	**7**	**4**	**1**	**4**	**66**	**357**	**1083**	**1116**	**532**	**177**	**52**	**13**	**7**	**3**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3485**	**0**	**7**	**4**	**1**	**6**	**66**	**373**	**1102**	**1130**	**541**	**177**	**52**	**13**	**7**	**3**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3557**	**0**	**7**	**4**	**2**	**6**	**67**	**379**	**1114**	**1154**	**552**	**190**	**53**	**16**	**7**	**3**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Westbound

7085 / Eckington
Jan-17
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	15	0	0	0	0	0	0	4	1	4	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	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
0200	3	0	0	0	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
0300	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
0400	6	0	0	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	26	0	0	0	0	1	0	5	2	12	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	38	0	0	0	0	1	1	3	8	18	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	69	0	0	0	0	0	1	2	20	22	16	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	159	0	1	0	0	0	0	13	41	52	33	13	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	183	0	0	0	0	0	1	24	54	63	25	10	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	218	0	0	4	0	0	7	27	87	58	28	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**242**	**0**	**1**	**0**	**1**	**3**	**3**	**35**	**86**	**78**	**24**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**288**	**0**	**2**	**1**	**0**	**1**	**7**	**24**	**90**	**109**	**30**	**17**	**2**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	262	0	0	0	0	5	4	34	90	76	41	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	197	0	0	0	0	0	3	25	78	53	27	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	211	0	1	0	0	1	6	31	68	59	29	10	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	219	0	1	0	0	0	1	34	71	79	27	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	161	0	0	0	0	0	3	18	58	44	27	8	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	122	0	0	0	0	0	3	9	33	41	19	11	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	103	0	0	0	0	0	3	8	23	32	23	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	67	0	0	0	0	0	1	7	16	21	12	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	59	0	0	0	0	0	0	6	22	15	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	34	0	0	0	0	0	0	8	11	11	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	38	0	0	0	0	0	2	7	8	12	5	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2331**	**0**	**6**	**5**	**1**	**10**	**39**	**276**	**776**	**734**	**326**	**113**	**30**	**10**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2598**	**0**	**6**	**5**	**1**	**11**	**44**	**300**	**845**	**820**	**377**	**137**	**36**	**11**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2670**	**0**	**6**	**5**	**1**	**11**	**46**	**315**	**864**	**843**	**384**	**139**	**38**	**12**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2729**	**0**	**6**	**5**	**1**	**12**	**46**	**326**	**874**	**866**	**395**	**140**	**40**	**12**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Westbound

7085 / Eckington
Jan-17
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	23	0	0	0	0	0	1	5	10	3	1	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	0	0	0	0	2	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	0	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
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	4	0	0	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
0500	18	0	0	0	0	2	0	1	4	3	1	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	18	0	0	0	0	0	0	0	8	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	30	0	0	0	0	1	0	4	6	7	6	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	66	0	2	0	0	0	1	10	14	15	18	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	143	0	5	0	1	0	1	18	58	41	14	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	175	0	1	0	0	1	4	24	79	36	24	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**215**	**0**	**0**	**1**	**0**	**1**	**2**	**39**	**79**	**70**	**17**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	228	0	0	0	0	0	1	24	94	68	27	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	222	0	1	0	0	0	2	40	83	62	21	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	**238**	**0**	**0**	**0**	**0**	**0**	**4**	**34**	**94**	**76**	**18**	**10**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500	198	0	0	0	0	0	0	31	83	49	19	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	192	0	0	0	0	0	9	30	70	55	22	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	137	0	0	0	0	0	3	11	38	47	25	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	109	0	0	0	0	0	1	23	30	31	13	6	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	87	0	0	0	0	0	1	5	28	30	14	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	49	0	0	0	0	0	1	5	12	14	9	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	38	0	0	1	0	0	3	7	12	7	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	23	0	0	0	0	0	0	4	6	6	4	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	7	0	0	0	0	0	1	0	2	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**1953**	**0**	**9**	**1**	**1**	**3**	**28**	**288**	**728**	**557**	**224**	**82**	**21**	**8**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2145**	**0**	**9**	**2**	**1**	**3**	**33**	**305**	**788**	**614**	**257**	**92**	**27**	**10**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2175**	**0**	**9**	**2**	**1**	**3**	**34**	**309**	**796**	**620**	**262**	**95**	**28**	**11**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2231**	**0**	**9**	**2**	**1**	**5**	**37**	**316**	**814**	**631**	**266**	**103**	**29**	**12**	**4**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Westbound

7085 / Eckington
Jan-17
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	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0100	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
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	5	0	0	0	0	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
0500	41	0	0	0	0	1	2	3	12	10	7	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	78	0	0	0	0	0	0	11	19	26	16	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	298	0	1	0	0	0	8	49	111	88	36	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**388**	**0**	**0**	**0**	**0**	**2**	**18**	**34**	**139**	**136**	**49**	**9**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	204	0	0	0	0	0	2	23	83	59	23	11	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	167	0	1	0	0	0	0	22	63	44	26	8	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	181	0	0	2	0	1	6	14	63	61	26	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	162	0	0	0	0	1	0	17	60	53	27	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	170	0	1	0	0	0	5	30	61	42	24	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	224	0	1	0	3	3	5	41	79	57	24	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	266	0	0	1	0	0	15	35	105	80	21	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	297	0	0	0	4	0	4	52	115	78	33	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**376**	**0**	**0**	**1**	**0**	**3**	**8**	**66**	**163**	**94**	**29**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	226	0	0	0	0	0	11	30	87	49	39	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	94	0	0	0	0	0	2	12	22	27	15	8	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	67	0	0	0	1	3	6	8	23	13	8	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	52	0	0	0	0	1	5	6	18	14	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	24	0	0	0	0	0	1	7	9	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	5	0	0	0	0	0	1	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2959**	**0**	**4**	**4**	**7**	**10**	**82**	**413**	**1129**	**841**	**357**	**85**	**17**	**7**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**3250**	**0**	**4**	**4**	**8**	**14**	**95**	**450**	**1211**	**921**	**401**	**103**	**23**	**11**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3279**	**0**	**4**	**4**	**8**	**14**	**97**	**458**	**1220**	**926**	**404**	**104**	**24**	**11**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3329**	**0**	**4**	**4**	**8**	**15**	**99**	**462**	**1235**	**938**	**412**	**108**	**27**	**11**	**3**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Westbound

7085 / Eckington
Jan-17
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	5	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	0	0	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
0200	2	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	0	0	0
0300	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
0400	5	0	0	0	0	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
0500	48	0	0	0	0	2	0	3	6	15	11	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	82	0	0	0	0	0	1	7	29	23	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	284	0	1	0	1	1	3	43	118	84	24	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**384**	**0**	**0**	**1**	**0**	**0**	**11**	**38**	**139**	**135**	**47**	**10**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	206	0	0	1	13	4	13	27	62	67	14	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	169	0	1	0	0	1	6	20	61	56	14	5	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	191	0	1	2	9	6	5	24	56	53	22	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	166	0	1	0	4	1	0	27	60	46	14	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	203	0	1	0	0	5	5	30	74	65	12	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	225	0	0	0	0	0	5	44	67	75	20	3	8	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
1500	272	0	0	2	8	17	6	41	87	69	29	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	305	0	0	0	0	0	3	48	119	90	30	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**369**	**0**	**0**	**1**	**6**	**4**	**11**	**58**	**165**	**85**	**28**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	261	0	0	0	0	0	4	43	90	72	26	16	8	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	97	0	0	0	0	0	6	11	21	38	15	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	75	0	0	0	0	0	1	8	25	20	13	5	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	48	0	0	0	0	0	0	0	15	12	10	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	34	0	0	0	0	0	0	2	12	10	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	13	0	0	0	0	0	0	0	2	5	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3035**	**0**	**5**	**7**	**41**	**39**	**72**	**443**	**1098**	**897**	**280**	**103**	**36**	**8**	**3**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**3337**	**0**	**5**	**7**	**41**	**39**	**80**	**469**	**1188**	**990**	**335**	**126**	**39**	**11**	**4**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3384**	**0**	**5**	**7**	**41**	**39**	**80**	**471**	**1202**	**1005**	**343**	**131**	**41**	**12**	**4**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3450**	**0**	**5**	**7**	**41**	**41**	**81**	**477**	**1214**	**1024**	**356**	**140**	**43**	**13**	**5**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Westbound

7085 / Eckington
Jan-17
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	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
0100	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	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
0300	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
0400	8	0	0	0	0	0	0	0	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	45	0	0	0	0	1	3	1	9	6	11	7	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	79	0	0	0	0	0	2	11	22	29	9	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	299	0	0	0	0	0	11	36	97	96	50	7	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**417**	**0**	**0**	**0**	**0**	**0**	**5**	**46**	**161**	**126**	**61**	**11**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	222	0	2	4	0	4	5	15	80	69	31	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	173	0	1	0	0	0	13	14	53	47	30	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	210	0	0	0	2	10	15	26	78	51	23	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	185	0	1	0	0	0	9	14	72	61	24	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	190	0	1	1	0	2	9	20	63	60	24	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	245	0	0	2	9	2	7	34	68	80	31	10	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	286	0	1	0	0	3	12	44	106	78	34	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	299	0	0	0	5	2	3	42	114	93	31	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**441**	**0**	**0**	**1**	**0**	**0**	**13**	**88**	**180**	**130**	**24**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	244	0	1	1	0	0	5	27	88	73	35	10	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	142	0	0	0	0	1	1	16	39	35	32	9	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	67	0	0	0	0	0	2	4	15	18	19	5	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	54	0	0	0	0	0	2	7	8	14	15	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	34	0	0	0	0	0	3	1	9	11	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	14	0	0	0	0	0	0	2	5	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3211**	**0**	**7**	**9**	**16**	**23**	**107**	**406**	**1160**	**964**	**398**	**90**	**20**	**5**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**3553**	**0**	**7**	**9**	**16**	**24**	**114**	**444**	**1244**	**1060**	**473**	**111**	**31**	**10**	**8**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3601**	**0**	**7**	**9**	**16**	**24**	**117**	**447**	**1258**	**1075**	**478**	**119**	**31**	**10**	**8**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3663**	**0**	**7**	**9**	**16**	**25**	**121**	**448**	**1273**	**1086**	**492**	**127**	**35**	**14**	**8**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Westbound

7085 / Eckington
Jan-17
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	0	0	0	0	0	2	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	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
0200	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
0300	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
0400	7	0	0	0	0	0	0	1	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	40	0	0	0	0	1	1	2	7	11	8	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	67	0	0	0	0	0	2	7	18	21	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	226	0	0	0	0	0	6	33	80	68	29	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**314**	**0**	**0**	**0**	**0**	**1**	**7**	**35**	**106**	**103**	**47**	**12**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	204	0	1	1	2	3	7	24	67	65	23	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	175	0	1	1	0	0	5	23	66	49	22	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	200	0	0	1	2	3	5	26	68	62	23	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	202	0	1	0	1	0	3	23	72	63	26	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	205	0	1	0	0	2	4	28	73	60	26	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	223	0	0	0	2	1	5	35	75	66	25	9	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	250	0	1	1	1	3	7	39	92	67	28	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	288	0	0	0	1	1	6	46	103	86	32	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**316**	**0**	**0**	**1**	**2**	**1**	**8**	**51**	**126**	**89**	**27**	**8**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	197	0	0	0	0	0	5	26	63	57	30	9	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	111	0	0	0	0	0	3	11	29	34	20	7	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	69	0	0	0	0	0	2	6	18	20	14	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	53	0	0	0	0	0	1	5	14	15	10	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	33	0	0	0	0	0	1	4	10	10	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	17	0	0	0	0	0	1	3	4	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2800**	**0**	**6**	**5**	**11**	**16**	**69**	**388**	**990**	**836**	**338**	**101**	**27**	**9**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**3100**	**0**	**6**	**5**	**11**	**17**	**76**	**416**	**1070**	**926**	**395**	**124**	**34**	**12**	**5**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3150**	**0**	**6**	**5**	**11**	**17**	**78**	**424**	**1084**	**939**	**402**	**128**	**36**	**13**	**5**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3213**	**0**	**6**	**5**	**11**	**18**	**80**	**429**	**1098**	**957**	**413**	**135**	**38**	**15**	**6**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

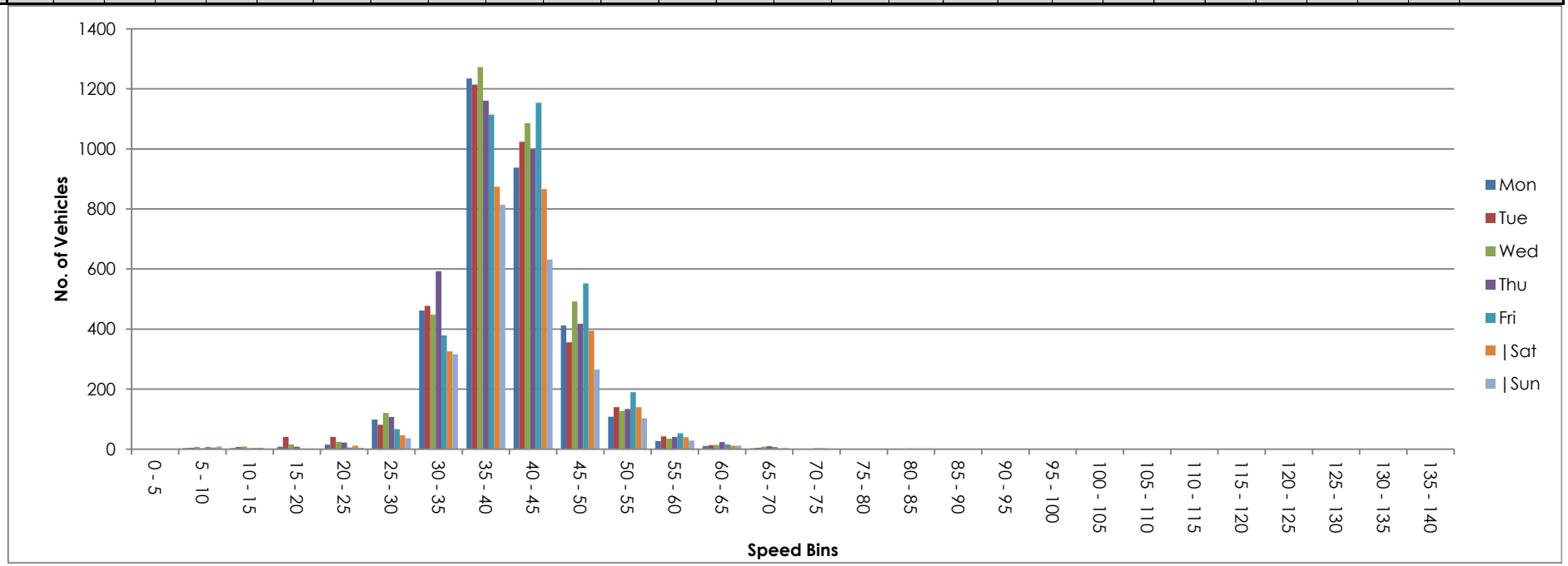
Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Westbound

7085 / Eckington
Jan-17
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	3329	0	4	4	8	15	99	462	1235	938	412	108	27	11	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Tue	3450	0	5	7	41	41	81	477	1214	1024	356	140	43	13	5	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0
Wed	3663	0	7	9	16	25	121	448	1273	1086	492	127	35	14	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	3530	0	3	3	8	22	107	593	1161	999	418	134	41	24	10	3	1	2	0	1	0	0	0	0	0	0	0	0	0	0
Fri	3557	0	7	4	2	6	67	379	1114	1154	552	190	53	16	7	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0
|Sat	2729	0	6	5	1	12	46	326	874	866	395	140	40	12	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sun	2231	0	9	2	1	5	37	316	814	631	266	103	29	12	4	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	**3506**	**0**	**5**	**5**	**15**	**22**	**95**	**472**	**1199**	**1040**	**446**	**140**	**40**	**16**	**7**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7 Day Ave.	**3213**	**0**	**6**	**5**	**11**	**18**	**80**	**429**	**1098**	**957**	**413**	**135**	**38**	**15**	**6**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
--	**22489**	**0**	**41**	**34**	**77**	**126**	**558**	**3001**	**7685**	**6698**	**2891**	**942**	**268**	**102**	**40**	**10**	**6**	**6**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Summary Graphs



Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Both Directions

7085 / Eckington
Jan-17
Automatic Traffic Count

Thursday 19 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	10	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.7	-
0100	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.9	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	-
0300	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.4	-
0400	23	0	20	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	44	52.1
0500	80	0	77	0	3	0	0	0	0	0	0	0	0	9	11.3	1	1.3	0	0	45.6	55.5
0600	187	2	169	0	14	0	1	1	0	0	0	0	0	1	0.5	0	0	0	0	42.4	48.1
0700	641	4	588	2	38	1	4	2	1	1	0	0	0	2	0.3	1	0.2	1	0.2	38.9	44.3
0800	**808**	**5**	**758**	**2**	**39**	**2**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0.1**	**0**	**0**	**0**	**0**	**40**	**45.4**
0900	434	1	380	5	42	1	5	0	0	0	0	0	0	1	0.2	0	0	0	0	40.1	45.4
1000	319	0	292	2	21	2	0	0	1	1	0	0	0	1	0.3	0	0	0	0	40.4	45.2
1100	369	1	336	4	27	0	0	1	0	0	0	0	0	2	0.5	1	0.3	0	0	39.1	43.8
1200	390	1	360	1	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.3	43.8
1300	379	3	339	4	33	0	0	0	0	0	0	0	0	1	0.3	0	0	0	0	40	45
1400	445	0	411	0	32	0	0	1	0	1	0	0	0	2	0.4	1	0.2	0	0	40.1	45.9
1500	533	2	495	2	30	1	0	0	3	0	0	0	0	1	0.2	0	0	0	0	39.6	45.2
1600	721	5	672	2	40	0	1	0	0	0	1	0	0	1	0.1	0	0	0	0	38.7	44.3
1700	**742**	**4**	**702**	**4**	**31**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0.4**	**1**	**0.1**	**0**	**0**	**38.7**	**43.4**
1800	460	5	440	0	15	0	0	0	0	0	0	0	0	7	1.5	1	0.2	1	0.2	40.4	46.1
1900	282	1	277	0	4	0	0	0	0	0	0	0	0	6	2.1	4	1.4	2	0.7	42.3	48.8
2000	194	1	188	0	5	0	0	0	0	0	0	0	0	4	2.1	2	1	0	0	43.2	49.2
2100	133	0	128	1	4	0	0	0	0	0	0	0	0	8	6	2	1.5	2	1.5	45.4	53.5
2200	97	1	93	0	3	0	0	0	0	0	0	0	0	8	8.2	1	1	1	1	46.4	54.6
2300	22	0	22	0	0	0	0	0	0	0	0	0	0	1	4.5	0	0	0	0	46.1	55.7
07-19	**6241**	**31**	**5773**	**28**	**376**	**7**	**11**	**5**	**5**	**3**	**2**	**0**	**0**	**22**	**0.4**	**5**	**0.1**	**2**	**0**	**39.5**	**44.7**
06-22	**7037**	**35**	**6535**	**29**	**403**	**7**	**12**	**6**	**5**	**3**	**2**	**0**	**0**	**41**	**0.6**	**13**	**0.2**	**6**	**0.1**	**39.9**	**45.4**
06-00	**7156**	**36**	**6650**	**29**	**406**	**7**	**12**	**6**	**5**	**3**	**2**	**0**	**0**	**50**	**0.7**	**14**	**0.2**	**7**	**0.1**	**40**	**45.6**
00-00	**7283**	**36**	**6768**	**29**	**414**	**7**	**12**	**6**	**5**	**4**	**2**	**0**	**0**	**59**	**0.8**	**15**	**0.2**	**7**	**0.1**	**40.1**	**45.6**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Both Directions

7085 / Eckington
Jan-17
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	20	0	19	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40.5	44.3
0100	12	0	10	0	2	0	0	0	0	0	0	0	0	1	8.3	0	0	0	0	45.7	52.8
0200	6	0	5	0	1	0	0	0	0	0	0	0	0	1	16.7	0	0	0	0	49.9	-
0300	5	0	3	0	1	0	0	0	0	0	1	0	0	2	40	1	20	0	0	44.6	-
0400	12	0	11	0	1	0	0	0	0	0	0	0	0	1	8.3	0	0	0	0	45.7	51.4
0500	78	0	75	0	3	0	0	0	0	0	0	0	0	3	3.8	0	0	0	0	44.5	50.6
0600	169	4	151	0	12	1	1	0	0	0	0	0	0	1	0.6	0	0	0	0	41.9	49.2
0700	602	4	554	2	34	1	4	2	0	0	1	0	0	0	0	0	0	0	0	40.4	45.6
0800	**726**	**3**	**660**	**3**	**56**	**1**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**4**	**0.6**	**0**	**0**	**0**	**0**	**41.6**	**46.5**
0900	423	3	377	2	38	0	1	0	0	1	1	0	0	3	0.7	0	0	0	0	41.4	47.6
1000	337	0	310	2	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.5	46.1
1100	409	0	369	0	37	1	1	0	0	1	0	0	0	3	0.7	0	0	0	0	42	47.2
1200	416	4	378	1	30	1	1	1	0	0	0	0	0	6	1.4	0	0	0	0	42.2	47.6
1300	443	6	410	4	22	0	0	1	0	0	0	0	0	4	0.9	2	0.5	1	0.2	41	46.5
1400	494	10	449	1	32	0	1	1	0	0	0	0	0	5	1	4	0.8	1	0.2	41.1	46.5
1500	607	6	567	5	26	2	0	0	1	0	0	0	0	5	0.8	0	0	0	0	40.4	46.8
1600	**739**	**4**	**692**	**1**	**39**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**0.4**	**0**	**0**	**0**	**0**	**40.7**	**45.9**
1700	680	5	647	2	24	1	1	0	0	0	0	0	0	3	0.4	0	0	0	0	39.4	43.8
1800	398	1	388	1	8	0	0	0	0	0	0	0	0	3	0.8	1	0.3	0	0	41.3	46.3
1900	269	2	256	1	7	0	0	0	2	0	1	0	0	5	1.9	2	0.7	0	0	41.5	47
2000	152	0	147	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.1	50.3
2100	122	1	118	0	2	0	1	0	0	0	0	0	0	2	1.6	1	0.8	1	0.8	44	51.2
2200	96	1	94	0	1	0	0	0	0	0	0	0	0	3	3.1	1	1	1	1	41.2	47.4
2300	70	0	69	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9	44.3
07-19	**6274**	**46**	**5801**	**24**	**371**	**9**	**10**	**7**	**1**	**3**	**2**	**0**	**0**	**39**	**0.6**	**7**	**0.1**	**2**	**0**	**40.9**	**46.3**
06-22	**6986**	**53**	**6473**	**25**	**397**	**10**	**12**	**7**	**3**	**3**	**3**	**0**	**0**	**47**	**0.7**	**10**	**0.1**	**3**	**0**	**41.1**	**46.5**
06-00	**7152**	**54**	**6636**	**26**	**398**	**10**	**12**	**7**	**3**	**3**	**3**	**0**	**0**	**50**	**0.7**	**11**	**0.2**	**4**	**0.1**	**41**	**46.5**
00-00	**7285**	**54**	**6759**	**26**	**406**	**11**	**12**	**7**	**3**	**3**	**4**	**0**	**0**	**58**	**0.8**	**12**	**0.2**	**4**	**0.1**	**41.1**	**46.8**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Both Directions

7085 / Eckington
Jan-17
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	29	0	28	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	47
0100	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.8	45.9
0200	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	-
0300	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.3	-
0400	17	0	17	0	0	0	0	0	0	0	0	0	0	1	5.9	0	0	0	0	42.4	48.3
0500	36	0	34	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.2	46.1
0600	63	0	57	0	6	0	0	0	0	0	0	0	0	2	3.2	0	0	0	0	41.4	46.8
0700	116	2	104	0	10	0	0	0	0	0	0	0	0	1	0.9	0	0	0	0	42.3	47.9
0800	287	1	265	3	17	1	0	0	0	0	0	0	0	1	0.3	0	0	0	0	43.2	49.2
0900	330	2	310	5	12	0	1	0	0	0	0	0	0	5	1.5	0	0	0	0	42	48.1
1000	427	4	414	3	6	0	0	0	0	0	0	0	0	1	0.2	0	0	0	0	39.9	46.1
1100	**504**	**3**	**487**	**3**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0.2**	**0**	**0**	**0**	**0**	**39.9**	**45**
1200	**582**	**5**	**563**	**1**	**10**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	**1**	**1**	**0.2**	**0**	**0**	**40.3**	**45**
1300	553	3	536	3	10	0	0	0	0	1	0	0	0	1	0.2	0	0	0	0	40.3	45.6
1400	445	1	438	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	46.1
1500	431	6	408	4	11	1	1	0	0	0	0	0	0	2	0.5	1	0.2	0	0	40.1	45.2
1600	427	1	416	1	9	0	0	0	0	0	0	0	0	2	0.5	2	0.5	1	0.2	40.1	45.4
1700	398	0	389	1	8	0	0	0	0	0	0	0	0	3	0.8	0	0	0	0	39.9	45.2
1800	269	1	261	1	5	0	1	0	0	0	0	0	0	5	1.9	2	0.7	0	0	41.9	48.3
1900	210	0	204	0	6	0	0	0	0	0	0	0	0	1	0.5	1	0.5	0	0	41.2	47.6
2000	123	0	121	0	2	0	0	0	0	0	0	0	0	1	0.8	0	0	0	0	42.3	49.4
2100	123	0	121	0	2	0	0	0	0	0	0	0	0	2	1.6	0	0	0	0	41.2	47.6
2200	83	0	78	1	4	0	0	0	0	0	0	0	0	6	7.2	0	0	0	0	41.7	50.1
2300	82	0	81	0	1	0	0	0	0	0	0	0	0	2	2.4	1	1.2	1	1.2	41.6	48.1
07-19	**4769**	**29**	**4591**	**25**	**114**	**3**	**5**	**1**	**0**	**1**	**0**	**0**	**0**	**28**	**0.6**	**6**	**0.1**	**1**	**0**	**40.7**	**46.1**
06-22	**5288**	**29**	**5094**	**25**	**130**	**3**	**5**	**1**	**0**	**1**	**0**	**0**	**0**	**34**	**0.6**	**7**	**0.1**	**1**	**0**	**40.7**	**46.3**
06-00	**5453**	**29**	**5253**	**26**	**135**	**3**	**5**	**1**	**0**	**1**	**0**	**0**	**0**	**42**	**0.8**	**8**	**0.1**	**2**	**0**	**40.8**	**46.3**
00-00	**5565**	**29**	**5362**	**26**	**138**	**3**	**5**	**1**	**0**	**1**	**0**	**0**	**0**	**43**	**0.8**	**8**	**0.1**	**2**	**0**	**40.8**	**46.3**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Both Directions

7085 / Eckington
Jan-17
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	46	0	46	0	0	0	0	0	0	0	0	0	0	2	4.3	1	2.2	1	2.2	41.7	49.7
0100	19	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.8	44.5
0200	10	0	10	0	0	0	0	0	0	0	0	0	0	2	20	0	0	0	0	46.1	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.2	-
0400	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.4	-
0500	23	1	22	0	0	0	0	0	0	0	0	0	0	1	4.3	0	0	0	0	45	59.1
0600	34	0	32	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.9	48.5
0700	55	0	49	0	6	0	0	0	0	0	0	0	0	1	1.8	0	0	0	0	43.3	49.9
0800	108	3	99	1	5	0	0	0	0	0	0	0	0	1	0.9	0	0	0	0	41.5	48.3
0900	264	9	240	4	10	0	1	0	0	0	0	0	0	2	0.8	0	0	0	0	39.5	45.2
1000	348	4	334	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.2	46.3
1100	**469**	**4**	**455**	**2**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0.6**	**1**	**0.2**	**0**	**0**	**40.2**	**44.7**
1200	**498**	**1**	**481**	**1**	**14**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0.6**	**1**	**0.2**	**0**	**0**	**40.9**	**46.1**
1300	467	2	453	2	10	0	0	0	0	0	0	0	0	3	0.6	0	0	0	0	40.6	46.5
1400	445	4	432	0	9	0	0	0	0	0	0	0	0	3	0.7	1	0.2	0	0	40.7	46.1
1500	423	3	413	0	7	0	0	0	0	0	0	0	0	2	0.5	0	0	0	0	40.9	47
1600	382	1	372	2	6	0	0	1	0	0	0	0	0	1	0.3	0	0	0	0	39.7	45
1700	292	1	282	1	8	0	0	0	0	0	0	0	0	4	1.4	0	0	0	0	41.5	47.2
1800	215	1	207	0	7	0	0	0	0	0	0	0	0	2	0.9	1	0.5	1	0.5	41.6	47.2
1900	181	0	178	1	2	0	0	0	0	0	0	0	0	5	2.8	1	0.6	0	0	42.4	48.3
2000	126	0	123	0	3	0	0	0	0	0	0	0	0	1	0.8	1	0.8	1	0.8	43.5	50.1
2100	84	0	84	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.5	48.8
2200	49	0	49	0	0	0	0	0	0	0	0	0	0	2	4.1	0	0	0	0	45.1	55.3
2300	17	0	17	0	0	0	0	0	0	0	0	0	0	1	5.9	0	0	0	0	42.6	49.7
07-19	**3966**	**33**	**3817**	**16**	**97**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**25**	**0.6**	**4**	**0.1**	**1**	**0**	**40.6**	**46.3**
06-22	**4391**	**33**	**4234**	**17**	**104**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**31**	**0.7**	**6**	**0.1**	**2**	**0**	**40.8**	**46.5**
06-00	**4457**	**33**	**4300**	**17**	**104**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**34**	**0.8**	**6**	**0.1**	**2**	**0**	**40.9**	**46.8**
00-00	**4564**	**34**	**4406**	**17**	**104**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**39**	**0.9**	**7**	**0.2**	**3**	**0.1**	**40.9**	**46.8**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Both Directions

7085 / Eckington
Jan-17
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	10	0	10	0	0	0	0	0	0	0	0	0	0	1	10	1	10	1	10	44.3	-
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.1	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.6	-
0400	15	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.2	48.5
0500	73	2	65	0	6	0	0	0	0	0	0	0	0	2	2.7	0	0	0	0	44.6	52.6
0600	155	4	137	0	12	0	2	0	0	0	0	0	0	1	0.6	0	0	0	0	41.9	47.6
0700	617	3	567	6	39	1	1	0	0	0	0	0	0	0	0	0	0	0	0	39.1	43.8
0800	**780**	**7**	**715**	**2**	**48**	**2**	**4**	**0**	**1**	**0**	**1**	**0**	**0**	**2**	**0.3**	**0**	**0**	**0**	**0**	**40.3**	**45.4**
0900	407	0	369	5	32	0	1	0	0	0	0	0	0	1	0.2	1	0.2	0	0	41.6	46.3
1000	345	1	305	0	37	0	1	0	0	1	0	0	0	2	0.6	0	0	0	0	41.4	46.5
1100	374	3	343	0	24	0	4	0	0	0	0	0	0	0	0	0	0	0	0	41.2	46.8
1200	344	0	313	1	25	1	1	0	0	1	1	1	0	0	0	0	0	0	0	40.5	45.4
1300	359	3	330	4	20	0	0	0	1	1	0	0	0	1	0.3	0	0	0	0	40.5	45.9
1400	465	5	427	3	29	0	0	0	0	0	1	0	0	2	0.4	0	0	0	0	40.1	45.6
1500	548	4	504	4	27	3	2	1	0	2	0	1	0	2	0.4	0	0	0	0	40.2	45.6
1600	647	0	602	2	43	0	0	0	0	0	0	0	0	2	0.3	0	0	0	0	40.9	46.1
1700	**729**	**5**	**693**	**5**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38.7**	**44.1**
1800	433	2	412	0	19	0	0	0	0	0	0	0	0	1	0.2	0	0	0	0	40.5	46.8
1900	225	2	211	1	11	0	0	0	0	0	0	0	0	4	1.8	0	0	0	0	42.1	48.8
2000	137	0	134	0	3	0	0	0	0	0	0	0	0	3	2.2	2	1.5	1	0.7	38.4	45.9
2100	114	0	113	0	1	0	0	0	0	0	0	0	0	1	0.9	0	0	0	0	39.5	47
2200	55	0	54	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.3	44.3
2300	15	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	45
07-19	**6048**	**33**	**5580**	**32**	**369**	**7**	**14**	**1**	**2**	**5**	**3**	**2**	**0**	**13**	**0.2**	**1**	**0**	**0**	**0**	**40.3**	**45.6**
06-22	**6679**	**39**	**6175**	**33**	**396**	**7**	**16**	**1**	**2**	**5**	**3**	**2**	**0**	**22**	**0.3**	**3**	**0**	**1**	**0**	**40.3**	**45.9**
06-00	**6749**	**39**	**6244**	**33**	**397**	**7**	**16**	**1**	**2**	**5**	**3**	**2**	**0**	**22**	**0.3**	**3**	**0**	**1**	**0**	**40.3**	**45.9**
00-00	**6858**	**41**	**6344**	**33**	**404**	**7**	**16**	**1**	**2**	**5**	**3**	**2**	**0**	**25**	**0.4**	**4**	**0.1**	**2**	**0**	**40.3**	**45.9**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Both Directions

7085 / Eckington
Jan-17
Automatic Traffic Count

Tuesday 24 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	9	0	7	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40.9	-
0100	5	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.7	-
0200	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.7	-
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.1	-
0400	12	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.3	48.5
0500	74	3	69	0	2	0	0	0	0	0	0	0	0	5	6.8	1	1.4	0	0	44.9	52.8
0600	166	2	147	0	16	0	0	0	0	1	0	0	0	1	0.6	0	0	0	0	41.4	47
0700	626	4	586	0	33	2	0	1	0	0	0	0	0	1	0.2	0	0	0	0	38.8	43.4
0800	**835**	**5**	**782**	**3**	**42**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**2**	**0.2**	**0**	**0**	**0**	**0**	**39.8**	**45**
0900	412	1	375	5	28	2	0	0	1	0	0	0	0	4	1	0	0	0	0	39.8	45.9
1000	358	2	326	1	28	0	0	0	0	1	0	0	0	4	1.1	1	0.3	0	0	40.9	47
1100	379	3	343	4	23	1	0	1	1	2	1	0	0	0	0	0	0	0	0	39.8	46.5
1200	374	1	348	4	20	1	0	0	0	0	0	0	0	1	0.3	1	0.3	0	0	41	47.2
1300	433	5	397	3	27	0	0	0	1	0	0	0	0	2	0.5	0	0	0	0	39.6	44.5
1400	452	1	414	7	29	0	0	0	0	1	0	0	0	3	0.7	2	0.4	2	0.4	40.5	45.9
1500	564	2	527	4	28	0	1	0	0	1	1	0	0	0	0	0	0	0	0	39.8	45.9
1600	704	4	661	3	35	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40.8	45.4
1700	**749**	**4**	**710**	**3**	**27**	**3**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38.8**	**43.8**
1800	479	5	458	1	15	0	0	0	0	0	0	0	0	6	1.3	2	0.4	1	0.2	40.4	46.3
1900	214	1	206	1	6	0	0	0	0	0	0	0	0	3	1.4	1	0.5	1	0.5	41.2	47.2
2000	159	0	155	0	4	0	0	0	0	0	0	0	0	6	3.8	1	0.6	0	0	42.1	48.8
2100	121	0	117	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.9	50.3
2200	98	0	96	0	2	0	0	0	0	0	0	0	0	4	4.1	0	0	0	0	41.1	50.6
2300	37	0	36	0	1	0	0	0	0	0	0	0	0	1	2.7	0	0	0	0	43.8	48.5
07-19	**6365**	**37**	**5927**	**38**	**335**	**10**	**1**	**3**	**6**	**5**	**3**	**0**	**0**	**23**	**0.4**	**6**	**0.1**	**3**	**0**	**39.9**	**45.2**
06-22	**7025**	**40**	**6552**	**40**	**364**	**10**	**1**	**3**	**6**	**6**	**3**	**0**	**0**	**33**	**0.5**	**8**	**0.1**	**4**	**0.1**	**40.1**	**45.6**
06-00	**7160**	**40**	**6684**	**40**	**367**	**10**	**1**	**3**	**6**	**6**	**3**	**0**	**0**	**38**	**0.5**	**8**	**0.1**	**4**	**0.1**	**40.1**	**45.6**
00-00	**7268**	**43**	**6781**	**40**	**374**	**11**	**1**	**3**	**6**	**6**	**3**	**0**	**0**	**43**	**0.6**	**9**	**0.1**	**4**	**0.1**	**40.2**	**45.6**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Both Directions

7085 / Eckington
Jan-17
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	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.3	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.5	-
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	1	20	0	0	0	0	46	-
0300	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.3	-
0400	15	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	51.7
0500	77	2	70	0	5	0	0	0	0	0	0	0	0	7	9.1	0	0	0	0	45.7	55.3
0600	168	2	151	0	14	0	1	0	0	0	0	0	0	1	0.6	0	0	0	0	42.3	48.1
0700	689	4	626	2	50	2	2	2	0	0	0	1	0	2	0.3	1	0.1	0	0	39.5	45.4
0800	**810**	**2**	**753**	**3**	**49**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**0.1**	**0**	**0**	**0**	**0**	**40.8**	**45.9**
0900	430	6	386	1	35	2	0	0	0	0	0	0	0	1	0.2	0	0	0	0	41	46.5
1000	356	1	314	2	34	2	2	0	0	1	0	0	0	1	0.3	0	0	0	0	40.2	46.1
1100	422	5	374	2	39	0	1	0	1	0	0	0	0	1	0.2	0	0	0	0	39.5	46.3
1200	376	1	348	4	19	0	1	2	1	0	0	0	0	1	0.3	0	0	0	0	40.4	45.9
1300	425	8	378	1	33	2	2	0	0	0	1	0	0	2	0.5	0	0	0	0	39.1	44.7
1400	496	2	457	7	27	1	2	0	0	0	0	0	0	2	0.4	0	0	0	0	39.7	46.1
1500	559	4	503	8	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	44.7
1600	735	3	685	3	42	0	1	1	0	0	0	0	0	1	0.1	0	0	0	0	39.3	44.3
1700	**870**	**3**	**839**	**2**	**23**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38.1**	**42.5**
1800	469	4	453	1	10	0	0	1	0	0	0	0	0	2	0.4	1	0.2	0	0	40.4	46.5
1900	289	0	278	0	11	0	0	0	0	0	0	0	0	8	2.8	2	0.7	0	0	41.4	48.3
2000	176	0	169	3	4	0	0	0	0	0	0	0	0	4	2.3	1	0.6	1	0.6	42.7	48.1
2100	124	3	117	0	4	0	0	0	0	0	0	0	0	5	4	3	2.4	1	0.8	43.2	51.2
2200	81	0	80	0	1	0	0	0	0	0	0	0	0	3	3.7	2	2.5	0	0	43.5	51.9
2300	30	0	30	0	0	0	0	0	0	0	0	0	0	1	3.3	0	0	0	0	41.8	48.8
07-19	**6637**	**43**	**6116**	**36**	**405**	**10**	**12**	**7**	**5**	**1**	**1**	**1**	**0**	**14**	**0.2**	**2**	**0**	**0**	**0**	**39.7**	**45.2**
06-22	**7394**	**48**	**6831**	**39**	**438**	**10**	**13**	**7**	**5**	**1**	**1**	**1**	**0**	**32**	**0.4**	**8**	**0.1**	**2**	**0**	**39.9**	**45.6**
06-00	**7505**	**48**	**6941**	**39**	**439**	**10**	**13**	**7**	**5**	**1**	**1**	**1**	**0**	**36**	**0.5**	**10**	**0.1**	**2**	**0**	**40**	**45.6**
00-00	**7614**	**50**	**7041**	**39**	**446**	**10**	**13**	**7**	**5**	**1**	**1**	**1**	**0**	**44**	**0.6**	**10**	**0.1**	**2**	**0**	**40.1**	**45.9**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Both Directions

7085 / Eckington
Jan-17
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	19	0	18	0	0	0	0	0	0	0	0	0	0	0	2.3	0	1.5	0	1.5	41.3	48.8
0100	9	0	8	0	1	0	0	0	0	0	0	0	0	0	1.6	0	0	0	0	43.2	-
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	1	10.5	0	0	0	0	44.6	-
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	0	6.5	0	3.2	0	0	40.6	-
0400	14	0	13	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	43.6	51.4
0500	63	1	59	0	3	0	0	0	0	0	0	0	0	4	6.1	0	0.5	0	0	44.7	52.8
0600	135	2	121	0	11	0	1	0	0	0	0	0	0	1	0.7	0	0	0	0	42	48.1
0700	478	3	439	2	30	1	2	1	0	0	0	0	0	1	0.2	0	0.1	0	0	39.5	45
0800	**622**	**4**	**576**	**2**	**37**	**1**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**2**	**0.3**	**0**	**0**	**0**	**0**	**40.7**	**45.9**
0900	386	3	348	4	28	1	1	0	0	0	0	0	0	2	0.6	0	0	0	0	40.8	46.5
1000	356	2	328	2	23	1	0	0	0	1	0	0	0	1	0.4	0	0	0	0	40.5	46.1
1100	418	3	387	2	24	0	1	0	0	0	0	0	0	1	0.3	0	0.1	0	0	40.2	45.9
1200	426	2	399	2	21	0	1	1	0	0	0	0	0	2	0.6	0	0.1	0	0	40.7	46.1
1300	437	4	406	3	22	0	0	0	0	0	0	0	0	2	0.5	0	0.1	0	0	40.2	45.4
1400	463	3	433	3	23	0	0	0	0	0	0	0	0	2	0.5	1	0.2	0	0.1	40.4	46.1
1500	524	4	488	4	25	1	1	0	1	0	0	0	0	2	0.3	0	0	0	0	40	45.9
1600	622	3	586	2	31	0	0	0	0	0	0	0	0	1	0.2	0	0	0	0	40	45.2
1700	**637**	**3**	**609**	**3**	**21**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0.3**	**0**	**0**	**0**	**0**	**39**	**43.8**
1800	389	3	374	1	11	0	0	0	0	0	0	0	0	4	1	1	0.3	0	0.1	40.8	46.5
1900	239	1	230	1	7	0	0	0	0	0	0	0	0	5	1.9	2	0.7	0	0.2	41.7	48.1
2000	152	0	148	0	4	0	0	0	0	0	0	0	0	3	1.8	1	0.7	0	0.3	42.2	49.2
2100	117	1	114	0	2	0	0	0	0	0	0	0	0	3	2.2	1	0.7	1	0.5	42.6	50.3
2200	80	0	78	0	2	0	0	0	0	0	0	0	0	4	4.7	1	0.7	0	0.4	42.4	50.8
2300	39	0	39	0	0	0	0	0	0	0	0	0	0	1	2.2	0	0.4	0	0.4	41.2	48.1
07-19	**5757**	**36**	**5372**	**28**	**295**	**7**	**8**	**4**	**3**	**3**	**2**	**0**	**0**	**23**	**0.4**	**4**	**0.1**	**1**	**0**	**40.2**	**45.6**
06-22	**6400**	**40**	**5985**	**30**	**319**	**7**	**9**	**4**	**3**	**3**	**2**	**0**	**0**	**34**	**0.5**	**8**	**0.1**	**3**	**0**	**40.4**	**45.9**
06-00	**6519**	**40**	**6101**	**30**	**321**	**7**	**9**	**4**	**3**	**3**	**2**	**0**	**0**	**39**	**0.6**	**9**	**0.1**	**3**	**0**	**40.4**	**46.1**
00-00	**6634**	**41**	**6209**	**30**	**327**	**7**	**9**	**4**	**3**	**3**	**2**	**0**	**0**	**44**	**0.7**	**9**	**0.1**	**3**	**0.1**	**40.5**	**46.1**

NDC
NATIONWIDE DATA COLLECTION

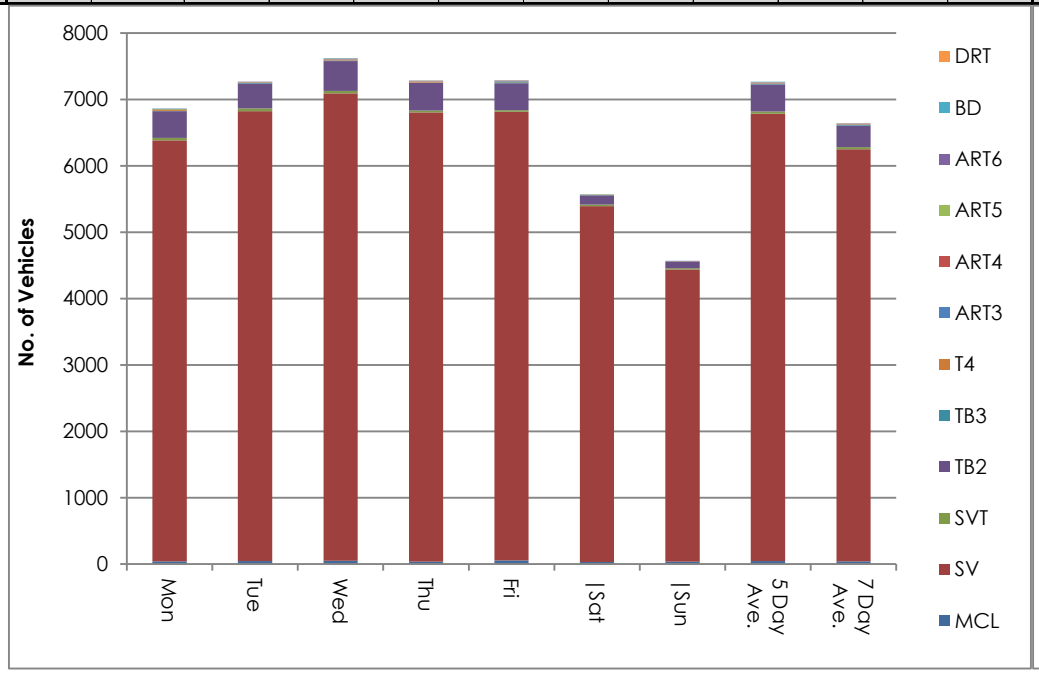
Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Both Directions

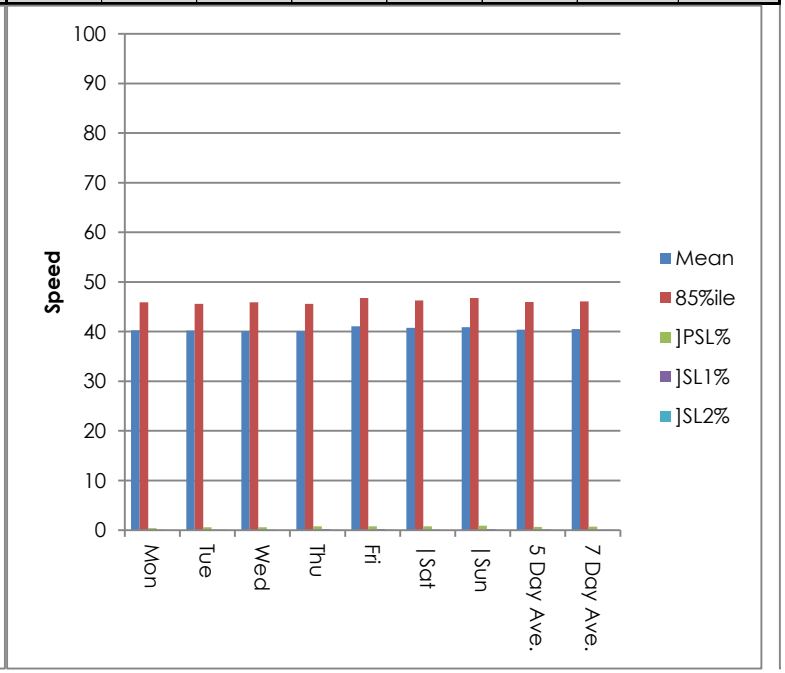
7085 / Eckington
Jan-17
Automatic Traffic Count

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	6858	41	6344	33	404	7	16	1	2	5	3	2	0	25	0.4	4	0.1	2	0	40.3	45.9
Tue	7268	43	6781	40	374	11	1	3	6	6	3	0	0	43	0.6	9	0.1	4	0.1	40.2	45.6
Wed	7614	50	7041	39	446	10	13	7	5	1	1	1	0	44	0.6	10	0.1	2	0	40.1	45.9
Thu	7283	36	6768	29	414	7	12	6	5	4	2	0	0	59	0.8	15	0.2	7	0.1	40.1	45.6
Fri	7285	54	6759	26	406	11	12	7	3	3	4	0	0	58	0.8	12	0.2	4	0.1	41.1	46.8
|Sat	5565	29	5362	26	138	3	5	1	0	1	0	0	0	43	0.8	8	0.1	2	0	40.8	46.3
|Sun	4564	34	4406	17	104	0	2	1	0	0	0	0	0	39	0.9	7	0.2	3	0.1	40.9	46.8
5 Day Ave.	**7262**	**45**	**6739**	**33**	**409**	**9**	**11**	**5**	**4**	**4**	**3**	**1**	**0**	**46**	**0.6**	**10**	**0.1**	**4**	**0.1**	**40.4**	**46.0**
7 Day Ave.	**6634**	**41**	**6209**	**30**	**327**	**7**	**9**	**4**	**3**	**3**	**2**	**0**	**0**	**44**	**0.7**	**9**	**0.1**	**3**	**0.1**	**40.5**	**46.1**
--	**46437**	**287**	**43461**	**210**	**2286**	**49**	**61**	**26**	**21**	**20**	**13**	**3**	**0**	**311**	**0.7**	**65**	**0.1**	**24**	**0.1**	**40.5**	**46.1**

Summary Graphs





Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Both Directions

7085 / Eckington
Jan-17
Automatic Traffic Count

Thursday 19 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	10	0	0	0	0	0	0	2	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	0	0	0	0	0	0	0	5	1	1	1	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	23	0	0	0	0	0	0	0	9	6	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	80	0	0	0	0	1	4	2	14	19	20	6	5	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	187	0	0	0	0	0	6	15	44	55	46	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	641	0	0	0	1	0	28	119	246	167	63	14	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0800	**808**	**0**	**0**	**1**	**1**	**3**	**12**	**104**	**309**	**235**	**109**	**30**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	434	0	0	0	1	7	13	56	125	158	48	22	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	319	0	0	0	0	0	4	42	110	108	44	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	369	0	0	0	2	4	6	62	152	96	31	12	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	390	0	0	0	1	0	9	67	155	111	30	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	379	0	0	0	0	0	7	55	138	120	37	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	445	0	0	0	0	3	17	62	145	137	60	15	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	533	0	1	0	0	0	20	83	193	147	63	21	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	721	0	1	0	1	12	25	143	258	189	68	20	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**742**	**0**	**0**	**1**	**5**	**2**	**15**	**149**	**297**	**198**	**53**	**15**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	460	0	1	1	0	2	11	62	154	141	60	14	7	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	282	0	0	0	0	0	2	36	85	74	48	24	7	1	2	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
2000	194	0	0	0	0	1	1	11	54	60	43	14	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	133	0	0	0	0	0	1	8	31	33	28	15	9	5	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	97	0	0	0	0	0	0	4	20	23	25	10	7	5	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	22	0	0	0	0	0	0	1	6	5	3	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**6241**	**0**	**3**	**3**	**12**	**33**	**167**	**1004**	**2282**	**1807**	**666**	**203**	**39**	**14**	**4**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**7037**	**0**	**3**	**3**	**12**	**34**	**177**	**1074**	**2496**	**2029**	**831**	**271**	**66**	**23**	**8**	**4**	**2**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**7156**	**0**	**3**	**3**	**12**	**34**	**177**	**1079**	**2522**	**2057**	**859**	**284**	**76**	**28**	**11**	**4**	**2**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**7283**	**0**	**3**	**3**	**12**	**35**	**181**	**1084**	**2550**	**2093**	**883**	**298**	**82**	**35**	**13**	**4**	**2**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Both Directions

7085 / Eckington
Jan-17
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	20	0	0	0	0	0	0	3	5	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	12	0	0	0	0	0	0	1	2	4	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	0	0	0	0	0	0	0	1	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	1	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	12	0	0	0	0	0	0	1	3	3	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	78	0	0	0	0	0	0	5	16	22	19	12	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	169	0	0	0	0	0	7	18	51	40	29	20	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	602	0	0	0	2	1	17	79	181	211	75	28	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**726**	**0**	**0**	**0**	**0**	**0**	**3**	**63**	**218**	**274**	**129**	**29**	**6**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	423	0	2	0	0	3	15	37	111	142	82	23	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	337	0	0	0	0	1	5	46	118	105	40	16	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	409	0	0	0	0	1	3	21	131	148	70	25	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	416	0	1	1	2	0	3	33	102	155	76	30	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	443	0	2	1	2	0	6	44	139	150	73	17	5	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	494	0	1	2	1	2	2	54	176	150	66	27	8	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1500	607	0	1	2	0	4	17	77	200	171	102	23	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**739**	**0**	**0**	**1**	**0**	**0**	**7**	**80**	**257**	**248**	**112**	**19**	**12**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	680	0	0	0	0	2	23	97	271	214	44	21	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	398	0	0	0	0	0	3	36	130	144	59	14	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	269	0	0	0	0	0	3	21	98	88	39	10	5	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	152	0	0	0	0	0	2	9	39	52	24	19	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	122	0	0	0	0	1	0	8	27	39	24	17	4	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	96	0	0	0	1	3	0	13	24	29	20	3	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	70	0	0	0	0	1	2	20	27	10	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**6274**	**0**	**7**	**7**	**7**	**14**	**104**	**667**	**2034**	**2112**	**928**	**272**	**83**	**25**	**10**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**6986**	**0**	**7**	**7**	**7**	**15**	**116**	**723**	**2249**	**2331**	**1044**	**338**	**102**	**27**	**13**	**4**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**7152**	**0**	**7**	**7**	**8**	**19**	**118**	**756**	**2300**	**2370**	**1072**	**343**	**102**	**29**	**13**	**4**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**7285**	**0**	**7**	**7**	**9**	**19**	**119**	**767**	**2326**	**2409**	**1098**	**362**	**104**	**34**	**15**	**5**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Both Directions

7085 / Eckington
Jan-17
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	29	0	0	0	0	0	1	6	5	9	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	13	0	0	0	0	0	0	1	4	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	9	0	0	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	8	0	0	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	17	0	0	0	0	0	0	4	4	2	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	36	0	0	0	0	1	2	6	6	14	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	63	0	0	0	0	1	2	7	16	22	9	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	116	0	0	0	1	0	1	7	32	34	30	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	287	0	1	0	0	0	0	19	70	98	62	23	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	330	0	0	1	0	0	1	36	95	112	56	19	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	427	0	0	6	0	0	10	44	168	112	69	12	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**504**	**0**	**1**	**1**	**2**	**3**	**10**	**70**	**170**	**171**	**54**	**18**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**582**	**0**	**2**	**1**	**1**	**1**	**8**	**67**	**224**	**188**	**50**	**28**	**6**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	553	0	0	0	2	5	7	66	198	174	79	13	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	445	0	0	0	0	0	5	42	154	156	60	22	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	431	0	1	0	0	2	8	51	161	132	55	14	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	427	0	1	0	2	0	4	60	152	135	59	11	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	398	0	0	0	0	0	3	56	169	105	47	11	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	269	0	0	0	0	0	8	21	88	85	36	20	6	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	210	0	0	0	0	0	14	16	59	65	37	12	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	123	0	0	0	0	0	1	12	39	38	15	10	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	123	0	0	0	1	0	2	13	42	32	22	8	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	83	0	0	0	0	0	1	17	26	18	8	5	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	82	0	0	0	0	0	3	13	19	24	13	5	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**4769**	**0**	**6**	**9**	**8**	**11**	**65**	**539**	**1681**	**1502**	**657**	**201**	**62**	**17**	**7**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**5288**	**0**	**6**	**9**	**9**	**12**	**84**	**587**	**1837**	**1659**	**740**	**234**	**77**	**21**	**8**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**5453**	**0**	**6**	**9**	**9**	**12**	**88**	**617**	**1882**	**1701**	**761**	**244**	**82**	**27**	**9**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**5565**	**0**	**6**	**9**	**9**	**13**	**92**	**637**	**1908**	**1737**	**779**	**248**	**84**	**28**	**9**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Both Directions

7085 / Eckington
Jan-17
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	46	0	0	0	0	0	1	9	15	9	5	2	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0100	19	0	0	0	0	0	2	0	5	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	10	0	0	0	0	0	0	0	2	5	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	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
0400	7	0	0	0	0	0	0	1	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	23	0	0	0	0	2	0	1	4	4	3	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	34	0	0	0	0	0	0	2	11	7	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	55	0	0	0	0	1	0	5	10	18	12	5	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	108	0	2	0	0	0	1	16	27	27	23	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	264	0	5	1	3	0	2	32	93	84	34	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	348	0	1	0	1	1	9	40	128	92	60	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**469**	**0**	**0**	**1**	**2**	**1**	**3**	**65**	**167**	**161**	**45**	**16**	**5**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**498**	**0**	**0**	**0**	**0**	**0**	**8**	**48**	**180**	**166**	**67**	**18**	**8**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	467	0	1	0	1	0	2	64	157	149	64	24	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	445	0	1	1	1	0	5	46	157	150	56	24	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	423	0	0	0	0	0	1	55	156	120	57	28	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	382	0	0	0	0	0	11	52	147	113	47	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	292	0	0	0	1	1	7	26	86	92	54	17	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	215	0	0	0	0	0	2	31	55	76	31	12	6	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	181	0	0	0	0	0	4	16	51	58	32	10	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	126	0	0	0	0	0	1	9	31	36	26	18	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	84	0	0	1	0	0	3	11	23	17	20	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	49	0	0	0	0	0	1	4	11	11	9	5	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	17	0	0	0	0	0	2	0	5	4	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3966**	**0**	**10**	**3**	**9**	**4**	**51**	**480**	**1363**	**1248**	**550**	**179**	**44**	**18**	**5**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**4391**	**0**	**10**	**4**	**9**	**4**	**59**	**518**	**1479**	**1366**	**639**	**214**	**58**	**21**	**7**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**4457**	**0**	**10**	**4**	**9**	**4**	**62**	**522**	**1495**	**1381**	**651**	**221**	**64**	**22**	**9**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**4564**	**0**	**10**	**4**	**9**	**6**	**65**	**533**	**1521**	**1412**	**665**	**230**	**70**	**25**	**10**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Both Directions

7085 / Eckington
Jan-17
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	10	0	0	0	0	0	0	2	4	1	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	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
0200	4	0	0	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
0300	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
0400	15	0	0	0	0	0	0	3	3	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	73	0	0	0	0	1	2	4	12	21	16	8	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	155	0	0	0	0	0	0	24	30	55	35	7	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	617	0	1	0	0	3	15	105	237	176	69	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**780**	**0**	**0**	**0**	**2**	**4**	**21**	**66**	**280**	**272**	**114**	**18**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	407	0	0	0	0	0	2	27	138	149	65	22	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	345	0	1	0	0	0	0	29	120	115	55	20	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	374	0	0	3	0	1	6	26	126	131	55	21	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	344	0	0	0	0	1	0	36	127	121	53	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	359	0	1	1	0	0	5	51	107	121	53	17	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	465	0	1	0	3	6	13	55	146	156	61	16	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	548	0	0	1	0	0	15	65	187	186	70	20	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	647	0	0	0	4	0	4	61	232	209	99	29	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**729**	**0**	**0**	**1**	**0**	**8**	**24**	**142**	**278**	**193**	**60**	**18**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	433	0	0	0	0	1	17	55	146	111	81	15	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	225	0	0	0	0	0	7	29	57	66	36	17	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	137	0	0	0	1	4	12	28	42	24	16	6	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	114	0	0	0	0	2	8	16	38	27	14	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	55	0	0	0	0	4	11	10	14	8	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	15	0	0	0	0	0	3	4	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**6048**	**0**	**4**	**6**	**9**	**24**	**122**	**718**	**2124**	**1940**	**835**	**210**	**43**	**7**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**6679**	**0**	**4**	**6**	**10**	**30**	**149**	**815**	**2291**	**2112**	**936**	**247**	**57**	**13**	**7**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**6749**	**0**	**4**	**6**	**10**	**34**	**163**	**829**	**2306**	**2124**	**944**	**249**	**58**	**13**	**7**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**6858**	**0**	**4**	**6**	**10**	**35**	**165**	**838**	**2326**	**2156**	**963**	**264**	**66**	**15**	**7**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Both Directions

7085 / Eckington
Jan-17
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	9	0	0	0	0	0	1	1	2	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	0	0	1	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	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
0300	5	0	0	0	0	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
0400	12	0	0	0	0	0	0	1	1	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	74	0	0	0	0	2	1	5	11	21	18	8	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	166	0	0	0	0	0	2	21	52	46	32	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	626	0	1	0	1	1	17	107	262	172	54	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**835**	**0**	**0**	**1**	**2**	**8**	**25**	**83**	**309**	**280**	**96**	**24**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	412	0	0	1	13	4	14	36	136	129	55	18	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	358	0	1	0	0	2	14	35	108	123	53	13	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	379	0	1	2	10	6	13	39	109	114	56	26	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	374	0	1	0	4	1	2	36	124	123	50	24	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	433	0	1	1	1	7	19	53	135	157	35	17	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	452	0	0	0	0	0	8	72	139	148	52	22	8	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
1500	564	0	0	2	8	17	9	54	187	181	80	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	704	0	0	0	0	1	4	75	244	251	98	29	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**749**	**0**	**0**	**1**	**6**	**4**	**15**	**123**	**314**	**204**	**68**	**10**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	479	0	0	0	1	0	18	74	167	126	54	22	11	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	214	0	0	0	1	0	7	27	53	77	33	8	5	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	159	0	0	0	0	0	3	18	48	46	25	10	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	121	0	0	0	0	0	2	4	36	39	18	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	98	0	0	0	0	0	8	16	25	22	9	10	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	37	0	0	0	0	0	0	4	6	10	11	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**6365**	**0**	**5**	**8**	**46**	**51**	**158**	**787**	**2234**	**2008**	**751**	**236**	**58**	**14**	**5**	**1**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**7025**	**0**	**5**	**8**	**47**	**51**	**172**	**857**	**2423**	**2216**	**859**	**284**	**70**	**20**	**7**	**2**	**1**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**7160**	**0**	**5**	**8**	**47**	**51**	**180**	**877**	**2454**	**2248**	**879**	**297**	**76**	**25**	**7**	**2**	**1**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**7268**	**0**	**5**	**8**	**47**	**53**	**182**	**886**	**2474**	**2276**	**907**	**308**	**79**	**28**	**9**	**2**	**1**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Both Directions

7085 / Eckington
Jan-17
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	7	0	0	0	0	0	0	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	0	0	0	1	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	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
0400	15	0	0	0	0	0	0	1	4	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	77	0	0	0	0	1	4	2	12	16	19	10	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	168	0	0	0	0	0	2	22	40	55	30	9	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	689	0	0	0	1	1	37	98	239	197	94	17	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**810**	**0**	**0**	**0**	**0**	**2**	**9**	**67**	**290**	**290**	**119**	**25**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	430	0	2	4	0	4	7	27	132	159	68	23	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	356	0	1	0	0	0	15	41	116	116	50	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	422	0	1	0	3	11	19	47	141	116	73	8	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	376	0	1	0	0	3	14	37	128	117	55	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	425	0	1	1	4	7	19	53	141	137	49	9	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	496	0	0	2	9	2	17	72	152	148	65	21	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	559	0	1	0	1	7	20	74	196	178	68	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	735	0	0	2	6	3	7	122	280	225	72	11	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**870**	**0**	**0**	**1**	**0**	**6**	**28**	**188**	**351**	**243**	**46**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	469	0	1	1	0	0	12	58	171	130	71	17	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	289	0	0	0	0	1	8	39	88	76	45	20	4	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	176	0	0	0	0	0	2	18	45	50	42	11	4	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	124	0	0	0	0	1	5	17	24	30	24	10	8	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	81	0	0	0	0	0	3	5	21	26	7	12	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	30	0	0	0	0	0	0	4	11	7	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**6637**	**0**	**8**	**11**	**24**	**46**	**204**	**884**	**2337**	**2056**	**830**	**176**	**47**	**6**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**7394**	**0**	**8**	**11**	**24**	**48**	**221**	**980**	**2534**	**2267**	**971**	**226**	**72**	**16**	**12**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**7505**	**0**	**8**	**11**	**24**	**48**	**224**	**989**	**2566**	**2300**	**983**	**240**	**76**	**18**	**14**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**7614**	**0**	**8**	**11**	**24**	**49**	**229**	**992**	**2589**	**2325**	**1006**	**254**	**83**	**26**	**14**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Both Directions

7085 / Eckington
Jan-17
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	19	0	0	0	0	0	0	3	6	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	0	0	0	0	0	0	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	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
0400	14	0	0	0	0	0	0	2	3	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	63	0	0	0	0	1	2	4	11	17	14	7	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	135	0	0	0	0	0	3	16	35	40	27	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	478	0	0	0	1	1	16	74	172	139	57	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**622**	**0**	**0**	**0**	**1**	**2**	**10**	**60**	**215**	**211**	**93**	**22**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	386	0	1	1	2	3	8	36	119	133	58	19	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	356	0	1	1	0	1	8	40	124	110	53	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	418	0	0	1	3	4	9	47	142	134	55	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	426	0	1	0	1	1	6	46	149	140	54	19	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	437	0	1	1	1	3	9	55	145	144	56	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	463	0	0	1	2	2	10	58	153	149	60	21	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	524	0	1	1	1	4	13	66	183	159	71	20	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	622	0	0	0	2	2	9	85	224	196	79	18	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**637**	**0**	**0**	**1**	**2**	**3**	**16**	**112**	**252**	**178**	**53**	**14**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	389	0	0	0	0	0	10	48	130	116	56	16	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	239	0	0	0	0	0	6	26	70	72	39	14	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	152	0	0	0	0	1	3	15	43	44	27	13	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	117	0	0	0	0	1	3	11	32	31	21	12	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	80	0	0	0	0	1	3	10	20	20	12	7	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	39	0	0	0	0	0	1	7	11	9	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**5757**	**0**	**6**	**7**	**16**	**26**	**124**	**726**	**2008**	**1810**	**745**	**211**	**54**	**14**	**6**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**6400**	**0**	**6**	**7**	**17**	**28**	**140**	**793**	**2187**	**1997**	**860**	**259**	**72**	**20**	**9**	**3**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**6519**	**0**	**6**	**7**	**17**	**29**	**145**	**810**	**2218**	**2026**	**878**	**268**	**76**	**23**	**10**	**3**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**6634**	**0**	**6**	**7**	**17**	**30**	**148**	**820**	**2242**	**2058**	**900**	**281**	**81**	**27**	**11**	**3**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

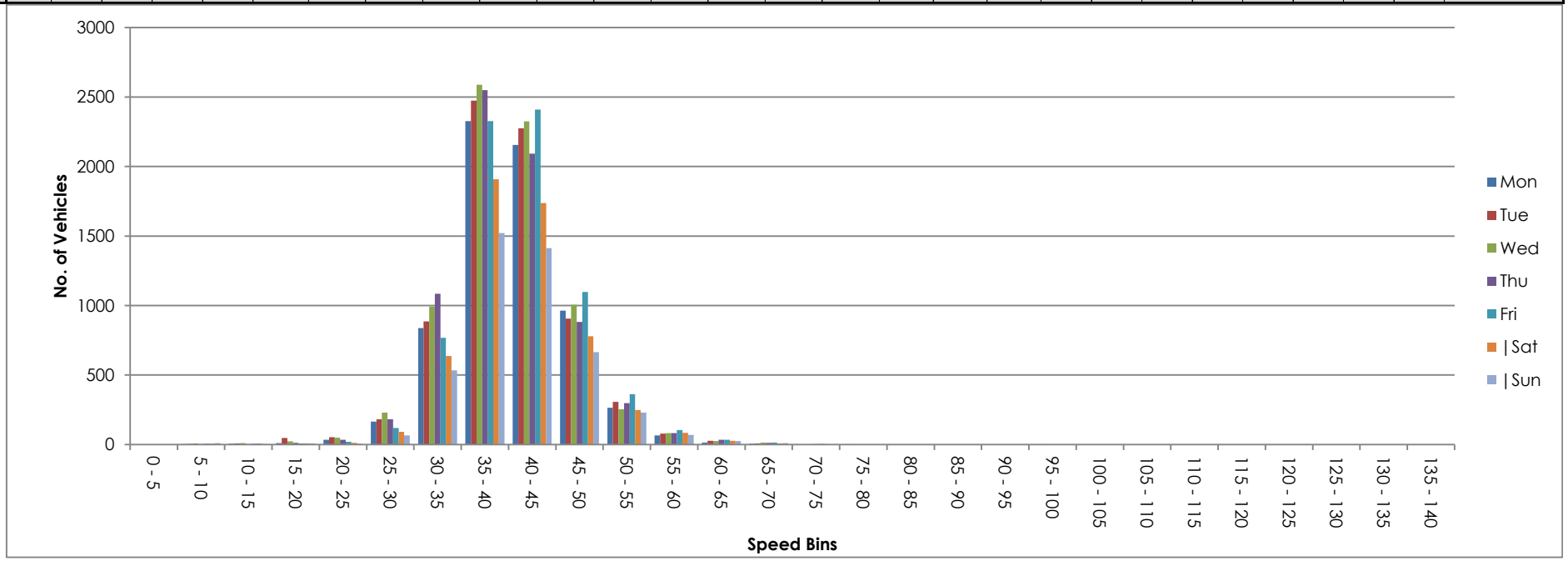
Site 2
Location Main road between Snowden Lane and Quarry Hill - Attached to sign - N53.30422, W1.40288
Direction Both Directions

7085 / Eckington
Jan-17
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	6858	0	4	6	10	35	165	838	2326	2156	963	264	66	15	7	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Tue	7268	0	5	8	47	53	182	886	2474	2276	907	308	79	28	9	2	1	0	2	0	1	0	0	0	0	0	0	0	0	0
Wed	7614	0	8	11	24	49	229	992	2589	2325	1006	254	83	26	14	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Thu	7283	0	3	3	12	35	181	1084	2550	2093	883	298	82	35	13	4	2	2	2	1	0	0	0	0	0	0	0	0	0	0
Fri	7285	0	7	7	9	19	119	767	2326	2409	1098	362	104	34	15	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0
| Sat	5565	0	6	9	9	13	92	637	1908	1737	779	248	84	28	9	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
| Sun	4564	0	10	4	9	6	65	533	1521	1412	665	230	70	25	10	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	**7262**	**0**	**5**	**7**	**20**	**38**	**175**	**913**	**2453**	**2252**	**971**	**297**	**83**	**28**	**12**	**3**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7 Day Ave.	**6634**	**0**	**6**	**7**	**17**	**30**	**148**	**820**	**2242**	**2058**	**900**	**281**	**81**	**27**	**11**	**3**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
--	**46437**	**0**	**43**	**48**	**120**	**210**	**1033**	**5737**	**15694**	**14408**	**6301**	**1964**	**568**	**191**	**77**	**19**	**10**	**7**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Summary Graphs



ATC VEHICLE CATEGORIES

Axles	Groups	Description	Class		Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Bicycle or Motorcycle	MC	1	d(1)<1.7m & axles=2		
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2	d(1)>=1.7m, d(1)<=3.2m & axles=2		
3, 4 or 5	3	Short Towing - Trailer, Caravan, Boat, etc.	SVT	3	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		1 (Light)
2	2	Two axle truck or Bus	TB2	4	d(1)>3.2m & axles=2		
3	2	Three axle truck or Bus	TB3	5	axles=3 & groups=2		
>3	2	Four axle truck	T4	6	axles>3 & groups=2		2 (Medium)
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	d(1)>3.2m, axles=3 & groups=3		
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	9	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles=5 & groups>2		
>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10	axles=6 & groups>2 or axles>6 & groups=3		
>6	4	B-Double or Heavy truck and trailer	BD	11	groups=4 & axles>6		
>6	>=5	Double or triple road train or Heavy truck and two (or more) trailers	DRT	12	groups>=5 & axles>6		3 (Heavy)

ATC SPEED BINS & DATA HEADINGS

Heading	Description
0 - 5	Speed bin totals 0 - 5 mph
5 - 10	Speed bin totals 5 - 10 mph
10-15	Speed bin totals 10 - 15 mph
15 - 20	Speed bin totals 15 - 20 mph
20 - 25	Speed bin totals 20 - 25 mph
25 - 30	Speed bin totals 25 - 30 mph
30 - 35	Speed bin totals 30 - 35 mph
35 - 40	Speed bin totals 35 - 40 mph
40 - 45	Speed bin totals 40 - 45 mph
45 - 50	Speed bin totals 45 - 50 mph
50 - 55	Speed bin totals 50 - 55 mph
55 - 60	Speed bin totals 55 - 60 mph
60 - 65	Speed bin totals 60 - 65 mph
65 - 70	Speed bin totals 65 - 70 mph
70 - 75	Speed bin totals 70 - 75 mph
75 - 80	Speed bin totals 75 - 80 mph
80 - 85	Speed bin totals 80 - 85 mph
85 - 90	Speed bin totals 85 - 90 mph
90 - 95	Speed bin totals 90 - 95 mph
95 - 100	Speed bin totals 95 - 100 mph
100 - 105	Speed bin totals 100 - 105 mph
105 - 110	Speed bin totals 105 - 110 mph
110 - 115	Speed bin totals 110 - 115 mph
115 - 120	Speed bin totals 115 - 120 mph
120 - 125	Speed bin totals 120 - 125 mph
125 - 130	Speed bin totals 125 - 130 mph
130 - 135	Speed bin totals 130 - 135 mph
135 - 140	Speed bin totals 135 - 140 mph

Heading	Description
>PSL	Greater than the posted speed limit
>PSL%	Greater than the posted speed limit as a percentage
>SL1 ACPO	Greater than ACPO (Association of Chief Police Officers) standard. ACPO is PSL x 10%+2mph
>SL1% ACPO	Greater than ACPO displayed as a percentage
>SL2 DfT	Greater than DFT (Department For Transport) standard. DFT is PSL plus 15mph.
>SL2% DfT	Greater than DFT displayed as a percentage
Mean	Average speed
Vpp 85	85th percentile speed



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107	**Project No:**	7085	**Photo No:**	3	**Drawn By:** RN
	Survey Date:	Thursday 19th January 2017 - Wednesday 25th January 2017	**Project Name:**		Eckington ATC's		
	Survey Times:	00:00 - 00:00 (24 Hour)	**Title:**		Site Photograph - looking northbound		

7085 / Eckington
Jan-17
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	Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107	Northbound	60	Thursday 19 January 2017	Wednesday 25 January 2017	618	90	88	0	0.0	0	0.0	0	0.0	29.4	36.7
		Southbound	60	Thursday 19 January 2017	Wednesday 25 January 2017	656	97	94	0	0.0	0	0.0	0	0.0	27.9	35.6
		Both Directions	60	Thursday 19 January 2017	Wednesday 25 January 2017	1274	187	182	0	0.0	0	0.0	0	0.0	28.6	36.0

Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Northbound

7085 / Eckington
Jan-17
Automatic Traffic Count

Thursday 19 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	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	-
0700	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	-
0800	**7**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.9**	**-**
0900	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	-
1000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	-
1100	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.3	-
1200	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-
1300	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-
1400	8	0	4	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26.2	-
1500	**13**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.8**	**40.7**
1600	10	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	-
1700	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	-
1800	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.9	-
1900	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	-
2000	9	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	-
2100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**78**	**3**	**69**	**1**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.5**	**36**
06-22	**94**	**5**	**83**	**1**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.2**	**36**
06-00	**95**	**5**	**84**	**1**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.2**	**36**
00-00	**95**	**5**	**84**	**1**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.2**	**36**

NDC
NATIONWIDE DATA COLLECTION

Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Northbound

7085 / Eckington
Jan-17
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	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	-
0800	**9**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35.6**	**-**
0900	8	1	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-
1000	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	-
1100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-
1200	**13**	**0**	**12**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.8**	**30.2**
1300	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	-
1400	4	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4	-
1500	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	-
1600	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	-
1700	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	-
1800	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	-
1900	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.3	-
2000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.7	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**77**	**2**	**70**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.7**	**36.2**
06-22	**85**	**2**	**77**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**36.2**
06-00	**86**	**2**	**78**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.1**	**36.2**
00-00	**86**	**2**	**78**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.1**	**36.2**

NDC
NATIONWIDE DATA COLLECTION

Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Northbound

7085 / Eckington
Jan-17
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	36.1	-
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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7	-
0700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-
0800	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	-
0900	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	-
1000	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	-
1100	**8**	**1**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.4**	**-**
1200	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	-
1300	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-
1400	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	-
1500	**12**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.4**	**32.9**
1600	10	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	-
1700	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	-
1800	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.8	-
1900	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.3	-
2000	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	-
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.1	-
07-19	**81**	**1**	**78**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.8**	**35.8**
06-22	**89**	**1**	**85**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.2**	**36.7**
06-00	**92**	**1**	**88**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.4**	**36.7**
00-00	**93**	**1**	**89**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.4**	**36.7**

NDC
NATIONWIDE DATA COLLECTION

Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Northbound

7085 / Eckington
Jan-17
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	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-
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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-
0800	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-
0900	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.6	-
1000	6	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-
1100	**8**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.2**	**-**
1200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-
1300	9	0	8	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	31.2	-
1400	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	-
1500	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	-
1600	**12**	**0**	**11**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.8**	**35.3**
1700	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-
1800	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	-
1900	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	-
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	-
2100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	-
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**65**	**2**	**58**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.7**	**36.2**
06-22	**71**	**2**	**64**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.1**	**36.2**
06-00	**74**	**2**	**67**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.2**	**36.2**
00-00	**76**	**2**	**69**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.3**	**36.2**

NDC
NATIONWIDE DATA COLLECTION

Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Northbound

7085 / Eckington
Jan-17
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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-
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	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	-
0700	**10**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**-**
0800	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-
0900	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	-
1000	6	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	-
1100	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	-
1200	6	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	-
1300	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	-
1400	8	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	-
1500	**18**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.9**	**35.3**
1600	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-
1700	6	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-
1800	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.7	-
1900	3	0	3	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	25	-
2100	1	0	1	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	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**85**	**4**	**78**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.2**	**36.7**
06-22	**92**	**4**	**85**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.3**	**36.5**
06-00	**92**	**4**	**85**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.3**	**36.5**
00-00	**93**	**4**	**86**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.3**	**36.5**

NDC
NATIONWIDE DATA COLLECTION

Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Northbound

7085 / Eckington
Jan-17
Automatic Traffic Count

Tuesday 24 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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	-
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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	-
0700	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	-
0800	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-
0900	7	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	-
1000	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	-
1100	**10**	**3**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.6**	**-**
1200	8	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	-
1300	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.2	-
1400	**10**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.7**	**-**
1500	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	-
1600	6	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-
1700	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	-
1800	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-
1900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.3	-
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.2	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**82**	**6**	**69**	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.6**	**33.8**
06-22	**85**	**6**	**72**	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.9**	**33.8**
06-00	**88**	**6**	**75**	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.2**	**35.6**
00-00	**89**	**6**	**76**	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.3**	**35.6**

NDC
NATIONWIDE DATA COLLECTION

Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Northbound

7085 / Eckington
Jan-17
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	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-
0700	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	-
0800	**8**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36.4**	**-**
0900	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	-
1000	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	-
1100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	-
1200	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	-
1300	6	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	-
1400	10	0	8	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	31.4	-
1500	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	-
1600	5	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	-
1700	**11**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**35.6**
1800	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	-
1900	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	-
2000	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.3	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**70**	**2**	**63**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**38.3**
06-22	**83**	**2**	**76**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**38.3**
06-00	**86**	**2**	**79**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.1**	**38.3**
00-00	**86**	**2**	**79**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.1**	**38.3**

NDC
NATIONWIDE DATA COLLECTION

Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Northbound

7085 / Eckington
Jan-17
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	32.7	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.1	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	-
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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-
0700	6	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.8	-
0800	**7**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.7**	**-**
0900	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	-
1000	5	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4	-
1100	**7**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.2**	**-**
1200	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	-
1300	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	-
1400	**8**	**0**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**-**
1500	**8**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.9**	**-**
1600	**8**	**1**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.5**	**-**
1700	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-
1800	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	-
1900	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	-
2000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.1	-
07-19	**77**	**3**	**69**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.9**	**36.5**
06-22	**86**	**3**	**77**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.2**	**36.7**
06-00	**88**	**3**	**79**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.3**	**36.7**
00-00	**88**	**3**	**80**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.4**	**36.7**

NDC
NATIONWIDE DATA COLLECTION

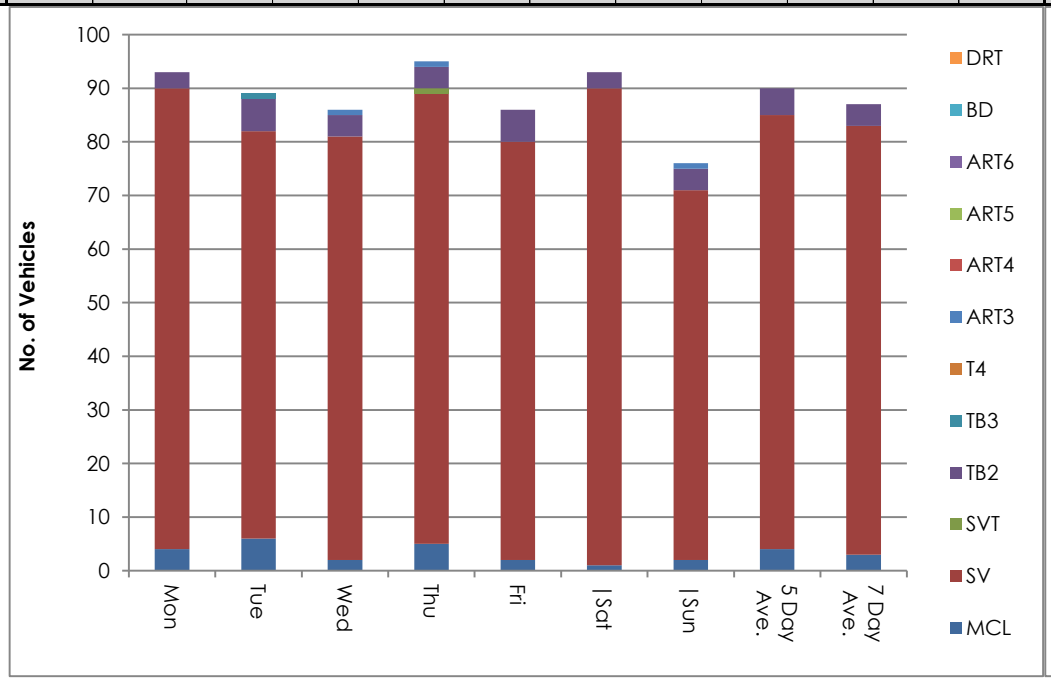
Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Northbound

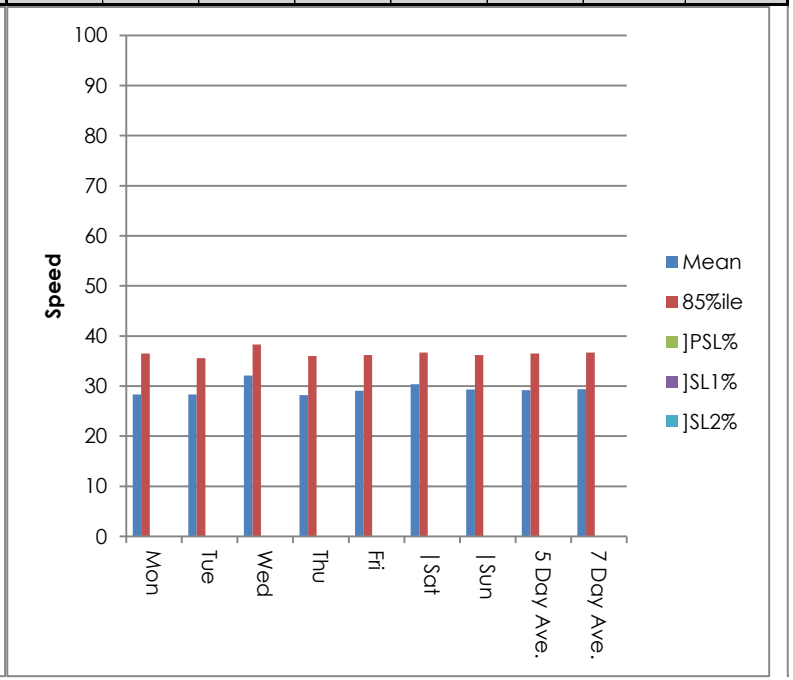
7085 / Eckington
Jan-17
Automatic Traffic Count

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	93	4	86	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	36.5
Tue	89	6	76	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	35.6
Wed	86	2	79	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	32.1	38.3
Thu	95	5	84	1	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	28.2	36
Fri	86	2	78	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	36.2
]Sat	93	1	89	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	36.7
]Sun	76	2	69	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.3	36.2
5 Day Ave.	**90**	**4**	**81**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**0**	**0.0**	**0**	**0.0**	**29.2**	**36.5**
7 Day Ave.	**88**	**3**	**80**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**0**	**0.0**	**0**	**0.0**	**29.4**	**36.7**
--	**618**	**22**	**561**	**1**	**30**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**0**	**0.0**	**0**	**0.0**	**29.4**	**36.7**

Summary Graphs





Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Northbound

7085 / Eckington
Jan-17
Automatic Traffic Count

Thursday 19 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	2	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
0700	6	0	1	1	3	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	**7**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	5	0	1	0	0	1	0	3	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	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
1100	5	0	0	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
1200	6	0	0	0	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	5	0	0	0	1	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	8	0	0	0	0	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	**13**	**0**	**0**	**0**	**1**	**3**	**3**	**2**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600	10	0	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
1700	9	0	0	0	0	1	4	2	2	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
1900	3	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
2000	9	0	0	0	0	0	5	3	0	0	1	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	2	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	1	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
07-19	**78**	**0**	**8**	**1**	**5**	**13**	**20**	**13**	**10**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**94**	**0**	**8**	**1**	**5**	**13**	**29**	**17**	**11**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**95**	**0**	**8**	**1**	**5**	**13**	**29**	**18**	**11**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**95**	**0**	**8**	**1**	**5**	**13**	**29**	**18**	**11**	**7**	**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
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Northbound

7085 / Eckington
Jan-17
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
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	6	0	0	0	1	0	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**9**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	8	0	0	0	0	2	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	5	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	0
1100	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
1200	**13**	**0**	**5**	**0**	**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**
1300	7	0	0	0	0	3	1	2	1	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	0	1	1	1	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	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
1600	10	0	0	0	1	2	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	3	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
1800	4	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
1900	4	0	0	0	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
2000	3	0	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
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
2200	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
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
07-19	**77**	**0**	**6**	**1**	**3**	**13**	**15**	**21**	**11**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**85**	**0**	**6**	**1**	**3**	**13**	**17**	**26**	**12**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**86**	**0**	**6**	**1**	**3**	**13**	**17**	**27**	**12**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**86**	**0**	**6**	**1**	**3**	**13**	**17**	**27**	**12**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Northbound

7085 / Eckington
Jan-17
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
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
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	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
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
0800	3	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
0900	5	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	7	0	0	0	0	1	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**8**	**0**	**0**	**0**	**1**	**3**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	10	0	0	0	1	4	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	8	0	0	0	0	0	1	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	10	0	0	0	0	0	2	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	**12**	**0**	**0**	**2**	**2**	**1**	**3**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600	10	0	0	0	0	3	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	4	0	0	0	0	0	1	3	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	0	0	0	1	1	1	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	0	1	0	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	2	0	1	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
2200	2	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
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
07-19	**81**	**0**	**0**	**2**	**4**	**13**	**18**	**26**	**14**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**89**	**0**	**0**	**2**	**4**	**14**	**19**	**29**	**14**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**92**	**0**	**0**	**2**	**4**	**14**	**19**	**30**	**16**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**93**	**0**	**0**	**2**	**4**	**14**	**19**	**30**	**17**	**6**	**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
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Northbound

7085 / Eckington
Jan-17
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	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
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	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
0800	7	0	3	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	2	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
1000	6	0	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
1100	**8**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**2**	**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	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
1300	9	0	0	0	1	1	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	7	0	0	1	1	0	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	4	0	0	0	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
1600	**12**	**0**	**0**	**0**	**2**	**1**	**4**	**2**	**3**	**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
1800	4	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	0
1900	2	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
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
2100	3	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	0	0
2200	3	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	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
07-19	**65**	**0**	**3**	**2**	**5**	**8**	**17**	**13**	**14**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**71**	**0**	**3**	**2**	**5**	**8**	**19**	**16**	**15**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**74**	**0**	**3**	**2**	**5**	**8**	**19**	**18**	**16**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**76**	**0**	**3**	**2**	**5**	**8**	**19**	**20**	**16**	**2**	**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
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Northbound

7085 / Eckington
Jan-17
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	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
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	2	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	0
0700	**10**	**0**	**4**	**1**	**0**	**1**	**0**	**3**	**1**	**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	1	2	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	4	0	0	0	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
1000	6	0	0	2	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	8	0	0	1	0	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	6	0	0	1	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	6	0	0	0	1	1	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	8	0	1	1	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
1500	**18**	**0**	**1**	**0**	**1**	**1**	**7**	**4**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600	4	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	6	0	0	0	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
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
1900	3	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
2000	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	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
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
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
07-19	**85**	**0**	**6**	**7**	**4**	**4**	**21**	**22**	**16**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**92**	**0**	**6**	**7**	**4**	**5**	**24**	**25**	**16**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**92**	**0**	**6**	**7**	**4**	**5**	**24**	**25**	**16**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**93**	**0**	**6**	**7**	**4**	**5**	**24**	**26**	**16**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Northbound

7085 / Eckington
Jan-17
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
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	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
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	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
0700	9	0	0	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	9	0	0	1	0	1	4	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	7	0	0	0	0	1	1	4	1	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	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
1100	**10**	**0**	**0**	**3**	**1**	**0**	**2**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	8	0	1	0	0	2	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	7	0	0	0	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
1400	**10**	**0**	**3**	**0**	**0**	**1**	**3**	**3**	**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	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	6	0	1	0	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	6	0	0	0	0	0	3	3	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	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	0	0	0	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	1	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
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
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
07-19	**82**	**0**	**5**	**5**	**4**	**9**	**23**	**25**	**5**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**85**	**0**	**5**	**5**	**4**	**9**	**23**	**27**	**5**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**88**	**0**	**5**	**5**	**4**	**9**	**24**	**27**	**6**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**89**	**0**	**5**	**5**	**4**	**9**	**24**	**27**	**7**	**7**	**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
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Northbound

7085 / Eckington
Jan-17
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	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
0700	6	0	0	0	0	1	0	3	1	1	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**	**1**	**2**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	4	0	0	0	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
1000	5	0	0	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	0
1100	4	0	0	0	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
1200	6	0	0	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	0
1300	6	0	0	0	0	2	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	10	0	0	0	1	1	1	4	2	1	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	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	5	0	1	0	0	0	3	0	1	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**	**4**	**3**	**1**	**2**	**1**	**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	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	6	0	0	0	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
2000	5	0	0	0	0	0	2	0	3	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
2200	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
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
07-19	**70**	**0**	**1**	**0**	**1**	**11**	**12**	**20**	**18**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**83**	**0**	**1**	**0**	**2**	**11**	**17**	**21**	**23**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**86**	**0**	**1**	**0**	**2**	**11**	**17**	**23**	**23**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**86**	**0**	**1**	**0**	**2**	**11**	**17**	**23**	**23**	**9**	**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
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Northbound

7085 / Eckington
Jan-17
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
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	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
0700	6	0	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
0800	**7**	**0**	**1**	**0**	**0**	**0**	**2**	**1**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	5	0	0	0	0	1	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	5	0	0	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	**7**	**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**	**0**	**0**
1200	7	0	1	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
1300	7	0	0	0	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
1400	**8**	**0**	**1**	**0**	**0**	**1**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500	**8**	**0**	**0**	**0**	**1**	**1**	**2**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600	**8**	**0**	**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**	**0**
1700	6	0	0	0	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
1800	3	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
1900	3	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
2000	3	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	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
2200	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
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
07-19	**77**	**0**	**4**	**3**	**4**	**10**	**18**	**20**	**13**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**86**	**0**	**4**	**3**	**4**	**10**	**21**	**23**	**14**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**88**	**0**	**4**	**3**	**4**	**10**	**21**	**24**	**14**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**88**	**0**	**4**	**3**	**4**	**10**	**21**	**24**	**15**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

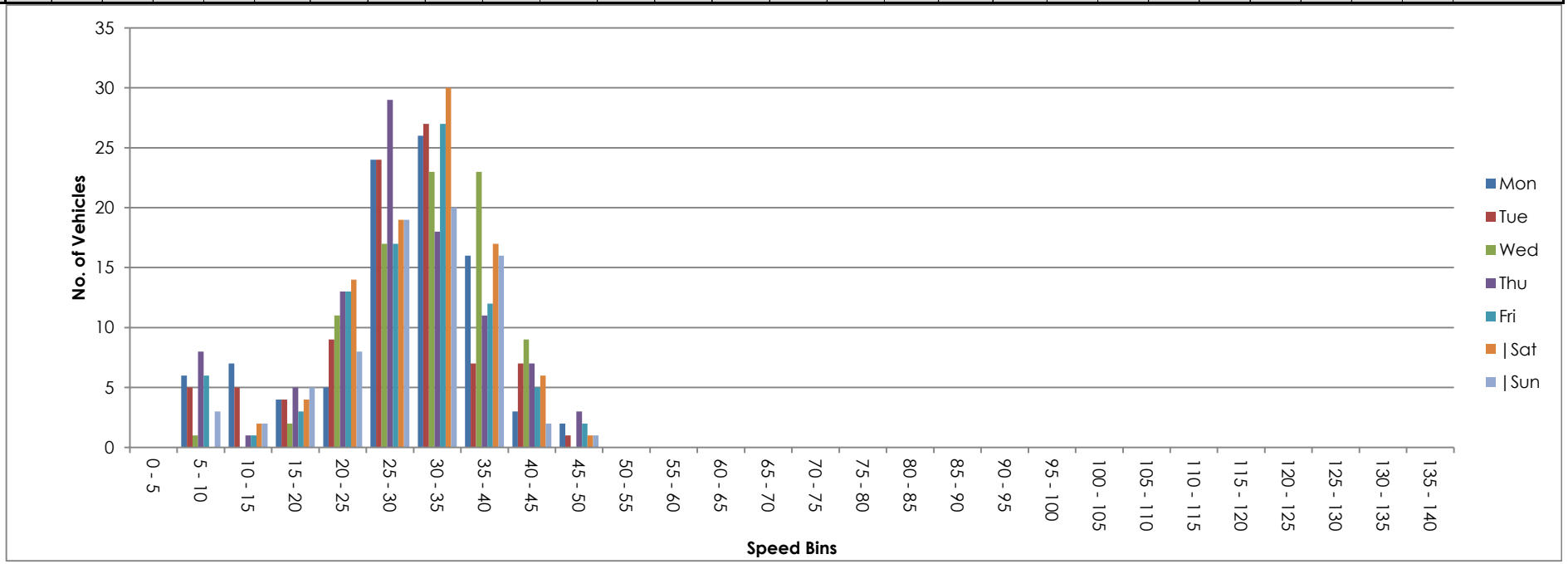
Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Northbound

7085 / Eckington
Jan-17
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	93	0	6	7	4	5	24	26	16	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	89	0	5	5	4	9	24	27	7	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	86	0	1	0	2	11	17	23	23	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	95	0	8	1	5	13	29	18	11	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	86	0	6	1	3	13	17	27	12	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sat	93	0	0	2	4	14	19	30	17	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sun	76	0	3	2	5	8	19	20	16	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	**90**	**0**	**5**	**3**	**4**	**10**	**22**	**24**	**14**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7 Day Ave.	**88**	**0**	**4**	**3**	**4**	**10**	**21**	**24**	**15**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
--	**618**	**0**	**29**	**18**	**27**	**73**	**149**	**171**	**102**	**39**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Summary Graphs



Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Southbound

7085 / Eckington
Jan-17
Automatic Traffic Count

Thursday 19 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	32.1	-
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	32.1	-
0400	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	30	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
0800	7	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.6	-
0900	7	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	-
1000	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-
1100	**8**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.7**	**-**
1200	8	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	23	-
1300	13	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	32.9
1400	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-
1500	**14**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.6**	**34.9**
1600	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4	-
1700	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-
1800	4	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-
1900	10	1	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.8	-
2000	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	-
2100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**92**	**1**	**82**	**0**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.4**	**33.6**
06-22	**110**	**2**	**98**	**1**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.3**	**35.1**
06-00	**111**	**2**	**99**	**1**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.3**	**34.9**
00-00	**114**	**2**	**101**	**1**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.4**	**34.9**

NDC
NATIONWIDE DATA COLLECTION

Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Southbound

7085 / Eckington
Jan-17
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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	-
0700	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.6	-
0800	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	-
0900	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	-
1000	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-
1100	**8**	**1**	**5**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.1**	**-**
1200	**13**	**0**	**12**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15.2**	**23.3**
1300	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	-
1400	11	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5	34.2
1500	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	-
1600	9	1	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	-
1700	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	-
1800	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	-
1900	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	-
2000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	-
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-
07-19	**72**	**4**	**61**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**35.8**
06-22	**82**	**4**	**71**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.8**	**36**
06-00	**85**	**4**	**74**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.8**	**35.8**
00-00	**86**	**4**	**74**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.8**	**35.8**

NDC
NATIONWIDE DATA COLLECTION

Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Southbound

7085 / Eckington
Jan-17
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	34.9	-
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	34.8	-
0800	6	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	-
0900	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	-
1000	9	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	-
1100	**15**	**2**	**12**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.2**	**32**
1200	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	-
1300	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	-
1400	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	-
1500	**13**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.1**	**31.1**
1600	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.8	-
1700	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.4	-
1800	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-
1900	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	-
2000	5	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	-
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.4	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	-
07-19	**85**	**4**	**78**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.2**	**35.8**
06-22	**97**	**9**	**84**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.7**	**35.6**
06-00	**99**	**9**	**86**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.8**	**35.6**
00-00	**100**	**9**	**87**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.9**	**35.6**

NDC
NATIONWIDE DATA COLLECTION

Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Southbound

7085 / Eckington
Jan-17
Automatic Traffic Count

Sunday 22 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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	-
0800	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.6	-
0900	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	-
1000	8	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	-
1100	**10**	**0**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.2**	**-**
1200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	-
1300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	-
1400	**13**	**1**	**11**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.2**	**32**
1500	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-
1600	10	0	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-
1700	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.2	-
1800	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	-
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	49.7	-
2100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.8	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	-
07-19	**62**	**2**	**56**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.1**	**34.7**
06-22	**67**	**2**	**61**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.4**	**34.7**
06-00	**70**	**2**	**64**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.7**	**34.9**
00-00	**70**	**2**	**64**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.7**	**34.9**

NDC
NATIONWIDE DATA COLLECTION

Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Southbound

7085 / Eckington
Jan-17
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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-
0700	**9**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16.5**	**-**
0800	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.2	-
0900	5	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	-
1000	5	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-
1100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	-
1200	8	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-
1300	8	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	-
1400	**12**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.5**	**36.2**
1500	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	-
1600	11	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	35.8
1700	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	-
1800	7	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-
1900	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	-
2000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50.9	-
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	-
2200	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**84**	**4**	**72**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.2**	**36.2**
06-22	**89**	**4**	**77**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.4**	**36.7**
06-00	**92**	**4**	**79**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.3**	**36.2**
00-00	**92**	**4**	**79**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.3**	**36.2**

NDC
NATIONWIDE DATA COLLECTION

Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Southbound

7085 / Eckington
Jan-17
Automatic Traffic Count

Tuesday 24 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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-
0700	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	-
0800	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	-
0900	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	-
1000	**11**	**1**	**8**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.6**	**30.2**
1100	9	3	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-
1200	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	-
1300	9	1	5	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5	-
1400	**12**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**34**
1500	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-
1600	11	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	31.5
1700	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	-
1800	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-
1900	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-
2000	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-
2100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	-
07-19	**91**	**6**	**75**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.4**	**34.7**
06-22	**104**	**6**	**88**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.9**	**35.8**
06-00	**108**	**6**	**92**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**36**
00-00	**108**	**6**	**92**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**36**

NDC
NATIONWIDE DATA COLLECTION

Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Southbound

7085 / Eckington
Jan-17
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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	-
0700	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	-
0800	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	-
0900	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	-
1000	**9**	**0**	**7**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.9**	**-**
1100	**9**	**1**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.2**	**-**
1200	4	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-
1300	**10**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.4**	**-**
1400	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-
1500	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-
1600	**10**	**1**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.5**	**-**
1700	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	-
1800	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	-
1900	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	-
2000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	-
2100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**74**	**4**	**62**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**35.6**
06-22	**85**	**4**	**72**	**2**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.3**	**35.1**
06-00	**86**	**4**	**73**	**2**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.3**	**35.1**
00-00	**86**	**4**	**73**	**2**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.3**	**35.1**

NDC
NATIONWIDE DATA COLLECTION

Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Southbound

7085 / Eckington
Jan-17
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	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	-
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	32.1	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	-
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-
0700	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-
0800	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	-
0900	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	-
1000	7	1	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	-
1100	**9**	**1**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.8**	**-**
1200	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-
1300	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.2	-
1400	**10**	**1**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.5**	**-**
1500	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	-
1600	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	-
1700	5	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	-
1800	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	-
1900	5	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	-
2000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	-
2100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	-
07-19	**80**	**4**	**69**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.4**	**35.6**
06-22	**91**	**4**	**79**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.8**	**35.6**
06-00	**93**	**4**	**81**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.9**	**35.6**
00-00	**94**	**4**	**81**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.9**	**35.6**

NDC
NATIONWIDE DATA COLLECTION

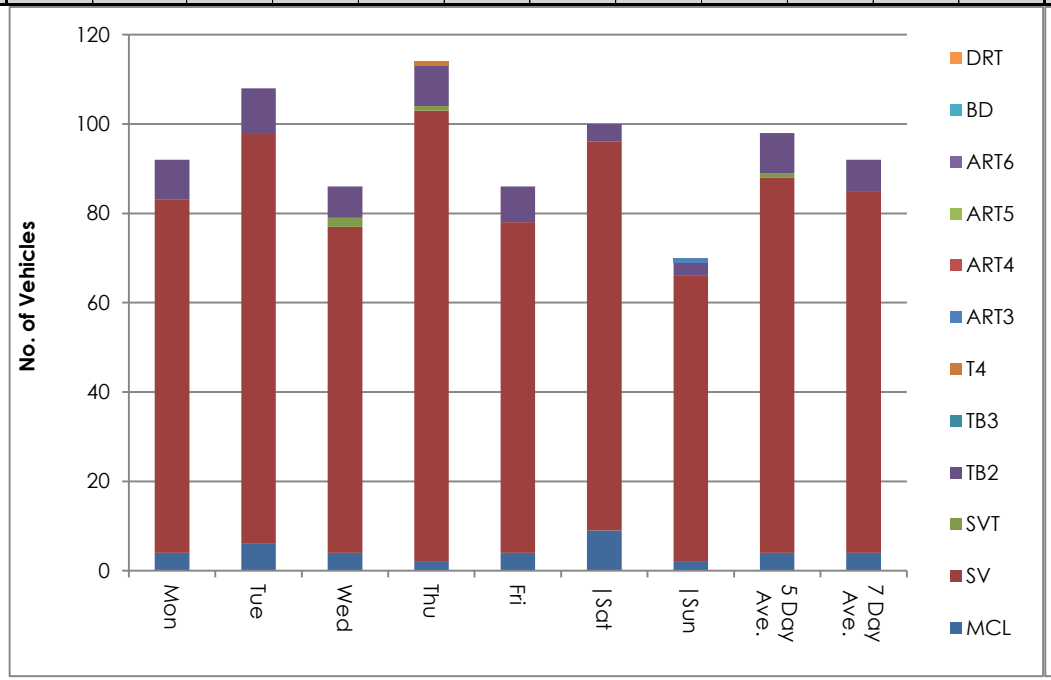
Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Southbound

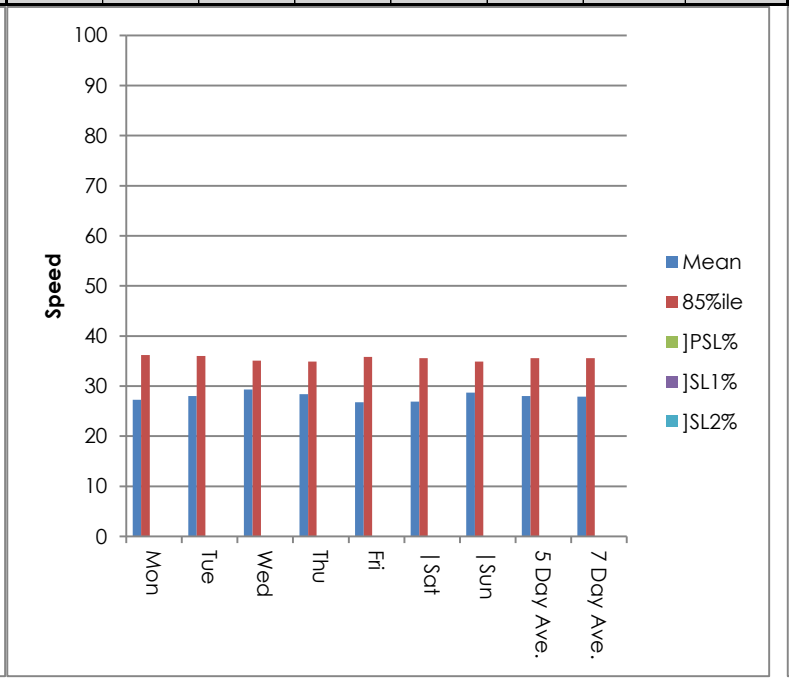
7085 / Eckington
Jan-17
Automatic Traffic Count

Virtual Week (1)

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								
Mon	92	4	79	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3	36.2
Tue	108	6	92	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	36
Wed	86	4	73	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	35.1
Thu	114	2	101	1	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	28.4	34.9
Fri	86	4	74	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	35.8
]Sat	100	9	87	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	35.6
]Sun	70	2	64	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	28.7	34.9
5 Day Ave.	**97**	**4**	**84**	**1**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**0**	**0.0**	**0**	**0.0**	**28.0**	**35.6**
7 Day Ave.	**94**	**4**	**81**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**0**	**0.0**	**0**	**0.0**	**27.9**	**35.6**
--	**656**	**31**	**570**	**3**	**50**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**0**	**0.0**	**0**	**0.0**	**27.9**	**35.6**

Summary Graphs





Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Southbound

7085 / Eckington
Jan-17
Automatic Traffic Count

Thursday 19 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	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
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	1	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	5	0	2	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	7	0	0	1	0	2	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	7	0	0	1	0	0	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	5	0	0	0	0	2	0	3	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**	**0**	**0**	**1**	**2**	**2**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	8	0	0	1	1	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
1300	13	0	0	0	1	1	6	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	7	0	0	1	1	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
1500	**14**	**0**	**0**	**1**	**0**	**2**	**3**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600	9	0	1	0	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
1700	5	0	0	0	1	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	4	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	0
1900	10	0	0	0	0	0	0	5	2	2	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	1	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
2100	4	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	0	0	0	0
2200	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
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	**92**	**0**	**3**	**5**	**6**	**17**	**23**	**27**	**6**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**110**	**0**	**3**	**6**	**7**	**18**	**25**	**33**	**9**	**5**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**111**	**0**	**3**	**6**	**7**	**18**	**25**	**34**	**9**	**5**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**114**	**0**	**3**	**6**	**7**	**18**	**26**	**36**	**9**	**5**	**3**	**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
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Southbound

7085 / Eckington
Jan-17
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	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	0	0	0	0	0	0	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	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
0700	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
0800	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
0900	3	0	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
1000	4	0	0	1	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	0
1100	**8**	**1**	**0**	**0**	**1**	**1**	**1**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**13**	**0**	**5**	**2**	**1**	**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**
1300	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
1400	11	0	0	1	1	3	2	2	2	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	0	1	2	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	9	0	0	0	1	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	7	0	0	0	0	1	2	3	1	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	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	5	0	0	0	0	1	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	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
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	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
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	**72**	**1**	**5**	**5**	**5**	**14**	**12**	**17**	**10**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**82**	**1**	**5**	**5**	**5**	**16**	**14**	**20**	**12**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**85**	**1**	**5**	**5**	**5**	**17**	**16**	**20**	**12**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**86**	**1**	**5**	**5**	**5**	**17**	**17**	**20**	**12**	**2**	**1**	**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
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Southbound

7085 / Eckington
Jan-17
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	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
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	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	0
0800	6	0	0	0	1	0	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	4	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	0	0
1000	9	0	0	2	0	2	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**15**	**1**	**0**	**2**	**1**	**4**	**1**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	9	0	0	0	2	3	1	2	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	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	0	0
1400	8	2	0	0	0	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	**13**	**0**	**1**	**1**	**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**	**0**
1600	4	0	0	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
1700	7	0	0	0	0	0	1	3	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	4	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	6	0	0	4	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
2000	5	0	0	1	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
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	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
2300	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
07-19	**85**	**3**	**1**	**6**	**6**	**15**	**18**	**18**	**11**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**97**	**3**	**1**	**11**	**6**	**16**	**20**	**20**	**12**	**5**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**99**	**3**	**1**	**11**	**6**	**16**	**20**	**21**	**13**	**5**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**100**	**3**	**1**	**11**	**6**	**16**	**20**	**22**	**13**	**5**	**2**	**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
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Southbound

7085 / Eckington
Jan-17
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	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	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
0900	3	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	0	0
1000	8	0	0	0	1	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**10**	**0**	**0**	**0**	**3**	**1**	**2**	**3**	**1**	**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	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
1300	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
1400	**13**	**0**	**0**	**1**	**0**	**4**	**4**	**2**	**2**	**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	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	10	0	0	1	0	2	2	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	3	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	4	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	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	1	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	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	2	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	0
2300	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
07-19	**62**	**0**	**2**	**3**	**4**	**9**	**18**	**17**	**7**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**67**	**0**	**2**	**3**	**4**	**9**	**22**	**17**	**7**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**70**	**0**	**2**	**3**	**4**	**9**	**23**	**18**	**7**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**70**	**0**	**2**	**3**	**4**	**9**	**23**	**18**	**7**	**0**	**3**	**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
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Southbound

7085 / Eckington
Jan-17
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	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
0700	**9**	**1**	**4**	**0**	**0**	**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**
0800	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
0900	5	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	0	0
1000	5	0	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
1100	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
1200	8	2	0	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
1300	8	0	0	1	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	**12**	**0**	**0**	**0**	**3**	**1**	**5**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500	9	0	0	0	0	2	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	11	0	0	0	0	1	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	4	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	0	0
1800	7	0	0	0	0	1	4	1	1	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	0	0	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	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	3	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	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	**84**	**3**	**4**	**1**	**5**	**15**	**22**	**16**	**14**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**89**	**3**	**4**	**1**	**5**	**16**	**25**	**16**	**14**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**92**	**3**	**4**	**1**	**5**	**18**	**26**	**16**	**14**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**92**	**3**	**4**	**1**	**5**	**18**	**26**	**16**	**14**	**4**	**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 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Southbound

7085 / Eckington
Jan-17
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	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
0700	4	0	0	1	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
0800	4	0	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	8	0	0	1	1	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	**11**	**0**	**0**	**0**	**2**	**1**	**5**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1100	9	1	0	1	1	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	8	0	0	0	1	1	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	9	0	0	1	2	1	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	**12**	**0**	**0**	**6**	**0**	**1**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500	9	0	0	0	0	1	3	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	11	0	0	0	0	1	6	2	1	1	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	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	6	0	0	0	1	1	0	0	3	1	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	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
2100	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
2200	3	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	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
07-19	**91**	**1**	**0**	**10**	**8**	**8**	**25**	**25**	**8**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**104**	**1**	**0**	**10**	**10**	**10**	**26**	**27**	**13**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**108**	**1**	**0**	**10**	**10**	**11**	**26**	**28**	**15**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**108**	**1**	**0**	**10**	**10**	**11**	**26**	**28**	**15**	**6**	**1**	**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
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Southbound

7085 / Eckington
Jan-17
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	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
0700	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
0800	2	0	0	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
0900	8	0	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	0	0
1000	**9**	**0**	**0**	**0**	**0**	**2**	**2**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1100	**9**	**1**	**0**	**0**	**0**	**1**	**1**	**4**	**2**	**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	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	0
1300	**10**	**0**	**0**	**0**	**1**	**1**	**2**	**6**	**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	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	0	0
1500	8	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	0
1600	**10**	**0**	**0**	**1**	**1**	**2**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	4	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	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	4	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	0
2000	2	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	0	0
2100	4	0	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	0	0
2200	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
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	**74**	**1**	**0**	**3**	**3**	**12**	**15**	**28**	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**85**	**1**	**0**	**3**	**3**	**13**	**19**	**32**	**11**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**86**	**1**	**0**	**3**	**3**	**13**	**19**	**33**	**11**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**86**	**1**	**0**	**3**	**3**	**13**	**19**	**33**	**11**	**3**	**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 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Southbound

7085 / Eckington
Jan-17
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	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
0700	4	0	1	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
0800	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
0900	5	0	0	0	0	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
1000	7	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	0	0	0
1100	**9**	**1**	**0**	**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**	**0**	**0**
1200	7	0	1	0	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
1300	7	0	0	0	1	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
1400	**10**	**0**	**0**	**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**
1500	9	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	0
1600	9	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	0
1700	5	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
1800	4	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
1900	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
2000	3	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	0	0
2100	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
2200	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	**80**	**1**	**2**	**5**	**5**	**13**	**19**	**21**	**9**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**91**	**1**	**2**	**6**	**6**	**14**	**22**	**24**	**11**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**93**	**1**	**2**	**6**	**6**	**15**	**22**	**24**	**12**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**94**	**1**	**2**	**6**	**6**	**15**	**22**	**25**	**12**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

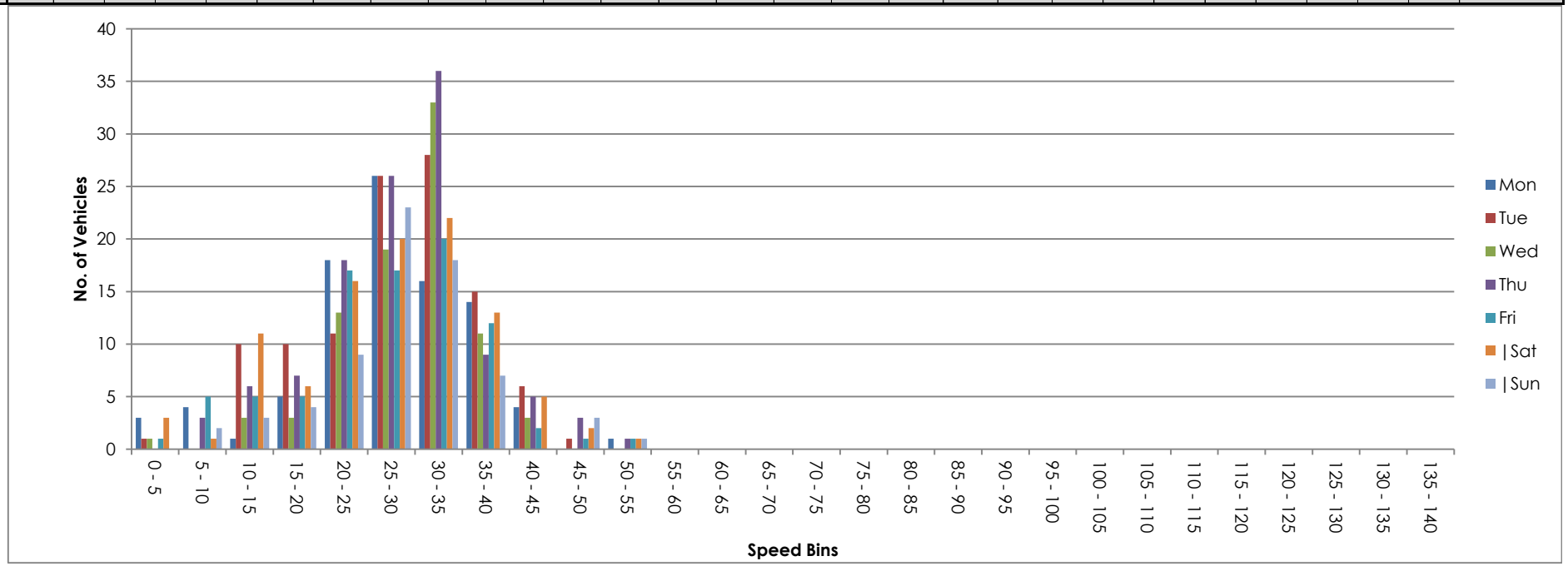
Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Southbound

7085 / Eckington
Jan-17
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	92	3	4	1	5	18	26	16	14	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	108	1	0	10	10	11	26	28	15	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	86	1	0	3	3	13	19	33	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	114	0	3	6	7	18	26	36	9	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	86	1	5	5	5	17	17	20	12	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sat	100	3	1	11	6	16	20	22	13	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sun	70	0	2	3	4	9	23	18	7	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	**97**	**1**	**2**	**5**	**6**	**15**	**23**	**27**	**12**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7 Day Ave.	**94**	**1**	**2**	**6**	**6**	**15**	**22**	**25**	**12**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
--	**656**	**9**	**15**	**39**	**40**	**102**	**157**	**173**	**81**	**25**	**10**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Summary Graphs



Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Both Directions

7085 / Eckington
Jan-17
Automatic Traffic Count

Thursday 19 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	32.1	-
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	32.1	-
0400	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	30	-
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	-
0700	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	30.2
0800	**14**	**2**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.8**	**36**
0900	12	0	9	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.1	31.8
1000	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-
1100	13	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	40
1200	14	0	13	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	25.1	33.1
1300	18	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	36.5
1400	15	0	11	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	25.4	30.6
1500	**27**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.1**	**36**
1600	19	2	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	32
1700	14	0	12	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	35.1
1800	5	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	-
1900	13	1	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.5	42.5
2000	13	2	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	35.1
2100	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**170**	**4**	**151**	**1**	**12**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.4**	**35.6**
06-22	**204**	**7**	**181**	**2**	**12**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.3**	**35.8**
06-00	**206**	**7**	**183**	**2**	**12**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.3**	**35.8**
00-00	**209**	**7**	**185**	**2**	**13**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.3**	**35.8**

NDC
NATIONWIDE DATA COLLECTION

Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Both Directions

7085 / Eckington
Jan-17
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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	-
0700	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	-
0800	11	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	36.7
0900	11	1	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	40
1000	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4	-
1100	**12**	**1**	**9**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**36.9**
1200	**26**	**0**	**24**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17.5**	**28.4**
1300	11	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	37.8
1400	15	3	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5	35.3
1500	11	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	30.4
1600	19	1	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	32.4
1700	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.2	-
1800	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-
1900	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.1	-
2000	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	-
2100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-
07-19	**149**	**6**	**131**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.4**	**36.2**
06-22	**167**	**6**	**148**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.9**	**36.2**
06-00	**171**	**6**	**152**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**36**
00-00	**172**	**6**	**152**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**36**

NDC
NATIONWIDE DATA COLLECTION

Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Both Directions

7085 / Eckington
Jan-17
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	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.5	-
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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7	-
0700	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	-
0800	9	1	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-
0900	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	-
1000	16	1	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.2	35.8
1100	**23**	**3**	**19**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.6**	**32**
1200	19	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5	33.6
1300	12	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	33.3
1400	18	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	34.7
1500	**25**	**0**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.2**	**32.9**
1600	14	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	33.1
1700	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.4	35.6
1800	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.5	-
1900	8	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	-
2000	9	1	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-
2100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	-
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	-
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	-
07-19	**166**	**5**	**156**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.5**	**35.8**
06-22	**186**	**10**	**169**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.4**	**36.2**
06-00	**191**	**10**	**174**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.5**	**36.2**
00-00	**193**	**10**	**176**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.6**	**36.2**

NDC
NATIONWIDE DATA COLLECTION

Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Both Directions

7085 / Eckington
Jan-17
Automatic Traffic Count

Sunday 22 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	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-
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	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5	-
0800	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	-
0900	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	-
1000	14	2	9	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6	34
1100	**18**	**0**	**17**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**33.8**
1200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	-
1300	11	0	10	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	30.4	35.1
1400	20	1	18	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	28.1	37.1
1500	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-
1600	**22**	**0**	**19**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.2**	**35.3**
1700	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	-
1800	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	-
1900	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	-
2000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.7	-
2100	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	-
2200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	-
07-19	**127**	**4**	**114**	**0**	**7**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.4**	**35.3**
06-22	**138**	**4**	**125**	**0**	**7**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.7**	**35.3**
06-00	**144**	**4**	**131**	**0**	**7**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**35.3**
00-00	**146**	**4**	**133**	**0**	**7**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**35.3**

NDC
NATIONWIDE DATA COLLECTION

Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Both Directions

7085 / Eckington
Jan-17
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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-
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	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-
0700	**19**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18.3**	**33.3**
0800	12	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	37.8
0900	9	0	5	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	-
1000	11	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	30.6
1100	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	-
1200	14	3	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	33.6
1300	14	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	34.9
1400	20	1	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	36.2
1500	**27**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.5**	**37.6**
1600	15	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	36.9
1700	10	0	7	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	-
1800	8	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	-
1900	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	-
2000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9	-
2100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-
2200	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**169**	**8**	**150**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.7**	**36.7**
06-22	**181**	**8**	**162**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.9**	**36.7**
06-00	**184**	**8**	**164**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.8**	**36.5**
00-00	**185**	**8**	**165**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.8**	**36.5**

NDC
NATIONWIDE DATA COLLECTION

Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Both Directions

7085 / Eckington
Jan-17
Automatic Traffic Count

Tuesday 24 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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	-
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	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-
0700	13	1	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	30.6
0800	13	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	40.7
0900	15	0	12	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	36.7
1000	15	2	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	30.4
1100	**19**	**6**	**11**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.7**	**30.4**
1200	16	1	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	38.7
1300	16	1	11	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3	36
1400	**22**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.3**	**32.7**
1500	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	32.7
1600	17	1	14	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	33.8
1700	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	-
1800	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	-
1900	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	-
2000	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	-
2100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-
2200	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	-
07-19	**173**	**12**	**144**	**0**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.5**	**34.7**
06-22	**189**	**12**	**160**	**0**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.9**	**35.6**
06-00	**196**	**12**	**167**	**0**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.1**	**36**
00-00	**197**	**12**	**168**	**0**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.1**	**35.8**

NDC
NATIONWIDE DATA COLLECTION

Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Both Directions

7085 / Eckington
Jan-17
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	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	-
0700	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	-
0800	10	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.6	-
0900	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	34.2
1000	**14**	**0**	**12**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.8**	**34.7**
1100	13	1	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	37.4
1200	10	0	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	-
1300	**16**	**0**	**14**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.3**	**34**
1400	14	1	11	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.3	34.9
1500	10	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-
1600	15	2	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	32.7
1700	15	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	35.6
1800	6	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	-
1900	10	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	-
2000	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-
2100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	-
2200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**144**	**6**	**125**	**2**	**10**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.4**	**36.5**
06-22	**168**	**6**	**148**	**2**	**11**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.6**	**36.9**
06-00	**172**	**6**	**152**	**2**	**11**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.7**	**36.9**
00-00	**172**	**6**	**152**	**2**	**11**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.7**	**36.9**

NDC
NATIONWIDE DATA COLLECTION

Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Both Directions

7085 / Eckington
Jan-17
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	32.7	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	-
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	-
0700	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	-
0800	11	1	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	40.7
0900	10	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	36.7
1000	12	1	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	34
1100	**15**	**2**	**13**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.3**	**35.8**
1200	15	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	34.7
1300	14	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	36.2
1400	**18**	**1**	**16**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.6**	**34.9**
1500	17	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	36
1600	17	1	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	34.9
1700	10	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	35.6
1800	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-
1900	8	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-
2000	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-
2100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	-
2200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	-
07-19	**157**	**6**	**139**	**0**	**10**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.1**	**36**
06-22	**176**	**8**	**156**	**1**	**11**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.5**	**36**
06-00	**181**	**8**	**160**	**1**	**11**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.6**	**36**
00-00	**182**	**8**	**162**	**1**	**11**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.6**	**36**

NDC
NATIONWIDE DATA COLLECTION

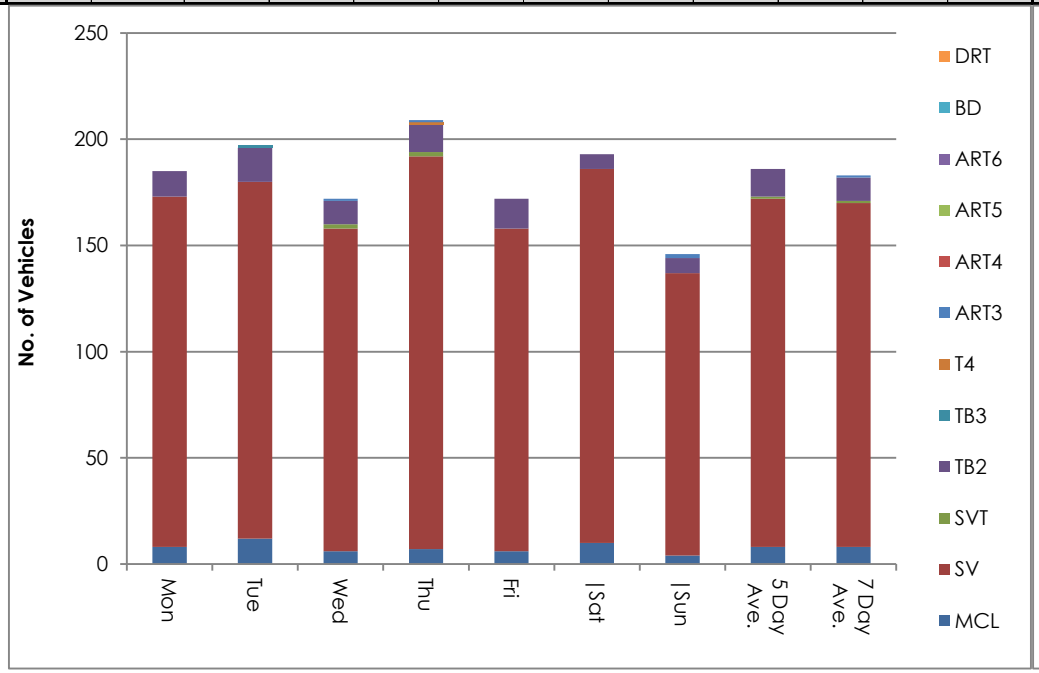
Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Both Directions

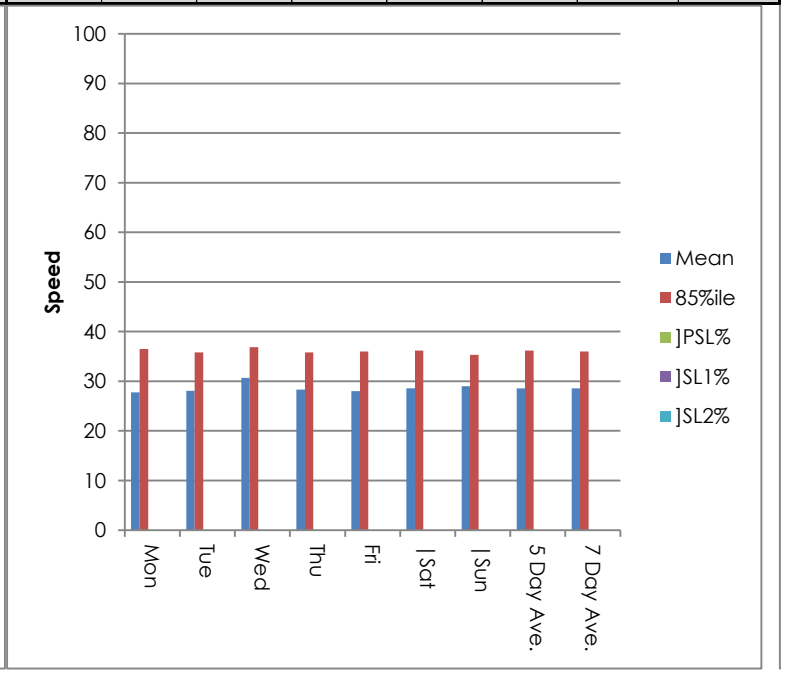
7085 / Eckington
Jan-17
Automatic Traffic Count

Virtual Week (1)

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								
Mon	185	8	165	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	36.5
Tue	197	12	168	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.1	35.8
Wed	172	6	152	2	11	0	0	1	0	0	0	0	0	0	0	0	0	0	0	30.7	36.9
Thu	209	7	185	2	13	0	1	1	0	0	0	0	0	0	0	0	0	0	0	28.3	35.8
Fri	172	6	152	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	36
|Sat	193	10	176	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	36.2
|Sun	146	4	133	0	7	0	0	2	0	0	0	0	0	0	0	0	0	0	0	29	35.3
5 Day Ave.	**187**	**8**	**164**	**1**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**0**	**0.0**	**0**	**0.0**	**28.6**	**36.2**
7 Day Ave.	**182**	**8**	**162**	**1**	**11**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**0**	**0.0**	**0**	**0.0**	**28.6**	**36.0**
--	**1274**	**53**	**1131**	**4**	**80**	**1**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**0**	**0.0**	**0**	**0.0**	**28.6**	**36.0**

Summary Graphs





Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Both Directions

7085 / Eckington
Jan-17
Automatic Traffic Count

Thursday 19 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	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
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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	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	0
0700	11	0	3	1	4	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
0800	**14**	**0**	**1**	**1**	**0**	**2**	**4**	**2**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	12	0	1	1	0	1	3	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	8	0	0	0	0	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
1100	13	0	0	0	1	2	4	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	14	0	0	1	1	7	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	18	0	0	0	2	1	6	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	15	0	0	1	1	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
1500	**27**	**0**	**0**	**1**	**1**	**5**	**6**	**7**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600	19	0	6	0	0	3	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	14	0	0	0	1	1	6	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	5	0	0	0	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
1900	13	0	0	0	0	0	2	5	2	3	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	1	0	5	4	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	6	0	0	1	0	1	4	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	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
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	**170**	**0**	**11**	**6**	**11**	**30**	**43**	**40**	**16**	**9**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**204**	**0**	**11**	**7**	**12**	**31**	**54**	**50**	**20**	**12**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**206**	**0**	**11**	**7**	**12**	**31**	**54**	**52**	**20**	**12**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**209**	**0**	**11**	**7**	**12**	**31**	**55**	**54**	**20**	**12**	**6**	**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
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Both Directions

7085 / Eckington
Jan-17
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	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	0	0	0	0	0	0	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	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
0700	8	0	0	0	1	0	3	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	11	0	0	0	0	1	2	2	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	11	0	0	0	0	2	2	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	9	0	0	1	0	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
1100	**12**	**1**	**0**	**0**	**1**	**3**	**1**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**26**	**0**	**10**	**2**	**2**	**5**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	11	0	0	1	0	3	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	15	0	1	1	1	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	11	0	0	0	1	3	2	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	19	0	0	0	2	3	5	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	10	0	0	1	0	1	3	4	1	0	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	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	9	0	0	0	0	1	0	5	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	6	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	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	3	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	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	**149**	**1**	**11**	**6**	**8**	**27**	**27**	**38**	**21**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**167**	**1**	**11**	**6**	**8**	**29**	**31**	**46**	**24**	**7**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**171**	**1**	**11**	**6**	**8**	**30**	**33**	**47**	**24**	**7**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**172**	**1**	**11**	**6**	**8**	**30**	**34**	**47**	**24**	**7**	**3**	**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
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Both Directions

7085 / Eckington
Jan-17
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	2	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	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	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
0700	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
0800	9	0	0	0	1	0	3	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	9	0	0	0	0	2	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	16	0	0	2	0	3	4	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**23**	**1**	**0**	**2**	**2**	**7**	**4**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	19	0	0	0	3	7	2	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	12	0	0	0	0	1	3	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	18	2	0	0	0	0	5	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	**25**	**0**	**1**	**3**	**4**	**4**	**6**	**4**	**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	4	2	5	2	0	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	0	2	6	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	7	0	0	0	0	0	1	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	8	0	0	4	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	0
2000	9	0	0	1	0	1	3	2	0	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	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
2200	3	0	0	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
2300	2	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	0
07-19	**166**	**3**	**1**	**8**	**10**	**28**	**36**	**44**	**25**	**8**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**186**	**3**	**1**	**13**	**10**	**30**	**39**	**49**	**26**	**11**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**191**	**3**	**1**	**13**	**10**	**30**	**39**	**51**	**29**	**11**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**193**	**3**	**1**	**13**	**10**	**30**	**39**	**52**	**30**	**11**	**3**	**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
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Both Directions

7085 / Eckington
Jan-17
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	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
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	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
0800	9	0	5	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	5	0	0	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
1000	14	0	0	1	1	3	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**18**	**0**	**0**	**0**	**3**	**4**	**2**	**6**	**3**	**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	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	11	0	0	0	1	1	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	20	0	0	2	1	4	6	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	8	0	0	1	0	1	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**22**	**0**	**0**	**1**	**2**	**3**	**6**	**5**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	5	0	0	0	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	8	0	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	0	0
1900	2	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	0
2000	2	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	0
2100	7	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	5	0	0	0	0	0	0	3	1	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	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	**127**	**0**	**5**	**5**	**9**	**17**	**35**	**30**	**21**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**138**	**0**	**5**	**5**	**9**	**17**	**41**	**33**	**22**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**144**	**0**	**5**	**5**	**9**	**17**	**42**	**36**	**23**	**2**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**146**	**0**	**5**	**5**	**9**	**17**	**42**	**38**	**23**	**2**	**4**	**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
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Both Directions

7085 / Eckington
Jan-17
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	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
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	3	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	0
0700	**19**	**1**	**8**	**1**	**0**	**3**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800	12	0	0	0	0	1	2	2	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	9	0	0	0	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
1000	11	0	0	2	2	2	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	10	0	0	1	0	0	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	14	2	0	1	0	2	2	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	14	0	0	1	1	3	3	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	20	0	1	1	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	0
1500	**27**	**0**	**1**	**0**	**1**	**3**	**9**	**7**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600	15	0	0	1	1	1	4	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	10	0	0	0	0	1	5	2	2	0	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	0	1	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	5	0	0	0	0	1	3	1	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	1	0	0	0	0	1	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	1	1	0	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	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
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	**169**	**3**	**10**	**8**	**9**	**19**	**43**	**38**	**30**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**181**	**3**	**10**	**8**	**9**	**21**	**49**	**41**	**30**	**7**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**184**	**3**	**10**	**8**	**9**	**23**	**50**	**41**	**30**	**7**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**185**	**3**	**10**	**8**	**9**	**23**	**50**	**42**	**30**	**7**	**2**	**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
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Both Directions

7085 / Eckington
Jan-17
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	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
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	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
0700	13	0	0	1	0	1	6	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	13	0	0	1	1	2	4	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	15	0	0	1	1	1	3	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	15	0	0	1	2	2	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**19**	**1**	**0**	**4**	**2**	**1**	**6**	**3**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	16	0	1	0	1	3	2	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	16	0	0	1	4	1	1	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	**22**	**0**	**3**	**6**	**0**	**2**	**3**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500	13	0	0	0	1	3	4	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	17	0	1	0	0	1	7	5	1	2	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	0	5	3	0	0	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	1	5	0	0	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	1	0	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	1	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
2100	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
2200	6	0	0	0	0	1	1	0	3	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	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	**173**	**1**	**5**	**15**	**12**	**17**	**48**	**50**	**13**	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**189**	**1**	**5**	**15**	**14**	**19**	**49**	**54**	**18**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**196**	**1**	**5**	**15**	**14**	**20**	**50**	**55**	**21**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**197**	**1**	**5**	**15**	**14**	**20**	**50**	**55**	**22**	**13**	**2**	**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
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Both Directions

7085 / Eckington
Jan-17
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	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	9	0	0	0	0	1	1	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	10	0	0	1	0	0	1	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	12	0	0	0	1	0	3	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	**14**	**0**	**0**	**0**	**0**	**3**	**3**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1100	13	1	0	0	0	2	1	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	10	0	0	0	0	1	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	**16**	**0**	**0**	**0**	**1**	**3**	**4**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1400	14	0	0	1	1	2	2	5	2	1	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	0	2	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	15	0	1	1	1	2	3	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	15	0	0	0	0	5	4	2	3	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	2	1	1	2	0	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	1	0	2	2	3	2	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	0	0	3	1	3	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	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	0	0
2200	4	0	0	0	0	0	0	3	0	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	**144**	**1**	**1**	**3**	**4**	**23**	**27**	**48**	**28**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**168**	**1**	**1**	**3**	**5**	**24**	**36**	**53**	**34**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**172**	**1**	**1**	**3**	**5**	**24**	**36**	**56**	**34**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**172**	**1**	**1**	**3**	**5**	**24**	**36**	**56**	**34**	**12**	**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 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Both Directions

7085 / Eckington
Jan-17
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	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
0700	9	0	2	0	1	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
0800	11	0	1	0	0	1	3	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	10	0	0	0	0	1	2	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	12	0	0	1	1	3	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**15**	**1**	**0**	**1**	**1**	**3**	**3**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	15	0	2	1	1	4	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	14	0	0	0	1	2	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	**18**	**0**	**1**	**2**	**1**	**2**	**4**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500	17	0	0	1	1	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
1600	17	0	1	1	1	2	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	10	0	0	0	0	1	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	7	0	0	0	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	0
1900	8	0	0	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	0
2000	6	0	0	0	0	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
2100	4	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	0	0
2200	4	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	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	**157**	**1**	**6**	**7**	**9**	**23**	**37**	**41**	**22**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**176**	**1**	**6**	**8**	**10**	**24**	**43**	**47**	**25**	**9**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**181**	**1**	**6**	**8**	**10**	**25**	**43**	**48**	**26**	**9**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**182**	**1**	**6**	**8**	**10**	**25**	**44**	**49**	**26**	**9**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

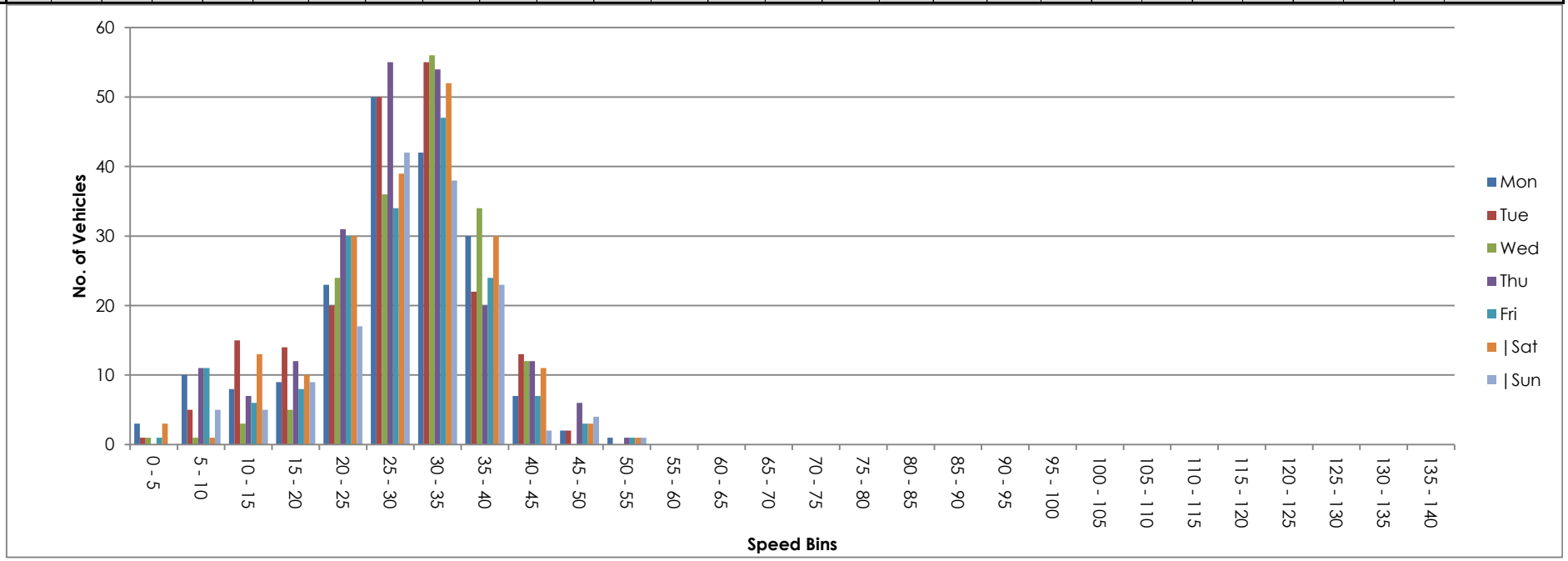
Site 3
Location Bramley Moor Lane between Main Road and Morton Lane - Attached to crossroads sign - N53.30337, W1.40107
Direction Both Directions

7085 / Eckington
Jan-17
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	185	3	10	8	9	23	50	42	30	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	197	1	5	15	14	20	50	55	22	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	172	1	1	3	5	24	36	56	34	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	209	0	11	7	12	31	55	54	20	12	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	172	1	11	6	8	30	34	47	24	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sat	193	3	1	13	10	30	39	52	30	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sun	146	0	5	5	9	17	42	38	23	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	**187**	**1**	**8**	**8**	**10**	**26**	**45**	**51**	**26**	**10**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7 Day Ave.	**182**	**1**	**6**	**8**	**10**	**25**	**44**	**49**	**26**	**9**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
--	**1274**	**9**	**44**	**57**	**67**	**175**	**306**	**344**	**183**	**64**	**20**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Summary Graphs



ATC VEHICLE CATEGORIES

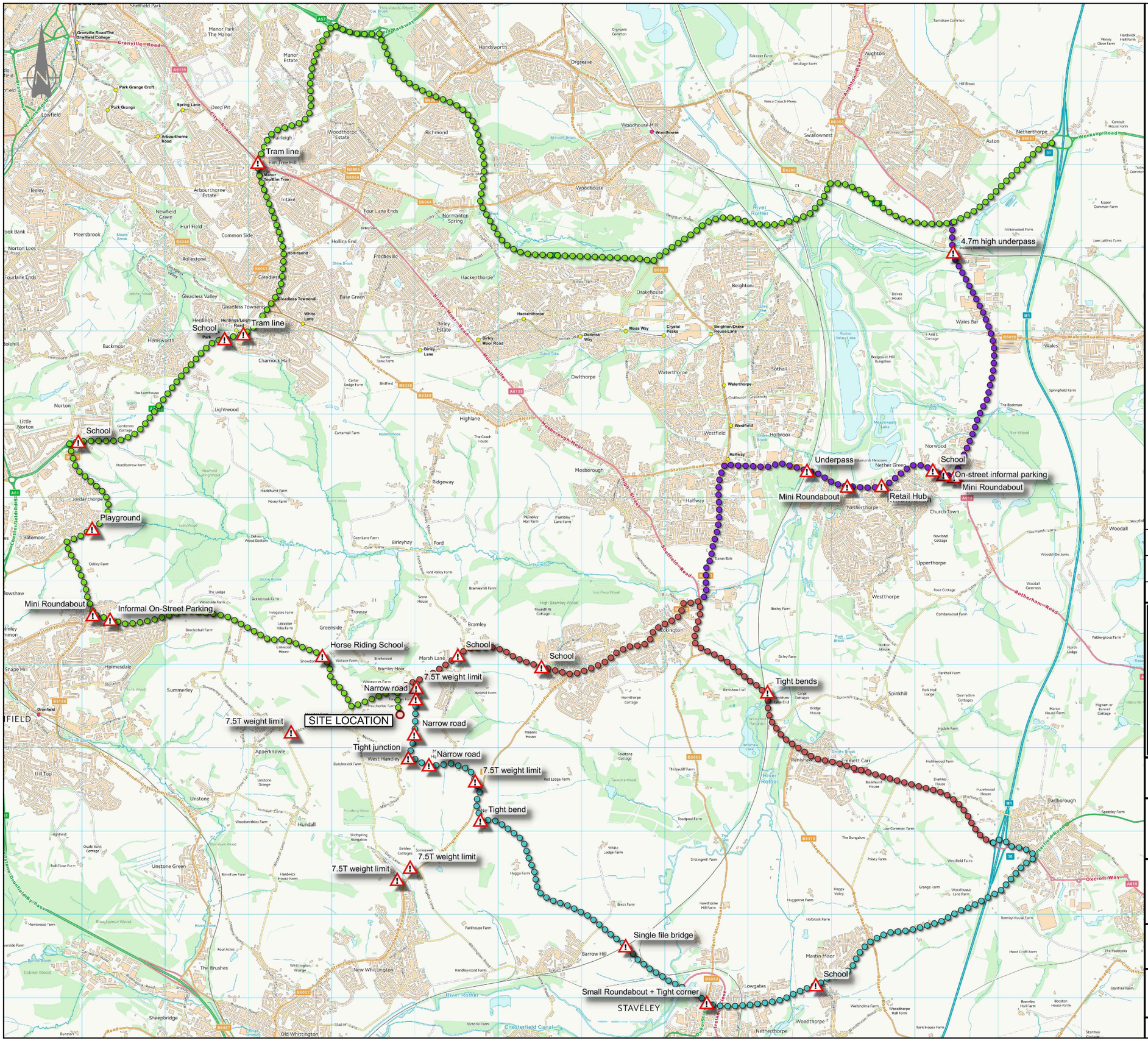
Axles	Groups	Description	Class		Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Bicycle or Motorcycle	MC	1	d(1)<1.7m & axles=2		
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2	d(1)>=1.7m, d(1)<=3.2m & axles=2		
3, 4 or 5	3	Short Towing - Trailer, Caravan, Boat, etc.	SVT	3	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		1 (Light)
2	2	Two axle truck or Bus	TB2	4	d(1)>3.2m & axles=2		
3	2	Three axle truck or Bus	TB3	5	axles=3 & groups=2		
>3	2	Four axle truck	T4	6	axles>3 & groups=2		2 (Medium)
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	d(1)>3.2m, axles=3 & groups=3		
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	9	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles=5 & groups>2		
>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10	axles=6 & groups>2 or axles>6 & groups=3		
>6	4	B-Double or Heavy truck and trailer	BD	11	groups=4 & axles>6		
>6	>=5	Double or triple road train or Heavy truck and two (or more) trailers	DRT	12	groups>=5 & axles>6		3 (Heavy)

ATC SPEED BINS & DATA HEADINGS

Heading	Description
0 - 5	Speed bin totals 0 - 5 mph
5 - 10	Speed bin totals 5 - 10 mph
10-15	Speed bin totals 10 - 15 mph
15 - 20	Speed bin totals 15 - 20 mph
20 - 25	Speed bin totals 20 - 25 mph
25 - 30	Speed bin totals 25 - 30 mph
30 - 35	Speed bin totals 30 - 35 mph
35 - 40	Speed bin totals 35 - 40 mph
40 - 45	Speed bin totals 40 - 45 mph
45 - 50	Speed bin totals 45 - 50 mph
50 - 55	Speed bin totals 50 - 55 mph
55 - 60	Speed bin totals 55 - 60 mph
60 - 65	Speed bin totals 60 - 65 mph
65 - 70	Speed bin totals 65 - 70 mph
70 - 75	Speed bin totals 70 - 75 mph
75 - 80	Speed bin totals 75 - 80 mph
80 - 85	Speed bin totals 80 - 85 mph
85 - 90	Speed bin totals 85 - 90 mph
90 - 95	Speed bin totals 90 - 95 mph
95 - 100	Speed bin totals 95 - 100 mph
100 - 105	Speed bin totals 100 - 105 mph
105 - 110	Speed bin totals 105 - 110 mph
110 - 115	Speed bin totals 110 - 115 mph
115 - 120	Speed bin totals 115 - 120 mph
120 - 125	Speed bin totals 120 - 125 mph
125 - 130	Speed bin totals 125 - 130 mph
130 - 135	Speed bin totals 130 - 135 mph
135 - 140	Speed bin totals 135 - 140 mph

Heading	Description
>PSL	Greater than the posted speed limit
>PSL%	Greater than the posted speed limit as a percentage
>SL1 ACPO	Greater than ACPO (Association of Chief Police Officers) standard. ACPO is PSL x 10%+2mph
>SL1% ACPO	Greater than ACPO displayed as a percentage
>SL2 DfT	Greater than DFT (Department For Transport) standard. DFT is PSL plus 15mph.
>SL2% DfT	Greater than DFT displayed as a percentage
Mean	Average speed
Vpp 85	85th percentile speed

APPENDIX 3-2 TRAFFIC - NETWORK ASSESSMENT AND SWEPT PATH ANALYSES



NOTES:

KEY:

- Site Location

Potential Routes:

- From/To M1 J31 [Option 1] [Recommended]
- From/To M1 J31 [Option 2]
- From/To M1 J30 [Option 1]
- From/To M1 J30 [Option 2]
- Identified Constraints

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Rev:	Description:	Date:	By:	Chkd:
B	Site location updated	24/04/17	DD	FF
A	Access location updated	24/04/17	DD	FF

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Curtins Consulting Ltd,
Merchant Exchange, 17-19 Whitworth St West, Manchester, M1 5WG
t: 0161 236 2394
e: manchester@curtins.com
www.curtins.com

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Status: PRELIMINARY

Project: INEOS UPSTREAM

Drg Title: PEDL 300/1
POTENTIAL ACCESS ROUTES

Scale:	Size:	First Issue:	Drawn:	Checked:
1:45,000	A3	17/02/17	DD	FF

Drg No: TPMA1529-002

Rev: B

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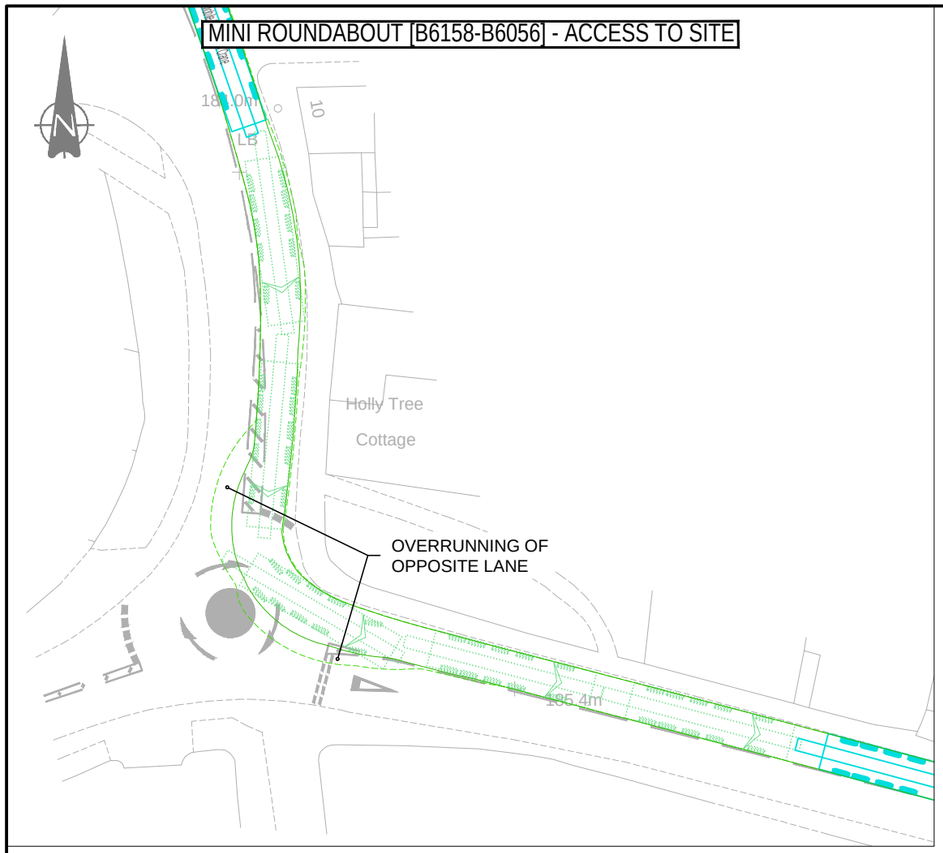
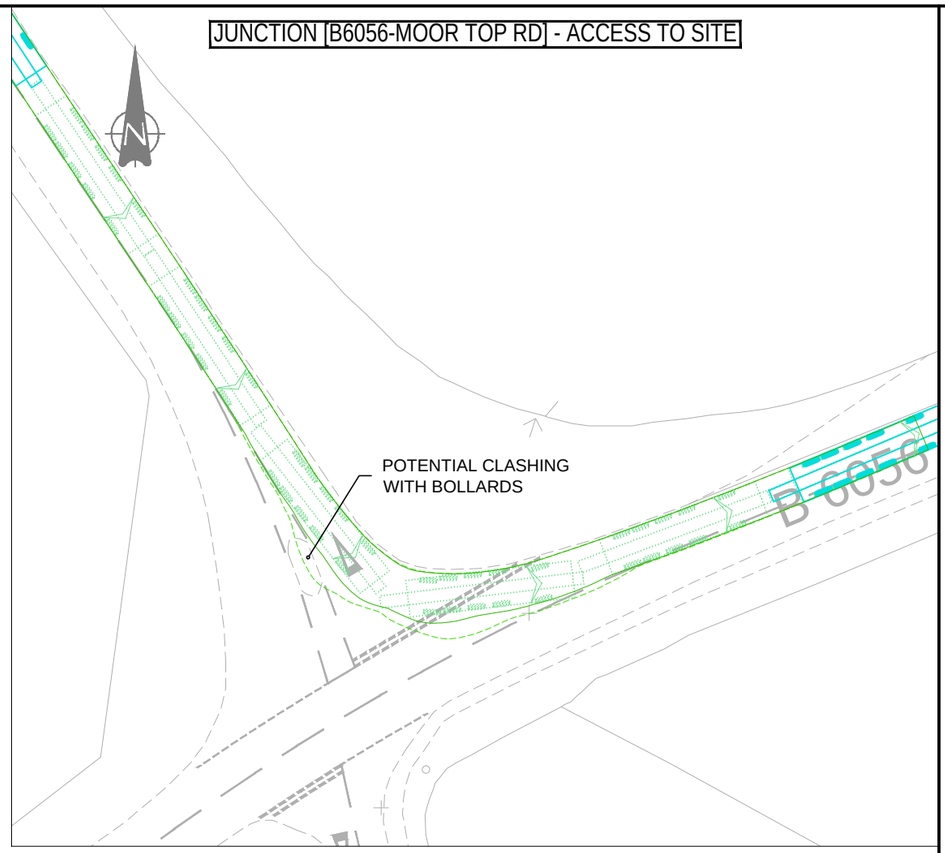
MINI ROUNDABOUT [B6158-B6056] - ACCESS TO SITE



JUNCTION [B6056-MOOR TOP RD] - ACCESS TO SITE



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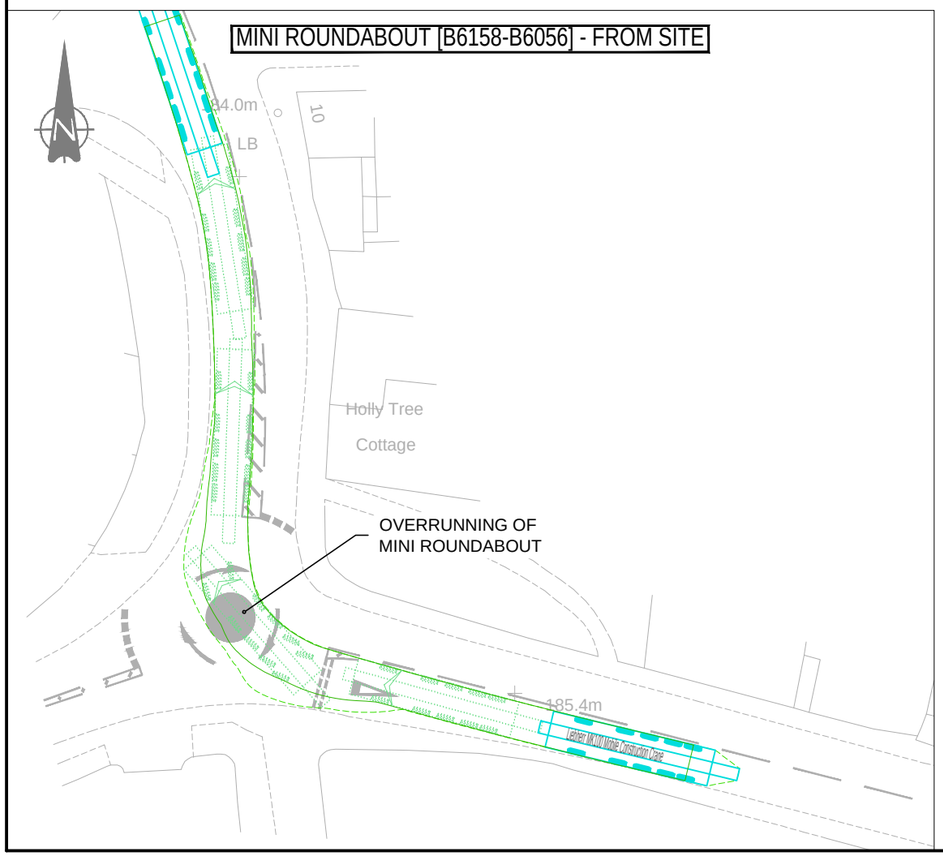

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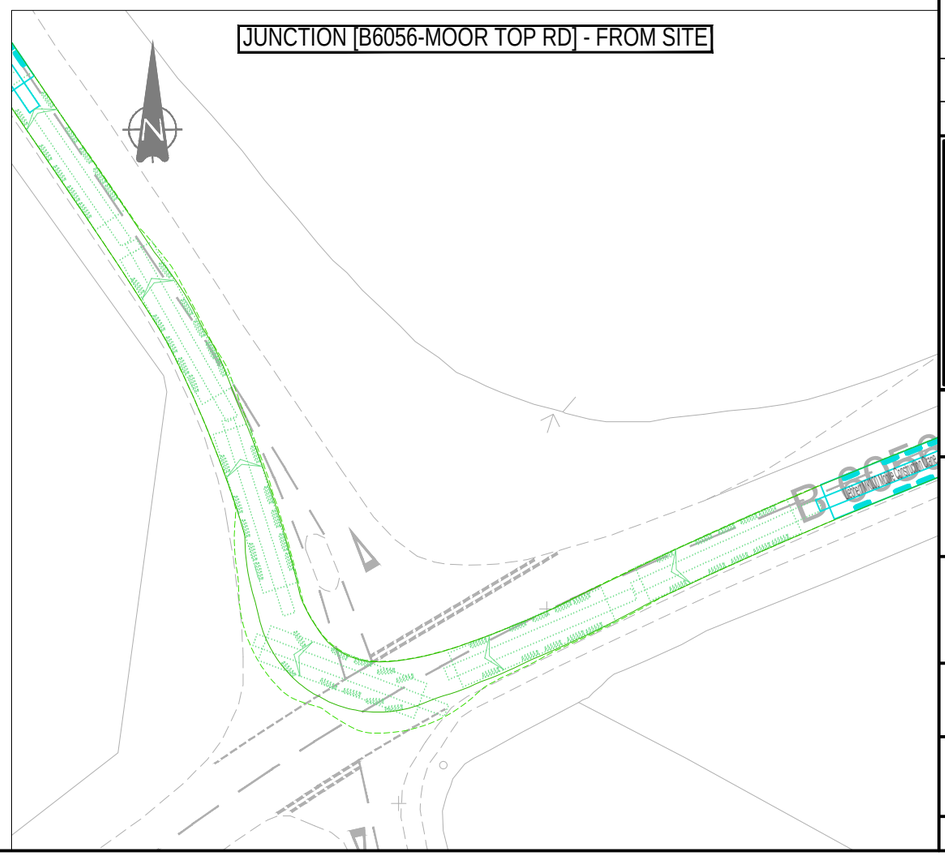
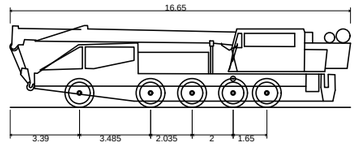


NOTES:

VEHICLE PROFILE:



Liebherr MK100 Mobile Construction Crane	
Overall Length	16.650m
Overall Width	3.000m
Overall Body Height	4.000m
Min Body Ground Clearance	0.300m
Track Width	3.000m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.954m

Rev:	Description:	Date:	By:	Chkd:
A	Access location updated	24/04/17	DD	FF

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t: 0161 236 2394
e: manchester@curtins.com
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Status: PRELIMINARY

Project: INEOS UPSTREAM

Drg Title:

PEDL 300/1
SWEPT PATH ANALYSIS - 16.65m CRANE

Scale:	Size:	First Issue:	Drawn:	Checked:
1:500	A3	22/02/17	DD	FF

Drg No: TPMA1529-103

Rev: A

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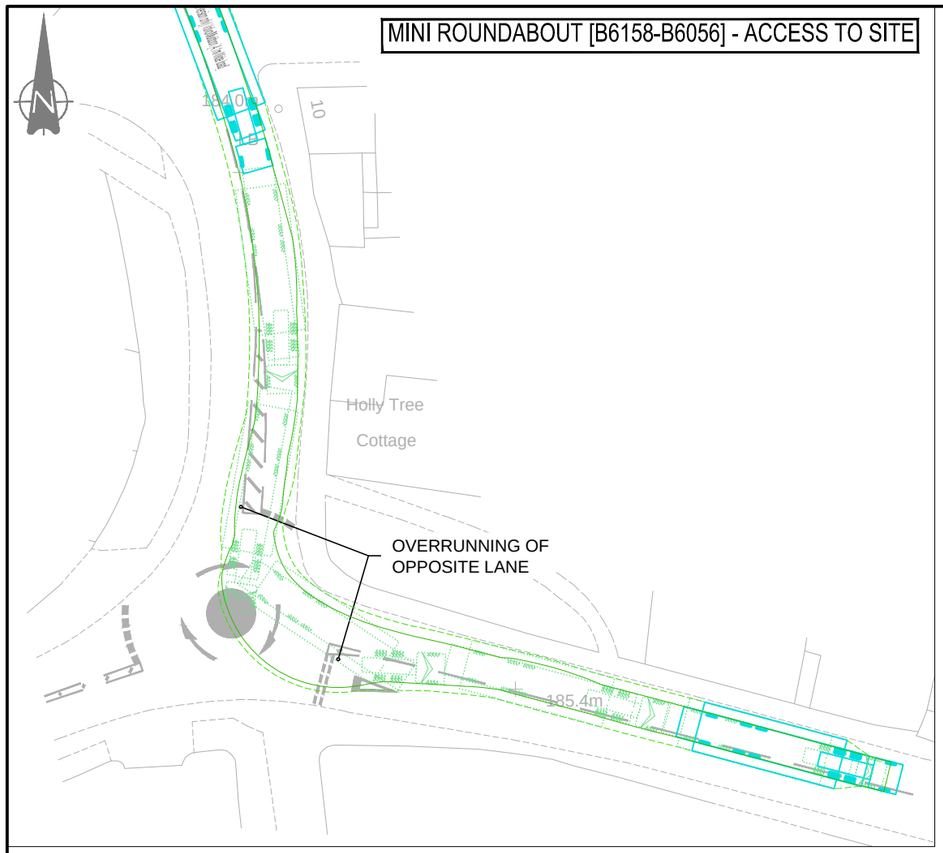
MINI ROUNDABOUT [B6158-B6056] - ACCESS TO SITE



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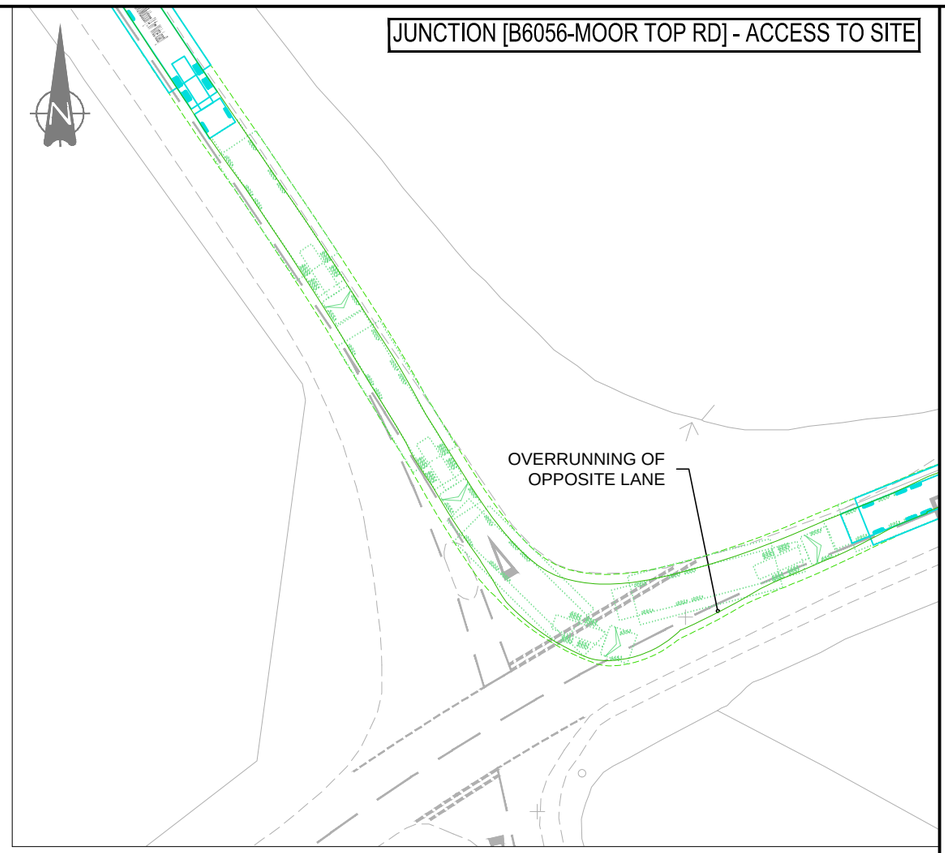

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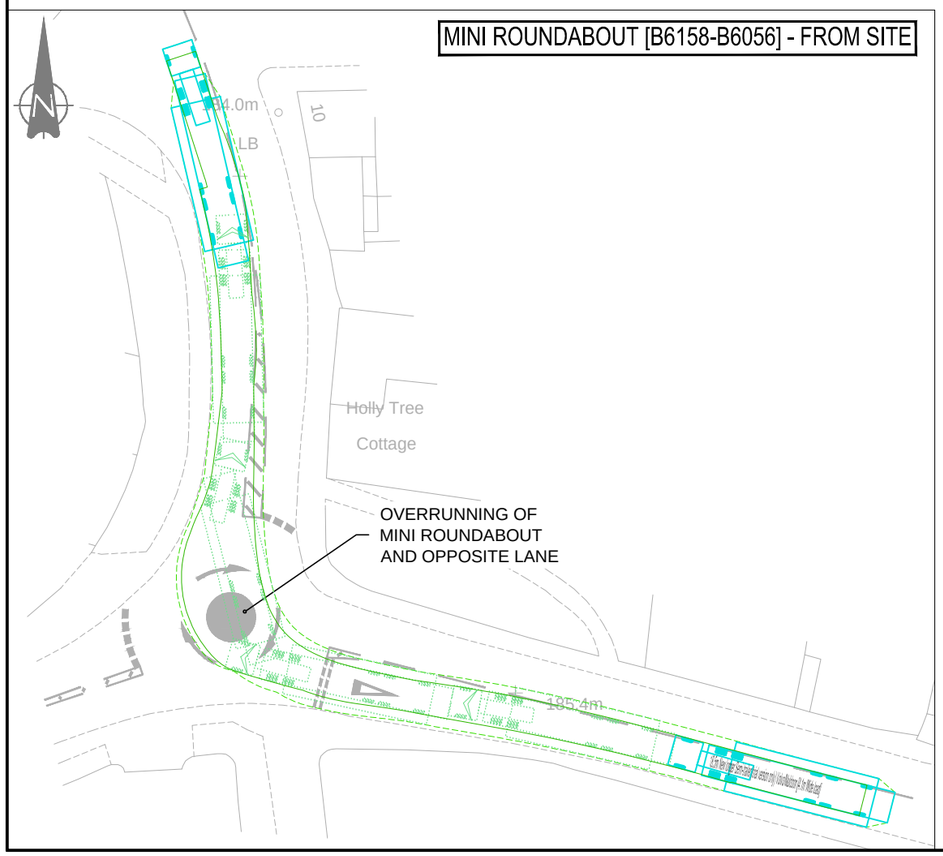
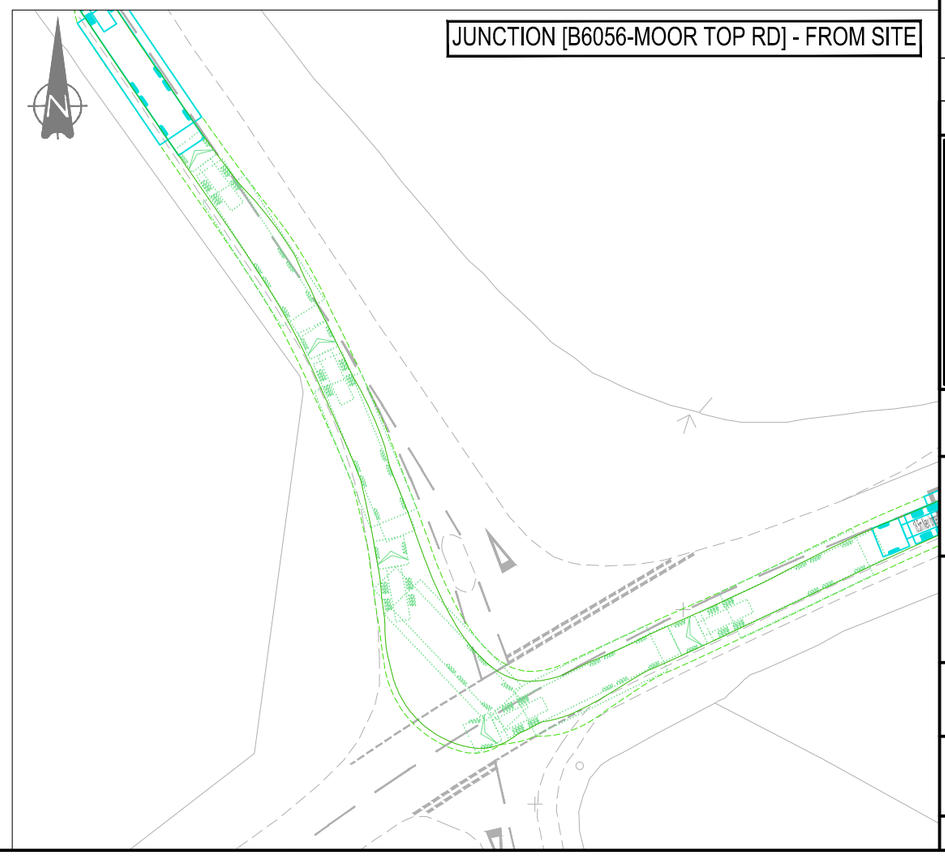
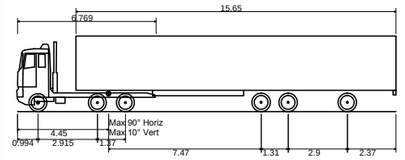


JUNCTION [B6056-MOOR TOP RD] - FROM SITE



NOTES:

VEHICLE PROFILE:



18.5m New longer Semi-trailer (trial version only) Volvo/Muldoon [4.1m Wide load]

Overall Length	18.500m
Overall Width	4.100m
Overall Body Height	3.693m
Min Body Ground Clearance	0.331m
Max Track Width	2.550m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.450m

Rev:	Description:	Date:	By:	Chkd:
A	Updated vehicle	30/03/17	JM	FF

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Merchant Exchange, 17-19 Whitworth St West, Manchester, M1 5WG
t: 0161 236 2394
e: manchester@curtins.com
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Drg Title:
PEDL 300/1
SWEPT PATH ANALYSIS - LOW LOADER

Scale:	Size:	First Issue:	Drawn:	Checked:
1:500	A3	22/02/17	DD	FF

Drg No: TPMA1529-104

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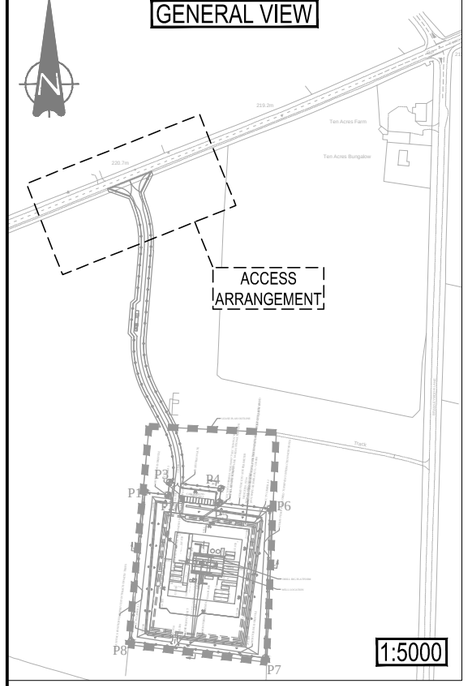
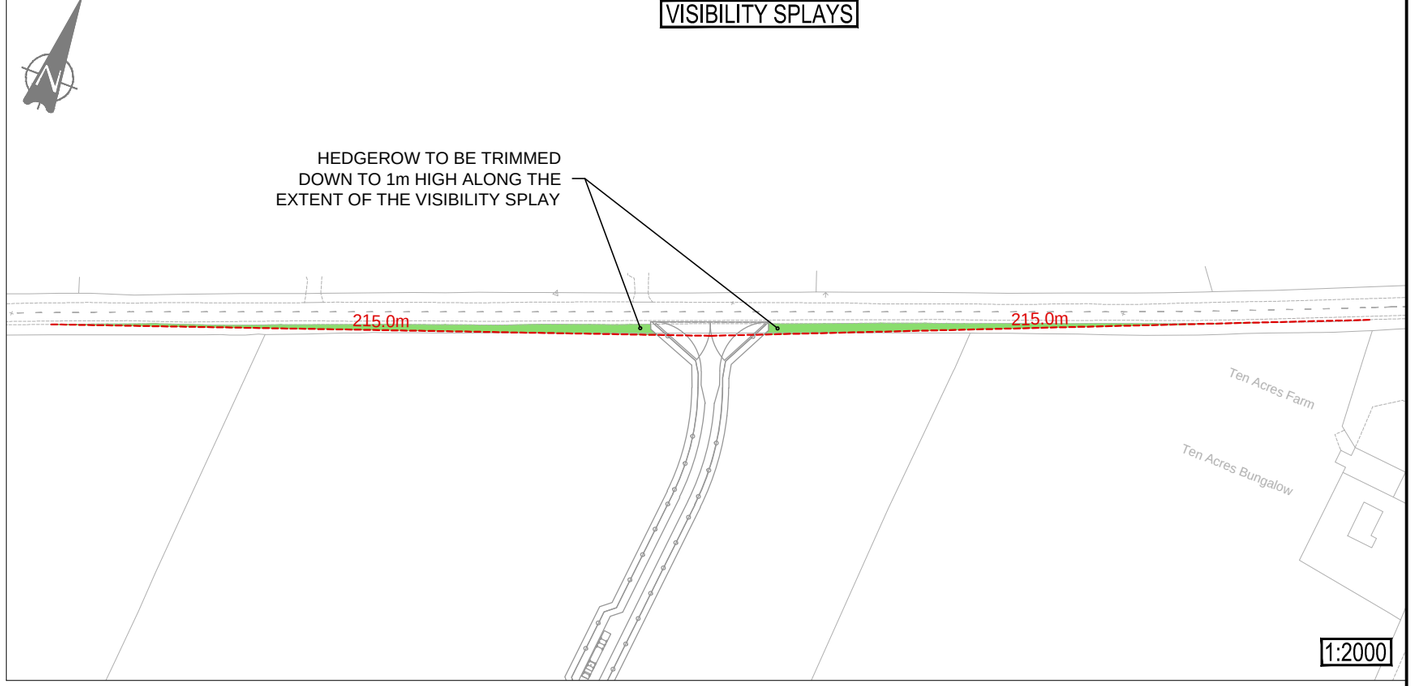
GENERAL VIEW



1:5000

VISIBILITY SPLAYS



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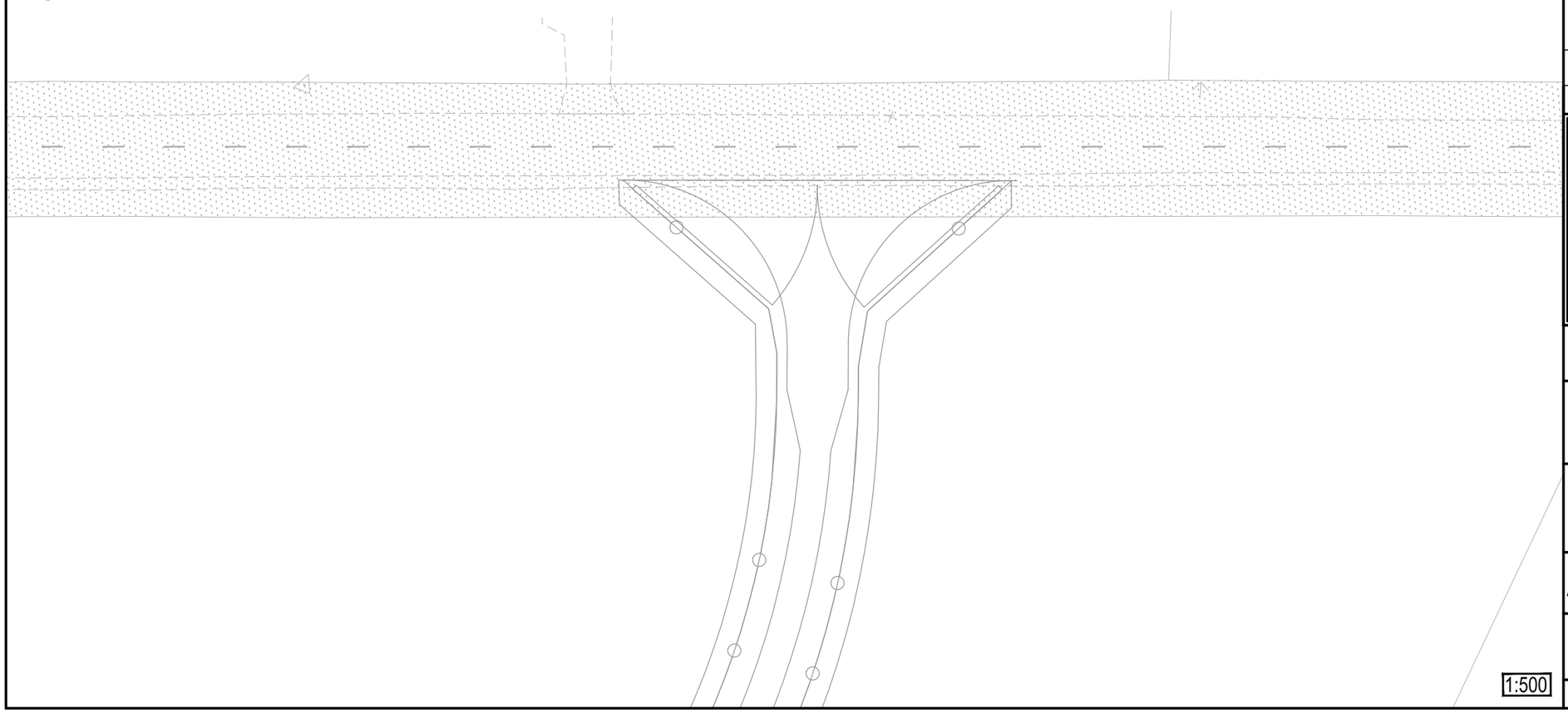
ACCESS ARRANGEMENT



1:500

NOTES:

KEY:

- INDICATIVE SITE BOUNDARY
- 4.5x215.0m — VISIBILITY SPLAYS
- VEGETATION TO BE TRIMMED TO 1m HIGH
- INDICATIVE EXTENTS OF HIGHWAY BOUNDARY

Rev:	Description:	Date:	By:	Chkd:
A	Site access provided by INEOS	29/03/17	DD	FF

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Merchant Exchange, 17-19 Whitworth St West, Manchester, M1 5WG
t: 0161 236 2394
e: manchester@curtins.com
www.curtins.com

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Status: PRELIMINARY

Project: INEOS UPSTREAM

Drg Title:
PEDL 300/1
ACCESS OPTION 1 - FROM B6056

Scale:	Size:	First Issue:	Drawn:	Checked:
AS INDICATED	A3	28/02/17	DD	FF

Drg No: TPMA1529-105

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APPENDIX 3-3 DRAFT TRAFFIC MANAGEMENT PLAN (TMP)

INEOS Shale

Draft Traffic Management Plan

PEDL 300

Land adjacent to Bramleymoor Lane, Marsh Lane

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.

DRAFT

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 evaluate 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. The controls 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.

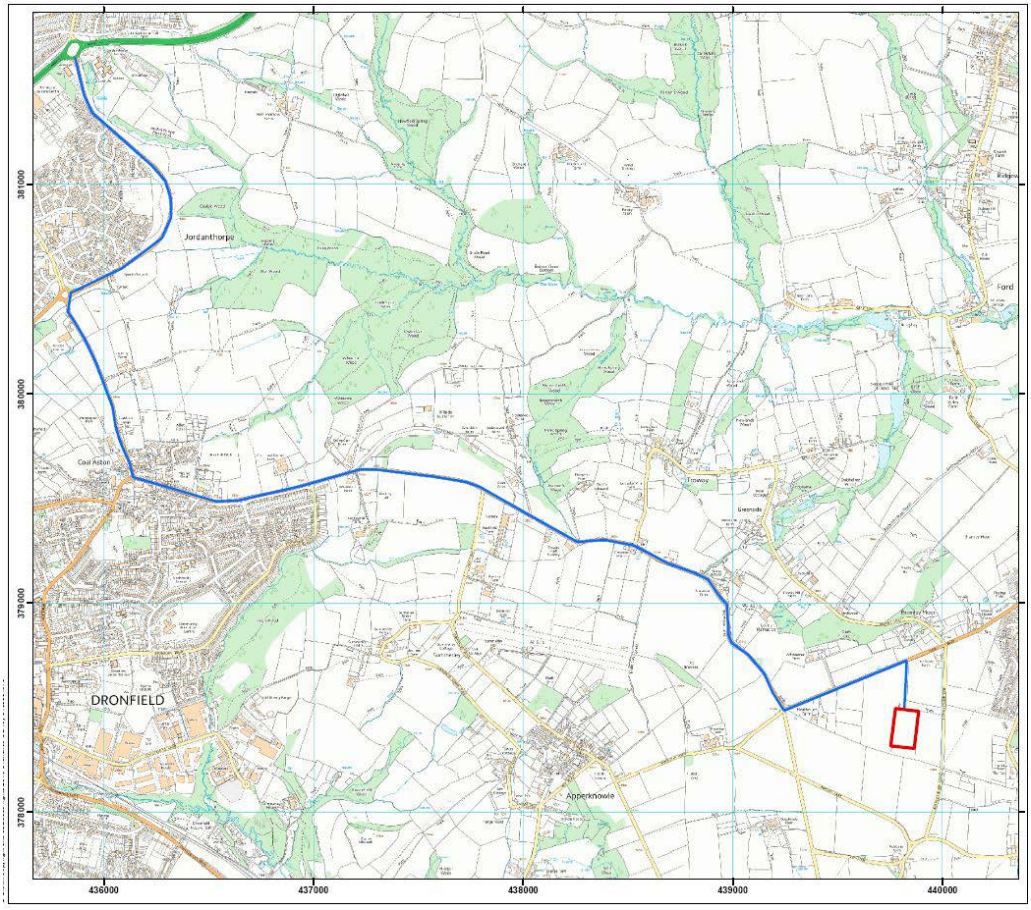
In order to maintain compliance once activities are under way, all drivers will be issued with the Drivers Pack (draft available in Appendix 2) which will include maps and a copy of the TMP to ensure that procedures and plans are followed. The access route to site will be clearly signposted to avoid 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 B6057 Jordanthorpe Parkway to the site (as shown in the map below).

The project is keen to encourage 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 A6102 and B6057. This applies to all traffic leaving the site as well.

DRAFT



Directions to site from M1 – Junction 33(North)

- Exit M1 at junction 33.
- At roundabout take exit onto A630 (towards Sheffield).
- At junction with exit the dual carriageway(towards Worksop).
- At the roundabout take the second exit(towards city centre, ring road)
- After the roundabout keep left (towards Ring Road A6102).
- At the roundabout take the first exit(towards Chesterfield)
- At the 3rd roundabout take the 1st exit towards Coal Aston.
- At the roundabout take the 1st exit onto Dyche Lane(towards Coal Aston)
- At the mini roundabout take the 1st exit on the B6056.
- Continue on the B6056 until the crossroads, Turn left towards Marsh Lane.
- At the site entrance turn right into the site entrance.

Directions to site from M1 – Junction 31(East)

- Exit M1 at junction 31.
- At roundabout take exit onto A57 (towards Sheffield Central).
- At next roundabout take second exit onto A57 (towards Sheffield).
- At next roundabout take first exit onto A57 (towards Sheffield, Mossborough).
- At next roundabout take second exit onto A57 (towards Sheffield, Mossborough).
- At next roundabout take second exit onto A57 (towards City Centre, Mossborough).
- At next roundabout take third exit onto A57 (towards City Centre).
- At next roundabout take second exit onto A57 (towards City Centre).
- At next roundabout take first exit towards, keep left towards city centre (Ring Road A6102).

- At next roundabout take the first exit towards Chesterfield, A6102).
- At next roundabout take first exit onto B6057 towards Coal Aston.
- At the roundabout take the 1st exit onto Dyche Lane(towards Coal Aston)
- At the mini roundabout take the 1st exit on the B6056.
- Continue on the B6056 until the crossroads, Turn left towards Marsh Lane.
- At the site entrance turn right into the site entrance.

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/Control
There is a small roundabout at the junction of the B6158 – B6056. Large vehicles will have to overrun into the opposite lane and/or overrun the roundabout at this point. There is the potential for these loads to encounter other road users on the mini roundabout causing conflicts.	Ensure escort vehicle is sufficiently far enough ahead to halt any opposing traffic, allowing trucks to complete the manoeuvre safely. Avoid bring low loader or wide loads on the route at peak times.
After the mini roundabout along the B6056 there are areas of informal on-street parking along the side of the road. This will force all vehicles to overrun onto opposing traffic.	For larger loads utilise an escort vehicle to warn other road user of an approaching vehicle and minimise congestion. During a short period a parking suspension may be put in place to ensure that the route is kept clear. Appropriate signage will be put in place to warn other road users of the changes.
There are three schools along the proposed transport route. Using the transport route during school start and finish times may lead to extended delays and increased congestion.	As part of the traffic management measures there will be no deliveries between the hours of XX:XX - XX:XX *[to be agreed with Highways Authority]* and XX:XX - XX:XX *[to be agreed with Highways Authority]* to avoid additional congestion around the start and finish of the school day.
At the junction of the B6056 onto the Moor Top road there is potential for longer loads to overrun slightly as they take the turn onto Marsh Top road. At the same junction travelling from the Moor Top Road onto the B6056 there will be insufficient room to manoeuvre long vehicles around the junction due to a street furniture. This may lead to conflicts with vehicles striking the street furniture.	All drivers are to be made aware of this risk to ensure that sufficient gaps in traffic flow are maintained to allow time for the overrun. For low loaders utilise the escort vehicle and traffic management personnel to ensure trucks can navigate the bends unimpeded. Potentially stopping traffic on Moor Top Road to allow vehicles to take the turn safely. Street furniture will be temporarily removed to allow the vehicles to pass safely. Appropriate signage will be put in place to warn other road users of the changes.
There is a Horse riding school on the B6056. The school utilise the road network for horse riding. Incorrect driving technique around horses may cause conflicts.	All drivers must be made aware of potential horses on the roadway and made aware of the Dept. for Transport best practise guidelines for safely passing horses.

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The A6059 is narrow with steep banks and some steep inclines which could present conflicts for low loaders or wide loads. 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 A6059 unimpeded. Place warning signs to alert drivers to any pinch points on the route.
There are sweeping bends on the B6056. During summer months the hedgerows along the road may reduce visibility along the route.	Utilise the escort vehicle and traffic management personnel to ensure trucks can navigate the bends unimpeded. Depending on the time of year seek permission to trim hedgerows to increase visibility.
The access road(B6056) 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.
The Sheffield Supertram runs along a section of the A6102. The service runs up to a maximum frequency of every 10 minutes at peak times. The tracks cross the roadway at two points along the route. There are no traffic lights to stop traffic at the crossing points increasing the risk of collision.	All drivers will be notified of the presence of the trams tracks in the drivers information pack.
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

The above table does not account for measures such as load consolidation, drilling of water boreholes or other measures taken to eliminate the requirements for truck movements already taken in accordance with the hierarchy of control methodology.

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 A6059 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

DRAFT

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 will 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

DRAFT

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. This will include a yellow card and red card system for drivers.

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

DRAFT

Appendix 1 – Traffic Management Layout

To be inserted once agreed with Highway Authority

DRAFT

Appendix 2 – Drivers Pack

DRAFT

INEOS Shale

Draft Traffic Management Plan

PEDL 300

Land adjacent to Bramleymoor Lane, Marsh Lane

Drivers Pack

DRAFT

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)

DRAFT

Where circumstances change at location after the convoy has joined the A6102 and the Wellsite Logistics Operator or the Escort Vehicle Operator decide the journey should be aborted, this will be done prior to entering the B6057. In these circumstances, all vehicles will continue along the A6102 to the roundabout, turn and head back along the A6102 to 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 A6102, where the prescribed route back to M1 must be followed. Where larger loads are required to remain under escort until reaching the M1, 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

DRAFT

APPENDIX 5-1 LANDSCAPE AND VISUAL - ZONE OF THEORETICAL VISIBILITY

385000
380000
375000
370000
430000
435000
440000
445000
450000

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 10m added to forestry using National Forest Inventory data from Forestry Commission.

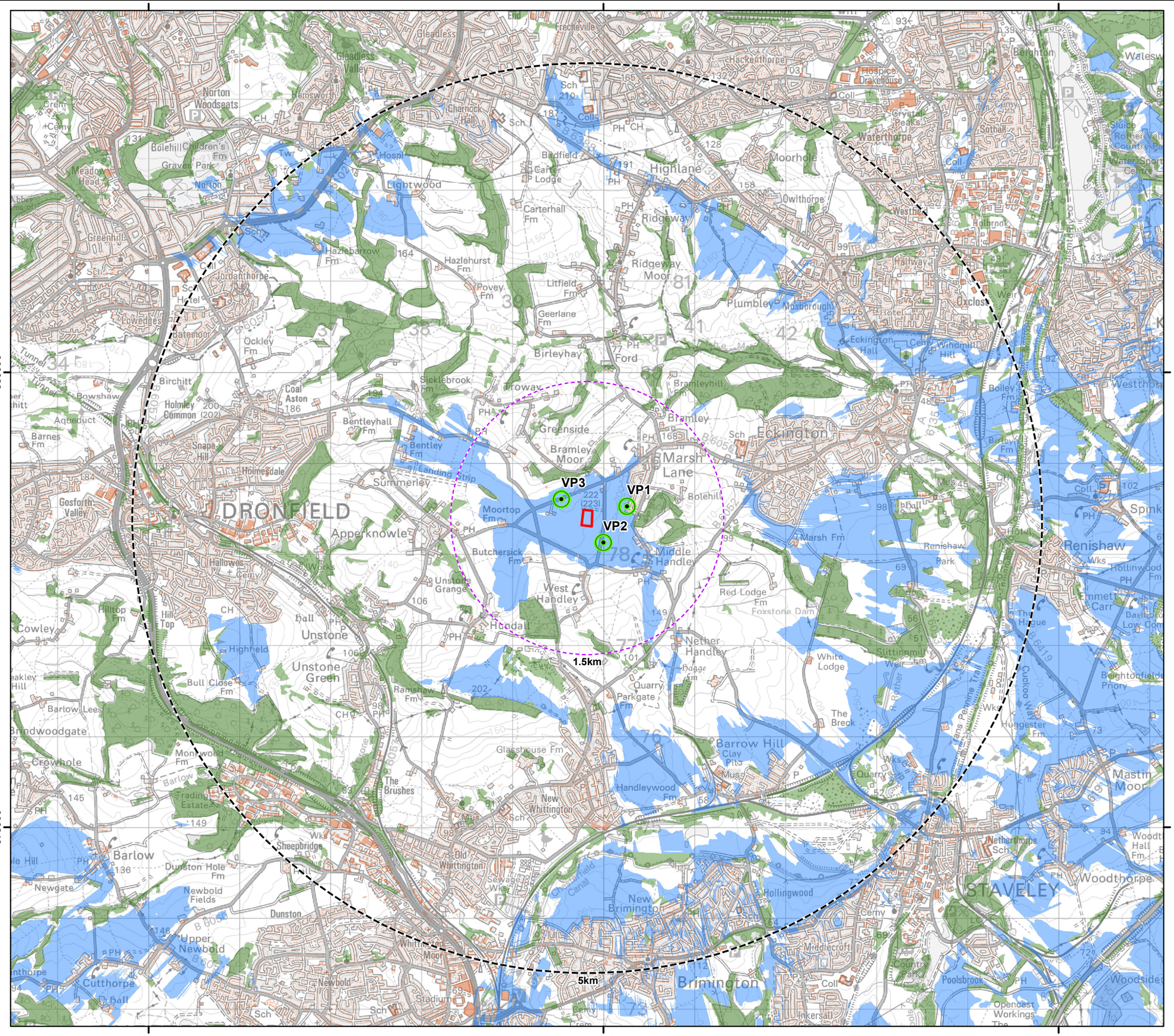
Earth curvature and atmospheric refraction have been taken into account. The ZTV was calculated using Spatial Analyst extension to ArcMap 10.4.1 software.

N

0 1,000 2,000 Meters

INEOS Shale
38 Hans Crescent, Knightsbridge
London, SW1X 0LZ
www.ineosshale.com

Project:	PEDL 300/1
Title:	Figure 5-1: Site 300/1 Zone of Theoretical Visibility of Drill Rig with Assumed Building and Forestry Heights Added
Date: 24/04/2017	Scale: 1:75,000 CRS: BNG
Drawn: GIS&V	Checked: AB Rev: 1
Plan No:	PEDL 300/1


VP1
VP2
VP3
1.5km
5km
DRONFIELD
STAVELEY
Brimington
Eckington
Renishaw
Barlow
Unstone
Apperknowle
New Brimington
Old Whittington
Marsh Lane
Highlane
Ridgeway
Ridgeway Moor
Bramley
Bramley Moor
Middle Handley
West Handley
Nether Handley
Barrow Hill
Woodthorpe
Mastin Moor
Woodseats
Norton
Hemsworth
Lightwood
Moorhole
Waterthorpe
Plumley
Eckington Hall
Renishaw Park
Unstone Green
Dunston
Newbold
Upper Newbold
Holmesdale
Summerley
Greenside
Birley Hay
Ford
Coal Aston
Holmley Common
Newgate
Cutthorpe
Crowhole
Barlow Lees
Brindwoodgate
Cowley
Gosforth Valley
Aqueduct
Bowshaw
Birchitt
Norton Woodseats
Graves Park
Meadow Head
Greenhill
Jordanthorpe
Towedges
Batemoor
Ockley Fm
Hazlebarrow Fm
Hazlehurst Fm
Povey Fm
Litfield Fm
Geerlane Fm
Carterhall Fm
Sicklebrook Fm
Bentley Fm
Bentleyhall Fm
Moortop Fm
Butchersick Fm
Red Lodge Fm
Foxstone Dam
Parkgate Fm
Ramshaw Fm
Glasshouse Fm
Handleywood Fm
Dunston Hole Fm
Newbold Fields
Sheepbridge
Trading Estate
Monkwood Fm
Bull Close Fm
Highfield
Hilltop Fm
Hall Top
Barnes Fm
Snape Hill
Landing Strip
Bolehill
Marsh Fm
Boiley Fm
Eckington Hall
Windmill Hill
Moshorough
Oxclose
Halfway
Owlthorpe
Westthorpe
Nether Thorpe
Woodthorpe
Poolsbrook
Inkersall
Middlecroft
Hollingwood
Chesterfield Canal
Trans Pennine Trail
Cuckoo Way
Beighton
Sothall
Crystal Peaks
Hackenthorpe
Hospice Drakehouse
Carter Lodge
Birdfield
Charnock Hall
Lightwood
Hospl
Sch
Coll
Cemy
Crem
PH
CH
Twr
Wks
Mus
Hotel
Pond
Weir
Tunnel
Quarry
Clay Pits
Opencast Workings
Stadium
Sewage Works
Country Park
Foxstone Dam
Barlow Trading Estate
Sheepbridge Wks
Renishaw Park
Eckington Hall
Bramley Moor
Middle Handley
Nether Handley
West Handley
Unstone Grange
Old Whittington
New Whittington
New Brimington
Upper Newbold
Newbold Fields
Dunston Hole Fm
Monkwood Fm
Trading Estate

APPENDIX 8-1 GAZETTEER OF DESIGNATED HERITAGE ASSETS

Site Gazetteer			
Site No	**List Entry**	**Name and description**	**Designation**
1	1335127	West Handley Hall	II*
2	1038567	Moortop Farmhouse	II
3	1038572	Springwell House	II
4	1038938	The Farm	II
5	1038947	Grange Farmhouse	II
6	1039095	Outbuilding To North West Of Ash Lane Farmhouse	II
7	1039126	Outbuilding To The East Of Ash Lane Farmhouse	II
8	1045907	Outbuilding To The South East Of Birley Hay Farmhouse	II
9	1087776	Birley Hay Farmhouse	II
10	1087777	Warehouse 60 Metres North Of Birley Hay Farmhouse	II
11	1109600	The Old Barns	II
12	1109601	Cowhouse To South West And Adjacent To Ash Lane Farmhouse	II
13	1109602	Range Of Outbuildings Adjoining Grange Farmhouse To The South West	II
14	1109623	Troway Hall Farmhouse	II
15	1109624	Fold Farm Cottage	II
16	1109642	Ford Farmhouse	II
17	1109643	Outbuildings To The South East Of Ford Farmhouse	II
18	1335089	Farm Outbuilding To The North Of Belle Vue Farmhouse	II
19	1335099	Troway Hall	II

20	1335107	Marsh Lane Farmhouse	II
21	1335125	Ash Lane Farmhouse	II
22	DDR7121	West Handley Conservation Area	N/a
23	DDR7127	Moss Valley Conservation Area	N/a

APPENDIX 8-2 GAZETTEER OF NON-DESIGNATED HERITAGE ASSETS

Site Gazetteer			
Site No	**HER reference**	**Name and description**	**Designation**
24	N/a	Bramley Moor Colliery	Non-Designated
25	N/a	Bramley Moor Plant	Non-Designated
26	N/a	Bell Pit 1	Non-Designated
27	N/a	Bell Pit 2	Non-Designated
28	N/a	Bell Pit 3	Non-Designated
29	N/a	19th Century Dilapidated structure	Non-Designated
31	MDR5233	Apperknowle: Mesolithic Site	Non-Designated
32	MDR5265	Troway, House	Non-Designated
33	MDR6127	Cruck building, Bramley	Non-Designated
34	MDR6303	Enclosure, Ford	Non-Designated
35	MDR6122	Tramway (route of), Eckington Marsh to the Chesterfield Canal	Non-Designated
36	MDR6128	Trackway, Bolehill Lane, Eckington	Non-Designated
37	MDR13288	Tramway (route of), New Whittington, Chesterfield	Non-Designated
38	MDR8120	Skelper Forge and Wheel (disused), Eckington	Non-Designated
39	MDR8121	Sough Wheel, Eckington	Non-Designated
40	MDR8136	Coke ovens (site of), Lightwood Road, Lightwood	Non-Designated
41	MDR10611	Probable site of pottery, Marsh View, Eckington	Non-Designated
42	MDR5419	Cruck building, Birley Hay, off Geer Lane, near Ford, Eckington	Non-Designated
43	MDR5267	Ash Lane Farmhouse, West Handley	Non-Designated

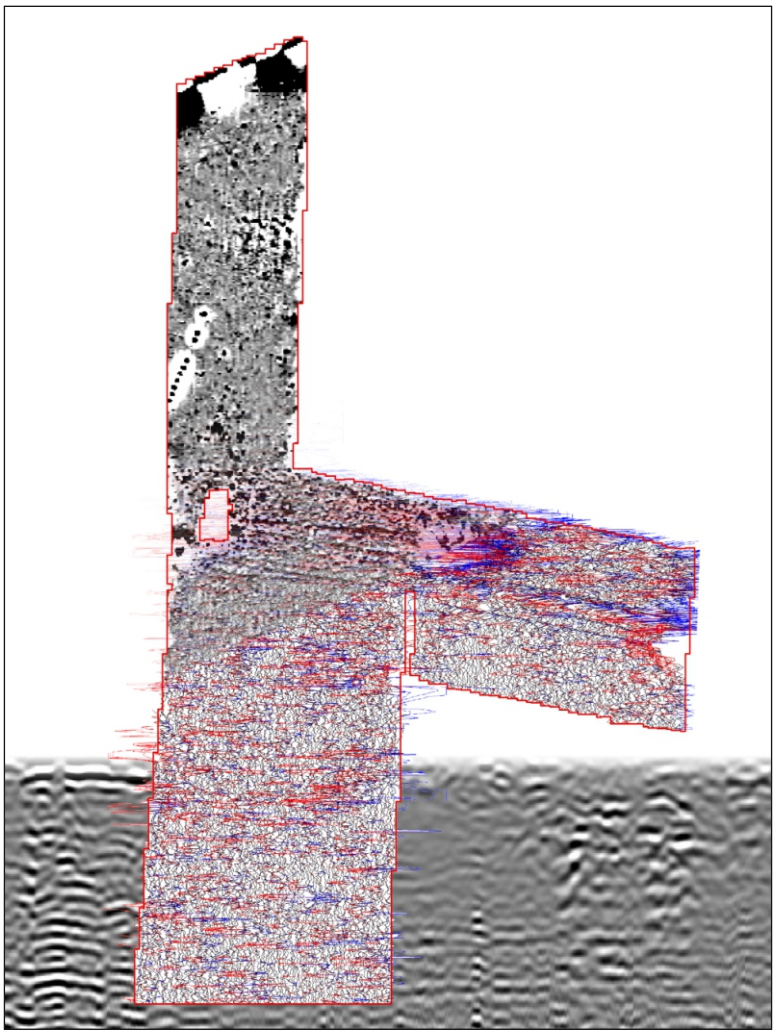
44	MDR5273	Field boundaries (sites of), West Handley	Non-Designated
45	MDR5296	Apperknowle Colliery (site of), Summerley Road, Unstone	Non-Designated
46	MDR5295	Tramway, Unstone Main Colliery to Apperknowle Colliery, Unstone	Non-Designated
47	MDR5418	Former scythe manufactory, Geer Lane, Birleyhay	Non-Designated
48	MDR13056	Troway Hall Farmhouse, Troway, Eckington	Non-Designated
49	MDR13057	Farm buildings at Troway Hall Farm, Troway, Eckington	Non-Designated
50	MDR6306	Eckington Park, Eckington	Non-Designated
51	MDR8128	Possible charcoal burners' site, Eckington	Non-Designated
52	MDR13289	Q-pits, Stubbing Wood, Unstone	Non-Designated
53	MDR13361	Methodist Chapel (Free United) (site of), Troway, Eckington	Non-Designated
54	MDR13364	Methodist Chapel (Free United) (Site Of), Lightwood Road, Eckington	Non-Designated
55	MDR13365	Methodist Chapel (Primitive), Chesterfield Road, Eckington	Non-Designated
56	MDR13366	Methodist Chapel (Wesleyan), Marsh Lane, Eckington	Non-Designated
57	MDR13435	Methodist Chapel (Wesleyan), Main Road, West Handley, Unstone	Non-Designated
58	MDR13436	St John the Baptist Church, Westfield Lane, Middle Handley, Unstone	Non-Designated
59	MDR13437	Methodist Chapel (Primitive), High Street, Apperknowle, Unstone	Non-Designated
60	MDR13438	Ebenezer Chapel (Primitive Methodist), Chapel Lane, Apperknowle, Unstone	Non-Designated
61	MDR6129	Marshlane Farmhouse, Marsh Lane, Eckington	Non-Designated
62	MDR6137	Bell pits, near Red Lodge Farm, Staveley	Non-Designated
63	MDR6147	Ridge and furrow, southwest of Red Lodge, Staveley	Non-Designated

64	MDR13632	Staveley Park, Staveley	Non-Designated
65	MDR15157	Handley Hall, Main Road, West Handley	Non-Designated
66	MDR14701	Moortop Farm, Moortop Road, Apperknowle	Non-Designated
67	N/a	Archaeology related to Bell Pit 1	Non-Designated
68	N/a	Archaeology related to Bell Pit 1	Non-Designated

APPENDIX 8-3 GEOPHYSICAL SURVEY REPORT

Land at Bramleymoor Lane Eckington, Derbyshire

Detailed Gradiometer and Ground Penetrating Radar Survey Report



116430.02
April 2017

wessexarchaeology

Land at Bramleymoor Lane, Eckington, Derbyshire

Detailed Gradiometer and Ground Penetrating Radar Survey Report

Prepared for:
ERM
2nd Floor, Exchequer Court
33 St Mary Axe
London
EC3A

On behalf of:
INEOS
Hawklease House
Chapel Lane
Lyndhurst
Hampshire
SO43 7FG

Prepared by:
Wessex Archaeology
Sheaf Bank Buisness Park
Prospect Road
Sheffield
S2 3EN

www.wessexarch.co.uk

April 2017

WA Report Ref. 116430.02

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Quality Assurance

Project Code	116430	**Accession Code**		**Client Ref.**	
Planning Application Ref.		**Ordnance Survey (OS) national grid reference (NGR)**	439825, 378476		

Version	Status*	Prepared by	Checked and Approved By	Approver's Signature	Date
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File:	X:\PROJECTS\116430_Reports\Geophysics\116430_02_Report_Eckington.docx				
v02	E	*TR & AJS*	*PAB*		13/04/2017
File:	X:\PROJECTS\116430_Reports\Geophysics\116430_02_Eckington.docx				
	F				
File:					

* I = Internal Draft; E = External Draft; F = Final

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Land at Bramleymoor Lane, Eckington, Derbyshire

Detailed Gradiometer and Ground Penetrating Radar Survey Report

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Land at Bramleymoor Lane, Eckington, Derbyshire

Detailed Gradiometer and Ground Penetrating Radar Survey Report

Summary

A detailed gradiometer survey and ground penetrating radar (GPR) was conducted over land at Bramleymoor Lane, Eckington, Derbyshire (centred on NGR 439825, 378476). 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 an extraction point for shale gas.

The site comprises an irregular shaped parcel of land consisting of three arable fields located west of Eckington, Derbyshire, totalling an area of 4.2 ha. The detailed gradiometer surveys were undertaken on 20th and 21st March 2017 and the GPR survey on the 23rd March 2017.

The detailed gradiometer survey has demonstrated the presence of a number of anomalies of potential archaeological origin across the survey area, including a possible bell pit in the central-east portion, relating to a known former quarry. Further anomalies have been identified in the north of the survey area that may be a second bell pit, as well as several areas of localised extraction.

Additionally, the gradiometer survey has detected several former field boundaries and agricultural trends, as well as areas of increased magnetic response indicative of a trackway, which is likely associated with a derelict building dating to the later medieval period.

The GPR survey was targeted over areas highlighted by the gradiometer survey as possible locations of bell pits. One area was found to contain an anomaly indicative of a mine shaft, as well as further surrounding features likely associated with a bell pit. The other areas identified possible evidence of material extraction pits, but these are relatively shallow with no evidence of shafts relating to bell pits. These GPR survey areas covered a total of 0.3ha of the total survey area.

Land at Bramleymoor Lane, Eckington, Derbyshire

Detailed Gradiometer and Ground Penetrating Radar Survey Report

Acknowledgements

Wessex Archaeology would like to thank ERM for commissioning the geophysical survey on behalf of INEOS. The assistance of Michael Tomiak and William Hazell of ERM is gratefully acknowledged in this regard.

The fieldwork was undertaken by Chris Hirst, Rok Plesnicar and Matt Tooke. Alexander Schmidt and Tom Richardson processed and interpreted the geophysical data and wrote the report. The geophysical work was quality controlled by Nicholas Crabb and Paul Baggaley. Illustrations were prepared by Tom Richardson and Richard Milwain. The project was managed on behalf of Wessex Archaeology by Lucy Learmonth.

Land at Bramleymoor Lane, Eckington, Derbyshire

Detailed Gradiometer and Ground Penetrating Radar 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 Bramleymoor Lane, Eckington, Derbyshire (hereafter "the Site", centred on NGR 439825, 378476) (**Figure 1**). This was set to include a detailed gradiometer survey and a targeted ground penetrating radar (GPR) survey. 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 2.7 km south-west of the village of Eckington and 11 km north of Chesterfield, in the County of Derbyshire.

1.2.2 The survey consists of an area of 4.2 ha of agricultural land, currently utilised as winter wheat crop. The Site is bounded by the B6056 to the north, an open boundary to the west, and Bramleymoor Lane to the east, with further agricultural land to the south.

1.2.3 The Site is on a slight incline, sloping from 220 m above Ordnance Datum (aOD) at the north-western edge to approximately 206 m aOD at the south-eastern edge.

1.2.4 The underlying bedrock geology throughout the Site is mapped as Pennine Lower Coal Measures and South Wales Lower Coal measures formation with no superficial deposits (BGS 2017).

1.2.5 The soils underlying the Site are likely to consist of typical brown earths of the 541f (Rivington 1) association (SSEW N Sheet 1 1980). Soils derived from such geological parent material have been shown to produce magnetic contrasts acceptable for the detection of archaeological remains through gradiometer survey. It is also likely such conditions will allow good penetration of the GPR.

2 ARCHAEOLOGICAL BACKGROUND

2.1.1 An environmental report undertaken by ERM (2017) identified and assessed the potential cultural heritage effects resulting from the proposed development. This study used information provided by the Derbyshire County Council Historic Environment Record (DCCHER) and the National Heritage List for England (NHLE). The following background is summarised from this and details of relevant sites within 1km of the Site in order to inform the geophysical interpretation. Several other publicly available online resources have also been consulted.

2.1.2 There are no designated heritage assets within the boundary of the proposed survey. The site is, however, located close to the edge of the Moss Valley conservation area and there are several Grade II and Grade II* Listed buildings noted within the wider study area:

2.1.3 To the south of the Site, West Handley Hall has been identified and is a Grade II* Listed building dating to the 17th Century (List Entry No. 1335127).

2.1.4 Several Grade II Listed buildings to the north of West Handley Hall have been identified forming Ash Lane Farmhouse (List Entry No: 1335125) dating to the late 16th Century. These include, the Old Barns (List UID: 1109601) to the south, the Cowhouse adjacent to the farm (List Entry No1109600), as well as outbuildings to the east and north-west of the farm house (List Entry No: 1039126 / 1039095).

2.1.5 To the west of the Site, Moortop Farm House (List Entry No: 1038567) dates to the late 18th Century and is Grade II Listed.

2.1.6 There is a dearth of find spots, cropmarks, earthworks or other features noted in the wider study area for the prehistoric or Romano-British periods. However, this is more likely due to a lack of fieldwork in the area rather than a genuine absence of activity.

2.1.7 The nearest substantial Roman settlement lies to the south at Chesterfield. Recent discoveries beside Staveley Lane on the south side of Eckington have identified an undated enclosure – possibly of Roman date – with evidence for iron smelting indicating that small-scale extraction and production was taking place in the area at this time.

2.1.8 During the early medieval period, the nearby village of Eckington seems to have remained largely wooded and undeveloped. It is listed in the Domesday Book of 1086 as a berewick of Newbold in the wapentake of Scarsdale. In the later medieval period, small-scale extraction of ironstone, coal, clay and other minerals became increasingly common in the area. There is a fourteenth century reference to coal extraction in the parish and the best examples of ‘bell pits’ (coal extraction pits) can be seen in Staveley Parish to the south of the site.

2.1.9 Iron working in the wider area developed from at least the 13th century onwards. Ironstone, commonly occurring as nodules in the clays of the Lower Coal Measures, gave rise to forges and workings (e.g. Skelper Forge), and to iron smelting activities (resulting in production of scythes and sickles by the 16th century). Activities of this nature are well documented in all the surrounding areas, such as Eckington, Staveley and Dronfield.

2.1.10 The development of coal mining gradually accelerated from the sixteenth century onwards, often carried out on a small scale by individuals. The geology of Eckington, with both iron ore and coal, meant that it was a focus of early industrial development, led by the Sitwells who built blast furnaces in the area as early as the early seventeenth century. Small-scale

mining typically involved the excavation of diagonal shafts running down the coal seams from the surface.

2.1.11 Evidence of coal extraction in the form of bell pits exists in very close proximity to the development site, and potentially encroaches on it. Bramley Moor Colliery, which first opened up in 1816, is shown on the first edition 1-inch OS survey map of 1840 located on the east side of Bramley Moor Lane, less than 200m to the east of the development site. The same map shows 'Bramley Moor Plant' on the west side of the lane, perhaps a small iron foundry, less than 100 m from the boundary of the site. Mid-nineteenth century maps show that Bramley Moor Colliery was connected to the tramway system (Site 35) that connected a number of the local collieries to the Chesterfield Canal in the Rother valley to the east.

2.1.12 The Bramley Moor Colliery as shown on the 1840 map did not survive into the late eighteenth century. Neither it, nor the tramway, are shown on the earliest 6-inch survey map of 1876, although this does indicate what appear to be abandoned coal shafts in the fields immediately north of the development site. These can also be seen on recent aerial images. The nearby settlement of Marsh Lane developed in the first half of the nineteenth century in response to the need for a workforce around the pits, quarries and workshops of Bramley Moor. It supplanted Bramley, the medieval settlement focus that lay immediately to the north. The nearest farm centres in the area are those lying in Unstone Parish to the south and west – Moortop (Site 2), Butcherswick, and West Handley.

2.1.13 Historical mapping shows that the site has remained in use as farmland since the nineteenth century, while mining development continued to the north of Main Road, focussed on Bramley Moor Quarry, and to the east at Lightwood.

3 METHODOLOGY

3.1 Introduction

3.1.1 The geophysical surveys were undertaken by Wessex Archaeology's in-house geophysics team between the 20th March and the 23rd March 2017. Field conditions at the time of the survey were good throughout the period of survey. An overall coverage of 4.3 ha was achieved by the gradiometer survey with any extra area undertaken to ensure maximum coverage across open boundaries. 0.3 ha was subsequently targeted by GPR survey.

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.

3.3.3 The GPR survey was conducted using a Malå RAMAC XV11 control unit with a 250 and 500 MHz antenna mounted on a cart with odometer to record horizontal distance. This was deployed across the Site with data collected along traverses spaced 1 m apart. Data with the 250 MHz antenna were collected at sample intervals of 0.05 m with a possible time window of 150 ns, while the 500 MHz was collected at 0.03 m intervals with a 80 ns time window. Data was 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**.

3.5 Data processing (GPR)

3.5.1 Data from the survey were subject to common radar signal correction processes. These comprise amplitude and wobble correction of the radar profile to correct for variance in

temperature and soil moisture content, and background and bandpass filtering to remove noise in the data from the surrounding area. A 'boxcar filter' was also utilised to smooth GPR radargrams which have hi-frequency random noise. These steps were applied on all datasets collected at the Site.

3.5.2 The approximate depth conversions have been calculated on the assumption that the GPR pulse through the ground is travelling at a certain velocity in each area, which is summarised in **Appendix 3** (**Table 1**). The approximate depth conversions for each area are shown in **Appendix 3** (**Tables 2-8**).

3.5.3 It is possible to determine more precisely the average velocity of the GPR pulse through the ground if excavated features at a known depth can be identified in the data; however, this is rarely possible. Instead, the radargrams were analysed for suitable hyperbolic reflections, which can be used to determine the velocity of the GPR pulse through the subsurface deposits so that measured signal travel times can be converted to depths.

3.5.4 Further details of the geophysical and survey equipment, methods and processing are described in **Appendix 1**.

4 GEOPHYSICAL SURVEY RESULTS AND INTERPRETATION

4.1 Gradiometer Introduction

4.1.1 The detailed gradiometer survey has identified magnetic anomalies across the Site, including several anomalies of likely archaeological origin and possible archaeological origin. Former field boundaries, agricultural trends, and a large amount of ferrous disturbance, particularly along boundaries and hedgerows, have also been identified.

4.1.2 Detailed gradiometer survey 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.

4.1.3 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**.

4.1.4 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.

4.1.5 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.

4.1.6 Geophysical 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 In the central-eastern portion of the survey, a circular cluster of anomalies with an increased magnetic response (+/-100 nT) measuring approximately 23 m by 33 m has been identified (**4000**). This area was formerly highlighted as a possible area of extraction, or 'Bell Pit', based on a visible crop mark in the area. This crop mark and subsequent anomaly correspond to a discernible (albeit unlabelled) landmark on historic OS Mapping (1876) that could be a pit or localised extraction point. Therefore, this anomaly has been interpreted as being archaeological in origin.

4.2.2 Areas of increased magnetic response surrounding **4000** are likely to be the result of agricultural activity moving and spreading deposits from the infilling of the former extraction pit around in the topsoil and/or subsoil.

4.2.3 In the northern portion of the survey area, a further area of increased magnetic response has been identified, as well as a smaller area with a stronger magnitude (-20 - +50 nT) at **4001**. While slightly smaller than **4000**, measuring approximately 15 m by 14 m. It is possible that this is associated with a further area of localised extraction, or perhaps a bell pit. However, it is not possible to confirm this with the use of historic mapping, and therefore the anomaly has been interpreted as of a possible archaeological origin.

4.2.4 A similar area has been identified 80 m to the south in the central portion of the survey (**4002**). Here a group of small, *c.* 2- 5 m diameter, circular positive (+5 – 10 nT) anomalies

has been identified which may represent pit-like features. Unlike **4000** and **4001**, there is no area of increased magnetic response surrounding these features. As this anomaly corresponds to crop marks that which may be indicative of another site of former extraction, they are interpreted as possible archaeology. However, further investigation would be required to confirm this cannot be confirmed by historic mapping of the area.

4.2.5 Several irregularly shaped positive (5 – 10 nT) anomalies have been identified across the remainder of the survey area and it is considered that some of these may be archaeological in origin. In particular, there are two concentrations of anomalies are visible in the east of the dataset at **4003** and **4004.** Given the proximity to the possible 'bell pit' at **4000,** It is possible these anomalies may be associated with localised extraction activity.

4.2.6 At **4005** there is a positive (6 – 8 nT) linear anomaly which is orientated on east – west alignment. This measures 75 m in length and is 1.5 m wide. It occupies the central portion of the survey area and traverses the area between the extant building and the possible bell pit at **4000**. The feature is most likely masked by the strong response at **4000**, but does not visibly continue further to the east. It is also most likely associated with a ditch-like feature and has been interpreted as a possible former field boundary. This is not visible on available historic mapping, but as it is orientated on a similar alignment to other similar features, and existing boundaries at the Site, that this represents an additional field division.

4.2.7 Located 20 m south of **4005**, there is a further east – west aligned positive linear anomaly at **4006**. This is slightly weaker than **4005**, and is characterised by magnetic values in the region of +?? nT). This extends for a distance of 90 m and is approximately 1 m wide. It is not visible in the western part of the survey area, but this is most likely due to the presence of an area of increased magnetic response at **4007**. This corresponds to a modern trackway visible on mapping dating to the 1960s, which runs parallel with this former boundary.,

4.2.8 Perpendicular to **4006**, a further positive (1 – 4 nT) linear anomaly has been identified extending southwards at **4008**. This measures 170 m in length and is 1 m wide. Although it is not present on any available mapping, it is interpreted as a former field boundary due to similarity alignment and response to **4006**.

4.2.9 There are two strong (+/-100 nT) dipolar response which are interpreted as modern services. These include **4009**, which extends into the survey area on a north-east trajectory for a distance of 40 m, and 4010, which runs along the northern boundary of the Site.

4.2.10 Through-out the dataset, low magnitude parallel linear trend anomalies have been identified. These are consistent with modern agricultural activity, such as ploughing, as well as modern and historical patterns of land division.

4.3 GPR Introduction

4.3.1 The GPR survey targeted three areas of anomalies identified in the gradiometer survey and one area where no magnetic anomalies were detected (**Figure 5**). Data for Areas 1 - 3 were collected using 250 and 500 MHz antenna, which have the potential of detecting features to depths of 3 – 4 m and 2 – 3 m respectively in optimal conditions. However, the total depth reached varies depending on the specific conditions of each area. Area 4 was covered with the 250 MHz antenna only.

4.3.2 For both antenna, the time window was clipped where data is no longer being collected effectively. This is the point where the radar energy has been attenuated beyond the point where anomalies will be reliably detected. For the 250 MHz this was done at approximately 100 ns, while the 500 MHz was clipped at approximately 60 ns.

4.3.3 The GPR survey of Areas 1 - 4 has identified several point reflectors, complex responses, and linear responses, along with anomalous areas of high and low amplitude. Results are presented as a series of greyscale timeslices and archaeological interpretations at a scale of 1:750 for Areas 1 – 3, as well as example radargrams (Area 4 has only radargrams) (**Figures 6 – 15**). The timeslices presented are created from the 500 MHz data as this provides a higher resolution than the 250 MHz data. The 250 MHz data has been similarly interrogated, but no additional features were identified. The greyscale timeslices and radargrams display black representing high amplitude responses and white relating to low amplitude responses.

4.3.4 All features are described in terms of their geophysical character and three-dimensional form. It is important to stipulate that all the depths referred to in this report are approximate levels below the current ground surface. The interpretation of the GPR datasets highlights the presence of possible archaeological features, high and low amplitude responses alongside a series of linear trends (**Figures 7, 10, 13**). Full definitions of the interpretation terms used in this report are provided in **Appendix 2.**

4.3.5 It should be noted that small features and waterlogged features may produce responses that are below the detection threshold of the GPR antennae. Excessive disturbance can also impede the ability of geophysical techniques to detect archaeology. It may therefore be the case that more archaeological features are present than have been identified through geophysical survey.

4.4 GPR survey results and interpretation

4.4.1 Area 1

4.4.2 Area 1 is located in the north of the Site, covering a 25 x 25 m area, targeting an anomaly identified in the gradiometer survey at **4001**. The gradiometer survey detected a 13 m x 14 m area of increased magnetic responses at the same location as a crop mark, thought to relate to an area of former extraction or possible bell pit.

4.4.3 The timeslices of the datasets do not show any anomalies thought to be of archaeological origin. Whilst numerous high amplitude responses have been identified, they do not form any coherent shape or pattern. This is a typical background response, particularly for areas with no clearly defined features, with the responses likely relating to rocks or other natural variations within the ground.

4.4.4 Interrogation of the individual radargrams does however identify an area of complex responses. For example, in Radargram 11 (Figure 8), complex responses are evident in both the 250 MHz and 500 MHz data at an approximate depth of 0.8 m. This is indicative of

a former ground surface. Combined with the magnetic anomaly detected at the same location, it is likely that this is an area of backfilling relating either to material extraction or a pond. There is no evidence of a shaft in the data, suggesting that is a shallow pit-like feature rather than a bell pit or part of any other deeper mining.

4.4.5 Several linear trends have been identified at varying depths across the area. These are of unknown origin; however, they most likely relate to ploughing activity.

4.4.6 **Area 2**

4.4.7 Area 2 is located in the centre of the Site, covering 20 m x 25 m and targets an area of anomalies in the gradiometer data at **4002**. Here an area of discrete circular features and ferrous responses were identified in the location of a cropmark, which may be evidence of material extraction.

4.4.8 Timeslices from the 500 MHz dataset show a weak oval feature at 0.38 – 0.71 m (Timeslice 4 and 5) (**5000**). This covers an area measuring 18 m x 20 m in the largest extent. A crescent shaped anomaly is seen in the same position at greater depth (Timeslice 16 – 17, 1.92 – 2.11 m) (**5001**), however it is likely that this is a reflection or ringing of the responses at **5000** rather than a real feature. This is supported by the fact that the anomaly is only present at the shallower depths of 0.44 – 0.99 m (Timeslice 3 – 4) in the 250 MHz data. The approximately 15 m x 20 m oval anomaly delineates an area of complex responses, similar to those seen in Area 1. These are shown in Radargram 15 (Figure 11) at a depth of approximately 0.3 m, and are indicative of a former surface feature. As with the anomaly in Area 1, it is likely this is evidence of an area of backfilling, most likely associated with a pond or an area of material extraction. This suggests, that the difference in magnetic response identified in the gradiometer survey data is associated with a difference in the backfill material rather than being a clear indication of variance in features between the areas. There is no evidence of a mine shaft or bell pit.

4.4.9 A concentration of high amplitude anomalies is evident in the south of Area 2 at **5002**. These are seen in several timeslices (500 MHz Timeslice 6 onwards, 250 MHz Timeslice 5 – 16) covering a depth of 0.64 – 3.62 m. In the corresponding radargrams (Radargram 11, Figure 11) this area is shown as strong complex reflectors, indicative of an area of disturbance or backfilling. It is most likely that this is relates to a derelict building 20 m south of Area 2. The 1975 OS map of the area shows this building once had a larger surrounding yard leading to a track. It is thought that **5002** is therefore associated with building debris relating either to the building or the yard's construction or removal.

4.4.10 Several other high amplitude responses are identified across the area. These are likely related to the backfilling or building debris seen at **5001** and **5002**. However, their exact origin cannot be stated with a high level of confidence. Trends running north-west to south-east across the area are likely related to modern ploughing activity.

4.4.11 **Area 3**

4.4.12 Area 3 is located in the east of the Site, covering 30 m x 60 m. It was positioned to investigate further an area of strong magnetic responses in the gradiometer survey at **4000**. The magnetic anomalies, seen at the same location as a cropmark, are thought to relate to an area of material extraction, possibly a bell pit.

4.4.13 A linear area of high amplitude response is evident in every timeslice of both datasets at **5003**. This runs 40 m west-north-west to east-south-east, and is 4 – 7 m wide. This response is most likely relates to a modern trackway running across the Site. Whilst this feature is

evident at depth in the timeslices, this is due to a ringing effect, often associated with strong near surface anomalies, rather than the feature actually extending much beyond the ground surface.

4.4.14 At the centre of Area 2, a large circular anomaly can be seen (**5004**). This is seen at depths of 0.43 – 2.48 m (500 MHz Timeslice 5 – 13, 250 MHz Timeslice 3 – 11) and has a maximum diameter of 13 m, becoming smaller as the depth increases. In the radargrams of the area, this feature comprises a series of strong complex reflectores between two rapidly dipping horizons (Radargram 27, Figure 14). This is indicative of an area of backfilling, with the dipping horizons likely indicating the walls of a shaft feature. Given the known history of the area this is likely to be the backfilled shaft of a bell pit.

4.4.15 Further anomalies thought to relate to the bell pit have been identified within Area 3. This includes fragmented curvilinear anomalies located to the south-east (**5005**) and west (**5006**) of **5004**. These are seen at depths of 0.25 – 1.62 m (500 MHz Timeslices 3 – 9, 250 MHz 4 – 7). They are most clearly visibly in the 500 MHz data, suggesting that any surviving features are likely to be subtle, possibly plough damaged, as the coarser resolution of the 250 MHz has not detected them in places. **5005** extends approximately 34 m on an east-north-east to west-south-west alignment, while **5006** extends approximately 18 m north – south. These likely represent a former enclosure or track around the bell pit.

4.4.16 A similar response has been identified in the west of the area at **5007**. This is another linear anomaly running approximately 18 m east – west, which is seen at a depth of 0.43 – 0.98 m (500 MHz Timeslices 5 – 7, 250 MHz Timeslices 3 – 4). Whilst it appears to terminate at the bell pit, the relationship between the anomalies is not clear. The fact that the anomaly is seen at similar depths to those at **5005** and **5006** would suggest that they are contemporary features; however, the possibility that this is evidence of an earlier ditch or boundary cannot be discounted.

4.4.17 An curvilinear area of low amplitude response has been identified running around the circumference of the bell pit at **5008**. These would form a complete circle, but for two gaps in the north and south. This feature is seen at a depth of 0.64 – 0.83 m (500 MHz Timeslice 6, not in 250 MHz data), however its exact cause is not clear. The responses in the radar data are very weak, making characterisation difficult, however there is a clear relationship with the shaft of the bell pit at **5004**. It is possible that this is an area of compressed ground around the edge of the shaft, possibly indicating a former surface. However, any interpretation of the exact cause of the anomalies is tentative at best.

4.4.18 Another anomaly likely associated with the bell pit is seen at **5009**, to the south-east of **5004**. This is an approximately 14 x 7 m oval area of weak planar responses (Radargram 40, Figure 14) at a depth of 0.64 – 1.21 m (500 MHz Timeslices 6 – 9, 250 MHz Timeslices 4 – 5). It is likely that this relates to an area of compacted ground, possibly indicating the position of a former surface that may be related to activity associated the bell pit, such as a winch.

4.4.19 At greater depths (0.89 – 1.34 m, 500 MHz Timeslices 8 – 10, not seen in 250 MHz data), a large oval anomaly can be seen covering the area of anomalies thought to be associated with a bell pit. It is likely that this anomaly is caused by the generally increased level of activity in the area. As this is anomaly is seen as a low amplitude response, it is possible that the activity at shallower depths is attenuating much of the radar signal.

4.4.20 **Area 4**

4.4.21 Area 4 is located in the south-east of the Site, covering 40 x 3 m where a cropmark had been identified, but no associated magnetic anomalies were detected. This was surveyed with the GPR to assess whether there is no feature in the area that lies outside the detection range of the gradiometer survey. Only the 250 MHz antenna was used in Area 4 as it gives a greater depth penetration to that of the 500 MHz.

4.4.22 There are several point reflectors in the data, however there is little that forms any recognisable feature. This is the expected response given the lack of anomalies in the magnetic data, with the point reflectors likely relating to rocks or subtle changes in the soils or geology. There is a single feature across the northern end of the area. This comprises an area of planar responses at a depth of 1.2 m extending 10 m into the surveyed area (Radargrams 3 and 5, Figure 15). As this appears to extend outside of the survey area confident interpretation is difficult. However, it most likely relates to a natural interface, such as a change in soils or a superficial deposit.

5 DISCUSSION

5.1.1 The detailed gradiometer survey detected three areas of anomalies that correlate with cropmarks thought to relate to bell pits. Two of these (**4000** and **4001**) are magnetically strong, dipolar responses indicative of backfilling. The third area (**4002**) comprises small discrete responses, more indicative of shallow extraction pits than the shaft of a bell pit, however the presence of the cropmark warranted further investigation. Each of these three areas was chosen for targeted GPR survey.

5.1.2 The gradiometer detected further small discrete anomalies across the area, however the lack of an associated cropmark suggests they are more likely related to shallow extraction pits or natural pitting than a deeper bell pit. As such, they were not targeted for further investigation by GPR survey. The remaining anomalies detected by gradiometer are predominantly agricultural in origin, including former field boundaries, areas of ploughing, and land drains. Two modern service has also been identified.

5.1.3 The targeted GPR surveys found evidence for one bell pit in the east at Area 3. A 13 m diameter circular area of complex responses (**5004**), indicative of backfilling, form the expected shape of a mine shaft. It is likely that this and surrounding anomalies relate to a bell pit. There appears to be a wider enclosure or track running around the central shaft and extending eastwards outside of the surveyed area (**5005** – **5007**). Within this enclosed area, an area of probable compacted ground may indicate the location of a former mining structure, such as a winch for access to the bell pit (**5009**). There is also a ring of possible compacted ground around the edge of the shaft (**5008**). The exact cause of this is not clear, but it may relate to the construction of the shaft or an associated compacted surface.

5.1.4 There is also evidence for material extraction activity in the other two targeted areas. However, these take the form of shallower pits, rather than shaft mining. Both areas have weak complex responses, indicative of backfilling or a former ground surface. The most likely explanations for these is quarry pits or backfilled ponds. Within Area 2, a spread of strong complex reflectors has been identified (**5002**). It is thought that this is associated with a now derelict building. The response is indicative of an area of debris, possibly indicating a demolished extension of the building or a former yard.

5.1.5 An area of GPR data were also collected over a section the field where the gradiometer data did not show any anomalies. The only feature found in this area is thought to be natural in origin.

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 should direct impacts to the identified features be likely as a result of the project.

6 REFERENCES

6.1 Bibliography

English Heritage 2008 *Geophysical Survey in Archaeological Field Evaluation. Research and Professional Service Guideline No 1.* Swindon (2nd Edition)

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

Old Maps (accessed April 2017)
https://www.old-maps.co.uk

7 APPENDICES

7.1 Appendix 1: Survey Equipment and Data Processing

Survey methods and equipment - Gradiometer

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 - Gradiometer

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.

Survey methods and equipment - GPR

The ground penetrating radar (GPR) data were collected using a cart mounted shielded antennae with central frequencies suitable for the types of target being investigated. Lower frequency antennae are able to acquire data from deeper below the surface, whereas higher frequencies allow high resolution imaging of near-surface targets at the expense of deep penetration. The exact make and model of equipment varies.

The depth of penetration of GPR systems is determined by the central frequency of the antenna and the relative dielectric permittivity (RDP) of the material through which the GPR signal passes. In general, soils in floodplain settings may have a wide range of RDPs, although around 8 may be considered average, resulting in a maximum depth of penetration c. 2.5m with the GPR signal having a velocity of approximately 0.1m/ns.

The GPR beam is conical in shape, however, and whilst most of the energy is concentrated in the centre of the cone, the GPR signal illuminates a horizontal footprint, which becomes wider with increasing depth. At the maximum depth of the antenna, it becomes impossible to resolve any

feature smaller than the horizontal footprint for the corresponding depth. The size of the footprint is dependent upon central frequency, and its size increases as the central frequency decreases.

The vertical resolution is similarly dependent upon the central frequency; for the 300MHz antenna, features of the order of 0.05m may be resolved vertically. Antennae with lower frequencies can therefore penetrate more deeply but are less resolute in both horizontal and vertical directions. Choice of antenna frequency is guided largely by the anticipated depth to the target and the required resolution.

GPR data for detailed surveys are collected along traverses of varying length separated by 0.5m with cross lines often collected running perpendicular to these traverses at wider separations. The data sampling resolution is governed by the data logger and a minimum separation of 0.05m between traces is collected for all surveys.

Post-Processing - GPR

The radar data collected during the detail survey are downloaded from the GPR system for processing and analysis using commercial software (GPR Slice). 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.

Typical data and image processing steps may include:

- Gain – Amplifies GPR data based upon its position in the profile, which boosts the contrast between anomalies and background. A wobble correction is also applied during this step;
- Background Filter - is used to remove banding noises that are seen across the radargrams
- Bandpass – Removes GPR data lying outside a specified range, which removes high- and low-frequency noise.
- XYZ mean line – corrects for mosaic effects from variance in the day to day conditions during the survey.
- Boxcar filter - utilised to smooth GPR radargrams that have hi-frequency random noise.

Typical displays of the data used during processing and analysis:

- Timeslice – Presents the data as a series of successive plan views of the variation of reflector energy from the surface to the deepest recorded response. The variation in amplitude is represented using a colour scale with red indicating high amplitude and blue indicating low amplitude responses.
- Radargram – Presents each radar profile in a vertical view with distance along the profile expressed along the x axis and depth along the y axis. The amplitude variation is expressed using a greyscale.

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.

For the interpretation of GPR datasets two additional categories are also employed:

- High Amplitude – used for features which give a notably high amplitude response but display no discernible pattern.
- Low Amplitude – used for features which give a notably low amplitude response but display no discernible pattern.

7.3 Appendix 3: Relative Velocity to depth conversion for GPR Areas 1 – 4

Table 1 –Velocity values for all GPR Areas.

Area	Velocity m/ns
Area 1	0.081
Area 2	0.085
Area 3	0.083
Area 4	0.091

Table 2 - Relative velocity to depth conversion based on a dielectric constant of 13.72 for the 250 MHz antenna for Area 1.

Time Slice	Time (ns)	Depth (m)
1	0.00 – 7.77	0.00 – 0.31
2	5.07 – 12.84	0.21 – 0.52
3	10.14 – 17.91	0.41 – 0.73
4	15.21 – 22.98	0.62 – 0.93
5	20.28 – 28.06	0.82 – 1.14
6	25.35 – 33.13	1.03 – 1.34
7	30.43 – 38.20	1.23 – 1.55
8	35.5 – 43.27	1.44 – 1.75
9	40.57 – 48.34	1.64 – 1.96
10	45.64 – 53.41	1.85 – 2.16
11	50.75 – 58.48	2.05 – 2.37
12	55.75 – 63.55	2.26 – 2.57
13	60.85 – 68.62	2.46 – 2.78
14	65.92 – 73.69	2.67 – 2.98
15	70.99 – 78.76	2.87 – 3.19
16	76.06 – 83.84	3.08 – 3.40
17	81.13 – 98.91	3.29 – 3.60
18	86.21 – 93.98	3.49 – 3.81
19	91.28 – 99.05	3.7 – 4.01
20	96.35 – 104.12	3.9 – 4.22

Table 3 - Relative velocity to depth conversion based on a dielectric constant of 13.72 for the 500 MHz antenna for Area 1.

Time Slice	Time (ns)	Depth (m)
1	0.00 – 4.59	0.00 – 0.19
2	3.03 – 7.62	0.12 – 0.31
3	6.07 – 10.66	0.25 – 0.43
4	9.10 – 13.69	0.37 – 0.55
5	12.13 – 16.72	0.49 – 0.68
6	15.16 – 19.76	0.61 – 0.80
7	18.2 – 22.79	0.74 – 0.92
8	21.23 – 25.82	0.86 – 1.05
9	24.26 – 28.85	0.98 – 1.17
10	27.29 – 31.89	1.11 – 1.29
11	30.33 – 34.92	1.23 – 1.41
12	33.36 – 37.95	1.35 – 1.54
13	36.39 – 40.98	1.47 – 1.66
14	39.43 – 44.02	1.60 – 1.78
15	42.46 – 47.05	1.72 – 1.91
16	45.49 – 50.08	1.84 – 2.03
17	48.52 – 53.12	1.97 – 2.15
18	51.56 – 56.15	2.09 – 2.27
19	54.59 – 59.18	2.21 – 2.40
20	57.62 – 62.21	2.33 – 2.52

Table 4 - Relative velocity to depth conversion based on a dielectric constant of 12.46 for the 250 MHz antenna for Area 2.

Time Slice	Time (ns)	Depth (m)
1	0.00 – 7.77	0.00 – 0.33
2	5.17 – 12.94	0.22 – 0.55
3	10.34 – 18.11	0.44 – 0.77
4	15.50 – 23.28	0.66 – 0.99
5	20.67 – 28.44	0.88 – 1.21
6	25.84 – 33.61	1.10 – 1.43
7	31.01 – 38.78	1.32 – 1.65
8	36.18 – 43.95	1.54 – 1.87
9	41.34 – 49.12	1.76 – 2.09
10	46.51 – 54.28	1.98 – 2.31
11	51.68 – 59.45	2.20 – 2.53
12	56.85 – 64.62	2.42 – 2.75
13	62.02 – 69.79	2.64 – 2.97
14	67.18 – 74.96	2.85 – 3.19
15	72.35 – 80.12	3.07 – 3.40
16	77.52 – 85.29	3.29 – 3.62
17	82.69 – 90.46	3.51 – 3.84
18	87.86 – 95.63	3.73 – 4.06
19	93.02 – 100.8	3.95 – 4.28
20	98.19 – 105.96	4.17 – 4.50

Table 5 - Relative velocity to depth conversion based on a dielectric constant of 12.46 for the 500 MHz antenna for Area 2.

Time Slice	Time (ns)	Depth (m)
1	0.00 – 4.59	0.00 – 0.20
2	3.00 – 7.60	0.13 – 0.32
3	6.01 – 10.60	0.26 – 0.45
4	9.01 – 13.60	0.38 – 0.58
5	12.02 – 16.61	0.51 – 0.71
6	15.02 – 19.61	0.64 – 0.83
7	18.02 – 22.62	0.77 – 0.96
8	21.03 – 25.62	0.89 – 1.09
9	24.03 – 28.62	1.02 – 1.21
10	27.04 – 31.63	1.15 – 1.34
11	30.04 – 34.63	1.28 – 1.47
12	33.04 – 37.64	1.40 – 1.60
13	36.05 – 40.64	1.53 – 1.73
14	39.05 – 43.64	1.66 – 1.85
15	42.06 – 46.65	1.79 – 1.98
16	45.06 – 49.65	1.92 – 2.11
17	48.06 – 52.66	2.04 – 2.24
18	51.07 – 55.66	2.17 – 2.37
19	54.07 – 58.66	2.30 – 2.49
20	57.08 – 61.67	2.43 – 2.62

Table 6 - Relative velocity to depth conversion based on a dielectric constant of 13.06 for the 250 MHz antenna for Area 1.

Time Slice	Time (ns)	Depth (m)
1	0.00 – 7.77	0.00 – 0.32
2	5.21 – 12.98	0.22 – 0.54
3	10.41 – 18.18	0.43 – 0.75
4	15.62 – 23.39	0.65 – 0.97
5	20.83 – 28.60	0.86 – 1.19
6	26.03 – 33.81	1.08 – 1.40
7	31.24 – 39.01	1.30 – 1.62
8	36.45 – 44.22	1.51 – 1.84
9	41.65 – 49.43	1.73 – 2.05
10	46.86 – 54.63	1.94 – 2.27
11	52.07 – 59.84	2.16 – 2.48
12	57.27 – 65.05	2.38 – 2.70
13	62.48 – 70.25	2.59 – 2.92
14	67.69 – 75.46	2.81 – 3.13
15	72.90 – 80.67	3.03 – 3.35
16	78.10 – 85.87	3.24 – 3.56
17	83.31 – 91.08	3.46 – 3.78
18	88.52 – 96.29	3.67 – 4.00
19	93.72 – 101.49	3.89 – 4.21
20	98.93 – 106.70	4.11 – 4.43

Table 7 - Relative velocity to depth conversion based on a dielectric constant of 13.06 for the 500 MHz antenna for Area 3.

Time Slice	Time (ns)	Depth (m)
1	0.00 – 4.59	0.00 – 0.19
2	3.07 – 7.66	0.13 – 0.32
3	6.14 – 10.73	0.25 – 0.45
4	9.21 – 13.81	0.38 – 0.57
5	12.28 – 16.88	0.51 – 0.70
6	15.35 – 19.95	0.64 – 0.83
7	18.43 – 23.02	0.76 – 0.96
8	21.50 – 26.09	0.89 – 1.08
9	24.57 – 29.16	1.02 – 1.21
10	27.64 – 32.23	1.15 – 1.34
11	30.71 – 35.30	1.27 – 1.47
12	33.78 – 38.37	1.40 – 1.59
13	36.85 – 41.44	1.53 – 1.72
14	39.92 – 44.52	1.66 – 1.85
15	42.99 – 47.59	1.78 – 1.97
16	46.06 – 50.66	1.91 – 2.10
17	49.14 – 53.73	2.04 – 2.23
18	52.21 – 56.8	2.17 – 2.36
19	55.28 – 59.87	2.29 – 2.48
20	58.35 – 62.94	2.42 – 2.61

Table 8 - Relative velocity to depth conversion based on a dielectric constant of 13.06 for the 250 MHz antenna for Area 4.

Time Slice	Time (ns)	Depth (m)
1	0.00 – 7.77	0.00 – 0.32
2	5.9 – 12.96	0.22 – 0.54
3	10.38 – 18.15	0.43 – 0.75
4	15.56 – 23.33	0.65 – 0.97
5	20.75 – 28.52	0.86 – 1.18
6	25.94 – 33.71	1.08 – 1.40
7	31.13 – 38.90	1.29 – 1.61
8	36.31 – 44.08	1.51 – 1.83
9	41.5 – 49.27	1.72 – 2.05
10	46.69 – 54.46	1.94 – 2.26
11	51.88 – 59.65	2.15 – 2.48
12	57.06 – 64.83	2.37 – 2.69
13	62.25 – 70.02	2.58 – 2.91
14	67.44 – 75.21	2.80 – 3.12
15	72.63 – 80.40	3.01 – 3.34
16	77.81 – 85.58	3.23 – 3.55
17	83.00 – 90.77	3.45 – 3.77
18	88.19 – 95.96	3.66 – 3.98
19	93.38 – 101.15	3.88 – 4.20
20	98.56 – 106.33	4.09 – 4.41

7.4 Appendix 4: OASIS form

Project Details:

Project name		Land at Bramleymoor Lane, Eckington, Derbyshire			
Type of project		e.g. Detailed gradiometer and Radar survey (Field evaluation)			
Project description		A detailed gradiometer survey and ground penetrating radar (GPR) was conducted over land at Bramleymoor Lane, Eckington, Derbyshire. The project was commissioned by ERM on behalf of INEOS with the aim of establishing the presence, and nature of detectable archaeological features in support of a planning application for the development of the site as an extraction point for shale gas. The site comprises an irregular shaped parcel of land consisting of three arable fields located west of Eckington, Derbyshire, totalling an area of 4.2 ha. The gradiometer survey has demonstrated the presence of a number of anomalies of potential archaeological origin, including a possible bell pit in the central-east portion, relating to a known former quarry. Further anomalies have been identified in the north of the survey area that may be a second bell pit, as well as several areas of localised extraction. Additionally, the gradiometer survey has detected several former field boundaries and agricultural trends, as well as areas of increased magnetic response indicative of a trackway. The GPR survey was targeted over areas highlighted by the gradiometer survey as possible locations of bell pits. One area was found to contain an anomaly indicative of a mine shaft, as well as further surrounding features likely associated with a bell pit. The other areas identified possible evidence of material extraction pits, but these are relatively shallow with no evidence of shafts relating to bell pits. These areas covered a total of 0.3ha of the total survey area.			
Project dates		**Start:** 20-03-2017		**End:** 23-03-201	
Previous work		Not known			
Future work		Not known			
Project Code:	116430	**HER event no.**	N/A	**OASIS form ID:**	wessexar1-282741
		NMR no.	N/A		
		SM no.	N/A		
Planning Application Ref.					
Site Status		None			
Land use		Cultivated Land 1 – Minimal Cultivation			
Monument type		Bell Pit	**Period**	Post Medieval (1540 to 1901)	

Project Location:

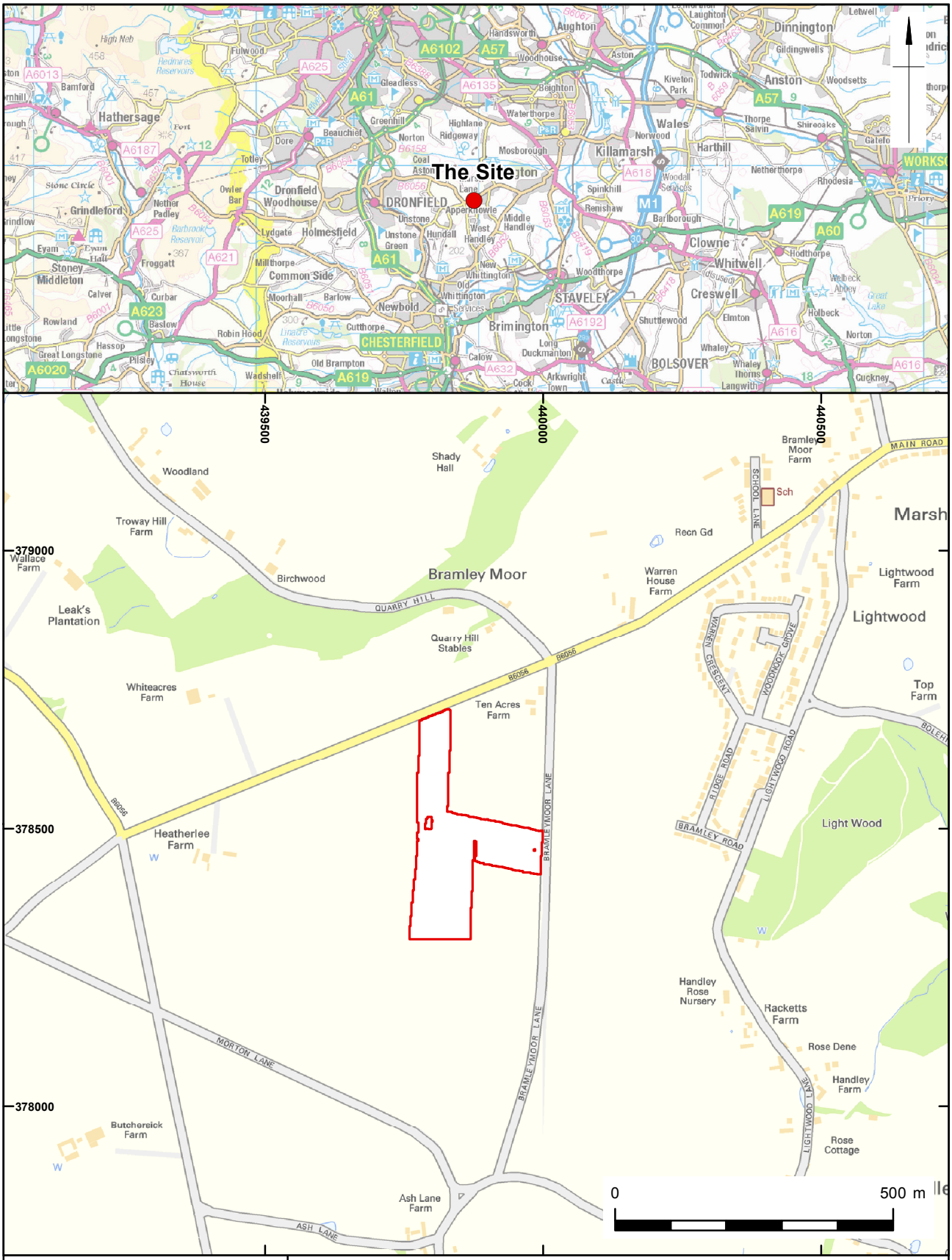
Site Address	Bramleymoor Lane, Eckington, Derbyshire			**Postcode**	S21 5RW
County	Debyshire	**District**	North East Derbyshire	**Parish**	Eckington
Study Area	4.2 ha	**Height OD**	206 – 220 m aOD	**NGR**	439825, 378476

Project Creators:

Name of Organisation	Wessex Archaeology		
Project brief originator	ERM	**Project design originator**	Wessex Archaeology
Project Manager	Lucy Learmonth	**Project Supervisor**	Tom Richardson
Sponsor or funding body	ERM	**Type of Sponsor**	

Project Archive and Bibliography:

Physical archive	N/A	**Digital Archive**	Geophysics, survey and report	**Paper Archive**	N/A
Report title	Land at Bramleymoor Lane, Eckington, Derbyshire			**Date**	April 2017
Author	Wessex Archaeology	**Description**	Unpublished report	**Report ref.**	116430.02



Detailed survey extents

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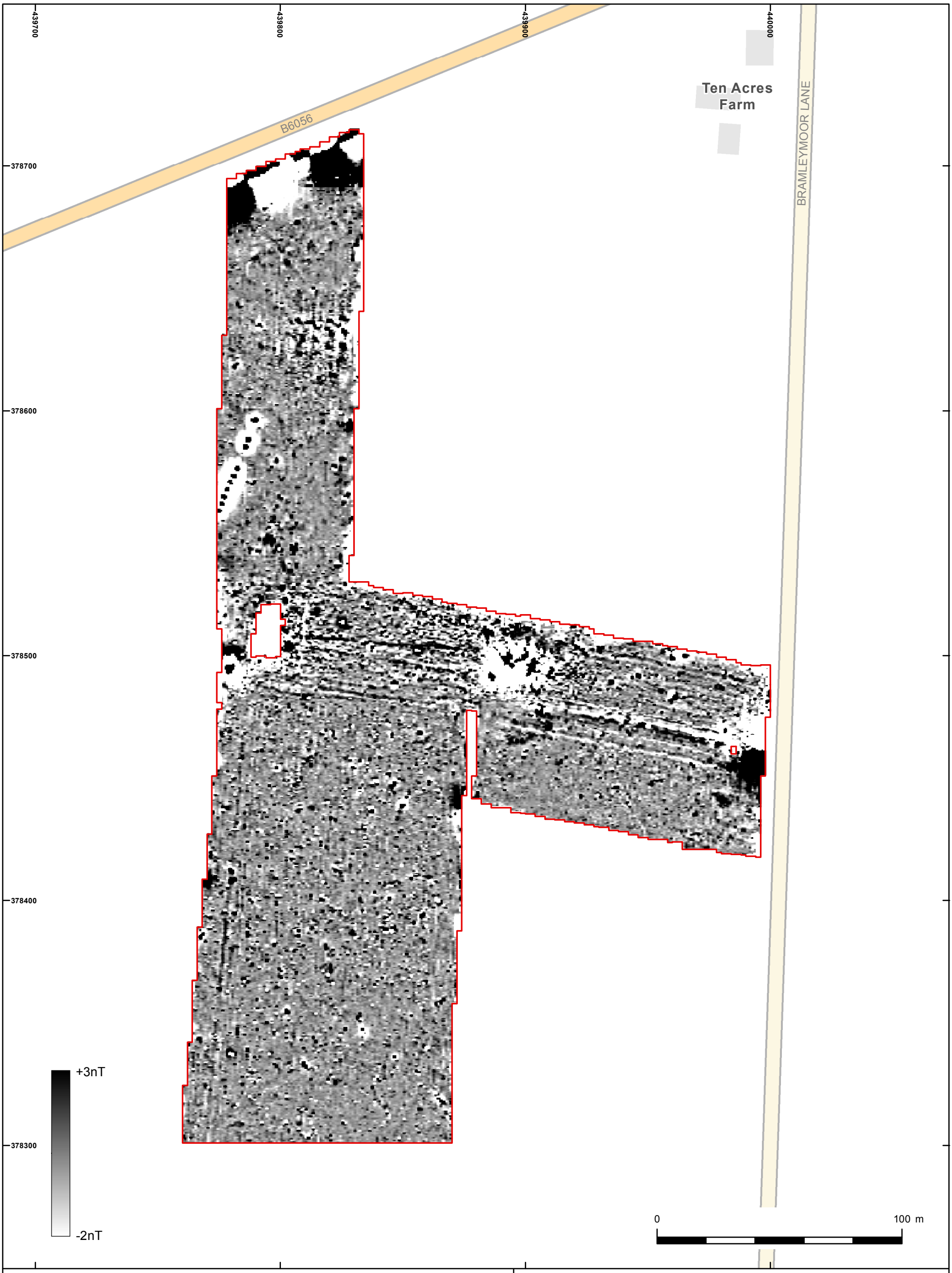
Site location and survey extents

Figure 1



Coordinate system:
OSGB36 (OSTN15/OSGM15)

Detailed survey extents

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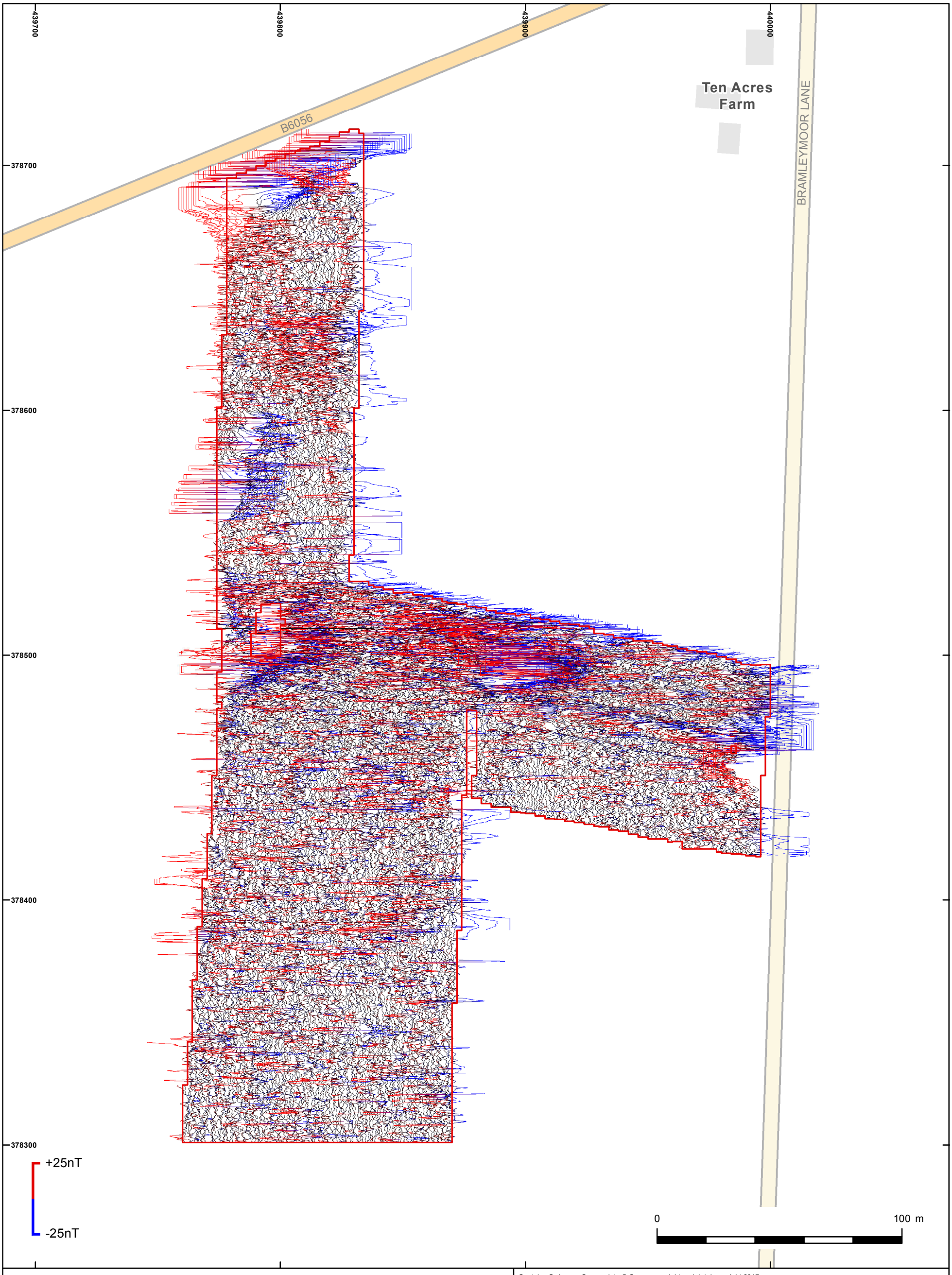
Greyscale plot

Figure 2



Coordinate system:
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Detailed survey extents

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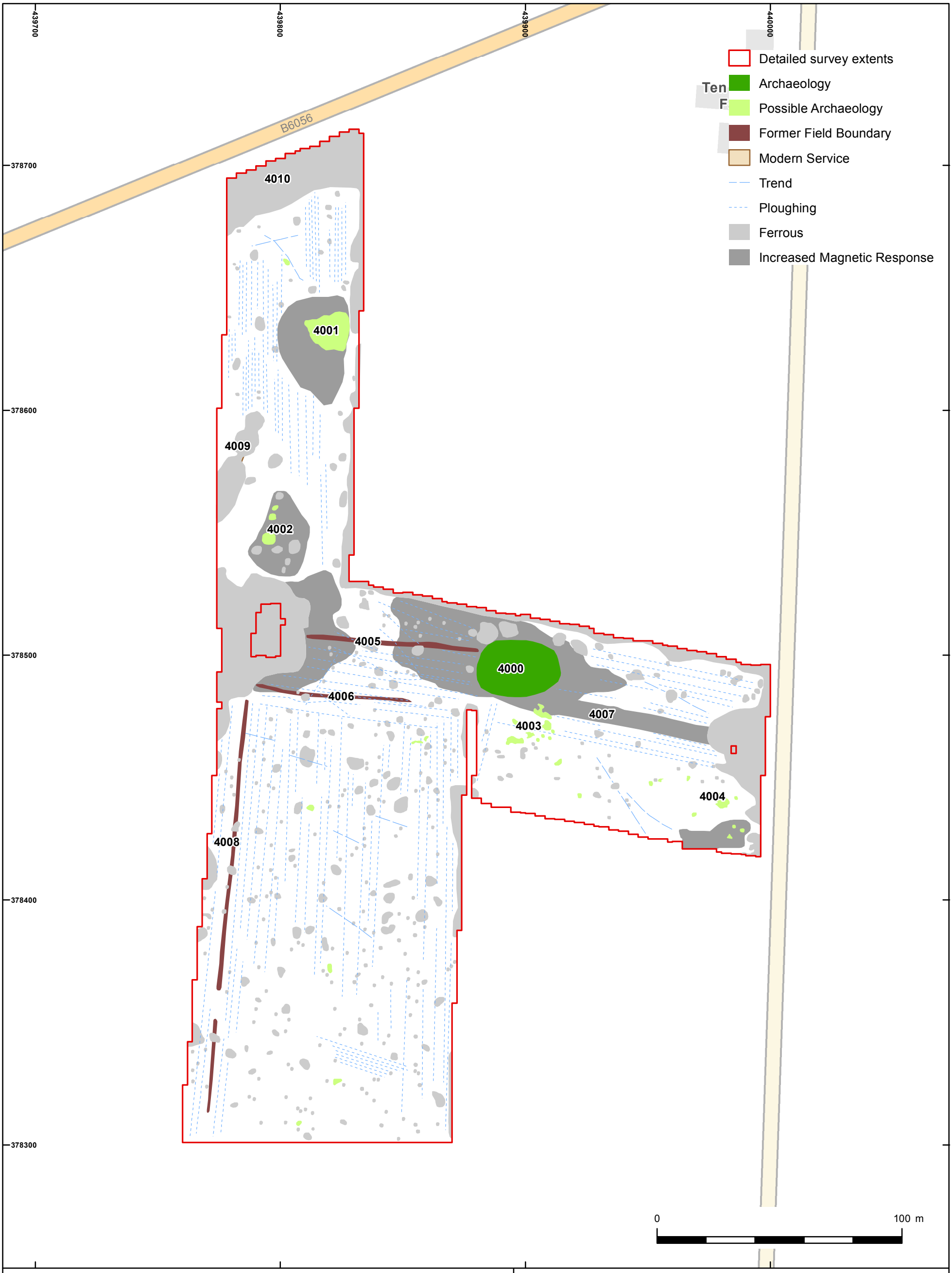
XY Trace plot

Figure 3



Coordinate system:
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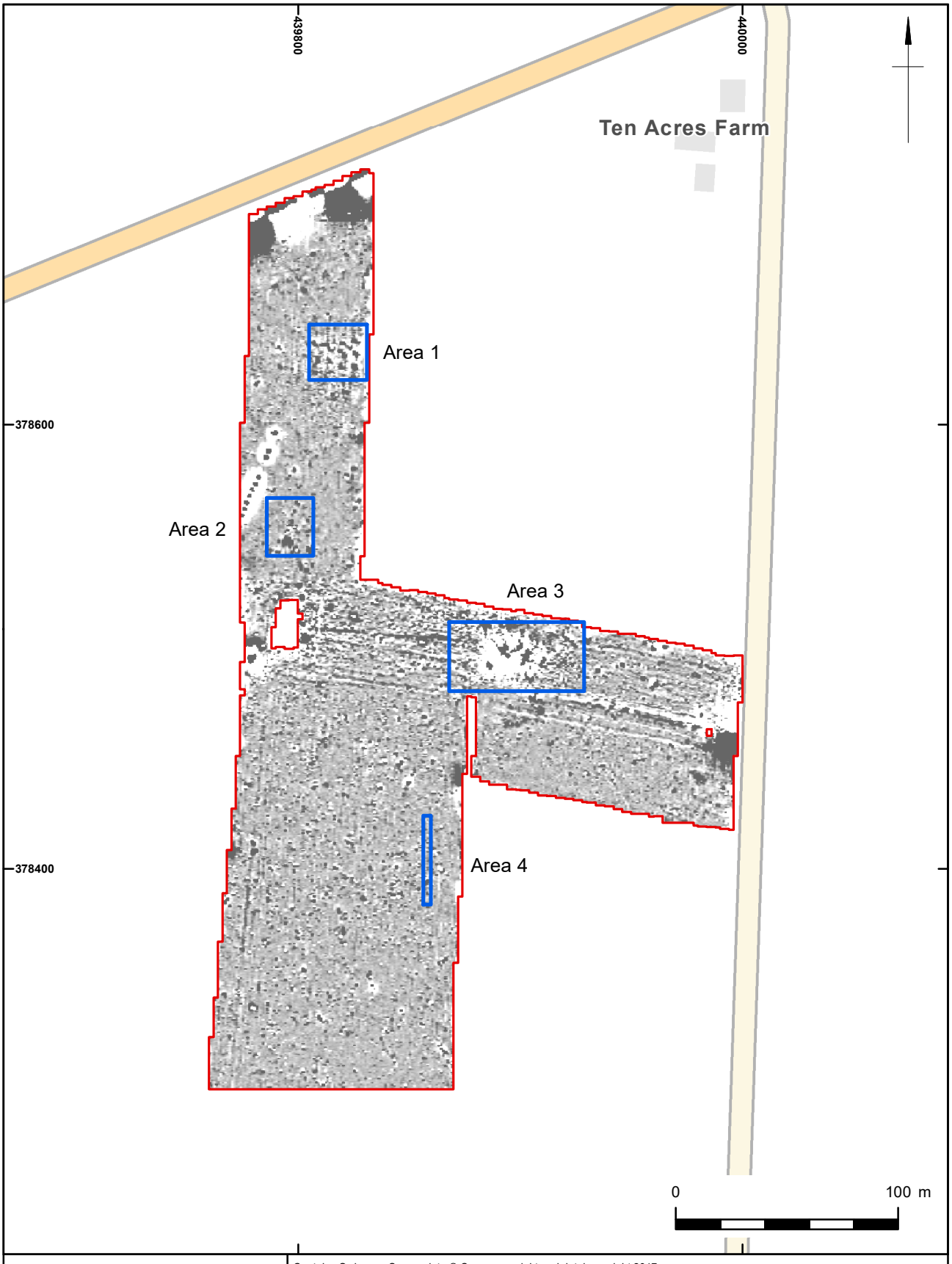
Archaeological interpretation

Figure 4



Detailed survey extents

GPR survey extents

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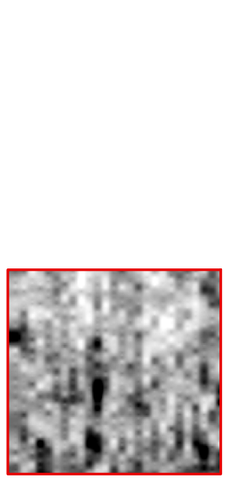
GPR survey areas

Figure 5



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378600

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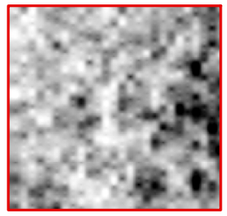

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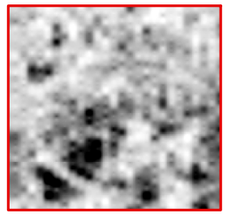
Timeslice 6 - 0.54 - 0.7 m, 15.16 - 19.76 ns



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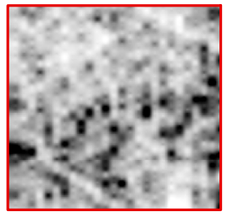
Timeslice 9 - 0.86 - 1.02 m, 24.26 - 28.85 ns



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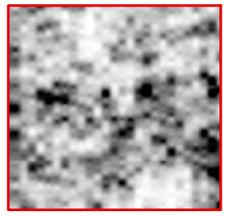
378600

Timeslice 12 - 1.18 - 1.35 m, 33.36 - 37.95 ns



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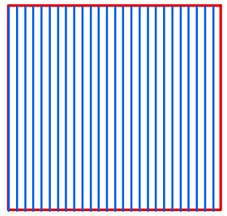
378650
378600

Timeslice 15 - 1.51 - 1.67 m, 42.46 - 47.05 ns



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439850
378650
378600

GPR Traverses

GPR Traverses
GPR Survey Extent

0 25 m

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OSGB36 (OSTN15/OSGM15)

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Revision Number:	0
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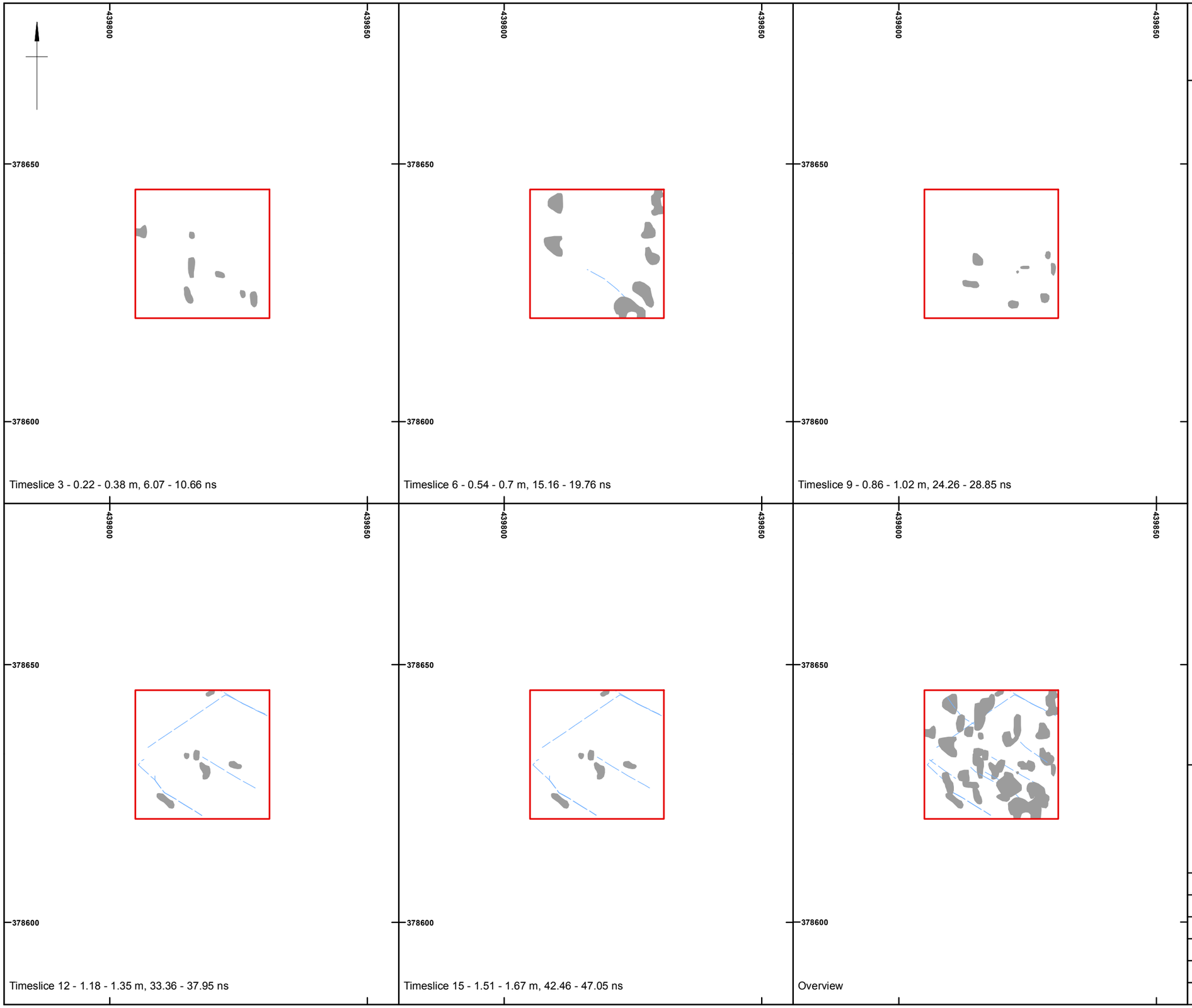
FigsMXD\Eckington	

GPR Area 1 - 500 MHz Timeslices

Figure 6



High Amplitude - Unknown

Trend

GPR Survey Extent

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FigsMXD\Eckington	

GPR Area 1 - Interpretion

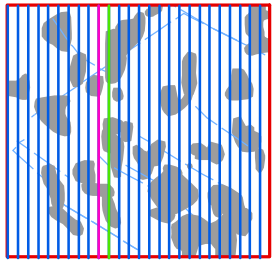
Figure 7

Radargram 11

Radargram 10

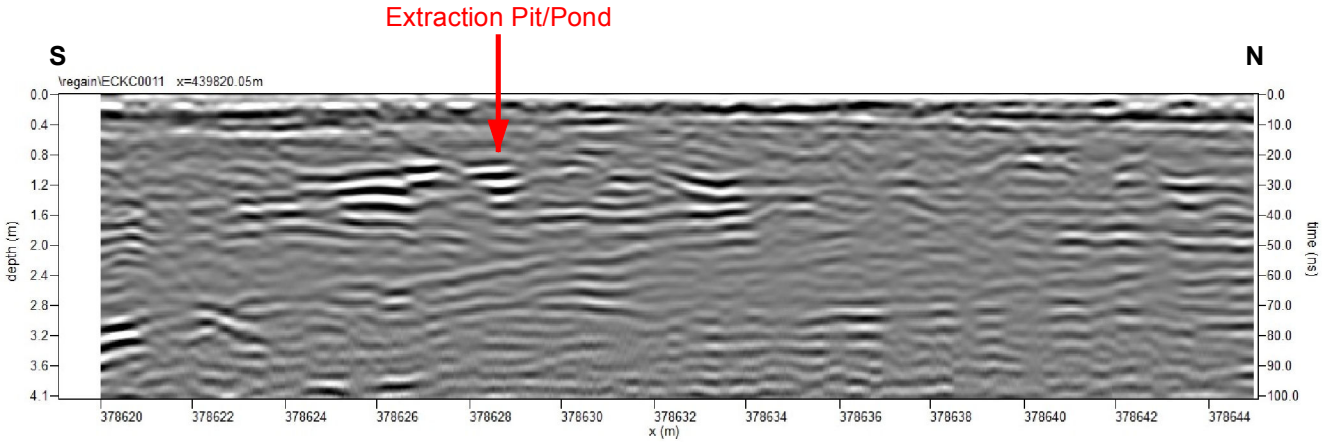
GPR Traverses

GPR Survey Extent

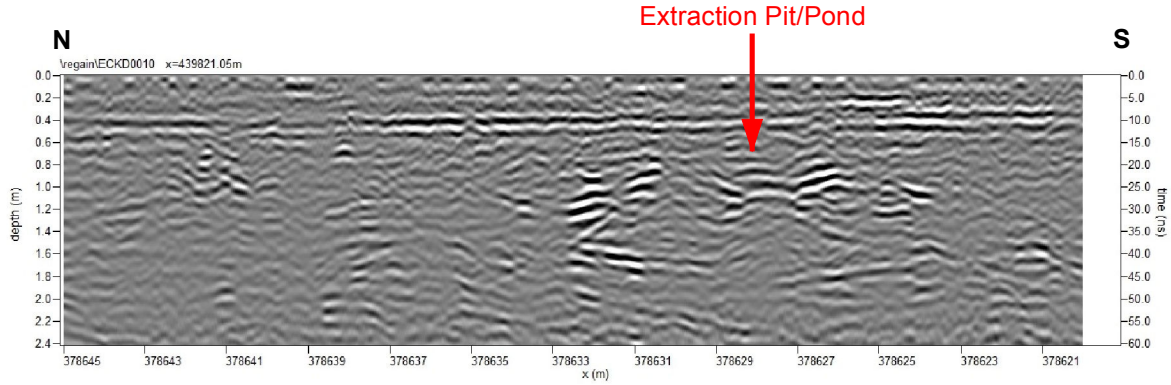


0 50 m

250 MHZ Radargram 11



500 MHZ Radargram 10



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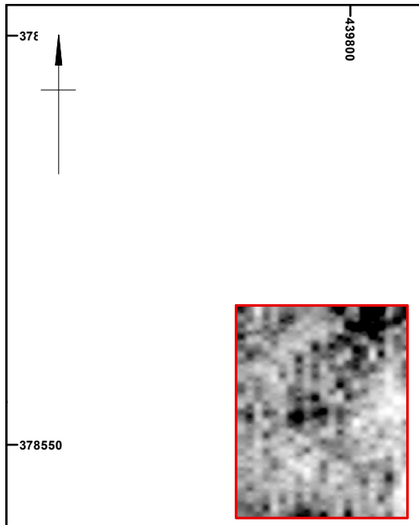
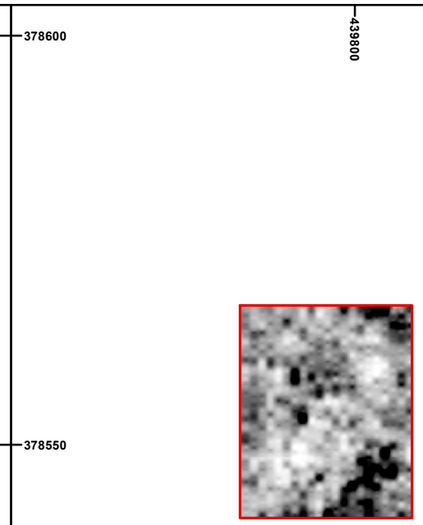
GPR Area 1 - Example Radargrams

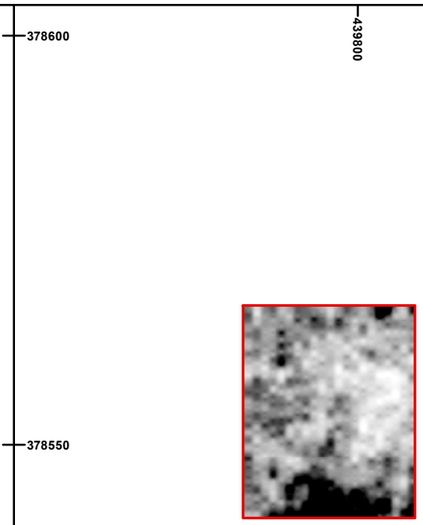
Figure 8



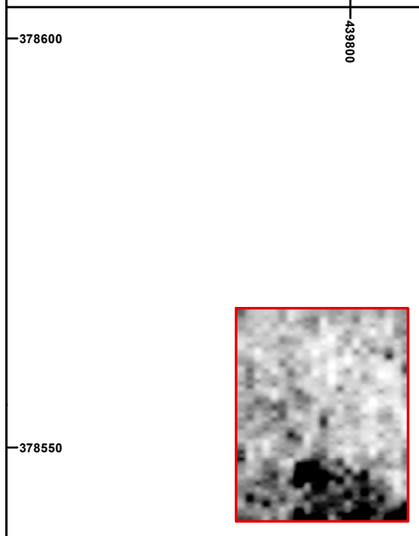
Timeslice 4 - 0.32 - 0.48 m, 9.01 - 13.6 ns



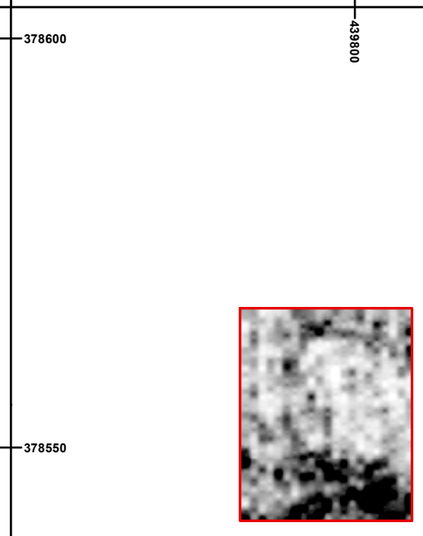
Timeslice 7 - 0.64 - 0.8 m, 18.02 - 22.62 ns



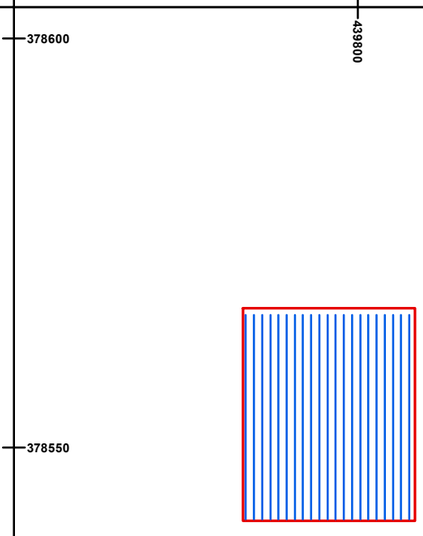
Timeslice 10 - 0.96 - 1.12 m, 27.04 - 31.63 ns



Timeslice 14 - 1.39 - 1.55 m, 39.05 - 43.64 ns



Timeslice 17 - 1.71 - 1.87 m, 48.06 - 52.66 ns



GPR Traverses

GPR Area 2 - 500 MHz Timeslices

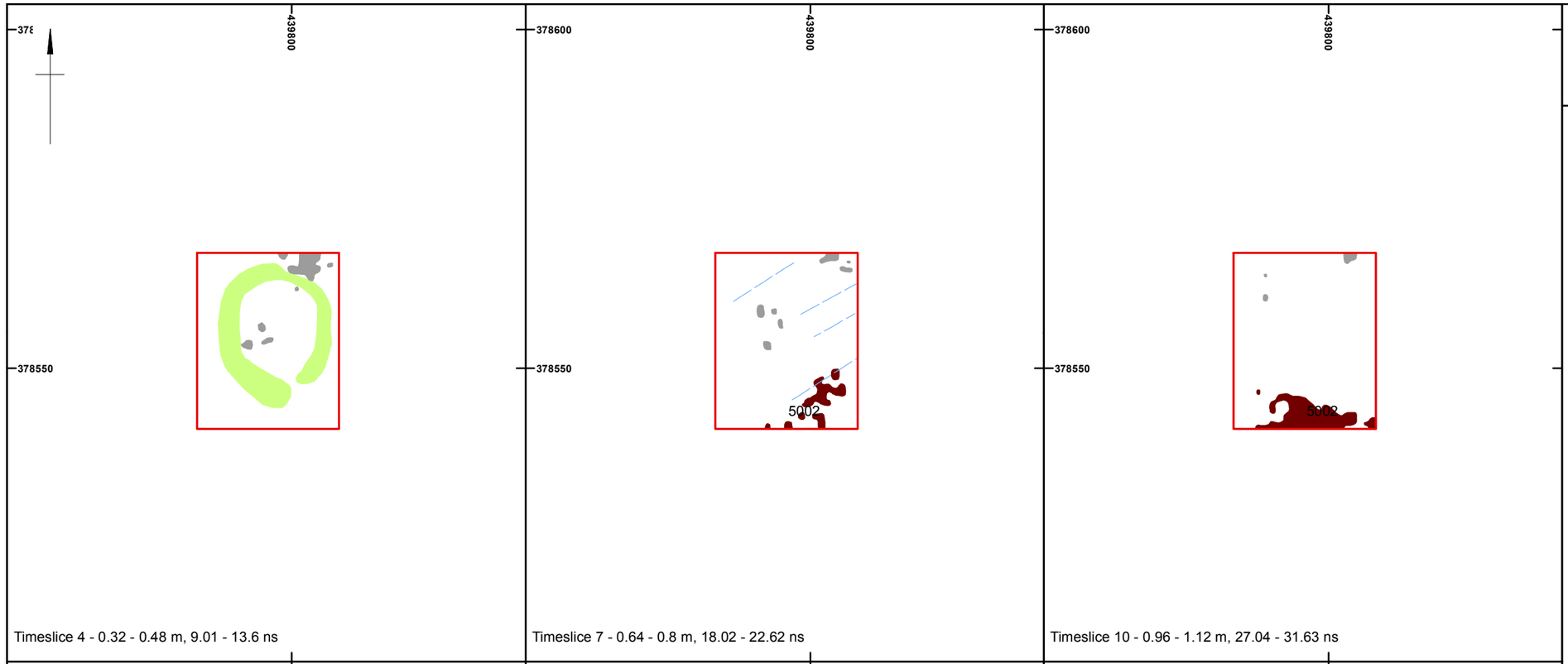
GPR Traverses
GPR Survey Extent

0 25 m

Coordinate system:
OSGB36 (OSTN15/OSGM15)

Date:	13/04/17
Revision Number:	0
Scale:	1:750 at A3
Illustrator:	TR
Path:	X:\PROJECTS\116430\GIS\
FigsMXD\Eckington	

Figure 9



Possible Archaeology
Building Debris
High Amplitude - Unknown
Trend
GPR Survey Extent

0 25 m

Coordinate system:
OSGB36 (OSTN15/OSGM15)

Date:	13/04/17
Revision Number:	0
Scale:	1:750 at A3
Illustrator:	TR
Path:	X:\PROJECTS\116430\GIS\
FigsMXD\Eckington	

GPR Area 2 - Interpretation

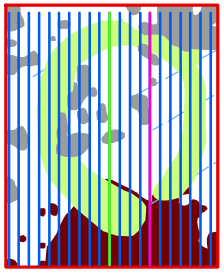
Figure 10

Radargram 11

Radargram 15

GPR Traverses

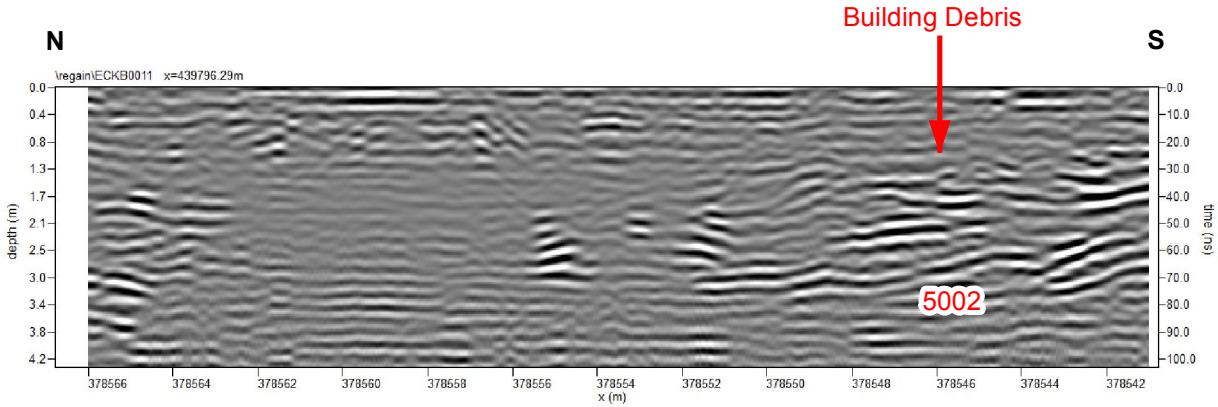
GPR Survey Extent



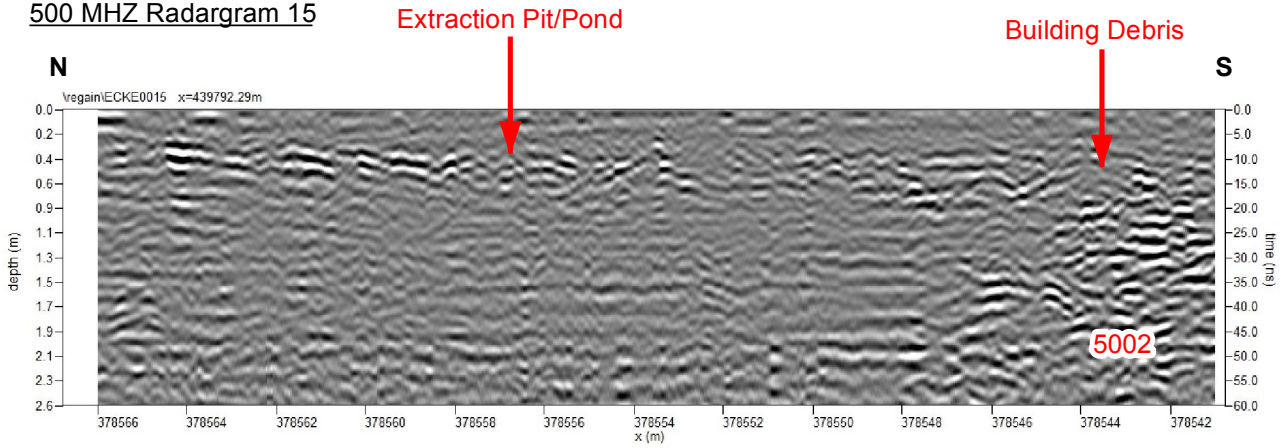
0 50 m

378500

250 MHZ Radargram 11



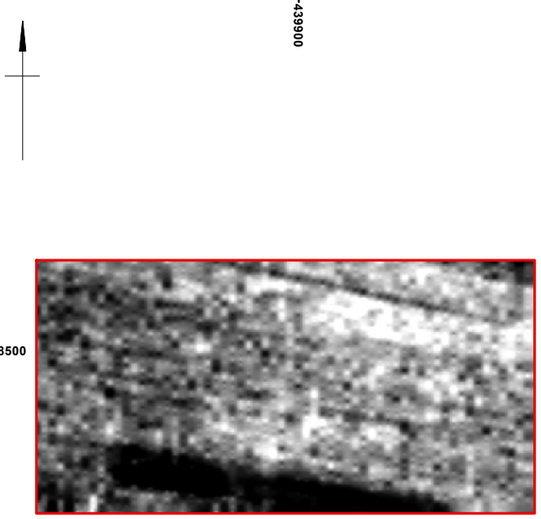
500 MHZ Radargram 15



	Coordinate system: OSGB36 (OSTN15/OSGM15)	Date:	13/04/2017	Revision Number: 0
		Scale:	1:750 and not to scale at A4	Illustrator: TR
		Path:	X:\PROJECTS\116430\GIS\FigsMXD\Eckington	

GPR Area 2 - Example Radargrams

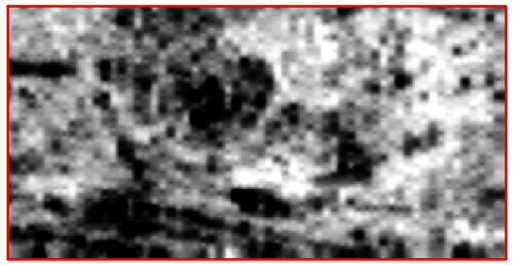
Figure 11



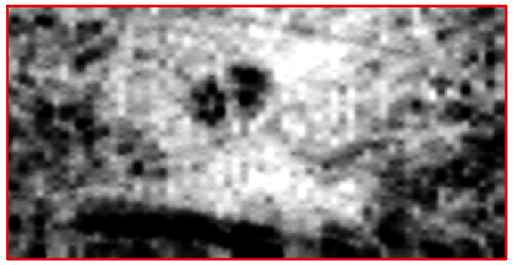
Timeslice 2 - 0.12 - 0.29 m, 3.07 - 7.66 ns



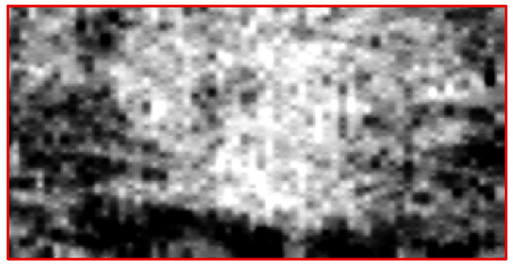
Timeslice 5 - 0.46 - 0.63 m, 12.28 - 16.88 ns



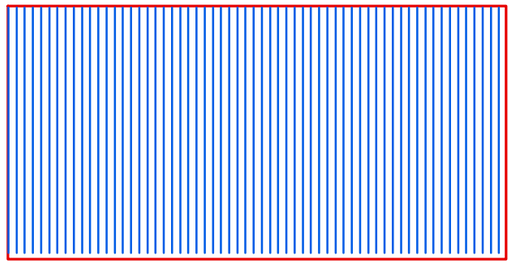
Timeslice 6 - 0.58 - 0.75 m, 15.35 - 19.95 ns



Timeslice 9 - 0.92 - 1.09 m, 24.57 - 29.16 ns



Timeslice 12 - 1.27 - 1.44 m, 33.78 - 38.37 ns



GPR Traverses

439900

378500

378450

GPR Traverses

GPR Survey Extent

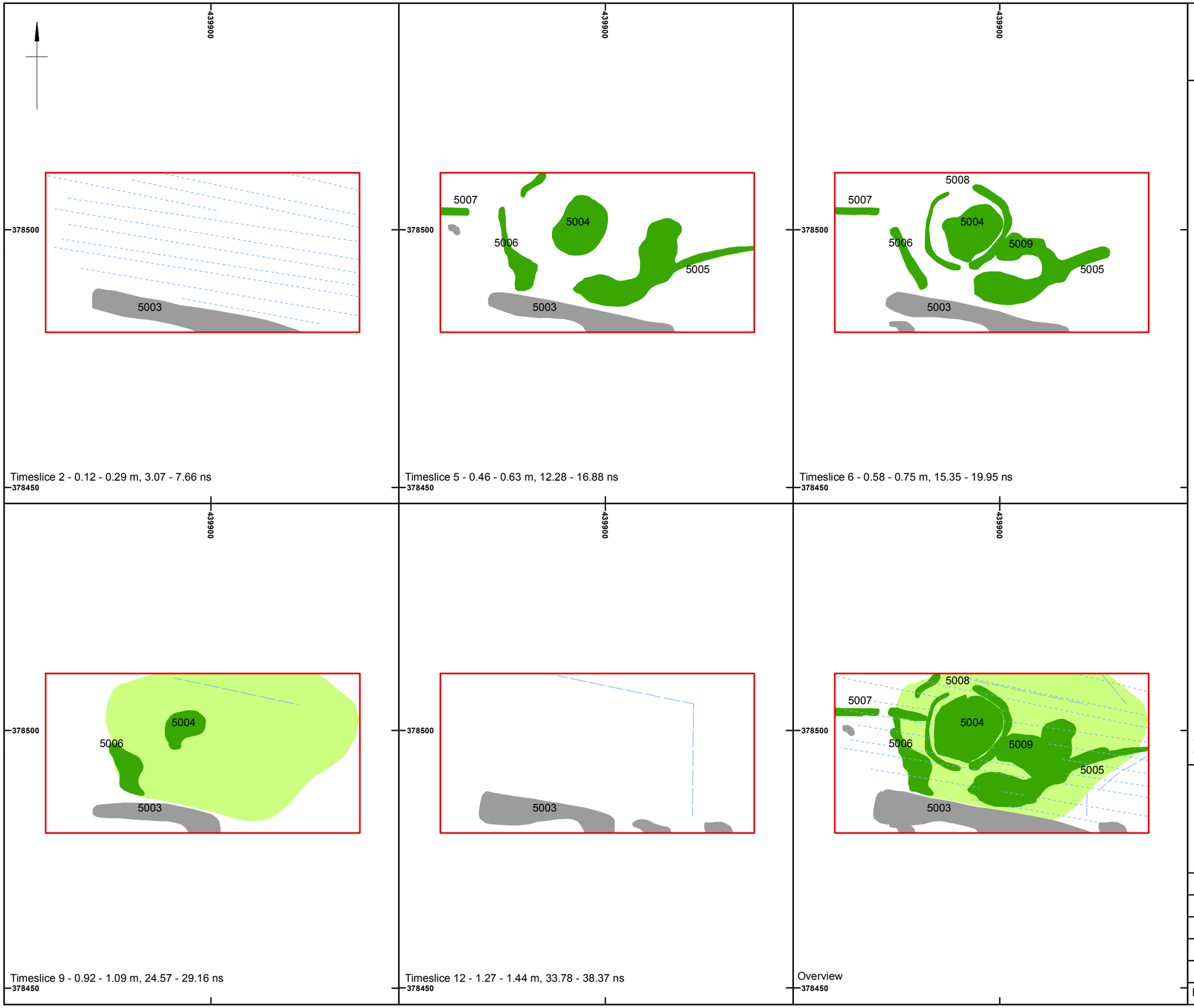
0 25 m

Coordinate system:
OSGB36 (OSTN15/OSGM15)

Date:	13/04/17
Revision Number:	0
Scale:	1:750 at A3
Illustrator:	TR
Path:	X:\PROJECTS\116430\GIS\
	FigsMXD\Eckington

GPR Area 3 - 500 MHz Timeslices

Figure 12



Archaeology
Possible Archaeology
High Amplitude - Unknown
Ploughing
Trend
GPR Survey Extent

0 25 m

Coordinate system:
OSGB36 (OSTN15/OSGM15)

Date:	13/04/17
Revision Number:	0
Scale:	1:750 at A3
Illustrator:	TR
Path:	X:\PROJECTS\116430\GIS\
FigsMXD\Eckington	

GPR Area 3 - Interpretation

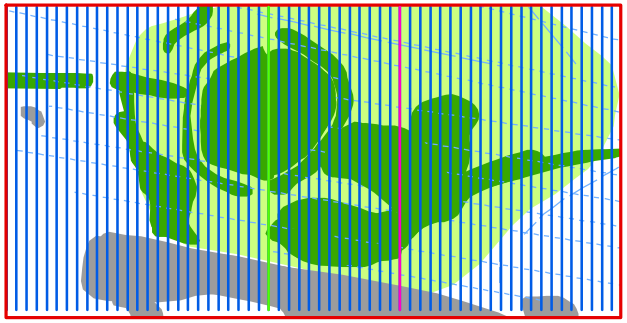
Figure 13

Radargram 27

Radargram 40

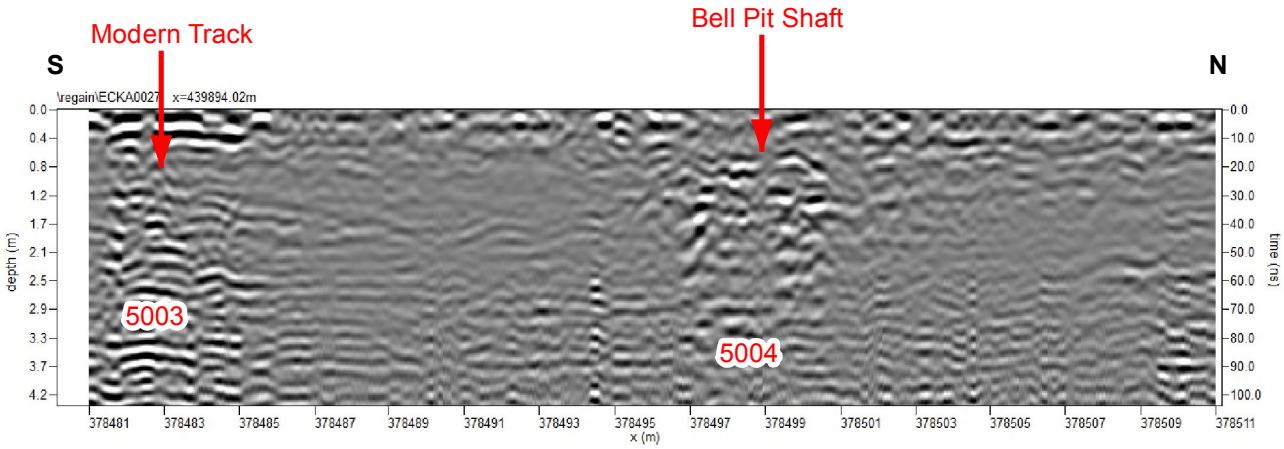
GPR Survey Extent

GPR Traverses

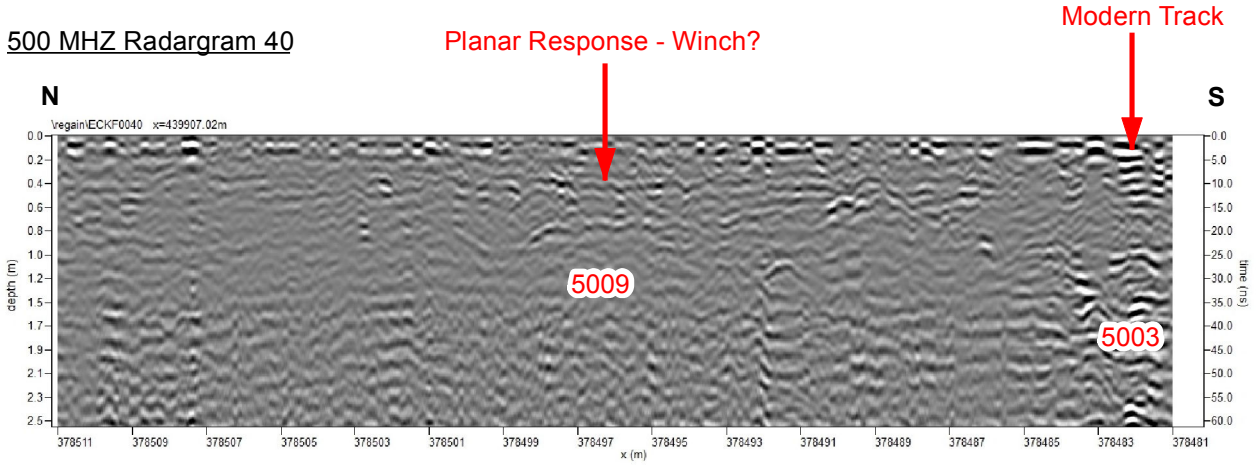


0 50 m

250 MHZ Radargram 27



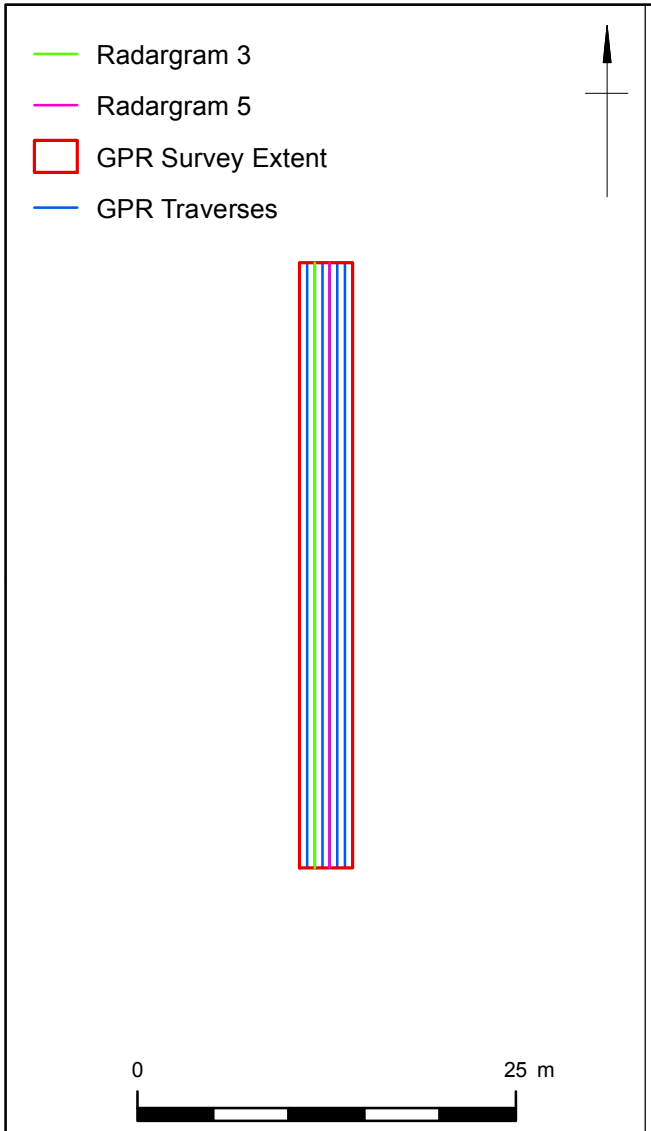
500 MHZ Radargram 40



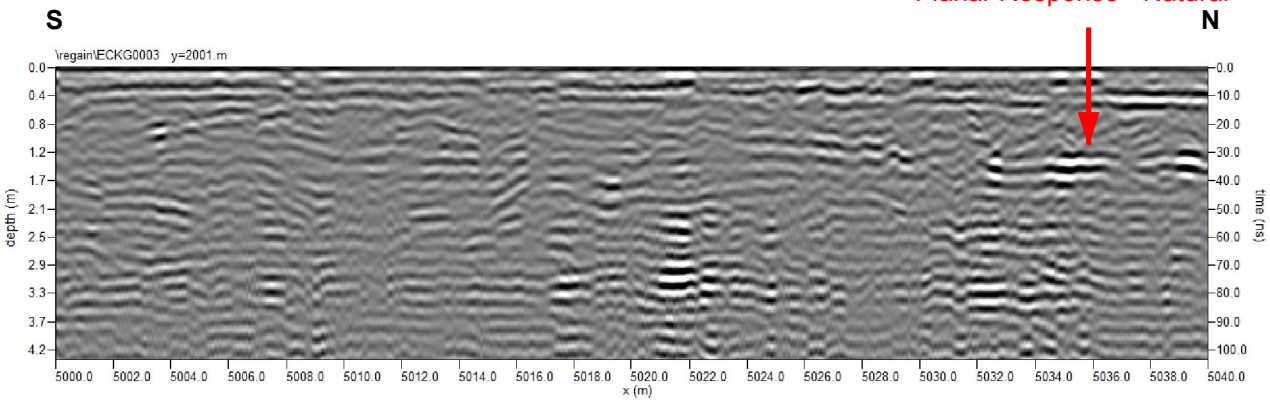
	Coordinate system: OSGB36 (OSTN15/OSGM15)	Date:	13/04/2017	Revision Number: 0
		Scale:	1:750 and not to scale at A4	Illustrator: TR
		Path:	X:\PROJECTS\116430\GIS\FigsMXD\Eckington	

GPR Area 3 - Example Radargrams

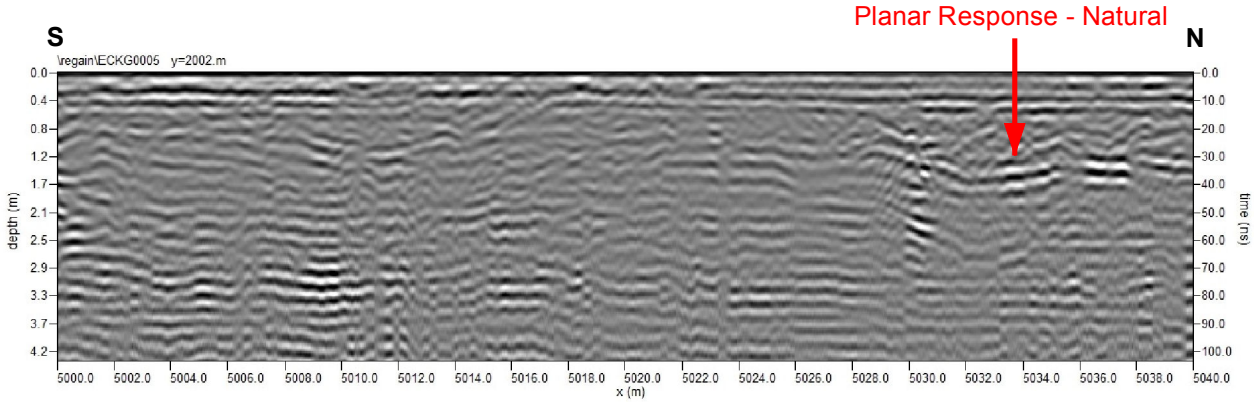
Figure 14



250 MHZ Radargram 3



250 MHZ Radargram 5



	Coordinate system: OSGB36 (OSTN15/OSGM15)	Date:	13/04/2017	Revision Number: 0
		Scale:	1:500 and not to scale at A4	Illustrator: TR
		Path:	X:\PROJECTS\116430\GIS\FigsMXD\Eckington	

GPR Area 4 - Example Radargrams

Figure 15



Wessex Archaeology Ltd registered office Portway House, Old Sarum Park, Salisbury, Wiltshire SP4 6EB
Tel: 01722 326867 Fax: 01722 337562 info@wessexarch.co.uk www.wessexarch.co.uk

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