INEOS Shale

7. Environmental Report

Land adjacent to Dinnington Road, Woodsetts



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 Dinnington Road, Woodsetts.

October 2017

INEOS Shale

Environmental Report

Application to Drill a Vertical Core Well

Land adjacent to Dinnington Road, Woodsetts, Rotherham

PEDL 304

October 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 Dinnington Road, located approximately 0.4 km to the west of the settlement of Woodsetts, Rotherham ("the **site**"). The site is currently accessed via an agricultural entrance from Dinnington Road. The proposal has surface works area of 1.86ha.

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

Stage 1: Site Development and Establishment – approximately 3 months

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

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

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

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

Stage 5: Decommissioning and Restoration – approximately 2 months

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

Environmental Aspect	Appraisal Summary
Noise	A noise assessment was undertaken to consider the potential impacts of the daytime construction (Stage 1) and drilling and coring (Stage 2) of the well. These stages are representative of the worst case noise emission from all stages of the proposal. The nearest residential properties in the vicinity of the site include Woodsetts residential properties on Berne Square (approximately 425 m northeast of the site); Manor Farm residential properties (approximately 670 m east of the site); properties in Rackford Road (approximately 900 km west of the site), the residential properties Nirvana, Wildways and Lofties (approximately 590 m south of the site and the residential priorities at the south end of Lindrick Road (approximately 960 m southeast of the site). The assessment has shown that noise from construction is expected to exceed the assessment criteria at residential properties on Berne Square. However, the works are expected to be of limited duration during the 2-3 week bellmouth and access track construction period, and the effects are not likely to be significant. Traffic during the construction period is expected to result in noise impacts which are likely to be imperceptible against the current baseline and therefore the noise impact is considered to be negligible. Drilling and coring activities are expected to be below the Planning Practice Guidance (PPG) 42 dB LAeq (free-field) noise limit for night. Daytime noise levels during drilling will also be well below the PPG absolute noise limit of 55 dB LAeq and the limit for daytime and evening based on background plus 10 dB(A). Taking both the temporary change in noise level and absolute noise level assessment into consideration, it is considered that the proposal will not

Environmental Aspect	Appraisal Summary
	result in a significant adverse impact to quality of life. There are no anticipated impacts that would arise due to ground borne vibration resulting directly from the drilling operations. During the construction of the access road there is potential for short term vibration effects at Berne Square. This is likely to be short lived and therefore its effect is not expected to be significant, however, to mitigate potential impacts non-vibratory compaction equipment would be used during road construction in this location. 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 12.5 km from the M1 motorway to the site has been proposed. This route exits the M1 motorway at junction 31 and for approximately 9.5 km follows the trunk road network (A57 Worksop Road) between the M1 and Gateford. The remaining 3 km of the route is undertaken on Woodsetts Lane, Worksop Road and Dinnington Road. Access to the site will be provided from Dinnington Road via a priority junction. The speed limit on Dinnington Road is 60 mph in the vicinity of the site; however, vehicles are unlikely to achieve this speed due to fact that they are slowing down for the 30 mph speed to the east of the site access. A swept path assessment was also undertaken of constrained junctions and links identified on the recommended route. These showed that whilst traffic management measures will be required along the route, the range of vehicles travelling to the site will be able to gain access along the road network. In order to consider the effect of traffic generated by the proposal, baseline traffic data was collected from three points on the local highway network. The traffic analysis assessed the percentage change from baseline due to the peak vehicle movements generated by the project (70 total daily movements with 60 HGV movements, which occurs for a period during site development and establishment). The assessment concluded that the proposal will not have a material impact on the highway network that will be utilised as part of the route. The maximum impact of the development traffic on the links within the study area is approximately 1% increase over baseline which is below the 10% threshold set out in the Guidelines for the Environmental Assessment of Road Traffic (Institute for Environmental Assessment) for when separate traffic environmental assessments should be undertaken. 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	The proposal site is situated wholly within an arable field, with the nearest area of habitat loss occurring 30 m to the north of Dewidales Wood, which is a Local Wildlife Site and listed on the Ancient Woodland Inventory. An ecological assessment (extended Phase 1 habitat survey) of the proposal site and surrounding area was carried out in July 2017, to identify potential ecological constraints, provide initial recommendations for avoidance of impacts and mitigation measures, and to determine whether any further ecological surveys were required. The habitat which will be lost from the site is of low botanical value, but could

Environmental Aspect	Appraisal Summary
	support ground nesting birds, typical of farmland areas, including quail (a protected species). Given the low numbers likely to be affected, and the extent of similar habitat in the surrounding area, significant effects on birds are not predicted. Standard approaches will be adopted to avoid any direct effects on birds during site clearance. The nearest habitat of botanical value is Dewidales Wood Local Wildlife Site (an ancient semi-natural woodland), comprising two blocks of woodland and connecting species poor, gappy, hedgerows, that could support a range of bird and other fauna species. The woodland and hedgerows will not be directly affected and the site design includes a buffer zone of 30 m from the perimeter fence to the wood to reduce the risk of secondary effects (*eg* from noise, human activities and lights around the site). It is possible that the upper parts of the woodland edge facing the site may be illuminated by the site lights; light levels of a maximum of 2.96 lux at a height of 15 m above ground level have been predicted along the northern aspect of Dewidales Wood. A bat activity survey was undertaken in August to cover the summer maternity season, which confirmed low numbers of bats foraging along the northern boundary of Dewidales Wood and associated hedgerow. The presence of light-shy species (such as *Myotis*) which could be roosting within the woodland could be impacted, although only low numbers could be displaced, and the effects would be temporary. A second activity survey was undertaken on 20th September to cover the autumn transitional period of bats. The September activity survey supported the findings of the August survey, and identified low numbers of common and soprano pipistrelles using the woodland edge for foraging. Noctule, Leisler's bat, brown long-eared bat and *Myotis* species were also heard but not seen near to the site, Alongside the activity surveys, a dusk emergence and pre-dawn re-entry surveys were carried out along the northern edge of the east section of Dewidales Wood (ie to the south of the proposed site) (19th and 20th September). The dusk emergence survey identified an area on the northeast corner of the woodland which supported pipistrelle bats displaying highly social behaviour with social calls recorded. The social behaviour suggests that there could be a hibernation site nearby. This area was also very active during the walked transect. A separate dusk emergence survey was undertaken on the eastern side of the west section of Dewidales Wood on 20th September 2017. No roosts were identified but pipistrelles calls were recorded near to sunset suggesting that a roost is nearby. The access track is unlit and initially follows an existing track and then passes through the arable field along the remainder of its length. It will not result in any significant effects. As a potential enhancement, gaps in the existing hedgerows linking the two sections of Dewidales Wood LWS could be planted with native species of local provenance, including fruit and berry bearing species. This would be subject to landowner agreement. Consequently ecology and biodiversity should not be considered opposing factors in granting planning permission.
Landscape and Visual	A landscape and visual appraisal was undertaken to assess potential effects of the proposal on the landscape (as a resource in its own right), and on views and visual amenity. The site is located within the East Rotherham Limestone Plateau and 750 m to

Environmental Aspect	Appraisal Summary
	the northwest of the Ryton Farmlands Landscape Character Areas (LCA), as defined within the Rotherham Landscape Character Assessment and Landscape Capacity Study (RLCA, 2010). These LCAs form part of the Southern Magnesian Limestone National Landscape Character Area (NCA), as defined within National Character Area Profile: 30 (2013). The sensitivity of the site, the wider East Rotherham Limestone Plateau LCA, and the neighbouring Ryton Farmlands LCA to the proposal is considered medium. During Site Development and Establishment (Stage 1), substantial effects are predicted on the landscape of the site and on the local landscape within approximately 1 km of the site boundary. Beyond this distance, the effect on the wider landscape will be moderate and lowering to minor beyond 1.5 km. This is primarily due to the presence of the conductor / surface rig which will be used during the latter part of Stage 1. During drilling and coring and pressure transient testing (Stage 2), the main activity with the potential to affect landscape character will be the erection and 24-hour operation of the drilling rig (up to 60 m high) with 15 m drill sub-structure and associated lighting. Substantial effects are predicted for the site and within the local landscape of the East Rotherham Limestone Plateau LCA, up to 1.5 km of the site boundary with a theoretical visibility of the drilling rig. For areas of the East Rotherham Limestone Plateau LCA that are within the drilling rig ZTVs and beyond 1.5 km of the site boundary, the level of effect will lower to moderate and minor beyond 3 km. Due to the limited amount of visibility of the drilling rig from areas of the Ryton Farmlands LCA, within 1.5 km of the site, substantial effects are considered unlikely. During maintenance of the site (Stage 3), the effects on the site will be minor, and effects on the wider landscape will be negligible. If a workover rig of up to 32 m high is required during the possible workover of the suspended well (Stage 3a), or during the listening well stage (Stage 4), substantial effects will affect the site and the local landscape within 1 km. This effect will reduce to moderate or negligible beyond 1 km and then minor beyond 1.5 km. These effects, however, will be experienced for a short time period of up to five weeks. During the listening well stage (Stage 4), if a workover rig or crane is not required, the effects on the site will be moderate, and effects on the wider landscape will be negligible. Decommissioning and restoration (Stage 5) effects are anticipated to be substantial within the site and the local landscape up to 1 km of the site, falling to low or negligible beyond 1.5 km and across the wider LCA. This is primarily due to the presence of a smaller rig used for the decommissioning purposes. Based on the viewpoint assessment undertaken, and with regard to the ZTV and the extent of localised screening, moderate or substantial effects on views may occur during all stages of the proposal. These effects, however, will be experienced only by higher-sensitivity receptors with a clear view towards the site and that are in relatively close range. This will include some residents of houses along the western edge of Woodsetts, a very limited number of residents of houses on the eastern edge of North Anston, and users of a limited number of PRoW and National Cycle Route 674 that are within close proximity to the site (i.e.1 km). Substantial visual effects may also be experienced by users of Woodsetts Road, Swinston Road and Dinnington Road that run in close proximity to the north of the site. During the drilling and coring and pressure transient test (Stage 2) operations the effect of the proposal on views will be more widespread. Although the drilling rig is likely to be partially screened by localised screening and woodland, up to substantial visual effects are predicted during daylight and

Environmental Aspect	Appraisal Summary
	night-time hours. At greater distances it is considered likely that only the drilling and coring and pressure transient test stage of the proposal will be noticeable in views due to the presence of the 60 m rig on-site. Due to the level of screening in the landscape, the distribution of receptors, and the temporary nature of the stage, visual effects are not predicted to be greater than minor at distances over 2 km from the site. Following the decommissioning and restoration activities no above ground features of the well will remain, and all impacts on visual amenity will cease. The permanent restoration of the site to its original agricultural use is considered to be a neutral effect on views. All the above effects are therefore considered to be temporary. On the basis of this assessment, landscape and visual should not be considered opposing factors in granting planning permission.
Surface Water and Flooding	An assessment of the potential effects on water resources (including water quality) and drainage as a result of the proposal was undertaken. The site is not within an area at risk from flooding and is designed to be self-contained with regards to surface water runoff. The nearest surface watercourse, within hydraulic connection of the site, is Owlands Wood Dyke, located approximately 1.1 km east of the site. Anston Brook is technically closer to the site (approximately 820 m to the south) however; this water course is within a separate catchment and is not within hydraulic connection. 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. • A neutral effect on the biodiversity of the surrounding area, including designated areas, as these are sufficiently distant from the proposal, and are not expected to be affected by the negligible magnitude of impacts to surface watercourses from the proposal. • A neutral effect on pressures on water resources in the surrounding area, due to the non-intensive nature of on-site activities. • A neutral effect on recreational uses within the surrounding area due to these being concentrated in areas greater than 2.1 km distant from the proposal and not within hydraulic connection. Flooding, residual and climate change impacts have been assessed as negligible due to Environment Agency flood maps showing the proposal as having a 'Low' risk of flooding from fluvial and pluvial water sources and based on the topography of the site and surrounding area. The proposal is not anticipated to result in any material increase in flood risk elsewhere. Surface water and flooding should not be considered opposing factors in granting planning permission.
Hydrogeology	An assessment on the potential hydrogeological effects resulting from the proposal was undertaken. Effects on the groundwater quality of the underlying bedrock aquifers and other sensitive receptors within the surrounding area of the site have been assessed for Stages 1 to 5 of the proposal activities. The site is within an area containing the *Cadeby Formation* Principal Aquifer, *Pennine Upper Coal Measures* Secondary B Aquifer, and *Pennine Middle Coal Measures* Secondary A Aquifer.

Environmental Aspect	Appraisal Summary
	There is one groundwater abstraction within the 2 km of the site, located at the Lindrick golf course. The site sits within Source Protection Zone (SPZ) 3, and is located over 3.1 km from the closest SPZ2. Environment Agency records identify a historic landfill site approximately 1.7 km west of the site (to the south of Rackford Road), at the site of the current water treatment works, as such landfill gas generation and migration is likely to be a low risk. The proposed drilling method has been frequently implemented in the UK and contains barrier mitigation and monitoring approaches to minimise the risk to hydrogeology. Key elements include staged steel casing to seal off aquifer sections and flow paths that may be encountered (such as that caused by former mining sections) and drilling sections of the well with non-hazardous water based fluids. Embedded mitigation measures will also be implemented to prevent groundwater pollution from accidental surface spillages and the handling/management of drilling fluids and cuttings. Given the proposed embedded mitigation measures, the environmental assessment concluded: • A neutral effect on the shallow groundwater quality of the surrounding area due to the non–intensive nature of the on-site activities. • A neutral impact on the groundwater quality, due to the drilling and well design using multiple casing solutions to seal off aquifer sections during drilling and well operation. • A neutral effect on groundwater quality due to protection afforded by multiple casing solutions to seal off aquifer sections during well testing activities and the separation distance between the PTT zone and overlying aquifers. The location of the site within an SPZ3 increases the risk to local groundwater quality if a leak were to occur, however, the mitigation proposed is designed to ensure that such an event cannot occur. • A neutral effect on groundwater resource availability due to the water use being contained within a closed loop. • A neutral effect on the transport and dilution capability of groundwater aquifers within the local area. • A neutral effect on the biodiversity of the surrounding area including designated areas. The on-site activities are not expected to affect groundwater availability or quality. • A neutral impact on pressures on water resources in the surrounding area, due to the non-intensive nature of on-site activities. On the basis of the assessment, hydrogeology should not be an opposing factor in granting planning permission.
Archaeology and Cultural Heritage	An assessment of potential impacts on cultural heritage assets resulting from the construction and operation of the proposal was undertaken. The assessment considers the potential for significant effects as a result of the proposal on cultural heritage under three sub-topics of 'archaeological remains', 'historic buildings' and 'historic landscape'. Based on Historic England guidance presented in Settings and Views of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3

Environmental Aspect	Appraisal Summary
	(Historic England 2017) a study area for archaeological remains and historic building was defined as an area extending 2 km in all directions from the footprint of the site. A total of 37 cultural heritage assets have been identified within the study area comprising 22 archaeological remains, nine historic buildings and six historic landscape types. The assets include Woodsetts Conservation Area (Asset 38); designated in 1977, it is characterised by several late 19th century brick built houses, including Woodsetts House, concentrated along the main north-south and east-west roads of the settlement. No impacts on identified cultural heritage assets are predicted as a result of construction. While the proposal represents the introduction of a new piece of infrastructure into the setting of four designated assets (Grade II Listed Buildings), the proposal is temporary and, as a result of the distance between the assets and the components of the proposal, is not predicted to result in a significant effect on the assets, this assessment includes consideration of the potential for causing substantial harm as defined within the NPPF. As a result of desk-based work, including historic air photograph analysis and historic map regression, this study has identified high potential for unknown buried archaeology within the site and study area. This conclusion is based on the high concentration of archaeological finds from within the ploughsoil of the study area from a number of prehistoric and historic periods. In addition, historic air photographs have demonstrated the possibility for the presence of a late Iron Age, early Roman period enclosure approximately 50 m to the north of the site. The possibility of unknown buried archaeology within the proposal footprint has been managed through a non-intrusive geophysical survey covering the area of the extent of surface works. This demonstrated the presence of a number of anomalies of potential archaeological origin, principally comprising linear and curvilinear anomalies falling within the area of the proposal. These anomalies are indicative of former land divisions and enclosures potentially dating to the Iron Age or Romano-British period. Further investigation of these features would be managed through standard archaeological investigation processes during the planning and construction phases, potentially comprising a watching brief and / or a programme of strip, map and sample.

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

Environmental Aspect	Rational for Exclusion
Emissions to air	Emissions to air would include vehicle and equipment exhaust fumes, dust and potentially hydrocarbon release (methane) during the drilling period. Road traffic associated with the proposal would produce emissions to air during the temporary construction and drilling phases, similar to any construction site. The percentage change against existing traffic flows means the site does not trigger the assessment thresholds in the current guidance for planning (Planning for Air Quality, IAQM 2017). On-site generators and the drilling rig (both diesel powered) would produce temporary, localised emissions to air, likely to include NOx, SOx, PM10 and 2.5, CO and VOCs. Generators would be sized appropriately for site energy requirements and would be efficient, with emissions reduced as far as possible. These would be similar to generators on construction sites. Emissions from operating the rig would also be reduced through choice of an efficient rig appropriate for the site, with minimal emissions. The majority of the required

	generators would be present on the site for less than 6 months, although a single generator will be required throughout the operating period. The 60 m rig will be on-site for around 3 months during the 5 month Stage 2 operations. Dust from site preparation, construction and vehicle passage on access roads will be controlled with standard dust-control measures (as outlined in *the Proposal*) and is not considered likely to present a nuisance to site neighbours. As the well is only proposed to be cored and subject to a pressure transient test, there is very limited potential for hydrocarbon gas (methane) to be released during the drilling process. Any emissions which do occur will be short-term and very small in volume and are not expected to have a material effect on local air quality. The scale of the proposal is such that significant effects to air quality are not anticipated. The site is not within an Air Quality Management Area and so is not close to exceeding any air quality objective levels.
Climate Change	The potential contribution of the proposal to national greenhouse gas emissions would be negligible. Climate change emissions associated with the proposal are expected to be limited primarily to those from vehicles and drilling equipment which are considered to be generally small and are not considered to be significant. The proposal does 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 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 Dinnington Road, located approximately 0.4 km to the west of the settlement of Woodsetts, Rotherham ("the **site**"). The site is currently accessed via an agricultural entrance from Dinnington Road. The proposal has surface works area of 1.86 ha.

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

Stage 1: Site Development and Establishment – approximately 3 months

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

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

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

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

Stage 5: Decommissioning and Restoration – approximately 2 months

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

1.2 THE PURPOSE OF THIS DOCUMENT

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

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

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

This Environmental Report is structured as follows:

Section 2: Noise

Section 3: Traffic and Transport

Section 4: Ecology

Section 5: Landscape and Visual

Section 6: Surface Water and Flooding

Section 7: Hydrogeology

Section 8: Archaeology and Cultural Heritage

Section 9: Other Issues

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

2 NOISE

2.1 INTRODUCTION

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

2.2 SCOPE AND METHODOLOGY

2.2.1 Study Area

The study area is defined as the area that is potentially affected by the operational or construction noise and vibration from the proposal. The study area is shown in Figure 2.1 and includes the nearest noise sensitive receptors (NSR) including the nearest villages and houses to the proposed core well site and the access road. The wider road network is also included in the study area to assess the effects of traffic noise related to the proposal.

2.2.2 Baseline Data

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

2.2.3 Assessment Methodology

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

Planning Practice Guidance

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

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

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

Subsequent notes of relevance from the guidance are:

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

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

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

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

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

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

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

Both of these factors also apply to this development.

World Health Organisation Guidelines

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

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

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

Construction Noise Assessment

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

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

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

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

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

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

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

Table 2.1 Construction noise threshold of potentially significant effect at dwellings

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

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

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

Note 3: Applies to residential receptors only.

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

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

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

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

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

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

2.2.4 Calculations and Modelling

Noise Source Data – Site Development and Establishment

The primary construction activities will comprise:

- Mobilisation and fencing – up to 2 weeks
- New access track and carpark –2-3 weeks
- Site clearance and development – up to 4-5 weeks

- Installation of conductor/surface casing – 3 weeks
- Completion of site works and demobilisation- 1-2 weeks

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

Table 2.2 Construction noise data used for modelling

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

Noise Source Data – Traffic

Traffic noise calculations have been carried out based on 18 hr 7-day Annual Average Daily Traffic (AADT) figures with and without construction traffic, as shown in Table 2.3, for Dinnington Road which is the expected construction traffic route to the site

Table 2.3 Construction traffic data used for modelling

	Dinnington Road	
	Baseline	*With Construction*
AADT	5,914	5,984
% Percentage HGV	6%	7%
Speed km/h	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 well is to be drilled, if planning permission is granted. Therefore, this assessment is based on noise levels and characteristics that are considered to provide the maximum adverse noise impacts, representative of that which may arise from any rig that is eventually selected. Where mitigation has been assumed this is discussed in section 2.6. The

assessment has focused on the drilling and coring stage rig, as this represents the noisiest rig that could be on-site during the proposal. The sound power levels assumed for the drilling rig have been based on levels that are known to be achievable by available equipment at other sites where similar drilling has taken place. Noise surveys of the specific rigs were referred to in order to confirm that these values could be achieved in practice. For the purposes of this assessment it has been assumed that the drilling rig will be 60 m high and the top drive will be fitted 40 m above ground.

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

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

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

2.2.5 Noise Model Methodology

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

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

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

Predictions of drilling noise have been carried out using ISO 9613-2[1]. It is noted that the predictions are based on meteorological conditions that are favourable to noise propagations, and therefore are a worst-case approach. A ground absorption factor of 0.6 has been assumed in the prediction which is more conservative than the factor of 1 which is often applied to acoustically soft ground (such as

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

the fields which surround the Site). No account has been taken for the additional reduction in noise that might occur as a result of noise propagation through wooded areas. Prediction errors within ISO 9613:1996 are +/- 3dB. The model predictions are based on a widely validated prediction algorithm, and representative source estimates based on recent surveys. The predicted noise levels would comply with relevant criteria even taking account of these uncertainties.

2.2.6 Assumptions and Limitations

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

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

2.3 BASELINE CONDITIONS

2.3.1 Noise Sensitive Receptors

Residential properties (illustrated on Figure 2-1) in the vicinity of the site include:

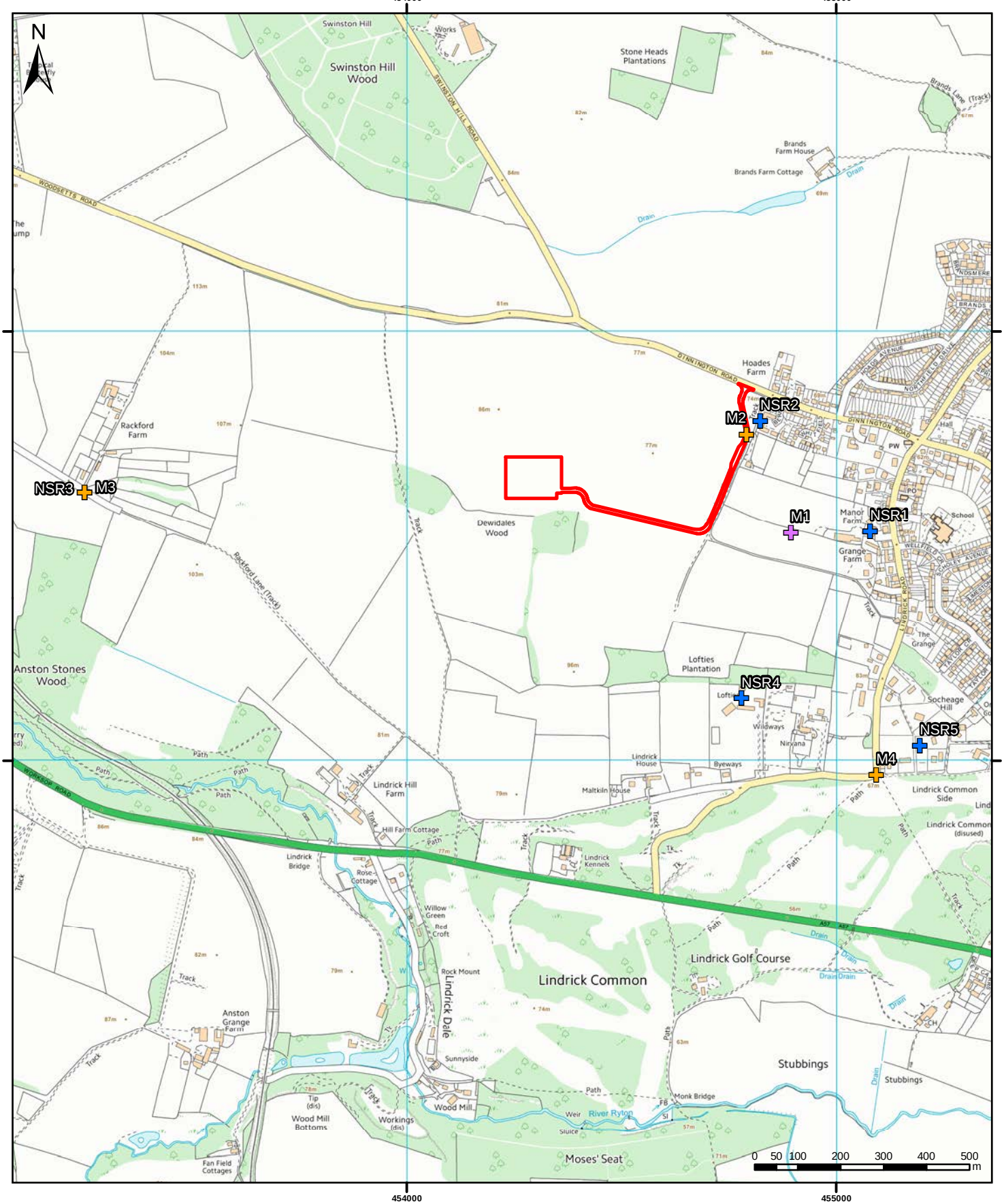
- Manor Farm residential properties (NSR1) to the east of the site along the west site of Lindrick Road these properties are located over 670 m from the proposal.
- Berne Square residential properties (NSR2), approximately 425 m northeast of the site, and approximately 30 m east of the access track at the closest point.
- To the west the properties of Rackford Road (NSR3) are approximately 900 m from the site.
- To the south the residential properties (Nirvana, Wildways, Lofties)(NSR4) located along the north side of the private road that connects the sound end of Lindrick Road with Workshop road are approximately 590 m from the site.
- To the southeast the residential priorities at the south end of Lindrick Road (NSR5) are approximately 960 m from the site.

2.3.2 Noise Monitoring Dates and Locations

Unattended noise monitoring was undertaken between 28 July and 04 August at measurement location M1 (see Figure 2-1). Attended measurements during day and night-time were undertaken between 12 -13 of July 2017 at the measurement locations M1 (only day time), M2, M3 and M4 (see Figure 2-1).

- Location M1 – located between the proposed site and Manor Farm residential properties, approximately 500 m east of the proposed site.
- Location M2 – located east of the Berne Square residential properties, approximately 115 m south of Dinnington Road and 400 m northeast of the proposed site.
- Location M3 – located at the east end of Rackford Road, approximately 980 m west of the proposed site.
- Location M4 – located at the sound end of Lindrick Road, approximately 920 m southeast of the proposed site.

These locations were selected to represent the baseline at the nearest residential areas to the site. The major sources of noise in the area are the Dinnington Road and the A57. Where they were close to local roads, the relative effect of local traffic compared to distant heavy traffic on the A57 was noted during the measurements.



Project:	Land adjacent to Dinnington Road, Woodsetts, Rotherham
Title:	Noise Sensitive Receptors and Background Noise Monitoring Locations
Date: 19/10/2017	Scale: 1:12,000 CRS: BNG
Drawn: ERM	Checked: MF Rev: 3
Figure No:	2-1

Legend:

- Attended Monitoring Location
- Unattended & Attended Monitoring Location
- Noise Sensitive Receptor
- Extent of Surface Works

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ERM DRAWING REF: \\uklonsv01\DATA\London\Confidential Projects\0378050 Project \Working files\GIS\MAPS\ERM_Drawing_References_20171018.xlsx

2.3.3 Instrumentation

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

Table 2.5 Instrumentation Details

Measurement Type	*Noise Meter Type*	*Noise Meter Serial Number*	*Calibrator Type*	*Calibrator Serial Number*
Unattended	Rion NL-52	00510148	Rion Calibrator NC-74	34536109
Attended	B&K 2250	3006497	B&K Type 4231	2095165

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. The attended measurements were carried out over 30 minute periods.

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

2.3.4 Meteorological Conditions

Meteorological conditions on-site were recorded using a Davis Vantage Vue weather station that recorded wind speed and direction and rainfall. Inspection of the noise readings suggested that the periods when strong winds or rain were recorded significantly affected the noise readings and these periods have been excluded from the analysis. The wind direction was generally between the southwest (SW) and west (W) which is often experienced in the UK.

2.3.5 Baseline Monitoring Results and Discussion

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

A summary of the measured baseline noise levels at Location M1 is given in Table 2.6 and Table 2.7. [Note: the L_{A90} noise levels are used for the assessment of noise with a night time period starting at 2200 hours as described in the PPG and have been analysed over these periods. The L_{Aeq} is used for assessment of noise according to BS 5228, therefore the time periods are defined as per Table 2.9.]

Table 2.6 Measured baseline noise level ranges, Location M1

	Ambient noise, dB L_{Aeq},T			*Background noise, dB L_{A90}*		
	Day	*Eve*	*Night*	*Day*	*Eve*	*Night*
Range	40 - 53	37 - 57	31 - 44	32 - 41	33 - 40	24 - 41
50th percentile	N/A	N/A	N/A	39	36	31
Modal	N/A	N/A	N/A	41	35	34
Logarithmic Average	46	48	38	39	37	33

Table 2.7 Attended measured baseline noise levels

Location & Time			*Ambient noise, dB $L_{Aeq,T}$*	*Background noise, dB L_{A90}*	*Maximum noise, dB L_{Amax}*	*Comments*
M1	Day	15:40	53	33	85	Traffic noise from Dinnington Road and overhead aircraft were dominant. Lmax was due to a vehicle passing along neighbouring driveway (<5 m from meter).
M2	Day	18:24	46	38	70	Traffic noise from Dinnington Road was dominant.
M2	Night	00:56	36	29	64	Traffic along A57 was constant and dominant. Lmax due to passing vehicles along Dinnington Road.
M3	Day	10:38	41	38	61	Traffic along A57 was audible but not dominant. Localised noise sources such as birdsong / during gusts wind vegetation were dominant.
M3	Night	00:10	36	29	58	Traffic along A57 was constant and dominant. Lmax was due to bird song.
M4	Day	16:46	49	38	70	Traffic along A57 was constant and dominant. Lmax was due to cars passing along private road and Lindrick Road.
M4	Night	01:36	53	33	85	Traffic along Dinnington Road and overhead aircraft dominant. Lmax was due to vehicle passing along neighbouring driveway.

The modal value of the unattended measurements in Table 2.6 has been used to characterise the baseline noise environment in terms of the L_{A90}. 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. (Noise levels during the evening period showed that L_{A90} values of 35 and 36 occurred for the same number of times and the lower value has been adopted, which is a conservative approach.)

The baseline noise levels used in the assessment are summarised in Table 2.8. The derivation of the baseline noise levels in Table 2.8 are discussed further in Appendix 2-1. The baseline noise levels are considered representative for all NSRs; therefore they have been used for the assessment of all NSRs.

Table 2.8 Baseline noise levels used in assessment

Period	*Parameter*	*Noise Level dB(A)*
Daytime	Baseline ambient noise level, dB $L_{Aeq,\ 0700\ to\ 1900}$	46
	Background noise level, dB $L_{A90\ 0700\ to\ 1900\ (modal\ value)}$	41
Evening	Baseline ambient noise level, dB $L_{Aeq\ 1900\ to\ 2300}$	48
	Background noise level, dB $L_{A90\ 1900\ to\ 2200\ (modal\ value)}$	35
Night-time	Baseline ambient noise level, dB $L_{Aeq\ 2300\ to\ 0700}$	38
	Background noise level, dB $L_{A90\ 2200\ to\ 0700\ (modal\ value)}$	34

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

Table 2.9 Noise threshold categories for construction noise assessment

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

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

2.4 NOISE MODELLING RESULTS

2.4.1 Site Development and Establishment

Predicted noise levels from construction activities at the NSRs 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 2 Berne Square). The assessment is worst case because it assumes that all equipment will operate for 100% of the time. However, in reality construction will more likely be phased, with only some of the equipment operating on-site at any one time.

Table 2.10 Predicted Construction noise levels

Location	Sound pressure level, dB $L_{Aeq,1h}$ - facade
	Range
NSR 1 Manor Farm residences	58
NSR 2 Berne Square residences	81
NSR 3 Rackford Road residences	49
NSR 4 Private Road residences (Nirvana, Wildways, Lofties)	53
NSR 5 Lindrick Road residences	51

2.4.2 Traffic

Predicted changes in traffic noise due to construction traffic are shown in Table 2.11. The section of Dinnington Road that will be used by construction traffic for the proposal will see only a small percentage increase (<10%) which is expected to result in a noise change of less than 1 dB(A), and therefore noise changes are not expected as a result.

Table 2.11 Predicted construction traffic noise level change

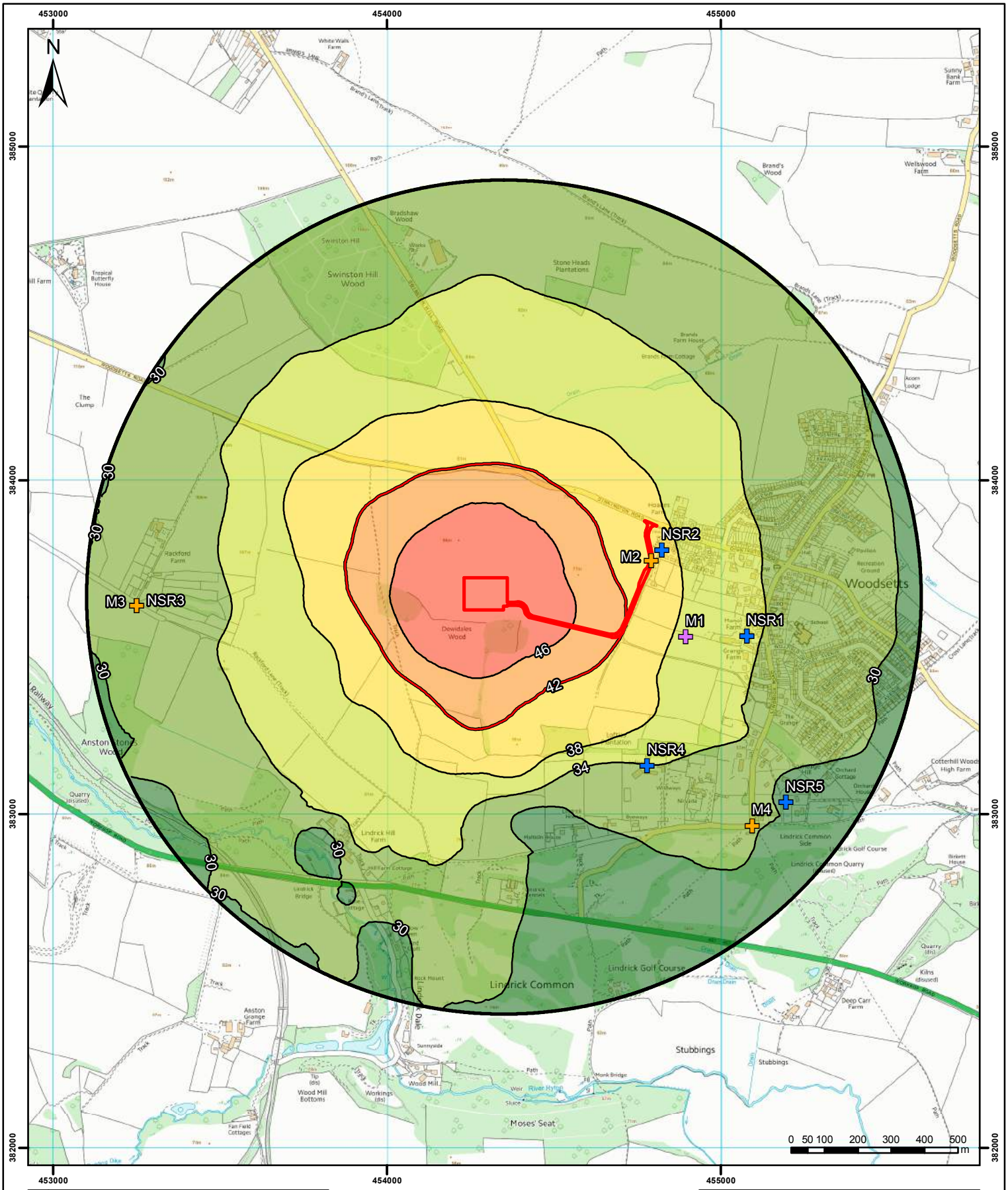
	Dinnington Road	
	Baseline	*With Construction*
Traffic flow 7-day 18hr AADT	5,914	5,984
Percentage HGV	6%	7%
Speed km/h	N/A – no change	N/A – no change
Change, dB	No change	

2.4.3 Drilling and Coring

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

Table 2.12 Rig noise modelling results

Location	Predicted Drilling and Coring Noise Level dB LAeq,1h (free-field)
NSR 1 Manor Farm residences	35
NSR 2 Berne Square residences	39
NSR 3 Rackford Road residences	31
NSR 4 Private Road residences (Nirvana, Wildways, Lofties)	33
NSR 5 Lindrick Road residences	30



Project:	Land adjacent to Dinnington Road, Woodsetts, Rotherham
Title:	Noise Modelling Contours from Mitigated Drilling
Date: 19/10/2017	Scale: 1:15,000 CRS: BNG
Drawn: ERM	Checked: MF Rev: 3
Figure No:	2-2

Legend:

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

Noise Level in dB(A):

- < 30
- 30 - 34
- 34.1 - 38
- 38.1 - 42
- 42.1 - 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 baseline ambient noise levels in the area, is shown in Table 2.13. It can be seen that even with a worst case (and unlikely) scenario of all plant operating at the same time during the construction period, noise levels will be lower than the daytime threshold for the majority of the construction phase. The only exception to this is the daytime access track construction works when the plant is at the closest point to Berne Square. However, this effect is likely to be short-lived within the 2-3 week period for the bellmouth and full access track construction and is not expected to result in significant noise impacts. 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 (dB Façade)

Period	*Noise threshold, dB LAeq,T*	*Predicted construction noise level, dB LAeq,1h*				
		NSR 1 Manor Farm Residences	*NSR 2 Berne Square Residences*	*NSR 3 Rackford Road Residences*	*NSR 4 Private Road Residences (Nirvana, Wildways, Lofties)*	*NSR 4* Lindrick Road Residences
Daytime	65	58	81	49	53	51
Evening	55	-	-	-	-	-
Night-time1	45 (façade) / 42 (free-field)	-	-	-	-	-

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

2.5.2 Traffic Noise Assessment

The traffic noise assessment is presented in Table 2.14. The resulting change in road traffic noise levels will be less than 1 dB and therefore not significant.

Table 2.14 Traffic noise assessment

	Change In Noise (dB)	*Assessment*
Properties along Dinnington Road	<1 dB	Not significant

2.5.3 Drilling and Coring Noise Assessment

The PPG on noise from mineral extraction requires that "for any operations during the period 22.00 – 07.00 noise limits should be set to reduce to a minimum any adverse impacts, without imposing unreasonable burdens on the mineral operator. In any event the noise limit should not exceed 42 dBA LAeq,1h (free field) at a noise sensitive property." The approach taken for this assessment has been to utilise best available techniques to reduce noise from the drilling rig to as low as possible without placing overly restrictive burdens on the operator.

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

Table 2.15 Residual temporary ambient noise level change assessment

Location	Noise Criterion dB $L_{Aeq,\ 1\ hour}$ – free-field			Rig noise, dB L_{Aeq} - free-field	Difference between noise criterion and rig noise dB		
	Day	Evening	Night		Day	Evening	Night
NSR 1 Manor Farm residences	51	46	42	35	-16	-11	-7
NSR 2 Berne Square residences				39	-12	-7	-3
NSR 3 Rackford Road residences				31	-20	-15	-11
NSR 4 Private Road residences (Nirvana, Wildways, Lofties)				33	-19	-13	-9
NSR 5 Lindrick Road residences				30	-21	-16	-12

2.5.4 Discussion

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

a) is there a significant adverse impact to health;

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

c) is there an adverse impact to health; or

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

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

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

Although some residents living in close proximity to the rig could experience higher noise levels at night compared to what they are used to, it is the daytime and evening periods that are of greatest concern with respect to the impact on quality of life (amenity, enjoyment of property etc.). This is because people will tend to be indoors or asleep during the night, whereas during the day and evening they are more likely to be using outdoor spaces for amenity purposes.

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

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

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

However, the construction noise is anticipated to cause a noise impact which is 16 dB(A) higher than the daytime threshold at NSR 2 (Berne Square residences) during the construction of the access

track, which is located approximately 30 m west of the residential properties at the nearest point. However, the works in close proximity are expected to be of limited duration within the 2-3 weeks period for this activity, and the effects are not likely to be significant.

2.5.5 Vibration

Potential short-term vibration impacts could potentially be generated when the access track construction is taking place at the closest point to Berne Square particularly if vibratory compaction were to be required. This is likely to be short lived and therefore its effect is not expected to be significant, however, to mitigate potential impacts non-vibratory compaction equipment would be used during road construction in this location.

There are no anticipated impacts that would arise due to ground borne vibration resulting directly from the drilling operations. The drills are rotary bored only and therefore impart relatively small amounts of energy into the ground, for example compared to percussive pilling techniques. Data available for rigs used during conductor installation suggests that ground borne vibration would be imperceptible at distances of greater than 20 m. Vibration levels from the drilling operations are not expected to be significantly different in magnitude. Consequently, at the nearest receptor 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 construction and 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 BS5228 or the PPG night-time noise criterion steps will be implemented to ensure that noise levels do not exceed this level on a regular basis as far as is practicable. There will also be a clearly advertised complaints procedure to allow noise concerns to be reported and investigated.

2.6 EMBEDDED MITIGATION

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

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

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

No mitigation has been incorporated into the proposal for the assessment of the construction noise.

2.7 CONCLUSIONS

This assessment has considered the potential of the daytime construction and drilling of the exploration well to have noise impacts. The assessment has shown that noise from construction is expected to exceed the assessment criteria at NSR2, and it may be audible (but not exceeding assessment criteria) at times at the other NSRs. Due to the short duration of the impact at NSR 2, it is not expected to result in significant noise impacts.

Traffic during the construction period is 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. Non-vibratory compaction rollers would be used during the construction of the access track at the closest point to Berne Square residences to mitigate the potential short-term impacts in this location.

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

2.8 REFERENCES

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

3 TRAFFIC AND TRANSPORT

3.1 INTRODUCTION

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

3.2 SCOPE AND METHODOLOGY

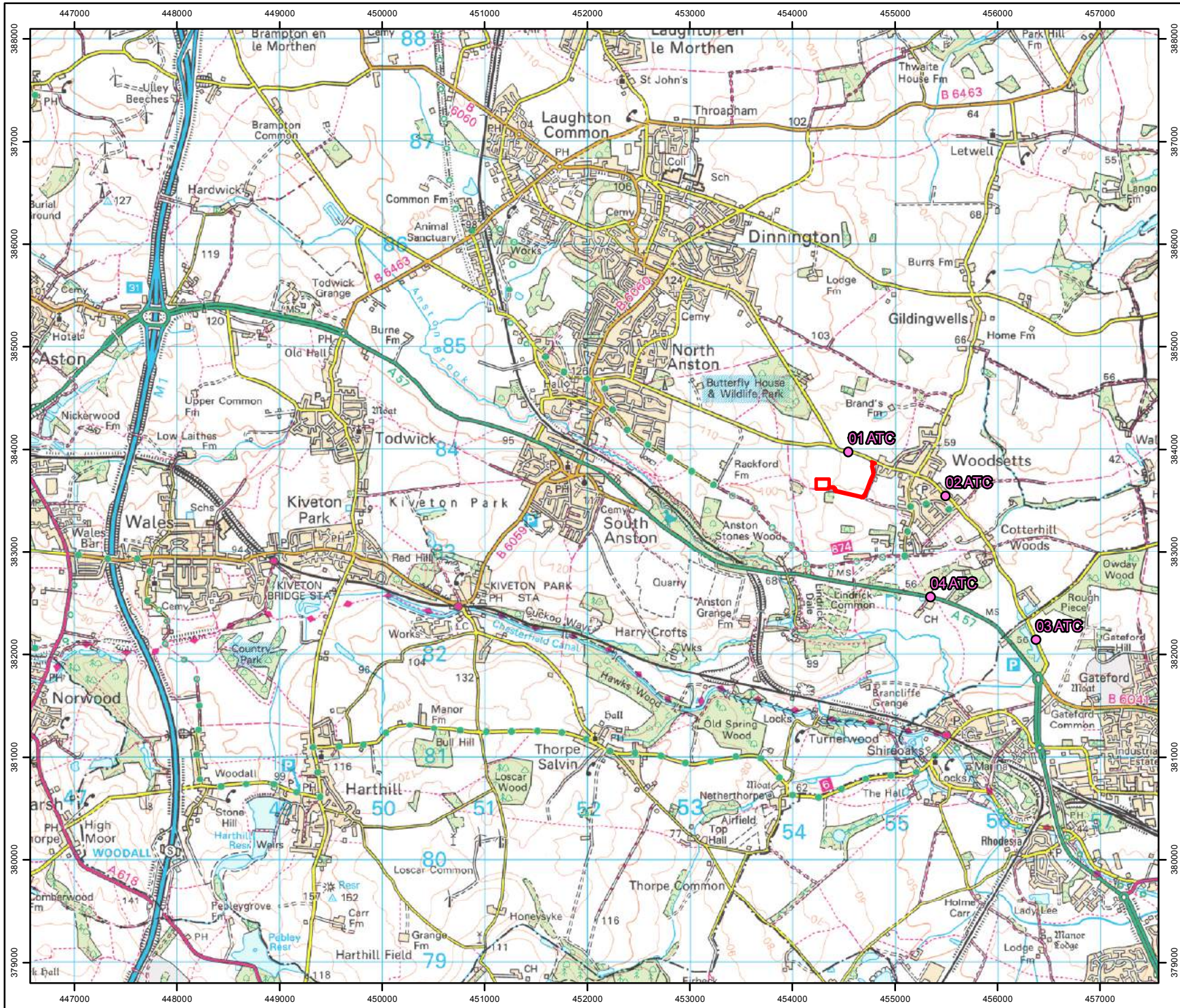
3.2.1 Study Area

The study area is defined mainly by the intended vehicle access to the site and the key receptors along the route to the site from the A57. Following an assessment of several route options to the site (as set out in Section 3.4.2) access to the site via Dinnington Road, predominantly via the trunk road network A57 from the M1, was considered the most appropriate option. This was based on a number of criteria to determine the most sustainable route option. Once the route was selected a detailed route assessment has been undertaken and is set out later in this section.

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

- A57;
- Woodsetts Lane;
- Worksop Road; and
- Dinnington Road.

The location for each site identified above is shown in Figure 3.1



Legend:

- ATC Location
- Extent of Surface Works

N

0 250 500 1,000 1,500 m

INEOS Shale

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

Project:	Land adjacent to Dinnington Road, Woodsetts, Rotherham
Title:	Traffic Study Area and ATC Locations
Date: 19/10/2017	Scale: 1:50,000 CRS: BNG
Drawn: ERM	Checked: BP Rev: 4
Figure No:	3-1

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

ERM DRAWING REF: \\uklonsv01\DATA\London\Confidential Projects\0378050 Project \Working files\GIS\MAPS\ERM_Drawing_References_20171018.xlsx

3.2.2 Baseline Data Collection

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

The data for each of the ATC locations was collected over a one-week duration. The data for all three sites was collected between Tuesday 11 July 2017 and Monday 17 July 2017. This is provided in Appendix 3-1.

Baseline accident information has been obtained from the Crashmap website [www.crashmap.co.uk – accessed 9 August 2017].

3.2.3 Assessment Methodology

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

Institute of Environmental Assessment

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

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

The IEA Guidelines go on to state that:

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

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

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

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

Rotherham Local Plan Core Strategy 2013-2028

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

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

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

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

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

Summary

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

3.2.4 Assumptions and Limitations

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

3.3 BASELINE CONDITIONS

3.3.1 Overview

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

3.3.2 Local Highway Network and traffic flows

The site is an agricultural field located off Dinnington Road which can be used to access the site via the existing formal access. Figure 3.1 shows the location of the site in relation to the surrounding highway network.

3.3.3 Surrounding Highway Network

The site is situated within an area of arable land predominantly surrounded by other farmland; the settlement of Woodsetts is located approximately 0.4 km to the east.

Dinnington Road

Dinnington Road is a single lane, two-way carriageway which provides access to the site from the surrounding highway network. It is approximately 850 m long and runs in an east-west alignment. It extends between Worksop Road to the east and Swinston Hill/Woodsetts Road the west.

The section of Dinnington Road located to the east of the existing site access predominantly provides access to the properties along its length and has a speed limit of 30 mph. The section to the west of the site access provides access to farmlands and has a speed limit of 60 mph.

Dinnington Road forms a priority junction (cross road) with Lindrick Road, Worksop Road and Gildingwells Road.

Dinnington Road has street lights and footways along the 30 mph section of the road. There are bus stops also located along this road.

In the vicinity of the site access, Dinnington Roadis subject to national speed limit. Speed surveys derived from the ATC counts on the road indicates that the 85th percentile speed on the road is 43.2 mph.

It is proposed to provide access to the site from this road using the existing agricultural access. It is intended as part of the development proposal to relocate the point where the speed limit changes from 60 mph to 30 mph to 50m west of the access so that vehicle approach speeds to the junction are 30 mph in both directions. This will have benefits on visibility requirements and safety.

Worksop Road

Worksop Road is a single lane, two-way carriageway which forms a crossroad with Dinnington Road. It runs on an east-west route alignment and extends between Dinnington Road to the east and Worksop Road to the west.

Worksop Road is approximately 530 m long and predominantly provides access to the residential developments along its length. It has a speed limit of 30 mph and footways and street lighting on both sides of the road.

There are bus stops located along this road.

Woodsetts Lane

Woodsetts Lane connects to the A57 via a roundabout. It extends between Worksop Road to the north and A57 to the south. The road is approximately 2 km in length. It is rural in nature and has wide grass verges on both sides of the road. It is a two-way single carriageway road with a speed limit of 60 mph.

A57

The A57 is a major road, running along an east-west alignment, with a typical carriageway width of 7.5 m. This road connects the site to the motorway network (M1 Junction 31). The A57 forms a dual carriageway from the motorway junction and its junction with Todwick Lane. There is street lighting and footway provision on both sides of this section of the A57.

From this section the A57 becomes a wide single carriageway with a footway located on the northern edge of the carriageway until the town of South Anston. There is no street lighting on this section of the A57.

Within South Anston there are footways and street lighting on both sides of the A57 and the speed limit of the road is restricted to 40 mph.

Past South Anston, the A57 becomes a single carriageway rural road with grass verge on both sides of the road. The speed limit at this section of the road is 50 mph.

It was recognised at public consultation that occasional incidents occur on the A57 which result in a road closure. It is understood that during these events the A57 traffic can be diverted through Woodsetts for the period of the closure.

3.3.4 Road Safety

Road safety collision records have been obtained from Crashmap. These provide records of collisions for a five year period between 2012 and 2016. The study area for this comprises the site access route including the links and junctions between the A57/Gateford Road/Woodsetts Lane roundabout and the site access junction.

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 route to the Site from A57 Roundabout

Route	*Collisions*	*Slight*	*Serious*	*Fatal*
Dinnington Road	4	3	0	1
Woodsetts Lane	5	5	0	0

It can be seen from Table 3.1 that there were nine accidents recorded on the links between the site access and the A57 roundabout junction. Of the nine accidents, four occurred on Dinnington Road and five occurred on Woodsetts Lane.

For the four accidents on Dinnington Road, 3 resulted in slight injuries and one fatality. The fatal accident occurred in the vicinity of Hoades Avenue, Whitfield Gardens staggered junction, where a vehicle turning right failed to see an oncoming vehicle and turned into the oncoming vehicle. It is important to note that over the five year period no further accidents were recorded at this location.

The five accidents on Woodsetts Lane resulted in slight injuries. There were no serious or fatal accidents recorded on this link.

A further review of the accident data along these links did not identify any trends or concerns relating to the existing layout of the highway.

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

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

Table 3.2 Collisions at Key Junctions

Junction	*Collisions*	*Slight*	*Serious*	*Fatal*
A57/Gateford Road/Woodsetts Lane	12	11	1	0
Woodsetts Lane/Owday Lane	1	1	0	0
Gildingswell Road/Worksop Road/Lindrick Road	1	1	0	0

It can be seen from the above table that there were 12 accidents recorded at the A57/Gateford Road/Woodsetts Lane junction, one accident at the Woodsetts Lane/Owday Lane junction and one accident at the Gildingswell Road/Worksop Road/Lindrick Road over the five year period.

Further review of the accidents at the A57/Gateford Road/Woodsetts Lane showed that these accidents resulted in 11 slight injuries and one serious injury. There was no fatal accident at this junction.

The serious accident was as a result of a cyclist turning right into a vehicle going ahead on the roundabout. There is no indication that the current layout of the roundabout or any existing highway features contributed to this accident.

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

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

3.3.5 Existing Traffic Movements

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

Table 3.3 Indicative Traffic Movements Summary

Site	*Daily Average Vehicle Movements*	*Daily Average HGV Movements*	*Percentage HGV*
Dinnington Road	5,974	331	6%
Worksop Road	5,963	314	5%
Woodsetts Lane	8,914	348	6%
A57	19,446	2,326	12%

It can be seen from Table 3.3 that currently HGV movements on the surrounding highway network ranges between 5% on Worksop Road and 12% on A57.

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

Table 3.4 Indicative Maximum Daily Traffic Movements Summary Per Proposal Stage

Stage	*Activity*	*Duration*	*Maximum Daily Vehicle Movements*	*Maximum Light Vehicles (<7.5 tonnes)*	*Maximum HGVs*
1	Site development and establishment	11 Weeks	70	10	60
2	Drilling, coring and PTT	20 Weeks	62	16	46
3	Maintenance of site	Annual figures	32 (Annual Figures)	26	6
3a	Possible workover of the well	Up to 3 Weeks	60	8	52
4	Use of well as listening well	5 Weeks	60	8	52
5	Decommissioning and restoration	6 Weeks	62	8	54

It can be seen from Table 3.4 that the proposal could generate a maximum of 70 daily vehicle movements during the site development and establishment stage. This stage would take place over approximately 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 62 daily traffic movements associated with the drilling and coring phase. This would take place over a period of 12 weeks (84 days) and the average number of daily traffic movements during this period would be about 30. It is worth noting that Stage 2 would also include the Pressure Transient Testing (PTT) which would take place over 8 weeks (55 days). The average number of daily traffic movements during this period would be 17.

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

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

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

3.4.2 Routeing and Site Access Arrangements

Routeing

The preferred Indicative Access Route has been determined by INEOS and is provided in Appendix 3-2 (Dwg No. P304-075).

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

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

Following a route assessment of the surrounding road network against a range of criteria, a recommended route of approximately 12.5 km from the M1 motorway to the site has been proposed. This route exits the M1 motorway at junction 31 and for approximately 9.5 km follows the trunk road network (A57 Worksop Road) between the M1 and Gateford. The remaining 3 km of the route is undertaken on Woodsetts Lane, Worksop Road and Dinnington Road. The recommended access route is approximately 3 km in length and commences at the A57/B6041 roundabout to the southeast of the site. The drive time for the access route is approximately 3 minutes in normal driving conditions.

On leaving the Strategic Road Network the route continues along Woodsetts Lane which has a varying carriageway width, no footways and derestricted speed limit (60 mph) between the A57 and entry to Woodsetts village.

The first 2 km (approximately) section of the route is typified by its rural surroundings with sweeping bends, wide grass verges and no dedicated pedestrian/cycle facilities. The quality of the carriageway is considered to be poor with numerous potholes and cracks. Speed surveys undertaken on this road (part of the ATC baseline data collection) indicates an average speed of 43.2 mph and 85th percentile speed of 49 mph.

On entering Woodsetts village the speed limit reduces to 30 mph; the quality of pedestrian infrastructure significantly increasing through the built-up area. The road name changes from Woodsetts Lane to Worksop Road through the village. Bus stops with shelters are provided on Worksop Road and there are no formal restrictions to on-street car parking along the majority of its length.

At the centre of Woodsetts there is a priority controlled crossroad junction, Worksop Road/Gildingswell Road, which is enhanced by way of a raised table in order to provide a traffic calming feature and reduce vehicle speeds. There is a slight kerb line build out at this junction which reduces the carriageway width on Worksop Road to approximately 4.8 m (based on OS mapping). To the north of the crossroad junction there are low level wooden bollards located within the grass verges fronting residential properties; bollards in these situations are provided to restrict car parking on the verges.

Approximately 40 m to the east of the access junction to the site, the speed limit on Worksop Road reverts back to 60 mph as vehicles exit Woodsetts village.

Site vehicles will then turn left onto the site access track via an existing priority controlled T-junction on Worksop Road/Dinnington Road.

A detailed swept path analysis of the proposed access route has been undertaken utilising the most onerous anticipated vehicles required for the on-site operations. Drawings are provided in Appendix 3-2. Drawing No. 65863/05005 presents the analysis of a 16.15 m Low Loader carrying a 4.1 m

wide load (abnormal load). Drawing No. 65863/05006 presents the analysis of a standard 16.15 m Low Loader. Each drawing includes a large car travelling in the opposite direction to demonstrate spatial requirements and potential points of conflict along the route.

As can be expected, Drawing No. 65863/05005 demonstrates that a Low Loader carrying a 4.1 m wide load would conflict with vehicles travelling in the opposite direction and limit two-way movements at several points along the route. A detailed strategy to manage these conflict points would be developed for the safe transport of abnormal loads. This would be set out in the route management strategy and traffic management plan for the site.

Drawing No. 65863/05006 demonstrates that a standard Low Loader is able to navigate the route without conflict except for the existing build out on Worksop Road within the village, where a potential conflict point could arise. The exact location is the Worksop Road/Gildingswell Road priority controlled crossroad junction. At this location, the carriageway narrows due to a kerb line buildout on the approach from Dinnington Road. This appears to have been provided to avoid implications on the underground services chamber. Whilst the build out is a physical constraint it is not envisaged that it will have a significant implication on two-way operation as the forward visibility to the junction is good and approaching vehicles could simply give way to oncoming traffic if a conflict arises. It is not considered that this will result in a severe impact on highway safety or operation.

Whilst there are points within the village where the carriageway width significantly reduces, based on observations of on-street parking locations it is not anticipated that vehicles parking on-street would obstruct vehicle movements.

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

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

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

Site Access Arrangement

It is intended to provide access to the site from the existing priority junction on Dinnington Road.

In order to confirm that the existing geometry of the junction is adequate to accommodate all anticipated vehicles to the site swept path analysis of four vehicle types have been undertaken. The following drawings are provided in Appendix 3-2.

- Drawing no. 65863/05001 - 16.5m Articulated HGV;
- Drawing no. 65863/05002 - 16.15m Low Loader;
- Drawing no. 65863/05003 - 16.15m Low Loader with a 4.1m wide load; and
- Drawing no. 65863/05004 - 16.65m Crane

The analysis confirms that each vehicle is able to access/egress the site utilising the existing junction geometry, although there is vehicle overhang and use of the opposite side of the carriageway. This would be managed as part of the RMS.

The access location is situated at a point where the speed limit changes from derestricted (60 mph) to 30 mph. Drawing No. 65863/06002 shows the visibility for the site access based on the existing speed limit of 60 mph. The drawing shows that the required visibility of 4.5 m x 215 m in accordance with Design Manual for Roads and Bridges is achievable within the adopted highway land.

It is important to note due to the fact that vehicles are approaching the 30mph speed limit in this location, it is an unlikely that vehicles will be travelling at 60mph.

It is worth noting that two-way access is unachievable and therefore appropriate measures would be provided within the RMS to manage any potential conflicts in this location. The management approach adopted for this location would ensure that there is no waiting on Dinnington Road for site traffic.

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:

- A57 Gateford Road;
- Woodsetts Lane;
- Worksop Road; and
- Dinnington Road.

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

Table 3.5 Indicative Traffic Impact Summary

Site	*Existing Traffic*		*Development Traffic*		*Percentage Impact*	
	Vehicle	*HGV*	*Vehicle*	*HGV*	*Vehicle*	*HGV*
Dinnington Road	5,974	331	70	60	1%	18%
Worksop Road	5,963	314	70	60	1%	19%
Woodsetts Lane	8,914	348	70	60	1%	17%
A57 Gateford Road	19,446	2326	70	60	0.4%	3%

The maximum daily vehicle movement for the site development and establishment stage has been utilised to assess the impact of the proposal on the local highway network and shown in Table 3.5. It

can be seen from Table 3.5 the impact of the proposal on all the links is significantly less than the 10% threshold, below which there is no discernible environmental impact.

It can be seen from Table 3.5 that the impact of HGV movements associated with the proposal on the surrounding highway network ranges between 3% on the A57 Worksop Road and 19% on Worksop Road. This impact is significantly less than the 30% threshold which would trigger the need for further detailed assessments.

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

3.4.4 Severance

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

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

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

3.4.5 Pedestrian Fear and Intimidation

It is understood that the access route to the site from the A57 is used by a range of non-motorised users (pedestrians, cyclists and horse-riders). Figure 3.2 provides an illustration of some of the points of interest between the A57 and the site access where the presence non-motorised users may of particular relevance. With regards to vulnerable pedestrians, such as school-age children, it is noted that both sides of the Worksop Road are provided with pavements and the Woodsetts Primary School is located to the south of the route. Children walking to school from houses in Woodsetts to the south of the Worksop Road would not be expected to cross the site access route. From an analysis of the road network, it is also expected that that majority of the children walking to school from the houses north of Worksop Road would be likely to cross the site access route at the priority controlled Worksop/Gildingwells Road junction, or at the Dinnington Road / Hoades Avenue junction. The Worksop/Gildingwells Road junction has a raised table and tactile paving on all arms of the junction to enable safe crossing. It is worth noting that in addition to the raised table, there is a buildout on Dinnington Road approach which serves to reduce the approach speeds of vehicle and improve safety for pedestrians and cyclists.

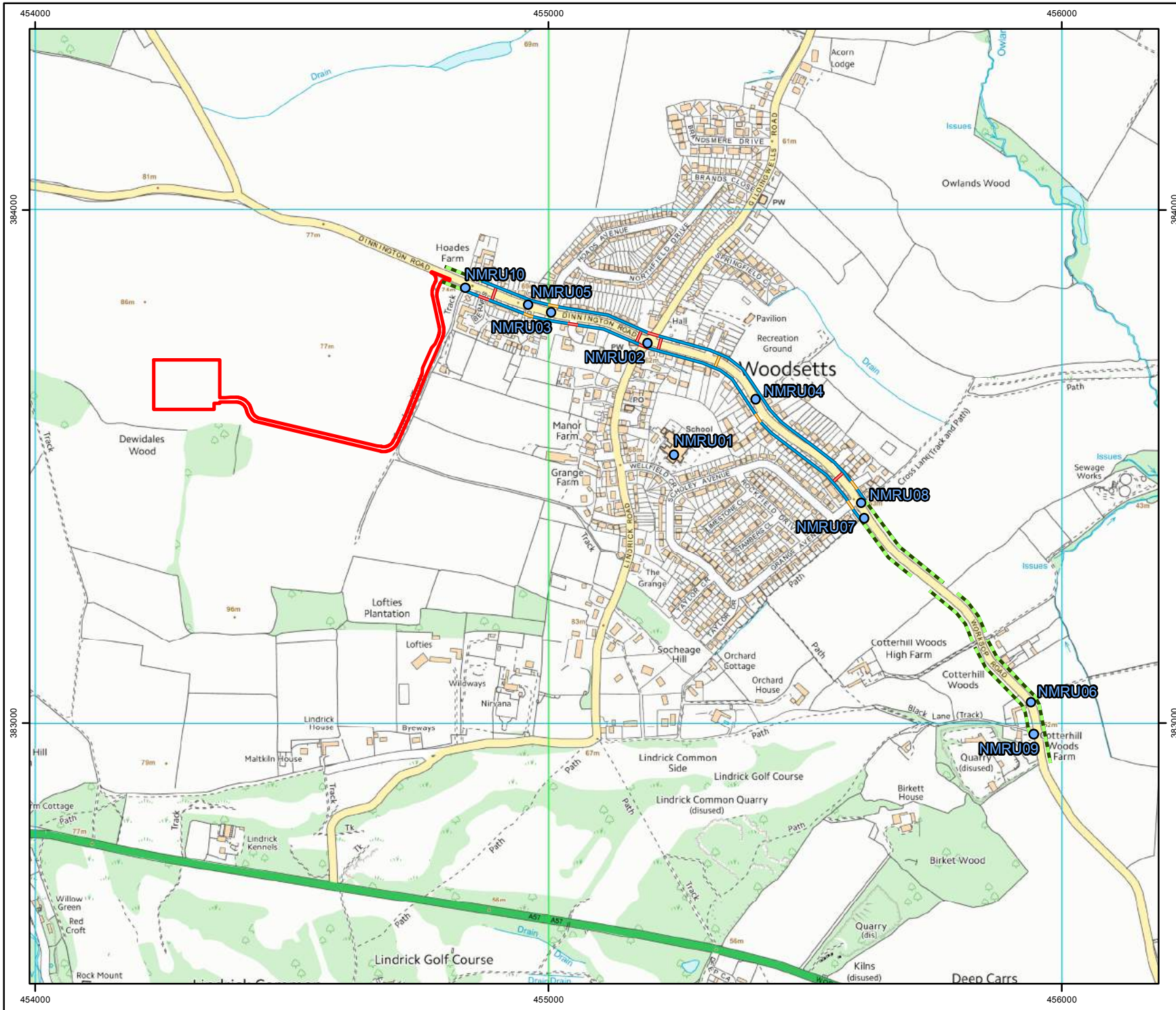
Similarly the Worksop Road section in the vicinity of the access gate to the recreation grounds to the north of Worksop Road may see an increased number of children crossing at this point. There is no pedestrian crossing in this location.

The traffic survey undertaken also identified an average of 65 bicycles and motorcycles movements per day on Worksop Road; 60 bicycles and motorcycles movements per day on Dinnington Road; and an average of 79 bicycles and motorcycle movements per day on Woodsetts Lane. The traffic

survey was undertaken in summer months and it is reasonable to assume that this usage is indicative of the higher end of expected cyclist numbers. Whilst cyclist numbers are not high, the presence of a Strava 'sprint' segment on the Dinnington Road approach to Woodsetts (finishing at the speed indicator sign opposite the Whitfield Gardens junction), may result in cyclists using this section of the road at speeds considered higher than 'normal'.

It is noted that horse-riders use the access route from the A57, and a field of horses has direct access onto Woodsetts Lane approximately 795 m from the Owday Lane Junction.

It is also recognised that the Rotherham public right of ways (footpath No.6, No.8 and No.9 and Bridleway No.7) have access from the Worksop Road at locations between the junction with Owday Lane and Woodsetts village. It is also noted the Bridleway No. 3, has an access point from Dinnington Road approximately 50 m to the east of the proposed site entrance. A visual inspection of the public rights of way would suggest that the routes are relatively well used. It should be noted that activities such as dog walking and horse-riding generally take place during the early morning or evening periods when vehicular activity to/from the site is anticipated to be reduced.



Legend:

- Non-Motorised Road User Point of Interest
- Footway
- Grass Verge
- Informal Crossing
- Tactile Crossing
- Extent of Surface Works

NMRU01 - Woodsetts Primary School

NMRU02 - Worksop Road / Gildingwells Road Junction

NMRU03 - Dinnington Road / Hoads Avenue Junction

NMRU04 - Access gates to Recreation Ground

NMRU05 - Speed Indicator Sign (Strava 'sprint' segment finish)

NMRU06 - Footpath No.8 Access Point and gate access to field with horses

NMRU07 - Footpath No.6 Access Point

NMRU08 - Footpath No.9 Access Point

NMRU09 - Bridleway No.7 Access Point

NMRU10 - Bridleway No.3 Access Point

N

0 50 100 200 300 m

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Project: Land adjacent to Dinnington Road, Woodsetts, Rotherham

Title: Non-Motorised Road User Points of Interest

Date: 19/10/2017 Scale: 1:10,000 CRS: BNG

Drawn: ERM Checked: BP Rev: 4

Figure No: 3-2

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

ERM DRAWING REF: \\uklonsv01\DATA\London\Confidential Projects\0378050 Project \Working files\GIS\MAPS\ERM_Drawing_References_20171018.xlsx

Notwithstanding the above, the use of the local roads and public rights of ways by non–motorised users will be accounted for within the RMS and TMP. All drivers will be issued with a 'Drivers Pack' to maintain compliance with the RMS and TMP once activities are under way. This will include maps and a copy of the TMP to ensure that procedures and plans are followed. A training session with all INEOS personnel and contractors will be carried out to cover the importance of the TMP and the control measures that have been put in place. Route specific hazards will be covered during this session.

Mitigation measures will include the use of remote staging areas and grouping of site vehicles into small convoys to travel to site to minimise disruption to other road users. All vehicles travelling to location will be escorted by an escort vehicle. The escort vehicle will act as the "eyes and ears" of the convoy, will dictate its speed, and will take additional precautions when passing the most vulnerable road users, including pedestrians and equestrians. All escort vehicle drivers will be provided with training on how to manage encounters with vulnerable road uses.

A 'lead' escort vehicle will travel a short distance in front of the convoy and maintain radio contact with the escort vehicle accompanying the convoy; they will inform them of any vulnerable users likely to be on the route section, the type of user to expect (including whether there may be equestrians or pedestrians that require particular care in passing) and their location along the section.

3.4.6 Environmental Impacts

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

3.4.7 Road safety

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

3.5 CONCLUSIONS

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

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

The traffic analysis has been developed based on traffic flows obtained from the site. The assessment concludes that the proposal will not have a material impact on the links within the study area. The maximum impact of the development traffic on the surrounding highway network is 1% which is significantly less than the 10% threshold and unlikely to be discernible by existing road users.

A TMP and RMS would be implemented and appropriate mitigation including the relocation of the speed limit to the west of the site access implemented as part of the RMS.

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 July 2017 to identify potential ecological constraints and provide recommendations for avoidance and mitigation measures, as well as further ecological investigations that would be necessary pre-commencement to minimise ecological effects.

4.2.2 Desk-based Study

A detailed ecological desk study exercise was undertaken to obtain ecological records and information which would be considered relevant to the proposal. This included a review of national and locally held information from MAGIC interactive mapping of the natural environment and a report received from the local environmental records centre.

4.2.3 Field Survey

An extended Phase 1 habitat survey was undertaken by a suitably qualified Chartered Institute of Ecology and Environmental Management (CIEEM) ecologist (full member) to identify features of conservation importance on the site that could constitute a constraint to the proposal. The survey was undertaken in suitable weather conditions for an extended Phase 1 habitat survey (dry and bright with dry ground). Due to the presence of suitable bat habitat 30 m to the south of the Project site, bat activity surveys were undertaken in August/September and emergence/re-entry surveys were undertaken in September 2017.

Other detailed surveys, excluding bats, have not been undertaken based on review of the desk-study information, the findings of the extended Phase 1 habitat survey and the habitat appraisal against the proposed design of the proposal.

4.2.4 Survey Methodologies

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

- Institute of Environmental Assessment (1995) *Guidelines for Baseline Ecological Assessment*, Spon, London.
- JNCC 2011: *Handbook for Phase 1 habitat survey- a technique for environmental audit*. Revised reprint 2010 © JNCC 1993, 2003, 2004, 2007(2), 2010, 2011 Joint Nature Conservancy Council, Peterborough.
- Collins, J. (ed.) (2016) Bat Surveys for Professional Ecologists: Good Practice Guidelines (3rd edn). The Bat Conservation Trust
- Harris, S., Cresswell, W. and Jeffries, D. (1989). *Surveying Badgers*. London, Mammal Society Occasional Publication No 9. Mammal Society, London.
- Mitchell-Jones, A.J. (2004) *Bat Mitigation Guidelines.* [online]. Peterborough: JNCC. Available at: http://publications.naturalengland.org.uk/publication/69046 [Accessed 21/09/2017]
- Stace, C. 2010. *New Flora of the British Isles*. *Third Edition*. Cambridge University Press

4.2.5 Assessment Methodology

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

4.2.6 Assumptions and Limitations

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

Access was not permitted within Dewidales Wood. Therefore assumptions have been made about species likely present within the wood (badgers and bats) and the scheme has been designed with these species in mind.

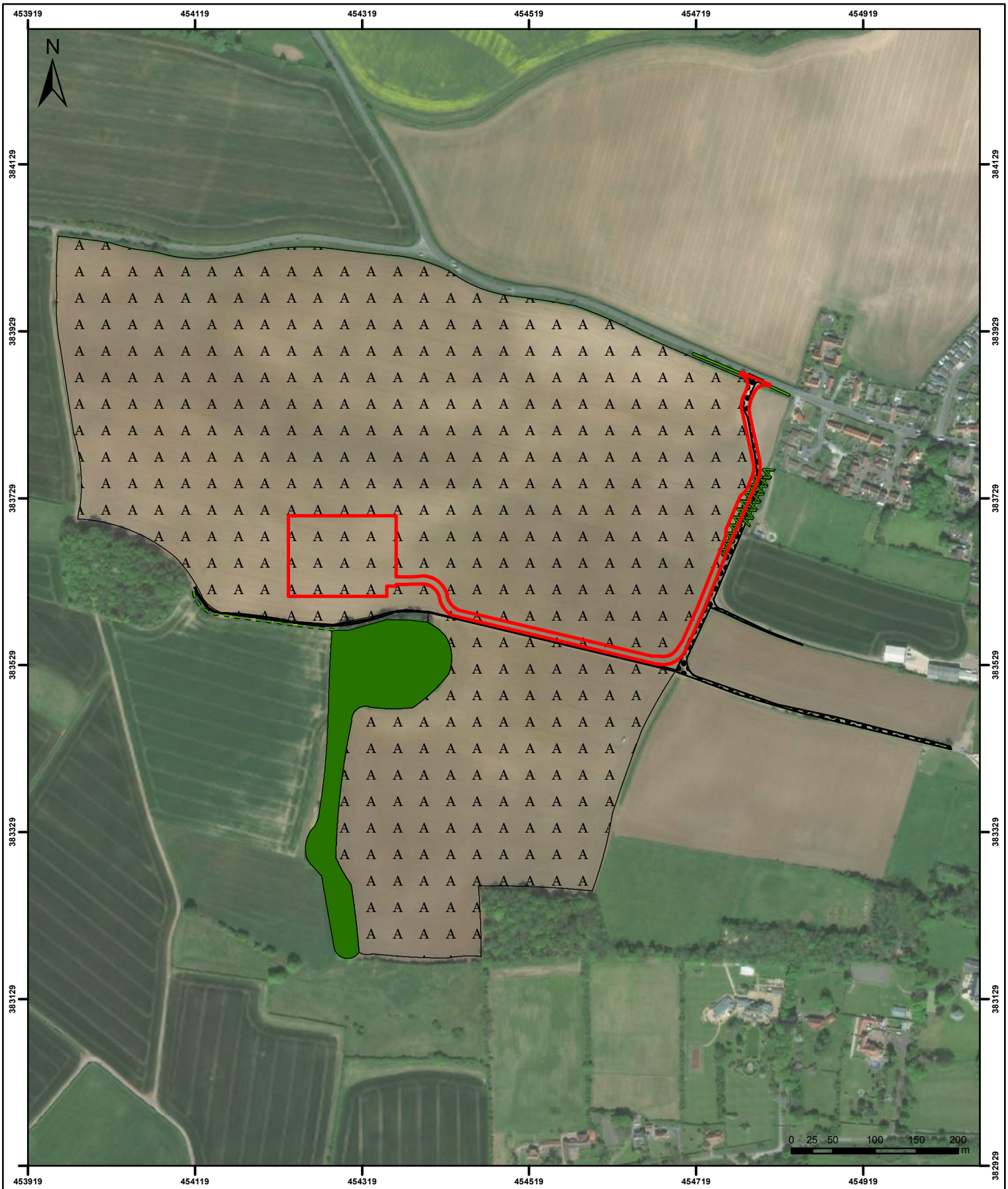
4.3 BASELINE CONDITIONS

4.3.1 Site Description

The site is approximately 1.86 ha and is situated within an area of arable land predominantly surrounded by other farmland. There is an ancient semi-natural woodland (Dewidales Wood) to the south of the site (approximately 30 m away from the application boundary) and another small block

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

of ancient semi-natural woodland over 100 m to the west of the site. These two woodlands are connected by a defunct species-poor hedgerow which supports tree stands located to the south of the site. The two woodlands and the hedgerow collectively make up Dewidales Wood Local Wildlife Site. Historically, these two features were a single woodland (see Section 8.3.5 – Map Regression). The Project site is within a barley field (*Hordeum vulgare*). The access track to the proposal site from Dinnington Road runs parallel to a north – south existing track between arable fields (with no hedgerows), and a Public Right of Way (Woodsetts Bridleway No.3) and then crosses into the western arable field, running parallel to the existing track and Woodsetts Bridleway No.4 (now bordered by a hedgerow) (see ***Figure 4.1***).



Project:	Land adjacent to Dinnington Road, Woodsetts, Rotherham
Title:	Phase 1 Habitat Survey Plan
Date: 19/10/2017	Scale: 1:6,000 CRS: BNG
Drawn: ERM	Checked: BG Rev: 3
Figure No:	4-1

Legend:

- Extent of Surface Works

Habitat Code - Name:

- J2.1.2 - Intact hedge - species-poor
- J2.2.1 - Defunct hedge - native species-rich
- J2.2.2 - Defunct hedge - species-poor
- A1.1.1 - Broadleaved woodland - semi-natural
- J1.1 - Cultivated/disturbed land - arable
- J4 - Bare ground

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

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4.3.2 Desk-based Study

Table 4.1 Results of data search for designated sites

Designated / Listed Sites within 2km of site				
Site Name	*Ecological Interests*	*Location (OSGR)*	*Distance and direction from site (km)*	*Statutory or Non-Statutory*
Dewidales Woods Local Wildlife Site (LWS), Ancient Woodland Inventory (AWI)	Ancient semi-natural woodland.	SK540836	0.3 km south	Non-statutory
Anston Stones Wood SSSI	Designated for its limestone woodland. The lower valley slopes support ash (*Fraxinus excelsior*) - wych elm (*Ulmus glabra*) woodland. The field layer contains several uncommon plants such as early dog-violet (*Viola reichenbachiana*), toothwort (*Lathraea squamaria*), wood barley (*Hordelymus europaeus*), fingered sedge (*Carex digitate*) and mountain melick (*Melica nutans*). These species are generally confined to ancient woodland and have a very limited distribution in South Yorkshire.	SK536829	0.8 km south-west	Statutory
Anston Stones Wood LNR, AWI	Ancient semi-natural woodland; mix of habitats of principal importance: ash elm woodland, wet woodland, Lowland calcareous grassland and rock exposure.	SK536829	0.8 km south-west	Non-statutory
Lindrick Golf Course SSSI	The SSSI supports the largest and one of the most diverse areas of limestone grassland in South Yorkshire. The mixture of habitats includes grassland, whose composition is dictated by thickness of soil, extent of scrub invasion and frequency of cutting. The two most common species are tor grass (*Brachypodium pinnatum*) and upright brome (*Bromus erectus*).	SK544825	0.8 km south	Statutory
Lindrick Common LWS, AWI	Ancient semi-natural woodland. Habitats of principal importance within this site include: rock exposure, lowland calcareous grassland, oak birch woodland, ash elm woodland and wet woodland.	SK544825	0.8 km south	Non-statutory
Grassland south of Rackford Farm	Lowland calcareous grassland, a habitat of principal importance.	SK534836	0.8km west	Non-statutory
Swinston Hill Wood	Ancient semi-natural woodland with	SK539845	0.9 km north	Non-statutory

Designated / Listed Sites within 2km of site				
Site Name	*Ecological Interests*	*Location (OSGR)*	*Distance and direction from site (km)*	*Statutory or Non-Statutory*
LWS, AWI	ash elm woodland (a habitat of principal importance) in the north west corner.			
Cross Lane Meadows LWS	Meadow habitat.	SK559836	1.4km east	Non-statutory
Pond/lake near Lindrick Dale LWS	Pond and lake habitat	SK539823	1.5km south	Non-statutory
Tropical Butterfly House LWS	Supports woodland habitat.	SK530846	1.5km north-east	Non-statutory
Moses Seat LWS, AWI	Ancient semi-natural woodland (within Lindrick Common LWS), ash elm woodland found in the south of the woodland and a small section of wet woodland in the north west	SK545820	1.6km south	Non-statutory
Chesterfield Canal LWS	Oak birch woodland.	SK531815	1.7km south-west	Non-statutory
Birket Wood	Ancient replanted woodland	SK558827	1.8km south-east	Non-statutory

Desk study records included protected or notable species within 2 km of the study area from the past 10 years:

- Mammals: common pipistrelle (*Pipistrellus pipistrellus*), Eurasian badger (*Meles meles*) and hedgehog (*Erinaceus europaeus*).
- Reptiles: grass snake (*Natrix natrix*) and slow worm (*Anguis fragilis*).
- Fungus: big blue pinkgill (*Entoloma bloxamii*).
- Invertebrates: buff ermine (*Spilosoma lutea*), cinnabar (*Tyria jacobaeae*), ghost moth (*Hepialus humuli*), large nutmeg (*Apamea anceps*), latticed heath (*Chiasmia clathrata*), mottled rustic (*Caradrina morpheus*), silver-studded blue (*Plebejus argus*), small heath (*Coenonympha pamphilus*).
- Plants: bluebell (*Hyacinthoides non-scripta*) and fly orchid (*Ophrys insectifera*).
- There were no records for amphibians within 2 km.

Records for birds included a range of species with varying status within the area, as per the Sheffield Bird Study Group (BSBG) species list[1]: The proposal is not expected to have a significant impact on

[1] Sheffield Bird Study Group Species List up to 31 December 2012 Category A - BOU Order. Accessed 21/08/2017; available at: http://www.sbsg.org/images/PDFS/Misc/SBSG%20List%202012%20V1.pdf

the birds with the status of vagrant (V), winter visitor (WV), passage visitor (PV), summer visitor (S) or scarce visitor (SV), as defined in the BSBG species list (2012).

Records of WCA 1981 Schedule 1 and NERC Act 2006 Section 41 species likely to utilise habitats present within the site area and with the following status in Sheffield have been considered as part of this assessment (see Table 4.2):

- Resident Breeder (RB) - All or part of the local population is present throughout the year and breeds within the area
- Migrant Breeder (MB) - Breeds within the area but all or most of the breeding population departs in autumn and winter
- Casual Breeder (CB) - Has bred irregularly in the area since 1973 and may do so again

There were also records of species that may be present in Dewidales Wood, 30 m south of the site (*eg* spotted flycatcher (*Muscicapa striata*), turtle dove (*Streptopelia turtur*), and hobby (*Falco subbuteo*).

Table 4.2 Results of data search for protected / notable bird species

Records	Within Site Boundary	Within the wider study area (2km)	Status as per BSBG species list 2012	Wildlife and Countryside Act 1981 (Schedule 1)	NERC Act 2006 Section 41 Species and Habitats of Principal Importance
Grey partridge** (*Perdix perdix*)	No	Yes	RB	No	Yes
House sparrow** (*Passer domesticus*)	No	Yes	RB / PV	No	Yes
Lapwing** (*Vanellus vanellus)*	No	Yes	MB / WV / PV	No	Yes
Quail* (*Coturnix conturnix)*	No	Yes	CB / S	Yes	No
Reed bunting** (*Emberiza schoeniclus*)	No	Yes	RB / WV / PV	No	Yes
Skylark** (*Alauda arvensis)*	No	Yes	MB / PV	No	Yes
Tree sparrow** (*Passer montanus)*	No	Yes	RB / PV	No	Yes
Yellowhammer** (*Emberiza citrinella*)	No	Yes	RB / WV / PV	No	Yes

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

4.3.3 Site Survey Results

Habitats and Plant Species

Table 4.3 lists the habitats identified on and immediately adjacent to the site from the initial site walkover survey.

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

Feature	*Habitats identified*	*Habitat description*
Application Boundary	Arable field.	Barley (usually *Hordeum vulgare*), at the time of survey, sown in arable field.
Land within applicant control.	Land within the applicant control consists of arable land with Dewidales Wood LWS and AWI along the southern boundary.	Sycamore (*Acer pseudoplatanus)*, hazel (*Corylus avellana)*, field maple (*Acer campestre)*, beech (*Fagus sylvatica)*, oak (*Quercus* sp.), ash (*Fraxinus excelsior)* and common lime (*Tilia* sp). Ground cover comprises cleavers (*Galium* sp.), stinging nettle (*Urtica dioica)*, hogweed (*Heracleum* sp.), bracken (*Pteridium* sp.), red campion (*Silene dioica)*, wood avens (*Geum urbanum)*, creeping buttercup (*Ranunculus repens)*, ivy (*Hedera helix)*, cock's foot (*Dactylis glomerata)*, ash, herb Robert (*Geranium robertianum)*, white clover (*Trifolium repens)*, dog's mercury (*Mercurialis perennis)* and bramble (*Rubus fruticosus* agg).
	South-west boundary. Defunct species-poor hedgerow.	Managed defunct hedgerow composed of hawthorn (*Crataegus monogyna)* with field maple (*Acer campestre)*. Understory comprises cleavers, stinging nettle, hogweed, bramble, red campion, false oat-grass (*Arrhenatherum elatius)* and smooth sow-thistle (*Sonchus oleraceus)*.
Access Road	Partially paved track bounded by defunct species-rich hedgerows.	Occasionally managed hedgerow with large gaps (>20m), comprised of hawthorn, field maple, hazel, dog-rose (*Rosa canina)* and holly (*Ilex* sp).
Land to North, East and West.	Arable field.	Barley sown in arable field.
Land to South	Arable fields and Dewidales Wood.	Barley sown in arable fields and Dewidales Wood LWS AWI, as described above.

4.3.4 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 Evidence Regarding Protected and Notable Flora and Fauna identified during Site Surveys

Species/Habitats of Interest	*Features Identified*	*Protected status of species/habitat*
Badger	Woodland to the south of the site has potential to support badgers but presence was not confirmed due to access constraints. No evidence along the northern edge of the woodland (30 m from the application boundary) based on observations from the footpath which runs along the northern edge of Dewidales Wood. There was no evidence of badger activity or paths on the site or the access tracks. There was no evidence along the footpath to the north of the woodland, which is 30 m from the application boundary. However, anecdotal evidence from consultees has suggested there are badgers within the woodland. A presumption of badger presence within Dewisdale Wood has been taken in designing the proposals.	Protected by Protection of Badgers Act 1992
Bats	There is no habitat of interest for bats on the site. The nearest habitat with potential to support roosting, commuting and foraging bats was 30 m to the south of the application boundary, Dewidales Wood and associated hedgerow. Hence, the nearest opportunities for foraging and commuting are 30 m south of the application boundary, heading west or south, away from the site. The nearest and most recent bat record is a common pipistrelle within Woodsetts village. Surveys identified that there are limited bat roosting features and no confirmed bat roosts on the northern aspect of trees along the north of the woodland. However, given the presence of bats near to their average emergence timings, Dewidales Wood lis likely used by roosting bats. An area of highly social common and soprano pipistrelle (*Pipistrellus pygmaeus*) activity was identified on the northeast corner of the Dewidales Wood (ie to the south of the site) suggesting that a mating or hibernation site could be	Legally protected by both domestic and international legislation.

Species/Habitats of Interest	*Features Identified*	*Protected status of species/habitat*
	nearby.	
Breeding birds	No birds were observed on the proposed site during the extended Phase 1 habitat survey or during subsequent visits to the site for bat surveys. The land directly affected will be a small part (approximately 5%) of a large arable (barley) field, which may be used only by small numbers of ground nesting species typical of open arable fields (*eg* one or two pairs of lapwing and skylark, and possibly quail). The land affected is also within the open field rather than close to the margins (*ie* there will be a 30 m buffer between the site and Dewidales Wood which will incorporate the field edge). Extensive similar arable habitat was observed in the areas surrounding the site.	All birds, their nests and eggs are protected by law, including intentional killing and injury; the intentional taking, damaging or destroying the eggs, and intentionally or recklessly disturbing any Schedule 1 bird while it is nest building, on the nest or with young.
Hedgerows	There are no species-rich hedgerows adjacent to the well pad. The proposed access track will lie west of the existing track, crossing into the arable field before the species-rich hedgerow that runs along the west side of the existing track; therefore no direct impact will occur. The gappy, species-rich hedgerows would lie adjacent to the east of the proposed access track. These had gaps of over 20 m present within them.	Hedgerow Regulations 1997 – any removal will require notice to be issued to the local authority.

4.4 ENVIRONMENTAL ASSESSMENT AND CONCLUSIONS

4.4.1 Baseline Findings

The site is situated wholly within an arable field of low botanical value which at the time of the survey was sown with barley crop. There are no designated sites on or adjacent to the application boundary. The nearest listed site is Dewidales Wood AWI site and LWS is located 30 m to the south of the application boundary.

The site surveys and desk-based study identified the following key findings:

- No badger signs were observed on-site with the nearest records within Anston Stones Wood (0.8 km south-west) and Lindrick Common (0.8 km south). However, based on anecdotal evidence a presumption of presence within the Dewisdale Wood has been taken forward when designing the proposals.
- No suitable habitat to support bats species were found within the application boundary, with the nearest suitable habitat 30 m south of the site. The most recent and nearest record to the site is a common pipistrelle recorded in Woodsetts village, 0.7 km northeast of the site.
- No roosts were identified within the trees along the northern boundary of Dewidales Wood where lighting impacts could occur; light levels of a maximum of 2.96 lux at a height of 15 m above ground level have been predicted along the northern aspect (see Appendix 4-2: Technical Memorandum Land adjacent to Dewidales Wood – Drilling Stage Lighting Model). Within Dewidales Wood there are likely to be bat roosts but lighting impacts further within the

woodland would be reduced from the barrier created by the northernmost line of trees. The surveys identified that the woodland edge and associated hedgerow provided connectivity and foraging opportunities (mostly for common and soprano pipistrelles). An area used by socialising common and soprano pipistrelles has been identified to the northeast of Dewidales Wood approximately 70 m to the southeast of the site.

- There are records for farmland ground-nesting[1] birds recorded during the breeding season (March to August) within 2 km of the application boundary.
- Defunct species-rich and species-poor hedgerows are present within the site area, none of which will be directly impacted by the site works.

The habitats that will be temporarily impacted are of low ecological value and taking account of standard mitigation and pre-construction surveys no further detailed surveys are required, see Table 4.5.

4.4.2 Assessment Overview

Table 4.5 Ecological Assessment Overview

Assessment		
Item	*Impact*	*Significance*
Statutory designated sites	Nearest statutory site is 0.8 km to the south-west. It is within the Impact Risk Zone for Anston Stones Wood SSSI and Lindrick Golf Course SSSI which notes the risk of effects from oil and gas developments. There will be no direct or indirect effects (eg no disturbance, no effect on surface or groundwater) on the SSSIs from the proposal due lack of connectivity. This finding was agreed by Natural England through the EIA screening process.	Not significant.
Non-statutory designated sites	There will be no direct effects on any non-statutory designated sites. The nearest site is located 30 m south, Dewidales Wood LWS and ancient semi-natural woodland. The northern perimeter of the woodland may be affected by lighting (at above ground level) which may have some short term effects on bat species (see below). No other indirect effects are expected.	Not significant
Arable field	Direct loss of approximately 1.86 ha of a 40 ha field (approximately 5%). There is also similar habitat abundant within the wider area.	Not significant.
Badger	There was no evidence of badgers (signs or setts) within the site boundary or along the footpath 30 m to the south of the site. Given there was no access to Dewidales Wood, the proposals have assumed that badgers are likely present within the woodland and have therefore included a 30 m buffer from the project site and the woodland. The standard guidance is that a licence is likely required when using heavy machinery within 30 m of a sett entrance[2] therefore the buffer zone removes that requirement. The lighting will be designed to maintain a dark zone (0.5 lux) between the site and the woodland and hedgerows at ground level so as not to disturb foraging badgers.	Not significant.

[1] lapwing, skylark, quail, grey partridge, reed bunting

[2] English Nature. 2002. Badgers and Development, Peterborough.

Assessment		
Item	*Impact*	*Significance*
Bats	No suitable features identified within the application boundary for roosting, commuting or foraging bats and a buffer zone of 30 m will be left between the site and suitable habitat for bats to the south. No bat roosts were identified within trees along the northern edge of Dewidales Wood (along the northern aspect facing the site) during any of the bat surveys. During the August (27th) walked activity survey, common and soprano pipistrelles were recorded in low numbers foraging along the hedgerow between the two sections of Dewidales Wood LWS throughout the evening (please refer to the bat report for more details[1]). A few noctule (*Nyctalus noctula*) passes were heard but no bats were seen flying over the site. The first common pipistrelle was recorded 27 minutes after sunset which is around their general emergence time. This suggests that a roost is in close vicinity to the site. One pass of a light-shy *Myotis* species was recorded one hour after sunset. This bat was heard but not seen. The static detector also recorded light-shy bat species which suggests that the hedgerow and woodlands could be used by these species. The autumn surveys included an emergence/re-entry survey on Dewidales Wood, an emergence survey on the woodland to the west of the site, and a walked activity survey. These surveys confirmed that the predominant site usage is by common and soprano pipistrelles commuting and foraging along the hedgerow and woodland edges. During the emergence surveys, the first common pipistrelle (and earliest bat recorded) was recorded 11 minutes after sunset during the 19th September survey and 22 minutes after sunset on the 20th September survey. During the re-entry surveys, the nearest bat to sunrise was a soprano pipistrelle recorded 38 minutes before sunrise. During autumn dusk surveys, an area of socialising common and soprano pipistrelles was identified to the north east of Dewidales Wood. The area was more frequently used by soprano pipistrelles and advertisement calls were recorded on the detectors. During the emergence survey undertaken on the 19th September along the woodland edge of Dewidales Wood a Leisler's bat (*Nyctalus leisleri*) was recorded approximately 1 hour after sunset. This species was also identified on the static detector. The static detector also recorded brown long-eared bat (*Plecotus auritus*) and *Myotis* species. The combined field and static surveys confirmed that there are at least six bat species utilising the area of Dewisdale Wood LWS. The majority of bat passes recorded were common and soprano pipistrelle. There were also recordings of light-shy species (such as *Myotis* and brown long-eared bat) although in much lower numbers. Whilst the emergence/re-entry surveys did not identify any roosts along the northern aspect of the woodland edge, there are likely roosts further within the woodland (anecdotal evidence identified a cave like feature within the woodland). Activity was higher in autumn than in summer which is likely due to bats increasing their foraging to store fat for hibernation. Overall, the woodland edges and hedgerow connecting the two woodlands are used frequently by common and soprano pipistrelles for foraging, commuting and socialising and are considered to be of local importance for bats.	Not significant, (Local Importance)

[1] ERM, 2017, Bat Report Land adjacent to Dinnington Road, Woodsetts, Rotherham.

Assessment		
Item	*Impact*	*Significance*
Bats (Continued)	The proposals would have a limited period of potential effects and there are plentiful alternative foraging / commuting routes available to bats within the area (as demonstrated by the existing network of hedgerows and woodland patches nearby). The most frequently recorded bats (common and soprano pipistrelles) are known to thrive in lit areas (white and green light[1]), because they are opportunistic foragers and the lights would result in an accumulation of insects. Even without any controls/ mitigation, the magnitude of the impact (i.e. the 'amount' of displacement) would be highly localised and would not be reasonably expected to adversely affect the conservation status of bats, even if a small number were temporarily disrupted from foraging along the woodland edge because of light spillage from the site.	
Birds	Given the potential for ground nesting farmland birds in the arable field, site clearance will be programmed to be undertaken outside the breeding bird season. If this is not possible, a check-survey will be undertaken to confirm that there are no nesting birds. As light levels are predicted to illuminate the woodland edge, a check survey of the woodland edge will be undertaken prior to work commencing to confirm that there are no protected raptor species nesting although no nesting raptors were identified during the summer bat survey. Should any nesting species be identified, appropriate mitigation will be developed to protect the birds and their nests and young, until the young have fledged. If ground nesting birds are present it is reasonable to assume that no more than that one or two pairs of lapwing / skylark, and/or possibly a pair of quail could be displaced from the development site, based on average territory size. Therefore should displacement occur, it is likely that such small numbers could be accommodated in the extensive areas of similar habitat surrounding the proposed site. If nesting species such as lapwing and skylark are identified on site during the committed preconstruction surveys, the mitigation and management measures are well understood and comprise either waiting for them to fledge or making the development area unsuitable during the previous winter, therefore there is not likely to be an effect on these species. There is also plenty of other, similar arable habitat in the area surrounding the site if such small numbers are displaced. Even if a displacement of birds results from the temporary loss of the site, it is not considered likely to have a material effect on the lapwing and skylark populations.	Not significant (assuming preventative measures followed).
Hedgerows	No hedgerows will be directly affected.	Not significant.

Table 4.6 identifies mitigation and mitigation surveys that will be undertaken as part of the embedded commitment to 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.

[1] Spoelstra et al, 2017, Response of bats to light with different spectra: light-shy and agile bat presence is affected by white and green, but not red light, *Proceedings of the Royal Society B: Biological Sciences* (2017).

Table 4.6 Mitigation and Mitigation Surveys following Ecological Appraisal*

Mitigation and mitigation surveys		
Item	*Rationale*	*Programme / mitigation*
Pre-construction check surveys	To avoid disturbance of protected species, during drilling activity and/or construction of access track.	Complete walkover immediately prior to commencement of site works to confirm that there are no protected species using the site. Should any signs be found, appropriate mitigation will be developed.
Commuting, foraging and roosting bats.	European protected species. To identify whether roosting, foraging or commuting bats are present and could be disturbed by light from the development site.	Given the likelihood that the northern edge of Dewidales Wood will be illuminated at height from the development site lighting, a bat field and static surveys were undertaken on 27th August 2017 and 19th-20th September 2017 (Appendix 4-1). Foraging behaviour was recorded along the northern edge of Dewidales Wood and along the associated hedgerow. Socialising pipistrelles were recorded to the north east of the east section of Dewidales Wood. The woodland edges and hedgerow to the south of the site is considered to be of local importance for common and soprano pipistrelles, and used occasionally by other species including noctule, Leisler's bat, brown-long eared bat and *Myotis* species. The autumn period supported a higher species assemblage with more activity. If possible works are scheduled to avoid the autumn mating season and would ideally occur November to March. However should that not be possible, the lighting model (see Appendix 4-2) has demonstrated that the level of light spill at height on the woodland edge and hedgerow would be less than 3 lux. No roosts were identified along the northern boundary of the woodland edge, therefore lighting impacts on roosting bat species is unlikely. The most frequently recorded bats (common and soprano pipistrelle) have been found to be active in white light at around 7 lux (Spoelstra 2017). *Nyctalus* and *Eptesicus* species have been observed foraging around street lights[1] therefore the impacts on these species are not expected to be significant.

[1] Rydell J. 1992 Exploitation of insects around streetlamps by bats in Sweden. Funct. Ecol. 6, 744–750

Mitigation and mitigation surveys		
Item	*Rationale*	*Programme / mitigation*
Nesting bird check survey.	To protect any birds nesting on the site, and any protected raptor species on the edge of Dewidales Wood	Habitat clearance works on the proposed site, that could affect habitat of ground nesting species, will be carried out during winter months (preferably January / February), to avoid the bird breeding season (March – August inclusive) and reduce the duration of soil exposure and of extent run-off. If clearance has to occur during the breeding season, a pre-clearance check for nesting birds will be conducted in the proposal site boundary, and mitigation measures developed if necessary depending on the findings. Check survey prior to work commencing, to confirm that there are no nesting protected raptor species along the edge of Dewidales Wood which could be affected by the works.

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

4.4.3 Ecological Enhancements

The NPPF encourages the recommendation of possible ecological enhancement measure within planning applications. These are recommendations which are not essential to mitigate the proposals but could add ecological value to the site and wider area. For this proposal, native hedgerow planting to enhance the existing defunct hedgerow between the two woodland patches that form Dewidales Wood LWS with native fruit and berry bearing species such as hazel Corylus avellana, hawthorn, blackthorn and guelder rose Viburnum opulus could be of value. It is important to note that for this enhancement measure to be implemented, landownership of the hedgerow would need to be confirmed and landowner agreement to the enhancement measure obtained, which are aspects beyond the applicant's control.

4.4.4 Conclusions

The arable habitat that will be lost from the proposal site is of low botanical value, and typical of other arable habitats which covers large areas of the site surrounds. The site habitats have the potential to support one or two pairs of ground nesting bird species (*eg* lapwing / skylark and possibly quail); however, the effects on these species are not predicted to be significant. This is due to the standard mitigation approaches which will be implemented to avoid direct effects on nesting birds during habitat clearance on the site and the availability of similar surrounding habitat.

It is possible that lighting from the proposal site may illuminate the northern edge of the east section of Dewidales Wood at height (largely over a five month period in Stage 2 of the works); light levels of a maximum of 2.96 lux at a height of 15 m above ground level have been predicted at the northwest boundary of Dewidales Wood (see Appendix 4-2: Technical Memorandum Land adjacent to Dewidales Wood – Drilling Stage Lighting Model). A bat activity survey was undertaken in August and September 2017 to cover the summer maternity season and the autumn transitional period. The summer survey confirmed low numbers of bats foraging along the northern boundary of the east section of Dewidales Wood and associated hedgerow. The autumn survey identified an area used by socialising pipistrelles (common and soprano) and

could be near a mating area. The autumn survey further supported the conclusion that foraging bats (mostly common and soprano pipistrelles) used the hedgerows and woodland edge for foraging and is of local value to bats. Both surveys also confirmed that there are no nesting protected raptor species, however another survey will be undertaken prior to works commencing.

A pre-clearance site check will be undertaken to confirm that the site is not being used by any protected species (*eg* badgers).

It is considered with that the design of the site and the approach to preconstruction monitoring surveys is sufficient to minimise the effects of the project on ecological receptors and that ecology and biodiversity should not be considered opposing factors in granting planning permission.

5 LANDSCAPE AND VISUAL

5.1 INTRODUCTION

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

This section considers the potential effects of the proposal on:

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

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

5.2 SCOPE AND METHODOLOGY

5.2.1 Study Area

The study area has been defined with reference to a zone of theoretical visibility (ZTV). The various components of the development include: a conductor / surface rig (up to 32 m) a drilling rig (up to 60 m) and associated sub-structure (15 m); a workover rig (32 m); 9 m light poles; and site cabins (assessed using a worse case 5 m height to represent double-stacked cabins).

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 5 m along the site boundary, to simulate the theoretical visibility of the 'worst case' height parameter of cabins.

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

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

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

5.2.2 Baseline Conditions

Desk Study Sources

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

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

Field Survey

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

5.2.3 Assessment Methodology

Although this appraisal does not form part of a formal EIA, it is nonetheless considered appropriate to refer to the Guidelines for Landscape and Visual Impact Assessment, third edition (GLVIA3), for guidance on methodology. This methodology is applicable to the assessment of effects on landscape character and visual amenity during all stages of the proposal. As part of the assessment, 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 resource. The nature of the effect on each receptor, commonly referred to as the *magnitude of change*, should be assessed in terms of its 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

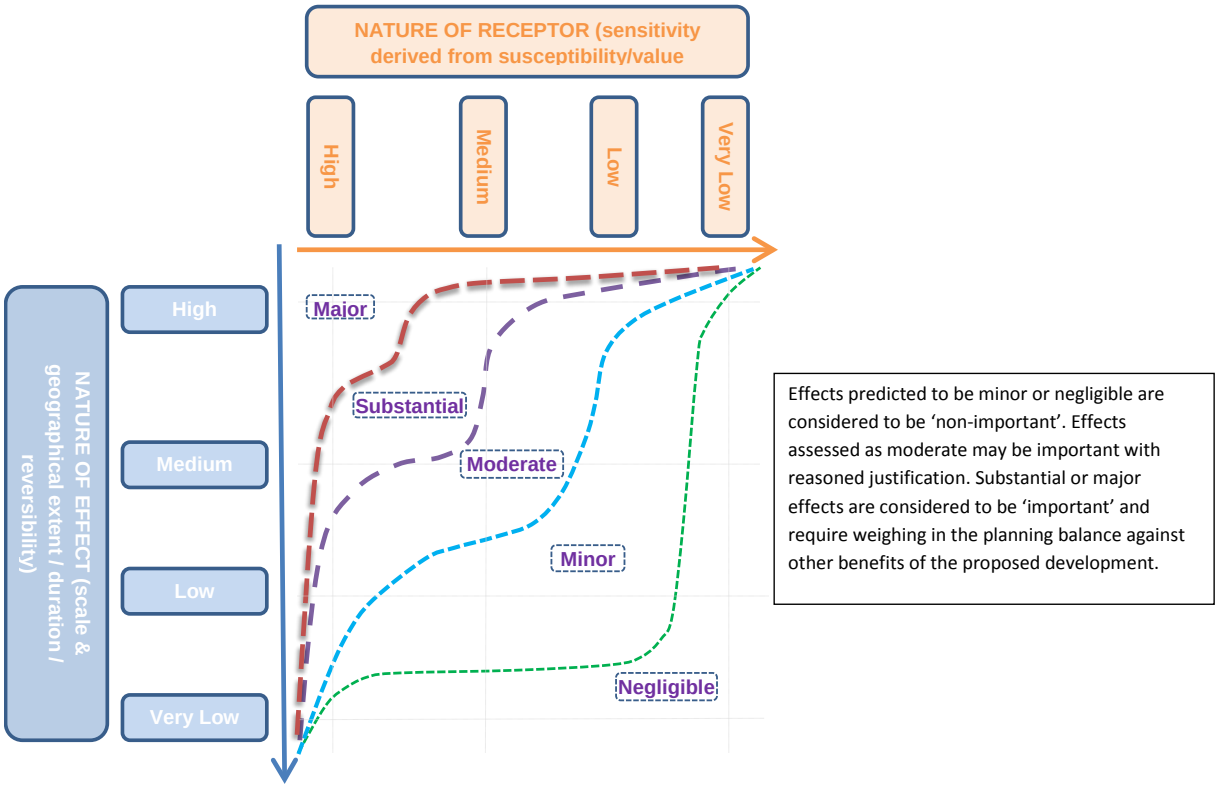
In this assessment, the magnitude of change is described as being **high, medium, low** or **very low**, with reference to the extent to which changes in landscape characteristics and views are likely to be discernible and the temporal extent of the change. This involves assessing the scale of the change,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

Significance of effect

The evaluations of sensitivity and magnitude are considered together to provide an overall level of effect for both landscape and visual aspects. The level of effect is identified as **negligible**, **minor**, **moderate**, **substantial** or **major** in line with the approach recommended by IEMA and illustrated in Figure 5.1. The figure gives general guidance only, and the application of professional judgement and experience is used to reach conclusions on overall level of effect.

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

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



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

5.2.4 Assumptions and Limitations

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

5.3 BASELINE CONDITIONS

5.3.1 Landscape Baseline

The Site and its context

The proposal is located within the Metropolitan Borough of Rotherham in South Yorkshire. The site is approximately 1.86 ha in area, and the well area measures around 130 m by 95 m, and is approximately centred on grid reference 454309, 383641.

The site is situated within a relatively large, very gently undulating, irregular shaped arable field. The site is located on the south-western edge of the field; approximately 30 m south of the site there is a copse of established mixed woodland , with another similar sized copse located to the approximately 120 m west of the site. These two areas of woodland are referred to as the Dewidales Wood and are identified as ancient / semi-natural woodland. A hedgerow runs between these two features to the south of the site. The northern, eastern and western boundaries of the site are not defined by any features on the ground.

The site is situated on the eastern slopes of an undulating elevated plateau flanked by lower-lying land between Worksop and Retford in the east. To the west the small incised valley of the Anston Brook is aligned north-west to south-east and separates North Anston from South Anston. The valley is lined with the established mixed woodland of Anston Stones Wood and is a distinctive feature in the local landscape.

Landcover within the area is largely agricultural, comprising medium to large sized intensive arable fields with a generally rectilinear form. Field boundaries are formed of hedgerows and are low and gappy in parts. Small copses and some larger blocks of established mixed woodland are a distinctive feature within this generally open landscape, and provide a localised degree of containment, with some such as Swinston Hill Wood, Anston Stones Wood, and Moses' Seat Wood being identified as ancient.

Dinnington Road and Woodsetts Road run east to west approximately 300 m to the north of the site, and the A57 (Worksop Road) runs north-east to south-east approximately 830 m to the south of the site. To the south of the site, at a distance of approximately 2 km, a freight railway line runs east-west through the valley of the Anston Brook. A public right of way (PRoW) (Woodsetts Bridleway No.4) runs along the southern boundary of the site, linking Woodsetts to the network of local PRoW to the south-west. The closest settlements include Woodsetts (approximately 425 m northeast) and North Anston (approximately 1.6 km northwest). Lindrick Golf Course is located approximately 685 m to the south the site, straddling the A57. A private access road leading off

Lindrick Road runs along the northern edge of the golf course, with a series of large detached housed located along it.

The site is partly bounded to the south by a copse of established mixed woodland which, along with Lofties Plantation 340 m to the south, provides a good degree of visual containment. Additional containment of the site within the local landscape is provided by a copse of woodland located 120 m to the west, and a larger block of mature woodland (Swinston Hill Wood) located 580 m to the north. Open views towards the site are, however, attained from the east and from areas in the north and west. Sequential views of the site are available along sections of Dinnington Road, Woodsetts Road and Swinston Hill Road in the 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 of Bassetlaw District and Bolsover District.

The landscape within the 5 km study area comprises a more elevated rolling plateau in the west and southwest and lower-lying land that slopes down towards Worksop in the east. The land to the west of the site rises towards the villages of North Anston, South Anston and Todwick, forming part of the undulating plateau, before sloping down into the settled valley of the River Rother to the west. A number of small valleys aligned east–west are incised into the eastern edge of the plateau, including the wooded valley of the Anston Brook and a larger valley within which the Chesterfield Canal sits located approximately 2 km to the southwest of the site. These valleys create an undulating landscape with distinctive localised areas of topographical variety.

It is an intensively farmed and generally open landscape with long views. However, the numerous blocks and small copses of mature mixed woodland (some identified as ancient / semi-natural) are a distinctive feature in the gently sloping landscape. These add a degree of containment and pockets of enclosure, as well as interrupting longer views, particularly towards the lower-lying land to the east from the more elevated west. Land use across the 5 km study area is predominantly intensively farmed arable land. Fields are generally large and moderately sized, forming a patchwork of both rectilinear and irregular shapes, bounded typically by low and remnant hedgerows.

The landscape within the 5km study area contains a number of settlements, including the villages of Woodsetts, Langold and Carlton in the east and north-east, part of the town of Worksop in the south-west, and the villages of Todwick, Kiveton Park, South Anston, North Anston and Dinnington to the west and north-west. The area also contains a number scattered farmsteads and hamlets connected by a network of small winding lanes. It is generally rural in character and forms a band of countryside set between the urban areas of Worksop in the east and the large conurbation of settlements within the Rother valley in the west.

Recreational opportunities within the landscape include: National Cycle Route 674 which runs along Rackford Road and an unpaved track, approximately 550 m to the south of the site; and Lindrick Golf Club approximately 685 m to the south. The Cuckoo Way Long Distance Footpath runs along the Chesterfield Canal which crosses the study area some 2.1 km to the south of the site. A Tropical Butterfly House, Wildlife and Falconry Centre is located 1.4 km to the northwest of the site off Woodsetts Road.

Beyond the local road network, key transport routes include: the A57 to the south; and the A60 approximately 4.6 km to the west. Additionally, a railway line runs along a similar route as the Chesterfield Canal approximately 2 km to the south.

Landscape Character

The site is located within local Landscape Character Area (LCA) 9a *East Rotherham Limestone Plateau* and is some 750 m to the northwest of 11 *Ryton Farmlands* LCA as defined within the Rotherham Landscape Character Assessment and Landscape Capacity Study (RLCA, 2010). Both these LCAs form part of the *Southern Magnesian Limestone* National Landscape Character Area (NCA), as defined within National Character Area Profile: 30 (2013).

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

9a East Rotherham Limestone Plateau

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

- "*Gently undulating landform with incised valleys, including Anston Brook, Pudding Dike and Lamb Lane Brook;*
- *Valley sides generally well vegetated, often with ancient woodland and species particular to Magnesian Limestone;*
- *Large scale arable landscape with surviving evidence of 'Estate' management;*
- *Several railway lines, both active and disused lines associated with former mines;*
- *Several small Magnesian Limestone-built villages and hamlets in addition to larger mining towns and villages, often also with earlier limestone village cores;*
- *Most settlement located on higher ground;*
- *Panoramic views of the wider landscape beyond Rotherham Borough;*
- *Small stand of trees, holts and coverts of (often ancient) woodland break up the arable Landscape.*"

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

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

Of the 'Distinctive Features' above, the Anston Stones SSSI lies within 1 km of the site boundary.

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

11 Ryton Farmlands

The proposal will be situated approximately 750 m to the northwest of this LCA. Key characteristics of this LCA, as defined in the RLCA, that are relevant to the site include*:*

- *Flat floodplain of the River Ryton*
- *Numerous small disused limestone quarries*
- *Small discrete woodland blocks*
- *Medium scale arable farmland with poor hedgerows*
- *Settlement generally isolated properties and small hamlets, constructed of limestone with pantile roofs*
- *The railway line between Worksop and Sheffield passes through area, as does the A57 and the Chesterfield Canal*
- *Areas of heathland, particularly around the golf course, typified by the presence of birch and gorse*

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

- *Lindrick Common and Golf Course*
- *The Chesterfield Canal and its Canal Feeder, which defined the activities that were undertaken historically in this area e.g. small limestone quarries*
- *The hamlet of Turnerwood*
- *Moses' Seat/The Seat, a glacial feature known as a drumlin*

Of the 'Distinctive Features' above, Lindrick Common and Golf Course lies within 1 km of the site boundary.

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

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

Table 5.1 LCAs within the 5 km Study Area

LCA	*Local Authority*	*Reference*
8 Central Rotherham Coalfield Farmland	Rotherham	Rotherham Landscape Character Assessment
9a East Rotherham Limestone Plateau	Rotherham	Rotherham Landscape Character Assessment
10b Sandbeck Parklands - Fringes	Rotherham	Rotherham Landscape Character Assessment
11 Ryton Farmlands	Rotherham	Rotherham Landscape Character Assessment
Limestone Farmlands	Bassetlaw	Landscape character assessment – Bassetlaw, Nottinghamshire
Sandstone Eastlands	Bassetlaw	Landscape character assessment – Bassetlaw, Nottinghamshire
Limestone Farmlands	Bolsover	The Landscape Character of Derbyshire

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 an orange to yellow 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 that emanating from houses and streetlights within the nearby village of Woodsetts. There are no streetlights along the Dinnington, Woodsetts or Swinston Hill roads, the closest publically accessible roads to the site.

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

Designated Landscapes

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

Within the current adopted Rotherham Local Plan Core Strategy 2013 – 2028, AHLVs are defined under **Policy CS21 – Landscape**. The policy states that: "*New development will be required to safeguard and enhance the quality, character, distinctiveness and amenity value of the boroughs landscapes*". **Policy criteria CS21a**. states: "*All new development proposal will be required to respect and enhance the character and distinctiveness of the relevant National character areas and local character areas identified for Rotherham*". **Policy criteria CS21b**. states: "*Within areas of high landscape value, development will only be permitted where it will not detract from the landscape or visual character of the area and where appropriate standards of design and landscape architecture are achieved*". However, regarding Policy criteria CS21b. no formal citation is available detailing the qualities or attributes of the AHLV, or the specific reasons for its designation.

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

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

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

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

One Registered Park and Garden is located the 5 km study area: Shireoaks Hall located 3.1 km south of the site. Sandbeck Park and Roche Abbey Registered Park and Garden is located beyond the 5 km study area at approx. 5.7 km to the north.

5.3.2 Visual Baseline

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

Figure A5-2 indicates that the site has a strong visual relationship with its immediate landscape within approximately 1.5 km to the north and west, with visibility beyond this largely restricted to glimpsed views between local blocks of woodland. To the east and south visibility is restricted to within 500 m by the village of Woodsetts and by landform and woodland along the Anston Brook. Larger areas of theoretical visibility are, however, indicated for farmland beyond Gildingwells to the northeast and beyond Woodsetts to the east up to approximately 5 km. Theoretical visibility within the wider landscape to south is much more limited due to the screening provided by relative abundance local woodland.

Valued Views

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

Settlements

Figure A5-2 in Appendix 5-1 indicates that there is theoretical visibility of on-site infrastructure (up to 5 m height) along the western edge of Woodsetts and limited visibility along the eastern edge of North Anston. Close range views (up to 1.5 km) of the site will also be theoretically attainable from Brand's Farm to the northeast. Views from these dwellings will be subject to localised screening.

Beyond 1.5 km, theoretical views of the site are attainable from limited areas on the eastern edges of the hamlets of Gildingwells and Letwel, and from Lodge Farm to the north. Further afield, theoretical visibly is also indicated along the western edge of Carlton in Lindrick and the linear hamlet of Wallingwells, 3.9 km and 2.8 km to the east-northeast respectively.

Figure A5-1 indicates that due to the 60 m height of the drilling rig there is potential for more widespread visibility of this structure from the surrounding settlements, including South Anston and Todwick to the west, North Anston, Dinnington and Laughton en le Morthen in the northwest, and north western areas of Worksop in the southeast. However, there are also large areas with no theoretical visibility. These include a large majority of the settled lower-lying Rother valley to the west, lower-lying farmland to the east and the majority of urban area of Worksop.

Recreational Routes

The Cuckoo Way long-distance footpath runs along the Chesterfield Canal approximately 2.1 km to the south of the site, through a small undulating valley. The downward slope of the land and abundance of woodland along its route will largely screen the drilling rig from view, with the footpath being mostly outside the ZTV. The Robin Hood Way long-distance footpath runs to the southeast of the site and at its closes point is approximately 8.5 km away. The ZTV (Figure A5-1) indicates that there very little theoretical visibility along this route. National Cycle Route 674 runs along Rackford Road and an unpaved track approximately 550 m to the south of the site. Figure A5-1 and A5-2 indicate that there is potential visibility of both the 60 m drilling rig and lower-lying site infrastructure along sections of this route that are in close proximity to the site. A copse of mature woodland to the immediate west of the site, along with a similar copse and a hedgerow along its southern boundary will provide some screening of lower-lying site infrastructure.

Roads and Rail Routes

The ZTV (Figure A5-1) indicates relatively widespread visibility of the drilling rig from the network of local roads that surround the site, as well as from stretches of roads located further away to the north and east and south. Theoretical visibility of the drilling rig from the A57 road to the north is very limited due to screening provided by intervening topography and woodland. There are potential sequential views from the A60 to the east of the site, however intervening blocks of mature woodland and buildings will interrupt any prolonged visibility. Theoretical visibility from the M1 to the west is very limited. The ZTV (Figure A5-1) indicates there will be little visibility of the drilling rig from the rail line between Worksop and Rotherham that runs the south of the site. Prolonged sequential views of the site (Figure A5-2) will be restricted to stretches of Dinnington, Woodsetts and Swinston Roads to the immediate north 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	A farm access road leading off Dinnington Road, close to the settlement edge of Woodsetts and adjacent to a bus stop.	SK 54800 83867	450 m to the east of the site. Representative of close proximity views attainable from properties located west of Berne Square, a small number of properties along the north of Dinnington Road, and the bus stop south of the road. Similar views are experienced from the network of PRoW west of Woodsetts.
2	Eastern edge of North Anston, adjacent to Woodsetts Road.	SK 52826 84484	1.7 km to the west of the site. Representative of views attainable from properties on the eastern edge of North Anston. Similar views available from Woodsetts Road and when entering/exiting the Tropical Butterfly House & Wildlife Park east of North Anston.
3	Lodge Lane	SK 54531 85860	2.1 km to the north of the site. Representative of views attainable from Lodge Lane, a typically fast moving local road aligned east – west.
4	A public bench adjacent to	SK 56010	3.5 km to the northwest of the site. Representative of views attainable from a public bench located on the southern

Number	*Location*	*Grid reference*	*Distance and Reason for selection*
	Gildingwells Road, on the southern edge of Letwell.	86859	edge of Letwell and Gildingwells Road.
5	Public Right of Way south of Rotherham Baulk, on the western edge of Carlton in Lindrick.	SK 58120 85440	4.0 km to the northeast of the site. Representative of views of the site from a PRoW south of Rotherham Baulk, on the western edge of Carlton in Lindrick.
6	National Cycle Route 674 between Woodsetts and Anston.	SK 53535 83502	700 m to the southwest of the site. Representative of close range views of the site from PRoW and National Cycle Route 674, between Woodsetts and North Anston.

5.5 ENVIRONMENTAL ASSESSMENT

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

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

Fixed elements:

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

Mobile elements:

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

5.5.1 Landscape Effects

Key characteristics of the site, and of LCAs 9a *East Rotherham Limestone Plateau* and 11 *Ryton Farmlands* are described in Section 5.3.1.

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

The key characteristics of the *East Rotherham Limestone Plateau* LCA and *Ryton Farmlands* LCA are judged to combine in a medium susceptibility. A proportion of these LCAs lie within the locally designated AHLV, and the overall landscape value of both LCAs is judged to be medium. On balance, the overall sensitivity of both the *9a East Rotherham Limestone Plateau* and *11 Ryton Farmlands* LCAs 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 LCAs.

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

Site Development and Establishment (Stage 1)

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

It is assumed that the existing copse (ancient / semi-natural woodland forming part of Dewidales Wood) and hedgerow along the southern site boundary will be retained and will be protected in accordance with best practice (BS 5837:2012[1]) throughout all stages of the proposal.

Effects on the Site

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

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

Effects on Landscape Character

The proposal will be located in the *East Rotherham Limestone Plateau* LCA and will be 750 m to the northwest of the *Ryton Farmlands* LCA. Key characteristics of the LCAs 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 1.86 ha of intensively farmed arable landscape. At this stage of the proposal visibility of low-level site infrastructure will be localised and generally limited to areas within 1 km of the site. To the southeast the site will be largely screened by intervening established mixed woodland. The site compound will be partially screened by bunds; therefore any panoramic views of the wider landscape (a key characteristic of the *East Rotherham Limestone Plateau* LCA) are unlikely to be interrupted. The experience of low-level construction works and on-site activity from the wider landscape will be limited taking account of screening by blocks of mature mixed woodland that lie close to the site in the local landscape. The main activity with the potential to affect landscape character of the host *East Rotherham Limestone Plateau* LCA will be the conductor / surface rig (up to 32 m), to be used on-site for approximately 3 weeks, and associated lighting and noise. Figure A5-2 indicates that there is very

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

little theoretical visibility of the site from the *Ryton Farmlands* LCA due the slope of the land and intervening areas of established mixed woodland (some identified as ancient).

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

Construction activities associated with site development and establishment will result in a large scale change, though only experienced at a local level. The majority of construction activities will be short term and reversible. The scale of change in landscape character is judged to be high locally, however this is generally limited to areas within 1 km from the site boundary and closer to the southwest.

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

The level of effect during construction will be **substantial** for areas within approximately 1 km of the site boundary with views of the site. Beyond this distance, the effect on the wider landscape will be **moderate** and lowering to **minor** beyond 1.5 km.

Drilling and Coring and Pressure Transient Test (Stage 2)

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

Effects on the Site

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

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

Effects on Landscape Character

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

The ZTV (Figure A5-1 in Appendix 5-1) indicates that potential visibility of the drilling rig will be widespread within 5 km of the site. However this theoretical visibility is relatively patchy with the undulating topography and numerous blocks of woodland within the landscape providing effective visual screening. Visibility of the drilling rig from the more elevated land to the west will be particularly limited due to the slope of the land. Figure A5-2 indicates that the visibility of ground level activity during this stage will be largely restricted to the site, the local landscape within 1 km, and areas of farmland to the north and east. In reality, visibility of drilling operations will likely be further contained by localised screening such as lower-lying vegetation, lines of trees and settlement.

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

The scale of change in landscape character is judged to be high locally, however this is limited to areas within the ZTVs of both the drilling rig and the lower-lying on-site infrastructure (Figures A5-1 and A5-2 in Appendix 5-1), and will be experienced up to 1.5 km from the site boundary. Areas with theoretical visibility beyond 1.5km to the north and are unlikely to experience a high scale of change due to partial screening of low-level infrastructure by intervening hedgerows, woodland and buildings not represented in the ZTV calculation. The magnitude of change is judged to be **high** within the areas identified, reducing to **medium** at distances beyond 1.5 km, and further reducing to **low** at distances over 3 km. The drilling operations will be short term and reversible.

The level of effect during drilling operations is likely to be **substantial** within the local landscape of the *East Rotherham Limestone Plateau* LCA, up to 1.5 km of the site boundary and with a theoretical visibility of the drilling rig and lower-lying on-site infrastructure. For areas of the *East Rotherham Limestone Plateau* LCA that are within the ZTVs and beyond 1.5 km of the site boundary, the level of effect will lower to **moderate**. The effect on the *East Rotherham Limestone Plateau* LCA will be **minor** beyond 3 km. Due to the limited amount of visibility of the drilling rig from areas of the *Ryton Farmlands* LCA, within 1.5 km of the site, substantial effects are considered unlikely.

Maintenance of Site (Stage 3)

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

Effects on the Site

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

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

Effects on Landscape Character

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

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

Possible Workover of Well (Stage 3a)

There may be a requirement to bring a workover rig onto site during the maintenance period for emergency repairs or similar; though not to modify the well for any other purpose. Should a

workover of the well be required, a rig (maximum 32 m tall) may be brought onto the site for up to 1 month. There would be a requirement for lighting, generators and other low-level site equipment.

Effects on the Site and Landscape Character

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

Use of Well as Listening Well (Stage 4)

Listening well operations will be of short duration (approximately five weeks), and may include the mobilisation of a workover rig (up to 32 m) or wireline truck and 30 tonne crane (up to 35 m), elevated work platform, screening cabins (if a workover rig is used) and other required plant and facilities (welfare, generators, storage etc).

Effects on the Site

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

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

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

Effects on Landscape Character

Whilst on-site, the possible use of tall equipment during this phase is likely to have a similar level of effect on the *East Rotherham Limestone Plateau* LCA and *Ryton Farmlands* LCA as that experienced during the Site Development and Establishment (Stage 1) (i.e. locally **substantial** reducing to **minor** beyond 1.5 km for the *East Rotherham Limestone Plateau* LCA). However, the reoccurrence of these similar effects would be for a much shorter period (up to five weeks).

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

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

Decommissioning and Restoration (Stage 5)

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

the Proposal will remain once restoration is complete. During the after-care period no activities are planned that will give rise to effects on the landscape.

Effects on the Site

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

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

Effects on Landscape Character

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

During the remaining site decommissioning and restoration activities visibility will be localised and generally limited to areas within 1 km of the site. To the southeast the site will be largely screened by intervening established mixed woodland. There is also likely to be a short-term localised effect of increased traffic on the surrounding rural road network, particularly along Dinnington Road and Woodsetts Lane, used to access the site.

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

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

5.5.2 Visual Effects

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

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

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

Table 5.3 Assessment of visual effects

No.	*Location*	*Assessment*
1	SK 54800 83867	***Existing view*** This viewpoint is located at the start of a farm access road leading off Dinnington Road, close to the settlement edge of Woodsetts and adjacent to a bus stop. The viewpoint is situated approximately 450 m to the east of the site and represents the clearest view towards it from a publically accessible point along the western edge of Woodsetts village. The view is similar to views attainable from properties located west of Berne Square; a small number of properties along the north of Dinnington Road; and a bus stop south of the road. However, due to localised screening and different positioning this view does not exactly match those available from windows or gardens within these properties. The view from this location is also similar to views experienced from the network of public rights of way to the west of Woodsetts. From this location, the site lies to the southwest, in the middle distance, and in front of two copses of mature trees linked by a field boundary hedgerow (Dewidales Wood). Views to the northwest, west and south from this location generally look upslope and are largely foreshortened by rising land, copses and larger blocks of established woodland and hedgerows. Views to the east are obstructed by buildings within Woodsetts. Slightly longer views are attainable to the north, which look over gently undulating arable land that slopes down from west to east.

No.	Location	Assessment
		 *Photograph of the view towards the site from the eastern edge of Woodsetts, close to Dinnington Road. The site is in the midground and centre of the image.* ***Sensitivity of visual receptors*** Residential receptors are considered to be of high susceptibility. The village of Woodsetts lies on the boundary of the locally designated AHLV, though the view is not promoted or considered especially scenic. The view will be dark at night. The value of the views looking east from this viewpoint is therefore judged to be medium. Overall sensitivity is judged to be **high**. ***Assessment of effects***

No.	Location	Assessment
		Site Development and Establishment (Stage 1) The main source of effect from this viewpoint during Stage 1 is likely to be the visibility of the conductor / surface rig (up to 32 m) and on-site construction activities (noted in section 5.5.1). Due close range and the openness of the view towards the site, the conductor / surface rig, low-level ground works, on-site activity and the erection of cabins/containers and security fencing will be visible. From this location on the western edge of the village, these activities 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 compound. The scale of the change will be high, affecting a localised area. The construction activities will be short term and reversible. The overall magnitude of change in the view is judged to be **high**. For the period at the end of Stage 1 when the 32 m conductor / surface rig is brought onto site, the level of effect will be **substantial**; however this will be for a short time period of up to three weeks. Substantial effects are also likely to occur during the construction of low-level infrastructure. Effects will be temporary and will cease following the 12 week construction period. Drilling and Coring and Pressure Transient Test (Stage 2) The main source of effect during this period will be the 24-hour operation of a 60 m high mobile drilling rig and 15 m drill sub-structure, which will be highly visible. In addition the on-site stacked cabins/containers (up to 5 m) and other equipment and accommodation are likely to be visible, as well as security fencing and some on-site activity. The drilling rig will also introduce additional night-time light produced by the low intensity fluorescent lighting on the rig. The drilling rig will be seen in front of the two copses of Dewidales Wood and will be the only prominent vertical structure within the view, it will become a main focal point, including at night when the lighting assessment (see Appendix 4-2) has identified potential issues of glare arising from lighting on the rig. The scale of the effect is considered to be large though the geographic extent is relatively small. Effects during the drilling period will be short term and reversible. The presence of the 32 m work over rig for the PTT stage would be similar. The overall magnitude of change in the view is judged to be **high.** The level of effect during drilling operations will be **substantial** during day and night-time hours. These effects will be temporary and will cease following the 5-month drilling period. Maintenance of Site (Stage 3) It is anticipated that magnitude of change during the Maintenance stage will be **medium** with low-level infrastructure and security fencing visible within this view. The level of effect on the view during this stage will be **moderate.** Possible Workover of the Well (Stage 3a)

No.	Location	Assessment
		During the possible workover a 32 m tall workover rig may be brought onto the site, as well as double stacked cabins, lighting, generators and other low-level site equipment. The magnitude of change during this stage (with the 32 m rig) is expected to be similar to that experienced during the Drilling and Coring and Pressure Transient Test Stage 2 (i.e. **high**), but will be for a much shorter time period (up to three weeks). If the workover rig or crane is not required during Stage 3a the magnitude of change will be similar to that experienced during Site Development and Establishment stage (i.e. **medium**). If the 32 m workover rig or a 35 m crane is brought onto site during the workover, the level of effect will be **substantial**; however this will be for a short time period of up to 3 weeks. If the workover rig or crane is not required during Stage 3a the level of effect will be slightly lower and similar to that experienced during Site Development and Establishment stage, however due the presence of onsite activity at relatively close range the level of effect is still likely to be **substantial**. <u>Use of Well as Listening Well (Stage 4)</u> During this stage a 32 m tall workover rig may be brought onto the site, as well as double-stacked cabins, lighting, generators and other low-level site equipment. The magnitude of change during this stage (with the 32 m rig or 35 m crane) is expected to be similar to that experienced during Drilling and Coring and Pressure Transient Test stage (i.e. **high**), but will be for a much shorter time period (up to five weeks). If the workover rig or crane is not required during Stage 4 the nature of effects will be similar to that experienced during Site Development and Establishment stage (i.e. **medium**). If the 32 m workover rig or a 35 m crane is brought onto site during this stage the level of effect will be **substantial**, however this will be for a short time period of up to five weeks. If the workover rig or crane is not required during Stage 4 the level of effect on the view will be slightly lower and similar to that experienced during Site Development and Establishment stage. However, due the presence of onsite activity in this close range view the level of effect is still likely to be **substantial**. <u>Decommissioning and Restoration (Stage 5)</u> During the early part of this stage when the workover rig is on-site the magnitude of change experienced will be similar to that experienced during the Possible Workover stage 3a (i.e. **high**). Following removal of the workover rig from site, the magnitude of change in the view is judged to be **medium.** Due the presence of onsite activity in this close range view, the level of effect during restoration will be **substantial**. Following the decommissioning and restoration activities no above ground features of the well will remain, and all visual impacts will cease. The permanent restoration of the site to its original agricultural use will be a **neutral** effect on the view.

No.	Location	Assessment
2	SK 52826 84484	***Existing view*** This viewpoint is located on the eastern edge of North Anston, adjacent to Woodsetts Road. The viewpoint is sited approximately 1.7 km to the west of the site, and represents the clearest view towards the site from the edge of the village. Similar views are likely to be experienced from a small number of terrace houses located on the eastern side of Caperns Road, on the eastern edge of North Anston, and by road users travelling east along Woodsetts Road. Similar views are also attainable from the entrance to the Tropical Butterfly House & Wildlife Park east of North Anston. From this location there are clear views towards the site, but with southern areas of the site screened behind the established mixed copse of Dewidales Wood. The position of this viewpoint, on the eastern slopes of an elevated plateau, allows for long views towards the lower lying Trent Valley to the east. The foreground and middle ground of the view are occupied by large arable fields bounded by low remnant hedgerows. The skyline in this direction is primarily formed by the flat landscape in the distance and various blocks of mature woodland and occasional isolated trees. A single tall wind turbine can be seen above the skyline to the southeast, as well a series of three wind turbines and a transmissions mast in the far distance to the east. From this location, open views over gently undulating arable land are available to the south, looking towards the wooded valley of the Anston Brook. To the north views are blocked mature roadside hedgerows and trees, and to the west by the buildings within North Anston.

No.	Location	Assessment
		 *Photograph of the view towards the site from the eastern edge of North Anston, just off Woodsetts Road. The site is in the centre of the image, partly behind the western copse of Dewidales Wood and backclothed by mature woodland beyond.* ***Sensitivity of visual receptors*** Residential receptors of North Anston are considered to be of high susceptibility and road users in this location are considered to be of medium susceptibility. The view is not promoted or considered especially scenic. The view will be largely dark at night, with lighting only in the distance. The value of views looking northeast is therefore judged to be medium. Overall sensitivity is judged to be **high**.

No.	Location	Assessment
		Assessment of effects Site Development and Establishment (Stage 1) The main source of effect from this viewpoint during the Site Development and Establishment stage is likely to be the visibility of the conductor / surface rig (up to 32 m) and on-site construction activities (noted in section 5.5.1). Due to the openness of the view towards the site, the conductor / surface rig, low-level ground works, on-site activity and the erection of cabins/containers and security fencing will be visible from location and are likely to be a noticeable change to the view. However, southern areas of the site will be screened by the intervening woodland of Dewidales Wood. There will likely be some perceived increase in night-time light generated from the site compound. At 1.7 km away and with the presence of existing screening, the construction activities will occupy a small part of this expansive view and will be short term and reversible. The overall magnitude of change in the view is judged to be **low**, apart from the period when the conductor / surface rig (up to 32 m rig) is on-site when it is expected to be **medium**. For the period at the end of Stage 1 when the 32 m conductor / surface rig is brought onto site, the level of effect will be **moderate**; however this will be for a short time period of up to 3 weeks. The level of effect on the view during the rest of the Site Development and Establishment stage will be **minor**. Effects will be temporary and will cease following the 3 month construction period. Drilling and Coring and Pressure Transient Test (Stage 2) The main source of effect during the drilling period will be the 24-hour operation of a 60 m high mobile drilling rig and 15 m drill sub-structure, which will be visible from the road. In addition the on-site stacked cabins/containers (up to 5 m) and other equipment and accommodation are likely to be visible, as well as security fencing and some on-site activity. The drilling rig will also introduce additional night-time light produced by the low intensity fluorescent lighting on the rig. The drilling rig will be seen in front of Dewidales Wood and Lofties Plantation. Southern areas of the site will be screened behind part of Dewidales Wood, however the tall drilling rig will be seen above any trees and breaking the skyline. The drilling rig will introduce a new prominent vertical structure, including at night. The scale of the effect is considered to be large though the geographic extent is relatively small. Effects on the view during the drilling period will be short term and reversible. The overall magnitude of change in the view is judged to be **high**. The presence of the 32 m work over rig for the pressure transient test stage would be slightly less. The level of effect on the view during drilling operations will be **substantial** during day and night-time hours. These effects will be temporary and will cease following the 5 month drilling and coring and pressure transient test period.

No.	Location	Assessment
		Maintenance of Site (Stage 3) It is anticipated that magnitude of change during the Maintenance of Site (Stage 3) will be **low** with only low-level infrastructure and security fencing visible within this view. The level of effect during this stage will be **minor**. Possible Workover of the Well (Stage 3a) During the possible workover a 32 m tall workover rig may be brought onto the site, as well as double stacked cabins, lighting, generators and other low-level site equipment. The magnitude of change during this stage (with the 32 m rig) is expected to be **medium,** slightly lower than that experienced during the drilling and coring and pressure transient test stage 2, but this will be for a much shorter time period (up to three weeks). If the workover rig or crane is not required during Stage 3a the magnitude of change will be similar to that experienced during Site Development and Establishment stage (i.e. **low**). If the 32 m workover rig is brought onto site during the workover, the level of effect will be **moderate**; however this will be for a short time period of up to 3 weeks. If the workover rig or crane is not required during Stage 3a the level of effect will be lower, similar to that experienced during Site Development and Establishment stage (i.e. **minor**). Use of Well as Listening Well (Stage 4) During this stage a 32 m tall workover rig or a 35 m crane may be brought onto the site, as well as double stacked cabins, lighting, generators and other low-level site equipment. The magnitude of change during this stage (with the 32 m rig or 35 m crane) is expected to be **medium**, slightly lower than that experienced during drilling and coring and pressure transient test stage, but will be for a much shorter time period (up to five weeks). If the workover rig or crane is not required during Stage 4 the magnitude of change will be similar to that experienced during Site Development and Establishment stage (i.e. **low**). If the 32 m workover rig or a 35 m crane is brought onto site during this stage the level of effect will be **moderate**, however this will be for a short time period of up to 5 weeks. If the workover rig or crane is not required during Stage 4 the level of effect on the view will be lower, similar to that experienced during Site Development and Establishment stage (i.e. **minor**). Decommissioning and Restoration (Stage 5) The magnitude of change experienced during restoration activities will be similar to that experienced during the Site Development and Establishment stage (i.e. **low**), as some low-level infrastructure and on-site activity will be visible within this view. Additionally during this stage a 32 m tall workover rig may be brought onto the site. The magnitude of change during the period of this stage with the workover rig is on-site

No.	Location	Assessment
		is expected to be similar to that experienced during the Possible Workover of Well stage (i.e. **medium**). The level of effect during restoration will be **moderate**. Following the decommissioning and restoration activities no above ground features of the well will remain, and all visual impacts will cease. The permanent restoration of the site to its original agricultural use will be a **neutral** effect on the view.
3	SK 54531 85860	***Existing view*** This viewpoint is located along Lodge Lane, a fast moving local road running between North Anston and Gildingwells. The site is located approximately 2.1 km to the south. The viewpoint represents the clearest view of the site form the road experienced by road users traveling east from North Anston to Gildingwells. From this location the site is located between the small copse of mature trees to the east and Swinston Hill Wood to the west. The foreground and middle ground of the view is occupied by large gently sloping arable fields. Numerous blocks of woodland, including Swinston Hill Wood, Dewidales Wood and Lofties Plantation, limit the view and form the southern skyline. From this location more open views are attainable to the east, looking over sloping arable land around the hamlet of Gildingwells towards the lower lying Trent Valley beyond. To the north and west views are limited by the slope of the land and occasional copses of mature woodland.

No.	Location	Assessment
		 *Photograph of the view towards the site from Lodge Lane. The site lies behind the isolated tree in the centre left of the photograph.* ***Sensitivity of visual receptors*** Road users in this location are considered to be of medium susceptibility. This viewpoint is within the locally designated AHLV, it is a sequential view is not promoted or considered especially scenic. However, it forms part of the visual experience of the approach into Gildingwells village. The view will be dark at night, with the exception of lighting at nearby farms. The value of this view is therefore judged to be medium. Overall sensitivity is judged to be **medium**. ***Assessment of effects***

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

No.	Location	Assessment
		Development and Establishment stage (i.e. **low**). If the 32 m workover rig is brought onto site during the workover, the level of effect will be **moderate**; however this will be for a short time period of up to three weeks. If the workover rig or crane is not required during Stage 3a the level of effect will be lower, similar to that experienced during Site Development and Establishment stage (i.e. **minor**). <u>Use of Well as Listening Well (Stage 4)</u> During this stage a 32 m tall workover rig or a 35 m crane may be brought onto the site, as well as double stacked cabins, lighting, generators and other low-level site equipment. The magnitude of change during this stage (with the 32 m rig or 35 m crane) is expected to be similar or slightly less than that experienced during Drilling and coring and pressure transient test stage (i.e. **medium**), but will be for a much shorter time period (up to 5 weeks). If the workover rig or crane is not required during Stage 4 the magnitude of change will be similar to that experienced during Site Development and Establishment stage (i.e. **low**). If the 32 m workover rig or a 35 m crane is brought onto site during this stage the level of effect will be **moderate**, however this will be for a short time period of up to 5 weeks. If the workover rig or crane is not required during Stage 4 the level of effect on the view will be lower, similar to that experienced during Site Development and Establishment stage (i.e. **minor**). <u>Decommissioning and Restoration (Stage 5)</u> The magnitude of change experienced during restoration activities will be similar to that experienced during the Site Development and Establishment stage (i.e. **low**), as low-level infrastructure and on-site activity will be largely screened by Crow Wood and a hedgerow and slight rise in the land to the immediate north of the site. Additionally during this stage a 32 m tall workover rig will be brought onto the site. The magnitude of change during this stage (with the 32 m rig) is expected to be similar or slightly less than that experienced during the Possible Workover of Well stage (i.e. **medium**). The level of effect during restoration will be **minor**. Following the decommissioning and restoration activities no above ground features of the well will remain, and all visual impacts will cease. The permanent restoration of the site to its original agricultural use will be a neutral effect on the view.
4	SK 56010 86859	***Existing view*** This viewpoint is located at a public bench and start of a public footpath adjacent to Gildingwells Road, on the southern edge of the hamlet of

No.	Location	Assessment
		Letwell. It is situated approximately 3.5 km to the northwest of the site and representative of views available from the public bench, and glimpsed views from a small stretch of Gildingwells Road. This location is on the brow of a small rise and has the clearest views towards the site from the road leading out of the Letwell. There are limited views towards the site from houses on the edge of Letwell. The site is located in front of the eastern copse of Dewidales Wood which forms the skyline in this view. This is a glimpsed view of the site seen between intervening copses of mature woodland which include Brand's Wood, seen in the middle distance. The majority of the site will be screened by intervening woodland. The foreground and mid-ground of this view is formed of hedgerows along Gildingwells Road, with gently undulating arable farmland delineated with low and remnant hedgerows located beyond. Blocks and copses of mature mixed woodland, some identified as ancient, are distinctive features in the view and form the majority of the skyline in this direction. Open views are attainable to the north and south from this location. To the west views look upslope towards the undulating higher land of a farmed plateau. To the east views are longer, looking over flat and gently sloping arable farmland towards the low-lying Trent Valley. Views to the north are limited by buildings within Letwell.

No.	Location	Assessment
		 *Photograph of the view towards the site from the edge of Letwell. The site is located on in the far distance in the centre left of the image.* ***Sensitivity of visual receptors*** Users of the public bench and public footpath in this location are considered to be of high susceptibility. Road users in this location are considered to be of medium susceptibility. This viewpoint is within the locally designated AHLV. The southerly view will be largely dark at night. It is not promoted, however the view in this direction will be the main focus of people using the public bench and it forms part of the visual experience leading out of Letwell. The value of this view is considered to be medium. Overall sensitivity is judged to be **high**.

No.	Location	Assessment
		Assessment of effects Site Development and Establishment (Stage 1) The main source of effect from this viewpoint during the Site Development and Establishment stage will be the visibility of the conductor / surface rig (up to 32 m) which is likely to be seen on the skyline above the woodland to the southwest. Due to intervening woodland and field boundary hedgerows, the majority of low-level on-site construction during this period is likely to be out of sight. Furthermore, the relatively large distance (3.5 km) means that any visible onsite activity will form a very small part of the views and is unlikely to be discernible. The overall magnitude of change in the view is judged to be **very low,** apart from the period when the conductor / surface rig is on-site when it is expected to be **low**. For the period at the end of Stage 1 when the 32 m surface/conductor rig is brought onto site, the level of effect will be **minor**; this will be for a short time period of up to 3 weeks. The level of effect during the rest of the Site Development and Establishment stage will be **negligible**. Effects will be temporary and will cease following the 3 month construction period. Drilling and Coring and Pressure Transient Test (Stage 2) The main source of effect during the drilling period will be the 24-hour operation of a 60 m high mobile drilling rig, which will be seen above the skyline in front of the eastern copse of Dewidales Wood in the far distance of the view. The drilling rig will introduce a new vertical structure above the tree line, and will be tallest feature within the views. The drilling rig will also introduce additional night-time light produced by the low intensity fluorescent lighting on the rig. The scale of the effect is considered to be low. Effects on the view during the drilling period will be short-term and reversible. The effect of the 32 m workover rig during the PTT stage would be slightly lower. The overall magnitude of change in the view is judged to be **low**. The level of effect on the view during drilling operations will be **minor** during day and night-time hours. These effects will be temporary and will cease following the 5 month drilling period. Maintenance of Site (Stage 3) It is anticipated that the magnitude of change during the five-year Maintenance of Site (Stage 3) will be **very low** as the majority of the elements of the proposal will be out of sight. The level of effect during this stage will be **negligible**.

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

No.	Location	Assessment
		on the view.
5	SK 58120 85440	***Existing view*** This viewpoint is located at the start of a public footpath leading south from Rotherham Baulk, on the western edge of Carlton in Lindrick. It is situated the approximately 4 km to the northeast of the site within the administrative boundary of Bassetlaw District. The viewpoint represents views towards the site likely to be experienced by residents on the western settlement edge of Carlton in Lindrick, road users travelling west along Rotherham Baulk, and users of the public footpath. The site lies behind a line of trees in the middle distance with the ground level screened from view. The foreground and mid-ground of the view are occupied by gently sloping large arable fields delineated by hedgerows and lines of trees. Views to the north and east, from this location, are limited by houses and commercial buildings within Carlton in Lindrick.

No.	Location	Assessment
		 *Photograph of the view towards the site from Rotherham Baulk, on the western edge of Carlton in Lindrick. The site is in the centre of the image.* ***Sensitivity of visual receptors*** Residents and users of the public footpath in this location are considered to be of high susceptibility. Road users in this location are considered to be of medium susceptibility. The views is not promoted or considered especially scenic. Though there will be lighting at the nearby commercial premises, the view southwest will be dark at night. The value of this view is considered to be low. Overall sensitivity is judged to be **medium**. ***Assessment of effects***

No.	Location	Assessment
		Site Development and Establishment (Stage 1) Due to the screening provided by the intervening shelterbelts (not represented within the ZTV analysis) the majority of the conductor / surface rig (up to 32 m) used during the Site Development and Establishment stage is likely to screened from view. On-site construction activity and low-level infrastructure will be screened from view. The overall magnitude of change in the view is judged to be very low. The level of effect during the Site Development and Establishment stage will be **negligible**. Drilling and Coring and Pressure Transient Test (Stage 2) The main source of effect during the drilling period will be the 24-hour operation of a 60 m high mobile drilling rig, the top of which will be seen above the shelterbelt that forms the skyline in this view. The drilling rig will introduce a new vertical structure above the skyline but at approximately 4.0 km away is unlikely to be a prominent feature. The drilling rig will also introduce additional night-time light produced by the low intensity fluorescent lighting on the rig. The scale of the effect is considered to be low. Effects on the view during the drilling period will be short term and reversible. The presence of the 32 m workover rig for the PTT stage would be lower as this is likely to be largely out of sight. The overall magnitude of change in the view is judged to be low. The level of effect on the view during drilling operations will be **minor** during day and night time hours. These effects will be temporary and will cease following the 5 month drilling period. Maintenance of Site (Stage 3) It is anticipated that the magnitude of change during the five-year Maintenance of Site (Stage 3) will be negligible as elements of the proposal will be out of sight, beyond intervening shelterbelts of trees. The level of effect during this stage will be **negligible.** Possible Workover of the Well (Stage 3a) During the possible workover a 32 m tall workover rig may be brought onto the site, as well as double stacked cabins, lighting, generators and other low-level site equipment. The majority of this infrastructure is likely to be screened by intervening shelterbelts of trees and will remain out of sight. It is anticipated that the magnitude of change during the Possible Workover of the Well (Stage 3a) will be very low.

No.	Location	Assessment
		The level of effect during this stage will be **negligible**. Use of Well as Listening Well (Stage 4) During this stage a 32 m tall workover rig or a 35 m crane may be brought onto the site, as well as double stacked cabins, lighting, generators and other low-level site equipment. The magnitude of change during this stage (with the 32 m rig or 35 m crane) is expected to be similar to that experienced during Site Development and Establishment stage (i.e. very low) as intervening shelterbelts of trees are likely to screen the majority of this infrastructure from view. The level of effect during the Use of Well as Listening Well stage will be **negligible**. Decommissioning and Restoration (Stage 5) The magnitude of change experienced during restoration activities will be similar to that experienced during the Site Development and Establishment stage (i.e. very low), as low-level infrastructure, on-site activity and the majority if the 32 m tall workover rig are likely to be screened by intervening shelterbelts of trees. The magnitude of change during this stage is expected to be similar to that experienced during the Site Development and Establishment stage (i.e. very low). The level of effect during restoration will be **negligible**. Following the decommissioning and restoration activities no above ground features of the well will remain, and all visual impacts will cease. The permanent restoration of the site to its original agricultural use will be a **neutral** effect on the view.
6	SK 53535 83502	***Existing view*** This viewpoint is located near the end of Rackford Road as it becomes an unpaved track and bridleway linking South Anston with Lindrick Common (Woodsetts). The track forms part of National Cycle Route 674. The viewpoint is situated approximately 700 m to the southwest of the site and is at a location with the clear views towards the site from the track. It is representative of views experienced by users of the track. The site is located behind the western copse and partly in front of the eastern copse of Dewidales Wood, in the middle distance of view. The site will partly occupy the gap between the two copses of established woodland. The foreground of the view is occupied by gently rolling arable land and a wood pole transmission lane. Open and long-range views are available to the east, looking over undulating arable farmland and

No.	Location	Assessment
		numerous areas woodland, towards large industrial buildings located within the urban area of Worksop. A tall single wind turbine can be seen extending above the skyline to the east. Open views are also attainable to the south and west, although these generally look upslope with longer distance views interrupted mature woodland and the slope of the land. To the southwest the three tall turbines of the Loscar Common Wind Farm can be seen extending above the treeline.  *Photograph of the view towards the site from unpaved track and bridleway linking South Anston with Lindrick Common. The site is located partly within the gap between the two copses of Dewidales Wood, in the centre right of the image.* ***Sensitivity of visual receptors*** Recreational users of the track (bridle way and National Cycle Route 674) are considered to be of high susceptibility. The viewpoint lies within

No.	Location	Assessment
		the locally designated AHLV, though the view is not promoted. At night the view will be dark. The value of the views looking northeast from this viewpoint is therefore judged to be medium. Overall sensitivity is judged to be **high**. ***Assessment of effects*** Site Development and Establishment (Stage 1) The main source of effect from this viewpoint during Stage 1 is likely to be the visibility of the conductor / surface rig (up to 32 m). Low-level ground works, on-site activity and the erection of cabins/containers and security fencing (noted in section 5.5.1) may also be visible from this location. However, due to the presence of Dewidales Wood and the upward slope of the land, the majority of the low-level infrastructure is likely to be out of sight. From this location the conductor / surface rig 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 compound. The scale of the change will be high, affecting a localised area. The construction activities will be short term and reversible. The overall magnitude of change in the view is judged to be **medium**, apart from the period when the conductor / surface rig (up to 32 m rig) is on-site when it is expected to be **high**. For the period at the end of Stage 1 when the 32 m conductor / surface rig is brought onto site, the level of effect will be **substantial**; however this will be for a short time period of up to 3 weeks. The level of effect on the view during the rest of the Site Development and Establishment stage will be **moderate**. Effects will be temporary and will cease following the 3 month construction period. Drilling and Coring and Pressure Transient Test (Stage 2) The main source of effect during this period will be the 24-hour operation of a 60 m high mobile drilling rig, which will be highly visible. In addition the on-site stacked cabins/containers (up to 5 m) and other equipment and accommodation may also be visible, as well as security fencing and some on-site activity. The drilling rig will also introduce additional night-time light produced by the low intensity fluorescent lighting on the rig, which the lighting assessment indicates may cause glare issues at nearby Rackford Farm, although there will be fewer recreational receptors on the bridle way during the hours of darkness. The drilling rig will be seen in above of the two copses of Dewidales Wood and will be the only prominent vertical structure within the view, it will become a main focal point, including at night. The scale of the effect is considered to be large though the geographic extent is relatively small. Effects during the drilling period will be short term and reversible. The presence of the 32 m work over rig for the PTT stage would be similar. The overall magnitude of change in the view is judged to be **high.** The level of effect during drilling operations will be **substantial** during day and night-time hours. These effects will be temporary and will cease

No.	Location	Assessment
		following the 5-month drilling period. Maintenance of Site (Stage 3) It is anticipated that magnitude of change during the five-year Maintenance stage will be **low** with a good proportion of low-level infrastructure and security fencing screened behind woodland. The level of effect on the view during this stage will be **minor.** Possible Workover of the Well (Stage 3a) During the possible workover a 32 m tall workover rig may be brought onto the site, as well as double stacked cabins, lighting, generators and other low-level site equipment. The magnitude of change during this stage (with the 32 m rig) is expected to be similar or slightly less than that experienced during Drilling and Coring and Pressure Transient Test stage (i.e. **high**), but will be for a much shorter time period (up to three weeks). If the workover rig or crane is not required during Stage 3a the magnitude of change will be similar to that experienced during Site Development and Establishment stage (i.e. **medium**). If the 32 m workover rig or a 35 m crane is brought onto site during the workover, the level of effect will be **substantial**; however this will be for a short time period of up to 3 weeks. If the workover rig or crane is not required during Stage 3a the level of effect will similar to that experienced during Site Development and Establishment stage (i.e. **moderate**). Use of Well as Listening Well (Stage 4) During this stage a 32 m tall workover rig may be brought onto the site, as well as double-stacked cabins, lighting, generators and other low-level site equipment. The magnitude of change during this stage (with the 32 m rig or 35 m crane) is expected to be similar to that experienced during Drilling and Coring and Pressure Transient Test stage (i.e. **high**), but will be for a much shorter time period (up to five weeks). If the workover rig or crane is not required during Stage 4 the nature of effects will be similar to that experienced during Site Development and Establishment stage (i.e. **medium**). If the 32 m workover rig or a 35 m crane is brought onto site during this stage the level of effect will be **substantial**, however this will be for a short time period of up to five weeks. If the workover rig or crane is not required during Stage 4 the level of effect on the view will be slightly lower and similar to that experienced during Site Development and Establishment stage (i.e. **moderate**). Decommissioning and Restoration (Stage 5) During the early part of this stage when the workover rig is on-site the magnitude of change experienced will be similar to that experienced

No.	*Location*	*Assessment*
		during the Possible Workover stage 3a (i.e. **high**). Following removal of the workover rig from site, the magnitude of change in the view is judged to be **medium.** During the early part of this stage when the workover rig is on-site, the level of effect during restoration will be **substantial**. Following the decommissioning and restoration activities no above ground features of the well will remain, and all visual impacts will cease. The permanent restoration of the site to its original agricultural use will be a **neutral** effect on the view.

5.6 EMBEDDED MITIGATION

The selected site location is on the eastern edge of an elevated plateau landform, which is more elevated than the surrounding landscape. The site is visually contained from the local landscape to the south by a number of established blocks of mixed woodland close to the site boundaries. Within 1.5 km, visibility of the site is largely limited to areas of open agricultural land to the north and east. This also includes the eastern edge of Woodsetts, the closest settlement to the site at approximately 425 m away. A relative abundance of blocks and small copses of established mixed woodland, some identified as ancient / semi-natural, largely screen views of the site from the wider landscape. The screening provided by Dewidales Wood reduces the potential for significant effects on local receptors within nearby villages. At night, the lighting assessment has identified the potential for glare effects at nearby residential locations, and also identifies the necessary mitigation that will reduce visual effects of lighting; this includes the dedicated screening of individual lights.

Due to the location selected, no important landscape features will be lost to the proposal. The site boundary to the south is defined by field boundary hedgerow and the eastern copse of Dewidales Wood. The northern, eastern and western boundaries are not defined by any landscape features. The hedgerow will be retained and the woodland will be protected during all stages of the proposal. As a result, the proposal will lead to the disturbance of a relatively small area of intensively farmed arable land set within an open and medium to large scale agricultural landscape.

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

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

5.7 CONCLUSIONS

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

5.7.1 Landscape effects

The proposal is located within the *East Rotherham Limestone Plateau* LCA and will be 750 m to the northwest of the *Ryton Farmlands* LCA, as defined within the Rotherham Landscape Character Assessment and Landscape Capacity Study (2010). The sensitivity of the site to the proposal is judged to be **medium** and the sensitivity of the wider LCAs is considered to be **medium**.

During Site Development and Establishment (Stage 1), **substantial** effects are predicted on the landscape within approximately 1 km of the site boundary with views of the site. Beyond this distance, the effect on the wider landscape will be **moderate** and lowering to **minor** beyond 1.5 km.

During Drilling and Coring and Pressure Transient Test (Stage 2), **substantial** effects are predicted for the site and within the local landscape of the *East Rotherham Limestone Plateau* LCA, up to 1.5 km of the site boundary and with a theoretical visibility of the drilling rig and lower-lying on-site infrastructure. For areas of the *East Rotherham Limestone Plateau* LCA that are within the ZTVs and beyond 1.5 km of the site boundary, the level of effect will lower to **moderate**. The effect on the *East Rotherham Limestone Plateau* LCA will be **minor** beyond 3

km. Due to the limited amount of visibility of the drilling rig from areas of the *Ryton Farmlands* LCA, within 1.5 km of the site, substantial effects are considered unlikely.

During the Maintenance of the Site (Stage 3), the effects on the site will be **minor**, and effects on the wider landscape will be **negligible**. If a workover rig or crane is required during the possible workover (Stage 3a), it is expected that a similar level of effect on both the site and wider landscape character as the conductor / surface rig (up to 32 m) used during Stage 1 (i.e. locally **substantial** reducing to **moderate** beyond 1 km and then **minor** beyond 1.5 km).

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

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

5.7.2 Visual effects

Based on the viewpoint assessment undertaken, and with regard to the ZTV and the extent of localised screening, **moderate or substantial** effects on views may occur during all stages of the proposal. However, these effects will be experienced only by higher-sensitivity receptors with a clear view towards the site and that are in relatively close range. This will include some residents of houses along the western edge of Woodsetts, a very limited number of residents of houses on the eastern edge of North Anston, and users of a limited number of PRoW and National Cycle Route 674 that are within close proximity to the site (1 km).

Substantial visual effects may also be experienced by users of Woodsetts Road, Swinston Road and Dinnington Road that run in close proximity to the north of the site. During the Drilling and Coring and Pressure Transient Test operations (Stage 2) the effect of the proposal on views will be more widespread and will also occur at night as a result of 24-hour operation and required lighting. The 60 m drilling rig is likely to be partially screened by woodland and localised screening within the surrounding landscape. Up to **substantial** visual effects are predicted during both daylight and night-time hours.

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

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

Whilst substantial landscape and visual impacts are identified throughout the life cycle of the proposal, these are localised, short term and temporary. The majority of the proposal period will

have **minor** impacts and the site will be returned to its current use after five years. On the basis of this assessment, landscape and visual should not be considered opposing factors in granting planning permission.

6 SURFACE WATER AND FLOODING

6.1 INTRODUCTION

6.1.1 Context

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

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

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

6.2 SCOPE AND METHODOLOGY

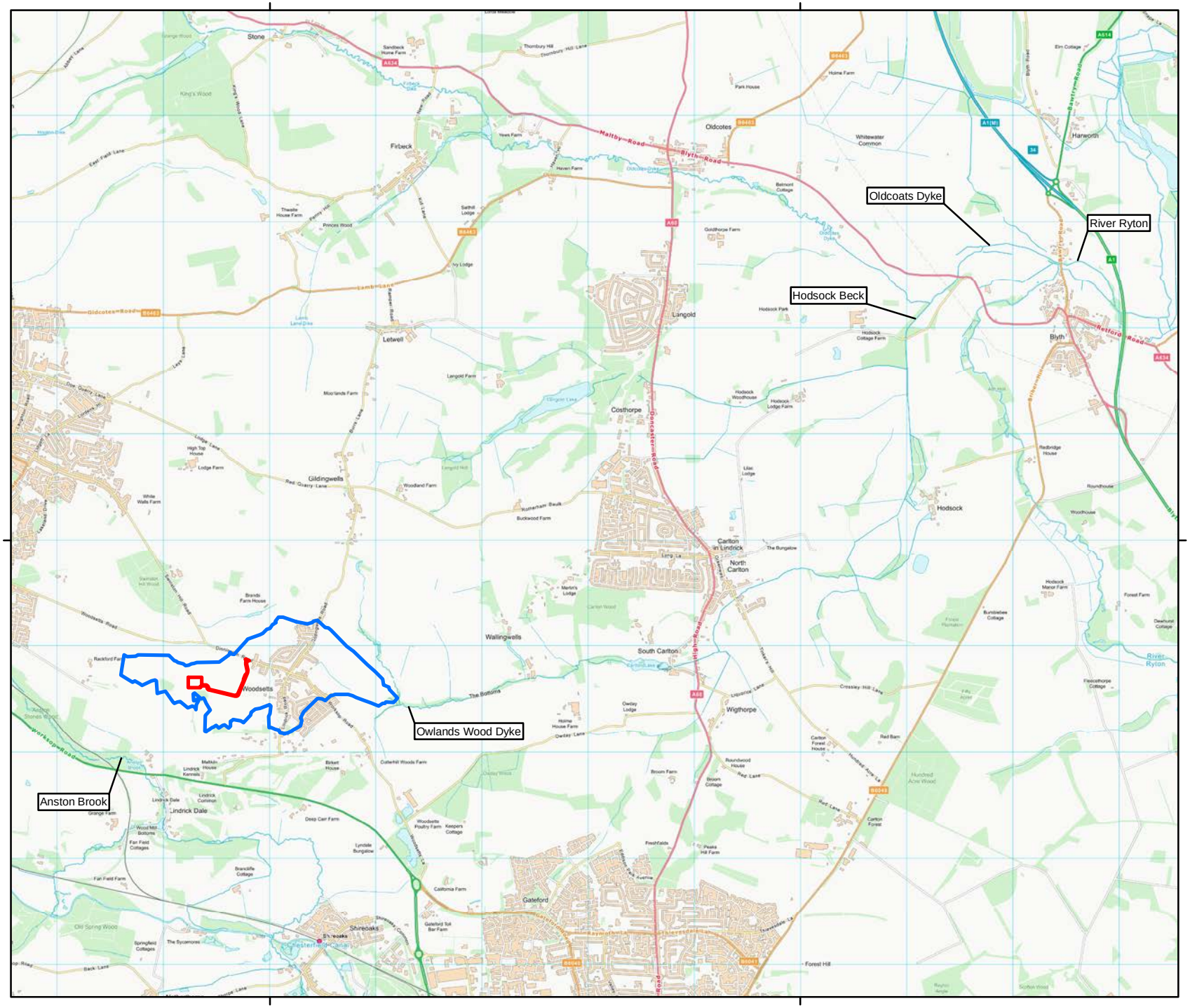
6.2.1 Study Area

The study area is defined as the area where the integrity of local surface water features and drainage network may be affected by the proposed operations. The study area is shown in Figure 6.1 and includes potential surface water receptors within the vicinity of the proposed core well site, as well as those in the wider area (for consideration of any effects on downstream surface water receptors).

6.2.2 Baseline Data

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

- Ordnance Survey maps (Ordnance Survey);
- MAGIC website (accessed August 2017);
- Envirocheck Report Datasheet; Level 1(2017); and
- Environment Agency website (accessed August 2017).



Legend:

- Extent of Surface Works
- Calculated Watershed

N

0 250 500 1,000 m

INEOS Shale

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

Project: Land adjacent to Dinnington Road, Woodsetts, Rotherham

Title: Surface Water Features

Date: 19/10/2017 Scale: 1:50,000 CRS: BNG

Drawn: ERM Checked: BP Rev: 3

Figure No: 6-1

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

ERM DRAWING REF: \\uklonsv01\DATA\London\Confidential Projects\0378050 Project \Working files\GIS\MAPS\ERM_Drawing_References_20171018.xlsx

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 a proposal on the water environment. Each project is evaluated according to its individual characteristics. A methodology for assessing the significance of any effect has therefore been developed for projects throughout the UK, based on relevant legislation based on the methodology given in the DfT's Transport Analysis Guidance (TAG) UNIT A3, specifically the 'Impacts on the Water Environment' chapter[1].

6.2.4 Assumptions and Limitations

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

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

6.3 BASELINE CONDITIONS

6.3.1 Watercourses

Local water features which are downstream of the site have been identified through the inspection of OS 1:10,000 mapping and are summarised in Table 6.1. The first tributary is named only and subsequent water courses are noted in the outflow details.

Table 6.1 Surface Watercourses

Watercourse	*Distance and Direction from site*	*Description*	*Direction of flow*	*Hydraulic Connection to site?*	*Catchment*	*Outflow*
Owlands Wood Dyke	1.1 km to the east	Dyke	Immediately to the east and overall towards the northeast	Likely	Owlands Wood Dyke	Outflows to the Hodsock Brook approximately 9 km northeast of site. Hodsock Brook outflows into the Oldcotes Dyke. Oldcotes Dyke

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

Watercourse	*Distance and Direction from site*	*Description*	*Direction of flow*	*Hydraulic Connection to site?*	*Catchment*	*Outflow*
						outflows into the River Ryton.

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

6.3.2 Other Surface Water Features

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

Table 6.2 Surface Water Features

Surface Water Feature	*Distance and Direction from site*	*Description*	*Source*	*Hydraulic Connection to site?*
Anston Brook	820 m to the southwest	Main River	Tributary of River Ryton	No

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*
Owlands Wood Dyke from Source to Hodsock Brook	Good by 2027	Moderate	Moderate	Good	There is one existing linked protection area to this watercourse. PA: 335, ID NVZ12SW013350, Nitrates Directive.
Hodsock Bk (to Oldcoates Dyke)	Moderate by 2015	Moderate	Moderate	Good	There is one existing linked protection area to this watercourse. PA: 335, ID NVZ12SW013350, Nitrates Directive.
Oldcotes Dyke Catchment (trib of Ryton)	Moderate by 2015	Poor	Moderate	Good	There are six existing linked protection area to this watercourse. PA: 260, ID

Watercourse/ Waterbody	*WFD Objectives*	*RBMP Definition*	*Ecological Potential*	*Chemical Quality*	*Comments*
					NVZ12SW012600 Nitrates Directive. PA: 262, ID NVZ12SW012620 Nitrates Directive. PA: 266, ID NVZ12SW012660 Nitrates Directive. PA: 267, ID NVZ12SW012670 Nitrates Directive. PA: 351, ID NVZ12SW013350 Nitrates Directive. PA: 351, ID NVZ12SW013510 Nitrates Directive. PA: Rivers Idle, Maun, Meden and Ryton , ID UKENRI41 - Urban Waste Water Treatment Directive
River Ryton from Anston Brook to Idle	Good by 2015	Moderate	Moderate	Good	There are 5 existing linked protection areas to this watercourse. PA: 218, ID NVZ12SW012180 Nitrates Directive. PA: 335, ID NVZ12SW013350, Nitrates Directive. PA: 351, ID NVZ12SW013510 Nitrates Directive. PA: Chesterfield Canal, ID UKENRI39 - Urban Waste Water Treatment Directive PA: Rivers Idle, Maun, Meden and Ryton , ID UKENRI41 - Urban Waste Water Treatment Directive
Anston Brook from Source to River Ryton	Good by 2027	Moderate	Good	Good	There are 4 existing linked protection areas to this watercourse. PA: 265, ID NVZ12SW012650 Nitrates Directive. PA: 266, ID NVZ12SW012660, Nitrates Directive.

Watercourse/ Waterbody	WFD Objectives	RBMP Definition	Ecological Potential	Chemical Quality	Comments
					PA: 335, ID NVZ12SW013350 Nitrates Directive. PA: Rivers Idle, Maun, Meden and Ryton , ID UKENRI41 - Urban Waste Water Treatment Directive

6.3.4 Biodiversity

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

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

Table 6.4 Biodiversity of Surface Water Features

Surface Water Feature	Designation	WFD classification	Comments
Owlands Wood Dyke from Source to Hodscok Brook	Not designated - artificial or heavily modified	Moderate	This classification is based on a measurement of 'Biological quality elements'. This includes Invertebrates, Macrophytes and Phytobenthos.
Hodsock Bk (to Oldcoates Dyke)	Not designated - artificial or heavily modified	Moderate	This classification is based on a measurement of 'Biological quality elements'. This includes Invertebrates, and Macrophytes and Phytobenthos combined.
Oldcotes Dyke Catchment (trib of Ryton)	Not designated - artificial or heavily modified	Poor	This classification is based on a measurement of 'Biological quality elements'. This includes Fish, Invertebrates, Macrophytes, and Macrophytes and Phytobenthos combined.
Ryton from Anston Brook to Idle	Not designated - artificial or heavily modified	Moderate	This classification is based on a measurement of 'Biological quality elements'. This includes Fish, Invertebrates, and Macrophytes and Phytobenthos combined.
Anston Brook from Source to Ryton	Not designated - artificial or heavily modified	Moderate	This classification is based on a measurement of 'Biological quality elements'. This includes Invertebrates, and Macrophytes and Phytobenthos combined.

6.3.5 Discharges and Abstractions

Two surface water discharges within 1 km of the proposal are identified in the Envirocheck report. Both are located at Lindrick Hill Farm, approximately 760 m from the proposed site boundary. The location of these discharges is not within hydraulic connection of the site.

6.3.6 Recreation/ Other Uses

No water dependant recreational sites have been identified within 1 km of the site. Site located further afield are summarised in Table 6.5.

Table 6.5 Recreational Uses

Type of recreational use	*Reference*	*Distance and direction*	*Surface water feature*	*Comments*
Canal	Chesterfield Canal	2.1 km south from the site	Chesterfield Canal	This feature is not in hydraulic connection of the site.
Fishery	Roxholme Fly Fishery	5.3 km east from the site	Pond	This feature is not in hydraulic connection of the site.

6.3.7 Surface Water Abstractions (Agricultural Water Supply)

No surface water abstractions have been identified in the Envirocheck report within 2 km of the proposed site.

6.3.8 Summary of Baseline Conditions and Importance of Existing Resources

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

The importance of the surface watercourses have also been determined based on Table 14 of the 'Impacts on the Water Environment' Section of the DfT Transport Analysis Guidance (TAG)[1] (see Table 6.6).

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

Table 6.6 Estimating the Importance of Water Environmental Features

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

Table 6.6 indicates that the River Ryton is designated as having a 'Medium' importance. The importance ratings for the watercourse will be compared to the predicted impact magnitude of the proposal, in Section 6.5.1.

6.4 EMBEDDED MITIGATION

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

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

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

6.4.1 Site Development and Establishment (Stage 1)

For the purposes of this assessment, it is assumed that the measures set out in Table 6.7 below would be required of any contractors undertaking construction work in relation to the proposal. In addition, the conductor / surface rig used at the end of Stage 1 would be subject to the mitigation measures to be implemented for the drilling and coring activities in Stage 2.

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

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

(3) Available at GOV.UK

Table 6.7 Stage 1 Surface Water Environmental Protection Measures

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

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

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

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

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

Table 6.8 Stage 2 Surface Water Environmental Protection Measures

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

6.4.3 Maintenance of the Site (Stage 3)

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

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

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

6.4.4 Possible Workover of the Well (Stage 3a)

The environmental protection measures relevant to protection of surface water, outlined for Stage 2 (Table 6.8), 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 6.8), 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 6.9 would be followed.

Table 6.9 Stage 5 Surface Water Environmental Protection Measures

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

6.5 ENVIRONMENTAL ASSESSMENT

The impact magnitude rating for the on-site works of the proposal (Stages 1-5) are presented below in Table 6.10 to Table 6.15. The impact magnitude has been estimated based on guidance from Table 15 of the 'Impacts on the Water Environment' Section of the DfT Transport Analysis Guidance (TAG)[1].

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

- 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 on watercourses has been projected as negligible.

- As previously stated in Table 6.1, the proposal is 1.1 km distant from the only watercourse scoped into this assessment, Owlands Wood Dyke. Taking into account the small area of the proposal, its low flood risk (see Section 6.5.4) and the storage and disposal of waste materials according to prevailing legislation, a permit issued under Environment Agency Standard rules SR2015 No 1, and Environment Agency Guidance, on-site works are considered to have a negligible effect on the water quality and conveyance of river flow and material in the surrounding area.

- According to Table 6.4, Owlands Wood Dyke (considered by the Environment Agency to be part of the River Ryton (from Anston Brook to the River Idle) for water quality purposes) has an existing 'Moderate' status under the WFD. To ensure that on-site works do not result in a change in the existing biological and chemical status of this watercourse and others designated an existing 'Moderate' status under the WFD, a range of mitigation measures are detailed in Section 6.4.2. Therefore there is an extremely low likelihood of on-site works changing the biological and chemical classifications of this other watercourses, as stated above.

- The site is located adjacent to Dewidales Wood Ancient/Semi-Natural Woodland (Section 4.3.1) which has ecological interests relating to woodland (ancient and plantation). Protected species or biodiversity action plan (BAP) species, however, have not been located within the surrounding area. No impacts to the adjacent Dewidales Wood are expected from changes in surface water run-off from the site due to the topography of the surrounding area resulting in surface water drainage away from the woodland, the small area of the site and the availability of surrounding permeable land surfaces. Furthermore, recreational uses listed in Table 6.5 (principally the Chesterfield Canal and fishing in ponds greater than 2.5 km from the site) are not anticipated to be affected by on-site works. Therefore on-site works effects on recreational uses and designations are considered to be neutral.

- There are no surface water abstractions within 2 km of the proposal. Also, as the proposal will not include any surface, or groundwater extraction on-site, the proposal is expected to have neutral impact on the surface water supply requirements for the surrounding area.

6.5.1 Site Development and Establishment (Stage 1)

Table 6.10 Site Development and Establishment Effects

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

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

See rationale notes in 6.5.

Table 6.11 Drilling and Coring and Pressure Transient Test Effects

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

6.5.1 Maintenance of the Site (Stage 3)

See rationale notes in 6.5.

Table 6.12 Maintenance of the Site Effects

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

6.5.2 Possible Workover of the Well (Stage 3a)

See rationale notes in 6.5.

Table 6.13 Possible Workover of the Well Effects

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

6.5.3 Use as a Listening Well (Stage 4)

See rationale notes in 6.5.

Table 6.14 Use as a Listening Well Effects

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

6.5.4 Decommissioning and Restoration (Stage 5)

Table 6.15 Decommissioning and Restoration Effects

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

6.6 FLOOD RISK

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

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

6.6.1 Sources of Flooding

The nearest waterbody to the site is Owlands Wood Dyke, a minor watercourse which drains surrounding farmland and flows east, then northeast towards the River Ryton. Refer to Table 6.1 for other nearby waterbodies. Other surface water features include two impounded ponds on the Pudding Dyke at Lindrick Dale, immediately upstream of the confluence with the River Ryton. These waterbodies are located within approximately 1.3 km to the south of the site.

The site is relatively flat and situated on an elevated plateau at approximately 82 m AOD. The surrounding land to the north and east slopes downwards towards the Owlands Wood Dyke whilst land to the south of the site slopes south towards the River Ryton. The impounded ponds located to the south of the proposal, are at a lower elevation, some 21 m below the site.

Environment Agency flood maps show that the site (and surrounding farmland) is at a ‘Very Low’ risk of fluvial flooding (i.e. from rivers and seas). The chance of fluvial flooding to the proposal is considered by the Environment Agency to be less than 1 in 1000 (0.1%) in any given year.

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

Environment Agency flood maps indicate that the site and immediate areas are not at risk of flooding from reservoirs.

6.6.2 Effect of Climate Change

In order to assess the impacts of climate change on flooding from the land, rivers and sea, the technical guidance to the NPPF has been consulted. The guidance advises that the national precautionary sensitivity ranges of peak rainfall intensity and peak river flow are reviewed to address the uncertainty of climate change on flood risk impacts. The national precautionary sensitivity ranges are based on regional (River Basin District) climate change allowances developed by Defra and updated in February 2017[1].

[1] https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances

The peak rainfall intensity ranges should be used for small catchments and local drainage sites. For instance, when deriving the peak rainfall intensity for 2025 to 2055, an allowance of 10% should be incorporated when estimating rainfall intensity as a result climate change impacts. Whereas with regards to calculating peak river flows, a 20% allowance is recommended for assessing impacts of climate change. For example, sensitivity studies undertaken by the EA allocate an allowance of 20% for peak flows for 2015-2039, within the Humber Region, in order to take into account regional variations in climate change impacts on river flows. The results of the sensitivity studies indicated that changes in the extent of inundation areas are negligible in well-defined floodplains and dramatic in flat areas. Nonetheless, changes in the depth of flooding under an allowance have the potential to reduce the return period of a given flood. This implies that sites in a lower flood risk zone may be re-classified as being within a higher risk zone when taking into account climate change impacts.

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

6.6.3 Embedded Mitigation

Mitigation works are not required for protection from fluvial flooding, due to the nearest watercourse being 1.1 km from the site and the site being located outside the 1% AEP flood zone. In terms of pluvial flood risk, although high intensity rainfall could be a concern given the flat lying nature of the proposal area, the on-site infrastructure will be designed to manage surface water runoff.

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

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

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

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

6.6.4 Residual Risks

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

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

6.7 CONCLUSIONS

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

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

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

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

- A neutral effect on recreational uses within the surrounding area due to these being concentrated in areas greater than 2.1 km distant from the proposal.

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

6.8 REFERENCES

- Department for Transport (2015) Environmental Impact Appraisal: Impacts on the Water Environment. Transport Analysis Guidance (TAG) Unit A3, pp. 68- 76
- UK Onshore Shale Gas Well Guidelines (2013). Exploration and Appraisal phase. Issue 1. Pp.10-11
- Control of Substances Hazardous to Health Regulations 2002 (COSHH) (available at: http://www.hse.gov.uk/pubns/indg136.pdf). (Accessed 7th March 2017) Environment Agency Pollution Prevention Guidance (available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/485199/pmho1107bnkg-e-e.pdf). (Accessed 7th March 2017).

7 HYDROGEOLOGY

7.1 INTRODUCTION

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

7.2 SCOPE AND METHODOLOGY

7.2.1 Study Area

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

7.2.2 Baseline Conditions

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

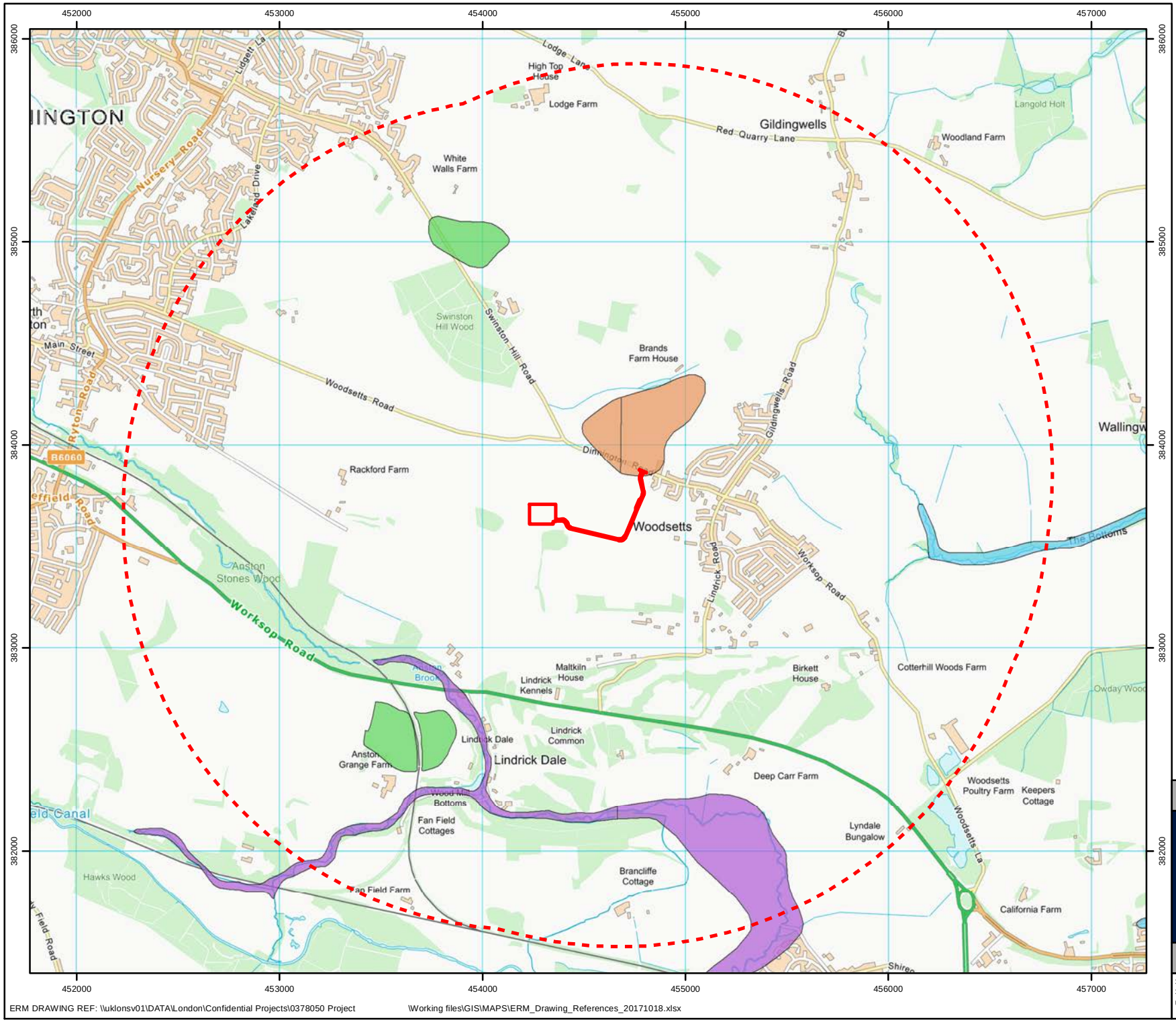
- Envirocheck Report;
- BGS Geology of Britain Viewer (http://www.bgs.ac.uk/discoveringGeology/geologyOfBritain/viewer.html); and
- BGS GeoIndex borehole records published at http://mapapps2.bgs.ac.uk/geoindex/home.html.

7.2.3 Assessment Methodology

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

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

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



Legend:

- Extent of Surface Works
- 2km Buffer of Site

Superficial Geology:

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

N

0 100 200 400 600 800 m

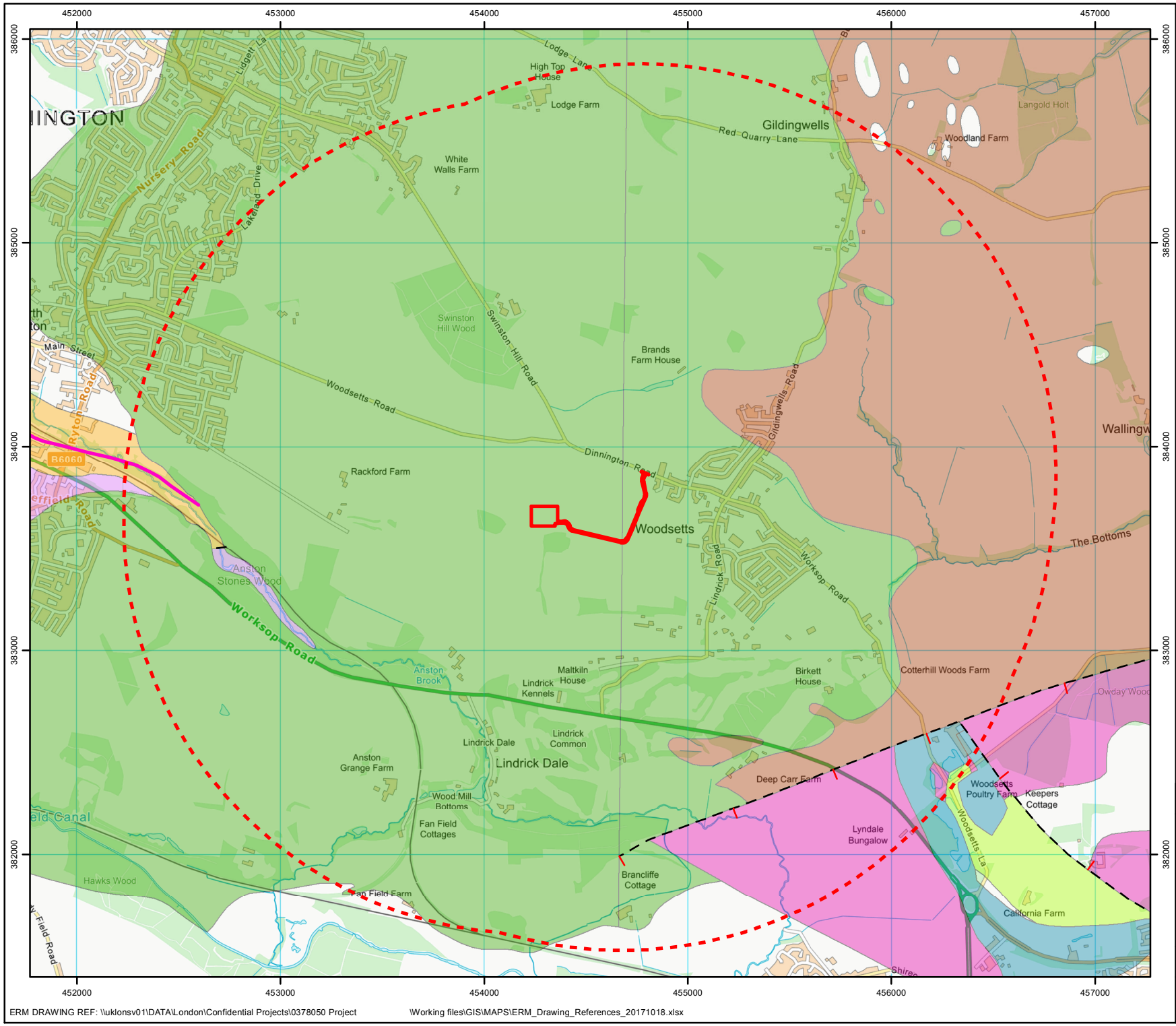
INEOS Shale

INEOS Shale
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Project:	Land adjacent to Dinnington Road, Woodsetts, Rotherham
Title:	Superficial Geology
Date: 19/10/2017	Scale: 1:25,000 CRS: BNG
Drawn: ERM	Checked: BP Rev: 2
Figure No:	7-1

Source: © Crown copyright and database rights 2017 Ordnance Survey 0100031673; Derived from 50k scale BGS 2017 Digital Data unded Licence 2017/033 British Geological Survey, © NERC

ERM DRAWING REF: \\uklonsv01\DATA\London\Confidential Projects\0378050 Project \Working files\GIS\MAPS\ERM_Drawing_References_20171018.xlsx



Legend:

- Extent of Surface Works
- 2km Buffer of Site

Linear Geological Features:

- Fault, inferred
- Marine band
- Downthrow Direction

Berock Geology:

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

N

0 100 200 400 600 800 m

INEOS Shale

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38 Hans Crescent
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Project:	Land adjacent to Dinnington Road, Woodsetts, Rotherham
Title:	Bedrock Geology
Date: 19/10/2017	Scale: 1:25,000 CRS: BNG
Drawn: ERM	Checked: BP Rev: 2
Figure No:	7-2

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ERM DRAWING REF: \\uklonsv01\DATA\London\Confidential Projects\0378050 Project \Working files\GIS\MAPS\ERM_Drawing_References_20171018.xlsx

7.2.4 Assumptions and Limitations

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

7.3 BASELINE CONDITIONS

A summary of baseline conditions is described below.

7.3.1 Topography and Drainage

As previously described in Section 6.6 (Flood risk) the site is situated on an elevated position. The land of the surrounding area slopes downwards towards the northeast, east and south, towards the nearby watercourses and surface water features identified in Tables 6.1 and 6.2.

7.3.2 Current Land Use

As presented in the Site Location Plan, the land proposed for development is currently utilised as farmland. The site has an Agricultural Land Classification of Grade 2. The surrounding land-use comprises predominantly of farmland, woodland and residential areas. The settlement of Woodsetts is approximately 425 m to the east.

7.3.3 Artificial Ground

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

7.3.4 Superficial geology

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

7.3.5 Bedrock Geology

The site is directly underlain by bedrock strata of the Cadeby Formation (Permian age) comprising dolomite and limestone with some siltstones and mudstones towards the base. Approximately 24 m of these Permian strata overlay a much thicker sequence of Carboniferous age containing, in its upper part, numerous coal seams which have previously been of great economic importance and have been well-documented by coal and hydrocarbon exploration boreholes, and mine abandonment records. These data sources are available in the public domain and records within 5 km of the site have been reviewed to provide detailed information on the shallow bedrock geology.

One of the closest boreholes to the site is Kiveton Park No. 13 (Geological Survey reference: SK57NW51), drilled in 1975 approximately 4.8 km to the southwest by the National Coal Board; this borehole was drilled to a depth of 331 m. The Kiveton Park-1 (Geological Survey reference: SK48SE2) well was drilled approximately 5.4 km to the west by Anglo American in 1940; this well

was drilled to 1415 m. Details of the stratigraphy and lithologies encountered are provided in Table 7.1.

Table 7.1 Summary of Shallow Bedrock Geology (based on Kiveton Park No.1 and No. 13 borehole)

Geological Formation	*Depth (m)*	*Thickness (m)*	*Description (including Aquifer Classification)*
Permian Cadeby Formation (Dolomite) (*formerly known as Lower Magnesian Limestone*)	c.2-11	c.11	Dolomite, commonly oolitic or granular, with subordinate mudstone, dolomitic siltstone and sandstone. Principal Aquifer
Permian Cadeby Formation (Mudstone) (*formerly known as Lower Permian Marl)*	c.11-24	c.13	Argillaceous dolomitic siltstones, limestones and mudstones with latter increasing towards base. Principal Aquifer (by default in association with above, more likely Secondary aquifer).
Upper Carboniferous Pennine Upper Coal Measures	c.24-369	c.345	Predominantly mudstone (shale) with subordinate fine grained siltstone. Secondary B Aquifer.
Upper Carboniferous Pennine Middle Coal Measures.	c. 369-709	c.340	Initially dark, polished and carbonaceous mudstone and pale sandstone, with ironstone nodules and pyrite streaks, passing into siltstone with irregular sandstone and sandy mudstone. Mudstone-seatearth with patchy ironstone lenses increasing towards the base and passing into siltstone, with fine sandstone at base laminated with sandy lenses. Secondary B Aquifer.

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

Table 7.2 Summary of Bedrock Geology

Geological Formation	*Depth (m)*	*Description*
Lower Pennine Coal Measures	709 – 1179 m	Sequences of interbedded grey mudstone, siltstone, sandstone, seatearth and formerly productive coal seams
Namurian	1179 – 1649 m	Gritstone and siltstone sequences including Naumurian Grit and Pendleian Shales
Dinantian	1500 - TD m	Silts / Shales contained within limestone sequences.

7.3.6 Structural geology

There is no faulting shown within the site on published Geologic Survey maps. The predominant fault orientation is northwest to southeast (NW-SE). Outside of the site there are two major faults located 1.5 km southeast of the site (Figure 7-2).

7.3.7 Receptors

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

Table 7.3 Receptors

Receptor	*Rationale*
Principal Aquifer	The Cadeby Formation is shown in Table 7-1 to be present within the bedrock geology of the site.
Secondary B Aquifer	The Upper Coal Measures are shown in Table 7-1 to be present within the bedrock geology of the site.
Secondary A Aquifer	The Middle Coal Measures are shown in Table 7-1 to be present within the bedrock geology of the site.

7.3.8 Groundwater Occurrence and Quality

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

Table 7.4 Aquifer Quality

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

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

Table 7.5 Abstractions

Location	*Aquifer Unit*	*Groundwater depth (m)**	*Direction of flow***	*Operator*	*Daily abstraction (m^3)*	*Distance and direction from the Site (m)*	*Uses*
Lindrick Golf Course	Cadeby Formation	8	SE	Lindrick Golf Course	No data available	1,500 (SE)	Golf Courses: spray irrigation - direct
*Data from nearest water well level boreholes. **Deduced flow directions from local topography and general directional flow of nearby surface watercourses.							

7.3.9 Groundwater Source Protection Zones

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

Table 7.6 Source Protection Zone

SPZ	*Distance and direction from site*	*Aquifer Unit*	*Aquifer Designations*	*Abstraction within 1km of the Site*	*(Abstractions greater than 1km of the site) Uses*
SPZ1	3.8 km (SE)	Edlington Formation, mudstone and sandstone.	Secondary A Aquifer	None identified	Industrial, Commercial and Public Services, Agriculture
SPZ2	3.1 km (SE)	Edlington Formation, mudstone and sandstone	Secondary A Aquifer	None identified	Industrial, Commercial and Public Services, Agriculture
SPZ3	Directly underlying the site	Cadeby Formation	Principal Aquifer	None identified	Industrial, Commercial and Public Services, Agriculture

7.3.10 Anthropogenic Influences and Historical Land Uses

The proposal is set in a rural and agricultural location. It is envisaged that there will be no land contamination at the site other than, potentially, through association with poor farming practice (fuel spillage, pesticide waste/other wastes etc.) No other anthropogenic sources of pollution have been identified (see Table 7.7).

Table 7.7 Anthropogenic Influences

Type	*Site Name*	*Site Activities*	*Description*	*Distance and Direction from site*
N/A	N/A	N/A	N/A	N/A

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

7.3.11 Ground Gas

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

- Abandoned coal workings in the region, if not flooded with water and returned to hydrostatic pressure, may serve as conduits for the potential movement of naturally occurring gases such as methane, carbon monoxide and carbon dioxide. The well design must comply with regulator (Coal Authority) guidelines to ensure safe interaction with abandoned workings.
- Naturally occurring radon is sourced from shallow bedrock units.
- Leaks from municipal gas mains, however, there are no known gas mains in the vicinity of the site.
- Peat and organic matter rich soils can also be sources of methane. However, there are no known peaty soils in the vicinity of the site.
- Historic Landfills are not considered a risk for ground gas to the site, as the closest historic landfill is located over 1.7 km to the west of the site to the south of Rackford Road (currently a water treatment works).

7.3.12 Groundwater Dependent Designated Sites

A review of available information indicates that there are no groundwater dependent national or international ecological designated sites covering or immediately adjacent to the site (see Section 4.3.1). The site is located to the north of Lindrick Golf Course SSSI however, this is designated for its Calcareous Grassland, which is not dependent upon groundwater.

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

7.4 EMBEDDED MITIGATION

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

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

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

Key elements include staged steel casing to seal off aquifer sections and flow paths that may be encountered (such as that caused by former mining sections). The well plans include an initial conductor (surface casing) to approximately 490 m, which provides a barrier to migration for all currently designated aquifer formations and the suspected coal mining depth zones. Detailed review of mining abandonment plans has been undertaken to understand and design for the depths of former mine workings. This section will be drilled with water-based fluids.

A second deeper section would also then be cased (intermediate casing) inside the primary casing. This would seal off to approximately 1,183 m depth and protect any further coal measures horizons prior to encountering the formations of interest (Namurian age). Thus the upper potable units and mine zones will have double cased sealing to protect units.

The target zone of interest would be cased to approximately 1,679 m, providing a third sealing structure. The well would then be drilled to a total depth (approximately 2,800 m and a liner installed. Final depths will be confirmed during detailed well design but will adopt the principles above and be subject to third party review.

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

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

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

7.4.1 Site Development and Establishment (Stage 1)

Embedded mitigation relevant to protection of hydrogeology is summarised in Table 7.8. In addition, the conductor / surface rig activities undertaken at the end of Stage 1 will be subject to the mitigation measures to be implemented for the drilling and coring activities in Stage 2. Measures in place to protect hydrological interest (Table 6.8) will also protect hydrogeological interests.

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

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

(3) Available at GOV.UK

Table 7.8 Stage 1 Hydrogeology Environmental Protection Measures

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

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

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

Table 7.9 Stage 2 Hydrogeology Environmental Protection Measures

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

Aim	*Measures built into Proposal*
	Installations and Wells (Design and Construction etc) Regulations 1996' guidance. The maximum depth defined for a groundwater body is taken to be 400 m. (the surface casing for this well is anticipated to extend to 610 m (1,550 ft.) to isolate old mine workings). Should any formation that contains a groundwater body extend below this, the criteria described above for protecting groundwater would apply to the use of drilling fluids, until a low permeability formation was reached into which casing could be set.
	Details of where the casing would be installed and cemented into the low permeability formation beneath a groundwater body once that formation is reached would be set out in the Water Resources Act 1999 section 199 WR11 notification for this borehole.
	Each layer of casing will be tested as appropriate to the geological conditions and technical requirements, to confirm integrity.
	Drilling would not take place within source protection zones (SPZ) 1 or 2, as defined in the Environment Agency's Groundwater protection: principles and practice (pp. 23-24).
	During PTT, only KCl (potassium chloride salt) at 2-4% (dependant on the salinity within the formation) would be used. The PTT will occur at depths in excess of 1000 m
Preventing pollution of soil, groundwater or surface water from leaks from construction vehicles or on-site tanks	The geomembrane and "closed-loop" drainage system would be maintained to ensure all liquids remained on the site for removal by a licensed waste contractor, and treatment prior to disposal if required.
	Frequent checking of integrity of site surface and drainage system.
	Cement mixing for well cement would take place in truck-mounted silos on the hardstanding area
	Rigs would be refuelled from dedicated tanks, which would be filled directly from fuel tankers that deliver to the site. This would be undertaken in the hardstanding area to ensure any spillage would drain to the impermeable cellar rather than the perimeter drainage pipe.
	Drilling fluids (muds) would be stored in a mud tank with a closed-loop system to prevent leakage.
	Water for the drilling process would be contained within a closed-loop system with any potential excess water from the drilling process being transported off site in suitable tankers by a licensed contractor.
* A comprehensive list of environmental protection measures to prevent pollution of aquifers during drilling is included in *The Proposal.*	

7.4.3 Maintenance of the Site (Stage 3)

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

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

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

7.4.4 Possible Workover of the Well (Stage 3a)

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

7.4.5 Use of Well as Listening Well (Stage 4)

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

7.4.6 Decommissioning and Restoration (Stage 5)

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

Table 7.10 Stage 5 Hydrogeology Environmental Protection Measures

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

7.5 ENVIRONMENTAL ASSESSMENT

7.5.1 Site Development and Establishment (Stage 1)

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

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

- It is assumed that all mitigation measures will be implemented. These will minimise potential sources and control possible pathways to groundwater receptors. As such potentially detrimental impacts towards the groundwater aquifer, current abstractions and designated sites are considered to be prevented.
- As previously stated in Table 4-1, there are no groundwater dependant terrestrial ecosystems within close proximity to the site, and therefore no risk to such sites from site activities have been identified.
- On-site activities are expected to have a negligible impact on the groundwater quality or resource availability of the nearest SPZ.

Table 7.11 Stage 1 Site Development and Establishment Effects

Receptor	*Level of Effect*
Secondary Aquifer	Neutral
Abstraction	Neutral

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

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

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

Receptor	*Level of Effect*
Secondary Aquifer	Neutral
Abstraction	Neutral

7.5.3 Maintenance of the Site (Stage 3)

See rationale of assessment in Section 7.5.1.

Table 7.13 Stage 3 Maintenance of the Site Effects

Receptor	*Level of Effect*
Secondary Aquifer	Neutral
Abstraction	Neutral

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

7.5.4 Possible Workover of the Well (Stage 3a)

See rationale of assessment in Section 7.5.1.

Table 7.14 Stage 3a Possible Workover of the Well Effects

Receptor	*Level of Effect*
Secondary Aquifer	Neutral
Abstraction	Neutral

7.5.5 Use of Well as Listening Well (Stage 4)

See rationale of assessment in Section 7.5.1.

Table 7.15 Stage 4 Use of Well as Listening Well Effects

Receptor	*Level of Effect*
Secondary Aquifer	Neutral
Abstraction	Neutral

7.5.6 Decommissioning and Restoration (Stage 5)

See rationale of assessment in Section 7.5.1.

Table 7.16 Stage 5 Decommissioning and Restoration Effects

Receptor	*Level of Effect*
Secondary Aquifer	Neutral
Abstraction	Neutral

7.6 CONCLUSIONS

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

- A neutral effect on the shallow groundwater quality of the surrounding area due to the non-intensive nature of the on-site activities.

- A neutral impact on the groundwater quality, due to the drilling and well design using multiple casing solutions to seal off aquifer sections during drilling and well operation.

- A neutral effect on groundwater quality due to protection afforded by multiple casing solutions to seal off aquifer sections during well testing activities and the separation distance between the PTT zone and overlying aquifers. The location of the site within an SPZ3 increases the risk to local groundwater quality if a leak were to occur, however, the mitigation proposed is designed to ensure that such an event cannot occur.

- A neutral effect on groundwater resource availability due to the water use being contained within a closed loop.

- A neutral effect on the transport and dilution capability of groundwater aquifers within the local area.

- A neutral effect on the biodiversity of the surrounding area, including designated areas. This is due to the non-intensive nature of on-site activities (ie no groundwater abstraction) which are not expected to affect groundwater availability or quality and the distance from the proposal.

- A neutral impact on the pressure of groundwater resources in the surrounding area, due to the non-intensive nature of on-site activities.

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

7.7 REFERENCES

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

8 CULTURAL HERITAGE

8.1 INTRODUCTION

This section presents the results of an assessment of potential impacts on cultural heritage assets forming the historic environment resulting from the construction and operation of the proposal. It considers the potential for significant effects as a result of the proposal on cultural heritage under three sub-topics of 'archaeological remains', 'historic buildings' and 'historic landscape'. The historic landscape has been assessed as discrete areas of land referred to as historic landscape types (HLT) and identified as a result of historic landscape characterisation undertaken by South Yorkshire County Council (Marchant et al. 2008).

Although this appraisal does not form part of a formal EIA, it is nonetheless considered appropriate to refer to relevant guidance and methodologies to ensure a robust assessment of the potential for impact on cultural heritage assets.

In this section 'the proposal' refers to the extent of surface works as shown on Figure 8.1 and 8.2.

Activities during construction with the potential to result in an impact on cultural heritage assets comprise:

- topsoil removal to a depth of 300 mm;
- excavation of hardstanding area to a depth of 1.5 m; and
- excavation of a well cellar to a depth of 3 m.

Components of the proposal present within the landscape during operation and with the potential to result in an impact on the setting of cultural heritage assets comprise:

- a conductor / surface rig up to 32 m;
- a drilling rig up to 60 m and associated sub-structure (15 m);
- screening bunds up to 3.5 m;
- a workover rig up to 32 m;
- light poles up to 9 m;
- fencing up to 2 m; and
- site cabins (assessed using a worse case 5 m height to represent double-stacked cabins).

8.2 SCOPE AND METHODOLOGY

8.2.1 Objectives

The objectives of assessment are:

- to provide a statement of the value of identified cultural heritage assets that may be affected by the construction and operation of the proposal; and
- to provide a statement regarding potential effects on identified cultural heritage assets as a result of the construction and operation of the proposal.

8.2.2 Study Area

Based on Historic England guidance presented in *Settings and Views of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3* (Historic England 2017) a study area for archaeological remains,historic buildings and the historic landscape was defined as an area extending 2km in all directions from the extent of surface works (the site) (Figure 8.1). This guidance states:

"The area of assessment for a … 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".

The proposal has been considered 'a prominent development' against this definition. In addition, a Zone of Theoretical Visibility (ZTV), presented in Appendix 5-1, has been used to identify cultural heritage assets outside the study area with the potential to experience an impact on their setting.

8.2.3 Consultation

The Archaeological Advisor for Rotherham (as part of South Yorkshire Archaeology Service) has provided comment on the EIA screening request submitted in relation to this proposal. This feedback has informed assessment..

8.2.4 Data gathering

To inform the baseline for the study area the following sources of information were consulted:

- The National Heritage List (NHL), maintained by Historic England, for information on designated cultural heritage assets (Scheduled Monuments, Listed Buildings, Registered Parks and Gardens, Battlefields and World Heritage Sites) (dataset updated September 2015);
- South Yorkshire Historic Environment Record (SYHER) for information on non-designated cultural heritage assets (data received August 2017);
- National Library of Scotland website for information on historic Ordnance Survey mapping (accessed 30 July 2017);
- Envirocheck for historic Ordnance Survey mapping dating from 1892 onwards (data received July 2017);
- South Yorkshire Archaeology Service Data (SYASD) for information on Historic Landscape Characterisation (data received 19 June 2017);
- A geophysical survey undertaken between 2nd October and 6th October 2017; and
- A walkover survey undertaken 13 July 2017.

Geophysical survey

A geophysical survey was undertaken between 2nd October and 6th October 2017. The purpose of the survey was to confirm the presence or absence of unknown buried archaeology, define its extent and present an interpretation of any buried archaeological remains identified within the area of the extent of surface works. Results of the survey have informed assessment and are presented in Appendix 8-4: Geophysical survey.

Walkover survey

A walkover survey was undertaken on 13 July 2017 by ERM. The purpose of the survey was to confirm the presence and / or absence of cultural heritage assets identified as a result of desk-based work, to assess their preservation, extent and setting and to identify any previously unrecorded assets.

Information from the walkover survey, where relevant, is included in Appendix 8-3: Cultural Heritage Gazetteer.

8.2.5 Assumptions and Limitations

No intrusive archaeological investigations have been undertaken. The information available from desk-based assessment, walkover survey and geophysical survey is considered sufficient for the purposes of assessment of all identified cultural heritage assets.

8.3 ASSESSMENT METHODOLOGY

English Heritage's *Conservation Principles*[1] (2008) provides a comprehensive framework for the sustainable management of change in the historic environment. In support of the *National Planning Policy Framework*[2] (Department for Communities and Local Government, 2012), the Conservation Principles provide guidance for an assessment of the 'significance' or 'value' of cultural heritage assets. The assessment of value can be undertaken on the basis of four component values: evidential, historical, aesthetic and communal. Each component value can be considered to contribute to the overall value of a cultural heritage asset. The way in which each component value is impacted by development can result in adverse or beneficial effects on cultural heritage assets. The methodological approach employed considers that, unless otherwise stated and to minimise repetition, all impacts and effects are adverse.

For the purposes of this assessment the assessment of value, magnitude of impact and significance of effect are supported by tables presented in the *Design Manual for Roads and Bridges* (DMRB) *Volume 11, Section 3, Part 2: Cultural Heritage* (HA 208/07) (Highways Agency et al., 2007).

8.3.1 Assessment of Value

Assessment of the value of cultural heritage assets was undertaken based on professional judgement supported by guidance provided in *Conservation Principles* (English Heritage 2008), *Managing Significance in Decision-Taking in the Historic Environment; Historic Environment Good Practice Advice in Planning Note 2* (Historic England 2015) and *Settings and Views of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3* (Historic England 2017). Value has been assessed on a six point scale of very high, high, medium, low, negligible and unknown. Criteria for assessing the value of cultural heritage assets are presented in Table 8.1.

[1] English Heritage, 2008. Conservation Principles Policies and Guidance for the Sustainable Management of the Historic Environment. English Heritage

[2] Department of Communities and Local Government, 2012. National Planning Policy Framework

Table 8.1 Criteria to Assess the Value of Archaeological Remains, Historic Building and the Historic Landscape

Value	Criteria
Archaeological Remains	
Very high	World Heritage Sites (including nominated sites). Assets of acknowledged international importance. Assets that can contribute significantly to acknowledged international research objectives.
High	Scheduled Monuments (including proposed sites). Non-designated assets of schedulable quality and importance. Assets that can contribute significantly to acknowledged national research objectives.
Medium	Designated or Non-designated assets that contribute to regional research objectives.
Low	Designated and Non-designated assets of local importance. Assets compromised by poor preservation and/or poor survival of contextual associations. Assets of limited value, but with potential to contribute to local research objectives.
Negligible	Assets with very little or no surviving archaeological interest.
Unknown	The importance of the site has not been ascertained.
Historic building	
Very high	Structures inscribed as of universal importance, as World Heritage Sites. Other buildings of recognised international importance.
High	Scheduled Monuments with standing remains. Grade I and Grade II* Listed Buildings Other Listed Buildings that can be shown to have exceptional qualities in their fabric or historical associations not adequately reflected in the listing grade. Conservation Areas containing very important buildings. Non-designated structures of clear national importance.
Medium	Grade II Listed Buildings. Historic (unlisted) buildings that can be shown to have exceptional qualities in their fabric or historical associations. Conservation Areas containing buildings which contribute significantly to their historic character. Historic Townscape or built-up areas with important historic integrity in their buildings, or built settings (e.g. including street furniture and other structures).
Low	'Locally Listed' Buildings Historic (unlisted) buildings of modest quality in their fabric or historical association. Historic Townscape or built-up areas of limited historic integrity in their buildings, or built settings (e.g. including street furniture and other structures).
Negligible	Buildings of no architectural or historical note; buildings of an intrusive character.
Unknown	Buildings with some hidden (i.e. inaccessible) potential for historic significance.
Historic Landscape	
Very high	World Heritage Sites inscribed for their historic landscape qualities. Historic landscapes of international value, whether designated or not. Extremely well preserved historic landscapes with exceptional coherence, time-depth, or other critical factor(s).
High	Designated historic landscapes of outstanding interest. Non-designated landscapes of outstanding interest. Non-designated landscapes of high quality and importance, and of demonstrable national value. Well preserved historic landscapes, exhibiting considerable coherence, time-depth or other critical factor(s).

Value	Criteria
Medium	Designated special historic landscapes. Non-designated historic landscapes that would justify special historic landscape designation, landscapes of regional value. Averagely well-preserved historic landscapes with reasonable coherence, time-depth or other critical factor(s).
Low	Robust Non-designated historic landscapes. Historic landscapes with importance to local interest groups. Historic landscapes whose value is limited by poor preservation and/or poor survival of contextual associations.
Negligible	Landscapes with little or no significant historical interest.

Source: Table 6.1 of DMRB Volume II Section 3 Part 2 HA208/07 Annex 5, 6 and 7.

8.3.2 Assessment of Magnitude of Impact

Magnitude of impact is the degree of change that would be experienced by an asset and its setting if a development is completed, as compared with a 'do nothing' situation. Magnitude of impact is assessed without reference to the value of each asset, and may include physical impacts upon the asset or impacts upon its setting or evidential, historical, aesthetic or communal value. The assessment of magnitude of impact was undertaken using professional judgement guided by the criteria presented in DMRB. Assessment of potential impacts on the setting of cultural heritage assets was based on professional judgement informed by DMRB and guidelines set out in Historic England (2015). Criteria for assessing magnitude of impact are presented in Table 8.2.

Table 8.2 Criteria to Assess the Magnitude of Impact on Archaeological Remains, Historic Building and Historic Landscape

Magnitude	Criteria
Major	Change to most or all key archaeological materials, such that the resource is totally altered. Change to key historic building elements, such that the resource is totally altered. Change to most or all key historic landscape elements, parcels or components; extreme visual effects; gross change of noise or change to sound quality; fundamental changes to use or access; resulting in total change to historic landscape character unit. Comprehensive changes to setting.
Moderate	Changes to many key archaeological materials, such that the resource is clearly modified. Change to many key historic building elements, such that the resource is significantly modified. Changes to many key historic landscape elements, parcels or components, visual change to many key aspects of the historic landscape, noticeable differences in noise or sound quality, considerable changes to use or access; resulting in moderate changes to historic landscape character. Considerable changes to setting that affect the character of the asset. Changes to the setting of an historic building, such that it is significantly modified.
Minor	Changes to key archaeological materials, such that the asset is slightly altered. Change to key historic building elements, such that the asset is slightly different. Changes to few key historic landscape elements, parcels or components, slight visual changes to few key aspects of historic landscape, limited changes to noise levels or sound quality; slight changes to use or access: resulting in limited changes to historic landscape character. Slight changes to setting. Change to the setting of an historic building, such that it is noticeably changed.
Negligible	Very minor changes to archaeological materials or setting. Slight changes to historic buildings elements or setting that hardly affect it. Very minor changes to key historic landscape elements, parcels or components, virtually unchanged visual effects, very slight changes in noise levels or sound quality; very slight

Magnitude	Criteria
	changes to use or access; resulting in a very small change to historic landscape character.
No Change	No change to fabric or setting. No change to elements, parcels or components; no visual or audible changes; no changes arising from amenity or community factors.

Source: Table 5.3, 6.7 and 7.3 of DMRB Volume II Section 3 Part 2 HA208/07 Annex 5, 6 and 7.

8.3.3 Assessment of Significance of Effect

For all three sub-topics the significance of effect is determined as a combination of the value of the asset and the magnitude of impact. This was assessed using professional judgment informed by the matrix presented in Table 8.3. Five levels of significance of effect are defined: 'neutral', 'slight', 'moderate', 'large' and 'very large'. Unless otherwise stated all effects are adverse.

Table 8.3 Matrix to Assess the Significance of Effect on Cultural Heritage Assets

Value / Magnitude	Very High	High	Medium	Low	Negligible
Major	Very Large	Large/Very Large	Moderate/Large	Slight/Moderate	Slight
Moderate	Large/Very Large	Moderate/Large	Moderate	Slight	Neutral/Slight
Minor	Moderate/Large	Moderate/Slight	Slight	Neutral/Slight	Neutral/Slight
Negligible	Slight	Slight	Neutral/Slight	Neutral/Slight	Neutral
No change	Neutral	Neutral	Neutral	Neutral	Neutral

8.3.4 Determination of Significance

For an impact to be considered significant, it must, in the professional judgement of the expert undertaking the assessment, have a (pre-mitigation) significance of effect of moderate or greater and have met at least one of the following criteria:

- Equate to 'substantial harm' as detailed in NPPF, section 132 (2012);
- it threatens or enhances the evidential, historical, aesthetic or communal value of a cultural heritage asset or group of cultural heritage assets; and
- it is likely to be material to the ultimate decision concerning the approval of the planning application.

8.4 BACKGROUND

8.4.1 Geological Background

Bedrock geology within the study area comprises primarily Dolostone of the Cadeby Formation dating to the Late Permian period (289 – 252 million years ago). An area of Edlington Formation, comprising mudstone, siltstone and sandstone (also Late Permian) encroaches on the north east side of the study area (north of Woodsetts). These Permian rocks, commonly known as

Magnesian Limestone, have been extensively quarried in South Yorkshire and have supported the rise of mining in the area (for local building stone, and as more recently for industrial chemical applications, and large-scale aggregates). This has embedded quarrying and related activities into the historical character of the area. To the west of Anston, and east into Nottinghamshire, deep and shallow, coal deposits[1] have been recorded, resulting in activities relating to coal extraction being common in the area.[2] There are no records of superficial deposits within the area of the proposal. Topsoil is expected to be reddish brown sandy clay.

To the southwest of the proposal, the Magnesian Limestone has been eroded into areas of caves, sinkholes and fissures, giving the landscape a distinct character. This erosive action has created a dissected, undulating plateau, with valleys and steep sided gorges cut by crags across the plateau.[3]

8.4.2 Archaeological and Historical Background

Upper Palaeolithic to Mesolithic (c.50,000 BC – 10,000 BC)

The wider area of Anston South (approximately 800 m to the southwest of the site) has a recorded human presence dating to the Upper Palaeolithic. A programme of archaeological excavation, undertaken at Dead Man's Cave, approximately 1.3 km to the southwest of the site during the 1960s, recovered stone tools dating to the Later Upper Palaeolithic; including worked flint backed-blades and evidence of flint working[4].

Mesolithic to late Iron Age (10,000 BC – AD43)

Stone tools dating to the Mesolithic were recovered from Lindrick Dale (approximately 1.2 km to the south of the site) during the 1960s[5]. The assemblage comprised over 50 flint tools recovered in a field during ploughing. Identified tools included a side scraper, a broken round scraper, and four worked flint pieces. A fragment of a Neolithic polished greenstone axe-head was also recovered. Later prehistoric periods are represented in the study area by a Bronze Age dagger recovered from the garden of Meade Cottage at Lindrick Dale.

Roman (AD 43 – AD450)

An enclosure dating to the Roman period is located at Swinston Hill Wood (approximately 850 m to the north of the site). Two brooches dating to AD200 – 300 and a lead spindal whorl were recovered from inside the enclosure. A bronze torc dating to the Late Iron Age / early Roman period was recovered approximately 290 m to the north of the enclosure. Archaeological Survey has identified a number of lynchets; evidence of agricultural practices, which may be associated with the enclosure. The wider area has produced Roman artefacts, including pottery recovered from Dead Man's Cave (Asset 9) and Anston Stones Cave (Asset 13) and a bronze brooch and silver denarius dating to AD125 -128 recovered from fields south of the site.

[1] Doncaster Metropolitan Borough Council Planning Department, Local Aggregate Assessment, August 2013, LEB40_Draft_Local_Aggregate_Assessment_August_2013.pdf
[2] Rotherham Metropolitan Borough Council: The geology of Rotherham, Last modification: 04/03/2014, Regionally_Important_Geological_Site_information%20(1).pdf
[3] Rotherham Metropolitan Borough Council: The geology of Rotherham, Last modification: 04/03/2014, Regionally_Important_Geological_Site_information%20(1).pdf
[4] White, G.F. 1972. Excavation of Dead Man's Cave, North Anston. Article in monograph.
[5] Yorkshire Archaeological Society, 1967-70. Yorkshire Archaeological Journal Volume 42. 168. 1967, pp6

Early Medieval (AD450 – AD1066)

Evidence for Early Medieval activity in the study area comprises a number of finds, including a jetton hoard at Lindrick Dale (approximately 850 m to the southwest of the site), two Early Medieval Anglo-Danish girdle ends dating to the AD800, a copper styca (coin) of Aethelred II of Northumbria (AD841 - 844), and a guilded bronze strap-end (with buckle attached), an iron prick-spur dating from the AD900 – 1000 (Asset 16) at Anston Stones Wood (approximately 1.4 km to the southwest of the site) and an iron arrowhead dating to AD1200. Agricultural activity dating to the medieval period is evident to the north of the site at Guildingwells in the form of medieval ridge and furrow (Asset 20).

A manuscript dating to AD1220, currently held in the Derbyshire Record Office[1], contains the first reference to land at Woodsetts. The site lies within the parish of Anston Cum Membris, to the east of Anston. The name 'Anston' is Saxon in origin; North Anston appears in The Domesday Book (AD1086) as 'Anestan' and South Anston as 'Litelanstan'[2].

Post-Medieval (AD1485 – AD1900)

Enclosure of land around the site during the 18th and 19th centuries resulted in the creation of large rectilinear fields. These are interspersed with areas of mature woodland evident on early Ordnance Survey maps (Appendix 8.2), most notably Swinston Hill Wood, Anston Stones Wood, Cotterhill Wood and two areas of woodland close to Woodsetts village (Dewidales Wood).

Buildings within the nearby village of Woodsetts include Hoades Farmhouse (Asset 2) and Woodsetts House (Asset 5). Further buildings from this period include the Farmhouse at Home Farm (Asset 8), Lindrick House (Asset 6) and Deep Carrs Farmhouse (Asset 7).

Local industry during the 19th century comprised agriculture and limestone quarrying. This Magnesian limestone, widely used in local buildings from small cottages to country mansions, resulted in small limestone quarries opening up in areas such as Lindrick and South Anston. Building stone quarried from this area was used in the 19th century to construct the Houses of Parliament and the Geology Museum in London[3]. A quarry at Lindrick Common (approximately 1.2 km to the southeast of the site) appears to have been in use from the Roman period to the industrial period. The quarry at Woodsetts (approximately 1.5 km to the southeast of the site) was operational from approximately 1920 to 1950.

Modern (AD1900 – Present)

The rapid development of coal mining in the area (with collieries opening at Kiveton Park, Dinnington and South Anston in the early 20th century) resulted in the expansion of railways in the wider area; built to service the collieries. The Dinnington Colliery railway opened in 1904 and passed through Anston Brook Valley. Industrialisation saw an influx of people into local villages which, by the 1960s, had merged together to form continuous urban settlements such as South Anston, North Anston and Dinnington. During the late 20th century large scale interventions in the landscape have included the expansion of the quarry at Anston South and the development of Lindrick Golf Course.

[1] Derbyshire Record Office (Hatfield de Rodes papers)
[2] Anston Conservation Society, History of North Anston, 2007
[3] Anston Conservation Society, History of North Anston, 2007

8.5 BASELINE CONDITIONS

From sources identified in Section 8.2.4, a total of 38 cultural heritage assets have been identified within the study area comprising 22 archaeological remains, 10 historic buildings (including one Conservation Area) and six historic landscape types.

The value of each identified heritage asset has been assessed using criteria presented in Section 8.3.1. The values of cultural heritage assets by sub-topic are summarised in Table 8.4. All identified cultural heritage assets are described in detail in Appendix 8-3: Gazetteer.

Table 8.4 Summary of value of cultural heritage assets

Subtopic	Value						Totals
	Very High	High	Medium	Low	Negligible	Unknown	
Archaeological Remains	0	3	1	0	12	6	**22**
Historic Buildings	0	0	9	1	0	0	**10**
Historic Landscape	0	0	2	3	1	0	**6**
TOTAL	**0**	**3**	**11**	**4**	**13**	**6**	**38**

8.5.1 Archaeological Remains

A total of 22 archaeological remains have been identified within the study area. Of these, one is designated as a Scheduled Monument (Asset 9). The locations of identified archaeological remains are shown on Figure 8.1.

High value

Asset 9, Dead Man's Cave, Anston, located approximately 1.5 km to the southwest of the site, in Anston Stones Wood, is a Scheduled Monument comprising an important example of a regional group of Palaeolithic caves in South Yorkshire. As a result of its comparable rarity, considerable age, good survival of archaeological deposits, and its designation as a Scheduled Monument, Asset 9 has been assessed to be of high value.

Anston Brook (Asset 10), located approximately 800 m to the south of the site, comprises a group of seven possible cave sites and a fissure cave, 26 possible rock shelters, ten fissures, find spots of prehistoric flint tools (flint blade and flakes), a Neolithic polished greenstone axe-head, a Bronze-age dagger and some Romano-British pottery. A further fissure site is known just east of the grouped Asset 27; Grouped assets south of Lindrick Golf Course, and is located approximately 1.2 km to the south. This fissure has the potential to contain early prehistoric archaeology. As a result of the potential of the components of Asset 10 to contain well preserved archaeological deposits with the potential to enhance our knowledge of relevant periods and the similarity of deposits to Asset 9 (Dead Man's Cave), Asset 10 has been assessed to be of high value.

Asset 13 (Anston Stones Cave), located 1 km to the southwest of the site, comprises is a cave in which Palaeolithic material and Roman pottery has been recovered. As a result of its potential to contain Palaeolithic deposits associated with human activity and its similarity to Asset 9 (Dead Man's Cave), Asset 13 has been assessed to be of high value.

452000 453000 454000 455000 456000

386000 385000 384000 383000 382000 381000

N

Dinnington
South Anston
Gildingwells
Woodsetts
Lindrick Common
Lindrick Golf Course
Harry Crofts
Fan Field
Turnerwood
Old Spring Wood
Hawks Wood
Thorpe Salvin
Shireoaks
Deep Carrs
Stubbings
Moses' Sele
Stone Heads Plantations
Brand's Wood
Barton Wood
Owlands Wood
Broad Wood
Lofties Plantation
Red Quarry Plantation
White Quarry Plantation
Lodge Plantation
Windmill Plantation
Smarson Hills Plantation
Old Meadow Wood
Low Spring Wood
Brandshaw Wood
Birket Wood
Foxcovert
Anston Stones Wood
Rackford Farm
Moorlands Farm
Burrs Farm
North Farm
Pear Tree Farm
Laneside Farm
Woodland Farm
Acorn Piece
Sandy Bank Farm
Wellswood Farm
Home Farm Cottage
Caravan Site
Hoades Farm
Manor Farm
Grange Farm
Cotterhill Woods High Farm
Cotterhill Woods
Orchard Cottage
Orchard House
Lindrick Hill Farm
Lindrick Bridge
Lindrick Kennels
Maltkiln House
Deep Carr Farm
Woodsetts Poultry Farm
Hatfield Farm
Hudson Farm
Brancliffe Cottages
Brancliffe Grange
Brancliffe Farm
Brancliffe East Junction
Fan Field Farm
Fan Field Cottages
Wood Hill Bottoms
Wood Hill
Sunnyside
Lindrick Dale
Anston Grange Farm
Anston Quarry
Castle Farm
Thorpe Hall
Old Hall Farm
Manor Farm
Springfield Cottages
Bottom Farm
Hoades Wood
Brands Farm House
Brands Farm Cottage
Acorn Lodge
Owlands Wood
Coachroad Wood
Shireoaks Business Centre
Gateford Toll Bar Farm
Woodend Farm
Sewage Works
Allotment Gardens
Recreation Ground
Sports Ground
Pavilion
Cricket Ground
Cemy
Library
Cricket Pitch
Tennis Courts
Bowling Green
Playing Field
Burial Ground
Allotments
Tropical Butterfly House
Mulberry Plumbing
Mast
Lodge Farm
High Top House
Depot
Track
Path
Drain
Spring
Weir
Lock
Bridge
Quarry
Kiln
Tip
Workings
Mineral Railway
Dismantled Railway
Chesterfield Canal
Anston Brook
River Ryton
Ryton Dyke
Owlands Wood Dyke
Pudding Dike
Pudding Dike Bridge
Brick Field
Turnerwood Bridge
Work Bridge
Potters Nook Bridge
Cinder Hill
Fish Pond
Sluice
Wear
Kilns
Kilns (disused)
Quarry (disused)
Lindrick Common Side
Lindrick Common (disused)
Lindrick Golf Course (disused)
Quarry (disused)
Lindrick Kennels
Lindrick Bridge
Lindrick Dale
Brancliffe Cottages
Brancliffe Grange
Brancliffe East Junction
Fan Field Farm
Fan Field Cottages
Wood Hill Bottoms
Wood Hill
Sunnyside
Anston Grange Farm
Anston Quarry
Castle Farm
Thorpe Hall
Old Hall Farm
Manor Farm
Springfield Cottages
Bottom Farm
Hoades Wood
Brands Farm House
Brands Farm Cottage
Acorn Lodge
Owlands Wood
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Owlands Wood Dyke
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Pudding Dike Bridge
Brick Field
Turnerwood Bridge
Work Bridge
Potters Nook Bridge
Cinder Hill
Fish Pond
Sluice
Wear
Kilns
Kilns (disused)
Quarry (disused)
Lindrick Common Side
Lindrick Common (disused)
Lindrick Golf Course (disused)
Quarry (disused)

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

0 50100 200 300 400 500 m

452000 453000 454000 455000 456000

Project:	Land adjacent to Dinnington Road, Woodsetts, Rotherham
Title:	Archaeological Remains and Historic Buildings (1:17,500)
Date: 19/10/2017	Scale: 1:17,500 CRS: BNG
Drawn: ERM	Checked: MT Rev: 7
Figure No:	8-1

Legend:

- Listed Building
- Scheduled Monument
- Woodsetts Conservation Area
- Non-Designated Asset
- Grouped Non-Designated Assets
- Potential Features Identified From Historic Satellite Imagery Analysis
- Extent of Surface Works
- 2km Study Area

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

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Medium value

Swinston Hill Wood (Asset 12) comprises a Romano-British Enclosure covering an area of approximately 40 m by 25 m located approximately 850 m to the north of the site. The site has produced Late Iron Age and Roman period artefacts as a result of metal-detecting. The finds suggest a prolonged period of settlement at Swinston Hill. As a result of its potential to contribute to our knowledge of the Romano-British period and in consideration of its poor survival Asset 12 has been assessed to be of medium value.

Negligible value

Asset 11 (Neolithic Polished Stone Axe, Anston), A Roman bronze brooch (Asset 14), a silver denarius coin of Hadrian (Asset 15), an early medieval iron spur (Asset 16), a group of multi-period artefacts including rings, brooches, coins and other metal artefacts (Asset 26; Grouped assets south of Worksop), silver coins (Asset 27; Grouped assets on Lindrick Golf Course); a brooch, strap-end girdle end and copper coin (Asset 28; Grouped assets south of Lindrick Golf Course) and a brooch and dagger (Asset 29; Grouped assets southeast of Lindrick golf course) comprise a series of artefact find spots within the study area. While the assets themselves now comprise only the location of the original finds, overall they contribute to our understanding of human activity within the wider area of the proposal. As a result Assets 11, 14, 15, 16, 26, 27, 28 and 29 have been assessed to be of negligible value.

Asset 19 and Asset 30 comprise the remains of post-medieval to modern period kilns, likely to be associated with the quarrying of limestone in the area. As a result of their contribution to our understanding of post medieval and modern industrial activity, but in recognition of their poor survival, Asset 19 and Asset 30 have been assessed to be of negligible.

Two historic quarries (Asset 19 and Asset 32), located approximately 1 km to the east of the site, are of unknown date. As a result of our lack of knowledge concerning the date of operation of the quarries, but in consideration of their potential to contribute to our overall knowledge of industrial activity in the area, Asset 19 and Asset 32 have been assessed to be of negligible value.

Medieval ridge and furrow has been recorded in a field at Gildingwells, located approximately 1.5 km to the northeast of the site (Asset 20). As a result of the potential of Asset 20 to contribute to our knowledge of medieval agricultural practices Asset 20 has been assessed to be of negligible value.

Unknown value

Two sub-circular features (Asset 21 and Asset 22), visible on historic air photographs (Appendix 8.1), are located approximately 50 m to the north of the site. While the form of the enclosures suggests a Late Iron Age to early Romano-British date for these features, further archaeological investigation would be necessary to confirm this interpretation. As a result Asset 21 and Asset 22 have been assessed to be of unknown value.

Further features visible on historic air photographs comprise a linear feature interpreted as a potential land drain (Asset 23) and a series of pit-like features that may be associated with quarrying in the area. Both assets have been assessed to be of unknown value.

Asset 31 comprises the site of a post-1960 industrial building formerly identified as a disused mill. As a result of this misidentification, the site has been removed from the SYHER and, as result, has been assessed to be of unknown value.

Asset 34 comprises the remains of a well shown on historic mapping (Appendix 8.2; 1854 Ordnance Survey 6 inch map) and located approximately 30 m to the south of the site. The asset

could not be identified during the walkover survey. As a result Asset 34 has been assessed to be of unknown value.

Bilston Hill Wood (Asset 35) is a slightly raised area surrounded by largely flat lands to the southeast of the site. It is roughly curvilinear on three sides and its physical appearance, along with the alignment of the parish boundary, suggests that it may have been used as a settlement site. As a result of its archaeological potential but in consideration of historic map evidence Asset 35 has been assessed to be of unknown value.

8.5.2 Historic Buildings

A total of 10 historic buildings have been identified within the study area. Of these, eight are designated as Grade II Listed Buildings (Asset 1, 2, 3, 4, 5, 6, 7, and 8). The locations of identified historic buildings are shown on Figure 8.1.

Medium value

A Barn approximately 25 metres to the north of Brancliffe Grange Farmhouse (Asset 1); Hoades Farmhouse, a late 18th century farmhouse (Asset 2); No. 36 Woodsetts Road, an 18th century building with pantile roof (Asset 3); the early 18th century Brancliffe Grange Farmhouse (Asset 4); Woodsetts House, a 19th century red brick building in High Victorian style (Asset 5); Lindrick House, an early 19th century house (Asset 6); the mid-18th century farm Deep Carrs Farmhouse (Asset 7); and Home Farmhouse, a late 18th century building (Asset 8) comprise Grade II Listed Buildings within the study area. As a result of their designation as Grade II Listed Buildings Assets 1, 2, 3, 4, 5, 6, 7 and 8 have been assessed to be of medium value.

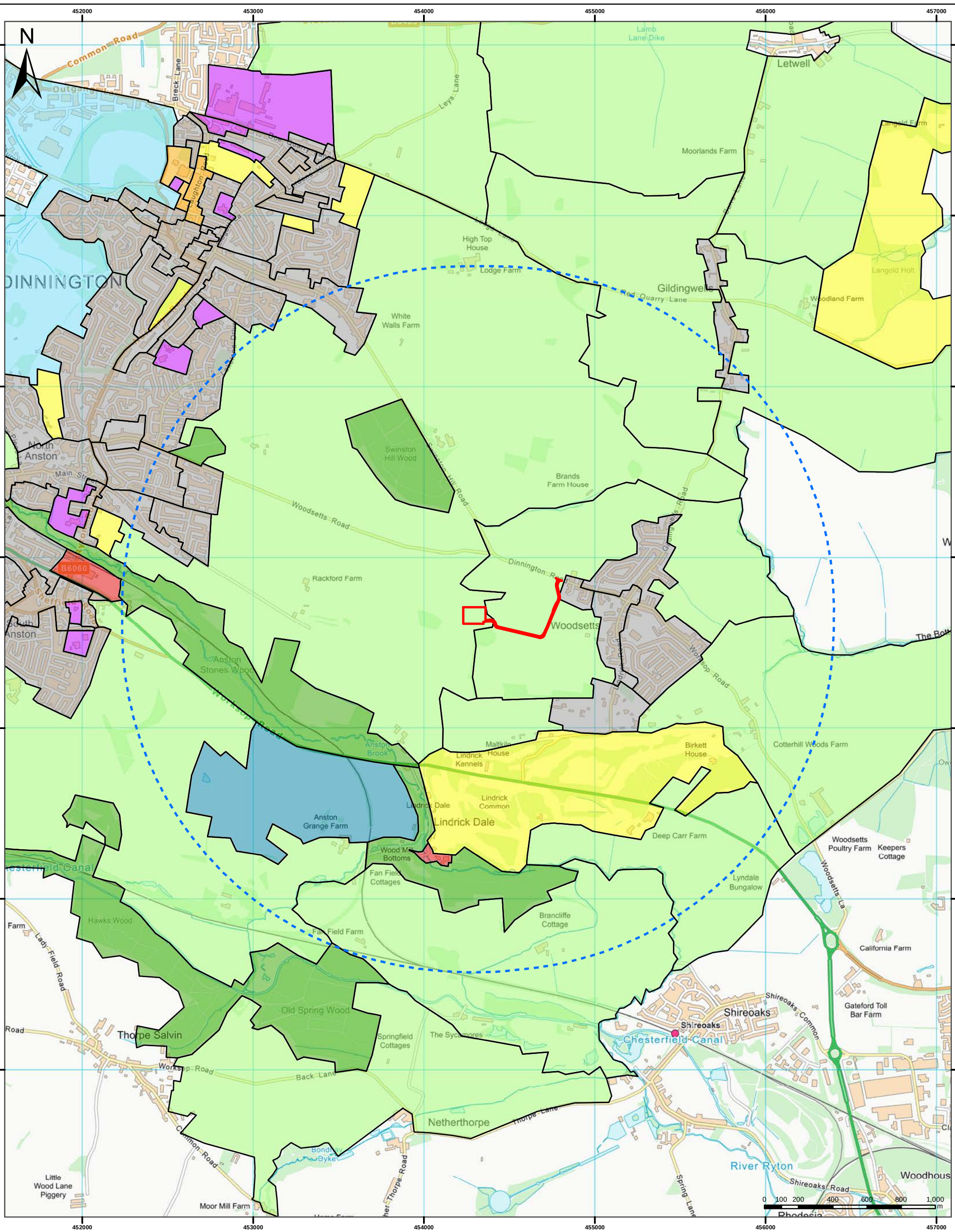
Woodsetts Conservation Area (Asset 38) comprises an area of Woodsetts running from the south of the village at Lindricks Road, north to the crossroads with Dinnington Road and to the west, terminating at Woodsetts House. The Conservation Area, designated in 1977, is characterised by several late 19th century brick built houses concentrated along the main north-south and east-west roads of the settlement, potentially its original core. Woodsetts House, and its contemporary buildings, contribute to our understanding of the origins of the settlement and the significance of the Conservation Area. As a result of its designation as a Conservation Area, Asset 38 has been assessed to be of medium value.

Low value

A number of non-designated buildings located within the village of Woodsetts (Asset 17), located approximately 510 m to 780 m to the east of the site, comprise St George's Church (built in AD1841), Manor Farm (an 18th century farmhouse and stables); and two 18th / 19th century Barns and an outbuilding. The assets are good examples of 18th and 19th century vernacular architecture. As a result Asset 17 has been assessed to be of low value.

8.5.3 Historic Landscape

A total of six historic landscape types have been identified within the study area. No designated landscape types have been identified. The locations of historic landscape types are shown on Figure 8.2.



Project:	Land adjacent to Dinnington Road, Woodsetts, Rotherham
Title:	Plan Showing Historic Landscape Types
Date: 18/10/2017	Scale: 1:20,000 CRS: BNG
Drawn: ERM	Checked: MT Rev: 8
Figure No:	8-2

Legend:

- Extent of Surface Works
- 2km Study Area

Historic Character Broad Type:

- Commercial
- Industrial
- Residential
- Enclosed Land
- Institutional
- Unenclosed Land
- Extractive
- Ornamental, Parkland and Recreational
- Woodland

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Medium value

HLT3 (Woodland) comprises remnants of Ancient Woodland (pre-16th century) that appear in a piecemeal fashion across the study area. These areas of woodland contain evidence for human occupation and may also have preserved pre-enclosure land boundaries. HLT4 (Ornamental, Parkland and Recreational) comprises a landscape type that preserves significant portions of pre-enclosure common land boundaries. As a result of their potential to contribute to our knowledge of past human occupation of the area and to our knowledge of pre-enclosure boundaries, HLT3 and HLT4 have been assessed to be of medium value.

Low value

HLT1 (Enclosed Land), HLT5 (Industrial) and HLT6 (Residential) are robust examples of these landscape types, with importance to local interest groups. Their ability to contribute to our knowledge of the historic landscape is limited by the poor survival of contextual associations, especially in the cases of HLT5 and HLT6. As a result all three assets have been assessed to be of Low value.

Negligible value

HLT2 (Extractive) comprises the remains of a disused quarry dating to the late 20th century. As a historic landscape type with little or no significant historic interest HLT2 has been assessed to be of negligible value.

8.5.4 Potential for Unknown Buried Archaeology

As a result of desk-based work, including historic air photograph analysis and historic map regression, and non-invasive geophysical survey, this study has identified high potential for unknown buried archaeology within the study area.

This conclusion is based on the high concentration of archaeological finds from within the plough soil of the study area from a number of periods. In addition, historic air photographs have demonstrated the possibility for the presence of a late Iron Age, early Roman period enclosure approximately 50 m to the north of the site.

8.6 IMPACT ASSESSMENT

8.6.1 Potential Impacts

Potential impacts described below are reported in line with the following:

- potential impacts represent those which could result from the construction and operation of the proposal only; and
- potential impacts are presented without mitigation and, therefore, represent a worst-case scenario.

Impacts identified during assessment as resulting from construction and traffic movement comprise the potential for the removal and / or compaction of unknown buried archaeological remains.

Impacts identified during assessment as resulting from operation comprise the introduction of new infrastructure into the setting of cultural heritage assets.

These impacts are described below, in order of significance of effect.

8.6.2 Construction

No impacts on identified cultural heritage assets are predicted as a result of construction.

8.6.3 Operation

The ZTV presented in Appendix 5-1 suggests that the 60 m drilling rig will be visible from four designated assets identified as a result of desk-based work, comprising Assets 2, 3, 5 and 8, and from one non designated asset, Woodsetts Conservation Area (Asset 38). These assets comprise four Grade II Listed Buildings and one Conservation Area. The site boundary and, potentially, the containers/cabins would be visible from Assets 2 and 5.

While the proposal represents the introduction of a new infrastructure into the setting of these assets, the proposal is temporary and, as a result of the distance between the assets and the components of the proposal, is not predicted to result in a significant effect.

The impact on Assets 2, 3, 5, 8 and 38 as a result of the operation of the proposal is predicted to be neutral.

8.7 SUMMARY

Overall, the proposal is not predicted to result in any significant effects / impacts on cultural heritage assets. Four neutral effects on designated historic buildings have been identified. While no effects on known buried archaeology have been identified as a result of desk-based work and a site walkover, a high potential for unknown buried archaeology within the study area has been identified. No significant effects on the historic landscape have been identified.

The possibility of unknown buried archaeology within the proposal footprint has been managed through a non-intrusive geophysical survey covering the area of the extent of surface works (Appendix 8-4).

Geophysical survey has demonstrated the presence of a number of anomalies of potential archaeological origin, principally comprising linear and curvilinear anomalies falling within the area of the proposal. These anomalies are indicative of former land divisions and enclosures potentially dating to the Iron Age or Romano-British period (given their form and the concentration of sites and finds of archaeological material dating to these periods in the study area). Further investigation of these features would be managed through standard archaeological investigation processes during the planning and construction phases, potentially comprising a watching brief and / or a programme of strip, map and sample.

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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).

On-site generators and the drilling rig (both diesel powered) would produce temporary, localised emissions to air, likely to include NOx, SOx, PM_{10} and $PM_{2.5}$, CO and VOCs. Generators would be sized appropriately for site energy requirements and would be efficient, with emissions reduced as far as possible (ultralow sulphur diesel will be used). These would be similar to generators on construction sites. Emissions from operating the rig would also be reduced through choice of an efficient rig appropriate for the site, with minimal emissions. The majority of the required generators would be present on the site for less than 6 months, although a single generator will be required throughout the operating period. The 60 m rig will be on-site for around 3 months during the 5 month Stage 2 operations.

All vehicles will comply with set emission standards and turn their engines off on site (ie a no idling).

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). These measures include damping down the site and access track in dry windy weather; installation of a wheel wash to reduce 'tracking-out' of mud onto public road and removal of mud and debris from roads should this occur; use of covers on vehicles carrying dusty loads; and use of closed containers and covers on skips on site. Given the implementation of these controls, it is not considered that dust is likely to present a nuisance to site neighbours.

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

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

9.3 CONTAMINATED LAND

The site is located on and surrounded by arable land. Examination of historical maps shows that there are no potentially contaminative historic land-uses on-site, although there is a historic landfill near to the site which will not be affected by the proposal.

9.4 HUMAN HEALTH

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

9.5 CLIMATE CHANGE

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

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

APPENDICES

APPENDIX 2-1 NOISE - MONITORING RESULTS

INEOS Shale

Environmental Report
Appendix 2-1 Noise

Application to Drill a Vertical Core Well

Land adjacent to Dinnington Road, Woodsetts, Rotherham

PEDL 304

September 2017

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FIGURES

Figure 2-1	*Monitoring location M1 (Manor Farm)*	*2*
Figure 2-2	*Attended Monitoring Location M2 (Manor Farm)*	*3*
Figure 2-3	*Attended Monitoring Location M3 (Rackford Road)*	*3*
Figure 2-4	*Attended Monitoring Location M4 (Lindrick Road)*	*4*
Figure 3-1	*Diurnal variation in noise levels at Location Manor Farm,*	*5*
Figure 3-2	*Statistical distribution of noise levels during the day (0700 to 1900)*	*6*
Figure 3-3	*Statistical distribution of noise levels during the evening (1900 to 2200)*	*6*
Figure 3-4	*Statistical distribution of noise levels during the night (2200 to 0700)*	*7*
Figure 4-1	*Predicted noise contours for mitigated drilling*	*9*

1 INTRODUCTION

1.1 THE PURPOSE OF THIS DOCUMENT

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

This Appendix is structured as follows:

Section 2: Site Photographs

Section 3: Baseline Noise Levels

Section 4: Predicted Noise Level Contours

Section 5: Calibration Certificates

2 SITE PHOTOGRAPHS

2.1 UNATTENDED NOISE MONITOR

Monitoring location M1 is shown in Figure 2-1.

Figure 2-1 Monitoring location M1 (Manor Farm)



2.2 ATTENDED NOISE MONITOR

Monitoring location M2, M3 and M4 are shown in Figure 2-2, Figure 2-3 and Figure 2-4.

Figure 2-2 Attended Monitoring Location M2 (Manor Farm)



Figure 2-3 Attended Monitoring Location M3 (Rackford Road)



Figure 2-4 Attended Monitoring Location M4 (Lindrick Road)

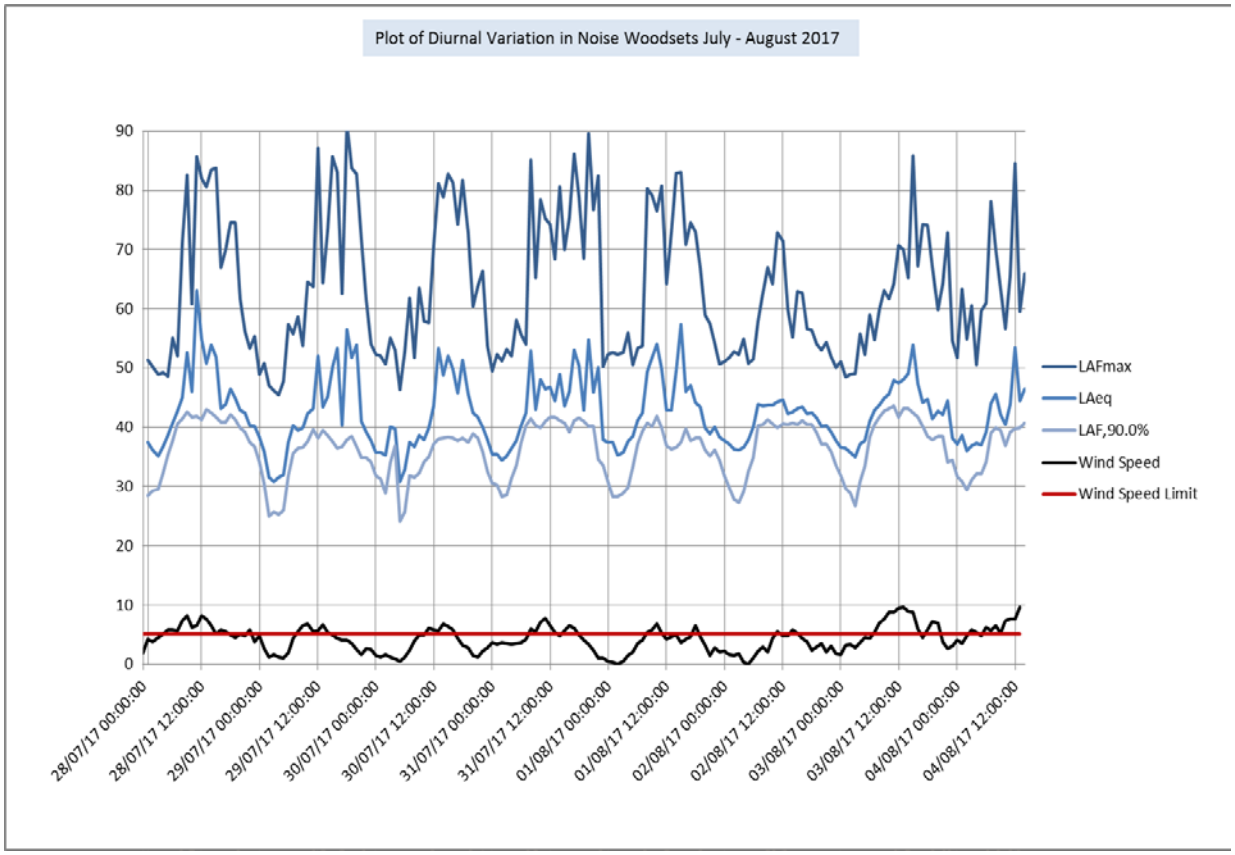


3 BASELINE NOISE LEVELS

3.1 UNATTENDED NOISE MONITOR

Figure 3-1 shows the diurnal variation in noise levels at Manor Farm. During the day time measurement period, there were long periods with wind speed exceeding 5 m/s, which is a guideline limit for environmental background noise levels, and some periods of rain. In some cases strong winds and rain can result in higher baseline noise levels. A review of the weather and noise measurement data was undertaken. Where the rain or wind speed made an observable difference to the L_{A90}, which is critical to deriving the assessment criteria, noise data were excluded from the analysis. Wind direction varied between SW, WSW and W. The wind speed varied from 0 m/s to 9.6 m/s.

Figure 3-1 Diurnal variation in noise levels at Location Manor Farm,



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

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

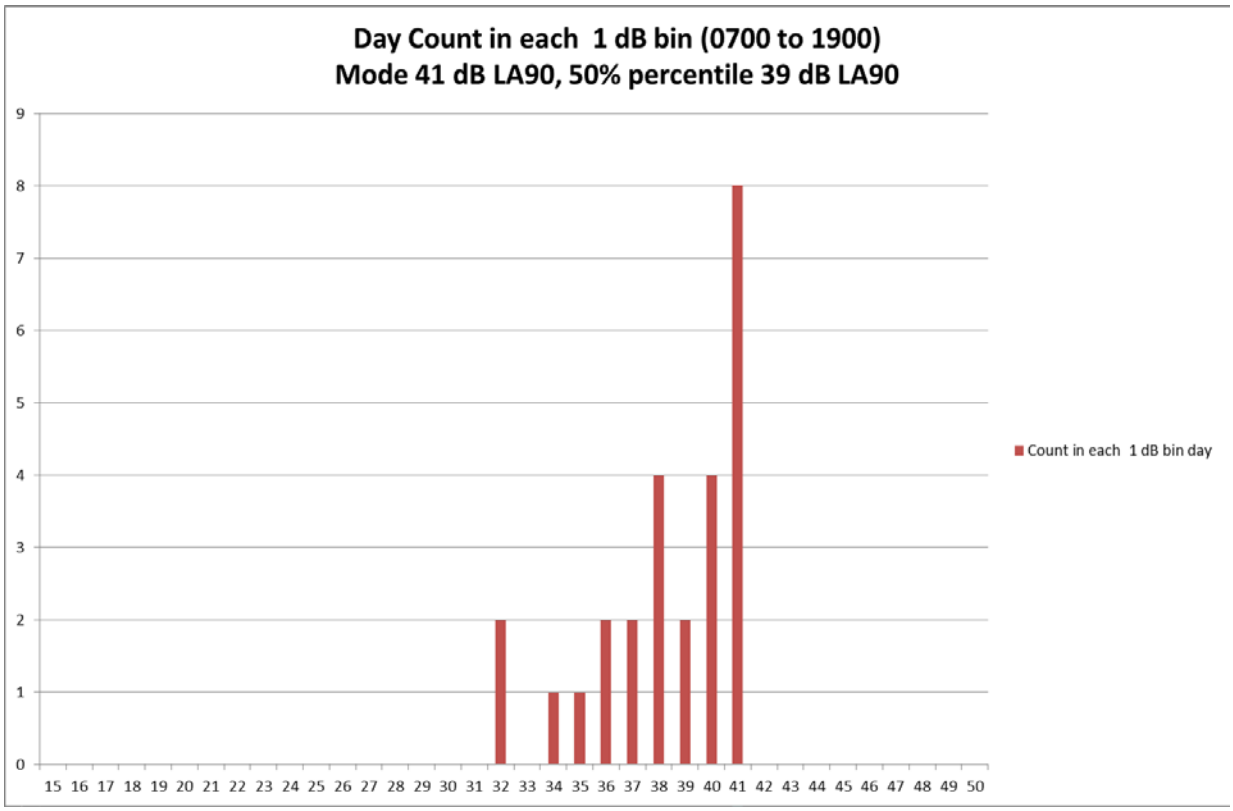


Figure 3-3 Statistical distribution of noise levels during the evening (1900 to 2200)

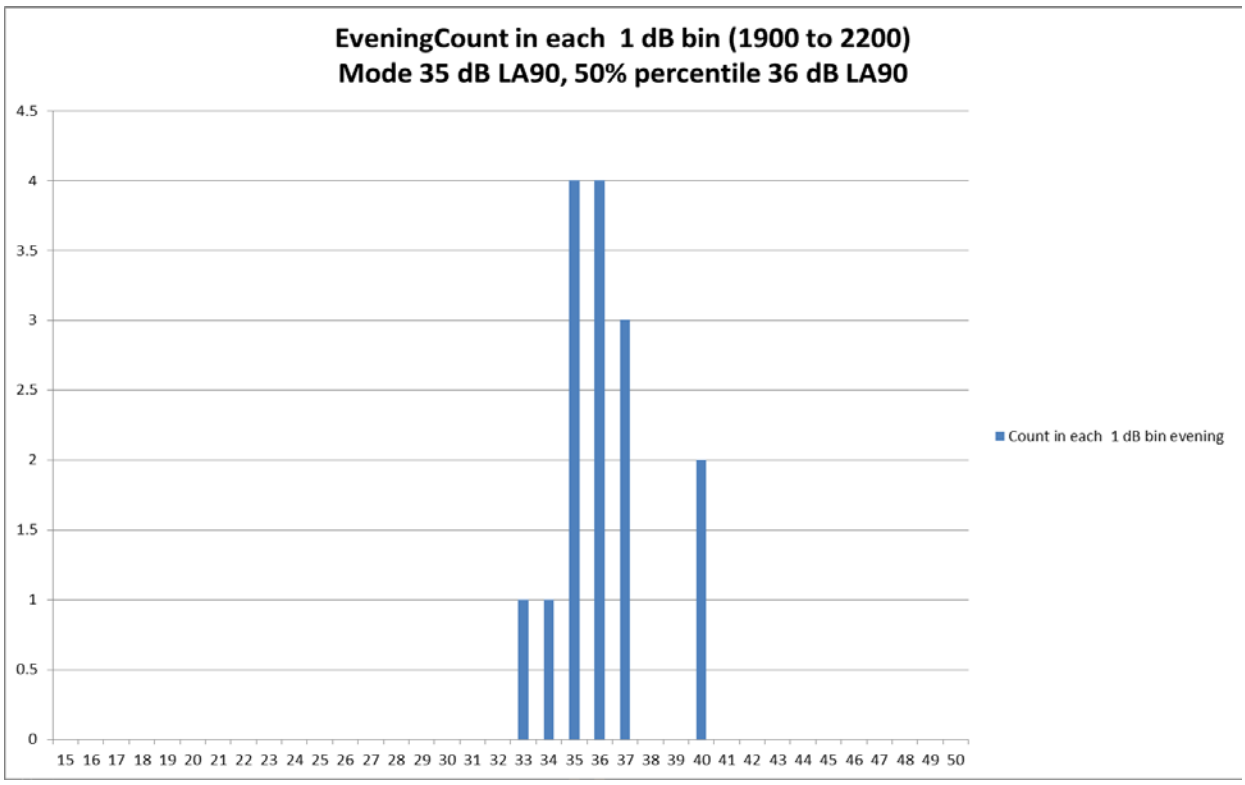
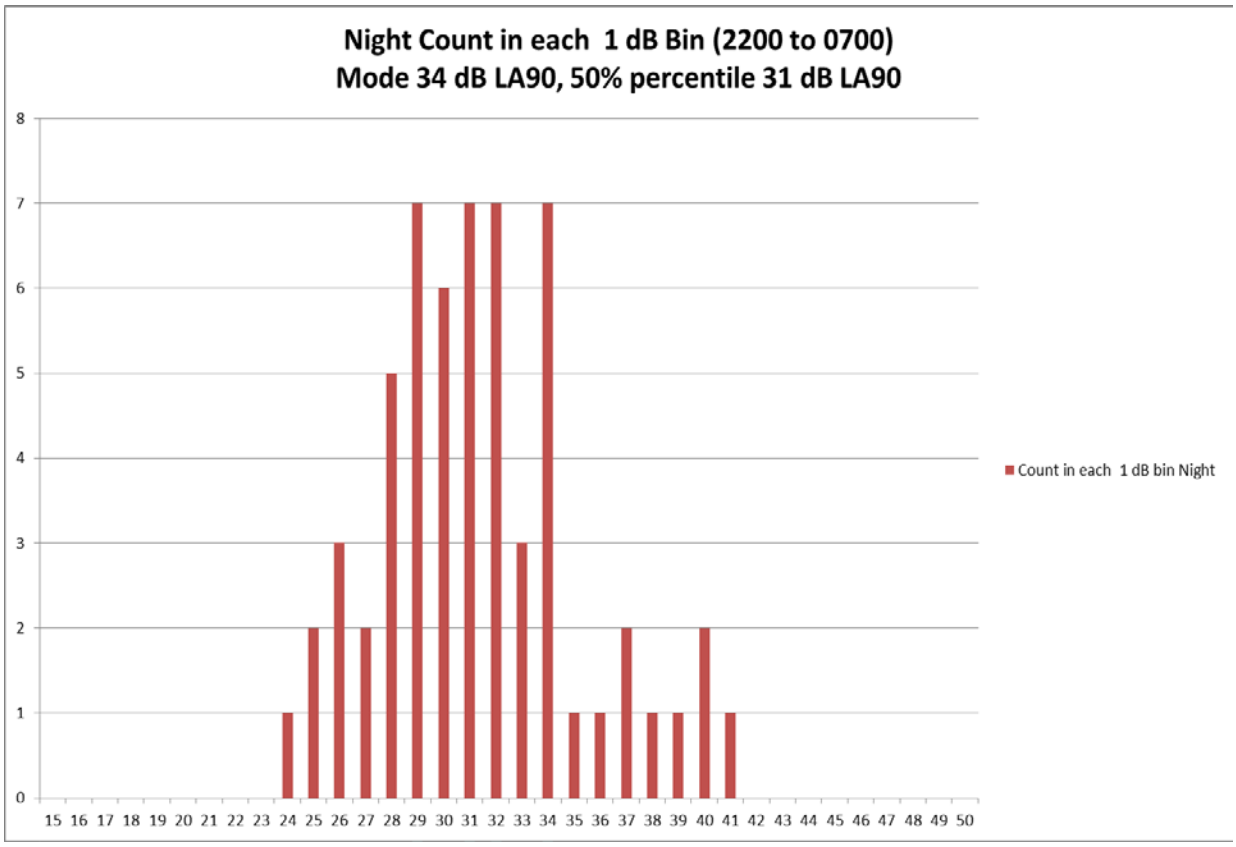


Figure 3-4 Statistical distribution of noise levels during the night (2200 to 0700)



3.1 ATTENDED NOISE MONITOR

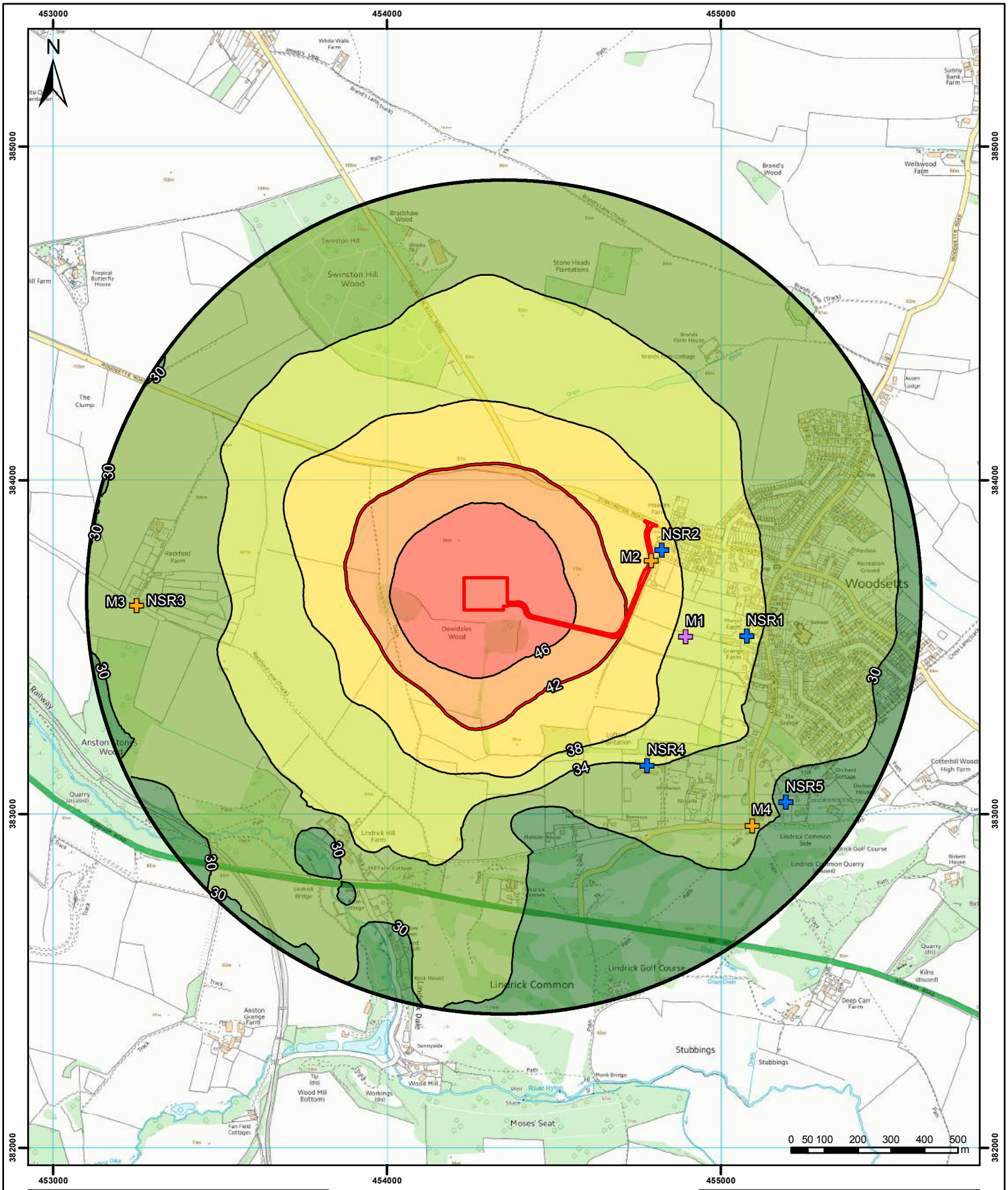
The results of attended noise monitoring and the unattended noise logging are reported in Section 2 of the Environmental Report. The attended noise monitoring samples have been used to identify the sources of noise at the site.

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

4 PREDICTED DRILLING AND CORING NOISE LEVEL CONTOURS

4.1 NOISE LEVEL CONTOURS

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



Project:	Land adjacent to Dinnington Road, Woodsetts, Rotherham
Title:	Noise Modelling Contours from Mitigated Drilling
Date: 19/10/2017	Scale: 1:15,000 CRS: BNG
Drawn: ERM	Checked: MF Rev: 3
Figure No:	4-1

Legend:

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

Noise Level in dB(A):

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

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INEOS Shale

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

ERM DRAWING REF: \\uklonsv01\DATA\London\Confidential Projects\0378050 Project \Working files\GIS\MAPS\ERM_Drawing_References_20171018.xlsx

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:- U21915

Test object:	**Sound Level Meter, BS EN IEC 61672-1:2003 Class 1 (Precision) and associated Frequency Analyser BS EN IEC 61260, Class 0**
Manufacturer:	**Brüel and Kjær**
Type:	**2250_4950**
Serial no:	**3006497**
Customer:	**Environmental Resources Management Ltd**
Address:	**Eaton House, Wallbrook Court, North Hinksey Lane, Oxford. OX2 0QS.**
Contact Person:	**Jamie Hogg - Acoustic Consultant**
Order No:	**840501**

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	Brüel & Kjær	4950	2940788	21914
Calibrator*	Brüel and Kjær	4231	2095165	U19626
Preamplifier	Brüel & Kjær	ZC0032	20925	Included

Additional items that also have been submitted for verification

Wind shield	Brüel & Kjær	UA0237
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:	100.17 ± 0.01 kPa	23.0 ± 0.2 °C	58.4 ± 2%RH

Date received : 10/06/2016
Date of calibration: 17/06/2016
Date of issue: 17/06/2016

Engineer

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

Supervisor

Darren Batten Tech IOA

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

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: U24437

Certificate of Calibration and Conformance

Test object:	**Sound Calibrator**
Manufacturer:	**Brüel and Kjær**
Type:	**4231**
Serial no:	**2095165**
Customer:	ERM - Environmental Resources Management
Address:	2nd Floor, One Castle Park, Tower Hill, Bristol. BS2 0JA.
Contact Person:	Jamie Hogg
Order No:	840501/1/17

Measurement Results:	Level	Level Stability	Frequency	Frequency Stability	Distortion
1:	94.07 dB	0.01 dB	999.84 Hz	0.00 %	0.33 %
2:	94.07 dB	0.01 dB	999.84 Hz	0.00 %	0.33 %
3:	94.07 dB	0.01 dB	999.83 Hz	0.00 %	0.34 %
Result (Average):	**94.07 dB**	**0.01 dB**	**999.84 Hz**	**0.00 %**	**0.33 %**
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: 0.0008 dB/kPa Temperature: 0.0015 dB/°C Relative humidity: 0.001 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\2017\BNK4231_2095165_M1.nmf

Environmental conditions:	Pressure:	Temperature:	Relative humidity:
Reference conditions:	101.325 kPa	23.0 °C	50 %RH
Measurement conditions:	100.417 ± 0.041 kPa	22.9 ± 0.2 °C	32.3 ± 2.0 %RH

Date received for calibration:	06/01/2017
Date of calibration:	13/01/2017
Date of issue:	13/01/2017
Engineer	

Palanivel Marappan BEng(Hons) MSc

Supervisor

Darren Batten TechIOA

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CERTIFICATE OF CALIBRATION

0653

Date of Issue: 07 July 2017

Certificate Number: UCRT17/1561

Issued by:
ANV Measurement Systems
Beaufort Court
17 Roebuck Way
Milton Keynes MK5 8HL
Telephone 01908 642846 Fax 01908 642814
E-Mail: info@noise-and-vibration.co.uk
Web: www.noise-and-vibration.co.uk
Acoustics Noise and Vibration Ltd trading as ANV Measurement Systems

Approved Signatory

J. Harriman

Customer	ANV Measurement Systems Beaufort Court 17 Roebuck Way Milton Keynes MK5 8HL
Order No.	ANV MS Hire
Description	Sound Level Meter / Pre-amp / Microphone / Associated Calibrator

Identification	*Manufacturer*	*Instrument*	*Type*	*Serial No. / Version*
	Rion	Sound Level Meter	NL-52	00510148
	Rion	Firmware		1.8
	Rion	Pre Amplifier	NH-25	10141
	Rion	Microphone	UC-59	02853
	Rion	Calibrator	NC-74	34536109
		Calibrator adaptor type if applicable		NC-74-002

Performance Class	1		
Test Procedure	TP 2.SLM 61672-3 TPS-49		
	Procedures from IEC 61672-3:2006 were used to perform the periodic tests.		
Type Approved to IEC 61672-1:2002	YES	Approval Number	21.21 / 13.02
	If YES above there is public evidence that the SLM has successfully completed the applicable pattern evaluation tests of IEC 61672-2:2003		
Date Received	07 July 2017	ANV Job No.	UKAS17/07341
Date Calibrated	07 July 2017		

The sound level meter submitted for testing has successfully completed the class 1 periodic tests of IEC 61672-3:2006, for the environmental conditions under which the tests were performed. As public evidence was available, from an independent testing organisation responsible for approving the results of pattern evaluation tests performed in accordance with IEC 61672-2:2003, to demonstrate that the model of sound level meter fully conformed to the requirements in IEC 61672-1:2002, the sound level meter submitted for testing conforms to the class 1 requirements of IEC 61672-1:2002.

Previous Certificate	*Dated*	*Certificate No.*	*Laboratory*
	10 May 2013	UCRT13/1054	7623

This certificate is issued in accordance with the laboratory accreditation requirements of the United Kingdom Accreditation Service. It provides traceability of measurement to the SI system of units and/or to units of measurement realised at the National Physical Laboratory or other recognised national metrology institutes. This certificate may not be reproduced other than in full, except with the prior written approval of the issuing laboratory.

CERTIFICATE OF CALIBRATION

Certificate Number UCRT17/1561
UKAS Accredited Calibration Laboratory No. 0653 — Page 2 of 2 Pages

Sound Level Meter Instruction manual and data used to adjust the sound levels indicated.

SLM instruction manual title	Sound Level Meter	NL-42 / NL-52	
SLM instruction manual ref / issue		11-03	
SLM instruction manual source		Manufacturer	
Internet download date if applicable		N/A	
Case corrections available		Yes	
Uncertainties of case corrections		Yes	
Source of case data		Manufacturer	
Wind screen corrections available		Yes	
Uncertainties of wind screen corrections		Yes	
Source of wind screen data		Manufacturer	
Mic pressure to free field corrections		Yes	
Uncertainties of Mic to F.F. corrections		Yes	
Source of Mic to F.F. corrections		Manufacturer	
Total expanded uncertainties within the requirements of IEC 61672-1:2002		Yes	
Specified or equivalent Calibrator		Specified	
Customer or Lab Calibrator		Lab Calibrator	
Calibrator adaptor type if applicable		NC-74-002	
Calibrator cal. date		22 June 2017	
Calibrator cert. number		UCRT17/1519	
Calibrator cal cert issued by		0653	
Calibrator SPL @ STP		94.00 dB	Calibration reference sound pressure level
Calibrator frequency		1001.84 Hz	Calibration check frequency
Reference level range		25 - 130 dB	

Accessories used or corrected for during calibration - Extension Cable & Wind Shield WS-15
Note - if a pre-amp extension cable is listed then it was used between the SLM and the pre-amp.

Environmental conditions during tests	Start	End		
Temperature	23.14	23.50	± 0.20	°C
Humidity	43.0	38.1	± 3.00	%RH
Ambient Pressure	100.65	100.63	± 0.03	kPa

Response to associated Calibrator at the environmental conditions above.

Initial indicated level	94.2	dB	Adjusted indicated level	94.0	dB
The uncertainty of the associated calibrator supplied with the sound level meter ±				0.10	dB

Self Generated Noise — This test is currently not performed by this Lab.

Microphone installed (if requested by customer) = Less Than	N/A	dB	A Weighting
Uncertainty of the microphone installed self generated noise ±	N/A	dB	

Microphone replaced with electrical input device - UR = Under Range indicated

Weighting	A			C			Z		
	11.9	dB	UR	16.1	dB	UR	21.7	dB	UR
Uncertainty of the electrical self generated noise ±							0.12	dB	

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

For the test of the frequency weightings as per paragraph 12. of IEC 61672-3:2006 the actual microphone free field response was used.

The acoustical frequency tests of a frequency weighting as per paragraph 11 of IEC 61672-3:2006 were carried out using an electrostatic actuator.

..... END .....

Calibrated by: A Patel R 1

Additional Comments
None

6 BASELINE DATA

Site:	304-21 Lannister					
Time:	Duration:		LAFmax	LAeq	LAF,10.0%_4	LAF,90.0%_6
28/07/17 00:00:00		NO RAIN	51.4	37.5	41.1	28.4
28/07/17 01:00:00		NO RAIN	50.2	36.2	39.5	29.3
28/07/17 02:00:00		NO RAIN	48.9	35.2	38.1	29.6
28/07/17 03:00:00		NO RAIN	49.2	36.7	39.5	32.3
28/07/17 04:00:00		NO RAIN	48.6	38.6	41.1	35.3
28/07/17 05:00:00		NO RAIN	55	40.7	42.8	37.7
28/07/17 06:00:00		NO RAIN	52	42.8	44.4	40.6
28/07/17 07:00:00		NO RAIN	71.1	45	45	41.4
28/07/17 08:00:00		NO RAIN	82.6	52.6	49	42.6
28/07/17 09:00:00		NO RAIN	60.8	46.1	48.9	41.7
28/07/17 10:00:00		NO RAIN	85.8	63.1	63.6	41.9
28/07/17 11:00:00		NO RAIN	82	54.9	46.9	41.3
28/07/17 12:00:00		NO RAIN	80.6	50.8	48.7	43
28/07/17 13:00:00		NO RAIN	83.5	53.9	49.2	42.4
28/07/17 14:00:00		NO RAIN	83.7	51.9	47.1	41.8
28/07/17 15:00:00		RAIN	67	43.2	43.9	40.9
28/07/17 16:00:00		RAIN	70	43.9	44.8	40.9
28/07/17 17:00:00		RAIN	74.5	46.5	45.7	42.1
28/07/17 18:00:00		RAIN	74.5	44.9	45.2	41.3
28/07/17 19:00:00		RAIN	61.7	42.9	45.5	39.9
28/07/17 20:00:00		RAIN	56.2	42.4	44.5	39.1
28/07/17 21:00:00		RAIN	53.3	40.3	42.2	37.5
28/07/17 22:00:00		RAIN	55.3	40.2	42.4	36.7
28/07/17 23:00:00		NO RAIN	48.9	38.3	40.8	34.1
		Min value	**48.9**	**35.2**	**38.1**	**28.4**
		Max value	**51.4**	**38.3**	**41.1**	**34.1**

Site:	304-21 Lannister					
Time:	Duration:		LAFmax	LAeq	LAF,10.0%_4	LAF,90.0%_6
29/07/2017 00:00		NO RAIN	50.8	35.8	38.7	30.4
29/07/2017 01:00		NO RAIN	47	31.6	34.8	24.9
29/07/2017 02:00		NO RAIN	46.2	30.9	33.7	25.7
29/07/2017 03:00		NO RAIN	45.5	31.6	34.9	25.3
29/07/2017 04:00		NO RAIN	47.8	32	34.9	25.9
29/07/2017 05:00		NO RAIN	57.3	37.5	40.1	31.9
29/07/2017 06:00		NO RAIN	55.8	40.3	42.9	35.5
29/07/2017 07:00		NO RAIN	58.6	39.5	41.6	36.4
29/07/2017 08:00		NO RAIN	53.8	39.9	42.4	36.6
29/07/2017 09:00		NO RAIN	64.5	42.3	44.4	37.6

29/07/2017 10:00	NO RAIN	63.8	43.1	45.1	39.6
29/07/2017 11:00	NO RAIN	87.1	52.1	44.2	38.2
29/07/2017 12:00	NO RAIN	64.4	43.5	44.8	39.4
29/07/2017 13:00	NO RAIN	73.3	45.2	44.7	38.6
29/07/2017 14:00	NO RAIN	85.7	50	43.1	37.6
29/07/2017 15:00	NO RAIN	83	53.4	45.3	36.4
29/07/2017 16:00	NO RAIN	62.5	40.3	42	36.7
29/07/2017 17:00	NO RAIN	91.2	56.5	43.1	37.8
29/07/2017 18:00	NO RAIN	83.7	51.8	43.8	38.4
29/07/2017 19:00	NO RAIN	82.7	53.9	42.9	36.7
29/07/2017 20:00	NO RAIN	71.7	41	40.5	34.8
29/07/2017 21:00	NO RAIN	61.5	39.1	40.7	34.8
29/07/2017 22:00	NO RAIN	54	37.7	40.1	34.2
29/07/2017 23:00	NO RAIN	52.3	35.7	38	31.9
	Min value	**45.5**	**30.9**	**33.7**	**24.9**
	Max value	**91.2**	**56.5**	**45.3**	**38.4**

Site: 304-21 Lannister

Time:	**Duration:**		**LAFmax**	**LAeq**	**LAF,10.0%_4**	**LAF,90.0%_6**
30/07/2017 00:00	RAIN	52	35.7	38.3	31.3
30/07/2017 01:00	RAIN	50.6	35.3	38.2	28.9
30/07/2017 02:00	RAIN	55	40	42.2	34
30/07/2017 03:00	RAIN	53	39.7	42	36.9
30/07/2017 04:00	RAIN	46.3	30.9	34	24.1
30/07/2017 05:00	NO RAIN	52.8	32.9	35.3	25.7
30/07/2017 06:00	NO RAIN	61.8	37.4	40.8	31.9
30/07/2017 07:00	NO RAIN	51.8	36.7	39.8	31.6
30/07/2017 08:00	NO RAIN	63.5	38.6	41.1	32.2
30/07/2017 09:00	NO RAIN	57.9	37.8	39.9	34.1
30/07/2017 10:00	NO RAIN	57.7	39.9	42.2	35
30/07/2017 11:00	NO RAIN	70.6	43.6	44	37.1
30/07/2017 12:00	NO RAIN	81.1	53.3	44.4	38
30/07/2017 13:00	NO RAIN	78.8	48.7	45.2	38.1
30/07/2017 14:00	NO RAIN	82.7	52.1	46.3	38.3
30/07/2017 15:00	NO RAIN	81.3	49.7	45	38.2
30/07/2017 16:00	NO RAIN	74.2	45.7	44.2	37.7
30/07/2017 17:00	RAIN	81.7	51.3	46.2	38.2
30/07/2017 18:00	RAIN	72.9	45.6	43.2	37.4
30/07/2017 19:00	RAIN	60.3	42.4	44.4	38.8
30/07/2017 20:00	RAIN	63.8	41.8	43.2	38.2
30/07/2017 21:00	NO RAIN	66.4	40	41.7	35.9
30/07/2017 22:00	NO RAIN	53.8	37.8	40.6	32.6
30/07/2017 23:00	NO RAIN	49.4	35.4	38.1	30.5
	Min value	**49.4**	**32.9**	**35.3**	**25.7**
	Max value	**66.4**	**40**	**42.2**	**35.9**

Site:	304-21 Lannister					
Time:	Duration:		LAFmax	LAeq	LAF,10.0%_4	LAF,90.0%_6
31/07/2017 00:00		NO RAIN	52.3	35.4	38.1	30.3
31/07/2017 01:00		NO RAIN	51.2	34.4	37.7	28.3
31/07/2017 02:00		NO RAIN	53.2	35.1	38.4	28.6
31/07/2017 03:00		NO RAIN	52	36.4	39.4	31.4
31/07/2017 04:00		NO RAIN	58.1	37.7	40.1	33.6
31/07/2017 05:00		NO RAIN	55.7	40.3	42.3	37.4
31/07/2017 06:00		NO RAIN	54.1	42.5	44.1	40.3
31/07/2017 07:00		NO RAIN	85.2	52.9	45.9	41.4
31/07/2017 08:00		NO RAIN	65.3	43	44.5	40.3
31/07/2017 09:00		NO RAIN	78.4	48.1	44	39.8
31/07/2017 10:00		NO RAIN	75.3	46.5	47.1	41
31/07/2017 11:00		NO RAIN	74.2	46.8	46.7	41.7
31/07/2017 12:00		NO RAIN	68.4	44.4	45.1	41.7
31/07/2017 13:00		NO RAIN	80.6	48.9	45	41.1
31/07/2017 14:00		RAIN	69.9	43.6	44.5	40.7
31/07/2017 15:00		NO RAIN	75.4	46.1	45	39.1
31/07/2017 16:00		NO RAIN	86.2	53.1	46.3	41.2
31/07/2017 17:00		NO RAIN	78.9	50.4	46.3	41.6
31/07/2017 18:00		NO RAIN	68.5	42.9	44.2	41
31/07/2017 19:00		NO RAIN	89.6	54.8	43.9	40.1
31/07/2017 20:00		NO RAIN	76.7	45.9	43.1	40.1
31/07/2017 21:00		NO RAIN	82.5	50	41.6	34.5
31/07/2017 22:00		NO RAIN	50.2	37.8	40.5	33.6
31/07/2017 23:00		NO RAIN	52.4	37.4	40.6	30.9
		Min value	**50.2**	**34.4**	**37.7**	**28.3**
		Max value	**89.6**	**54.8**	**46.3**	**41.6**

Site:	304-21 Lannister					
Time:	Duration:		LAFmax	LAeq	LAF,10.0%_4	LAF,90.0%_6
01/08/2017 00:00		NO RAIN	52.6	37.4	41.3	28.2
01/08/2017 01:00		NO RAIN	52.3	35.3	38.3	28.2
01/08/2017 02:00		NO RAIN	52.6	35.7	38.8	28.9
01/08/2017 03:00		NO RAIN	55.9	37.6	41	29.9
01/08/2017 04:00		NO RAIN	50.5	38.5	41.6	33.3
01/08/2017 05:00		NO RAIN	53.4	41.1	43.3	37.2
01/08/2017 06:00		NO RAIN	53.8	42.5	44.5	39.3
01/08/2017 07:00		NO RAIN	80.3	49.3	44.5	40.7
01/08/2017 08:00		NO RAIN	79.2	51.8	48	40.2
01/08/2017 09:00		NO RAIN	76.5	54	52.4	41.9
01/08/2017 10:00		NO RAIN	80.7	49.7	45.3	39.8
01/08/2017 11:00		NO RAIN	64.3	42.9	44.4	36.8

01/08/2017 12:00	RAIN	72.9	42.9	42.8	36.3
01/08/2017 13:00	NO RAIN	82.9	49.4	44	36.5
01/08/2017 14:00	RAIN	83	57.4	55.5	37.5
01/08/2017 15:00	NO RAIN	70.8	46	47	39.7
01/08/2017 16:00	NO RAIN	74.6	47	46.3	37.7
01/08/2017 17:00	NO RAIN	73	44.1	43.2	38.2
01/08/2017 18:00	NO RAIN	66.9	43.4	44.3	38.2
01/08/2017 19:00	NO RAIN	58.9	39.9	41.6	36.2
01/08/2017 20:00	NO RAIN	57.5	38.8	41	35.2
01/08/2017 21:00	NO RAIN	54.2	40	42.4	36.2
01/08/2017 22:00	NO RAIN	50.6	38.3	40.7	34.4
01/08/2017 23:00	NO RAIN	51.1	37.7	40.8	31.9
	Min value	**50.5**	**35.3**	**38.3**	**28.2**
	Max value	**82.9**	**49.4**	**47**	**40.7**

304-21

Site: Lannister

Time:	**Duration:**		**LAFmax**	**LAeq**	**LAF,10.0%_4**	**LAF,90.0%_6**
02/08/2017 00:00		NO RAIN	51.7	37.2	40.5	29.9
02/08/2017 01:00		NO RAIN	52.8	36.3	40	27.8
02/08/2017 02:00		NO RAIN	52.3	36.1	40	27.2
02/08/2017 03:00		NO RAIN	54.9	36.6	39.9	29.1
02/08/2017 04:00		NO RAIN	50.8	37.8	40.7	32.5
02/08/2017 05:00		NO RAIN	51.5	40	42.6	34.8
02/08/2017 06:00		NO RAIN	57.9	43.9	46.1	40.3
02/08/2017 07:00		NO RAIN	62.7	43.6	45.3	40.4
02/08/2017 08:00		NO RAIN	67	43.8	45.1	41.3
02/08/2017 09:00		RAIN	64.2	43.7	45.1	40.6
02/08/2017 10:00		NO RAIN	72.9	44.3	44.7	39.9
02/08/2017 11:00		NO RAIN	71.4	44.6	44.3	40.6
02/08/2017 12:00		NO RAIN	60	42.3	43.7	40.5
02/08/2017 13:00		NO RAIN	55.2	42.6	44.2	40.7
02/08/2017 14:00		NO RAIN	63	43.1	44.2	40.4
02/08/2017 15:00		NO RAIN	62.6	43.5	44.4	41.1
02/08/2017 16:00		NO RAIN	56.7	42.3	43.8	40.4
02/08/2017 17:00		NO RAIN	56.4	42.4	43.8	40.5
02/08/2017 18:00		NO RAIN	54	41.6	43.4	39
02/08/2017 19:00		NO RAIN	53	40.1	42.2	37.2
02/08/2017 20:00		RAIN	54.4	40.3	42.5	37.1
02/08/2017 21:00		NO RAIN	51.9	39.2	41.5	35.9
02/08/2017 22:00		RAIN	50.1	37.7	40.4	33.6
02/08/2017 23:00		NO RAIN	51	36.6	39.4	31.9
		Min value	**50.1**	**36.1**	**39.4**	**27.2**
		Max value	**72.9**	**44.3**	**46.1**	**41.3**

Site:	304-21 Lannister					
Time:	Duration:		LAFmax	LAeq	LAF,10.0%_4	LAF,90.0%_6
03/08/2017 00:00		NO RAIN	48.4	36.4	39.9	29.7
03/08/2017 01:00		NO RAIN	48.9	35.7	39.1	28.9
03/08/2017 02:00		NO RAIN	49.1	35	38.8	26.7
03/08/2017 03:00		NO RAIN	55.8	37.2	40.5	30.8
03/08/2017 04:00		RAIN	52.3	37.7	40.3	33.4
03/08/2017 05:00		NO RAIN	59	41	43.2	38.3
03/08/2017 06:00		NO RAIN	54.8	42.9	44.6	40.5
03/08/2017 07:00		NO RAIN	59.8	43.7	45.1	41.7
03/08/2017 08:00		NO RAIN	63.1	44.9	46.2	42.7
03/08/2017 09:00		NO RAIN	61.7	45.6	47.3	43.1
03/08/2017 10:00		NO RAIN	64.3	47.9	50.8	43.6
03/08/2017 11:00		RAIN	70.7	47.4	49.3	41.7
03/08/2017 12:00		NO RAIN	70	48	50.7	43.1
03/08/2017 13:00		NO RAIN	65.3	49.1	52.2	43.2
03/08/2017 14:00		NO RAIN	85.9	53.9	50.5	42.5
03/08/2017 15:00		NO RAIN	67.3	47.3	50.2	41.8
03/08/2017 16:00		RAIN	74.3	44.1	45.1	40.1
03/08/2017 17:00		NO RAIN	74.1	44.8	42.2	38.5
03/08/2017 18:00		NO RAIN	67.1	41.4	42.3	37.9
03/08/2017 19:00		NO RAIN	59.8	42.8	45.4	38.4
03/08/2017 20:00		NO RAIN	64.3	42.2	44.5	38.5
03/08/2017 21:00		NO RAIN	72.8	44.5	41	34.1
03/08/2017 22:00		NO RAIN	54.6	38.1	40.6	34.4
03/08/2017 23:00		NO RAIN	51.7	37.1	39.9	31.7
		Min value	**48.4**	**35**	**38.8**	**26.7**
		Max value	**74.1**	**44.8**	**44.6**	**40.5**

Site:	304-21 Lannister					
Time:	Duration:		LAFmax	LAeq	LAF,10.0%_4	LAF,90.0%_6
04/08/2017 00:00		NO RAIN	63.4	38.6	39.9	30.8
04/08/2017 01:00		NO RAIN	54.9	36	39.4	29.4
04/08/2017 02:00		NO RAIN	60.5	36.9	39.9	31.1
04/08/2017 03:00		NO RAIN	50.5	37.3	40.1	32.1
04/08/2017 04:00		NO RAIN	59.6	37	39.3	32.1
04/08/2017 05:00		NO RAIN	60.9	39.2	41.4	34.2
04/08/2017 06:00		NO RAIN	78.2	44	44.3	39
04/08/2017 07:00		NO RAIN	69.9	45.6	44.8	39.9
04/08/2017 08:00		NO RAIN	63.4	42.1	43.4	39.5
04/08/2017 09:00		NO RAIN	56.7	40.4	42.3	36.8
04/08/2017 10:00		NO RAIN	65.7	43.9	46.5	39.1
04/08/2017 11:00		NO RAIN	84.6	53.5	49.8	39.7
04/08/2017 12:00		NO RAIN	59.5	44.5	47.4	39.8
04/08/2017 13:00		NO RAIN	66	46.5	49.3	40.7

	Min value	**54.9**	**36**	**39.4**	**29.4**
	Max value	**63.4**	**39.2**	**41.4**	**34.2**

7 WEATHER DATA

Date	Time	Temp Out	Hi Temp	Low Temp	Out Hum	Wind Speed m/s	Wind Dir	Bar	Rain mm
28/07/2017	01:00:00	13.4	13.6	13.4	81.75	1.9	180	29.35	0
28/07/2017	02:00:00	13.1	13.2	13.0	83	4.2	242	29.36	0
28/07/2017	03:00:00	12.6	12.7	12.5	85	3.7	242	29.36	0
28/07/2017	04:00:00	12.4	12.5	12.4	84.75	4.5	248	29.35	0
28/07/2017	05:00:00	12.3	12.3	12.2	84.75	5.0	242	29.35	0
28/07/2017	06:00:00	12.6	12.6	12.4	84.5	5.7	237	29.36	0
28/07/2017	07:00:00	13.3	13.3	13.1	82.5	5.8	237	29.37	0
28/07/2017	08:00:00	14.2	14.6	13.9	78.25	5.6	248	29.38	0
28/07/2017	09:00:00	14.8	15.0	14.6	74.75	7.3	237	29.39	0
28/07/2017	10:00:00	17.4	17.5	16.5	65.25	8.3	225	29.40	0
28/07/2017	11:00:00	19.0	19.3	18.6	57.75	6.2	225	29.41	0
28/07/2017	12:00:00	18.6	19.2	18.4	62	6.4	248	29.42	0
28/07/2017	13:00:00	19.3	19.5	18.8	64.5	8.3	248	29.41	0
28/07/2017	14:00:00	17.4	18.1	17.4	76.5	7.6	248	29.42	0
28/07/2017	15:00:00	16.5	16.8	16.3	86.25	6.5	237	29.41	0
28/07/2017	16:00:00	16.6	16.7	16.4	90.75	5.0	231	29.39	0.0625
28/07/2017	17:00:00	16.9	17.1	16.6	88	5.7	237	29.38	0.0625

Date	Time	Temp Out	Hi Temp	Low Temp	Out Hum	Wind Speed m/s	Wind Dir	Bar	Rain mm
28/07/2017	18:00:00	16.1	16.5	16.1	90.5	5.5	248	29.38	0.445
28/07/2017	19:00:00	15.4	15.5	15.4	92.75	4.9	237	29.37	0.3175
28/07/2017	20:00:00	15.2	15.3	15.2	94	4.5	225	29.35	0.445
28/07/2017	21:00:00	15.0	15.1	15.0	95.75	5.1	181	29.32	0.5075
28/07/2017	22:00:00	15.2	15.2	15.1	96	4.7	225	29.30	0.1875
28/07/2017	23:00:00	15.6	15.6	15.4	95.75	5.7	231	29.29	0.125
28/07/2017	00:00:00	15.9	15.9	15.8	95.25	3.8	248	29.30	0
29/07/2017	01:00:00	15.7	15.9	15.7	93.5	4.7	225	29.32	0
29/07/2017	02:00:00	14.5	14.9	14.5	92	2.6	225	29.35	0
29/07/2017	03:00:00	13.1	13.4	13.1	93.25	1.1	226	29.36	0
29/07/2017	04:00:00	12.9	13.0	12.9	93.5	1.6	242	29.38	0
29/07/2017	05:00:00	11.9	12.3	11.9	93	1.2	242	29.39	0
29/07/2017	06:00:00	11.5	11.6	11.3	93.75	1.0	226	29.41	0
29/07/2017	07:00:00	12.8	12.9	12.4	92.75	1.9	214	29.42	0
29/07/2017	08:00:00	14.3	14.3	13.9	87.5	4.3	242	29.44	0
29/07/2017	09:00:00	15.6	15.8	15.0	81.75	5.5	225	29.45	0
29/07/2017	10:00:00	17.3	17.4	16.9	73.5	6.5	225	29.47	0
29/07/2017	11:00:00	18.0	18.4	17.6	67.25	6.8	242	29.48	0
29/07/2017	12:00:00	17.2	17.6	17.0	70.25	5.5	231	29.49	0

Date	Time	Temp Out	Hi Temp	Low Temp	Out Hum	Wind Speed m/s	Wind Dir	Bar	Rain mm
29/07/2017	13:00:00	18.0	18.1	17.8	64.25	5.6	237	29.48	0
29/07/2017	14:00:00	18.6	18.8	18.2	61	6.6	237	29.48	0
29/07/2017	15:00:00	20.2	20.5	19.8	54.5	5.4	231	29.47	0
29/07/2017	16:00:00	19.9	20.3	19.5	51.75	4.9	225	29.46	0
29/07/2017	17:00:00	19.8	20.1	19.6	53.75	4.3	231	29.45	0
29/07/2017	18:00:00	19.8	20.1	19.7	54	4.0	231	29.43	0
29/07/2017	19:00:00	18.8	19.1	18.8	60.25	4.0	209	29.42	0
29/07/2017	20:00:00	17.9	18.1	17.9	66	3.5	225	29.41	0
29/07/2017	21:00:00	16.9	17.2	16.9	69.25	2.4	225	29.40	0
29/07/2017	22:00:00	16.0	16.1	15.9	73.5	1.6	220	29.39	0
29/07/2017	23:00:00	15.3	15.6	15.3	79.25	2.6	225	29.38	0
29/07/2017	00:00:00	14.2	14.4	14.2	89.25	2.5	225	29.37	0
30/07/2017	01:00:00	13.7	13.8	13.7	93	1.4	225	29.36	0.0625
30/07/2017	02:00:00	13.2	13.4	13.2	94.25	1.2	225	29.34	0.2525
30/07/2017	03:00:00	12.8	12.8	12.8	95.5	1.6	242	29.33	0.8275
30/07/2017	04:00:00	12.8	12.8	12.7	96	1.2	225	29.31	0.7
30/07/2017	05:00:00	12.5	12.6	12.5	96	0.9	225	29.30	0.125
30/07/2017	06:00:00	12.0	12.1	12.0	96	0.4	237	29.30	0
30/07/2017	07:00:00	12.2	12.3	11.9	96	1.1	231	29.30	0

Date	Time	Temp Out	Hi Temp	Low Temp	Out Hum	Wind Speed m/s	Wind Dir	Bar	Rain mm
30/07/2017	08:00:00	13.8	13.8	13.3	93	2.4	225	29.32	0
30/07/2017	09:00:00	15.3	15.3	14.9	86.25	3.9	225	29.34	0
30/07/2017	10:00:00	16.2	16.5	15.7	79.5	4.8	225	29.35	0
30/07/2017	11:00:00	17.5	17.9	17.1	72.25	4.9	225	29.36	0
30/07/2017	12:00:00	19.1	19.2	18.3	62	6.1	225	29.36	0
30/07/2017	13:00:00	18.5	19.3	18.1	64.5	5.7	237	29.38	0
30/07/2017	14:00:00	20.8	20.8	19.7	55	5.6	231	29.38	0
30/07/2017	15:00:00	21.4	21.9	20.9	47	6.8	225	29.39	0
30/07/2017	16:00:00	19.5	20.6	19.5	55	6.4	225	29.39	0
30/07/2017	17:00:00	17.3	18.1	17.2	65.75	5.7	225	29.40	0
30/07/2017	18:00:00	14.6	15.0	14.3	85.5	4.4	225	29.41	0.315
30/07/2017	19:00:00	14.6	14.9	14.5	85.25	3.1	242	29.41	0.0625
30/07/2017	20:00:00	13.8	14.0	13.7	90	2.8	231	29.42	0.19
30/07/2017	21:00:00	14.0	14.2	14.0	91.5	1.5	181	29.42	0.0625
30/07/2017	22:00:00	13.3	13.4	13.3	93.5	1.1	203	29.42	0
30/07/2017	23:00:00	13.1	13.2	13.1	94	2.2	225	29.42	0
30/07/2017	00:00:00	12.9	13.0	12.8	92.75	2.7	237	29.43	0
31/07/2017	01:00:00	12.5	12.7	12.5	91.75	3.6	237	29.43	0
31/07/2017	02:00:00	12.3	12.3	12.2	92.5	3.4	242	29.43	0

Date	Time	Temp Out	Hi Temp	Low Temp	Out Hum	Wind Speed m/s	Wind Dir	Bar	Rain mm
31/07/2017	03:00:00	12.3	12.3	12.3	92.5	3.7	242	29.43	0
31/07/2017	04:00:00	12.2	12.3	12.2	93.5	3.5	248	29.44	0
31/07/2017	05:00:00	12.0	12.1	12.0	93	3.4	237	29.44	0
31/07/2017	06:00:00	12.0	12.1	11.9	92.75	3.5	231	29.46	0
31/07/2017	07:00:00	12.0	12.1	11.9	91.75	3.6	248	29.47	0
31/07/2017	08:00:00	13.6	13.6	13.1	88.5	4.1	248	29.49	0
31/07/2017	09:00:00	14.9	14.9	14.6	80.25	6.0	248	29.50	0
31/07/2017	10:00:00	16.5	16.6	16.0	73	5.5	248	29.51	0
31/07/2017	11:00:00	17.9	18.2	17.2	63.75	7.1	237	29.52	0
31/07/2017	12:00:00	18.7	19.2	18.5	59.25	7.8	231	29.52	0
31/07/2017	13:00:00	18.8	19.2	18.1	58.5	6.4	231	29.53	0
31/07/2017	14:00:00	18.2	18.6	18.1	61.5	5.4	248	29.53	0
31/07/2017	15:00:00	17.3	17.5	17.0	71	4.7	231	29.54	0.0625
31/07/2017	16:00:00	20.4	20.8	19.4	55.25	5.6	231	29.54	0
31/07/2017	17:00:00	20.5	21.4	20.1	51.75	6.5	225	29.54	0
31/07/2017	18:00:00	17.9	18.7	17.3	63	6.1	231	29.56	0
31/07/2017	19:00:00	17.0	17.3	17.0	66.25	4.9	237	29.56	0
31/07/2017	20:00:00	16.6	16.8	16.5	66.25	4.0	237	29.57	0
31/07/2017	21:00:00	16.0	16.2	16.0	69	3.4	242	29.58	0

Date	Time	Temp Out	Hi Temp	Low Temp	Out Hum	Wind Speed m/s	Wind Dir	Bar	Rain mm
31/07/2017	22:00:00	15.3	15.5	15.3	72.75	2.3	248	29.59	0
31/07/2017	23:00:00	13.4	13.9	13.4	82	1.0	237	29.60	0
31/07/2017	00:00:00	12.5	12.7	12.5	86	1.0	242	29.60	0
01/08/2017	01:00:00	10.7	11.3	10.7	89.75	0.4	214	29.60	0
01/08/2017	02:00:00	9.9	10.1	9.6	94.5	0.3	#N/A	29.60	0
01/08/2017	03:00:00	9.3	9.7	9.3	94.75	0.0	#N/A	29.59	0
01/08/2017	04:00:00	9.4	9.5	9.1	97	0.4	#N/A	29.59	0
01/08/2017	05:00:00	10.9	10.9	10.6	94.5	1.5	242	29.60	0
01/08/2017	06:00:00	11.8	11.8	11.5	92.25	2.0	242	29.60	0
01/08/2017	07:00:00	12.8	12.9	12.6	91	3.5	242	29.59	0
01/08/2017	08:00:00	14.8	14.8	14.1	85	4.0	248	29.61	0
01/08/2017	09:00:00	16.7	16.7	16.2	75.25	5.4	242	29.62	0
01/08/2017	10:00:00	17.2	17.4	17.1	71	5.8	248	29.63	0
01/08/2017	11:00:00	18.0	18.1	17.6	66.25	6.7	242	29.63	0
01/08/2017	12:00:00	17.4	18.3	17.2	74.25	5.3	237	29.63	0.1275
01/08/2017	13:00:00	17.4	17.5	16.6	81	4.1	225	29.62	0.0625
01/08/2017	14:00:00	18.8	19.6	18.6	68.25	4.6	203	29.62	0
01/08/2017	15:00:00	14.2	15.4	14.1	86	4.9	197	29.64	1.5875
01/08/2017	16:00:00	14.5	14.5	13.8	90.5	3.6	242	29.63	0

Date	Time	Temp Out	Hi Temp	Low Temp	Out Hum	Wind Speed m/s	Wind Dir	Bar	Rain mm
01/08/2017	17:00:00	17.2	17.5	16.6	77.75	4.1	225	29.63	0
01/08/2017	18:00:00	18.3	18.7	17.8	70.75	4.6	242	29.63	0
01/08/2017	19:00:00	18.9	18.9	18.6	63.25	6.4	225	29.63	0
01/08/2017	20:00:00	17.8	18.3	17.7	66.5	4.6	237	29.64	0
01/08/2017	21:00:00	16.6	17.0	16.6	71	3.2	242	29.65	0
01/08/2017	22:00:00	15.4	15.6	15.4	77	1.4	248	29.65	0
01/08/2017	23:00:00	14.5	14.8	14.5	80.5	2.8	242	29.66	0
01/08/2017	00:00:00	14.0	14.1	14.0	83.75	2.0	237	29.66	0
02/08/2017	01:00:00	13.8	13.8	13.7	85.5	2.1	237	29.66	0
02/08/2017	02:00:00	13.6	13.7	13.5	86.5	1.7	242	29.65	0
02/08/2017	03:00:00	13.7	13.7	13.6	86	1.4	242	29.64	0
02/08/2017	04:00:00	13.4	13.6	13.4	87	1.7	242	29.64	0
02/08/2017	05:00:00	13.2	13.3	13.2	87.75	0.3	#N/A	29.63	0
02/08/2017	06:00:00	12.6	12.7	12.6	91.25	0.0	#N/A	29.63	0
02/08/2017	07:00:00	13.3	13.3	13.0	91.25	1.0	#N/A	29.62	0
02/08/2017	08:00:00	14.8	14.8	14.4	86.25	2.2	220	29.62	0
02/08/2017	09:00:00	15.0	15.2	15.0	86.25	2.9	209	29.61	0
02/08/2017	10:00:00	15.1	15.1	14.9	91.5	2.0	169	29.60	0.125
02/08/2017	11:00:00	17.2	17.3	16.7	83.25	4.3	169	29.58	0

Date	Time	Temp Out	Hi Temp	Low Temp	Out Hum	Wind Speed m/s	Wind Dir	Bar	Rain mm
02/08/2017	12:00:00	16.6	17.1	16.6	85.25	5.5	164	29.56	0
02/08/2017	13:00:00	16.2	16.2	15.9	89.75	4.8	147	29.53	0
02/08/2017	14:00:00	16.4	16.5	16.3	88.5	4.8	147	29.51	0
02/08/2017	15:00:00	17.1	17.1	16.9	84.75	5.7	158	29.49	0
02/08/2017	16:00:00	17.0	17.2	17.0	86.75	5.2	192	29.47	0
02/08/2017	17:00:00	17.2	17.3	17.1	86.5	4.4	209	29.45	0
02/08/2017	18:00:00	17.5	17.5	17.3	89.75	3.8	164	29.43	0
02/08/2017	19:00:00	17.9	17.9	17.8	88.25	2.3	152	29.40	0
02/08/2017	20:00:00	18.1	18.2	18.0	88.25	2.9	147	29.38	0
02/08/2017	21:00:00	17.6	17.8	17.6	93	3.5	169	29.37	0.0625
02/08/2017	22:00:00	17.4	17.4	17.3	96	2.0	186	29.36	0
02/08/2017	23:00:00	17.5	17.5	17.4	95.25	3.1	220	29.35	0.0625
02/08/2017	00:00:00	17.0	17.2	17.0	94.75	1.7	225	29.34	0
03/08/2017	01:00:00	16.7	16.8	16.7	95	1.6	237	29.33	0
03/08/2017	02:00:00	16.1	16.4	16.1	93.25	3.1	248	29.32	0
03/08/2017	03:00:00	14.8	15.2	14.8	92	3.4	248	29.31	0
03/08/2017	04:00:00	14.1	14.2	14.1	92.75	2.8	248	29.31	0
03/08/2017	05:00:00	14.3	14.3	14.2	93.25	3.7	237	29.30	0.1275
03/08/2017	06:00:00	14.1	14.2	14.1	94.25	4.5	225	29.29	0

Date	Time	Temp Out	Hi Temp	Low Temp	Out Hum	Wind Speed m/s	Wind Dir	Bar	Rain mm
03/08/2017	07:00:00	14.9	14.9	14.6	92	4.3	225	29.28	0
03/08/2017	08:00:00	15.2	15.3	15.0	90.75	5.3	237	29.27	0
03/08/2017	09:00:00	15.9	16.1	15.6	87.25	7.0	237	29.27	0
03/08/2017	10:00:00	17.1	17.3	16.5	80.75	7.6	248	29.27	0
03/08/2017	11:00:00	18.8	19.0	18.6	71.25	8.7	242	29.28	0
03/08/2017	12:00:00	17.8	18.4	17.4	77.5	8.7	225	29.29	0.0625
03/08/2017	13:00:00	19.7	19.9	19.0	70.5	9.5	242	29.29	0
03/08/2017	14:00:00	20.3	21.2	20.0	66.5	9.6	231	29.30	0
03/08/2017	15:00:00	20.1	20.4	19.3	70.5	8.9	225	29.32	0
03/08/2017	16:00:00	19.7	20.3	19.5	67	8.7	225	29.33	0
03/08/2017	17:00:00	16.7	17.7	16.6	85.25	5.9	225	29.35	0.3175
03/08/2017	18:00:00	17.5	17.6	16.9	84.25	4.5	225	29.37	0
03/08/2017	19:00:00	17.5	17.8	17.5	76.75	5.8	225	29.38	0
03/08/2017	20:00:00	17.4	17.6	17.3	75.5	7.2	225	29.39	0
03/08/2017	21:00:00	16.4	16.6	16.4	78	6.9	225	29.39	0
03/08/2017	22:00:00	15.9	16.1	15.9	80	3.7	242	29.41	0
03/08/2017	23:00:00	15.4	15.5	15.4	84.5	2.6	248	29.41	0
03/08/2017	00:00:00	15.0	15.1	15.0	86.5	3.1	225	29.41	0
04/08/2017	01:00:00	14.7	14.8	14.7	86.75	4.1	231	29.40	0

Date	Time	Temp Out	Hi Temp	Low Temp	Out Hum	Wind Speed m/s	Wind Dir	Bar	Rain mm
04/08/2017	02:00:00	14.6	14.6	14.5	87	3.5	248	29.40	0
04/08/2017	03:00:00	14.7	14.7	14.6	85.75	4.7	248	29.39	0
04/08/2017	04:00:00	14.9	15.0	14.8	85.25	5.8	225	29.40	0
04/08/2017	05:00:00	14.6	14.7	14.6	86.25	5.3	231	29.40	0
04/08/2017	06:00:00	14.4	14.5	14.3	85.5	4.7	225	29.41	0
04/08/2017	07:00:00	14.8	14.8	14.5	80	6.2	225	29.42	0
04/08/2017	08:00:00	15.5	15.6	15.4	79.75	5.6	225	29.43	0
04/08/2017	09:00:00	15.6	15.7	15.5	80.25	6.5	225	29.46	0
04/08/2017	10:00:00	15.7	15.9	15.0	85	5.3	225	29.48	0
04/08/2017	11:00:00	17.6	17.9	17.2	68	7.4	225	29.50	0
04/08/2017	12:00:00	19.1	19.2	18.6	61.5	7.6	225	29.52	0
04/08/2017	13:00:00	19.5	20.3	19.0	57.75	7.6	225	29.54	0

Note : Periods of rain noted by highlighting in red.

APPENDIX 3-1 TRAFFIC - FULL ATC COUNT DATA



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Dinnington Road - Attached to right bend sign	**Project No:**	7719	**Photo No:**	1	**Drawn By:**	RN
	Survey Date:	Tuesday 11th July 2017 - Monday 17th July 2017	**Project Name:**		Deep Car Farm			
	Survey Times:	00:00 - 00:00 (24 Hour)	**Title:**		Site Photograph - looking eastbound			

7719 / Deep Car Farm
Jul-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
1	Dinnington Road - Attached to right bend sign	Eastbound	60	Tuesday 11 July 2017	Monday 17 July 2017	20925	3206	2989	40	0.2	7	0.0	1	0.0	38.8	43.4
		Westbound	60	Tuesday 11 July 2017	Monday 17 July 2017	20894	3193	2985	28	0.1	4	0.0	0	0.0	38.5	43.2
		Both Directions	60	Tuesday 11 July 2017	Monday 17 July 2017	41819	6399	5974	68	0.2	11	0.0	1	0.0	38.7	43.2

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Eastbound

Tuesday 11 July 2017

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

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	40.1	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.3	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.5	-
0300	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.4	-
0400	14	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1	45
0500	66	0	60	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.2	46.5
0600	78	2	66	0	9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	40.4	45.2
0700	187	3	163	0	19	1	0	0	0	0	1	0	0	1	0.5	0	0	0	0	39.3	43.8
0800	**272**	**0**	**238**	**1**	**31**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38.4**	**42.9**
0900	160	1	143	0	14	0	1	0	1	0	0	0	0	0	0	0	0	0	0	36.8	41.6
1000	159	0	146	0	12	0	0	0	0	1	0	0	0	0	0	0	0	0	0	37.2	41.4
1100	208	0	190	2	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.8	40.7
1200	184	1	165	0	16	0	0	0	1	0	1	0	0	0	0	0	0	0	0	37.6	41.4
1300	212	12	187	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	42.7
1400	205	2	192	1	9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	37.8	42.3
1500	225	6	206	0	10	0	0	1	1	0	1	0	0	0	0	0	0	0	0	37.2	41.6
1600	263	7	243	1	12	0	0	0	0	0	0	0	0	2	0.8	1	0.4	0	0	38.9	43.6
1700	**311**	**0**	**300**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39.3**	**43.6**
1800	216	1	209	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.5	42.7
1900	154	2	145	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	42.3
2000	92	0	88	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.2	44.3
2100	75	0	71	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.7	43.2
2200	38	0	37	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	44.7
2300	19	0	17	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	43.6
07-19	**2602**	**33**	**2382**	**5**	**168**	**2**	**2**	**1**	**5**	**1**	**3**	**0**	**0**	**3**	**0.1**	**1**	**0**	**0**	**0**	**38.1**	**42.5**
06-22	**3001**	**37**	**2752**	**5**	**192**	**2**	**2**	**1**	**6**	**1**	**3**	**0**	**0**	**3**	**0.1**	**1**	**0**	**0**	**0**	**38.2**	**42.7**
06-00	**3058**	**37**	**2806**	**5**	**195**	**2**	**2**	**1**	**6**	**1**	**3**	**0**	**0**	**3**	**0.1**	**1**	**0**	**0**	**0**	**38.2**	**42.7**
00-00	**3161**	**37**	**2901**	**5**	**203**	**2**	**2**	**1**	**6**	**1**	**3**	**0**	**0**	**3**	**0.1**	**1**	**0**	**0**	**0**	**38.3**	**42.9**

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Eastbound

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

Wednesday 12 July 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	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	-
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.8	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.4	-
0300	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.6	-
0400	15	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	42.3
0500	72	0	71	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.8	44.5
0600	78	1	67	0	8	0	0	1	1	0	0	0	0	0	0	0	0	0	0	42.2	46.1
0700	165	1	148	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	40.7	45.4
0800	**246**	**1**	**207**	**2**	**35**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39.1**	**43.8**
0900	181	1	165	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.6	41.2
1000	180	1	169	0	9	0	0	0	0	0	0	0	1	0	0	0	0	0	0	37.6	41.6
1100	161	6	142	0	11	1	0	1	0	0	0	0	0	2	1.2	0	0	0	0	37.8	42.5
1200	205	1	190	1	10	0	2	1	0	0	0	0	0	1	0.5	0	0	0	0	38	41.4
1300	184	3	167	2	11	0	0	0	0	0	0	0	1	1	0.5	0	0	0	0	37.8	42.1
1400	210	3	193	0	13	0	0	0	0	0	1	0	0	0	0	0	0	0	0	38.4	43.4
1500	246	3	225	2	15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	38.3	42.5
1600	263	6	246	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6	43.8
1700	**291**	**2**	**279**	**1**	**7**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38.8**	**43.2**
1800	241	7	224	0	9	0	1	0	0	0	0	0	0	1	0.4	0	0	0	0	38.4	43.4
1900	175	0	170	1	4	0	0	0	0	0	0	0	0	1	0.6	0	0	0	0	39.8	43.2
2000	136	1	132	0	3	0	0	0	0	0	0	0	0	1	0.7	0	0	0	0	40.6	44.5
2100	77	1	73	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.2	43.6
2200	41	0	39	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.8	46.5
2300	21	0	19	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.5	41.8
07-19	**2573**	**35**	**2355**	**10**	**159**	**1**	**6**	**4**	**0**	**0**	**1**	**0**	**2**	**5**	**0.2**	**0**	**0**	**0**	**0**	**38.6**	**43.2**
06-22	**3039**	**38**	**2797**	**11**	**177**	**1**	**6**	**5**	**1**	**0**	**1**	**0**	**2**	**7**	**0.2**	**0**	**0**	**0**	**0**	**38.8**	**43.4**
06-00	**3101**	**38**	**2855**	**11**	**181**	**1**	**6**	**5**	**1**	**0**	**1**	**0**	**2**	**7**	**0.2**	**0**	**0**	**0**	**0**	**38.8**	**43.4**
00-00	**3212**	**38**	**2963**	**11**	**184**	**1**	**6**	**5**	**1**	**0**	**1**	**0**	**2**	**7**	**0.2**	**0**	**0**	**0**	**0**	**38.9**	**43.4**

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Eastbound

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

Thursday 13 July 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	11	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	46.5
0100	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.8	-
0200	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6	-
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.8	-
0400	16	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	42.7
0500	53	0	52	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.8	44.5
0600	83	0	76	0	4	0	0	1	1	1	0	0	0	0	0	0	0	0	0	40.5	45.9
0700	181	0	160	0	18	2	0	1	0	0	0	0	0	0	0	0	0	0	0	38.8	42.9
0800	**228**	**3**	**201**	**1**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39.6**	**43.8**
0900	191	0	175	1	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	37.4	41.2
1000	156	5	141	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	41.4
1100	169	1	152	1	14	0	0	0	0	0	1	0	0	1	0.6	0	0	0	0	37.6	41.6
1200	186	0	175	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.4	42.1
1300	184	2	171	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	42.1
1400	193	3	175	2	12	0	0	0	0	1	0	0	0	2	1	1	0.5	0	0	38.6	42.9
1500	225	1	209	0	12	0	0	1	2	0	0	0	0	0	0	0	0	0	0	38.9	42.9
1600	265	5	253	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	44.1
1700	**320**	**3**	**303**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38.7**	**42.1**
1800	236	4	225	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	42.9
1900	147	3	141	1	2	0	0	0	0	0	0	0	0	1	0.7	0	0	0	0	40	45.6
2000	106	0	102	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.8	46.1
2100	77	1	76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.8	45.9
2200	42	0	41	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.7	41.6
2300	31	0	30	0	1	0	0	0	0	0	0	0	0	1	3.2	0	0	0	0	41.3	45.4
07-19	**2534**	**27**	**2340**	**7**	**146**	**7**	**0**	**2**	**2**	**1**	**2**	**0**	**0**	**3**	**0.1**	**1**	**0**	**0**	**0**	**38.5**	**42.7**
06-22	**2947**	**31**	**2735**	**8**	**156**	**7**	**0**	**3**	**3**	**2**	**2**	**0**	**0**	**4**	**0.1**	**1**	**0**	**0**	**0**	**38.7**	**43.2**
06-00	**3020**	**31**	**2806**	**8**	**158**	**7**	**0**	**3**	**3**	**2**	**2**	**0**	**0**	**5**	**0.2**	**1**	**0**	**0**	**0**	**38.7**	**43.2**
00-00	**3113**	**31**	**2895**	**8**	**162**	**7**	**0**	**3**	**3**	**2**	**2**	**0**	**0**	**5**	**0.2**	**1**	**0**	**0**	**0**	**38.8**	**43.2**

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Eastbound

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

Friday 14 July 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	16	0	15	0	1	0	0	0	0	0	0	0	0	1	6.3	0	0	0	0	43.7	50.1
0100	5	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	40	-
0200	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.8	-
0300	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.9	-
0400	13	0	10	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.4	45
0500	59	1	53	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.2	45.6
0600	76	1	69	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	41.6	46.3
0700	171	2	153	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	38.8	43.8
0800	**253**	**0**	**228**	**2**	**20**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37.6**	**42.7**
0900	188	2	176	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	37.3	41.6
1000	192	0	175	2	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9	41.6
1100	198	0	176	1	20	0	0	0	0	1	0	0	0	0	0	0	0	0	0	37.9	41.6
1200	199	1	187	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	41.4
1300	219	1	208	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	41.4
1400	238	2	218	0	17	0	0	0	0	0	1	0	0	0	0	0	0	0	0	39.1	42.9
1500	243	0	229	0	14	0	0	0	0	0	0	0	0	3	1.2	1	0.4	1	0.4	40.1	44.3
1600	**334**	**3**	**316**	**1**	**13**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39.4**	**43.6**
1700	316	2	299	4	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	44.7
1800	219	4	206	1	8	0	0	0	0	0	0	0	0	1	0.5	0	0	0	0	40.2	44.7
1900	169	0	165	0	4	0	0	0	0	0	0	0	0	1	0.6	0	0	0	0	39.6	44.3
2000	127	0	123	0	4	0	0	0	0	0	0	0	0	1	0.8	0	0	0	0	40.4	46.3
2100	65	1	60	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.3	45.4
2200	50	0	47	0	3	0	0	0	0	0	0	0	0	1	2	0	0	0	0	38.9	43.4
2300	38	1	35	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	44.3
07-19	**2770**	**17**	**2571**	**13**	**161**	**2**	**2**	**0**	**2**	**1**	**1**	**0**	**0**	**4**	**0.1**	**1**	**0**	**1**	**0**	**38.7**	**43.4**
06-22	**3207**	**19**	**2988**	**13**	**178**	**2**	**2**	**0**	**3**	**1**	**1**	**0**	**0**	**6**	**0.2**	**1**	**0**	**1**	**0**	**38.9**	**43.6**
06-00	**3295**	**20**	**3070**	**13**	**183**	**2**	**2**	**0**	**3**	**1**	**1**	**0**	**0**	**7**	**0.2**	**1**	**0**	**1**	**0**	**38.9**	**43.6**
00-00	**3403**	**21**	**3167**	**13**	**192**	**2**	**2**	**0**	**3**	**2**	**1**	**0**	**0**	**8**	**0.2**	**1**	**0**	**1**	**0**	**39**	**43.8**

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Eastbound

Saturday 15 July 2017

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

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	22	0	20	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.7	44.7
0100	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.8	-
0200	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.8	-
0300	10	0	10	0	0	0	0	0	0	0	0	0	0	2	20	2	20	0	0	46.6	-
0400	12	1	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7	48.3
0500	22	0	21	0	1	0	0	0	0	0	0	0	0	1	4.5	0	0	0	0	42.7	46.3
0600	34	2	30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.2	44.5
0700	56	1	52	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	44.7
0800	115	1	107	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	42.9
0900	184	1	167	2	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	41.4
1000	204	0	192	2	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.3	40.9
1100	**208**	**0**	**199**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37.8**	**41.8**
1200	**240**	**3**	**232**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38.6**	**42.9**
1300	226	2	216	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	43.4
1400	233	3	219	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	42.7
1500	173	2	161	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.7	42.7
1600	204	2	197	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	43.8
1700	194	3	183	2	5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	38.5	43.2
1800	153	0	149	0	4	0	0	0	0	0	0	0	0	1	0.7	0	0	0	0	40.1	44.7
1900	126	3	117	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.8	44.5
2000	94	0	92	0	2	0	0	0	0	0	0	0	0	1	1.1	0	0	0	0	41	45.9
2100	63	0	61	0	2	0	0	0	0	0	0	0	0	1	1.6	0	0	0	0	41.2	47.2
2200	63	1	60	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	43.2
2300	38	0	35	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.4	40.7
07-19	**2190**	**18**	**2074**	**13**	**84**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**38.5**	**43.2**
06-22	**2507**	**23**	**2374**	**15**	**94**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0.1**	**0**	**0**	**0**	**0**	**38.7**	**43.4**
06-00	**2608**	**24**	**2469**	**15**	**99**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0.1**	**0**	**0**	**0**	**0**	**38.7**	**43.4**
00-00	**2692**	**25**	**2546**	**15**	**105**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**6**	**0.2**	**2**	**0.1**	**0**	**0**	**38.8**	**43.6**

NDC

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Eastbound

Sunday 16 July 2017

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

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	27	0	26	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1	45.2
0100	17	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.4	45.4
0200	13	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.3	47.2
0300	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	-
0400	12	0	10	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	40.9
0500	23	0	19	1	3	0	0	0	0	0	0	0	0	1	4.3	0	0	0	0	40.6	44.5
0600	23	3	18	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	44.5
0700	42	2	39	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	46.3
0800	52	1	47	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	38.2	42.7
0900	119	5	108	1	5	0	0	0	0	0	0	0	0	1	0.8	0	0	0	0	38.9	44.5
1000	158	3	149	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.5	43.4
1100	**199**	**5**	**186**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38.2**	**42.9**
1200	**206**	**1**	**196**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39.3**	**43.2**
1300	197	2	191	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	44.1
1400	195	3	186	1	5	0	0	0	0	0	0	0	0	1	0.5	1	0.5	0	0	39.8	44.5
1500	162	4	153	2	2	1	0	0	0	0	0	0	0	1	0.6	0	0	0	0	40.1	45
1600	168	2	163	1	2	0	0	0	0	0	0	0	0	1	0.6	0	0	0	0	40.1	43.6
1700	131	5	120	0	6	0	0	0	0	0	0	0	0	1	0.8	0	0	0	0	39.9	44.7
1800	125	6	117	0	2	0	0	0	0	0	0	0	0	2	1.6	0	0	0	0	39.8	43.6
1900	125	0	121	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	39.1	43.6
2000	102	0	97	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.7	44.3
2100	49	1	47	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.9	44.7
2200	30	0	29	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	46.3
2300	20	0	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.2	45.2
07-19	**1754**	**39**	**1655**	**5**	**53**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0.4**	**1**	**0.1**	**0**	**0**	**39.2**	**44.1**
06-22	**2053**	**43**	**1938**	**7**	**62**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**0.3**	**1**	**0**	**0**	**0**	**39.2**	**44.1**
06-00	**2103**	**43**	**1986**	**7**	**64**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**0.3**	**1**	**0**	**0**	**0**	**39.3**	**44.3**
00-00	**2202**	**43**	**2077**	**8**	**71**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	**0.4**	**1**	**0**	**0**	**0**	**39.3**	**44.3**

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Eastbound

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

Monday 17 July 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	6	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.9	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	-
0200	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	-
0300	13	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.1	43.4
0400	15	1	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.8	43.4
0500	73	3	68	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.5	45.2
0600	90	3	81	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	41.2	45.9
0700	149	1	136	0	11	0	0	0	1	0	0	0	0	0	0	0	0	0	0	40.3	44.3
0800	**278**	**2**	**254**	**1**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0.4**	**0**	**0**	**0**	**0**	**38.9**	**42.7**
0900	195	6	168	0	21	0	0	0	0	0	0	0	0	1	0.5	1	0.5	0	0	38.2	42.1
1000	165	3	145	1	14	1	0	1	0	0	0	0	0	0	0	0	0	0	0	37.1	41.6
1100	184	2	159	1	21	0	0	1	0	0	0	0	0	0	0	0	0	0	0	38.1	42.1
1200	179	5	165	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	43.4
1300	198	1	185	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.1	43.4
1400	201	0	193	0	8	0	0	0	0	0	0	0	0	1	0.5	0	0	0	0	39.6	43.6
1500	221	4	203	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	43.2
1600	284	4	261	3	14	0	0	1	0	1	0	0	0	0	0	0	0	0	0	38	42.1
1700	**317**	**3**	**298**	**3**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39.4**	**43.4**
1800	171	2	163	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	44.3
1900	154	1	149	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.3	43.4
2000	106	0	100	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	44.3
2100	64	3	56	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.3	44.7
2200	44	1	41	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	43.8
2300	24	0	21	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	44.1
07-19	**2542**	**33**	**2330**	**11**	**162**	**1**	**0**	**3**	**1**	**1**	**0**	**0**	**0**	**3**	**0.1**	**1**	**0**	**0**	**0**	**38.8**	**42.9**
06-22	**2956**	**40**	**2716**	**16**	**177**	**1**	**1**	**3**	**1**	**1**	**0**	**0**	**0**	**3**	**0.1**	**1**	**0**	**0**	**0**	**38.9**	**43.2**
06-00	**3024**	**41**	**2778**	**18**	**180**	**1**	**1**	**3**	**1**	**1**	**0**	**0**	**0**	**3**	**0.1**	**1**	**0**	**0**	**0**	**38.9**	**43.4**
00-00	**3142**	**45**	**2887**	**18**	**185**	**1**	**1**	**3**	**1**	**1**	**0**	**0**	**0**	**3**	**0.1**	**1**	**0**	**0**	**0**	**39**	**43.4**

NDC

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Eastbound

7719 / Deep Car Farm
Jul-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	14	0	13	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	40.1	46.3
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1	-
0200	7	0	7	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	3.4	0	3.4	0	0	41.1	-
0400	14	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.7	43.8
0500	53	1	49	0	3	0	0	0	0	0	0	0	0	0	0.5	0	0	0	0	41.1	45.6
0600	66	2	58	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	40.8	45.6
0700	136	1	122	0	12	0	0	0	0	0	0	0	0	0	0.1	0	0	0	0	39.4	44.1
0800	**206**	**1**	**183**	**1**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.1**	**0**	**0**	**0**	**0**	**38.7**	**43.4**
0900	174	2	157	1	13	0	0	0	0	0	0	0	0	0	0.2	0	0.1	0	0	37.7	41.8
1000	173	2	160	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.4	41.8
1100	190	2	172	1	14	0	0	0	0	0	0	0	0	0	0.2	0	0	0	0	37.7	41.8
1200	200	2	187	0	10	0	0	0	0	0	0	0	0	0	0.1	0	0	0	0	38.4	42.5
1300	203	3	189	1	9	0	0	0	0	0	0	0	0	0	0.1	0	0	0	0	38.3	42.9
1400	211	2	197	1	10	0	0	0	0	0	0	0	0	1	0.3	0	0.1	0	0	38.8	43.2
1500	214	3	198	1	11	0	0	0	0	0	0	0	0	1	0.3	0	0.1	0	0.1	38.8	43.2
1600	254	4	240	1	9	0	0	0	0	0	0	0	0	0	0.2	0	0.1	0	0	39.1	43.6
1700	**269**	**3**	**255**	**1**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.1**	**0**	**0**	**0**	**0**	**39.2**	**43.6**
1800	194	3	185	0	6	0	0	0	0	0	0	0	0	1	0.4	0	0	0	0	39.2	43.8
1900	150	1	144	1	4	0	0	0	0	0	0	0	0	0	0.3	0	0	0	0	39.4	43.8
2000	109	0	105	0	4	0	0	0	0	0	0	0	0	0	0.4	0	0	0	0	40.2	45.4
2100	67	1	63	0	2	0	0	0	0	0	0	0	0	0	0.2	0	0	0	0	39.6	45.2
2200	44	0	42	0	2	0	0	0	0	0	0	0	0	0	0.3	0	0	0	0	38.9	44.5
2300	27	0	25	0	2	0	0	0	0	0	0	0	0	0	0.5	0	0	0	0	38.7	44.5
07-19	**2424**	**29**	**2244**	**9**	**133**	**2**	**2**	**1**	**1**	**1**	**1**	**0**	**0**	**4**	**0.2**	**1**	**0**	**0**	**0**	**38.6**	**43.2**
06-22	**2816**	**33**	**2614**	**11**	**148**	**2**	**2**	**2**	**2**	**1**	**1**	**0**	**0**	**5**	**0.2**	**1**	**0**	**0**	**0**	**38.8**	**43.4**
06-00	**2887**	**33**	**2681**	**11**	**151**	**2**	**2**	**2**	**2**	**1**	**1**	**0**	**0**	**5**	**0.2**	**1**	**0**	**0**	**0**	**38.8**	**43.4**
00-00	**2989**	**34**	**2777**	**11**	**157**	**2**	**2**	**2**	**2**	**1**	**1**	**0**	**0**	**6**	**0.2**	**1**	**0**	**0**	**0**	**38.8**	**43.4**

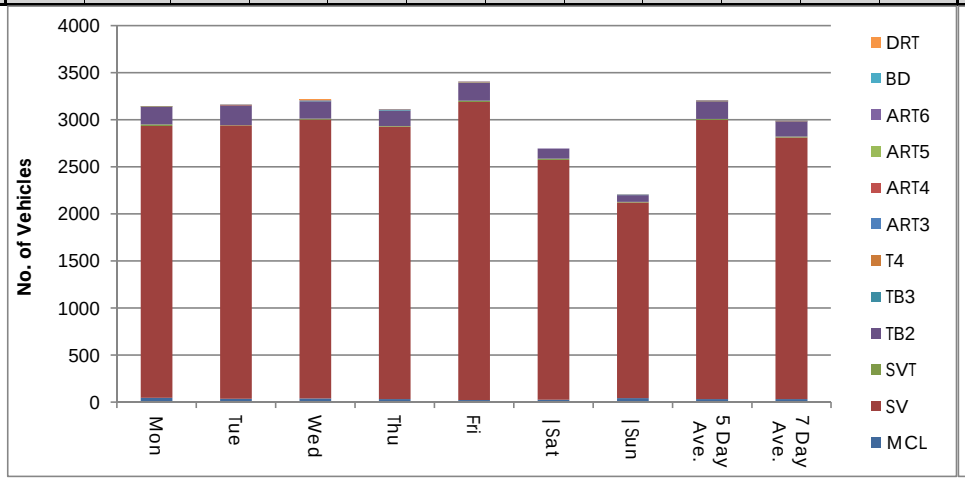
Site 1
Location Dinnington Road - Attached to right bend sign
Direction Eastbound

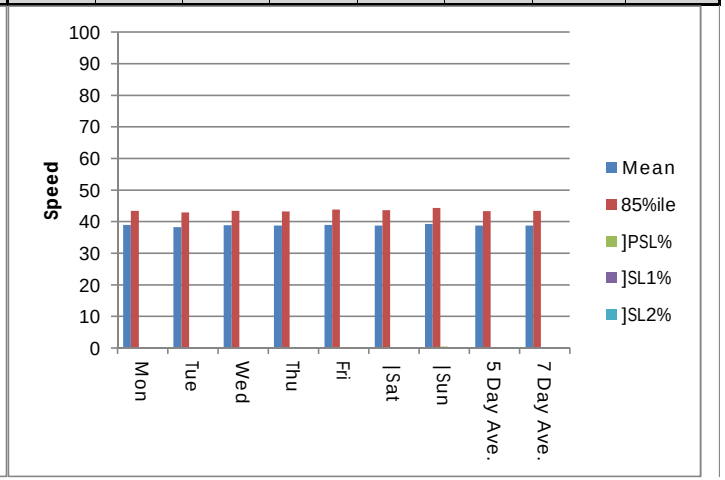
7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

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	3142	45	2887	18	185	1	1	3	1	1	0	0	0	3	0.1	1	0	0	0	39	43.4
Tue	3161	37	2901	5	203	2	2	1	6	1	3	0	0	3	0.1	1	0	0	0	38.3	42.9
Wed	3212	38	2963	11	184	1	6	5	1	0	1	0	2	7	0.2	0	0	0	0	38.9	43.4
Thu	3113	31	2895	8	162	7	0	3	3	2	2	0	0	5	0.2	1	0	0	0	38.8	43.2
Fri	3403	21	3167	13	192	2	2	0	3	2	1	0	0	8	0.2	1	0	1	0	39	43.8
| Sat	2692	25	2546	15	105	0	0	0	0	0	1	0	0	6	0.2	2	0.1	0	0	38.8	43.6
| Sun	2202	43	2077	8	71	1	1	1	0	0	0	0	0	8	0.4	1	0	0	0	39.3	44.3
5 Day Ave.	**3206**	**34**	**2963**	**11**	**185**	**3**	**2**	**2**	**3**	**1**	**1**	**0**	**0**	**5**	**0.2**	**1**	**0.0**	**0**	**0.0**	**38.8**	**43.3**
7 Day Ave.	**2989**	**34**	**2777**	**11**	**157**	**2**	**2**	**2**	**2**	**1**	**1**	**0**	**0**	**6**	**0.2**	**1**	**0.0**	**0**	**0.0**	**38.8**	**43.4**
--	**20925**	**240**	**19436**	**78**	**1102**	**14**	**12**	**13**	**14**	**6**	**8**	**0**	**2**	**40**	**0.2**	**7**	**0.0**	**1**	**0.0**	**38.8**	**43.4**

Summary Graphs





Site 1
Location Dinnington Road - Attached to right bend sign
Direction Eastbound
Tuesday 11 July 2017

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

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	0	0	3	5	1	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	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	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	8	0	0	0	0	0	0	2	1	3	1	1	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	3	3	5	3	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	0	0	7	24	23	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	78	0	0	0	1	0	1	6	29	27	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	187	0	0	0	0	0	4	26	80	66	7	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**272**	**0**	**0**	**0**	**0**	**4**	**3**	**52**	**121**	**69**	**19**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	160	0	0	0	0	1	13	47	57	34	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	159	0	0	0	0	0	3	46	71	30	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	208	0	0	0	1	0	5	61	98	37	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	184	0	0	0	0	0	3	48	88	33	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	212	0	0	0	0	0	6	64	73	56	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	205	0	0	0	0	0	4	61	87	39	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	225	0	0	0	0	0	12	65	81	58	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	263	0	0	0	3	0	7	33	116	81	20	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**311**	**0**	**0**	**0**	**0**	**0**	**0**	**38**	**149**	**99**	**21**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	216	0	0	0	1	0	3	39	100	56	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	154	0	0	1	0	1	1	23	80	37	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	92	0	0	0	0	0	0	12	34	33	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	75	0	0	0	0	0	1	18	26	22	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	38	0	0	0	0	0	5	4	12	11	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	19	0	0	0	0	0	1	5	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2602**	**0**	**0**	**0**	**5**	**5**	**63**	**580**	**1121**	**658**	**140**	**23**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**3001**	**0**	**0**	**1**	**6**	**6**	**66**	**639**	**1290**	**777**	**177**	**31**	**5**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3058**	**0**	**0**	**1**	**6**	**6**	**72**	**648**	**1309**	**793**	**180**	**33**	**7**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3161**	**0**	**0**	**1**	**6**	**7**	**72**	**662**	**1341**	**831**	**193**	**36**	**9**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Eastbound
Wednesday 12 July 2017

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

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	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
0100	4	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	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
0400	15	0	0	0	0	0	0	4	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	72	0	0	0	0	0	0	6	30	26	6	2	2	0	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	3	20	34	14	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	165	0	0	0	1	0	1	13	54	67	24	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**246**	**0**	**0**	**1**	**0**	**5**	**2**	**30**	**101**	**84**	**21**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	181	0	0	0	0	3	0	38	96	38	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	180	0	0	1	0	1	4	39	86	44	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	161	0	0	0	3	2	2	40	70	32	6	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	205	0	0	1	1	1	2	40	108	37	8	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	184	0	0	0	2	1	3	45	78	42	9	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	210	0	0	0	0	0	6	47	88	47	19	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	246	0	0	0	4	0	1	48	104	76	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	263	0	0	0	1	4	6	18	111	94	22	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**291**	**0**	**0**	**0**	**1**	**1**	**12**	**34**	**130**	**97**	**14**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	241	0	0	1	4	5	4	32	100	75	16	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	175	0	0	0	0	0	2	15	79	66	8	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	136	0	0	0	0	0	1	13	54	48	13	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	77	0	0	0	1	0	5	11	37	15	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	41	0	0	0	0	0	0	6	16	10	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	21	0	0	0	0	1	1	4	9	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2573**	**0**	**0**	**4**	**17**	**23**	**43**	**424**	**1126**	**733**	**159**	**32**	**7**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**3039**	**0**	**0**	**4**	**18**	**23**	**51**	**466**	**1316**	**896**	**199**	**51**	**8**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3101**	**0**	**0**	**4**	**18**	**24**	**52**	**476**	**1341**	**909**	**210**	**51**	**9**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3212**	**0**	**0**	**4**	**18**	**24**	**55**	**489**	**1383**	**948**	**218**	**55**	**11**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Eastbound
Thursday 13 July 2017

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

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	11	0	0	0	0	0	2	0	3	3	3	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	1	0	0	1	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	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	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	16	0	0	0	0	0	0	2	6	8	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	0	0	0	1	24	20	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	83	0	0	0	0	0	2	14	20	32	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	181	0	0	0	0	1	5	29	80	50	14	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**228**	**0**	**0**	**0**	**1**	**0**	**7**	**24**	**88**	**85**	**20**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	191	0	0	0	0	0	3	52	86	44	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	156	0	0	1	4	8	3	33	66	36	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	169	0	0	0	1	0	2	44	75	39	6	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	186	0	0	0	0	0	2	27	95	58	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	184	0	0	0	1	0	1	37	80	53	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	193	0	0	0	2	0	4	34	88	46	14	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	225	0	0	0	1	1	2	40	94	67	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	265	0	0	0	1	3	6	38	111	76	26	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**320**	**0**	**0**	**0**	**0**	**1**	**3**	**54**	**155**	**88**	**12**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	236	0	0	1	0	1	2	44	104	65	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	147	0	0	0	1	0	2	17	61	38	26	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	106	0	0	0	0	0	3	20	30	30	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	77	0	0	0	0	0	1	12	25	23	8	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	42	0	0	0	0	0	4	13	14	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	31	0	0	0	0	0	0	2	13	9	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2534**	**0**	**0**	**2**	**11**	**15**	**40**	**456**	**1122**	**707**	**144**	**24**	**10**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2947**	**0**	**0**	**2**	**12**	**15**	**48**	**519**	**1258**	**830**	**208**	**39**	**12**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3020**	**0**	**0**	**2**	**12**	**15**	**52**	**534**	**1285**	**847**	**215**	**41**	**12**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3113**	**0**	**0**	**2**	**12**	**15**	**54**	**539**	**1324**	**880**	**227**	**43**	**12**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Eastbound

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

Friday 14 July 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	16	0	0	0	0	0	0	1	6	3	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	0	0	2	1	1	0	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	1	1	2	3	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	0	1	2	4	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	0	0	2	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	59	0	0	0	0	1	0	3	16	24	9	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	76	0	0	0	0	0	1	4	22	31	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	171	0	0	0	3	0	1	24	79	49	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**253**	**0**	**0**	**0**	**1**	**3**	**16**	**55**	**94**	**68**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	188	0	0	0	1	0	5	60	73	32	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	192	0	0	0	0	0	3	44	96	40	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	198	0	0	0	0	0	2	52	92	39	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	199	0	0	0	0	1	1	43	104	40	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	219	0	0	0	5	0	7	44	93	54	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	238	0	0	0	0	2	4	36	104	67	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	243	0	0	0	0	0	2	30	103	80	20	4	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**334**	**0**	**0**	**0**	**0**	**1**	**2**	**46**	**135**	**124**	**22**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	316	0	2	1	1	0	4	28	118	121	32	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	219	0	0	0	2	1	3	21	76	84	24	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	169	0	0	0	0	0	0	29	68	51	14	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	127	0	0	0	0	0	2	20	47	34	15	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	65	0	0	0	1	0	1	12	23	16	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	50	0	0	0	0	0	1	11	21	11	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	38	0	0	0	0	0	3	5	14	11	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2770**	**0**	**2**	**1**	**13**	**8**	**50**	**483**	**1167**	**798**	**197**	**40**	**7**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**3207**	**0**	**2**	**1**	**14**	**8**	**54**	**548**	**1327**	**930**	**249**	**56**	**12**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3295**	**0**	**2**	**1**	**14**	**8**	**58**	**564**	**1362**	**952**	**253**	**61**	**13**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3403**	**0**	**2**	**1**	**14**	**9**	**59**	**574**	**1393**	**991**	**269**	**68**	**15**	**6**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Eastbound
Saturday 15 July 2017

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

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	0	1	1	14	4	1	1	0	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	3	1	3	2	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	0	4	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	0	0	0	1	2	3	2	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	4	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	22	0	0	0	0	0	1	0	5	9	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	34	0	0	1	1	0	0	1	15	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	56	0	0	0	0	0	2	14	21	12	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	115	0	0	0	1	0	7	17	54	27	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	184	0	0	0	0	0	5	40	91	39	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	204	0	0	0	0	1	5	50	101	40	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**208**	**0**	**0**	**0**	**0**	**0**	**10**	**44**	**95**	**47**	**10**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**240**	**0**	**0**	**1**	**0**	**1**	**6**	**44**	**84**	**85**	**17**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	226	0	0	0	1	0	6	44	86	70	13	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	233	0	0	0	2	2	5	47	87	73	13	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	173	0	0	0	0	1	0	34	72	52	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	204	0	0	0	0	0	2	32	81	67	19	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	194	0	0	0	0	0	6	34	88	50	12	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	153	0	0	0	0	0	2	27	44	57	16	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	126	0	0	0	0	1	3	17	43	47	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	94	0	0	0	0	0	1	9	40	25	12	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	63	0	0	0	0	0	1	5	25	16	14	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	63	0	0	0	0	0	4	10	25	17	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	38	0	0	0	0	0	3	7	18	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2190**	**0**	**0**	**1**	**4**	**5**	**56**	**427**	**904**	**619**	**136**	**26**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2507**	**0**	**0**	**2**	**5**	**6**	**61**	**459**	**1027**	**718**	**179**	**34**	**13**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2608**	**0**	**0**	**2**	**5**	**6**	**68**	**476**	**1070**	**743**	**184**	**37**	**14**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2692**	**0**	**0**	**2**	**5**	**6**	**71**	**482**	**1100**	**765**	**200**	**40**	**15**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Eastbound
Sunday 16 July 2017

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

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	27	0	0	0	0	0	0	4	10	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	17	0	0	0	0	0	0	1	7	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	13	0	0	0	0	0	0	1	7	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	7	0	0	0	0	0	0	2	5	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	0	0	1	8	3	0	0	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	0	4	8	8	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	23	0	0	1	2	0	0	3	7	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	42	0	0	0	2	0	1	9	12	11	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	52	0	0	0	2	2	0	2	32	7	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	119	0	0	0	1	3	1	21	45	34	11	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	158	0	0	0	1	2	3	30	65	39	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**199**	**0**	**0**	**0**	**1**	**2**	**5**	**37**	**88**	**51**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**206**	**0**	**0**	**0**	**0**	**0**	**1**	**30**	**83**	**73**	**16**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	197	0	0	0	1	0	2	36	89	49	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	195	0	0	0	0	1	4	29	69	64	22	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	162	0	0	0	1	1	1	17	58	60	22	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	168	0	0	0	0	0	2	21	64	62	11	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	131	0	0	0	1	2	0	23	35	50	15	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	125	0	0	0	0	0	0	17	60	35	7	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	125	0	0	0	0	1	7	15	51	38	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	102	0	0	0	0	0	4	10	41	34	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	49	0	0	0	0	0	0	5	23	14	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	30	0	0	0	0	0	2	6	9	7	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	20	0	0	0	0	0	0	5	5	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**1754**	**0**	**0**	**0**	**10**	**13**	**20**	**272**	**700**	**535**	**157**	**31**	**9**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2053**	**0**	**0**	**1**	**12**	**14**	**31**	**305**	**822**	**629**	**184**	**37**	**11**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2103**	**0**	**0**	**1**	**12**	**14**	**33**	**316**	**836**	**641**	**190**	**41**	**12**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2202**	**0**	**0**	**1**	**12**	**14**	**33**	**329**	**881**	**667**	**199**	**46**	**12**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Eastbound
Monday 17 July 2017

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

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	0	1	0	0	3	2	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	0
0200	8	0	0	0	0	0	0	2	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	13	0	0	0	0	0	0	3	5	5	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	2	7	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	73	0	0	1	1	1	0	5	22	31	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	90	0	0	0	0	0	2	8	21	40	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	149	0	0	0	1	0	1	13	52	65	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**278**	**0**	**0**	**0**	**7**	**2**	**0**	**24**	**139**	**85**	**18**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	195	0	0	0	5	0	3	29	100	45	11	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	165	0	0	1	5	1	8	28	72	41	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	184	0	0	0	0	2	2	33	90	47	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	179	0	0	0	1	3	4	30	70	53	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	198	0	0	1	0	0	4	20	95	60	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	201	0	0	0	0	1	0	21	98	62	14	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	221	0	0	0	1	1	7	36	84	73	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	284	0	0	0	4	3	8	51	122	79	11	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**317**	**0**	**0**	**0**	**4**	**1**	**4**	**26**	**141**	**110**	**24**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	171	0	0	0	2	1	3	17	71	60	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	154	0	0	0	0	2	3	23	64	43	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	106	0	0	0	0	0	2	20	38	31	11	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	64	0	0	0	0	1	7	6	17	23	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	44	0	0	0	1	0	4	6	12	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	24	0	0	0	0	2	1	5	9	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2542**	**0**	**0**	**2**	**30**	**15**	**44**	**328**	**1134**	**780**	**163**	**37**	**6**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2956**	**0**	**0**	**2**	**30**	**18**	**58**	**385**	**1274**	**917**	**214**	**47**	**8**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3024**	**0**	**0**	**2**	**31**	**20**	**63**	**396**	**1295**	**935**	**222**	**49**	**8**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3142**	**0**	**0**	**3**	**32**	**21**	**64**	**408**	**1332**	**983**	**233**	**55**	**8**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Eastbound

7719 / Deep Car Farm
Jul-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	14	0	0	0	0	0	1	1	6	4	2	1	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	0	1	2	2	1	0	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	1	3	2	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	0	1	3	3	1	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	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	53	0	0	0	0	0	0	4	18	20	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	66	0	0	0	1	0	1	6	19	26	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	136	0	0	0	1	0	2	18	54	46	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**206**	**0**	**0**	**0**	**2**	**2**	**5**	**29**	**90**	**61**	**14**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	174	0	0	0	1	1	4	41	78	38	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	173	0	0	0	1	2	4	39	80	39	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	190	0	0	0	1	1	4	44	87	42	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	200	0	0	0	0	1	3	37	90	54	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	203	0	0	0	1	0	4	41	85	55	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	211	0	0	0	1	1	4	39	89	57	16	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	214	0	0	0	1	1	4	39	85	67	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	254	0	0	0	1	2	5	34	106	83	19	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**269**	**0**	**0**	**0**	**1**	**1**	**4**	**34**	**117**	**88**	**19**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	194	0	0	0	1	1	2	28	79	62	16	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	150	0	0	0	0	1	3	20	64	46	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	109	0	0	0	0	0	2	15	41	34	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	67	0	0	0	0	0	2	10	25	18	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	44	0	0	0	0	0	3	8	16	11	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	27	0	0	0	0	0	1	5	11	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2424**	**0**	**0**	**1**	**13**	**12**	**45**	**424**	**1039**	**690**	**157**	**30**	**8**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2816**	**0**	**0**	**2**	**14**	**13**	**53**	**474**	**1188**	**814**	**201**	**42**	**10**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2887**	**0**	**0**	**2**	**14**	**13**	**57**	**487**	**1214**	**831**	**208**	**45**	**11**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2989**	**0**	**0**	**2**	**14**	**14**	**58**	**498**	**1251**	**866**	**220**	**49**	**12**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

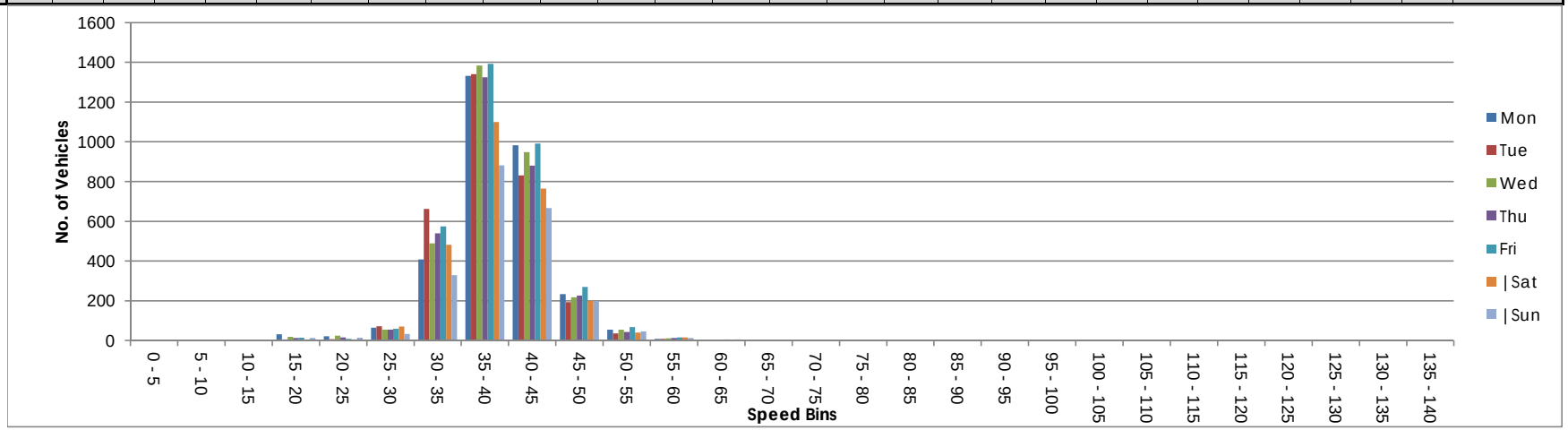
Site 1
Location Dinnington Road - Attached to right bend sign
Direction Eastbound

7719 / Deep Car Farm
Jul-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	3142	0	0	3	32	21	64	408	1332	983	233	55	8	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	3161	0	0	1	6	7	72	662	1341	831	193	36	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	3212	0	0	4	18	24	55	489	1383	948	218	55	11	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	3113	0	0	2	12	15	54	539	1324	880	227	43	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	3403	0	2	1	14	9	59	574	1393	991	269	68	15	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
| Sat	2692	0	0	2	5	6	71	482	1100	765	200	40	15	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
| Sun	2202	0	0	1	12	14	33	329	881	667	199	46	12	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	**3206**	**0**	**0**	**2**	**16**	**15**	**61**	**534**	**1355**	**927**	**228**	**51**	**11**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7 Day Ave.	**2989**	**0**	**0**	**2**	**14**	**14**	**58**	**498**	**1251**	**866**	**220**	**49**	**12**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
--	**20925**	**0**	**2**	**14**	**99**	**96**	**408**	**3483**	**8754**	**6065**	**1539**	**343**	**82**	**26**	**11**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Summary Graphs



Site 1
Location Dinnington Road - Attached to right bend sign
Direction Westbound

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

Tuesday 11 July 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	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.5	-
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.7	-
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.6	-
0300	9	0	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.5	-
0400	16	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.9	46.8
0500	51	0	48	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.3	47.4
0600	95	0	92	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.5	47.4
0700	182	3	169	2	7	0	0	0	1	0	0	0	0	0	0	0	0	0	0	38.3	43.2
0800	**256**	**1**	**230**	**0**	**22**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38.1**	**41.6**
0900	168	0	154	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.5	41.6
1000	182	1	158	1	20	1	1	0	0	0	0	0	0	0	0	0	0	0	0	36.6	40
1100	171	0	155	1	13	0	1	0	1	0	0	0	0	0	0	0	0	0	0	36.7	40
1200	195	2	180	0	12	0	0	0	1	0	0	0	0	0	0	0	0	0	0	37.6	41.2
1300	204	0	185	0	18	0	0	0	0	1	0	0	0	0	0	0	0	0	0	37.4	42.1
1400	209	0	195	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.2	41.8
1500	238	2	214	0	17	0	0	2	2	1	0	0	0	0	0	0	0	0	0	37.5	42.1
1600	260	0	245	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.4	42.1
1700	**290**	**0**	**280**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0.3**	**1**	**0.3**	**0**	**0**	**39.6**	**43.4**
1800	181	0	177	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	42.3
1900	130	2	123	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	42.3
2000	103	0	100	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6	43.8
2100	61	0	59	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.3	43.6
2200	49	0	44	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.5	43.2
2300	23	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.7	45
07-19	**2536**	**9**	**2342**	**5**	**163**	**4**	**3**	**2**	**6**	**2**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**37.9**	**42.1**
06-22	**2925**	**11**	**2716**	**6**	**175**	**4**	**3**	**2**	**6**	**2**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**38.2**	**42.3**
06-00	**2997**	**11**	**2783**	**6**	**179**	**5**	**3**	**2**	**6**	**2**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**38.2**	**42.5**
00-00	**3089**	**11**	**2869**	**6**	**185**	**5**	**3**	**2**	**6**	**2**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**38.3**	**42.7**

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Westbound

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

Wednesday 12 July 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	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.7	-
0100	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.2	-
0200	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.8	-
0300	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.5	-
0400	15	0	13	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1	44.5
0500	50	1	48	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.3	46.1
0600	87	0	84	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.6	45
0700	171	5	155	2	6	0	1	0	1	0	1	0	0	1	0.6	0	0	0	0	39.1	44.3
0800	**253**	**0**	**227**	**0**	**23**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38.8**	**42.3**
0900	167	0	149	2	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.5	41.4
1000	156	1	149	0	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	37.1	41.4
1100	186	2	177	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	41.2
1200	195	3	178	0	13	0	0	0	1	0	0	0	0	0	0	0	0	0	0	36.6	40.9
1300	202	3	180	0	17	1	0	1	0	0	0	0	0	1	0.5	0	0	0	0	35.9	40.5
1400	218	1	202	0	13	0	1	0	0	1	0	0	0	0	0	0	0	0	0	37.1	41.4
1500	246	2	230	0	12	0	1	0	1	0	0	0	0	0	0	0	0	0	0	37.8	41.6
1600	295	4	269	1	19	0	0	1	1	0	0	0	0	2	0.7	0	0	0	0	39	42.3
1700	**319**	**4**	**304**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**42.5**
1800	222	3	206	0	12	0	1	0	0	0	0	0	0	1	0.5	1	0.5	0	0	38.4	43.2
1900	145	0	140	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	43.6
2000	124	0	118	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	39.2	43.8
2100	81	1	77	0	3	0	0	0	0	0	0	0	0	1	1.2	0	0	0	0	40.1	43.4
2200	61	0	60	0	1	0	0	0	0	0	0	0	0	2	3.3	0	0	0	0	41.3	48.8
2300	21	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	46.3
07-19	**2630**	**28**	**2426**	**5**	**153**	**2**	**6**	**2**	**6**	**1**	**1**	**0**	**0**	**5**	**0.2**	**1**	**0**	**0**	**0**	**37.8**	**42.3**
06-22	**3067**	**29**	**2845**	**6**	**168**	**2**	**7**	**2**	**6**	**1**	**1**	**0**	**0**	**6**	**0.2**	**1**	**0**	**0**	**0**	**38.1**	**42.5**
06-00	**3149**	**29**	**2926**	**6**	**169**	**2**	**7**	**2**	**6**	**1**	**1**	**0**	**0**	**8**	**0.3**	**1**	**0**	**0**	**0**	**38.2**	**42.5**
00-00	**3242**	**30**	**3013**	**6**	**174**	**2**	**7**	**2**	**6**	**1**	**1**	**0**	**0**	**8**	**0.2**	**1**	**0**	**0**	**0**	**38.2**	**42.7**

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Westbound

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

Thursday 13 July 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	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.1	43.6
0100	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.3	-
0200	9	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	-
0300	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.4	-
0400	17	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	48.8
0500	50	0	48	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.7	46.1
0600	88	0	83	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.5	44.7
0700	198	2	181	0	12	1	0	0	1	0	1	0	0	0	0	0	0	0	0	38.8	43.8
0800	**234**	**1**	**210**	**1**	**19**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**43.2**
0900	174	0	157	1	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.5	41.4
1000	192	2	171	2	15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	36.5	41.8
1100	174	3	155	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.5	40.9
1200	181	0	171	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	38.1	41.6
1300	201	1	189	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.8	41.8
1400	208	3	189	2	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.2	41.8
1500	232	2	215	1	12	0	0	1	1	0	0	0	0	0	0	0	0	0	0	38.9	43.4
1600	265	2	250	1	12	0	0	0	0	0	0	0	0	1	0.4	0	0	0	0	39.7	43.4
1700	**276**	**1**	**264**	**0**	**10**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0.4**	**0**	**0**	**0**	**0**	**38.8**	**42.7**
1800	217	2	203	1	10	1	0	0	0	0	0	0	0	1	0.5	0	0	0	0	39.4	43.6
1900	132	0	126	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	44.3
2000	144	2	138	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.8	45.2
2100	77	1	74	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	42.3
2200	40	0	39	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6	45.2
2300	26	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.5	46.8
07-19	**2552**	**19**	**2355**	**10**	**152**	**8**	**1**	**1**	**4**	**1**	**1**	**0**	**0**	**3**	**0.1**	**0**	**0**	**0**	**0**	**38.3**	**42.7**
06-22	**2993**	**22**	**2776**	**10**	**169**	**8**	**1**	**1**	**4**	**1**	**1**	**0**	**0**	**3**	**0.1**	**0**	**0**	**0**	**0**	**38.5**	**42.9**
06-00	**3059**	**22**	**2841**	**10**	**170**	**8**	**1**	**1**	**4**	**1**	**1**	**0**	**0**	**3**	**0.1**	**0**	**0**	**0**	**0**	**38.5**	**42.9**
00-00	**3160**	**22**	**2938**	**10**	**174**	**8**	**1**	**1**	**4**	**1**	**1**	**0**	**0**	**3**	**0.1**	**0**	**0**	**0**	**0**	**38.6**	**43.2**

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Westbound

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

Friday 14 July 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	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.7	50.6
0100	8	0	7	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	43.8	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.2	-
0300	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.3	-
0400	18	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	42.3
0500	54	1	51	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.6	46.5
0600	83	0	78	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.5	48.1
0700	158	4	141	1	7	1	1	0	1	1	1	0	0	1	0.6	0	0	0	0	38.6	43.6
0800	**235**	**0**	**217**	**1**	**16**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35.7**	**40.7**
0900	184	2	169	0	11	1	0	0	0	1	0	0	0	0	0	0	0	0	0	35.6	39.8
1000	192	2	172	2	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.2	40.3
1100	172	1	157	2	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.3	41.2
1200	238	0	224	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.6	41.8
1300	219	0	200	1	16	1	0	0	0	0	1	0	0	0	0	0	0	0	0	37.1	41.4
1400	227	2	210	0	11	1	1	1	1	0	0	0	0	0	0	0	0	0	0	37.8	42.1
1500	258	3	235	0	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	38.7	43.4
1600	**319**	**0**	**296**	**1**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38.8**	**42.7**
1700	280	1	265	1	11	1	0	0	0	1	0	0	0	0	0	0	0	0	0	39	43.8
1800	225	0	215	0	9	0	1	0	0	0	0	0	0	1	0.4	0	0	0	0	40.4	44.7
1900	165	1	159	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1	44.5
2000	114	1	111	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.5	45.2
2100	63	0	63	0	0	0	0	0	0	0	0	0	0	1	1.6	0	0	0	0	40.2	47
2200	57	0	54	0	3	0	0	0	0	0	0	0	0	1	1.8	0	0	0	0	38.8	42.5
2300	36	0	35	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.2	44.1
07-19	**2707**	**15**	**2501**	**9**	**163**	**6**	**5**	**1**	**2**	**3**	**2**	**0**	**0**	**2**	**0.1**	**0**	**0**	**0**	**0**	**37.8**	**42.5**
06-22	**3132**	**17**	**2912**	**9**	**175**	**6**	**5**	**1**	**2**	**3**	**2**	**0**	**0**	**3**	**0.1**	**0**	**0**	**0**	**0**	**38.2**	**42.7**
06-00	**3225**	**17**	**3001**	**9**	**179**	**6**	**5**	**1**	**2**	**3**	**2**	**0**	**0**	**4**	**0.1**	**0**	**0**	**0**	**0**	**38.2**	**42.7**
00-00	**3327**	**18**	**3098**	**9**	**182**	**6**	**5**	**1**	**2**	**4**	**2**	**0**	**0**	**4**	**0.1**	**0**	**0**	**0**	**0**	**38.3**	**42.9**

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Westbound

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

Saturday 15 July 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	21	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.3	44.7
0100	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.5	44.3
0200	11	0	10	0	1	0	0	0	0	0	0	0	0	2	18.2	0	0	0	0	47.8	52.8
0300	11	0	11	0	0	0	0	0	0	0	0	0	0	1	9.1	0	0	0	0	40.3	46.8
0400	12	0	10	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.6	46.3
0500	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.9	47.4
0600	25	0	24	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.3	44.7
0700	37	0	35	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1	45.9
0800	113	2	103	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.1	41.8
0900	151	0	141	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9	42.3
1000	202	2	189	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.5	40.3
1100	**212**	**0**	**201**	**1**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37.6**	**41.4**
1200	**231**	**4**	**223**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37.2**	**41.2**
1300	220	2	209	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.5	42.5
1400	208	1	196	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.4	42.5
1500	193	0	184	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.7	42.1
1600	206	3	198	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.1	43.2
1700	200	2	190	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.1	43.4
1800	156	2	151	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1	44.5
1900	138	1	132	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.2	45.9
2000	117	0	112	0	5	0	0	0	0	0	0	0	0	1	0.9	0	0	0	0	40.1	44.1
2100	72	0	71	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.8	47.6
2200	64	1	60	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	42.7
2300	43	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6	46.5
07-19	**2129**	**18**	**2020**	**11**	**77**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38.2**	**42.5**
06-22	**2481**	**19**	**2359**	**11**	**89**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**38.5**	**43.2**
06-00	**2588**	**20**	**2462**	**11**	**92**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**38.5**	**43.2**
00-00	**2670**	**20**	**2541**	**11**	**95**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0.1**	**0**	**0**	**0**	**0**	**38.6**	**43.4**

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Westbound

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

Sunday 16 July 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	31	0	30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	44.1
0100	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	47.6
0200	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.7	-
0300	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.8	47.2
0400	10	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-
0500	16	1	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	46.8
0600	24	0	23	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	44.1
0700	41	1	38	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.7	46.8
0800	51	2	47	0	2	0	0	0	0	0	0	0	0	1	2	0	0	0	0	38.8	43.2
0900	101	5	91	1	4	0	0	0	0	0	0	0	0	1	1	0	0	0	0	39	43.6
1000	150	4	139	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9	42.5
1100	**168**	**4**	**156**	**0**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37.9**	**42.9**
1200	221	7	204	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.7	42.5
1300	189	2	183	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	42.9
1400	**232**	**3**	**222**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**43.2**
1500	192	3	184	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	39.9	44.1
1600	192	3	179	1	9	0	0	0	0	0	0	0	0	1	0.5	0	0	0	0	38.9	43.2
1700	166	4	157	2	3	0	0	0	0	0	0	0	0	1	0.6	0	0	0	0	40.6	44.3
1800	120	0	115	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.6	44.7
1900	121	3	115	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.4	45.9
2000	102	4	94	0	4	0	0	0	0	0	0	0	0	1	1	0	0	0	0	39.5	45
2100	61	1	59	0	1	0	0	0	0	0	0	0	0	1	1.6	0	0	0	0	41.6	47.9
2200	23	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.8	48.8
2300	18	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.7	42.1
07-19	**1823**	**38**	**1715**	**5**	**62**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0.2**	**0**	**0**	**0**	**0**	**38.8**	**43.6**
06-22	**2131**	**46**	**2006**	**5**	**71**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0.3**	**0**	**0**	**0**	**0**	**39.1**	**43.8**
06-00	**2172**	**46**	**2047**	**5**	**71**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0.3**	**0**	**0**	**0**	**0**	**39.1**	**43.8**
00-00	**2258**	**47**	**2130**	**5**	**73**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0.3**	**0**	**0**	**0**	**0**	**39.1**	**44.1**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Westbound

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

Monday 17 July 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	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	45.2
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.2	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	-
0300	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.5	-
0400	18	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.7	46.3
0500	56	1	51	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.6	47.4
0600	85	0	79	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	41.1	45.6
0700	175	2	163	1	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	39.9	43.8
0800	**246**	**0**	**224**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0.8**	**2**	**0.8**	**0**	**0**	**39.9**	**43.6**
0900	184	1	164	1	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	37.3	41.4
1000	183	1	164	3	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.5	41.8
1100	168	0	155	0	12	0	0	0	0	0	1	0	0	0	0	0	0	0	0	37.2	42.1
1200	180	3	166	1	9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	38.3	42.1
1300	200	0	191	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.5	42.5
1400	217	5	197	1	11	0	1	1	0	0	1	0	0	0	0	0	0	0	0	37.7	42.3
1500	221	3	200	0	16	0	0	0	0	1	1	0	0	0	0	0	0	0	0	38.2	42.5
1600	**297**	**3**	**269**	**3**	**18**	**0**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37.6**	**42.1**
1700	286	5	272	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	42.7
1800	215	3	200	1	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	39.4	43.6
1900	144	4	137	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	39.9	44.1
2000	102	1	96	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	42.3
2100	74	1	70	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.4	44.5
2200	52	1	48	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	42.3
2300	24	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.3	46.8
07-19	**2572**	**26**	**2365**	**13**	**153**	**2**	**5**	**3**	**1**	**1**	**3**	**0**	**0**	**2**	**0.1**	**2**	**0.1**	**0**	**0**	**38.4**	**42.7**
06-22	**2977**	**32**	**2747**	**15**	**165**	**3**	**6**	**3**	**1**	**2**	**3**	**0**	**0**	**2**	**0.1**	**2**	**0.1**	**0**	**0**	**38.5**	**42.9**
06-00	**3053**	**33**	**2819**	**15**	**168**	**3**	**6**	**3**	**1**	**2**	**3**	**0**	**0**	**2**	**0.1**	**2**	**0.1**	**0**	**0**	**38.5**	**43.2**
00-00	**3148**	**34**	**2908**	**15**	**173**	**3**	**6**	**3**	**1**	**2**	**3**	**0**	**0**	**2**	**0.1**	**2**	**0.1**	**0**	**0**	**38.6**	**43.2**

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Westbound

7719 / Deep Car Farm
Jul-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	15	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	47
0100	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7	-
0200	6	0	6	0	0	0	0	0	0	0	0	0	0	0	4.8	0	0	0	0	41.8	-
0300	8	0	8	0	0	0	0	0	0	0	0	0	0	0	1.7	0	0	0	0	41.1	-
0400	15	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.4	46.3
0500	42	1	40	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.9	46.8
0600	70	0	66	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.9	45.6
0700	137	2	126	1	6	0	0	0	1	0	0	0	0	0	0.2	0	0	0	0	39.1	44.1
0800	**198**	**1**	**180**	**0**	**16**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.2**	**0**	**0.1**	**0**	**0**	**38.3**	**42.7**
0900	161	1	146	1	12	1	0	0	0	0	0	0	0	0	0.1	0	0	0	0	37.2	41.6
1000	180	2	163	1	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.7	41.4
1100	179	1	165	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.2	41.6
1200	206	3	192	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.4	41.6
1300	205	1	191	0	12	0	0	0	0	0	0	0	0	0	0.1	0	0	0	0	37.7	42.1
1400	217	2	202	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9	42.1
1500	226	2	209	0	13	0	0	0	1	0	0	0	0	0	0	0	0	0	0	38.5	42.7
1600	**262**	**2**	**244**	**1**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0.2**	**0**	**0**	**0**	**0**	**38.8**	**42.7**
1700	260	2	247	1	8	0	0	0	0	0	0	0	0	0	0.2	0	0.1	0	0	39.2	43.2
1800	191	1	181	0	7	0	0	0	0	0	0	0	0	0	0.2	0	0.1	0	0	39.4	43.8
1900	139	2	133	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.9	44.7
2000	115	1	110	0	4	0	0	0	0	0	0	0	0	0	0.2	0	0	0	0	39.5	44.5
2100	70	1	68	0	2	0	0	0	0	0	0	0	0	0	0.6	0	0	0	0	39.8	45.6
2200	49	0	47	0	2	0	0	0	0	0	0	0	0	0	0.9	0	0	0	0	39.2	45
2300	27	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	46.5
07-19	**2421**	**22**	**2246**	**8**	**132**	**4**	**3**	**1**	**3**	**1**	**1**	**0**	**0**	**2**	**0.1**	**1**	**0**	**0**	**0**	**38.2**	**42.5**
06-22	**2815**	**25**	**2623**	**9**	**145**	**4**	**3**	**1**	**3**	**1**	**1**	**0**	**0**	**3**	**0.1**	**1**	**0**	**0**	**0**	**38.4**	**42.9**
06-00	**2892**	**25**	**2697**	**9**	**147**	**4**	**3**	**1**	**3**	**1**	**1**	**0**	**0**	**4**	**0.1**	**1**	**0**	**0**	**0**	**38.4**	**42.9**
00-00	**2985**	**26**	**2785**	**9**	**151**	**4**	**3**	**1**	**3**	**1**	**1**	**0**	**0**	**4**	**0.1**	**1**	**0**	**0**	**0**	**38.5**	**43.2**

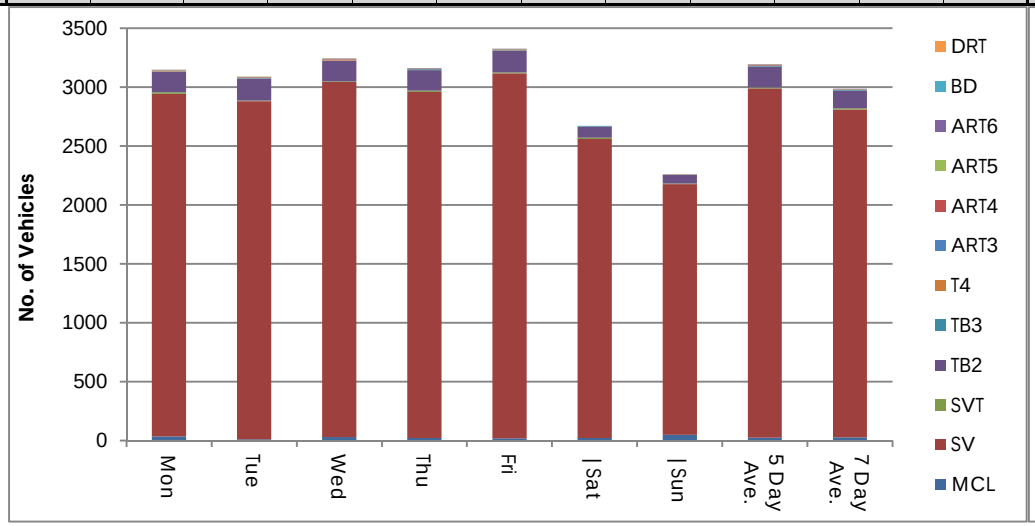
Site 1
Location Dinnington Road - Attached to right bend sign
Direction Westbound

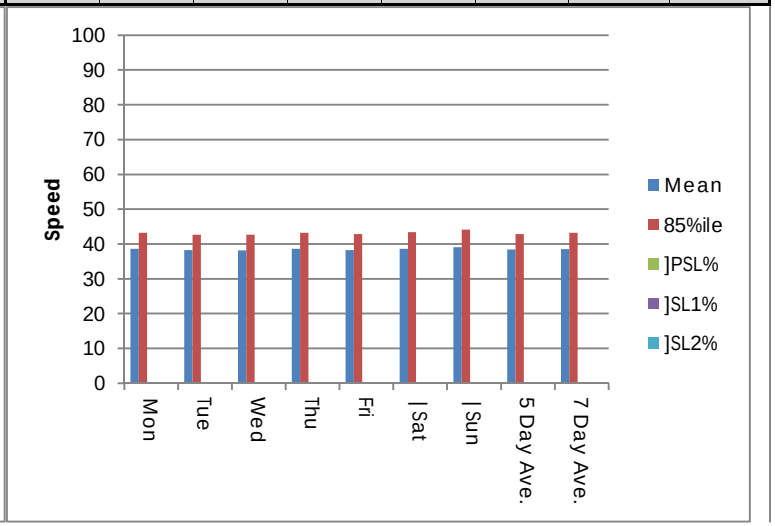
7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

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	3148	34	2908	15	173	3	6	3	1	2	3	0	0	2	0.1	2	0.1	0	0	38.6	43.2
Tue	3089	11	2869	6	185	5	3	2	6	2	0	0	0	1	0	1	0	0	0	38.3	42.7
Wed	3242	30	3013	6	174	2	7	2	6	1	1	0	0	8	0.2	1	0	0	0	38.2	42.7
Thu	3160	22	2938	10	174	8	1	1	4	1	1	0	0	3	0.1	0	0	0	0	38.6	43.2
Fri	3327	18	3098	9	182	6	5	1	2	4	2	0	0	4	0.1	0	0	0	0	38.3	42.9
| Sat	2670	20	2541	11	95	3	0	0	0	0	0	0	0	4	0.1	0	0	0	0	38.6	43.4
| Sun	2258	47	2130	5	73	1	2	0	0	0	0	0	0	6	0.3	0	0	0	0	39.1	44.1
5 Day Ave.	**3193**	**23**	**2965**	**9**	**178**	**5**	**4**	**2**	**4**	**2**	**1**	**0**	**0**	**4**	**0.1**	**1**	**0.0**	**0**	**0.0**	**38.4**	**42.9**
7 Day Ave.	**2985**	**26**	**2785**	**9**	**151**	**4**	**3**	**1**	**3**	**1**	**1**	**0**	**0**	**4**	**0.1**	**1**	**0.0**	**0**	**0.0**	**38.5**	**43.2**
--	**20894**	**182**	**19497**	**62**	**1056**	**28**	**24**	**9**	**19**	**10**	**7**	**0**	**0**	**28**	**0.1**	**4**	**0.0**	**0**	**0.0**	**38.5**	**43.2**

Summary Graphs





Site 1
Location Dinnington Road - Attached to right bend sign
Direction Westbound

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

Tuesday 11 July 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	0	3	1	1	1	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	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	0	0	1	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	0	0	0	0	1	1	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	16	0	0	0	0	0	0	2	7	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	51	0	0	0	0	0	0	4	17	17	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	95	0	0	0	0	0	0	9	31	33	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	182	0	0	2	0	7	3	22	82	49	15	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**256**	**0**	**0**	**0**	**0**	**0**	**7**	**50**	**122**	**64**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	168	0	0	0	0	0	5	42	74	38	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	182	0	0	0	0	0	8	51	89	31	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	171	0	0	0	1	0	9	46	88	18	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	195	0	1	0	0	1	8	39	91	46	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	204	0	0	0	0	1	4	60	86	41	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	209	0	0	0	0	0	3	38	102	57	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	238	0	0	0	0	0	2	79	95	49	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	260	0	0	0	0	0	0	50	125	74	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**290**	**0**	**0**	**0**	**0**	**0**	**1**	**32**	**129**	**97**	**28**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	181	0	0	0	0	0	0	43	74	53	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	130	0	0	0	0	2	2	15	61	45	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	103	0	0	0	0	0	1	9	53	27	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	61	0	0	0	0	0	2	5	29	18	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	49	0	0	0	0	0	3	8	20	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	23	0	0	0	0	0	1	4	6	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2536**	**0**	**1**	**2**	**1**	**9**	**50**	**552**	**1157**	**617**	**132**	**10**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2925**	**0**	**1**	**2**	**1**	**11**	**55**	**590**	**1331**	**740**	**175**	**14**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2997**	**0**	**1**	**2**	**1**	**11**	**59**	**602**	**1357**	**761**	**184**	**14**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3089**	**0**	**1**	**2**	**1**	**11**	**60**	**612**	**1383**	**792**	**200**	**18**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Westbound
Wednesday 12 July 2017

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

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	2	0	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	1	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	8	0	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
0300	6	0	0	0	0	0	0	2	1	3	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	7	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	50	0	0	1	0	0	0	7	11	21	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	87	0	0	0	0	0	0	9	30	34	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	171	0	0	3	0	0	9	18	64	55	18	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**253**	**0**	**0**	**0**	**0**	**5**	**1**	**24**	**121**	**87**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	167	0	1	0	0	6	7	39	72	37	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	156	0	0	1	1	0	8	36	72	28	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	186	0	0	0	1	0	3	65	76	34	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	195	0	0	2	1	1	13	55	74	40	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	202	0	2	0	1	1	17	51	93	31	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	218	0	0	1	0	0	9	63	91	48	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	246	0	0	0	1	0	6	47	126	58	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	295	0	0	0	1	3	1	32	150	88	14	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**319**	**0**	**0**	**0**	**1**	**0**	**6**	**40**	**151**	**107**	**10**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	222	0	0	1	8	0	5	23	101	69	9	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	145	0	0	0	0	0	4	24	53	47	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	124	0	0	1	0	0	1	14	57	35	14	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	81	0	0	0	1	0	1	7	36	26	7	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	61	0	0	0	0	0	1	8	24	12	8	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	21	0	0	0	0	0	1	2	6	8	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2630**	**0**	**3**	**8**	**15**	**16**	**85**	**493**	**1191**	**682**	**104**	**25**	**3**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**3067**	**0**	**3**	**9**	**16**	**16**	**91**	**547**	**1367**	**824**	**150**	**32**	**6**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3149**	**0**	**3**	**9**	**16**	**16**	**93**	**557**	**1397**	**844**	**161**	**37**	**8**	**4**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3242**	**0**	**3**	**10**	**16**	**16**	**94**	**570**	**1422**	**879**	**176**	**40**	**8**	**4**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Westbound

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

Thursday 13 July 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	1	4	6	1	0	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	0	2	1	3	1	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	3	3	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	3	0	1	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	2	2	2	4	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	50	0	0	0	0	0	0	1	20	18	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	88	0	0	0	0	0	1	7	30	37	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	198	0	0	1	2	5	0	33	65	68	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**234**	**0**	**0**	**0**	**0**	**0**	**7**	**30**	**94**	**89**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	174	0	0	0	0	1	2	44	86	37	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	192	0	2	1	0	0	12	59	70	40	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	174	0	0	1	0	0	12	46	77	29	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	181	0	0	0	0	0	2	42	79	50	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	201	0	0	1	0	0	7	50	84	42	15	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	208	0	0	2	0	1	9	46	95	41	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	232	0	0	0	0	0	4	36	104	69	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	265	0	0	0	0	0	0	33	116	94	17	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**276**	**0**	**0**	**0**	**0**	**0**	**5**	**42**	**137**	**71**	**16**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	217	0	0	1	0	0	3	31	89	69	16	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	132	0	0	0	0	0	1	25	46	43	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	144	0	0	1	0	0	3	22	46	48	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	77	0	0	0	0	0	0	20	32	19	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	40	0	0	0	0	0	2	4	19	8	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	26	0	0	0	0	0	0	1	11	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2552**	**0**	**2**	**7**	**2**	**7**	**63**	**492**	**1096**	**699**	**155**	**21**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2993**	**0**	**2**	**8**	**2**	**7**	**68**	**566**	**1250**	**846**	**203**	**33**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3059**	**0**	**2**	**8**	**2**	**7**	**70**	**571**	**1280**	**862**	**211**	**37**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3160**	**0**	**2**	**8**	**2**	**7**	**73**	**577**	**1312**	**897**	**229**	**43**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Westbound

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

Friday 14 July 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	1	4	2	2	1	2	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	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	0	0	0	0	0	3	1	4	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	0	0	0	3	9	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	54	0	0	1	0	0	0	5	21	15	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	83	0	0	0	0	0	1	3	34	29	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	158	0	0	3	2	1	8	21	53	54	12	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**235**	**0**	**0**	**4**	**3**	**15**	**12**	**49**	**101**	**44**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	184	0	0	1	3	0	11	63	77	24	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	192	0	2	0	0	0	8	63	85	29	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	172	0	1	0	0	0	9	38	81	34	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	238	0	0	0	0	0	10	59	104	54	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	219	0	0	0	2	0	14	52	96	46	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	227	0	0	0	0	0	12	43	103	62	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	258	0	0	1	0	0	3	46	113	72	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**319**	**0**	**0**	**0**	**0**	**0**	**1**	**48**	**164**	**82**	**20**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	280	0	0	1	0	4	2	37	130	78	24	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	225	0	0	1	0	1	0	23	81	87	23	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	165	0	0	0	0	0	2	16	68	57	19	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	114	0	0	0	0	0	1	14	42	34	16	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	63	0	0	0	0	0	0	9	29	11	9	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	57	0	0	0	0	0	2	14	19	15	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	36	0	0	0	0	0	4	8	10	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2707**	**0**	**3**	**11**	**10**	**21**	**90**	**542**	**1188**	**666**	**147**	**21**	**6**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**3132**	**0**	**3**	**11**	**10**	**21**	**94**	**584**	**1361**	**797**	**202**	**35**	**11**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3225**	**0**	**3**	**11**	**10**	**21**	**100**	**606**	**1390**	**822**	**208**	**39**	**11**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3327**	**0**	**3**	**12**	**10**	**21**	**100**	**618**	**1426**	**850**	**226**	**42**	**15**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Westbound

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

Saturday 15 July 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	21	0	0	0	0	0	1	3	5	9	3	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	0	0	0	4	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	11	0	0	0	0	0	0	0	3	1	4	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	11	0	0	0	0	0	2	2	2	2	1	0	1	1	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	2	3	1	1	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	1	7	3	2	2	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	1	7	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	37	0	0	0	0	0	0	5	16	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	113	0	0	0	1	0	4	22	52	24	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	151	0	0	0	0	1	3	32	71	32	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	202	0	0	3	4	1	12	63	81	36	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**212**	**0**	**0**	**0**	**0**	**3**	**8**	**46**	**94**	**50**	**9**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**231**	**0**	**0**	**0**	**0**	**0**	**1**	**67**	**112**	**42**	**7**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	220	0	0	0	2	0	9	28	100	64	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	208	0	2	0	0	0	4	29	102	55	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	193	0	0	0	0	0	0	34	96	54	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	206	0	0	2	0	0	1	27	88	69	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	200	0	0	0	0	0	13	27	74	63	20	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	156	0	0	0	0	0	5	11	67	54	17	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	138	0	0	0	0	0	1	17	39	46	28	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	117	0	0	0	0	0	5	11	39	46	10	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	72	0	0	0	0	1	1	11	24	14	16	3	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	5	15	21	16	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	43	0	0	0	0	0	1	9	16	8	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2129**	**0**	**2**	**5**	**7**	**5**	**60**	**391**	**953**	**551**	**130**	**16**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2481**	**0**	**2**	**5**	**7**	**6**	**68**	**431**	**1062**	**669**	**188**	**29**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2588**	**0**	**2**	**5**	**7**	**6**	**74**	**455**	**1099**	**693**	**203**	**29**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2670**	**0**	**2**	**5**	**7**	**6**	**78**	**462**	**1124**	**716**	**217**	**33**	**16**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Westbound
Sunday 16 July 2017

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

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	31	0	0	0	0	0	0	8	13	5	5	0	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	0	6	2	3	0	1	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	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	11	0	0	0	0	0	1	1	1	5	1	2	0	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	7	1	0	0	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	5	5	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	24	0	0	0	0	0	0	5	6	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	41	0	0	1	0	0	0	7	8	14	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	51	0	0	2	0	0	0	6	22	16	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	101	0	1	3	0	1	2	9	26	51	6	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	150	0	0	3	1	0	3	24	68	44	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**168**	**0**	**0**	**3**	**1**	**0**	**5**	**27**	**77**	**40**	**13**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	221	0	6	3	3	1	6	34	103	53	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	189	0	0	2	1	0	2	27	91	48	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	**232**	**0**	**0**	**0**	**0**	**0**	**2**	**35**	**98**	**80**	**15**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500	192	0	0	0	0	0	0	25	75	76	12	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	192	0	0	3	0	1	6	22	75	66	15	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	166	0	0	0	0	0	1	13	65	66	19	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	120	0	0	0	0	0	0	14	48	40	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	121	0	0	2	1	0	4	8	42	38	19	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	102	0	0	0	2	0	2	16	35	30	11	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	61	0	0	0	0	0	2	8	13	21	12	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	23	0	0	0	0	0	0	3	5	9	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	18	0	0	0	0	0	0	3	8	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**1823**	**0**	**7**	**20**	**6**	**3**	**27**	**243**	**756**	**594**	**140**	**18**	**5**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2131**	**0**	**7**	**22**	**9**	**3**	**35**	**280**	**852**	**692**	**186**	**31**	**8**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2172**	**0**	**7**	**22**	**9**	**3**	**35**	**286**	**865**	**705**	**193**	**32**	**9**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2258**	**0**	**7**	**22**	**9**	**3**	**37**	**302**	**901**	**722**	**204**	**34**	**11**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Westbound

Monday 17 July 2017

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

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	2	4	2	2	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	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
0300	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
0400	18	0	0	0	0	0	0	4	5	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	56	0	0	1	0	0	1	6	20	14	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	85	0	0	0	0	0	1	8	29	28	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	175	0	0	0	0	0	5	17	66	67	18	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**246**	**0**	**0**	**0**	**0**	**0**	**2**	**26**	**104**	**91**	**20**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	184	0	0	1	0	0	4	45	90	38	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	183	0	0	3	1	0	3	35	83	53	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	168	0	0	0	0	2	6	50	66	34	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	180	0	0	2	0	0	3	31	75	55	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	200	0	0	0	0	0	3	40	94	47	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	217	0	1	4	0	1	4	37	110	44	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	221	0	1	0	1	0	4	48	89	64	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**297**	**0**	**0**	**2**	**0**	**1**	**23**	**50**	**132**	**68**	**18**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	286	0	0	1	0	1	6	43	123	91	18	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	215	0	0	1	1	0	3	17	106	68	17	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	144	0	0	1	1	0	6	10	44	64	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	102	0	1	0	0	0	9	19	38	29	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	74	0	1	0	1	0	6	12	22	22	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	52	0	0	1	0	0	2	8	22	14	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	24	0	0	0	0	0	1	6	3	4	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2572**	**0**	**2**	**14**	**3**	**5**	**66**	**439**	**1138**	**720**	**160**	**17**	**6**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2977**	**0**	**4**	**15**	**5**	**5**	**88**	**488**	**1271**	**863**	**205**	**24**	**7**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3053**	**0**	**4**	**16**	**5**	**5**	**91**	**502**	**1296**	**881**	**216**	**26**	**9**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3148**	**0**	**4**	**17**	**5**	**5**	**92**	**515**	**1326**	**906**	**234**	**33**	**9**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Westbound

7719 / Deep Car Farm
Jul-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	15	0	0	0	0	0	0	2	4	4	2	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	0	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	1	2	2	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	1	1	4	1	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	2	6	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	42	0	0	0	0	0	0	4	14	13	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	70	0	0	0	0	0	1	6	24	26	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	137	0	0	1	1	2	4	18	51	45	15	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**198**	**0**	**0**	**1**	**1**	**3**	**5**	**30**	**88**	**59**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	161	0	0	1	0	1	5	39	71	37	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	180	0	1	2	1	0	8	47	78	37	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	179	0	0	1	0	1	7	45	80	34	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	206	0	1	1	1	0	6	47	91	49	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	205	0	0	0	1	0	8	44	92	46	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	217	0	0	1	0	0	6	42	100	55	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	226	0	0	0	0	0	3	45	100	63	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**262**	**0**	**0**	**1**	**0**	**1**	**5**	**37**	**121**	**77**	**16**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	260	0	0	0	0	1	5	33	116	82	19	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	191	0	0	1	1	0	2	23	81	63	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	139	0	0	0	0	0	3	16	50	49	16	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	115	0	0	0	0	0	3	15	44	36	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	70	0	0	0	0	0	2	10	26	19	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	49	0	0	0	0	0	2	9	19	12	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	27	0	0	0	0	0	1	5	9	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2421**	**0**	**3**	**10**	**6**	**9**	**63**	**450**	**1068**	**647**	**138**	**18**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2815**	**0**	**3**	**10**	**7**	**10**	**71**	**498**	**1213**	**776**	**187**	**28**	**8**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2892**	**0**	**3**	**10**	**7**	**10**	**75**	**511**	**1241**	**795**	**197**	**31**	**9**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2985**	**0**	**3**	**11**	**7**	**10**	**76**	**522**	**1271**	**823**	**212**	**35**	**11**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

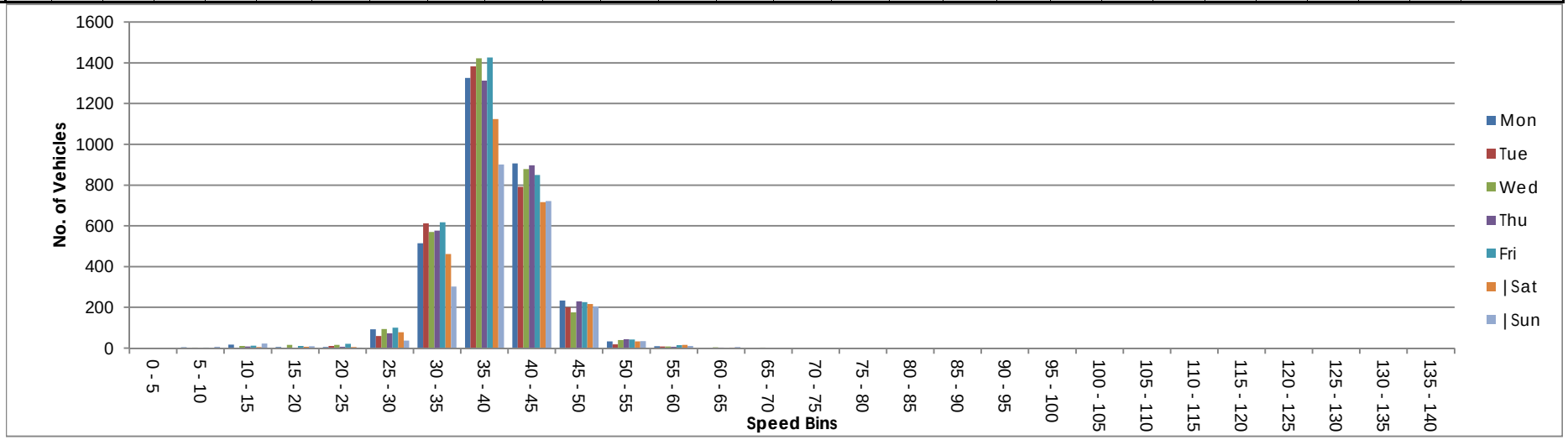
Site 1
Location Dinnington Road - Attached to right bend sign
Direction Westbound

7719 / Deep Car Farm
Jul-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	3148	0	4	17	5	5	92	515	1326	906	234	33	9	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	3089	0	1	2	1	11	60	612	1383	792	200	18	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	3242	0	3	10	16	16	94	570	1422	879	176	40	8	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	3160	0	2	8	2	7	73	577	1312	897	229	43	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	3327	0	3	12	10	21	100	618	1426	850	226	42	15	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sat	2670	0	2	5	7	6	78	462	1124	716	217	33	16	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sun	2258	0	7	22	9	3	37	302	901	722	204	34	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	**3193**	**0**	**3**	**10**	**7**	**12**	**84**	**578**	**1374**	**865**	**213**	**35**	**9**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7 Day Ave.	**2985**	**0**	**3**	**11**	**7**	**10**	**76**	**522**	**1271**	**823**	**212**	**35**	**11**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
--	**20894**	**0**	**22**	**76**	**50**	**69**	**534**	**3656**	**8894**	**5762**	**1486**	**243**	**74**	**18**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Summary Graphs



Site 1
Location Dinnington Road - Attached to right bend sign
Direction Both Directions

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

Tuesday 11 July 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	17	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.3	48.1
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.3	-
0200	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.7	-
0300	17	0	15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.5	46.3
0400	30	0	28	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.5	46.1
0500	117	0	108	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.7	47.2
0600	173	2	158	0	12	0	0	0	1	0	0	0	0	0	0	0	0	0	0	41	46.1
0700	369	6	332	2	26	1	0	0	1	0	1	0	0	1	0.3	0	0	0	0	38.8	43.4
0800	**528**	**1**	**468**	**1**	**53**	**1**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38.3**	**42.5**
0900	328	1	297	0	27	1	1	0	1	0	0	0	0	0	0	0	0	0	0	37.1	41.6
1000	341	1	304	1	32	1	1	0	0	1	0	0	0	0	0	0	0	0	0	36.9	40.7
1100	379	0	345	3	28	1	1	0	1	0	0	0	0	0	0	0	0	0	0	36.8	40.7
1200	379	3	345	0	28	0	0	0	2	0	1	0	0	0	0	0	0	0	0	37.6	41.2
1300	416	12	372	0	31	0	0	0	0	1	0	0	0	0	0	0	0	0	0	37.6	42.5
1400	414	2	387	1	22	1	0	0	1	0	0	0	0	0	0	0	0	0	0	38	42.1
1500	463	8	420	0	27	0	0	3	3	1	1	0	0	0	0	0	0	0	0	37.4	42.1
1600	523	7	488	2	26	0	0	0	0	0	0	0	0	2	0.4	1	0.2	0	0	38.7	42.9
1700	**601**	**0**	**580**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0.2**	**1**	**0.2**	**0**	**0**	**39.5**	**43.6**
1800	397	1	386	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.4	42.5
1900	284	4	268	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.4	42.3
2000	195	0	188	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.9	44.3
2100	136	0	130	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	43.2
2200	87	0	81	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	44.3
2300	42	0	40	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	44.1
07-19	**5138**	**42**	**4724**	**10**	**331**	**6**	**5**	**3**	**11**	**3**	**3**	**0**	**0**	**4**	**0.1**	**2**	**0**	**0**	**0**	**38**	**42.3**
06-22	**5926**	**48**	**5468**	**11**	**367**	**6**	**5**	**3**	**12**	**3**	**3**	**0**	**0**	**4**	**0.1**	**2**	**0**	**0**	**0**	**38.2**	**42.5**
06-00	**6055**	**48**	**5589**	**11**	**374**	**7**	**5**	**3**	**12**	**3**	**3**	**0**	**0**	**4**	**0.1**	**2**	**0**	**0**	**0**	**38.2**	**42.5**
00-00	**6250**	**48**	**5770**	**11**	**388**	**7**	**5**	**3**	**12**	**3**	**3**	**0**	**0**	**4**	**0.1**	**2**	**0**	**0**	**0**	**38.3**	**42.7**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Both Directions

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

Wednesday 12 July 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	16	0	14	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.2	42.1
0100	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6	45.9
0200	10	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.3	-
0300	15	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.8	44.3
0400	30	0	27	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.2	43.6
0500	122	1	119	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.6	45.4
0600	165	1	151	0	11	0	0	1	1	0	0	0	0	0	0	0	0	0	0	41.3	45.6
0700	336	6	303	2	21	0	2	0	1	0	1	0	0	1	0.3	0	0	0	0	39.9	45
0800	**499**	**1**	**434**	**2**	**58**	**0**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**42.9**
0900	348	1	314	3	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	41.4
1000	336	2	318	0	13	1	0	0	1	0	0	0	1	0	0	0	0	0	0	37.4	41.6
1100	347	8	319	0	18	1	0	1	0	0	0	0	0	2	0.6	0	0	0	0	37.3	42.1
1200	400	4	368	1	23	0	2	1	1	0	0	0	0	1	0.3	0	0	0	0	37.3	41.2
1300	386	6	347	2	28	1	0	1	0	0	0	0	1	2	0.5	0	0	0	0	36.8	41.4
1400	428	4	395	0	26	0	1	0	0	1	1	0	0	0	0	0	0	0	0	37.7	42.3
1500	492	5	455	2	27	0	1	1	1	0	0	0	0	0	0	0	0	0	0	38.1	42.3
1600	558	10	515	2	29	0	0	1	1	0	0	0	0	2	0.4	0	0	0	0	39.3	42.9
1700	**610**	**6**	**583**	**1**	**18**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38.9**	**42.7**
1800	463	10	430	0	21	0	2	0	0	0	0	0	0	2	0.4	1	0.2	0	0	38.4	43.2
1900	320	0	310	2	8	0	0	0	0	0	0	0	0	1	0.3	0	0	0	0	39.6	43.4
2000	260	1	250	0	8	0	1	0	0	0	0	0	0	1	0.4	0	0	0	0	39.9	44.5
2100	158	2	150	0	6	0	0	0	0	0	0	0	0	1	0.6	0	0	0	0	39.1	43.6
2200	102	0	99	0	3	0	0	0	0	0	0	0	0	2	2	0	0	0	0	41.1	47.6
2300	42	0	40	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.2	46.3
07-19	**5203**	**63**	**4781**	**15**	**312**	**3**	**12**	**6**	**6**	**1**	**2**	**0**	**2**	**10**	**0.2**	**1**	**0**	**0**	**0**	**38.2**	**42.7**
06-22	**6106**	**67**	**5642**	**17**	**345**	**3**	**13**	**7**	**7**	**1**	**2**	**0**	**2**	**13**	**0.2**	**1**	**0**	**0**	**0**	**38.5**	**42.9**
06-00	**6250**	**67**	**5781**	**17**	**350**	**3**	**13**	**7**	**7**	**1**	**2**	**0**	**2**	**15**	**0.2**	**1**	**0**	**0**	**0**	**38.5**	**42.9**
00-00	**6454**	**68**	**5976**	**17**	**358**	**3**	**13**	**7**	**7**	**1**	**2**	**0**	**2**	**15**	**0.2**	**1**	**0**	**0**	**0**	**38.6**	**42.9**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Both Directions

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

Thursday 13 July 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	22	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.6	46.5
0100	10	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.6	-
0200	15	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.1	44.3
0300	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.1	-
0400	33	0	31	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.5	46.3
0500	103	0	100	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.2	46.1
0600	171	0	159	0	9	0	0	1	1	1	0	0	0	0	0	0	0	0	0	40.5	45.2
0700	379	2	341	0	30	3	0	1	1	0	1	0	0	0	0	0	0	0	0	38.8	43.6
0800	**462**	**4**	**411**	**2**	**42**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39.3**	**43.6**
0900	365	0	332	2	28	3	0	0	0	0	0	0	0	0	0	0	0	0	0	37.4	41.2
1000	348	7	312	2	24	2	0	0	1	0	0	0	0	0	0	0	0	0	0	36.4	41.8
1100	343	4	307	1	29	1	0	0	0	0	1	0	0	1	0.3	0	0	0	0	37	41.4
1200	367	0	346	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	38.2	41.8
1300	385	3	360	3	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.2	42.1
1400	401	6	364	4	25	1	0	0	0	1	0	0	0	2	0.5	1	0.2	0	0	37.9	42.5
1500	457	3	424	1	24	0	0	2	3	0	0	0	0	0	0	0	0	0	0	38.9	43.2
1600	530	7	503	1	19	0	0	0	0	0	0	0	0	1	0.2	0	0	0	0	39.3	43.8
1700	**596**	**4**	**567**	**0**	**23**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0.2**	**0**	**0**	**0**	**0**	**38.7**	**42.5**
1800	453	6	428	1	17	1	0	0	0	0	0	0	0	1	0.2	0	0	0	0	39.1	43.2
1900	279	3	267	1	8	0	0	0	0	0	0	0	0	1	0.4	0	0	0	0	39.7	45.2
2000	250	2	240	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.8	45.6
2100	154	2	150	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.5	44.3
2200	82	0	80	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.1	43.2
2300	57	0	56	0	1	0	0	0	0	0	0	0	0	1	1.8	0	0	0	0	41.4	46.8
07-19	**5086**	**46**	**4695**	**17**	**298**	**15**	**1**	**3**	**6**	**2**	**3**	**0**	**0**	**6**	**0.1**	**1**	**0**	**0**	**0**	**38.4**	**42.7**
06-22	**5940**	**53**	**5511**	**18**	**325**	**15**	**1**	**4**	**7**	**3**	**3**	**0**	**0**	**7**	**0.1**	**1**	**0**	**0**	**0**	**38.6**	**42.9**
06-00	**6079**	**53**	**5647**	**18**	**328**	**15**	**1**	**4**	**7**	**3**	**3**	**0**	**0**	**8**	**0.1**	**1**	**0**	**0**	**0**	**38.6**	**42.9**
00-00	**6273**	**53**	**5833**	**18**	**336**	**15**	**1**	**4**	**7**	**3**	**3**	**0**	**0**	**8**	**0.1**	**1**	**0**	**0**	**0**	**38.7**	**43.2**

NDC

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Both Directions

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

Friday 14 July 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	28	0	27	0	1	0	0	0	0	0	0	0	0	1	3.6	0	0	0	0	44.1	50.6
0100	13	0	11	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	42.3	47.9
0200	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.5	-
0300	17	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1	43.8
0400	31	0	27	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.5	45
0500	113	2	104	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.5	45.9
0600	159	1	147	0	10	0	0	0	1	0	0	0	0	0	0	0	0	0	0	41.5	47
0700	329	6	294	1	22	1	2	0	1	1	1	0	0	1	0.3	0	0	0	0	38.7	43.8
0800	**488**	**0**	**445**	**3**	**36**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36.6**	**41.6**
0900	372	4	345	0	20	1	1	0	0	1	0	0	0	0	0	0	0	0	0	36.5	40.7
1000	384	2	347	4	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	40.9
1100	370	1	333	3	32	0	0	0	0	1	0	0	0	0	0	0	0	0	0	37.6	41.6
1200	437	1	411	1	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	41.8
1300	438	1	408	2	25	1	0	0	0	0	1	0	0	0	0	0	0	0	0	37.4	41.4
1400	465	4	428	0	28	1	1	1	1	0	1	0	0	0	0	0	0	0	0	38.5	42.5
1500	501	3	464	0	33	0	1	0	0	0	0	0	0	3	0.6	1	0.2	1	0.2	39.4	43.8
1600	**653**	**3**	**612**	**2**	**35**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39.1**	**43.2**
1700	596	3	564	5	22	1	0	0	0	1	0	0	0	0	0	0	0	0	0	39.5	44.3
1800	444	4	421	1	17	0	1	0	0	0	0	0	0	2	0.5	0	0	0	0	40.3	44.7
1900	334	1	324	0	9	0	0	0	0	0	0	0	0	1	0.3	0	0	0	0	39.9	44.3
2000	241	1	234	0	6	0	0	0	0	0	0	0	0	1	0.4	0	0	0	0	40.4	46.1
2100	128	1	123	0	4	0	0	0	0	0	0	0	0	1	0.8	0	0	0	0	39.7	45.9
2200	107	0	101	0	6	0	0	0	0	0	0	0	0	2	1.9	0	0	0	0	38.8	43.4
2300	74	1	70	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	44.3
07-19	**5477**	**32**	**5072**	**22**	**324**	**8**	**7**	**1**	**4**	**4**	**3**	**0**	**0**	**6**	**0.1**	**1**	**0**	**1**	**0**	**38.3**	**42.9**
06-22	**6339**	**36**	**5900**	**22**	**353**	**8**	**7**	**1**	**5**	**4**	**3**	**0**	**0**	**9**	**0.1**	**1**	**0**	**1**	**0**	**38.6**	**43.2**
06-00	**6520**	**37**	**6071**	**22**	**362**	**8**	**7**	**1**	**5**	**4**	**3**	**0**	**0**	**11**	**0.2**	**1**	**0**	**1**	**0**	**38.6**	**43.2**
00-00	**6730**	**39**	**6265**	**22**	**374**	**8**	**7**	**1**	**5**	**6**	**3**	**0**	**0**	**12**	**0.2**	**1**	**0**	**1**	**0**	**38.7**	**43.4**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Both Directions

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

Saturday 15 July 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	43	0	41	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.5	44.7
0100	20	0	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.7	44.5
0200	20	0	18	0	2	0	0	0	0	0	0	0	0	2	10	0	0	0	0	44.6	52.8
0300	21	0	21	0	0	0	0	0	0	0	0	0	0	3	14.3	2	9.5	0	0	43.3	56.6
0400	24	1	20	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.6	48.3
0500	38	0	37	0	1	0	0	0	0	0	0	0	0	1	2.6	0	0	0	0	41.9	46.3
0600	59	2	54	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.7	44.7
0700	93	1	87	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.2	45
0800	228	3	210	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.2	42.9
0900	335	1	308	2	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.8	42.1
1000	406	2	381	4	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	40.7
1100	**420**	**0**	**400**	**2**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37.7**	**41.6**
1200	**471**	**7**	**455**	**2**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37.9**	**42.3**
1300	446	4	425	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.7	43.2
1400	441	4	415	3	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	42.7
1500	366	2	345	3	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.7	42.3
1600	410	5	395	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.3	43.6
1700	394	5	373	5	9	1	0	0	0	0	1	0	0	0	0	0	0	0	0	38.8	43.4
1800	309	2	300	1	6	0	0	0	0	0	0	0	0	1	0.3	0	0	0	0	40.1	44.7
1900	264	4	249	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.5	45.6
2000	211	0	204	0	7	0	0	0	0	0	0	0	0	2	0.9	0	0	0	0	40.5	45
2100	135	0	132	0	3	0	0	0	0	0	0	0	0	1	0.7	0	0	0	0	41	47.6
2200	127	2	120	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	43.2
2300	81	0	78	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.5	43.8
07-19	**4319**	**36**	**4094**	**24**	**161**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**38.3**	**42.9**
06-22	**4988**	**42**	**4733**	**26**	**183**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0.1**	**0**	**0**	**0**	**0**	**38.6**	**43.4**
06-00	**5196**	**44**	**4931**	**26**	**191**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0.1**	**0**	**0**	**0**	**0**	**38.6**	**43.4**
00-00	**5362**	**45**	**5087**	**26**	**200**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**10**	**0.2**	**2**	**0**	**0**	**0**	**38.7**	**43.6**

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Both Directions

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

Sunday 16 July 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	58	0	56	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	45.2
0100	29	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	47.6
0200	19	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.8	42.3
0300	18	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	45
0400	22	0	19	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	40
0500	39	1	34	1	3	0	0	0	0	0	0	0	0	1	2.6	0	0	0	0	39.8	44.5
0600	47	3	41	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.5	44.5
0700	83	3	77	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.7	46.8
0800	103	3	94	0	5	0	1	0	0	0	0	0	0	1	1	0	0	0	0	38.5	43.4
0900	220	10	199	2	9	0	0	0	0	0	0	0	0	2	0.9	0	0	0	0	38.9	43.8
1000	308	7	288	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.2	42.9
1100	**367**	**9**	**342**	**0**	**15**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38.1**	**42.9**
1200	**427**	**8**	**400**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37.9**	**42.9**
1300	386	4	374	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.7	43.6
1400	**427**	**6**	**408**	**2**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0.2**	**1**	**0.2**	**0**	**0**	**39.4**	**43.8**
1500	354	7	337	2	6	1	1	0	0	0	0	0	0	1	0.3	0	0	0	0	40	44.3
1600	360	5	342	2	11	0	0	0	0	0	0	0	0	2	0.6	0	0	0	0	39.4	43.4
1700	297	9	277	2	9	0	0	0	0	0	0	0	0	2	0.7	0	0	0	0	40.3	44.3
1800	245	6	232	0	7	0	0	0	0	0	0	0	0	2	0.8	0	0	0	0	40.2	44.3
1900	246	3	236	1	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	39.7	45
2000	204	4	191	1	8	0	0	0	0	0	0	0	0	1	0.5	0	0	0	0	39.6	44.7
2100	110	2	106	0	2	0	0	0	0	0	0	0	0	1	0.9	0	0	0	0	40.8	47
2200	53	0	52	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.4	48.8
2300	38	0	37	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	45.2
07-19	**3577**	**77**	**3370**	**10**	**115**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0.3**	**1**	**0**	**0**	**0**	**39**	**43.8**
06-22	**4184**	**89**	**3944**	**12**	**133**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**13**	**0.3**	**1**	**0**	**0**	**0**	**39.1**	**44.1**
06-00	**4275**	**89**	**4033**	**12**	**135**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**13**	**0.3**	**1**	**0**	**0**	**0**	**39.2**	**44.1**
00-00	**4460**	**90**	**4207**	**13**	**144**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**14**	**0.3**	**1**	**0**	**0**	**0**	**39.2**	**44.1**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Both Directions

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

Monday 17 July 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	18	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.7	46.1
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	-
0200	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.8	-
0300	19	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.8	43.4
0400	33	1	30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.3	46.3
0500	129	4	119	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.6	46.3
0600	175	3	160	0	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	41.1	45.6
0700	324	3	299	1	19	0	1	0	1	0	0	0	0	0	0	0	0	0	0	40.1	44.1
0800	**524**	**2**	**478**	**1**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0.6**	**2**	**0.4**	**0**	**0**	**39.4**	**43.2**
0900	379	7	332	1	37	2	0	0	0	0	0	0	0	1	0.3	1	0.3	0	0	37.7	41.6
1000	348	4	309	4	29	1	0	1	0	0	0	0	0	0	0	0	0	0	0	37.3	41.8
1100	352	2	314	1	33	0	0	1	0	0	1	0	0	0	0	0	0	0	0	37.7	42.1
1200	359	8	331	1	18	0	0	1	0	0	0	0	0	0	0	0	0	0	0	38.6	42.7
1300	398	1	376	1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	42.9
1400	418	5	390	1	19	0	1	1	0	0	1	0	0	1	0.2	0	0	0	0	38.6	43.2
1500	442	7	403	1	29	0	0	0	0	1	1	0	0	0	0	0	0	0	0	38.5	42.7
1600	581	7	530	6	32	0	2	2	1	1	0	0	0	0	0	0	0	0	0	37.8	42.3
1700	**603**	**8**	**570**	**4**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39.1**	**43.2**
1800	386	5	363	2	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	39.4	44.1
1900	298	5	286	1	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	39.6	44.1
2000	208	1	196	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.5	43.2
2100	138	4	126	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	44.7
2200	96	2	89	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	43.4
2300	48	0	45	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.2	46.8
07-19	**5114**	**59**	**4695**	**24**	**315**	**3**	**5**	**6**	**2**	**2**	**3**	**0**	**0**	**5**	**0.1**	**3**	**0.1**	**0**	**0**	**38.6**	**42.9**
06-22	**5933**	**72**	**5463**	**31**	**342**	**4**	**7**	**6**	**2**	**3**	**3**	**0**	**0**	**5**	**0.1**	**3**	**0.1**	**0**	**0**	**38.7**	**43.2**
06-00	**6077**	**74**	**5597**	**33**	**348**	**4**	**7**	**6**	**2**	**3**	**3**	**0**	**0**	**5**	**0.1**	**3**	**0**	**0**	**0**	**38.7**	**43.2**
00-00	**6290**	**79**	**5795**	**33**	**358**	**4**	**7**	**6**	**2**	**3**	**3**	**0**	**0**	**5**	**0.1**	**3**	**0**	**0**	**0**	**38.8**	**43.4**

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Both Directions

7719 / Deep Car Farm
Jul-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	29	0	28	0	1	0	0	0	0	0	0	0	0	0	0.5	0	0	0	0	40.5	46.5
0100	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.5	47.6
0200	13	0	12	0	1	0	0	0	0	0	0	0	0	0	2.2	0	0	0	0	40.8	47.2
0300	17	0	16	0	0	0	0	0	0	0	0	0	0	0	2.6	0	1.7	0	0	41.1	46.3
0400	29	0	26	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1	46.1
0500	94	1	89	0	4	0	0	0	0	0	0	0	0	0	0.3	0	0	0	0	41	46.1
0600	136	2	124	0	8	0	0	0	1	0	0	0	0	0	0	0	0	0	0	40.9	45.6
0700	273	4	248	1	18	1	1	0	1	0	1	0	0	0	0.2	0	0	0	0	39.2	44.1
0800	**405**	**2**	**363**	**1**	**36**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0.1**	**0**	**0.1**	**0**	**0**	**38.5**	**42.9**
0900	335	3	304	1	25	1	0	0	0	0	0	0	0	0	0.1	0	0	0	0	37.4	41.8
1000	353	4	323	2	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	41.6
1100	368	3	337	1	25	0	0	0	0	0	0	0	0	0	0.1	0	0	0	0	37.5	41.6
1200	406	4	379	1	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9	42.1
1300	408	4	380	1	21	0	0	0	0	0	0	0	0	0	0.1	0	0	0	0	38	42.5
1400	428	4	398	2	21	0	0	0	0	0	0	0	0	1	0.1	0	0.1	0	0	38.4	42.7
1500	439	5	407	1	23	0	0	1	1	0	0	0	0	1	0.1	0	0	0	0	38.6	42.9
1600	516	6	484	2	23	0	0	0	0	0	0	0	0	1	0.2	0	0	0	0	38.9	43.2
1700	**528**	**5**	**502**	**2**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0.1**	**0**	**0**	**0**	**0**	**39.2**	**43.4**
1800	385	5	366	1	13	0	1	0	0	0	0	0	0	1	0.3	0	0	0	0	39.3	43.8
1900	289	3	277	1	8	0	0	0	0	0	0	0	0	0	0.1	0	0	0	0	39.6	44.3
2000	224	1	215	0	8	0	0	0	0	0	0	0	0	1	0.3	0	0	0	0	39.8	45
2100	137	2	131	1	4	0	0	0	0	0	0	0	0	1	0.4	0	0	0	0	39.7	45.4
2200	93	1	89	0	4	0	0	0	0	0	0	0	0	1	0.6	0	0	0	0	39	44.7
2300	55	0	52	0	2	0	0	0	0	0	0	0	0	0	0.3	0	0	0	0	39.4	45.6
07-19	**4845**	**51**	**4490**	**17**	**265**	**6**	**5**	**3**	**4**	**2**	**2**	**0**	**0**	**6**	**0.1**	**1**	**0**	**0**	**0**	**38.4**	**42.7**
06-22	**5631**	**58**	**5237**	**20**	**293**	**6**	**5**	**3**	**5**	**2**	**2**	**0**	**0**	**8**	**0.1**	**1**	**0**	**0**	**0**	**38.6**	**43.2**
06-00	**5779**	**59**	**5378**	**20**	**298**	**6**	**5**	**3**	**5**	**2**	**2**	**0**	**0**	**9**	**0.1**	**1**	**0**	**0**	**0**	**38.6**	**43.2**
00-00	**5974**	**60**	**5562**	**20**	**308**	**6**	**5**	**3**	**5**	**2**	**2**	**0**	**0**	**10**	**0.2**	**2**	**0**	**0**	**0**	**38.7**	**43.2**

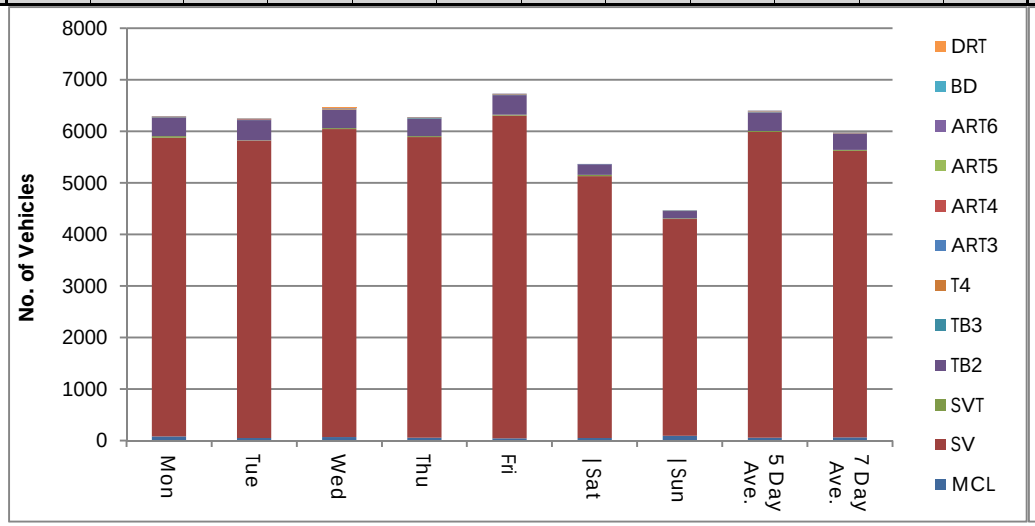
Site 1
Location Dinnington Road - Attached to right bend sign
Direction Both Directions

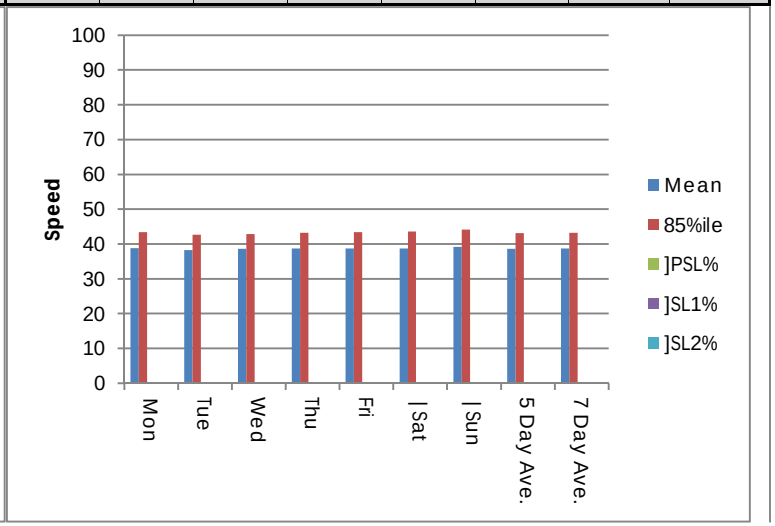
7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

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	6290	79	5795	33	358	4	7	6	2	3	3	0	0	5	0.1	3	0	0	0	38.8	43.4
Tue	6250	48	5770	11	388	7	5	3	12	3	3	0	0	4	0.1	2	0	0	0	38.3	42.7
Wed	6454	68	5976	17	358	3	13	7	7	1	2	0	2	15	0.2	1	0	0	0	38.6	42.9
Thu	6273	53	5833	18	336	15	1	4	7	3	3	0	0	8	0.1	1	0	0	0	38.7	43.2
Fri	6730	39	6265	22	374	8	7	1	5	6	3	0	0	12	0.2	1	0	1	0	38.7	43.4
| Sat	5362	45	5087	26	200	3	0	0	0	0	1	0	0	10	0.2	2	0	0	0	38.7	43.6
| Sun	4460	90	4207	13	144	2	3	1	0	0	0	0	0	14	0.3	1	0	0	0	39.2	44.1
5 Day Ave.	**6399**	**57**	**5928**	**20**	**363**	**7**	**7**	**4**	**7**	**3**	**3**	**0**	**0**	**9**	**0.1**	**2**	**0.0**	**0**	**0.0**	**38.6**	**43.1**
7 Day Ave.	**5974**	**60**	**5562**	**20**	**308**	**6**	**5**	**3**	**5**	**2**	**2**	**0**	**0**	**10**	**0.2**	**2**	**0.0**	**0**	**0.0**	**38.7**	**43.2**
--	**41819**	**422**	**38933**	**140**	**2158**	**42**	**36**	**22**	**33**	**16**	**15**	**0**	**2**	**68**	**0.2**	**11**	**0.0**	**1**	**0.0**	**38.7**	**43.2**

Summary Graphs





Site 1
Location Dinnington Road - Attached to right bend sign
Direction Both Directions

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

Tuesday 11 July 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	0	1	3	8	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	0	0	0	2	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	8	0	0	0	0	0	0	2	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	17	0	0	0	0	0	1	3	1	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	30	0	0	0	0	0	0	5	10	8	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	117	0	0	0	0	0	0	11	41	40	16	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	173	0	0	0	1	0	1	15	60	60	33	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	369	0	0	2	0	7	7	48	162	115	22	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**528**	**0**	**0**	**0**	**0**	**4**	**10**	**102**	**243**	**133**	**31**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	328	0	0	0	0	1	18	89	131	72	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	341	0	0	0	0	0	11	97	160	61	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	379	0	0	0	2	0	14	107	186	55	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	379	0	1	0	0	1	11	87	179	79	16	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	416	0	0	0	0	1	10	124	159	97	22	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	414	0	0	0	0	0	7	99	189	96	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	463	0	0	0	0	0	14	144	176	107	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	523	0	0	0	3	0	7	83	241	155	30	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**601**	**0**	**0**	**0**	**0**	**0**	**1**	**70**	**278**	**196**	**49**	**4**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	397	0	0	0	1	0	3	82	174	109	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	284	0	0	1	0	3	3	38	141	82	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	195	0	0	0	0	0	1	21	87	60	22	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	136	0	0	0	0	0	3	23	55	40	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	87	0	0	0	0	0	8	12	32	24	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	42	0	0	0	0	0	2	9	13	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**5138**	**0**	**1**	**2**	**6**	**14**	**113**	**1132**	**2278**	**1275**	**272**	**33**	**8**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**5926**	**0**	**1**	**3**	**7**	**17**	**121**	**1229**	**2621**	**1517**	**352**	**45**	**9**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**6055**	**0**	**1**	**3**	**7**	**17**	**131**	**1250**	**2666**	**1554**	**364**	**47**	**11**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**6250**	**0**	**1**	**3**	**7**	**18**	**132**	**1274**	**2724**	**1623**	**393**	**54**	**17**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Both Directions

Wednesday 12 July 2017

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

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	16	0	0	0	0	0	2	3	6	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	11	0	0	0	0	0	2	1	2	3	3	0	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	1	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	15	0	0	0	0	0	0	3	3	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	30	0	0	0	0	0	0	5	12	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	122	0	0	1	0	0	0	13	41	47	14	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	165	0	0	0	0	0	0	12	50	68	26	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	336	0	0	3	1	0	10	31	118	122	42	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**499**	**0**	**0**	**1**	**0**	**10**	**3**	**54**	**222**	**171**	**34**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	348	0	1	0	0	9	7	77	168	75	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	336	0	0	2	1	1	12	75	158	72	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	347	0	0	0	4	2	5	105	146	66	12	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	400	0	0	3	2	2	15	95	182	77	13	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	386	0	2	0	3	2	20	96	171	73	14	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	428	0	0	1	0	0	15	110	179	95	21	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	492	0	0	0	5	0	7	95	230	134	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	558	0	0	0	2	7	7	50	261	182	36	10	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**610**	**0**	**0**	**0**	**2**	**1**	**18**	**74**	**281**	**204**	**24**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	463	0	0	2	12	5	9	55	201	144	25	7	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	320	0	0	0	0	0	6	39	132	113	21	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	260	0	0	1	0	0	2	27	111	83	27	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	158	0	0	0	2	0	6	18	73	41	12	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	102	0	0	0	0	0	1	14	40	22	16	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	42	0	0	0	0	1	2	6	15	11	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**5203**	**0**	**3**	**12**	**32**	**39**	**128**	**917**	**2317**	**1415**	**263**	**57**	**10**	**6**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**6106**	**0**	**3**	**13**	**34**	**39**	**142**	**1013**	**2683**	**1720**	**349**	**83**	**14**	**6**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**6250**	**0**	**3**	**13**	**34**	**40**	**145**	**1033**	**2738**	**1753**	**371**	**88**	**17**	**7**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**6454**	**0**	**3**	**14**	**34**	**40**	**149**	**1059**	**2805**	**1827**	**394**	**95**	**19**	**7**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Both Directions

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

Thursday 13 July 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	2	1	7	9	4	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	0	1	3	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	15	0	0	0	0	0	1	2	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	0	0	0	1	4	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	33	0	0	0	0	0	2	4	8	12	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	103	0	0	0	0	0	0	2	44	38	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	171	0	0	0	0	0	3	21	50	69	22	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	379	0	0	1	2	6	5	62	145	118	37	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**462**	**0**	**0**	**0**	**1**	**0**	**14**	**54**	**182**	**174**	**32**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	365	0	0	0	0	1	5	96	172	81	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	348	0	2	2	4	8	15	92	136	76	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	343	0	0	1	1	0	14	90	152	68	15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	367	0	0	0	0	0	4	69	174	108	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	385	0	0	1	1	0	8	87	164	95	21	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	401	0	0	2	2	1	13	80	183	87	26	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	457	0	0	0	1	1	6	76	198	136	35	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	530	0	0	0	1	3	6	71	227	170	43	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**596**	**0**	**0**	**0**	**0**	**1**	**8**	**96**	**292**	**159**	**28**	**9**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	453	0	0	2	0	1	5	75	193	134	32	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	279	0	0	0	1	0	3	42	107	81	40	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	250	0	0	1	0	0	6	42	76	78	40	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	154	0	0	0	0	0	1	32	57	42	10	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	82	0	0	0	0	0	6	17	33	16	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	57	0	0	0	0	0	0	3	24	17	9	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**5086**	**0**	**2**	**9**	**13**	**22**	**103**	**948**	**2218**	**1406**	**299**	**45**	**15**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**5940**	**0**	**2**	**10**	**14**	**22**	**116**	**1085**	**2508**	**1676**	**411**	**72**	**17**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**6079**	**0**	**2**	**10**	**14**	**22**	**122**	**1105**	**2565**	**1709**	**426**	**78**	**18**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**6273**	**0**	**2**	**10**	**14**	**22**	**127**	**1116**	**2636**	**1777**	**456**	**86**	**19**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NDC
NATIONWIDE DATA COLLECTION

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Both Directions

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

Friday 14 July 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	28	0	0	0	0	0	0	2	10	5	5	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	13	0	0	0	0	0	0	2	2	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	8	0	0	0	0	0	1	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	17	0	0	0	0	0	0	4	3	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	31	0	0	0	0	0	0	5	13	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	113	0	0	1	0	1	0	8	37	39	17	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	159	0	0	0	0	0	2	7	56	60	24	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	329	0	0	3	5	1	9	45	132	103	25	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**488**	**0**	**0**	**4**	**4**	**18**	**28**	**104**	**195**	**112**	**21**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	372	0	0	1	4	0	16	123	150	56	16	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	384	0	2	0	0	0	11	107	181	69	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	370	0	1	0	0	0	11	90	173	73	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	437	0	0	0	0	1	11	102	208	94	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	438	0	0	0	7	0	21	96	189	100	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	465	0	0	0	0	2	16	79	207	129	26	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	501	0	0	1	0	0	5	76	216	152	42	5	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**653**	**0**	**0**	**0**	**0**	**1**	**3**	**94**	**299**	**206**	**42**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	596	0	2	2	1	4	6	65	248	199	56	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	444	0	0	1	2	2	3	44	157	171	47	12	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	334	0	0	0	0	0	2	45	136	108	33	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	241	0	0	0	0	0	3	34	89	68	31	9	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	128	0	0	0	1	0	1	21	52	27	19	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	107	0	0	0	0	0	3	25	40	26	5	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	74	0	0	0	0	0	7	13	24	21	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**5477**	**0**	**5**	**12**	**23**	**29**	**140**	**1025**	**2355**	**1464**	**344**	**61**	**13**	**3**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**6339**	**0**	**5**	**12**	**24**	**29**	**148**	**1132**	**2688**	**1727**	**451**	**91**	**23**	**6**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**6520**	**0**	**5**	**12**	**24**	**29**	**158**	**1170**	**2752**	**1774**	**461**	**100**	**24**	**8**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**6730**	**0**	**5**	**13**	**24**	**30**	**159**	**1192**	**2819**	**1841**	**495**	**110**	**30**	**8**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Both Directions

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

Saturday 15 July 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	43	0	0	0	0	0	2	4	19	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	20	0	0	0	0	0	0	3	5	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	20	0	0	0	0	0	1	0	7	2	6	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	21	0	0	0	0	0	2	3	4	5	3	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	24	0	0	0	0	0	0	2	8	4	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	38	0	0	0	0	0	2	1	12	12	7	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	59	0	0	1	1	0	1	2	22	23	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	93	0	0	0	0	0	2	19	37	20	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	228	0	0	0	2	0	11	39	106	51	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	335	0	0	0	0	1	8	72	162	71	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	406	0	0	3	4	2	17	113	182	76	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**420**	**0**	**0**	**0**	**0**	**3**	**18**	**90**	**189**	**97**	**19**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**471**	**0**	**0**	**1**	**0**	**1**	**7**	**111**	**196**	**127**	**24**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	446	0	0	0	3	0	15	72	186	134	26	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	441	0	2	0	2	2	9	76	189	128	28	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	366	0	0	0	0	1	0	68	168	106	19	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	410	0	0	2	0	0	3	59	169	136	35	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	394	0	0	0	0	0	19	61	162	113	32	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	309	0	0	0	0	0	7	38	111	111	33	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	264	0	0	0	0	1	4	34	82	93	40	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	211	0	0	0	0	0	6	20	79	71	22	9	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	135	0	0	0	0	1	2	16	49	30	30	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	127	0	0	0	0	0	9	25	46	33	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	81	0	0	0	0	0	4	16	34	16	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**4319**	**0**	**2**	**6**	**11**	**10**	**116**	**818**	**1857**	**1170**	**266**	**42**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**4988**	**0**	**2**	**7**	**12**	**12**	**129**	**890**	**2089**	**1387**	**367**	**63**	**26**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**5196**	**0**	**2**	**7**	**12**	**12**	**142**	**931**	**2169**	**1436**	**387**	**66**	**28**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**5362**	**0**	**2**	**7**	**12**	**12**	**149**	**944**	**2224**	**1481**	**417**	**73**	**31**	**7**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Both Directions

Sunday 16 July 2017

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

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	58	0	0	0	0	0	0	12	23	13	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	29	0	0	0	0	0	0	1	13	7	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	19	0	0	0	0	0	0	1	11	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	18	0	0	0	0	0	1	3	6	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	22	0	0	0	0	0	0	3	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	39	0	0	0	0	0	1	9	13	10	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	47	0	0	1	2	0	0	8	13	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	83	0	0	1	2	0	1	16	20	25	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	103	0	0	2	2	2	0	8	54	23	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	220	0	1	3	1	4	3	30	71	85	17	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	308	0	0	3	2	2	6	54	133	83	24	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**367**	**0**	**0**	**3**	**2**	**2**	**10**	**64**	**165**	**91**	**26**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**427**	**0**	**6**	**3**	**3**	**1**	**7**	**64**	**186**	**126**	**28**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	386	0	0	2	2	0	4	63	180	97	30	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	**427**	**0**	**0**	**0**	**0**	**1**	**6**	**64**	**167**	**144**	**37**	**7**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500	354	0	0	0	1	1	1	42	133	136	34	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	360	0	0	3	0	1	8	43	139	128	26	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	297	0	0	0	1	2	1	36	100	116	34	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	245	0	0	0	0	0	0	31	108	75	21	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	246	0	0	2	1	1	11	23	93	76	28	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	204	0	0	0	2	0	6	26	76	64	21	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	110	0	0	0	0	0	2	13	36	35	18	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	53	0	0	0	0	0	2	9	14	16	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	38	0	0	0	0	0	0	8	13	9	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3577**	**0**	**7**	**20**	**16**	**16**	**47**	**515**	**1456**	**1129**	**297**	**49**	**14**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**4184**	**0**	**7**	**23**	**21**	**17**	**66**	**585**	**1674**	**1321**	**370**	**68**	**19**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**4275**	**0**	**7**	**23**	**21**	**17**	**68**	**602**	**1701**	**1346**	**383**	**73**	**21**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**4460**	**0**	**7**	**23**	**21**	**17**	**70**	**631**	**1782**	**1389**	**403**	**80**	**23**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Both Directions

Monday 17 July 2017

7719 / Deep Car Farm
Jul-17
Automatic Traffic Count

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	18	0	0	0	0	0	1	2	2	7	4	2	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	2	1	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	3	2	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	19	0	0	0	0	0	0	3	7	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	33	0	0	0	0	0	0	6	12	8	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	129	0	0	2	1	1	1	11	42	45	18	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	175	0	0	0	0	0	3	16	50	68	31	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	324	0	0	0	1	0	6	30	118	132	30	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**524**	**0**	**0**	**0**	**7**	**2**	**2**	**50**	**243**	**176**	**38**	**3**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	379	0	0	1	5	0	7	74	190	83	16	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	348	0	0	4	6	1	11	63	155	94	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	352	0	0	0	0	4	8	83	156	81	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	359	0	0	2	1	3	7	61	145	108	26	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	398	0	0	1	0	0	7	60	189	107	27	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	418	0	1	4	0	2	4	58	208	106	27	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	442	0	1	0	2	1	11	84	173	137	26	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	581	0	0	2	4	4	31	101	254	147	29	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**603**	**0**	**0**	**1**	**4**	**2**	**10**	**69**	**264**	**201**	**42**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	386	0	0	1	3	1	6	34	177	128	31	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	298	0	0	1	1	2	9	33	108	107	31	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	208	0	1	0	0	0	11	39	76	60	17	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	138	0	1	0	1	1	13	18	39	45	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	96	0	0	1	1	0	6	14	34	29	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	48	0	0	0	0	2	2	11	12	7	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**5114**	**0**	**2**	**16**	**33**	**20**	**110**	**767**	**2272**	**1500**	**323**	**54**	**12**	**1**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**5933**	**0**	**4**	**17**	**35**	**23**	**146**	**873**	**2545**	**1780**	**419**	**71**	**15**	**1**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**6077**	**0**	**4**	**18**	**36**	**25**	**154**	**898**	**2591**	**1816**	**438**	**75**	**17**	**1**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**6290**	**0**	**4**	**20**	**37**	**26**	**156**	**923**	**2658**	**1889**	**467**	**88**	**17**	**1**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Dinnington Road - Attached to right bend sign
Direction Both Directions

7719 / Deep Car Farm
Jul-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	29	0	0	0	0	0	1	4	10	8	4	1	0	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	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	13	0	0	0	0	0	0	1	5	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	17	0	0	0	0	0	1	3	4	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	29	0	0	0	0	0	0	4	11	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	94	0	0	1	0	0	1	8	33	33	13	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	136	0	0	0	1	0	1	12	43	52	22	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	273	0	0	1	2	2	6	36	105	91	26	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**405**	**0**	**0**	**1**	**2**	**5**	**10**	**59**	**178**	**120**	**25**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	335	0	0	1	1	2	9	80	149	75	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	353	0	1	2	2	2	12	86	158	76	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	368	0	0	1	1	2	11	90	167	76	17	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	406	0	1	1	1	1	9	84	181	103	19	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	408	0	0	1	2	0	12	85	177	100	23	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	428	0	0	1	1	1	10	81	189	112	26	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	439	0	0	0	1	1	6	84	185	130	28	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	516	0	0	1	1	2	9	72	227	161	34	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**528**	**0**	**0**	**0**	**1**	**1**	**9**	**67**	**232**	**170**	**38**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	385	0	0	1	3	1	5	51	160	125	31	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	289	0	0	1	0	1	5	36	114	94	29	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	224	0	0	0	0	0	5	30	85	69	26	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	137	0	0	0	1	0	4	20	52	37	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	93	0	0	0	0	0	5	17	34	24	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	55	0	0	0	0	0	2	9	19	13	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**4845**	**0**	**3**	**11**	**19**	**21**	**108**	**875**	**2108**	**1337**	**295**	**49**	**13**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**5631**	**0**	**3**	**12**	**21**	**23**	**124**	**972**	**2401**	**1590**	**388**	**70**	**18**	**5**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**5779**	**0**	**3**	**12**	**21**	**23**	**131**	**998**	**2455**	**1627**	**404**	**75**	**19**	**6**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**5974**	**0**	**3**	**13**	**21**	**24**	**135**	**1020**	**2521**	**1690**	**432**	**84**	**22**	**6**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

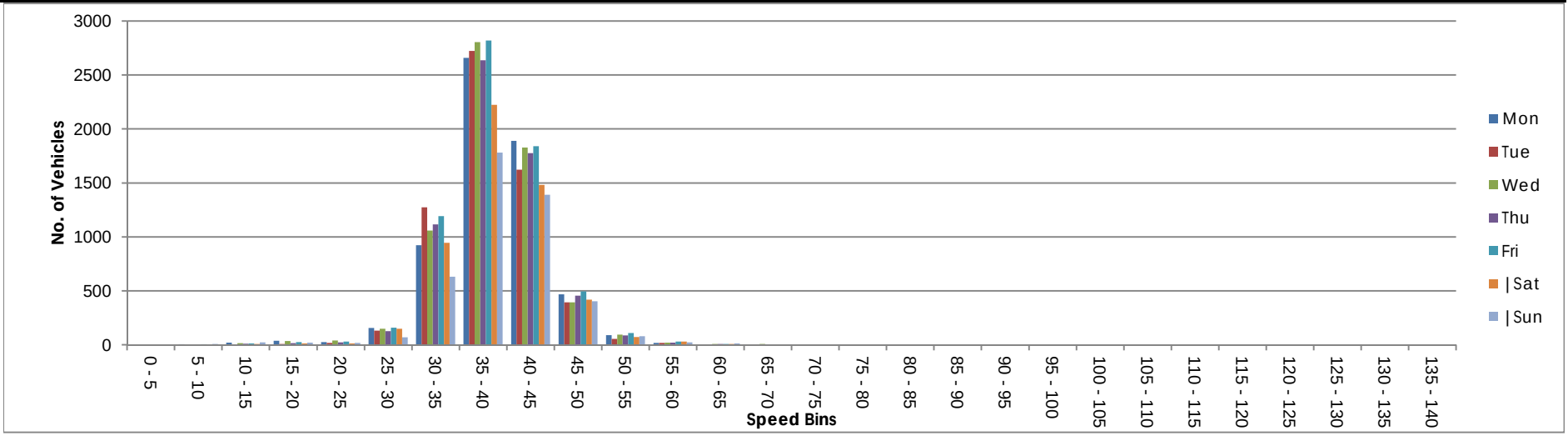
Site 1
Location Dinnington Road - Attached to right bend sign
Direction Both Directions

7719 / Deep Car Farm
Jul-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	6290	0	4	20	37	26	156	923	2658	1889	467	88	17	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	6250	0	1	3	7	18	132	1274	2724	1623	393	54	17	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	6454	0	3	14	34	40	149	1059	2805	1827	394	95	19	7	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	6273	0	2	10	14	22	127	1116	2636	1777	456	86	19	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	6730	0	5	13	24	30	159	1192	2819	1841	495	110	30	8	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
| Sat	5362	0	2	7	12	12	149	944	2224	1481	417	73	31	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
| Sun	4460	0	7	23	21	17	70	631	1782	1389	403	80	23	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	**6399**	**0**	**3**	**12**	**23**	**27**	**145**	**1113**	**2728**	**1791**	**441**	**87**	**20**	**5**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7 Day Ave.	**5974**	**0**	**3**	**13**	**21**	**24**	**135**	**1020**	**2521**	**1690**	**432**	**84**	**22**	**6**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
--	**41819**	**0**	**24**	**90**	**149**	**165**	**942**	**7139**	**17648**	**11827**	**3025**	**586**	**156**	**44**	**18**	**5**	**1**	**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	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

North

Dearden House,
Dearden Street,
Ossett,
West Yorkshire,
WF5 8NR.

Tel: 01924 288040
Fax: 01924 278670

Curtins
Deep Carr Farm
ATC Survey Report
July 2017

PROJECT NO.	7719
CHECKED	R. NAYLOR
DATE	01/08/2017
CONTACT	K. SHORTER
REVISION	

Email: enquiries@nationwidedatacollection.co.uk
Website: www.nationwidedatacollection.co.uk

Registered Office:
Haseley Offfice Centre,
Firs Lane, Warwick, CV35 7LS.
Company Registration No. 6351414
VAT Registration No. 927 4747 89

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General Location Plan

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INTRODUCTION

Nationwide Data Collection (NDC) was instructed by Curtins to undertake Automatic Traffic Counts at four locations in Rotherham.

A general location plan is given below, with site photos included within the results.

AUTOMATIC TRAFFIC COUNTS

Automatic traffic counts were undertaken at the following sites :

Site No.	Location.	Day / Date
1	Dinnington Road - Attached to right bend sign	Tuesday 11th July 2017 - Monday 17th July 2017
2	Woodsetts Lane - attached to right turn ahead sign	Tuesday 11th July 2017 - Monday 17th July 2017
3	Worksop Road - Attached to powered speed sign	Tuesday 11th July 2017 - Monday 17th July 2017
4	Worksop Road - Attached to left turn sign	Tuesday 11th July 2017 - Monday 17th July 2017

METROCOUNT 5600 series automatic traffic counters, attached to pneumatic tubes, were used at all the sites. Data was collected in both directions at both locations.

The survey was carried out with survey hours of 00:00 to 00:00 (24 Hours).

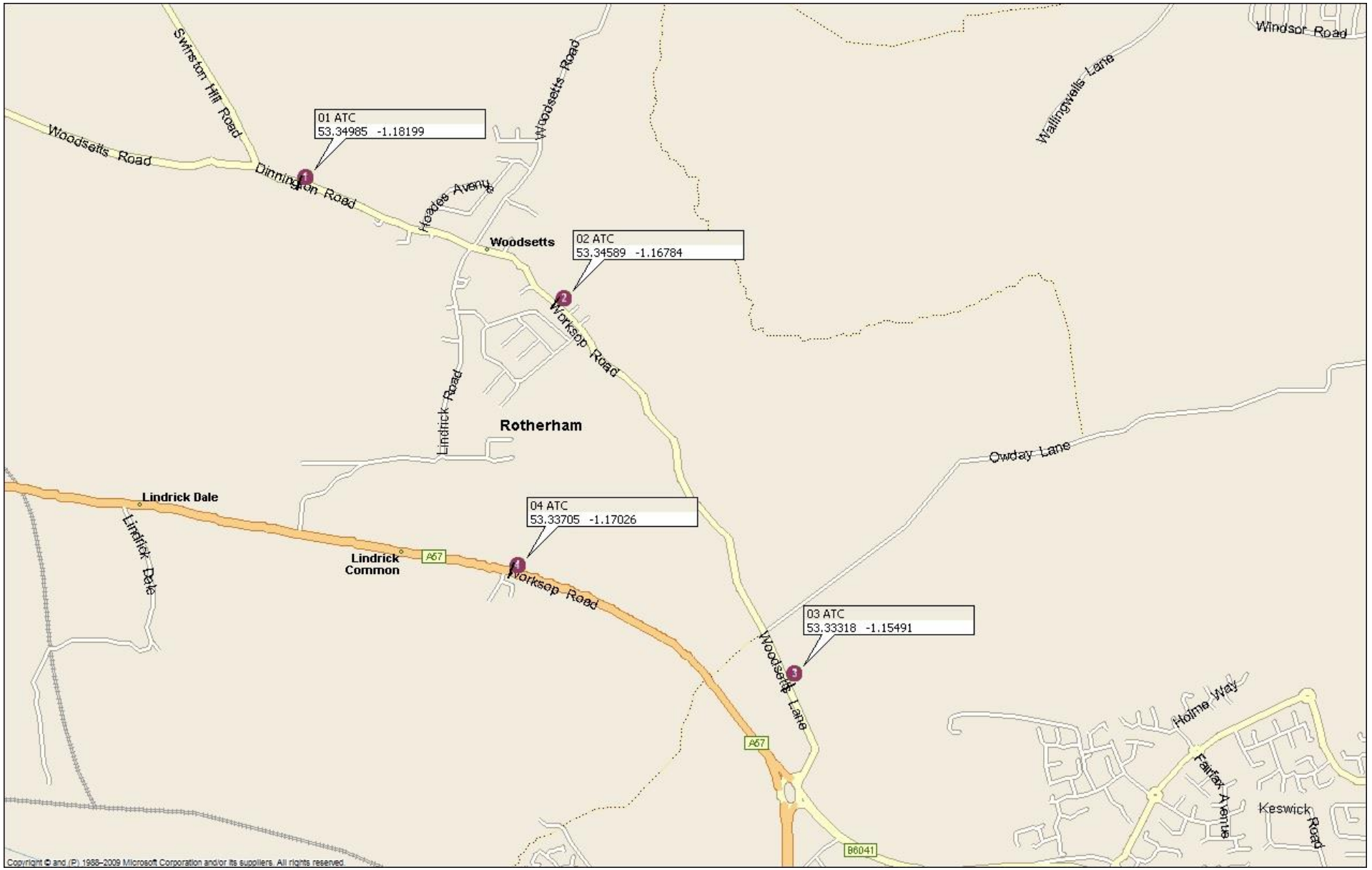
The results have been provided in excel, in hourly totals and includes the following information:

- Total Vehicles
- Class Bin Totals (12 Class)
- Number of Vehicles over Speed Limit
- Percentage of Vehicles over Speed Limit
- Number of Vehicles over Speed Limit 1 (ACPO Standard – 110% Speed Limit + 2mph)
- Percentage of Vehicles over Speed Limit 1
- Number of Vehicles over Speed Limit 2 – (DfT Standard – 100% Speed Limit + 2mph)
- Percentage of Vehicles over Speed Limit 2
- Mean Speed
- 85th Percentile Speed
- Speed Bin Totals (Range 0 to 140mph)

12hr (07:00 to 19:00), 16hr (06:00 to 22:00), 18hr (06:00 to 00:00) and 24hr (00:00 to 00:00) totals are also included along with a virtual day, week and grand total. The peak time period for both the a.m (00:00 to 12:00) and p.m (12:00 to 24:00) are also highlighted.

A detailed description of the vehicles included in each category is provided in Appendix A.

GENERAL LOCATION PLAN



APPENDIX A

VEHICLE CATEGORIES

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		1 (Light)
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		
2	2	Two axle truck or Bus	TB2	4	d(1)>3.2m & axles=2		2 (Medium)
3	2	Three axle truck or Bus	TB3	5	axles=3 & groups=2		
>3	2	Four axle truck	T4	6	axles>3 & groups=2		
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	d(1)>3.2m, axles=3 & groups=3		3 (Heavy)
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		

APPENDIX C

SPEED BINS & DATA HEADINGS

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	Av erage speed
Vpp 85	85th percentile speed

APPENDIX C

SURVEY RESULTS



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Worksop Road - Attached to left turn sign	**Project No:**	7719	**Photo No:**	4	**Drawn By:**	RN
	Survey Date:	Tuesday 11th July 2017 - Monday 17th July 2017	**Project Name:**		Deep Carr Farm			
	Survey Times:	00:00 - 00:00 (24 Hour)	**Title:**		Site Photograph - looking eastbound			

7719 / Deep Car farm
Jul-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
4	Worksop Road - Attached to left turn sign	Eastbound	50	Tuesday 11 July 2017	Monday 17 July 2017	67917	10387	9702	13744	20.2	1888	2.8	398	0.6	46.3	51.0
		Westbound	50	Tuesday 11 July 2017	Monday 17 July 2017	68208	10433	9744	8604	12.6	1682	2.5	334	0.5	44.1	49.2
		Both Directions	50	Tuesday 11 July 2017	Monday 17 July 2017	136125	20820	19446	22348	16.4	3570	2.6	732	0.5	45.2	50.1

Site 4
Location Worksop Road - Attached to left turn sign
Direction Eastbound

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Tuesday 11 July 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	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	53	0	39	0	2	0	0	0	2	5	5	0	0	30	56.6	13	24.5	3	5.7	53.4	60.6
0100	35	0	20	0	4	1	0	0	4	1	5	0	0	24	68.6	4	11.4	1	2.9	51.8	54.1
0200	29	0	13	0	4	1	1	0	0	5	5	0	0	16	55.2	3	10.3	1	3.4	50.7	54.1
0300	45	0	28	0	7	1	0	0	3	3	3	0	0	33	73.3	9	20	2	4.4	52.9	57.9
0400	104	0	75	0	11	0	0	0	2	6	10	0	0	63	60.6	23	22.1	12	11.5	54.1	60.6
0500	232	1	195	2	23	1	1	0	2	3	4	0	0	97	41.8	23	9.9	3	1.3	49.6	55
0600	413	4	316	1	55	4	2	0	5	11	13	1	1	141	34.1	13	3.1	2	0.5	48.1	52.3
0700	691	4	586	2	67	7	1	3	6	6	8	1	0	78	11.3	4	0.6	1	0.1	45.5	49
0800	**762**	**1**	**650**	**6**	**73**	**1**	**8**	**0**	**2**	**10**	**8**	**1**	**2**	**50**	**6.6**	**2**	**0.3**	**1**	**0.1**	**44.3**	**48.3**
0900	581	1	472	3	69	3	2	0	5	16	9	0	1	28	4.8	2	0.3	0	0	43	47.9
1000	475	2	359	0	70	2	3	0	8	15	12	1	3	39	8.2	6	1.3	1	0.2	44.4	48.3
1100	458	1	371	4	52	2	2	0	4	12	9	1	0	48	10.5	2	0.4	0	0	45.4	48.8
1200	530	0	432	0	47	1	5	1	6	27	11	0	0	53	10	2	0.4	2	0.4	44.9	48.3
1300	547	5	460	4	43	2	5	1	5	8	12	0	2	49	9	1	0.2	1	0.2	44.7	48.5
1400	615	5	502	8	60	4	1	1	8	17	7	0	2	73	11.9	3	0.5	0	0	44.9	49.2
1500	633	3	552	4	51	2	2	1	1	11	5	1	0	78	12.3	3	0.5	0	0	45.2	49.4
1600	806	3	713	4	57	3	1	1	7	11	4	0	2	95	11.8	1	0.1	0	0	45.1	49.2
1700	**848**	**2**	**786**	**8**	**31**	**3**	**1**	**1**	**1**	**8**	**7**	**0**	**0**	**68**	**8**	**5**	**0.6**	**0**	**0**	**43.8**	**48.3**
1800	673	0	628	3	27	0	1	0	2	8	4	0	0	138	20.5	12	1.8	0	0	46.5	50.6
1900	437	1	384	1	31	1	0	0	3	10	5	0	1	107	24.5	12	2.7	1	0.2	47.2	51.9
2000	323	0	290	0	14	0	1	0	5	7	5	0	1	98	30.3	14	4.3	2	0.6	48.1	52.1
2100	266	1	234	0	17	0	0	0	2	6	5	1	0	83	31.2	15	5.6	5	1.9	48	52.3
2200	142	0	128	0	5	0	0	0	2	3	4	0	0	63	44.4	13	9.2	4	2.8	49.5	55.3
2300	85	0	71	0	5	1	0	0	0	4	4	0	0	47	55.3	15	17.6	9	10.6	52.4	59.5
07-19	**7619**	**27**	**6511**	**46**	**647**	**30**	**32**	**9**	**55**	**149**	**96**	**5**	**12**	**797**	**10.5**	**43**	**0.6**	**6**	**0.1**	**44.8**	**49**
06-22	**9058**	**33**	**7735**	**48**	**764**	**35**	**35**	**9**	**70**	**183**	**124**	**7**	**15**	**1226**	**13.5**	**97**	**1.1**	**16**	**0.2**	**45.3**	**49.7**
06-00	**9285**	**33**	**7934**	**48**	**774**	**36**	**35**	**9**	**72**	**190**	**132**	**7**	**15**	**1336**	**14.4**	**125**	**1.3**	**29**	**0.3**	**45.4**	**49.7**
00-00	**9783**	**34**	**8304**	**50**	**825**	**40**	**37**	**9**	**85**	**213**	**164**	**7**	**15**	**1599**	**16.3**	**200**	**2**	**51**	**0.5**	**45.7**	**50.1**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Eastbound

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Wednesday 12 July 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	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	66	0	48	0	6	1	0	0	2	4	5	0	0	35	53	15	22.7	4	6.1	52.7	58.6
0100	41	1	25	0	4	0	0	0	1	2	8	0	0	25	61	14	34.1	3	7.3	52.5	60.6
0200	36	0	24	0	5	0	0	0	0	4	3	0	0	25	69.4	7	19.4	6	16.7	53.3	64.9
0300	53	0	37	0	7	0	1	0	3	4	1	0	0	29	54.7	8	15.1	2	3.8	51.6	56.1
0400	101	0	65	0	16	1	3	1	4	5	5	0	1	64	63.4	15	14.9	5	5	52	56.6
0500	301	1	253	0	27	2	1	0	3	8	4	0	2	117	38.9	23	7.6	6	2	48.7	53.7
0600	439	1	319	2	73	4	11	0	5	13	8	0	3	132	30.1	8	1.8	1	0.2	48.5	52.6
0700	757	5	616	13	76	4	5	1	5	14	15	2	1	97	12.8	5	0.7	1	0.1	43.5	49.2
0800	**760**	**2**	**644**	**4**	**66**	**3**	**3**	**0**	**7**	**15**	**13**	**1**	**2**	**162**	**21.3**	**4**	**0.5**	**0**	**0**	**47**	**51**
0900	658	0	530	6	77	7	5	0	7	12	13	1	0	88	13.4	5	0.8	0	0	46.5	49.7
1000	589	3	457	6	72	4	9	0	4	19	10	1	4	85	14.4	2	0.3	0	0	45.9	49.7
1100	514	5	404	9	53	9	6	0	5	13	9	0	1	92	17.9	12	2.3	1	0.2	46.9	50.6
1200	548	1	445	4	53	4	6	0	3	16	14	0	2	87	15.9	7	1.3	0	0	45.9	50.1
1300	592	4	477	8	61	2	3	1	2	21	12	0	1	118	19.9	6	1	1	0.2	46.4	50.6
1400	637	3	526	2	64	2	8	0	4	19	8	0	1	62	9.7	2	0.3	0	0	45.5	49.2
1500	663	4	552	6	63	2	0	1	4	16	14	0	1	133	20.1	7	1.1	0	0	45.8	50.8
1600	765	4	677	7	51	1	2	2	4	7	7	0	3	154	20.1	9	1.2	0	0	47	50.6
1700	**858**	**9**	**780**	**12**	**35**	**2**	**0**	**0**	**5**	**10**	**4**	**0**	**1**	**229**	**26.7**	**11**	**1.3**	**0**	**0**	**47.6**	**51.4**
1800	686	16	623	2	24	0	2	0	3	9	6	0	1	162	23.6	17	2.5	3	0.4	47.5	51
1900	405	1	366	5	23	0	0	0	4	4	2	0	0	174	43	29	7.2	6	1.5	49.8	54.4
2000	334	0	308	3	14	0	0	0	2	5	2	0	0	137	41	27	8.1	3	0.9	50	54.6
2100	242	2	211	3	11	2	0	0	1	5	7	0	0	108	44.6	23	9.5	2	0.8	49.8	55
2200	138	0	113	0	8	0	1	0	2	10	4	0	0	78	56.5	21	15.2	2	1.4	51	56.4
2300	81	1	65	0	5	0	0	0	0	7	3	0	0	37	45.7	20	24.7	11	13.6	53.2	63.8
07-19	**8027**	**56**	**6731**	**79**	**695**	**40**	**49**	**5**	**53**	**171**	**125**	**5**	**18**	**1469**	**18.3**	**87**	**1.1**	**6**	**0.1**	**46.3**	**50.6**
06-22	**9447**	**60**	**7935**	**92**	**816**	**46**	**60**	**5**	**65**	**198**	**144**	**5**	**21**	**2020**	**21.4**	**174**	**1.8**	**18**	**0.2**	**46.8**	**51**
06-00	**9666**	**61**	**8113**	**92**	**829**	**46**	**61**	**5**	**67**	**215**	**151**	**5**	**21**	**2135**	**22.1**	**215**	**2.2**	**31**	**0.3**	**46.9**	**51**
00-00	**10264**	**63**	**8565**	**92**	**894**	**50**	**66**	**6**	**80**	**242**	**177**	**5**	**24**	**2430**	**23.7**	**297**	**2.9**	**57**	**0.6**	**47.1**	**51.4**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Eastbound

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Thursday 13 July 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	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	67	0	40	0	8	1	1	1	2	7	7	0	0	34	50.7	11	16.4	1	1.5	51.3	57.9
0100	28	0	17	0	3	0	1	1	3	1	2	0	0	17	60.7	2	7.1	1	3.6	51.6	55.7
0200	32	0	15	0	5	0	0	0	0	4	8	0	0	23	71.9	4	12.5	0	0	52.3	55.5
0300	48	0	30	0	8	0	0	0	1	5	4	0	0	29	60.4	16	33.3	6	12.5	54.7	63.5
0400	88	0	51	1	16	1	2	0	4	9	4	0	0	47	53.4	12	13.6	2	2.3	51.3	55
0500	266	2	210	0	36	1	3	1	1	5	6	0	1	136	51.1	37	13.9	4	1.5	50.9	56.4
0600	375	4	276	2	60	4	3	0	3	4	17	1	1	158	42.1	29	7.7	3	0.8	49.5	54.4
0700	701	3	582	3	74	5	1	2	3	13	10	2	3	81	11.6	4	0.6	0	0	44.1	49.2
0800	**827**	**4**	**690**	**5**	**88**	**5**	**5**	**0**	**8**	**13**	**9**	**0**	**0**	**92**	**11.1**	**4**	**0.5**	**1**	**0.1**	**44.6**	**49**
0900	616	0	479	4	83	7	3	2	5	17	15	0	1	44	7.1	6	1	1	0.2	44.7	48.1
1000	518	3	419	6	51	3	2	0	7	14	10	0	3	70	13.5	4	0.8	0	0	45.2	49.7
1100	635	4	510	12	67	6	0	0	2	15	13	1	5	33	5.2	2	0.3	2	0.3	44	47.9
1200	588	2	490	5	59	4	4	0	2	8	11	1	2	64	10.9	6	1	0	0	45.1	48.8
1300	647	3	553	6	52	2	1	0	5	19	6	0	0	64	9.9	8	1.2	5	0.8	45.4	49
1400	665	2	574	5	50	5	2	2	2	13	5	1	4	74	11.1	5	0.8	1	0.2	45.1	49.2
1500	659	5	562	6	52	0	3	1	7	17	5	0	1	153	23.2	10	1.5	1	0.2	47.1	51.2
1600	773	1	674	6	61	1	2	2	6	13	5	0	2	175	22.6	6	0.8	0	0	47.1	51.2
1700	**860**	**7**	**777**	**9**	**49**	**0**	**1**	**0**	**3**	**7**	**4**	**1**	**2**	**146**	**17**	**6**	**0.7**	**1**	**0.1**	**46.6**	**50.1**
1800	704	4	648	2	32	2	1	0	2	6	5	2	0	130	18.5	10	1.4	0	0	46.1	50.3
1900	460	3	427	2	18	0	0	1	2	2	3	0	2	136	29.6	10	2.2	1	0.2	47.7	51.9
2000	335	1	302	2	14	0	0	0	4	7	5	0	0	103	30.7	21	6.3	3	0.9	48.6	52.8
2100	245	2	225	0	5	0	1	0	3	5	4	0	0	82	33.5	12	4.9	2	0.8	48.9	53
2200	148	6	126	1	5	0	0	0	1	6	3	0	0	77	52	23	15.5	6	4.1	51.7	56.8
2300	82	0	69	0	5	0	0	2	0	4	2	0	0	36	43.9	13	15.9	3	3.7	50.7	57.9
07-19	**8193**	**38**	**6958**	**69**	**718**	**40**	**25**	**9**	**52**	**155**	**98**	**8**	**23**	**1126**	**13.7**	**71**	**0.9**	**12**	**0.1**	**45.5**	**49.7**
06-22	**9608**	**48**	**8188**	**75**	**815**	**44**	**29**	**10**	**64**	**173**	**127**	**9**	**26**	**1605**	**16.7**	**143**	**1.5**	**21**	**0.2**	**45.9**	**50.1**
06-00	**9838**	**54**	**8383**	**76**	**825**	**44**	**29**	**12**	**65**	**183**	**132**	**9**	**26**	**1718**	**17.5**	**179**	**1.8**	**30**	**0.3**	**46**	**50.3**
00-00	**10367**	**56**	**8746**	**77**	**901**	**47**	**36**	**15**	**76**	**214**	**163**	**9**	**27**	**2004**	**19.3**	**261**	**2.5**	**44**	**0.4**	**46.3**	**50.8**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Eastbound

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Friday 14 July 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	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	52	0	31	0	5	0	3	0	2	5	6	0	0	34	65.4	12	23.1	4	7.7	53.5	60.6
0100	27	0	14	0	6	0	0	0	1	4	2	0	0	17	63	7	25.9	5	18.5	54.6	65.8
0200	34	0	25	0	1	0	1	0	1	2	4	0	0	18	52.9	6	17.6	2	5.9	52	57.3
0300	53	0	33	0	8	1	0	1	2	6	2	0	0	24	45.3	8	15.1	4	7.5	51.8	56.8
0400	83	0	42	0	17	0	4	0	3	8	9	0	0	49	59	15	18.1	6	7.2	52.9	57.7
0500	235	2	190	0	26	1	0	0	1	11	4	0	0	109	46.4	24	10.2	4	1.7	50.3	54.8
0600	414	5	292	4	72	4	5	0	4	17	10	1	0	141	34.1	22	5.3	5	1.2	48.7	52.6
0700	684	3	561	7	72	1	5	0	4	11	12	1	7	98	14.3	1	0.1	0	0	45.7	49.9
0800	**734**	**2**	**625**	**5**	**70**	**1**	**2**	**0**	**3**	**10**	**13**	**1**	**2**	**62**	**8.4**	**1**	**0.1**	**1**	**0.1**	**44.6**	**48.5**
0900	622	3	482	7	86	3	6	1	10	14	8	1	1	57	9.2	4	0.6	1	0.2	44.5	48.3
1000	624	2	520	11	57	4	0	0	1	15	9	1	4	36	5.8	0	0	0	0	44.2	47.9
1100	654	3	511	13	76	2	3	0	8	25	10	2	1	46	7	1	0.2	0	0	44.1	48.1
1200	654	2	558	7	54	1	4	1	4	10	12	0	1	54	8.3	2	0.3	0	0	44.2	48.5
1300	766	2	661	9	63	2	5	0	6	15	3	0	0	81	10.6	4	0.5	0	0	45.1	49
1400	**892**	**6**	**791**	**10**	**52**	**0**	**5**	**0**	**7**	**10**	**8**	**0**	**3**	**107**	**12**	**6**	**0.7**	**0**	**0**	**44.7**	**49.2**
1500	824	10	726	15	52	1	0	0	1	8	6	4	1	95	11.5	4	0.5	0	0	44.5	49.2
1600	880	9	785	14	40	1	1	0	5	10	11	1	3	164	18.6	18	2	2	0.2	45.7	50.6
1700	881	9	795	12	44	1	0	0	4	6	8	0	2	223	25.3	11	1.2	0	0	47.4	51.2
1800	726	2	653	14	42	3	0	2	2	3	3	1	1	190	26.2	11	1.5	0	0	46.4	51.4
1900	535	2	493	8	22	1	0	0	1	4	4	0	0	118	22.1	9	1.7	0	0	47.1	51
2000	364	0	335	2	9	0	0	2	4	5	7	0	0	119	32.7	22	6	3	0.8	48.6	52.6
2100	280	1	261	1	9	0	1	0	4	1	2	0	0	78	27.9	10	3.6	2	0.7	47.9	52.1
2200	195	0	172	1	9	0	1	0	3	6	3	0	0	70	35.9	15	7.7	4	2.1	49.4	54.6
2300	145	0	127	1	11	0	1	0	1	3	1	0	0	70	48.3	20	13.8	5	3.4	51.1	56.1
07-19	**8941**	**53**	**7668**	**124**	**708**	**20**	**31**	**4**	**55**	**137**	**103**	**12**	**26**	**1213**	**13.6**	**63**	**0.7**	**4**	**0**	**45.2**	**49.7**
06-22	**10534**	**61**	**9049**	**139**	**820**	**25**	**37**	**6**	**68**	**164**	**126**	**13**	**26**	**1669**	**15.8**	**126**	**1.2**	**14**	**0.1**	**45.6**	**50.1**
06-00	**10874**	**61**	**9348**	**141**	**840**	**25**	**39**	**6**	**72**	**173**	**130**	**13**	**26**	**1809**	**16.6**	**161**	**1.5**	**23**	**0.2**	**45.7**	**50.1**
00-00	**11358**	**63**	**9683**	**141**	**903**	**27**	**47**	**7**	**82**	**209**	**157**	**13**	**26**	**2060**	**18.1**	**233**	**2.1**	**48**	**0.4**	**46**	**50.6**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Eastbound

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Saturday 15 July 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	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	81	0	67	0	6	1	0	0	1	2	4	0	0	43	53.1	19	23.5	8	9.9	52.1	59.1
0100	42	0	30	0	4	0	1	0	2	3	2	0	0	26	61.9	8	19	4	9.5	53.2	57.9
0200	36	0	23	0	1	0	0	0	0	4	8	0	0	23	63.9	9	25	4	11.1	54	60.2
0300	44	0	30	0	6	0	0	0	0	7	1	0	0	26	59.1	10	22.7	2	4.5	52.8	58.2
0400	63	1	40	0	14	0	0	0	2	5	1	0	0	36	57.1	18	28.6	7	11.1	54.1	64
0500	119	1	89	0	19	0	0	1	2	5	2	0	0	59	49.6	14	11.8	5	4.2	50.8	55
0600	185	1	150	0	24	0	0	1	1	4	4	0	0	68	36.8	14	7.6	2	1.1	49.2	53.9
0700	313	1	265	1	32	0	1	0	1	3	9	0	0	83	26.5	8	2.6	0	0	47.4	51.7
0800	374	1	337	4	26	1	0	1	0	3	0	0	1	69	18.4	4	1.1	1	0.3	45.9	51
0900	514	1	456	9	34	0	1	0	2	6	5	0	0	43	8.4	1	0.2	0	0	44.6	48.3
1000	618	3	578	7	24	1	0	0	0	2	2	0	1	37	6	2	0.3	1	0.2	43.5	47.6
1100	**721**	**2**	**675**	**6**	**34**	**1**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**51**	**7.1**	**2**	**0.3**	**0**	**0**	**44.5**	**48.1**
1200	649	2	606	4	29	0	1	1	0	5	1	0	0	34	5.2	0	0	0	0	44.6	48.1
1300	672	2	631	10	22	0	2	0	2	1	1	0	1	83	12.4	4	0.6	0	0	44.3	49.4
1400	**676**	**0**	**635**	**5**	**26**	**2**	**1**	**0**	**2**	**4**	**1**	**0**	**0**	**70**	**10.4**	**5**	**0.7**	**1**	**0.1**	**45.5**	**49**
1500	606	4	560	6	30	1	0	0	0	4	0	0	1	86	14.2	8	1.3	0	0	45.9	49.7
1600	596	2	571	5	14	0	0	0	1	0	2	0	1	154	25.8	22	3.7	1	0.2	47.7	52.1
1700	543	1	525	1	16	0	0	0	0	0	0	0	0	132	24.3	15	2.8	3	0.6	47.8	51.2
1800	524	0	503	4	15	1	0	0	0	1	0	0	0	117	22.3	14	2.7	0	0	47	51.4
1900	405	5	382	5	12	0	1	0	0	0	0	0	0	104	25.7	8	2	2	0.5	48.4	51.7
2000	303	1	292	1	8	0	0	0	0	1	0	0	0	121	39.9	27	8.9	2	0.7	49.7	55
2100	193	0	185	2	4	0	0	0	0	1	1	0	0	57	29.5	14	7.3	6	3.1	47.7	52.3
2200	166	2	159	0	4	0	0	0	0	0	1	0	0	78	47	22	13.3	5	3	50.3	56.4
2300	128	1	118	0	7	0	0	0	0	2	0	0	0	66	51.6	20	15.6	2	1.6	51	57.5
07-19	**6806**	**19**	**6342**	**62**	**302**	**7**	**6**	**2**	**8**	**30**	**23**	**0**	**5**	**959**	**14.1**	**85**	**1.2**	**7**	**0.1**	**45.6**	**49.7**
06-22	**7892**	**26**	**7351**	**70**	**350**	**7**	**7**	**3**	**9**	**36**	**28**	**0**	**5**	**1309**	**16.6**	**148**	**1.9**	**19**	**0.2**	**46**	**50.1**
06-00	**8186**	**29**	**7628**	**70**	**361**	**7**	**7**	**3**	**9**	**38**	**29**	**0**	**5**	**1453**	**17.7**	**190**	**2.3**	**26**	**0.3**	**46.2**	**50.6**
00-00	**8571**	**31**	**7907**	**70**	**411**	**8**	**8**	**4**	**16**	**64**	**47**	**0**	**5**	**1666**	**19.4**	**268**	**3.1**	**56**	**0.7**	**46.5**	**50.8**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Eastbound

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Sunday 16 July 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	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	83	0	79	0	3	0	0	1	0	0	0	0	0	52	62.7	16	19.3	6	7.2	52.8	59.5
0100	53	0	48	0	3	0	0	0	0	0	2	0	0	38	71.7	17	32.1	6	11.3	54.5	63.3
0200	42	0	37	0	3	0	0	0	1	0	1	0	0	22	52.4	9	21.4	1	2.4	52.2	59.3
0300	38	0	34	0	2	0	0	0	0	0	2	0	0	26	68.4	12	31.6	4	10.5	53.1	60.2
0400	55	0	43	0	6	0	1	0	2	1	2	0	0	28	50.9	8	14.5	3	5.5	50.5	56.1
0500	93	0	81	0	9	0	0	0	1	1	1	0	0	53	57	18	19.4	9	9.7	52.1	59.3
0600	106	1	88	1	12	0	0	0	0	1	3	0	0	56	52.8	19	17.9	6	5.7	51.8	58.6
0700	169	5	147	5	9	0	0	0	0	1	2	0	0	72	42.6	22	13	10	5.9	49.9	56.1
0800	261	3	228	2	22	1	0	0	0	2	2	0	1	76	29.1	18	6.9	7	2.7	48.4	52.8
0900	391	8	352	8	17	1	0	0	1	2	2	0	0	92	23.5	14	3.6	2	0.5	45.3	51.7
1000	491	10	438	11	25	1	0	0	1	1	4	0	0	47	9.6	2	0.4	1	0.2	44.4	49
1100	**653**	**7**	**611**	**11**	**15**	**2**	**3**	**0**	**0**	**3**	**1**	**0**	**0**	**51**	**7.8**	**3**	**0.5**	**0**	**0**	**43.5**	**48.3**
1200	**650**	**8**	**618**	**5**	**14**	**0**	**1**	**0**	**0**	**3**	**0**	**1**	**0**	**91**	**14**	**6**	**0.9**	**0**	**0**	**45.6**	**49.9**
1300	633	15	586	8	13	1	1	2	0	4	3	0	0	76	12	3	0.5	0	0	45.3	49.2
1400	553	9	519	3	12	1	1	0	1	4	2	0	1	161	29.1	11	2	1	0.2	47.4	52.1
1500	559	6	524	7	16	1	0	1	1	1	1	1	0	150	26.8	16	2.9	2	0.4	47.2	51.7
1600	591	4	562	5	17	0	0	0	1	1	1	0	0	189	32	17	2.9	2	0.3	48.1	52.1
1700	554	8	518	10	9	1	0	0	1	1	4	0	2	170	30.7	26	4.7	5	0.9	47.6	52.6
1800	432	3	397	4	15	0	0	1	3	5	1	2	1	195	45.1	31	7.2	7	1.6	49.7	54.1
1900	362	3	339	3	9	1	0	1	2	3	1	0	0	132	36.5	24	6.6	5	1.4	48.6	53.7
2000	273	3	252	3	9	1	0	1	1	1	2	0	0	108	39.6	14	5.1	2	0.7	49.2	53.9
2100	179	0	166	0	5	0	0	0	1	6	1	0	0	77	43	30	16.8	7	3.9	50.4	57.5
2200	119	1	106	0	5	1	0	0	2	1	3	0	0	48	40.3	23	19.3	7	5.9	50.9	59.5
2300	70	0	66	0	1	0	0	0	0	1	2	0	0	37	52.9	16	22.9	3	4.3	50.7	58.4
07-19	**5937**	**86**	**5500**	**79**	**184**	**9**	**6**	**4**	**9**	**28**	**23**	**4**	**5**	**1370**	**23.1**	**169**	**2.8**	**37**	**0.6**	**46.5**	**51.4**
06-22	**6857**	**93**	**6345**	**86**	**219**	**11**	**6**	**6**	**13**	**39**	**30**	**4**	**5**	**1743**	**25.4**	**256**	**3.7**	**57**	**0.8**	**46.9**	**51.7**
06-00	**7046**	**94**	**6517**	**86**	**225**	**12**	**6**	**6**	**15**	**41**	**35**	**4**	**5**	**1828**	**25.9**	**295**	**4.2**	**67**	**1**	**47**	**51.9**
00-00	**7410**	**94**	**6839**	**86**	**251**	**12**	**7**	**7**	**19**	**43**	**43**	**4**	**5**	**2047**	**27.6**	**375**	**5.1**	**96**	**1.3**	**47.3**	**52.3**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Eastbound

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Monday 17 July 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	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	60	0	43	0	11	0	0	0	1	2	3	0	0	38	63.3	17	28.3	7	11.7	52.1	59.1
0100	28	0	21	0	2	0	0	0	2	2	1	0	0	10	35.7	3	10.7	2	7.1	49.2	56.4
0200	28	0	21	0	2	0	0	0	0	2	3	0	0	19	67.9	5	17.9	2	7.1	53.2	57
0300	48	0	33	0	7	0	0	0	0	4	4	0	0	38	79.2	15	31.3	3	6.3	54.7	60.4
0400	124	0	86	2	23	2	0	0	0	9	2	0	0	68	54.8	18	14.5	1	0.8	51.1	55.9
0500	307	2	257	2	23	2	1	0	3	7	10	0	0	132	43	20	6.5	5	1.6	49.6	54.6
0600	422	2	323	0	58	6	5	1	6	7	13	0	1	149	35.3	15	3.6	0	0	48.6	53.2
0700	725	7	596	7	79	3	10	2	6	10	2	1	2	112	15.4	8	1.1	0	0	44	49.9
0800	**810**	**5**	**697**	**10**	**72**	**2**	**1**	**0**	**4**	**9**	**8**	**0**	**2**	**84**	**10.4**	**8**	**1**	**0**	**0**	**43.4**	**48.8**
0900	603	2	491	5	61	6	2	0	6	17	10	0	3	66	10.9	5	0.8	0	0	44.5	49
1000	563	3	457	5	55	5	2	0	8	16	10	0	2	56	9.9	5	0.9	0	0	44.3	48.8
1100	569	3	448	9	70	3	6	0	2	18	8	0	2	42	7.4	1	0.2	0	0	43.4	48.1
1200	609	6	503	9	50	3	4	0	8	18	8	0	0	34	5.6	4	0.7	2	0.3	44	48.3
1300	609	3	502	12	59	4	4	1	1	13	9	1	0	76	12.5	3	0.5	0	0	44.7	49.4
1400	632	9	537	2	53	5	0	0	7	13	5	0	1	97	15.3	7	1.1	1	0.2	45	49.9
1500	649	8	554	7	49	2	1	0	2	12	12	1	1	92	14.2	8	1.2	0	0	44.5	49.9
1600	733	5	650	2	45	0	0	0	5	13	11	0	2	94	12.8	6	0.8	0	0	45.7	49.4
1700	**824**	**6**	**749**	**6**	**39**	**1**	**0**	**0**	**1**	**14**	**8**	**0**	**0**	**125**	**15.2**	**4**	**0.5**	**1**	**0.1**	**45.2**	**49.9**
1800	631	6	579	4	25	1	1	1	1	8	4	0	1	139	22	10	1.6	0	0	46.1	51.2
1900	429	9	383	3	16	1	1	0	4	9	3	0	0	161	37.5	23	5.4	4	0.9	48.5	53.7
2000	332	2	304	0	11	2	0	0	1	5	7	0	0	118	35.5	13	3.9	2	0.6	48.3	52.8
2100	227	0	205	0	7	0	0	0	3	8	4	0	0	75	33	19	8.4	5	2.2	48.8	54.1
2200	130	2	106	0	8	0	0	1	2	9	2	0	0	71	54.6	22	16.9	3	2.3	51.1	57.3
2300	72	0	55	0	7	0	2	0	3	3	2	0	0	42	58.3	15	20.8	8	11.1	53.3	62.2
07-19	**7957**	**63**	**6763**	**78**	**657**	**35**	**31**	**4**	**51**	**161**	**95**	**3**	**16**	**1017**	**12.8**	**69**	**0.9**	**4**	**0.1**	**44.6**	**49.4**
06-22	**9367**	**76**	**7978**	**81**	**749**	**44**	**37**	**5**	**65**	**190**	**122**	**3**	**17**	**1520**	**16.2**	**139**	**1.5**	**15**	**0.2**	**45.2**	**50.1**
06-00	**9569**	**78**	**8139**	**81**	**764**	**44**	**39**	**6**	**70**	**202**	**126**	**3**	**17**	**1633**	**17.1**	**176**	**1.8**	**26**	**0.3**	**45.3**	**50.3**
00-00	**10164**	**80**	**8600**	**85**	**832**	**48**	**40**	**6**	**76**	**228**	**149**	**3**	**17**	**1938**	**19.1**	**254**	**2.5**	**46**	**0.5**	**45.6**	**50.8**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Eastbound

7719 / Deep Car farm
Jul-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	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	66	0	50	0	6	0	1	0	1	4	4	0	0	38	57.6	15	22.3	5	7.1	52.5	59.5
0100	36	0	25	0	4	0	0	0	2	2	3	0	0	22	61.8	8	21.7	3	8.7	52.7	58.6
0200	34	0	23	0	3	0	0	0	0	3	5	0	0	21	61.6	6	18.1	2	6.8	52.6	57.9
0300	47	0	32	0	6	0	0	0	1	4	2	0	0	29	62.3	11	23.7	3	7	53.1	59.9
0400	88	0	57	0	15	1	1	0	2	6	5	0	0	51	57.4	16	17.6	5	5.8	52.3	57.7
0500	222	1	182	1	23	1	1	0	2	6	4	0	0	100	45.3	23	10.2	5	2.3	50	55
0600	336	3	252	1	51	3	4	0	3	8	10	0	1	121	35.9	17	5.1	3	0.8	48.8	53.2
0700	577	4	479	5	58	3	3	1	4	8	8	1	2	89	15.4	7	1.3	2	0.3	45	49.9
0800	**647**	**3**	**553**	**5**	**60**	**2**	**3**	**0**	**3**	**9**	**8**	**0**	**1**	**85**	**13.1**	**6**	**0.9**	**2**	**0.2**	**45.1**	**49.4**
0900	569	2	466	6	61	4	3	0	5	12	9	0	1	60	10.5	5	0.9	1	0.1	44.7	48.8
1000	554	4	461	7	51	3	2	0	4	12	8	0	2	53	9.5	3	0.5	0	0.1	44.6	48.8
1100	601	4	504	9	52	4	3	0	3	12	7	1	1	52	8.6	3	0.5	0	0.1	44.5	48.5
1200	604	3	522	5	44	2	4	0	3	12	8	0	1	60	9.9	4	0.6	1	0.1	44.9	49
1300	638	5	553	8	45	2	3	1	3	12	7	0	1	78	12.2	4	0.6	1	0.2	45.1	49.4
1400	667	5	583	5	45	3	3	0	4	11	5	0	2	92	13.8	6	0.8	1	0.1	45.4	49.7
1500	656	6	576	7	45	1	1	1	2	10	6	1	1	112	17.1	8	1.2	0	0.1	45.7	50.3
1600	735	4	662	6	41	1	1	1	4	8	6	0	2	146	19.9	11	1.5	1	0.1	46.5	50.8
1700	**767**	**6**	**704**	**8**	**32**	**1**	**0**	**0**	**2**	**7**	**5**	**0**	**1**	**156**	**20.4**	**11**	**1.5**	**1**	**0.2**	**46.5**	**50.8**
1800	625	4	576	5	26	1	1	1	2	6	3	1	1	153	24.5	15	2.4	1	0.2	46.9	51.4
1900	433	3	396	4	19	1	0	0	2	5	3	0	0	133	30.7	16	3.8	3	0.6	48.1	52.6
2000	323	1	298	2	11	0	0	0	2	4	4	0	0	115	35.5	20	6.1	2	0.8	48.9	53.5
2100	233	1	212	1	8	0	0	0	2	5	3	0	0	80	34.3	18	7.5	4	1.8	48.7	53.7
2200	148	2	130	0	6	0	0	0	2	5	3	0	0	69	46.7	20	13.4	4	3	50.5	56.4
2300	95	0	82	0	6	0	0	0	1	3	2	0	0	48	50.5	17	17.9	6	6.2	51.7	58.6
07-19	**7640**	**49**	**6639**	**77**	**559**	**26**	**26**	**5**	**40**	**119**	**80**	**5**	**15**	**1136**	**14.9**	**84**	**1.1**	**11**	**0.1**	**45.4**	**49.9**
06-22	**8966**	**57**	**7797**	**84**	**648**	**30**	**30**	**6**	**51**	**140**	**100**	**6**	**16**	**1585**	**17.7**	**155**	**1.7**	**23**	**0.3**	**45.9**	**50.3**
06-00	**9209**	**59**	**8009**	**85**	**660**	**31**	**31**	**7**	**53**	**149**	**105**	**6**	**16**	**1702**	**18.5**	**192**	**2.1**	**33**	**0.4**	**46**	**50.6**
00-00	**9702**	**60**	**8378**	**86**	**717**	**33**	**34**	**8**	**62**	**173**	**129**	**6**	**17**	**1963**	**20.2**	**270**	**2.8**	**57**	**0.6**	**46.3**	**51**

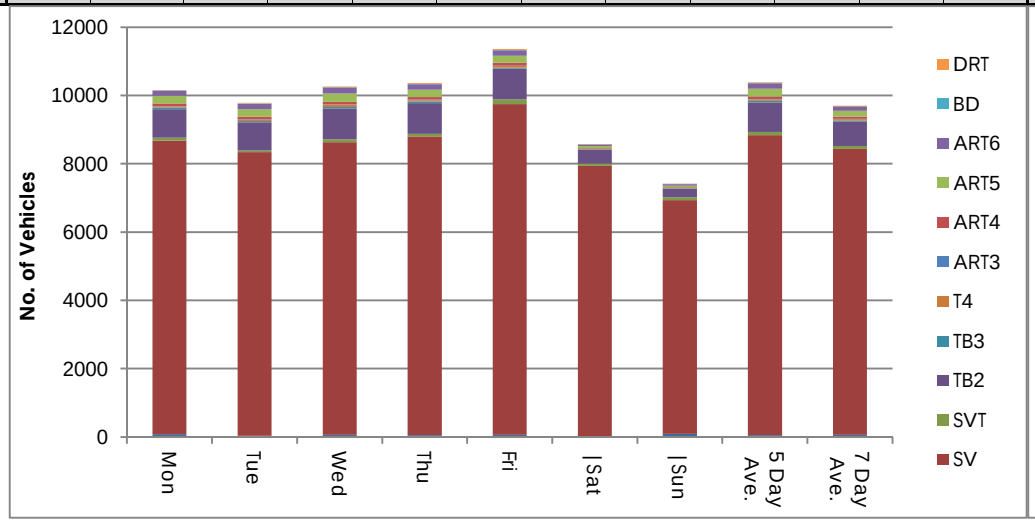
Site 4
Location Worksop Road - Attached to left turn sign
Direction Eastbound

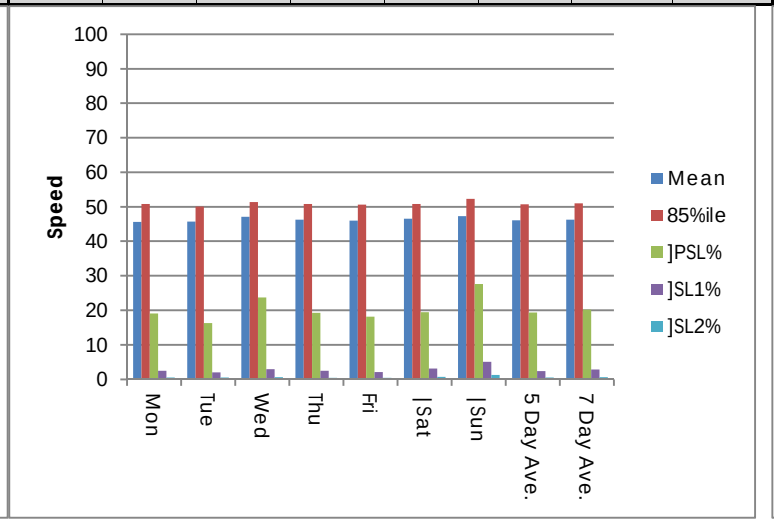
7719 / Deep Car farm
Jul-17
Automatic Traffic Count

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	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
Mon	10164	80	8600	85	832	48	40	6	76	228	149	3	17	1938	19.1	254	2.5	46	0.5	45.6	50.8
Tue	9783	34	8304	50	825	40	37	9	85	213	164	7	15	1599	16.3	200	2	51	0.5	45.7	50.1
Wed	10264	63	8565	92	894	50	66	6	80	242	177	5	24	2430	23.7	297	2.9	57	0.6	47.1	51.4
Thu	10367	56	8746	77	901	47	36	15	76	214	163	9	27	2004	19.3	261	2.5	44	0.4	46.3	50.8
Fri	11358	63	9683	141	903	27	47	7	82	209	157	13	26	2060	18.1	233	2.1	48	0.4	46	50.6
|Sat	8571	31	7907	70	411	8	8	4	16	64	47	0	5	1666	19.4	268	3.1	56	0.7	46.5	50.8
|Sun	7410	94	6839	86	251	12	7	7	19	43	43	4	5	2047	27.6	375	5.1	96	1.3	47.3	52.3
5 Day Ave.	**10387**	**59**	**8780**	**89**	**871**	**42**	**45**	**9**	**80**	**221**	**162**	**7**	**22**	**2006**	**19.3**	**249**	**2.4**	**49**	**0.5**	**46.1**	**50.7**
7 Day Ave.	**9702**	**60**	**8378**	**86**	**717**	**33**	**34**	**8**	**62**	**173**	**129**	**6**	**17**	**1963**	**20.2**	**270**	**2.8**	**57**	**0.6**	**46.3**	**51.0**
--	**67917**	**421**	**58644**	**601**	**5017**	**232**	**241**	**54**	**434**	**1213**	**900**	**41**	**119**	**13744**	**20.2**	**1888**	**2.8**	**398**	**0.6**	**46.3**	**51.0**

Summary Graphs





Site 4
Location Worksop Road - Attached to left turn sign
Direction Eastbound

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Tuesday 11 July 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	53	0	0	0	0	0	0	0	0	3	20	14	7	6	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0
0100	35	0	0	0	0	0	0	0	0	4	7	19	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	29	0	0	0	0	0	0	0	0	4	9	12	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	45	0	0	0	0	0	0	0	0	4	8	21	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	104	0	0	0	0	0	0	0	0	8	33	34	10	7	4	2	4	1	0	1	0	0	0	0	0	0	0	0	0
0500	232	0	0	0	0	0	0	2	5	33	95	60	25	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	413	0	0	0	0	7	1	1	4	71	188	126	11	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	691	0	0	0	0	0	1	1	41	272	298	72	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**762**	**0**	**0**	**0**	**0**	**0**	**4**	**34**	**57**	**306**	**311**	**46**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	581	0	0	0	0	0	6	49	96	189	213	24	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	475	0	0	0	0	3	1	16	50	173	193	31	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	458	0	0	0	0	0	0	2	25	191	192	44	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	530	0	0	0	0	0	0	7	51	219	200	46	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
1300	547	0	0	0	0	0	1	4	69	210	214	45	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	615	0	0	0	0	0	0	10	64	235	233	64	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	633	0	0	0	0	0	1	14	63	196	281	72	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	806	0	0	0	0	0	2	14	69	277	349	88	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**848**	**0**	**2**	**9**	**10**	**15**	**7**	**16**	**67**	**274**	**380**	**59**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	673	0	0	0	0	0	1	10	47	152	325	118	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	437	0	0	0	0	0	1	2	18	119	190	79	23	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	323	0	0	0	0	0	0	0	17	58	150	74	18	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	266	0	0	0	0	0	0	0	18	48	117	62	15	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	142	0	0	0	0	0	0	0	9	19	51	39	17	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	85	0	0	0	0	0	0	0	0	12	26	27	7	4	8	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07-19	**7619**	**0**	**2**	**9**	**10**	**18**	**24**	**177**	**699**	**2694**	**3189**	**709**	**70**	**12**	**3**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**9058**	**0**	**2**	**9**	**10**	**25**	**26**	**180**	**756**	**2990**	**3834**	**1050**	**137**	**23**	**11**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**9285**	**0**	**2**	**9**	**10**	**25**	**26**	**180**	**765**	**3021**	**3911**	**1116**	**161**	**30**	**23**	**2**	**1**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**9783**	**0**	**2**	**9**	**10**	**25**	**26**	**182**	**770**	**3077**	**4083**	**1276**	**211**	**61**	**33**	**7**	**5**	**1**	**1**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Eastbound

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Wednesday 12 July 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	66	0	0	0	0	0	0	0	1	7	23	12	18	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	41	0	0	0	0	0	0	0	3	5	8	9	8	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	36	0	0	0	0	0	0	0	1	3	7	15	4	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	53	0	0	0	0	0	0	0	0	8	16	17	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	101	0	0	0	0	0	0	0	1	9	27	46	9	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	301	0	0	0	0	0	1	0	28	44	111	84	23	4	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0600	439	0	0	0	0	0	0	1	2	65	239	108	20	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	757	0	0	0	3	6	36	62	68	187	298	90	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**760**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**20**	**200**	**375**	**149**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	658	0	0	0	0	0	0	2	15	196	357	77	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	589	0	0	0	0	0	1	6	25	202	270	74	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	514	0	0	0	0	0	0	3	15	155	249	69	20	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	548	0	0	0	0	0	1	23	32	140	265	75	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	592	0	0	0	0	0	0	11	29	165	269	102	13	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	637	0	0	0	0	0	9	6	43	184	333	53	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	663	0	0	0	9	1	10	11	24	186	289	112	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	765	0	0	0	0	0	0	3	40	165	403	132	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**858**	**0**	**0**	**0**	**3**	**0**	**1**	**3**	**33**	**146**	**443**	**202**	**26**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	686	0	0	0	0	0	1	11	22	141	349	133	21	5	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
1900	405	0	0	0	0	0	0	3	10	60	158	120	34	14	1	1	2	1	0	0	1	0	0	0	0	0	0	0	0	0
2000	334	0	0	0	0	0	0	0	3	36	158	91	29	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	242	0	0	0	0	0	0	1	14	33	86	70	29	7	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
2200	138	0	0	0	0	0	0	2	2	15	41	50	18	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	81	0	0	0	0	0	0	0	0	11	33	12	7	7	5	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**8027**	**0**	**0**	**0**	**15**	**7**	**60**	**143**	**366**	**2067**	**3900**	**1268**	**174**	**21**	**1**	**2**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**9447**	**0**	**0**	**0**	**15**	**7**	**60**	**148**	**395**	**2261**	**4541**	**1657**	**286**	**59**	**7**	**3**	**2**	**1**	**0**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**9666**	**0**	**0**	**0**	**15**	**7**	**60**	**150**	**397**	**2287**	**4615**	**1719**	**311**	**74**	**14**	**6**	**4**	**2**	**0**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**10264**	**0**	**0**	**0**	**15**	**7**	**61**	**150**	**431**	**2363**	**4807**	**1902**	**379**	**92**	**31**	**11**	**7**	**3**	**0**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Eastbound

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Thursday 13 July 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	67	0	0	0	0	0	0	0	0	8	25	20	6	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0100	28	0	0	0	0	0	0	0	0	2	9	11	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	32	0	0	0	0	0	0	0	0	1	8	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	48	0	0	0	0	0	0	0	0	2	17	9	7	7	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0400	88	0	0	0	0	0	0	0	0	3	38	33	7	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	266	0	0	0	0	0	1	1	2	22	104	83	36	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	375	0	0	0	0	0	0	0	1	63	153	110	35	10	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	701	0	0	21	11	0	1	17	36	249	285	68	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**827**	**0**	**0**	**0**	**0**	**0**	**0**	**38**	**97**	**266**	**334**	**85**	**6**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	616	0	0	0	0	0	0	9	59	248	256	34	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	518	0	0	1	0	0	4	8	61	158	216	59	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	635	0	0	0	0	3	9	20	61	272	237	29	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1200	588	0	0	0	0	7	6	10	32	191	278	52	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	647	0	0	0	0	0	6	14	44	234	285	52	6	1	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
1400	665	0	0	0	0	0	5	12	55	248	271	63	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	659	0	0	0	0	0	5	20	9	127	345	127	22	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1600	773	0	0	0	0	0	0	1	36	195	366	153	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**860**	**0**	**0**	**0**	**0**	**0**	**3**	**9**	**43**	**194**	**465**	**134**	**7**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	704	0	0	0	1	0	0	10	52	188	323	117	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	460	0	0	0	0	0	2	10	12	87	213	110	24	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2000	335	0	0	0	0	0	0	1	12	55	164	74	20	6	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0
2100	245	0	0	0	0	0	0	0	3	41	119	62	14	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	148	0	0	0	0	0	1	1	0	17	52	44	24	3	3	1	0	1	0	0	1	0	0	0	0	0	0	0	0
2300	82	0	0	0	0	0	0	0	3	12	31	22	5	6	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07-19	**8193**	**0**	**0**	**22**	**12**	**10**	**39**	**168**	**585**	**2570**	**3661**	**973**	**123**	**18**	**2**	**2**	**1**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**9608**	**0**	**0**	**22**	**12**	**10**	**41**	**179**	**613**	**2816**	**4310**	**1329**	**216**	**39**	**5**	**4**	**2**	**3**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**9838**	**0**	**0**	**22**	**12**	**10**	**42**	**180**	**616**	**2845**	**4393**	**1395**	**245**	**48**	**10**	**5**	**2**	**4**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**10367**	**0**	**0**	**22**	**12**	**10**	**43**	**181**	**618**	**2883**	**4594**	**1568**	**310**	**82**	**21**	**6**	**4**	**4**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Eastbound

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Friday 14 July 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	52	0	0	0	0	0	0	0	0	6	12	16	8	6	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0100	27	0	0	0	0	0	0	0	0	4	6	7	5	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0
0200	34	0	0	0	0	0	0	0	1	3	12	9	7	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	53	0	0	0	0	0	0	0	0	6	23	10	9	1	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0
0400	83	0	0	0	0	0	0	0	0	5	29	23	17	3	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
0500	235	0	0	0	0	0	1	2	1	28	94	74	21	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	414	0	0	0	0	0	0	2	8	76	187	108	20	8	1	2	1	0	1	0	0	0	0	0	0	0	0	0	0
0700	684	0	0	0	0	0	5	6	58	188	329	93	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**734**	**0**	**0**	**0**	**0**	**2**	**5**	**11**	**84**	**264**	**306**	**55**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	622	0	0	0	0	0	2	3	70	282	208	52	2	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1000	624	0	0	0	0	0	1	13	66	256	252	34	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	654	0	0	0	0	4	0	12	93	269	230	41	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	654	0	0	0	0	0	8	19	84	229	260	49	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	766	0	0	0	0	0	2	17	62	277	327	75	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	**892**	**0**	**0**	**0**	**0**	**0**	**10**	**31**	**96**	**282**	**366**	**98**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500	824	0	0	0	0	0	2	47	94	264	322	89	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	880	0	0	0	0	0	18	50	57	214	377	132	26	4	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
1700	881	0	0	0	0	0	0	7	32	179	440	191	29	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	726	0	0	0	0	13	6	16	45	162	294	167	15	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	535	0	0	0	0	0	0	2	19	138	258	102	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	364	0	0	0	0	0	0	5	3	67	170	81	27	8	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	280	0	0	0	0	0	0	0	11	65	126	57	17	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
2200	195	0	0	0	0	0	0	0	4	35	86	44	16	6	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2300	145	0	0	0	0	0	0	0	2	22	51	40	19	6	2	1	0	0	1	1	0	0	0	0	0	0	0	0	0
07-19	**8941**	**0**	**0**	**0**	**0**	**19**	**59**	**232**	**841**	**2866**	**3711**	**1076**	**108**	**25**	**2**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**10534**	**0**	**0**	**0**	**0**	**19**	**59**	**241**	**882**	**3212**	**4452**	**1424**	**183**	**48**	**4**	**4**	**2**	**0**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**10874**	**0**	**0**	**0**	**0**	**19**	**59**	**241**	**888**	**3269**	**4589**	**1508**	**218**	**60**	**8**	**6**	**2**	**0**	**3**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**11358**	**0**	**0**	**0**	**0**	**19**	**60**	**243**	**890**	**3321**	**4765**	**1647**	**285**	**80**	**20**	**11**	**7**	**2**	**4**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Eastbound

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Saturday 15 July 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	81	0	0	0	0	0	0	0	3	11	24	19	13	3	3	2	3	0	0	0	0	0	0	0	0	0	0	0	0
0100	42	0	0	0	0	0	0	0	0	2	14	14	7	1	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0200	36	0	0	0	0	0	0	0	0	1	12	11	5	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	44	0	0	0	0	0	0	0	0	3	15	13	7	4	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
0400	63	0	0	0	0	0	0	0	0	5	22	11	11	7	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0
0500	119	0	0	0	0	0	1	0	2	20	37	37	14	3	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0
0600	185	0	0	0	0	0	0	0	4	29	84	43	19	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	313	0	0	0	0	1	2	5	13	54	155	66	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	374	0	0	0	0	0	0	7	31	121	146	59	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	514	0	0	0	0	0	4	8	48	198	213	42	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	618	0	0	1	0	0	2	10	120	251	197	34	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**721**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**73**	**328**	**267**	**46**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	649	0	0	0	0	0	2	8	48	293	264	32	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	672	0	0	0	0	0	13	38	93	174	271	74	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	**676**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**41**	**266**	**297**	**60**	**6**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500	606	0	0	0	1	0	1	8	41	180	289	72	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	596	0	0	0	0	0	0	0	13	150	279	114	33	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1700	543	0	0	0	0	0	0	4	9	104	294	111	12	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	524	0	0	0	0	1	7	7	12	125	255	83	31	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	405	0	0	0	0	0	0	0	4	49	248	89	9	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	303	0	0	0	0	0	0	1	1	41	139	75	33	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	193	0	0	0	0	0	2	5	8	48	73	39	10	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0
2200	166	0	0	0	0	0	1	2	1	24	60	42	24	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	128	0	0	0	0	0	0	0	0	17	45	38	19	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**6806**	**0**	**0**	**1**	**1**	**2**	**32**	**98**	**542**	**2244**	**2927**	**793**	**128**	**31**	**3**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**7892**	**0**	**0**	**1**	**1**	**2**	**34**	**104**	**559**	**2411**	**3471**	**1039**	**199**	**52**	**8**	**8**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**8186**	**0**	**0**	**1**	**1**	**2**	**35**	**106**	**560**	**2452**	**3576**	**1119**	**242**	**66**	**14**	**9**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**8571**	**0**	**0**	**1**	**1**	**2**	**36**	**106**	**565**	**2494**	**3700**	**1224**	**299**	**87**	**26**	**16**	**9**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Eastbound

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Sunday 16 July 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	83	0	0	0	0	0	0	0	1	8	22	29	11	6	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	53	0	0	0	0	0	0	0	1	2	12	16	13	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	42	0	0	0	0	0	0	0	0	5	15	8	9	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	38	0	0	0	0	0	0	0	1	7	4	10	9	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	55	0	0	0	0	0	0	1	1	10	15	17	7	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	93	0	0	0	0	0	0	0	6	6	28	28	13	3	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0
0600	106	0	0	0	0	0	0	1	3	7	39	30	12	8	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	169	0	0	0	0	0	6	1	3	26	61	42	16	4	2	3	3	2	0	0	0	0	0	0	0	0	0	0	0
0800	261	0	0	0	0	0	2	2	12	52	117	53	13	3	2	1	1	0	1	2	0	0	0	0	0	0	0	0	0
0900	391	0	0	0	0	2	8	26	46	79	138	70	15	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	491	0	0	0	0	2	15	13	53	161	200	44	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1100	**653**	**0**	**0**	**0**	**0**	**0**	**8**	**44**	**107**	**208**	**235**	**44**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**650**	**0**	**0**	**0**	**1**	**7**	**7**	**18**	**33**	**165**	**328**	**80**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	633	0	0	0	0	0	3	12	56	193	293	68	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	553	0	0	1	1	0	3	9	30	97	251	136	23	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	559	0	0	0	0	0	4	15	19	111	260	126	20	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1600	591	0	0	0	0	0	0	2	25	108	267	150	32	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	554	0	0	0	0	0	8	21	38	56	261	121	33	11	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0
1800	432	0	0	0	0	1	0	3	1	52	180	146	37	5	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	362	0	0	0	0	0	1	4	15	64	146	93	28	6	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	273	0	0	0	0	0	0	5	7	29	124	75	27	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	179	0	0	0	0	0	0	3	2	28	69	40	19	11	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	119	0	0	0	0	0	0	2	3	19	47	19	13	9	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0
2300	70	0	0	0	0	0	1	7	1	7	17	16	13	5	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0
07-19	**5937**	**0**	**0**	**1**	**2**	**12**	**64**	**166**	**423**	**1308**	**2591**	**1080**	**211**	**42**	**16**	**8**	**6**	**3**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**6857**	**0**	**0**	**1**	**2**	**12**	**65**	**179**	**450**	**1436**	**2969**	**1318**	**297**	**71**	**28**	**14**	**7**	**4**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**7046**	**0**	**0**	**1**	**2**	**12**	**66**	**188**	**454**	**1462**	**3033**	**1353**	**323**	**85**	**30**	**18**	**9**	**5**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**7410**	**0**	**0**	**1**	**2**	**12**	**66**	**189**	**464**	**1500**	**3129**	**1461**	**385**	**105**	**46**	**27**	**11**	**7**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Eastbound

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Monday 17 July 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	60	0	0	0	0	0	1	2	2	5	12	19	10	2	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0100	28	0	0	0	1	1	0	0	0	2	14	3	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	28	0	0	0	0	0	0	0	0	5	4	6	10	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	48	0	0	0	0	0	0	0	1	1	8	15	15	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	124	0	0	0	0	0	0	0	1	11	44	46	14	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	307	0	0	0	0	0	1	1	13	43	117	88	30	9	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	422	0	0	0	0	0	0	1	8	77	187	112	30	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	725	0	0	12	18	15	6	12	67	185	298	97	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**810**	**0**	**0**	**0**	**1**	**0**	**7**	**80**	**143**	**199**	**296**	**67**	**13**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	603	0	0	0	0	0	6	27	61	214	229	54	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	563	0	0	0	0	1	11	34	55	168	238	46	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	569	0	0	0	0	3	11	31	79	204	199	39	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	609	0	0	0	0	0	15	28	65	208	259	30	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	609	0	0	0	1	0	3	32	76	158	263	68	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	632	0	0	0	0	0	8	28	56	186	257	83	11	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	649	0	0	0	0	1	14	58	49	170	265	79	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	733	0	0	0	0	0	0	11	42	258	328	75	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**824**	**0**	**0**	**0**	**0**	**2**	**8**	**37**	**67**	**220**	**365**	**111**	**12**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	631	0	0	0	0	5	16	16	26	157	272	114	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	429	0	0	0	0	0	1	6	21	65	175	114	37	6	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	332	0	0	0	0	0	2	5	14	49	144	91	24	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	227	0	0	0	0	0	0	2	9	39	102	48	15	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	130	0	0	0	0	0	0	0	1	21	37	39	20	9	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	72	0	0	0	0	0	0	0	0	5	25	23	4	7	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**7957**	**0**	**0**	**12**	**20**	**27**	**105**	**394**	**786**	**2327**	**3269**	**863**	**128**	**22**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**9367**	**0**	**0**	**12**	**20**	**27**	**108**	**408**	**838**	**2557**	**3877**	**1228**	**234**	**43**	**11**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**9569**	**0**	**0**	**12**	**20**	**27**	**108**	**408**	**839**	**2583**	**3939**	**1290**	**258**	**59**	**17**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**10164**	**0**	**0**	**12**	**21**	**28**	**110**	**411**	**856**	**2650**	**4138**	**1467**	**341**	**84**	**30**	**11**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Eastbound

7719 / Deep Car farm
Jul-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	66	0	0	0	0	0	0	0	1	7	20	18	10	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0100	36	0	0	0	0	0	0	0	1	3	10	11	6	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	34	0	0	0	0	0	0	0	0	3	10	11	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	47	0	0	0	0	0	0	0	0	4	13	14	8	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	88	0	0	0	0	0	0	0	0	7	30	30	11	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0500	222	0	0	0	0	0	1	1	8	28	84	65	23	7	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0600	336	0	0	0	0	1	0	1	4	55	154	91	21	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	577	0	0	5	5	3	8	15	41	166	246	75	10	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**647**	**0**	**0**	**0**	**0**	**0**	**3**	**25**	**63**	**201**	**269**	**73**	**9**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	569	0	0	0	0	0	4	18	56	201	231	50	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	554	0	0	0	0	1	5	14	61	196	224	46	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	601	0	0	0	0	1	4	16	65	232	230	45	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	604	0	0	0	0	2	6	16	49	206	265	52	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	638	0	0	0	0	0	4	18	61	202	275	69	7	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1400	667	0	0	0	0	0	5	14	55	214	287	80	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	656	0	0	0	1	0	5	25	43	176	293	97	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	735	0	0	0	0	0	3	12	40	195	338	121	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**767**	**0**	**0**	**1**	**2**	**2**	**4**	**14**	**41**	**168**	**378**	**133**	**18**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	625	0	0	0	0	3	4	10	29	140	285	125	21	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	433	0	0	0	0	0	1	4	14	83	198	101	24	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	323	0	0	0	0	0	0	2	8	48	150	80	25	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	233	0	0	0	0	0	0	2	9	43	99	54	17	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	148	0	0	0	0	0	0	1	3	21	53	40	19	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	95	0	0	0	0	0	0	1	1	12	33	25	11	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**7640**	**0**	**0**	**6**	**9**	**14**	**55**	**197**	**606**	**2297**	**3321**	**966**	**135**	**24**	**4**	**3**	**1**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**8966**	**0**	**0**	**6**	**9**	**15**	**56**	**206**	**642**	**2526**	**3922**	**1292**	**222**	**48**	**11**	**5**	**2**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**9209**	**0**	**0**	**6**	**9**	**15**	**57**	**208**	**646**	**2560**	**4008**	**1357**	**251**	**60**	**17**	**8**	**3**	**2**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**9702**	**0**	**0**	**6**	**9**	**15**	**57**	**209**	**656**	**2613**	**4174**	**1506**	**316**	**84**	**30**	**13**	**7**	**3**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

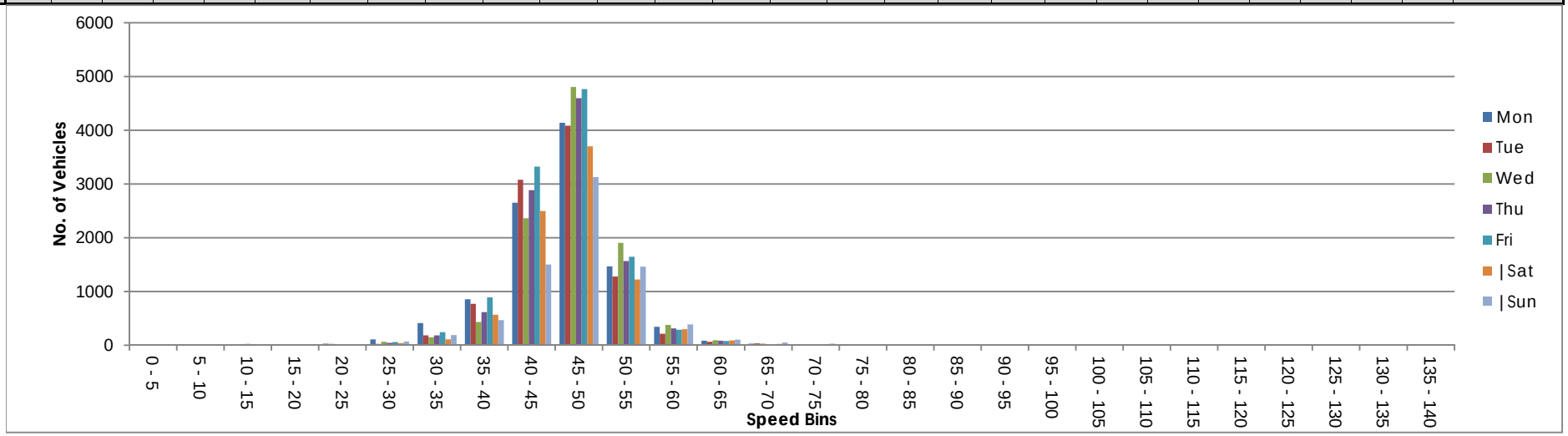
Site 4
Location Worksop Road - Attached to left turn sign
Direction Eastbound

7719 / Deep Car farm
Jul-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	10164	0	0	12	21	28	110	411	856	2650	4138	1467	341	84	30	11	4	1	0	0	0	0	0	0	0	0	0	0	0
Tue	9783	0	2	9	10	25	26	182	770	3077	4083	1276	211	61	33	7	5	1	1	3	0	0	1	0	0	0	0	0	0
Wed	10264	0	0	0	15	7	61	150	431	2363	4807	1902	379	92	31	11	7	3	0	1	2	2	0	0	0	0	0	0	0
Thu	10367	0	0	22	12	10	43	181	618	2883	4594	1568	310	82	21	6	4	4	8	0	1	0	0	0	0	0	0	0	0
Fri	11358	0	0	0	0	19	60	243	890	3321	4765	1647	285	80	20	11	7	2	4	2	1	0	1	0	0	0	0	0	0
|Sat	8571	0	0	1	1	2	36	106	565	2494	3700	1224	299	87	26	16	9	3	2	0	0	0	0	0	0	0	0	0	0
|Sun	7410	0	0	1	2	12	66	189	464	1500	3129	1461	385	105	46	27	11	7	2	3	0	0	0	0	0	0	0	0	0
5 Day Ave.	**10387**	**0**	**0**	**9**	**12**	**18**	**60**	**233**	**713**	**2859**	**4477**	**1572**	**305**	**80**	**27**	**9**	**5**	**2**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7 Day Ave.	**9702**	**0**	**0**	**6**	**9**	**15**	**57**	**209**	**656**	**2613**	**4174**	**1506**	**316**	**84**	**30**	**13**	**7**	**3**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
--	**67917**	**0**	**2**	**45**	**61**	**103**	**402**	**1462**	**4594**	**18288**	**29216**	**10545**	**2210**	**591**	**207**	**89**	**47**	**21**	**17**	**9**	**4**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**

Summary Graphs



Site 4
Location Worksop Road - Attached to left turn sign
Direction Westbound

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Tuesday 11 July 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	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	48	0	27	0	2	1	0	0	5	4	9	0	0	17	35.4	3	6.3	2	4.2	47.9	52.1
0100	37	0	17	0	4	0	0	0	1	5	10	0	0	21	56.8	3	8.1	1	2.7	49.9	52.3
0200	37	0	13	0	4	0	0	0	3	12	5	0	0	22	59.5	5	13.5	2	5.4	51.6	56.1
0300	54	0	27	0	7	1	0	0	4	5	10	0	0	26	48.1	9	16.7	4	7.4	50.9	57.7
0400	95	1	58	1	13	0	0	0	6	7	8	1	0	28	29.5	8	8.4	2	2.1	48.2	52.3
0500	261	3	203	5	26	0	0	0	1	15	7	1	0	95	36.4	30	11.5	5	1.9	48.6	55
0600	505	4	435	1	27	1	3	1	0	17	15	0	1	98	19.4	20	4	2	0.4	46	50.8
0700	**743**	**5**	**655**	**4**	**45**	**7**	**3**	**1**	**2**	**14**	**4**	**0**	**3**	**54**	**7.3**	**2**	**0.3**	**1**	**0.1**	**43**	**47.6**
0800	694	2	613	6	48	1	1	0	1	11	8	1	2	18	2.6	2	0.3	0	0	41.2	45.9
0900	593	1	498	2	55	6	5	1	4	13	8	0	0	18	3	1	0.2	0	0	42	46.5
1000	619	17	492	4	60	3	3	0	4	16	14	3	3	10	1.6	0	0	0	0	40.5	45.4
1100	602	9	482	6	64	4	5	1	5	19	6	0	1	31	5.1	5	0.8	0	0	41.6	46.1
1200	541	1	450	4	56	1	2	0	6	8	12	1	0	23	4.3	2	0.4	0	0	42.9	47
1300	553	3	447	4	66	3	1	3	5	7	10	2	2	23	4.2	4	0.7	0	0	42.2	46.1
1400	605	0	497	2	67	5	8	0	2	15	7	1	1	29	4.8	1	0.2	0	0	41.7	46.8
1500	643	1	529	5	69	2	6	1	3	17	8	1	1	50	7.8	3	0.5	0	0	43.2	47.4
1600	773	2	682	3	65	2	2	0	4	7	3	2	1	24	3.1	1	0.1	0	0	42.5	46.1
1700	**837**	**2**	**771**	**8**	**39**	**1**	**4**	**0**	**0**	**7**	**2**	**3**	**0**	**28**	**3.3**	**1**	**0.1**	**0**	**0**	**41**	**45.6**
1800	562	3	510	4	28	1	0	0	1	5	7	2	1	64	11.4	4	0.7	1	0.2	44.8	48.8
1900	332	0	302	0	16	0	0	0	4	4	6	0	0	47	14.2	7	2.1	3	0.9	45.3	49.4
2000	236	1	220	0	6	1	0	0	0	4	3	1	0	60	25.4	11	4.7	2	0.8	46.9	52.3
2100	176	1	148	1	14	1	1	0	1	5	4	0	0	41	23.3	9	5.1	0	0	46.5	51.9
2200	143	1	129	0	5	0	0	0	1	2	5	0	0	44	30.8	11	7.7	4	2.8	47.5	53.5
2300	78	0	56	1	7	0	0	0	4	5	5	0	0	30	38.5	8	10.3	3	3.8	49.1	53.9
07-19	**7765**	**46**	**6626**	**52**	**662**	**36**	**40**	**7**	**37**	**139**	**89**	**16**	**15**	**372**	**4.8**	**26**	**0.3**	**2**	**0**	**42.2**	**46.5**
06-22	**9014**	**52**	**7731**	**54**	**725**	**39**	**44**	**8**	**42**	**169**	**117**	**17**	**16**	**618**	**6.9**	**73**	**0.8**	**9**	**0.1**	**42.7**	**47.2**
06-00	**9235**	**53**	**7916**	**55**	**737**	**39**	**44**	**8**	**47**	**176**	**127**	**17**	**16**	**692**	**7.5**	**92**	**1**	**16**	**0.2**	**42.8**	**47.4**
00-00	**9767**	**57**	**8261**	**61**	**793**	**41**	**44**	**8**	**67**	**224**	**176**	**19**	**16**	**901**	**9.2**	**150**	**1.5**	**32**	**0.3**	**43.2**	**47.9**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Westbound

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Wednesday 12 July 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	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	40	1	21	0	6	1	0	0	2	3	6	0	0	12	30	4	10	1	2.5	47.6	53.5
0100	51	0	24	0	4	0	0	0	2	11	10	0	0	14	27.5	4	7.8	1	2	48.1	52.6
0200	37	0	17	0	4	0	0	0	3	7	6	0	0	15	40.5	6	16.2	2	5.4	49.4	55.7
0300	55	0	33	0	5	1	0	1	2	8	5	0	0	23	41.8	5	9.1	2	3.6	49.9	54.4
0400	103	1	64	0	12	2	1	1	6	9	7	0	0	34	33	14	13.6	4	3.9	48.6	55.9
0500	276	0	227	0	27	1	0	0	4	8	9	0	0	104	37.7	23	8.3	3	1.1	48.9	53.9
0600	536	7	449	3	37	2	2	1	6	15	14	0	0	98	18.3	13	2.4	1	0.2	46.1	50.8
0700	**815**	**8**	**704**	**3**	**54**	**3**	**6**	**1**	**3**	**15**	**13**	**1**	**4**	**59**	**7.2**	**6**	**0.7**	**1**	**0.1**	**44**	**47.6**
0800	692	1	607	5	43	8	1	0	3	14	8	0	2	70	10.1	5	0.7	0	0	43.9	48.8
0900	585	4	490	6	46	4	3	0	5	17	9	1	0	57	9.7	3	0.5	0	0	43.5	48.8
1000	558	3	446	9	59	3	4	2	5	14	12	0	1	21	3.8	1	0.2	0	0	42.8	46.5
1100	620	3	494	8	63	3	11	1	3	18	14	0	2	45	7.3	1	0.2	1	0.2	43.6	47.4
1200	550	2	470	2	45	0	3	1	4	13	9	1	0	36	6.5	7	1.3	1	0.2	43.6	47.6
1300	622	3	505	1	66	4	7	1	4	15	15	0	1	37	5.9	6	1	0	0	43.5	47.6
1400	713	8	593	3	65	5	9	1	1	14	13	0	1	44	6.2	8	1.1	0	0	42.3	47.2
1500	685	3	561	2	77	5	5	4	5	12	10	0	1	47	6.9	6	0.9	0	0	43.4	47.6
1600	797	6	710	2	60	4	1	0	2	7	4	1	0	59	7.4	10	1.3	1	0.1	43.4	48.1
1700	**855**	**8**	**786**	**5**	**38**	**1**	**1**	**0**	**2**	**5**	**7**	**1**	**1**	**74**	**8.7**	**9**	**1.1**	**1**	**0.1**	**44.3**	**48.1**
1800	586	2	531	4	28	1	6	0	5	4	4	0	1	102	17.4	8	1.4	0	0	45.4	50.3
1900	391	1	363	2	17	0	0	0	1	5	2	0	0	112	28.6	26	6.6	3	0.8	47.9	52.6
2000	244	2	223	3	5	1	0	0	1	4	5	0	0	86	35.2	25	10.2	6	2.5	48.9	54.1
2100	214	5	191	0	10	1	0	0	1	2	4	0	0	72	33.6	19	8.9	6	2.8	48.3	53.5
2200	151	0	130	0	3	1	0	1	3	6	6	1	0	44	29.1	13	8.6	5	3.3	47.7	52.1
2300	72	0	53	0	7	1	0	0	4	6	1	0	0	34	47.2	13	18.1	4	5.6	50.4	58.4
07-19	**8078**	**51**	**6897**	**50**	**644**	**41**	**57**	**11**	**42**	**148**	**118**	**5**	**14**	**651**	**8.1**	**70**	**0.9**	**5**	**0.1**	**43.7**	**47.9**
06-22	**9463**	**66**	**8123**	**58**	**713**	**45**	**59**	**12**	**51**	**174**	**143**	**5**	**14**	**1019**	**10.8**	**153**	**1.6**	**21**	**0.2**	**44.2**	**48.8**
06-00	**9686**	**66**	**8306**	**58**	**723**	**47**	**59**	**13**	**58**	**186**	**150**	**6**	**14**	**1097**	**11.3**	**179**	**1.8**	**30**	**0.3**	**44.3**	**49**
00-00	**10248**	**68**	**8692**	**58**	**781**	**52**	**60**	**15**	**77**	**232**	**193**	**6**	**14**	**1299**	**12.7**	**235**	**2.3**	**43**	**0.4**	**44.6**	**49.2**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Westbound

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Thursday 13 July 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	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	46	1	28	0	3	0	0	0	2	8	4	0	0	18	39.1	8	17.4	1	2.2	49.6	57.3
0100	49	0	27	1	5	0	0	0	1	9	6	0	0	24	49	8	16.3	3	6.1	50.3	56.8
0200	39	0	21	0	5	0	0	0	1	9	3	0	0	28	71.8	5	12.8	1	2.6	52.9	55.9
0300	51	0	28	0	8	0	1	0	2	5	6	1	0	30	58.8	11	21.6	2	3.9	51.9	59.1
0400	100	0	63	0	14	0	1	0	6	6	10	0	0	44	44	14	14	3	3	49.5	55.7
0500	251	1	192	0	23	1	0	0	5	16	12	0	1	109	43.4	28	11.2	9	3.6	49.3	55.3
0600	474	6	393	2	41	1	1	1	3	10	16	0	0	126	26.6	25	5.3	1	0.2	47.1	52.3
0700	**775**	**8**	**692**	**2**	**36**	**3**	**3**	**0**	**2**	**16**	**12**	**1**	**0**	**71**	**9.2**	**16**	**2.1**	**1**	**0.1**	**43.1**	**48.5**
0800	680	2	583	2	65	3	2	1	2	9	11	0	0	56	8.2	9	1.3	0	0	43.4	47.9
0900	617	2	501	6	62	3	3	0	8	17	14	0	1	30	4.9	3	0.5	1	0.2	42.4	46.8
1000	632	6	519	4	52	4	4	0	10	22	9	1	1	39	6.2	6	0.9	1	0.2	42.9	46.8
1100	569	1	473	1	55	3	5	0	4	11	13	1	2	33	5.8	1	0.2	0	0	43.1	47
1200	679	2	558	6	66	2	6	2	2	18	16	1	0	23	3.4	0	0	0	0	42.1	46.5
1300	623	5	502	6	67	4	5	3	5	13	13	0	0	32	5.1	8	1.3	7	1.1	42.8	46.5
1400	711	3	597	4	60	2	5	2	4	14	18	2	0	37	5.2	6	0.8	0	0	42.3	46.5
1500	690	7	579	6	67	1	5	3	3	5	10	1	3	52	7.5	5	0.7	1	0.1	43.7	47.6
1600	804	6	702	7	56	3	3	1	5	8	11	0	2	46	5.7	6	0.7	0	0	43.2	47
1700	**880**	**7**	**805**	**11**	**37**	**1**	**2**	**4**	**1**	**4**	**6**	**0**	**2**	**56**	**6.4**	**4**	**0.5**	**1**	**0.1**	**42.8**	**47.4**
1800	600	7	558	5	19	0	3	1	1	3	3	0	0	63	10.5	11	1.8	0	0	44.5	48.5
1900	372	0	333	3	20	0	1	1	0	6	8	0	0	101	27.2	13	3.5	3	0.8	46.9	52.6
2000	293	1	265	0	11	0	2	1	1	5	6	0	1	67	22.9	17	5.8	3	1	46.9	52.6
2100	220	2	193	0	12	1	0	0	1	7	4	0	0	67	30.5	22	10	4	1.8	47.6	54.4
2200	152	0	126	0	9	0	0	0	2	8	7	0	0	55	36.2	22	14.5	7	4.6	49	56.1
2300	70	0	48	0	7	1	0	1	2	5	6	0	0	33	47.1	10	14.3	5	7.1	50.5	56.8
07-19	**8260**	**56**	**7069**	**60**	**642**	**29**	**46**	**17**	**47**	**140**	**136**	**7**	**11**	**538**	**6.5**	**75**	**0.9**	**12**	**0.1**	**43**	**47.4**
06-22	**9619**	**65**	**8253**	**65**	**726**	**31**	**50**	**20**	**52**	**168**	**170**	**7**	**12**	**899**	**9.3**	**152**	**1.6**	**23**	**0.2**	**43.6**	**48.1**
06-00	**9841**	**65**	**8427**	**65**	**742**	**32**	**50**	**21**	**56**	**181**	**183**	**7**	**12**	**987**	**10**	**184**	**1.9**	**35**	**0.4**	**43.7**	**48.3**
00-00	**10377**	**67**	**8786**	**66**	**800**	**33**	**52**	**21**	**73**	**234**	**224**	**8**	**13**	**1240**	**11.9**	**258**	**2.5**	**54**	**0.5**	**44.1**	**49**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Westbound

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Friday 14 July 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	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	48	0	26	0	5	0	0	0	5	5	7	0	0	26	54.2	9	18.8	3	6.3	52.2	59.5
0100	50	0	24	0	4	0	0	0	2	12	8	0	0	23	46	7	14	1	2	49.8	54.8
0200	48	0	19	0	6	0	0	0	3	10	10	0	0	19	39.6	8	16.7	5	10.4	50.8	59.5
0300	55	0	33	0	8	1	0	0	2	8	3	0	0	30	54.5	9	16.4	2	3.6	50.9	56.8
0400	85	1	56	0	15	0	0	0	4	5	4	0	0	39	45.9	14	16.5	7	8.2	50.5	57
0500	266	3	201	0	28	2	0	0	5	12	14	0	1	107	40.2	20	7.5	2	0.8	48.5	53
0600	477	4	387	1	43	2	6	1	6	11	16	0	0	119	24.9	21	4.4	5	1	47.4	51.9
0700	**745**	**12**	**627**	**6**	**63**	**6**	**6**	**1**	**2**	**11**	**9**	**0**	**2**	**97**	**13**	**11**	**1.5**	**0**	**0**	**44.5**	**49.2**
0800	690	3	582	5	60	1	6	0	2	15	12	3	1	51	7.4	12	1.7	0	0	42.1	47.9
0900	628	1	506	4	75	3	5	2	2	18	9	0	3	37	5.9	6	1	0	0	42.4	46.5
1000	630	2	527	3	50	3	5	2	5	19	12	0	2	26	4.1	1	0.2	1	0.2	41.7	46.1
1100	684	2	567	5	69	3	2	2	4	12	15	2	1	27	3.9	7	1	1	0.1	42.1	45.6
1200	759	5	630	9	65	5	5	1	6	18	12	3	0	32	4.2	1	0.1	0	0	42.2	46.8
1300	828	2	719	6	72	1	2	2	4	9	11	0	0	34	4.1	4	0.5	1	0.1	41.5	46.1
1400	**961**	**7**	**810**	**8**	**93**	**1**	**8**	**2**	**2**	**18**	**10**	**1**	**1**	**27**	**2.8**	**3**	**0.3**	**0**	**0**	**40.7**	**45.2**
1500	937	6	817	13	70	5	2	0	3	11	9	0	1	41	4.4	2	0.2	0	0	41.5	45.9
1600	882	1	791	10	57	1	5	1	1	9	5	0	1	49	5.6	0	0	0	0	43	47.4
1700	888	13	812	9	32	1	2	0	2	4	12	0	1	63	7.1	7	0.8	0	0	43.3	47.6
1800	626	2	588	1	24	1	4	0	1	2	3	0	0	109	17.4	19	3	1	0.2	45.7	50.3
1900	426	2	394	3	15	4	0	0	0	3	5	0	0	100	23.5	27	6.3	8	1.9	46.6	52.1
2000	278	4	259	1	7	0	0	0	0	3	4	0	0	81	29.1	17	6.1	5	1.8	47.7	53.2
2100	197	2	180	1	7	0	0	0	0	3	4	0	0	57	28.9	11	5.6	1	0.5	47.5	53
2200	165	1	145	2	6	0	0	0	1	6	3	1	0	50	30.3	20	12.1	2	1.2	47.3	55
2300	92	0	71	0	8	0	0	0	4	4	4	0	1	37	40.2	15	16.3	6	6.5	49.4	58.4
07-19	**9258**	**56**	**7976**	**79**	**730**	**31**	**52**	**13**	**34**	**146**	**119**	**9**	**13**	**593**	**6.4**	**73**	**0.8**	**4**	**0**	**42.5**	**47.2**
06-22	**10636**	**68**	**9196**	**85**	**802**	**37**	**58**	**14**	**40**	**166**	**148**	**9**	**13**	**950**	**8.9**	**149**	**1.4**	**23**	**0.2**	**43.1**	**48.1**
06-00	**10893**	**69**	**9412**	**87**	**816**	**37**	**58**	**14**	**45**	**176**	**155**	**10**	**14**	**1037**	**9.5**	**184**	**1.7**	**31**	**0.3**	**43.2**	**48.3**
00-00	**11445**	**73**	**9771**	**87**	**882**	**40**	**58**	**14**	**66**	**228**	**201**	**10**	**15**	**1281**	**11.2**	**251**	**2.2**	**51**	**0.4**	**43.5**	**48.8**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Westbound

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Saturday 15 July 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	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	66	0	52	0	4	1	0	0	3	4	2	0	0	31	47	15	22.7	7	10.6	51.9	60.4
0100	39	1	29	0	5	0	0	0	0	1	3	0	0	26	66.7	12	30.8	3	7.7	54	59.9
0200	34	0	25	0	5	0	0	0	0	2	2	0	0	16	47.1	6	17.6	2	5.9	50.6	57.5
0300	40	0	29	0	3	0	0	0	2	5	1	0	0	19	47.5	8	20	4	10	51.5	63.3
0400	76	0	51	0	17	0	0	0	4	1	3	0	0	38	50	12	15.8	2	2.6	51	58.2
0500	102	1	82	0	12	0	1	0	0	1	4	1	0	52	51	26	25.5	7	6.9	51.6	60.8
0600	136	1	100	1	22	0	0	0	1	2	8	0	1	56	41.2	14	10.3	2	1.5	49.5	56.1
0700	210	1	169	1	24	4	1	1	1	6	2	0	0	50	23.8	11	5.2	3	1.4	46.9	52.1
0800	355	1	316	5	27	0	2	0	0	2	2	0	0	46	13	9	2.5	1	0.3	44.3	49.2
0900	522	2	479	4	30	3	1	0	0	3	0	0	0	48	9.2	4	0.8	1	0.2	44	48.5
1000	668	2	624	4	35	0	0	0	0	2	1	0	0	36	5.4	5	0.7	1	0.1	42.5	47
1100	**727**	**3**	**690**	**7**	**20**	**1**	**1**	**0**	**0**	**4**	**1**	**0**	**0**	**31**	**4.3**	**1**	**0.1**	**0**	**0**	**42.3**	**46.5**
1200	**724**	**2**	**693**	**5**	**15**	**1**	**2**	**0**	**2**	**1**	**3**	**0**	**0**	**55**	**7.6**	**5**	**0.7**	**1**	**0.1**	**43.5**	**47.9**
1300	653	3	614	5	25	0	1	0	0	3	0	1	1	48	7.4	2	0.3	0	0	43.8	48.3
1400	602	5	567	3	20	1	2	1	0	2	1	0	0	45	7.5	3	0.5	1	0.2	43.2	47.6
1500	631	4	600	5	19	0	1	0	0	1	1	0	0	57	9	7	1.1	0	0	43.7	48.5
1600	571	9	534	5	19	2	2	0	0	0	0	0	0	42	7.4	6	1.1	0	0	44	47.9
1700	578	3	559	1	11	1	0	0	0	0	3	0	0	78	13.5	5	0.9	1	0.2	45.4	49.2
1800	414	1	395	0	13	0	1	0	0	2	2	0	0	93	22.5	25	6	7	1.7	47	51.9
1900	308	1	296	1	8	0	0	0	1	0	1	0	0	95	30.8	30	9.7	5	1.6	48.3	54.8
2000	202	1	195	1	5	0	0	0	0	0	0	0	0	100	49.5	24	11.9	6	3	50.2	55.3
2100	197	1	184	0	10	0	0	0	0	0	2	0	0	73	37.1	21	10.7	3	1.5	48.4	54.4
2200	182	1	173	1	7	0	0	0	0	0	0	0	0	47	25.8	10	5.5	3	1.6	46.9	52.8
2300	113	0	102	1	8	0	0	0	0	0	1	0	1	41	36.3	15	13.3	2	1.8	48	55
07-19	**6655**	**36**	**6240**	**45**	**258**	**13**	**14**	**2**	**3**	**26**	**16**	**1**	**1**	**629**	**9.5**	**83**	**1.2**	**16**	**0.2**	**43.9**	**48.3**
06-22	**7498**	**40**	**7015**	**48**	**303**	**13**	**14**	**2**	**5**	**28**	**27**	**1**	**2**	**953**	**12.7**	**172**	**2.3**	**32**	**0.4**	**44.5**	**49.2**
06-00	**7793**	**41**	**7290**	**50**	**318**	**13**	**14**	**2**	**5**	**28**	**28**	**1**	**3**	**1041**	**13.4**	**197**	**2.5**	**37**	**0.5**	**44.6**	**49.4**
00-00	**8150**	**43**	**7558**	**50**	**364**	**14**	**15**	**2**	**14**	**42**	**43**	**2**	**3**	**1223**	**15**	**276**	**3.4**	**62**	**0.8**	**44.9**	**49.9**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Westbound

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Sunday 16 July 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	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	75	0	69	0	2	0	0	0	0	3	1	0	0	32	42.7	12	16	2	2.7	49.5	57.5
0100	50	0	45	0	1	0	0	0	0	1	3	0	0	17	34	7	14	5	10	50.3	56.6
0200	36	0	32	0	2	0	0	0	1	0	1	0	0	14	38.9	1	2.8	1	2.8	49.3	53.7
0300	24	0	22	0	1	0	0	0	0	0	1	0	0	11	45.8	3	12.5	1	4.2	49.7	55.7
0400	41	0	35	0	5	0	0	0	0	1	0	0	0	12	29.3	1	2.4	1	2.4	47.4	52.8
0500	64	1	51	0	5	0	1	0	0	1	4	1	0	35	54.7	15	23.4	2	3.1	50.9	59.1
0600	97	2	79	0	8	0	0	0	0	4	4	0	0	37	38.1	14	14.4	5	5.2	49.5	56.1
0700	126	2	108	0	12	0	0	0	1	1	2	0	0	58	46	18	14.3	3	2.4	49.9	56.6
0800	179	1	160	4	11	0	0	0	0	0	3	0	0	56	31.3	13	7.3	1	0.6	46.9	53.5
0900	328	1	301	9	9	3	0	0	1	3	1	0	0	66	20.1	11	3.4	2	0.6	46.2	51.2
1000	601	9	552	14	22	1	0	0	0	2	1	0	0	74	12.3	14	2.3	6	1	43.5	49
1100	**686**	**5**	**646**	**13**	**17**	**1**	**0**	**0**	**1**	**1**	**2**	**0**	**0**	**49**	**7.1**	**5**	**0.7**	**0**	**0**	**43.5**	**47.6**
1200	**731**	**13**	**678**	**12**	**15**	**3**	**0**	**0**	**1**	**7**	**2**	**0**	**0**	**48**	**6.6**	**5**	**0.7**	**1**	**0.1**	**43.2**	**48.1**
1300	662	11	613	16	15	0	1	0	0	1	3	0	2	38	5.7	5	0.8	0	0	43.7	47.6
1400	574	9	541	5	12	0	1	1	1	3	1	0	0	80	13.9	11	1.9	1	0.2	45	49.7
1500	644	9	594	14	18	3	2	1	0	0	2	0	1	53	8.2	5	0.8	0	0	43	48.3
1600	669	6	641	5	9	0	2	0	2	2	2	0	0	75	11.2	6	0.9	1	0.1	44.5	49.2
1700	619	13	583	6	10	1	3	1	0	1	1	0	0	111	17.9	15	2.4	1	0.2	45	50.6
1800	555	8	523	4	13	0	1	1	1	2	2	0	0	124	22.3	22	4	2	0.4	46.5	52.1
1900	438	1	413	8	12	0	0	0	0	3	1	0	0	75	17.1	13	3	1	0.2	46.2	50.1
2000	302	1	280	4	10	0	0	0	2	1	3	0	1	83	27.5	15	5	2	0.7	47.5	52.6
2100	207	2	185	1	8	1	0	0	1	4	5	0	0	64	30.9	19	9.2	4	1.9	47.5	53
2200	120	2	106	0	7	0	0	2	1	1	1	0	0	47	39.2	21	17.5	2	1.7	48.9	58.8
2300	67	0	59	0	1	0	0	0	1	1	5	0	0	24	35.8	7	10.4	2	3	48.3	54.4
07-19	**6374**	**87**	**5940**	**102**	**163**	**12**	**10**	**4**	**8**	**23**	**22**	**0**	**3**	**832**	**13.1**	**130**	**2**	**18**	**0.3**	**44.4**	**49.4**
06-22	**7418**	**93**	**6897**	**115**	**201**	**13**	**10**	**4**	**11**	**35**	**35**	**0**	**4**	**1091**	**14.7**	**191**	**2.6**	**30**	**0.4**	**44.8**	**49.9**
06-00	**7605**	**95**	**7062**	**115**	**209**	**13**	**10**	**6**	**13**	**37**	**41**	**0**	**4**	**1162**	**15.3**	**219**	**2.9**	**34**	**0.4**	**44.9**	**49.9**
00-00	**7895**	**96**	**7316**	**115**	**225**	**13**	**11**	**6**	**14**	**43**	**51**	**1**	**4**	**1283**	**16.3**	**258**	**3.3**	**46**	**0.6**	**45.1**	**50.3**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Westbound

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Monday 17 July 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	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	52	0	35	1	6	1	0	0	0	3	6	0	0	27	51.9	10	19.2	3	5.8	51.8	58.6
0100	36	0	24	0	4	0	0	0	0	5	3	0	0	14	38.9	6	16.7	3	8.3	48.7	58.8
0200	36	0	20	1	3	1	0	0	2	4	5	0	0	23	63.9	10	27.8	1	2.8	53.2	60.6
0300	47	0	25	0	11	2	0	0	2	3	4	0	0	31	66	9	19.1	1	2.1	52.4	57.9
0400	131	2	98	0	18	1	0	0	8	3	1	0	0	69	52.7	29	22.1	6	4.6	50.7	58.4
0500	235	1	189	1	21	1	0	0	2	10	10	0	0	105	44.7	25	10.6	4	1.7	49.7	55
0600	512	5	414	1	46	2	3	3	5	15	18	0	0	112	21.9	23	4.5	3	0.6	46.7	51.2
0700	**810**	**11**	**717**	**4**	**37**	**2**	**5**	**0**	**4**	**16**	**9**	**2**	**3**	**73**	**9**	**6**	**0.7**	**0**	**0**	**43.8**	**48.8**
0800	700	2	623	5	41	4	5	0	3	3	14	0	0	62	8.9	9	1.3	0	0	43.8	48.3
0900	616	3	522	3	58	2	3	1	3	10	11	0	0	43	7	4	0.6	1	0.2	43.4	47.9
1000	602	5	494	4	59	5	4	0	4	19	7	0	1	45	7.5	6	1	5	0.8	43.6	47.6
1100	619	5	507	8	56	1	5	2	6	14	15	0	0	55	8.9	6	1	0	0	42.9	48.3
1200	600	3	498	8	56	7	2	1	4	8	12	0	1	37	6.2	2	0.3	0	0	41.9	46.8
1300	656	6	529	10	68	5	3	3	4	17	9	0	2	45	6.9	0	0	0	0	40.7	47.2
1400	697	5	585	5	63	1	5	2	2	15	13	0	1	35	5	3	0.4	0	0	42.6	46.5
1500	732	4	618	4	72	3	6	1	3	14	6	0	1	58	7.9	4	0.5	0	0	43.2	48.1
1600	839	2	748	8	54	4	4	0	4	5	10	0	0	60	7.2	5	0.6	0	0	43	47.4
1700	**880**	**4**	**812**	**13**	**38**	**1**	**1**	**0**	**4**	**5**	**2**	**0**	**0**	**62**	**7**	**5**	**0.6**	**0**	**0**	**41.3**	**47.6**
1800	528	6	479	3	18	0	6	0	3	7	6	0	0	118	22.3	11	2.1	0	0	46.2	51.2
1900	314	6	278	2	11	1	4	0	3	5	4	0	0	79	25.2	21	6.7	0	0	47.5	52.6
2000	258	6	229	2	10	0	0	0	2	3	6	0	0	71	27.5	16	6.2	1	0.4	47.1	53.2
2100	187	7	156	0	9	0	0	0	1	4	10	0	0	72	38.5	16	8.6	5	2.7	48.4	54.6
2200	163	1	137	2	4	1	0	0	3	10	5	0	0	56	34.4	17	10.4	6	3.7	48.6	55.3
2300	76	0	50	0	5	0	0	0	4	10	7	0	0	25	32.9	11	14.5	7	9.2	49.8	56.6
07-19	**8279**	**56**	**7132**	**75**	**620**	**35**	**49**	**10**	**44**	**133**	**114**	**2**	**9**	**693**	**8.4**	**61**	**0.7**	**6**	**0.1**	**43**	**48.1**
06-22	**9550**	**80**	**8209**	**80**	**696**	**38**	**56**	**13**	**55**	**160**	**152**	**2**	**9**	**1027**	**10.8**	**137**	**1.4**	**15**	**0.2**	**43.5**	**48.8**
06-00	**9789**	**81**	**8396**	**82**	**705**	**39**	**56**	**13**	**62**	**180**	**164**	**2**	**9**	**1108**	**11.3**	**165**	**1.7**	**28**	**0.3**	**43.7**	**48.8**
00-00	**10326**	**84**	**8787**	**85**	**768**	**45**	**56**	**13**	**76**	**208**	**193**	**2**	**9**	**1377**	**13.3**	**254**	**2.5**	**46**	**0.4**	**44**	**49.4**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Westbound

7719 / Deep Car farm
Jul-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	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	54	0	37	0	4	1	0	0	2	4	5	0	0	23	43.5	9	16.3	3	5.1	50.2	57.5
0100	45	0	27	0	4	0	0	0	1	6	6	0	0	20	44.6	7	15.1	2	5.4	50.1	56.6
0200	38	0	21	0	4	0	0	0	2	6	5	0	0	20	51.3	6	15.4	2	5.2	51.1	57
0300	47	0	28	0	6	1	0	0	2	5	4	0	0	24	52.1	8	16.6	2	4.9	51.1	57.7
0400	90	1	61	0	13	0	0	0	5	5	5	0	0	38	41.8	13	14.6	4	4	49.6	56.8
0500	208	1	164	1	20	1	0	0	2	9	9	0	0	87	41.7	24	11.5	5	2.2	49.3	55.3
0600	391	4	322	1	32	1	2	1	3	11	13	0	0	92	23.6	19	4.7	3	0.7	46.9	51.9
0700	603	7	525	3	39	4	3	1	2	11	7	1	2	66	10.9	10	1.7	1	0.2	44	48.8
0800	570	2	498	5	42	2	2	0	2	8	8	1	1	51	9	8	1.5	0	0.1	43.2	48.3
0900	556	2	471	5	48	3	3	1	3	12	7	0	1	43	7.7	5	0.8	1	0.1	43.2	47.6
1000	616	6	522	6	48	3	3	1	4	13	8	1	1	36	5.8	5	0.8	2	0.3	42.5	47
1100	**644**	**4**	**551**	**7**	**49**	**2**	**4**	**1**	**3**	**11**	**9**	**0**	**1**	**39**	**6**	**4**	**0.6**	**0**	**0**	**42.7**	**47**
1200	655	4	568	7	45	3	3	1	4	10	9	1	0	36	5.5	3	0.5	0	0.1	42.7	47.2
1300	657	5	561	7	54	2	3	2	3	9	9	0	1	37	5.6	4	0.6	1	0.2	42.6	47.2
1400	695	5	599	4	54	2	5	1	2	12	9	1	1	42	6.1	5	0.7	0	0	42.4	47.2
1500	709	5	614	7	56	3	4	1	2	9	7	0	1	51	7.2	5	0.6	0	0	43	47.6
1600	762	5	687	6	46	2	3	0	3	5	5	0	1	51	6.7	5	0.6	0	0	43.3	47.6
1700	**791**	**7**	**733**	**8**	**29**	**1**	**2**	**1**	**1**	**4**	**5**	**1**	**1**	**67**	**8.5**	**7**	**0.8**	**1**	**0.1**	**43.1**	**48.1**
1800	553	4	512	3	20	0	3	0	2	4	4	0	0	96	17.4	14	2.6	2	0.3	45.6	50.6
1900	369	2	340	3	14	1	1	0	1	4	4	0	0	87	23.6	20	5.3	3	0.9	46.9	52.1
2000	259	2	239	2	8	0	0	0	1	3	4	0	0	78	30.2	18	6.9	4	1.4	47.8	53.2
2100	200	3	177	0	10	1	0	0	1	4	5	0	0	64	31.9	17	8.4	3	1.6	47.8	53.5
2200	154	1	135	1	6	0	0	0	2	5	4	0	0	49	31.9	16	10.6	4	2.7	47.9	54.8
2300	81	0	63	0	6	0	0	0	3	4	4	0	0	32	39.4	11	13.9	4	5.1	49.3	56.4
07-19	**7810**	**55**	**6840**	**66**	**531**	**28**	**38**	**9**	**31**	**108**	**88**	**6**	**9**	**615**	**7.9**	**74**	**0.9**	**9**	**0.1**	**43.2**	**47.9**
06-22	**9028**	**66**	**7918**	**72**	**595**	**31**	**42**	**10**	**37**	**129**	**113**	**6**	**10**	**937**	**10.4**	**147**	**1.6**	**22**	**0.2**	**43.7**	**48.5**
06-00	**9263**	**67**	**8116**	**73**	**607**	**31**	**42**	**11**	**41**	**138**	**121**	**6**	**10**	**1018**	**11**	**174**	**1.9**	**30**	**0.3**	**43.8**	**48.8**
00-00	**9744**	**70**	**8453**	**75**	**659**	**34**	**42**	**11**	**55**	**173**	**154**	**7**	**11**	**1229**	**12.6**	**240**	**2.5**	**48**	**0.5**	**44.1**	**49.2**

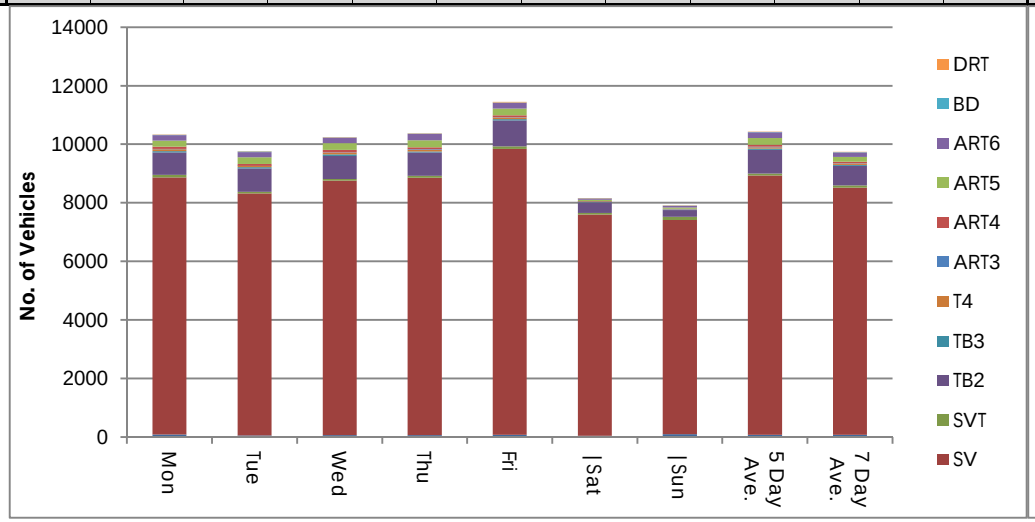
Site 4
Location Worksop Road - Attached to left turn sign
Direction Westbound

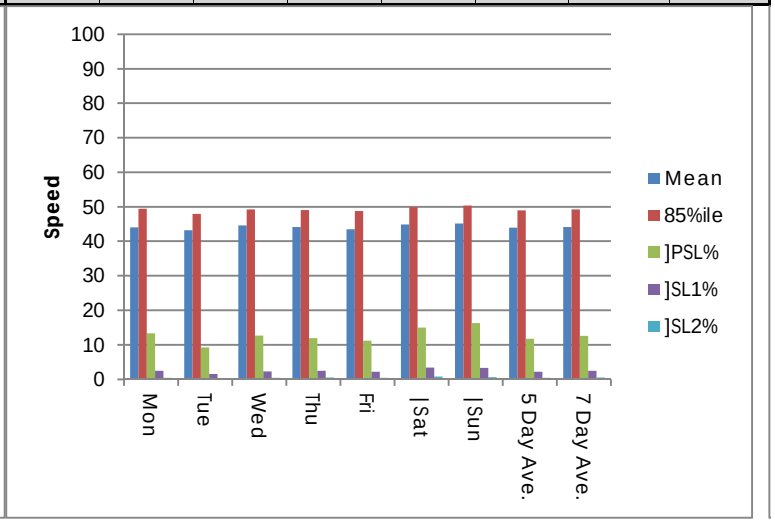
7719 / Deep Car farm
Jul-17
Automatic Traffic Count

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	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
Mon	10326	84	8787	85	768	45	56	13	76	208	193	2	9	1377	13.3	254	2.5	46	0.4	44	49.4
Tue	9767	57	8261	61	793	41	44	8	67	224	176	19	16	901	9.2	150	1.5	32	0.3	43.2	47.9
Wed	10248	68	8692	58	781	52	60	15	77	232	193	6	14	1299	12.7	235	2.3	43	0.4	44.6	49.2
Thu	10377	67	8786	66	800	33	52	21	73	234	224	8	13	1240	11.9	258	2.5	54	0.5	44.1	49
Fri	11445	73	9771	87	882	40	58	14	66	228	201	10	15	1281	11.2	251	2.2	51	0.4	43.5	48.8
| Sat	8150	43	7558	50	364	14	15	2	14	42	43	2	3	1223	15	276	3.4	62	0.8	44.9	49.9
| Sun	7895	96	7316	115	225	13	11	6	14	43	51	1	4	1283	16.3	258	3.3	46	0.6	45.1	50.3
5 Day Ave.	**10433**	**70**	**8859**	**71**	**805**	**42**	**54**	**14**	**72**	**225**	**197**	**9**	**13**	**1220**	**11.7**	**230**	**2.2**	**45**	**0.4**	**43.9**	**48.9**
7 Day Ave.	**9744**	**70**	**8453**	**75**	**659**	**34**	**42**	**11**	**55**	**173**	**154**	**7**	**11**	**1229**	**12.6**	**240**	**2.5**	**48**	**0.5**	**44.1**	**49.2**
--	**68208**	**488**	**59171**	**522**	**4613**	**238**	**296**	**79**	**387**	**1211**	**1081**	**48**	**74**	**8604**	**12.6**	**1682**	**2.5**	**334**	**0.5**	**44.1**	**49.2**

Summary Graphs





Site 4
Location Worksop Road - Attached to left turn sign
Direction Westbound

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Tuesday 11 July 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	48	0	0	0	0	0	0	0	6	8	17	12	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	37	0	0	0	0	0	0	0	1	6	9	18	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	37	0	0	0	0	0	0	0	1	4	10	12	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	54	0	0	0	0	0	0	1	4	6	17	16	4	2	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0400	95	0	0	0	0	0	0	0	4	26	37	19	6	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0500	261	0	0	0	0	0	0	0	14	68	84	52	29	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	505	0	0	0	0	0	0	0	49	188	170	69	21	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	**743**	**0**	**0**	**0**	**0**	**0**	**4**	**26**	**161**	**321**	**177**	**47**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800	694	0	1	0	0	6	22	52	155	295	145	15	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	593	0	0	0	0	0	5	39	129	278	124	16	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	619	0	0	0	0	1	23	62	180	243	100	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	602	0	0	0	0	3	9	38	150	273	98	26	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	541	0	0	0	0	0	1	9	114	264	130	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	553	0	0	0	0	1	9	19	123	263	115	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	605	0	0	0	0	0	14	44	147	245	126	25	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	643	0	0	0	0	0	0	10	142	292	149	43	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	773	0	0	0	0	0	5	22	164	371	187	20	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**837**	**0**	**0**	**0**	**0**	**8**	**42**	**46**	**223**	**343**	**147**	**27**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	562	0	0	0	0	0	0	2	60	260	176	51	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	332	0	0	0	0	0	1	6	35	115	128	38	6	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	236	0	0	0	0	0	0	2	18	72	84	43	12	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	176	0	0	0	0	0	0	2	16	56	61	26	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	143	0	0	0	0	0	1	2	15	35	46	30	6	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	78	0	0	0	0	0	0	0	3	21	24	20	6	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**7765**	**0**	**1**	**0**	**0**	**19**	**134**	**369**	**1748**	**3448**	**1674**	**318**	**45**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**9014**	**0**	**1**	**0**	**0**	**19**	**135**	**379**	**1866**	**3879**	**2117**	**494**	**96**	**19**	**5**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**9235**	**0**	**1**	**0**	**0**	**19**	**136**	**381**	**1884**	**3935**	**2187**	**544**	**108**	**24**	**8**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**9767**	**0**	**1**	**0**	**0**	**19**	**136**	**382**	**1914**	**4053**	**2361**	**673**	**156**	**40**	**19**	**9**	**1**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Westbound

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Wednesday 12 July 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	40	0	0	0	0	0	0	0	5	11	12	7	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	51	0	0	0	0	0	0	0	0	17	20	8	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	37	0	0	0	0	0	0	0	4	6	12	7	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	55	0	0	0	0	0	0	0	1	8	23	15	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	103	0	0	0	0	0	0	4	3	28	34	16	8	6	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0500	276	0	0	0	0	0	0	0	10	65	97	70	19	12	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	536	0	0	1	0	0	0	5	43	187	202	72	20	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	**815**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**108**	**392**	**250**	**48**	**10**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800	692	0	0	0	0	0	8	18	119	234	243	62	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	585	0	0	0	2	2	8	13	93	257	153	48	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	558	0	0	0	0	0	1	15	107	276	138	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	620	0	0	0	0	0	1	19	97	284	174	34	10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	550	0	0	0	0	2	1	15	83	240	173	23	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	622	0	0	1	0	0	5	17	96	278	188	28	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	713	0	0	0	2	12	4	32	152	303	164	34	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	685	0	0	0	0	0	0	15	143	297	183	36	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	797	0	1	2	16	4	4	11	88	371	241	48	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**855**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**120**	**364**	**288**	**60**	**10**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	586	0	0	0	0	0	1	7	70	200	206	78	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	391	0	0	0	0	0	0	3	14	108	154	77	18	14	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	244	0	0	0	0	0	0	0	9	60	89	51	15	14	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	214	0	0	0	0	0	0	0	12	50	80	48	11	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	151	0	0	0	0	0	0	1	7	49	50	26	11	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	72	0	0	0	0	0	0	0	5	17	16	19	6	5	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	**8078**	**0**	**1**	**3**	**20**	**20**	**33**	**177**	**1276**	**3496**	**2401**	**516**	**111**	**19**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**9463**	**0**	**1**	**4**	**20**	**20**	**33**	**185**	**1354**	**3901**	**2926**	**764**	**175**	**59**	**16**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**9686**	**0**	**1**	**4**	**20**	**20**	**33**	**186**	**1366**	**3967**	**2992**	**809**	**192**	**66**	**21**	**6**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**10248**	**0**	**1**	**4**	**20**	**20**	**33**	**190**	**1389**	**4102**	**3190**	**932**	**238**	**86**	**28**	**11**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Westbound

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Thursday 13 July 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	0	0	2	8	18	8	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	49	0	0	0	0	0	0	0	5	6	14	15	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	39	0	0	0	0	0	0	0	1	1	9	15	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	51	0	0	0	0	0	0	0	0	3	18	18	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	100	0	0	0	0	0	0	0	2	25	29	26	12	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	251	0	0	0	0	0	0	0	13	58	71	69	26	5	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	474	0	0	0	0	0	0	6	36	121	185	88	33	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	**775**	**0**	**2**	**2**	**9**	**16**	**11**	**28**	**97**	**272**	**267**	**50**	**18**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800	680	0	0	0	0	0	9	24	126	281	184	40	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	617	0	0	0	1	3	4	35	127	274	143	25	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	632	0	0	0	0	0	0	25	125	309	134	30	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	569	0	0	0	0	0	0	13	134	233	156	29	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	679	0	0	0	0	0	13	31	169	280	163	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	623	0	0	0	0	0	1	17	152	292	129	22	2	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	711	0	0	1	0	1	8	36	151	329	148	27	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	690	0	0	0	0	0	0	22	110	303	203	42	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	804	0	0	0	0	0	1	22	145	403	187	37	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**880**	**0**	**1**	**3**	**4**	**3**	**14**	**25**	**160**	**377**	**237**	**49**	**6**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	600	0	0	0	0	0	0	3	99	241	194	46	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	372	0	0	0	0	0	2	2	22	119	126	76	20	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	293	0	0	0	0	0	0	3	19	92	112	39	20	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	220	0	0	0	0	0	0	5	14	68	66	37	18	8	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	152	0	0	0	0	0	1	0	12	38	46	23	20	5	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	70	0	0	0	0	0	0	0	4	14	19	17	9	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**8260**	**0**	**3**	**6**	**14**	**23**	**61**	**281**	**1595**	**3594**	**2145**	**418**	**86**	**22**	**4**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**9619**	**0**	**3**	**6**	**14**	**23**	**63**	**297**	**1686**	**3994**	**2634**	**658**	**177**	**41**	**11**	**1**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**9841**	**0**	**3**	**6**	**14**	**23**	**64**	**297**	**1702**	**4046**	**2699**	**698**	**206**	**48**	**17**	**6**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**10377**	**0**	**3**	**6**	**14**	**23**	**64**	**297**	**1725**	**4147**	**2858**	**849**	**266**	**71**	**29**	**12**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Westbound

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Friday 14 July 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	48	0	0	0	0	0	0	0	1	2	19	15	4	4	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0100	50	0	0	0	0	0	0	0	1	8	18	15	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	48	0	0	0	0	0	0	0	2	14	13	11	1	2	2	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0
0300	55	0	0	0	0	0	0	0	5	9	11	14	11	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	85	0	0	0	0	0	0	0	2	16	28	22	6	4	5	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0500	266	0	0	0	0	0	1	2	12	51	93	77	24	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	477	0	0	0	0	0	0	3	27	116	212	85	26	3	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	**745**	**0**	**2**	**0**	**0**	**9**	**7**	**10**	**74**	**297**	**249**	**77**	**15**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800	690	0	0	0	0	15	20	53	139	246	166	34	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	628	0	0	0	0	0	5	39	137	284	126	29	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	630	0	0	0	0	0	9	35	173	275	112	21	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	684	0	0	0	0	0	3	35	159	333	127	18	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	759	0	0	0	0	0	5	27	199	343	153	28	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	828	0	0	1	0	18	13	37	186	399	140	25	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	**961**	**0**	**0**	**0**	**0**	**0**	**12**	**92**	**305**	**396**	**129**	**22**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500	937	0	0	0	0	1	14	49	285	401	146	35	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	882	0	0	0	0	0	4	39	175	375	240	48	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	888	0	0	0	1	4	14	27	137	388	254	54	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	626	0	0	0	0	0	1	14	58	207	237	76	26	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	426	0	0	0	1	1	1	3	44	132	144	60	25	7	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	278	0	0	0	0	0	0	3	20	67	107	53	18	5	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	197	0	0	0	0	0	0	2	9	62	67	42	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	165	0	0	0	0	4	2	1	12	39	57	24	16	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	92	0	0	0	0	0	0	1	8	21	25	20	7	4	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**9258**	**0**	**2**	**1**	**1**	**47**	**107**	**457**	**2027**	**3944**	**2079**	**467**	**101**	**21**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**10636**	**0**	**2**	**1**	**2**	**48**	**108**	**468**	**2127**	**4321**	**2609**	**707**	**180**	**40**	**16**	**4**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**10893**	**0**	**2**	**1**	**2**	**52**	**110**	**470**	**2147**	**4381**	**2691**	**751**	**203**	**52**	**20**	**7**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**11445**	**0**	**2**	**1**	**2**	**52**	**111**	**472**	**2170**	**4481**	**2873**	**905**	**253**	**72**	**31**	**10**	**6**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Westbound

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Saturday 15 July 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	66	0	0	0	0	0	0	0	2	15	18	12	8	4	2	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0
0100	39	0	0	0	0	0	0	0	0	2	11	11	8	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	34	0	0	0	0	0	0	0	1	6	11	9	2	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	40	0	0	0	0	0	0	0	3	7	11	9	2	4	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	76	0	0	0	0	0	0	0	1	13	24	19	10	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	102	0	0	0	0	0	0	3	2	20	25	21	14	10	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	136	0	0	0	1	0	0	0	3	32	44	30	17	7	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	210	0	0	0	0	0	0	3	8	82	67	27	15	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	355	0	0	0	0	0	3	19	43	134	110	34	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	522	0	0	0	0	0	6	18	71	225	154	40	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	668	0	0	1	0	3	5	39	139	279	166	27	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**727**	**0**	**0**	**0**	**0**	**2**	**13**	**37**	**146**	**331**	**167**	**25**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**724**	**0**	**0**	**0**	**0**	**0**	**2**	**20**	**134**	**312**	**201**	**46**	**7**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	653	0	0	0	0	0	1	7	105	301	191	41	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	602	0	0	0	0	1	0	27	99	279	151	39	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	631	0	0	0	0	1	6	38	79	238	212	45	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	571	0	0	0	0	1	7	16	67	242	196	31	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	578	0	0	0	1	0	3	6	48	200	242	67	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	414	0	0	0	1	1	1	5	21	119	173	58	21	7	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	308	0	0	0	0	0	1	0	6	97	109	50	28	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	202	0	0	0	0	0	0	3	9	21	69	67	16	11	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	197	0	0	0	0	0	0	4	12	50	58	46	19	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	182	0	0	0	0	0	0	4	11	63	57	30	12	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	113	0	0	0	0	0	1	2	4	42	23	23	12	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**6655**	**0**	**0**	**1**	**2**	**9**	**47**	**235**	**960**	**2742**	**2030**	**480**	**104**	**29**	**11**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**7498**	**0**	**0**	**1**	**3**	**9**	**48**	**242**	**990**	**2942**	**2310**	**673**	**184**	**64**	**20**	**7**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**7793**	**0**	**0**	**1**	**3**	**9**	**49**	**248**	**1005**	**3047**	**2390**	**726**	**208**	**70**	**23**	**9**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**8150**	**0**	**0**	**1**	**3**	**9**	**49**	**251**	**1014**	**3110**	**2490**	**807**	**252**	**102**	**35**	**14**	**10**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Westbound

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Sunday 16 July 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	75	0	0	0	0	0	0	1	7	14	21	14	13	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	50	0	0	0	0	0	0	0	3	12	18	8	2	2	2	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0
0200	36	0	0	0	0	0	0	0	1	6	15	9	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	24	0	0	0	0	0	0	1	0	6	6	6	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	41	0	0	0	0	0	0	0	4	10	15	10	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	64	0	0	0	0	0	0	0	3	12	14	17	9	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	97	0	0	0	0	0	0	2	7	21	30	18	8	6	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	126	0	0	1	0	0	0	2	4	19	42	31	15	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	179	0	0	0	0	0	1	6	16	47	53	38	11	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	328	0	0	0	0	0	0	5	21	119	117	45	16	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	601	0	0	0	2	19	10	17	74	241	164	53	10	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**686**	**0**	**0**	**0**	**0**	**0**	**10**	**12**	**119**	**308**	**188**	**41**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**731**	**0**	**0**	**0**	**2**	**4**	**3**	**22**	**161**	**274**	**217**	**40**	**5**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	662	0	0	1	0	0	12	15	79	308	209	29	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	574	0	0	4	10	4	1	2	40	210	223	65	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	644	0	0	0	0	1	11	55	85	244	195	44	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	669	0	0	0	0	0	4	20	82	261	227	62	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	619	0	2	1	1	3	6	26	50	210	209	85	18	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	555	0	0	0	0	1	3	16	39	159	213	80	34	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	438	0	0	0	0	0	0	17	18	137	191	51	20	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	302	0	0	0	0	0	1	2	12	85	119	60	12	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	207	0	0	0	0	0	0	1	15	62	65	39	15	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	120	0	0	0	0	0	0	6	5	27	35	22	13	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	67	0	0	0	0	0	0	1	4	20	18	15	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**6374**	**0**	**2**	**7**	**15**	**32**	**61**	**198**	**770**	**2400**	**2057**	**613**	**153**	**48**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**7418**	**0**	**2**	**7**	**15**	**32**	**62**	**220**	**822**	**2705**	**2462**	**781**	**208**	**72**	**25**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**7605**	**0**	**2**	**7**	**15**	**32**	**62**	**227**	**831**	**2752**	**2515**	**818**	**226**	**84**	**27**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**7895**	**0**	**2**	**7**	**15**	**32**	**62**	**229**	**849**	**2812**	**2604**	**882**	**258**	**97**	**32**	**7**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Westbound

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Monday 17 July 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	52	0	0	0	0	0	0	0	0	9	16	16	4	4	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0100	36	0	0	0	0	0	1	0	4	11	6	8	1	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	36	0	0	0	0	0	0	0	0	2	11	11	6	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	47	0	0	0	0	0	0	0	0	5	11	19	8	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	131	0	0	0	0	0	0	0	10	24	28	34	20	9	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	235	0	0	0	0	0	0	0	10	44	76	67	26	8	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0600	512	0	0	0	0	0	0	4	47	151	198	77	21	11	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	**810**	**0**	**0**	**1**	**2**	**2**	**9**	**21**	**121**	**321**	**260**	**53**	**18**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800	700	0	0	0	0	4	12	25	98	263	236	45	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	616	0	0	0	0	1	0	12	131	247	182	36	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	602	0	0	0	0	0	1	17	121	242	176	35	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	619	0	0	0	0	0	27	28	104	243	162	47	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	600	0	0	0	0	3	9	37	175	214	125	32	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	656	0	0	4	12	17	23	59	134	221	141	42	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	697	0	0	0	0	2	18	21	113	365	143	31	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	732	0	0	0	0	7	7	40	109	295	216	49	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	839	0	0	0	0	0	10	44	170	336	219	46	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**880**	**0**	**0**	**2**	**12**	**26**	**25**	**73**	**169**	**301**	**210**	**53**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	528	0	0	0	0	2	2	9	43	161	193	90	23	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	314	0	0	0	0	0	1	5	18	75	136	50	18	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	258	0	0	0	0	0	1	4	13	74	95	43	21	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	187	0	0	0	0	0	0	2	12	46	55	46	18	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	163	0	0	0	0	0	0	0	12	41	54	29	19	2	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	76	0	0	0	0	0	0	0	5	20	26	13	5	0	5	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	**8279**	**0**	**0**	**7**	**26**	**64**	**143**	**386**	**1488**	**3209**	**2263**	**559**	**110**	**18**	**1**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**9550**	**0**	**0**	**7**	**26**	**64**	**145**	**401**	**1578**	**3555**	**2747**	**775**	**188**	**49**	**5**	**3**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**9789**	**0**	**0**	**7**	**26**	**64**	**145**	**401**	**1595**	**3616**	**2827**	**817**	**212**	**51**	**11**	**7**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**10326**	**0**	**0**	**7**	**26**	**64**	**146**	**401**	**1619**	**3711**	**2975**	**972**	**277**	**82**	**17**	**13**	**13**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Westbound

7719 / Deep Car farm
Jul-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	54	0	0	0	0	0	0	0	3	10	17	12	6	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	45	0	0	0	0	0	0	0	2	9	14	12	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	38	0	0	0	0	0	0	0	1	6	12	11	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	47	0	0	0	0	0	0	0	2	6	14	14	6	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	90	0	0	0	0	0	0	1	4	20	28	21	9	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	208	0	0	0	0	0	0	1	9	45	66	53	21	8	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	391	0	0	0	0	0	0	3	30	117	149	63	21	6	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	603	0	1	1	2	4	4	14	82	243	187	48	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	570	0	0	0	0	4	11	28	99	214	162	38	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	556	0	0	0	0	1	4	23	101	241	143	34	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	616	0	0	0	0	3	7	30	131	266	141	27	5	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**644**	**0**	**0**	**0**	**0**	**1**	**9**	**26**	**130**	**286**	**153**	**31**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	655	0	0	0	0	1	5	23	148	275	166	30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	657	0	0	1	2	5	9	24	125	295	159	29	5	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	695	0	0	1	2	3	8	36	144	304	155	35	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	709	0	0	0	0	1	5	33	136	296	186	42	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	762	0	0	0	2	1	5	25	127	337	214	42	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**791**	**0**	**0**	**1**	**3**	**6**	**15**	**30**	**130**	**312**	**227**	**56**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	553	0	0	0	0	1	1	8	56	192	199	68	21	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	369	0	0	0	0	0	1	5	22	112	141	57	19	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	259	0	0	0	0	0	0	2	14	67	96	51	16	8	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	200	0	0	0	0	0	0	2	13	56	65	41	15	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	154	0	0	0	0	1	1	2	11	42	49	26	14	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	81	0	0	0	0	0	0	1	5	22	22	18	7	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**7810**	**0**	**1**	**4**	**11**	**31**	**84**	**300**	**1409**	**3262**	**2093**	**482**	**101**	**23**	**6**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**9028**	**0**	**1**	**4**	**11**	**31**	**85**	**313**	**1489**	**3614**	**2544**	**693**	**173**	**49**	**14**	**3**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**9263**	**0**	**1**	**4**	**11**	**31**	**86**	**316**	**1504**	**3678**	**2614**	**738**	**194**	**56**	**18**	**6**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**9744**	**0**	**1**	**4**	**11**	**31**	**86**	**317**	**1526**	**3774**	**2764**	**860**	**243**	**79**	**27**	**11**	**7**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

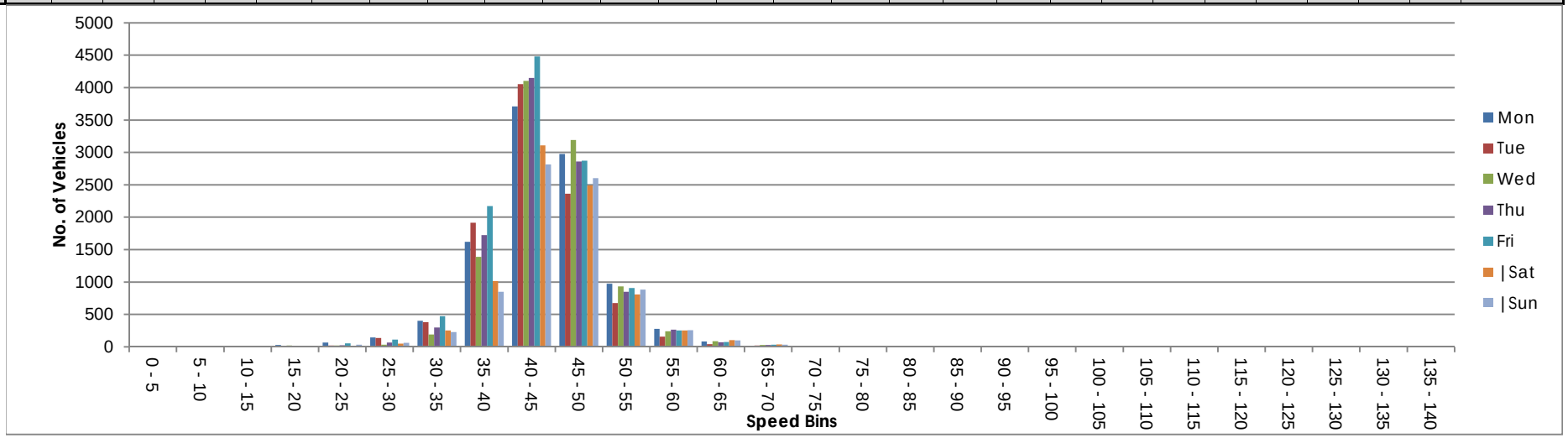
Site 4
Location Worksop Road - Attached to left turn sign
Direction Westbound

7719 / Deep Car farm
Jul-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	10326	0	0	7	26	64	146	401	1619	3711	2975	972	277	82	17	13	13	2	1	0	0	0	0	0	0	0	0	0	0
Tue	9767	0	1	0	0	19	136	382	1914	4053	2361	673	156	40	19	9	1	2	0	0	1	0	0	0	0	0	0	0	0
Wed	10248	0	1	4	20	20	33	190	1389	4102	3190	932	238	86	28	11	1	2	1	0	0	0	0	0	0	0	0	0	0
Thu	10377	0	3	6	14	23	64	297	1725	4147	2858	849	266	71	29	12	12	1	0	0	0	0	0	0	0	0	0	0	0
Fri	11445	0	2	1	2	52	111	472	2170	4481	2873	905	253	72	31	10	6	2	1	0	1	0	0	0	0	0	0	0	0
|Sat	8150	0	0	1	3	9	49	251	1014	3110	2490	807	252	102	35	14	10	2	1	0	0	0	0	0	0	0	0	0	0
|Sun	7895	0	2	7	15	32	62	229	849	2812	2604	882	258	97	32	7	5	1	1	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	**10433**	**0**	**1**	**4**	**12**	**36**	**98**	**348**	**1763**	**4099**	**2851**	**866**	**238**	**70**	**25**	**11**	**7**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7 Day Ave.	**9744**	**0**	**1**	**4**	**11**	**31**	**86**	**317**	**1526**	**3774**	**2764**	**860**	**243**	**79**	**27**	**11**	**7**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
--	**68208**	**0**	**9**	**26**	**80**	**219**	**601**	**2222**	**10680**	**26416**	**19351**	**6020**	**1700**	**550**	**191**	**76**	**48**	**12**	**5**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Summary Graphs



Site 4
Location Worksop Road - Attached to left turn sign
Direction Both Directions

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Tuesday 11 July 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	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	101	0	66	0	4	1	0	0	7	9	14	0	0	47	46.5	16	15.8	5	5	50.7	57.7
0100	72	0	37	0	8	1	0	0	5	6	15	0	0	45	62.5	7	9.7	2	2.8	50.8	54.1
0200	66	0	26	0	8	1	1	0	3	17	10	0	0	38	57.6	8	12.1	3	4.5	51.2	56.1
0300	99	0	55	0	14	2	0	0	7	8	13	0	0	59	59.6	18	18.2	6	6.1	51.8	57.9
0400	199	1	133	1	24	0	0	0	8	13	18	1	0	91	45.7	31	15.6	14	7	51.3	57
0500	493	4	398	7	49	1	1	0	3	18	11	1	0	192	38.9	53	10.8	8	1.6	49.1	55
0600	918	8	751	2	82	5	5	1	5	28	28	1	2	239	26	33	3.6	4	0.4	46.9	51.7
0700	1434	9	1241	6	112	14	4	4	8	20	12	1	3	132	9.2	6	0.4	2	0.1	44.2	48.3
0800	**1456**	**3**	**1263**	**12**	**121**	**2**	**9**	**0**	**3**	**21**	**16**	**2**	**4**	**68**	**4.7**	**4**	**0.3**	**1**	**0.1**	**42.8**	**47.4**
0900	1174	2	970	5	124	9	7	1	9	29	17	0	1	46	3.9	3	0.3	0	0	42.5	47.4
1000	1094	19	851	4	130	5	6	0	12	31	26	4	6	49	4.5	6	0.5	1	0.1	42.2	47.2
1100	1060	10	853	10	116	6	7	1	9	31	15	1	1	79	7.5	7	0.7	0	0	43.3	47.9
1200	1071	1	882	4	103	2	7	1	12	35	23	1	0	76	7.1	4	0.4	2	0.2	43.9	47.6
1300	1100	8	907	8	109	5	6	4	10	15	22	2	4	72	6.5	5	0.5	1	0.1	43.4	47.6
1400	1220	5	999	10	127	9	9	1	10	32	14	1	3	102	8.4	4	0.3	0	0	43.3	48.3
1500	1276	4	1081	9	120	4	8	2	4	28	13	2	1	128	10	6	0.5	0	0	44.2	48.5
1600	1579	5	1395	7	122	5	3	1	11	18	7	2	3	119	7.5	2	0.1	0	0	43.8	48.1
1700	**1685**	**4**	**1557**	**16**	**70**	**4**	**5**	**1**	**1**	**15**	**9**	**3**	**0**	**96**	**5.7**	**6**	**0.4**	**0**	**0**	**42.4**	**47.6**
1800	1235	3	1138	7	55	1	1	0	3	13	11	2	1	202	16.4	16	1.3	1	0.1	45.7	50.1
1900	769	1	686	1	47	1	0	0	7	14	11	0	1	154	20	19	2.5	4	0.5	46.4	50.8
2000	559	1	510	0	20	1	1	0	5	11	8	1	1	158	28.3	25	4.5	4	0.7	47.6	52.1
2100	442	2	382	1	31	1	1	0	3	11	9	1	0	124	28.1	24	5.4	5	1.1	47.4	52.3
2200	285	1	257	0	10	0	0	0	3	5	9	0	0	107	37.5	24	8.4	8	2.8	48.5	54.4
2300	163	0	127	1	12	1	0	0	4	9	9	0	0	77	47.2	23	14.1	12	7.4	50.9	56.6
07-19	**15384**	**73**	**13137**	**98**	**1309**	**66**	**72**	**16**	**92**	**288**	**185**	**21**	**27**	**1169**	**7.6**	**69**	**0.4**	**8**	**0.1**	**43.5**	**48.1**
06-22	**18072**	**85**	**15466**	**102**	**1489**	**74**	**79**	**17**	**112**	**352**	**241**	**24**	**31**	**1844**	**10.2**	**170**	**0.9**	**25**	**0.1**	**44**	**48.8**
06-00	**18520**	**86**	**15850**	**103**	**1511**	**75**	**79**	**17**	**119**	**366**	**259**	**24**	**31**	**2028**	**11**	**217**	**1.2**	**45**	**0.2**	**44.1**	**48.8**
00-00	**19550**	**91**	**16565**	**111**	**1618**	**81**	**81**	**17**	**152**	**437**	**340**	**26**	**31**	**2500**	**12.8**	**350**	**1.8**	**83**	**0.4**	**44.4**	**49.4**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Both Directions

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Wednesday 12 July 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	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	106	1	69	0	12	2	0	0	4	7	11	0	0	47	44.3	19	17.9	5	4.7	50.8	57.5
0100	92	1	49	0	8	0	0	0	3	13	18	0	0	39	42.4	18	19.6	4	4.3	50.1	57.3
0200	73	0	41	0	9	0	0	0	3	11	9	0	0	40	54.8	13	17.8	8	11	51.3	57.7
0300	108	0	70	0	12	1	1	1	5	12	6	0	0	52	48.1	13	12	4	3.7	50.8	56.1
0400	204	1	129	0	28	3	4	2	10	14	12	0	1	98	48	29	14.2	9	4.4	50.3	56.4
0500	577	1	480	0	54	3	1	0	7	16	13	0	2	221	38.3	46	8	9	1.6	48.8	53.7
0600	975	8	768	5	110	6	13	1	11	28	22	0	3	230	23.6	21	2.2	2	0.2	47.2	51.4
0700	**1572**	**13**	**1320**	**16**	**130**	**7**	**11**	**2**	**8**	**29**	**28**	**3**	**5**	**156**	**9.9**	**11**	**0.7**	**2**	**0.1**	**43.8**	**48.5**
0800	1452	3	1251	9	109	11	4	0	10	29	21	1	4	232	16	9	0.6	0	0	45.5	50.1
0900	1243	4	1020	12	123	11	8	0	12	29	22	2	0	145	11.7	8	0.6	0	0	45.1	49.2
1000	1147	6	903	15	131	7	13	2	9	33	22	1	5	106	9.2	3	0.3	0	0	44.4	48.3
1100	1134	8	898	17	116	12	17	1	8	31	23	0	3	137	12.1	13	1.1	2	0.2	45.1	49.2
1200	1098	3	915	6	98	4	9	1	7	29	23	1	2	123	11.2	14	1.3	1	0.1	44.8	49.2
1300	1214	7	982	9	127	6	10	2	6	36	27	0	2	155	12.8	12	1	1	0.1	44.9	49.4
1400	1350	11	1119	5	129	7	17	1	5	33	21	0	2	106	7.9	10	0.7	0	0	43.8	48.5
1500	1348	7	1113	8	140	7	5	5	9	28	24	0	2	180	13.4	13	1	0	0	44.6	49.4
1600	1562	10	1387	9	111	5	3	2	6	14	11	1	3	213	13.6	19	1.2	1	0.1	45.2	49.7
1700	**1713**	**17**	**1566**	**17**	**73**	**3**	**1**	**0**	**7**	**15**	**11**	**1**	**2**	**303**	**17.7**	**20**	**1.2**	**1**	**0.1**	**46**	**50.6**
1800	1272	18	1154	6	52	1	8	0	8	13	10	0	2	264	20.8	25	2	3	0.2	46.5	50.8
1900	796	2	729	7	40	0	0	0	5	9	4	0	0	286	35.9	55	6.9	9	1.1	48.8	53.9
2000	578	2	531	6	19	1	0	0	3	9	7	0	0	223	38.6	52	9	9	1.6	49.5	54.6
2100	456	7	402	3	21	3	0	0	2	7	11	0	0	180	39.5	42	9.2	8	1.8	49.1	54.6
2200	289	0	243	0	11	1	1	1	5	16	10	1	0	122	42.2	34	11.8	7	2.4	49.3	55
2300	153	1	118	0	12	1	0	0	4	13	4	0	0	71	46.4	33	21.6	15	9.8	51.9	61.7
07-19	**16105**	**107**	**13628**	**129**	**1339**	**81**	**106**	**16**	**95**	**319**	**243**	**10**	**32**	**2120**	**13.2**	**157**	**1**	**11**	**0.1**	**45**	**49.4**
06-22	**18910**	**126**	**16058**	**150**	**1529**	**91**	**119**	**17**	**116**	**372**	**287**	**10**	**35**	**3039**	**16.1**	**327**	**1.7**	**39**	**0.2**	**45.5**	**50.1**
06-00	**19352**	**127**	**16419**	**150**	**1552**	**93**	**120**	**18**	**125**	**401**	**301**	**11**	**35**	**3232**	**16.7**	**394**	**2**	**61**	**0.3**	**45.6**	**50.3**
00-00	**20512**	**131**	**17257**	**150**	**1675**	**102**	**126**	**21**	**157**	**474**	**370**	**11**	**38**	**3729**	**18.2**	**532**	**2.6**	**100**	**0.5**	**45.8**	**50.6**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Both Directions

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Thursday 13 July 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	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	113	1	68	0	11	1	1	1	4	15	11	0	0	52	46	19	16.8	2	1.8	50.6	57.5
0100	77	0	44	1	8	0	1	1	4	10	8	0	0	41	53.2	10	13	4	5.2	50.8	55.9
0200	71	0	36	0	10	0	0	0	1	13	11	0	0	51	71.8	9	12.7	1	1.4	52.6	55.9
0300	99	0	58	0	16	0	1	0	3	10	10	1	0	59	59.6	27	27.3	8	8.1	53.3	61.5
0400	188	0	114	1	30	1	3	0	10	15	14	0	0	91	48.4	26	13.8	5	2.7	50.3	55.7
0500	517	3	402	0	59	2	3	1	6	21	18	0	2	245	47.4	65	12.6	13	2.5	50.1	55.9
0600	849	10	669	4	101	5	4	1	6	14	33	1	1	284	33.5	54	6.4	4	0.5	48.2	53.5
0700	1476	11	1274	5	110	8	4	2	5	29	22	3	3	152	10.3	20	1.4	1	0.1	43.6	49
0800	**1507**	**6**	**1273**	**7**	**153**	**8**	**7**	**1**	**10**	**22**	**20**	**0**	**0**	**148**	**9.8**	**13**	**0.9**	**1**	**0.1**	**44**	**48.8**
0900	1233	2	980	10	145	10	6	2	13	34	29	0	2	74	6	9	0.7	2	0.2	43.5	47.4
1000	1150	9	938	10	103	7	6	0	17	36	19	1	4	109	9.5	10	0.9	1	0.1	43.9	48.5
1100	1204	5	983	13	122	9	5	0	6	26	26	2	7	66	5.5	3	0.2	2	0.2	43.5	47.6
1200	1267	4	1048	11	125	6	10	2	4	26	27	2	2	87	6.9	6	0.5	0	0	43.5	47.6
1300	1270	8	1055	12	119	6	6	3	10	32	19	0	0	96	7.6	16	1.3	12	0.9	44.1	48.1
1400	1376	5	1171	9	110	7	7	4	6	27	23	3	4	111	8.1	11	0.8	1	0.1	43.7	48.3
1500	1349	12	1141	12	119	1	8	4	10	22	15	1	4	205	15.2	15	1.1	2	0.1	45.4	49.9
1600	1577	7	1376	13	117	4	5	3	11	21	16	0	4	221	14	12	0.8	0	0	45.1	49.7
1700	**1740**	**14**	**1582**	**20**	**86**	**1**	**3**	**4**	**4**	**11**	**10**	**1**	**4**	**202**	**11.6**	**10**	**0.6**	**2**	**0.1**	**44.7**	**49.2**
1800	1304	11	1206	7	51	2	4	1	3	9	8	2	0	193	14.8	21	1.6	0	0	45.4	49.9
1900	832	3	760	5	38	0	1	2	2	8	11	0	2	237	28.5	23	2.8	4	0.5	47.4	52.1
2000	628	2	567	2	25	0	2	1	5	12	11	0	1	170	27.1	38	6.1	6	1	47.8	52.6
2100	465	4	418	0	17	1	1	0	4	12	8	0	0	149	32	34	7.3	6	1.3	48.3	53.5
2200	300	6	252	1	14	0	0	0	3	14	10	0	0	132	44	45	15	13	4.3	50.3	56.8
2300	152	0	117	0	12	1	0	3	2	9	8	0	0	69	45.4	23	15.1	8	5.3	50.6	56.8
07-19	**16453**	**94**	**14027**	**129**	**1360**	**69**	**71**	**26**	**99**	**295**	**234**	**15**	**34**	**1664**	**10.1**	**146**	**0.9**	**24**	**0.1**	**44.2**	**48.8**
06-22	**19227**	**113**	**16441**	**140**	**1541**	**75**	**79**	**30**	**116**	**341**	**297**	**16**	**38**	**2504**	**13**	**295**	**1.5**	**44**	**0.2**	**44.8**	**49.4**
06-00	**19679**	**119**	**16810**	**141**	**1567**	**76**	**79**	**33**	**121**	**364**	**315**	**16**	**38**	**2705**	**13.7**	**363**	**1.8**	**65**	**0.3**	**44.9**	**49.7**
00-00	**20744**	**123**	**17532**	**143**	**1701**	**80**	**88**	**36**	**149**	**448**	**387**	**17**	**40**	**3244**	**15.6**	**519**	**2.5**	**98**	**0.5**	**45.2**	**50.1**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Both Directions

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Friday 14 July 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	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	100	0	57	0	10	0	3	0	7	10	13	0	0	60	60	21	21	7	7	52.8	60.6
0100	77	0	38	0	10	0	0	0	3	16	10	0	0	40	51.9	14	18.2	6	7.8	51.5	57.7
0200	82	0	44	0	7	0	1	0	4	12	14	0	0	37	45.1	14	17.1	7	8.5	51.3	58.8
0300	108	0	66	0	16	2	0	1	4	14	5	0	0	54	50	17	15.7	6	5.6	51.3	56.8
0400	168	1	98	0	32	0	4	0	7	13	13	0	0	88	52.4	29	17.3	13	7.7	51.7	57.3
0500	501	5	391	0	54	3	0	0	6	23	18	0	1	216	43.1	44	8.8	6	1.2	49.4	54.4
0600	891	9	679	5	115	6	11	1	10	28	26	1	0	260	29.2	43	4.8	10	1.1	48	52.1
0700	**1429**	**15**	**1188**	**13**	**135**	**7**	**11**	**1**	**6**	**22**	**21**	**1**	**9**	**195**	**13.6**	**12**	**0.8**	**0**	**0**	**45.1**	**49.7**
0800	1424	5	1207	10	130	2	8	0	5	25	25	4	3	113	7.9	13	0.9	1	0.1	43.4	48.3
0900	1250	4	988	11	161	6	11	3	12	32	17	1	4	94	7.5	10	0.8	1	0.1	43.5	47.9
1000	1254	4	1047	14	107	7	5	2	6	34	21	1	6	62	4.9	1	0.1	1	0.1	42.9	47.6
1100	1338	5	1078	18	145	5	5	2	12	37	25	4	2	73	5.5	8	0.6	1	0.1	43.1	47.2
1200	1413	7	1188	16	119	6	9	2	10	28	24	3	1	86	6.1	3	0.2	0	0	43.1	47.6
1300	1594	4	1380	15	135	3	7	2	10	24	14	0	0	115	7.2	8	0.5	1	0.1	43.2	48.1
1400	**1853**	**13**	**1601**	**18**	**145**	**1**	**13**	**2**	**9**	**28**	**18**	**1**	**4**	**134**	**7.2**	**9**	**0.5**	**0**	**0**	**42.6**	**47.9**
1500	1761	16	1543	28	122	6	2	0	4	19	15	4	2	136	7.7	6	0.3	0	0	42.9	47.9
1600	1762	10	1576	24	97	2	6	1	6	19	16	1	4	213	12.1	18	1	2	0.1	44.3	49.2
1700	1769	22	1607	21	76	2	2	0	6	10	20	0	3	286	16.2	18	1	0	0	45.3	50.1
1800	1352	4	1241	15	66	4	4	2	3	5	6	1	1	299	22.1	30	2.2	1	0.1	46	51
1900	961	4	887	11	37	5	0	0	1	7	9	0	0	218	22.7	36	3.7	8	0.8	46.9	51.4
2000	642	4	594	3	16	0	0	2	4	8	11	0	0	200	31.2	39	6.1	8	1.2	48.2	53
2100	477	3	441	2	16	0	1	0	4	4	6	0	0	135	28.3	21	4.4	3	0.6	47.7	52.6
2200	360	1	317	3	15	0	1	0	4	12	6	1	0	120	33.3	35	9.7	6	1.7	48.4	54.6
2300	237	0	198	1	19	0	1	0	5	7	5	0	1	107	45.1	35	14.8	11	4.6	50.4	56.6
07-19	**18199**	**109**	**15644**	**203**	**1438**	**51**	**83**	**17**	**89**	**283**	**222**	**21**	**39**	**1806**	**9.9**	**136**	**0.7**	**8**	**0**	**43.8**	**48.8**
06-22	**21170**	**129**	**18245**	**224**	**1622**	**62**	**95**	**20**	**108**	**330**	**274**	**22**	**39**	**2619**	**12.4**	**275**	**1.3**	**37**	**0.2**	**44.3**	**49.2**
06-00	**21767**	**130**	**18760**	**228**	**1656**	**62**	**97**	**20**	**117**	**349**	**285**	**23**	**40**	**2846**	**13.1**	**345**	**1.6**	**54**	**0.2**	**44.5**	**49.4**
00-00	**22803**	**136**	**19454**	**228**	**1785**	**67**	**105**	**21**	**148**	**437**	**358**	**23**	**41**	**3341**	**14.7**	**484**	**2.1**	**99**	**0.4**	**44.7**	**49.9**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Both Directions

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Saturday 15 July 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	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	147	0	119	0	10	2	0	0	4	6	6	0	0	74	50.3	34	23.1	15	10.2	52	59.5
0100	81	1	59	0	9	0	1	0	2	4	5	0	0	52	64.2	20	24.7	7	8.6	53.6	59.7
0200	70	0	48	0	6	0	0	0	0	6	10	0	0	39	55.7	15	21.4	6	8.6	52.3	60.2
0300	84	0	59	0	9	0	0	0	2	12	2	0	0	45	53.6	18	21.4	6	7.1	52.2	61.1
0400	139	1	91	0	31	0	0	0	6	6	4	0	0	74	53.2	30	21.6	9	6.5	52.4	59.9
0500	221	2	171	0	31	0	1	1	2	6	6	1	0	111	50.2	40	18.1	12	5.4	51.2	57.7
0600	321	2	250	1	46	0	0	1	2	6	12	0	1	124	38.6	28	8.7	4	1.2	49.3	55.3
0700	523	2	434	2	56	4	2	1	2	9	11	0	0	133	25.4	19	3.6	3	0.6	47.2	51.9
0800	729	2	653	9	53	1	2	1	0	5	2	0	1	115	15.8	13	1.8	2	0.3	45.1	50.1
0900	1036	3	935	13	64	3	2	0	2	9	5	0	0	91	8.8	5	0.5	1	0.1	44.3	48.5
1000	1286	5	1202	11	59	1	0	0	0	4	3	0	1	73	5.7	7	0.5	2	0.2	43	47.4
1100	**1448**	**5**	**1365**	**13**	**54**	**2**	**1**	**0**	**0**	**5**	**3**	**0**	**0**	**82**	**5.7**	**3**	**0.2**	**0**	**0**	**43.4**	**47.4**
1200	**1373**	**4**	**1299**	**9**	**44**	**1**	**3**	**1**	**2**	**6**	**4**	**0**	**0**	**89**	**6.5**	**5**	**0.4**	**1**	**0.1**	**44**	**48.1**
1300	1325	5	1245	15	47	0	3	0	2	4	1	1	2	131	9.9	6	0.5	0	0	44	49
1400	1278	5	1202	8	46	3	3	1	2	6	2	0	0	115	9	8	0.6	2	0.2	44.4	48.3
1500	1237	8	1160	11	49	1	1	0	0	5	1	0	1	143	11.6	15	1.2	0	0	44.8	49.4
1600	1167	11	1105	10	33	2	2	0	1	0	2	0	1	196	16.8	28	2.4	1	0.1	45.9	50.3
1700	1121	4	1084	2	27	1	0	0	0	0	3	0	0	210	18.7	20	1.8	4	0.4	46.6	50.6
1800	938	1	898	4	28	1	1	0	0	3	2	0	0	210	22.4	39	4.2	7	0.7	47	51.7
1900	713	6	678	6	20	0	1	0	1	0	1	0	0	199	27.9	38	5.3	7	1	48.3	52.3
2000	505	2	487	2	13	0	0	0	0	1	0	0	0	221	43.8	51	10.1	8	1.6	49.9	55
2100	390	1	369	2	14	0	0	0	0	1	3	0	0	130	33.3	35	9	9	2.3	48.1	53.5
2200	348	3	332	1	11	0	0	0	0	0	1	0	0	125	35.9	32	9.2	8	2.3	48.5	55
2300	241	1	220	1	15	0	0	0	0	2	1	0	1	107	44.4	35	14.5	4	1.7	49.6	56.8
07-19	**13461**	**55**	**12582**	**107**	**560**	**20**	**20**	**4**	**11**	**56**	**39**	**1**	**6**	**1588**	**11.8**	**168**	**1.2**	**23**	**0.2**	**44.8**	**49.2**
06-22	**15390**	**66**	**14366**	**118**	**653**	**20**	**21**	**5**	**14**	**64**	**55**	**1**	**7**	**2262**	**14.7**	**320**	**2.1**	**51**	**0.3**	**45.3**	**49.9**
06-00	**15979**	**70**	**14918**	**120**	**679**	**20**	**21**	**5**	**14**	**66**	**57**	**1**	**8**	**2494**	**15.6**	**387**	**2.4**	**63**	**0.4**	**45.4**	**50.1**
00-00	**16721**	**74**	**15465**	**120**	**775**	**22**	**23**	**6**	**30**	**106**	**90**	**2**	**8**	**2889**	**17.3**	**544**	**3.3**	**118**	**0.7**	**45.7**	**50.6**

NDC

Site 4
Location Worksop Road - Attached to left turn sign
Direction Both Directions

Sunday 16 July 2017

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Time	Total	Classification												]PSL	]PSL%	]SL1	]SL1%	]SL2	]SL2%	Mean	Vpp
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	158	0	148	0	5	0	0	1	0	3	1	0	0	84	53.2	28	17.7	8	5.1	51.2	57.9
0100	103	0	93	0	4	0	0	0	0	1	5	0	0	55	53.4	24	23.3	11	10.7	52.5	61.5
0200	78	0	69	0	5	0	0	0	2	0	2	0	0	36	46.2	10	12.8	2	2.6	50.9	56.6
0300	62	0	56	0	3	0	0	0	0	0	3	0	0	37	59.7	15	24.2	5	8.1	51.8	59.5
0400	96	0	78	0	11	0	1	0	2	2	2	0	0	40	41.7	9	9.4	4	4.2	49.2	54.8
0500	157	1	132	0	14	0	1	0	1	2	5	1	0	88	56.1	33	21	11	7	51.6	59.3
0600	203	3	167	1	20	0	0	0	0	5	7	0	0	93	45.8	33	16.3	11	5.4	50.7	57.7
0700	295	7	255	5	21	0	0	0	1	2	4	0	0	130	44.1	40	13.6	13	4.4	49.9	56.6
0800	440	4	388	6	33	1	0	0	0	2	5	0	1	132	30	31	7	8	1.8	47.8	53
0900	719	9	653	17	26	4	0	0	2	5	3	0	0	158	22	25	3.5	4	0.6	45.7	51.4
1000	1092	19	990	25	47	2	0	0	1	3	5	0	0	121	11.1	16	1.5	7	0.6	43.9	49
1100	**1339**	**12**	**1257**	**24**	**32**	**3**	**3**	**0**	**1**	**4**	**3**	**0**	**0**	**100**	**7.5**	**8**	**0.6**	**0**	**0**	**43.5**	**48.1**
1200	**1381**	**21**	**1296**	**17**	**29**	**3**	**1**	**0**	**1**	**10**	**2**	**1**	**0**	**139**	**10.1**	**11**	**0.8**	**1**	**0.1**	**44.3**	**49**
1300	1295	26	1199	24	28	1	2	2	0	5	6	0	2	114	8.8	8	0.6	0	0	44.5	48.8
1400	1127	18	1060	8	24	1	2	1	2	7	3	0	1	241	21.4	22	2	2	0.2	46.2	51.2
1500	1203	15	1118	21	34	4	2	2	1	1	3	1	1	203	16.9	21	1.7	2	0.2	45	50.3
1600	1260	10	1203	10	26	0	2	0	3	3	3	0	0	264	21	23	1.8	3	0.2	46.2	50.8
1700	1173	21	1101	16	19	2	3	1	1	2	5	0	2	281	24	41	3.5	6	0.5	46.2	51.7
1800	987	11	920	8	28	0	1	2	4	7	3	2	1	319	32.3	53	5.4	9	0.9	47.9	53.2
1900	800	4	752	11	21	1	0	1	2	6	2	0	0	207	25.9	37	4.6	6	0.8	47.3	52.1
2000	575	4	532	7	19	1	0	1	3	2	5	0	1	191	33.2	29	5	4	0.7	48.3	53.2
2100	386	2	351	1	13	1	0	0	2	10	6	0	0	141	36.5	49	12.7	11	2.8	48.8	55.5
2200	239	3	212	0	12	1	0	2	3	2	4	0	0	95	39.7	44	18.4	9	3.8	49.9	59.3
2300	137	0	125	0	2	0	0	0	1	2	7	0	0	61	44.5	23	16.8	5	3.6	49.5	57
07-19	**12311**	**173**	**11440**	**181**	**347**	**21**	**16**	**8**	**17**	**51**	**45**	**4**	**8**	**2202**	**17.9**	**299**	**2.4**	**55**	**0.4**	**45.4**	**50.6**
06-22	**14275**	**186**	**13242**	**201**	**420**	**24**	**16**	**10**	**24**	**74**	**65**	**4**	**9**	**2834**	**19.9**	**447**	**3.1**	**87**	**0.6**	**45.8**	**51**
06-00	**14651**	**189**	**13579**	**201**	**434**	**25**	**16**	**12**	**28**	**78**	**76**	**4**	**9**	**2990**	**20.4**	**514**	**3.5**	**101**	**0.7**	**45.9**	**51**
00-00	**15305**	**190**	**14155**	**201**	**476**	**25**	**18**	**13**	**33**	**86**	**94**	**5**	**9**	**3330**	**21.8**	**633**	**4.1**	**142**	**0.9**	**46.2**	**51.4**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Both Directions

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Monday 17 July 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	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	112	0	78	1	17	1	0	0	1	5	9	0	0	65	58	27	24.1	10	8.9	52	59.1
0100	64	0	45	0	6	0	0	0	2	7	4	0	0	24	37.5	9	14.1	5	7.8	48.9	56.4
0200	64	0	41	1	5	1	0	0	2	6	8	0	0	42	65.6	15	23.4	3	4.7	53.2	58.8
0300	95	0	58	0	18	2	0	0	2	7	8	0	0	69	72.6	24	25.3	4	4.2	53.5	58.8
0400	255	2	184	2	41	3	0	0	8	12	3	0	0	137	53.7	47	18.4	7	2.7	50.9	57.7
0500	542	3	446	3	44	3	1	0	5	17	20	0	0	237	43.7	45	8.3	9	1.7	49.6	54.8
0600	934	7	737	1	104	8	8	4	11	22	31	0	1	261	27.9	38	4.1	3	0.3	47.5	52.6
0700	**1535**	**18**	**1313**	**11**	**116**	**5**	**15**	**2**	**10**	**26**	**11**	**3**	**5**	**185**	**12.1**	**14**	**0.9**	**0**	**0**	**43.9**	**49.4**
0800	1510	7	1320	15	113	6	6	0	7	12	22	0	2	146	9.7	17	1.1	0	0	43.6	48.5
0900	1219	5	1013	8	119	8	5	1	9	27	21	0	3	109	8.9	9	0.7	1	0.1	43.9	48.3
1000	1165	8	951	9	114	10	6	0	12	35	17	0	3	101	8.7	11	0.9	5	0.4	43.9	48.3
1100	1188	8	955	17	126	4	11	2	8	32	23	0	2	97	8.2	7	0.6	0	0	43.2	48.1
1200	1209	9	1001	17	106	10	6	1	12	26	20	0	1	71	5.9	6	0.5	2	0.2	42.9	47.9
1300	1265	9	1031	22	127	9	7	4	5	30	18	1	2	121	9.6	3	0.2	0	0	42.6	48.8
1400	1329	14	1122	7	116	6	5	2	9	28	18	0	2	132	9.9	10	0.8	1	0.1	43.7	48.3
1500	1381	12	1172	11	121	5	7	1	5	26	18	1	2	150	10.9	12	0.9	0	0	43.8	48.8
1600	1572	7	1398	10	99	4	4	0	9	18	21	0	2	154	9.8	11	0.7	0	0	44.3	48.8
1700	**1704**	**10**	**1561**	**19**	**77**	**2**	**1**	**0**	**5**	**19**	**10**	**0**	**0**	**187**	**11**	**9**	**0.5**	**1**	**0.1**	**43.2**	**49**
1800	1159	12	1058	7	43	1	7	1	4	15	10	0	1	257	22.2	21	1.8	0	0	46.1	51.2
1900	743	15	661	5	27	2	5	0	7	14	7	0	0	240	32.3	44	5.9	4	0.5	48.1	53.2
2000	590	8	533	2	21	2	0	0	3	8	13	0	0	189	32	29	4.9	3	0.5	47.8	53
2100	414	7	361	0	16	0	0	0	4	12	14	0	0	147	35.5	35	8.5	10	2.4	48.6	54.1
2200	293	3	243	2	12	1	0	1	5	19	7	0	0	127	43.3	39	13.3	9	3.1	49.7	55.7
2300	148	0	105	0	12	0	2	0	7	13	9	0	0	67	45.3	26	17.6	15	10.1	51.5	59.5
07-19	**16236**	**119**	**13895**	**153**	**1277**	**70**	**80**	**14**	**95**	**294**	**209**	**5**	**25**	**1710**	**10.5**	**130**	**0.8**	**10**	**0.1**	**43.8**	**48.8**
06-22	**18917**	**156**	**16187**	**161**	**1445**	**82**	**93**	**18**	**120**	**350**	**274**	**5**	**26**	**2547**	**13.5**	**276**	**1.5**	**30**	**0.2**	**44.3**	**49.4**
06-00	**19358**	**159**	**16535**	**163**	**1469**	**83**	**95**	**19**	**132**	**382**	**290**	**5**	**26**	**2741**	**14.2**	**341**	**1.8**	**54**	**0.3**	**44.5**	**49.7**
00-00	**20490**	**164**	**17387**	**170**	**1600**	**93**	**96**	**19**	**152**	**436**	**342**	**5**	**26**	**3315**	**16.2**	**508**	**2.5**	**92**	**0.4**	**44.8**	**50.1**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Both Directions

7719 / Deep Car farm
Jul-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	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
0000	120	0	86	0	10	1	1	0	4	8	9	0	0	61	51.3	23	19.6	7	6.2	51.5	58.6
0100	81	0	52	0	8	0	0	0	3	8	9	0	0	42	52.3	15	18	6	6.9	51.3	57.7
0200	72	0	44	0	7	0	0	0	2	9	9	0	0	40	56.2	12	16.7	4	6	51.8	57.5
0300	94	0	60	0	13	1	0	0	3	9	7	0	0	54	57.3	19	20.2	6	6	52.1	58.8
0400	178	1	118	1	28	1	2	0	7	11	9	0	0	88	49.6	29	16.1	9	4.9	50.9	57.3
0500	430	3	346	1	44	2	1	0	4	15	13	0	1	187	43.6	47	10.8	10	2.3	49.6	55
0600	727	7	574	3	83	4	6	1	6	19	23	0	1	213	29.3	36	4.9	5	0.7	47.8	52.6
0700	1181	11	1004	8	97	6	7	2	6	20	16	2	4	155	13.1	17	1.5	3	0.3	44.5	49.4
0800	1217	4	1051	10	102	4	5	0	5	17	16	1	2	136	11.2	14	1.2	2	0.2	44.2	49
0900	1125	4	937	11	109	7	6	1	8	24	16	0	1	102	9.1	10	0.9	1	0.1	44	48.3
1000	1170	10	983	13	99	6	5	1	8	25	16	1	4	89	7.6	8	0.7	2	0.2	43.5	48.1
1100	**1244**	**8**	**1056**	**16**	**102**	**6**	**7**	**1**	**6**	**24**	**17**	**1**	**2**	**91**	**7.3**	**7**	**0.6**	**1**	**0.1**	**43.6**	**47.9**
1200	1259	7	1090	11	89	5	6	1	7	23	18	1	1	96	7.6	7	0.6	1	0.1	43.8	48.3
1300	1295	10	1114	15	99	4	6	2	6	21	15	1	2	115	8.9	8	0.6	2	0.2	43.8	48.5
1400	1362	10	1182	9	100	5	8	2	6	23	14	1	2	134	9.9	11	0.8	1	0.1	43.9	48.8
1500	1365	11	1190	14	101	4	5	2	5	18	13	1	2	164	12	13	0.9	1	0	44.3	49.2
1600	1497	9	1349	12	86	3	4	1	7	13	11	1	2	197	13.2	16	1.1	1	0.1	44.9	49.4
1700	**1558**	**13**	**1437**	**16**	**61**	**2**	**2**	**1**	**3**	**10**	**10**	**1**	**2**	**224**	**14.4**	**18**	**1.1**	**2**	**0.1**	**44.8**	**49.7**
1800	1178	9	1088	8	46	1	4	1	4	9	7	1	1	249	21.1	29	2.5	3	0.3	46.3	51
1900	802	5	736	7	33	1	1	0	4	8	6	0	0	220	27.4	36	4.5	6	0.7	47.6	52.3
2000	582	3	536	3	19	1	0	1	3	7	8	0	0	193	33.2	38	6.5	6	1	48.4	53.5
2100	433	4	389	1	18	1	0	0	3	8	8	0	0	144	33.2	34	7.9	7	1.7	48.3	53.7
2200	302	2	265	1	12	0	0	1	3	10	7	0	0	118	39.2	36	12	9	2.8	49.2	55.7
2300	176	0	144	0	12	0	0	0	3	8	6	0	0	80	45.4	28	16.1	10	5.7	50.6	57.5
07-19	**15450**	**104**	**13479**	**143**	**1090**	**54**	**64**	**14**	**71**	**227**	**168**	**11**	**24**	**1751**	**11.3**	**158**	**1**	**20**	**0.1**	**44.3**	**49**
06-22	**17994**	**123**	**15715**	**157**	**1243**	**61**	**72**	**17**	**87**	**269**	**213**	**12**	**26**	**2521**	**14**	**301**	**1.7**	**45**	**0.2**	**44.8**	**49.7**
06-00	**18472**	**126**	**16124**	**158**	**1267**	**62**	**72**	**18**	**94**	**287**	**226**	**12**	**27**	**2719**	**14.7**	**366**	**2**	**63**	**0.3**	**44.9**	**49.9**
00-00	**19446**	**130**	**16831**	**160**	**1376**	**67**	**77**	**19**	**117**	**346**	**283**	**13**	**28**	**3193**	**16.4**	**510**	**2.6**	**105**	**0.5**	**45.2**	**50.1**

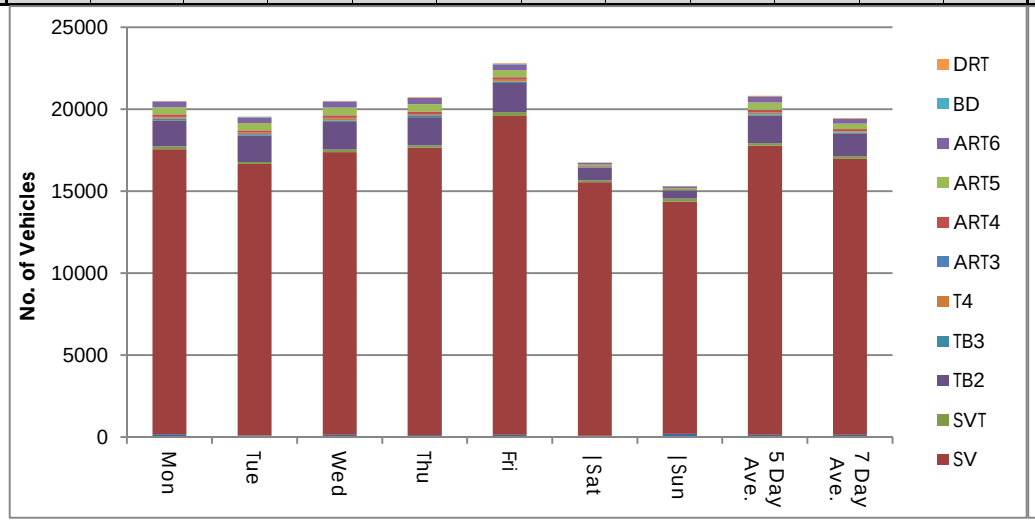
Site 4
Location Worksop Road - Attached to left turn sign
Direction Both Directions

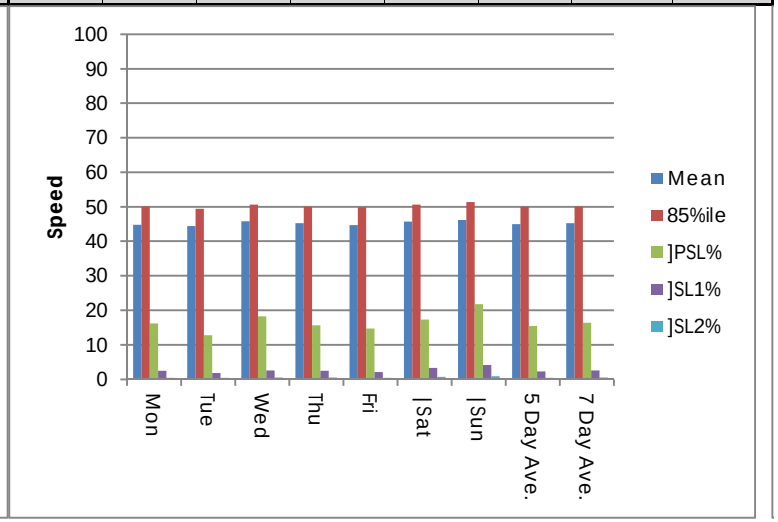
7719 / Deep Car farm
Jul-17
Automatic Traffic Count

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	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT		85
Mon	20490	164	17387	170	1600	93	96	19	152	436	342	5	26	3315	16.2	508	2.5	92	0.4	44.8	50.1
Tue	19550	91	16565	111	1618	81	81	17	152	437	340	26	31	2500	12.8	350	1.8	83	0.4	44.4	49.4
Wed	20512	131	17257	150	1675	102	126	21	157	474	370	11	38	3729	18.2	532	2.6	100	0.5	45.8	50.6
Thu	20744	123	17532	143	1701	80	88	36	149	448	387	17	40	3244	15.6	519	2.5	98	0.5	45.2	50.1
Fri	22803	136	19454	228	1785	67	105	21	148	437	358	23	41	3341	14.7	484	2.1	99	0.4	44.7	49.9
| Sat	16721	74	15465	120	775	22	23	6	30	106	90	2	8	2889	17.3	544	3.3	118	0.7	45.7	50.6
| Sun	15305	190	14155	201	476	25	18	13	33	86	94	5	9	3330	21.8	633	4.1	142	0.9	46.2	51.4
5 Day Ave.	**20820**	**129**	**17639**	**160**	**1676**	**85**	**99**	**23**	**152**	**446**	**359**	**16**	**35**	**3226**	**15.5**	**479**	**2.3**	**94**	**0.5**	**45.0**	**50.0**
7 Day Ave.	**19446**	**130**	**16831**	**160**	**1376**	**67**	**77**	**19**	**117**	**346**	**283**	**13**	**28**	**3193**	**16.4**	**510**	**2.6**	**105**	**0.5**	**45.2**	**50.1**
--	**136125**	**909**	**117815**	**1123**	**9630**	**470**	**537**	**133**	**821**	**2424**	**1981**	**89**	**193**	**22348**	**16.4**	**3570**	**2.6**	**732**	**0.5**	**45.2**	**50.1**

Summary Graphs





Site 4
Location Worksop Road - Attached to left turn sign
Direction Both Directions

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Tuesday 11 July 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	101	0	0	0	0	0	0	0	6	11	37	26	9	7	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0100	72	0	0	0	0	0	0	0	1	10	16	37	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	66	0	0	0	0	0	0	0	1	8	19	24	7	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	99	0	0	0	0	0	0	1	4	10	25	37	10	6	3	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0
0400	199	0	0	0	0	0	0	0	4	34	70	53	16	8	4	3	4	2	0	1	0	0	0	0	0	0	0	0	0	0
0500	493	0	0	0	0	0	0	2	19	101	179	112	54	18	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	918	0	0	0	0	7	1	1	53	259	358	195	32	8	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1434	0	0	0	0	0	5	27	202	593	475	119	9	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**1456**	**0**	**1**	**0**	**0**	**6**	**26**	**86**	**212**	**601**	**456**	**61**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	1174	0	0	0	0	0	11	88	225	467	337	40	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	1094	0	0	0	0	4	24	78	230	416	293	40	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	1060	0	0	0	0	3	9	40	175	464	290	70	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	1071	0	0	0	0	0	1	16	165	483	330	67	7	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
1300	1100	0	0	0	0	1	10	23	192	473	329	63	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	1220	0	0	0	0	0	14	54	211	480	359	89	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	1276	0	0	0	0	0	1	24	205	488	430	115	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	1579	0	0	0	0	0	7	36	233	648	536	108	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**1685**	**0**	**2**	**9**	**10**	**23**	**49**	**62**	**290**	**617**	**527**	**86**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	1235	0	0	0	0	0	1	12	107	412	501	169	24	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	769	0	0	0	0	0	2	8	53	234	318	117	29	4	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	559	0	0	0	0	0	0	2	35	130	234	117	30	7	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	442	0	0	0	0	0	0	2	34	104	178	88	27	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	285	0	0	0	0	0	1	2	24	54	97	69	23	7	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	163	0	0	0	0	0	0	0	3	33	50	47	13	5	9	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	**15384**	**0**	**3**	**9**	**10**	**37**	**158**	**546**	**2447**	**6142**	**4863**	**1027**	**115**	**19**	**5**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**18072**	**0**	**3**	**9**	**10**	**44**	**161**	**559**	**2622**	**6869**	**5951**	**1544**	**233**	**42**	**16**	**4**	**2**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**18520**	**0**	**3**	**9**	**10**	**44**	**162**	**561**	**2649**	**6956**	**6098**	**1660**	**269**	**54**	**31**	**8**	**2**	**1**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**19550**	**0**	**3**	**9**	**10**	**44**	**162**	**564**	**2684**	**7130**	**6444**	**1949**	**367**	**101**	**52**	**16**	**6**	**3**	**1**	**3**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Both Directions

Wednesday 12 July 2017

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

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	106	0	0	0	0	0	0	0	6	18	35	19	22	1	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	92	0	0	0	0	0	0	0	3	22	28	17	12	6	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	73	0	0	0	0	0	0	0	5	9	19	22	9	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	108	0	0	0	0	0	0	0	1	16	39	32	12	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	204	0	0	0	0	0	0	4	4	37	61	62	17	10	5	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0500	577	0	0	0	0	0	1	0	38	109	208	154	42	16	4	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0600	975	0	0	1	0	0	0	6	45	252	441	180	40	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	**1572**	**0**	**0**	**0**	**3**	**6**	**36**	**68**	**176**	**579**	**548**	**138**	**14**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800	1452	0	0	0	0	0	9	20	139	434	618	211	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	1243	0	0	0	2	2	8	15	108	453	510	125	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	1147	0	0	0	0	0	2	21	132	478	408	91	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	1134	0	0	0	0	0	1	22	112	439	423	103	30	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	1098	0	0	0	0	2	2	38	115	380	438	98	21	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	1214	0	0	1	0	0	5	28	125	443	457	130	21	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	1350	0	0	0	2	12	13	38	195	487	497	87	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	1348	0	0	0	9	1	10	26	167	483	472	148	28	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	1562	0	1	2	16	4	4	14	128	536	644	180	27	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**1713**	**0**	**0**	**0**	**3**	**0**	**1**	**12**	**153**	**510**	**731**	**262**	**36**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	1272	0	0	0	0	0	2	18	92	341	555	211	43	7	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0
1900	796	0	0	0	0	0	0	6	24	168	312	197	52	28	2	1	3	2	0	0	1	0	0	0	0	0	0	0	0	0
2000	578	0	0	0	0	0	0	0	12	96	247	142	44	28	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	456	0	0	0	0	0	0	1	26	83	166	118	40	14	7	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
2200	289	0	0	0	0	0	0	3	9	64	91	76	29	10	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	153	0	0	0	0	0	0	0	5	28	49	31	13	12	6	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0
07-19	**16105**	**0**	**1**	**3**	**35**	**27**	**93**	**320**	**1642**	**5563**	**6301**	**1784**	**285**	**40**	**4**	**4**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**18910**	**0**	**1**	**4**	**35**	**27**	**93**	**333**	**1749**	**6162**	**7467**	**2421**	**461**	**118**	**23**	**6**	**3**	**2**	**0**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**19352**	**0**	**1**	**4**	**35**	**27**	**93**	**336**	**1763**	**6254**	**7607**	**2528**	**503**	**140**	**35**	**12**	**5**	**3**	**1**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**20512**	**0**	**1**	**4**	**35**	**27**	**94**	**340**	**1820**	**6465**	**7997**	**2834**	**617**	**178**	**59**	**22**	**8**	**5**	**1**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Both Directions

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Thursday 13 July 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	113	0	0	0	0	0	0	0	2	16	43	28	11	11	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	77	0	0	0	0	0	0	0	5	8	23	26	7	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	71	0	0	0	0	0	0	0	1	2	17	32	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	99	0	0	0	0	0	0	0	0	5	35	27	12	12	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	188	0	0	0	0	0	0	0	2	28	67	59	19	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	517	0	0	0	0	0	1	1	15	80	175	152	62	18	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	849	0	0	0	0	0	0	6	37	184	338	198	68	14	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	1476	0	2	23	20	16	12	45	133	521	552	118	31	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**1507**	**0**	**0**	**0**	**0**	**0**	**9**	**62**	**223**	**547**	**518**	**125**	**18**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	1233	0	0	0	1	3	4	44	186	522	399	59	9	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	1150	0	0	1	0	0	4	33	186	467	350	89	14	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	1204	0	0	0	0	3	9	33	195	505	393	58	6	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1200	1267	0	0	0	0	7	19	41	201	471	441	73	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	1270	0	0	0	0	0	7	31	196	526	414	74	8	2	0	0	7	0	5	0	0	0	0	0	0	0	0	0	0	0
1400	1376	0	0	1	0	1	13	48	206	577	419	90	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	1349	0	0	0	0	0	5	42	119	430	548	169	29	5	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1600	1577	0	0	0	0	0	1	23	181	598	553	190	29	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**1740**	**0**	**1**	**3**	**4**	**3**	**17**	**34**	**203**	**571**	**702**	**183**	**13**	**4**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	1304	0	0	0	1	0	0	13	151	429	517	163	23	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	832	0	0	0	0	0	4	12	34	206	339	186	44	3	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	628	0	0	0	0	0	0	4	31	147	276	113	40	11	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	465	0	0	0	0	0	0	5	17	109	185	99	32	12	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	300	0	0	0	0	0	2	1	12	55	98	67	44	8	7	3	1	1	0	0	1	0	0	0	0	0	0	0	0	0
2300	152	0	0	0	0	0	0	0	7	26	50	39	14	8	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	**16453**	**0**	**3**	**28**	**26**	**33**	**100**	**449**	**2180**	**6164**	**5806**	**1391**	**209**	**40**	**6**	**2**	**9**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**19227**	**0**	**3**	**28**	**26**	**33**	**104**	**476**	**2299**	**6810**	**6944**	**1987**	**393**	**80**	**16**	**5**	**12**	**4**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**19679**	**0**	**3**	**28**	**26**	**33**	**106**	**477**	**2318**	**6891**	**7092**	**2093**	**451**	**96**	**27**	**11**	**13**	**5**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**20744**	**0**	**3**	**28**	**26**	**33**	**107**	**478**	**2343**	**7030**	**7452**	**2417**	**576**	**153**	**50**	**18**	**16**	**5**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Both Directions

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Friday 14 July 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	100	0	0	0	0	0	0	0	1	8	31	31	12	10	3	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0
0100	77	0	0	0	0	0	0	0	1	12	24	22	9	3	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	82	0	0	0	0	0	0	0	3	17	25	20	8	2	3	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0
0300	108	0	0	0	0	0	0	0	5	15	34	24	20	4	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
0400	168	0	0	0	0	0	0	0	2	21	57	45	23	7	8	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0
0500	501	0	0	0	0	0	2	4	13	79	187	151	45	14	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	891	0	0	0	0	0	0	5	35	192	399	193	46	11	4	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	**1429**	**0**	**2**	**0**	**0**	**9**	**12**	**16**	**132**	**485**	**578**	**170**	**19**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800	1424	0	0	0	0	17	25	64	223	510	472	89	20	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	1250	0	0	0	0	0	7	42	207	566	334	81	7	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1000	1254	0	0	0	0	0	10	48	239	531	364	55	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	1338	0	0	0	0	4	3	47	252	602	357	59	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	1413	0	0	0	0	0	13	46	283	572	413	77	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	1594	0	0	1	0	18	15	54	248	676	467	100	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	**1853**	**0**	**0**	**0**	**0**	**0**	**22**	**123**	**401**	**678**	**495**	**120**	**10**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500	1761	0	0	0	0	1	16	96	379	665	468	124	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	1762	0	0	0	0	0	22	89	232	589	617	180	27	4	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1700	1769	0	0	0	1	4	14	34	169	567	694	245	37	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	1352	0	0	0	0	13	7	30	103	369	531	243	41	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	961	0	0	0	1	1	1	5	63	270	402	162	36	12	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	642	0	0	0	0	0	0	8	23	134	277	134	45	13	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	477	0	0	0	0	0	0	2	20	127	193	99	27	6	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2200	360	0	0	0	0	4	2	1	16	74	143	68	32	14	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2300	237	0	0	0	0	0	0	1	10	43	76	60	26	10	4	4	1	0	1	1	0	0	0	0	0	0	0	0	0	0
07-19	**18199**	**0**	**2**	**1**	**1**	**66**	**166**	**689**	**2868**	**6810**	**5790**	**1543**	**209**	**46**	**6**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**21170**	**0**	**2**	**1**	**2**	**67**	**167**	**709**	**3009**	**7533**	**7061**	**2131**	**363**	**88**	**20**	**8**	**4**	**0**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**21767**	**0**	**2**	**1**	**2**	**71**	**169**	**711**	**3035**	**7650**	**7280**	**2259**	**421**	**112**	**28**	**13**	**5**	**0**	**4**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**22803**	**0**	**2**	**1**	**2**	**71**	**171**	**715**	**3060**	**7802**	**7638**	**2552**	**538**	**152**	**51**	**21**	**13**	**4**	**5**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Both Directions

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Saturday 15 July 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	147	0	0	0	0	0	0	0	5	26	42	31	21	7	5	3	6	1	0	0	0	0	0	0	0	0	0	0	0	0
0100	81	0	0	0	0	0	0	0	0	4	25	25	15	5	5	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	70	0	0	0	0	0	0	0	1	7	23	20	7	6	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	84	0	0	0	0	0	0	0	3	10	26	22	9	8	1	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0
0400	139	0	0	0	0	0	0	0	1	18	46	30	21	14	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	221	0	0	0	0	0	1	3	4	40	62	58	28	13	5	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	321	0	0	0	1	0	0	0	7	61	128	73	36	11	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	523	0	0	0	0	1	2	8	21	136	222	93	29	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	729	0	0	0	0	0	3	26	74	255	256	93	15	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	1036	0	0	0	0	0	10	26	119	423	367	82	4	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	1286	0	0	2	0	3	7	49	259	530	363	61	8	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**1448**	**0**	**0**	**0**	**0**	**2**	**13**	**39**	**219**	**659**	**434**	**71**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**1373**	**0**	**0**	**0**	**0**	**0**	**4**	**28**	**182**	**605**	**465**	**78**	**9**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	1325	0	0	0	0	0	14	45	198	475	462	115	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	1278	0	0	0	0	1	1	28	140	545	448	99	11	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	1237	0	0	0	1	1	7	46	120	418	501	117	22	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	1167	0	0	0	0	1	7	16	80	392	475	145	39	11	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	1121	0	0	0	1	0	3	10	57	304	536	178	19	9	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	938	0	0	0	1	2	8	12	33	244	428	141	52	10	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	713	0	0	0	0	0	1	0	10	146	357	139	37	16	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	505	0	0	0	0	0	0	4	10	62	208	142	49	22	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	390	0	0	0	0	0	2	9	20	98	131	85	29	7	4	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	348	0	0	0	0	0	1	6	12	87	117	72	36	9	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	241	0	0	0	0	0	1	2	4	59	68	61	31	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**13461**	**0**	**0**	**2**	**3**	**11**	**79**	**333**	**1502**	**4986**	**4957**	**1273**	**232**	**60**	**14**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**15390**	**0**	**0**	**2**	**4**	**11**	**82**	**346**	**1549**	**5353**	**5781**	**1712**	**383**	**116**	**28**	**15**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**15979**	**0**	**0**	**2**	**4**	**11**	**84**	**354**	**1565**	**5499**	**5966**	**1845**	**450**	**136**	**37**	**18**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**16721**	**0**	**0**	**2**	**4**	**11**	**85**	**357**	**1579**	**5604**	**6190**	**2031**	**551**	**189**	**61**	**30**	**19**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Both Directions

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Sunday 16 July 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	158	0	0	0	0	0	0	1	8	22	43	43	24	9	6	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0100	103	0	0	0	0	0	0	0	4	14	30	24	15	5	6	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0
0200	78	0	0	0	0	0	0	0	1	11	30	17	13	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	62	0	0	0	0	0	0	1	1	13	10	16	12	4	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	96	0	0	0	0	0	0	1	5	20	30	27	8	1	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0500	157	0	0	0	0	0	0	0	9	18	42	45	22	10	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	203	0	0	0	0	0	0	3	10	28	69	48	20	14	6	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	295	0	0	1	0	0	6	3	7	45	103	73	31	13	5	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0
0800	440	0	0	0	0	0	3	8	28	99	170	91	24	9	3	1	1	0	1	2	0	0	0	0	0	0	0	0	0	0
0900	719	0	0	0	0	2	8	31	67	198	255	115	31	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	1092	0	0	0	2	21	25	30	127	402	364	97	12	5	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**1339**	**0**	**0**	**0**	**0**	**0**	**18**	**56**	**226**	**516**	**423**	**85**	**11**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**1381**	**0**	**0**	**0**	**3**	**11**	**10**	**40**	**194**	**439**	**545**	**120**	**13**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	1295	0	0	1	0	0	15	27	135	501	502	97	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	1127	0	0	5	11	4	4	11	70	307	474	201	34	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	1203	0	0	0	0	1	15	70	104	355	455	170	27	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1600	1260	0	0	0	0	0	4	22	107	369	494	212	44	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	1173	0	2	1	1	3	14	47	88	266	470	206	51	18	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1800	987	0	0	0	0	2	3	19	40	211	393	226	71	13	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	800	0	0	0	0	0	1	21	33	201	337	144	48	9	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	575	0	0	0	0	0	1	7	19	114	243	135	39	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	386	0	0	0	0	0	0	4	17	90	134	79	34	17	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	239	0	0	0	0	0	0	8	8	46	82	41	26	19	2	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	137	0	0	0	0	0	1	8	5	27	35	31	18	7	2	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0
07-19	**12311**	**0**	**2**	**8**	**17**	**44**	**125**	**364**	**1193**	**3708**	**4648**	**1693**	**364**	**90**	**33**	**9**	**6**	**3**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**14275**	**0**	**2**	**8**	**17**	**44**	**127**	**399**	**1272**	**4141**	**5431**	**2099**	**505**	**143**	**53**	**16**	**10**	**4**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**14651**	**0**	**2**	**8**	**17**	**44**	**128**	**415**	**1285**	**4214**	**5548**	**2171**	**549**	**169**	**57**	**22**	**12**	**5**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**15305**	**0**	**2**	**8**	**17**	**44**	**128**	**418**	**1313**	**4312**	**5733**	**2343**	**643**	**202**	**78**	**34**	**16**	**8**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Both Directions

7719 / Deep Car farm
Jul-17
Automatic Traffic Count

Monday 17 July 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	112	0	0	0	0	0	1	2	2	14	28	35	14	6	6	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0100	64	0	0	0	1	1	1	0	4	13	20	11	5	3	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	64	0	0	0	0	0	0	0	0	7	15	17	16	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	95	0	0	0	0	0	0	0	1	6	19	34	23	8	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	255	0	0	0	0	0	0	0	11	35	72	80	34	16	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	542	0	0	0	0	0	1	1	23	87	193	155	56	17	2	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0
0600	934	0	0	0	0	0	0	5	55	228	385	189	51	18	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	**1535**	**0**	**0**	**13**	**20**	**17**	**15**	**33**	**188**	**506**	**558**	**150**	**31**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800	1510	0	0	0	1	4	19	105	241	462	532	112	27	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	1219	0	0	0	0	1	6	39	192	461	411	90	16	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	1165	0	0	0	0	1	12	51	176	410	414	81	11	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	1188	0	0	0	0	3	38	59	183	447	361	86	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	1209	0	0	0	0	3	24	65	240	422	384	62	6	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	1265	0	0	4	13	17	26	91	210	379	404	110	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	1329	0	0	0	0	2	26	49	169	551	400	114	15	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	1381	0	0	0	0	8	21	98	158	465	481	128	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	1572	0	0	0	0	0	10	55	212	594	547	121	31	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**1704**	**0**	**0**	**2**	**12**	**28**	**33**	**110**	**236**	**521**	**575**	**164**	**20**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	1159	0	0	0	0	7	18	25	69	318	465	204	43	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	743	0	0	0	0	0	2	11	39	140	311	164	55	17	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	590	0	0	0	0	0	3	9	27	123	239	134	45	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	414	0	0	0	0	0	0	4	21	85	157	94	33	10	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	293	0	0	0	0	0	0	0	13	62	91	68	39	11	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	148	0	0	0	0	0	0	0	5	25	51	36	9	7	9	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	**16236**	**0**	**0**	**19**	**46**	**91**	**248**	**780**	**2274**	**5536**	**5532**	**1422**	**238**	**40**	**2**	**3**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**18917**	**0**	**0**	**19**	**46**	**91**	**253**	**809**	**2416**	**6112**	**6624**	**2003**	**422**	**92**	**16**	**6**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**19358**	**0**	**0**	**19**	**46**	**91**	**253**	**809**	**2434**	**6199**	**6766**	**2107**	**470**	**110**	**28**	**14**	**11**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**20490**	**0**	**0**	**19**	**47**	**92**	**256**	**812**	**2475**	**6361**	**7113**	**2439**	**618**	**166**	**47**	**24**	**17**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 4
Location Worksop Road - Attached to left turn sign
Direction Both Directions

7719 / Deep Car farm
Jul-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	120	0	0	0	0	0	0	0	4	16	37	30	16	7	4	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0
0100	81	0	0	0	0	0	0	0	3	12	24	23	9	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	72	0	0	0	0	0	0	0	2	9	21	22	11	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	94	0	0	0	0	0	0	0	2	11	27	27	14	7	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	178	0	0	0	0	0	0	1	4	28	58	51	20	9	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0500	430	0	0	0	0	0	1	2	17	73	149	118	44	15	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0600	727	0	0	0	0	1	0	4	35	172	303	154	42	12	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1181	0	1	5	6	7	13	29	123	409	434	123	23	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1217	0	0	0	0	4	13	53	163	415	432	112	18	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	1125	0	0	0	0	1	8	41	158	441	373	85	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	1170	0	0	0	0	4	12	44	193	462	365	73	10	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**1244**	**0**	**0**	**0**	**0**	**2**	**13**	**42**	**195**	**519**	**383**	**76**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	1259	0	0	0	0	3	10	39	197	482	431	82	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	1295	0	0	1	2	5	13	43	186	496	434	98	12	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1400	1362	0	0	1	2	3	13	50	199	518	442	114	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	1365	0	0	0	1	2	11	57	179	472	479	139	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	1497	0	0	0	2	1	8	36	168	532	552	162	30	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**1558**	**0**	**1**	**2**	**5**	**9**	**19**	**44**	**171**	**479**	**605**	**189**	**26**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	1178	0	0	0	0	3	6	18	85	332	484	194	42	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	802	0	0	0	0	0	2	9	37	195	339	158	43	13	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	582	0	0	0	0	0	1	5	22	115	246	131	42	14	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	433	0	0	0	0	0	0	4	22	99	163	95	32	10	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	302	0	0	0	0	1	1	3	13	63	103	66	33	11	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	176	0	0	0	0	0	0	2	6	34	54	44	18	9	5	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	**15450**	**0**	**2**	**10**	**20**	**44**	**138**	**497**	**2015**	**5558**	**5414**	**1448**	**236**	**48**	**10**	**4**	**3**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**17994**	**0**	**2**	**10**	**20**	**45**	**141**	**519**	**2131**	**6140**	**6466**	**1985**	**394**	**97**	**25**	**9**	**6**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**18472**	**0**	**2**	**10**	**20**	**46**	**142**	**523**	**2150**	**6238**	**6622**	**2095**	**445**	**117**	**35**	**14**	**8**	**2**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**19446**	**0**	**2**	**10**	**20**	**46**	**143**	**526**	**2182**	**6386**	**6938**	**2366**	**559**	**163**	**57**	**24**	**14**	**5**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

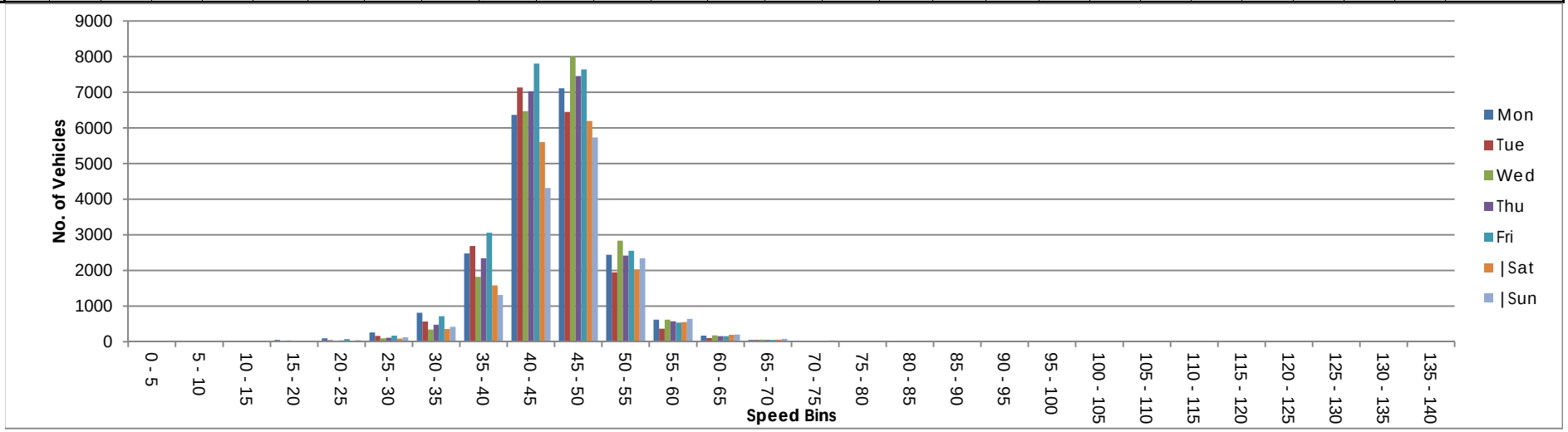
Site 4
Location Worksop Road - Attached to left turn sign
Direction Both Directions

7719 / Deep Car farm
Jul-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	20490	0	0	19	47	92	256	812	2475	6361	7113	2439	618	166	47	24	17	3	1	0	0	0	0	0	0	0	0	0	0	0
Tue	19550	0	3	9	10	44	162	564	2684	7130	6444	1949	367	101	52	16	6	3	1	3	1	0	1	0	0	0	0	0	0	0
Wed	20512	0	1	4	35	27	94	340	1820	6465	7997	2834	617	178	59	22	8	5	1	1	2	2	0	0	0	0	0	0	0	0
Thu	20744	0	3	28	26	33	107	478	2343	7030	7452	2417	576	153	50	18	16	5	8	0	1	0	0	0	0	0	0	0	0	0
Fri	22803	0	2	1	2	71	171	715	3060	7802	7638	2552	538	152	51	21	13	4	5	2	2	0	1	0	0	0	0	0	0	0
| Sat	16721	0	0	2	4	11	85	357	1579	5604	6190	2031	551	189	61	30	19	5	3	0	0	0	0	0	0	0	0	0	0	0
| Sun	15305	0	2	8	17	44	128	418	1313	4312	5733	2343	643	202	78	34	16	8	3	3	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	**20820**	**0**	**2**	**12**	**24**	**53**	**158**	**582**	**2476**	**6958**	**7329**	**2438**	**543**	**150**	**52**	**20**	**12**	**4**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7 Day Ave.	**19446**	**0**	**2**	**10**	**20**	**46**	**143**	**526**	**2182**	**6386**	**6938**	**2366**	**559**	**163**	**57**	**24**	**14**	**5**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
--	**136125**	**0**	**11**	**71**	**141**	**322**	**1003**	**3684**	**15274**	**44704**	**48567**	**16565**	**3910**	**1141**	**398**	**165**	**95**	**33**	**22**	**9**	**6**	**2**	**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:**	Woodsetts Lane - attached to right turn ahead sign	**Project No:**	7719	**Photo No:**	3	**Drawn By:**	RN
	Survey Date:	Tuesday 11th July 2017 - Monday 17th July 2017	**Project Name:**		Deep Carr Farm			
	Survey Times:	00:00 - 00:00 (24 Hour)	**Title:**		Site Photograph - looking eastbound			

7719 / Deep Carr Farm
Jul-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	Woodsetts Lane - attached to right turn ahead sign	Northbound	60	Tuesday 11 July 2017	Monday 17 July 2017	31111	4752	4444	485	1.6	97	0.3	37	0.1	44.4	50.3
		Southbound	60	Tuesday 11 July 2017	Monday 17 July 2017	31290	4814	4470	254	0.8	48	0.2	15	0.0	42.0	47.4
		Both Directions	60	Tuesday 11 July 2017	Monday 17 July 2017	62401	9567	8914	739	1.2	145	0.2	52	0.1	43.2	49.0

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Northbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Tuesday 11 July 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	15	0	0	0	0	0	0	0	0	0	0	1	6.7	1	6.7	0	0	49.4	55.3
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50.1	-
0200	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52.5	-
0300	10	0	9	0	1	0	0	0	0	0	0	0	0	2	20	1	10	1	10	51.6	-
0400	16	0	14	0	2	0	0	0	0	0	0	0	0	1	6.3	0	0	0	0	48.7	54.4
0500	45	0	43	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.3	53.2
0600	78	0	68	0	7	0	1	0	1	1	0	0	0	6	7.7	0	0	0	0	48.8	56.4
0700	197	3	173	0	19	1	0	0	0	0	1	0	0	2	1	0	0	0	0	43.5	50.1
0800	**296**	**0**	**266**	**1**	**26**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**0.7**	**1**	**0.3**	**1**	**0.3**	**43**	**48.3**
0900	213	0	187	1	21	2	0	0	0	1	1	0	0	1	0.5	0	0	0	0	43	47.9
1000	237	0	206	0	27	1	0	0	1	1	1	0	0	1	0.4	0	0	0	0	41.9	47.4
1100	247	1	224	1	18	0	2	1	0	0	0	0	0	3	1.2	1	0.4	0	0	41.8	47.4
1200	263	1	235	2	20	2	3	0	0	0	0	0	0	2	0.8	0	0	0	0	42.5	47.2
1300	295	1	261	3	26	1	2	0	0	0	1	0	0	1	0.3	0	0	0	0	41.4	46.3
1400	315	0	293	0	20	0	0	0	1	1	0	0	0	2	0.6	0	0	0	0	42.8	47.2
1500	355	3	317	2	28	0	0	2	2	1	0	0	0	2	0.6	0	0	0	0	42.4	47.9
1600	411	0	390	1	19	0	0	0	0	1	0	0	0	2	0.5	0	0	0	0	43.1	48.8
1700	**481**	**1**	**463**	**1**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42.6**	**47.4**
1800	305	1	292	0	11	0	0	0	0	1	0	0	0	0	0	0	0	0	0	43.6	49.7
1900	214	0	201	1	12	0	0	0	0	0	0	0	0	1	0.5	0	0	0	0	45.7	51.7
2000	166	0	162	0	4	0	0	0	0	0	0	0	0	3	1.8	2	1.2	2	1.2	44.3	49.4
2100	89	0	86	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.8	51.2
2200	79	0	75	0	4	0	0	0	0	0	0	0	0	6	7.6	1	1.3	0	0	46.4	52.8
2300	39	0	39	0	0	0	0	0	0	0	0	0	0	2	5.1	0	0	0	0	47.5	53.5
07-19	**3615**	**11**	**3307**	**12**	**251**	**8**	**7**	**3**	**5**	**7**	**4**	**0**	**0**	**18**	**0.5**	**2**	**0.1**	**1**	**0**	**42.6**	**48.1**
06-22	**4162**	**11**	**3824**	**13**	**277**	**8**	**8**	**3**	**6**	**8**	**4**	**0**	**0**	**28**	**0.7**	**4**	**0.1**	**3**	**0.1**	**43**	**48.5**
06-00	**4280**	**11**	**3938**	**13**	**281**	**8**	**8**	**3**	**6**	**8**	**4**	**0**	**0**	**36**	**0.8**	**5**	**0.1**	**3**	**0.1**	**43.1**	**48.8**
00-00	**4380**	**11**	**4033**	**13**	**286**	**8**	**8**	**3**	**6**	**8**	**4**	**0**	**0**	**40**	**0.9**	**7**	**0.2**	**4**	**0.1**	**43.3**	**49**

NDC
NATIONWIDE DATA COLLECTION

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Northbound

Wednesday 12 July 2017

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

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	12	0	11	0	1	0	0	0	0	0	0	0	0	1	8.3	0	0	0	0	49.7	54.6
0100	11	0	11	0	0	0	0	0	0	0	0	0	0	1	9.1	0	0	0	0	50.4	56.1
0200	9	0	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	-
0300	11	0	11	0	0	0	0	0	0	0	0	0	0	1	9.1	0	0	0	0	50.8	54.6
0400	10	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	-
0500	46	0	45	1	0	0	0	0	0	0	0	0	0	2	4.3	0	0	0	0	47.8	54.4
0600	77	0	69	0	8	0	0	0	0	0	0	0	0	1	1.3	0	0	0	0	46.4	52.1
0700	209	3	190	0	11	0	2	0	1	0	2	0	0	3	1.4	0	0	0	0	44.4	50.8
0800	**322**	**0**	**292**	**2**	**25**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**43.7**	**49**
0900	233	1	198	4	23	2	0	0	2	1	1	1	0	0	0	0	0	0	0	42.6	48.5
1000	219	2	201	2	10	1	1	0	2	0	0	0	0	3	1.4	0	0	0	0	43	49.2
1100	284	2	258	0	20	0	1	0	1	0	2	0	0	3	1.1	0	0	0	0	43.7	48.8
1200	329	4	294	1	22	4	3	0	1	0	0	0	0	2	0.6	0	0	0	0	42.1	48.8
1300	310	2	275	4	25	1	2	0	0	1	0	0	0	2	0.6	0	0	0	0	42.9	49.7
1400	380	1	345	0	30	1	0	1	0	2	0	0	0	1	0.3	0	0	0	0	42.5	47.4
1500	391	4	365	1	20	0	0	0	1	0	0	0	0	0	0	0	0	0	0	43.6	48.5
1600	505	2	469	2	30	0	0	0	2	0	0	0	0	1	0.2	0	0	0	0	43.8	48.5
1700	**558**	**3**	**526**	**3**	**25**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**0.5**	**1**	**0.2**	**0**	**0**	**44.2**	**49.4**
1800	341	4	317	2	17	0	1	0	0	0	0	0	0	6	1.8	1	0.3	0	0	44.8	50.1
1900	238	2	229	2	5	0	0	0	0	0	0	0	0	11	4.6	0	0	0	0	46.4	53
2000	172	2	159	2	9	0	0	0	0	0	0	0	0	8	4.7	1	0.6	1	0.6	46.7	53.2
2100	133	4	126	0	2	1	0	0	0	0	0	0	0	6	4.5	1	0.8	0	0	46.5	53.5
2200	106	0	104	1	1	0	0	0	0	0	0	0	0	10	9.4	5	4.7	4	3.8	49.2	56.6
2300	41	0	41	0	0	0	0	0	0	0	0	0	0	1	2.4	0	0	0	0	47.7	53
07-19	**4081**	**28**	**3730**	**21**	**258**	**9**	**10**	**1**	**13**	**4**	**6**	**1**	**0**	**24**	**0.6**	**2**	**0**	**0**	**0**	**43.5**	**49**
06-22	**4701**	**36**	**4313**	**25**	**282**	**10**	**10**	**1**	**13**	**4**	**6**	**1**	**0**	**50**	**1.1**	**4**	**0.1**	**1**	**0**	**43.9**	**49.7**
06-00	**4848**	**36**	**4458**	**26**	**283**	**10**	**10**	**1**	**13**	**4**	**6**	**1**	**0**	**61**	**1.3**	**9**	**0.2**	**5**	**0.1**	**44**	**49.9**
00-00	**4947**	**36**	**4552**	**27**	**287**	**10**	**10**	**1**	**13**	**4**	**6**	**1**	**0**	**66**	**1.3**	**9**	**0.2**	**5**	**0.1**	**44.1**	**49.9**

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Northbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Thursday 13 July 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	20	0	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.8	50.3
0100	11	0	11	0	0	0	0	0	0	0	0	0	0	2	18.2	0	0	0	0	52.5	58.6
0200	8	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51.8	-
0300	8	0	8	0	0	0	0	0	0	0	0	0	0	1	12.5	0	0	0	0	51.2	-
0400	13	0	11	0	2	0	0	0	0	0	0	0	0	1	7.7	0	0	0	0	48.6	57.7
0500	49	1	44	0	4	0	0	0	0	0	0	0	0	2	4.1	0	0	0	0	46.8	53
0600	79	0	72	0	6	0	0	0	0	1	0	0	0	2	2.5	0	0	0	0	48.1	54.8
0700	224	1	195	1	21	1	2	1	0	1	0	1	0	3	1.3	0	0	0	0	44.8	50.8
0800	**304**	**0**	**263**	**2**	**33**	**2**	**1**	**1**	**1**	**1**	**0**	**0**	**0**	**5**	**1.6**	**0**	**0**	**0**	**0**	**44.4**	**50.1**
0900	250	2	216	3	22	1	2	0	3	1	0	0	0	1	0.4	0	0	0	0	43.6	50.1
1000	247	3	212	0	25	2	3	0	0	1	0	0	1	4	1.6	2	0.8	1	0.4	42.2	48.5
1100	267	3	225	3	29	3	3	0	0	0	1	0	0	6	2.2	0	0	0	0	43.2	49.4
1200	283	1	265	0	13	2	2	0	0	0	0	0	0	0	0	0	0	0	0	43.4	48.5
1300	338	0	308	0	27	1	2	0	0	0	0	0	0	5	1.5	0	0	0	0	44.6	49.4
1400	328	1	300	1	26	0	0	0	0	0	0	0	0	3	0.9	1	0.3	0	0	43.7	49
1500	359	4	331	0	20	0	1	1	2	0	0	0	0	6	1.7	1	0.3	1	0.3	45.2	50.6
1600	462	2	432	2	25	0	0	0	1	0	0	0	0	4	0.9	1	0.2	0	0	45.1	49.7
1700	**482**	**2**	**461**	**2**	**16**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0.6**	**0**	**0**	**0**	**0**	**44.7**	**49.7**
1800	357	7	330	2	16	2	0	0	0	0	0	0	0	6	1.7	1	0.3	0	0	44.3	49.9
1900	255	3	240	0	12	0	0	0	0	0	0	0	0	5	2	2	0.8	0	0	44.4	51.9
2000	188	1	178	0	9	0	0	0	0	0	0	0	0	4	2.1	0	0	0	0	46.8	53
2100	122	2	116	0	4	0	0	0	0	0	0	0	0	8	6.6	0	0	0	0	46.9	55
2200	92	0	89	0	3	0	0	0	0	0	0	0	0	4	4.3	0	0	0	0	47.4	53.7
2300	37	0	36	0	0	0	0	0	1	0	0	0	0	3	8.1	2	5.4	0	0	48.1	52.6
07-19	**3901**	**26**	**3538**	**16**	**273**	**14**	**16**	**3**	**7**	**5**	**1**	**1**	**1**	**46**	**1.2**	**6**	**0.2**	**2**	**0.1**	**44.2**	**49.9**
06-22	**4545**	**32**	**4144**	**16**	**304**	**14**	**16**	**3**	**7**	**6**	**1**	**1**	**1**	**65**	**1.4**	**8**	**0.2**	**2**	**0**	**44.5**	**50.3**
06-00	**4674**	**32**	**4269**	**16**	**307**	**14**	**16**	**3**	**8**	**6**	**1**	**1**	**1**	**72**	**1.5**	**10**	**0.2**	**2**	**0**	**44.6**	**50.3**
00-00	**4783**	**33**	**4368**	**16**	**316**	**14**	**16**	**3**	**8**	**6**	**1**	**1**	**1**	**78**	**1.6**	**10**	**0.2**	**2**	**0**	**44.7**	**50.6**

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Northbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Friday 14 July 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	16	0	16	0	0	0	0	0	0	0	0	0	0	3	18.8	2	12.5	0	0	54.3	61.7
0100	14	0	13	0	0	0	0	0	0	1	0	0	0	1	7.1	0	0	0	0	49.6	57.3
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.8	-
0300	6	0	6	0	0	0	0	0	0	0	0	0	0	1	16.7	0	0	0	0	49.2	-
0400	18	0	15	0	3	0	0	0	0	0	0	0	0	1	5.6	0	0	0	0	48	52.6
0500	44	0	43	0	1	0	0	0	0	0	0	0	0	1	2.3	0	0	0	0	46.6	50.8
0600	76	0	69	0	7	0	0	0	0	0	0	0	0	5	6.6	0	0	0	0	48.2	53
0700	200	3	163	3	26	0	2	0	0	1	2	0	0	1	0.5	0	0	0	0	44.7	51.7
0800	**305**	**1**	**274**	**1**	**26**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**43.8**	**49.2**
0900	252	0	217	5	27	3	0	0	0	0	0	0	0	1	0.4	0	0	0	0	41.9	47.9
1000	248	0	216	2	24	0	3	0	0	3	0	0	0	7	2.8	0	0	0	0	44	49
1100	278	3	253	0	18	1	1	0	0	1	0	0	1	3	1.1	0	0	0	0	44.6	49
1200	365	0	336	7	18	1	3	0	0	0	0	0	0	5	1.4	1	0.3	0	0	43.7	49
1300	365	2	338	0	21	2	0	0	1	0	1	0	0	1	0.3	1	0.3	1	0.3	42.8	48.8
1400	371	2	336	6	23	1	0	1	1	0	1	0	0	2	0.5	0	0	0	0	43.7	48.8
1500	389	4	351	5	27	2	0	0	0	0	0	0	0	6	1.5	2	0.5	1	0.3	44.6	50.3
1600	**533**	**3**	**484**	**2**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0.9**	**1**	**0.2**	**1**	**0.2**	**44.2**	**49.7**
1700	457	2	429	3	23	0	0	0	0	0	0	0	0	6	1.3	0	0	0	0	44.9	49.7
1800	349	5	332	0	12	0	0	0	0	0	0	0	0	9	2.6	1	0.3	0	0	46.7	52.1
1900	251	2	240	0	9	0	0	0	0	0	0	0	0	8	3.2	2	0.8	0	0	46.9	52.6
2000	148	1	143	0	4	0	0	0	0	0	0	0	0	6	4.1	2	1.4	0	0	48.3	55.7
2100	108	1	106	0	1	0	0	0	0	0	0	0	0	4	3.7	1	0.9	1	0.9	45.3	52.1
2200	101	0	98	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.7	51.4
2300	49	0	48	0	1	0	0	0	0	0	0	0	0	2	4.1	2	4.1	1	2	47.8	55
07-19	**4112**	**25**	**3729**	**34**	**289**	**11**	**9**	**1**	**2**	**5**	**6**	**0**	**1**	**46**	**1.1**	**6**	**0.1**	**3**	**0.1**	**44.2**	**49.7**
06-22	**4695**	**29**	**4287**	**34**	**310**	**11**	**9**	**1**	**2**	**5**	**6**	**0**	**1**	**69**	**1.5**	**11**	**0.2**	**4**	**0.1**	**44.5**	**50.3**
06-00	**4845**	**29**	**4433**	**34**	**314**	**11**	**9**	**1**	**2**	**5**	**6**	**0**	**1**	**71**	**1.5**	**13**	**0.3**	**5**	**0.1**	**44.6**	**50.3**
00-00	**4948**	**29**	**4531**	**34**	**318**	**11**	**9**	**1**	**2**	**6**	**6**	**0**	**1**	**78**	**1.6**	**15**	**0.3**	**5**	**0.1**	**44.7**	**50.3**

NDC
NATIONWIDE DATA COLLECTION

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Northbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Saturday 15 July 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	35	0	35	0	0	0	0	0	0	0	0	0	0	4	11.4	0	0	0	0	49	57.3
0100	15	0	15	0	0	0	0	0	0	0	0	0	0	2	13.3	1	6.7	0	0	51.4	56.6
0200	12	0	12	0	0	0	0	0	0	0	0	0	0	3	25	2	16.7	1	8.3	54.5	65.8
0300	13	0	12	0	1	0	0	0	0	0	0	0	0	3	23.1	1	7.7	1	7.7	53.5	63.1
0400	9	0	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.8	-
0500	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.3	53.5
0600	32	1	28	0	3	0	0	0	0	0	0	0	0	1	3.1	0	0	0	0	46.1	53
0700	41	0	37	0	3	1	0	0	0	0	0	0	0	2	4.9	0	0	0	0	46.5	53.2
0800	130	3	115	1	10	1	0	0	0	0	0	0	0	1	0.8	1	0.8	0	0	42.7	49.4
0900	193	0	177	3	13	0	0	0	0	0	0	0	0	2	1	0	0	0	0	44.5	49.4
1000	279	0	262	2	14	0	0	0	0	0	1	0	0	1	0.4	1	0.4	0	0	43.2	48.3
1100	**347**	**1**	**338**	**0**	**7**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0.6**	**1**	**0.3**	**0**	**0**	**42.9**	**48.5**
1200	**361**	**6**	**341**	**2**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0.6**	**1**	**0.3**	**0**	**0**	**43**	**49.4**
1300	342	2	323	2	15	0	0	0	0	0	0	0	0	6	1.8	0	0	0	0	44	49.2
1400	316	4	295	2	14	0	1	0	0	0	0	0	0	2	0.6	0	0	0	0	43.3	49
1500	349	2	329	3	15	0	0	0	0	0	0	0	0	2	0.6	0	0	0	0	44	49.4
1600	332	1	321	0	9	0	1	0	0	0	0	0	0	4	1.2	1	0.3	0	0	44.6	50.1
1700	318	6	300	1	11	0	0	0	0	0	0	0	0	11	3.5	2	0.6	0	0	45.8	52.6
1800	250	3	240	0	6	0	0	0	1	0	0	0	0	6	2.4	3	1.2	2	0.8	46.7	53
1900	184	2	175	0	7	0	0	0	0	0	0	0	0	10	5.4	2	1.1	0	0	47.7	54.1
2000	157	0	152	0	5	0	0	0	0	0	0	0	0	6	3.8	1	0.6	0	0	47.3	53.5
2100	110	0	106	0	4	0	0	0	0	0	0	0	0	8	7.3	1	0.9	1	0.9	47.1	53.2
2200	91	0	87	0	4	0	0	0	0	0	0	0	0	4	4.4	2	2.2	1	1.1	45.9	52.1
2300	79	0	78	0	1	0	0	0	0	0	0	0	0	7	8.9	2	2.5	1	1.3	47.5	54.6
07-19	**3258**	**28**	**3078**	**16**	**128**	**3**	**2**	**0**	**2**	**0**	**1**	**0**	**0**	**41**	**1.3**	**10**	**0.3**	**2**	**0.1**	**44.1**	**49.9**
06-22	**3741**	**31**	**3539**	**16**	**147**	**3**	**2**	**0**	**2**	**0**	**1**	**0**	**0**	**66**	**1.8**	**14**	**0.4**	**3**	**0.1**	**44.5**	**50.3**
06-00	**3911**	**31**	**3704**	**16**	**152**	**3**	**2**	**0**	**2**	**0**	**1**	**0**	**0**	**77**	**2**	**18**	**0.5**	**5**	**0.1**	**44.6**	**50.6**
00-00	**4011**	**31**	**3801**	**16**	**155**	**3**	**2**	**0**	**2**	**0**	**1**	**0**	**0**	**89**	**2.2**	**22**	**0.5**	**7**	**0.2**	**44.8**	**50.8**

NDC
NATIONWIDE DATA COLLECTION

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Northbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Sunday 16 July 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	41	0	41	0	0	0	0	0	0	0	0	0	0	1	2.4	0	0	0	0	47.6	54.4
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	1	16.7	0	0	0	0	49.9	-
0200	12	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.2	49.2
0300	17	0	16	0	1	0	0	0	0	0	0	0	0	2	11.8	0	0	0	0	48.3	54.4
0400	10	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.7	-
0500	27	1	24	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.6	48.8
0600	27	1	26	0	0	0	0	0	0	0	0	0	0	3	11.1	0	0	0	0	47.6	54.1
0700	50	2	45	1	2	0	0	0	0	0	0	0	0	2	4	1	2	0	0	46.1	55.3
0800	71	7	60	0	4	0	0	0	0	0	0	0	0	7	9.9	3	4.2	2	2.8	46.8	55
0900	149	3	132	6	8	0	0	0	0	0	0	0	0	2	1.3	1	0.7	0	0	44.2	50.8
1000	237	5	217	3	12	0	0	0	0	0	0	0	0	3	1.3	1	0.4	1	0.4	44.3	50.1
1100	**265**	**12**	**241**	**2**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1.1**	**0**	**0**	**0**	**0**	**42.7**	**49.7**
1200	317	4	299	1	13	0	0	0	0	0	0	0	0	3	0.9	2	0.6	0	0	44.7	50.3
1300	295	4	277	3	10	0	0	1	0	0	0	0	0	7	2.4	3	1	1	0.3	45.6	51.2
1400	313	5	295	0	11	0	0	0	2	0	0	0	0	6	1.9	0	0	0	0	46	51
1500	**318**	**6**	**300**	**4**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**1.9**	**2**	**0.6**	**2**	**0.6**	**42.7**	**50.8**
1600	297	5	277	5	10	0	0	0	0	0	0	0	0	5	1.7	1	0.3	1	0.3	45.4	50.3
1700	251	5	235	5	5	0	0	0	1	0	0	0	0	6	2.4	2	0.8	1	0.4	46.5	52.8
1800	190	2	178	5	4	0	0	0	1	0	0	0	0	6	3.2	2	1.1	2	1.1	46.4	52.8
1900	161	2	154	0	4	0	0	0	1	0	0	0	0	5	3.1	0	0	0	0	46.5	52.8
2000	126	2	117	1	4	0	0	1	1	0	0	0	0	3	2.4	2	1.6	0	0	46.3	52.8
2100	83	0	80	0	3	0	0	0	0	0	0	0	0	4	4.8	2	2.4	1	1.2	47.9	54.8
2200	47	0	45	0	1	0	0	0	1	0	0	0	0	4	8.5	3	6.4	0	0	48.8	57.5
2300	29	0	29	0	0	0	0	0	0	0	0	0	0	1	3.4	0	0	0	0	46	53.7
07-19	**2753**	**60**	**2556**	**35**	**97**	**0**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**56**	**2**	**18**	**0.7**	**10**	**0.4**	**44.9**	**51.2**
06-22	**3150**	**65**	**2933**	**36**	**108**	**0**	**0**	**2**	**6**	**0**	**0**	**0**	**0**	**71**	**2.3**	**22**	**0.7**	**11**	**0.3**	**45.1**	**51.4**
06-00	**3226**	**65**	**3007**	**36**	**109**	**0**	**0**	**2**	**7**	**0**	**0**	**0**	**0**	**76**	**2.4**	**25**	**0.8**	**11**	**0.3**	**45.2**	**51.7**
00-00	**3339**	**66**	**3114**	**36**	**114**	**0**	**0**	**2**	**7**	**0**	**0**	**0**	**0**	**80**	**2.4**	**25**	**0.7**	**11**	**0.3**	**45.3**	**51.7**

NDC
NATIONWIDE DATA COLLECTION

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Northbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Monday 17 July 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	13	0	1	0	0	0	0	0	0	0	0	1	7.1	0	0	0	0	50.1	58.6
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.9	-
0200	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.8	-
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52.4	-
0400	17	0	16	0	1	0	0	0	0	0	0	0	0	2	11.8	1	5.9	0	0	51.3	58.8
0500	41	0	40	0	1	0	0	0	0	0	0	0	0	1	2.4	0	0	0	0	46.6	51.2
0600	75	1	66	0	7	0	0	0	0	1	0	0	0	4	5.3	0	0	0	0	48.2	56.1
0700	200	1	182	0	16	0	0	0	0	1	0	0	0	2	1	0	0	0	0	44.9	50.6
0800	**299**	**1**	**263**	**1**	**32**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**0.3**	**0**	**0**	**0**	**0**	**45.2**	**50.8**
0900	248	2	222	2	20	2	0	0	0	0	0	0	0	1	0.4	0	0	0	0	43	49
1000	255	1	225	2	25	0	1	0	0	1	0	0	0	5	2	0	0	0	0	42	50.1
1100	250	2	224	3	18	1	1	0	0	0	1	0	0	1	0.4	0	0	0	0	43.3	49
1200	273	3	245	3	14	1	5	0	1	0	1	0	0	4	1.5	0	0	0	0	44.7	50.6
1300	283	2	255	0	21	1	2	2	0	0	0	0	0	1	0.4	0	0	0	0	43.4	48.5
1400	354	7	323	1	19	0	0	0	2	1	1	0	0	0	0	0	0	0	0	43.4	48.8
1500	379	5	343	1	28	1	0	0	0	0	1	0	0	4	1.1	0	0	0	0	43.6	50.3
1600	490	2	448	0	37	0	1	1	1	0	0	0	0	1	0.2	0	0	0	0	43.8	49
1700	**544**	**8**	**513**	**2**	**20**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0.4**	**0**	**0**	**0**	**0**	**44.5**	**49.7**
1800	343	6	319	3	14	0	0	0	1	0	0	0	0	5	1.5	0	0	0	0	44.3	50.1
1900	248	5	232	0	9	1	0	0	1	0	0	0	0	6	2.4	1	0.4	0	0	45.5	51.9
2000	165	1	158	1	5	0	0	0	0	0	0	0	0	2	1.2	1	0.6	0	0	45.4	51.7
2100	113	0	111	0	2	0	0	0	0	0	0	0	0	4	3.5	3	2.7	2	1.8	46.8	52.6
2200	77	0	72	0	4	0	0	0	1	0	0	0	0	5	6.5	1	1.3	0	0	46.8	55
2300	28	0	27	0	1	0	0	0	0	0	0	0	0	2	7.1	2	7.1	1	3.6	48.4	52.6
07-19	**3918**	**40**	**3562**	**18**	**264**	**6**	**10**	**4**	**7**	**3**	**4**	**0**	**0**	**27**	**0.7**	**0**	**0**	**0**	**0**	**43.9**	**49.7**
06-22	**4519**	**47**	**4129**	**19**	**287**	**7**	**10**	**4**	**8**	**4**	**4**	**0**	**0**	**43**	**1**	**5**	**0.1**	**2**	**0**	**44.2**	**50.1**
06-00	**4624**	**47**	**4228**	**19**	**292**	**7**	**10**	**4**	**9**	**4**	**4**	**0**	**0**	**50**	**1.1**	**8**	**0.2**	**3**	**0.1**	**44.3**	**50.1**
00-00	**4703**	**47**	**4303**	**20**	**295**	**7**	**10**	**4**	**9**	**4**	**4**	**0**	**0**	**54**	**1.1**	**9**	**0.2**	**3**	**0.1**	**44.3**	**50.3**

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Northbound

7719 / Deep Carr Farm
Jul-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	22	0	21	0	0	0	0	0	0	0	0	0	0	2	7.2	0	2	0	0	49	56.1
0100	9	0	9	0	0	0	0	0	0	0	0	0	0	1	11.1	0	1.6	0	0	50.7	-
0200	8	0	7	0	1	0	0	0	0	0	0	0	0	0	5.3	0	3.5	0	1.8	50.2	-
0300	10	0	9	0	0	0	0	0	0	0	0	0	0	1	14.5	0	2.9	0	2.9	50.8	-
0400	13	0	12	0	2	0	0	0	0	0	0	0	0	1	5.4	0	1.1	0	0	48.7	55.7
0500	38	0	36	0	1	0	0	0	0	0	0	0	0	1	2.2	0	0	0	0	46.8	53.5
0600	63	0	57	0	5	0	0	0	0	0	0	0	0	3	5	0	0	0	0	47.8	54.8
0700	160	2	141	1	14	0	1	0	0	0	1	0	0	2	1.3	0	0.1	0	0	44.6	51
0800	247	2	219	1	22	1	0	0	1	0	0	0	0	2	0.9	1	0.3	0	0.2	44	49.7
0900	220	1	193	3	19	1	0	0	1	0	0	0	0	1	0.5	0	0.1	0	0	43.2	49.2
1000	246	2	220	2	20	1	1	0	0	1	0	0	0	3	1.4	1	0.2	0	0.1	43	49.2
1100	**277**	**3**	**252**	**1**	**17**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**1.1**	**0**	**0.1**	**0**	**0**	**43.2**	**49**
1200	313	3	288	2	16	2	2	0	0	0	0	0	0	3	0.8	1	0.2	0	0	43.4	49.2
1300	318	2	291	2	21	1	1	0	0	0	0	0	0	3	1	1	0.2	0	0.1	43.5	49.2
1400	340	3	312	1	20	0	0	0	1	1	0	0	0	2	0.7	0	0	0	0	43.6	48.8
1500	363	4	334	2	21	0	0	0	1	0	0	0	0	4	1	1	0.2	1	0.2	43.8	49.9
1600	433	2	403	2	25	0	0	0	1	0	0	0	0	3	0.7	1	0.1	0	0.1	44.2	49.4
1700	**442**	**4**	**418**	**2**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**1**	**0.2**	**0**	**0**	**44.5**	**49.7**
1800	305	4	287	2	11	0	0	0	0	0	0	0	0	5	1.8	1	0.4	1	0.2	45.1	51
1900	222	2	210	0	8	0	0	0	0	0	0	0	0	7	3	1	0.5	0	0	46.1	52.8
2000	160	1	153	1	6	0	0	0	0	0	0	0	0	5	2.9	1	0.8	0	0.3	46.4	52.8
2100	108	1	104	0	3	0	0	0	0	0	0	0	0	5	4.5	1	1.1	1	0.7	46.6	53.5
2200	85	0	81	0	3	0	0	0	0	0	0	0	0	5	5.6	2	2	1	0.8	47.1	54.1
2300	43	0	43	0	0	0	0	0	0	0	0	0	0	3	6	1	2.6	0	1	47.6	53.9
07-19	**3663**	**31**	**3357**	**22**	**223**	**7**	**8**	**2**	**6**	**3**	**3**	**0**	**0**	**37**	**1**	**6**	**0.2**	**3**	**0.1**	**43.9**	**49.7**
06-22	**4216**	**36**	**3881**	**23**	**245**	**8**	**8**	**2**	**6**	**4**	**3**	**0**	**0**	**56**	**1.3**	**10**	**0.2**	**4**	**0.1**	**44.2**	**50.1**
06-00	**4344**	**36**	**4005**	**23**	**248**	**8**	**8**	**2**	**7**	**4**	**3**	**0**	**0**	**63**	**1.5**	**13**	**0.3**	**5**	**0.1**	**44.3**	**50.1**
00-00	**4444**	**36**	**4100**	**23**	**253**	**8**	**8**	**2**	**7**	**4**	**3**	**0**	**0**	**69**	**1.6**	**14**	**0.3**	**5**	**0.1**	**44.4**	**50.3**

NDC
NATIONWIDE DATA COLLECTION

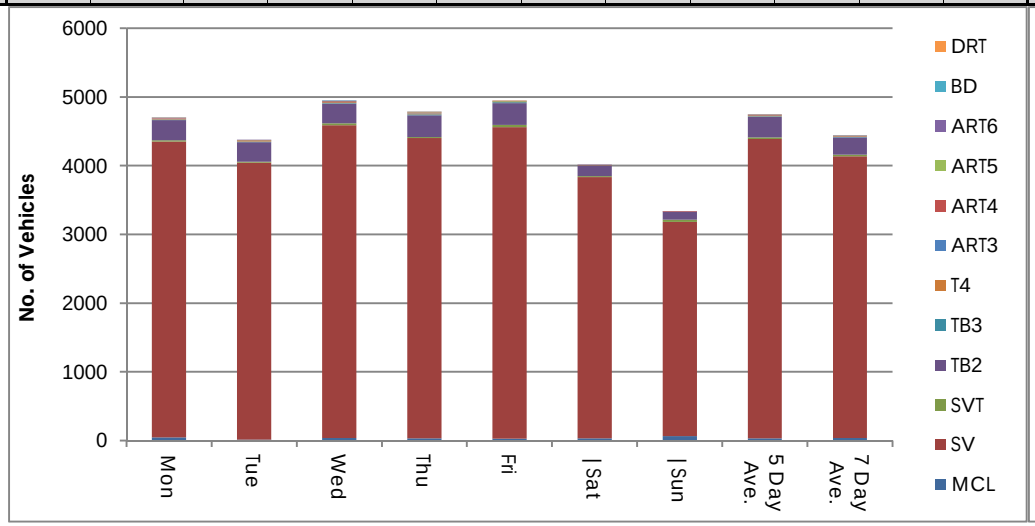
Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Northbound

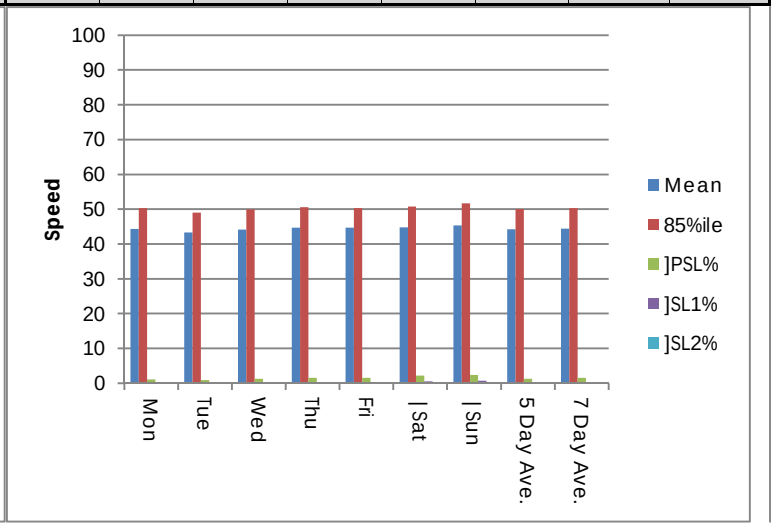
7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

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	4703	47	4303	20	295	7	10	4	9	4	4	0	0	54	1.1	9	0.2	3	0.1	44.3	50.3
Tue	4380	11	4033	13	286	8	8	3	6	8	4	0	0	40	0.9	7	0.2	4	0.1	43.3	49
Wed	4947	36	4552	27	287	10	10	1	13	4	6	1	0	66	1.3	9	0.2	5	0.1	44.1	49.9
Thu	4783	33	4368	16	316	14	16	3	8	6	1	1	1	78	1.6	10	0.2	2	0	44.7	50.6
Fri	4948	29	4531	34	318	11	9	1	2	6	6	0	1	78	1.6	15	0.3	5	0.1	44.7	50.3
| Sat	4011	31	3801	16	155	3	2	0	2	0	1	0	0	89	2.2	22	0.5	7	0.2	44.8	50.8
| Sun	3339	66	3114	36	114	0	0	2	7	0	0	0	0	80	2.4	25	0.7	11	0.3	45.3	51.7
5 Day Ave.	**4752**	**31**	**4357**	**22**	**300**	**10**	**11**	**2**	**8**	**6**	**4**	**0**	**0**	**63**	**1.3**	**10**	**0.2**	**4**	**0.1**	**44.2**	**50.0**
7 Day Ave.	**4444**	**36**	**4100**	**23**	**253**	**8**	**8**	**2**	**7**	**4**	**3**	**0**	**0**	**69**	**1.6**	**14**	**0.3**	**5**	**0.1**	**44.4**	**50.3**
--	**31111**	**253**	**28702**	**162**	**1771**	**53**	**55**	**14**	**47**	**28**	**22**	**2**	**2**	**485**	**1.6**	**97**	**0.3**	**37**	**0.1**	**44.4**	**50.3**

Summary Graphs





Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Northbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Tuesday 11 July 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	1	1	3	2	5	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	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
0200	9	0	0	0	0	0	0	0	0	2	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	0	0	0	0	0	2	5	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	16	0	0	0	0	0	0	1	2	2	4	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	45	0	0	0	0	0	0	0	2	14	16	9	4	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	0	10	17	19	15	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	197	0	0	2	0	0	2	13	37	65	45	25	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**296**	**0**	**0**	**0**	**0**	**0**	**1**	**24**	**63**	**103**	**77**	**21**	**5**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	213	0	0	0	0	0	1	12	46	87	44	18	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	237	0	0	0	0	0	5	22	62	86	40	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	247	0	0	0	3	4	2	16	69	81	48	15	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	263	0	0	0	0	0	2	12	75	109	45	12	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	295	0	0	0	0	0	2	29	78	126	46	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	315	0	0	0	0	0	0	11	76	137	75	12	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	355	0	0	0	0	0	0	28	92	131	73	26	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	411	0	0	0	0	0	1	22	98	145	103	34	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**481**	**0**	**0**	**0**	**0**	**0**	**1**	**21**	**119**	**188**	**124**	**25**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	305	0	0	0	0	3	2	7	67	110	75	34	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	214	0	0	0	0	0	1	2	33	64	69	30	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	166	0	0	0	0	0	2	10	24	60	46	19	2	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	89	0	0	0	0	0	0	0	16	26	24	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	79	0	0	0	0	0	0	2	12	21	23	11	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	39	0	0	0	0	0	0	1	4	9	11	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3615**	**0**	**0**	**2**	**3**	**7**	**19**	**217**	**882**	**1368**	**795**	**248**	**56**	**13**	**3**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**4162**	**0**	**0**	**2**	**3**	**7**	**22**	**229**	**965**	**1535**	**953**	**329**	**89**	**21**	**3**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**4280**	**0**	**0**	**2**	**3**	**7**	**22**	**232**	**981**	**1565**	**987**	**350**	**95**	**28**	**4**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**4380**	**0**	**0**	**2**	**3**	**7**	**22**	**234**	**986**	**1588**	**1018**	**373**	**107**	**29**	**5**	**2**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Northbound

Wednesday 12 July 2017

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

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	1	0	2	3	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	11	0	0	0	0	0	0	0	1	1	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	9	0	0	0	0	0	0	1	0	1	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	11	0	0	0	0	0	0	0	0	1	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	0	0	0	0	0	0	2	1	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	46	0	0	0	0	0	0	0	7	13	8	11	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	77	0	0	0	0	0	0	0	10	22	26	12	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	209	0	0	2	1	1	2	9	25	78	51	30	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**322**	**0**	**0**	**0**	**0**	**0**	**5**	**9**	**62**	**120**	**87**	**27**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	233	0	0	1	3	1	0	13	52	82	56	22	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	219	0	1	1	2	1	0	10	42	84	55	17	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	284	0	0	1	0	0	1	13	56	105	74	22	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	329	0	0	4	1	6	6	22	74	103	78	28	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	310	0	2	2	4	0	3	13	60	111	72	32	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	380	0	0	0	0	0	3	26	93	133	96	25	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	391	0	0	0	1	3	3	11	77	139	113	39	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	505	0	0	0	0	0	0	11	83	230	136	33	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**558**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**87**	**189**	**181**	**61**	**9**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	341	0	1	0	2	4	3	6	43	116	111	33	16	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	238	0	0	0	1	0	1	7	32	65	74	29	18	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	172	0	0	0	0	0	0	3	24	48	51	28	10	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	133	0	0	0	1	1	0	5	16	37	27	31	9	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	106	0	0	0	0	0	0	0	11	32	21	21	11	4	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0
2300	41	0	0	0	0	0	1	0	3	9	14	11	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**4081**	**0**	**4**	**11**	**14**	**16**	**26**	**171**	**754**	**1490**	**1110**	**369**	**92**	**19**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**4701**	**0**	**4**	**11**	**16**	**17**	**27**	**186**	**836**	**1662**	**1288**	**469**	**135**	**36**	**12**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**4848**	**0**	**4**	**11**	**16**	**17**	**28**	**186**	**850**	**1703**	**1323**	**501**	**148**	**40**	**14**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**4947**	**0**	**4**	**11**	**16**	**17**	**28**	**188**	**860**	**1722**	**1347**	**527**	**161**	**44**	**15**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Northbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Thursday 13 July 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	0	4	4	8	4	0	0	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	1	1	3	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	8	0	0	0	0	0	0	0	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	8	0	0	0	0	0	0	0	0	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	0	0	0	0	1	1	0	1	4	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	49	0	0	0	0	0	1	0	5	14	16	8	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	79	0	0	0	0	0	0	3	4	15	24	21	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	224	0	0	1	0	0	0	8	40	64	69	32	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**304**	**0**	**0**	**0**	**0**	**3**	**0**	**11**	**51**	**107**	**83**	**40**	**4**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	250	0	0	0	1	1	1	16	45	91	57	30	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	247	0	0	1	0	0	18	14	45	94	44	21	6	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	267	0	0	2	0	1	1	13	59	100	56	22	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	283	0	0	1	0	0	0	5	65	110	69	25	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	338	0	0	0	0	0	0	12	53	123	104	30	11	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	328	0	0	1	0	0	2	9	66	128	82	28	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	359	0	0	0	0	0	2	6	52	115	118	41	19	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	462	0	0	0	1	0	0	8	66	151	170	50	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**482**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	**90**	**169**	**147**	**49**	**16**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	357	0	0	0	1	1	0	5	73	133	89	42	7	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	255	0	0	3	4	0	0	10	47	73	66	33	14	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	188	0	1	0	0	0	0	3	18	52	60	36	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	122	0	0	0	0	0	0	3	20	32	29	19	11	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	92	0	0	0	0	0	0	0	12	25	26	15	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	37	0	0	0	0	0	0	0	6	8	11	7	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3901**	**0**	**0**	**6**	**3**	**6**	**25**	**114**	**705**	**1385**	**1088**	**410**	**113**	**31**	**12**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**4545**	**0**	**1**	**9**	**7**	**6**	**25**	**133**	**794**	**1557**	**1267**	**519**	**162**	**44**	**16**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**4674**	**0**	**1**	**9**	**7**	**6**	**25**	**133**	**812**	**1590**	**1304**	**541**	**174**	**47**	**19**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**4783**	**0**	**1**	**9**	**7**	**6**	**27**	**134**	**823**	**1612**	**1340**	**558**	**188**	**51**	**21**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Northbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Friday 14 July 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	16	0	0	0	0	0	0	0	1	1	3	3	5	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	14	0	0	0	0	0	0	0	2	3	2	3	3	1	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	0	2	2	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	0	0	2	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	18	0	0	0	0	0	0	0	2	5	3	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	44	0	0	0	0	0	0	0	6	9	17	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	76	0	0	0	0	0	0	4	1	17	30	15	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	200	0	0	1	3	0	4	10	23	55	58	35	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**305**	**0**	**0**	**1**	**0**	**0**	**4**	**13**	**44**	**115**	**88**	**34**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	252	0	0	0	0	4	2	21	76	76	52	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	248	0	0	0	0	0	3	10	44	92	70	15	7	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	278	0	0	0	0	0	0	5	48	99	90	25	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	365	0	0	0	0	2	0	13	67	156	84	32	6	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	365	0	0	2	0	1	1	17	93	134	80	29	7	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1400	371	0	0	0	0	0	0	32	58	132	101	40	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	389	0	0	0	0	1	3	17	57	137	107	51	10	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1600	**533**	**0**	**0**	**0**	**0**	**0**	**1**	**17**	**96**	**197**	**151**	**55**	**11**	**4**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	457	0	0	1	0	0	2	10	73	148	155	40	22	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	349	0	0	2	0	0	0	1	29	109	120	61	18	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	251	0	0	0	0	0	0	5	26	68	85	46	13	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	148	0	0	0	0	0	0	0	13	46	32	32	19	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	108	0	0	0	0	0	0	4	22	28	31	16	3	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	101	0	0	0	0	0	1	1	18	24	35	16	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	49	0	0	0	0	0	0	2	6	12	13	8	6	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	**4112**	**0**	**0**	**7**	**3**	**8**	**20**	**166**	**708**	**1450**	**1156**	**432**	**116**	**30**	**12**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**4695**	**0**	**0**	**7**	**3**	**8**	**20**	**179**	**770**	**1609**	**1334**	**541**	**155**	**45**	**17**	**3**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**4845**	**0**	**0**	**7**	**3**	**8**	**21**	**182**	**794**	**1645**	**1382**	**565**	**167**	**45**	**17**	**4**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**4948**	**0**	**0**	**7**	**3**	**8**	**21**	**182**	**806**	**1665**	**1411**	**588**	**179**	**50**	**17**	**6**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Northbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Saturday 15 July 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	35	0	0	0	0	0	0	0	5	8	7	5	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	15	0	0	0	0	0	0	0	0	3	3	6	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	12	0	0	0	0	0	0	0	0	2	5	2	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	13	0	0	0	0	0	0	1	1	2	1	2	3	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0400	9	0	0	0	0	0	0	1	2	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	16	0	0	0	0	0	0	0	1	4	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	32	0	0	1	0	0	0	0	7	6	8	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	41	0	0	0	0	0	2	1	4	12	9	8	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	130	0	0	1	1	1	3	8	26	41	31	15	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	193	0	0	0	0	0	0	4	28	83	54	18	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	279	0	0	0	1	0	4	16	57	96	74	22	8	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**347**	**0**	**0**	**0**	**0**	**1**	**0**	**15**	**94**	**127**	**78**	**26**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**361**	**0**	**0**	**0**	**0**	**7**	**6**	**25**	**62**	**134**	**78**	**37**	**10**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	342	0	0	0	1	0	0	15	64	124	95	29	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	316	0	0	2	1	6	1	5	57	130	80	26	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	349	0	0	1	0	0	2	12	66	119	102	35	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	332	0	1	0	0	1	3	5	54	117	93	38	16	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	318	0	0	1	0	0	2	6	36	120	83	33	26	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	250	0	0	1	1	1	0	8	25	65	75	51	17	2	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	184	0	0	0	0	0	0	2	24	43	57	35	13	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	157	0	0	0	0	0	0	2	13	47	42	37	10	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	110	0	0	0	0	0	0	1	13	32	39	11	6	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	91	0	0	0	0	0	2	9	12	15	30	12	7	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	79	0	0	0	0	0	0	1	8	27	19	14	3	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3258**	**0**	**1**	**6**	**5**	**17**	**23**	**120**	**573**	**1168**	**852**	**338**	**114**	**25**	**12**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**3741**	**0**	**1**	**7**	**5**	**17**	**23**	**125**	**630**	**1296**	**998**	**428**	**145**	**40**	**19**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3911**	**0**	**1**	**7**	**5**	**17**	**25**	**135**	**650**	**1338**	**1047**	**454**	**155**	**45**	**21**	**6**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**4011**	**0**	**1**	**7**	**5**	**17**	**25**	**137**	**659**	**1359**	**1068**	**474**	**170**	**51**	**23**	**8**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Northbound

Sunday 16 July 2017

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Time	Total	Speed Bins (mph)																												
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	41	0	0	0	0	0	0	0	8	8	11	10	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	0	0	0	0	0	0	1	1	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	12	0	0	0	0	0	0	0	2	2	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	17	0	0	0	0	0	1	0	1	5	1	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	0	0	0	0	0	0	2	0	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	27	0	0	0	0	0	0	2	7	7	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	27	0	0	0	1	0	0	0	1	8	7	7	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	50	0	0	0	2	0	0	2	5	12	16	4	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	71	0	0	3	0	0	0	2	7	19	21	7	5	4	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	149	0	0	1	1	0	2	10	28	34	44	22	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	237	0	0	4	1	0	1	9	34	78	66	33	8	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1100	**265**	**0**	**1**	**3**	**5**	**2**	**8**	**7**	**49**	**81**	**69**	**32**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	317	0	0	0	0	0	0	9	62	102	90	38	13	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	295	0	0	1	1	0	0	1	37	113	85	38	12	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	313	0	0	0	0	0	0	6	37	87	127	38	12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	**318**	**0**	**12**	**7**	**15**	**0**	**0**	**4**	**35**	**90**	**91**	**43**	**15**	**2**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600	297	0	0	0	1	0	2	7	34	87	116	31	14	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	251	0	0	0	0	0	0	3	33	81	75	36	17	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	190	0	0	0	0	0	0	0	33	54	52	35	10	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	161	0	0	1	1	0	0	3	13	45	53	31	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	126	0	0	0	1	0	0	3	10	46	30	25	8	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	83	0	0	0	0	0	0	5	3	24	24	15	8	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	47	0	0	0	0	0	0	0	5	13	13	5	7	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	29	0	0	0	0	0	0	0	5	12	4	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2753**	**0**	**13**	**19**	**26**	**2**	**13**	**60**	**394**	**838**	**852**	**357**	**123**	**29**	**11**	**6**	**7**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**3150**	**0**	**13**	**20**	**29**	**2**	**13**	**71**	**421**	**961**	**966**	**435**	**148**	**37**	**16**	**7**	**8**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3226**	**0**	**13**	**20**	**29**	**2**	**13**	**71**	**431**	**986**	**983**	**445**	**157**	**39**	**16**	**10**	**8**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3339**	**0**	**13**	**20**	**29**	**2**	**14**	**73**	**452**	**1009**	**1014**	**468**	**165**	**42**	**17**	**10**	**8**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Northbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Monday 17 July 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	0	0	2	2	2	4	3	1	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	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	4	0	0	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
0400	17	0	0	0	0	0	0	0	0	5	2	6	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	41	0	0	0	0	0	0	0	5	13	15	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	75	0	0	0	0	0	0	0	8	18	21	14	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	200	0	0	0	4	0	0	7	26	55	72	25	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**299**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**41**	**100**	**94**	**42**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	248	0	0	0	1	1	11	14	40	85	65	21	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	255	0	0	0	11	7	8	15	44	69	59	32	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	250	0	0	0	1	0	3	11	60	91	51	25	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	273	0	0	1	0	0	0	10	54	72	89	34	9	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	283	0	0	3	1	1	0	8	49	114	76	22	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	354	0	1	2	0	2	0	20	57	132	103	28	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	379	0	0	1	5	1	5	7	77	135	85	49	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	490	0	0	0	0	0	2	21	70	203	135	54	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**544**	**0**	**0**	**1**	**0**	**0**	**5**	**13**	**90**	**173**	**187**	**58**	**15**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	343	0	1	0	1	2	6	15	48	113	102	34	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	248	0	2	1	2	0	0	3	27	81	77	39	10	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	165	0	0	0	1	0	2	2	21	46	56	24	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	113	0	0	0	0	0	2	1	17	28	36	16	9	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	77	0	0	0	0	0	0	3	12	20	20	9	8	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	28	0	0	0	0	0	0	0	4	6	11	3	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3918**	**0**	**2**	**8**	**24**	**14**	**40**	**149**	**656**	**1342**	**1118**	**424**	**114**	**24**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**4519**	**0**	**4**	**9**	**27**	**14**	**44**	**155**	**729**	**1515**	**1308**	**517**	**154**	**32**	**8**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**4624**	**0**	**4**	**9**	**27**	**14**	**44**	**158**	**745**	**1541**	**1339**	**529**	**164**	**34**	**11**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**4703**	**0**	**4**	**9**	**27**	**14**	**44**	**158**	**752**	**1562**	**1361**	**545**	**173**	**37**	**11**	**3**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Northbound

7719 / Deep Carr Farm
Jul-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	22	0	0	0	0	0	0	0	3	4	5	5	3	1	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	1	1	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	8	0	0	0	0	0	0	0	1	1	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	0	0	0	0	0	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	0	0	0	0	0	0	1	2	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	38	0	0	0	0	0	0	0	5	11	12	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	63	0	0	0	0	0	0	1	6	15	19	13	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	160	0	0	1	1	0	1	7	23	49	46	23	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	247	0	0	1	0	1	2	11	42	86	69	27	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	220	0	0	0	1	1	2	13	45	77	53	21	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	246	0	0	1	2	1	6	14	47	86	58	22	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**277**	**0**	**0**	**1**	**1**	**1**	**2**	**11**	**62**	**98**	**67**	**24**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	313	0	0	1	0	2	2	14	66	112	76	29	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	318	0	0	1	1	0	1	14	62	121	80	27	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	340	0	0	1	0	1	1	16	63	126	95	28	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	363	0	2	1	3	1	2	12	65	124	98	41	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	433	0	0	0	0	0	1	13	72	161	129	42	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**442**	**0**	**0**	**0**	**0**	**0**	**2**	**13**	**75**	**153**	**136**	**43**	**15**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	305	0	0	0	1	2	2	6	45	100	89	41	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	222	0	0	1	1	0	0	5	29	63	69	35	13	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	160	0	0	0	0	0	1	3	18	49	45	29	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	108	0	0	0	0	0	0	3	15	30	30	18	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	85	0	0	0	0	0	0	2	12	21	24	13	8	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	43	0	0	0	0	0	0	1	5	12	12	8	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3663**	**0**	**3**	**8**	**11**	**10**	**24**	**142**	**667**	**1292**	**996**	**368**	**104**	**24**	**8**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**4216**	**0**	**3**	**9**	**13**	**10**	**25**	**154**	**735**	**1448**	**1159**	**463**	**141**	**36**	**13**	**3**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**4344**	**0**	**3**	**9**	**13**	**10**	**25**	**157**	**752**	**1481**	**1195**	**484**	**151**	**40**	**15**	**4**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**4444**	**0**	**3**	**9**	**13**	**10**	**26**	**158**	**763**	**1502**	**1223**	**505**	**163**	**43**	**16**	**5**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

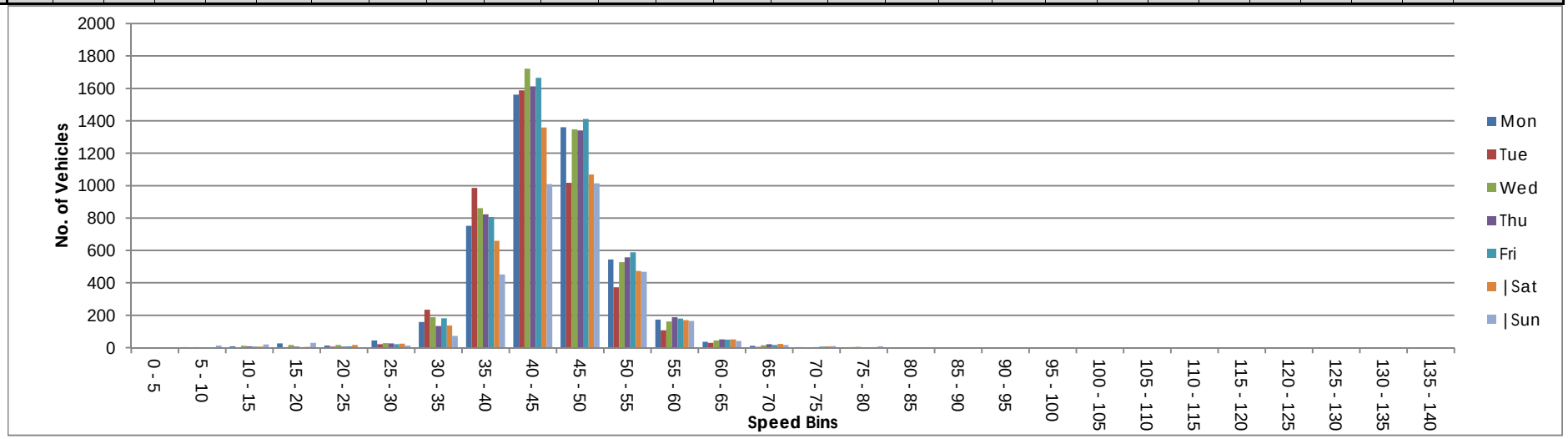
Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Northbound

7719 / Deep Carr Farm
Jul-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	4703	0	4	9	27	14	44	158	752	1562	1361	545	173	37	11	3	2	0	1	0	0	0	0	0	0	0	0	0	0
Tue	4380	0	0	2	3	7	22	234	986	1588	1018	373	107	29	5	2	3	0	1	0	0	0	0	0	0	0	0	0	0
Wed	4947	0	4	11	16	17	28	188	860	1722	1347	527	161	44	15	2	5	0	0	0	0	0	0	0	0	0	0	0	0
Thu	4783	0	1	9	7	6	27	134	823	1612	1340	558	188	51	21	4	2	0	0	0	0	0	0	0	0	0	0	0	0
Fri	4948	0	0	7	3	8	21	182	806	1665	1411	588	179	50	17	6	2	2	1	0	0	0	0	0	0	0	0	0	0
|Sat	4011	0	1	7	5	17	25	137	659	1359	1068	474	170	51	23	8	4	2	1	0	0	0	0	0	0	0	0	0	0
|Sun	3339	0	13	20	29	2	14	73	452	1009	1014	468	165	42	17	10	8	2	1	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	**4752**	**0**	**2**	**8**	**11**	**10**	**28**	**179**	**845**	**1630**	**1295**	**518**	**162**	**42**	**14**	**3**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7 Day Ave.	**4444**	**0**	**3**	**9**	**13**	**10**	**26**	**158**	**763**	**1502**	**1223**	**505**	**163**	**43**	**16**	**5**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
--	**31111**	**0**	**23**	**65**	**90**	**71**	**181**	**1106**	**5338**	**10517**	**8559**	**3533**	**1143**	**304**	**109**	**35**	**26**	**6**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Summary Graphs



Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Southbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Tuesday 11 July 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	10	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.8	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.4	-
0200	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.3	-
0300	9	0	9	0	0	0	0	0	0	0	0	0	0	1	11.1	1	11.1	1	11.1	51.3	-
0400	21	0	19	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.4	50.1
0500	131	2	123	0	6	0	0	0	0	0	0	0	0	2	1.5	0	0	0	0	44.3	49.4
0600	143	3	125	1	11	0	0	1	1	0	1	0	0	1	0.7	0	0	0	0	44.5	50.8
0700	358	2	328	2	22	1	1	0	1	0	0	0	1	1	0.3	0	0	0	0	42	46.8
0800	**464**	**0**	**418**	**1**	**43**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**41.1**	**45.2**
0900	281	0	261	0	16	1	1	1	0	0	1	0	0	0	0	0	0	0	0	39.7	44.3
1000	270	0	253	0	16	0	0	0	0	0	1	0	0	1	0.4	0	0	0	0	39.9	45.2
1100	279	1	246	5	22	2	0	0	0	0	3	0	0	0	0	0	0	0	0	39.6	44.5
1200	231	2	207	1	15	0	1	1	2	1	1	0	0	2	0.9	1	0.4	0	0	41.2	47.4
1300	321	12	286	1	20	1	1	0	0	0	0	0	0	0	0	0	0	0	0	39.7	44.7
1400	299	1	276	3	17	1	0	0	1	0	0	0	0	0	0	0	0	0	0	40.6	45.4
1500	309	6	270	0	28	1	0	0	2	1	1	0	0	0	0	0	0	0	0	40.1	45
1600	351	6	321	1	21	0	1	0	0	1	0	0	0	0	0	0	0	0	0	41.4	45.6
1700	**379**	**0**	**366**	**0**	**12**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**40.8**	**45.4**
1800	275	0	269	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.6	45.2
1900	169	1	162	1	5	0	0	0	0	0	0	0	0	1	0.6	0	0	0	0	42.7	47.6
2000	124	0	119	0	5	0	0	0	0	0	0	0	0	2	1.6	0	0	0	0	42.6	47.6
2100	78	0	74	0	4	0	0	0	0	0	0	0	0	2	2.6	0	0	0	0	43.7	50.1
2200	43	0	41	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.9	45.4
2300	20	0	18	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.6	51.9
07-19	**3817**	**30**	**3501**	**14**	**238**	**8**	**5**	**2**	**6**	**4**	**8**	**0**	**1**	**4**	**0.1**	**1**	**0**	**0**	**0**	**40.6**	**45.4**
06-22	**4331**	**34**	**3981**	**16**	**263**	**8**	**5**	**3**	**7**	**4**	**9**	**0**	**1**	**10**	**0.2**	**1**	**0**	**0**	**0**	**40.9**	**45.9**
06-00	**4394**	**34**	**4040**	**17**	**266**	**8**	**5**	**3**	**7**	**4**	**9**	**0**	**1**	**10**	**0.2**	**1**	**0**	**0**	**0**	**41**	**45.9**
00-00	**4573**	**36**	**4208**	**17**	**275**	**8**	**5**	**3**	**7**	**4**	**9**	**0**	**1**	**13**	**0.3**	**2**	**0**	**1**	**0**	**41.1**	**46.1**

NDC
NATIONWIDE DATA COLLECTION

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Southbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Wednesday 12 July 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	11	0	10	0	1	0	0	0	0	0	0	0	0	2	18.2	0	0	0	0	49.4	51.2
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	1	33.3	1	33.3	60.2	-
0200	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.6	-
0300	13	0	13	0	0	0	0	0	0	0	0	0	0	3	23.1	0	0	0	0	48.6	60.4
0400	24	0	23	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	42.9	47.6
0500	138	1	135	0	2	0	0	0	0	0	0	0	0	2	1.4	1	0.7	0	0	44	47.9
0600	147	3	129	0	14	0	0	0	1	0	0	0	0	5	3.4	0	0	0	0	46.3	52.1
0700	350	1	325	0	20	0	1	1	0	1	1	0	0	2	0.6	0	0	0	0	43.5	49.9
0800	**499**	**0**	**451**	**4**	**40**	**2**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**41.2**	**45.9**
0900	314	2	287	3	20	1	0	0	1	0	0	0	0	3	1	0	0	0	0	41.9	46.8
1000	311	2	290	0	16	0	0	1	1	0	1	0	0	0	0	0	0	0	0	39.7	44.1
1100	264	7	236	0	16	1	0	1	1	1	1	0	0	0	0	0	0	0	0	40.3	45.4
1200	277	5	258	0	11	1	2	0	0	0	0	0	0	2	0.7	0	0	0	0	40.7	45.6
1300	294	4	261	2	25	0	0	0	1	0	0	0	1	2	0.7	0	0	0	0	40.5	46.3
1400	312	2	283	1	25	0	0	0	0	0	1	0	0	0	0	0	0	0	0	40.8	45
1500	363	4	333	1	20	0	1	2	1	0	1	0	0	0	0	0	0	0	0	41	45.4
1600	374	6	336	2	29	0	0	1	0	0	0	0	0	0	0	0	0	0	0	41.8	46.5
1700	**393**	**4**	**368**	**2**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**41.5**	**46.3**
1800	296	4	280	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7	48.1
1900	231	9	212	0	7	1	0	0	0	0	2	0	0	7	3	2	0.9	0	0	42	48.3
2000	171	1	163	0	6	1	0	0	0	0	0	0	0	6	3.5	2	1.2	0	0	45.9	52.3
2100	98	1	95	0	2	0	0	0	0	0	0	0	0	3	3.1	1	1	0	0	44.3	50.6
2200	55	1	52	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.6	52.6
2300	26	0	23	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	55.7
07-19	**4047**	**41**	**3708**	**16**	**252**	**5**	**4**	**7**	**6**	**2**	**5**	**0**	**1**	**9**	**0.2**	**0**	**0**	**0**	**0**	**41.3**	**46.3**
06-22	**4694**	**55**	**4307**	**16**	**281**	**7**	**4**	**7**	**7**	**2**	**7**	**0**	**1**	**30**	**0.6**	**5**	**0.1**	**0**	**0**	**41.8**	**47**
06-00	**4775**	**56**	**4382**	**16**	**286**	**7**	**4**	**7**	**7**	**2**	**7**	**0**	**1**	**30**	**0.6**	**5**	**0.1**	**0**	**0**	**41.8**	**47.2**
00-00	**4968**	**57**	**4569**	**16**	**290**	**7**	**4**	**7**	**8**	**2**	**7**	**0**	**1**	**38**	**0.8**	**7**	**0.1**	**1**	**0**	**41.9**	**47.2**

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Southbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Thursday 13 July 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	10	0	9	0	1	0	0	0	0	0	0	0	0	1	10	0	0	0	0	49.6	-
0100	7	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.1	-
0200	7	0	6	0	1	0	0	0	0	0	0	0	0	1	14.3	0	0	0	0	52.5	-
0300	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.7	-
0400	30	0	29	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.4	52.1
0500	119	2	115	0	2	0	0	0	0	0	0	0	0	3	2.5	0	0	0	0	44.3	49.2
0600	129	3	114	0	9	0	0	1	1	1	0	0	0	0	0	0	0	0	0	45.4	52.3
0700	351	0	320	1	27	1	1	0	0	0	1	0	0	2	0.6	1	0.3	0	0	42.2	47.2
0800	**468**	**1**	**427**	**4**	**29**	**1**	**2**	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**40.8**	**46.1**
0900	342	3	315	2	19	2	1	0	0	0	0	0	0	1	0.3	0	0	0	0	40.2	44.3
1000	253	7	223	2	15	1	1	0	1	0	3	0	0	2	0.8	0	0	0	0	38.6	44.1
1100	263	2	235	1	22	0	0	0	0	0	3	0	0	1	0.4	1	0.4	0	0	40.9	46.3
1200	291	0	269	2	18	1	1	0	0	0	0	0	0	2	0.7	0	0	0	0	41.6	45.4
1300	280	2	248	1	25	0	1	0	1	1	1	0	0	2	0.7	0	0	0	0	41	45.9
1400	294	2	259	7	25	0	0	0	0	1	0	0	0	0	0	0	0	0	0	41.3	46.1
1500	307	0	275	2	23	3	2	0	2	0	0	0	0	3	1	1	0.3	0	0	42.2	46.1
1600	366	6	338	2	18	0	0	0	1	1	0	0	0	0	0	0	0	0	0	41.1	46.3
1700	**405**	**1**	**392**	**1**	**10**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0.2**	**0**	**0**	**0**	**0**	**42**	**46.5**
1800	323	2	307	2	9	1	0	1	0	1	0	0	0	4	1.2	0	0	0	0	41.2	45.6
1900	186	4	174	1	6	0	0	1	0	0	0	0	0	1	0.5	0	0	0	0	43.2	49.7
2000	119	0	114	0	5	0	0	0	0	0	0	0	0	3	2.5	1	0.8	0	0	44.7	51
2100	104	1	100	0	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0	43.9	50.3
2200	48	0	47	0	1	0	0	0	0	0	0	0	0	4	8.3	2	4.2	1	2.1	45.5	51.7
2300	33	0	31	0	2	0	0	0	0	0	0	0	0	1	3	1	3	1	3	45.7	51.4
07-19	**3943**	**26**	**3608**	**27**	**240**	**10**	**9**	**3**	**6**	**4**	**10**	**0**	**0**	**18**	**0.5**	**3**	**0.1**	**0**	**0**	**41.1**	**46.1**
06-22	**4481**	**34**	**4110**	**28**	**263**	**10**	**9**	**5**	**7**	**5**	**10**	**0**	**0**	**23**	**0.5**	**4**	**0.1**	**0**	**0**	**41.5**	**46.5**
06-00	**4562**	**34**	**4188**	**28**	**266**	**10**	**9**	**5**	**7**	**5**	**10**	**0**	**0**	**28**	**0.6**	**7**	**0.2**	**2**	**0**	**41.6**	**46.8**
00-00	**4743**	**36**	**4361**	**28**	**272**	**10**	**9**	**5**	**7**	**5**	**10**	**0**	**0**	**33**	**0.7**	**7**	**0.1**	**2**	**0**	**41.7**	**46.8**

NDC

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Southbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Friday 14 July 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	16	1	14	0	1	0	0	0	0	0	0	0	0	3	18.8	3	18.8	2	12.5	52.5	72.5
0100	5	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	39.9	-
0200	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.9	-
0300	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.3	-
0400	21	0	18	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.5	47.6
0500	121	2	111	0	8	0	0	0	0	0	0	0	0	4	3.3	0	0	0	0	46.2	51.7
0600	132	1	120	0	8	0	1	0	1	0	1	0	0	2	1.5	0	0	0	0	45.8	52.3
0700	338	2	311	2	20	0	1	0	2	0	0	0	0	4	1.2	0	0	0	0	42.5	47.9
0800	**468**	**0**	**436**	**2**	**26**	**1**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**41.3**	**46.1**
0900	322	0	303	3	12	0	2	0	1	1	0	0	0	1	0.3	1	0.3	0	0	41.2	46.3
1000	318	2	290	2	23	0	1	0	0	0	0	0	0	2	0.6	1	0.3	1	0.3	40.8	45
1100	310	1	279	5	23	0	1	0	0	0	1	0	0	1	0.3	0	0	0	0	41	46.1
1200	284	1	265	1	15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	40.6	46.5
1300	317	1	291	1	22	1	0	0	0	0	1	0	0	1	0.3	0	0	0	0	40.8	44.7
1400	339	2	305	3	27	0	0	0	1	0	1	0	0	1	0.3	0	0	0	0	41.4	47
1500	368	1	331	4	25	0	5	0	1	0	1	0	0	2	0.5	0	0	0	0	42.4	47.4
1600	**451**	**2**	**422**	**3**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0.2**	**0**	**0**	**0**	**0**	**42.1**	**46.8**
1700	408	0	385	5	15	0	2	0	0	0	1	0	0	2	0.5	0	0	0	0	43.1	48.5
1800	280	2	268	1	9	0	0	0	0	0	0	0	0	5	1.8	0	0	0	0	43.8	48.8
1900	194	0	186	0	7	1	0	0	0	0	0	0	0	4	2.1	2	1	0	0	44.7	51
2000	137	0	132	1	4	0	0	0	0	0	0	0	0	4	2.9	0	0	0	0	45.2	51.4
2100	91	0	87	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44.3	51.7
2200	57	1	55	0	1	0	0	0	0	0	0	0	0	1	1.8	0	0	0	0	44.8	52.1
2300	47	1	44	0	2	0	0	0	0	0	0	0	0	3	6.4	1	2.1	0	0	45.1	49.7
07-19	**4203**	**14**	**3886**	**32**	**241**	**2**	**13**	**0**	**7**	**2**	**5**	**0**	**1**	**20**	**0.5**	**2**	**0**	**1**	**0**	**41.8**	**46.8**
06-22	**4757**	**15**	**4411**	**34**	**263**	**3**	**14**	**0**	**8**	**2**	**6**	**0**	**1**	**30**	**0.6**	**4**	**0.1**	**1**	**0**	**42.2**	**47.4**
06-00	**4861**	**17**	**4510**	**34**	**266**	**3**	**14**	**0**	**8**	**2**	**6**	**0**	**1**	**34**	**0.7**	**5**	**0.1**	**1**	**0**	**42.2**	**47.4**
00-00	**5039**	**20**	**4672**	**35**	**277**	**3**	**14**	**0**	**8**	**3**	**6**	**0**	**1**	**41**	**0.8**	**8**	**0.2**	**3**	**0.1**	**42.4**	**47.6**

NDC
NATIONWIDE DATA COLLECTION

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Southbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Saturday 15 July 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	32	0	29	0	3	0	0	0	0	0	0	0	0	3	9.4	1	3.1	0	0	46.1	53
0100	17	0	13	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.4	55.9
0200	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.7	-
0300	15	1	14	0	0	0	0	0	0	0	0	0	0	3	20	2	13.3	2	13.3	52.2	67.8
0400	8	1	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.9	-
0500	46	1	38	0	6	0	1	0	0	0	0	0	0	3	6.5	1	2.2	0	0	47	55.9
0600	46	0	42	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.8	55.3
0700	130	4	117	1	7	1	0	0	0	0	0	0	0	1	0.8	0	0	0	0	43.1	49.9
0800	219	1	208	0	9	0	0	1	0	0	0	0	0	2	0.9	0	0	0	0	41	46.5
0900	323	1	305	2	15	0	0	0	0	0	0	0	0	1	0.3	0	0	0	0	42.4	47
1000	317	3	300	4	9	1	0	0	0	0	0	0	0	1	0.3	0	0	0	0	40.4	44.7
1100	**354**	**1**	**337**	**3**	**11**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0.3**	**0**	**0**	**0**	**0**	**39.1**	**45**
1200	**344**	**2**	**331**	**3**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0.3**	**0**	**0**	**0**	**0**	**41.4**	**46.3**
1300	336	1	322	1	12	0	0	0	0	0	0	0	0	2	0.6	0	0	0	0	41.2	46.1
1400	336	2	322	3	9	0	0	0	0	0	0	0	0	2	0.6	0	0	0	0	41.4	45.6
1500	267	1	258	1	7	0	0	0	0	0	0	0	0	1	0.4	0	0	0	0	42	47.2
1600	262	5	255	0	2	0	0	0	0	0	0	0	0	3	1.1	0	0	0	0	42.9	47.9
1700	227	4	217	2	3	0	1	0	0	0	0	0	0	4	1.8	1	0.4	0	0	43.5	48.3
1800	200	2	192	0	6	0	0	0	0	0	0	0	0	4	2	1	0.5	1	0.5	44.5	52.1
1900	172	2	166	0	4	0	0	0	0	0	0	0	0	2	1.2	0	0	0	0	44.5	50.8
2000	92	1	88	0	3	0	0	0	0	0	0	0	0	2	2.2	0	0	0	0	43.9	49.7
2100	84	0	81	0	3	0	0	0	0	0	0	0	0	4	4.8	0	0	0	0	44.2	52.3
2200	72	0	68	1	3	0	0	0	0	0	0	0	0	4	5.6	2	2.8	0	0	45	54.1
2300	36	1	31	0	4	0	0	0	0	0	0	0	0	1	2.8	0	0	0	0	45.9	51.2
07-19	**3315**	**27**	**3164**	**20**	**97**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**23**	**0.7**	**2**	**0.1**	**1**	**0**	**41.7**	**47**
06-22	**3709**	**30**	**3541**	**20**	**111**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**31**	**0.8**	**2**	**0.1**	**1**	**0**	**42**	**47.4**
06-00	**3817**	**31**	**3640**	**21**	**118**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**36**	**0.9**	**4**	**0.1**	**1**	**0**	**42.1**	**47.6**
00-00	**3944**	**34**	**3749**	**21**	**132**	**3**	**3**	**1**	**0**	**0**	**0**	**0**	**1**	**45**	**1.1**	**8**	**0.2**	**3**	**0.1**	**42.2**	**47.9**

NDC

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Southbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Sunday 16 July 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	37	0	35	0	2	0	0	0	0	0	0	0	0	2	5.4	0	0	0	0	46.2	54.1
0100	15	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.4	56.4
0200	15	1	13	0	1	0	0	0	0	0	0	0	0	1	6.7	0	0	0	0	48.8	57.5
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25	1	25	1	25	55.9	-
0400	15	0	14	0	1	0	0	0	0	0	0	0	0	2	13.3	0	0	0	0	50.8	55.5
0500	32	1	26	1	4	0	0	0	0	0	0	0	0	1	3.1	1	3.1	0	0	47.8	53.5
0600	35	2	32	0	1	0	0	0	0	0	0	0	0	1	2.9	0	0	0	0	44.4	53.9
0700	64	1	60	1	2	0	0	0	0	0	0	0	0	1	1.6	0	0	0	0	43	49.9
0800	106	4	99	0	3	0	0	0	0	0	0	0	0	1	0.9	0	0	0	0	43	48.1
0900	219	6	202	1	9	0	1	0	0	0	0	0	0	2	0.9	0	0	0	0	41.8	47.6
1000	304	6	288	1	8	0	1	0	0	0	0	0	0	3	1	1	0.3	0	0	42	46.8
1100	**320**	**8**	**301**	**0**	**9**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0.6**	**0**	**0**	**0**	**0**	**41.2**	**46.1**
1200	**327**	**7**	**306**	**2**	**9**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0.6**	**0**	**0**	**0**	**0**	**41.7**	**47.2**
1300	288	2	275	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.7	47.9
1400	279	4	268	2	5	0	0	0	0	0	0	0	0	3	1.1	0	0	0	0	43.2	48.3
1500	211	3	197	3	8	0	0	0	0	0	0	0	0	1	0.5	1	0.5	0	0	42.9	48.3
1600	230	2	219	1	8	0	0	0	0	0	0	0	0	2	0.9	0	0	0	0	43.8	49.2
1700	181	7	160	2	9	0	1	0	0	0	2	0	0	5	2.8	0	0	0	0	42.6	50.1
1800	177	9	163	1	3	0	0	0	0	0	1	0	0	6	3.4	1	0.6	0	0	43.8	48.8
1900	170	2	164	0	2	0	0	0	0	0	2	0	0	3	1.8	1	0.6	0	0	43.7	51
2000	108	1	102	0	3	0	0	0	0	0	2	0	0	4	3.7	0	0	0	0	44.3	51.9
2100	64	0	58	1	3	0	0	0	0	0	2	0	0	3	4.7	0	0	0	0	44.8	52.8
2200	49	0	46	0	2	0	0	0	0	0	1	0	0	1	2	0	0	0	0	43.8	54.1
2300	24	0	23	0	1	0	0	0	0	0	0	0	0	1	4.2	0	0	0	0	45.5	50.6
07-19	**2706**	**59**	**2538**	**16**	**82**	**1**	**6**	**0**	**0**	**0**	**3**	**1**	**0**	**28**	**1**	**3**	**0.1**	**0**	**0**	**42.4**	**48.1**
06-22	**3083**	**64**	**2894**	**17**	**91**	**1**	**6**	**0**	**0**	**0**	**9**	**1**	**0**	**39**	**1.3**	**4**	**0.1**	**0**	**0**	**42.6**	**48.5**
06-00	**3156**	**64**	**2963**	**17**	**94**	**1**	**6**	**0**	**0**	**0**	**10**	**1**	**0**	**41**	**1.3**	**4**	**0.1**	**0**	**0**	**42.6**	**48.5**
00-00	**3274**	**66**	**3070**	**18**	**102**	**1**	**6**	**0**	**0**	**0**	**10**	**1**	**0**	**48**	**1.5**	**6**	**0.2**	**1**	**0**	**42.8**	**48.8**

NDC
NATIONWIDE DATA COLLECTION

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Southbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Monday 17 July 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	6	0	5	0	1	0	0	0	0	0	0	0	0	1	16.7	1	16.7	0	0	47.6	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.7	-
0200	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.9	-
0300	15	0	13	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.5	52.3
0400	23	2	20	0	1	0	0	0	0	0	0	0	0	2	8.7	0	0	0	0	47.6	52.6
0500	138	3	131	0	4	0	0	0	0	0	0	0	0	6	4.3	1	0.7	1	0.7	46.6	53.5
0600	146	2	135	0	7	0	0	0	1	0	0	0	1	4	2.7	0	0	0	0	45.9	52.6
0700	337	3	317	1	13	0	0	0	3	0	0	0	0	1	0.3	0	0	0	0	42.9	47.4
0800	**475**	**1**	**444**	**2**	**26**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**0.4**	**0**	**0**	**0**	**0**	**41.7**	**46.1**
0900	335	3	310	0	21	0	0	0	0	1	0	0	0	0	0	0	0	0	0	40.8	46.5
1000	285	4	247	1	27	1	2	0	3	0	0	0	0	2	0.7	0	0	0	0	40.1	44.1
1100	248	4	215	2	22	1	1	1	0	1	1	0	0	1	0.4	1	0.4	0	0	41.5	47.2
1200	281	5	255	1	18	0	0	0	1	1	0	0	0	0	0	0	0	0	0	41.6	46.5
1300	285	0	255	3	23	0	0	0	2	0	2	0	0	0	0	0	0	0	0	40.9	45.9
1400	305	2	276	4	20	0	0	1	0	0	1	0	1	0	0	0	0	0	0	41.2	46.1
1500	329	4	302	4	18	0	0	0	0	0	1	0	0	3	0.9	2	0.6	0	0	41.7	47.6
1600	383	3	349	2	26	0	0	0	1	1	1	0	0	0	0	0	0	0	0	41.9	47.2
1700	**407**	**0**	**391**	**2**	**12**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0.2**	**0**	**0**	**0**	**0**	**42.4**	**47.2**
1800	250	1	234	1	12	0	0	0	0	0	2	0	0	1	0.4	0	0	0	0	42	47.6
1900	194	7	180	1	4	0	1	0	0	0	1	0	0	1	0.5	0	0	0	0	40.5	46.8
2000	128	2	121	0	4	0	0	0	0	0	1	0	0	4	3.1	0	0	0	0	45.1	50.6
2100	86	5	77	0	4	0	0	0	0	0	0	0	0	4	4.7	3	3.5	3	3.5	45.3	53.2
2200	53	0	50	0	2	0	0	0	0	0	1	0	0	2	3.8	1	1.9	0	0	45.1	51.7
2300	29	0	26	0	3	0	0	0	0	0	0	0	0	1	3.4	1	3.4	0	0	45.1	49.9
07-19	**3920**	**30**	**3595**	**23**	**238**	**3**	**3**	**2**	**11**	**5**	**9**	**0**	**1**	**11**	**0.3**	**3**	**0.1**	**0**	**0**	**41.6**	**46.5**
06-22	**4474**	**46**	**4108**	**24**	**257**	**3**	**4**	**2**	**12**	**5**	**11**	**0**	**2**	**24**	**0.5**	**6**	**0.1**	**3**	**0.1**	**41.9**	**47.2**
06-00	**4556**	**46**	**4184**	**24**	**262**	**3**	**4**	**2**	**12**	**5**	**12**	**0**	**2**	**27**	**0.6**	**8**	**0.2**	**3**	**0.1**	**41.9**	**47.4**
00-00	**4749**	**51**	**4364**	**24**	**270**	**3**	**4**	**2**	**12**	**5**	**12**	**0**	**2**	**36**	**0.8**	**10**	**0.2**	**4**	**0.1**	**42.1**	**47.6**

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Southbound

7719 / Deep Carr Farm
Jul-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	17	0	16	0	1	0	0	0	0	0	0	0	0	2	9.8	1	4.1	0	1.6	47.5	54.6
0100	7	0	6	0	1	0	0	0	0	0	0	0	0	0	2	0	2	0	2	46.3	-
0200	8	0	8	0	0	0	0	0	0	0	0	0	0	0	3.4	0	0	0	0	46.7	-
0300	10	0	10	0	0	0	0	0	0	0	0	0	0	1	11.3	1	5.6	1	5.6	49	55.5
0400	20	0	18	0	1	0	0	0	0	0	0	0	0	1	2.8	0	0	0	0	45.1	51.9
0500	104	2	97	0	5	0	0	0	0	0	0	0	0	3	2.9	1	0.6	0	0.1	45.3	51.7
0600	111	2	100	0	8	0	0	0	1	0	0	0	0	2	1.7	0	0	0	0	45.6	52.3
0700	275	2	254	1	16	0	1	0	1	0	0	0	0	2	0.6	0	0.1	0	0	42.7	48.1
0800	**386**	**1**	**355**	**2**	**25**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0.2**	**0**	**0**	**0**	**0**	**41.3**	**46.1**
0900	305	2	283	2	16	1	1	0	0	0	0	0	0	1	0.4	0	0	0	0	41.1	46.3
1000	294	3	270	1	16	0	1	0	1	0	1	0	0	2	0.5	0	0.1	0	0	40.3	45
1100	291	3	264	2	18	1	1	0	0	0	1	0	0	1	0.3	0	0.1	0	0	40.5	45.6
1200	291	3	270	1	13	1	1	0	0	0	0	0	0	1	0.4	0	0	0	0	41.3	46.5
1300	303	3	277	2	19	0	0	0	1	0	1	0	0	1	0.3	0	0	0	0	40.8	45.9
1400	309	2	284	3	18	0	0	0	0	0	0	0	0	1	0.3	0	0	0	0	41.4	46.5
1500	308	3	281	2	18	1	1	0	1	0	1	0	0	1	0.5	1	0.2	0	0	41.7	46.5
1600	**345**	**4**	**320**	**2**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0.2**	**0**	**0**	**0**	**0**	**42**	**47**
1700	343	2	326	2	11	0	1	0	0	0	1	0	0	2	0.5	0	0	0	0	42.2	47.2
1800	257	3	245	1	8	0	0	0	0	0	0	0	0	3	1.1	0	0.1	0	0.1	42.5	47.9
1900	188	4	178	0	5	0	0	0	0	0	1	0	0	3	1.4	1	0.4	0	0	43	49.4
2000	126	1	120	0	4	0	0	0	0	0	0	0	0	4	2.8	0	0.3	0	0	44.6	51
2100	86	1	82	0	3	0	0	0	0	0	0	0	0	2	2.8	1	0.7	0	0.5	44.3	51.7
2200	54	0	51	0	2	0	0	0	0	0	0	0	0	2	3.2	1	1.3	0	0.3	44.4	52.3
2300	31	0	28	0	2	0	0	0	0	0	0	0	0	1	3.3	0	1.4	0	0.5	45.3	51.4
07-19	**3707**	**32**	**3429**	**21**	**198**	**5**	**6**	**2**	**5**	**2**	**6**	**0**	**1**	**16**	**0.4**	**2**	**0.1**	**0**	**0**	**41.5**	**46.5**
06-22	**4218**	**40**	**3907**	**22**	**218**	**5**	**6**	**3**	**6**	**3**	**7**	**0**	**1**	**27**	**0.6**	**4**	**0.1**	**1**	**0**	**41.8**	**47.2**
06-00	**4303**	**40**	**3987**	**22**	**223**	**5**	**6**	**3**	**6**	**3**	**8**	**0**	**1**	**29**	**0.7**	**5**	**0.1**	**1**	**0**	**41.9**	**47.2**
00-00	**4470**	**43**	**4142**	**23**	**231**	**5**	**6**	**3**	**6**	**3**	**8**	**0**	**1**	**36**	**0.8**	**7**	**0.2**	**2**	**0**	**42**	**47.4**

NDC

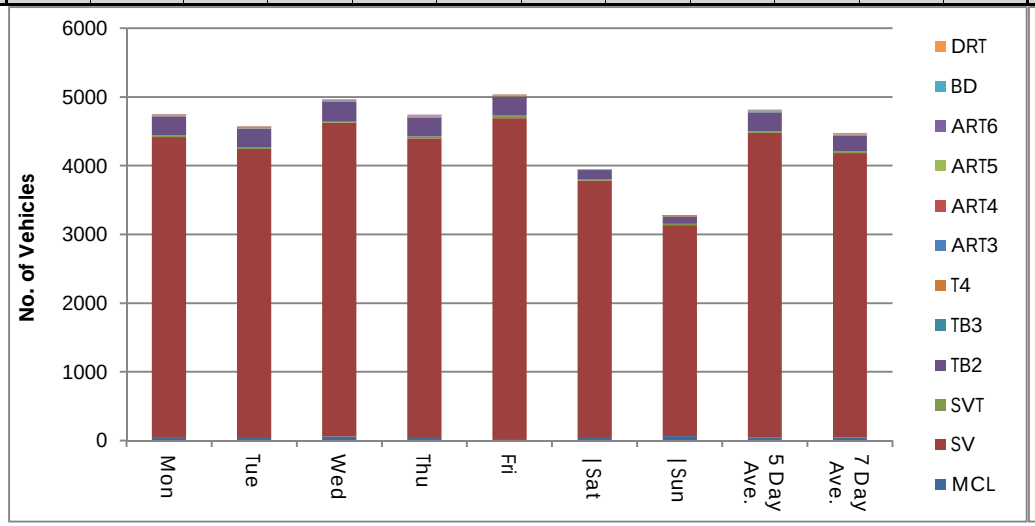
Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Southbound

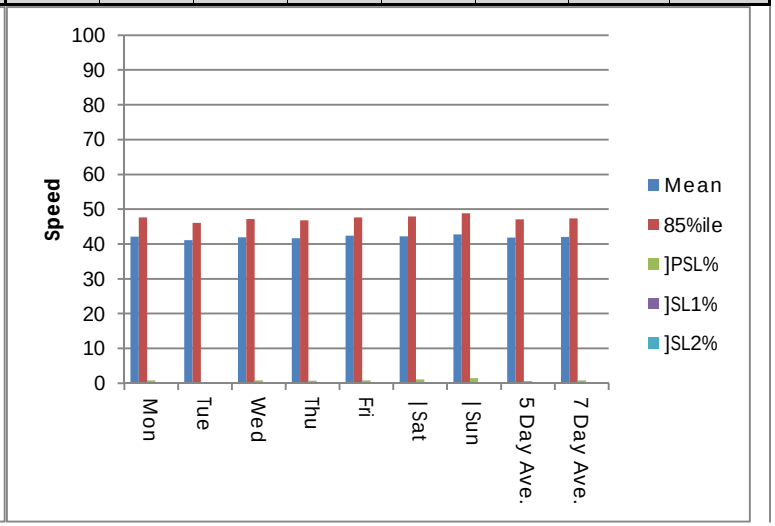
7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

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	4749	51	4364	24	270	3	4	2	12	5	12	0	2	36	0.8	10	0.2	4	0.1	42.1	47.6
Tue	4573	36	4208	17	275	8	5	3	7	4	9	0	1	13	0.3	2	0	1	0	41.1	46.1
Wed	4968	57	4569	16	290	7	4	7	8	2	7	0	1	38	0.8	7	0.1	1	0	41.9	47.2
Thu	4743	36	4361	28	272	10	9	5	7	5	10	0	0	33	0.7	7	0.1	2	0	41.7	46.8
Fri	5039	20	4672	35	277	3	14	0	8	3	6	0	1	41	0.8	8	0.2	3	0.1	42.4	47.6
| Sat	3944	34	3749	21	132	3	3	1	0	0	0	0	1	45	1.1	8	0.2	3	0.1	42.2	47.9
| Sun	3274	66	3070	18	102	1	6	0	0	0	10	1	0	48	1.5	6	0.2	1	0	42.8	48.8
5 Day Ave.	**4814**	**40**	**4435**	**24**	**277**	**6**	**7**	**3**	**8**	**4**	**9**	**0**	**1**	**32**	**0.7**	**7**	**0.1**	**2**	**0.0**	**41.8**	**47.1**
7 Day Ave.	**4470**	**43**	**4142**	**23**	**231**	**5**	**6**	**3**	**6**	**3**	**8**	**0**	**1**	**36**	**0.8**	**7**	**0.2**	**2**	**0.0**	**42.0**	**47.4**
--	**31290**	**300**	**28993**	**159**	**1618**	**35**	**45**	**18**	**42**	**19**	**54**	**1**	**6**	**254**	**0.8**	**48**	**0.2**	**15**	**0.0**	**42.0**	**47.4**

Summary Graphs





Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Southbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Tuesday 11 July 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	1	1	4	1	3	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	0	1	1	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	2	1	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	0	0	0	0	3	2	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	21	0	0	0	0	0	1	1	5	6	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	131	0	0	0	0	0	0	3	28	47	33	14	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	143	0	0	0	0	0	0	5	27	52	33	22	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	358	0	0	0	0	0	3	29	87	147	70	19	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**464**	**0**	**0**	**0**	**0**	**0**	**4**	**31**	**149**	**206**	**56**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	281	0	0	0	0	0	4	40	111	90	29	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	270	0	0	0	0	0	8	37	104	79	33	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	279	0	0	0	4	0	4	26	110	95	34	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	231	0	0	0	1	2	7	18	67	86	33	12	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	321	0	0	0	0	0	2	62	115	96	31	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	299	0	0	0	0	0	2	37	94	113	40	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	309	0	0	0	0	0	3	33	125	103	40	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	351	0	0	0	1	0	2	24	107	147	56	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**379**	**0**	**0**	**0**	**0**	**0**	**3**	**32**	**137**	**142**	**58**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	275	0	0	0	1	5	1	18	103	102	34	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	169	0	0	0	0	0	1	2	52	67	33	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	124	0	0	0	0	0	1	9	29	52	22	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	78	0	0	0	0	0	0	6	18	25	16	9	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	43	0	0	0	0	1	0	4	18	13	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	20	0	0	0	0	0	0	3	5	6	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3817**	**0**	**0**	**0**	**7**	**7**	**43**	**387**	**1309**	**1406**	**514**	**119**	**21**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**4331**	**0**	**0**	**0**	**7**	**7**	**45**	**409**	**1435**	**1602**	**618**	**167**	**31**	**8**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**4394**	**0**	**0**	**0**	**7**	**8**	**45**	**416**	**1458**	**1621**	**622**	**170**	**37**	**8**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**4573**	**0**	**0**	**0**	**7**	**8**	**46**	**422**	**1494**	**1682**	**664**	**196**	**41**	**10**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Southbound
Wednesday 12 July 2017

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

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	11	0	0	0	0	0	0	1	0	3	1	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	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
0300	13	0	0	0	0	0	0	0	3	2	3	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	24	0	0	0	0	0	0	2	4	9	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	138	0	0	0	0	0	0	4	26	53	41	8	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	147	0	0	0	0	0	0	4	15	47	48	15	13	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	350	0	0	0	0	0	3	14	67	152	63	38	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**499**	**0**	**0**	**0**	**0**	**5**	**12**	**38**	**135**	**206**	**78**	**22**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	314	0	0	0	1	0	3	16	95	117	63	15	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	311	0	0	0	2	0	6	47	110	109	27	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	264	0	0	1	4	2	6	20	80	104	34	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	277	0	0	3	3	1	1	20	88	105	45	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	294	0	0	0	4	6	5	38	81	95	44	11	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	312	0	0	1	0	0	7	32	80	146	33	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	363	0	0	1	1	0	4	25	115	150	57	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	374	0	0	0	2	0	1	22	109	153	65	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**393**	**0**	**0**	**0**	**1**	**5**	**3**	**15**	**132**	**139**	**79**	**12**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	296	0	0	0	2	2	0	10	75	118	61	19	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	231	0	0	0	7	3	3	14	54	85	39	15	4	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	171	0	0	0	0	0	0	2	26	58	44	24	11	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	98	0	0	0	0	0	1	4	18	38	20	12	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	55	0	0	0	0	0	0	0	12	21	11	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	26	0	0	0	0	0	1	0	6	5	7	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**4047**	**0**	**0**	**6**	**20**	**21**	**51**	**297**	**1167**	**1594**	**649**	**180**	**53**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**4694**	**0**	**0**	**6**	**27**	**24**	**55**	**321**	**1280**	**1822**	**800**	**246**	**83**	**16**	**10**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**4775**	**0**	**0**	**6**	**27**	**24**	**56**	**321**	**1298**	**1848**	**818**	**253**	**94**	**16**	**10**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**4968**	**0**	**0**	**6**	**27**	**24**	**56**	**328**	**1332**	**1915**	**874**	**268**	**100**	**21**	**12**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Southbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Thursday 13 July 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	0	1	1	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	0	0	0	0	2	1	3	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	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	8	0	0	0	0	0	0	0	1	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	30	0	0	0	0	0	0	0	4	14	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	119	0	0	0	0	0	0	3	25	44	32	6	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	129	0	0	0	0	0	0	6	24	35	30	23	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	351	0	0	0	0	0	5	35	76	134	69	24	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**468**	**0**	**0**	**0**	**3**	**18**	**9**	**35**	**108**	**183**	**93**	**17**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	342	0	0	2	1	0	2	33	132	130	33	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	253	0	0	2	3	6	13	27	87	89	22	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	263	0	0	0	1	0	2	28	91	85	41	12	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	291	0	0	0	0	0	0	14	91	133	44	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	280	0	0	0	1	0	4	20	101	101	40	9	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	294	0	0	0	1	0	0	28	86	121	45	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	307	0	0	0	0	1	1	17	96	111	61	13	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	366	0	0	0	3	5	0	26	127	129	54	13	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**405**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**130**	**169**	**58**	**16**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	323	0	0	1	0	0	2	18	124	118	40	13	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	186	0	0	0	1	2	3	8	36	73	36	18	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	119	0	0	0	0	0	0	6	25	30	36	14	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	104	0	0	0	0	0	0	2	28	37	19	13	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	48	0	0	0	0	0	0	2	8	20	9	3	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	33	0	0	0	0	0	0	1	9	6	8	7	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3943**	**0**	**0**	**5**	**13**	**30**	**38**	**300**	**1249**	**1503**	**600**	**140**	**47**	**12**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**4481**	**0**	**0**	**5**	**14**	**32**	**41**	**322**	**1362**	**1678**	**721**	**208**	**75**	**15**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**4562**	**0**	**0**	**5**	**14**	**32**	**41**	**325**	**1379**	**1704**	**738**	**218**	**78**	**16**	**6**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**4743**	**0**	**0**	**5**	**14**	**32**	**41**	**328**	**1413**	**1768**	**787**	**233**	**89**	**21**	**6**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Southbound
Friday 14 July 2017

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

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	16	0	0	0	0	0	0	0	2	4	4	2	1	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	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
0200	8	0	0	0	0	0	0	2	2	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	7	0	0	0	0	0	0	0	2	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	21	0	0	0	0	0	0	1	5	6	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	121	0	0	0	0	0	0	3	13	34	40	21	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	132	0	0	0	0	0	2	3	18	42	38	12	15	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	338	0	0	0	1	0	1	19	92	137	57	20	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**468**	**0**	**0**	**0**	**0**	**0**	**3**	**39**	**144**	**186**	**67**	**21**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	322	0	0	0	0	1	1	18	128	110	47	16	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	318	0	0	0	3	0	3	21	111	132	35	10	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	310	0	0	0	1	0	3	24	108	119	36	17	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	284	0	0	0	1	1	2	26	111	89	42	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	317	0	0	0	0	1	2	28	102	138	37	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	339	0	0	0	1	1	7	34	95	120	59	14	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	368	0	0	0	1	0	1	23	88	161	71	16	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**451**	**0**	**0**	**0**	**0**	**0**	**3**	**24**	**134**	**182**	**76**	**27**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	408	0	0	2	1	1	1	11	90	177	86	25	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	280	0	0	0	1	0	0	5	61	113	67	19	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	194	0	0	0	1	0	0	5	43	61	49	20	11	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	137	0	0	0	0	0	0	6	24	42	35	21	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	91	0	0	0	0	1	0	3	19	30	20	11	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	57	0	0	0	0	0	1	0	12	20	12	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	47	0	0	0	0	0	0	3	6	18	13	3	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**4203**	**0**	**0**	**2**	**10**	**5**	**27**	**272**	**1264**	**1664**	**680**	**202**	**57**	**16**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**4757**	**0**	**0**	**2**	**11**	**6**	**29**	**289**	**1368**	**1839**	**822**	**266**	**95**	**23**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**4861**	**0**	**0**	**2**	**11**	**6**	**30**	**292**	**1386**	**1877**	**847**	**278**	**98**	**24**	**8**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**5039**	**0**	**0**	**2**	**11**	**6**	**30**	**298**	**1413**	**1923**	**901**	**309**	**105**	**26**	**10**	**2**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Southbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Saturday 15 July 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	32	0	0	0	0	0	0	1	6	8	9	4	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	17	0	0	0	0	0	0	1	4	5	2	1	4	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	1	1	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	15	0	0	1	0	0	0	1	0	5	1	1	3	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
0400	8	0	0	0	0	0	0	0	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	46	0	0	0	0	0	0	2	9	9	10	7	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	46	0	0	0	0	0	0	1	5	14	13	4	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	130	0	0	0	1	1	4	5	21	50	29	17	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	219	0	0	0	0	5	3	22	68	70	36	11	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	323	0	0	0	0	0	0	16	88	135	64	13	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	317	0	0	0	6	3	2	16	117	128	36	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**354**	**0**	**0**	**10**	**7**	**5**	**5**	**27**	**129**	**115**	**41**	**12**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**344**	**0**	**0**	**1**	**0**	**0**	**7**	**17**	**121**	**117**	**64**	**12**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	336	0	0	0	1	0	3	28	107	131	49	13	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	336	0	0	1	0	0	0	22	119	125	49	15	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	267	0	0	0	0	0	1	13	80	112	41	13	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	262	0	0	0	1	1	1	9	65	105	55	17	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	227	0	0	0	0	0	0	7	49	101	46	15	5	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	200	0	0	1	0	0	0	10	39	59	52	29	6	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	172	0	0	1	0	1	0	1	32	63	45	18	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	92	0	0	0	1	0	1	5	17	33	21	9	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	84	0	0	0	0	0	0	12	15	23	18	9	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	72	0	0	0	0	0	1	8	13	15	19	7	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	36	0	0	0	0	0	1	0	6	6	17	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3315**	**0**	**0**	**13**	**16**	**15**	**26**	**192**	**1003**	**1248**	**562**	**173**	**44**	**19**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**3709**	**0**	**0**	**14**	**17**	**16**	**27**	**211**	**1072**	**1381**	**659**	**213**	**68**	**24**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3817**	**0**	**0**	**14**	**17**	**16**	**29**	**219**	**1091**	**1402**	**695**	**224**	**74**	**26**	**7**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3944**	**0**	**0**	**15**	**17**	**16**	**29**	**225**	**1113**	**1435**	**720**	**240**	**89**	**30**	**9**	**3**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Southbound

Sunday 16 July 2017

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

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	37	0	0	0	0	0	0	2	5	10	11	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	15	0	0	0	0	0	0	0	2	4	4	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	15	0	0	0	0	0	0	0	2	2	6	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	15	0	0	0	0	0	0	0	1	1	6	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	32	0	0	0	0	0	0	1	3	6	11	9	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	35	0	0	0	2	0	1	1	7	4	9	7	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	64	0	0	1	0	0	0	6	13	22	12	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	106	0	0	0	2	0	0	5	25	36	26	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	219	0	0	1	4	1	1	11	69	69	43	13	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	304	0	0	0	1	3	0	9	95	118	63	9	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**320**	**0**	**0**	**0**	**6**	**2**	**3**	**21**	**97**	**126**	**46**	**10**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**327**	**0**	**0**	**0**	**4**	**2**	**4**	**17**	**108**	**98**	**66**	**20**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	288	0	0	0	0	0	6	22	91	99	49	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	279	0	0	0	0	1	0	15	63	102	67	25	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	211	0	0	0	1	0	6	12	41	76	53	17	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	230	0	0	0	0	2	2	7	42	87	64	15	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	181	0	0	1	8	0	3	9	30	71	29	22	3	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	177	0	0	0	0	0	1	14	31	66	42	12	5	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	170	0	0	0	2	0	0	10	40	54	30	22	9	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	108	0	0	0	1	0	1	2	29	30	18	18	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	64	0	0	0	0	2	1	2	10	19	13	10	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	49	0	0	0	0	0	1	5	12	12	8	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	24	0	0	0	0	0	1	1	5	4	7	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2706**	**0**	**0**	**3**	**26**	**11**	**26**	**148**	**705**	**970**	**560**	**174**	**55**	**19**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**3083**	**0**	**0**	**3**	**31**	**13**	**29**	**163**	**791**	**1077**	**630**	**231**	**76**	**26**	**10**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3156**	**0**	**0**	**3**	**31**	**13**	**31**	**169**	**808**	**1093**	**645**	**239**	**83**	**28**	**10**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3274**	**0**	**0**	**3**	**31**	**13**	**31**	**172**	**821**	**1117**	**683**	**261**	**94**	**31**	**13**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Southbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Monday 17 July 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	0	0	0	3	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	10	0	0	0	0	0	0	0	0	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	15	0	0	0	0	0	0	0	3	4	4	4	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	0	10	6	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	138	0	0	1	0	0	0	5	18	36	36	24	12	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	146	0	0	0	1	0	0	5	18	45	40	23	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	337	0	0	0	1	0	0	11	79	143	78	19	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**475**	**0**	**0**	**0**	**0**	**0**	**4**	**35**	**126**	**210**	**76**	**15**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	335	0	0	1	2	3	7	29	101	118	52	14	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	285	0	0	0	1	1	5	26	117	98	28	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	248	0	0	1	1	0	1	27	73	77	51	13	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	281	0	0	0	1	0	4	7	80	134	40	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	285	0	0	0	0	3	4	30	88	99	49	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	305	0	0	0	0	0	2	21	120	104	37	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	329	0	0	2	3	2	5	23	89	119	61	18	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	383	0	0	0	1	1	4	24	106	150	68	24	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**407**	**0**	**0**	**0**	**0**	**1**	**7**	**14**	**103**	**179**	**79**	**17**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	250	0	0	0	1	0	3	16	67	98	52	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	194	0	0	1	4	2	6	20	58	58	29	11	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	128	0	0	0	0	0	1	4	21	43	38	11	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	86	0	0	0	2	0	0	7	21	20	14	10	8	1	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0
2200	53	0	0	0	0	0	3	2	8	11	16	9	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	29	0	0	0	0	0	0	2	6	7	10	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3920**	**0**	**0**	**4**	**11**	**11**	**46**	**263**	**1149**	**1529**	**671**	**175**	**50**	**6**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**4474**	**0**	**0**	**5**	**18**	**13**	**53**	**299**	**1267**	**1695**	**792**	**230**	**78**	**11**	**10**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**4556**	**0**	**0**	**5**	**18**	**13**	**56**	**303**	**1281**	**1713**	**818**	**240**	**82**	**12**	**11**	**1**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**4749**	**0**	**0**	**6**	**18**	**13**	**56**	**308**	**1306**	**1766**	**869**	**274**	**97**	**18**	**13**	**1**	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Southbound

7719 / Deep Carr Farm
Jul-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	17	0	0	0	0	0	0	1	3	4	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	0	0	0	0	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	8	0	0	0	0	0	0	1	1	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	0	0	0	0	1	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	20	0	0	0	0	0	0	1	3	7	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	104	0	0	0	0	0	0	3	17	33	29	13	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	111	0	0	0	0	0	0	4	16	34	30	15	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	275	0	0	0	0	0	2	17	62	112	54	20	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**386**	**0**	**0**	**0**	**1**	**4**	**5**	**29**	**108**	**157**	**62**	**16**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	305	0	0	1	1	1	3	23	103	110	47	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	294	0	0	0	2	2	5	26	106	108	35	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	291	0	0	2	3	1	3	25	98	103	40	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	291	0	0	1	1	1	4	17	95	109	48	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	303	0	0	0	1	1	4	33	98	108	43	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	309	0	0	0	0	0	3	27	94	119	47	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	308	0	0	0	1	0	3	21	91	119	55	13	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**345**	**0**	**0**	**0**	**1**	**1**	**2**	**19**	**99**	**136**	**63**	**18**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	343	0	0	0	1	1	2	15	96	140	62	16	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	257	0	0	0	1	1	1	13	71	96	50	16	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	188	0	0	0	2	1	2	9	45	66	37	16	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	126	0	0	0	0	0	1	5	24	41	31	15	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	86	0	0	0	0	0	0	5	18	27	17	11	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	54	0	0	0	0	0	1	3	12	16	11	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	31	0	0	0	0	0	0	1	6	7	9	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3707**	**0**	**0**	**5**	**15**	**14**	**37**	**266**	**1121**	**1416**	**605**	**166**	**47**	**12**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**4218**	**0**	**0**	**5**	**18**	**16**	**40**	**288**	**1225**	**1585**	**720**	**223**	**72**	**18**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**4303**	**0**	**0**	**5**	**18**	**16**	**41**	**292**	**1243**	**1608**	**740**	**232**	**78**	**19**	**8**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**4470**	**0**	**0**	**5**	**18**	**16**	**41**	**297**	**1270**	**1658**	**785**	**254**	**88**	**22**	**9**	**3**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

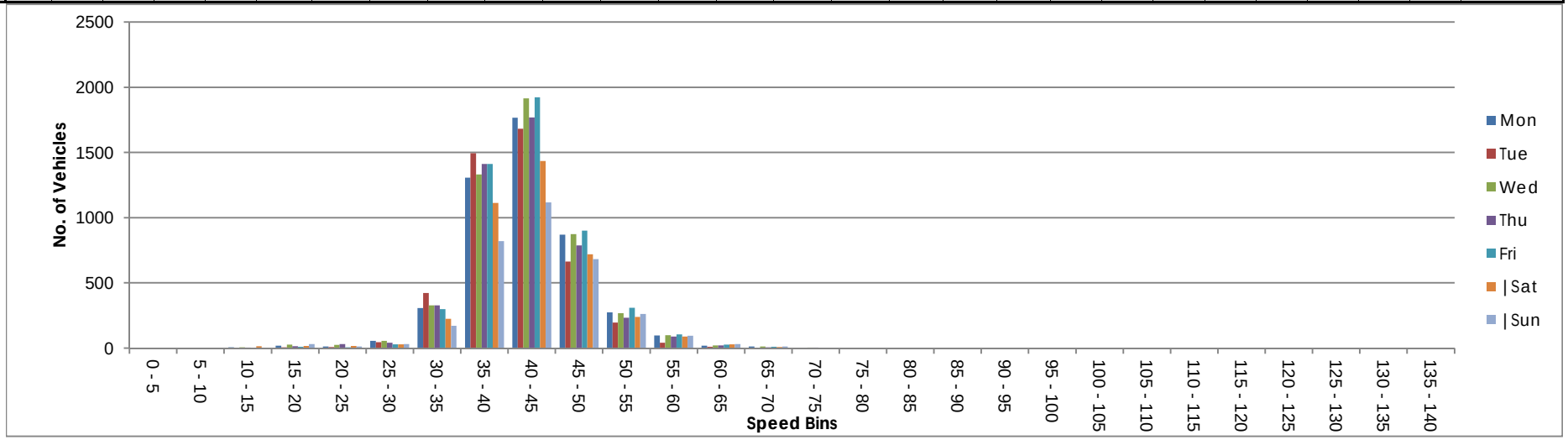
Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Southbound

7719 / Deep Carr Farm
Jul-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	4749	0	0	6	18	13	56	308	1306	1766	869	274	97	18	13	1	1	1	0	2	0	0	0	0	0	0	0	0	0
Tue	4573	0	0	0	7	8	46	422	1494	1682	664	196	41	10	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Wed	4968	0	0	6	27	24	56	328	1332	1915	874	268	100	21	12	4	0	1	0	0	0	0	0	0	0	0	0	0	0
Thu	4743	0	0	5	14	32	41	328	1413	1768	787	233	89	21	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0
Fri	5039	0	0	2	11	6	30	298	1413	1923	901	309	105	26	10	2	1	2	0	0	0	0	0	0	0	0	0	0	0
|Sat	3944	0	0	15	17	16	29	225	1113	1435	720	240	89	30	9	3	1	0	0	2	0	0	0	0	0	0	0	0	0
|Sun	3274	0	0	3	31	13	31	172	821	1117	683	261	94	31	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	**4814**	**0**	**0**	**4**	**15**	**17**	**46**	**337**	**1392**	**1811**	**819**	**256**	**86**	**19**	**8**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7 Day Ave.	**4470**	**0**	**0**	**5**	**18**	**16**	**41**	**297**	**1270**	**1658**	**785**	**254**	**88**	**22**	**9**	**3**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
--	**31290**	**0**	**0**	**37**	**125**	**112**	**289**	**2081**	**8892**	**11606**	**5498**	**1781**	**615**	**157**	**64**	**18**	**7**	**4**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Summary Graphs



Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Both Directions

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Tuesday 11 July 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	25	0	24	0	1	0	0	0	0	0	0	0	0	1	4	1	4	0	0	47.5	52.6
0100	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49.6	-
0200	15	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	56.8
0300	19	0	18	0	1	0	0	0	0	0	0	0	0	3	15.8	2	10.5	2	10.5	51.4	53.9
0400	37	0	33	0	4	0	0	0	0	0	0	0	0	1	2.7	0	0	0	0	45.7	52.6
0500	176	2	166	0	8	0	0	0	0	0	0	0	0	2	1.1	0	0	0	0	45.1	51
0600	221	3	193	1	18	0	1	1	2	1	1	0	0	7	3.2	0	0	0	0	46	52.3
0700	555	5	501	2	41	2	1	0	1	0	1	0	1	3	0.5	0	0	0	0	42.5	47.9
0800	**760**	**0**	**684**	**2**	**69**	**2**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**2**	**0.3**	**1**	**0.1**	**1**	**0.1**	**41.9**	**46.8**
0900	494	0	448	1	37	3	1	1	0	1	2	0	0	1	0.2	0	0	0	0	41.1	46.1
1000	507	0	459	0	43	1	0	0	1	1	2	0	0	2	0.4	0	0	0	0	40.8	46.3
1100	526	2	470	6	40	2	2	1	0	0	3	0	0	3	0.6	1	0.2	0	0	40.6	46.5
1200	494	3	442	3	35	2	4	1	2	1	1	0	0	4	0.8	1	0.2	0	0	41.9	47.4
1300	616	13	547	4	46	2	3	0	0	0	1	0	0	1	0.2	0	0	0	0	40.5	45.6
1400	614	1	569	3	37	1	0	0	2	1	0	0	0	2	0.3	0	0	0	0	41.7	46.8
1500	664	9	587	2	56	1	0	2	4	2	1	0	0	2	0.3	0	0	0	0	41.4	46.8
1600	762	6	711	2	40	0	1	0	0	2	0	0	0	2	0.3	0	0	0	0	42.3	47.6
1700	**860**	**1**	**829**	**1**	**28**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**41.8**	**46.5**
1800	580	1	561	0	17	0	0	0	0	1	0	0	0	0	0	0	0	0	0	42.2	47.9
1900	383	1	363	2	17	0	0	0	0	0	0	0	0	2	0.5	0	0	0	0	44.4	49.9
2000	290	0	281	0	9	0	0	0	0	0	0	0	0	5	1.7	2	0.7	2	0.7	43.6	49
2100	167	0	160	0	7	0	0	0	0	0	0	0	0	2	1.2	0	0	0	0	44.8	51
2200	122	0	116	0	6	0	0	0	0	0	0	0	0	6	4.9	1	0.8	0	0	44.5	52.3
2300	59	0	57	1	1	0	0	0	0	0	0	0	0	2	3.4	0	0	0	0	45.9	53.5
07-19	**7432**	**41**	**6808**	**26**	**489**	**16**	**12**	**5**	**11**	**11**	**12**	**0**	**1**	**22**	**0.3**	**3**	**0**	**1**	**0**	**41.6**	**47**
06-22	**8493**	**45**	**7805**	**29**	**540**	**16**	**13**	**6**	**13**	**12**	**13**	**0**	**1**	**38**	**0.4**	**5**	**0.1**	**3**	**0**	**42**	**47.4**
06-00	**8674**	**45**	**7978**	**30**	**547**	**16**	**13**	**6**	**13**	**12**	**13**	**0**	**1**	**46**	**0.5**	**6**	**0.1**	**3**	**0**	**42**	**47.4**
00-00	**8953**	**47**	**8241**	**30**	**561**	**16**	**13**	**6**	**13**	**12**	**13**	**0**	**1**	**53**	**0.6**	**9**	**0.1**	**5**	**0.1**	**42.2**	**47.6**

NDC
NATIONWIDE DATA COLLECTION

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Both Directions

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Wednesday 12 July 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	21	0	2	0	0	0	0	0	0	0	0	3	13	0	0	0	0	49.6	59.1
0100	14	0	14	0	0	0	0	0	0	0	0	0	0	2	14.3	1	7.1	1	7.1	52.5	56.8
0200	13	0	10	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49.3	56.8
0300	24	0	24	0	0	0	0	0	0	0	0	0	0	4	16.7	0	0	0	0	49.6	58.6
0400	34	0	32	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	44.1	49.7
0500	184	1	180	1	2	0	0	0	0	0	0	0	0	4	2.2	1	0.5	0	0	45	50.3
0600	224	3	198	0	22	0	0	0	1	0	0	0	0	6	2.7	0	0	0	0	46.3	52.1
0700	559	4	515	0	31	0	3	1	1	1	3	0	0	5	0.9	0	0	0	0	43.8	50.1
0800	**821**	**0**	**743**	**6**	**65**	**2**	**0**	**1**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42.2**	**47.2**
0900	547	3	485	7	43	3	0	0	3	1	1	1	0	3	0.5	0	0	0	0	42.2	47.6
1000	530	4	491	2	26	1	1	1	3	0	1	0	0	3	0.6	0	0	0	0	41	46.5
1100	548	9	494	0	36	1	1	1	2	1	3	0	0	3	0.5	0	0	0	0	42.1	47.9
1200	606	9	552	1	33	5	5	0	1	0	0	0	0	4	0.7	0	0	0	0	41.5	47.4
1300	604	6	536	6	50	1	2	0	1	1	0	0	1	4	0.7	0	0	0	0	41.7	48.1
1400	692	3	628	1	55	1	0	1	0	2	1	0	0	1	0.1	0	0	0	0	41.7	47
1500	754	8	698	2	40	0	1	2	2	0	1	0	0	0	0	0	0	0	0	42.3	47.4
1600	879	8	805	4	59	0	0	1	2	0	0	0	0	1	0.1	0	0	0	0	42.9	47.9
1700	**951**	**7**	**894**	**5**	**44**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**0.3**	**1**	**0.1**	**0**	**0**	**43.1**	**48.5**
1800	637	8	597	3	28	0	1	0	0	0	0	0	0	6	0.9	1	0.2	0	0	43.8	49.2
1900	469	11	441	2	12	1	0	0	0	0	2	0	0	18	3.8	2	0.4	0	0	44.2	51.9
2000	343	3	322	2	15	1	0	0	0	0	0	0	0	14	4.1	3	0.9	1	0.3	46.3	53
2100	231	5	221	0	4	1	0	0	0	0	0	0	0	9	3.9	2	0.9	0	0	45.6	52.3
2200	161	1	156	1	3	0	0	0	0	0	0	0	0	10	6.2	5	3.1	4	2.5	47.6	55.3
2300	67	0	64	0	3	0	0	0	0	0	0	0	0	1	1.5	0	0	0	0	47	53.7
07-19	**8128**	**69**	**7438**	**37**	**510**	**14**	**14**	**8**	**19**	**6**	**11**	**1**	**1**	**33**	**0.4**	**2**	**0**	**0**	**0**	**42.4**	**47.9**
06-22	**9395**	**91**	**8620**	**41**	**563**	**17**	**14**	**8**	**20**	**6**	**13**	**1**	**1**	**80**	**0.9**	**9**	**0.1**	**1**	**0**	**42.8**	**48.5**
06-00	**9623**	**92**	**8840**	**42**	**569**	**17**	**14**	**8**	**20**	**6**	**13**	**1**	**1**	**91**	**0.9**	**14**	**0.1**	**5**	**0.1**	**42.9**	**48.8**
00-00	**9915**	**93**	**9121**	**43**	**577**	**17**	**14**	**8**	**21**	**6**	**13**	**1**	**1**	**104**	**1**	**16**	**0.2**	**6**	**0.1**	**43**	**48.8**

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Both Directions

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Thursday 13 July 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	30	0	28	0	2	0	0	0	0	0	0	0	0	1	3.3	0	0	0	0	47	53.7
0100	18	0	17	0	1	0	0	0	0	0	0	0	0	2	11.1	0	0	0	0	49.6	58.2
0200	15	0	12	0	3	0	0	0	0	0	0	0	0	1	6.7	0	0	0	0	52.1	57.9
0300	16	0	16	0	0	0	0	0	0	0	0	0	0	1	6.3	0	0	0	0	47.9	54.4
0400	43	0	40	0	3	0	0	0	0	0	0	0	0	1	2.3	0	0	0	0	45.6	52.3
0500	168	3	159	0	6	0	0	0	0	0	0	0	0	5	3	0	0	0	0	45	50.1
0600	208	3	186	0	15	0	0	1	1	2	0	0	0	2	1	0	0	0	0	46.4	53.5
0700	575	1	515	2	48	2	3	1	0	1	1	1	0	5	0.9	1	0.2	0	0	43.2	49.4
0800	**772**	**1**	**690**	**6**	**62**	**3**	**3**	**2**	**2**	**1**	**2**	**0**	**0**	**5**	**0.6**	**0**	**0**	**0**	**0**	**42.2**	**47.9**
0900	592	5	531	5	41	3	3	0	3	1	0	0	0	2	0.3	0	0	0	0	41.6	46.8
1000	500	10	435	2	40	3	4	0	1	1	3	0	1	6	1.2	2	0.4	1	0.2	40.4	46.5
1100	530	5	460	4	51	3	3	0	0	0	4	0	0	7	1.3	1	0.2	0	0	42	47.9
1200	574	1	534	2	31	3	3	0	0	0	0	0	0	2	0.3	0	0	0	0	42.5	47.2
1300	618	2	556	1	52	1	3	0	1	1	1	0	0	7	1.1	0	0	0	0	43	48.3
1400	622	3	559	8	51	0	0	0	0	1	0	0	0	3	0.5	1	0.2	0	0	42.6	47.9
1500	666	4	606	2	43	3	3	1	4	0	0	0	0	9	1.4	2	0.3	1	0.2	43.8	49
1600	828	8	770	4	43	0	0	0	2	1	0	0	0	4	0.5	1	0.1	0	0	43.3	48.5
1700	**887**	**3**	**853**	**3**	**26**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**4**	**0.5**	**0**	**0**	**0**	**0**	**43.5**	**48.5**
1800	680	9	637	4	25	3	0	1	0	1	0	0	0	10	1.5	1	0.1	0	0	42.8	48.1
1900	441	7	414	1	18	0	0	1	0	0	0	0	0	6	1.4	2	0.5	0	0	43.9	51.2
2000	307	1	292	0	14	0	0	0	0	0	0	0	0	7	2.3	1	0.3	0	0	46	52.3
2100	226	3	216	0	7	0	0	0	0	0	0	0	0	9	4	0	0	0	0	45.5	52.6
2200	140	0	136	0	4	0	0	0	0	0	0	0	0	8	5.7	2	1.4	1	0.7	46.8	53.5
2300	70	0	67	0	2	0	0	0	1	0	0	0	0	4	5.7	3	4.3	1	1.4	47	52.6
07-19	**7844**	**52**	**7146**	**43**	**513**	**24**	**25**	**6**	**13**	**9**	**11**	**1**	**1**	**64**	**0.8**	**9**	**0.1**	**2**	**0**	**42.7**	**48.1**
06-22	**9026**	**66**	**8254**	**44**	**567**	**24**	**25**	**8**	**14**	**11**	**11**	**1**	**1**	**88**	**1**	**12**	**0.1**	**2**	**0**	**43**	**48.8**
06-00	**9236**	**66**	**8457**	**44**	**573**	**24**	**25**	**8**	**15**	**11**	**11**	**1**	**1**	**100**	**1.1**	**17**	**0.2**	**4**	**0**	**43.1**	**48.8**
00-00	**9526**	**69**	**8729**	**44**	**588**	**24**	**25**	**8**	**15**	**11**	**11**	**1**	**1**	**111**	**1.2**	**17**	**0.2**	**4**	**0**	**43.2**	**49**

NDC
NATIONWIDE DATA COLLECTION

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Both Directions

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Friday 14 July 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	32	1	30	0	1	0	0	0	0	0	0	0	0	6	18.8	5	15.6	2	6.3	53.4	61.7
0100	19	0	17	0	0	0	0	0	0	2	0	0	0	1	5.3	0	0	0	0	47.1	55
0200	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.4	50.1
0300	13	0	13	0	0	0	0	0	0	0	0	0	0	1	7.7	0	0	0	0	47.6	51.9
0400	39	0	33	1	5	0	0	0	0	0	0	0	0	1	2.6	0	0	0	0	45.6	51.7
0500	165	2	154	0	9	0	0	0	0	0	0	0	0	5	3	0	0	0	0	46.3	51.7
0600	208	1	189	0	15	0	1	0	1	0	1	0	0	7	3.4	0	0	0	0	46.7	53
0700	538	5	474	5	46	0	3	0	2	1	2	0	0	5	0.9	0	0	0	0	43.3	49.4
0800	**773**	**1**	**710**	**3**	**52**	**2**	**0**	**0**	**2**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42.3**	**47.4**
0900	574	0	520	8	39	3	2	0	1	1	0	0	0	2	0.3	1	0.2	0	0	41.5	47.4
1000	566	2	506	4	47	0	4	0	0	3	0	0	0	9	1.6	1	0.2	1	0.2	42.2	47.2
1100	588	4	532	5	41	1	2	0	0	1	1	0	1	4	0.7	0	0	0	0	42.7	48.1
1200	649	1	601	8	33	1	4	0	0	0	0	0	1	5	0.8	1	0.2	0	0	42.4	47.9
1300	682	3	629	1	43	3	0	0	1	0	2	0	0	2	0.3	1	0.1	1	0.1	41.8	47.2
1400	710	4	641	9	50	1	0	1	2	0	2	0	0	3	0.4	0	0	0	0	42.6	48.3
1500	757	5	682	9	52	2	5	0	1	0	1	0	0	8	1.1	2	0.3	1	0.1	43.5	49.2
1600	**984**	**5**	**906**	**5**	**68**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0.6**	**1**	**0.1**	**1**	**0.1**	**43.2**	**48.5**
1700	865	2	814	8	38	0	2	0	0	0	1	0	0	8	0.9	0	0	0	0	44.1	49.2
1800	629	7	600	1	21	0	0	0	0	0	0	0	0	14	2.2	1	0.2	0	0	45.4	50.6
1900	445	2	426	0	16	1	0	0	0	0	0	0	0	12	2.7	4	0.9	0	0	46	52.3
2000	285	1	275	1	8	0	0	0	0	0	0	0	0	10	3.5	2	0.7	0	0	46.8	53.2
2100	199	1	193	1	4	0	0	0	0	0	0	0	0	4	2	1	0.5	1	0.5	44.9	52.1
2200	158	1	153	0	4	0	0	0	0	0	0	0	0	1	0.6	0	0	0	0	45.3	51.9
2300	96	1	92	0	3	0	0	0	0	0	0	0	0	5	5.2	3	3.1	1	1	46.5	53.9
07-19	**8315**	**39**	**7615**	**66**	**530**	**13**	**22**	**1**	**9**	**7**	**11**	**0**	**2**	**66**	**0.8**	**8**	**0.1**	**4**	**0**	**43**	**48.5**
06-22	**9452**	**44**	**8698**	**68**	**573**	**14**	**23**	**1**	**10**	**7**	**12**	**0**	**2**	**99**	**1**	**15**	**0.2**	**5**	**0.1**	**43.3**	**49**
06-00	**9706**	**46**	**8943**	**68**	**580**	**14**	**23**	**1**	**10**	**7**	**12**	**0**	**2**	**105**	**1.1**	**18**	**0.2**	**6**	**0.1**	**43.4**	**49.2**
00-00	**9987**	**49**	**9203**	**69**	**595**	**14**	**23**	**1**	**10**	**9**	**12**	**0**	**2**	**119**	**1.2**	**23**	**0.2**	**8**	**0.1**	**43.5**	**49.2**

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Both Directions

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Saturday 15 July 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	67	0	64	0	3	0	0	0	0	0	0	0	0	7	10.4	1	1.5	0	0	47.6	56.1
0100	32	0	28	0	4	0	0	0	0	0	0	0	0	2	6.3	1	3.1	0	0	48.2	56.6
0200	21	0	21	0	0	0	0	0	0	0	0	0	0	3	14.3	2	9.5	1	4.8	49.8	54.4
0300	28	1	26	0	1	0	0	0	0	0	0	0	0	6	21.4	3	10.7	3	10.7	52.8	64.9
0400	17	1	13	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.4	55.7
0500	62	1	54	0	6	0	1	0	0	0	0	0	0	3	4.8	1	1.6	0	0	47.3	55.9
0600	78	1	70	0	7	0	0	0	0	0	0	0	0	1	1.3	0	0	0	0	46.5	54.6
0700	171	4	154	1	10	2	0	0	0	0	0	0	0	3	1.8	0	0	0	0	43.9	51
0800	349	4	323	1	19	1	0	1	0	0	0	0	0	3	0.9	1	0.3	0	0	41.6	47.4
0900	516	1	482	5	28	0	0	0	0	0	0	0	0	3	0.6	0	0	0	0	43.2	47.9
1000	596	3	562	6	23	1	0	0	0	0	1	0	0	2	0.3	1	0.2	0	0	41.7	47
1100	**701**	**2**	**675**	**3**	**18**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**3**	**0.4**	**1**	**0.1**	**0**	**0**	**41**	**47**
1200	**705**	**8**	**672**	**5**	**18**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0.4**	**1**	**0.1**	**0**	**0**	**42.2**	**47.6**
1300	678	3	645	3	27	0	0	0	0	0	0	0	0	8	1.2	0	0	0	0	42.6	48.3
1400	652	6	617	5	23	0	1	0	0	0	0	0	0	4	0.6	0	0	0	0	42.3	47.6
1500	616	3	587	4	22	0	0	0	0	0	0	0	0	3	0.5	0	0	0	0	43.1	48.5
1600	594	6	576	0	11	0	1	0	0	0	0	0	0	7	1.2	1	0.2	0	0	43.9	49.2
1700	545	10	517	3	14	0	1	0	0	0	0	0	0	15	2.8	3	0.6	0	0	44.9	50.6
1800	450	5	432	0	12	0	0	0	1	0	0	0	0	10	2.2	4	0.9	3	0.7	45.7	52.6
1900	356	4	341	0	11	0	0	0	0	0	0	0	0	12	3.4	2	0.6	0	0	46.2	53
2000	249	1	240	0	8	0	0	0	0	0	0	0	0	8	3.2	1	0.4	0	0	46.1	52.1
2100	194	0	187	0	7	0	0	0	0	0	0	0	0	12	6.2	1	0.5	1	0.5	45.9	52.6
2200	163	0	155	1	7	0	0	0	0	0	0	0	0	8	4.9	4	2.5	1	0.6	45.5	53.7
2300	115	1	109	0	5	0	0	0	0	0	0	0	0	8	7	2	1.7	1	0.9	47	53.5
07-19	**6573**	**55**	**6242**	**36**	**225**	**6**	**4**	**1**	**2**	**0**	**1**	**0**	**1**	**64**	**1**	**12**	**0.2**	**3**	**0**	**42.9**	**48.5**
06-22	**7450**	**61**	**7080**	**36**	**258**	**6**	**4**	**1**	**2**	**0**	**1**	**0**	**1**	**97**	**1.3**	**16**	**0.2**	**4**	**0.1**	**43.3**	**49.2**
06-00	**7728**	**62**	**7344**	**37**	**270**	**6**	**4**	**1**	**2**	**0**	**1**	**0**	**1**	**113**	**1.5**	**22**	**0.3**	**6**	**0.1**	**43.4**	**49.2**
00-00	**7955**	**65**	**7550**	**37**	**287**	**6**	**5**	**1**	**2**	**0**	**1**	**0**	**1**	**134**	**1.7**	**30**	**0.4**	**10**	**0.1**	**43.5**	**49.4**

NDC
NATIONWIDE DATA COLLECTION

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Both Directions

Sunday 16 July 2017

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

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	78	0	76	0	2	0	0	0	0	0	0	0	0	3	3.8	0	0	0	0	46.9	54.4
0100	21	0	21	0	0	0	0	0	0	0	0	0	0	1	4.8	0	0	0	0	48.1	58.2
0200	27	1	24	0	2	0	0	0	0	0	0	0	0	1	3.7	0	0	0	0	47.7	54.6
0300	21	0	20	0	1	0	0	0	0	0	0	0	0	3	14.3	1	4.8	1	4.8	49.8	55.5
0400	25	0	23	0	2	0	0	0	0	0	0	0	0	2	8	0	0	0	0	49.9	55.5
0500	59	2	50	1	6	0	0	0	0	0	0	0	0	1	1.7	1	1.7	0	0	45.9	52.6
0600	62	3	58	0	1	0	0	0	0	0	0	0	0	4	6.5	0	0	0	0	45.8	54.1
0700	114	3	105	2	4	0	0	0	0	0	0	0	0	3	2.6	1	0.9	0	0	44.4	52.6
0800	177	11	159	0	7	0	0	0	0	0	0	0	0	8	4.5	3	1.7	2	1.1	44.6	51
0900	368	9	334	7	17	0	1	0	0	0	0	0	0	4	1.1	1	0.3	0	0	42.8	49.4
1000	541	11	505	4	20	0	1	0	0	0	0	0	0	6	1.1	2	0.4	1	0.2	43	48.8
1100	**585**	**20**	**542**	**2**	**19**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0.9**	**0**	**0**	**0**	**0**	**41.9**	**48.1**
1200	**644**	**11**	**605**	**3**	**22**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**5**	**0.8**	**2**	**0.3**	**0**	**0**	**43.2**	**49**
1300	583	6	552	5	19	0	0	1	0	0	0	0	0	7	1.2	3	0.5	1	0.2	43.7	49.4
1400	592	9	563	2	16	0	0	0	2	0	0	0	0	9	1.5	0	0	0	0	44.7	49.7
1500	529	9	497	7	16	0	0	0	0	0	0	0	0	7	1.3	3	0.6	2	0.4	42.8	50.3
1600	527	7	496	6	18	0	0	0	0	0	0	0	0	7	1.3	1	0.2	1	0.2	44.7	49.7
1700	432	12	395	7	14	0	1	0	1	0	2	0	0	11	2.5	2	0.5	1	0.2	44.8	51.9
1800	367	11	341	6	7	0	0	0	1	0	1	0	0	12	3.3	3	0.8	2	0.5	45.2	51.4
1900	331	4	318	0	6	0	0	0	1	0	2	0	0	8	2.4	1	0.3	0	0	45.1	51.7
2000	234	3	219	1	7	0	0	1	1	0	2	0	0	7	3	2	0.9	0	0	45.4	52.8
2100	147	0	138	1	6	0	0	0	0	0	2	0	0	7	4.8	2	1.4	1	0.7	46.5	54.4
2200	96	0	91	0	3	0	0	0	1	0	1	0	0	5	5.2	3	3.1	0	0	46.2	55.7
2300	53	0	52	0	1	0	0	0	0	0	0	0	0	2	3.8	0	0	0	0	45.8	53.7
07-19	**5459**	**119**	**5094**	**51**	**179**	**1**	**6**	**1**	**4**	**0**	**3**	**1**	**0**	**84**	**1.5**	**21**	**0.4**	**10**	**0.2**	**43.7**	**49.7**
06-22	**6233**	**129**	**5827**	**53**	**199**	**1**	**6**	**2**	**6**	**0**	**9**	**1**	**0**	**110**	**1.8**	**26**	**0.4**	**11**	**0.2**	**43.9**	**50.1**
06-00	**6382**	**129**	**5970**	**53**	**203**	**1**	**6**	**2**	**7**	**0**	**10**	**1**	**0**	**117**	**1.8**	**29**	**0.5**	**11**	**0.2**	**43.9**	**50.3**
00-00	**6613**	**132**	**6184**	**54**	**216**	**1**	**6**	**2**	**7**	**0**	**10**	**1**	**0**	**128**	**1.9**	**31**	**0.5**	**12**	**0.2**	**44.1**	**50.6**

NDC
NATIONWIDE DATA COLLECTION

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Both Directions

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Monday 17 July 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	20	0	18	0	2	0	0	0	0	0	0	0	0	2	10	1	5	0	0	49.3	58.6
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43.3	-
0200	12	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.2	50.3
0300	19	0	17	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.7	53.9
0400	40	2	36	0	2	0	0	0	0	0	0	0	0	4	10	1	2.5	0	0	49.1	56.6
0500	179	3	171	0	5	0	0	0	0	0	0	0	0	7	3.9	1	0.6	1	0.6	46.6	53.5
0600	221	3	201	0	14	0	0	0	1	1	0	0	1	8	3.6	0	0	0	0	46.7	53.7
0700	537	4	499	1	29	0	0	0	3	1	0	0	0	3	0.6	0	0	0	0	43.7	49
0800	**774**	**2**	**707**	**3**	**58**	**0**	**0**	**1**	**2**	**1**	**0**	**0**	**0**	**3**	**0.4**	**0**	**0**	**0**	**0**	**43.1**	**48.3**
0900	583	5	532	2	41	2	0	0	0	1	0	0	0	1	0.2	0	0	0	0	41.7	48.1
1000	540	5	472	3	52	1	3	0	3	1	0	0	0	7	1.3	0	0	0	0	41	47.9
1100	498	6	439	5	40	2	2	1	0	1	2	0	0	2	0.4	1	0.2	0	0	42.4	48.1
1200	554	8	500	4	32	1	5	0	2	1	1	0	0	4	0.7	0	0	0	0	43.1	48.5
1300	568	2	510	3	44	1	2	2	2	0	2	0	0	1	0.2	0	0	0	0	42.2	47.4
1400	659	9	599	5	39	0	0	1	2	1	2	0	1	0	0	0	0	0	0	42.4	47.9
1500	708	9	645	5	46	1	0	0	0	0	2	0	0	7	1	2	0.3	0	0	42.7	49.2
1600	873	5	797	2	63	0	1	1	2	1	1	0	0	1	0.1	0	0	0	0	43	48.3
1700	**951**	**8**	**904**	**4**	**32**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**3**	**0.3**	**0**	**0**	**0**	**0**	**43.6**	**48.8**
1800	593	7	553	4	26	0	0	0	1	0	2	0	0	6	1	0	0	0	0	43.3	48.5
1900	442	12	412	1	13	1	1	0	1	0	1	0	0	7	1.6	1	0.2	0	0	43.3	50.1
2000	293	3	279	1	9	0	0	0	0	0	1	0	0	6	2	1	0.3	0	0	45.3	51.4
2100	199	5	188	0	6	0	0	0	0	0	0	0	0	8	4	6	3	5	2.5	46.1	52.8
2200	130	0	122	0	6	0	0	0	1	0	1	0	0	7	5.4	2	1.5	0	0	46.1	54.1
2300	57	0	53	0	4	0	0	0	0	0	0	0	0	3	5.3	3	5.3	1	1.8	46.7	50.8
07-19	**7838**	**70**	**7157**	**41**	**502**	**9**	**13**	**6**	**18**	**8**	**13**	**0**	**1**	**38**	**0.5**	**3**	**0**	**0**	**0**	**42.7**	**48.3**
06-22	**8993**	**93**	**8237**	**43**	**544**	**10**	**14**	**6**	**20**	**9**	**15**	**0**	**2**	**67**	**0.7**	**11**	**0.1**	**5**	**0.1**	**43**	**48.8**
06-00	**9180**	**93**	**8412**	**43**	**554**	**10**	**14**	**6**	**21**	**9**	**16**	**0**	**2**	**77**	**0.8**	**16**	**0.2**	**6**	**0.1**	**43.1**	**48.8**
00-00	**9452**	**98**	**8667**	**44**	**565**	**10**	**14**	**6**	**21**	**9**	**16**	**0**	**2**	**90**	**1**	**19**	**0.2**	**7**	**0.1**	**43.2**	**49.2**

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Both Directions

7719 / Deep Carr Farm
Jul-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	39	0	37	0	2	0	0	0	0	0	0	0	0	3	8.4	1	2.9	0	0.7	48.3	56.1
0100	16	0	15	0	1	0	0	0	0	0	0	0	0	1	7.1	0	1.8	0	0.9	48.8	56.8
0200	17	0	15	0	1	0	0	0	0	0	0	0	0	1	4.3	0	1.7	0	0.9	48.4	56.8
0300	20	0	19	0	1	0	0	0	0	0	0	0	0	3	12.9	1	4.3	1	4.3	49.9	56.6
0400	34	0	30	0	3	0	0	0	0	0	0	0	0	1	3.8	0	0.4	0	0	46.5	53
0500	142	2	133	0	6	0	0	0	0	0	0	0	0	4	2.7	1	0.4	0	0.1	45.7	51.9
0600	175	2	156	0	13	0	0	0	1	1	0	0	0	5	2.9	0	0	0	0	46.4	53.5
0700	436	4	395	2	30	1	1	0	1	1	1	0	0	4	0.9	0	0.1	0	0	43.4	49.4
0800	**632**	**3**	**574**	**3**	**47**	**1**	**0**	**1**	**1**	**1**	**1**	**0**	**0**	**3**	**0.5**	**1**	**0.1**	**0**	**0.1**	**42.4**	**47.9**
0900	525	3	476	5	35	2	1	0	1	1	0	0	0	2	0.4	0	0.1	0	0	42	47.6
1000	540	5	490	3	36	1	2	0	1	1	1	0	0	5	0.9	1	0.2	0	0.1	41.5	47.2
1100	568	7	516	4	35	1	2	0	0	0	2	0	0	4	0.7	1	0.1	0	0	41.8	47.6
1200	604	6	558	4	29	2	3	0	1	0	0	0	0	4	0.6	1	0.1	0	0	42.4	47.9
1300	621	5	568	3	40	1	1	0	1	0	1	0	0	4	0.7	1	0.1	0	0	42.2	47.9
1400	649	5	597	5	39	0	0	0	1	1	1	0	0	3	0.5	0	0	0	0	42.5	47.9
1500	671	7	615	4	39	1	1	1	2	0	1	0	0	5	0.8	1	0.2	1	0.1	42.8	48.5
1600	778	6	723	3	43	0	0	0	1	1	0	0	0	4	0.5	1	0.1	0	0	43.2	48.5
1700	**784**	**6**	**744**	**4**	**28**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**6**	**0.8**	**1**	**0.1**	**0**	**0**	**43.5**	**48.8**
1800	562	7	532	3	19	0	0	0	0	0	0	0	0	8	1.5	1	0.3	1	0.1	43.9	49.9
1900	410	6	388	1	13	0	0	0	0	0	1	0	0	9	2.3	2	0.4	0	0	44.7	51.4
2000	286	2	273	1	10	0	0	0	0	0	0	0	0	8	2.8	2	0.6	0	0.1	45.6	51.9
2100	195	2	186	0	6	0	0	0	0	0	0	0	0	7	3.7	2	0.9	1	0.6	45.6	52.8
2200	139	0	133	0	5	0	0	0	0	0	0	0	0	6	4.6	2	1.8	1	0.6	46	53.7
2300	74	0	71	0	3	0	0	0	0	0	0	0	0	4	4.8	2	2.1	1	0.8	46.6	53.7
07-19	**7370**	**64**	**6786**	**43**	**421**	**12**	**14**	**4**	**11**	**6**	**9**	**0**	**1**	**53**	**0.7**	**8**	**0.1**	**3**	**0**	**42.7**	**48.3**
06-22	**8435**	**76**	**7789**	**45**	**463**	**13**	**14**	**5**	**12**	**6**	**11**	**0**	**1**	**83**	**1**	**13**	**0.2**	**4**	**0.1**	**43**	**48.8**
06-00	**8647**	**76**	**7992**	**45**	**471**	**13**	**14**	**5**	**13**	**6**	**11**	**0**	**1**	**93**	**1.1**	**17**	**0.2**	**6**	**0.1**	**43.1**	**49**
00-00	**8914**	**79**	**8242**	**46**	**484**	**13**	**14**	**5**	**13**	**7**	**11**	**0**	**1**	**106**	**1.2**	**21**	**0.2**	**7**	**0.1**	**43.2**	**49**

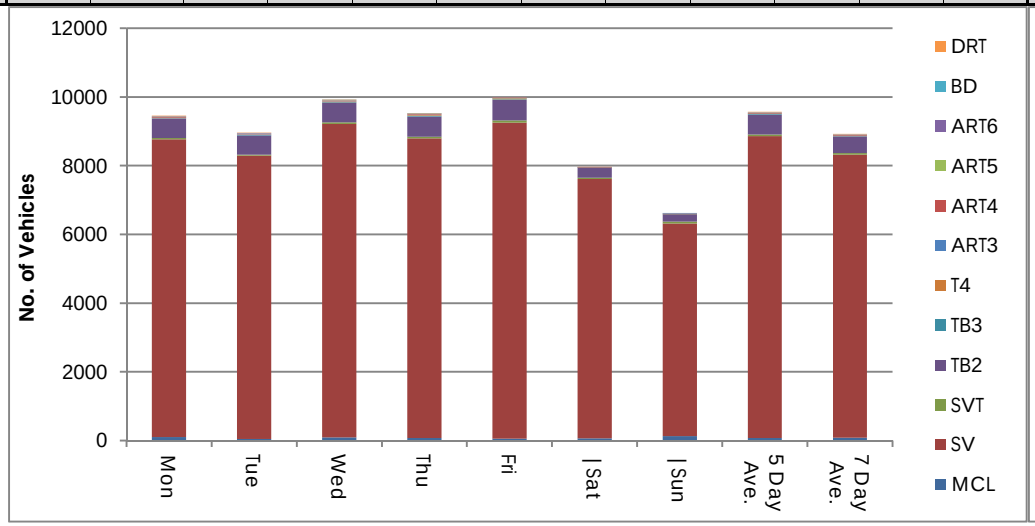
Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Both Directions

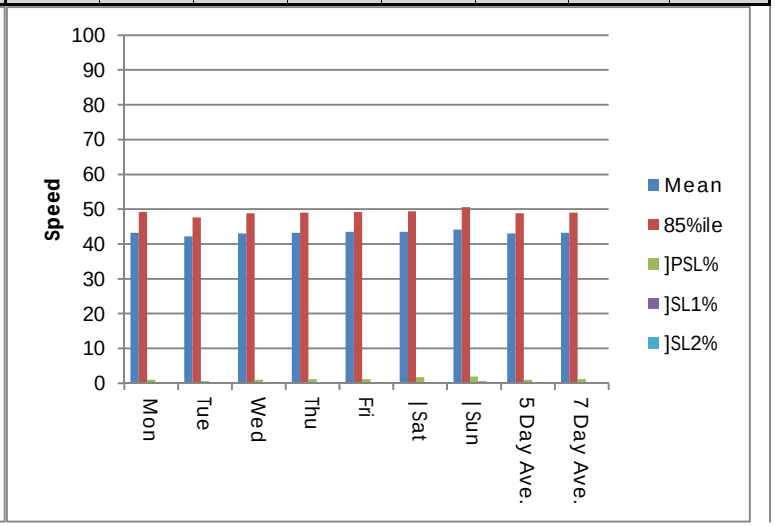
7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

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	9452	98	8667	44	565	10	14	6	21	9	16	0	2	90	1	19	0.2	7	0.1	43.2	49.2
Tue	8953	47	8241	30	561	16	13	6	13	12	13	0	1	53	0.6	9	0.1	5	0.1	42.2	47.6
Wed	9915	93	9121	43	577	17	14	8	21	6	13	1	1	104	1	16	0.2	6	0.1	43	48.8
Thu	9526	69	8729	44	588	24	25	8	15	11	11	1	1	111	1.2	17	0.2	4	0	43.2	49
Fri	9987	49	9203	69	595	14	23	1	10	9	12	0	2	119	1.2	23	0.2	8	0.1	43.5	49.2
| Sat	7955	65	7550	37	287	6	5	1	2	0	1	0	1	134	1.7	30	0.4	10	0.1	43.5	49.4
| Sun	6613	132	6184	54	216	1	6	2	7	0	10	1	0	128	1.9	31	0.5	12	0.2	44.1	50.6
5 Day Ave.	**9567**	**71**	**8792**	**46**	**577**	**16**	**18**	**6**	**16**	**9**	**13**	**0**	**1**	**95**	**1.0**	**17**	**0.2**	**6**	**0.1**	**43.0**	**48.8**
7 Day Ave.	**8914**	**79**	**8242**	**46**	**484**	**13**	**14**	**5**	**13**	**7**	**11**	**0**	**1**	**106**	**1.2**	**21**	**0.2**	**7**	**0.1**	**43.2**	**49.0**
--	**62401**	**553**	**57695**	**321**	**3389**	**88**	**100**	**32**	**89**	**47**	**76**	**3**	**8**	**739**	**1.2**	**145**	**0.2**	**52**	**0.1**	**43.2**	**49.0**

Summary Graphs





Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Both Directions

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Tuesday 11 July 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	0	0	2	2	7	3	8	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	0	0	0	0	0	0	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	15	0	0	0	0	0	0	1	2	3	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	19	0	0	0	0	0	0	0	0	5	7	4	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	37	0	0	0	0	0	1	2	7	8	8	9	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	176	0	0	0	0	0	0	3	30	61	49	23	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	221	0	0	0	0	0	0	5	37	69	52	37	14	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	555	0	0	2	0	0	5	42	124	212	115	44	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**760**	**0**	**0**	**0**	**0**	**0**	**5**	**55**	**212**	**309**	**133**	**38**	**6**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	494	0	0	0	0	0	5	52	157	177	73	25	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	507	0	0	0	0	0	13	59	166	165	73	22	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	526	0	0	0	7	4	6	42	179	176	82	21	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	494	0	0	0	1	2	9	30	142	195	78	24	9	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	616	0	0	0	0	0	4	91	193	222	77	23	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	614	0	0	0	0	0	2	48	170	250	115	21	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	664	0	0	0	0	0	3	61	217	234	113	31	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	762	0	0	0	1	0	3	46	205	292	159	44	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**860**	**0**	**0**	**0**	**0**	**0**	**4**	**53**	**256**	**330**	**182**	**31**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	580	0	0	0	1	8	3	25	170	212	109	43	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	383	0	0	0	0	0	2	4	85	131	102	40	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	290	0	0	0	0	0	3	19	53	112	68	26	4	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	167	0	0	0	0	0	0	6	34	51	40	26	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	122	0	0	0	0	1	0	6	30	34	25	12	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	59	0	0	0	0	0	0	4	9	15	13	12	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**7432**	**0**	**0**	**2**	**10**	**14**	**62**	**604**	**2191**	**2774**	**1309**	**367**	**77**	**16**	**3**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**8493**	**0**	**0**	**2**	**10**	**14**	**67**	**638**	**2400**	**3137**	**1571**	**496**	**120**	**29**	**4**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**8674**	**0**	**0**	**2**	**10**	**15**	**67**	**648**	**2439**	**3186**	**1609**	**520**	**132**	**36**	**5**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**8953**	**0**	**0**	**2**	**10**	**15**	**68**	**656**	**2480**	**3270**	**1682**	**569**	**148**	**39**	**6**	**3**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Both Directions

Wednesday 12 July 2017

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

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	2	0	5	4	8	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	14	0	0	0	0	0	0	0	1	1	5	3	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0200	13	0	0	0	0	0	0	1	1	1	2	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	24	0	0	0	0	0	0	0	3	3	8	4	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	34	0	0	0	0	0	0	2	6	10	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	184	0	0	0	0	0	0	4	33	66	49	19	9	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	224	0	0	0	0	0	0	4	25	69	74	27	19	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	559	0	0	2	1	1	5	23	92	230	114	68	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**821**	**0**	**0**	**0**	**0**	**5**	**17**	**47**	**197**	**326**	**165**	**49**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	547	0	0	1	4	1	3	29	147	199	119	37	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	530	0	1	1	4	1	6	57	152	193	82	27	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	548	0	0	2	4	2	7	33	136	209	108	29	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	606	0	0	7	4	7	7	42	162	208	123	35	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	604	0	2	2	8	6	8	51	141	206	116	43	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	692	0	0	1	0	0	10	58	173	279	129	36	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	754	0	0	1	2	3	7	36	192	289	170	47	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	879	0	0	0	2	0	1	33	192	383	201	53	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**951**	**0**	**0**	**0**	**1**	**5**	**3**	**43**	**219**	**328**	**260**	**73**	**16**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	637	0	1	0	4	6	3	16	118	234	172	52	25	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	469	0	0	0	8	3	4	21	86	150	113	44	22	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	343	0	0	0	0	0	0	5	50	106	95	52	21	9	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	231	0	0	0	1	1	1	9	34	75	47	43	11	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	161	0	0	0	0	0	0	0	23	53	32	26	17	4	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	67	0	0	0	0	0	2	0	9	14	21	13	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**8128**	**0**	**4**	**17**	**34**	**37**	**77**	**468**	**1921**	**3084**	**1759**	**549**	**145**	**26**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**9395**	**0**	**4**	**17**	**43**	**41**	**82**	**507**	**2116**	**3484**	**2088**	**715**	**218**	**52**	**22**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**9623**	**0**	**4**	**17**	**43**	**41**	**84**	**507**	**2148**	**3551**	**2141**	**754**	**242**	**56**	**24**	**6**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**9915**	**0**	**4**	**17**	**43**	**41**	**84**	**516**	**2192**	**3637**	**2221**	**795**	**261**	**65**	**27**	**6**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Both Directions

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Thursday 13 July 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	30	0	0	0	0	0	0	0	5	5	13	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	18	0	0	0	0	0	0	0	3	2	6	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	15	0	0	0	0	0	0	0	2	0	4	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	16	0	0	0	0	0	0	0	1	6	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	43	0	0	0	0	0	1	1	4	15	10	7	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	168	0	0	0	0	0	1	3	30	58	48	14	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	208	0	0	0	0	0	0	9	28	50	54	44	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	575	0	0	1	0	0	5	43	116	198	138	56	13	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**772**	**0**	**0**	**0**	**3**	**21**	**9**	**46**	**159**	**290**	**176**	**57**	**6**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	592	0	0	2	2	1	3	49	177	221	90	38	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	500	0	0	3	3	6	31	41	132	183	66	22	7	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	530	0	0	2	1	1	3	41	150	185	97	34	9	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	574	0	0	1	0	0	0	19	156	243	113	31	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	618	0	0	0	1	0	4	32	154	224	144	39	13	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	622	0	0	1	1	0	2	37	152	249	127	36	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	666	0	0	0	0	1	3	23	148	226	179	54	23	6	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	828	0	0	0	4	5	0	34	193	280	224	63	21	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**887**	**0**	**0**	**0**	**0**	**0**	**1**	**26**	**220**	**338**	**205**	**65**	**28**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	680	0	0	1	1	1	2	23	197	251	129	55	10	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	441	0	0	3	5	2	3	18	83	146	102	51	22	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	307	0	1	0	0	0	0	9	43	82	96	50	19	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	226	0	0	0	0	0	0	5	48	69	48	32	15	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	140	0	0	0	0	0	0	2	20	45	35	18	12	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	70	0	0	0	0	0	0	1	15	14	19	14	3	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**7844**	**0**	**0**	**11**	**16**	**36**	**63**	**414**	**1954**	**2888**	**1688**	**550**	**160**	**43**	**16**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**9026**	**0**	**1**	**14**	**21**	**38**	**66**	**455**	**2156**	**3235**	**1988**	**727**	**237**	**59**	**21**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**9236**	**0**	**1**	**14**	**21**	**38**	**66**	**458**	**2191**	**3294**	**2042**	**759**	**252**	**63**	**25**	**8**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**9526**	**0**	**1**	**14**	**21**	**38**	**68**	**462**	**2236**	**3380**	**2127**	**791**	**277**	**72**	**27**	**8**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Both Directions

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Friday 14 July 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	32	0	0	0	0	0	0	0	3	5	7	5	6	1	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0100	19	0	0	0	0	0	0	0	5	4	3	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	13	0	0	0	0	0	0	2	3	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	13	0	0	0	0	0	0	0	2	3	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	39	0	0	0	0	0	0	1	7	11	9	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	165	0	0	0	0	0	0	3	19	43	57	30	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	208	0	0	0	0	0	2	7	19	59	68	27	19	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	538	0	0	1	4	0	5	29	115	192	115	55	17	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**773**	**0**	**0**	**1**	**0**	**0**	**7**	**52**	**188**	**301**	**155**	**55**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	574	0	0	0	0	5	3	39	204	186	99	31	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	566	0	0	0	3	0	6	31	155	224	105	25	8	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	588	0	0	0	1	0	3	29	156	218	126	42	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	649	0	0	0	1	3	2	39	178	245	126	43	7	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	682	0	0	2	0	2	3	45	195	272	117	35	9	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	710	0	0	0	1	1	7	66	153	252	160	54	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	757	0	0	0	1	1	4	40	145	298	178	67	15	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**984**	**0**	**0**	**0**	**0**	**0**	**4**	**41**	**230**	**379**	**227**	**82**	**15**	**5**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	865	0	0	3	1	1	3	21	163	325	241	65	34	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	629	0	0	2	1	0	0	6	90	222	187	80	27	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	445	0	0	0	1	0	0	10	69	129	134	66	24	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	285	0	0	0	0	0	0	6	37	88	67	53	24	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	199	0	0	0	0	1	0	7	41	58	51	27	10	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	158	0	0	0	0	0	2	1	30	44	47	25	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	96	0	0	0	0	0	0	5	12	30	26	11	7	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**8315**	**0**	**0**	**9**	**13**	**13**	**47**	**438**	**1972**	**3114**	**1836**	**634**	**173**	**46**	**15**	**1**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**9452**	**0**	**0**	**9**	**14**	**14**	**49**	**468**	**2138**	**3448**	**2156**	**807**	**250**	**68**	**22**	**4**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**9706**	**0**	**0**	**9**	**14**	**14**	**51**	**474**	**2180**	**3522**	**2229**	**843**	**265**	**69**	**25**	**5**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**9987**	**0**	**0**	**9**	**14**	**14**	**51**	**480**	**2219**	**3588**	**2312**	**897**	**284**	**76**	**27**	**8**	**3**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Both Directions

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Saturday 15 July 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	67	0	0	0	0	0	0	1	11	16	16	9	7	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	32	0	0	0	0	0	0	1	4	8	5	7	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	21	0	0	0	0	0	0	1	1	6	6	4	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	28	0	0	1	0	0	0	2	1	7	2	3	6	2	1	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0
0400	17	0	0	0	0	0	0	1	4	4	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	62	0	0	0	0	0	0	2	10	13	15	11	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	78	0	0	1	0	0	0	1	12	20	21	11	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	171	0	0	0	1	1	6	6	25	62	38	25	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	349	0	0	1	1	6	6	30	94	111	67	26	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	516	0	0	0	0	0	0	20	116	218	118	31	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	596	0	0	0	7	3	6	32	174	224	110	28	10	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**701**	**0**	**0**	**10**	**7**	**6**	**5**	**42**	**223**	**242**	**119**	**38**	**6**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**705**	**0**	**0**	**1**	**0**	**7**	**13**	**42**	**183**	**251**	**142**	**49**	**14**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	678	0	0	0	2	0	3	43	171	255	144	42	10	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	652	0	0	3	1	6	1	27	176	255	129	41	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	616	0	0	1	0	0	3	25	146	231	143	48	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	594	0	1	0	1	2	4	14	119	222	148	55	21	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	545	0	0	1	0	0	2	13	85	221	129	48	31	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	450	0	0	2	1	1	0	18	64	124	127	80	23	5	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	356	0	0	1	0	1	0	3	56	106	102	53	22	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	249	0	0	0	1	0	1	7	30	80	63	46	13	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	194	0	0	0	0	0	0	13	28	55	57	20	9	9	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	163	0	0	0	0	0	3	17	25	30	49	19	12	4	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	115	0	0	0	0	0	1	1	14	33	36	18	4	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**6573**	**0**	**1**	**19**	**21**	**32**	**49**	**312**	**1576**	**2416**	**1414**	**511**	**158**	**44**	**14**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**7450**	**0**	**1**	**21**	**22**	**33**	**50**	**336**	**1702**	**2677**	**1657**	**641**	**213**	**64**	**24**	**5**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**7728**	**0**	**1**	**21**	**22**	**33**	**54**	**354**	**1741**	**2740**	**1742**	**678**	**229**	**71**	**28**	**8**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**7955**	**0**	**1**	**22**	**22**	**33**	**54**	**362**	**1772**	**2794**	**1788**	**714**	**259**	**81**	**32**	**11**	**5**	**2**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Both Directions

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Sunday 16 July 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	78	0	0	0	0	0	0	2	13	18	22	14	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	21	0	0	0	0	0	0	0	3	5	6	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	27	0	0	0	0	0	0	0	4	4	12	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	21	0	0	0	0	0	1	0	1	6	1	8	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	25	0	0	0	0	0	0	0	3	1	10	5	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	59	0	0	0	0	0	0	3	10	13	18	13	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	62	0	0	0	3	0	1	1	8	12	16	14	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	114	0	0	1	2	0	0	8	18	34	28	9	11	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	177	0	0	3	2	0	0	7	32	55	47	14	9	5	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	368	0	0	2	5	1	3	21	97	103	87	35	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	541	0	0	4	2	3	1	18	129	196	129	42	11	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1100	**585**	**0**	**1**	**3**	**11**	**4**	**11**	**28**	**146**	**207**	**115**	**42**	**12**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**644**	**0**	**0**	**0**	**4**	**2**	**4**	**26**	**170**	**200**	**156**	**58**	**19**	**2**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	583	0	0	1	1	0	6	23	128	212	134	57	14	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	592	0	0	0	0	1	0	21	100	189	194	63	15	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	529	0	12	7	16	0	6	16	76	166	144	60	19	2	2	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0
1600	527	0	0	0	1	2	4	14	76	174	180	46	23	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	432	0	0	1	8	0	3	12	63	152	104	58	20	4	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	367	0	0	0	0	0	1	14	64	120	94	47	15	7	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	331	0	0	1	3	0	0	13	53	99	83	53	18	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	234	0	0	0	2	0	1	5	39	76	48	43	13	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	147	0	0	0	0	2	1	7	13	43	37	25	12	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	96	0	0	0	0	0	1	5	17	25	21	11	11	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	53	0	0	0	0	0	1	1	10	16	11	7	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**5459**	**0**	**13**	**22**	**52**	**13**	**39**	**208**	**1099**	**1808**	**1412**	**531**	**178**	**48**	**18**	**8**	**7**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**6233**	**0**	**13**	**23**	**60**	**15**	**42**	**234**	**1212**	**2038**	**1596**	**666**	**224**	**63**	**26**	**10**	**8**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**6382**	**0**	**13**	**23**	**60**	**15**	**44**	**240**	**1239**	**2079**	**1628**	**684**	**240**	**67**	**26**	**13**	**8**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**6613**	**0**	**13**	**23**	**60**	**15**	**45**	**245**	**1273**	**2126**	**1697**	**729**	**259**	**73**	**30**	**13**	**9**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Both Directions

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Monday 17 July 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	0	5	2	4	4	3	1	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	1	0	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	0	0	0	0	0	4	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	19	0	0	0	0	0	0	0	3	4	5	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	40	0	0	0	0	0	0	0	0	15	8	10	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	179	0	0	1	0	0	0	5	23	49	51	28	15	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	221	0	0	0	1	0	0	5	26	63	61	37	20	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	537	0	0	0	5	0	0	18	105	198	150	44	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**774**	**0**	**0**	**0**	**0**	**0**	**4**	**43**	**167**	**310**	**170**	**57**	**20**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	583	0	0	1	3	4	18	43	141	203	117	35	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	540	0	0	0	12	8	13	41	161	167	87	37	7	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	498	0	0	1	2	0	4	38	133	168	102	38	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	554	0	0	1	1	0	4	17	134	206	129	48	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	568	0	0	3	1	4	4	38	137	213	125	31	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	659	0	1	2	0	2	2	41	177	236	140	45	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	708	0	0	3	8	3	10	30	166	254	146	67	14	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	873	0	0	0	1	1	6	45	176	353	203	78	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**951**	**0**	**0**	**1**	**0**	**1**	**12**	**27**	**193**	**352**	**266**	**75**	**21**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	593	0	1	0	2	2	9	31	115	211	154	44	18	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	442	0	2	2	6	2	6	23	85	139	106	50	14	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	293	0	0	0	1	0	3	6	42	89	94	35	17	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	199	0	0	0	2	0	2	8	38	48	50	26	17	2	1	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0
2200	130	0	0	0	0	0	3	5	20	31	36	18	10	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	57	0	0	0	0	0	0	2	10	13	21	4	4	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**7838**	**0**	**2**	**12**	**35**	**25**	**86**	**412**	**1805**	**2871**	**1789**	**599**	**164**	**30**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**8993**	**0**	**4**	**14**	**45**	**27**	**97**	**454**	**1996**	**3210**	**2100**	**747**	**232**	**43**	**18**	**1**	**1**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**9180**	**0**	**4**	**14**	**45**	**27**	**100**	**461**	**2026**	**3254**	**2157**	**769**	**246**	**46**	**22**	**3**	**2**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**9452**	**0**	**4**	**15**	**45**	**27**	**100**	**466**	**2058**	**3328**	**2230**	**819**	**270**	**55**	**24**	**4**	**3**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Both Directions

7719 / Deep Carr Farm
Jul-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	39	0	0	0	0	0	0	1	6	8	10	8	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	16	0	0	0	0	0	0	0	2	3	4	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	17	0	0	0	0	0	0	1	2	3	5	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	20	0	0	0	0	0	0	0	2	5	4	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	34	0	0	0	0	0	0	1	4	9	8	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	142	0	0	0	0	0	0	3	22	43	41	20	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	175	0	0	0	1	0	0	5	22	49	49	28	15	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	436	0	0	1	2	0	4	24	85	161	100	43	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**632**	**0**	**0**	**1**	**1**	**5**	**7**	**40**	**150**	**243**	**130**	**42**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	525	0	0	1	2	2	5	36	148	187	100	33	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	540	0	0	1	4	3	11	40	153	193	93	29	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	568	0	0	3	5	2	6	36	160	201	107	35	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	604	0	0	1	2	3	6	31	161	221	124	41	11	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	621	0	0	1	2	2	5	46	160	229	122	39	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	649	0	0	1	0	1	3	43	157	244	142	42	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	671	0	2	2	4	1	5	33	156	243	153	53	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	778	0	0	0	1	1	3	32	170	298	192	60	16	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**784**	**0**	**0**	**1**	**1**	**1**	**4**	**28**	**171**	**292**	**198**	**59**	**22**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	562	0	0	1	1	3	3	19	117	196	139	57	18	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	410	0	0	1	3	1	2	13	74	129	106	51	20	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	286	0	0	0	1	0	1	8	42	90	76	44	16	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	195	0	0	0	0	1	1	8	34	57	47	28	12	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	139	0	0	0	0	0	1	5	24	37	35	18	11	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	74	0	0	0	0	0	1	2	11	19	21	11	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**7370**	**0**	**3**	**13**	**26**	**24**	**60**	**408**	**1788**	**2708**	**1601**	**534**	**151**	**36**	**12**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**8435**	**0**	**3**	**14**	**31**	**26**	**65**	**442**	**1960**	**3033**	**1879**	**686**	**213**	**54**	**20**	**5**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**8647**	**0**	**3**	**14**	**31**	**26**	**67**	**449**	**1995**	**3089**	**1935**	**715**	**229**	**58**	**22**	**6**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**8914**	**0**	**3**	**15**	**31**	**26**	**67**	**455**	**2033**	**3160**	**2008**	**759**	**251**	**66**	**25**	**8**	**5**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

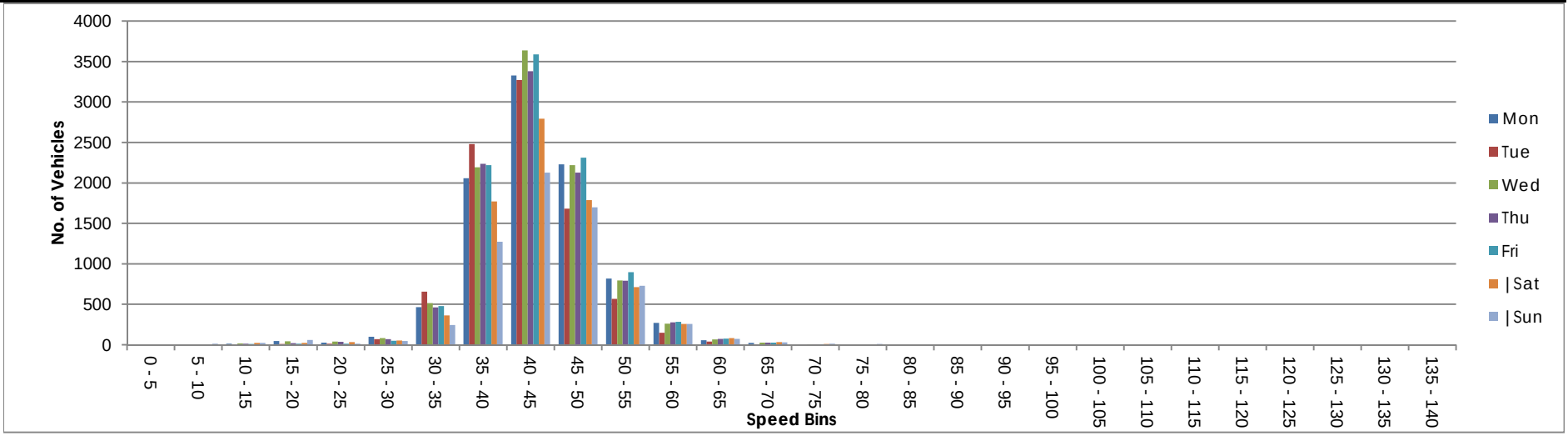
Site 3
Location Woodsetts Lane - attached to right turn ahead sign
Direction Both Directions

7719 / Deep Carr Farm
Jul-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	9452	0	4	15	45	27	100	466	2058	3328	2230	819	270	55	24	4	3	1	1	2	0	0	0	0	0	0	0	0	0	0
Tue	8953	0	0	2	10	15	68	656	2480	3270	1682	569	148	39	6	3	4	0	1	0	0	0	0	0	0	0	0	0	0	0
Wed	9915	0	4	17	43	41	84	516	2192	3637	2221	795	261	65	27	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0
Thu	9526	0	1	14	21	38	68	462	2236	3380	2127	791	277	72	27	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	9987	0	0	9	14	14	51	480	2219	3588	2312	897	284	76	27	8	3	4	1	0	0	0	0	0	0	0	0	0	0	0
| Sat	7955	0	1	22	22	33	54	362	1772	2794	1788	714	259	81	32	11	5	2	1	2	0	0	0	0	0	0	0	0	0	0
| Sun	6613	0	13	23	60	15	45	245	1273	2126	1697	729	259	73	30	13	9	2	1	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	**9567**	**0**	**2**	**11**	**27**	**27**	**74**	**516**	**2237**	**3441**	**2114**	**774**	**248**	**61**	**22**	**6**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7 Day Ave.	**8914**	**0**	**3**	**15**	**31**	**26**	**67**	**455**	**2033**	**3160**	**2008**	**759**	**251**	**66**	**25**	**8**	**5**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
--	**62401**	**0**	**23**	**102**	**215**	**183**	**470**	**3187**	**14230**	**22123**	**14057**	**5314**	**1758**	**461**	**173**	**53**	**33**	**10**	**5**	**4**	**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	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:**	Worksop Road - Attached to powered speed sign	**Project No:**	7719	**Photo No:**	2	**Drawn By:**	RN
	Survey Date:	Tuesday 11th July 2017 - Monday 17th July 2017	**Project Name:**		Deep Carr Farm			
	Survey Times:	00:00 - 00:00 (24 Hour)	**Title:**		Site Photograph - looking eastbound			

7719 / Deep Carr Farm
Jul-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	Worksop Road - Attached to powered speed sign	Eastbound	30	Tuesday 11 July 2017	Monday 17 July 2017	20768	3171	2967	13359	64.3	4464	21.5	218	1.0	31.7	36.2
		Westbound	30	Tuesday 11 July 2017	Monday 17 July 2017	20972	3200	2996	8917	42.5	2477	11.8	107	0.5	29.6	34.0
		Both Directions	30	Tuesday 11 July 2017	Monday 17 July 2017	41740	6372	5963	22276	53.4	6941	16.6	325	0.8	30.6	35.3

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Eastbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Tuesday 11 July 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	30	30	35 ACPO	35 ACPO	45 DfT	45 DfT		85
0000	10	0	9	0	1	0	0	0	0	0	0	0	0	7	70	5	50	0	0	33.7	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	0	0	0	0	30.1	-
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	5	100	3	60	0	0	34.8	-
0300	6	0	6	0	0	0	0	0	0	0	0	0	0	6	100	3	50	0	0	35.6	-
0400	17	0	15	0	2	0	0	0	0	0	0	0	0	14	82.4	10	58.8	0	0	35.2	38.9
0500	76	0	70	0	6	0	0	0	0	0	0	0	0	62	81.6	40	52.6	5	6.6	35.6	41.8
0600	89	1	78	0	9	0	0	0	1	0	0	0	0	73	82	43	48.3	2	2.2	34.6	39.4
0700	218	2	197	0	17	1	0	0	1	0	0	0	0	143	65.6	45	20.6	2	0.9	31.3	36
0800	**290**	**0**	**256**	**0**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**162**	**55.9**	**39**	**13.4**	**0**	**0**	**30.4**	**34.4**
0900	176	0	165	1	9	0	0	0	1	0	0	0	0	95	54	20	11.4	1	0.6	30.6	34
1000	177	0	164	1	12	0	0	0	0	0	0	0	0	75	42.4	26	14.7	0	0	30.2	34.9
1100	192	0	175	2	11	1	1	0	0	0	2	0	0	102	53.1	24	12.5	0	0	30.4	34.2
1200	174	0	160	0	12	0	1	0	0	0	1	0	0	107	61.5	25	14.4	1	0.6	31.3	34.9
1300	204	11	176	2	15	0	0	0	0	0	0	0	0	99	48.5	20	9.8	4	2	30.1	34
1400	213	1	202	1	8	0	0	0	1	0	0	0	0	140	65.7	44	20.7	0	0	31.4	35.8
1500	201	9	179	0	11	0	1	0	1	0	0	0	0	124	61.7	27	13.4	1	0.5	30.6	34.4
1600	230	3	215	1	8	3	0	0	0	0	0	0	0	158	68.7	41	17.8	1	0.4	31.6	35.6
1700	**279**	**0**	**271**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**176**	**63.1**	**61**	**21.9**	**0**	**0**	**31.6**	**36.2**
1800	188	0	182	0	6	0	0	0	0	0	0	0	0	130	69.1	38	20.2	2	1.1	32.4	35.8
1900	116	2	109	0	5	0	0	0	0	0	0	0	0	84	72.4	28	24.1	2	1.7	32.5	36.5
2000	87	0	82	0	5	0	0	0	0	0	0	0	0	71	81.6	33	37.9	3	3.4	33.9	39.1
2100	55	0	52	0	3	0	0	0	0	0	0	0	0	45	81.8	21	38.2	1	1.8	34.1	39.1
2200	29	0	28	0	1	0	0	0	0	0	0	0	0	25	86.2	9	31	3	10.3	33.8	38.3
2300	18	0	15	0	2	1	0	0	0	0	0	0	0	9	50	4	22.2	0	0	30	35.8
07-19	**2542**	**26**	**2342**	**8**	**151**	**5**	**3**	**0**	**4**	**0**	**3**	**0**	**0**	**1511**	**59.4**	**410**	**16.1**	**12**	**0.5**	**31**	**35.1**
06-22	**2889**	**29**	**2663**	**8**	**173**	**5**	**3**	**0**	**5**	**0**	**3**	**0**	**0**	**1784**	**61.8**	**535**	**18.5**	**20**	**0.7**	**31.3**	**35.6**
06-00	**2936**	**29**	**2706**	**8**	**176**	**6**	**3**	**0**	**5**	**0**	**3**	**0**	**0**	**1818**	**61.9**	**548**	**18.7**	**23**	**0.8**	**31.3**	**35.6**
00-00	**3051**	**29**	**2812**	**8**	**185**	**6**	**3**	**0**	**5**	**0**	**3**	**0**	**0**	**1913**	**62.7**	**609**	**20**	**28**	**0.9**	**31.5**	**35.8**

NDC

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Eastbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Wednesday 12 July 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	30	30	35 ACPO	35 ACPO	45 DfT	45 DfT		85
0000	8	0	7	0	1	0	0	0	0	0	0	0	0	7	87.5	6	75	2	25	38.7	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	2	66.7	0	0	35	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	0	0	28	-
0300	9	0	9	0	0	0	0	0	0	0	0	0	0	8	88.9	7	77.8	2	22.2	39.2	-
0400	21	0	20	0	1	0	0	0	0	0	0	0	0	20	95.2	12	57.1	1	4.8	35.7	40.3
0500	84	0	82	0	2	0	0	0	0	0	0	0	0	73	86.9	43	51.2	5	6	35.6	41.4
0600	93	1	80	0	10	0	0	1	1	0	0	0	0	82	88.2	58	62.4	8	8.6	36.3	41.4
0700	197	0	181	0	15	0	1	0	0	0	0	0	0	136	69	47	23.9	1	0.5	32.2	36.5
0800	**300**	**1**	**269**	**1**	**28**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**207**	**69**	**47**	**15.7**	**0**	**0**	**31.6**	**35.1**
0900	200	0	184	2	13	1	0	0	0	0	0	0	0	144	72	37	18.5	0	0	32.2	35.6
1000	188	3	176	0	8	0	0	0	0	0	1	0	0	84	44.7	13	6.9	0	0	29.7	32.7
1100	178	6	159	1	9	1	0	1	1	0	0	0	0	99	55.6	26	14.6	0	0	30.5	34.7
1200	195	1	181	1	10	0	2	0	0	0	0	0	0	99	50.8	20	10.3	0	0	30.4	34
1300	193	2	171	2	17	0	0	0	0	0	1	0	0	112	58	29	15	3	1.6	31.1	34.9
1400	224	5	204	0	12	1	1	0	0	0	1	0	0	138	61.6	36	16.1	0	0	31	35.1
1500	223	2	206	1	13	0	0	0	1	0	0	0	0	140	62.8	34	15.2	0	0	31.1	35.1
1600	244	6	220	0	18	0	0	0	0	0	0	0	0	156	63.9	52	21.3	0	0	31.2	35.6
1700	**267**	**7**	**246**	**1**	**12**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**169**	**63.3**	**50**	**18.7**	**2**	**0.7**	**31.2**	**35.8**
1800	209	7	192	1	8	0	1	0	0	0	0	0	0	138	66	49	23.4	1	0.5	31.8	36.7
1900	161	7	149	0	3	0	2	0	0	0	0	0	0	120	74.5	42	26.1	3	1.9	32.4	36.5
2000	129	3	122	0	4	0	0	0	0	0	0	0	0	100	77.5	44	34.1	1	0.8	33.1	37.6
2100	65	0	62	0	3	0	0	0	0	0	0	0	0	38	58.5	17	26.2	0	0	32	37.1
2200	38	0	35	0	3	0	0	0	0	0	0	0	0	24	63.2	9	23.7	1	2.6	31.8	37.8
2300	16	0	14	0	2	0	0	0	0	0	0	0	0	15	93.8	7	43.8	1	6.3	34.7	40
07-19	**2618**	**40**	**2389**	**10**	**163**	**3**	**5**	**2**	**2**	**0**	**4**	**0**	**0**	**1622**	**62**	**440**	**16.8**	**7**	**0.3**	**31.2**	**35.3**
06-22	**3066**	**51**	**2802**	**10**	**183**	**3**	**7**	**3**	**3**	**0**	**4**	**0**	**0**	**1962**	**64**	**601**	**19.6**	**19**	**0.6**	**31.5**	**36**
06-00	**3120**	**51**	**2851**	**10**	**188**	**3**	**7**	**3**	**3**	**0**	**4**	**0**	**0**	**2001**	**64.1**	**617**	**19.8**	**21**	**0.7**	**31.5**	**36**
00-00	**3248**	**51**	**2975**	**10**	**192**	**3**	**7**	**3**	**3**	**0**	**4**	**0**	**0**	**2113**	**65.1**	**688**	**21.2**	**31**	**1**	**31.7**	**36.2**

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Eastbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Thursday 13 July 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	30	30	35 ACPO	35 ACPO	45 DfT	45 DfT		85
0000	10	0	9	0	1	0	0	0	0	0	0	0	0	8	80	7	70	0	0	35.5	-
0100	3	0	2	0	1	0	0	0	0	0	0	0	0	3	100	1	33.3	0	0	34.2	-
0200	6	0	6	0	0	0	0	0	0	0	0	0	0	4	66.7	3	50	1	16.7	36.8	-
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	4	80	2	40	0	0	35.1	-
0400	22	0	20	0	2	0	0	0	0	0	0	0	0	18	81.8	10	45.5	1	4.5	34.3	40.9
0500	68	1	65	0	2	0	0	0	0	0	0	0	0	63	92.6	30	44.1	2	2.9	34.9	38.7
0600	93	2	82	0	6	0	0	1	1	1	0	0	0	66	71	27	29	1	1.1	32.7	38
0700	209	0	186	0	22	0	0	1	0	0	0	0	0	112	53.6	37	17.7	0	0	30.7	35.6
0800	**247**	**1**	**225**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**148**	**59.9**	**38**	**15.4**	**2**	**0.8**	**31**	**34.9**
0900	218	2	205	1	6	1	2	1	0	0	0	0	0	42	19.3	8	3.7	0	0	25.3	30.4
1000	160	5	144	0	11	0	0	0	0	0	0	0	0	65	40.6	4	2.5	0	0	28.4	32.9
1100	184	2	165	0	16	0	0	0	0	0	1	0	0	70	38	10	5.4	0	0	28.6	32.4
1200	175	0	167	0	8	0	0	0	0	0	0	0	0	84	48	17	9.7	0	0	30	33.8
1300	174	2	160	2	10	0	0	0	0	0	0	0	0	85	48.9	17	9.8	2	1.1	28.9	33.8
1400	190	1	174	2	13	0	0	0	0	0	0	0	0	66	34.7	13	6.8	1	0.5	28.6	32.2
1500	195	1	181	0	12	0	0	1	0	0	0	0	0	93	47.7	22	11.3	4	2.1	30.8	33.8
1600	234	6	221	0	7	0	0	0	0	0	0	0	0	137	58.5	41	17.5	3	1.3	31.1	35.6
1700	**290**	**2**	**278**	**2**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**162**	**55.9**	**35**	**12.1**	**0**	**0**	**30.4**	**34.2**
1800	215	1	203	1	9	0	0	0	0	1	0	0	0	132	61.4	40	18.6	0	0	31.4	35.6
1900	128	4	120	1	3	0	0	0	0	0	0	0	0	94	73.4	37	28.9	2	1.6	32.8	37.6
2000	86	0	82	0	4	0	0	0	0	0	0	0	0	52	60.5	28	32.6	3	3.5	32.5	38.7
2100	72	1	69	0	1	1	0	0	0	0	0	0	0	50	69.4	24	33.3	0	0	32.4	37.8
2200	28	0	27	0	1	0	0	0	0	0	0	0	0	24	85.7	11	39.3	2	7.1	35.7	41.4
2300	22	0	20	0	2	0	0	0	0	0	0	0	0	15	68.2	9	40.9	2	9.1	34.8	44.5
07-19	**2491**	**23**	**2309**	**8**	**143**	**1**	**2**	**3**	**0**	**1**	**1**	**0**	**0**	**1196**	**48**	**282**	**11.3**	**12**	**0.5**	**29.7**	**34**
06-22	**2870**	**30**	**2662**	**9**	**157**	**2**	**2**	**4**	**1**	**2**	**1**	**0**	**0**	**1458**	**50.8**	**398**	**13.9**	**18**	**0.6**	**30.1**	**34.7**
06-00	**2920**	**30**	**2709**	**9**	**160**	**2**	**2**	**4**	**1**	**2**	**1**	**0**	**0**	**1497**	**51.3**	**418**	**14.3**	**22**	**0.8**	**30.2**	**34.7**
00-00	**3034**	**31**	**2816**	**9**	**166**	**2**	**2**	**4**	**1**	**2**	**1**	**0**	**0**	**1597**	**52.6**	**471**	**15.5**	**26**	**0.9**	**30.3**	**35.1**

NDC

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Eastbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Friday 14 July 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	30	30	35 ACPO	35 ACPO	45 DfT	45 DfT		85
0000	13	0	12	0	1	0	0	0	0	0	0	0	0	12	92.3	11	84.6	3	23.1	40.7	46.5
0100	5	0	4	0	0	0	0	0	0	1	0	0	0	5	100	3	60	0	0	35.7	-
0200	8	0	8	0	0	0	0	0	0	0	0	0	0	6	75	2	25	0	0	30	-
0300	8	0	8	0	0	0	0	0	0	0	0	0	0	7	87.5	4	50	0	0	34.6	-
0400	18	0	15	0	3	0	0	0	0	0	0	0	0	16	88.9	11	61.1	0	0	35.2	38.9
0500	69	0	63	0	6	0	0	0	0	0	0	0	0	64	92.8	41	59.4	4	5.8	36.7	42.7
0600	90	1	81	0	6	0	1	0	1	0	0	0	0	71	78.9	37	41.1	2	2.2	34.3	39.4
0700	191	0	172	0	18	0	1	0	0	0	0	0	0	117	61.3	38	19.9	1	0.5	31.2	36
0800	**282**	**0**	**265**	**2**	**13**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**148**	**52.5**	**26**	**9.2**	**1**	**0.4**	**30.3**	**34.2**
0900	219	1	203	2	12	0	1	0	0	0	0	0	0	117	53.4	19	8.7	0	0	30	34
1000	222	5	201	0	16	0	0	0	0	0	0	0	0	112	50.5	19	8.6	0	0	29.8	33.6
1100	219	1	200	1	17	0	0	0	0	0	0	0	0	135	61.6	25	11.4	1	0.5	31	34
1200	189	0	179	0	10	0	0	0	0	0	0	0	0	132	69.8	31	16.4	0	0	32	35.1
1300	223	0	211	0	12	0	0	0	0	0	0	0	0	136	61	37	16.6	0	0	30.8	35.1
1400	234	4	211	2	15	1	0	0	0	0	1	0	0	169	72.2	46	19.7	1	0.4	31.7	35.6
1500	230	0	216	1	12	0	0	0	0	0	1	0	0	151	65.7	44	19.1	1	0.4	31.8	35.3
1600	**298**	**3**	**278**	**3**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**183**	**61.4**	**44**	**14.8**	**0**	**0**	**31.2**	**34.9**
1700	295	2	279	0	13	0	0	0	0	0	1	0	0	211	71.5	89	30.2	3	1	32.8	37.6
1800	204	2	196	2	4	0	0	0	0	0	0	0	0	164	80.4	73	35.8	2	1	33.6	37.6
1900	147	0	144	0	3	0	0	0	0	0	0	0	0	113	76.9	40	27.2	6	4.1	33.6	37.6
2000	99	0	95	0	4	0	0	0	0	0	0	0	0	68	68.7	37	37.4	2	2	33.3	38.5
2100	61	0	57	1	3	0	0	0	0	0	0	0	0	42	68.9	17	27.9	0	0	33.1	37.6
2200	41	0	40	0	1	0	0	0	0	0	0	0	0	33	80.5	14	34.1	0	0	34.3	40
2300	32	1	29	0	2	0	0	0	0	0	0	0	0	25	78.1	11	34.4	3	9.4	33.8	38.3
07-19	**2806**	**18**	**2611**	**13**	**156**	**2**	**2**	**1**	**0**	**0**	**3**	**0**	**0**	**1775**	**63.3**	**491**	**17.5**	**10**	**0.4**	**31.3**	**35.3**
06-22	**3203**	**19**	**2988**	**14**	**172**	**2**	**3**	**1**	**1**	**0**	**3**	**0**	**0**	**2069**	**64.6**	**622**	**19.4**	**20**	**0.6**	**31.6**	**35.8**
06-00	**3276**	**20**	**3057**	**14**	**175**	**2**	**3**	**1**	**1**	**0**	**3**	**0**	**0**	**2127**	**64.9**	**647**	**19.7**	**23**	**0.7**	**31.7**	**35.8**
00-00	**3397**	**20**	**3167**	**14**	**185**	**2**	**3**	**1**	**1**	**1**	**3**	**0**	**0**	**2237**	**65.9**	**719**	**21.2**	**30**	**0.9**	**31.8**	**36.2**

NDC

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Eastbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Saturday 15 July 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	30	30	35 ACPO	35 ACPO	45 DfT	45 DfT		85
0000	17	0	15	0	2	0	0	0	0	0	0	0	0	12	70.6	6	35.3	1	5.9	34.7	37.6
0100	8	0	7	0	1	0	0	0	0	0	0	0	0	8	100	5	62.5	1	12.5	37.2	-
0200	8	0	7	0	1	0	0	0	0	0	0	0	0	6	75	4	50	0	0	32.9	-
0300	11	1	10	0	0	0	0	0	0	0	0	0	0	9	81.8	7	63.6	3	27.3	38.9	49.9
0400	8	1	6	0	1	0	0	0	0	0	0	0	0	6	75	4	50	0	0	34.9	-
0500	31	1	28	0	2	0	0	0	0	0	0	0	0	24	77.4	16	51.6	3	9.7	35.8	42.9
0600	31	1	27	0	3	0	0	0	0	0	0	0	0	25	80.6	18	58.1	5	16.1	37.1	44.1
0700	83	2	77	0	3	1	0	0	0	0	0	0	0	54	65.1	22	26.5	1	1.2	32.3	37.4
0800	147	3	136	0	8	0	0	0	0	0	0	0	0	91	61.9	35	23.8	1	0.7	31.8	36.5
0900	216	1	202	1	12	0	0	0	0	0	0	0	0	138	63.9	43	19.9	0	0	31.4	35.6
1000	221	1	207	2	11	0	0	0	0	0	0	0	0	115	52	28	12.7	2	0.9	30.4	34.4
1100	**229**	**4**	**216**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**121**	**52.8**	**26**	**11.4**	**0**	**0**	**29.6**	**33.6**
1200	234	3	221	0	7	0	1	0	2	0	0	0	0	132	56.4	31	13.2	2	0.9	30.9	34.4
1300	**245**	**1**	**238**	**0**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**155**	**63.3**	**31**	**12.7**	**1**	**0.4**	**31.3**	**34.7**
1400	229	2	217	1	9	0	0	0	0	0	0	0	0	157	68.6	51	22.3	3	1.3	32	36.5
1500	180	0	171	2	7	0	0	0	0	0	0	0	0	116	64.4	34	18.9	1	0.6	31.6	35.8
1600	185	3	178	0	4	0	0	0	0	0	0	0	0	131	70.8	45	24.3	1	0.5	32.4	36.2
1700	167	3	159	3	2	0	0	0	0	0	0	0	0	125	74.9	48	28.7	1	0.6	32.8	36.7
1800	151	0	144	0	6	0	1	0	0	0	0	0	0	110	72.8	46	30.5	3	2	33.1	38.5
1900	124	1	118	0	5	0	0	0	0	0	0	0	0	92	74.2	41	33.1	2	1.6	33.1	37.6
2000	69	1	65	0	3	0	0	0	0	0	0	0	0	53	76.8	23	33.3	2	2.9	33.6	38.7
2100	53	0	51	0	2	0	0	0	0	0	0	0	0	44	83	24	45.3	4	7.5	35.3	40.5
2200	56	0	54	0	2	0	0	0	0	0	0	0	0	40	71.4	20	35.7	3	5.4	33.7	40.5
2300	31	1	27	0	3	0	0	0	0	0	0	0	0	19	61.3	10	32.3	1	3.2	31.5	38
07-19	**2287**	**23**	**2166**	**10**	**82**	**1**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**1445**	**63.2**	**440**	**19.2**	**16**	**0.7**	**31.5**	**35.8**
06-22	**2564**	**26**	**2427**	**10**	**95**	**1**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**1659**	**64.7**	**546**	**21.3**	**29**	**1.1**	**31.8**	**36**
06-00	**2651**	**27**	**2508**	**10**	**100**	**1**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**1718**	**64.8**	**576**	**21.7**	**33**	**1.2**	**31.8**	**36.2**
00-00	**2734**	**30**	**2581**	**10**	**107**	**1**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**1783**	**65.2**	**618**	**22.6**	**41**	**1.5**	**31.9**	**36.5**

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Eastbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Sunday 16 July 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	30	30	35 ACPO	35 ACPO	45 DfT	45 DfT		85
0000	20	0	19	0	1	0	0	0	0	0	0	0	0	17	85	11	55	1	5	35.9	40
0100	12	0	12	0	0	0	0	0	0	0	0	0	0	12	100	9	75	1	8.3	37.4	40.7
0200	10	0	9	0	1	0	0	0	0	0	0	0	0	8	80	6	60	2	20	38.3	-
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	3	60	2	40	1	20	34.8	-
0400	13	0	11	0	2	0	0	0	0	0	0	0	0	11	84.6	9	69.2	1	7.7	37.8	43.8
0500	26	0	23	1	2	0	0	0	0	0	0	0	0	25	96.2	16	61.5	4	15.4	37.5	43.8
0600	24	2	22	0	0	0	0	0	0	0	0	0	0	15	62.5	12	50	3	12.5	34.5	40.3
0700	46	1	42	1	2	0	0	0	0	0	0	0	0	37	80.4	20	43.5	2	4.3	33.6	37.8
0800	74	6	66	0	2	0	0	0	0	0	0	0	0	52	70.3	20	27	2	2.7	32.4	37.4
0900	143	8	130	0	4	0	1	0	0	0	0	0	0	104	72.7	40	28	0	0	32.3	36.2
1000	**202**	**9**	**186**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**118**	**58.4**	**31**	**15.3**	**1**	**0.5**	**31.1**	**34.9**
1100	198	4	190	0	3	0	0	0	0	0	0	0	1	129	65.2	41	20.7	0	0	31.7	35.8
1200	**216**	**5**	**199**	**2**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**146**	**67.6**	**46**	**21.3**	**1**	**0.5**	**31.9**	**35.6**
1300	185	3	179	1	2	0	0	0	0	0	0	0	0	127	68.6	38	20.5	0	0	31.5	35.8
1400	197	2	189	0	6	0	0	0	0	0	0	0	0	159	80.7	56	28.4	3	1.5	33.2	37.4
1500	151	3	144	1	3	0	0	0	0	0	0	0	0	118	78.1	45	29.8	0	0	32.8	36.9
1600	150	3	140	2	5	0	0	0	0	0	0	0	0	109	72.7	44	29.3	1	0.7	32.7	37.8
1700	113	4	104	0	4	0	0	0	0	0	1	0	0	82	72.6	45	39.8	0	0	33.1	37.4
1800	104	4	99	1	0	0	0	0	0	0	0	0	0	85	81.7	37	35.6	2	1.9	33.6	37.1
1900	107	2	102	0	2	0	0	1	0	0	0	0	0	78	72.9	34	31.8	3	2.8	32.8	37.4
2000	94	1	91	0	2	0	0	0	0	0	0	0	0	66	70.2	30	31.9	3	3.2	33	36.9
2100	46	0	44	0	2	0	0	0	0	0	0	0	0	33	71.7	18	39.1	3	6.5	33.4	39.6
2200	24	0	23	0	1	0	0	0	0	0	0	0	0	12	50	5	20.8	0	0	30.7	35.3
2300	17	1	15	0	1	0	0	0	0	0	0	0	0	12	70.6	5	29.4	1	5.9	33.2	37.1
07-19	**1779**	**52**	**1668**	**9**	**47**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**1266**	**71.2**	**463**	**26**	**12**	**0.7**	**32.3**	**36.7**
06-22	**2050**	**57**	**1927**	**9**	**53**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**1**	**1458**	**71.1**	**557**	**27.2**	**24**	**1.2**	**32.4**	**36.9**
06-00	**2091**	**58**	**1965**	**9**	**55**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**1**	**1482**	**70.9**	**567**	**27.1**	**25**	**1.2**	**32.4**	**36.9**
00-00	**2177**	**58**	**2044**	**10**	**61**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**1**	**1558**	**71.6**	**620**	**28.5**	**35**	**1.6**	**32.6**	**37.1**

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Eastbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Monday 17 July 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	30	30	35 ACPO	35 ACPO	45 DfT	45 DfT		85
0000	4	0	3	0	1	0	0	0	0	0	0	0	0	3	75	2	50	0	0	34.3	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100	0	0	0	0	32.1	-
0200	10	0	10	0	0	0	0	0	0	0	0	0	0	7	70	4	40	0	0	32	-
0300	11	0	10	0	1	0	0	0	0	0	0	0	0	9	81.8	8	72.7	1	9.1	39.3	41.8
0400	19	1	17	0	1	0	0	0	0	0	0	0	0	16	84.2	10	52.6	1	5.3	36.4	40.9
0500	84	2	79	0	3	0	0	0	0	0	0	0	0	78	92.9	57	67.9	6	7.1	37.2	42.5
0600	102	3	92	0	6	0	1	0	0	0	0	0	0	87	85.3	44	43.1	2	2	34.8	39.8
0700	188	1	177	0	9	0	0	1	0	0	0	0	0	138	73.4	57	30.3	0	0	32.4	36.9
0800	**302**	**1**	**281**	**1**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**212**	**70.2**	**75**	**24.8**	**0**	**0**	**32.1**	**36**
0900	233	3	215	0	15	0	0	0	0	0	0	0	0	121	51.9	23	9.9	0	0	29.8	34
1000	195	7	168	1	17	1	0	0	1	0	0	0	0	112	57.4	18	9.2	0	0	29.9	33.8
1100	178	4	154	2	17	0	0	1	0	0	0	0	0	111	62.4	33	18.5	1	0.6	31.4	35.6
1200	184	4	164	1	15	0	0	0	0	0	0	0	0	119	64.7	26	14.1	2	1.1	31.1	34.7
1300	185	1	169	0	15	0	0	0	0	0	0	0	0	113	61.1	25	13.5	0	0	30.5	34.4
1400	205	1	192	1	11	0	0	0	0	0	0	0	0	143	69.8	41	20	1	0.5	31.9	35.6
1500	191	3	176	0	12	0	0	0	0	0	0	0	0	130	68.1	42	22	1	0.5	31.8	35.3
1600	261	3	240	2	14	2	0	0	0	0	0	0	0	176	67.4	61	23.4	0	0	31.4	36.2
1700	**286**	**0**	**275**	**0**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**216**	**75.5**	**59**	**20.6**	**0**	**0**	**32**	**35.6**
1800	161	0	154	1	6	0	0	0	0	0	0	0	0	121	75.2	49	30.4	3	1.9	32.8	37.6
1900	125	6	115	0	3	0	1	0	0	0	0	0	0	92	73.6	42	33.6	2	1.6	33	39.1
2000	94	0	90	0	4	0	0	0	0	0	0	0	0	70	74.5	28	29.8	1	1.1	33	37.8
2100	54	3	48	0	3	0	0	0	0	0	0	0	0	41	75.9	13	24.1	1	1.9	32.4	38.9
2200	37	0	35	0	2	0	0	0	0	0	0	0	0	28	75.7	16	43.2	2	5.4	34.6	38.7
2300	16	0	14	0	2	0	0	0	0	0	0	0	0	13	81.3	6	37.5	3	18.8	36.1	48.3
07-19	**2569**	**28**	**2365**	**9**	**159**	**3**	**1**	**2**	**1**	**0**	**0**	**0**	**1**	**1712**	**66.6**	**509**	**19.8**	**8**	**0.3**	**31.4**	**35.6**
06-22	**2944**	**40**	**2710**	**9**	**175**	**3**	**3**	**2**	**1**	**0**	**0**	**0**	**1**	**2002**	**68**	**636**	**21.6**	**14**	**0.5**	**31.7**	**36**
06-00	**2997**	**40**	**2759**	**9**	**179**	**3**	**3**	**2**	**1**	**0**	**0**	**0**	**1**	**2043**	**68.2**	**658**	**22**	**19**	**0.6**	**31.7**	**36**
00-00	**3127**	**43**	**2880**	**9**	**185**	**3**	**3**	**2**	**1**	**0**	**0**	**0**	**1**	**2158**	**69**	**739**	**23.6**	**27**	**0.9**	**31.9**	**36.2**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Eastbound

7719 / Deep Carr Farm
Jul-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	30	30	35 ACPO	35 ACPO	45 DfT	45 DfT		85
0000	12	0	11	0	1	0	0	0	0	0	0	0	0	9	80.5	7	58.5	1	8.5	36.3	41.2
0100	5	0	4	0	0	0	0	0	0	0	0	0	0	5	97.1	3	58.8	0	5.9	36.1	-
0200	7	0	7	0	0	0	0	0	0	0	0	0	0	5	76	3	46	0	6	33.7	-
0300	8	0	8	0	0	0	0	0	0	0	0	0	0	7	83.6	5	60	1	12.7	37.3	-
0400	17	0	15	0	2	0	0	0	0	0	0	0	0	14	85.6	9	55.9	1	3.4	35.6	40.9
0500	63	1	59	0	3	0	0	0	0	0	0	0	0	56	88.8	35	55.5	4	6.6	36.1	42.1
0600	75	2	66	0	6	0	0	0	1	0	0	0	0	60	80.3	34	45.8	3	4.4	34.7	40
0700	162	1	147	0	12	0	0	0	0	0	0	0	0	105	65.1	38	23.5	1	0.6	31.7	36.5
0800	**235**	**2**	**214**	**1**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**146**	**62.1**	**40**	**17.1**	**1**	**0.4**	**31.2**	**35.3**
0900	201	2	186	1	10	0	1	0	0	0	0	0	0	109	54.2	27	13.5	0	0.1	30.1	34.7
1000	195	4	178	1	12	0	0	0	0	0	0	0	0	97	49.9	20	10.2	0	0.2	30	33.8
1100	197	3	180	1	12	0	0	0	0	0	0	0	0	110	55.7	26	13.4	0	0.1	30.4	34.7
1200	195	2	182	1	10	0	1	0	0	0	0	0	0	117	59.9	28	14.3	1	0.4	31.1	34.7
1300	201	3	186	1	11	0	0	0	0	0	0	0	0	118	58.7	28	14	1	0.7	30.6	34.7
1400	213	2	198	1	11	0	0	0	0	0	0	0	0	139	65.1	41	19.2	1	0.6	31.4	35.6
1500	196	3	182	1	10	0	0	0	0	0	0	0	0	125	63.6	35	18.1	1	0.6	31.4	35.1
1600	229	4	213	1	10	1	0	0	0	0	0	0	0	150	65.5	47	20.5	1	0.4	31.6	36
1700	**242**	**3**	**230**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**163**	**67.2**	**55**	**22.8**	**1**	**0.4**	**31.8**	**36.2**
1800	176	2	167	1	6	0	0	0	0	0	0	0	0	126	71.4	47	26.9	2	1.1	32.6	37.1
1900	130	3	122	0	3	0	0	0	0	0	0	0	0	96	74.1	38	29.1	3	2.2	32.9	37.4
2000	94	1	90	0	4	0	0	0	0	0	0	0	0	69	72.9	32	33.9	2	2.3	33.2	38.5
2100	58	1	55	0	2	0	0	0	0	0	0	0	0	42	72.2	19	33	1	2.2	33.2	38.7
2200	36	0	35	0	2	0	0	0	0	0	0	0	0	27	73.5	12	33.2	2	4.3	33.6	39.8
2300	22	0	19	0	2	0	0	0	0	0	0	0	0	15	71.1	7	34.2	2	7.2	33.3	40
07-19	**2442**	**30**	**2264**	**10**	**129**	**2**	**2**	**1**	**1**	**0**	**2**	**0**	**0**	**1504**	**61.6**	**434**	**17.8**	**11**	**0.5**	**31.2**	**35.3**
06-22	**2798**	**36**	**2597**	**10**	**144**	**2**	**3**	**2**	**2**	**0**	**2**	**0**	**0**	**1770**	**63.3**	**556**	**19.9**	**21**	**0.7**	**31.4**	**35.8**
06-00	**2856**	**36**	**2651**	**10**	**148**	**2**	**3**	**2**	**2**	**0**	**2**	**0**	**0**	**1812**	**63.5**	**576**	**20.2**	**24**	**0.8**	**31.5**	**36**
00-00	**2967**	**37**	**2754**	**10**	**154**	**2**	**3**	**2**	**2**	**0**	**2**	**0**	**0**	**1908**	**64.3**	**638**	**21.5**	**31**	**1**	**31.7**	**36.2**

NDC

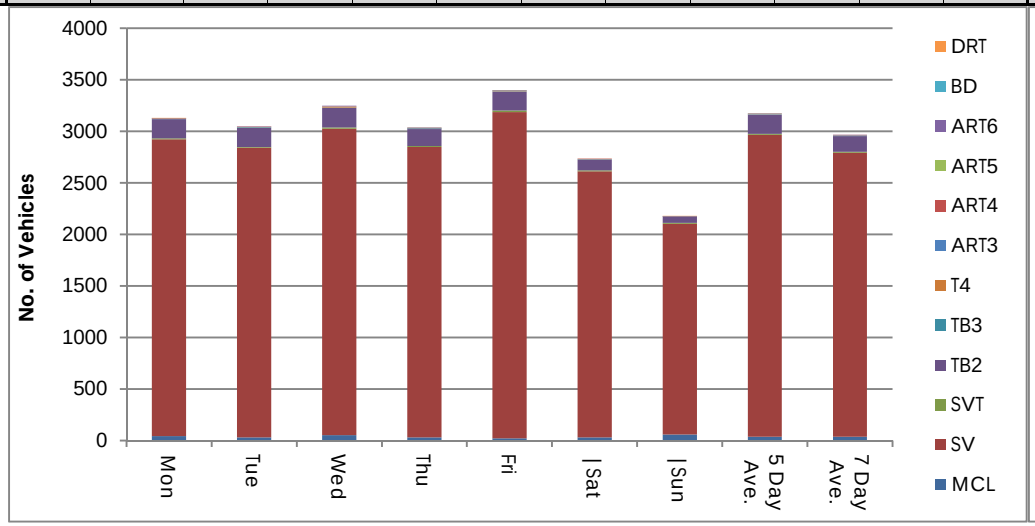
Site 2
Location Worksop Road - Attached to powered speed sign
Direction Eastbound

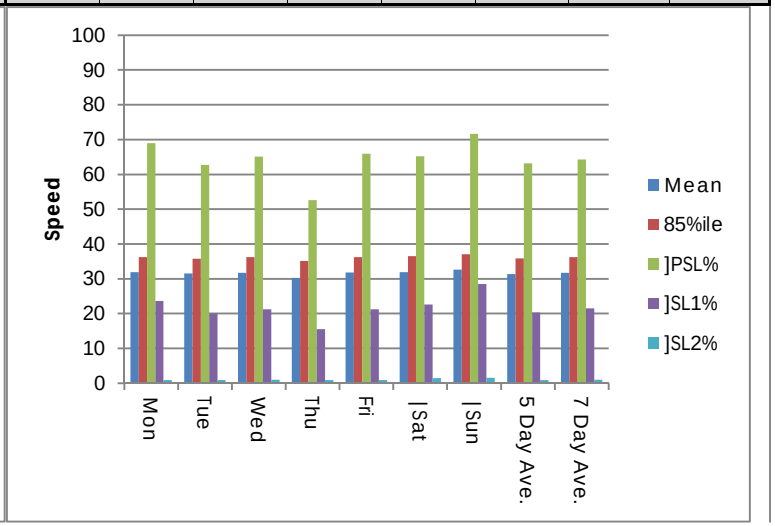
7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DfT	]SL2% 45 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	3127	43	2880	9	185	3	3	2	1	0	0	0	1	2158	69	739	23.6	27	0.9	31.9	36.2
Tue	3051	29	2812	8	185	6	3	0	5	0	3	0	0	1913	62.7	609	20	28	0.9	31.5	35.8
Wed	3248	51	2975	10	192	3	7	3	3	0	4	0	0	2113	65.1	688	21.2	31	1	31.7	36.2
Thu	3034	31	2816	9	166	2	2	4	1	2	1	0	0	1597	52.6	471	15.5	26	0.9	30.3	35.1
Fri	3397	20	3167	14	185	2	3	1	1	1	3	0	0	2237	65.9	719	21.2	30	0.9	31.8	36.2
|Sat	2734	30	2581	10	107	1	3	0	2	0	0	0	0	1783	65.2	618	22.6	41	1.5	31.9	36.5
|Sun	2177	58	2044	10	61	0	1	1	0	0	1	0	1	1558	71.6	620	28.5	35	1.6	32.6	37.1
5 Day Ave.	**3171**	**35**	**2930**	**10**	**183**	**3**	**4**	**2**	**2**	**1**	**2**	**0**	**0**	**2004**	**63.2**	**645**	**20.3**	**28**	**0.9**	**31.4**	**35.9**
7 Day Ave.	**2967**	**37**	**2754**	**10**	**154**	**2**	**3**	**2**	**2**	**0**	**2**	**0**	**0**	**1908**	**64.3**	**638**	**21.5**	**31**	**1.0**	**31.7**	**36.2**
--	**20768**	**262**	**19275**	**70**	**1081**	**17**	**22**	**11**	**13**	**3**	**12**	**0**	**2**	**13359**	**64.3**	**4464**	**21.5**	**218**	**1.0**	**31.7**	**36.2**

Summary Graphs





Site 2
Location Worksop Road - Attached to powered speed sign
Direction Eastbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Tuesday 11 July 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	1	2	2	4	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	1	0	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	0	0	2	3	0	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	3	1	2	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	3	4	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	76	0	0	0	0	0	14	22	25	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	89	0	0	0	0	2	14	30	34	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	218	0	0	1	5	15	54	98	36	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**290**	**0**	**0**	**1**	**5**	**24**	**98**	**123**	**36**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	176	0	0	0	1	6	74	75	17	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	177	0	0	1	1	10	90	49	20	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	192	0	0	0	6	5	79	78	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	174	0	0	1	2	0	64	82	17	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	204	0	0	1	1	22	81	79	13	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	213	0	0	0	1	16	56	96	39	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	201	0	1	0	3	13	60	97	26	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	230	0	1	0	3	7	61	117	33	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**279**	**0**	**0**	**1**	**2**	**17**	**83**	**115**	**48**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	188	0	0	0	0	0	58	92	32	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	116	0	0	0	1	0	31	56	23	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	87	0	0	1	0	1	14	38	21	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	55	0	0	0	1	1	8	24	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	29	0	0	0	0	2	2	16	5	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	18	0	0	1	0	1	7	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2542**	**0**	**2**	**6**	**30**	**135**	**858**	**1101**	**339**	**59**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2889**	**0**	**2**	**7**	**32**	**139**	**925**	**1249**	**432**	**83**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2936**	**0**	**2**	**8**	**32**	**142**	**934**	**1270**	**439**	**86**	**22**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3051**	**0**	**2**	**8**	**32**	**143**	**953**	**1304**	**480**	**101**	**26**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Eastbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Wednesday 12 July 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	1	1	4	0	2	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	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	0	1	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	9	0	0	0	0	0	1	1	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	21	0	0	0	0	0	1	8	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	84	0	0	0	0	2	9	30	26	12	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	93	0	0	0	0	2	9	24	39	11	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	197	0	0	0	1	9	51	89	35	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**300**	**0**	**0**	**1**	**2**	**9**	**81**	**160**	**38**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	200	0	0	0	2	2	52	107	30	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	188	0	0	1	1	11	91	71	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	178	0	0	1	3	7	68	73	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	195	0	0	1	1	7	87	79	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	193	0	0	0	1	12	68	83	18	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	224	0	0	0	4	12	70	102	31	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	223	0	0	0	5	12	66	106	29	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	244	0	0	1	5	23	59	104	45	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**267**	**0**	**0**	**2**	**2**	**14**	**80**	**119**	**40**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	209	0	0	0	7	10	54	89	37	11	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	3	35	78	36	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	129	0	0	0	2	1	26	56	34	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	65	0	0	0	1	4	22	21	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	38	0	0	0	0	5	9	15	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	16	0	0	0	0	0	1	8	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2618**	**0**	**0**	**7**	**34**	**128**	**827**	**1182**	**353**	**80**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**3066**	**0**	**0**	**7**	**40**	**138**	**919**	**1361**	**476**	**106**	**17**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3120**	**0**	**0**	**7**	**40**	**143**	**929**	**1384**	**486**	**110**	**19**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3248**	**0**	**0**	**8**	**40**	**145**	**942**	**1425**	**530**	**127**	**28**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Eastbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Thursday 13 July 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	1	1	1	5	2	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	2	1	0	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	2	1	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	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	22	0	0	0	0	1	3	8	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	68	0	0	0	1	0	4	33	24	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	93	0	0	0	1	3	23	39	18	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	209	0	0	0	6	13	78	75	33	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**247**	**0**	**0**	**1**	**1**	**21**	**76**	**110**	**31**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	218	0	4	12	21	50	89	34	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	160	0	0	2	11	20	62	61	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	184	0	0	0	10	20	84	60	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	175	0	0	1	0	10	80	67	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	174	0	0	6	12	15	56	68	11	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	190	0	2	0	4	27	91	53	10	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	195	0	0	0	1	19	82	71	17	1	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
1600	234	0	0	1	4	14	78	96	31	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**290**	**0**	**0**	**4**	**2**	**15**	**107**	**127**	**32**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	215	0	0	1	1	9	72	92	34	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	128	0	0	1	0	3	30	57	26	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	86	0	0	1	0	3	30	24	18	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	72	0	1	0	0	3	18	26	18	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	28	0	0	0	0	0	4	13	5	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	22	0	0	0	0	3	4	6	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2491**	**0**	**6**	**28**	**73**	**233**	**955**	**914**	**236**	**34**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2870**	**0**	**7**	**30**	**74**	**245**	**1056**	**1060**	**316**	**64**	**12**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2920**	**0**	**7**	**30**	**74**	**248**	**1064**	**1079**	**322**	**74**	**15**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3034**	**0**	**7**	**30**	**75**	**250**	**1075**	**1126**	**357**	**88**	**19**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Eastbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Friday 14 July 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	0	1	1	7	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	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
0300	8	0	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
0400	18	0	0	0	0	0	2	5	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	69	0	0	0	0	0	5	23	19	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	90	0	0	0	0	1	18	34	24	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	191	0	0	2	3	12	57	79	27	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**282**	**0**	**0**	**2**	**2**	**19**	**111**	**122**	**22**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	219	0	0	1	8	11	82	98	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	222	0	0	1	10	10	89	93	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	219	0	0	2	1	6	75	110	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	189	0	0	0	0	2	55	101	22	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	223	0	0	0	11	10	66	99	33	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	234	0	0	3	0	7	55	123	36	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	230	0	0	0	2	3	74	107	34	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**298**	**0**	**0**	**0**	**2**	**12**	**101**	**139**	**34**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	295	0	0	1	4	7	72	122	72	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	204	0	0	0	0	1	39	91	59	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	147	0	0	0	0	0	34	73	26	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	99	0	0	1	0	4	26	31	25	10	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	61	0	0	0	0	0	19	25	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	41	0	0	0	0	0	8	19	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	32	0	0	0	0	0	7	14	8	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2806**	**0**	**0**	**12**	**43**	**100**	**876**	**1284**	**392**	**89**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**3203**	**0**	**0**	**13**	**43**	**105**	**973**	**1447**	**478**	**124**	**17**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3276**	**0**	**0**	**13**	**43**	**105**	**988**	**1480**	**493**	**131**	**19**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3397**	**0**	**0**	**14**	**43**	**107**	**996**	**1518**	**535**	**154**	**24**	**4**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Eastbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Saturday 15 July 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	0	5	6	3	2	1	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	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	8	0	0	0	1	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
0300	11	0	0	1	0	0	1	2	1	3	1	2	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	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	31	0	0	0	1	1	5	8	6	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	31	0	0	0	0	1	5	7	7	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	83	0	0	0	1	2	26	32	15	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	147	0	0	0	2	7	47	56	28	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	216	0	0	1	0	7	70	95	38	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	221	0	0	0	3	21	82	87	25	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**229**	**0**	**2**	**6**	**4**	**15**	**81**	**95**	**23**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	234	0	0	1	2	16	83	101	25	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	**245**	**0**	**0**	**1**	**2**	**5**	**82**	**124**	**27**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1400	229	0	0	2	2	5	63	106	38	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	180	0	0	0	0	7	57	82	27	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	185	0	0	2	2	1	49	86	35	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	167	0	0	0	0	0	42	77	42	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	151	0	0	1	0	5	35	64	31	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	124	0	0	2	1	1	28	51	32	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	69	0	0	0	1	1	14	30	15	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	53	0	0	1	0	0	8	20	12	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	56	0	0	0	0	3	13	20	10	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	31	0	0	1	1	2	8	9	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2287**	**0**	**2**	**14**	**18**	**91**	**717**	**1005**	**354**	**70**	**12**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2564**	**0**	**2**	**17**	**20**	**94**	**772**	**1113**	**420**	**97**	**21**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2651**	**0**	**2**	**18**	**21**	**99**	**793**	**1142**	**438**	**105**	**25**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2734**	**0**	**2**	**19**	**23**	**101**	**806**	**1165**	**456**	**121**	**30**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Eastbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Sunday 16 July 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	3	6	7	3	0	1	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	3	6	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	2	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	0	0	0	0	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	0	0	0	0	2	2	5	3	0	1	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	9	9	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	24	0	0	0	2	1	6	3	7	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	46	0	0	1	1	3	4	17	16	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	74	0	0	0	2	4	16	32	15	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	143	0	0	0	1	7	31	64	36	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	**202**	**0**	**0**	**0**	**1**	**12**	**71**	**87**	**23**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1100	198	0	0	0	1	10	58	88	31	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	**216**	**0**	**0**	**0**	**0**	**4**	**66**	**100**	**40**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	185	0	1	1	0	7	49	89	35	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	197	0	0	0	2	2	34	103	40	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	151	0	0	0	1	1	31	73	37	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	150	0	0	1	1	6	33	65	32	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	113	0	0	1	1	4	25	37	38	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	104	0	0	0	1	4	14	48	28	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	107	0	0	0	1	6	22	44	22	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	94	0	0	0	1	1	26	36	24	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	46	0	1	0	0	2	10	15	11	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	24	0	0	1	0	0	11	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	17	0	0	1	0	0	4	7	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**1779**	**0**	**1**	**4**	**12**	**64**	**432**	**803**	**371**	**80**	**9**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2050**	**0**	**2**	**4**	**16**	**74**	**496**	**901**	**435**	**98**	**18**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2091**	**0**	**2**	**6**	**16**	**74**	**511**	**915**	**441**	**101**	**18**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2177**	**0**	**2**	**6**	**16**	**74**	**521**	**938**	**471**	**114**	**25**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Eastbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Monday 17 July 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	1	1	2	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	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	10	0	0	2	0	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	11	0	0	0	0	0	2	1	3	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	19	0	0	0	0	0	3	6	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	84	0	0	0	1	0	5	21	32	19	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	102	0	0	0	0	1	14	43	29	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	188	0	0	0	3	9	38	81	51	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**302**	**0**	**0**	**1**	**1**	**15**	**73**	**137**	**69**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	233	0	1	2	10	13	86	98	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	195	0	1	5	5	8	64	94	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	178	0	0	0	0	4	63	78	31	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	184	0	0	1	2	12	50	93	22	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	185	0	0	1	3	10	58	88	22	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	205	0	0	2	1	4	55	102	35	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	191	0	0	1	0	4	56	88	38	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	261	0	0	1	2	23	59	115	54	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**286**	**0**	**0**	**1**	**1**	**6**	**62**	**157**	**55**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	161	0	2	0	0	5	33	72	41	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	125	0	0	1	0	8	24	50	28	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	94	0	0	0	2	1	21	42	18	9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	54	0	0	2	1	0	10	28	7	5	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	0	8	12	10	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	16	0	0	0	0	0	3	7	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2569**	**0**	**4**	**15**	**28**	**113**	**697**	**1203**	**451**	**50**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2944**	**0**	**4**	**18**	**31**	**123**	**766**	**1366**	**533**	**89**	**11**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2997**	**0**	**4**	**18**	**32**	**123**	**777**	**1385**	**544**	**95**	**14**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3127**	**0**	**4**	**20**	**33**	**123**	**789**	**1419**	**586**	**126**	**21**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Eastbound

7719 / Deep Carr Farm
Jul-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	12	0	0	0	0	0	2	3	5	1	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	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	0	1	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	8	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
0400	17	0	0	0	0	0	2	5	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	63	0	0	0	0	0	6	21	20	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	75	0	0	0	0	2	13	26	23	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	162	0	0	1	3	9	44	67	30	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**235**	**0**	**0**	**1**	**2**	**14**	**72**	**106**	**34**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	201	0	1	2	6	14	69	82	23	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	195	0	0	1	5	13	78	77	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	197	0	0	1	4	10	73	83	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	195	0	0	1	1	7	69	89	23	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	201	0	0	1	4	12	66	90	23	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	213	0	0	1	2	10	61	98	33	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	196	0	0	0	2	8	61	89	30	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	229	0	0	1	3	12	63	103	38	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**242**	**0**	**0**	**1**	**2**	**9**	**67**	**108**	**47**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	176	0	0	0	1	5	44	78	37	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	130	0	0	1	1	3	29	58	28	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	94	0	0	0	1	2	22	37	22	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	58	0	0	0	0	1	14	23	13	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	36	0	0	0	0	1	8	15	7	4	1	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	5	8	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2442**	**0**	**2**	**12**	**34**	**123**	**766**	**1070**	**357**	**66**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2798**	**0**	**2**	**14**	**37**	**131**	**844**	**1214**	**441**	**94**	**16**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2856**	**0**	**2**	**14**	**37**	**133**	**857**	**1236**	**452**	**100**	**19**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2967**	**0**	**2**	**15**	**37**	**135**	**869**	**1271**	**488**	**119**	**25**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

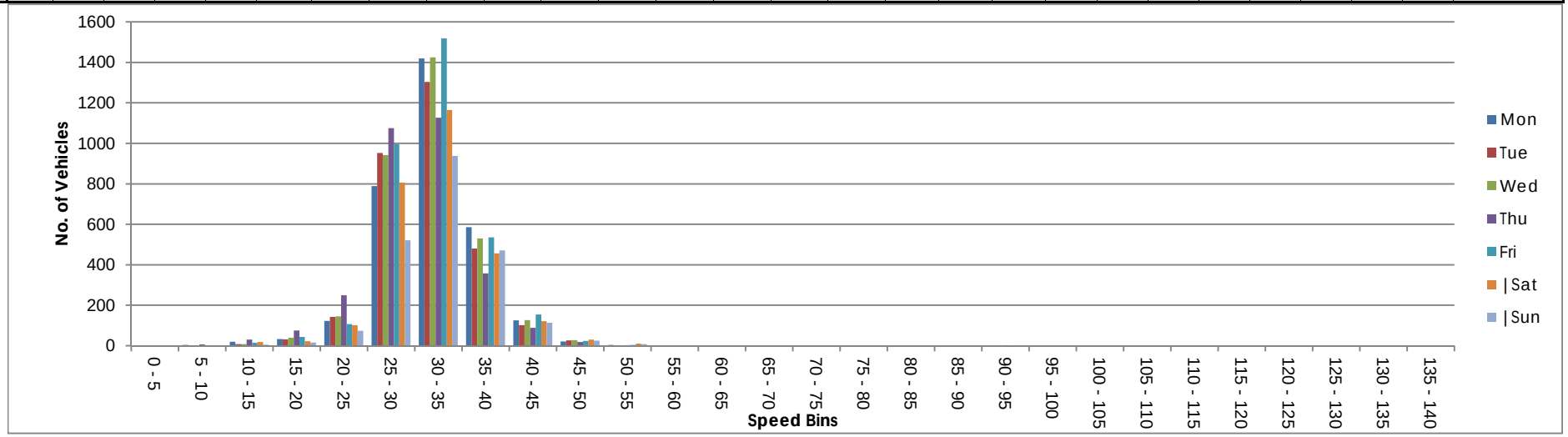
Site 2
Location Worksop Road - Attached to powered speed sign
Direction Eastbound

7719 / Deep Carr Farm
Jul-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	3127	0	4	20	33	123	789	1419	586	126	21	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	3051	0	2	8	32	143	953	1304	480	101	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	3248	0	0	8	40	145	942	1425	530	127	28	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	3034	0	7	30	75	250	1075	1126	357	88	19	3	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
Fri	3397	0	0	14	43	107	996	1518	535	154	24	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sat	2734	0	2	19	23	101	806	1165	456	121	30	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sun	2177	0	2	6	16	74	521	938	471	114	25	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	**3171**	**0**	**3**	**16**	**45**	**154**	**951**	**1358**	**498**	**119**	**24**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7 Day Ave.	**2967**	**0**	**2**	**15**	**37**	**135**	**869**	**1271**	**488**	**119**	**25**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
--	**20768**	**0**	**17**	**105**	**262**	**943**	**6082**	**8895**	**3415**	**831**	**173**	**34**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Summary Graphs



Site 2
Location Worksop Road - Attached to powered speed sign
Direction Westbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Tuesday 11 July 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	30	30	35 ACPO	35 ACPO	45 DfT	45 DfT		85
0000	6	0	6	0	0	0	0	0	0	0	0	0	0	2	33.3	1	16.7	0	0	30.1	-
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	4	100	1	25	0	0	33.2	-
0200	6	0	6	0	0	0	0	0	0	0	0	0	0	3	50	1	16.7	0	0	30.7	-
0300	6	0	5	0	1	0	0	0	0	0	0	0	0	3	50	3	50	0	0	34.2	-
0400	16	0	15	0	1	0	0	0	0	0	0	0	0	9	56.3	4	25	1	6.3	32	39.6
0500	35	0	33	0	2	0	0	0	0	0	0	0	0	26	74.3	13	37.1	3	8.6	34.5	43.8
0600	71	0	67	0	3	0	0	0	0	1	0	0	0	48	67.6	16	22.5	1	1.4	32.2	37.6
0700	149	2	143	0	4	0	0	0	0	0	0	0	0	78	52.3	18	12.1	0	0	29.4	34.2
0800	**232**	**1**	**210**	**0**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**93**	**40.1**	**23**	**9.9**	**0**	**0**	**29.5**	**33.6**
0900	141	0	127	0	13	1	0	0	0	0	0	0	0	56	39.7	18	12.8	0	0	29.4	33.8
1000	162	0	142	0	19	1	0	0	0	0	0	0	0	57	35.2	17	10.5	1	0.6	29.5	32.7
1100	178	0	168	0	9	1	0	0	0	0	0	0	0	51	28.7	8	4.5	0	0	28.3	31.8
1200	168	1	160	1	6	0	0	0	0	0	0	0	0	65	38.7	16	9.5	0	0	29.6	32.9
1300	205	1	187	1	16	0	0	0	0	0	0	0	0	75	36.6	21	10.2	2	1	29	33.3
1400	211	0	202	0	8	1	0	0	0	0	0	0	0	71	33.6	14	6.6	1	0.5	29.4	32.7
1500	240	1	218	0	16	0	0	3	1	1	0	0	0	57	23.8	13	5.4	0	0	27.8	30.9
1600	247	0	234	1	12	0	0	0	0	0	0	0	0	80	32.4	15	6.1	0	0	28.7	31.8
1700	**306**	**0**	**300**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**163**	**53.3**	**39**	**12.7**	**0**	**0**	**30.3**	**34.4**
1800	203	0	195	1	7	0	0	0	0	0	0	0	0	86	42.4	26	12.8	0	0	30.1	34.4
1900	140	0	133	0	7	0	0	0	0	0	0	0	0	74	52.9	11	7.9	0	0	30.4	34.2
2000	103	0	101	0	2	0	0	0	0	0	0	0	0	66	64.1	18	17.5	1	1	31.3	34.9
2100	64	0	64	0	0	0	0	0	0	0	0	0	0	37	57.8	16	25	1	1.6	31.6	35.6
2200	55	0	51	0	4	0	0	0	0	0	0	0	0	26	47.3	7	12.7	3	5.5	31.1	34.2
2300	32	0	32	0	0	0	0	0	0	0	0	0	0	13	40.6	6	18.8	1	3.1	31.1	38.9
07-19	**2442**	**6**	**2286**	**4**	**136**	**5**	**0**	**3**	**1**	**1**	**0**	**0**	**0**	**932**	**38.2**	**228**	**9.3**	**4**	**0.2**	**29.3**	**33.1**
06-22	**2820**	**6**	**2651**	**4**	**148**	**5**	**0**	**3**	**1**	**2**	**0**	**0**	**0**	**1157**	**41**	**289**	**10.2**	**7**	**0.2**	**29.5**	**33.8**
06-00	**2907**	**6**	**2734**	**4**	**152**	**5**	**0**	**3**	**1**	**2**	**0**	**0**	**0**	**1196**	**41.1**	**302**	**10.4**	**11**	**0.4**	**29.6**	**33.8**
00-00	**2980**	**6**	**2803**	**4**	**156**	**5**	**0**	**3**	**1**	**2**	**0**	**0**	**0**	**1243**	**41.7**	**325**	**10.9**	**15**	**0.5**	**29.7**	**33.8**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Westbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Wednesday 12 July 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	30	30	35 ACPO	35 ACPO	45 DfT	45 DfT		85
0000	6	0	5	0	1	0	0	0	0	0	0	0	0	3	50	2	33.3	1	16.7	32.5	-
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	4	66.7	3	50	0	0	36	-
0200	7	0	6	0	1	0	0	0	0	0	0	0	0	4	57.1	2	28.6	0	0	32.1	-
0300	6	0	6	0	0	0	0	0	0	0	0	0	0	3	50	2	33.3	0	0	33.2	-
0400	13	0	11	0	2	0	0	0	0	0	0	0	0	8	61.5	1	7.7	0	0	30.3	31.5
0500	36	0	36	0	0	0	0	0	0	0	0	0	0	29	80.6	14	38.9	0	0	34.3	40.3
0600	62	0	58	0	4	0	0	0	0	0	0	0	0	41	66.1	20	32.3	0	0	32.7	38.3
0700	144	1	134	2	5	0	1	0	0	0	1	0	0	88	61.1	28	19.4	1	0.7	30.9	35.3
0800	**241**	**0**	**221**	**1**	**15**	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**132**	**54.8**	**27**	**11.2**	**0**	**0**	**30.7**	**33.8**
0900	154	0	141	0	13	0	0	0	0	0	0	0	0	77	50	16	10.4	0	0	30.1	33.8
1000	136	2	128	0	4	1	0	0	1	0	0	0	0	53	39	14	10.3	0	0	29.3	33.1
1100	186	1	179	0	6	0	0	0	0	0	0	0	0	81	43.5	19	10.2	0	0	29.9	33.3
1200	214	7	193	0	13	0	0	1	0	0	0	0	0	73	34.1	18	8.4	0	0	29	32.4
1300	219	3	201	0	13	1	1	0	0	0	0	0	0	62	28.3	12	5.5	0	0	28.4	32.2
1400	223	1	205	0	12	1	2	0	1	1	0	0	0	75	33.6	8	3.6	0	0	28.7	32.2
1500	276	2	263	0	10	0	0	0	1	0	0	0	0	99	35.9	21	7.6	0	0	29.2	33.1
1600	315	1	290	0	22	0	0	1	1	0	0	0	0	107	34	17	5.4	1	0.3	28.2	31.8
1700	**370**	**4**	**352**	**0**	**13**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**161**	**43.5**	**28**	**7.6**	**0**	**0**	**29.6**	**33.1**
1800	220	2	205	1	12	0	0	0	0	0	0	0	0	97	44.1	23	10.5	0	0	30.1	33.8
1900	170	2	162	1	4	1	0	0	0	0	0	0	0	90	52.9	30	17.6	0	0	30.6	35.3
2000	126	2	120	0	4	0	0	0	0	0	0	0	0	75	59.5	21	16.7	2	1.6	31.1	35.3
2100	86	2	81	0	3	0	0	0	0	0	0	0	0	40	46.5	15	17.4	2	2.3	30.3	36
2200	70	1	68	0	1	0	0	0	0	0	0	0	0	38	54.3	15	21.4	1	1.4	31.3	37.1
2300	22	0	22	0	0	0	0	0	0	0	0	0	0	11	50	6	27.3	1	4.5	31.9	37.8
07-19	**2698**	**24**	**2512**	**4**	**138**	**4**	**5**	**2**	**7**	**1**	**1**	**0**	**0**	**1105**	**41**	**231**	**8.6**	**2**	**0.1**	**29.4**	**33.1**
06-22	**3142**	**30**	**2933**	**5**	**153**	**5**	**5**	**2**	**7**	**1**	**1**	**0**	**0**	**1351**	**43**	**317**	**10.1**	**6**	**0.2**	**29.6**	**33.6**
06-00	**3234**	**31**	**3023**	**5**	**154**	**5**	**5**	**2**	**7**	**1**	**1**	**0**	**0**	**1400**	**43.3**	**338**	**10.5**	**8**	**0.2**	**29.7**	**33.6**
00-00	**3308**	**31**	**3093**	**5**	**158**	**5**	**5**	**2**	**7**	**1**	**1**	**0**	**0**	**1451**	**43.9**	**362**	**10.9**	**9**	**0.3**	**29.8**	**33.8**

NDC

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Westbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Thursday 13 July 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	30	30	35 ACPO	35 ACPO	45 DfT	45 DfT		85
0000	12	0	12	0	0	0	0	0	0	0	0	0	0	7	58.3	4	33.3	0	0	32	36.9
0100	7	0	7	0	0	0	0	0	0	0	0	0	0	3	42.9	3	42.9	0	0	33.2	-
0200	6	0	5	0	1	0	0	0	0	0	0	0	0	5	83.3	2	33.3	0	0	34.1	-
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	1	20	0	0	0	0	29.4	-
0400	14	0	12	0	2	0	0	0	0	0	0	0	0	7	50	7	50	0	0	32.7	39.4
0500	42	0	40	0	2	0	0	0	0	0	0	0	0	27	64.3	12	28.6	3	7.1	32.9	36.9
0600	65	0	61	0	4	0	0	0	0	0	0	0	0	43	66.2	16	24.6	0	0	31.5	35.8
0700	160	0	151	0	9	0	0	0	0	0	0	0	0	72	45	12	7.5	1	0.6	29.4	33.3
0800	**226**	**0**	**205**	**1**	**18**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**91**	**40.3**	**24**	**10.6**	**0**	**0**	**29.6**	**34**
0900	165	0	152	0	12	1	0	0	0	0	0	0	0	25	15.2	3	1.8	0	0	25.4	29.8
1000	188	3	166	1	15	2	1	0	0	0	0	0	0	13	6.9	1	0.5	0	0	23.6	28.2
1100	171	3	155	2	7	2	1	1	0	0	0	0	0	17	9.9	3	1.8	0	0	24.6	29.3
1200	182	1	165	1	12	2	1	0	0	0	0	0	0	26	14.3	2	1.1	0	0	24.7	29.3
1300	232	0	217	1	14	0	0	0	0	0	0	0	0	24	10.3	3	1.3	0	0	24.8	29.1
1400	197	2	185	0	10	0	0	0	0	0	0	0	0	20	10.2	4	2	0	0	23.7	29.3
1500	240	3	222	1	11	0	1	1	1	0	0	0	0	35	14.6	9	3.8	1	0.4	24.6	29.8
1600	298	2	276	2	16	1	1	0	0	0	0	0	0	61	20.5	11	3.7	0	0	26	31.3
1700	**302**	**2**	**290**	**0**	**8**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**59**	**19.5**	**12**	**4**	**1**	**0.3**	**26.4**	**30.9**
1800	238	4	222	1	10	1	0	0	0	0	0	0	0	100	42	23	9.7	1	0.4	29.7	33.8
1900	169	1	162	1	5	0	0	0	0	0	0	0	0	76	45	29	17.2	5	3	30.6	35.6
2000	138	2	130	0	5	1	0	0	0	0	0	0	0	64	46.4	23	16.7	2	1.4	30.6	35.3
2100	85	1	81	1	2	0	0	0	0	0	0	0	0	34	40	15	17.6	0	0	30.5	35.3
2200	45	0	44	0	1	0	0	0	0	0	0	0	0	23	51.1	7	15.6	1	2.2	31.7	34.7
2300	27	0	26	1	0	0	0	0	0	0	0	0	0	12	44.4	4	14.8	2	7.4	30.3	33.8
07-19	**2599**	**20**	**2406**	**10**	**142**	**10**	**6**	**2**	**2**	**1**	**0**	**0**	**0**	**543**	**20.9**	**107**	**4.1**	**4**	**0.2**	**26.1**	**30.9**
06-22	**3056**	**24**	**2840**	**12**	**158**	**11**	**6**	**2**	**2**	**1**	**0**	**0**	**0**	**760**	**24.9**	**190**	**6.2**	**11**	**0.4**	**26.8**	**31.8**
06-00	**3128**	**24**	**2910**	**13**	**159**	**11**	**6**	**2**	**2**	**1**	**0**	**0**	**0**	**795**	**25.4**	**201**	**6.4**	**14**	**0.4**	**26.9**	**32**
00-00	**3214**	**24**	**2991**	**13**	**164**	**11**	**6**	**2**	**2**	**1**	**0**	**0**	**0**	**845**	**26.3**	**229**	**7.1**	**17**	**0.5**	**27**	**32.2**

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Westbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Friday 14 July 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	30	30	35 ACPO	35 ACPO	45 DfT	45 DfT		85
0000	11	0	11	0	0	0	0	0	0	0	0	0	0	8	72.7	5	45.5	0	0	34.9	41.2
0100	8	0	7	0	0	0	0	0	0	1	0	0	0	6	75	4	50	1	12.5	36.8	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	0	37.9	-
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	2	40	2	40	0	0	32.9	-
0400	14	0	13	0	1	0	0	0	0	0	0	0	0	5	35.7	2	14.3	0	0	28.2	34.4
0500	35	0	34	0	1	0	0	0	0	0	0	0	0	30	85.7	18	51.4	2	5.7	35.2	40.9
0600	58	0	56	0	2	0	0	0	0	0	0	0	0	39	67.2	21	36.2	3	5.2	33.3	38.7
0700	126	1	111	2	10	0	0	0	0	1	1	0	0	71	56.3	21	16.7	0	0	30.6	35.6
0800	**220**	**2**	**196**	**0**	**21**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**96**	**43.6**	**23**	**10.5**	**0**	**0**	**29.3**	**33.1**
0900	176	0	161	0	12	2	0	0	0	1	0	0	0	49	27.8	8	4.5	1	0.6	28.1	31.3
1000	179	0	163	1	14	0	1	0	0	0	0	0	0	72	40.2	10	5.6	1	0.6	29.2	32.2
1100	176	0	164	0	12	0	0	0	0	0	0	0	0	75	42.6	17	9.7	0	0	29.8	33.3
1200	244	2	231	1	9	1	0	0	0	0	0	0	0	86	35.2	17	7	0	0	29.2	32.9
1300	244	1	227	0	13	1	1	0	1	0	0	0	0	68	27.9	14	5.7	1	0.4	28.2	31.5
1400	220	2	207	0	8	0	1	1	1	0	0	0	0	103	46.8	29	13.2	0	0	30.4	34.7
1500	268	2	245	0	18	1	2	0	0	0	0	0	0	107	39.9	24	9	0	0	29.7	33.6
1600	**340**	**1**	**319**	**1**	**18**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**138**	**40.6**	**27**	**7.9**	**1**	**0.3**	**28.9**	**33.1**
1700	313	3	296	0	11	1	2	0	0	0	0	0	0	156	49.8	35	11.2	1	0.3	30.2	33.6
1800	247	2	239	0	6	0	0	0	0	0	0	0	0	134	54.3	36	14.6	1	0.4	30.9	34.4
1900	160	2	153	0	5	0	0	0	0	0	0	0	0	92	57.5	33	20.6	2	1.3	31.4	36.5
2000	121	1	119	0	1	0	0	0	0	0	0	0	0	65	53.7	21	17.4	2	1.7	31.4	35.3
2100	70	0	67	2	1	0	0	0	0	0	0	0	0	36	51.4	16	22.9	2	2.9	31.3	37.6
2200	57	0	55	0	2	0	0	0	0	0	0	0	0	29	50.9	9	15.8	0	0	30.6	34.7
2300	37	0	37	0	0	0	0	0	0	0	0	0	0	14	37.8	5	13.5	0	0	29.7	34.7
07-19	**2753**	**16**	**2559**	**5**	**152**	**6**	**8**	**1**	**3**	**2**	**1**	**0**	**0**	**1155**	**42**	**261**	**9.5**	**6**	**0.2**	**29.5**	**33.3**
06-22	**3162**	**19**	**2954**	**7**	**161**	**6**	**8**	**1**	**3**	**2**	**1**	**0**	**0**	**1387**	**43.9**	**352**	**11.1**	**15**	**0.5**	**29.8**	**33.8**
06-00	**3256**	**19**	**3046**	**7**	**163**	**6**	**8**	**1**	**3**	**2**	**1**	**0**	**0**	**1430**	**43.9**	**366**	**11.2**	**15**	**0.5**	**29.8**	**33.8**
00-00	**3330**	**19**	**3117**	**7**	**165**	**6**	**8**	**1**	**3**	**3**	**1**	**0**	**0**	**1482**	**44.5**	**398**	**12**	**18**	**0.5**	**29.9**	**34**

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Westbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Saturday 15 July 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	30	30	35 ACPO	35 ACPO	45 DfT	45 DfT		85
0000	24	0	24	0	0	0	0	0	0	0	0	0	0	11	45.8	6	25	3	12.5	32.3	38
0100	10	0	10	0	0	0	0	0	0	0	0	0	0	7	70	6	60	0	0	35.4	-
0200	9	0	8	0	1	0	0	0	0	0	0	0	0	8	88.9	5	55.6	2	22.2	37.8	-
0300	10	0	10	0	0	0	0	0	0	0	0	0	0	7	70	5	50	1	10	35	-
0400	12	0	9	0	3	0	0	0	0	0	0	0	0	6	50	5	41.7	3	25	34.5	45
0500	11	0	11	0	0	0	0	0	0	0	0	0	0	7	63.6	2	18.2	0	0	31.5	34.7
0600	24	1	22	0	1	0	0	0	0	0	0	0	0	12	50	6	25	0	0	31.1	37.4
0700	37	0	35	0	1	1	0	0	0	0	0	0	0	24	64.9	8	21.6	0	0	32.5	37.6
0800	92	3	83	0	5	1	0	0	0	0	0	0	0	47	51.1	20	21.7	1	1.1	30.6	36.2
0900	142	0	137	0	5	0	0	0	0	0	0	0	0	55	38.7	18	12.7	0	0	29.9	34
1000	192	1	180	2	7	0	1	0	0	0	1	0	0	85	44.3	24	12.5	0	0	29.7	34
1100	**237**	**0**	**227**	**1**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**88**	**37.1**	**18**	**7.6**	**0**	**0**	**29.2**	**33.3**
1200	**264**	**3**	**254**	**2**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**89**	**33.7**	**12**	**4.5**	**0**	**0**	**28.5**	**32.4**
1300	240	2	225	4	9	0	0	0	0	0	0	0	0	88	36.7	17	7.1	1	0.4	29.2	33.1
1400	230	4	220	0	6	0	0	0	0	0	0	0	0	123	53.5	34	14.8	0	0	30.5	34.9
1500	207	0	195	4	8	0	0	0	0	0	0	0	0	76	36.7	12	5.8	0	0	29.5	32.4
1600	209	1	203	0	5	0	0	0	0	0	0	0	0	87	41.6	22	10.5	0	0	30	34
1700	224	4	215	2	3	0	0	0	0	0	0	0	0	112	50	36	16.1	1	0.4	30.8	35.3
1800	155	2	149	0	4	0	0	0	0	0	0	0	0	84	54.2	32	20.6	0	0	30.9	35.8
1900	130	1	124	0	4	0	1	0	0	0	0	0	0	79	60.8	28	21.5	3	2.3	31.8	36.9
2000	101	0	97	0	4	0	0	0	0	0	0	0	0	53	52.5	26	25.7	3	3	31.8	37.6
2100	71	0	69	0	2	0	0	0	0	0	0	0	0	32	45.1	14	19.7	2	2.8	31.1	36
2200	65	0	62	0	3	0	0	0	0	0	0	0	0	31	47.7	13	20	0	0	30.5	36
2300	47	0	47	0	0	0	0	0	0	0	0	0	0	21	44.7	8	17	1	2.1	31.4	36.2
07-19	**2229**	**20**	**2123**	**15**	**66**	**2**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**958**	**43**	**253**	**11.4**	**3**	**0.1**	**29.8**	**34**
06-22	**2555**	**22**	**2435**	**15**	**77**	**2**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**1134**	**44.4**	**327**	**12.8**	**11**	**0.4**	**30.1**	**34.4**
06-00	**2667**	**22**	**2544**	**15**	**80**	**2**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**1186**	**44.5**	**348**	**13**	**12**	**0.4**	**30.1**	**34.4**
00-00	**2743**	**22**	**2616**	**15**	**84**	**2**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**1232**	**44.9**	**377**	**13.7**	**21**	**0.8**	**30.2**	**34.7**

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Westbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Sunday 16 July 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	30	30	35 ACPO	35 ACPO	45 DfT	45 DfT		85
0000	25	0	24	0	1	0	0	0	0	0	0	0	0	19	76	7	28	1	4	32.5	36.2
0100	9	0	9	0	0	0	0	0	0	0	0	0	0	6	66.7	1	11.1	0	0	31.7	-
0200	7	0	7	0	0	0	0	0	0	0	0	0	0	5	71.4	1	14.3	1	14.3	33.9	-
0300	13	0	13	0	0	0	0	0	0	0	0	0	0	10	76.9	6	46.2	2	15.4	35.4	41.6
0400	10	0	9	0	1	0	0	0	0	0	0	0	0	6	60	2	20	0	0	32.7	-
0500	13	1	12	0	0	0	0	0	0	0	0	0	0	9	69.2	5	38.5	2	15.4	36.1	42.5
0600	24	1	23	0	0	0	0	0	0	0	0	0	0	17	70.8	8	33.3	1	4.2	32.3	38.7
0700	37	1	35	0	1	0	0	0	0	0	0	0	0	18	48.6	9	24.3	2	5.4	32	40
0800	55	4	47	1	3	0	0	0	0	0	0	0	0	26	47.3	7	12.7	1	1.8	29.4	33.8
0900	101	5	92	0	3	0	1	0	0	0	0	0	0	47	46.5	15	14.9	0	0	29.5	34.4
1000	162	6	154	0	2	0	0	0	0	0	0	0	0	73	45.1	11	6.8	1	0.6	29.2	33.3
1100	**172**	**9**	**154**	**1**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**65**	**37.8**	**21**	**12.2**	**0**	**0**	**29.1**	**34.2**
1200	210	5	199	1	5	0	0	0	0	0	0	0	0	98	46.7	27	12.9	0	0	30	34.2
1300	197	3	190	1	3	0	0	0	0	0	0	0	0	95	48.2	25	12.7	1	0.5	30.3	34.4
1400	**224**	**3**	**216**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**110**	**49.1**	**30**	**13.4**	**0**	**0**	**30.5**	**34.4**
1500	211	3	205	0	3	0	0	0	0	0	0	0	0	97	46	29	13.7	0	0	30.3	34.2
1600	196	6	180	3	7	0	0	0	0	0	0	0	0	95	48.5	23	11.7	0	0	30.2	34
1700	163	4	154	2	3	0	0	0	0	0	0	0	0	88	54	25	15.3	0	0	30.9	34.9
1800	101	0	99	0	2	0	0	0	0	0	0	0	0	62	61.4	22	21.8	0	0	31.3	35.8
1900	114	2	109	0	2	0	0	0	1	0	0	0	0	61	53.5	16	14	1	0.9	30.4	34.4
2000	91	3	84	0	4	0	0	0	0	0	0	0	0	51	56	21	23.1	1	1.1	31.2	36.2
2100	54	0	53	0	1	0	0	0	0	0	0	0	0	36	66.7	12	22.2	0	0	31.8	35.6
2200	23	0	23	0	0	0	0	0	0	0	0	0	0	16	69.6	5	21.7	0	0	32	36.2
2300	16	0	16	0	0	0	0	0	0	0	0	0	0	7	43.8	4	25	0	0	31.9	39.4
07-19	**1829**	**49**	**1725**	**9**	**43**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**874**	**47.8**	**244**	**13.3**	**5**	**0.3**	**30.2**	**34.4**
06-22	**2112**	**55**	**1994**	**9**	**50**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**1039**	**49.2**	**301**	**14.3**	**8**	**0.4**	**30.3**	**34.7**
06-00	**2151**	**55**	**2033**	**9**	**50**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**1062**	**49.4**	**310**	**14.4**	**8**	**0.4**	**30.3**	**34.7**
00-00	**2228**	**56**	**2107**	**9**	**52**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**1117**	**50.1**	**332**	**14.9**	**14**	**0.6**	**30.4**	**34.9**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Westbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Monday 17 July 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	30	30	35 ACPO	35 ACPO	45 DfT	45 DfT		85
0000	11	0	11	0	0	0	0	0	0	0	0	0	0	10	90.9	7	63.6	0	0	35.4	38.5
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	100	1	100	45.1	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.2	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	1	33.3	0	0	30.5	-
0400	17	0	16	0	1	0	0	0	0	0	0	0	0	9	52.9	8	47.1	1	5.9	34.1	43.8
0500	32	0	30	0	2	0	0	0	0	0	0	0	0	26	81.3	15	46.9	1	3.1	34.5	40.7
0600	64	0	62	0	2	0	0	0	0	0	0	0	0	44	68.8	25	39.1	0	0	33.3	38.9
0700	142	0	134	1	6	0	1	0	0	0	0	0	0	79	55.6	18	12.7	2	1.4	30.7	34.7
0800	**244**	**2**	**224**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**136**	**55.7**	**36**	**14.8**	**2**	**0.8**	**30.5**	**34.7**
0900	188	2	169	3	13	1	0	0	0	0	0	0	0	76	40.4	21	11.2	1	0.5	29.2	32.7
1000	163	2	141	1	18	0	1	0	0	0	0	0	0	56	34.4	10	6.1	0	0	27.7	32.2
1100	178	1	167	0	8	0	0	0	0	1	1	0	0	71	39.9	16	9	0	0	29.6	33.3
1200	198	2	182	0	10	0	0	1	2	0	1	0	0	86	43.4	21	10.6	0	0	29.8	34
1300	191	2	181	0	6	0	0	1	0	1	0	0	0	86	45	12	6.3	0	0	29.9	32.7
1400	224	3	209	1	10	0	0	1	0	0	0	0	0	91	40.6	22	9.8	0	0	29.3	33.3
1500	225	4	205	1	14	0	0	0	0	0	1	0	0	95	42.2	21	9.3	1	0.4	29.6	33.3
1600	320	1	297	2	18	0	1	0	1	0	0	0	0	156	48.8	39	12.2	0	0	29.9	34
1700	**329**	**5**	**308**	**5**	**9**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**179**	**54.4**	**56**	**17**	**0**	**0**	**30.9**	**35.3**
1800	215	3	202	0	9	0	1	0	0	0	0	0	0	124	57.7	43	20	0	0	31	35.6
1900	160	5	150	0	3	1	1	0	0	0	0	0	0	97	60.6	31	19.4	3	1.9	31.4	35.3
2000	105	1	100	0	4	0	0	0	0	0	0	0	0	52	49.5	17	16.2	0	0	30.5	35.1
2100	86	1	81	1	3	0	0	0	0	0	0	0	0	35	40.7	18	20.9	0	0	30.5	36.2
2200	48	1	44	0	3	0	0	0	0	0	0	0	0	25	52.1	11	22.9	0	0	31.1	35.6
2300	24	0	24	0	0	0	0	0	0	0	0	0	0	12	50	5	20.8	1	4.2	31.3	35.8
07-19	**2617**	**27**	**2419**	**14**	**139**	**2**	**4**	**3**	**3**	**2**	**4**	**0**	**0**	**1235**	**47.2**	**315**	**12**	**6**	**0.2**	**29.9**	**34.2**
06-22	**3032**	**34**	**2812**	**15**	**151**	**3**	**5**	**3**	**3**	**2**	**4**	**0**	**0**	**1463**	**48.3**	**406**	**13.4**	**9**	**0.3**	**30.1**	**34.4**
06-00	**3104**	**35**	**2880**	**15**	**154**	**3**	**5**	**3**	**3**	**2**	**4**	**0**	**0**	**1500**	**48.3**	**422**	**13.6**	**10**	**0.3**	**30.1**	**34.4**
00-00	**3169**	**35**	**2942**	**15**	**157**	**3**	**5**	**3**	**3**	**2**	**4**	**0**	**0**	**1547**	**48.8**	**454**	**14.3**	**13**	**0.4**	**30.2**	**34.7**

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Westbound

7719 / Deep Carr Farm
Jul-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	30	30	35 ACPO	35 ACPO	45 DfT	45 DfT		85
0000	14	0	13	0	0	0	0	0	0	0	0	0	0	9	63.2	5	33.7	1	5.3	32.8	38.3
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	4	68.9	3	42.2	0	4.4	34.7	-
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	4	70.3	2	32.4	0	8.1	34	-
0300	7	0	7	0	0	0	0	0	0	0	0	0	0	4	56.3	3	39.6	0	6.3	33.7	-
0400	14	0	12	0	2	0	0	0	0	0	0	0	0	7	52.1	4	30.2	1	5.2	32.1	39.4
0500	29	0	28	0	1	0	0	0	0	0	0	0	0	22	75.5	11	38.7	2	5.4	34.2	40.3
0600	53	0	50	0	2	0	0	0	0	0	0	0	0	35	66.3	16	30.4	1	1.4	32.5	38.3
0700	114	1	106	1	5	0	0	0	0	0	0	0	0	61	54.1	16	14.3	1	0.8	30.4	34.7
0800	**187**	**2**	**169**	**0**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**89**	**47.4**	**23**	**12.2**	**1**	**0.3**	**30**	**34.2**
0900	152	1	140	0	10	1	0	0	0	0	0	0	0	55	36.1	14	9.3	0	0.2	28.7	32.9
1000	169	2	153	1	11	1	1	0	0	0	0	0	0	58	34.6	12	7.4	0	0.3	28.2	32.7
1100	185	2	173	1	8	0	0	0	0	0	0	0	0	64	34.5	15	7.9	0	0	28.7	32.7
1200	211	3	198	1	8	0	0	0	0	0	0	0	0	75	35.3	16	7.6	0	0	28.7	32.9
1300	218	2	204	1	11	0	0	0	0	0	0	0	0	71	32.6	15	6.8	1	0.3	28.5	32.4
1400	218	2	206	0	8	0	1	0	0	0	0	0	0	85	38.8	20	9.2	0	0.1	29	33.3
1500	238	2	222	1	11	0	0	1	0	0	0	0	0	81	34	18	7.7	0	0.1	28.7	32.9
1600	275	2	257	1	14	0	0	0	0	0	0	0	0	103	37.6	22	8	0	0.1	28.7	33.1
1700	**287**	**3**	**274**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**131**	**45.7**	**33**	**11.5**	**0**	**0.1**	**29.8**	**34**
1800	197	2	187	0	7	0	0	0	0	0	0	0	0	98	49.8	29	14.9	0	0.1	30.5	34.9
1900	149	2	142	0	4	0	0	0	0	0	0	0	0	81	54.6	25	17.1	2	1.3	30.9	35.3
2000	112	1	107	0	3	0	0	0	0	0	0	0	0	61	54.3	21	18.7	2	1.4	31.1	35.6
2100	74	1	71	1	2	0	0	0	0	0	0	0	0	36	48.4	15	20.5	1	1.4	30.9	36.2
2200	52	0	50	0	2	0	0	0	0	0	0	0	0	27	51.8	10	18.5	1	1.4	31.1	35.8
2300	29	0	29	0	0	0	0	0	0	0	0	0	0	13	43.9	5	18.5	1	2.9	31	36.2
07-19	**2452**	**23**	**2290**	**9**	**117**	**4**	**4**	**2**	**2**	**1**	**1**	**0**	**0**	**972**	**39.6**	**234**	**9.5**	**4**	**0.2**	**29.1**	**33.3**
06-22	**2840**	**27**	**2660**	**10**	**128**	**5**	**4**	**2**	**2**	**1**	**1**	**0**	**0**	**1184**	**41.7**	**312**	**11**	**10**	**0.3**	**29.4**	**33.8**
06-00	**2921**	**27**	**2739**	**10**	**130**	**5**	**4**	**2**	**2**	**1**	**1**	**0**	**0**	**1224**	**41.9**	**327**	**11.2**	**11**	**0.4**	**29.4**	**33.8**
00-00	**2996**	**28**	**2810**	**10**	**134**	**5**	**4**	**2**	**2**	**1**	**1**	**0**	**0**	**1274**	**42.5**	**354**	**11.8**	**15**	**0.5**	**29.6**	**34**

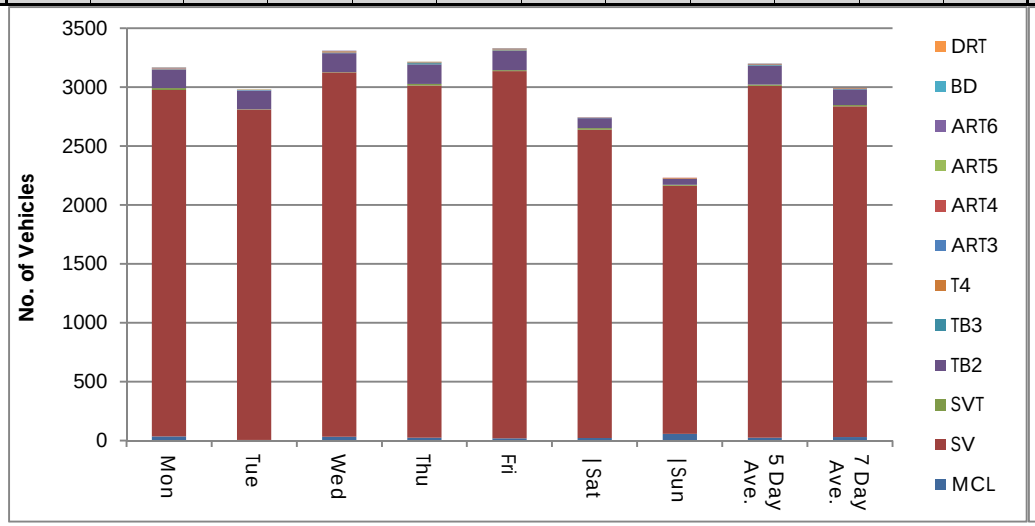
Site 2
Location Worksop Road - Attached to powered speed sign
Direction Westbound

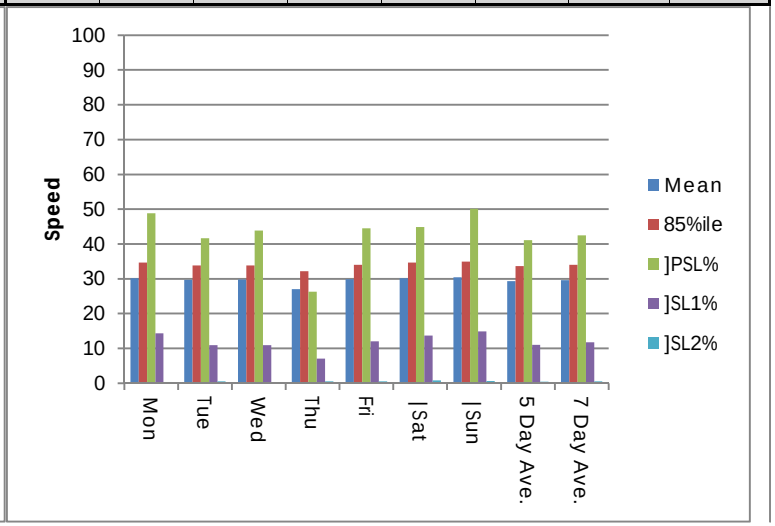
7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DfT	]SL2% 45 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	3169	35	2942	15	157	3	5	3	3	2	4	0	0	1547	48.8	454	14.3	13	0.4	30.2	34.7
Tue	2980	6	2803	4	156	5	0	3	1	2	0	0	0	1243	41.7	325	10.9	15	0.5	29.7	33.8
Wed	3308	31	3093	5	158	5	5	2	7	1	1	0	0	1451	43.9	362	10.9	9	0.3	29.8	33.8
Thu	3214	24	2991	13	164	11	6	2	2	1	0	0	0	845	26.3	229	7.1	17	0.5	27	32.2
Fri	3330	19	3117	7	165	6	8	1	3	3	1	0	0	1482	44.5	398	12	18	0.5	29.9	34
| Sat	2743	22	2616	15	84	2	3	0	0	0	1	0	0	1232	44.9	377	13.7	21	0.8	30.2	34.7
| Sun	2228	56	2107	9	52	0	3	0	1	0	0	0	0	1117	50.1	332	14.9	14	0.6	30.4	34.9
5 Day Ave.	**3200**	**23**	**2989**	**9**	**160**	**6**	**5**	**2**	**3**	**2**	**1**	**0**	**0**	**1314**	**41.1**	**354**	**11.1**	**14**	**0.4**	**29.3**	**33.7**
7 Day Ave.	**2996**	**28**	**2810**	**10**	**134**	**5**	**4**	**2**	**2**	**1**	**1**	**0**	**0**	**1274**	**42.5**	**354**	**11.8**	**15**	**0.5**	**29.6**	**34.0**
--	**20972**	**193**	**19669**	**68**	**936**	**32**	**30**	**11**	**17**	**9**	**7**	**0**	**0**	**8917**	**42.5**	**2477**	**11.8**	**107**	**0.5**	**29.6**	**34.0**

Summary Graphs





Site 2
Location Worksop Road - Attached to powered speed sign
Direction Westbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Tuesday 11 July 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	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	0	0	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
0200	6	0	0	0	0	0	3	2	1	0	0	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	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	16	0	0	0	0	2	5	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	35	0	0	0	0	0	9	13	7	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	71	0	0	0	1	2	20	32	9	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	149	1	0	2	7	8	53	60	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**232**	**0**	**0**	**0**	**4**	**19**	**116**	**70**	**20**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	141	0	0	0	2	14	69	38	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	162	0	0	0	0	15	90	40	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	178	0	0	1	7	16	103	43	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	168	0	0	0	0	10	93	49	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	205	0	2	1	4	26	97	54	16	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	211	0	0	0	1	14	125	57	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	240	0	1	0	3	46	133	44	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	247	0	0	3	3	12	149	65	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**306**	**0**	**0**	**4**	**4**	**13**	**122**	**124**	**38**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	203	0	0	0	0	14	103	60	22	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	140	0	0	1	1	6	58	63	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	103	0	0	0	0	7	30	48	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	64	0	0	0	0	4	23	21	13	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	55	0	0	0	0	5	24	19	3	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	32	0	0	0	0	4	15	7	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2442**	**1**	**3**	**11**	**35**	**207**	**1253**	**704**	**199**	**25**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2820**	**1**	**3**	**12**	**37**	**226**	**1384**	**868**	**248**	**34**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2907**	**1**	**3**	**12**	**37**	**235**	**1423**	**894**	**253**	**38**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2980**	**1**	**3**	**12**	**37**	**237**	**1447**	**918**	**266**	**44**	**11**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Westbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Wednesday 12 July 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	2	1	1	0	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	2	1	1	2	0	0	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	3	2	1	1	0	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	1	2	1	0	2	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	0	1	4	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	36	0	0	0	0	2	5	15	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	62	0	0	0	0	2	19	21	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	144	0	0	1	3	9	43	60	24	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**241**	**0**	**0**	**1**	**0**	**7**	**101**	**105**	**23**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	154	0	0	0	2	8	67	61	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	136	1	0	2	1	12	67	39	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	186	0	0	0	1	6	98	62	13	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	214	0	3	2	3	10	123	55	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	219	0	2	4	2	14	135	50	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	223	0	1	0	2	23	122	67	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	276	0	0	1	5	12	159	78	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	315	0	2	3	16	29	158	90	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**370**	**0**	**2**	**2**	**4**	**24**	**177**	**133**	**24**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	220	0	0	1	1	12	109	74	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	170	0	0	1	0	11	68	60	25	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	126	0	0	1	1	2	47	54	17	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	86	0	0	1	2	9	34	25	9	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	70	0	0	0	0	6	26	23	12	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	22	0	0	0	0	0	11	5	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2698**	**1**	**10**	**17**	**40**	**166**	**1359**	**874**	**196**	**33**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**3142**	**1**	**10**	**20**	**43**	**190**	**1527**	**1034**	**261**	**50**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3234**	**1**	**10**	**20**	**43**	**196**	**1564**	**1062**	**277**	**53**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3308**	**1**	**10**	**20**	**43**	**201**	**1582**	**1089**	**288**	**65**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Westbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Thursday 13 July 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	1	4	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	0	0	0	1	3	0	1	2	0	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	1	3	2	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	4	1	0	0	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	1	6	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	42	0	0	0	1	1	13	15	8	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	65	0	0	0	1	9	12	27	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	160	0	0	0	7	12	69	60	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**226**	**0**	**2**	**3**	**0**	**19**	**111**	**67**	**16**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	165	0	1	6	16	47	70	22	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	188	0	6	14	23	48	84	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	171	0	5	13	8	44	84	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	182	0	1	8	26	51	70	24	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	232	0	4	12	21	61	110	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	197	1	10	14	24	41	87	16	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	240	1	9	11	22	68	94	26	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	298	0	3	20	21	49	144	50	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**302**	**0**	**3**	**6**	**24**	**66**	**144**	**47**	**9**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	238	1	0	4	4	9	120	77	17	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	169	0	0	2	1	4	86	47	21	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	138	0	1	0	1	4	68	41	18	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	85	0	1	0	0	5	45	19	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	45	0	0	0	0	0	22	16	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	27	0	0	0	0	4	11	8	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2599**	**3**	**44**	**111**	**196**	**515**	**1187**	**436**	**83**	**20**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**3056**	**3**	**46**	**113**	**199**	**537**	**1398**	**570**	**148**	**31**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3128**	**3**	**46**	**113**	**199**	**541**	**1431**	**594**	**153**	**34**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3214**	**3**	**46**	**113**	**200**	**545**	**1462**	**616**	**172**	**40**	**14**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Westbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Friday 14 July 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	11	0	0	0	0	0	3	3	2	3	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	2	2	2	1	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	5	0	0	0	0	0	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	14	0	0	0	2	1	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	35	0	0	0	0	0	5	12	12	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	58	0	0	0	0	1	18	18	15	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	126	0	0	0	6	8	41	50	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**220**	**0**	**2**	**2**	**5**	**15**	**100**	**73**	**21**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	176	0	1	2	2	27	95	41	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	179	0	1	2	2	11	91	62	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	176	0	0	0	0	12	89	58	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	244	1	0	1	1	16	139	69	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	244	0	1	4	7	19	145	54	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	220	0	0	1	1	5	110	74	24	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	268	0	0	1	4	19	137	83	17	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**340**	**0**	**3**	**4**	**13**	**23**	**159**	**111**	**24**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	313	1	0	2	7	10	137	121	25	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	247	0	1	2	1	5	104	98	26	9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	160	0	1	0	0	10	57	59	22	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	121	0	0	0	0	5	51	44	16	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	70	0	0	0	1	6	27	20	13	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	57	0	0	0	1	2	25	20	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	37	0	0	1	0	3	19	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2753**	**2**	**9**	**21**	**49**	**170**	**1347**	**894**	**211**	**44**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**3162**	**2**	**10**	**21**	**50**	**192**	**1500**	**1035**	**277**	**60**	**13**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3256**	**2**	**10**	**22**	**51**	**197**	**1544**	**1064**	**288**	**63**	**13**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3330**	**2**	**10**	**22**	**53**	**198**	**1563**	**1084**	**308**	**72**	**15**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Westbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Saturday 15 July 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	24	0	0	0	0	0	13	5	2	1	3	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	1	3	3	0	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	3	1	2	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	0	3	2	3	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	6	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	11	0	0	0	0	1	3	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	24	0	0	1	0	1	10	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	37	0	0	0	0	1	12	16	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	92	0	1	1	2	6	35	27	14	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	142	0	1	0	1	11	74	37	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	192	0	0	1	3	20	83	61	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**237**	**0**	**0**	**2**	**1**	**21**	**125**	**70**	**15**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**264**	**0**	**0**	**1**	**8**	**36**	**130**	**77**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	240	0	0	1	5	22	124	71	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	230	0	1	2	0	5	99	89	32	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	207	0	0	0	0	10	121	64	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	209	0	0	1	0	8	113	65	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	224	0	0	1	0	10	101	76	28	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	155	0	0	2	1	6	62	52	30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	130	0	0	0	0	9	42	51	20	5	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	101	0	0	0	0	7	41	27	16	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	71	0	0	0	0	2	37	18	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	65	0	0	1	0	4	29	18	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	47	0	0	0	0	2	24	13	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2229**	**0**	**3**	**12**	**21**	**156**	**1079**	**705**	**215**	**35**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2555**	**0**	**3**	**13**	**21**	**175**	**1209**	**807**	**264**	**52**	**8**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2667**	**0**	**3**	**14**	**21**	**181**	**1262**	**838**	**278**	**58**	**9**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2743**	**0**	**3**	**14**	**21**	**182**	**1291**	**855**	**291**	**65**	**17**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Westbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Sunday 16 July 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	0	6	12	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	0	0	0	0	3	5	1	0	0	0	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	2	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	13	0	0	0	0	0	3	4	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	0	0	0	0	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	13	0	0	0	0	0	4	4	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	24	0	0	1	0	3	3	9	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	37	0	0	0	1	1	17	9	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	55	0	1	3	0	5	20	19	5	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	101	0	0	4	3	7	40	32	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	162	0	2	3	4	7	73	62	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**172**	**0**	**1**	**7**	**0**	**16**	**83**	**44**	**18**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	210	0	1	3	2	6	100	71	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	197	0	1	2	4	4	91	70	21	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	**224**	**0**	**0**	**0**	**2**	**6**	**106**	**80**	**26**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500	211	0	0	1	0	11	102	68	23	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	196	0	0	1	2	11	87	72	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	163	0	0	0	1	4	70	63	22	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	101	0	0	1	1	2	35	40	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	114	0	0	2	0	3	48	45	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	91	0	0	1	0	6	33	30	16	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	54	0	0	0	1	2	15	24	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	23	0	0	0	0	0	7	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	16	0	0	0	0	1	8	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**1829**	**0**	**6**	**25**	**20**	**80**	**824**	**630**	**203**	**36**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2112**	**0**	**6**	**29**	**21**	**94**	**923**	**738**	**244**	**49**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2151**	**0**	**6**	**29**	**21**	**95**	**938**	**752**	**251**	**51**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2228**	**0**	**6**	**29**	**21**	**95**	**960**	**785**	**263**	**55**	**12**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Westbound

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Monday 17 July 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	11	0	0	0	0	0	1	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	0	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	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	0
0400	17	0	0	0	0	2	6	1	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	32	0	1	0	0	0	5	11	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	64	0	0	0	0	2	18	19	17	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	142	0	1	0	1	6	55	61	13	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**244**	**0**	**1**	**4**	**1**	**16**	**86**	**100**	**28**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	188	0	0	2	4	16	90	55	20	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	163	0	3	3	9	25	67	46	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	178	0	0	0	0	12	95	55	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	198	0	1	1	4	5	101	65	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	191	0	0	1	4	9	91	74	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	224	0	2	4	3	17	107	69	16	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	225	0	0	2	1	21	106	74	19	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	320	0	4	2	5	13	140	117	35	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**329**	**0**	**1**	**3**	**3**	**12**	**131**	**123**	**47**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	215	0	0	2	0	13	76	81	40	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	160	0	0	2	1	2	58	66	24	4	2	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	3	49	35	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	86	0	0	1	0	2	48	17	12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	48	0	0	0	1	2	20	14	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	24	0	0	0	0	3	9	7	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2617**	**0**	**13**	**24**	**35**	**165**	**1145**	**920**	**270**	**39**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**3032**	**0**	**13**	**27**	**37**	**174**	**1318**	**1057**	**339**	**58**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3104**	**0**	**13**	**27**	**38**	**179**	**1347**	**1078**	**352**	**60**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3169**	**0**	**14**	**27**	**38**	**181**	**1362**	**1093**	**372**	**69**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Westbound

7719 / Deep Carr Farm
Jul-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	14	0	0	0	0	0	5	4	3	1	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	2	2	1	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	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
0300	7	0	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
0400	14	0	0	0	0	1	5	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	29	0	0	0	0	1	6	11	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	53	0	0	0	0	3	14	19	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	114	0	0	0	4	6	41	45	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**187**	**0**	**1**	**2**	**2**	**12**	**81**	**66**	**18**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	152	0	0	2	4	19	72	41	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	169	0	2	4	6	20	79	46	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	185	0	1	3	2	18	97	49	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	211	0	1	2	6	19	108	59	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	218	0	1	4	7	22	113	56	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	218	0	2	3	5	16	108	65	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	238	0	1	2	5	27	122	62	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	275	0	2	5	9	21	136	81	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**287**	**0**	**1**	**3**	**6**	**20**	**126**	**98**	**28**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	197	0	0	2	1	9	87	69	25	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	149	0	0	1	0	6	60	56	19	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	112	0	0	0	0	5	46	40	17	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	74	0	0	0	1	4	33	21	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	52	0	0	0	0	3	22	17	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	29	0	0	0	0	2	14	7	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2452**	**1**	**13**	**32**	**57**	**208**	**1171**	**738**	**197**	**33**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2840**	**1**	**13**	**34**	**58**	**227**	**1323**	**873**	**254**	**48**	**8**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2921**	**1**	**13**	**34**	**59**	**232**	**1358**	**897**	**265**	**51**	**9**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2996**	**1**	**13**	**34**	**59**	**234**	**1381**	**920**	**280**	**59**	**13**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

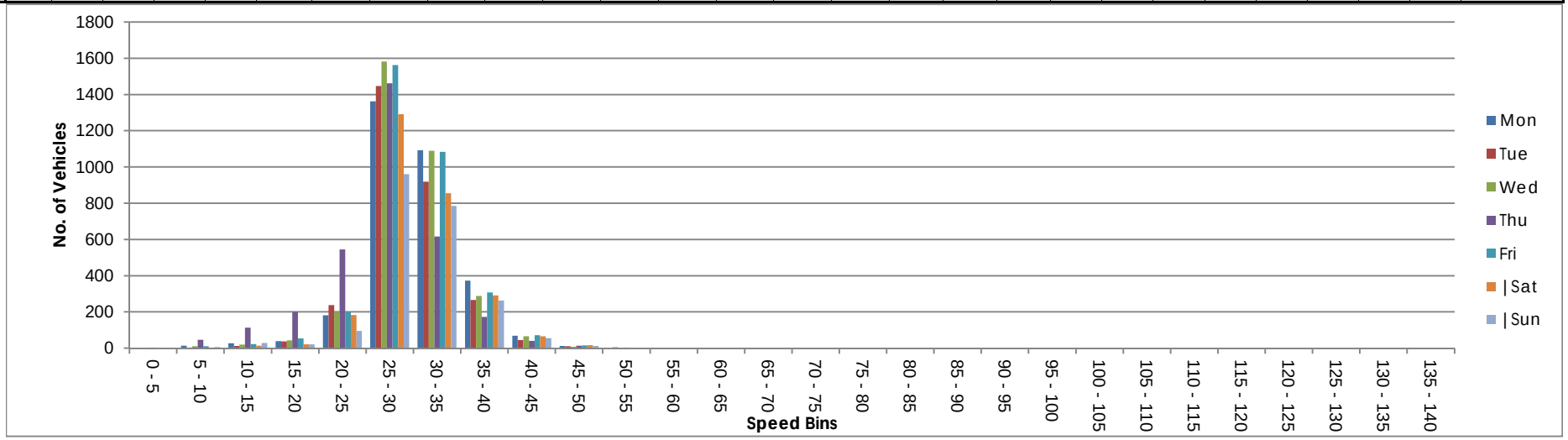
Site 2
Location Worksop Road - Attached to powered speed sign
Direction Westbound

7719 / Deep Carr Farm
Jul-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	3169	0	14	27	38	181	1362	1093	372	69	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	2980	1	3	12	37	237	1447	918	266	44	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	3308	1	10	20	43	201	1582	1089	288	65	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	3214	3	46	113	200	545	1462	616	172	40	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	3330	2	10	22	53	198	1563	1084	308	72	15	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sat	2743	0	3	14	21	182	1291	855	291	65	17	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sun	2228	0	6	29	21	95	960	785	263	55	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	**3200**	**1**	**17**	**39**	**74**	**272**	**1483**	**960**	**281**	**58**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7 Day Ave.	**2996**	**1**	**13**	**34**	**59**	**234**	**1381**	**920**	**280**	**59**	**13**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
--	**20972**	**7**	**92**	**237**	**413**	**1639**	**9667**	**6440**	**1960**	**410**	**88**	**14**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Summary Graphs



Site 2
Location Worksop Road - Attached to powered speed sign
Direction Both Directions

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Tuesday 11 July 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	30	30	35 ACPO	35 ACPO	45 DfT	45 DfT		85
0000	16	0	15	0	1	0	0	0	0	0	0	0	0	9	56.3	6	37.5	0	0	32.3	38.5
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	5	100	1	20	0	0	32.6	-
0200	11	0	11	0	0	0	0	0	0	0	0	0	0	8	72.7	4	36.4	0	0	32.6	35.6
0300	12	0	11	0	1	0	0	0	0	0	0	0	0	9	75	6	50	0	0	34.9	40.7
0400	33	0	30	0	3	0	0	0	0	0	0	0	0	23	69.7	14	42.4	1	3	33.6	39.6
0500	111	0	103	0	8	0	0	0	0	0	0	0	0	88	79.3	53	47.7	8	7.2	35.3	41.8
0600	160	1	145	0	12	0	0	0	1	1	0	0	0	121	75.6	59	36.9	3	1.9	33.5	39.4
0700	367	4	340	0	21	1	0	0	1	0	0	0	0	221	60.2	63	17.2	2	0.5	30.6	35.6
0800	**522**	**1**	**466**	**0**	**54**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**255**	**48.9**	**62**	**11.9**	**0**	**0**	**30**	**34.2**
0900	317	0	292	1	22	1	0	0	1	0	0	0	0	151	47.6	38	12	1	0.3	30	34
1000	339	0	306	1	31	1	0	0	0	0	0	0	0	132	38.9	43	12.7	1	0.3	29.9	33.8
1100	370	0	343	2	20	2	1	0	0	0	2	0	0	153	41.4	32	8.6	0	0	29.4	33.1
1200	342	1	320	1	18	0	1	0	0	0	1	0	0	172	50.3	41	12	1	0.3	30.5	34
1300	409	12	363	3	31	0	0	0	0	0	0	0	0	174	42.5	41	10	6	1.5	29.6	33.8
1400	424	1	404	1	16	1	0	0	1	0	0	0	0	211	49.8	58	13.7	1	0.2	30.4	34.4
1500	441	10	397	0	27	0	1	3	2	1	0	0	0	181	41	40	9.1	1	0.2	29.1	32.9
1600	477	3	449	2	20	3	0	0	0	0	0	0	0	238	49.9	56	11.7	1	0.2	30.1	34.2
1700	**585**	**0**	**571**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**339**	**57.9**	**100**	**17.1**	**0**	**0**	**30.9**	**35.3**
1800	391	0	377	1	13	0	0	0	0	0	0	0	0	216	55.2	64	16.4	2	0.5	31.2	35.6
1900	256	2	242	0	12	0	0	0	0	0	0	0	0	158	61.7	39	15.2	2	0.8	31.4	34.9
2000	190	0	183	0	7	0	0	0	0	0	0	0	0	137	72.1	51	26.8	4	2.1	32.5	37.4
2100	119	0	116	0	3	0	0	0	0	0	0	0	0	82	68.9	37	31.1	2	1.7	32.8	37.4
2200	84	0	79	0	5	0	0	0	0	0	0	0	0	51	60.7	16	19	6	7.1	32	37.4
2300	50	0	47	0	2	1	0	0	0	0	0	0	0	22	44	10	20	1	2	30.7	38.9
07-19	**4984**	**32**	**4628**	**12**	**287**	**10**	**3**	**3**	**5**	**1**	**3**	**0**	**0**	**2443**	**49**	**638**	**12.8**	**16**	**0.3**	**30.2**	**34.4**
06-22	**5709**	**35**	**5314**	**12**	**321**	**10**	**3**	**3**	**6**	**2**	**3**	**0**	**0**	**2941**	**51.5**	**824**	**14.4**	**27**	**0.5**	**30.4**	**34.7**
06-00	**5843**	**35**	**5440**	**12**	**328**	**11**	**3**	**3**	**6**	**2**	**3**	**0**	**0**	**3014**	**51.6**	**850**	**14.5**	**34**	**0.6**	**30.5**	**34.7**
00-00	**6031**	**35**	**5615**	**12**	**341**	**11**	**3**	**3**	**6**	**2**	**3**	**0**	**0**	**3156**	**52.3**	**934**	**15.5**	**43**	**0.7**	**30.6**	**34.9**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Both Directions

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Wednesday 12 July 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	30	30	35 ACPO	35 ACPO	45 DfT	45 DfT		85
0000	14	0	12	0	2	0	0	0	0	0	0	0	0	10	71.4	8	57.1	3	21.4	36	46.3
0100	9	0	9	0	0	0	0	0	0	0	0	0	0	6	66.7	5	55.6	0	0	35.7	-
0200	10	0	9	0	1	0	0	0	0	0	0	0	0	6	60	3	30	0	0	30.9	-
0300	15	0	15	0	0	0	0	0	0	0	0	0	0	11	73.3	9	60	2	13.3	36.8	44.7
0400	34	0	31	0	3	0	0	0	0	0	0	0	0	28	82.4	13	38.2	1	2.9	33.6	37.6
0500	120	0	118	0	2	0	0	0	0	0	0	0	0	102	85	57	47.5	5	4.2	35.2	41.4
0600	155	1	138	0	14	0	0	1	1	0	0	0	0	123	79.4	78	50.3	8	5.2	34.9	40.3
0700	341	1	315	2	20	0	2	0	0	0	1	0	0	224	65.7	75	22	2	0.6	31.7	36
0800	**541**	**1**	**490**	**2**	**43**	**1**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**339**	**62.7**	**74**	**13.7**	**0**	**0**	**31.2**	**34.7**
0900	354	0	325	2	26	1	0	0	0	0	0	0	0	221	62.4	53	15	0	0	31.3	34.9
1000	324	5	304	0	12	1	0	0	1	0	1	0	0	137	42.3	27	8.3	0	0	29.5	32.9
1100	364	7	338	1	15	1	0	1	1	0	0	0	0	180	49.5	45	12.4	0	0	30.2	34
1200	409	8	374	1	23	0	2	1	0	0	0	0	0	172	42.1	38	9.3	0	0	29.7	33.6
1300	412	5	372	2	30	1	1	0	0	0	1	0	0	174	42.2	41	10	3	0.7	29.6	33.8
1400	447	6	409	0	24	2	3	0	1	1	1	0	0	213	47.7	44	9.8	0	0	29.8	33.6
1500	499	4	469	1	23	0	0	0	2	0	0	0	0	239	47.9	55	11	0	0	30.1	34.2
1600	559	7	510	0	40	0	0	1	1	0	0	0	0	263	47	69	12.3	1	0.2	29.5	34
1700	**637**	**11**	**598**	**1**	**25**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**330**	**51.8**	**78**	**12.2**	**2**	**0.3**	**30.3**	**34.2**
1800	429	9	397	2	20	0	1	0	0	0	0	0	0	235	54.8	72	16.8	1	0.2	30.9	35.6
1900	331	9	311	1	7	1	2	0	0	0	0	0	0	210	63.4	72	21.8	3	0.9	31.4	36
2000	255	5	242	0	8	0	0	0	0	0	0	0	0	175	68.6	65	25.5	3	1.2	32.1	36.5
2100	151	2	143	0	6	0	0	0	0	0	0	0	0	78	51.7	32	21.2	2	1.3	31	36.5
2200	108	1	103	0	4	0	0	0	0	0	0	0	0	62	57.4	24	22.2	2	1.9	31.5	37.1
2300	38	0	36	0	2	0	0	0	0	0	0	0	0	26	68.4	13	34.2	2	5.3	33.1	38.7
07-19	**5316**	**64**	**4901**	**14**	**301**	**7**	**10**	**4**	**9**	**1**	**5**	**0**	**0**	**2727**	**51.3**	**671**	**12.6**	**9**	**0.2**	**30.3**	**34.2**
06-22	**6208**	**81**	**5735**	**15**	**336**	**8**	**12**	**5**	**10**	**1**	**5**	**0**	**0**	**3313**	**53.4**	**918**	**14.8**	**25**	**0.4**	**30.6**	**34.9**
06-00	**6354**	**82**	**5874**	**15**	**342**	**8**	**12**	**5**	**10**	**1**	**5**	**0**	**0**	**3401**	**53.5**	**955**	**15**	**29**	**0.5**	**30.6**	**34.9**
00-00	**6556**	**82**	**6068**	**15**	**350**	**8**	**12**	**5**	**10**	**1**	**5**	**0**	**0**	**3564**	**54.4**	**1050**	**16**	**40**	**0.6**	**30.7**	**35.1**

NDC

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Both Directions

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Thursday 13 July 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	30	30	35 ACPO	35 ACPO	45 DfT	45 DfT		85
0000	22	0	21	0	1	0	0	0	0	0	0	0	0	15	68.2	11	50	0	0	33.6	38.7
0100	10	0	9	0	1	0	0	0	0	0	0	0	0	6	60	4	40	0	0	33.5	-
0200	12	0	11	0	1	0	0	0	0	0	0	0	0	9	75	5	41.7	1	8.3	35.5	39.8
0300	10	0	10	0	0	0	0	0	0	0	0	0	0	5	50	2	20	0	0	32.3	-
0400	36	0	32	0	4	0	0	0	0	0	0	0	0	25	69.4	17	47.2	1	2.8	33.7	40
0500	110	1	105	0	4	0	0	0	0	0	0	0	0	90	81.8	42	38.2	5	4.5	34.1	38.7
0600	158	2	143	0	10	0	0	1	1	1	0	0	0	109	69	43	27.2	1	0.6	32.2	36.7
0700	369	0	337	0	31	0	0	1	0	0	0	0	0	184	49.9	49	13.3	1	0.3	30.1	34.7
0800	**473**	**1**	**430**	**1**	**39**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**239**	**50.5**	**62**	**13.1**	**2**	**0.4**	**30.3**	**34.7**
0900	383	2	357	1	18	2	2	1	0	0	0	0	0	67	17.5	11	2.9	0	0	25.3	30.2
1000	348	8	310	1	26	2	1	0	0	0	0	0	0	78	22.4	5	1.4	0	0	25.8	30.9
1100	355	5	320	2	23	2	1	1	0	0	1	0	0	87	24.5	13	3.7	0	0	26.7	31.8
1200	357	1	332	1	20	2	1	0	0	0	0	0	0	110	30.8	19	5.3	0	0	27.3	31.8
1300	406	2	377	3	24	0	0	0	0	0	0	0	0	109	26.8	20	4.9	2	0.5	26.6	31.5
1400	387	3	359	2	23	0	0	0	0	0	0	0	0	86	22.2	17	4.4	1	0.3	26.1	31.1
1500	435	4	403	1	23	0	1	2	1	0	0	0	0	128	29.4	31	7.1	5	1.1	27.4	31.8
1600	532	8	497	2	23	1	1	0	0	0	0	0	0	198	37.2	52	9.8	3	0.6	28.3	33.6
1700	**592**	**4**	**568**	**2**	**16**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**221**	**37.3**	**47**	**7.9**	**1**	**0.2**	**28.4**	**32.9**
1800	453	5	425	2	19	1	0	0	0	1	0	0	0	232	51.2	63	13.9	1	0.2	30.5	34.4
1900	297	5	282	2	8	0	0	0	0	0	0	0	0	170	57.2	66	22.2	7	2.4	31.6	36.7
2000	224	2	212	0	9	1	0	0	0	0	0	0	0	116	51.8	51	22.8	5	2.2	31.4	36.9
2100	157	2	150	1	3	1	0	0	0	0	0	0	0	84	53.5	39	24.8	0	0	31.4	36.9
2200	73	0	71	0	2	0	0	0	0	0	0	0	0	47	64.4	18	24.7	3	4.1	33.2	38.5
2300	49	0	46	1	2	0	0	0	0	0	0	0	0	27	55.1	13	26.5	4	8.2	32.4	40.7
07-19	**5090**	**43**	**4715**	**18**	**285**	**11**	**8**	**5**	**2**	**2**	**1**	**0**	**0**	**1739**	**34.2**	**389**	**7.6**	**16**	**0.3**	**27.8**	**32.9**
06-22	**5926**	**54**	**5502**	**21**	**315**	**13**	**8**	**6**	**3**	**3**	**1**	**0**	**0**	**2218**	**37.4**	**588**	**9.9**	**29**	**0.5**	**28.4**	**33.3**
06-00	**6048**	**54**	**5619**	**22**	**319**	**13**	**8**	**6**	**3**	**3**	**1**	**0**	**0**	**2292**	**37.9**	**619**	**10.2**	**36**	**0.6**	**28.5**	**33.6**
00-00	**6248**	**55**	**5807**	**22**	**330**	**13**	**8**	**6**	**3**	**3**	**1**	**0**	**0**	**2442**	**39.1**	**700**	**11.2**	**43**	**0.7**	**28.6**	**33.8**

NDC

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Both Directions

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Friday 14 July 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	30	30	35 ACPO	35 ACPO	45 DfT	45 DfT		85
0000	24	0	23	0	1	0	0	0	0	0	0	0	0	20	83.3	16	66.7	3	12.5	38	42.5
0100	13	0	11	0	0	0	0	0	0	2	0	0	0	11	84.6	7	53.8	1	7.7	36.4	39.6
0200	9	0	9	0	0	0	0	0	0	0	0	0	0	7	77.8	3	33.3	0	0	30.9	-
0300	13	0	13	0	0	0	0	0	0	0	0	0	0	9	69.2	6	46.2	0	0	34	39.4
0400	32	0	28	0	4	0	0	0	0	0	0	0	0	21	65.6	13	40.6	0	0	32.2	38
0500	104	0	97	0	7	0	0	0	0	0	0	0	0	94	90.4	59	56.7	6	5.8	36.2	42.5
0600	148	1	137	0	8	0	1	0	1	0	0	0	0	110	74.3	58	39.2	5	3.4	33.9	39.1
0700	317	1	283	2	28	0	1	0	0	1	1	0	0	188	59.3	59	18.6	1	0.3	31	35.8
0800	**502**	**2**	**461**	**2**	**34**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**244**	**48.6**	**49**	**9.8**	**1**	**0.2**	**29.9**	**33.8**
0900	395	1	364	2	24	2	1	0	0	1	0	0	0	166	42	27	6.8	1	0.3	29.1	33.1
1000	401	5	364	1	30	0	1	0	0	0	0	0	0	184	45.9	29	7.2	1	0.2	29.5	33.1
1100	395	1	364	1	29	0	0	0	0	0	0	0	0	210	53.2	42	10.6	1	0.3	30.5	34
1200	433	2	410	1	19	1	0	0	0	0	0	0	0	218	50.3	48	11.1	0	0	30.4	34
1300	467	1	438	0	25	1	1	0	1	0	0	0	0	204	43.7	51	10.9	1	0.2	29.4	34
1400	454	6	418	2	23	1	1	1	1	0	1	0	0	272	59.9	75	16.5	1	0.2	31.1	35.1
1500	498	2	461	1	30	1	2	0	0	0	1	0	0	258	51.8	68	13.7	1	0.2	30.7	34.7
1600	**638**	**4**	**597**	**4**	**32**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**321**	**50.3**	**71**	**11.1**	**1**	**0.2**	**30**	**34**
1700	608	5	575	0	24	1	2	0	0	0	1	0	0	367	60.4	124	20.4	4	0.7	31.4	36.5
1800	451	4	435	2	10	0	0	0	0	0	0	0	0	298	66.1	109	24.2	3	0.7	32.2	36.5
1900	307	2	297	0	8	0	0	0	0	0	0	0	0	205	66.8	73	23.8	8	2.6	32.4	37.1
2000	220	1	214	0	5	0	0	0	0	0	0	0	0	133	60.5	58	26.4	4	1.8	32.3	37.6
2100	131	0	124	3	4	0	0	0	0	0	0	0	0	78	59.5	33	25.2	2	1.5	32.2	37.6
2200	98	0	95	0	3	0	0	0	0	0	0	0	0	62	63.3	23	23.5	0	0	32.2	36.9
2300	69	1	66	0	2	0	0	0	0	0	0	0	0	39	56.5	16	23.2	3	4.3	31.6	36.7
07-19	**5559**	**34**	**5170**	**18**	**308**	**8**	**10**	**2**	**3**	**2**	**4**	**0**	**0**	**2930**	**52.7**	**752**	**13.5**	**16**	**0.3**	**30.4**	**34.7**
06-22	**6365**	**38**	**5942**	**21**	**333**	**8**	**11**	**2**	**4**	**2**	**4**	**0**	**0**	**3456**	**54.3**	**974**	**15.3**	**35**	**0.5**	**30.7**	**34.9**
06-00	**6532**	**39**	**6103**	**21**	**338**	**8**	**11**	**2**	**4**	**2**	**4**	**0**	**0**	**3557**	**54.5**	**1013**	**15.5**	**38**	**0.6**	**30.8**	**34.9**
00-00	**6727**	**39**	**6284**	**21**	**350**	**8**	**11**	**2**	**4**	**4**	**4**	**0**	**0**	**3719**	**55.3**	**1117**	**16.6**	**48**	**0.7**	**30.9**	**35.3**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Both Directions

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Saturday 15 July 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	30	30	35 ACPO	35 ACPO	45 DfT	45 DfT		85
0000	41	0	39	0	2	0	0	0	0	0	0	0	0	23	56.1	12	29.3	4	9.8	33.3	40.5
0100	18	0	17	0	1	0	0	0	0	0	0	0	0	15	83.3	11	61.1	1	5.6	36.2	40.9
0200	17	0	15	0	2	0	0	0	0	0	0	0	0	14	82.4	9	52.9	2	11.8	35.5	40.3
0300	21	1	20	0	0	0	0	0	0	0	0	0	0	16	76.2	12	57.1	4	19	37.1	49
0400	20	1	15	0	4	0	0	0	0	0	0	0	0	12	60	9	45	3	15	34.7	42.9
0500	42	1	39	0	2	0	0	0	0	0	0	0	0	31	73.8	18	42.9	3	7.1	34.7	42.5
0600	55	2	49	0	4	0	0	0	0	0	0	0	0	37	67.3	24	43.6	5	9.1	34.5	42.3
0700	120	2	112	0	4	2	0	0	0	0	0	0	0	78	65	30	25	1	0.8	32.4	37.4
0800	239	6	219	0	13	1	0	0	0	0	0	0	0	138	57.7	55	23	2	0.8	31.3	36.5
0900	358	1	339	1	17	0	0	0	0	0	0	0	0	193	53.9	61	17	0	0	30.8	35.3
1000	413	2	387	4	18	0	1	0	0	0	1	0	0	200	48.4	52	12.6	2	0.5	30.1	34.2
1100	**466**	**4**	**443**	**2**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**209**	**44.8**	**44**	**9.4**	**0**	**0**	**29.4**	**33.3**
1200	**498**	**6**	**475**	**2**	**11**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**221**	**44.4**	**43**	**8.6**	**2**	**0.4**	**29.6**	**33.6**
1300	485	3	463	4	14	0	1	0	0	0	0	0	0	243	50.1	48	9.9	2	0.4	30.3	34.2
1400	459	6	437	1	15	0	0	0	0	0	0	0	0	280	61	85	18.5	3	0.7	31.2	35.3
1500	387	0	366	6	15	0	0	0	0	0	0	0	0	192	49.6	46	11.9	1	0.3	30.5	34
1600	394	4	381	0	9	0	0	0	0	0	0	0	0	218	55.3	67	17	1	0.3	31.1	35.1
1700	391	7	374	5	5	0	0	0	0	0	0	0	0	237	60.6	84	21.5	2	0.5	31.6	36
1800	306	2	293	0	10	0	1	0	0	0	0	0	0	194	63.4	78	25.5	3	1	32	37.1
1900	254	2	242	0	9	0	1	0	0	0	0	0	0	171	67.3	69	27.2	5	2	32.4	37.4
2000	170	1	162	0	7	0	0	0	0	0	0	0	0	106	62.4	49	28.8	5	2.9	32.6	38.5
2100	124	0	120	0	4	0	0	0	0	0	0	0	0	76	61.3	38	30.6	6	4.8	32.9	38.7
2200	121	0	116	0	5	0	0	0	0	0	0	0	0	71	58.7	33	27.3	3	2.5	32	37.8
2300	78	1	74	0	3	0	0	0	0	0	0	0	0	40	51.3	18	23.1	2	2.6	31.4	36.7
07-19	**4516**	**43**	**4289**	**25**	**148**	**3**	**5**	**0**	**2**	**0**	**1**	**0**	**0**	**2403**	**53.2**	**693**	**15.3**	**19**	**0.4**	**30.7**	**34.9**
06-22	**5119**	**48**	**4862**	**25**	**172**	**3**	**6**	**0**	**2**	**0**	**1**	**0**	**0**	**2793**	**54.6**	**873**	**17.1**	**40**	**0.8**	**30.9**	**35.3**
06-00	**5318**	**49**	**5052**	**25**	**180**	**3**	**6**	**0**	**2**	**0**	**1**	**0**	**0**	**2904**	**54.6**	**924**	**17.4**	**45**	**0.8**	**30.9**	**35.6**
00-00	**5477**	**52**	**5197**	**25**	**191**	**3**	**6**	**0**	**2**	**0**	**1**	**0**	**0**	**3015**	**55**	**995**	**18.2**	**62**	**1.1**	**31.1**	**35.6**

NDC

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Both Directions

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Sunday 16 July 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	30	30	35 ACPO	35 ACPO	45 DfT	45 DfT		85
0000	45	0	43	0	2	0	0	0	0	0	0	0	0	36	80	18	40	2	4.4	34	38.3
0100	21	0	21	0	0	0	0	0	0	0	0	0	0	18	85.7	10	47.6	1	4.8	34.9	38.7
0200	17	0	16	0	1	0	0	0	0	0	0	0	0	13	76.5	7	41.2	3	17.6	36.5	44.7
0300	18	0	18	0	0	0	0	0	0	0	0	0	0	13	72.2	8	44.4	3	16.7	35.2	41.6
0400	23	0	20	0	3	0	0	0	0	0	0	0	0	17	73.9	11	47.8	1	4.3	35.6	43.8
0500	39	1	35	1	2	0	0	0	0	0	0	0	0	34	87.2	21	53.8	6	15.4	37	43.8
0600	48	3	45	0	0	0	0	0	0	0	0	0	0	32	66.7	20	41.7	4	8.3	33.4	40.5
0700	83	2	77	1	3	0	0	0	0	0	0	0	0	55	66.3	29	34.9	4	4.8	32.9	38.7
0800	129	10	113	1	5	0	0	0	0	0	0	0	0	78	60.5	27	20.9	3	2.3	31.1	36.5
0900	244	13	222	0	7	0	2	0	0	0	0	0	0	151	61.9	55	22.5	0	0	31.2	36
1000	364	15	340	1	8	0	0	0	0	0	0	0	0	191	52.5	42	11.5	2	0.5	30.2	34.2
1100	**370**	**13**	**344**	**1**	**10**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**194**	**52.4**	**62**	**16.8**	**0**	**0**	**30.5**	**35.3**
1200	**426**	**10**	**398**	**3**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**244**	**57.3**	**73**	**17.1**	**1**	**0.2**	**30.9**	**35.1**
1300	382	6	369	2	5	0	0	0	0	0	0	0	0	222	58.1	63	16.5	1	0.3	30.9	35.1
1400	421	5	405	0	10	0	1	0	0	0	0	0	0	269	63.9	86	20.4	3	0.7	31.8	35.8
1500	362	6	349	1	6	0	0	0	0	0	0	0	0	215	59.4	74	20.4	0	0	31.4	35.8
1600	346	9	320	5	12	0	0	0	0	0	0	0	0	204	59	67	19.4	1	0.3	31.3	35.6
1700	276	8	258	2	7	0	0	0	0	0	1	0	0	170	61.6	70	25.4	0	0	31.8	36.7
1800	205	4	198	1	2	0	0	0	0	0	0	0	0	147	71.7	59	28.8	2	1	32.5	36.9
1900	221	4	211	0	4	0	0	1	1	0	0	0	0	139	62.9	50	22.6	4	1.8	31.6	36
2000	185	4	175	0	6	0	0	0	0	0	0	0	0	117	63.2	51	27.6	4	2.2	32.1	36.7
2100	100	0	97	0	3	0	0	0	0	0	0	0	0	69	69	30	30	3	3	32.5	38.9
2200	47	0	46	0	1	0	0	0	0	0	0	0	0	28	59.6	10	21.3	0	0	31.3	36
2300	33	1	31	0	1	0	0	0	0	0	0	0	0	19	57.6	9	27.3	1	3	32.6	38.9
07-19	**3608**	**101**	**3393**	**18**	**90**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**1**	**2140**	**59.3**	**707**	**19.6**	**17**	**0.5**	**31.2**	**35.8**
06-22	**4162**	**112**	**3921**	**18**	**103**	**0**	**4**	**1**	**1**	**0**	**1**	**0**	**1**	**2497**	**60**	**858**	**20.6**	**32**	**0.8**	**31.3**	**35.8**
06-00	**4242**	**113**	**3998**	**18**	**105**	**0**	**4**	**1**	**1**	**0**	**1**	**0**	**1**	**2544**	**60**	**877**	**20.7**	**33**	**0.8**	**31.3**	**36**
00-00	**4405**	**114**	**4151**	**19**	**113**	**0**	**4**	**1**	**1**	**0**	**1**	**0**	**1**	**2675**	**60.7**	**952**	**21.6**	**49**	**1.1**	**31.5**	**36**

NDC
NATIONWIDE DATA COLLECTION

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Both Directions

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Monday 17 July 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	30	30	35 ACPO	35 ACPO	45 DfT	45 DfT		85
0000	15	0	14	0	1	0	0	0	0	0	0	0	0	13	86.7	9	60	0	0	35.1	38.5
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100	1	33.3	1	33.3	36.4	-
0200	11	0	11	0	0	0	0	0	0	0	0	0	0	7	63.6	4	36.4	0	0	31.6	42.3
0300	14	0	13	0	1	0	0	0	0	0	0	0	0	10	71.4	9	64.3	1	7.1	37.4	41.8
0400	36	1	33	0	2	0	0	0	0	0	0	0	0	25	69.4	18	50	2	5.6	35.3	43.6
0500	116	2	109	0	5	0	0	0	0	0	0	0	0	104	89.7	72	62.1	7	6	36.4	42.1
0600	166	3	154	0	8	0	1	0	0	0	0	0	0	131	78.9	69	41.6	2	1.2	34.2	39.1
0700	330	1	311	1	15	0	1	1	0	0	0	0	0	217	65.8	75	22.7	2	0.6	31.7	36.2
0800	**546**	**3**	**505**	**1**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**348**	**63.7**	**111**	**20.3**	**2**	**0.4**	**31.4**	**35.8**
0900	421	5	384	3	28	1	0	0	0	0	0	0	0	197	46.8	44	10.5	1	0.2	29.5	33.8
1000	358	9	309	2	35	1	1	0	1	0	0	0	0	168	46.9	28	7.8	0	0	28.9	33.1
1100	356	5	321	2	25	0	0	1	0	1	1	0	0	182	51.1	49	13.8	1	0.3	30.5	34.7
1200	382	6	346	1	25	0	0	1	2	0	1	0	0	205	53.7	47	12.3	2	0.5	30.4	34.2
1300	376	3	350	0	21	0	0	1	0	1	0	0	0	199	52.9	37	9.8	0	0	30.2	33.6
1400	429	4	401	2	21	0	0	1	0	0	0	0	0	234	54.5	63	14.7	1	0.2	30.6	34.9
1500	416	7	381	1	26	0	0	0	0	0	1	0	0	225	54.1	63	15.1	2	0.5	30.6	34.9
1600	581	4	537	4	32	2	1	0	1	0	0	0	0	332	57.1	100	17.2	0	0	30.6	35.3
1700	**615**	**5**	**583**	**5**	**18**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**395**	**64.2**	**115**	**18.7**	**0**	**0**	**31.4**	**35.3**
1800	376	3	356	1	15	0	1	0	0	0	0	0	0	245	65.2	92	24.5	3	0.8	31.7	36.2
1900	285	11	265	0	6	1	2	0	0	0	0	0	0	189	66.3	73	25.6	5	1.8	32.1	36.7
2000	199	1	190	0	8	0	0	0	0	0	0	0	0	122	61.3	45	22.6	1	0.5	31.7	36.2
2100	140	4	129	1	6	0	0	0	0	0	0	0	0	76	54.3	31	22.1	1	0.7	31.2	37.4
2200	85	1	79	0	5	0	0	0	0	0	0	0	0	53	62.4	27	31.8	2	2.4	32.6	37.4
2300	40	0	38	0	2	0	0	0	0	0	0	0	0	25	62.5	11	27.5	4	10	33.2	38
07-19	**5186**	**55**	**4784**	**23**	**298**	**5**	**5**	**5**	**4**	**2**	**4**	**0**	**1**	**2947**	**56.8**	**824**	**15.9**	**14**	**0.3**	**30.7**	**35.1**
06-22	**5976**	**74**	**5522**	**24**	**326**	**6**	**8**	**5**	**4**	**2**	**4**	**0**	**1**	**3465**	**58**	**1042**	**17.4**	**23**	**0.4**	**30.9**	**35.3**
06-00	**6101**	**75**	**5639**	**24**	**333**	**6**	**8**	**5**	**4**	**2**	**4**	**0**	**1**	**3543**	**58.1**	**1080**	**17.7**	**29**	**0.5**	**30.9**	**35.3**
00-00	**6296**	**78**	**5822**	**24**	**342**	**6**	**8**	**5**	**4**	**2**	**4**	**0**	**1**	**3705**	**58.8**	**1193**	**18.9**	**40**	**0.6**	**31.1**	**35.6**

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Both Directions

7719 / Deep Carr Farm
Jul-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	30	30	35 ACPO	35 ACPO	45 DfT	45 DfT		85
0000	25	0	24	0	1	0	0	0	0	0	0	0	0	18	71.2	11	45.2	2	6.8	34.4	39.8
0100	11	0	11	0	0	0	0	0	0	0	0	0	0	9	81	6	49.4	1	5.1	35.3	40.9
0200	12	0	12	0	1	0	0	0	0	0	0	0	0	9	73.6	5	40.2	1	6.9	33.8	41.6
0300	15	0	14	0	0	0	0	0	0	0	0	0	0	10	70.9	7	50.5	1	9.7	35.6	42.9
0400	31	0	27	0	3	0	0	0	0	0	0	0	0	22	70.6	14	44.4	1	4.2	34	40.3
0500	92	1	87	0	4	0	0	0	0	0	0	0	0	78	84.6	46	50.2	6	6.2	35.5	41.8
0600	127	2	116	0	8	0	0	0	1	0	0	0	0	95	74.5	50	39.4	4	3.1	33.8	39.4
0700	275	2	254	1	17	0	1	0	0	0	0	0	0	167	60.6	54	19.7	2	0.7	31.1	36
0800	**422**	**3**	**383**	**1**	**32**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**234**	**55.6**	**63**	**14.9**	**1**	**0.3**	**30.7**	**34.9**
0900	353	3	326	1	20	1	1	0	0	0	0	0	0	164	46.4	41	11.7	0	0.1	29.5	34
1000	364	6	331	1	23	1	1	0	0	0	0	0	0	156	42.8	32	8.9	1	0.2	29.2	33.3
1100	382	5	353	2	20	1	0	0	0	0	1	0	0	174	45.4	41	10.7	0	0.1	29.6	33.8
1200	407	5	379	1	19	0	1	0	1	0	0	0	0	192	47.1	44	10.9	1	0.2	29.9	34
1300	420	5	390	2	21	0	0	0	0	0	0	0	0	189	45.1	43	10.2	2	0.5	29.5	33.8
1400	432	4	405	1	19	1	1	0	0	0	0	0	0	224	51.8	61	14.2	1	0.3	30.2	34.7
1500	434	5	404	2	21	0	1	1	1	0	0	0	0	205	47.3	54	12.4	1	0.3	29.9	34.2
1600	504	6	470	2	24	1	0	0	0	0	0	0	0	253	50.3	69	13.7	1	0.2	30	34.4
1700	**529**	**6**	**504**	**2**	**16**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**294**	**55.6**	**88**	**16.7**	**1**	**0.2**	**30.7**	**35.1**
1800	373	4	354	1	13	0	0	0	0	0	0	0	0	224	60	77	20.6	2	0.6	31.5	36
1900	279	5	264	0	8	0	1	0	0	0	0	0	0	177	63.7	63	22.7	5	1.7	31.8	36.5
2000	206	2	197	0	7	0	0	0	0	0	0	0	0	129	62.8	53	25.6	4	1.8	32.1	37.1
2100	132	1	126	1	4	0	0	0	0	0	0	0	0	78	58.9	34	26	2	1.7	31.9	37.6
2200	88	0	84	0	4	0	0	0	0	0	0	0	0	53	60.7	22	24.5	2	2.6	32.1	37.6
2300	51	0	48	0	2	0	0	0	0	0	0	0	0	28	55.5	13	25.2	2	4.8	32	38.3
07-19	**4894**	**53**	**4554**	**18**	**245**	**6**	**6**	**3**	**4**	**1**	**3**	**0**	**0**	**2476**	**50.6**	**668**	**13.6**	**15**	**0.3**	**30.1**	**34.7**
06-22	**5638**	**63**	**5257**	**19**	**272**	**7**	**7**	**3**	**4**	**1**	**3**	**0**	**0**	**2955**	**52.4**	**868**	**15.4**	**30**	**0.5**	**30.4**	**34.9**
06-00	**5777**	**64**	**5389**	**20**	**278**	**7**	**7**	**3**	**4**	**1**	**3**	**0**	**0**	**3036**	**52.6**	**903**	**15.6**	**35**	**0.6**	**30.5**	**35.1**
00-00	**5963**	**65**	**5563**	**20**	**288**	**7**	**7**	**3**	**4**	**2**	**3**	**0**	**0**	**3182**	**53.4**	**992**	**16.6**	**46**	**0.8**	**30.6**	**35.3**

NDC

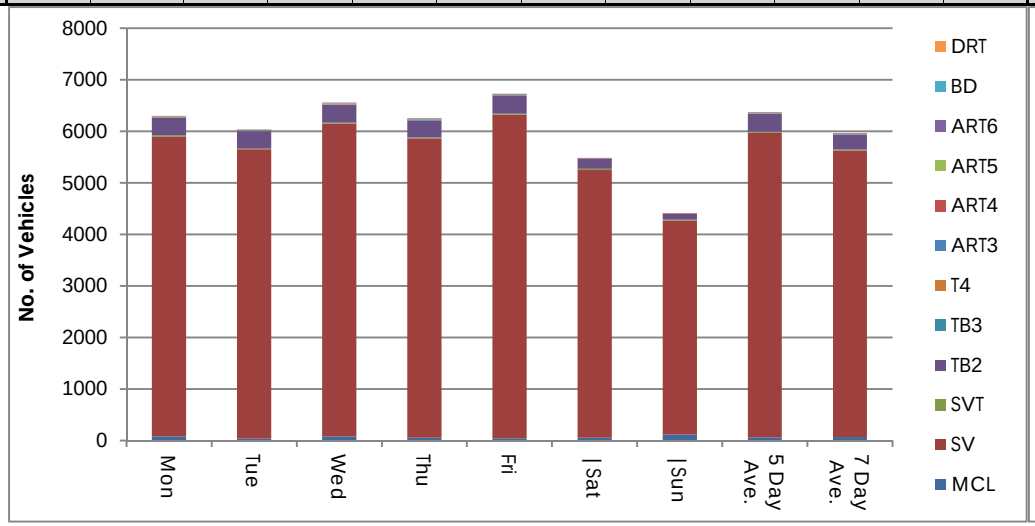
Site 2
Location Worksop Road - Attached to powered speed sign
Direction Both Directions

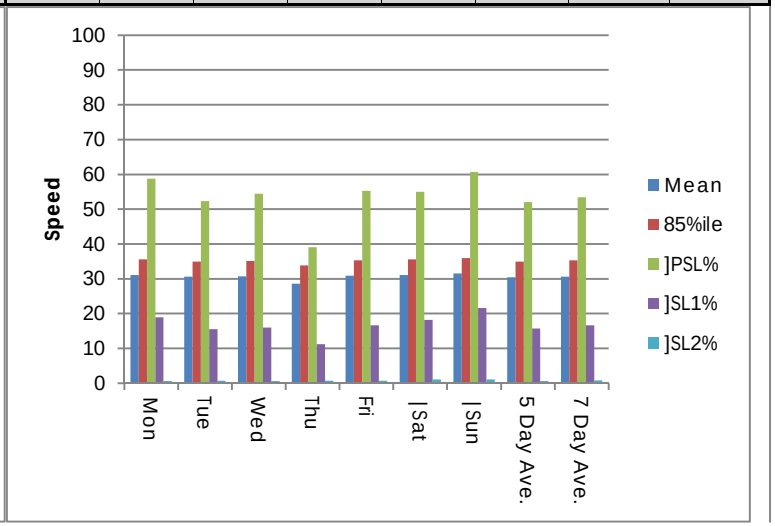
7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Virtual Week (1)

Time	Total	Classification												]PSL 30	]PSL% 30	]SL1 35 ACPO	]SL1% 35 ACPO	]SL2 45 DfT	]SL2% 45 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	6296	78	5822	24	342	6	8	5	4	2	4	0	1	3705	58.8	1193	18.9	40	0.6	31.1	35.6
Tue	6031	35	5615	12	341	11	3	3	6	2	3	0	0	3156	52.3	934	15.5	43	0.7	30.6	34.9
Wed	6556	82	6068	15	350	8	12	5	10	1	5	0	0	3564	54.4	1050	16	40	0.6	30.7	35.1
Thu	6248	55	5807	22	330	13	8	6	3	3	1	0	0	2442	39.1	700	11.2	43	0.7	28.6	33.8
Fri	6727	39	6284	21	350	8	11	2	4	4	4	0	0	3719	55.3	1117	16.6	48	0.7	30.9	35.3
|Sat	5477	52	5197	25	191	3	6	0	2	0	1	0	0	3015	55	995	18.2	62	1.1	31.1	35.6
|Sun	4405	114	4151	19	113	0	4	1	1	0	1	0	1	2675	60.7	952	21.6	49	1.1	31.5	36
5 Day Ave.	**6372**	**58**	**5919**	**19**	**343**	**9**	**8**	**4**	**5**	**2**	**3**	**0**	**0**	**3317**	**52.1**	**999**	**15.7**	**43**	**0.7**	**30.4**	**34.9**
7 Day Ave.	**5963**	**65**	**5563**	**20**	**288**	**7**	**7**	**3**	**4**	**2**	**3**	**0**	**0**	**3182**	**53.4**	**992**	**16.6**	**46**	**0.8**	**30.6**	**35.3**
--	**41740**	**455**	**38944**	**138**	**2017**	**49**	**52**	**22**	**30**	**12**	**19**	**0**	**2**	**22276**	**53.4**	**6941**	**16.6**	**325**	**0.8**	**30.6**	**35.3**

Summary Graphs





Site 2
Location Worksop Road - Attached to powered speed sign
Direction Both Directions

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Tuesday 11 July 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	16	0	0	0	0	1	6	3	5	1	0	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	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	11	0	0	0	0	0	3	4	4	0	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	0	3	3	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	33	0	0	0	0	2	8	9	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	111	0	0	0	0	0	23	35	32	13	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	160	0	0	0	1	4	34	62	43	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	367	1	0	3	12	23	107	158	51	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**522**	**0**	**0**	**1**	**9**	**43**	**214**	**193**	**56**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	317	0	0	0	3	20	143	113	34	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	339	0	0	1	1	25	180	89	32	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	370	0	0	1	13	21	182	121	28	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	342	0	0	1	2	10	157	131	32	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	409	0	2	2	5	48	178	133	29	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	424	0	0	0	2	30	181	153	50	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	441	0	2	0	6	59	193	141	39	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	477	0	1	3	6	19	210	182	47	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**585**	**0**	**0**	**5**	**6**	**30**	**205**	**239**	**86**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	391	0	0	0	0	14	161	152	54	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	256	0	0	1	2	6	89	119	33	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	190	0	0	1	0	8	44	86	38	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	119	0	0	0	1	5	31	45	28	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	84	0	0	0	0	7	26	35	8	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	50	0	0	1	0	5	22	12	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**4984**	**1**	**5**	**17**	**65**	**342**	**2111**	**1805**	**538**	**84**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**5709**	**1**	**5**	**19**	**69**	**365**	**2309**	**2117**	**680**	**117**	**24**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**5843**	**1**	**5**	**20**	**69**	**377**	**2357**	**2164**	**692**	**124**	**30**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**6031**	**1**	**5**	**20**	**69**	**380**	**2400**	**2222**	**746**	**145**	**37**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Both Directions

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Wednesday 12 July 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	3	2	5	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	0	0	0	0	3	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	10	0	0	1	0	0	3	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	15	0	0	0	0	1	3	2	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	34	0	0	0	0	1	5	15	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	120	0	0	0	0	4	14	45	33	19	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	155	0	0	0	0	4	28	45	53	17	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	341	0	0	1	4	18	94	149	59	14	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**541**	**0**	**0**	**2**	**2**	**16**	**182**	**265**	**61**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	354	0	0	0	4	10	119	168	45	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	324	1	0	3	2	23	158	110	20	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	364	0	0	1	4	13	166	135	36	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	409	0	3	3	4	17	210	134	32	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	412	0	2	4	3	26	203	133	29	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	447	0	1	0	6	35	192	169	38	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	499	0	0	1	10	24	225	184	48	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	559	0	2	4	21	52	217	194	61	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**637**	**0**	**2**	**4**	**6**	**38**	**257**	**252**	**64**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	429	0	0	1	8	22	163	163	56	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	331	0	0	1	3	14	103	138	61	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	255	0	0	1	3	3	73	110	51	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	151	0	0	1	3	13	56	46	23	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	108	0	0	0	0	11	35	38	18	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	38	0	0	0	0	0	12	13	8	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**5316**	**1**	**10**	**24**	**74**	**294**	**2186**	**2056**	**549**	**113**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**6208**	**1**	**10**	**27**	**83**	**328**	**2446**	**2395**	**737**	**156**	**23**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**6354**	**1**	**10**	**27**	**83**	**339**	**2493**	**2446**	**763**	**163**	**25**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**6556**	**1**	**10**	**28**	**83**	**346**	**2524**	**2514**	**818**	**192**	**35**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Both Directions

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Thursday 13 July 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	5	4	8	3	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	3	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	12	0	0	0	0	0	3	4	2	2	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	0	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	36	0	0	0	0	2	9	8	9	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	110	0	0	0	2	1	17	48	32	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	158	0	0	0	2	12	35	66	32	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	369	0	0	0	13	25	147	135	42	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**473**	**0**	**2**	**4**	**1**	**40**	**187**	**177**	**47**	**13**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	383	0	5	18	37	97	159	56	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	348	0	6	16	34	68	146	73	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	355	0	5	13	18	64	168	74	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	357	0	1	9	26	61	150	91	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	406	0	4	18	33	76	166	89	14	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	387	1	12	14	28	68	178	69	13	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	435	1	9	11	23	87	176	97	24	2	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
1600	532	0	3	21	25	63	222	146	42	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**592**	**0**	**3**	**10**	**26**	**81**	**251**	**174**	**41**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	453	1	0	5	5	18	192	169	51	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	297	0	0	3	1	7	116	104	47	12	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	224	0	1	1	1	7	98	65	36	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	157	0	2	0	0	8	63	45	30	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	73	0	0	0	0	0	26	29	8	7	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	49	0	0	0	0	7	15	14	3	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**5090**	**3**	**50**	**139**	**269**	**748**	**2142**	**1350**	**319**	**54**	**10**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**5926**	**3**	**53**	**143**	**273**	**782**	**2454**	**1630**	**464**	**95**	**21**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**6048**	**3**	**53**	**143**	**273**	**789**	**2495**	**1673**	**475**	**108**	**27**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**6248**	**3**	**53**	**143**	**275**	**795**	**2537**	**1742**	**529**	**128**	**33**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Both Directions

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Friday 14 July 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	24	0	0	0	0	0	4	4	9	4	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	13	0	0	0	0	0	2	4	5	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	1	0	1	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	13	0	0	0	0	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
0400	32	0	0	0	2	1	8	8	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	104	0	0	0	0	0	10	35	31	22	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	148	0	0	0	0	2	36	52	39	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	317	0	0	2	9	20	98	129	43	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**502**	**0**	**2**	**4**	**7**	**34**	**211**	**195**	**43**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	395	0	1	3	10	38	177	139	21	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	401	0	1	3	12	21	180	155	25	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	395	0	0	2	1	18	164	168	35	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	433	1	0	1	1	18	194	170	39	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	467	0	1	4	18	29	211	153	46	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	454	0	0	4	1	12	165	197	60	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	498	0	0	1	6	22	211	190	51	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**638**	**0**	**3**	**4**	**15**	**35**	**260**	**250**	**58**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	608	1	0	3	11	17	209	243	97	23	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	451	0	1	2	1	6	143	189	85	21	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	307	0	1	0	0	10	91	132	48	17	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	220	0	0	1	0	9	77	75	41	13	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	131	0	0	0	1	6	46	45	24	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	98	0	0	0	1	2	33	39	15	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	69	0	0	1	0	3	26	23	11	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**5559**	**2**	**9**	**33**	**92**	**270**	**2223**	**2178**	**603**	**133**	**13**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**6365**	**2**	**10**	**34**	**93**	**297**	**2473**	**2482**	**755**	**184**	**30**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**6532**	**2**	**10**	**35**	**94**	**302**	**2532**	**2544**	**781**	**194**	**32**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**6727**	**2**	**10**	**36**	**96**	**305**	**2559**	**2602**	**843**	**226**	**39**	**5**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Both Directions

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Saturday 15 July 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	41	0	0	0	0	0	18	11	5	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	18	0	0	0	0	0	3	4	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	17	0	0	0	1	0	2	5	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	21	0	0	1	0	0	4	4	4	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	20	0	0	0	0	1	7	3	5	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	42	0	0	0	1	2	8	13	8	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	55	0	0	1	0	2	15	13	11	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	120	0	0	0	1	3	38	48	19	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	239	0	1	1	4	13	82	83	42	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	358	0	1	1	1	18	144	132	52	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	413	0	0	1	6	41	165	148	47	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**466**	**0**	**2**	**8**	**5**	**36**	**206**	**165**	**38**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**498**	**0**	**0**	**2**	**10**	**52**	**213**	**178**	**36**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	485	0	0	2	7	27	206	195	41	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	459	0	1	4	2	10	162	195	70	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	387	0	0	0	0	17	178	146	38	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	394	0	0	3	2	9	162	151	55	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	391	0	0	1	0	10	143	153	70	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	306	0	0	3	1	11	97	116	61	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	254	0	0	2	1	10	70	102	52	12	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	170	0	0	0	1	8	55	57	31	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	124	0	0	1	0	2	45	38	21	11	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	121	0	0	1	0	7	42	38	20	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	78	0	0	1	1	4	32	22	12	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**4516**	**0**	**5**	**26**	**39**	**247**	**1796**	**1710**	**569**	**105**	**15**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**5119**	**0**	**5**	**30**	**41**	**269**	**1981**	**1920**	**684**	**149**	**29**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**5318**	**0**	**5**	**32**	**42**	**280**	**2055**	**1980**	**716**	**163**	**34**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**5477**	**0**	**5**	**33**	**44**	**283**	**2097**	**2020**	**747**	**186**	**47**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Both Directions

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Sunday 16 July 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	45	0	0	0	0	0	9	18	13	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	21	0	0	0	0	0	3	8	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	17	0	0	0	0	0	4	6	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	18	0	0	0	0	0	5	5	4	1	3	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	6	6	6	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	39	0	0	0	0	0	5	13	10	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	48	0	0	1	2	4	9	12	11	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	83	0	0	1	2	4	21	26	18	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	129	0	1	3	2	9	36	51	20	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	244	0	0	4	4	14	71	96	49	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	364	0	2	3	5	19	144	149	33	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**370**	**0**	**1**	**7**	**1**	**26**	**141**	**132**	**49**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**426**	**0**	**1**	**3**	**2**	**10**	**166**	**171**	**65**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	382	0	2	3	4	11	140	159	56	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	421	0	0	0	4	8	140	183	66	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	362	0	0	1	1	12	133	141	60	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	346	0	0	2	3	17	120	137	52	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	276	0	0	1	2	8	95	100	60	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	205	0	0	1	2	6	49	88	46	11	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	221	0	0	2	1	9	70	89	34	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	185	0	0	1	1	7	59	66	40	7	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	100	0	1	0	1	4	25	39	20	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	47	0	0	1	0	0	18	18	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	33	0	0	1	0	1	12	10	5	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3608**	**0**	**7**	**29**	**32**	**144**	**1256**	**1433**	**574**	**116**	**13**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**4162**	**0**	**8**	**33**	**37**	**168**	**1419**	**1639**	**679**	**147**	**24**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**4242**	**0**	**8**	**35**	**37**	**169**	**1449**	**1667**	**692**	**152**	**24**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**4405**	**0**	**8**	**35**	**37**	**169**	**1481**	**1723**	**734**	**169**	**37**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Both Directions

7719 / Deep Carr Farm
Jul-17
Automatic Traffic Count

Monday 17 July 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	2	4	9	0	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	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	11	0	0	2	0	0	2	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	14	0	0	0	0	0	4	1	4	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	36	0	0	0	0	2	9	7	8	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	116	0	1	0	1	0	10	32	41	24	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	166	0	0	0	0	3	32	62	46	21	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	330	0	1	0	4	15	93	142	64	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**546**	**0**	**1**	**5**	**2**	**31**	**159**	**237**	**97**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	421	0	1	4	14	29	176	153	37	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	358	0	4	8	14	33	131	140	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	356	0	0	0	0	16	158	133	46	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	382	0	1	2	6	17	151	158	40	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	376	0	0	2	7	19	149	162	31	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	429	0	2	6	4	21	162	171	51	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	416	0	0	3	1	25	162	162	57	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	581	0	4	3	7	36	199	232	89	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**615**	**0**	**1**	**4**	**4**	**18**	**193**	**280**	**102**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	376	0	2	2	0	18	109	153	81	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	285	0	0	3	1	10	82	116	52	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	199	0	0	0	3	4	70	77	34	10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	140	0	0	3	1	2	58	45	19	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	85	0	0	0	2	2	28	26	19	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	40	0	0	0	0	3	12	14	5	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**5186**	**0**	**17**	**39**	**63**	**278**	**1842**	**2123**	**721**	**89**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**5976**	**0**	**17**	**45**	**68**	**297**	**2084**	**2423**	**872**	**147**	**19**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**6101**	**0**	**17**	**45**	**70**	**302**	**2124**	**2463**	**896**	**155**	**23**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**6296**	**0**	**18**	**47**	**71**	**304**	**2151**	**2512**	**958**	**195**	**33**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 2
Location Worksop Road - Attached to powered speed sign
Direction Both Directions

7719 / Deep Carr Farm
Jul-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	25	0	0	0	0	1	7	7	8	2	1	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	0	2	4	3	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	1	0	0	2	4	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	15	0	0	0	0	0	4	3	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	31	0	0	0	0	1	7	8	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	92	0	0	0	1	1	12	32	27	14	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	127	0	0	0	1	4	27	45	34	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	275	0	0	1	6	15	85	112	42	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**422**	**0**	**1**	**3**	**4**	**27**	**153**	**172**	**52**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900	353	0	1	4	10	32	141	122	35	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	364	0	2	5	11	33	158	123	27	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	382	0	1	5	6	28	169	133	35	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	407	0	1	3	7	26	177	148	38	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	420	0	2	5	11	34	179	146	35	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	432	0	2	4	7	26	169	162	50	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	434	0	2	2	7	35	183	152	45	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	504	0	2	6	11	33	199	185	58	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**529**	**0**	**1**	**4**	**8**	**29**	**193**	**206**	**74**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	373	0	0	2	2	14	131	147	62	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	279	0	0	2	1	9	89	114	47	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	206	0	0	1	1	7	68	77	39	10	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	132	0	0	1	1	6	46	43	24	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	88	0	0	0	0	4	30	32	14	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	51	0	0	1	0	3	19	15	7	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**4894**	**1**	**15**	**44**	**91**	**332**	**1937**	**1808**	**553**	**99**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**5638**	**1**	**15**	**47**	**95**	**358**	**2167**	**2087**	**696**	**142**	**24**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**5777**	**1**	**15**	**48**	**95**	**365**	**2215**	**2134**	**716**	**151**	**28**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**5963**	**1**	**16**	**49**	**96**	**369**	**2250**	**2191**	**768**	**177**	**37**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

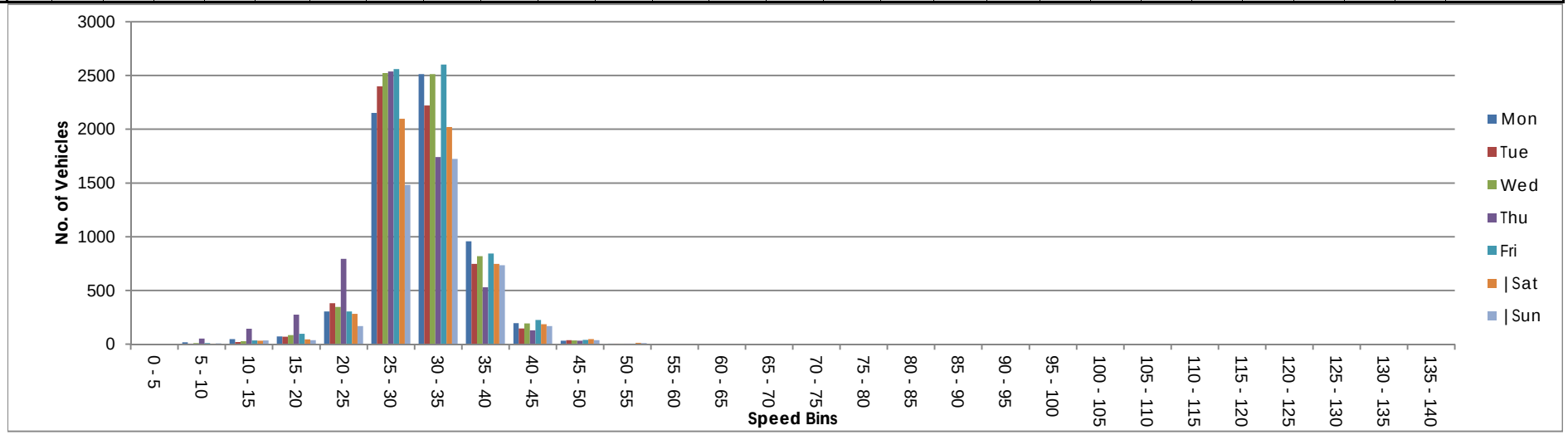
Site 2
Location Worksop Road - Attached to powered speed sign
Direction Both Directions

7719 / Deep Carr Farm
Jul-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	6296	0	18	47	71	304	2151	2512	958	195	33	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	6031	1	5	20	69	380	2400	2222	746	145	37	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	6556	1	10	28	83	346	2524	2514	818	192	35	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	6248	3	53	143	275	795	2537	1742	529	128	33	6	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
Fri	6727	2	10	36	96	305	2559	2602	843	226	39	5	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
| Sat	5477	0	5	33	44	283	2097	2020	747	186	47	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
| Sun	4405	0	8	35	37	169	1481	1723	734	169	37	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	**6372**	**1**	**19**	**55**	**119**	**426**	**2434**	**2318**	**779**	**177**	**35**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7 Day Ave.	**5963**	**1**	**16**	**49**	**96**	**369**	**2250**	**2191**	**768**	**177**	**37**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
--	**41740**	**7**	**109**	**342**	**675**	**2582**	**15749**	**15335**	**5375**	**1241**	**261**	**48**	**12**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**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)

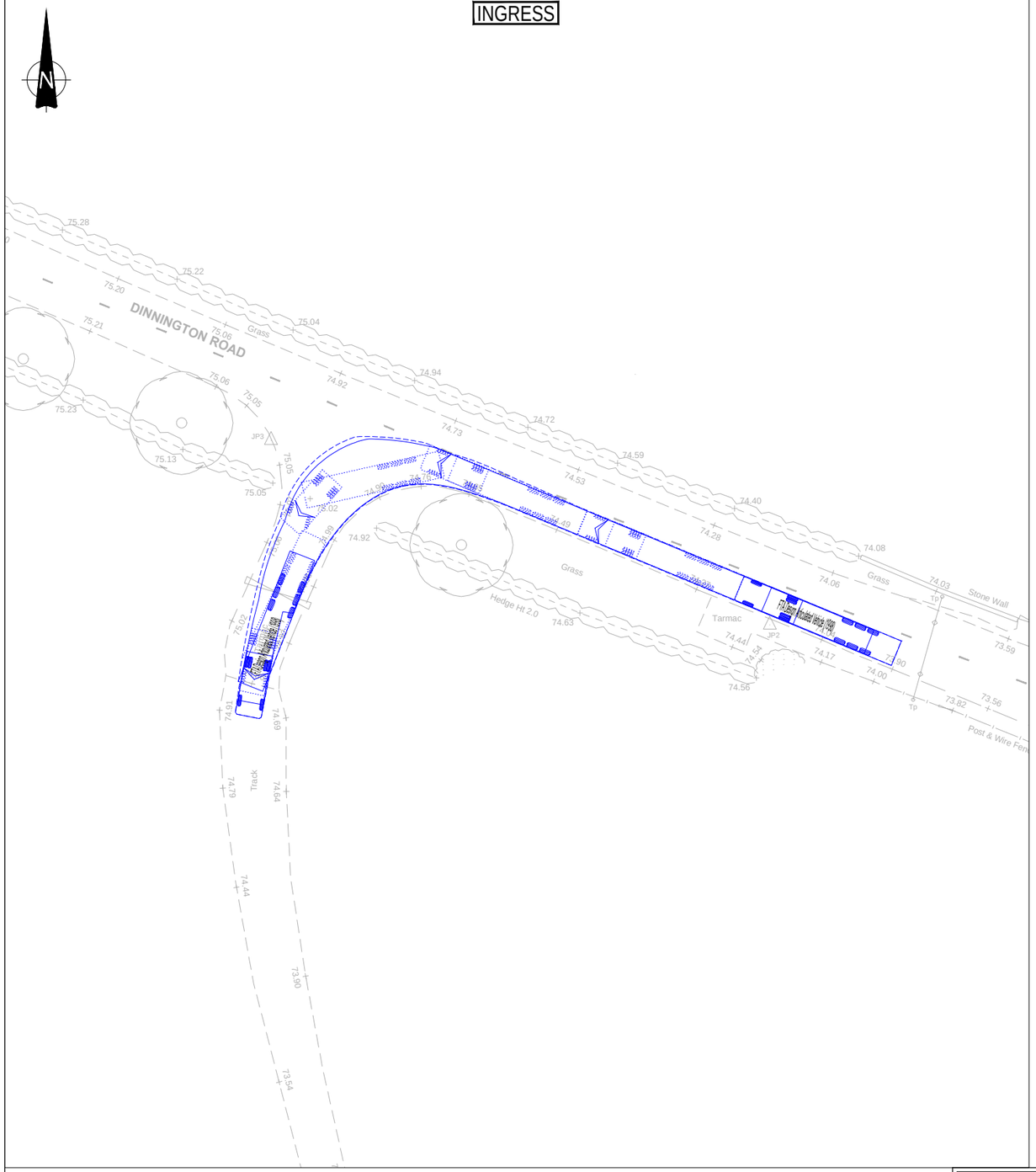
ATC SPEED BINS & DATA HEADINGS

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

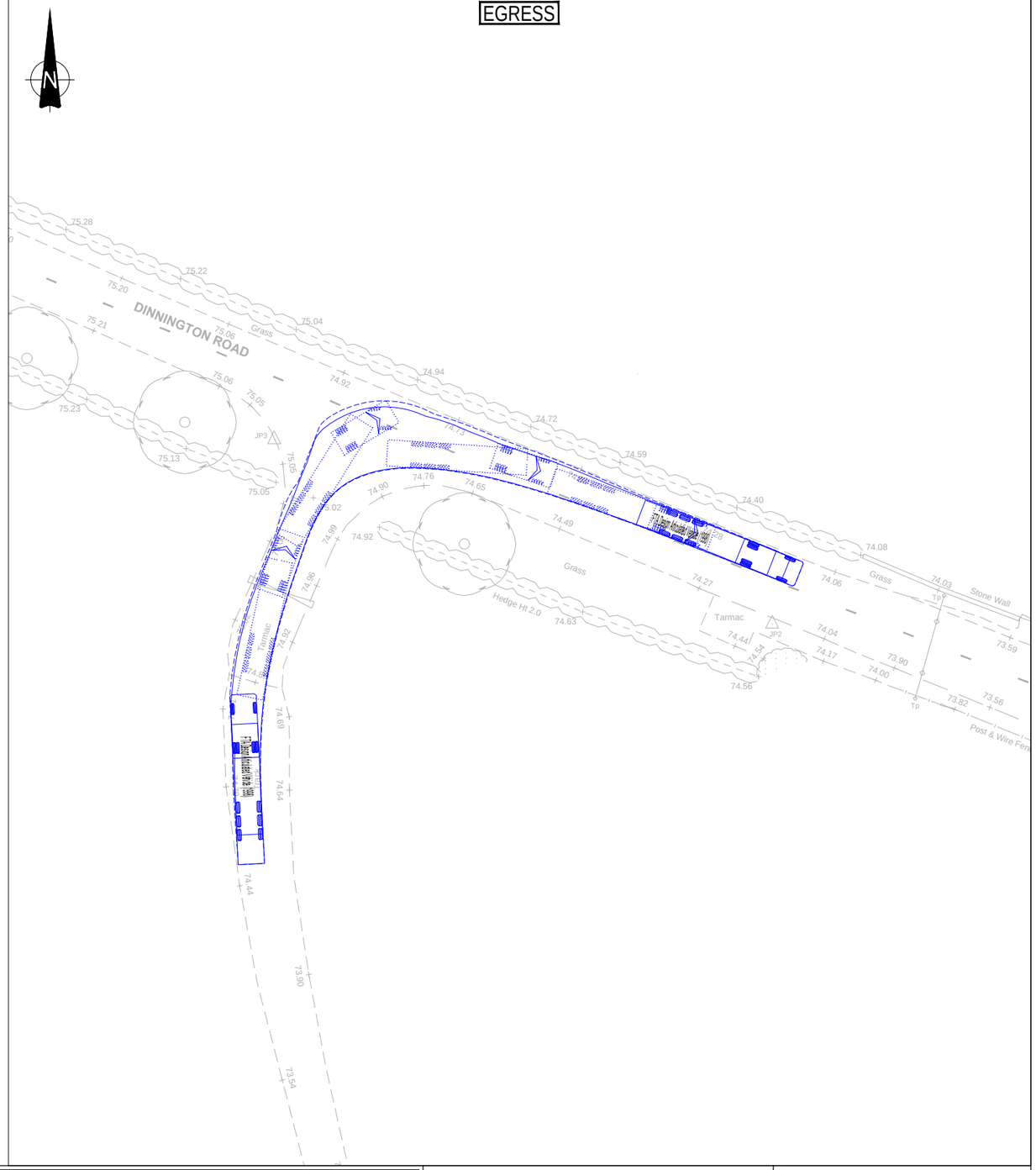
Heading	Description
>PSL	Greater than the posted speed limit
>PSL%	Greater than the posted speed limit as a percentage
>SL1 ACPO	Greater than ACPO (Association of Chief Police Officers) standard. ACPO is PSL x 10%+2mph
>SL1% ACPO	Greater than ACPO displayed as a percentage
>SL2 DfT	Greater than DFT (Department 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 ASSESSMENT

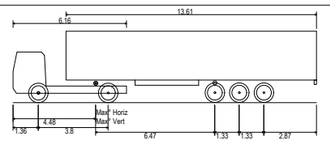
INGRESS



EGRESS



VEHICLE PROFILE:



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.550m

GENERAL NOTES:

Rev:	Description:	Date:	By:

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Project:
INEOS - PEDL 304/21

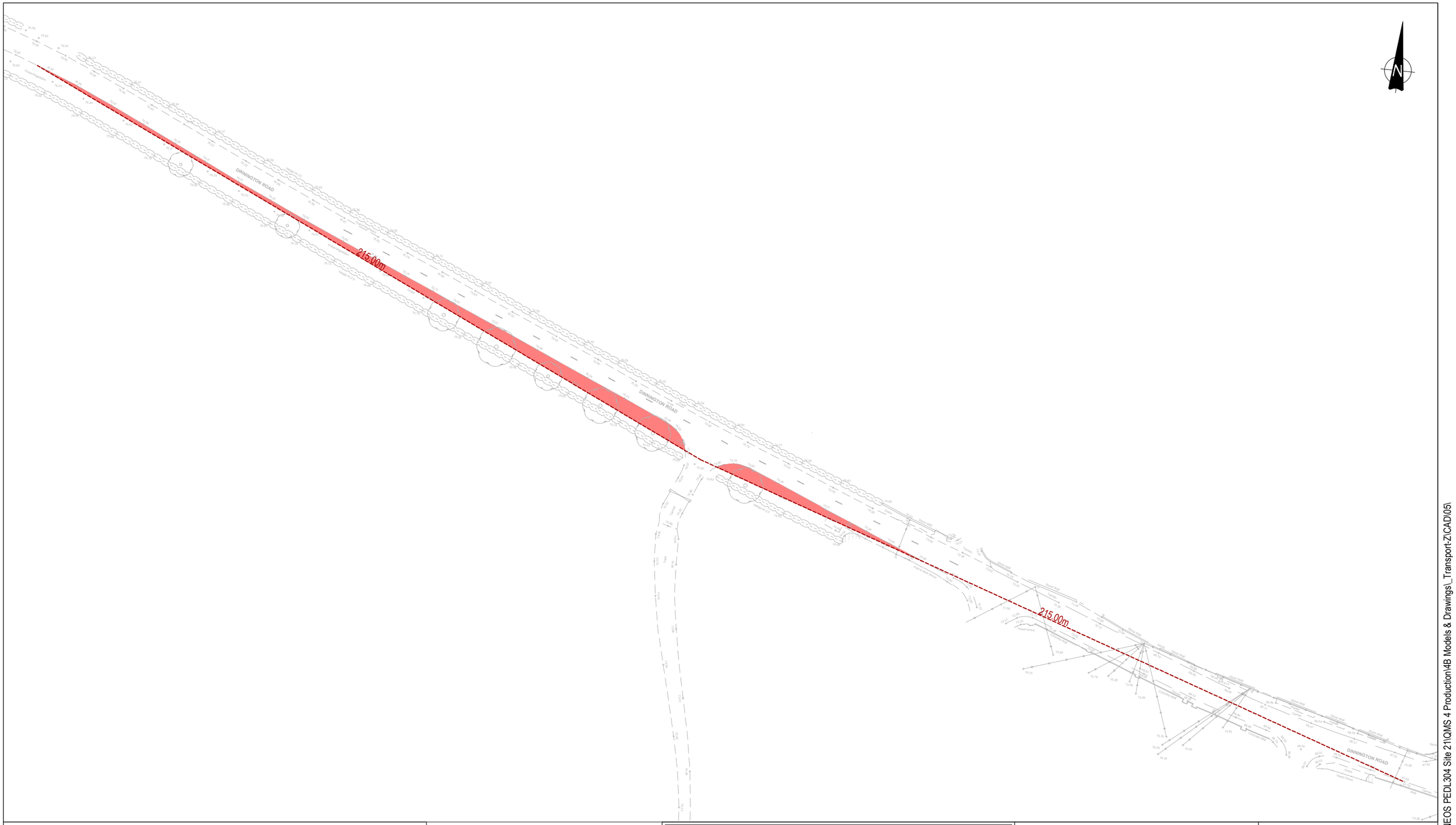
Drg Title:
SWEPT PATH ANALYSIS
ACCESS JUNCTION
16.5m ARTICULATED HGV

Status:
PRELIMINARY

Drawn By:	DD	Checked By:	AT
Designed By:	DD	Date:	24/07/17
Scale:	1:500		

Project No:	Originator:	Zone:	Level:	Type:	Discipline:	Category / Number:	Rev:
65863	- CUR -	00	- XX -	DR	- TP -	05001	-P01

\\mafs01\Projects\065001 - 066000\065863 - INEOS PEDL304 Site 21\QMS 4 Production\4B Models & Drawings_Transport-Z\CAD\05\



KEY: 4.50x215.00m VISIBILITY SPLAYS (ADJUSTED TO BONNET LENGTH)

AREA TO BE KEPT CLEAR OF VEGETATION/BRANCHES

GENERAL NOTES:

Rev:	Description:	Date:	By:
P03	Visibility Splays for 60 mph	27/09/17	DD
P02	Vertical signs added	12/09/17	DD

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Project: INEOS - PEDL 304/21

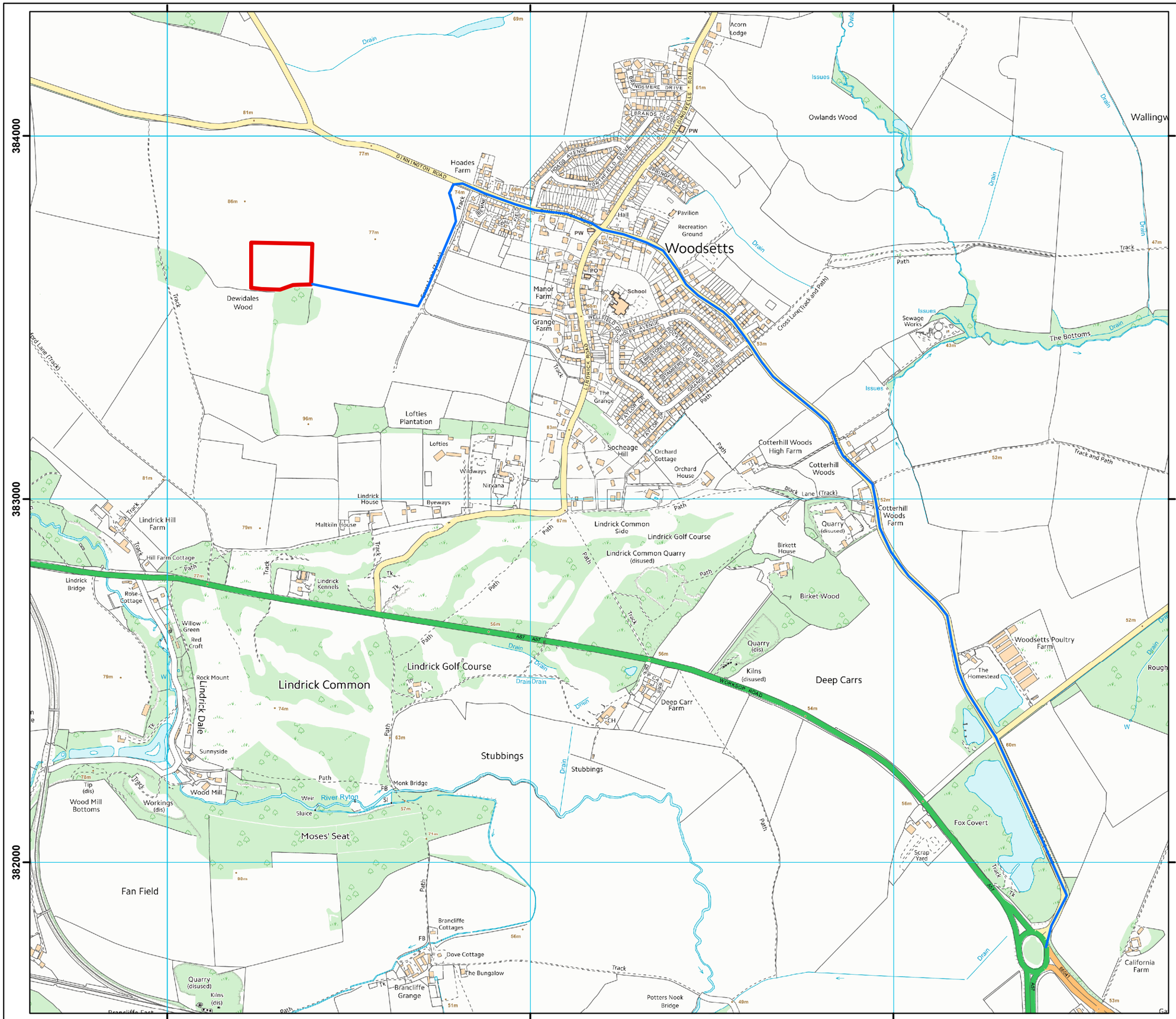
Drg Title: SITE ACCESS VISIBILITY SPLAYS

Status: PRELIMINARY

Drawn By:	DD	Checked By:	FF
Designed By:	DD	Date:	18/08/17
Scale:	1:500		

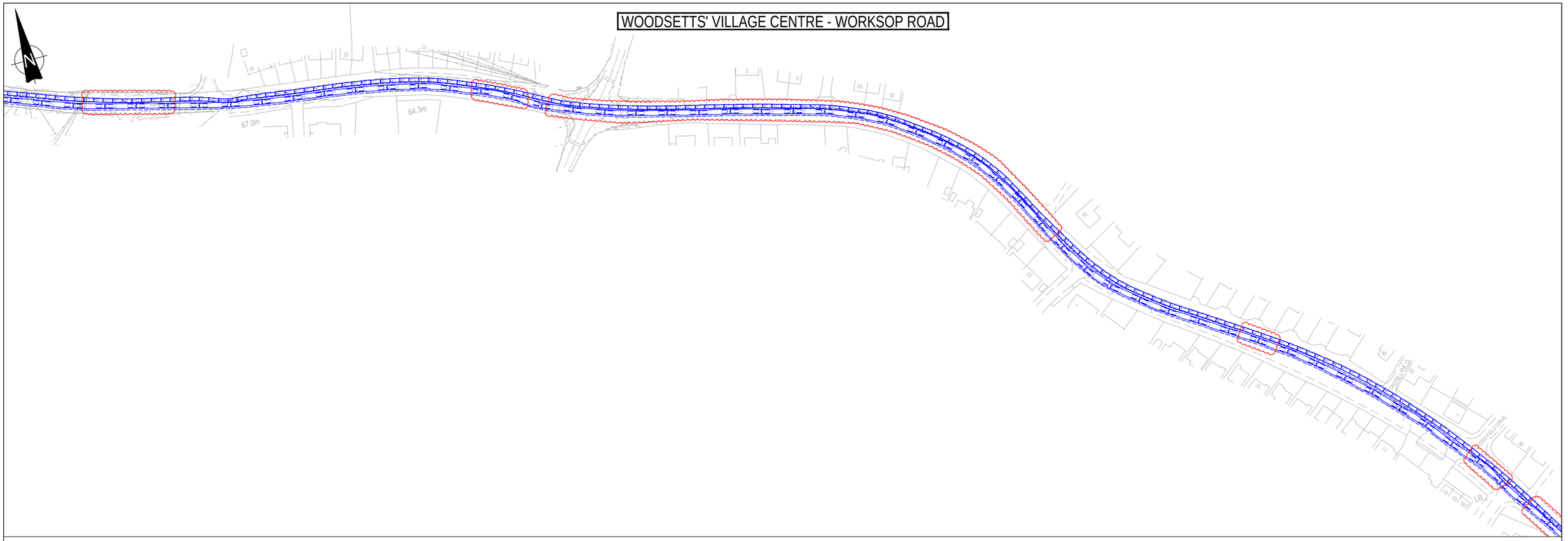
Project No:	Originator:	Zone:	Level:	Type:	Discipline:	Category / Number:	Rev:
65863	CUR	00	XX	DR	TP	06002	P03

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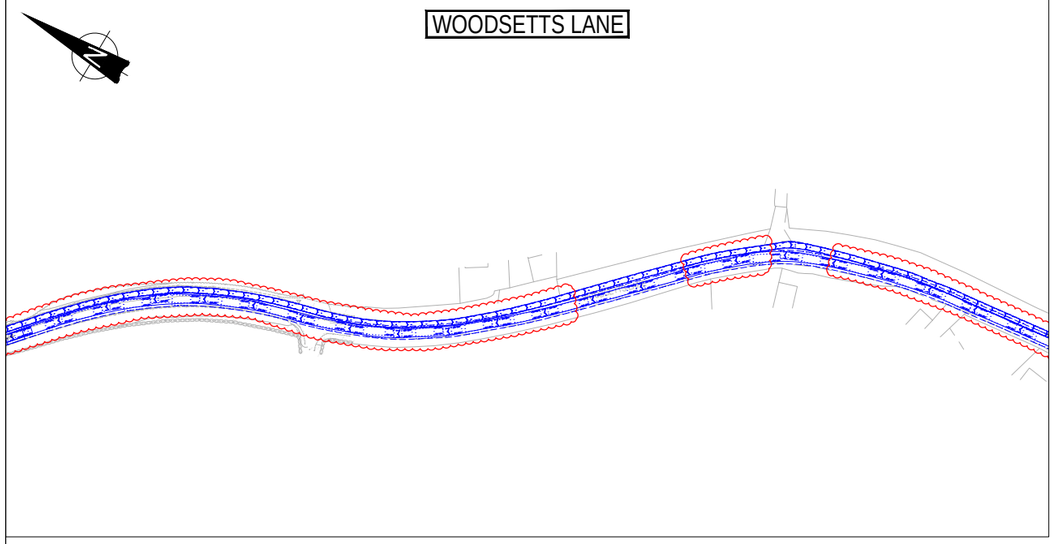


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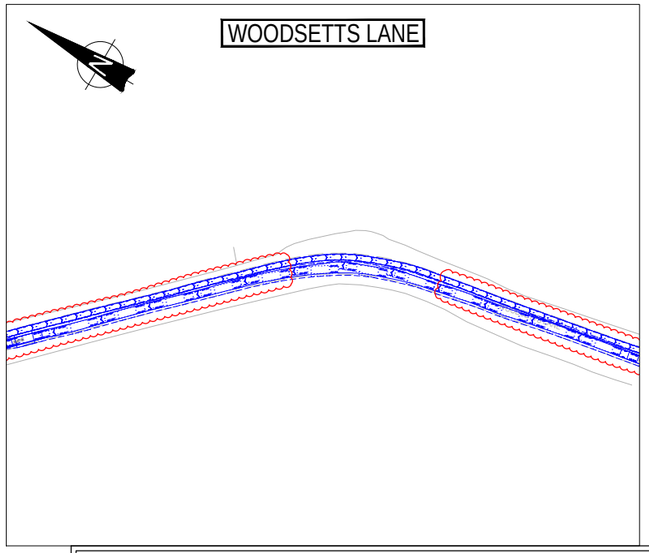
WOODSETTS' VILLAGE CENTRE - WORKSOP ROAD



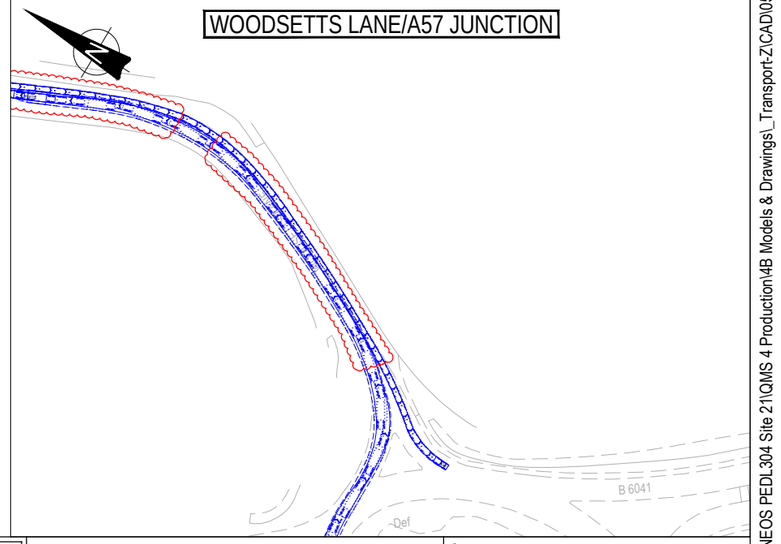
WOODSETTS LANE



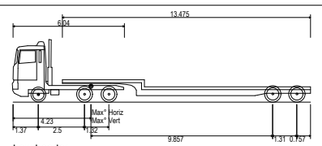
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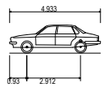
WOODSETTS LANE/A57 JUNCTION



VEHICLES PROFILE:



Low Loader	
Overall Length	16.154m
Overall Width	4.100m
Overall Body Height	3.393m
Min Body Ground Clearance	0.318m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.990m



Audi A6 (2012)	
Overall Length	
Overall Width	
Overall Body Height	
Min Body Ground Clearance	
Max Track Width	
Lock to lock time	
Kerb to Kerb Turning Radius	

GENERAL NOTES:

Rev:	Description:	Date:	By:
P02	Topo added	18/08/17	DD

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Project: INEOS - PEDL 304/21

Drg Title: SWEPT PATH ANALYSIS ACCESS ROAD LOW LOADER [4.1m WIDE LOAD]

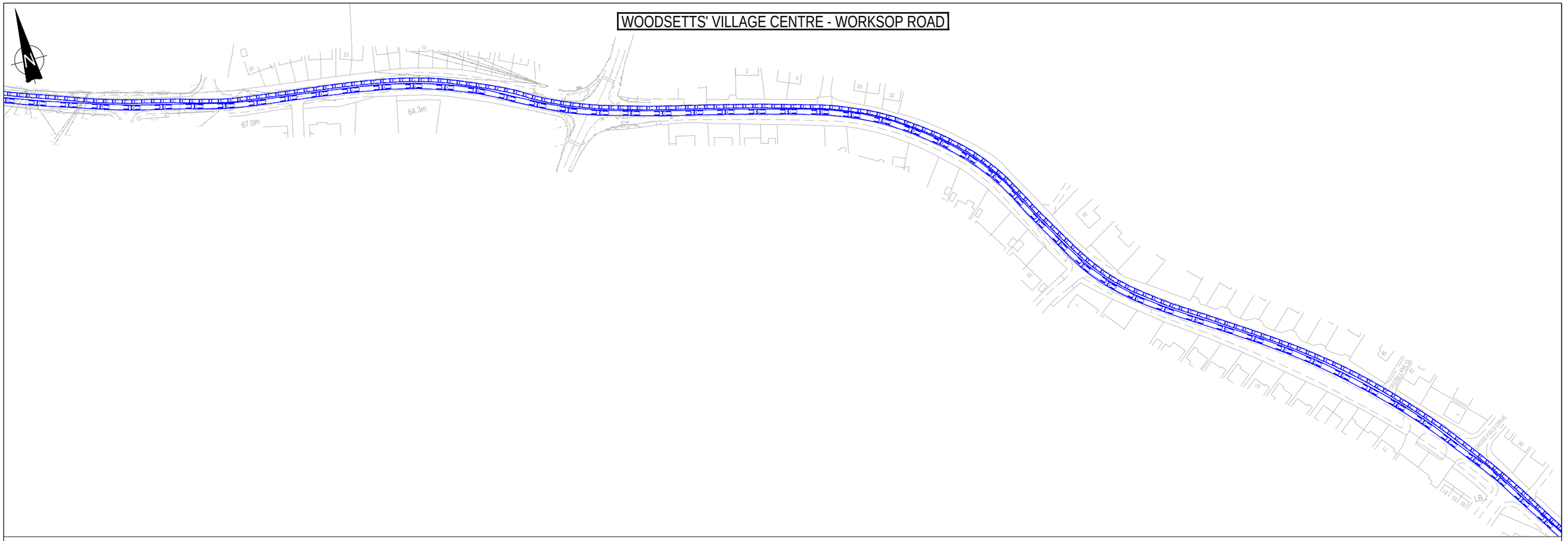
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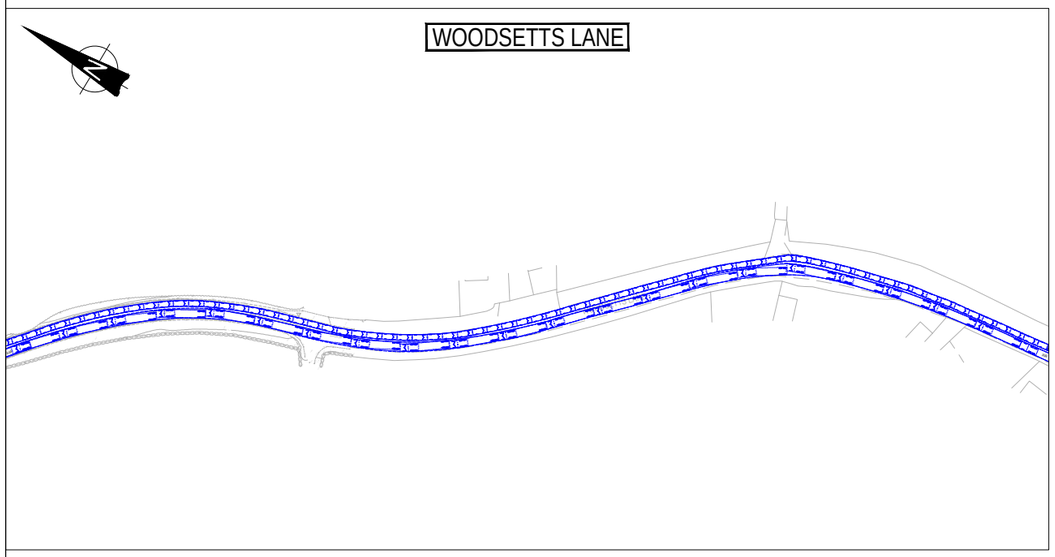
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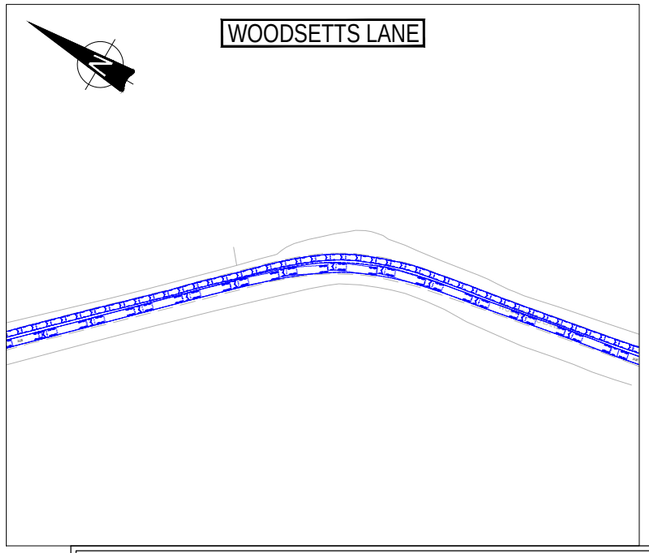
WOODSETTS' VILLAGE CENTRE - WORKSOP ROAD



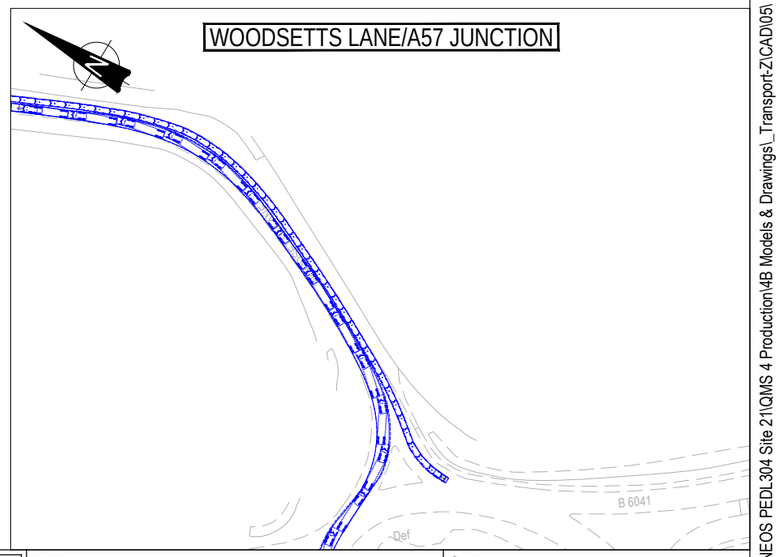
WOODSETTS LANE



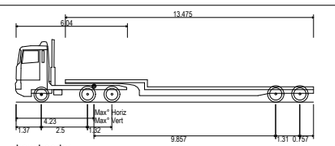
WOODSETTS LANE



WOODSETTS LANE/A57 JUNCTION

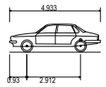


VEHICLES PROFILE:



Low Loader

Overall Length	16.154m
Overall Width	2.520m
Overall Body Height	3.393m
Min Body Ground Clearance	0.318m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.990m



Audi A6 (2012)

Overall Length	
Overall Width	
Overall Body Height	
Min Body Ground Clearance	
Max Track Width	
Lock to lock time	
Kerb to Kerb Turning Radius	

GENERAL NOTES:

Rev:	Description:	Date:	By:
P02	Topo added	18/08/17	DD

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Project: INEOS - PEDL 304/21

Drg Title: SWEPT PATH ANALYSIS ACCESS ROAD LOW LOADER

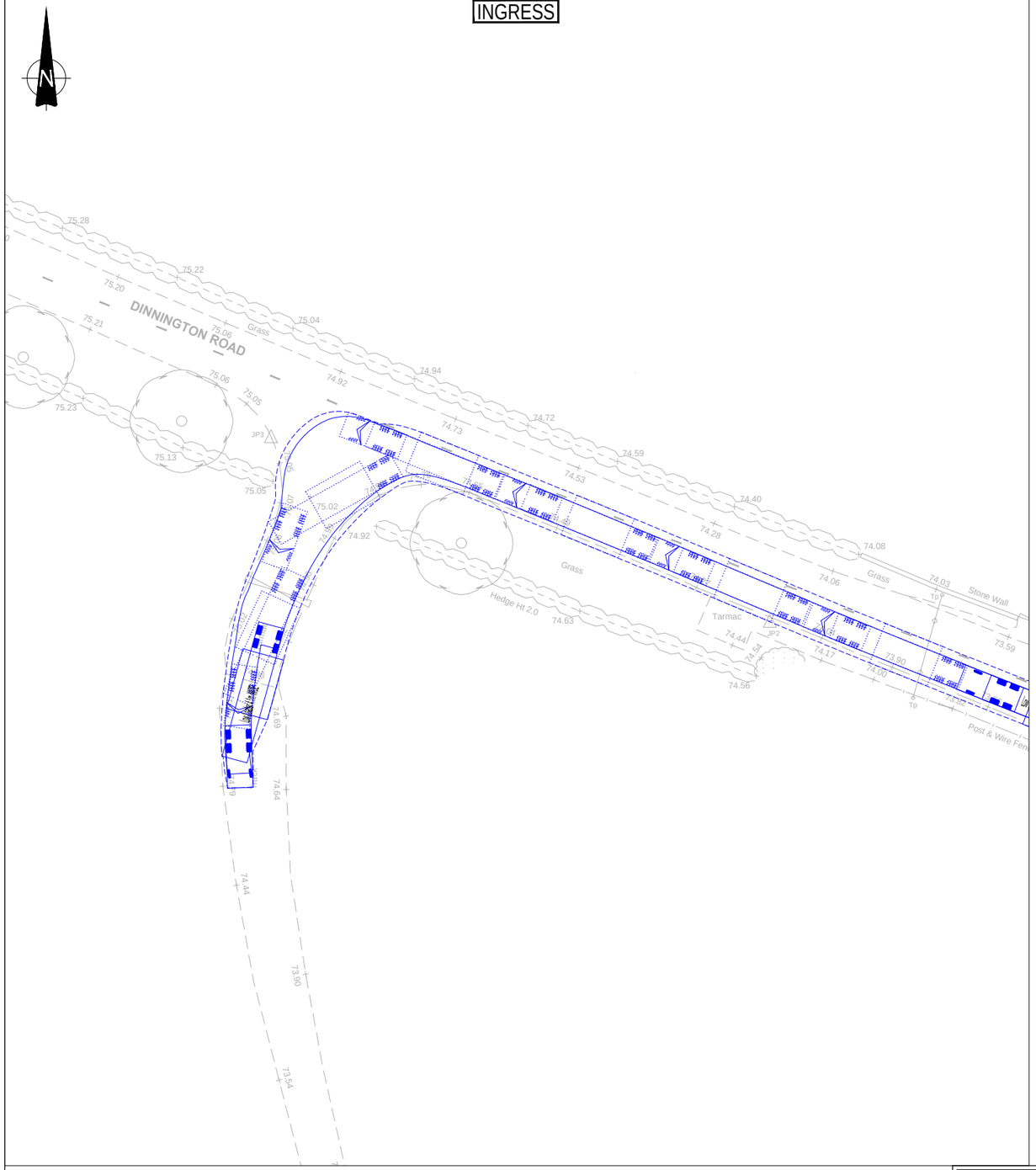
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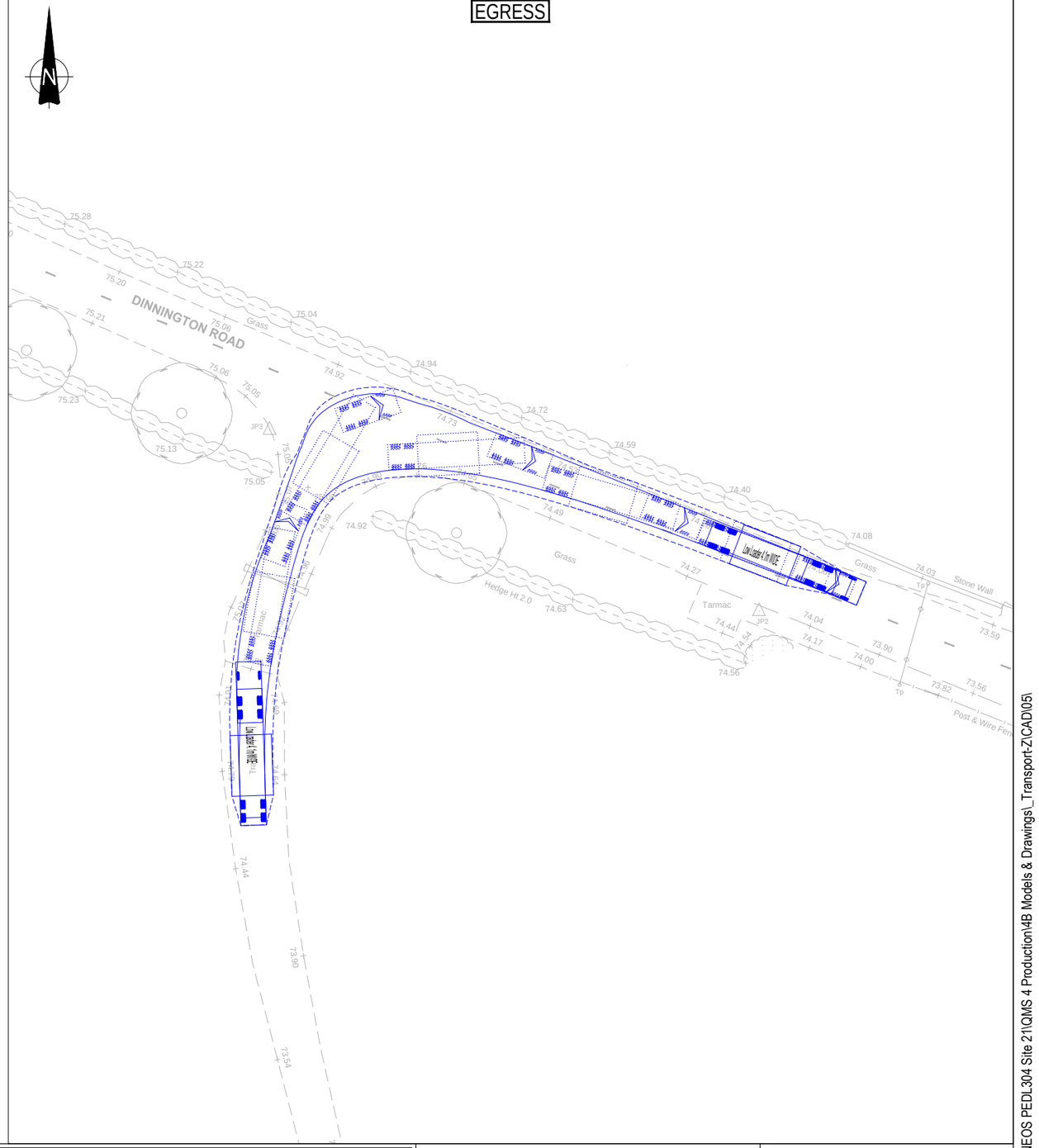
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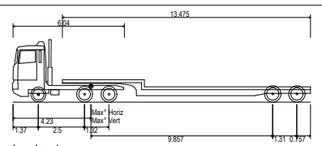
INGRESS



EGRESS



VEHICLE PROFILE:



Low Loader	
Overall Length	16.154m
Overall Width	4.100m
Overall Body Height	3.393m
Min Body Ground Clearance	0.318m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.990m

GENERAL NOTES:

Rev:	Description:	Date:	By:

curtins

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Project: INEOS - PEDL 304/21

Drg Title: SWEPT PATH ANALYSIS ACCESS JUNCTION LOW LOADER [4.1m WIDE LOAD]

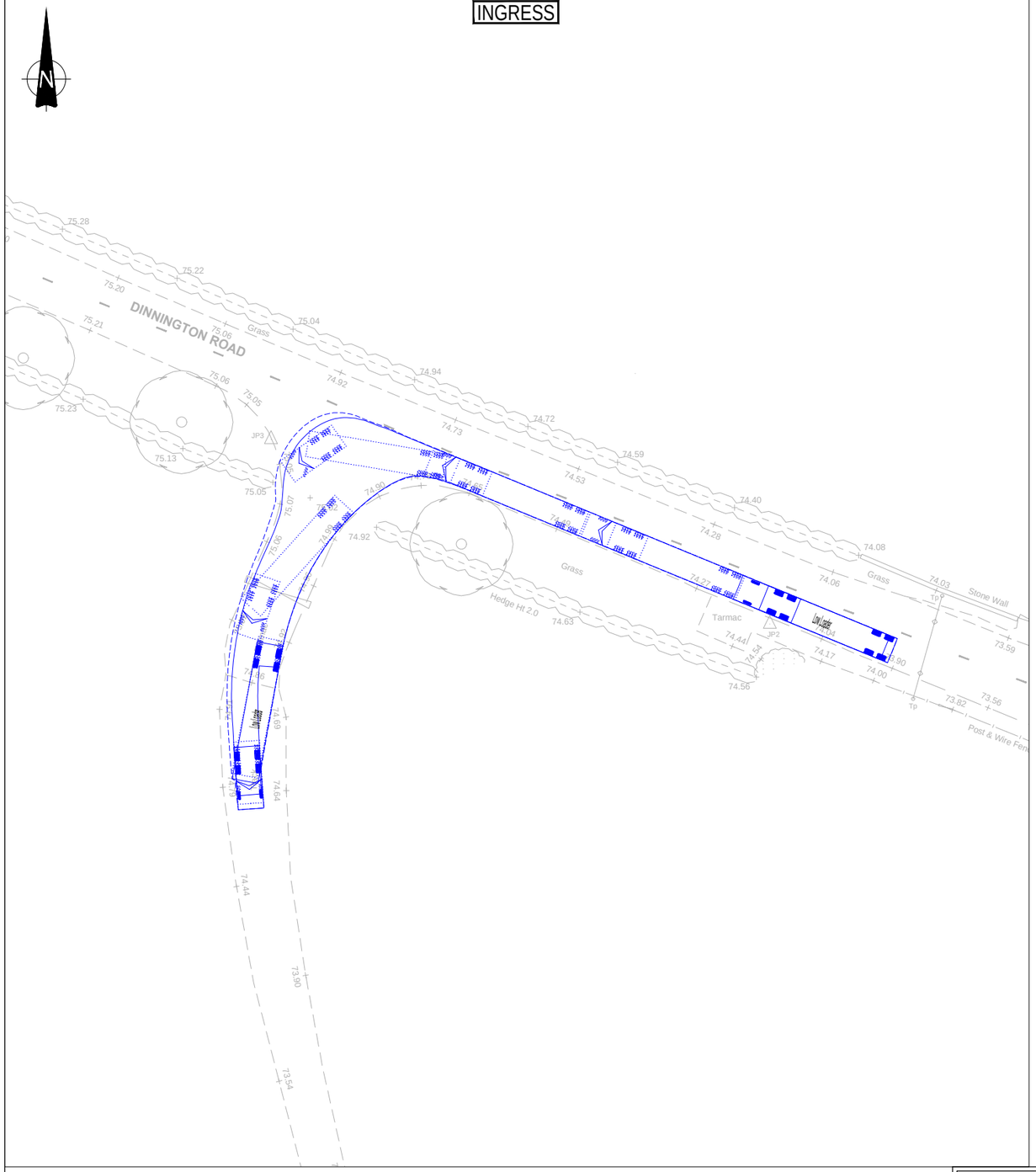
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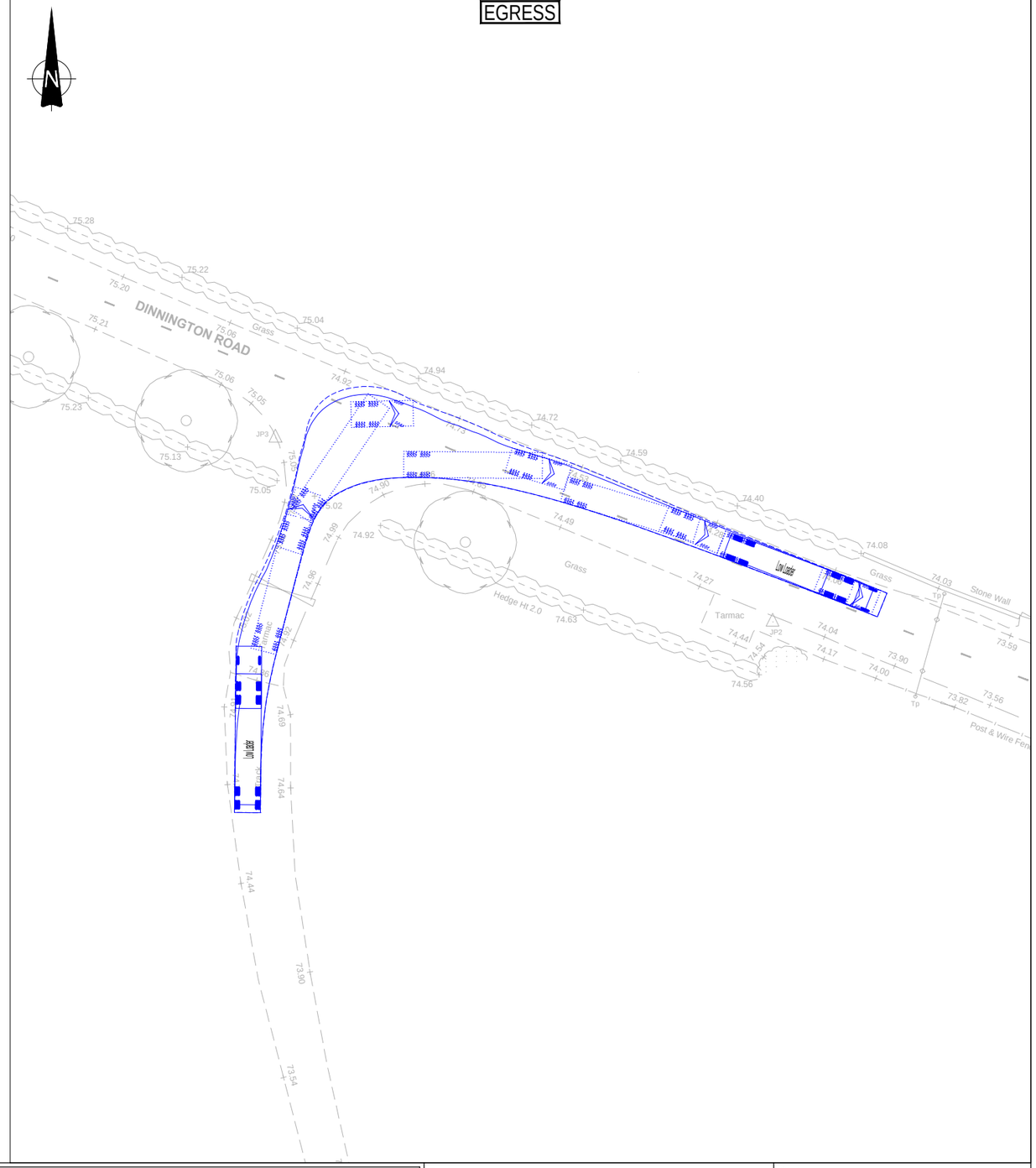
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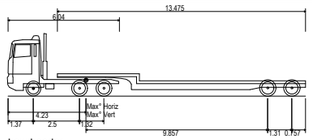
INGRESS



EGRESS



VEHICLE PROFILE:



Low Loader	
Overall Length	16.154m
Overall Width	2.520m
Overall Body Height	3.393m
Min Body Ground Clearance	0.318m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.990m

GENERAL NOTES:

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Project: INEOS - PEDL 304/21

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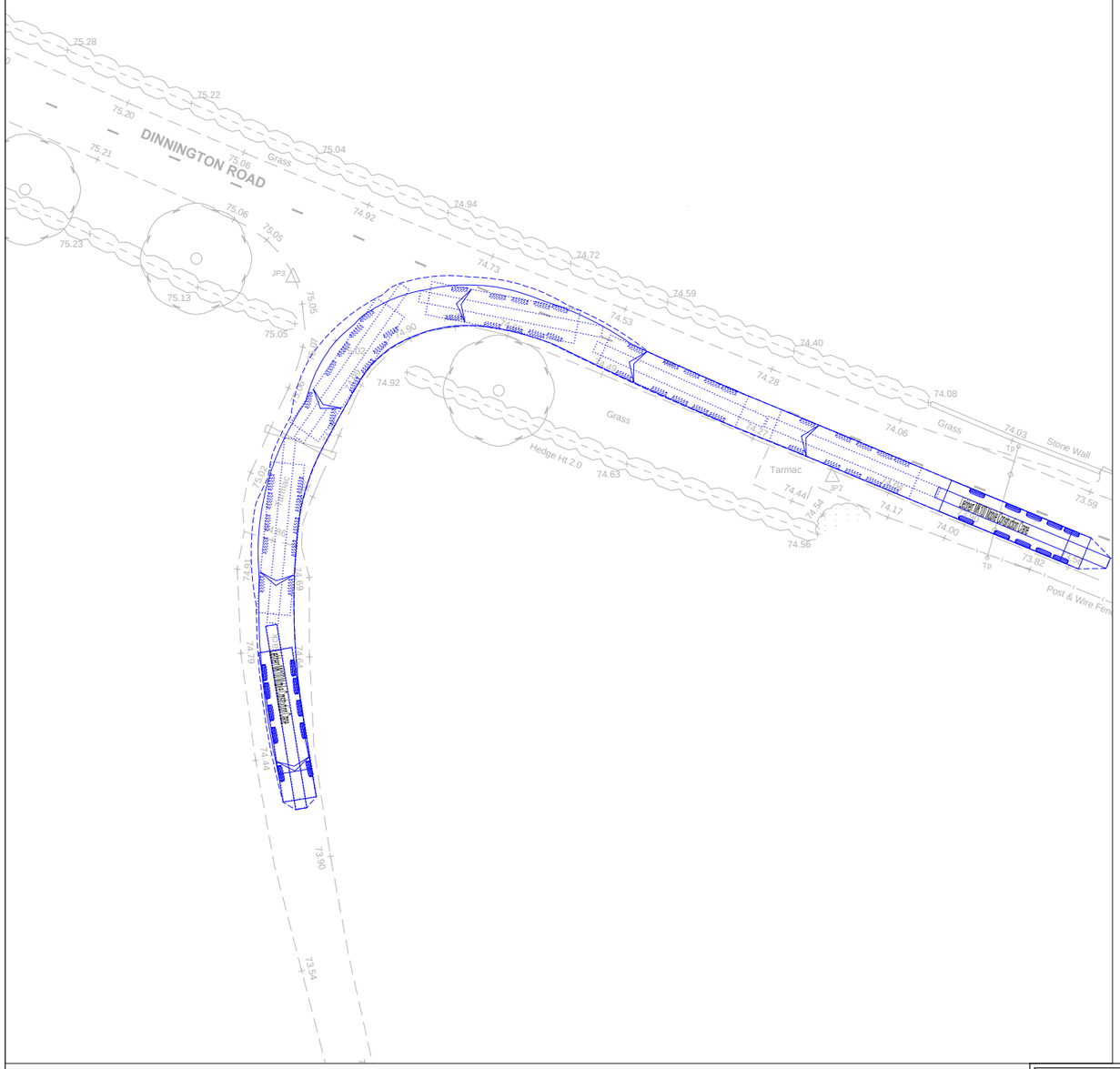
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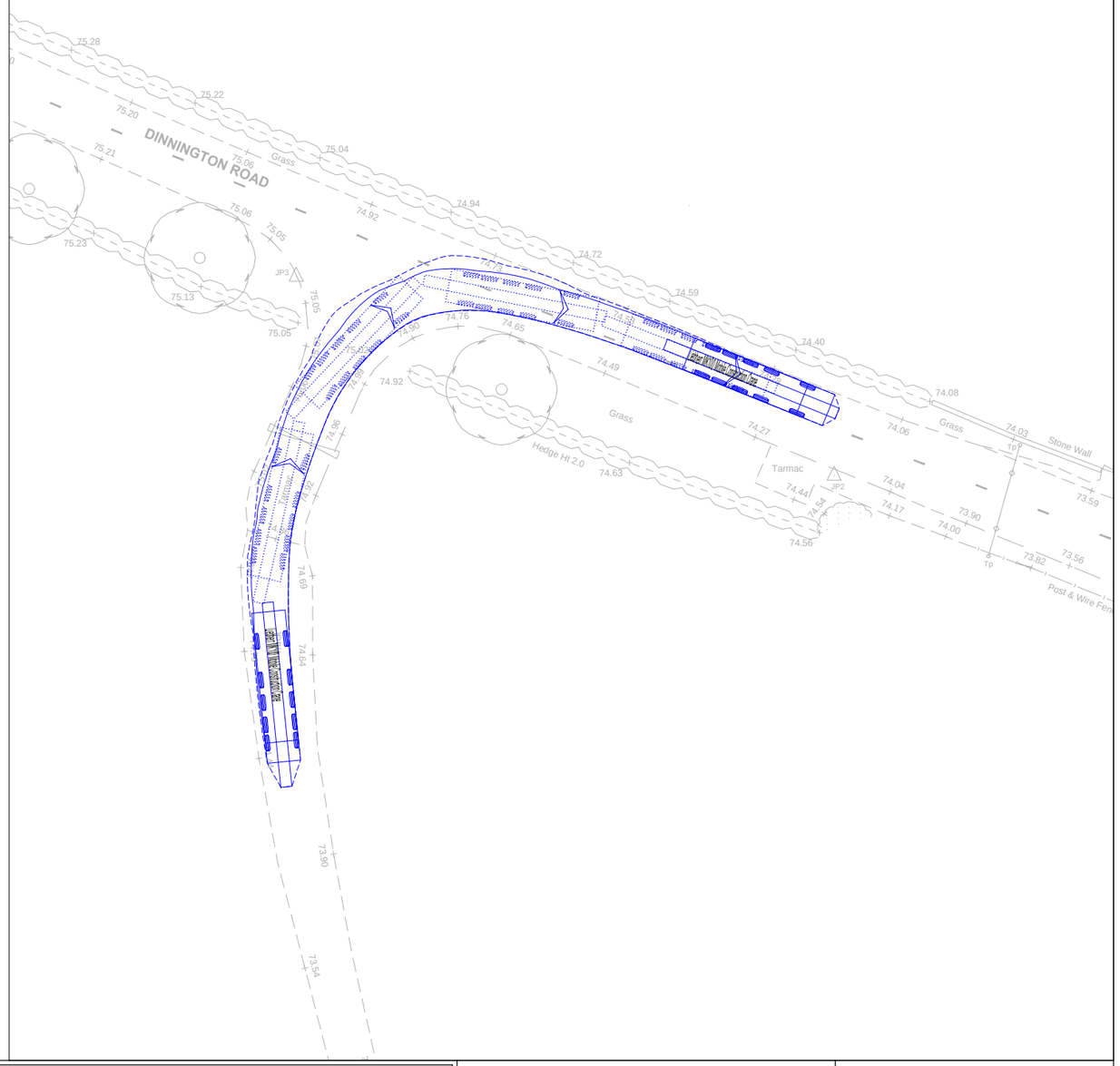
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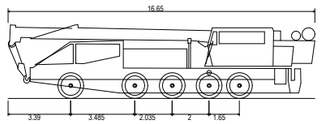
INGRESS



EGRESS



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

GENERAL NOTES:

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Project: INEOS - PEDL 304/21

Drg Title: SWEPT PATH ANALYSIS ACCESS JUNCTION 16.65m CRANE

Status: PRELIMINARY

Drawn By:	DD	Checked By:	AT
Designed By:	DD	Date:	24/07/17
Scale:	1:500		

Project No:	Originator:	Zone:	Level:	Type:	Discipline:	Category / Number:	Rev:
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APPENDIX 3-3 DRAFT TRAFFIC MANAGEMENT PLAN (TMP)

INEOS Shale

Traffic Management Plan

PEDL 304

Woodsetts

This document provides a Draft Traffic Management Plan and includes initial route management risks and mitigation options which will be developed in consultation with Highways Authority to form the proposed Route Management Strategy.

DRAFT

Contents

1. Traffic Management Approach
2. Site Access Route
3. Access Route Risk Assessment
4. Escort Vehicle Operations
5. Site Traffic Management Layout
6. General Rules
7. Enforcement

1.0 Traffic Management Approach

The management for traffic movement is a key consideration for INEOS. INEOS has used a four phase approach to traffic management policy.



During the Evaluate stage, a desktop study was undertaken to identify all possible access routes to the site. This was followed by a physical assessment of the routes to identify suitability for use by the vehicles required to get to the site, including aspects such as:

- road cambers,
- bends,
- gradients,
- cables,
- hedgerows or trees (from a visibility perspective),
- passing places,
- road conditions such as mud from farming and condition of road surfaces.
- Use of the road network by sensitive users such as horse riders, cyclists or pedestrians.
- low bridges,
- narrow roads and weight restricted routes, and
- Other road users such as distribution centres, industrial estates and quarries.

Any unsuitable routes were ruled out at this stage. A second survey of routes and the surrounding area was also carried out by a specialist traffic planning consultant to validate the initial findings, undertake more detail assessment of baseline traffic flows and environmental aspects and complete swept path analysis for potentially constrained sections of the route.

Once a preferred route was identified, a designated route management plan was developed for access and egress by all traffic. This included consideration of the potential hazards identified and the suitable preventative measures to mitigate or manage these elements. Some element of mitigation to be implemented are focused on good logistics management principles such as minimising the equipment brought to site, utilising a staging area where small loads are consolidated and reducing waste generation and disposal where possible.

During the planning of the route INEOS has tried to avoid sensitive areas such as schools, leisure centres, town centres and areas of congestion. Where avoidance has not been possible then mitigation measures, such as the suspension of traffic movements during school drop off and collection times or peak traffic periods could be incorporated into the TMP.

Some hazards identified during the evaluation phase will require physical control measures to be implemented. These will be set out in detail and agreed in the Route Management Strategy with the Highways Authority. The control measures which have been considered include the use of banksman and escort vehicles, speed humps, traffic barriers, signage, temporary traffic lights, temporary parking restrictions and escort vehicles. The likely options to be implemented have been outlined in Section 3.0.

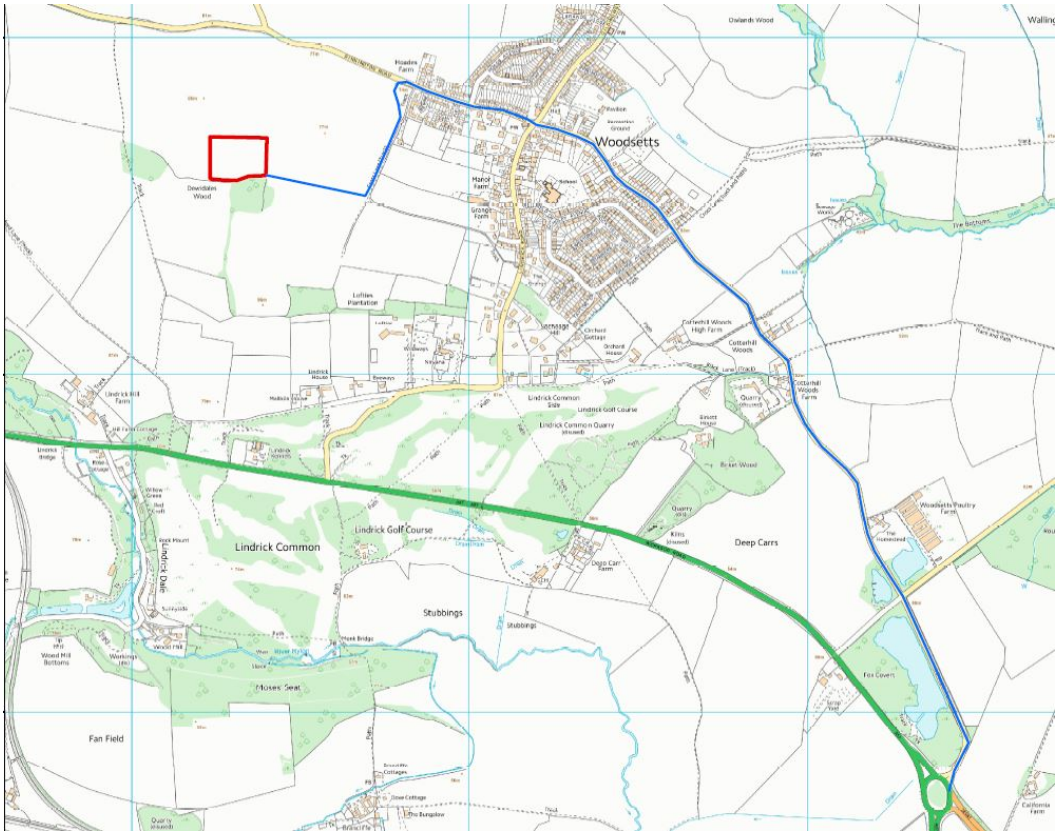
In order to maintain compliance once activities are under way, all drivers will be issued with the Drivers Pack (draft available in Appendix 2) which will include maps and a copy of the TMP to ensure that procedures and plans are followed. The access route to site will be clearly signposted

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 A57 to the site (as shown in the map below).

The project may utilise the use of local suppliers. This may require local delivery route to be utilised. However, **all** site traffic will be required to join the site access route at the junction between the A57 and Woodsetts Lane. This applies to all traffic leaving the site as well.



Directions

- At the roundabout take the exit onto Woodsetts lane towards Woodsetts
- Continue on Woodsetts Lane through Woodsetts.
- At the site entrance turn left.
-

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
On Woodsetts Lane the road becomes narrow.	Install signage to warn other road users of potential presence of site traffic. Where required for larger loads utilise the escort vehicle and traffic management personnel to ensure trucks can navigate Woodsetts lane safely.
The above mentioned roadway should provide no issue for the majority of vehicle movements. However during operations, particularly where there is the movement of STGO loads or large convoys, the Escort Vehicle Operator should monitor the situation.	1. Where appropriate to maintain road safety the escort vehicle should turn onto Woodsetts Lane with site traffic and escort along Woodsetts lane, through Woodsetts and to site. Driving at a moderate speed to ensure there is enough time for larger loads to egress safely. 2. Signage should be placed on the verges of Woodsetts Lane to warn other road users of the approaching site entrance throughout the operation.
There are Z bends on Woodsetts Lane and whilst they are not severe their angle and incline means they still present some risks: 1. The bends are tight and present low visibility for drivers 2. Potential for trucks to encounter cars whilst navigating the bends causing issue 3. Potential for trucks to become stuck if they encounter any unexpected or fast opposing traffic whilst passing through the bends	Utilise the escort vehicle and traffic management personnel to ensure trucks can navigate the bends unimpeded. Distribute leaflets to all homes in the surrounding area with details of potentially slow moving vehicles and escort vehicles on the roadways controlling traffic.
Traffic will be passing through Woodsetts village	Utilise the escort vehicle and traffic management personnel to ensure trucks can navigate Packman Lane unimpeded. Install temporary passing places to allow vehicles to safely pass each other.
There may be informal parking along Woodsetts lane in Woodsetts .	Ensure sufficient signage for pedestrians and vehicles is in place to warn all road users of changes in traffic volume and type.
Diddington Road 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.
There is a potential for trucks to approach location at a point which is not appropriate	- This can be mitigated by utilising external staging areas, where trucks are required to stage and call ahead to request an escort to location. There should be an appropriate staging to both the north and south of the motorway junction to prevent trucks being required to drive unnecessary miles. Staging areas must be previously agreed and have enough capacity to stage at least the maximum number of trucks expected at location on any day, which aren't of a local enough area to be stood down in case of issue. - Drivers will also be provided details of the abort route, which will be invoked where local circumstances change between leaving the staging point and getting to the site area. - There should be a consolidation point where trucks who have become separated en route from the staging area can again be safely entered into convoy before approaching the location. NOTE: this must not be used as a staging area

Further to the above noted mitigation measures, some general INEOS Shale traffic management operating principles should be applied:

- An escort vehicle should be utilised, as described in Section 4.0 of this document
- Road sweeping services should be contracted to sweep the road from the site entrance to the A619 on a weekly basis. This should be increased to daily during the construction and mobilisation phases
- Gritting services should be privately contracted to ensure the A6059 remains safe for site vehicles in wintry conditions. This will also increase road safety for other road users
- Utilise a timed ingress/egress access plan. i.e Vehicle ingress only in the first 30minutes of each hour and egress for the second 30 minutes of each hour to further reduce the risk of congestion.
- Separate staging areas will be utilised to control traffic approaching site. Vehicles, materials and other supplies can be staged here until an appropriate ingress slot is available. The location of these staging areas will be close to the major road network and not impact the proposed route to site.

4.0 Escort Vehicle Operations

The escort vehicle and traffic management operatives are the fundamental part of the TMP and as such they must:

- Ensure escort vehicle operatives are trained in the traffic management plan and any sensitivities around it.
- Have sufficient personnel to ensure escort vehicles are available at all times, including when more than one may be required
- Ensure there are other traffic management operatives with adequate competencies and equipment available to cover other road junctions mentioned above

In order to reduce the times when the local road network is impacted and facilitate escort vehicle operations, vehicles and in particular trucks will approach and leave the location in appropriate sized small batches. The size of these batches will depend on a number of factors including time of day, operational stage, space on location and be agreed by the escort vehicle operatives.

Escort vehicles will also act as convoy vehicles during certain parts of the journey and control the speed of vehicles approaching and or leaving the location.

There may be periods during site construction, mobilisation and demobilisation of drilling equipment where more than one escort vehicle is required to facilitate safe and efficient operations.

5.0 Site Traffic Management Layout

Traffic management for the location will require signage and other traffic management equipment to be placed at strategic points along the route. Please see Appendix 1.

6.0 General Site Rules

- All abnormal loads, wide vehicles, low loaders and cranes MUST be escorted from the holding area.
- A reverse parking policy will be imposed on site.
- Deliveries will only be booked and accepted between 07:30 hours and 18:30 hours. Drivers attempting to deliver out of these hours will be turned away.

- Signs will be erected at the holding area instructing ALL vehicles to stop, telephone site logistics personnel and wait until called forward to site.
- Vehicles waiting in the holding area or on site will be instructed to switch off engines to reduce noise and air pollution.

7.0 Enforcement

Traffic management planning success relies on the proper implementation and adherence of the plan by INEOS Shale and the supply chain. Ensuring this requires the following:

- Wherever possible INEOS Shale should control logistics to and from the location
- Where there is a requirement for suppliers to control transport they must:
    - Provide TMP awareness and compliance training to all personnel attending location.
    - Ensure all drivers have a copy of the Drivers Pack.
    - Have TMP specific KPI's in their contract with INEOS Shale including financial penalties for non-compliance.

8.0 Site Contacts

- Wellsite Logistics Operative - 07X XXX XXX
- Duty Toolpusher (Site Supervisor) - 07X XXX XXX
- Logistics Manager - 07X XXX XXX
- INEOS Office – XXX XXXXXXX

Appendix 1 – Traffic Management Layout.

INEOS Shale

Appendix 2 – Drivers Pack

INEOS Shale

Traffic Management Plan

PEDL 304

Woodsetts

Drivers Pack

Contents

1. Introduction
2. Attending Site
3. Travelling to Location
4. Leaving Location
5. Contact Numbers
6. Maps

1.0 Introduction

INEOS Shale develops and implements a Traffic Management Plan (TMP) to reduce the risk of transport operations in areas surrounding our operational locations and minimise the impact on local communities.

Drivers not complying with the TMP or Traffic Management Personnel will be subject to sanction in accordance with the INEOS Shale Supplier TMP Compliance System, as discussed during the driver TMP awareness training.

2.0 Attending Staging Area

Drivers attending site **Must** adhere to the following:

- **NO** vehicles of any size must attend location without prior agreement
    - Drivers will be instructed which staging area to report to and the arrival time
- **All** vehicles must report to either the North or South Staging areas outlined in Map 1
- Drivers **Must** read, understand and plan for travelling to the staging area before starting their journey. Drivers observed attempting to read maps whilst in motion will be subject to action in line with the INEOS Shale Supplier TMP Compliance System
- When arriving at the Staging Area, drivers **Must** report to the Wellsite Logistics Operative
- Where applicable drivers **Must** plan their journey to ensure any rest breaks required are taken in advance of the stipulated arrival time at the staging point. Due to location size, INEOS Shale cannot guarantee drivers the ability to take rest breaks on location.

3.0 Travelling to Location

When leaving the staging area to travel to location, vehicles will travel in small batches to minimise disruption to other road users. **All** vehicles travelling to location will be escorted by an escort vehicle. The Escort Vehicle Operator will brief drivers regarding the route, how relevant sections are to be approached and any day to day issues regarding access.

Drivers **Must:**

- Follow the escort vehicle, utilising the prescribed access route as clearly marked in Map 2
- Obey the instructions of the Escort Vehicle Operative
- Report immediately if they become separated from the convoy
- Follow instructions of traffic management personnel (who will be clearly identified)

Where circumstances change at location after the convoy has joined the A619 and the Wellsite Logistics Operator or the Escort Vehicle Operator decide the journey should be aborted, this will be done prior to entering Bondhay Lane. In these circumstances, all vehicles will continue along

the A619 to the roundabout, turn and head back along the A619 to junction 30 of the M1 and return to the Staging Area.

4.0 Leaving Location

When leaving location **All** vehicles must follow the escort vehicle and remain in convoy until reaching the A619, where the prescribed route back to M1 Junction 30 must be followed. Where larger loads are required to remain under escort until reaching the M1 roundabout at Junction 30, the Escort Vehicle Operative will advise accordingly.

5.0 Contact Numbers

The following contact numbers should be used at all times during the operation:

Contact	Contact Number
Arranging deliveries to location	XXX XXX XXX XXX
Location Contact (Primary)	XXX XXX XXX XXX
Location Contact (Secondary)	XXX XXX XXX XXX
Escort Vehicle Operator	XXX XXX XXX XXX

6.0 Maps

Map 1 – Staging Areas

Insert map of staging areas once identified

Map 2 – Prescribed Route

Insert map of prescribed route for location

APPENDIX 4-1 BAT SURVEY REPORT

INEOS Shale

Bat Survey Report

Land adjacent to Dinnington Road, Woodsetts, Rotherham

PEDL 304

12 October 2017

1 EXECUTIVE SUMMARY

This report presents the results of bat surveys undertaken at the land adjacent to Dinnington Road, west of Woodsetts village. The proposal site is situated wholly within an arable field, with the nearest area of suitable bat habitat 30 m south of the application boundary in Dewidales Wood, which is a Local Wildlife Site and listed Ancient Woodland Inventory site which consists of two areas of semi-natural woodland connected by a hedgerow. Arable habitats are considered to provide negligible foraging and commuting value to bat species as they do not support high numbers of insects upon which bats prey and its loss would have a negligible impact upon local bat populations. The woodlands and hedgerows will not be directly affected by the proposal (i.e. none will be lost), however, secondary effects to the upper parts of the northern edge of the east section of Dewidales Wood facing the proposal site will likely be subject to some light spill from the proposal lighting, principally during the drilling period. Bat surveys were, therefore, undertaken in August and September to cover the summer maternity season and autumn transitional period and were tailored to cover the area that will be illuminated by the proposals (area of influence).

Bat activity surveys, a dusk emergence survey and a pre-dawn re-entry survey were carried out along the northern edge of the east section of Dewidales Wood Local Wildlife Site (LWS) (19th and 20th September). A separate dusk emergence survey was also undertaken at the west section of Dewidales Wood LWS along its northeastern edge (20th September). The surveys were undertaken from accessible land along the northern of the woodlands (which was also a public right of way (PRoW)), and along the accessible eastern edge of Dewidales Wood LWS. Observation of potential roost sites in trees in the woodlands were made from accessible land only, as no access was available within in the woods, during the extended Phase 1 habitat survey. Given these results and the presence of light-shy bat species the lighting design report aimed to be sensitive to bat species and lowered the lux levels on ecological receptors (woodland and hedgerows) to approximately three lux at height (5 – 15 m) and 0.5 lux on the ground.

The surveys recorded social behaviour / calls of pipistrelle bats along the edges of the woodlands, but particularly around the northeastern corner of the east section of Dewidales Wood LWS. Such social behaviour is often linked to the presence of hibernation / mating sites[1] and suggests that there could be a hibernation / mating site within Dewidales Wood LWS. No potential roosts were identified in trees in either woodland that could be viewed from the accessible land. However, the timings of the pipistrelle calls near to their average emergence time suggested that bats were roosting nearby and likely to be doing so at roosts within Dewidales Wood.

Five bat species were confirmed during the surveys with the most frequently recorded being common and soprano pipistrelles. Other confirmed species included noctule, Leisler's bat and brown long-eared bat. Unidentified *Myotis* species calls were recorded also, so at least six bat species were present in and around the woodlands.

[1] van Schaik J, Janssen R, Bosch T, Haarsma A-J, Dekker JJA, Kranstauber B (2015). *Bats Swarm Where They Hibernate: Compositional Similarity between Autumn Swarming and Winter Hibernation Assemblages at Five Underground Sites*. PLoS ONE 10(7): e0130850. doi:10.1371/journal.pone.0130850

The most frequently recorded bat species were species that are known to forage in lit areas and do not shy away from lights such as common pipistrelle, soprano pipistrelle and *Nyctalus* species (noctule and Leisler's bat); *Nyctalus* species are known to forage above brightly illuminated areas such as car parks and large road crossings[1]. Lower numbers of passes (and sightings) of light-shy brown long-eared bat and *Myotis* species were recorded.

The woodland edges, and the hedgerow connecting the two woodlands, at least 30 m to the south of the proposal site, are used frequently by light tolerant common and soprano pipistrelle, for foraging, commuting and socialising. The light tolerant noctule and Leisler's bat were heard but not seen and could be commuting in the nearby area, or foraging above the woodland.
The light tolerant bats species, which are present in higher numbers than the light-shy bat species, are much less likely to be impacted by the slight increase in lighting along the edge of Dewidales Wood LWS. Survey data gathered sufficient information to understand the importance of the area of influence that will be impacted from the proposals lighting scheme. Based on Wray et al valuation criteria[2] roosts of common and soprano pipistrelles that are likely present within the woodland are considered to be of local value, although roosts are not expected to be impacted, For foraging and commuting common and soprano pipistrelles in small numbers utilising isolated woodland patches the area of influence is considered to be of local value.

Noctule and Leisler's bats were recorded in much lower numbers than the pipistrelles and were not identified roosting within trees. It is considered that individual Nyctalus species are using the site and given their rarer value in Wray were considered to be of local value.
The nearest desk study record was a pipistrelle within Woodsetts Village, so some of the bats on the site could have encountered higher levels of light. There is also a possibility that the lighting would provide more foraging resources for light tolerant bat species[3] as there would be an increase in insect numbers. It is unlikely that the light tolerant species will be disturbed by the low lux levels emitted on the woodland edge by the proposal and the impact is not considered to be significant.
Given the limited area that we have been able to survey it has not be possible to determine the whole woodland resource as a value to bats, however the sensitivity of these species (light-tolerant) and given the small area along the woodland edge effected the impact is still considered to be not significant.

Light-shy bat species (*Myotis* species and brown long-eared bat) were recorded in lower numbers in comparison to the light-tolerant species. These species were not visually observed utilising the northern boundary of Dewidales Wood LWS and the recordings did not suggest roosting nearby given the times they were recorded and lack of consistency of calls at emergence / re-entry times.
These species are likely utilising the woodland edge and woodland habitats and due to their light aversion could be impacted by the slight increase in lighting within the proposal. However, given the location of the proposal site these bats have options to avoid the low level of light spill from the site by flying within the woodland and/or along the southern side of the hedgerow, where the light spill would not reach so connectivity would be retained. The majority of connectivity to other suitable bat

[1] Kronwitter F. (1988) *Population structure, habitat use and activity patterns of the noctule bat, Nyctalus noctula Schreb., 1774 Chiroptera: Vespertilionidae revealed by radio-tracking*. Myotis 26, 23–85.

[2] Wray et al (2010) Valuing Bats in Ecological Impact Assessment, In Practice 70, 23-25.

[3] Spoelstra et al, 2017, Response of bats to light with different spectra: light-shy and agile bat presence is affected by white and green, but not red light, *Proceedings of the Royal Society B: Biological Sciences* (2017).

habitat is to the south of the eastern part of Dewidales Wood LWS, and away from the proposal site, where hedges connect to woodland blocks as well as Lindrick Common and the River Ryton. The north of the site supports arable fields and a road which has light spill from Woodsetts Village and reduces the appeal to light-shy species. These species were recorded in much lower numbers than the pipistrelles and were not identified roosting within trees. Individual numbers of light-shy species (given their rarer value in Wray) were considered to be of local value. As there is a possibility that these bats will be displaced, albeit in low numbers, the magnitude of the impact would be highly localised and only affect the upper parts along the northern edge of the east section of Dewidales Wood LWS for a short duration and it would not be reasonably expected to adversely affect the conservation status of light-shy bats.

2 BAT SURVEY REPORT

2.1 PURPOSE OF THIS REPORT

This report has been produced on behalf of INEOS Shale. It contains an assessment of the significance of the effects of construction lighting from the proposal on bat species in suitable habitat to the south of the proposal site, (on the land adjacent to Dinnington Road, Woodsetts, Rotherham (Central OS Grid Ref: SK543836)) as well as to identify if any bats are using the proposal site. It also contains the findings of bat surveys undertaken to inform the assessment, that identified which bat species are using the habitats and what activities they were exhibiting (*eg* roosting, feeding, commuting, social groupings).

2.2 SITE CONTEXT

The site is approximately 1.86 ha in extent and comprises a single large arable field within the Metropolitan Borough of Rotherham. It is situated wholly within an arable field with Dewidales Wood Local Wildlife Site (LWS) and Ancient Woodland Inventory (AWI) site south of the site (approximately 30 m away from the application boundary). Dewidales Wood LWS consists of two areas of woodland located to the south and southwest of the site, connected by an associated defunct species-poor hedgerow, that supports tree stands. Woodsetts village is the nearest community and is located approximately 500 m to the northeast of the site.

2.3 LEGISLATION

All bats and their roosts are afforded full legal protection under the Conservation of Habitats and Species Regulations 2010 (as amended) and the Wildlife & Countryside Act 1981 (as amended).
The purpose of the legislation is to maintain and restore protected species to a situation where their populations are favourable.

Under Regulation 41 of the *Conservation of Habitats and Species Regulations 2010* (as amended) it is illegal to:

- deliberately capture, injure or kill any wild animal of a European Protected Species (EPS);
- deliberately disturb wild animals of an EPS (affecting ability to survive, breed or rear young) – disturbance of animals includes in particular any disturbance which is likely to impair their ability to survive, to breed or reproduce, or to rear or nurture their young;
- deliberately disturb wild animals of an EPS (impairing ability to migrate or hibernate) – disturbance of animals includes in particular any disturbance which is likely to impair their ability in the case of hibernating or migratory species to hibernate or migrate;
- deliberately disturb wild animals of an EPS (affecting local distribution and abundance) – disturbance of animals includes in particular any disturbance which is likely to affect significantly the local distribution or abundance of the species to which they belong;

- deliberately disturb wild animals of an EPS (whilst occupying a structure of place used for shelter or protection) – intentionally or recklessly disturb any wild animal while it is occupying a structure or place which it uses for shelter or protection; and
- damage or destroy a breeding site or resting place of a wild animal an EPS.

Under the *Wildlife and Countryside Act 1981* (as amended) it is illegal to:

- recklessly or intentionally kill, injure or take any wild animals included in Schedule 5;
- recklessly or intentionally damage or destroy, or obstruct access to any structure or place which any wild animal included in Schedule 5 uses for shelter or protection; and
- recklessly or intentionally disturb any such animal while it is occupying a structure or place which it uses for shelter or protection.

A number of UK bat species are also included on the list of species of principal importance for the conservation of biodiversity in England under Section 41 of the *Natural Environment and Rural Communities (NERC) Act 2006*. The S41 list is used to guide decision-makers, including local planning authorities, in implementing their duty under section 40 of the Act, to have regard to the conservation of biodiversity in England, when carrying out their normal functions.

2.4 METHODOLOGY

2.4.1 Desk Study

A desk study has been undertaken as part of the extended Phase 1 habitat survey, and Rotherham Biological Records Centre was contacted for records of protected and notable species within 2km of the proposal site.

2.4.2 Field Surveys

The methodology undertaken took into account the statutory guidance available on Natural England's website[1] and further guidelines introduced by the Bat Conservation Trust[2] and JNCC[3]. Surveyors used Elekon Batlogger M® to identify bats in the field, and to record the bats for desk-based analysis using Elekon BatExplorer®. The field surveys listed below were undertaken in periods of suitable weather for bat surveys (i.e. an ambient temperature of at least 10^{o}C, with little/no wind and rain), by licensed and suitably-experienced bat ecologists:

[1] https://www.gov.uk/guidance/bats-surveys-and-mitigation-for-development-projects#survey-methods [Accessed 10/10/2017]

[2] Collins, J. (ed.) (2016) Bat Surveys for Professional Ecologists: Good Practice Guidelines (3rd edn). The Bat Conservation Trust.

[3] Mitchell-Jones, A.J. (2004) *Bat Mitigation Guidelines.* [online]. Peterborough: JNCC. Available at: http://publications.naturalengland.org.uk/publication/69046 [Accessed 10/10/2017]

Transect Activity Survey

The main aims of the transect surveys were to identify species present and their foraging areas, commuting routes and utilisation of the site. The survey route followed linear features (eg the hedgerow associated with Dewidales Wood and the woodland edge) which are often used by foraging and commuting bats. The route was through accessible areas of land adjacent to the most suitable habitats for bats likely to be affected by light from the proposal site. It was walked at a steady pace at dusk on 27 August and 20 September, commencing at sunset and finishing approximately 1.5 hours after sunset. The route was walked east to west and then back in the eastern direction around the eastern boundary of Dewidales Wood. The distance of the walked route was slightly extended in September due to increased activity recorded in comparison to August activity. The species, time and behaviour of each bat was recorded on a map as it passed to help form a general view of the bat activity present on site.

Emergence Survey

The aims of the surveys were to identify any emergence, or re-entry from trees along the woodland edge nearest to the site, as well as gather additional information about the broad patterns of commuting and foraging. Dusk emergence and pre-dawn re-entry surveys were undertaken on the northern edge of Dewidales Wood. Dusk surveys commenced at least 15 minutes before sunset and continued for 90 minutes after sunset. Pre-dawn re-entry surveys commenced 90 minutes before sunrise and continued until 15 minutes after sunrise. Two surveyors were present during each survey, with two different surveyor locations used to cover potential emergences/re-entries of bats into the woodland edge, please refer to the figures below which identify the surveyor location and bat passes for each emergence / re-entry survey undertaken.

Area of Influence

Access was limited on the site and Dewidales Wood LWS could be not be surveyed from within the woodland. Given the nature of the proposals, the area of influence is considered to be areas that are going to be illuminated by the proposal works. This extends to the northern boundary of the eastern section of Dewidales Wood LWS, along the hedgerow to the south west of the site and to the western section of Dewidales Wood LWS.

Weather Conditions and Timing of Transect and Emergence Surveys

A summary of the survey timings and weather conditions are shown in *Table 2.1* below.

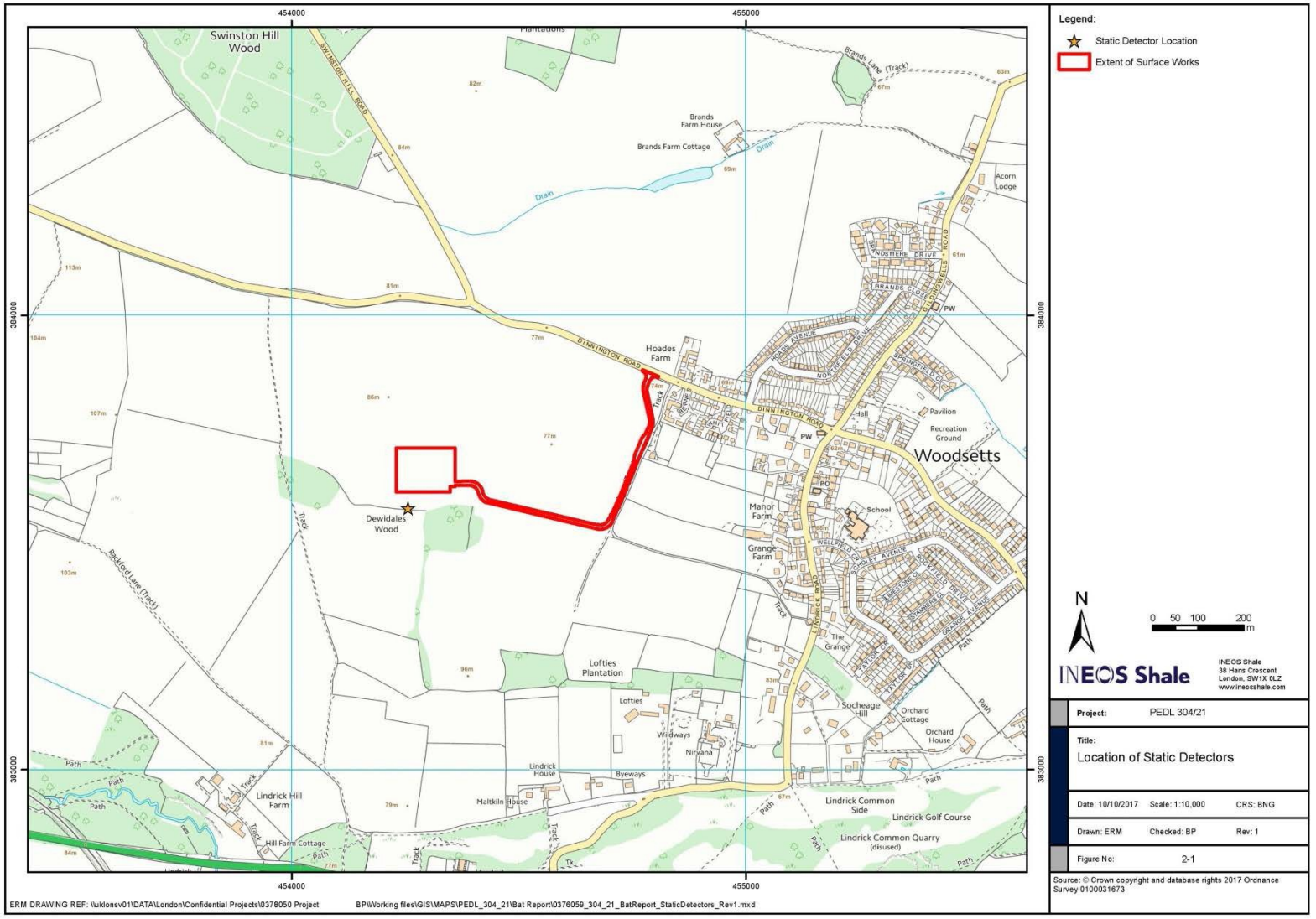
Table 2.1 Summary of Bat Surveys Conducted

Date	Survey Type	Time	Sunset/ Sunrise	Start Temp	Rain	Wind (0-5)	Cloud (%)
27/08/2017	Activity	19:45	20:06	19	None	1	20
19/09/2017	Emergence	18:30	19:11	15	None	0	15
20/09/2017	Re-entry	04:15	06:47	10	None	0	60
20/09/2017	Emergence	18:30	19:07	18	None	0	25
20/09/2017	Activity	18:30	19:07	18	None	0	25

2.4.3 Static Detector Survey

In addition to the surveys described above, further information about the bats present and their behaviour over a longer time period (minimum of 5 consecutive nights) have been gathered using static passive recording full-spectrum detectors which were deployed in August (SM2 BAT+) and September (Anabat Swift) 2017, the use of different detectors is not expected to impact the results as they both record in full spectrum. Full spectrum bat detectors continuously record all frequencies and retain details of the call structure, allowing for detailed call analysis with bioacoustics software. A detector was placed within the hedgerow connecting the two areas of woodland, this location was chosen due to it's proximity to the proposal site and the area of influence along the northern part of the west section of Dewidales Wood LWS. This location is along the walked transect route (see *Figure 2.1*). Detectors were programmed to activate 30 minutes before dusk and record continuously until 30 minutes following sunrise. The recorded data was analysed using AnalookW© and BatSound®. It is not possible to determine whether consecutive sound files have been recorded as the result of a single bat passing the detector as it commutes across the landscape, or by one bat repeatedly triggering the detector as it forages in close proximity for an extended period. Therefore, each sound file was counted as a single bat registration. The number of bat registrations does however reflect the relative importance of the location of the detector.

Figure 2.1 Location of Static Detectors



2.5 DESK STUDY AND SURVEY FINDINGS

2.5.1 Desk Study

Common pipistrelle *(Pipistrellus pipistrellus)* was recorded throughout the 2km radius around the proposal site, including within Woodsetts village.

Records*	Within Site Boundary	Within the wider study area (2 km)	Conservation of Habitat and species Regulations 2010	Wildlife and Countryside Act 1981 (Schedule 1, 5 or 9)	NERC Act 2006 Section 41 Species and Habitats of Principal Importance
Mammals					
Common pipistrelle (*Pipistrellus pipistrellus)*	No	Yes	Yes	Yes	No

2.5.2 Transect Surveys

The activity surveys confirmed that the presence of at least four bat species, with the majority of passes comprising common and soprano pipistrelle, with occasional noctule records and one recording of an unidentified *Myotis* species. Activity was higher in autumn than in summer.

August 2017 (see Figure 2.2)

Common pipistrelles and soprano pipistrelles (*Pipistrellus pygmaeus*) were recorded in low numbers foraging along the hedgerow between the east and west sections of Dewidales Wood LWS throughout the evening. A few noctule (*Nyctalus noctula*) passes were heard, but no bats were seen flying over the transect route. The first common pipistrelle was recorded 27 minutes after sunset which is around their general emergence time, and suggests that a roost is in close vicinity to the transect. One pass of a *Myotis* species was recorded one hour after sunset, but the bat was not observed.

September 2017 (see Figure 2.3)

The September survey confirmed the use of the hedgerows and woodland edge by foraging common and soprano pipistrelles. A few noctule passes were heard, but no bats were seen flying. Social calls of common and soprano pipistrelles were identified at the northeastern corner of the east section of Dewidales Wood LWS.. The first common pipistrelle was recorded 28 minutes after sunset which suggests that a roost is in close vicinity to the transect route, this was recorded along the southern boundary of the western part of Dewidales Wood LWS suggesting that there is likely a roost within the wood or in the nearby vicinity.

Figure 2.2 August Activity Transect

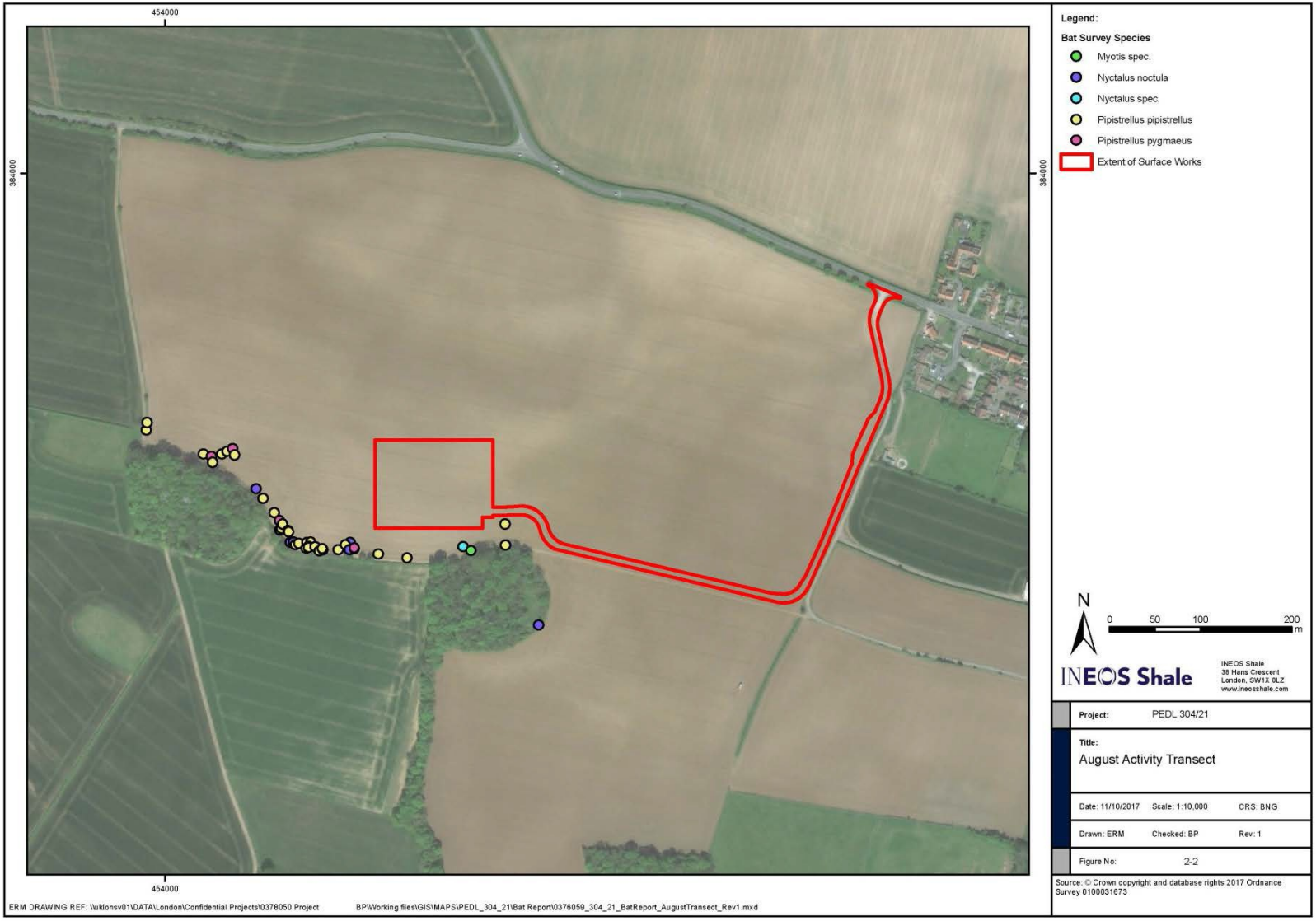
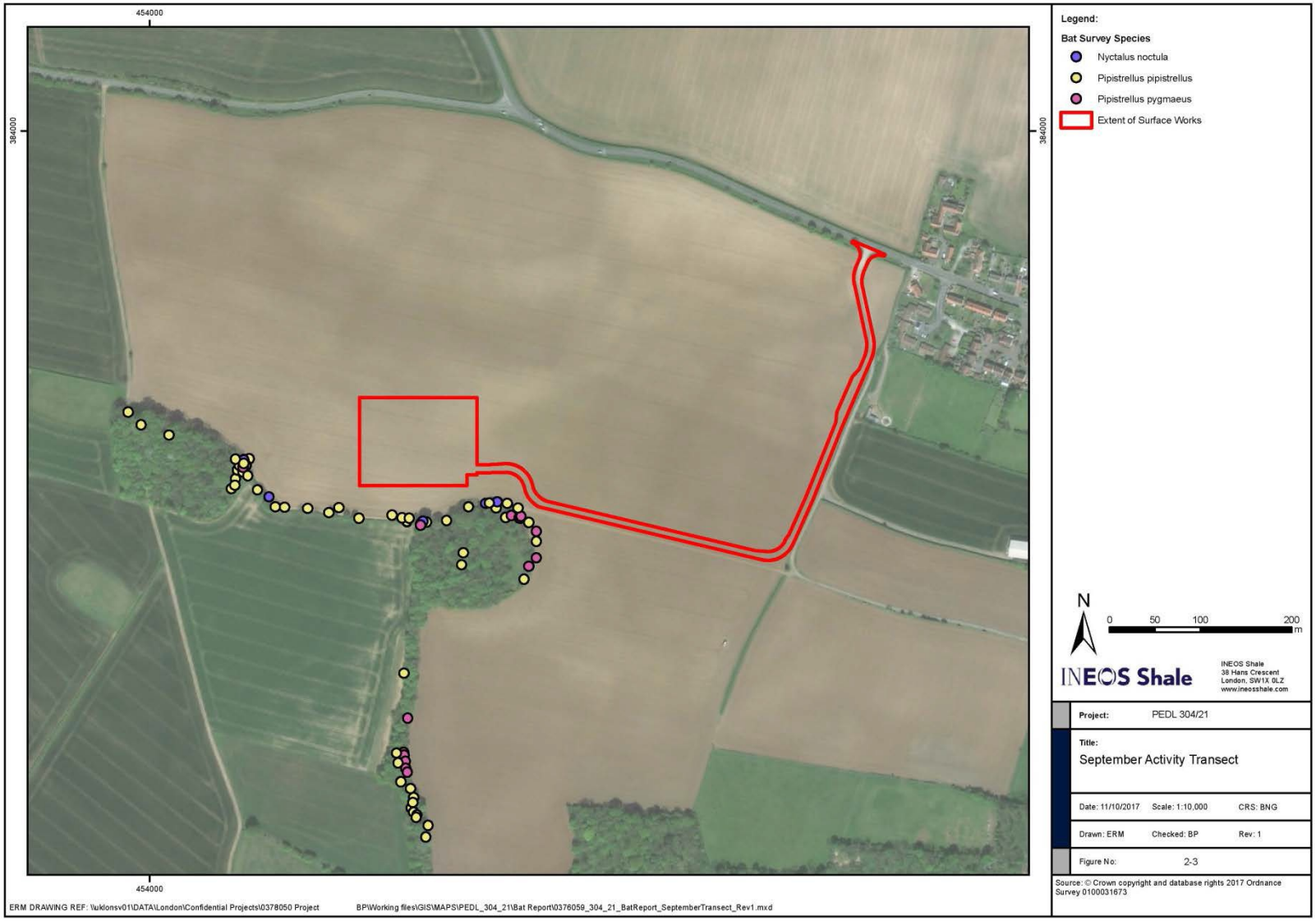


Figure 2.3 September Activity Transect



2.5.3 Emergence and Re-entry Survey

Summary

The results of the emergence / re-entry surveys in September suggest the likely presence of roosts of common pipistrelle which was the first recorded on each emergence survey and last recorded on the re-entry. Soprano pipistrelles were also recorded around their mean emergence time and could also be roosting near to the site; however, no roosts were recorded. This means that there was no evidence of bats flying out of roosts during the survey or swarming and re-entering roosts pre-dawn along the northern edge of the eastern part of Dewidales Wood LWS or along the northeastern edge along the western part of Dewidales Wood LWS. However, the northern aspect (which will be illuminated) could only be viewed and bats could have emerged southwards into the woodlands. Bats tend to prefer south – southeast facing roosts which receive more sunlight and are generally warmer, as this aspect faces away from the site it would not be subjected to direct lighting. The majority of bat calls recorded were of common and soprano pipistrelles, with only occasional records of noctules, and one of a Leisler's bat. The pipistrelles were recorded foraging and only low numbers of bats were seen.

September 2017 (see Figures 2.4 – 2.6)

The emergence / re-entry surveys at the eastern part of Dewidales Wood LWS, and the emergence survey at the western part of the wood LWS recorded activity at emergence time for both parts of Dewidales Wood LWS, suggesting the likely presence of roosts within both parts of the woodland. However, no roost sites were observed along the northern woodland edge (based on views of the trees from the PRoW along the northern edge). During the 19th and 20th September emergence surveys, the earliest bats recorded were common pipistrelles 11 and 22 minutes after sunset, respectively. A Leisler's bat was also recorded in this area, approximately 1 hour after sunset, this bat was heard but not seen. The first noctule bat call was recorded 19 minutes after sunset and was heard and not seen.

During the emergence survey undertaken on 19th September, an area of socialising common and soprano pipistrelles was identified to the northwest corner of Dewidales Wood LWS. The area was more frequently used by soprano pipistrelles and social calls were recorded on the detectors

During the re-entry survey, the nearest bat to sunrise was a soprano pipistrelle recorded 38 minutes before sunrise. Leisler's bat and noctule were not recorded on the re-entry survey

Figure 2.4 - *Figure 2.6* show the results of the emergence and re-entry surveys. This show the surveyor location alongside the area where bat calls were heard on the detector.

Figure 2.4 19th September Emergence Survey

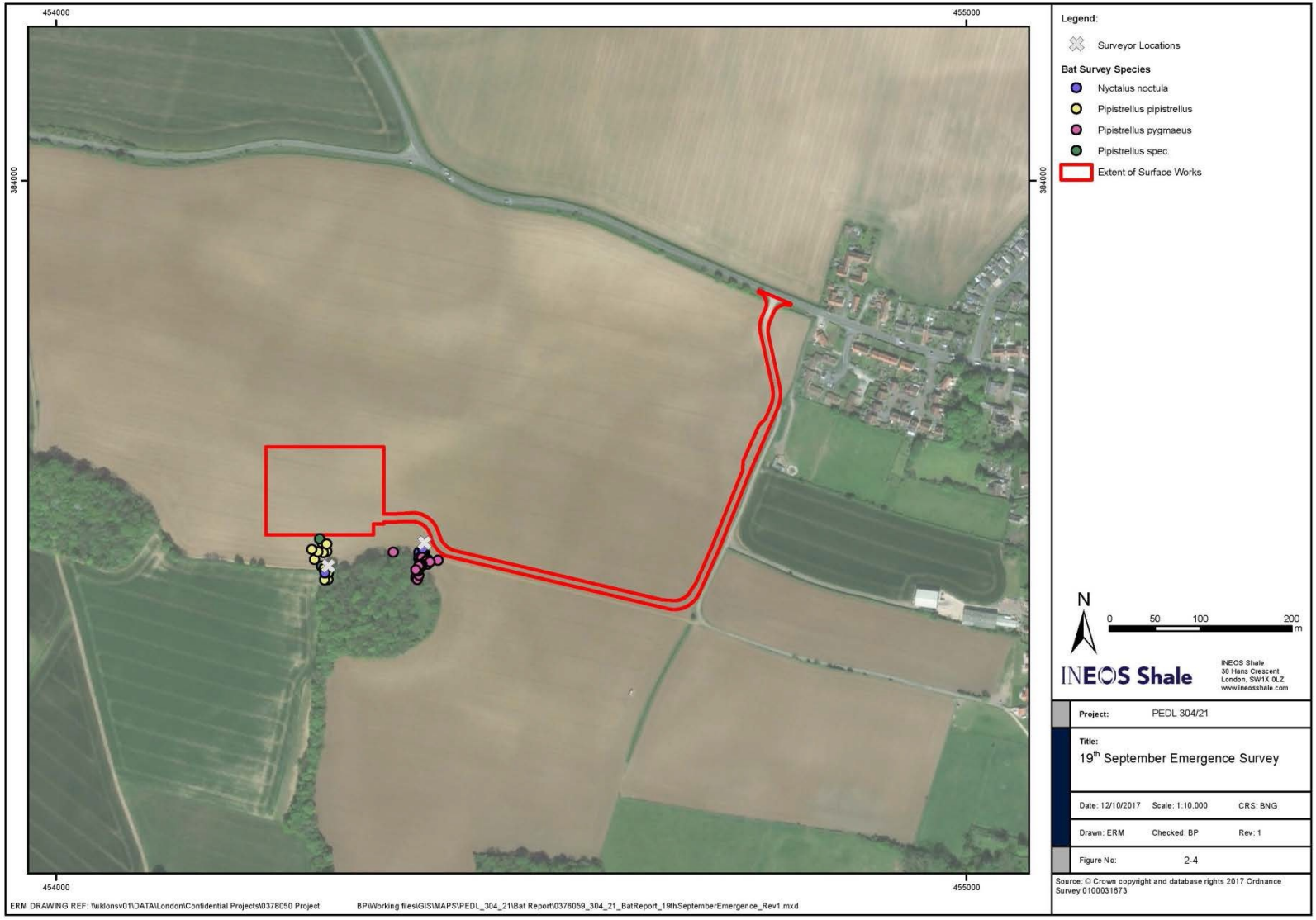


Figure 2.5 20th September Re-entry Survey

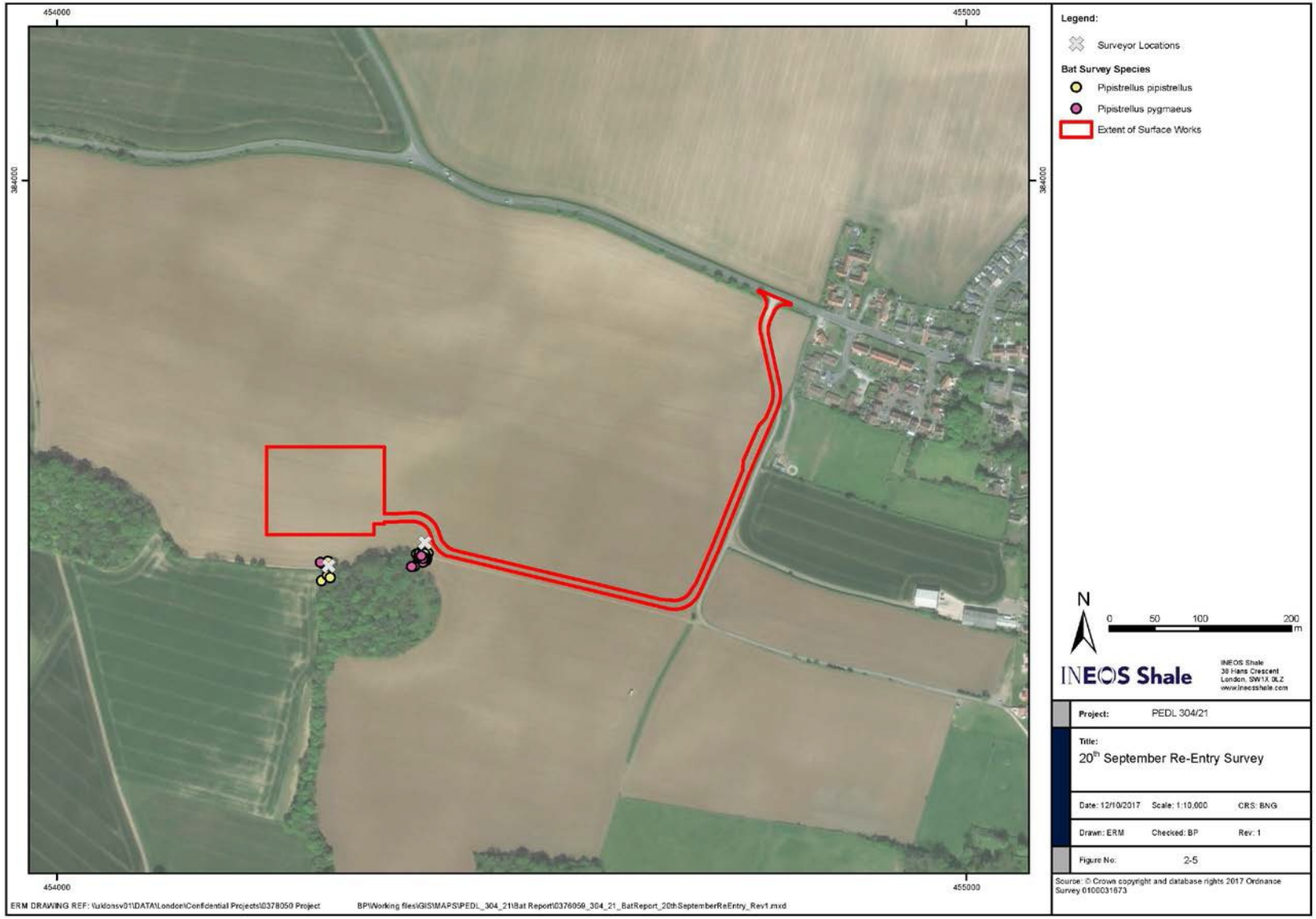
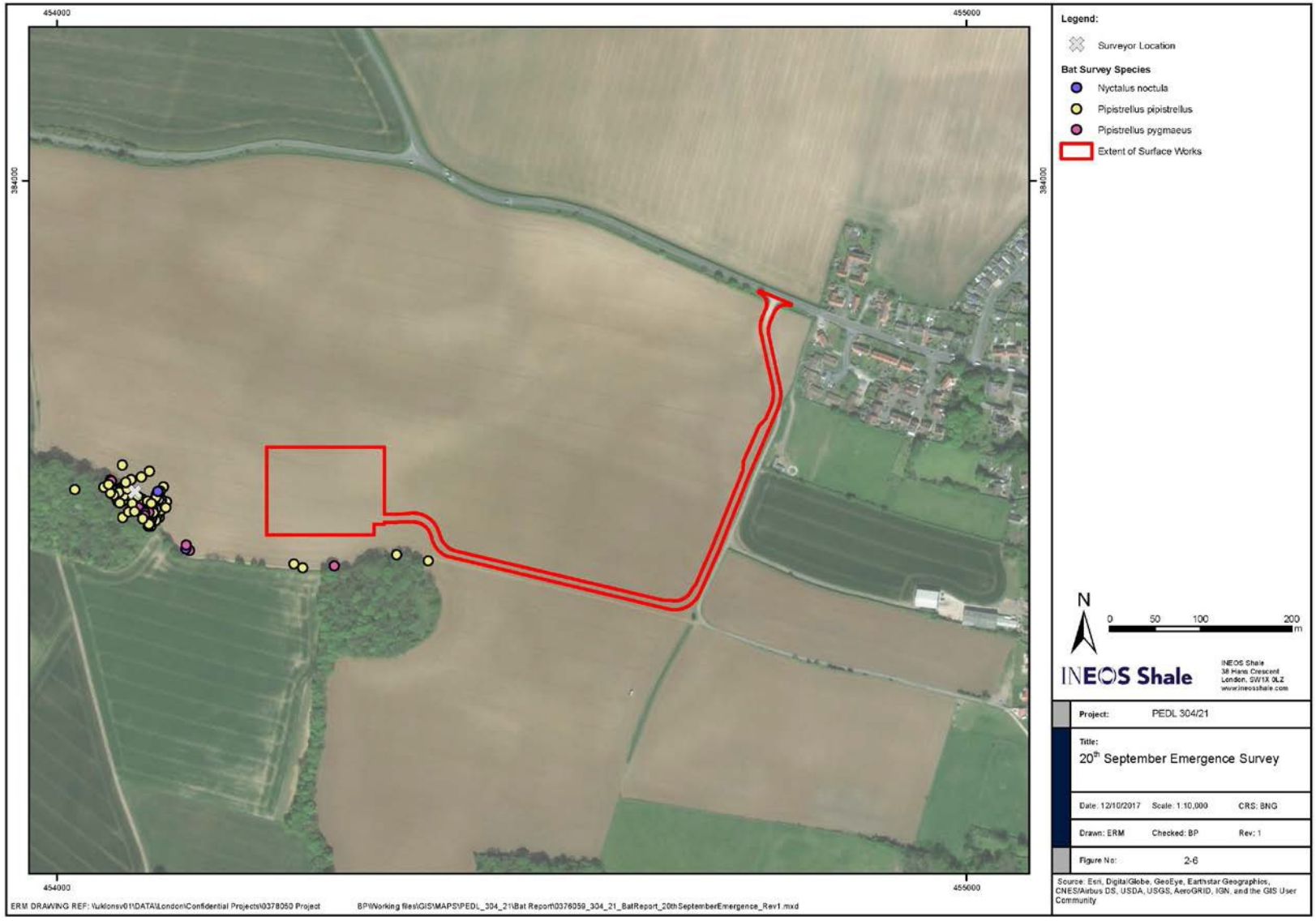


Figure 2.6 20th September Emergence Survey



2.5.4 Static Detector Surveys

Static bat detectors were placed within the hedgerow associated with Dewidales Wood LWS in August and September 2017. The full data tables are provided in *Appendix A* but are summarised in *Table 2.2*, below.

Table 2.2 Summary of Static Detector Results

Date	Location (OSGR)	Avg. registrations* / hour	Total registrations	Most abundant species recorded (no. of registrations)	Other species recorded (no. of registrations)
25 - 30 August	SK542835	16.5	861	Common pipistrelle (673)	Soprano pipistrelle (66) *Myotis* sp (54) Brown long-eared (21) *Nyctalus* sp[1] (19) *Pipistrellus* sp[2] (14)
19 – 25 September	SK542835	18.3	1551	Common pipistrelle (1,041)	*Nyctalus* sp[1] (203) Soprano pipistrelle (168) Leisler's bat (42) *Myotis* sp (45) Noctule (22) *Nyctalus* / *Eptesicus* sp[3] (19) Brown long-eared (11)

* Registrations are considered to be the number of bat species/ call file.
[1] either noctule or Leisler's bat
[2] either common or soprano pipistrelle
[3] either noctule, Leisler's bat or serotine (*Eptesicus serotinus*)

Summary of bat survey findings

Following Wray et al guidance (2010) two common bat species were present on the site (common and soprano pipistrelle), these were not identified to be roosting within the area of influence, but were commuting / foraging in small numbers near to a predicted small number of roosts in an area of agriculture with mixed woodland patches resulting in a local value.
For the rarer bat species, noctule, Leisler's and *Myotis* species, due to the lower amount of registrations and lack of sightings it is expected that individual bats are foraging and commuting within the area of influence resulting in a local value.

2.6 DISCUSSION AND CONCLUSIONS

The proposal site is situated wholly within an arable field and therefore supports a habitat type of low suitability for foraging bats. However the woodland and hedgerow network to the south of the project site provides good foraging, commuting habitat for bats and is likely to include roosting opportunities. Part of the woodland / hedgerow network comprises Dewidales Wood a LWS and AWI site, which is 30 m south of the application boundary.

During the summer and autumn bat surveys, species recorded include: common pipistrelle, soprano pipistrelle, noctule, Leisler's bat, and brown long-eared. There were also a low number of records of unidentified *Myotis* species.

2.6.1 Bat Activity Assessment

Roosting

No bat roosts were identified along the northern edge of the eastern part of Dewidales LWS Wood or northeastern edge of the west part of Dewidales Wood LWS. During the two emergence surveys conducted at the northern edge of the eastern part of Dewidales LWS Wood, no bats were recorded emerging from the northern aspect of the trees along the northern edge; however access was restricted to the PRoW. Pipistrelle calls were recorded shortly after sunset suggesting the likely presence of roosts within the Dewidales Wood LWS. These are the areas where the lighting would reach and could impact bat behaviour. The timings when the first bats were recorded does suggest a nearby roost likely within Dewidales Wood LWS (both sections), however no bats were seen flying northwards out of the eastern part of the Dewidales Wood LWS at emergence times, or eastwards out of the western part of Dewidales Wood LWS. The lack of bats seen during the re-entry survey further suggests the idea that if bats are roosting near to the site they are not using the PRoW / field margin as their commuting route to access their roosts and they are not on the northern aspect of Dewidales Wood LWS.

Foraging and Commuting

The woodlands and hedgerows will not be directly affected by the proposal (i.e. none will be lost), however, secondary effects to the upper parts of the northern edge of the east section of Dewidales Wood facing the proposal site will likely be subject to some light spill from the proposal lighting, principally during the drilling period.

The results of the activity surveys and static recording confirm that there are at least six bat species (five identified species plus unidentified *Myotis* calls) utilising the site for foraging and commuting. The most frequently recorded species were the common and soprano pipistrelle with infrequent passes of noctule, Leisler's, *Myotis* species and brown long-eared bats. In addition to these, static detectors recorded *Nyctalus* / *Eptesicus* species which could not be identified to the species level, this is likely to be noctule or Leisler's given the location of the site and the multiple recordings of these species during the site surveys.

Bat activity was recorded all along the accessible woodland edge and associated hedgerows, and indicated that these parts of Dewidales Wood LWS were used by a small number of bats throughout the night for foraging and commuting. Activity was higher in autumn than in summer suggesting the site is used more by bats during the transitional period when they are foraging more often to store fat for the winter. There could be more passes as well due to the time of year as the mating period is starting as well as the presence of young bats on the wing.

During the autumn dusk surveys, increased activity was observed in the northeastern corner of the east section of Dewidales Wood LWS consisting of socialising common and soprano pipistrelles. The social calls recorded in this area included ones that are used by male bats to attract females.

Common and soprano pipistrelles are both common and widespread species in the UK. The levels of activity associated with these species, and also *Myotis* species, noctule, Leisler's bat and brown long-eared are consistent with their known abundance at a regional and national scale and is not considered to be significant; local value for the bat species identified on the site.

The lighting model was prepared taking into account the presence of bats with an aim of reducing the lux levels on three ecological receptors; Dewidales Wood LWS (eastern and western sections) and the hedgerow that connects the two woodland areas. The lux levels on the northern boundary of the eastern part of Dewidales Wood LWS will have light levels to a maximum 2.71 lux. The western part of Dewidales Wood LWS will only have light levels to a maximum 0.3 lux. Ground level illumination is modelled along eastern part of Dewidales Wood LWS is 0.5 lux.

The proposals would have a limited period of effects (approximately three months) and there are plentiful alternative foraging / commuting routes available to bats within the area (as demonstrated by the existing network of hedgerows and woodland patches nearby) especially to the south of the proposal site.
The eastern part of Dewidales Wood LWS northern edges, and the hedgerow connecting the two woodlands are used frequently by light tolerant common and soprano pipistrelle, for foraging, commuting and socialising. The light tolerant noctule and Leisler's bat were heard but not seen and could be commuting in the nearby area, or foraging above the woodland. It is unlikely that these species are using the woodland edge, given that no visual observations were made during any of the surveys.
These light tolerant bats species, which are present in higher numbers than the light-shy species, are unlikely to be significantly affected by the slight increase in lighting along the edge of Dewidales Wood LWS.

There is also a possibility that the increase in lighting would provide more foraging resources for light tolerant bat species as there would be an increase in insect numbers. It is unlikely that the light tolerant species would be significantly affected be the proposal. These light-tolerant species) are known to thrive in lit areas (white and green light[1]); because they are opportunistic foragers and the lights would result in an accumulation of insects.

Light-shy bat species (*Myotis* species and brown long-eared bat) were recorded in lower numbers in comparison to the light-tolerant species (most notable common and soprano pipistrelles). There were no visual observations of these species during the surveys suggesting that they do not frequently use the northern edge of the woodland. The recorded calls could have come from within the woodland or on the darker southern side of the hedgerow although the lux levels of the hedgerows will be low (approximately 0.3 lux) and remain to similar levels as they are now. These species are likely utilising the woodland edge and woodland habitats and due to their light aversion could be impacted by the slight increase in lighting within the proposal. However, given the location of the proposal site these bats have options to avoid the low level of light spill from the site by flying within the woodland and/or along the southern side of the hedgerow, where the light spill would not

[1] Spoelstra et al, 2017, Response of bats to light with different spectra: light-shy and agile bat presence is affected by white and green, but not red light, *Proceedings of the Royal Society B: Biological Sciences* (2017).

reach so connectivity would be retained. The majority of connectivity to other suitable bat habitat is to the south of the eastern part of Dewidales Wood LWS, and away from the proposal site, where hedges connect to woodland blocks as well as Lindrick Common and the River Ryton. The walked transect identified bat species foraging along the hedgerow south of the eastern part of Dewidales Wood which is an area that would not be impacted by the lighting. Any effects on these species would be highly localised and for a short duration, and would not affected the viability of the area of influence.

Appendix A

Key to Raw Data

Code	Species
Pipi	Pipistrellus pipistrellus
Pipy	Pipistrellus pygmaeus
Nyno	Nyctalus noctula
Myo	Myotis sp.
Nyle	Nyctalus lesilers
Serotine	Eptesicus serotinus

Site Name: Land adjacent to Dinnington Road, Woodsetts
Surveyor Name: LC

Date	Survey Type	Time	Sunset/ Sunrise	Start Temp (˚C)	Rain	Wind (0-5)	Cloud (%)
27.08.17	Activity Transec	19:45	20:08	21	Dry	0	5

	Time	Species	Seen (Y/N)		Check Specie
1	20:14	Nyno	N	Calls heard but bat not seen over the site.	Nyno
2	20:33	Pipi	Y	Seen foraging along woodland edge on the wood to the west of the site.	Pipi
3	20:36 – 20: 45	Pipy Pipi	Y	Common and soprano pips seen foraging along the northern woodland edge of the west wood.	Pipy Pipi
4	20:45	Nyno	N	Calls heard but bat not seen over the site.	Nyno
5	20:46	Pipi	Y (2)	One to two common pipistrelles foraging occasionally along Dewidales Wood.	Pipi
6	20:50	Nyno	N	Calls heard but bat not seen over the site.	Nyno
7	20:51	Pipi Pipy	Y	A common and soprano pipistrelle foraging along the northern edge of Dewidales Wood.	Pipi Pipy
8	20:57	Nyno	N	Distant calls heard. No bat seen over the site.	Nyc sp.
9	20:59	Myotis	N	Distorted Myotis call heard but not seen, potentially within Dewidales Wood.	Myo sp.
10	21:07	Pipi	Y	Foraging and commuting westwards towards the woodland west of the site.	Pipi
11	21:13	Nyno	N	Brief call of a noctule. Not seen over the site.	Nyno

Site Name: Land adjacent to Dinnington Road, Woodsetts
Surveyor Name: DR

Date	Survey Type	Time	Sunset/ Sunrise	Start Temp (˚C)	Rain	Wind (0-5)	Cloud (%)
19.09.17	Emergence	18:30	19:11	14	Dry	0	15

	Time	Species	Seen (Y/N)	Notes	Check specie
1	19:14	N/A	N	Very brief sound on Batlogger	No bat
2	19:24	-	-	Cyclist	No bat
3	19:30	Nyno	N	Two ‘noctule’ sounds, 1 min apart	Nyno
4	19:33	Nyno	Y	Commuting, moving south east around woodland edge	Nyno
5	19:40	Pipi	Y	Commuting, moving north west around woodland edge	Pipi
6	19:41	Pipy	Y	Entered woodland and immediately went silent	Pipy
7	19:46	Nyno	N	Brief noctule – not seen	Nyno
8	19:47	Pipy	N	Heard not seen	Pipy
9	19:54	Serotine	N	Brief pass	Nyno
10	19:59	Pipi	N	Brief pass	Pipi
11	20:02	Pipi	Y	Foraging around trees, multiple passes	Pipi
12	20:04	Pipy	Y	Foraging around trees, multiple passes	Pipy
13	20:07	Pipy	N	Too dark, heard not seen	Pipy
14	20:08	Nyno	N	Too dark, heard not seen	Nyle
15	20:10-20:15	Pipy	N	Too dark, heard not seen but foraging calls heard	Pipy

Site Name: Land adjacent to Dinnington Road, Woodsetts
Surveyor Name: LC

Date	Survey Type	Time	Sunset/ Sunrise	Start Temp (˚C)	Rain	Wind (0-5)	Cloud (%)
19.09.17	Emergence	18:30	19:11	15	Dry	0	15

	Time	Species	Seen (Y/N)		Check Specie
1	19:22	Pipy	N	Bats active in wood west of site.	Pipy
2	19:30	Pipi	Y (1)	Flew west to east foraging.	Pipi
3	19:38	Pipi	Y (1)	Bat foraging up and down woodland edge.	Pipi
4	19:39	Pipy	N	Distant, short noise.	Pip sp.
5	19:46	Pipi	N	Brief call, sounded distant.	Pipi
6	19:48	Pipi	Y (2)	Two bats seen foraging along hedgerow.	Pipi
7	19:52	Nyno	Y (2)	Noctule heard but not seen, two pipistrelles continuously foraging along woodland edge.	Nyno
8	19:55	Pipi	Y (2)	Two bats seen commuting westwards.	Pipi
9	19:59	Nyno	N	Very brief call; heard not seen.	Nyno
10	20:07	Pipy	N	Heard but not seen.	Pipy
11	20:07	Nyno	N	Distant distorted call.	Nyno
12	20:08-20:12	Pipy Pipi	N	Occasional calls heard but not seen.	Pipy Pipi

Site Name: Land adjacent to Dinnington Road, Woodsetts
Surveyor Name: DR

Date	Survey Type	Time	Sunset/ Sunrise	Start Temp (˚C)	Rain	Wind (0-5)	Cloud (%)
20.09.17	Re-entry	05:10	06:46	9	Dry	0	60

	Time	Species	Seen (Y/N)		Check Specie
1	05:40-05:47	Pipy	Y	At least 3 pip 55 foraging nearby (moving into woodland and west along northern edge)	Pipy
2	05:47	Pipi	N	1 pip 55, 1 pip 45 foraging	Pipi
3	05:48	Pipy	N	Feeding buzzes heard, bat not seen.	Pipy
4	05:52-05:59	Pipi	N	Feeding buzzes heard, bat not seen.	Pipi
5	05:59-06:08	Pipy	N	Occasional distant feeding buzzes heard, bat not seen.	Pipy
6	06:00-06:07	Pipi	N	Occasional feeding buzzes heard, bat not seen.	Pipi

Site Name: Land adjacent to Dinnington Road, Woodsetts
Surveyor Name: LC

Date	Survey Type	Time	Sunset/ Sunrise	Start Temp (˚C)	Rain	Wind (0-5)	Cloud (%)
20.09.17	Re-entry	05:10	06:47	9 (to 13)	Dry	0	60

	Time	Species	Seen (Y/N)		Check Specie
1	05:38	Pipi	N	Foraging calls heard.	Pipi
2	05:44	Pipi	Y (1)	Commuting westward with foraging calls heard.	Pipi
3	05:49	Pipy	N	Fast calls heard, bat not seen.	Pipy
4	06:10	?	Y	Bird flying into wood	Bird – no bat call

Site Name: Land adjacent to Dinnington Road, Woodsetts
Surveyor Name: LC

Date	Survey Type	Time	Sunset/ Sunrise	Start Temp (˚C)	Rain	Wind (0-5)	Cloud (%)
20.09.17	Emergence	18:30	19:07	18	Dry	0 (wind blocked by wood)	25

	Time	Species	Seen (Y/N)		Check Specie
1	19:35	Pipi	Y (2)	Two bats seen foraging ~3m over field (dipping low 1m) to forage	Pipi
2	19:36	Pipi	Y	Foraging two pips social heard	Pipi
3	19:39	Pipy	Y	Foraging east – west	Pipy
4	19:42	Pipi	Y	Foraging over field margin approximately 2m into the field	Pipi
5	19:46	Pipy	Y	Higher flying than P45 ~3m	Pipy
6	19:47	Pipy	N	Heard not seen	Pipy
7	19:47 – 19:53	Pipi	Y	Constant foraging up and down in front of surveyor at 19:53 – 2 pips	Pipi
8	19:56	Pipi	Y	Circling in front, 2 pips at 19:57	Pipi
9	19:59	Nyno	N	Heard not seen	Nyno
10	20:02	Pipi Pipy	N	Very poor light, >1 bat, possible social calls.	Pipi Pipy
11	20:03-07	Pipi Pipy	N	Constant foraging along in front of surveyor	Pipi Pipy
12	20:06	Nyno	N	Short burst call, heard not seen.	Nyno
13	20:07	Pipi	N	Heard not seen. Very dark.	Pipi

Site Name: Land adjacent to Dinnington Road, Woodsetts
Surveyor Name: LC

14	20:09-15	Pipi	N	Foraging calls heard.	Pipi
15	20:14	Nyno	N	Heard not seen.	Nyno
16	20:14	Pipy	N	Heard not seen.	Pipy
17	20:16-29	Pipi Pipy	N	Heard not seen.	Pipi Pipy

Site Name: Land adjacent to Dinnington Road, Woodsetts
Surveyor Name: DR

Date	Survey Type	Time	Sunset/ Sunrise	Start Temp (˚C)	Rain	Wind (0-5)	Cloud (%)
20.09.17	Activity Transect	18:30	19:07	18	Dry	0 (wind blocked by wood)	25

	Time	Species	Seen (Y/N)		Check Specie
1	19:37	Pipi	Y	3 foraging at edge of west wood, 3 common pipistrelle	Pipi
2	19:41	Pipi; Pipy	Y	2 foraging at edge of east wood (54 and 45 khz)	Pipi; Pipy
3	19:44	Pipi; Pipy	Y	2 foraging in and out of west wood	Pipi; Pipy
4	19:54	Pipy; Pipi	Y	>2 foraging at northeast corner of west wood; 2x soprano pip, 2x common pip	Pipi; Pipy
5	19:56	Pipy	Y	1 foraging soprano	Pipy
6	19:57	Pipi	Y	1 foraging	Pipi
7	20:07	Pipy; Pipi	Y	3 foraging at northeast corner of west wood	Pipi; Pipy
8	20:09	Pipi	Y	2 foraging at northwest corner of west wood	Pipi
9	20:16	Nyno	N	Heard not seen.	Nyno
10	20:15	Pipi	N	Heard not seen.	Pipi
11	20:15	Nyno	N	Heard not seen.	Nyno
12	20:20-20:31	Pipi; Pipy	Y	Foraging in woodland then later calls heard not seen.	Pipi: Pipy

Appendix B

Filename (R+Month+Day+HHMM_XX	Species ID
R8252008_26.zc	Pipistrellus pipistrellus
R8252042_17.zc	Pipistrellus pipistrellus
R8252043_29.zc	Pipistrellus pygmaeus
R8252045_25.zc	Pipistrellus pipistrellus
R8252045_25.zc	Pipistrellus pygmaeus
R8252045_30.zc	Myotis sp
R8252045_30.zc	Pipistrellus pygmaeus
R8252046_05.zc	Pipistrellus pygmaeus
R8252046_35.zc	Pipistrellus pygmaeus
R8252046_40.zc	Pipistrellus pygmaeus
R8252046_45.zc	Pipistrellus pipistrellus
R8252047_14.zc	Pipistrellus pipistrellus
R8252048_22.zc	Pipistrellus pipistrellus
R8252048_37.zc	Pipistrellus pipistrellus
R8252049_18.zc	Pipistrellus pygmaeus
R8252051_05.zc	Pipistrellus pipistrellus
R8252051_41.zc	Pipistrellus pipistrellus
R8252052_16.zc	Pipistrellus pipistrellus
R8252052_49.zc	Pipistrellus pipistrellus
R8252052_55.zc	Pipistrellus pipistrellus
R8252053_16.zc	Pipistrellus pipistrellus
R8252053_56.zc	Pipistrellus sp social call
R8252053_56.zc	Pipistrellus pipistrellus
R8252054_48.zc	Pipistrellus pipistrellus
R8252055_45.zc	Pipistrellus pipistrellus
R8252055_52.zc	Pipistrellus pipistrellus
R8252056_18.zc	Pipistrellus pipistrellus
R8252056_22.zc	Pipistrellus pipistrellus
R8252056_33.zc	Pipistrellus pipistrellus
R8252056_39.zc	Pipistrellus pipistrellus
R8252056_52.zc	Pipistrellus pipistrellus
R8252057_00.zc	Pipistrellus pipistrellus
R8252057_09.zc	Pipistrellus pipistrellus
R8252057_50.zc	Pipistrellus pipistrellus
R8252059_13.zc	Pipistrellus pipistrellus
R8252100_54.zc	Pipistrellus pipistrellus
R8252101_01.zc	Pipistrellus pipistrellus
R8252101_07.zc	Pipistrellus pipistrellus
R8252101_16.zc	Pipistrellus pipistrellus
R8252104_47.zc	Myotis sp
R8252107_03.zc	Nyctalus sp
R8252108_17.zc	Pipistrellus pipistrellus
R8252120_52.zc	Pipistrellus pipistrellus
R8252129_12.zc	Myotis sp
R8252130_25.zc	Pipistrellus pipistrellus
R8252143_11.zc	Pipistrellus pipistrellus
R8252143_50.zc	Myotis sp
R8252143_50.zc	Pipistrellus pipistrellus

Filename (R+Month+Day+HHMM_XX	Species ID
R8252156_32.zc	Myotis sp
R8252158_26.zc	Pipistrellus pipistrellus
R8252208_25.zc	Pipistrellus pipistrellus
R8252209_59.zc	Pipistrellus pipistrellus
R8252213_09.zc	Nyctalus sp
R8252213_33.zc	Pipistrellus pipistrellus
R8252214_04.zc	Pipistrellus pipistrellus
R8252214_27.zc	Pipistrellus pipistrellus
R8252217_57.zc	Pipistrellus pipistrellus
R8252219_48.zc	Pipistrellus pipistrellus
R8252220_02.zc	Pipistrellus pipistrellus
R8252222_31.zc	Pipistrellus pipistrellus
R8252224_04.zc	Pipistrellus pipistrellus
R8252224_29.zc	Pipistrellus pipistrellus
R8252224_43.zc	Pipistrellus pipistrellus
R8252225_00.zc	Pipistrellus pipistrellus
R8252225_20.zc	Pipistrellus pipistrellus
R8252225_37.zc	Pipistrellus pipistrellus
R8252227_03.zc	Pipistrellus pipistrellus
R8252227_11.zc	Pipistrellus pipistrellus
R8252227_35.zc	Pipistrellus pipistrellus
R8252228_03.zc	Pipistrellus pipistrellus
R8252231_13.zc	Pipistrellus pipistrellus
R8252231_33.zc	Pipistrellus pipistrellus
R8252232_07.zc	Pipistrellus pipistrellus
R8252233_01.zc	Pipistrellus pipistrellus
R8252233_51.zc	Pipistrellus pipistrellus
R8252234_12.zc	Pipistrellus pipistrellus
R8252251_32.zc	Pipistrellus pipistrellus
R8252257_29.zc	Plecotus auritus
R8252308_44.zc	Plecotus auritus
R8252310_40.zc	Pipistrellus pipistrellus
R8252310_57.zc	Pipistrellus pipistrellus
R8252311_34.zc	Pipistrellus pipistrellus
R8252314_04.zc	Pipistrellus pipistrellus
R8252315_27.zc	Pipistrellus pipistrellus
R8252316_41.zc	Pipistrellus pipistrellus
R8252316_52.zc	Pipistrellus pipistrellus
R8252317_53.zc	Pipistrellus pipistrellus
R8252318_06.zc	Pipistrellus pipistrellus
R8252319_11.zc	Pipistrellus pipistrellus
R8252320_11.zc	Pipistrellus pipistrellus
R8252321_40.zc	Pipistrellus pipistrellus
R8252324_58.zc	Pipistrellus pipistrellus
R8252325_51.zc	Pipistrellus pipistrellus
R8252326_41.zc	Myotis sp
R8252326_41.zc	Pipistrellus pipistrellus
R8252328_46.zc	Pipistrellus pipistrellus

Filename (R+Month+Day+HHMM_XX	Species ID
R8252329_28.zc	Pipistrellus pipistrellus
R8252336_29.zc	Pipistrellus pipistrellus
R8252337_00.zc	Pipistrellus pipistrellus
R8252338_26.zc	Pipistrellus pipistrellus
R8252338_37.zc	Pipistrellus pipistrellus
R8252341_04.zc	Pipistrellus pygmaeus
R8252341_37.zc	Pipistrellus pygmaeus
R8252341_46.zc	Pipistrellus pygmaeus
R8252341_54.zc	Pipistrellus pygmaeus
R8252342_06.zc	Myotis sp
R8252342_06.zc	Pipistrellus pipistrellus
R8252342_06.zc	Pipistrellus pygmaeus
R8252342_14.zc	Pipistrellus pygmaeus
R8252342_35.zc	Pipistrellus pygmaeus
R8252343_08.zc	Plecotus auritus
R8252343_51.zc	Pipistrellus pipistrellus
R8252344_19.zc	Pipistrellus pipistrellus
R8252345_44.zc	Pipistrellus pygmaeus
R8252346_32.zc	Plecotus auritus
R8252346_56.zc	Pipistrellus pipistrellus
R8252349_03.zc	Pipistrellus pipistrellus
R8252350_09.zc	Pipistrellus pipistrellus
R8252350_21.zc	Pipistrellus pipistrellus
R8252350_38.zc	Pipistrellus pipistrellus
R8252350_48.zc	Pipistrellus pipistrellus
R8252351_24.zc	Plecotus auritus
R8252351_31.zc	Pipistrellus pipistrellus
R8252352_04.zc	Pipistrellus pipistrellus
R8252352_39.zc	Pipistrellus pipistrellus
R8252353_18.zc	Pipistrellus pipistrellus
R8252353_34.zc	Pipistrellus pipistrellus
R8252359_49.zc	Pipistrellus pipistrellus
R8260004_28.zc	Pipistrellus pygmaeus
R8260004_39.zc	Pipistrellus pygmaeus
R8260004_43.zc	Pipistrellus pipistrellus
R8260005_00.zc	Pipistrellus pipistrellus
R8260005_18.zc	Pipistrellus pipistrellus
R8260005_26.zc	Pipistrellus pipistrellus
R8260006_42.zc	Pipistrellus pygmaeus
R8260007_08.zc	Pipistrellus pipistrellus
R8260007_40.zc	Pipistrellus pipistrellus
R8260008_25.zc	Pipistrellus pipistrellus
R8260008_52.zc	Pipistrellus pygmaeus
R8260009_32.zc	Pipistrellus pipistrellus
R8260010_57.zc	Pipistrellus pygmaeus
R8260011_42.zc	Pipistrellus pipistrellus
R8260011_42.zc	Pipistrellus pygmaeus
R8260012_08.zc	Pipistrellus pipistrellus

Filename (R+Month+Day+HHMM_XX	Species ID
R8260012_18.zc	Pipistrellus pipistrellus
R8260013_08.zc	Pipistrellus pipistrellus
R8260013_16.zc	Pipistrellus pipistrellus
R8260013_27.zc	Pipistrellus pipistrellus
R8260013_38.zc	Pipistrellus pipistrellus
R8260014_13.zc	Pipistrellus pipistrellus
R8260014_36.zc	Pipistrellus pipistrellus
R8260014_46.zc	Pipistrellus pipistrellus
R8260015_03.zc	Pipistrellus pygmaeus
R8260015_08.zc	Pipistrellus pipistrellus
R8260015_48.zc	Pipistrellus pipistrellus
R8260016_18.zc	Pipistrellus pipistrellus
R8260016_36.zc	Pipistrellus pipistrellus
R8260016_58.zc	Pipistrellus pipistrellus
R8260017_42.zc	Pipistrellus pipistrellus
R8260018_16.zc	Pipistrellus pipistrellus
R8260018_40.zc	Pipistrellus pygmaeus
R8260018_49.zc	Pipistrellus pipistrellus
R8260019_02.zc	Pipistrellus pipistrellus
R8260019_37.zc	Pipistrellus pipistrellus
R8260019_55.zc	Pipistrellus pipistrellus
R8260020_37.zc	Pipistrellus pipistrellus
R8260021_06.zc	Pipistrellus pygmaeus
R8260022_20.zc	Pipistrellus pipistrellus
R8260022_46.zc	Pipistrellus pipistrellus
R8260023_23.zc	Pipistrellus pipistrellus
R8260024_05.zc	Pipistrellus pipistrellus
R8260025_02.zc	Pipistrellus pipistrellus
R8260025_20.zc	Pipistrellus pipistrellus
R8260025_37.zc	Pipistrellus pipistrellus
R8260025_50.zc	Pipistrellus pipistrellus
R8260027_02.zc	Pipistrellus pipistrellus
R8260027_28.zc	Pipistrellus pipistrellus
R8260027_45.zc	Pipistrellus pipistrellus
R8260027_50.zc	Pipistrellus pipistrellus
R8260027_57.zc	Pipistrellus pipistrellus
R8260028_03.zc	Pipistrellus pipistrellus
R8260028_26.zc	Pipistrellus pipistrellus
R8260031_55.zc	Pipistrellus pygmaeus
R8260032_10.zc	Pipistrellus pipistrellus
R8260033_12.zc	Pipistrellus pipistrellus
R8260033_43.zc	Pipistrellus pipistrellus
R8260034_45.zc	Pipistrellus pipistrellus
R8260035_02.zc	Pipistrellus pygmaeus
R8260043_22.zc	Myotis sp
R8260043_56.zc	Pipistrellus pygmaeus
R8260047_57.zc	Myotis sp
R8260049_33.zc	Pipistrellus pipistrellus

Filename (R+Month+Day+HHMM_XX	Species ID
R8260050_54.zc	Pipistrellus pipistrellus
R8260051_51.zc	Pipistrellus pipistrellus
R8260055_11.zc	Pipistrellus pipistrellus
R8260058_18.zc	Pipistrellus pipistrellus
R8260059_14.zc	Pipistrellus pipistrellus
R8260111_25.zc	Myotis sp
R8260112_25.zc	Pipistrellus pipistrellus
R8260113_22.zc	Myotis sp
R8260122_16.zc	Pipistrellus pipistrellus
R8260123_22.zc	Pipistrellus pipistrellus
R8260123_55.zc	Myotis sp
R8260124_56.zc	Pipistrellus pipistrellus
R8260127_03.zc	Pipistrellus pipistrellus
R8260129_34.zc	Pipistrellus pipistrellus
R8260130_55.zc	Pipistrellus pipistrellus
R8260152_24.zc	Pipistrellus pipistrellus
R8260203_26.zc	Pipistrellus pipistrellus
R8260206_01.zc	Pipistrellus pipistrellus
R8260206_57.zc	Myotis sp
R8260208_23.zc	Myotis sp
R8260220_35.zc	Pipistrellus pygmaeus
R8260221_04.zc	Pipistrellus pygmaeus
R8260221_31.zc	Myotis sp
R8260225_06.zc	Pipistrellus pygmaeus
R8260229_49.zc	Pipistrellus pipistrellus
R8260239_21.zc	Pipistrellus pygmaeus
R8260240_06.zc	Pipistrellus pygmaeus
R8260240_17.zc	Pipistrellus pygmaeus
R8260240_29.zc	Pipistrellus pygmaeus
R8260244_28.zc	Pipistrellus pipistrellus
R8260247_17.zc	Pipistrellus pipistrellus
R8260247_35.zc	Pipistrellus pipistrellus
R8260247_46.zc	Pipistrellus pipistrellus
R8260248_00.zc	Pipistrellus pipistrellus
R8260258_05.zc	Myotis sp
R8260259_52.zc	Myotis sp
R8260300_07.zc	Myotis sp
R8260300_19.zc	Plecotus auritus
R8260301_31.zc	Plecotus auritus
R8260302_47.zc	Plecotus auritus
R8260302_56.zc	Myotis sp
R8260303_15.zc	Myotis sp
R8260303_15.zc	Pipistrellus pipistrellus
R8260303_33.zc	Myotis sp
R8260303_52.zc	Pipistrellus pipistrellus
R8260304_04.zc	Nyctalus sp
R8260304_04.zc	Pipistrellus pipistrellus
R8260305_24.zc	Myotis sp

Filename (R+Month+Day+HHMM_XX	Species ID
R8260310_57.zc	Pipistrellus pipistrellus
R8260311_36.zc	Pipistrellus pipistrellus
R8260312_10.zc	Myotis sp
R8260312_39.zc	Myotis sp
R8260312_51.zc	Myotis sp
R8260312_51.zc	Pipistrellus pipistrellus
R8260328_20.zc	NonBat
R8260328_20.zc	NonBat
R8260338_30.zc	Nyctalus sp
R8260338_38.zc	Nyctalus sp
R8260341_40.zc	Pipistrellus pipistrellus
R8260342_20.zc	Pipistrellus pipistrellus
R8260343_10.zc	Myotis sp
R8260344_41.zc	Pipistrellus pipistrellus
R8260344_48.zc	Myotis sp
R8260345_02.zc	Myotis sp
R8260345_17.zc	Myotis sp
R8260345_50.zc	Myotis sp
R8260351_07.zc	Myotis sp
R8260412_52.zc	Pipistrellus pipistrellus
R8260415_08.zc	Pipistrellus pipistrellus
R8260418_23.zc	Pipistrellus pipistrellus
R8260419_50.zc	Pipistrellus pipistrellus
R8260429_37.zc	Pipistrellus pipistrellus
R8260431_11.zc	Pipistrellus pipistrellus
R8260433_13.zc	Pipistrellus pipistrellus
R8260442_01.zc	Myotis sp
R8260455_33.zc	Nyctalus sp
R8260517_30.zc	Pipistrellus pygmaeus
R8260528_57.zc	Pipistrellus pygmaeus
R8260531_29.zc	Pipistrellus pygmaeus
R8260552_29.zc	Nyctalus sp
R8260552_35.zc	Nyctalus sp
R8260552_39.zc	Nyctalus sp
R8262037_15.zc	NonBat
R8262037_15.zc	NonBat
R8262043_37.zc	Pipistrellus pipistrellus
R8262045_00.zc	Pipistrellus pipistrellus
R8262050_59.zc	Pipistrellus pygmaeus
R8262051_46.zc	Pipistrellus pipistrellus
R8262100_10.zc	Myotis sp
R8262100_35.zc	Pipistrellus pipistrellus
R8262103_19.zc	Plecotus auritus
R8262104_49.zc	Plecotus auritus
R8262106_33.zc	Plecotus auritus
R8262134_05.zc	Pipistrellus pipistrellus
R8262135_48.zc	Pipistrellus pipistrellus
R8262138_03.zc	Pipistrellus pipistrellus

Filename (R+Month+Day+HHMM_XX	Species ID
R8262139_50.zc	Pipistrellus pipistrellus
R8262140_21.zc	Pipistrellus pipistrellus
R8262141_42.zc	Pipistrellus sp social call
R8262141_42.zc	Pipistrellus pipistrellus
R8262144_10.zc	Pipistrellus sp social call
R8262144_10.zc	Pipistrellus pipistrellus
R8262145_18.zc	Pipistrellus pipistrellus
R8262145_51.zc	Pipistrellus pipistrellus
R8262146_50.zc	Pipistrellus pipistrellus
R8262147_27.zc	Pipistrellus pipistrellus
R8262147_56.zc	Pipistrellus pipistrellus
R8262148_05.zc	Pipistrellus pipistrellus
R8262148_17.zc	Pipistrellus pipistrellus
R8262148_49.zc	Pipistrellus pipistrellus
R8262149_21.zc	Pipistrellus pipistrellus
R8262149_52.zc	Myotis sp
R8262149_52.zc	Pipistrellus pipistrellus
R8262150_11.zc	Pipistrellus pipistrellus
R8262153_34.zc	Pipistrellus pipistrellus
R8262154_05.zc	Pipistrellus pipistrellus
R8262200_15.zc	Pipistrellus pipistrellus
R8262200_44.zc	Pipistrellus pipistrellus
R8262201_16.zc	Pipistrellus pipistrellus
R8262208_34.zc	Myotis sp
R8262214_04.zc	Pipistrellus pipistrellus
R8262215_51.zc	Pipistrellus pipistrellus
R8262216_43.zc	Pipistrellus pipistrellus
R8262220_08.zc	Pipistrellus pipistrellus
R8262236_52.zc	Pipistrellus pipistrellus
R8262256_59.zc	Pipistrellus pipistrellus
R8262300_31.zc	Pipistrellus pipistrellus
R8262305_40.zc	Plecotus auritus
R8262311_36.zc	Plecotus auritus
R8270023_11.zc	Myotis sp
R8270029_52.zc	Pipistrellus pipistrellus
R8270031_35.zc	Plecotus auritus
R8270035_46.zc	Myotis sp
R8270112_58.zc	Pipistrellus pygmaeus
R8270136_40.zc	Pipistrellus pipistrellus
R8270151_20.zc	Myotis sp
R8270201_21.zc	Myotis sp
R8270241_41.zc	Myotis sp
R8270301_05.zc	Myotis sp
R8270405_37.zc	Pipistrellus pipistrellus
R8270443_54.zc	Pipistrellus pipistrellus
R8270531_08.zc	Pipistrellus pipistrellus
R8272013_31.zc	Pipistrellus sp social call
R8272030_58.zc	Pipistrellus pipistrellus

Filename (R+Month+Day+HHMM_XX	Species ID
R8272031_38.zc	Pipistrellus pipistrellus
R8272031_38.zc	Pipistrellus pygmaeus
R8272031_43.zc	Pipistrellus pipistrellus
R8272031_43.zc	Pipistrellus pygmaeus
R8272031_52.zc	Pipistrellus pygmaeus
R8272032_11.zc	Pipistrellus pygmaeus
R8272032_19.zc	Pipistrellus pygmaeus
R8272032_30.zc	Pipistrellus pipistrellus
R8272032_30.zc	Pipistrellus pygmaeus
R8272032_40.zc	Myotis sp
R8272033_05.zc	Pipistrellus pipistrellus
R8272033_14.zc	Pipistrellus pipistrellus
R8272033_17.zc	Pipistrellus pipistrellus
R8272035_53.zc	Pipistrellus pygmaeus
R8272035_58.zc	Pipistrellus pipistrellus
R8272036_14.zc	Pipistrellus pipistrellus
R8272037_08.zc	Pipistrellus pygmaeus
R8272039_21.zc	Pipistrellus pipistrellus
R8272040_25.zc	Pipistrellus pipistrellus
R8272041_13.zc	Pipistrellus pipistrellus
R8272046_00.zc	Pipistrellus sp social call
R8272046_00.zc	Pipistrellus pygmaeus
R8272048_10.zc	Pipistrellus pipistrellus
R8272051_30.zc	Pipistrellus pygmaeus
R8272052_08.zc	Pipistrellus pipistrellus
R8272053_02.zc	Pipistrellus pipistrellus
R8272059_17.zc	Plecotus auritus
R8272059_17.zc	Pipistrellus pipistrellus
R8272106_28.zc	Pipistrellus pipistrellus
R8272120_07.zc	Pipistrellus pipistrellus
R8272122_24.zc	Pipistrellus pipistrellus
R8272122_54.zc	Pipistrellus pipistrellus
R8272124_24.zc	Pipistrellus pipistrellus
R8272124_30.zc	Pipistrellus pipistrellus
R8272129_29.zc	Pipistrellus pipistrellus
R8272138_02.zc	NonBat
R8272146_58.zc	Pipistrellus pipistrellus
R8272148_01.zc	Pipistrellus pipistrellus
R8272149_48.zc	Pipistrellus pipistrellus
R8272150_30.zc	NonBat
R8272150_48.zc	Pipistrellus pipistrellus
R8272150_55.zc	Pipistrellus pipistrellus
R8272156_05.zc	Pipistrellus sp social call
R8272156_05.zc	Pipistrellus pipistrellus
R8272204_43.zc	Pipistrellus sp social call
R8272204_52.zc	Nyctalus sp
R8272211_50.zc	NonBat
R8272213_38.zc	Myotis sp

Filename (R+Month+Day+HHMM_XX	Species ID
R8272229_52.zc	Pipistrellus pipistrellus
R8272230_41.zc	Pipistrellus pipistrellus
R8272232_41.zc	Pipistrellus pipistrellus
R8272233_22.zc	Pipistrellus pipistrellus
R8272234_35.zc	Nyctalus sp
R8272234_52.zc	Pipistrellus pipistrellus
R8272235_30.zc	Pipistrellus pipistrellus
R8272235_48.zc	Pipistrellus pipistrellus
R8272236_26.zc	Pipistrellus pipistrellus
R8272236_38.zc	Pipistrellus pipistrellus
R8272236_52.zc	Pipistrellus pipistrellus
R8272236_57.zc	Pipistrellus pipistrellus
R8272237_17.zc	Pipistrellus pipistrellus
R8272239_26.zc	Pipistrellus pipistrellus
R8272239_55.zc	Pipistrellus pipistrellus
R8272241_46.zc	Pipistrellus pipistrellus
R8272244_01.zc	Pipistrellus pipistrellus
R8272244_28.zc	Myotis sp
R8272245_28.zc	Pipistrellus pipistrellus
R8272246_29.zc	Pipistrellus pipistrellus
R8272247_08.zc	Pipistrellus pipistrellus
R8272247_36.zc	Pipistrellus pipistrellus
R8272248_09.zc	Pipistrellus pipistrellus
R8272254_36.zc	Pipistrellus pipistrellus
R8272254_59.zc	Pipistrellus pipistrellus
R8272255_29.zc	Pipistrellus pipistrellus
R8272301_11.zc	Pipistrellus pipistrellus
R8272301_54.zc	Pipistrellus pipistrellus
R8272302_15.zc	Pipistrellus pipistrellus
R8272302_53.zc	Pipistrellus pipistrellus
R8272303_14.zc	Pipistrellus pipistrellus
R8272311_58.zc	Pipistrellus pygmaeus
R8272313_38.zc	NonBat
R8272317_14.zc	Pipistrellus pipistrellus
R8272318_08.zc	Pipistrellus pipistrellus
R8272321_05.zc	Myotis sp
R8272322_08.zc	Pipistrellus pipistrellus
R8272328_06.zc	Plecotus auritus
R8272332_06.zc	Pipistrellus pipistrellus
R8272335_39.zc	Myotis sp
R8272337_09.zc	Pipistrellus pipistrellus
R8272338_24.zc	Plecotus auritus
R8272338_45.zc	Pipistrellus pipistrellus
R8272339_20.zc	Plecotus auritus
R8272343_45.zc	Myotis sp
R8272345_09.zc	Myotis sp
R8272348_54.zc	Pipistrellus pygmaeus
R8272350_06.zc	Pipistrellus pipistrellus

Filename (R+Month+Day+HHMM_XX	Species ID
R8272351_25.zc	Pipistrellus pipistrellus
R8272352_59.zc	Pipistrellus pipistrellus
R8272353_32.zc	Pipistrellus pipistrellus
R8272356_27.zc	Pipistrellus pipistrellus
R8272356_34.zc	Pipistrellus pipistrellus
R8272358_11.zc	Nyctalus sp
R8280002_15.zc	Pipistrellus pipistrellus
R8280003_52.zc	Pipistrellus pipistrellus
R8280006_29.zc	Pipistrellus pipistrellus
R8280006_40.zc	Myotis sp
R8280008_41.zc	Pipistrellus pipistrellus
R8280009_23.zc	Pipistrellus pipistrellus
R8280009_48.zc	Pipistrellus pipistrellus
R8280010_01.zc	Pipistrellus pipistrellus
R8280010_16.zc	Pipistrellus pipistrellus
R8280010_22.zc	Pipistrellus pipistrellus
R8280011_17.zc	Nyctalus sp
R8280011_50.zc	Pipistrellus pipistrellus
R8280012_10.zc	Pipistrellus pipistrellus
R8280012_44.zc	Pipistrellus pipistrellus
R8280012_57.zc	Pipistrellus pipistrellus
R8280013_42.zc	Pipistrellus sp social call
R8280013_42.zc	Pipistrellus pipistrellus
R8280014_41.zc	Pipistrellus pipistrellus
R8280015_13.zc	Pipistrellus pipistrellus
R8280016_30.zc	Pipistrellus pipistrellus
R8280017_19.zc	Pipistrellus pipistrellus
R8280017_56.zc	Pipistrellus pipistrellus
R8280020_59.zc	Pipistrellus pipistrellus
R8280034_45.zc	Pipistrellus pipistrellus
R8280035_53.zc	Pipistrellus pipistrellus
R8280045_49.zc	Pipistrellus pipistrellus
R8280046_14.zc	Pipistrellus pipistrellus
R8280046_38.zc	Pipistrellus pipistrellus
R8280051_29.zc	Pipistrellus pipistrellus
R8280052_46.zc	Pipistrellus pipistrellus
R8280053_00.zc	Pipistrellus pipistrellus
R8280054_49.zc	Pipistrellus pipistrellus
R8280055_01.zc	Pipistrellus pipistrellus
R8280055_59.zc	Pipistrellus pipistrellus
R8280056_51.zc	Pipistrellus pipistrellus
R8280057_09.zc	Pipistrellus pipistrellus
R8280057_51.zc	Pipistrellus pipistrellus
R8280059_10.zc	Pipistrellus pipistrellus
R8280059_52.zc	Pipistrellus pipistrellus
R8280101_52.zc	Pipistrellus pipistrellus
R8280102_10.zc	Pipistrellus pipistrellus
R8280104_28.zc	Pipistrellus pipistrellus

Filename (R+Month+Day+HHMM_XX	Species ID
R8280105_14.zc	Pipistrellus pipistrellus
R8280106_05.zc	Pipistrellus pipistrellus
R8280106_46.zc	Pipistrellus pipistrellus
R8280107_06.zc	Pipistrellus pipistrellus
R8280107_09.zc	Pipistrellus pipistrellus
R8280107_28.zc	Pipistrellus pipistrellus
R8280107_42.zc	Pipistrellus pipistrellus
R8280108_17.zc	Pipistrellus pipistrellus
R8280109_09.zc	Pipistrellus pipistrellus
R8280109_27.zc	Pipistrellus pipistrellus
R8280109_38.zc	Pipistrellus pipistrellus
R8280110_18.zc	Pipistrellus pipistrellus
R8280111_21.zc	Pipistrellus pipistrellus
R8280111_39.zc	Pipistrellus pipistrellus
R8280112_12.zc	Pipistrellus pipistrellus
R8280113_20.zc	Pipistrellus pipistrellus
R8280115_15.zc	Pipistrellus pipistrellus
R8280115_22.zc	Pipistrellus pipistrellus
R8280116_31.zc	Pipistrellus pipistrellus
R8280118_45.zc	Pipistrellus pipistrellus
R8280119_08.zc	Pipistrellus pipistrellus
R8280119_31.zc	Pipistrellus pipistrellus
R8280120_39.zc	Pipistrellus pipistrellus
R8280120_49.zc	Pipistrellus pipistrellus
R8280121_08.zc	Pipistrellus pipistrellus
R8280121_12.zc	Pipistrellus pipistrellus
R8280121_55.zc	Pipistrellus pipistrellus
R8280122_28.zc	Pipistrellus pipistrellus
R8280122_28.zc	Pipistrellus pygmaeus
R8280123_28.zc	Pipistrellus pipistrellus
R8280123_44.zc	Pipistrellus pipistrellus
R8280123_56.zc	Pipistrellus pipistrellus
R8280124_26.zc	Pipistrellus pipistrellus
R8280124_45.zc	Pipistrellus pipistrellus
R8280124_53.zc	Pipistrellus pipistrellus
R8280125_05.zc	Pipistrellus pipistrellus
R8280125_54.zc	Pipistrellus pipistrellus
R8280126_14.zc	Pipistrellus pipistrellus
R8280126_37.zc	Pipistrellus pipistrellus
R8280126_51.zc	Pipistrellus pipistrellus
R8280127_04.zc	Pipistrellus pipistrellus
R8280127_23.zc	Pipistrellus pipistrellus
R8280127_53.zc	Pipistrellus pipistrellus
R8280128_08.zc	Pipistrellus pipistrellus
R8280128_15.zc	Pipistrellus pipistrellus
R8280128_24.zc	Pipistrellus pipistrellus
R8280128_34.zc	Pipistrellus pipistrellus
R8280128_47.zc	Pipistrellus pipistrellus

Filename (R+Month+Day+HHMM_XX	Species ID
R8280129_00.zc	Pipistrellus pipistrellus
R8280129_21.zc	Pipistrellus pipistrellus
R8280129_37.zc	Pipistrellus pipistrellus
R8280129_57.zc	Pipistrellus pipistrellus
R8280130_05.zc	Pipistrellus pipistrellus
R8280131_37.zc	Pipistrellus pipistrellus
R8280132_52.zc	Pipistrellus pipistrellus
R8280133_44.zc	Pipistrellus pipistrellus
R8280134_41.zc	Myotis sp
R8280135_54.zc	Pipistrellus pipistrellus
R8280136_16.zc	Pipistrellus pipistrellus
R8280136_27.zc	Pipistrellus pipistrellus
R8280136_45.zc	Pipistrellus pipistrellus
R8280136_59.zc	Pipistrellus pipistrellus
R8280137_35.zc	Pipistrellus pipistrellus
R8280138_09.zc	Pipistrellus pipistrellus
R8280138_27.zc	Pipistrellus pipistrellus
R8280138_57.zc	Pipistrellus pipistrellus
R8280139_15.zc	Pipistrellus pipistrellus
R8280139_24.zc	Pipistrellus pipistrellus
R8280139_35.zc	Pipistrellus pipistrellus
R8280140_00.zc	Pipistrellus pipistrellus
R8280140_57.zc	Pipistrellus pipistrellus
R8280141_25.zc	Pipistrellus pipistrellus
R8280141_42.zc	Pipistrellus pipistrellus
R8280141_59.zc	Pipistrellus pipistrellus
R8280142_23.zc	Pipistrellus pipistrellus
R8280143_28.zc	Pipistrellus pipistrellus
R8280143_44.zc	Pipistrellus pipistrellus
R8280144_12.zc	Pipistrellus pipistrellus
R8280145_02.zc	Pipistrellus pipistrellus
R8280145_21.zc	Pipistrellus pipistrellus
R8280145_38.zc	Pipistrellus pipistrellus
R8280145_56.zc	Pipistrellus pipistrellus
R8280146_00.zc	Myotis sp
R8280146_14.zc	Pipistrellus pipistrellus
R8280146_52.zc	Pipistrellus pipistrellus
R8280206_29.zc	Pipistrellus pipistrellus
R8280207_40.zc	Pipistrellus pipistrellus
R8280207_55.zc	Pipistrellus pipistrellus
R8280211_35.zc	Pipistrellus pipistrellus
R8280223_19.zc	Pipistrellus pipistrellus
R8280223_28.zc	Pipistrellus pipistrellus
R8280223_40.zc	Pipistrellus pipistrellus
R8280225_03.zc	Pipistrellus pipistrellus
R8280226_33.zc	Pipistrellus pipistrellus
R8280228_10.zc	Pipistrellus pipistrellus
R8280231_03.zc	Pipistrellus pipistrellus

Filename (R+Month+Day+HHMM_XX	Species ID
R8280231_24.zc	Pipistrellus pipistrellus
R8280231_47.zc	Pipistrellus pipistrellus
R8280233_51.zc	Pipistrellus pipistrellus
R8280237_17.zc	Pipistrellus pipistrellus
R8280238_47.zc	Pipistrellus pipistrellus
R8280239_49.zc	Pipistrellus pipistrellus
R8280241_37.zc	Pipistrellus pipistrellus
R8280241_51.zc	Pipistrellus pipistrellus
R8280242_20.zc	Pipistrellus pipistrellus
R8280243_23.zc	Pipistrellus pipistrellus
R8280243_48.zc	Pipistrellus pipistrellus
R8280244_16.zc	Pipistrellus pipistrellus
R8280244_31.zc	Pipistrellus pipistrellus
R8280244_46.zc	Pipistrellus pipistrellus
R8280245_34.zc	Pipistrellus pipistrellus
R8280246_50.zc	Pipistrellus pipistrellus
R8280247_41.zc	Pipistrellus pipistrellus
R8280251_16.zc	Pipistrellus pipistrellus
R8280251_41.zc	Plecotus auritus
R8280259_05.zc	Nyctalus sp
R8280259_46.zc	Nyctalus sp
R8280300_32.zc	Nyctalus sp
R8280305_29.zc	Pipistrellus pipistrellus
R8280308_38.zc	Myotis sp
R8280315_24.zc	Pipistrellus pipistrellus
R8280319_28.zc	Pipistrellus pipistrellus
R8280319_56.zc	Pipistrellus pipistrellus
R8280320_45.zc	Pipistrellus pipistrellus
R8280322_53.zc	Pipistrellus pygmaeus
R8280324_28.zc	Pipistrellus pygmaeus
R8280325_03.zc	Pipistrellus pipistrellus
R8280326_48.zc	Pipistrellus pipistrellus
R8280327_40.zc	Pipistrellus pipistrellus
R8280333_38.zc	Pipistrellus pygmaeus
R8280333_56.zc	Pipistrellus pygmaeus
R8280334_33.zc	Pipistrellus pygmaeus
R8280335_47.zc	Pipistrellus pygmaeus
R8280339_53.zc	Pipistrellus pipistrellus
R8280341_00.zc	Pipistrellus pipistrellus
R8280342_37.zc	Pipistrellus pipistrellus
R8280342_53.zc	Pipistrellus pipistrellus
R8280343_33.zc	Pipistrellus pipistrellus
R8280354_18.zc	Pipistrellus pipistrellus
R8280354_25.zc	Pipistrellus pipistrellus
R8280355_47.zc	Pipistrellus pipistrellus
R8280356_42.zc	Pipistrellus pipistrellus
R8280357_57.zc	Pipistrellus pipistrellus
R8280359_48.zc	Pipistrellus pipistrellus

Filename (R+Month+Day+HHMM_XX	Species ID
R8280400_04.zc	Pipistrellus pipistrellus
R8280401_15.zc	Pipistrellus pipistrellus
R8280402_13.zc	Pipistrellus pipistrellus
R8280402_46.zc	Pipistrellus pipistrellus
R8280403_08.zc	Pipistrellus pipistrellus
R8280403_36.zc	Pipistrellus pipistrellus
R8280404_17.zc	Pipistrellus pipistrellus
R8280405_02.zc	Pipistrellus pipistrellus
R8280405_21.zc	Pipistrellus pipistrellus
R8280407_06.zc	Pipistrellus pipistrellus
R8280408_20.zc	Pipistrellus pipistrellus
R8280409_07.zc	Pipistrellus pipistrellus
R8280409_47.zc	Pipistrellus pipistrellus
R8280411_31.zc	Pipistrellus pipistrellus
R8280412_12.zc	Pipistrellus pipistrellus
R8280412_48.zc	Pipistrellus pipistrellus
R8280413_56.zc	Pipistrellus pipistrellus
R8280414_29.zc	Pipistrellus pipistrellus
R8280414_41.zc	Pipistrellus pipistrellus
R8280415_14.zc	Pipistrellus pipistrellus
R8280415_41.zc	Pipistrellus pipistrellus
R8280416_10.zc	Pipistrellus pipistrellus
R8280416_24.zc	Pipistrellus pipistrellus
R8280416_55.zc	Pipistrellus pipistrellus
R8280417_15.zc	Pipistrellus pipistrellus
R8280418_18.zc	Pipistrellus pipistrellus
R8280418_49.zc	Pipistrellus pipistrellus
R8280419_05.zc	Pipistrellus pipistrellus
R8280419_26.zc	Pipistrellus pipistrellus
R8280419_44.zc	Pipistrellus pipistrellus
R8280421_11.zc	Pipistrellus pipistrellus
R8280423_07.zc	Pipistrellus pipistrellus
R8280423_21.zc	Pipistrellus pipistrellus
R8280424_03.zc	Pipistrellus pipistrellus
R8280426_04.zc	Pipistrellus pipistrellus
R8280427_36.zc	Pipistrellus pipistrellus
R8280429_50.zc	Pipistrellus pipistrellus
R8280430_33.zc	Pipistrellus pipistrellus
R8280433_29.zc	Pipistrellus pipistrellus
R8280501_49.zc	Pipistrellus pipistrellus
R8280508_42.zc	Pipistrellus pipistrellus
R8280514_20.zc	Pipistrellus pipistrellus
R8280535_59.zc	Pipistrellus pipistrellus
R8282030_28.zc	Pipistrellus pipistrellus
R8282040_23.zc	Pipistrellus pipistrellus
R8282040_54.zc	Pipistrellus pipistrellus
R8282041_01.zc	Pipistrellus pipistrellus
R8282041_21.zc	Pipistrellus pipistrellus

Filename (R+Month+Day+HHMM_XX	Species ID
R8282043_44.zc	Pipistrellus pygmaeus
R8282044_12.zc	Pipistrellus pipistrellus
R8282045_50.zc	Pipistrellus pipistrellus
R8282046_44.zc	Pipistrellus pipistrellus
R8282047_40.zc	Pipistrellus pipistrellus
R8282048_03.zc	Pipistrellus pipistrellus
R8282048_13.zc	Pipistrellus pygmaeus
R8282049_46.zc	Pipistrellus pipistrellus
R8282051_59.zc	Pipistrellus pipistrellus
R8282051_59.zc	Pipistrellus pygmaeus
R8282053_13.zc	Pipistrellus pipistrellus
R8282053_13.zc	Pipistrellus pygmaeus
R8282057_29.zc	Nyctalus sp
R8282102_08.zc	Myotis sp
R8282108_31.zc	NonBat
R8282108_44.zc	NonBat
R8282108_48.zc	NonBat
R8282108_54.zc	NonBat
R8282111_51.zc	Pipistrellus pipistrellus
R8282112_24.zc	Nyctalus sp
R8282112_24.zc	Pipistrellus sp social call
R8282112_24.zc	Nyctalus / Eptesicus
R8282113_41.zc	NonBat
R8282113_41.zc	Pipistrellus pipistrellus
R8282113_41.zc	Nyctalus sp (likely noctule) social
R8282119_18.zc	Pipistrellus pipistrellus
R8282149_14.zc	NonBat
R8282201_18.zc	Pipistrellus pipistrellus
R8282204_42.zc	Pipistrellus sp social call
R8282210_34.zc	Pipistrellus pipistrellus
R8282220_25.zc	Pipistrellus pipistrellus
R8282225_19.zc	Pipistrellus pipistrellus
R8282225_34.zc	Pipistrellus pipistrellus
R8282227_09.zc	Pipistrellus pipistrellus
R8282237_03.zc	Myotis sp
R8282241_31.zc	Pipistrellus pipistrellus
R8282244_30.zc	Pipistrellus pipistrellus
R8282245_52.zc	Pipistrellus pipistrellus
R8282246_51.zc	Pipistrellus pipistrellus
R8282247_14.zc	Pipistrellus pipistrellus
R8282248_01.zc	Pipistrellus pipistrellus
R8282249_14.zc	Pipistrellus pipistrellus
R8282250_06.zc	Pipistrellus pipistrellus
R8282251_06.zc	Pipistrellus pipistrellus
R8282254_03.zc	Pipistrellus pipistrellus
R8282254_43.zc	Pipistrellus pipistrellus
R8282255_01.zc	Pipistrellus pipistrellus
R8282259_19.zc	Pipistrellus pipistrellus

Filename (R+Month+Day+HHMM_XX	Species ID
R8282300_35.zc	Pipistrellus pipistrellus
R8282302_33.zc	Pipistrellus pipistrellus
R8282303_41.zc	Pipistrellus pipistrellus
R8282304_32.zc	Pipistrellus pipistrellus
R8282304_44.zc	Pipistrellus pipistrellus
R8282308_03.zc	Pipistrellus pipistrellus
R8282308_38.zc	Pipistrellus pipistrellus
R8282311_22.zc	Pipistrellus pipistrellus
R8282311_46.zc	Pipistrellus pipistrellus
R8282313_37.zc	Pipistrellus pipistrellus
R8282314_21.zc	Pipistrellus pipistrellus
R8282315_05.zc	Pipistrellus pipistrellus
R8282317_37.zc	Pipistrellus pipistrellus
R8282333_00.zc	Pipistrellus pipistrellus
R8282334_50.zc	Pipistrellus pipistrellus
R8282338_33.zc	Pipistrellus pipistrellus
R8282348_37.zc	Pipistrellus pygmaeus
R8282348_50.zc	Pipistrellus pygmaeus
R8290004_11.zc	Pipistrellus pipistrellus
R8290006_00.zc	Pipistrellus pipistrellus
R8290010_29.zc	Pipistrellus pipistrellus
R8290024_21.zc	Pipistrellus pipistrellus
R8290036_41.zc	Pipistrellus pygmaeus
R8290047_12.zc	Pipistrellus pipistrellus
R8290047_27.zc	Pipistrellus pipistrellus
R8290047_31.zc	Pipistrellus pipistrellus
R8290049_32.zc	Pipistrellus pipistrellus
R8290050_48.zc	Pipistrellus pipistrellus
R8290054_55.zc	Pipistrellus sp social call
R8290058_43.zc	Plecotus auritus
R8290100_29.zc	Pipistrellus pipistrellus
R8290102_44.zc	Pipistrellus pipistrellus
R8290106_23.zc	Plecotus auritus
R8290106_23.zc	Pipistrellus pipistrellus
R8290107_23.zc	Pipistrellus pipistrellus
R8290107_42.zc	Pipistrellus pipistrellus
R8290107_58.zc	Pipistrellus pipistrellus
R8290108_07.zc	Pipistrellus pipistrellus
R8290108_26.zc	Pipistrellus pipistrellus
R8290108_43.zc	Pipistrellus pipistrellus
R8290109_16.zc	Pipistrellus pipistrellus
R8290109_44.zc	Pipistrellus pipistrellus
R8290109_48.zc	Pipistrellus pipistrellus
R8290110_28.zc	Pipistrellus pipistrellus
R8290110_45.zc	Pipistrellus pipistrellus
R8290111_03.zc	Pipistrellus pipistrellus
R8290111_09.zc	Pipistrellus pipistrellus
R8290111_31.zc	Pipistrellus pipistrellus

Filename (R+Month+Day+HHMM_XX	Species ID
R8290111_44.zc	Pipistrellus pipistrellus
R8290111_56.zc	Pipistrellus pipistrellus
R8290112_08.zc	Pipistrellus pipistrellus
R8290112_13.zc	Pipistrellus pipistrellus
R8290112_24.zc	Pipistrellus pipistrellus
R8290112_35.zc	Pipistrellus pipistrellus
R8290112_47.zc	Pipistrellus pipistrellus
R8290113_17.zc	Pipistrellus pipistrellus
R8290113_30.zc	Pipistrellus pipistrellus
R8290113_41.zc	Pipistrellus pipistrellus
R8290113_47.zc	Pipistrellus pipistrellus
R8290114_07.zc	Pipistrellus pipistrellus
R8290114_30.zc	Pipistrellus pipistrellus
R8290114_47.zc	Pipistrellus pipistrellus
R8290115_36.zc	Pipistrellus pipistrellus
R8290116_15.zc	Pipistrellus pipistrellus
R8290117_09.zc	Pipistrellus pipistrellus
R8290117_34.zc	Pipistrellus pipistrellus
R8290117_50.zc	Pipistrellus pipistrellus
R8290138_21.zc	Pipistrellus pipistrellus
R8290150_04.zc	Pipistrellus pipistrellus
R8290150_59.zc	Pipistrellus pipistrellus
R8290157_51.zc	Pipistrellus pipistrellus
R8290213_34.zc	Pipistrellus pipistrellus
R8290216_15.zc	Pipistrellus pipistrellus
R8290222_07.zc	Pipistrellus pipistrellus
R8290222_39.zc	Pipistrellus pygmaeus
R8290222_48.zc	Pipistrellus pipistrellus
R8290223_05.zc	Pipistrellus pipistrellus
R8290255_00.zc	Pipistrellus pipistrellus
R8290303_08.zc	Pipistrellus pipistrellus
R8290303_29.zc	Pipistrellus pipistrellus
R8290303_52.zc	Pipistrellus pipistrellus
R8290304_05.zc	Pipistrellus pipistrellus
R8290304_18.zc	Pipistrellus pipistrellus
R8290304_32.zc	Pipistrellus pipistrellus
R8290304_46.zc	Pipistrellus pipistrellus
R8290305_15.zc	Pipistrellus pipistrellus
R8290305_36.zc	Pipistrellus pipistrellus
R8290306_23.zc	Pipistrellus pipistrellus
R8290308_07.zc	Pipistrellus pipistrellus
R8290308_30.zc	Pipistrellus pipistrellus
R8290308_55.zc	Pipistrellus pipistrellus
R8290309_28.zc	Pipistrellus pipistrellus
R8290310_39.zc	Pipistrellus pipistrellus
R8290311_21.zc	Pipistrellus pipistrellus
R8290311_35.zc	Pipistrellus pipistrellus
R8290311_53.zc	Pipistrellus pipistrellus

Filename (R+Month+Day+HHMM_XX	Species ID
R8290312_59.zc	Pipistrellus pipistrellus
R8290316_54.zc	Pipistrellus pipistrellus
R8290323_22.zc	Pipistrellus pipistrellus
R8290329_53.zc	NonBat
R8290338_37.zc	Pipistrellus pipistrellus
R8290338_56.zc	Pipistrellus pipistrellus
R8290339_11.zc	Pipistrellus pipistrellus
R8290339_23.zc	Pipistrellus pipistrellus
R8290339_34.zc	Pipistrellus pipistrellus
R8290339_45.zc	Pipistrellus pipistrellus
R8290339_57.zc	Pipistrellus pipistrellus
R8290340_10.zc	Pipistrellus pipistrellus
R8290340_19.zc	Pipistrellus pipistrellus
R8290340_26.zc	Pipistrellus pipistrellus
R8290340_39.zc	Pipistrellus pipistrellus
R8290341_14.zc	Pipistrellus pipistrellus
R8290341_33.zc	Pipistrellus pipistrellus
R8290342_05.zc	Pipistrellus pipistrellus
R8290342_19.zc	Pipistrellus pipistrellus
R8290342_33.zc	Pipistrellus pipistrellus
R8290342_45.zc	Pipistrellus pipistrellus
R8290343_02.zc	Pipistrellus pipistrellus
R8290343_30.zc	Pipistrellus pipistrellus
R8290343_44.zc	Pipistrellus pipistrellus
R8290346_00.zc	Pipistrellus pipistrellus
R8290346_17.zc	Pipistrellus pipistrellus
R8290347_06.zc	Pipistrellus pipistrellus
R8290347_24.zc	Pipistrellus pipistrellus
R8290348_12.zc	Pipistrellus pipistrellus
R8290348_32.zc	Pipistrellus pipistrellus
R8290349_13.zc	Pipistrellus pipistrellus
R8290351_38.zc	Pipistrellus pipistrellus
R8290357_31.zc	Pipistrellus pipistrellus
R8290359_31.zc	Pipistrellus pipistrellus
R8290403_50.zc	Pipistrellus pipistrellus
R8290407_16.zc	Pipistrellus pipistrellus
R8290414_33.zc	Pipistrellus pipistrellus
R8290419_43.zc	Pipistrellus pipistrellus
R8290420_08.zc	Pipistrellus pipistrellus
R8290426_38.zc	Pipistrellus pipistrellus
R8290433_33.zc	Pipistrellus pipistrellus
R8290522_27.zc	Pipistrellus pipistrellus
R8290531_49.zc	Pipistrellus pipistrellus
R8290539_28.zc	Pipistrellus pipistrellus
R8290555_00.zc	Nyctalus sp

Filename (R+Month+Day+HHMM_XX	Species ID
R8252008_26.zc	Pipistrellus pipistrellus
R8252042_17.zc	Pipistrellus pipistrellus
R8252043_29.zc	Pipistrellus pygmaeus
R8252045_25.zc	Pipistrellus pipistrellus
R8252045_25.zc	Pipistrellus pygmaeus
R8252045_30.zc	Myotis sp
R8252045_30.zc	Pipistrellus pygmaeus
R8252046_05.zc	Pipistrellus pygmaeus
R8252046_35.zc	Pipistrellus pygmaeus
R8252046_40.zc	Pipistrellus pygmaeus
R8252046_45.zc	Pipistrellus pipistrellus
R8252047_14.zc	Pipistrellus pipistrellus
R8252048_22.zc	Pipistrellus pipistrellus
R8252048_37.zc	Pipistrellus pipistrellus
R8252049_18.zc	Pipistrellus pygmaeus
R8252051_05.zc	Pipistrellus pipistrellus
R8252051_41.zc	Pipistrellus pipistrellus
R8252052_16.zc	Pipistrellus pipistrellus
R8252052_49.zc	Pipistrellus pipistrellus
R8252052_55.zc	Pipistrellus pipistrellus
R8252053_16.zc	Pipistrellus pipistrellus
R8252053_56.zc	Pipistrellus sp social call
R8252053_56.zc	Pipistrellus pipistrellus
R8252054_48.zc	Pipistrellus pipistrellus
R8252055_45.zc	Pipistrellus pipistrellus
R8252055_52.zc	Pipistrellus pipistrellus
R8252056_18.zc	Pipistrellus pipistrellus
R8252056_22.zc	Pipistrellus pipistrellus
R8252056_33.zc	Pipistrellus pipistrellus
R8252056_39.zc	Pipistrellus pipistrellus
R8252056_52.zc	Pipistrellus pipistrellus
R8252057_00.zc	Pipistrellus pipistrellus
R8252057_09.zc	Pipistrellus pipistrellus
R8252057_50.zc	Pipistrellus pipistrellus
R8252059_13.zc	Pipistrellus pipistrellus
R8252100_54.zc	Pipistrellus pipistrellus
R8252101_01.zc	Pipistrellus pipistrellus
R8252101_07.zc	Pipistrellus pipistrellus
R8252101_16.zc	Pipistrellus pipistrellus
R8252104_47.zc	Myotis sp
R8252107_03.zc	Nyctalus sp
R8252108_17.zc	Pipistrellus pipistrellus
R8252120_52.zc	Pipistrellus pipistrellus
R8252129_12.zc	Myotis sp
R8252130_25.zc	Pipistrellus pipistrellus
R8252143_11.zc	Pipistrellus pipistrellus
R8252143_50.zc	Myotis sp
R8252143_50.zc	Pipistrellus pipistrellus

Filename (R+Month+Day+HHMM_XX	Species ID
R8252156_32.zc	Myotis sp
R8252158_26.zc	Pipistrellus pipistrellus
R8252208_25.zc	Pipistrellus pipistrellus
R8252209_59.zc	Pipistrellus pipistrellus
R8252213_09.zc	Nyctalus sp
R8252213_33.zc	Pipistrellus pipistrellus
R8252214_04.zc	Pipistrellus pipistrellus
R8252214_27.zc	Pipistrellus pipistrellus
R8252217_57.zc	Pipistrellus pipistrellus
R8252219_48.zc	Pipistrellus pipistrellus
R8252220_02.zc	Pipistrellus pipistrellus
R8252222_31.zc	Pipistrellus pipistrellus
R8252224_04.zc	Pipistrellus pipistrellus
R8252224_29.zc	Pipistrellus pipistrellus
R8252224_43.zc	Pipistrellus pipistrellus
R8252225_00.zc	Pipistrellus pipistrellus
R8252225_20.zc	Pipistrellus pipistrellus
R8252225_37.zc	Pipistrellus pipistrellus
R8252227_03.zc	Pipistrellus pipistrellus
R8252227_11.zc	Pipistrellus pipistrellus
R8252227_35.zc	Pipistrellus pipistrellus
R8252228_03.zc	Pipistrellus pipistrellus
R8252231_13.zc	Pipistrellus pipistrellus
R8252231_33.zc	Pipistrellus pipistrellus
R8252232_07.zc	Pipistrellus pipistrellus
R8252233_01.zc	Pipistrellus pipistrellus
R8252233_51.zc	Pipistrellus pipistrellus
R8252234_12.zc	Pipistrellus pipistrellus
R8252251_32.zc	Pipistrellus pipistrellus
R8252257_29.zc	Plecotus auritus
R8252308_44.zc	Plecotus auritus
R8252310_40.zc	Pipistrellus pipistrellus
R8252310_57.zc	Pipistrellus pipistrellus
R8252311_34.zc	Pipistrellus pipistrellus
R8252314_04.zc	Pipistrellus pipistrellus
R8252315_27.zc	Pipistrellus pipistrellus
R8252316_41.zc	Pipistrellus pipistrellus
R8252316_52.zc	Pipistrellus pipistrellus
R8252317_53.zc	Pipistrellus pipistrellus
R8252318_06.zc	Pipistrellus pipistrellus
R8252319_11.zc	Pipistrellus pipistrellus
R8252320_11.zc	Pipistrellus pipistrellus
R8252321_40.zc	Pipistrellus pipistrellus
R8252324_58.zc	Pipistrellus pipistrellus
R8252325_51.zc	Pipistrellus pipistrellus
R8252326_41.zc	Myotis sp
R8252326_41.zc	Pipistrellus pipistrellus
R8252328_46.zc	Pipistrellus pipistrellus

Filename (R+Month+Day+HHMM_XX	Species ID
R8252329_28.zc	Pipistrellus pipistrellus
R8252336_29.zc	Pipistrellus pipistrellus
R8252337_00.zc	Pipistrellus pipistrellus
R8252338_26.zc	Pipistrellus pipistrellus
R8252338_37.zc	Pipistrellus pipistrellus
R8252341_04.zc	Pipistrellus pygmaeus
R8252341_37.zc	Pipistrellus pygmaeus
R8252341_46.zc	Pipistrellus pygmaeus
R8252341_54.zc	Pipistrellus pygmaeus
R8252342_06.zc	Myotis sp
R8252342_06.zc	Pipistrellus pipistrellus
R8252342_06.zc	Pipistrellus pygmaeus
R8252342_14.zc	Pipistrellus pygmaeus
R8252342_35.zc	Pipistrellus pygmaeus
R8252343_08.zc	Plecotus auritus
R8252343_51.zc	Pipistrellus pipistrellus
R8252344_19.zc	Pipistrellus pipistrellus
R8252345_44.zc	Pipistrellus pygmaeus
R8252346_32.zc	Plecotus auritus
R8252346_56.zc	Pipistrellus pipistrellus
R8252349_03.zc	Pipistrellus pipistrellus
R8252350_09.zc	Pipistrellus pipistrellus
R8252350_21.zc	Pipistrellus pipistrellus
R8252350_38.zc	Pipistrellus pipistrellus
R8252350_48.zc	Pipistrellus pipistrellus
R8252351_24.zc	Plecotus auritus
R8252351_31.zc	Pipistrellus pipistrellus
R8252352_04.zc	Pipistrellus pipistrellus
R8252352_39.zc	Pipistrellus pipistrellus
R8252353_18.zc	Pipistrellus pipistrellus
R8252353_34.zc	Pipistrellus pipistrellus
R8252359_49.zc	Pipistrellus pipistrellus
R8260004_28.zc	Pipistrellus pygmaeus
R8260004_39.zc	Pipistrellus pygmaeus
R8260004_43.zc	Pipistrellus pipistrellus
R8260005_00.zc	Pipistrellus pipistrellus
R8260005_18.zc	Pipistrellus pipistrellus
R8260005_26.zc	Pipistrellus pipistrellus
R8260006_42.zc	Pipistrellus pygmaeus
R8260007_08.zc	Pipistrellus pipistrellus
R8260007_40.zc	Pipistrellus pipistrellus
R8260008_25.zc	Pipistrellus pipistrellus
R8260008_52.zc	Pipistrellus pygmaeus
R8260009_32.zc	Pipistrellus pipistrellus
R8260010_57.zc	Pipistrellus pygmaeus
R8260011_42.zc	Pipistrellus pipistrellus
R8260011_42.zc	Pipistrellus pygmaeus
R8260012_08.zc	Pipistrellus pipistrellus

Filename (R+Month+Day+HHMM_XX	Species ID
R8260012_18.zc	Pipistrellus pipistrellus
R8260013_08.zc	Pipistrellus pipistrellus
R8260013_16.zc	Pipistrellus pipistrellus
R8260013_27.zc	Pipistrellus pipistrellus
R8260013_38.zc	Pipistrellus pipistrellus
R8260014_13.zc	Pipistrellus pipistrellus
R8260014_36.zc	Pipistrellus pipistrellus
R8260014_46.zc	Pipistrellus pipistrellus
R8260015_03.zc	Pipistrellus pygmaeus
R8260015_08.zc	Pipistrellus pipistrellus
R8260015_48.zc	Pipistrellus pipistrellus
R8260016_18.zc	Pipistrellus pipistrellus
R8260016_36.zc	Pipistrellus pipistrellus
R8260016_58.zc	Pipistrellus pipistrellus
R8260017_42.zc	Pipistrellus pipistrellus
R8260018_16.zc	Pipistrellus pipistrellus
R8260018_40.zc	Pipistrellus pygmaeus
R8260018_49.zc	Pipistrellus pipistrellus
R8260019_02.zc	Pipistrellus pipistrellus
R8260019_37.zc	Pipistrellus pipistrellus
R8260019_55.zc	Pipistrellus pipistrellus
R8260020_37.zc	Pipistrellus pipistrellus
R8260021_06.zc	Pipistrellus pygmaeus
R8260022_20.zc	Pipistrellus pipistrellus
R8260022_46.zc	Pipistrellus pipistrellus
R8260023_23.zc	Pipistrellus pipistrellus
R8260024_05.zc	Pipistrellus pipistrellus
R8260025_02.zc	Pipistrellus pipistrellus
R8260025_20.zc	Pipistrellus pipistrellus
R8260025_37.zc	Pipistrellus pipistrellus
R8260025_50.zc	Pipistrellus pipistrellus
R8260027_02.zc	Pipistrellus pipistrellus
R8260027_28.zc	Pipistrellus pipistrellus
R8260027_45.zc	Pipistrellus pipistrellus
R8260027_50.zc	Pipistrellus pipistrellus
R8260027_57.zc	Pipistrellus pipistrellus
R8260028_03.zc	Pipistrellus pipistrellus
R8260028_26.zc	Pipistrellus pipistrellus
R8260031_55.zc	Pipistrellus pygmaeus
R8260032_10.zc	Pipistrellus pipistrellus
R8260033_12.zc	Pipistrellus pipistrellus
R8260033_43.zc	Pipistrellus pipistrellus
R8260034_45.zc	Pipistrellus pipistrellus
R8260035_02.zc	Pipistrellus pygmaeus
R8260043_22.zc	Myotis sp
R8260043_56.zc	Pipistrellus pygmaeus
R8260047_57.zc	Myotis sp
R8260049_33.zc	Pipistrellus pipistrellus

Filename (R+Month+Day+HHMM_XX	Species ID
R8260050_54.zc	Pipistrellus pipistrellus
R8260051_51.zc	Pipistrellus pipistrellus
R8260055_11.zc	Pipistrellus pipistrellus
R8260058_18.zc	Pipistrellus pipistrellus
R8260059_14.zc	Pipistrellus pipistrellus
R8260111_25.zc	Myotis sp
R8260112_25.zc	Pipistrellus pipistrellus
R8260113_22.zc	Myotis sp
R8260122_16.zc	Pipistrellus pipistrellus
R8260123_22.zc	Pipistrellus pipistrellus
R8260123_55.zc	Myotis sp
R8260124_56.zc	Pipistrellus pipistrellus
R8260127_03.zc	Pipistrellus pipistrellus
R8260129_34.zc	Pipistrellus pipistrellus
R8260130_55.zc	Pipistrellus pipistrellus
R8260152_24.zc	Pipistrellus pipistrellus
R8260203_26.zc	Pipistrellus pipistrellus
R8260206_01.zc	Pipistrellus pipistrellus
R8260206_57.zc	Myotis sp
R8260208_23.zc	Myotis sp
R8260220_35.zc	Pipistrellus pygmaeus
R8260221_04.zc	Pipistrellus pygmaeus
R8260221_31.zc	Myotis sp
R8260225_06.zc	Pipistrellus pygmaeus
R8260229_49.zc	Pipistrellus pipistrellus
R8260239_21.zc	Pipistrellus pygmaeus
R8260240_06.zc	Pipistrellus pygmaeus
R8260240_17.zc	Pipistrellus pygmaeus
R8260240_29.zc	Pipistrellus pygmaeus
R8260244_28.zc	Pipistrellus pipistrellus
R8260247_17.zc	Pipistrellus pipistrellus
R8260247_35.zc	Pipistrellus pipistrellus
R8260247_46.zc	Pipistrellus pipistrellus
R8260248_00.zc	Pipistrellus pipistrellus
R8260258_05.zc	Myotis sp
R8260259_52.zc	Myotis sp
R8260300_07.zc	Myotis sp
R8260300_19.zc	Plecotus auritus
R8260301_31.zc	Plecotus auritus
R8260302_47.zc	Plecotus auritus
R8260302_56.zc	Myotis sp
R8260303_15.zc	Myotis sp
R8260303_15.zc	Pipistrellus pipistrellus
R8260303_33.zc	Myotis sp
R8260303_52.zc	Pipistrellus pipistrellus
R8260304_04.zc	Nyctalus sp
R8260304_04.zc	Pipistrellus pipistrellus
R8260305_24.zc	Myotis sp

Filename (R+Month+Day+HHMM_XX	Species ID
R8260310_57.zc	Pipistrellus pipistrellus
R8260311_36.zc	Pipistrellus pipistrellus
R8260312_10.zc	Myotis sp
R8260312_39.zc	Myotis sp
R8260312_51.zc	Myotis sp
R8260312_51.zc	Pipistrellus pipistrellus
R8260328_20.zc	NonBat
R8260328_20.zc	NonBat
R8260338_30.zc	Nyctalus sp
R8260338_38.zc	Nyctalus sp
R8260341_40.zc	Pipistrellus pipistrellus
R8260342_20.zc	Pipistrellus pipistrellus
R8260343_10.zc	Myotis sp
R8260344_41.zc	Pipistrellus pipistrellus
R8260344_48.zc	Myotis sp
R8260345_02.zc	Myotis sp
R8260345_17.zc	Myotis sp
R8260345_50.zc	Myotis sp
R8260351_07.zc	Myotis sp
R8260412_52.zc	Pipistrellus pipistrellus
R8260415_08.zc	Pipistrellus pipistrellus
R8260418_23.zc	Pipistrellus pipistrellus
R8260419_50.zc	Pipistrellus pipistrellus
R8260429_37.zc	Pipistrellus pipistrellus
R8260431_11.zc	Pipistrellus pipistrellus
R8260433_13.zc	Pipistrellus pipistrellus
R8260442_01.zc	Myotis sp
R8260455_33.zc	Nyctalus sp
R8260517_30.zc	Pipistrellus pygmaeus
R8260528_57.zc	Pipistrellus pygmaeus
R8260531_29.zc	Pipistrellus pygmaeus
R8260552_29.zc	Nyctalus sp
R8260552_35.zc	Nyctalus sp
R8260552_39.zc	Nyctalus sp
R8262037_15.zc	NonBat
R8262037_15.zc	NonBat
R8262043_37.zc	Pipistrellus pipistrellus
R8262045_00.zc	Pipistrellus pipistrellus
R8262050_59.zc	Pipistrellus pygmaeus
R8262051_46.zc	Pipistrellus pipistrellus
R8262100_10.zc	Myotis sp
R8262100_35.zc	Pipistrellus pipistrellus
R8262103_19.zc	Plecotus auritus
R8262104_49.zc	Plecotus auritus
R8262106_33.zc	Plecotus auritus
R8262134_05.zc	Pipistrellus pipistrellus
R8262135_48.zc	Pipistrellus pipistrellus
R8262138_03.zc	Pipistrellus pipistrellus

Filename (R+Month+Day+HHMM_XX	Species ID
R8262139_50.zc	Pipistrellus pipistrellus
R8262140_21.zc	Pipistrellus pipistrellus
R8262141_42.zc	Pipistrellus sp social call
R8262141_42.zc	Pipistrellus pipistrellus
R8262144_10.zc	Pipistrellus sp social call
R8262144_10.zc	Pipistrellus pipistrellus
R8262145_18.zc	Pipistrellus pipistrellus
R8262145_51.zc	Pipistrellus pipistrellus
R8262146_50.zc	Pipistrellus pipistrellus
R8262147_27.zc	Pipistrellus pipistrellus
R8262147_56.zc	Pipistrellus pipistrellus
R8262148_05.zc	Pipistrellus pipistrellus
R8262148_17.zc	Pipistrellus pipistrellus
R8262148_49.zc	Pipistrellus pipistrellus
R8262149_21.zc	Pipistrellus pipistrellus
R8262149_52.zc	Myotis sp
R8262149_52.zc	Pipistrellus pipistrellus
R8262150_11.zc	Pipistrellus pipistrellus
R8262153_34.zc	Pipistrellus pipistrellus
R8262154_05.zc	Pipistrellus pipistrellus
R8262200_15.zc	Pipistrellus pipistrellus
R8262200_44.zc	Pipistrellus pipistrellus
R8262201_16.zc	Pipistrellus pipistrellus
R8262208_34.zc	Myotis sp
R8262214_04.zc	Pipistrellus pipistrellus
R8262215_51.zc	Pipistrellus pipistrellus
R8262216_43.zc	Pipistrellus pipistrellus
R8262220_08.zc	Pipistrellus pipistrellus
R8262236_52.zc	Pipistrellus pipistrellus
R8262256_59.zc	Pipistrellus pipistrellus
R8262300_31.zc	Pipistrellus pipistrellus
R8262305_40.zc	Plecotus auritus
R8262311_36.zc	Plecotus auritus
R8270023_11.zc	Myotis sp
R8270029_52.zc	Pipistrellus pipistrellus
R8270031_35.zc	Plecotus auritus
R8270035_46.zc	Myotis sp
R8270112_58.zc	Pipistrellus pygmaeus
R8270136_40.zc	Pipistrellus pipistrellus
R8270151_20.zc	Myotis sp
R8270201_21.zc	Myotis sp
R8270241_41.zc	Myotis sp
R8270301_05.zc	Myotis sp
R8270405_37.zc	Pipistrellus pipistrellus
R8270443_54.zc	Pipistrellus pipistrellus
R8270531_08.zc	Pipistrellus pipistrellus
R8272013_31.zc	Pipistrellus sp social call
R8272030_58.zc	Pipistrellus pipistrellus

25th - 30th August Static Data

Filename (R+Month+Day+HHMM_XX	Species ID
R8272031_38.zc	Pipistrellus pipistrellus
R8272031_38.zc	Pipistrellus pygmaeus
R8272031_43.zc	Pipistrellus pipistrellus
R8272031_43.zc	Pipistrellus pygmaeus
R8272031_52.zc	Pipistrellus pygmaeus
R8272032_11.zc	Pipistrellus pygmaeus
R8272032_19.zc	Pipistrellus pygmaeus
R8272032_30.zc	Pipistrellus pipistrellus
R8272032_30.zc	Pipistrellus pygmaeus
R8272032_40.zc	Myotis sp
R8272033_05.zc	Pipistrellus pipistrellus
R8272033_14.zc	Pipistrellus pipistrellus
R8272033_17.zc	Pipistrellus pipistrellus
R8272035_53.zc	Pipistrellus pygmaeus
R8272035_58.zc	Pipistrellus pipistrellus
R8272036_14.zc	Pipistrellus pipistrellus
R8272037_08.zc	Pipistrellus pygmaeus
R8272039_21.zc	Pipistrellus pipistrellus
R8272040_25.zc	Pipistrellus pipistrellus
R8272041_13.zc	Pipistrellus pipistrellus
R8272046_00.zc	Pipistrellus sp social call
R8272046_00.zc	Pipistrellus pygmaeus
R8272048_10.zc	Pipistrellus pipistrellus
R8272051_30.zc	Pipistrellus pygmaeus
R8272052_08.zc	Pipistrellus pipistrellus
R8272053_02.zc	Pipistrellus pipistrellus
R8272059_17.zc	Plecotus auritus
R8272059_17.zc	Pipistrellus pipistrellus
R8272106_28.zc	Pipistrellus pipistrellus
R8272120_07.zc	Pipistrellus pipistrellus
R8272122_24.zc	Pipistrellus pipistrellus
R8272122_54.zc	Pipistrellus pipistrellus
R8272124_24.zc	Pipistrellus pipistrellus
R8272124_30.zc	Pipistrellus pipistrellus
R8272129_29.zc	Pipistrellus pipistrellus
R8272138_02.zc	NonBat
R8272146_58.zc	Pipistrellus pipistrellus
R8272148_01.zc	Pipistrellus pipistrellus
R8272149_48.zc	Pipistrellus pipistrellus
R8272150_30.zc	NonBat
R8272150_48.zc	Pipistrellus pipistrellus
R8272150_55.zc	Pipistrellus pipistrellus
R8272156_05.zc	Pipistrellus sp social call
R8272156_05.zc	Pipistrellus pipistrellus
R8272204_43.zc	Pipistrellus sp social call
R8272204_52.zc	Nyctalus sp
R8272211_50.zc	NonBat
R8272213_38.zc	Myotis sp

Filename (R+Month+Day+HHMM_XX	Species ID
R8272229_52.zc	Pipistrellus pipistrellus
R8272230_41.zc	Pipistrellus pipistrellus
R8272232_41.zc	Pipistrellus pipistrellus
R8272233_22.zc	Pipistrellus pipistrellus
R8272234_35.zc	Nyctalus sp
R8272234_52.zc	Pipistrellus pipistrellus
R8272235_30.zc	Pipistrellus pipistrellus
R8272235_48.zc	Pipistrellus pipistrellus
R8272236_26.zc	Pipistrellus pipistrellus
R8272236_38.zc	Pipistrellus pipistrellus
R8272236_52.zc	Pipistrellus pipistrellus
R8272236_57.zc	Pipistrellus pipistrellus
R8272237_17.zc	Pipistrellus pipistrellus
R8272239_26.zc	Pipistrellus pipistrellus
R8272239_55.zc	Pipistrellus pipistrellus
R8272241_46.zc	Pipistrellus pipistrellus
R8272244_01.zc	Pipistrellus pipistrellus
R8272244_28.zc	Myotis sp
R8272245_28.zc	Pipistrellus pipistrellus
R8272246_29.zc	Pipistrellus pipistrellus
R8272247_08.zc	Pipistrellus pipistrellus
R8272247_36.zc	Pipistrellus pipistrellus
R8272248_09.zc	Pipistrellus pipistrellus
R8272254_36.zc	Pipistrellus pipistrellus
R8272254_59.zc	Pipistrellus pipistrellus
R8272255_29.zc	Pipistrellus pipistrellus
R8272301_11.zc	Pipistrellus pipistrellus
R8272301_54.zc	Pipistrellus pipistrellus
R8272302_15.zc	Pipistrellus pipistrellus
R8272302_53.zc	Pipistrellus pipistrellus
R8272303_14.zc	Pipistrellus pipistrellus
R8272311_58.zc	Pipistrellus pygmaeus
R8272313_38.zc	NonBat
R8272317_14.zc	Pipistrellus pipistrellus
R8272318_08.zc	Pipistrellus pipistrellus
R8272321_05.zc	Myotis sp
R8272322_08.zc	Pipistrellus pipistrellus
R8272328_06.zc	Plecotus auritus
R8272332_06.zc	Pipistrellus pipistrellus
R8272335_39.zc	Myotis sp
R8272337_09.zc	Pipistrellus pipistrellus
R8272338_24.zc	Plecotus auritus
R8272338_45.zc	Pipistrellus pipistrellus
R8272339_20.zc	Plecotus auritus
R8272343_45.zc	Myotis sp
R8272345_09.zc	Myotis sp
R8272348_54.zc	Pipistrellus pygmaeus
R8272350_06.zc	Pipistrellus pipistrellus

Filename (R+Month+Day+HHMM_XX	Species ID
R8272351_25.zc	Pipistrellus pipistrellus
R8272352_59.zc	Pipistrellus pipistrellus
R8272353_32.zc	Pipistrellus pipistrellus
R8272356_27.zc	Pipistrellus pipistrellus
R8272356_34.zc	Pipistrellus pipistrellus
R8272358_11.zc	Nyctalus sp
R8280002_15.zc	Pipistrellus pipistrellus
R8280003_52.zc	Pipistrellus pipistrellus
R8280006_29.zc	Pipistrellus pipistrellus
R8280006_40.zc	Myotis sp
R8280008_41.zc	Pipistrellus pipistrellus
R8280009_23.zc	Pipistrellus pipistrellus
R8280009_48.zc	Pipistrellus pipistrellus
R8280010_01.zc	Pipistrellus pipistrellus
R8280010_16.zc	Pipistrellus pipistrellus
R8280010_22.zc	Pipistrellus pipistrellus
R8280011_17.zc	Nyctalus sp
R8280011_50.zc	Pipistrellus pipistrellus
R8280012_10.zc	Pipistrellus pipistrellus
R8280012_44.zc	Pipistrellus pipistrellus
R8280012_57.zc	Pipistrellus pipistrellus
R8280013_42.zc	Pipistrellus sp social call
R8280013_42.zc	Pipistrellus pipistrellus
R8280014_41.zc	Pipistrellus pipistrellus
R8280015_13.zc	Pipistrellus pipistrellus
R8280016_30.zc	Pipistrellus pipistrellus
R8280017_19.zc	Pipistrellus pipistrellus
R8280017_56.zc	Pipistrellus pipistrellus
R8280020_59.zc	Pipistrellus pipistrellus
R8280034_45.zc	Pipistrellus pipistrellus
R8280035_53.zc	Pipistrellus pipistrellus
R8280045_49.zc	Pipistrellus pipistrellus
R8280046_14.zc	Pipistrellus pipistrellus
R8280046_38.zc	Pipistrellus pipistrellus
R8280051_29.zc	Pipistrellus pipistrellus
R8280052_46.zc	Pipistrellus pipistrellus
R8280053_00.zc	Pipistrellus pipistrellus
R8280054_49.zc	Pipistrellus pipistrellus
R8280055_01.zc	Pipistrellus pipistrellus
R8280055_59.zc	Pipistrellus pipistrellus
R8280056_51.zc	Pipistrellus pipistrellus
R8280057_09.zc	Pipistrellus pipistrellus
R8280057_51.zc	Pipistrellus pipistrellus
R8280059_10.zc	Pipistrellus pipistrellus
R8280059_52.zc	Pipistrellus pipistrellus
R8280101_52.zc	Pipistrellus pipistrellus
R8280102_10.zc	Pipistrellus pipistrellus
R8280104_28.zc	Pipistrellus pipistrellus

Filename (R+Month+Day+HHMM_XX	Species ID
R8280105_14.zc	Pipistrellus pipistrellus
R8280106_05.zc	Pipistrellus pipistrellus
R8280106_46.zc	Pipistrellus pipistrellus
R8280107_06.zc	Pipistrellus pipistrellus
R8280107_09.zc	Pipistrellus pipistrellus
R8280107_28.zc	Pipistrellus pipistrellus
R8280107_42.zc	Pipistrellus pipistrellus
R8280108_17.zc	Pipistrellus pipistrellus
R8280109_09.zc	Pipistrellus pipistrellus
R8280109_27.zc	Pipistrellus pipistrellus
R8280109_38.zc	Pipistrellus pipistrellus
R8280110_18.zc	Pipistrellus pipistrellus
R8280111_21.zc	Pipistrellus pipistrellus
R8280111_39.zc	Pipistrellus pipistrellus
R8280112_12.zc	Pipistrellus pipistrellus
R8280113_20.zc	Pipistrellus pipistrellus
R8280115_15.zc	Pipistrellus pipistrellus
R8280115_22.zc	Pipistrellus pipistrellus
R8280116_31.zc	Pipistrellus pipistrellus
R8280118_45.zc	Pipistrellus pipistrellus
R8280119_08.zc	Pipistrellus pipistrellus
R8280119_31.zc	Pipistrellus pipistrellus
R8280120_39.zc	Pipistrellus pipistrellus
R8280120_49.zc	Pipistrellus pipistrellus
R8280121_08.zc	Pipistrellus pipistrellus
R8280121_12.zc	Pipistrellus pipistrellus
R8280121_55.zc	Pipistrellus pipistrellus
R8280122_28.zc	Pipistrellus pipistrellus
R8280122_28.zc	Pipistrellus pygmaeus
R8280123_28.zc	Pipistrellus pipistrellus
R8280123_44.zc	Pipistrellus pipistrellus
R8280123_56.zc	Pipistrellus pipistrellus
R8280124_26.zc	Pipistrellus pipistrellus
R8280124_45.zc	Pipistrellus pipistrellus
R8280124_53.zc	Pipistrellus pipistrellus
R8280125_05.zc	Pipistrellus pipistrellus
R8280125_54.zc	Pipistrellus pipistrellus
R8280126_14.zc	Pipistrellus pipistrellus
R8280126_37.zc	Pipistrellus pipistrellus
R8280126_51.zc	Pipistrellus pipistrellus
R8280127_04.zc	Pipistrellus pipistrellus
R8280127_23.zc	Pipistrellus pipistrellus
R8280127_53.zc	Pipistrellus pipistrellus
R8280128_08.zc	Pipistrellus pipistrellus
R8280128_15.zc	Pipistrellus pipistrellus
R8280128_24.zc	Pipistrellus pipistrellus
R8280128_34.zc	Pipistrellus pipistrellus
R8280128_47.zc	Pipistrellus pipistrellus

Filename (R+Month+Day+HHMM_XX	Species ID
R8280129_00.zc	Pipistrellus pipistrellus
R8280129_21.zc	Pipistrellus pipistrellus
R8280129_37.zc	Pipistrellus pipistrellus
R8280129_57.zc	Pipistrellus pipistrellus
R8280130_05.zc	Pipistrellus pipistrellus
R8280131_37.zc	Pipistrellus pipistrellus
R8280132_52.zc	Pipistrellus pipistrellus
R8280133_44.zc	Pipistrellus pipistrellus
R8280134_41.zc	Myotis sp
R8280135_54.zc	Pipistrellus pipistrellus
R8280136_16.zc	Pipistrellus pipistrellus
R8280136_27.zc	Pipistrellus pipistrellus
R8280136_45.zc	Pipistrellus pipistrellus
R8280136_59.zc	Pipistrellus pipistrellus
R8280137_35.zc	Pipistrellus pipistrellus
R8280138_09.zc	Pipistrellus pipistrellus
R8280138_27.zc	Pipistrellus pipistrellus
R8280138_57.zc	Pipistrellus pipistrellus
R8280139_15.zc	Pipistrellus pipistrellus
R8280139_24.zc	Pipistrellus pipistrellus
R8280139_35.zc	Pipistrellus pipistrellus
R8280140_00.zc	Pipistrellus pipistrellus
R8280140_57.zc	Pipistrellus pipistrellus
R8280141_25.zc	Pipistrellus pipistrellus
R8280141_42.zc	Pipistrellus pipistrellus
R8280141_59.zc	Pipistrellus pipistrellus
R8280142_23.zc	Pipistrellus pipistrellus
R8280143_28.zc	Pipistrellus pipistrellus
R8280143_44.zc	Pipistrellus pipistrellus
R8280144_12.zc	Pipistrellus pipistrellus
R8280145_02.zc	Pipistrellus pipistrellus
R8280145_21.zc	Pipistrellus pipistrellus
R8280145_38.zc	Pipistrellus pipistrellus
R8280145_56.zc	Pipistrellus pipistrellus
R8280146_00.zc	Myotis sp
R8280146_14.zc	Pipistrellus pipistrellus
R8280146_52.zc	Pipistrellus pipistrellus
R8280206_29.zc	Pipistrellus pipistrellus
R8280207_40.zc	Pipistrellus pipistrellus
R8280207_55.zc	Pipistrellus pipistrellus
R8280211_35.zc	Pipistrellus pipistrellus
R8280223_19.zc	Pipistrellus pipistrellus
R8280223_28.zc	Pipistrellus pipistrellus
R8280223_40.zc	Pipistrellus pipistrellus
R8280225_03.zc	Pipistrellus pipistrellus
R8280226_33.zc	Pipistrellus pipistrellus
R8280228_10.zc	Pipistrellus pipistrellus
R8280231_03.zc	Pipistrellus pipistrellus

Filename (R+Month+Day+HHMM_XX	Species ID
R8280231_24.zc	Pipistrellus pipistrellus
R8280231_47.zc	Pipistrellus pipistrellus
R8280233_51.zc	Pipistrellus pipistrellus
R8280237_17.zc	Pipistrellus pipistrellus
R8280238_47.zc	Pipistrellus pipistrellus
R8280239_49.zc	Pipistrellus pipistrellus
R8280241_37.zc	Pipistrellus pipistrellus
R8280241_51.zc	Pipistrellus pipistrellus
R8280242_20.zc	Pipistrellus pipistrellus
R8280243_23.zc	Pipistrellus pipistrellus
R8280243_48.zc	Pipistrellus pipistrellus
R8280244_16.zc	Pipistrellus pipistrellus
R8280244_31.zc	Pipistrellus pipistrellus
R8280244_46.zc	Pipistrellus pipistrellus
R8280245_34.zc	Pipistrellus pipistrellus
R8280246_50.zc	Pipistrellus pipistrellus
R8280247_41.zc	Pipistrellus pipistrellus
R8280251_16.zc	Pipistrellus pipistrellus
R8280251_41.zc	Plecotus auritus
R8280259_05.zc	Nyctalus sp
R8280259_46.zc	Nyctalus sp
R8280300_32.zc	Nyctalus sp
R8280305_29.zc	Pipistrellus pipistrellus
R8280308_38.zc	Myotis sp
R8280315_24.zc	Pipistrellus pipistrellus
R8280319_28.zc	Pipistrellus pipistrellus
R8280319_56.zc	Pipistrellus pipistrellus
R8280320_45.zc	Pipistrellus pipistrellus
R8280322_53.zc	Pipistrellus pygmaeus
R8280324_28.zc	Pipistrellus pygmaeus
R8280325_03.zc	Pipistrellus pipistrellus
R8280326_48.zc	Pipistrellus pipistrellus
R8280327_40.zc	Pipistrellus pipistrellus
R8280333_38.zc	Pipistrellus pygmaeus
R8280333_56.zc	Pipistrellus pygmaeus
R8280334_33.zc	Pipistrellus pygmaeus
R8280335_47.zc	Pipistrellus pygmaeus
R8280339_53.zc	Pipistrellus pipistrellus
R8280341_00.zc	Pipistrellus pipistrellus
R8280342_37.zc	Pipistrellus pipistrellus
R8280342_53.zc	Pipistrellus pipistrellus
R8280343_33.zc	Pipistrellus pipistrellus
R8280354_18.zc	Pipistrellus pipistrellus
R8280354_25.zc	Pipistrellus pipistrellus
R8280355_47.zc	Pipistrellus pipistrellus
R8280356_42.zc	Pipistrellus pipistrellus
R8280357_57.zc	Pipistrellus pipistrellus
R8280359_48.zc	Pipistrellus pipistrellus

Filename (R+Month+Day+HHMM_XX	Species ID
R8280400_04.zc	Pipistrellus pipistrellus
R8280401_15.zc	Pipistrellus pipistrellus
R8280402_13.zc	Pipistrellus pipistrellus
R8280402_46.zc	Pipistrellus pipistrellus
R8280403_08.zc	Pipistrellus pipistrellus
R8280403_36.zc	Pipistrellus pipistrellus
R8280404_17.zc	Pipistrellus pipistrellus
R8280405_02.zc	Pipistrellus pipistrellus
R8280405_21.zc	Pipistrellus pipistrellus
R8280407_06.zc	Pipistrellus pipistrellus
R8280408_20.zc	Pipistrellus pipistrellus
R8280409_07.zc	Pipistrellus pipistrellus
R8280409_47.zc	Pipistrellus pipistrellus
R8280411_31.zc	Pipistrellus pipistrellus
R8280412_12.zc	Pipistrellus pipistrellus
R8280412_48.zc	Pipistrellus pipistrellus
R8280413_56.zc	Pipistrellus pipistrellus
R8280414_29.zc	Pipistrellus pipistrellus
R8280414_41.zc	Pipistrellus pipistrellus
R8280415_14.zc	Pipistrellus pipistrellus
R8280415_41.zc	Pipistrellus pipistrellus
R8280416_10.zc	Pipistrellus pipistrellus
R8280416_24.zc	Pipistrellus pipistrellus
R8280416_55.zc	Pipistrellus pipistrellus
R8280417_15.zc	Pipistrellus pipistrellus
R8280418_18.zc	Pipistrellus pipistrellus
R8280418_49.zc	Pipistrellus pipistrellus
R8280419_05.zc	Pipistrellus pipistrellus
R8280419_26.zc	Pipistrellus pipistrellus
R8280419_44.zc	Pipistrellus pipistrellus
R8280421_11.zc	Pipistrellus pipistrellus
R8280423_07.zc	Pipistrellus pipistrellus
R8280423_21.zc	Pipistrellus pipistrellus
R8280424_03.zc	Pipistrellus pipistrellus
R8280426_04.zc	Pipistrellus pipistrellus
R8280427_36.zc	Pipistrellus pipistrellus
R8280429_50.zc	Pipistrellus pipistrellus
R8280430_33.zc	Pipistrellus pipistrellus
R8280433_29.zc	Pipistrellus pipistrellus
R8280501_49.zc	Pipistrellus pipistrellus
R8280508_42.zc	Pipistrellus pipistrellus
R8280514_20.zc	Pipistrellus pipistrellus
R8280535_59.zc	Pipistrellus pipistrellus
R8282030_28.zc	Pipistrellus pipistrellus
R8282040_23.zc	Pipistrellus pipistrellus
R8282040_54.zc	Pipistrellus pipistrellus
R8282041_01.zc	Pipistrellus pipistrellus
R8282041_21.zc	Pipistrellus pipistrellus

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Filename (R+Month+Day+HHMM_XX	Species ID
R8282043_44.zc	Pipistrellus pygmaeus
R8282044_12.zc	Pipistrellus pipistrellus
R8282045_50.zc	Pipistrellus pipistrellus
R8282046_44.zc	Pipistrellus pipistrellus
R8282047_40.zc	Pipistrellus pipistrellus
R8282048_03.zc	Pipistrellus pipistrellus
R8282048_13.zc	Pipistrellus pygmaeus
R8282049_46.zc	Pipistrellus pipistrellus
R8282051_59.zc	Pipistrellus pipistrellus
R8282051_59.zc	Pipistrellus pygmaeus
R8282053_13.zc	Pipistrellus pipistrellus
R8282053_13.zc	Pipistrellus pygmaeus
R8282057_29.zc	Nyctalus sp
R8282102_08.zc	Myotis sp
R8282108_31.zc	NonBat
R8282108_44.zc	NonBat
R8282108_48.zc	NonBat
R8282108_54.zc	NonBat
R8282111_51.zc	Pipistrellus pipistrellus
R8282112_24.zc	Nyctalus sp
R8282112_24.zc	Pipistrellus sp social call
R8282112_24.zc	Nyctalus / Eptesicus
R8282113_41.zc	NonBat
R8282113_41.zc	Pipistrellus pipistrellus
R8282113_41.zc	check
R8282119_18.zc	Pipistrellus pipistrellus
R8282149_14.zc	NonBat
R8282201_18.zc	Pipistrellus pipistrellus
R8282204_42.zc	Pipistrellus sp social call
R8282210_34.zc	Pipistrellus pipistrellus
R8282220_25.zc	Pipistrellus pipistrellus
R8282225_19.zc	Pipistrellus pipistrellus
R8282225_34.zc	Pipistrellus pipistrellus
R8282227_09.zc	Pipistrellus pipistrellus
R8282237_03.zc	Myotis sp
R8282241_31.zc	Pipistrellus pipistrellus
R8282244_30.zc	Pipistrellus pipistrellus
R8282245_52.zc	Pipistrellus pipistrellus
R8282246_51.zc	Pipistrellus pipistrellus
R8282247_14.zc	Pipistrellus pipistrellus
R8282248_01.zc	Pipistrellus pipistrellus
R8282249_14.zc	Pipistrellus pipistrellus
R8282250_06.zc	Pipistrellus pipistrellus
R8282251_06.zc	Pipistrellus pipistrellus
R8282254_03.zc	Pipistrellus pipistrellus
R8282254_43.zc	Pipistrellus pipistrellus
R8282255_01.zc	Pipistrellus pipistrellus
R8282259_19.zc	Pipistrellus pipistrellus

Filename (R+Month+Day+HHMM_XX	Species ID
R8282300_35.zc	Pipistrellus pipistrellus
R8282302_33.zc	Pipistrellus pipistrellus
R8282303_41.zc	Pipistrellus pipistrellus
R8282304_32.zc	Pipistrellus pipistrellus
R8282304_44.zc	Pipistrellus pipistrellus
R8282308_03.zc	Pipistrellus pipistrellus
R8282308_38.zc	Pipistrellus pipistrellus
R8282311_22.zc	Pipistrellus pipistrellus
R8282311_46.zc	Pipistrellus pipistrellus
R8282313_37.zc	Pipistrellus pipistrellus
R8282314_21.zc	Pipistrellus pipistrellus
R8282315_05.zc	Pipistrellus pipistrellus
R8282317_37.zc	Pipistrellus pipistrellus
R8282333_00.zc	Pipistrellus pipistrellus
R8282334_50.zc	Pipistrellus pipistrellus
R8282338_33.zc	Pipistrellus pipistrellus
R8282348_37.zc	Pipistrellus pygmaeus
R8282348_50.zc	Pipistrellus pygmaeus
R8290004_11.zc	Pipistrellus pipistrellus
R8290006_00.zc	Pipistrellus pipistrellus
R8290010_29.zc	Pipistrellus pipistrellus
R8290024_21.zc	Pipistrellus pipistrellus
R8290036_41.zc	Pipistrellus pygmaeus
R8290047_12.zc	Pipistrellus pipistrellus
R8290047_27.zc	Pipistrellus pipistrellus
R8290047_31.zc	Pipistrellus pipistrellus
R8290049_32.zc	Pipistrellus pipistrellus
R8290050_48.zc	Pipistrellus pipistrellus
R8290054_55.zc	Pipistrellus sp social call
R8290058_43.zc	Plecotus auritus
R8290100_29.zc	Pipistrellus pipistrellus
R8290102_44.zc	Pipistrellus pipistrellus
R8290106_23.zc	Plecotus auritus
R8290106_23.zc	Pipistrellus pipistrellus
R8290107_23.zc	Pipistrellus pipistrellus
R8290107_42.zc	Pipistrellus pipistrellus
R8290107_58.zc	Pipistrellus pipistrellus
R8290108_07.zc	Pipistrellus pipistrellus
R8290108_26.zc	Pipistrellus pipistrellus
R8290108_43.zc	Pipistrellus pipistrellus
R8290109_16.zc	Pipistrellus pipistrellus
R8290109_44.zc	Pipistrellus pipistrellus
R8290109_48.zc	Pipistrellus pipistrellus
R8290110_28.zc	Pipistrellus pipistrellus
R8290110_45.zc	Pipistrellus pipistrellus
R8290111_03.zc	Pipistrellus pipistrellus
R8290111_09.zc	Pipistrellus pipistrellus
R8290111_31.zc	Pipistrellus pipistrellus

Filename (R+Month+Day+HHMM_XX	Species ID
R8290111_44.zc	Pipistrellus pipistrellus
R8290111_56.zc	Pipistrellus pipistrellus
R8290112_08.zc	Pipistrellus pipistrellus
R8290112_13.zc	Pipistrellus pipistrellus
R8290112_24.zc	Pipistrellus pipistrellus
R8290112_35.zc	Pipistrellus pipistrellus
R8290112_47.zc	Pipistrellus pipistrellus
R8290113_17.zc	Pipistrellus pipistrellus
R8290113_30.zc	Pipistrellus pipistrellus
R8290113_41.zc	Pipistrellus pipistrellus
R8290113_47.zc	Pipistrellus pipistrellus
R8290114_07.zc	Pipistrellus pipistrellus
R8290114_30.zc	Pipistrellus pipistrellus
R8290114_47.zc	Pipistrellus pipistrellus
R8290115_36.zc	Pipistrellus pipistrellus
R8290116_15.zc	Pipistrellus pipistrellus
R8290117_09.zc	Pipistrellus pipistrellus
R8290117_34.zc	Pipistrellus pipistrellus
R8290117_50.zc	Pipistrellus pipistrellus
R8290138_21.zc	Pipistrellus pipistrellus
R8290150_04.zc	Pipistrellus pipistrellus
R8290150_59.zc	Pipistrellus pipistrellus
R8290157_51.zc	Pipistrellus pipistrellus
R8290213_34.zc	Pipistrellus pipistrellus
R8290216_15.zc	Pipistrellus pipistrellus
R8290222_07.zc	Pipistrellus pipistrellus
R8290222_39.zc	Pipistrellus pygmaeus
R8290222_48.zc	Pipistrellus pipistrellus
R8290223_05.zc	Pipistrellus pipistrellus
R8290255_00.zc	Pipistrellus pipistrellus
R8290303_08.zc	Pipistrellus pipistrellus
R8290303_29.zc	Pipistrellus pipistrellus
R8290303_52.zc	Pipistrellus pipistrellus
R8290304_05.zc	Pipistrellus pipistrellus
R8290304_18.zc	Pipistrellus pipistrellus
R8290304_32.zc	Pipistrellus pipistrellus
R8290304_46.zc	Pipistrellus pipistrellus
R8290305_15.zc	Pipistrellus pipistrellus
R8290305_36.zc	Pipistrellus pipistrellus
R8290306_23.zc	Pipistrellus pipistrellus
R8290308_07.zc	Pipistrellus pipistrellus
R8290308_30.zc	Pipistrellus pipistrellus
R8290308_55.zc	Pipistrellus pipistrellus
R8290309_28.zc	Pipistrellus pipistrellus
R8290310_39.zc	Pipistrellus pipistrellus
R8290311_21.zc	Pipistrellus pipistrellus
R8290311_35.zc	Pipistrellus pipistrellus
R8290311_53.zc	Pipistrellus pipistrellus

Filename (R+Month+Day+HHMM_XX	Species ID
R8290312_59.zc	Pipistrellus pipistrellus
R8290316_54.zc	Pipistrellus pipistrellus
R8290323_22.zc	Pipistrellus pipistrellus
R8290329_53.zc	NonBat
R8290338_37.zc	Pipistrellus pipistrellus
R8290338_56.zc	Pipistrellus pipistrellus
R8290339_11.zc	Pipistrellus pipistrellus
R8290339_23.zc	Pipistrellus pipistrellus
R8290339_34.zc	Pipistrellus pipistrellus
R8290339_45.zc	Pipistrellus pipistrellus
R8290339_57.zc	Pipistrellus pipistrellus
R8290340_10.zc	Pipistrellus pipistrellus
R8290340_19.zc	Pipistrellus pipistrellus
R8290340_26.zc	Pipistrellus pipistrellus
R8290340_39.zc	Pipistrellus pipistrellus
R8290341_14.zc	Pipistrellus pipistrellus
R8290341_33.zc	Pipistrellus pipistrellus
R8290342_05.zc	Pipistrellus pipistrellus
R8290342_19.zc	Pipistrellus pipistrellus
R8290342_33.zc	Pipistrellus pipistrellus
R8290342_45.zc	Pipistrellus pipistrellus
R8290343_02.zc	Pipistrellus pipistrellus
R8290343_30.zc	Pipistrellus pipistrellus
R8290343_44.zc	Pipistrellus pipistrellus
R8290346_00.zc	Pipistrellus pipistrellus
R8290346_17.zc	Pipistrellus pipistrellus
R8290347_06.zc	Pipistrellus pipistrellus
R8290347_24.zc	Pipistrellus pipistrellus
R8290348_12.zc	Pipistrellus pipistrellus
R8290348_32.zc	Pipistrellus pipistrellus
R8290349_13.zc	Pipistrellus pipistrellus
R8290351_38.zc	Pipistrellus pipistrellus
R8290357_31.zc	Pipistrellus pipistrellus
R8290359_31.zc	Pipistrellus pipistrellus
R8290403_50.zc	Pipistrellus pipistrellus
R8290407_16.zc	Pipistrellus pipistrellus
R8290414_33.zc	Pipistrellus pipistrellus
R8290419_43.zc	Pipistrellus pipistrellus
R8290420_08.zc	Pipistrellus pipistrellus
R8290426_38.zc	Pipistrellus pipistrellus
R8290433_33.zc	Pipistrellus pipistrellus
R8290522_27.zc	Pipistrellus pipistrellus
R8290531_49.zc	Pipistrellus pipistrellus
R8290539_28.zc	Pipistrellus pipistrellus
R8290555_00.zc	Nyctalus sp

Date / Time (YYYY-MM-DD HH-MM-SS	Species ID
2017-09-20 18-32-00	Pipistrellus pygmaeus
2017-09-20 18-33-57	Pipistrellus pipistrellus
2017-09-20 18-34-56	Pipistrellus pygmaeus
2017-09-20 18-35-58	Pipistrellus pipistrellus
2017-09-20 18-36-59	Pipistrellus pipistrellus
2017-09-20 18-37-31	Pipistrellus pygmaeus
2017-09-20 18-37-36	Pipistrellus pipistrellus
2017-09-20 18-38-36	Pipistrellus pipistrellus
2017-09-20 18-38-52	Pipistrellus pipistrellus
2017-09-20 18-39-13	Pipistrellus pygmaeus
2017-09-20 18-52-54	Nyctalus, Nyctalus / Eptesicus sp
2017-09-20 18-54-13	Nyctalus sp
2017-09-20 18-54-35	Pipistrellus pipistrellus
2017-09-20 18-56-43	Pipistrellus pipistrellus
2017-09-20 18-58-31	Pipistrellus pipistrellus
2017-09-20 18-59-38	Pipistrellus pipistrellus
2017-09-20 19-05-36	Nyctalus leisleri
2017-09-20 19-06-02	Nyctalus leisleri
2017-09-20 19-06-06	Nyctalus leisleri, Nyctalus / Eptesicus
2017-09-20 19-12-01	Nyctalus leisleri, Nyctalus / Eptesicus
2017-09-20 19-15-42	Nyctalus leisleri
2017-09-20 19-16-42	Pipistrellus pipistrellus
2017-09-20 19-19-17	Pipistrellus pipistrellus
2017-09-20 19-35-47	Pipistrellus pipistrellus
2017-09-20 19-36-05	Pipistrellus pipistrellus
2017-09-20 19-38-37	Pipistrellus pipistrellus
2017-09-20 19-44-06	Nyctalus leisleri
2017-09-20 19-52-21	Pipistrellus pipistrellus
2017-09-20 19-54-03	Pipistrellus pipistrellus
2017-09-20 19-57-15	Pipistrellus pipistrellus
2017-09-20 20-01-06	Pipistrellus pipistrellus
2017-09-20 20-02-19	Pipistrellus pipistrellus
2017-09-20 20-04-10	Pipistrellus pipistrellus
2017-09-20 20-04-26	Pipistrellus pipistrellus
2017-09-20 20-05-29	Pipistrellus pipistrellus
2017-09-20 20-05-40	Pipistrellus pipistrellus
2017-09-20 20-07-39	Pipistrellus pipistrellus
2017-09-20 20-07-43	Pipistrellus pipistrellus
2017-09-20 20-12-35	Pipistrellus pipistrellus
2017-09-20 20-13-43	Nyctalus noctula
2017-09-20 20-14-33	Pipistrellus pipistrellus
2017-09-20 20-15-23	Pipistrellus pipistrellus
2017-09-20 20-19-47	Pipistrellus pipistrellus
2017-09-20 20-20-19	Pipistrellus pipistrellus, Myotis sp
2017-09-20 20-20-38	Pipistrellus pipistrellus
2017-09-20 20-20-48	Pipistrellus pipistrellus
2017-09-20 20-24-03	Pipistrellus pygmaeus

Date / Time (YYYY-MM-DD HH-MM-SS	Species ID
2017-09-20 20-24-37	Pipistrellus pygmaeus
2017-09-20 20-31-33	Pipistrellus pipistrellus
2017-09-20 20-31-50	Pipistrellus pipistrellus
2017-09-20 20-32-35	Pipistrellus pipistrellus
2017-09-20 20-35-39	Pipistrellus pipistrellus
2017-09-20 20-35-46	Pipistrellus pipistrellus
2017-09-20 20-35-57	Pipistrellus pipistrellus
2017-09-20 20-36-10	Pipistrellus pipistrellus
2017-09-20 20-41-15	Pipistrellus pipistrellus
2017-09-20 20-44-59	Pipistrellus pipistrellus
2017-09-20 20-47-24	Pipistrellus pygmaeus
2017-09-20 20-48-40	Pipistrellus pipistrellus
2017-09-20 20-49-43	Pipistrellus pipistrellus
2017-09-20 20-52-55	Pipistrellus pipistrellus
2017-09-20 20-53-33	Pipistrellus pipistrellus
2017-09-20 20-54-28	Pipistrellus pipistrellus
2017-09-20 21-00-29	Pipistrellus pygmaeus
2017-09-20 21-05-12	Pipistrellus pipistrellus
2017-09-20 21-08-38	Myotis sp
2017-09-20 21-10-27	Myotis sp
2017-09-20 21-10-45	Pipistrellus pipistrellus
2017-09-20 21-11-53	Pipistrellus pipistrellus
2017-09-20 21-12-14	Pipistrellus pipistrellus
2017-09-20 21-12-22	Pipistrellus pipistrellus
2017-09-20 21-16-39	Pipistrellus pipistrellus
2017-09-20 21-17-56	Pipistrellus pipistrellus
2017-09-20 21-22-23	Pipistrellus pipistrellus
2017-09-20 21-23-40	Pipistrellus pipistrellus
2017-09-20 21-42-26	Pipistrellus pipistrellus
2017-09-20 21-53-56	Pipistrellus pipistrellus
2017-09-20 21-54-12	Pipistrellus pipistrellus
2017-09-20 21-56-31	Pipistrellus pipistrellus
2017-09-20 22-01-08	Pipistrellus pipistrellus
2017-09-20 22-02-24	Pipistrellus pipistrellus
2017-09-20 22-02-27	Pipistrellus pipistrellus
2017-09-20 22-21-55	Pipistrellus pipistrellus
2017-09-20 22-32-22	Pipistrellus pipistrellus
2017-09-20 22-43-02	Pipistrellus pipistrellus
2017-09-20 22-45-07	Pipistrellus pipistrellus
2017-09-20 22-45-50	Pipistrellus pipistrellus
2017-09-20 22-50-19	Pipistrellus pipistrellus
2017-09-20 22-54-39	Pipistrellus pygmaeus
2017-09-20 22-59-01	Pipistrellus pipistrellus
2017-09-20 23-20-11	Pipistrellus pygmaeus
2017-09-20 23-20-14	Pipistrellus pygmaeus
2017-09-20 23-26-29	Pipistrellus pipistrellus
2017-09-20 23-28-34	Pipistrellus pipistrellus

Date / Time (YYYY-MM-DD HH-MM-SS	Species ID
2017-09-20 23-29-03	Pipistrellus pipistrellus
2017-09-20 23-29-13	Pipistrellus pipistrellus
2017-09-20 23-30-17	Pipistrellus pipistrellus
2017-09-20 23-30-46	Pipistrellus pipistrellus
2017-09-20 23-32-19	Pipistrellus pipistrellus
2017-09-20 23-32-51	Pipistrellus pipistrellus
2017-09-20 23-33-04	Pipistrellus pipistrellus
2017-09-20 23-35-37	Pipistrellus pipistrellus
2017-09-20 23-47-11	Pipistrellus pipistrellus
2017-09-20 23-48-12	Pipistrellus pipistrellus
2017-09-20 23-49-47	Pipistrellus pipistrellus
2017-09-20 23-50-37	Pipistrellus pipistrellus
2017-09-20 23-50-49	Pipistrellus pygmaeus
2017-09-20 23-51-01	Pipistrellus pipistrellus,Pipistrellus
2017-09-20 23-51-43	Pipistrellus pipistrellus
2017-09-20 23-52-01	Pipistrellus pipistrellus
2017-09-20 23-52-06	Pipistrellus pipistrellus
2017-09-20 23-52-17	Pipistrellus pipistrellus
2017-09-20 23-52-24	Pipistrellus pipistrellus
2017-09-20 23-52-36	Pipistrellus pipistrellus
2017-09-20 23-52-43	Pipistrellus pipistrellus
2017-09-20 23-53-06	Pipistrellus pipistrellus
2017-09-20 23-53-15	Pipistrellus pipistrellus
2017-09-20 23-53-30	Pipistrellus pipistrellus
2017-09-20 23-53-36	Pipistrellus pipistrellus
2017-09-20 23-53-41	Pipistrellus pipistrellus
2017-09-20 23-53-44	Pipistrellus pipistrellus
2017-09-20 23-53-59	Pipistrellus pipistrellus
2017-09-20 23-57-21	Pipistrellus pipistrellus
2017-09-21 00-00-36	Pipistrellus pipistrellus
2017-09-21 00-02-41	Pipistrellus pipistrellus
2017-09-21 00-03-09	Pipistrellus pipistrellus
2017-09-21 00-03-17	Pipistrellus pipistrellus
2017-09-21 00-03-25	Pipistrellus pipistrellus
2017-09-21 00-03-40	Pipistrellus pipistrellus
2017-09-21 00-03-47	Pipistrellus pipistrellus
2017-09-21 00-04-35	Pipistrellus pipistrellus
2017-09-21 00-06-58	Pipistrellus pipistrellus
2017-09-21 00-09-38	Pipistrellus pipistrellus
2017-09-21 00-11-01	Pipistrellus pipistrellus
2017-09-21 00-11-44	Pipistrellus pipistrellus
2017-09-21 00-17-52	Pipistrellus pipistrellus
2017-09-21 00-18-09	Pipistrellus pipistrellus
2017-09-21 00-18-27	Pipistrellus pipistrellus
2017-09-21 00-18-31	Pipistrellus pipistrellus
2017-09-21 00-18-59	Pipistrellus pipistrellus
2017-09-21 00-19-23	Pipistrellus pipistrellus

Date / Time (YYYY-MM-DD HH-MM-SS	Species ID
2017-09-21 00-19-53	Pipistrellus pipistrellus
2017-09-21 00-20-02	Pipistrellus pipistrellus
2017-09-21 00-20-30	Pipistrellus pipistrellus
2017-09-21 00-20-44	Pipistrellus pipistrellus
2017-09-21 00-20-56	Pipistrellus pipistrellus
2017-09-21 00-22-26	Pipistrellus pipistrellus
2017-09-21 00-22-54	Pipistrellus pipistrellus
2017-09-21 00-23-46	Pipistrellus pipistrellus
2017-09-21 00-23-53	Pipistrellus pipistrellus
2017-09-21 00-24-06	Pipistrellus pipistrellus
2017-09-21 00-24-15	Pipistrellus pipistrellus
2017-09-21 00-24-39	Pipistrellus pygmaeus
2017-09-21 00-24-44	Pipistrellus pipistrellus
2017-09-21 00-25-08	Myotis sp
2017-09-21 00-26-48	Myotis sp
2017-09-21 00-27-04	Pipistrellus pipistrellus
2017-09-21 00-27-33	Pipistrellus pygmaeus
2017-09-21 00-28-10	Pipistrellus pipistrellus
2017-09-21 00-28-21	Pipistrellus pipistrellus
2017-09-21 00-28-36	Pipistrellus pipistrellus
2017-09-21 00-28-51	Pipistrellus pipistrellus
2017-09-21 00-29-32	Pipistrellus pipistrellus
2017-09-21 00-29-38	Pipistrellus pipistrellus
2017-09-21 00-29-53	Pipistrellus pipistrellus
2017-09-21 00-30-06	Pipistrellus pipistrellus
2017-09-21 00-30-31	Pipistrellus pipistrellus
2017-09-21 00-30-43	Pipistrellus pipistrellus
2017-09-21 00-30-50	Pipistrellus pipistrellus
2017-09-21 00-31-06	Pipistrellus pipistrellus
2017-09-21 00-32-03	Pipistrellus pipistrellus
2017-09-21 00-32-09	Pipistrellus pipistrellus
2017-09-21 00-32-41	Pipistrellus pipistrellus
2017-09-21 00-32-55	Pipistrellus pipistrellus
2017-09-21 00-33-27	Pipistrellus pipistrellus
2017-09-21 00-33-46	Pipistrellus pipistrellus
2017-09-21 00-33-52	Pipistrellus pygmaeus,Pipistrellus
2017-09-21 00-34-25	Pipistrellus pipistrellus
2017-09-21 00-34-40	Pipistrellus pygmaeus
2017-09-21 00-36-31	Pipistrellus pipistrellus
2017-09-21 00-36-57	Pipistrellus pipistrellus
2017-09-21 00-37-09	Pipistrellus pipistrellus
2017-09-21 00-41-10	Pipistrellus pygmaeus
2017-09-21 00-41-22	Pipistrellus pygmaeus
2017-09-21 00-41-28	Pipistrellus pygmaeus
2017-09-21 00-42-11	Pipistrellus pipistrellus,Pipistrellus
2017-09-21 00-42-16	Pipistrellus pygmaeus,Pipistrellus
2017-09-21 00-44-24	Pipistrellus pipistrellus

Date / Time (YYYY-MM-DD HH-MM-SS	Species ID
2017-09-21 00-45-14	Pipistrellus pipistrellus
2017-09-21 00-45-45	Pipistrellus pipistrellus
2017-09-21 00-46-12	Pipistrellus pipistrellus
2017-09-21 00-46-23	Pipistrellus pipistrellus
2017-09-21 00-46-32	Pipistrellus pipistrellus
2017-09-21 00-47-47	Pipistrellus pipistrellus
2017-09-21 00-47-54	Pipistrellus pipistrellus
2017-09-21 00-48-03	Pipistrellus pipistrellus
2017-09-21 00-48-10	Pipistrellus pipistrellus
2017-09-21 00-48-56	Pipistrellus pipistrellus
2017-09-21 00-49-04	Pipistrellus pipistrellus
2017-09-21 00-49-09	Pipistrellus pipistrellus
2017-09-21 00-50-32	Pipistrellus pipistrellus
2017-09-21 00-50-42	Pipistrellus pipistrellus
2017-09-21 00-50-57	Pipistrellus pipistrellus
2017-09-21 00-51-14	Pipistrellus pipistrellus
2017-09-21 00-51-29	Pipistrellus pipistrellus
2017-09-21 00-51-43	Pipistrellus pipistrellus
2017-09-21 00-51-50	Pipistrellus pipistrellus
2017-09-21 00-51-52	Pipistrellus pipistrellus
2017-09-21 00-52-09	Pipistrellus pipistrellus
2017-09-21 00-53-00	Pipistrellus pipistrellus
2017-09-21 00-53-29	Pipistrellus pipistrellus
2017-09-21 00-53-36	Pipistrellus pipistrellus
2017-09-21 00-53-41	Pipistrellus pipistrellus
2017-09-21 00-54-01	Pipistrellus pipistrellus
2017-09-21 00-54-11	Pipistrellus pipistrellus
2017-09-21 00-54-30	Pipistrellus pipistrellus
2017-09-21 00-54-53	Pipistrellus pipistrellus
2017-09-21 00-55-48	Pipistrellus pipistrellus
2017-09-21 00-56-16	Pipistrellus pipistrellus
2017-09-21 00-56-25	Pipistrellus pipistrellus
2017-09-21 00-56-32	Pipistrellus pipistrellus
2017-09-21 00-57-56	Pipistrellus pipistrellus
2017-09-21 01-03-57	Pipistrellus pipistrellus
2017-09-21 01-08-44	Pipistrellus pygmaeus,Pipistrellus
2017-09-21 01-11-45	Pipistrellus pipistrellus
2017-09-21 01-14-24	Pipistrellus pygmaeus
2017-09-21 01-16-47	Pipistrellus pipistrellus
2017-09-21 01-23-13	Pipistrellus pygmaeus
2017-09-21 01-23-37	Pipistrellus pipistrellus
2017-09-21 01-23-42	Pipistrellus pipistrellus
2017-09-21 01-23-58	Pipistrellus pipistrellus
2017-09-21 01-28-21	Pipistrellus pipistrellus
2017-09-21 01-31-55	Pipistrellus pipistrellus
2017-09-21 01-33-45	Pipistrellus pipistrellus
2017-09-21 01-35-10	Pipistrellus pipistrellus

Date / Time (YYYY-MM-DD HH-MM-SS	Species ID
2017-09-21 01-36-58	Pipistrellus pipistrellus
2017-09-21 01-37-06	Pipistrellus pipistrellus
2017-09-21 02-04-05	Pipistrellus pipistrellus
2017-09-21 02-05-58	Pipistrellus pipistrellus
2017-09-21 02-06-06	Pipistrellus pipistrellus
2017-09-21 02-06-14	Pipistrellus pipistrellus
2017-09-21 02-06-22	Pipistrellus pipistrellus
2017-09-21 02-07-22	Pipistrellus pipistrellus
2017-09-21 02-07-26	Pipistrellus pipistrellus
2017-09-21 02-08-09	Pipistrellus pipistrellus
2017-09-21 02-08-27	Pipistrellus pipistrellus
2017-09-21 02-09-03	Pipistrellus pipistrellus
2017-09-21 02-10-51	Pipistrellus pipistrellus
2017-09-21 02-15-38	Pipistrellus pipistrellus
2017-09-21 02-16-20	Pipistrellus pipistrellus
2017-09-21 02-22-41	Pipistrellus pipistrellus
2017-09-21 02-26-45	Pipistrellus pipistrellus
2017-09-21 02-27-15	Pipistrellus pipistrellus
2017-09-21 02-58-57	Pipistrellus pipistrellus
2017-09-21 02-58-59	Pipistrellus pipistrellus
2017-09-21 03-03-33	Pipistrellus pipistrellus
2017-09-21 03-03-37	Pipistrellus pipistrellus
2017-09-21 03-04-17	Pipistrellus pipistrellus
2017-09-21 03-08-32	Pipistrellus pipistrellus
2017-09-21 03-09-36	Pipistrellus pipistrellus
2017-09-21 03-10-30	Pipistrellus pipistrellus
2017-09-21 03-11-59	Pipistrellus pipistrellus
2017-09-21 03-18-51	Pipistrellus pipistrellus
2017-09-21 03-21-38	Pipistrellus pipistrellus
2017-09-21 03-24-35	Pipistrellus pygmaeus
2017-09-21 03-24-52	Pipistrellus pygmaeus
2017-09-21 03-25-28	Pipistrellus pygmaeus
2017-09-21 03-27-50	Pipistrellus pygmaeus
2017-09-21 03-32-58	Pipistrellus pygmaeus
2017-09-21 03-34-32	Pipistrellus pygmaeus
2017-09-21 03-34-58	Pipistrellus pygmaeus
2017-09-21 03-39-34	Pipistrellus pipistrellus
2017-09-21 03-45-49	Pipistrellus pipistrellus
2017-09-21 03-47-22	Pipistrellus pygmaeus,Pipistrellus
2017-09-21 03-47-36	Pipistrellus pipistrellus
2017-09-21 03-48-02	Pipistrellus pipistrellus
2017-09-21 03-48-13	Pipistrellus pipistrellus
2017-09-21 03-48-22	Pipistrellus pipistrellus
2017-09-21 03-48-37	Pipistrellus pipistrellus
2017-09-21 03-49-00	Pipistrellus pipistrellus
2017-09-21 03-49-05	Myotis sp,Pipistrellus pipistrellus
2017-09-21 03-50-05	Pipistrellus pipistrellus

Date / Time (YYYY-MM-DD HH-MM-SS	Species ID
2017-09-21 03-50-36	Pipistrellus pygmaeus,Pipistrellus
2017-09-21 03-50-56	Pipistrellus pipistrellus
2017-09-21 03-51-47	Pipistrellus pygmaeus,Pipistrelle sp social
2017-09-21 03-52-09	Social,Pipistrellus pygmaeus
2017-09-21 03-53-00	Pipistrellus pipistrellus
2017-09-21 03-53-24	Pipistrellus pipistrellus
2017-09-21 03-53-34	Pipistrellus pipistrellus
2017-09-21 03-53-50	Pipistrellus pipistrellus
2017-09-21 03-53-57	Pipistrellus pipistrellus
2017-09-21 03-54-01	Pipistrellus pipistrellus
2017-09-21 03-54-25	Pipistrellus pipistrellus
2017-09-21 03-54-56	Pipistrellus pipistrellus
2017-09-21 03-55-37	Pipistrellus pipistrellus
2017-09-21 03-55-50	Pipistrellus pipistrellus
2017-09-21 03-56-56	Pipistrellus pipistrellus
2017-09-21 03-57-04	Pipistrellus pipistrellus
2017-09-21 03-57-12	Pipistrellus pipistrellus
2017-09-21 03-57-22	Pipistrellus pipistrellus
2017-09-21 03-57-41	Pipistrellus pipistrellus
2017-09-21 03-58-18	Pipistrellus pygmaeus,Pipistrellus
2017-09-21 03-58-42	Pipistrellus pipistrellus
2017-09-21 04-01-34	Pipistrellus pipistrellus
2017-09-21 04-02-40	Pipistrellus pipistrellus
2017-09-21 04-02-45	Pipistrellus pipistrellus
2017-09-21 04-02-55	Pipistrellus pipistrellus
2017-09-21 04-03-48	Pipistrellus pipistrellus
2017-09-21 04-04-18	Pipistrellus pipistrellus
2017-09-21 04-04-39	Pipistrellus pipistrellus
2017-09-21 04-04-48	Pipistrellus pipistrellus
2017-09-21 04-04-54	Pipistrellus pipistrellus
2017-09-21 04-05-04	Pipistrellus pipistrellus
2017-09-21 04-05-07	Pipistrellus pipistrellus
2017-09-21 04-06-10	Pipistrellus pipistrellus
2017-09-21 04-06-50	Pipistrellus pipistrellus
2017-09-21 04-06-59	Pipistrellus pipistrellus
2017-09-21 04-07-46	Pipistrellus pipistrellus
2017-09-21 04-08-25	Pipistrellus pipistrellus
2017-09-21 04-09-17	Pipistrellus pipistrellus
2017-09-21 04-09-50	Pipistrellus pipistrellus
2017-09-21 04-10-01	Pipistrellus pipistrellus
2017-09-21 04-10-05	Pipistrellus pipistrellus
2017-09-21 04-10-12	Social call, Pipistrellus pipistrellus
2017-09-21 04-10-30	Pipistrellus pipistrellus
2017-09-21 04-12-21	Pipistrellus pipistrellus
2017-09-21 04-12-38	Pipistrellus pipistrellus
2017-09-21 04-12-56	Pipistrellus pipistrellus
2017-09-21 04-13-21	Pipistrellus pipistrellus

Date / Time (YYYY-MM-DD HH-MM-SS	Species ID
2017-09-21 04-30-48	Pipistrellus pygmaeus
2017-09-21 04-33-38	Pipistrellus pygmaeus
2017-09-21 04-33-51	Pipistrellus pipistrellus
2017-09-21 04-40-16	Myotis sp
2017-09-21 04-47-50	Pipistrellus pipistrellus
2017-09-21 04-48-19	Pipistrellus pipistrellus
2017-09-21 04-51-30	Pipistrellus pipistrellus
2017-09-21 04-53-08	Nyctalus leisleri
2017-09-21 04-53-13	Nyctalus leisleri
2017-09-21 04-53-40	Pipistrellus pipistrellus
2017-09-21 04-54-31	Pipistrellus pipistrellus
2017-09-21 04-54-56	Pipistrellus pipistrellus
2017-09-21 05-10-23	Pipistrellus pygmaeus
2017-09-21 18-36-57	Pipistrellus pygmaeus
2017-09-21 19-23-34	Pipistrellus pipistrellus
2017-09-21 20-09-58	Pipistrellus pipistrellus
2017-09-21 21-01-54	Plecotus auritus
2017-09-21 21-43-43	Pipistrellus pygmaeus
2017-09-21 22-16-54	Nyctalus leisleri
2017-09-21 22-25-30	Nyctalus leisleri
2017-09-21 22-46-37	Myotis sp
2017-09-22 00-08-31	Pipistrellus pipistrellus
2017-09-22 00-11-42	Pipistrellus pipistrellus
2017-09-22 00-51-08	Nyctalus leisleri
2017-09-22 01-38-46	Plecotus auritus
2017-09-22 02-01-49	Pipistrellus pygmaeus
2017-09-22 02-05-17	Pipistrellus pygmaeus
2017-09-22 02-05-25	Pipistrellus pipistrellus
2017-09-22 02-10-00	Pipistrellus pipistrellus
2017-09-22 02-12-36	Plecotus auritus
2017-09-22 02-39-39	Pipistrellus pipistrellus
2017-09-22 02-39-48	Pipistrellus pipistrellus
2017-09-22 03-22-41	Pipistrellus pygmaeus
2017-09-22 03-28-23	Pipistrellus pygmaeus
2017-09-22 03-33-35	Pipistrellus pipistrellus
2017-09-22 03-39-37	Pipistrellus pygmaeus
2017-09-22 03-43-42	Pipistrellus pipistrellus
2017-09-23 01-01-13	Pipistrellus pipistrellus
2017-09-23 01-01-29	Pipistrellus pipistrellus
2017-09-23 01-14-57	Pipistrellus pipistrellus
2017-09-23 01-17-26	Pipistrellus pipistrellus
2017-09-23 01-17-55	Pipistrellus pipistrellus
2017-09-23 01-18-07	Pipistrellus pipistrellus
2017-09-23 01-18-53	Pipistrellus pipistrellus
2017-09-23 01-20-36	Pipistrellus pipistrellus
2017-09-23 01-31-43	Pipistrellus pipistrellus
2017-09-23 01-33-46	Pipistrellus pipistrellus

Date / Time (YYYY-MM-DD HH-MM-SS	Species ID
2017-09-23 01-36-35	Pipistrellus pipistrellus
2017-09-23 01-52-39	Pipistrellus pipistrellus
2017-09-23 01-52-59	Pipistrellus pipistrellus
2017-09-23 01-53-37	Pipistrellus pipistrellus
2017-09-23 01-54-40	Pipistrellus pipistrellus
2017-09-23 01-55-44	Pipistrellus pipistrellus
2017-09-23 01-56-08	Pipistrellus pipistrellus
2017-09-23 01-56-19	Pipistrellus pipistrellus
2017-09-23 01-56-40	Pipistrellus pipistrellus
2017-09-23 01-56-48	Pipistrellus pipistrellus
2017-09-23 01-56-55	Pipistrellus pipistrellus
2017-09-23 01-57-18	Pipistrellus pipistrellus
2017-09-23 01-57-33	Pipistrellus pipistrellus
2017-09-23 01-57-36	Pipistrellus pipistrellus
2017-09-23 01-57-54	Pipistrellus pipistrellus
2017-09-23 01-58-03	Pipistrellus pipistrellus
2017-09-23 01-58-23	Pipistrellus pipistrellus
2017-09-23 01-59-34	Pipistrellus pipistrellus
2017-09-23 01-59-43	Pipistrellus pipistrellus
2017-09-23 01-59-47	Pipistrellus pipistrellus
2017-09-23 01-59-54	Pipistrellus pipistrellus
2017-09-23 02-00-57	Pipistrellus pipistrellus
2017-09-23 02-01-06	Pipistrellus pipistrellus
2017-09-23 02-02-31	Pipistrellus pipistrellus
2017-09-23 02-04-18	Pipistrellus pipistrellus
2017-09-23 02-04-28	Pipistrellus pipistrellus
2017-09-23 02-05-06	Pipistrellus pipistrellus
2017-09-23 02-05-21	Pipistrellus pipistrellus
2017-09-23 02-05-37	Pipistrellus pipistrellus
2017-09-23 02-06-05	Pipistrellus pipistrellus
2017-09-23 02-07-26	Pipistrellus pipistrellus
2017-09-23 02-07-46	Pipistrellus pipistrellus
2017-09-23 02-08-01	Pipistrellus pipistrellus
2017-09-23 02-10-34	Pipistrellus pipistrellus
2017-09-23 02-10-37	Pipistrellus pipistrellus
2017-09-23 02-10-54	Pipistrellus pipistrellus
2017-09-23 02-13-09	Pipistrellus pipistrellus
2017-09-23 02-14-24	Pipistrellus pipistrellus
2017-09-23 02-14-42	Pipistrellus pipistrellus
2017-09-23 02-14-54	Pipistrellus pipistrellus
2017-09-23 02-15-12	Pipistrellus pipistrellus
2017-09-23 02-15-17	Pipistrellus pipistrellus
2017-09-23 02-16-46	Pipistrellus pipistrellus
2017-09-23 02-16-53	Pipistrellus pipistrellus
2017-09-23 02-17-07	Pipistrellus pipistrellus
2017-09-23 02-18-16	Pipistrellus pipistrellus
2017-09-23 02-18-35	Pipistrellus pipistrellus

Date / Time (YYYY-MM-DD HH-MM-SS	Species ID
2017-09-23 02-19-32	Pipistrellus pipistrellus
2017-09-23 02-19-49	Pipistrellus pipistrellus
2017-09-23 02-24-02	Pipistrellus pipistrellus
2017-09-23 02-24-16	Pipistrellus pipistrellus
2017-09-23 02-24-31	Pipistrellus pipistrellus
2017-09-23 02-24-48	Pipistrellus pipistrellus
2017-09-23 02-26-14	Pipistrellus pipistrellus
2017-09-23 02-27-48	Pipistrellus pipistrellus
2017-09-23 02-33-16	Pipistrellus pipistrellus
2017-09-23 02-33-29	Pipistrellus pipistrellus
2017-09-23 02-46-42	Pipistrellus pipistrellus
2017-09-23 02-51-41	Pipistrellus pipistrellus
2017-09-23 02-52-42	Pipistrellus pipistrellus
2017-09-23 02-53-19	Pipistrellus pygmaeus
2017-09-23 02-53-30	Pipistrellus pygmaeus
2017-09-23 02-53-37	Pipistrellus pygmaeus
2017-09-23 02-56-29	Pipistrellus pipistrellus
2017-09-23 03-09-25	Pipistrellus pipistrellus
2017-09-23 03-11-19	Pipistrellus pipistrellus
2017-09-23 03-13-35	Pipistrellus pipistrellus
2017-09-23 03-17-22	Pipistrellus pipistrellus
2017-09-23 03-20-51	Pipistrellus pipistrellus
2017-09-23 03-23-16	Pipistrellus pipistrellus
2017-09-23 03-23-21	Pipistrellus pipistrellus
2017-09-23 03-33-11	Pipistrellus pipistrellus
2017-09-23 03-33-24	Pipistrellus pipistrellus
2017-09-23 03-34-58	Pipistrellus pipistrellus
2017-09-23 03-35-10	Pipistrellus pipistrellus
2017-09-23 03-35-30	Pipistrellus pipistrellus
2017-09-23 03-37-16	Pipistrellus pipistrellus
2017-09-23 03-37-39	Pipistrellus pipistrellus
2017-09-23 03-37-42	Pipistrellus pipistrellus
2017-09-23 03-38-07	Pipistrellus pipistrellus
2017-09-23 03-38-51	Pipistrellus pipistrellus
2017-09-23 03-39-04	Pipistrellus pipistrellus
2017-09-23 03-39-09	Pipistrellus pipistrellus
2017-09-23 03-39-20	Pipistrellus pipistrellus
2017-09-23 03-39-25	Pipistrellus pygmaeus,Pipistrellus
2017-09-23 03-39-37	Pipistrellus pipistrellus
2017-09-23 03-39-46	Pipistrellus pipistrellus
2017-09-23 03-40-01	Pipistrellus pipistrellus
2017-09-23 03-40-27	Pipistrellus pipistrellus
2017-09-23 03-40-42	Pipistrellus pipistrellus
2017-09-23 03-41-10	Pipistrellus pipistrellus
2017-09-23 03-41-27	Pipistrellus pipistrellus
2017-09-23 03-41-38	Pipistrellus pipistrellus
2017-09-23 03-41-54	Pipistrellus pipistrellus

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2017-09-23 03-42-26	Pipistrellus pipistrellus
2017-09-23 03-42-35	Pipistrellus pipistrellus
2017-09-23 03-42-45	Pipistrellus pipistrellus
2017-09-23 03-43-25	Pipistrellus pipistrellus
2017-09-23 03-43-43	Pipistrellus pipistrellus
2017-09-23 03-44-13	Pipistrellus pipistrellus
2017-09-23 03-44-25	Pipistrellus pipistrellus
2017-09-23 03-44-42	Pipistrellus pipistrellus
2017-09-23 03-45-06	Pipistrellus pipistrellus
2017-09-23 03-45-25	Pipistrellus pipistrellus
2017-09-23 03-45-32	Pipistrellus pipistrellus
2017-09-23 03-46-16	Pipistrellus pipistrellus
2017-09-23 03-46-22	Pipistrellus pipistrellus
2017-09-23 03-46-31	Pipistrellus pipistrellus
2017-09-23 03-46-36	Pipistrellus pipistrellus
2017-09-23 03-46-39	Pipistrellus pipistrellus
2017-09-23 03-46-53	Pipistrellus pipistrellus
2017-09-23 03-47-14	Pipistrellus pipistrellus
2017-09-23 03-47-31	Pipistrellus pipistrellus
2017-09-23 03-47-58	Pipistrellus pipistrellus
2017-09-23 03-48-09	Pipistrellus pipistrellus
2017-09-23 03-48-41	Pipistrellus pipistrellus
2017-09-23 03-48-58	Pipistrellus pipistrellus
2017-09-23 03-49-28	Pipistrellus pipistrellus
2017-09-23 03-50-31	Pipistrellus pipistrellus
2017-09-23 03-50-44	Pipistrellus pipistrellus
2017-09-23 03-51-50	Pipistrellus pipistrellus
2017-09-23 03-54-49	Pipistrellus pipistrellus
2017-09-23 03-56-09	Pipistrellus pipistrellus
2017-09-23 03-57-21	Pipistrellus pipistrellus
2017-09-23 03-58-06	Pipistrellus pipistrellus
2017-09-23 03-58-16	Pipistrellus pipistrellus
2017-09-23 04-01-08	Pipistrellus pipistrellus
2017-09-23 04-01-51	Pipistrellus pipistrellus
2017-09-23 04-02-50	Pipistrellus pipistrellus
2017-09-23 04-08-02	Pipistrellus pipistrellus
2017-09-23 04-09-49	Pipistrellus pipistrellus
2017-09-23 04-09-57	Pipistrellus pipistrellus
2017-09-23 04-10-22	Pipistrellus pipistrellus
2017-09-23 04-11-03	Pipistrellus pipistrellus
2017-09-23 04-11-19	Pipistrellus pipistrellus
2017-09-23 04-12-01	Pipistrellus pipistrellus
2017-09-23 04-12-19	Pipistrellus pipistrellus
2017-09-23 04-12-29	Pipistrellus pipistrellus
2017-09-23 04-13-02	Pipistrellus pipistrellus
2017-09-23 04-14-59	Pipistrellus pipistrellus
2017-09-23 04-15-35	Pipistrellus pygmaeus

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2017-09-23 04-16-07	Pipistrellus pygmaeus
2017-09-23 04-16-53	Nyctalus / Eptesicus sp
2017-09-23 04-19-21	Nyctalus / Eptesicus sp
2017-09-23 04-21-13	Nyctalus / Eptesicus sp
2017-09-23 04-21-38	Nyctalus / Eptesicus sp
2017-09-23 04-22-44	Nyctalus / Eptesicus sp
2017-09-23 04-24-59	Pipistrellus pygmaeus
2017-09-23 04-25-25	Pipistrellus pygmaeus
2017-09-23 04-38-24	Nyctalus sp
2017-09-23 04-40-06	Nyctalus sp
2017-09-23 04-42-43	Pipistrellus pipistrellus
2017-09-23 04-43-55	Pipistrellus pipistrellus
2017-09-23 04-46-14	Pipistrellus pipistrellus
2017-09-23 04-46-27	Nyctalus noctula
2017-09-23 04-47-03	Nyctalus sp
2017-09-23 04-47-08	Nyctalus sp
2017-09-23 04-47-49	Pipistrellus pipistrellus
2017-09-23 04-49-02	Pipistrellus pipistrellus
2017-09-23 04-49-26	Pipistrellus pygmaeus
2017-09-23 04-55-03	Pipistrellus pipistrellus
2017-09-23 05-11-54	Pipistrellus pygmaeus
2017-09-23 05-15-47	Pipistrellus pygmaeus
2017-09-23 05-16-46	Pipistrellus pygmaeus
2017-09-23 05-16-52	Pipistrellus pygmaeus
2017-09-23 05-17-44	Pipistrellus pygmaeus
2017-09-23 17-44-40	Nyctalus noctula
2017-09-23 18-08-08	Nyctalus noctula
2017-09-23 18-21-48	Nyctalus noctula
2017-09-23 18-25-51	Pipistrellus pipistrellus
2017-09-23 18-28-24	Pipistrellus pygmaeus
2017-09-23 18-28-38	Pipistrellus pipistrellus
2017-09-23 18-29-33	Pipistrellus pipistrellus
2017-09-23 18-38-06	Pipistrellus pipistrellus
2017-09-23 18-40-56	Nyctalus leisleri
2017-09-23 18-43-52	Nyctalus leisleri
2017-09-23 18-44-24	Nyctalus leisleri
2017-09-23 18-44-56	Nyctalus leisleri
2017-09-23 18-45-11	Pipistrellus pygmaeus
2017-09-23 18-45-32	Nyctalus sp
2017-09-23 18-45-37	Nyctalus sp
2017-09-23 18-45-50	Nyctalus sp
2017-09-23 18-45-58	Nyctalus sp
2017-09-23 18-46-06	Pipistrellus pipistrellus
2017-09-23 18-46-24	Nyctalus leisleri
2017-09-23 18-46-32	Nyctalus leisleri
2017-09-23 18-46-38	Nyctalus leisleri, Nyctalus / Eptesicus
2017-09-23 18-47-01	Nyctalus,Pipistrellus pipistrellus

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2017-09-23 18-47-29	Nyctalus sp
2017-09-23 18-47-56	Nyctalus sp
2017-09-23 18-48-50	Nyctalus sp
2017-09-23 18-49-03	Nyctalus sp
2017-09-23 18-49-53	Nyctalus sp
2017-09-23 18-50-19	Nyctalus sp
2017-09-23 18-50-24	Nyctalus leisleri
2017-09-23 18-50-42	Nyctalus leisleri
2017-09-23 18-51-06	Nyctalus sp
2017-09-23 18-51-31	Nyctalus leisleri
2017-09-23 18-51-59	Nyctalus leisleri
2017-09-23 18-52-03	Nyctalus sp
2017-09-23 18-52-40	Nyctalus sp
2017-09-23 18-52-46	Nyctalus sp
2017-09-23 18-53-09	Nyctalus sp
2017-09-23 18-53-30	Nyctalus sp
2017-09-23 18-54-01	Nyctalus sp
2017-09-23 18-54-14	Nyctalus sp
2017-09-23 18-54-39	Nyctalus sp
2017-09-23 18-54-42	Nyctalus / Eptesicus sp
2017-09-23 18-55-42	Nyctalus sp
2017-09-23 18-55-52	Nyctalus sp
2017-09-23 18-56-17	Nyctalus, Pipistrellus pipistrellus
2017-09-23 18-56-25	Nyctalus sp
2017-09-23 18-56-49	Nyctalus sp
2017-09-23 18-57-00	Nyctalus sp
2017-09-23 18-57-10	Pipistrellus pipistrellus
2017-09-23 18-57-27	Nyctalus sp
2017-09-23 18-57-55	Pipistrellus pipistrellus
2017-09-23 18-58-32	Nyctalus sp
2017-09-23 18-58-53	Nyctalus noctula
2017-09-23 18-59-00	Nyctalus sp
2017-09-23 18-59-22	Nyctalus sp
2017-09-23 18-59-45	Nyctalus sp
2017-09-23 19-00-04	Nyctalus sp
2017-09-23 19-00-33	Nyctalus,Pipistrellus pipistrellus
2017-09-23 19-00-58	Nyctalus sp
2017-09-23 19-01-02	Nyctalus sp
2017-09-23 19-01-26	Nyctalus sp
2017-09-23 19-01-31	Nyctalus sp
2017-09-23 19-01-48	Nyctalus,Pipistrellus pipistrellus
2017-09-23 19-02-51	Nyctalus noctula,Pipistrellus
2017-09-23 19-03-02	Pipistrellus pipistrellus
2017-09-23 19-03-15	Nyctalus sp
2017-09-23 19-03-42	Nyctalus sp
2017-09-23 19-03-46	Nyctalus sp
2017-09-23 19-04-11	Nyctalus sp

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2017-09-23 19-04-16	Nyctalus sp
2017-09-23 19-04-22	Nyctalus sp
2017-09-23 19-05-02	Nyctalus sp
2017-09-23 19-05-25	Nyctalus sp
2017-09-23 19-05-43	Nyctalus sp
2017-09-23 19-06-10	Nyctalus sp
2017-09-23 19-06-34	Nyctalus sp
2017-09-23 19-06-38	Nyctalus, Nyctalus / Eptesicus
2017-09-23 19-06-49	Pipistrellus pipistrellus
2017-09-23 19-07-06	Nyctalus sp
2017-09-23 19-07-32	Nyctalus sp
2017-09-23 19-07-35	Nyctalus sp
2017-09-23 19-07-40	Myotis sp
2017-09-23 19-07-50	Nyctalus sp
2017-09-23 19-08-18	Nyctalus sp
2017-09-23 19-08-47	Nyctalus sp
2017-09-23 19-09-12	Nyctalus sp
2017-09-23 19-09-36	Nyctalus sp
2017-09-23 19-09-55	Nyctalus sp
2017-09-23 19-10-00	Nyctalus sp
2017-09-23 19-10-05	Nyctalus sp
2017-09-23 19-10-27	Nyctalus sp
2017-09-23 19-10-57	Nyctalus sp
2017-09-23 19-11-02	Nyctalus sp
2017-09-23 19-11-28	Nyctalus sp
2017-09-23 19-11-56	Nyctalus sp
2017-09-23 19-12-30	Nyctalus sp
2017-09-23 19-13-00	Nyctalus sp
2017-09-23 19-13-14	Pipistrellus pipistrellus
2017-09-23 19-13-27	Nyctalus sp
2017-09-23 19-13-55	Nyctalus sp
2017-09-23 19-14-18	Pipistrellus pipistrellus
2017-09-23 19-14-24	Nyctalus sp
2017-09-23 19-14-29	Nyctalus sp
2017-09-23 19-15-13	Pipistrellus pipistrellus
2017-09-23 19-15-37	Pipistrellus pipistrellus
2017-09-23 19-17-30	Pipistrellus pipistrellus
2017-09-23 19-17-57	Pipistrellus pipistrellus
2017-09-23 19-18-45	Pipistrellus pipistrellus
2017-09-23 19-21-06	Nyctalus sp
2017-09-23 19-21-46	Nyctalus sp
2017-09-23 19-22-37	Myotis sp
2017-09-23 19-23-53	Nyctalus,Pipistrellus pygmaeus
2017-09-23 19-24-15	Pipistrellus pipistrellus
2017-09-23 19-24-24	Nyctalus sp
2017-09-23 19-24-32	Pipistrellus pipistrellus
2017-09-23 19-24-42	Pipistrellus pipistrellus

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2017-09-23 19-24-59	Nyctalus sp
2017-09-23 19-25-21	Pipistrellus pipistrellus
2017-09-23 19-25-32	Social call, Pipistrellus pipistrellus
2017-09-23 19-25-53	Pipistrellus pipistrellus
2017-09-23 19-26-04	Nyctalus sp
2017-09-23 19-26-23	Pipistrellus pipistrellus
2017-09-23 19-26-30	Pipistrellus pipistrellus
2017-09-23 19-26-37	Nyctalus sp
2017-09-23 19-27-10	Pipistrellus pipistrellus
2017-09-23 19-27-12	Nyctalus,Pipistrellus pipistrellus
2017-09-23 19-27-39	Pipistrellus pipistrellus
2017-09-23 19-27-49	Nyctalus sp
2017-09-23 19-28-25	Nyctalus sp
2017-09-23 19-29-14	Nyctalus sp
2017-09-23 19-29-56	Nyctalus leisleri
2017-09-23 19-32-13	Pipistrellus pipistrellus
2017-09-23 19-38-20	Pipistrellus pipistrellus
2017-09-23 19-38-33	Pipistrellus pipistrellus
2017-09-23 19-38-41	Pipistrellus pipistrellus
2017-09-23 19-38-49	Pipistrellus pipistrellus
2017-09-23 19-39-00	Pipistrellus pipistrellus
2017-09-23 19-39-03	Pipistrellus pipistrellus
2017-09-23 19-39-17	Pipistrellus pipistrellus
2017-09-23 19-39-24	Pipistrellus pipistrellus
2017-09-23 19-40-05	Pipistrellus pipistrellus
2017-09-23 19-40-48	Pipistrellus pipistrellus
2017-09-23 19-40-56	Pipistrellus pipistrellus
2017-09-23 19-41-00	Pipistrellus pipistrellus
2017-09-23 19-41-08	Pipistrellus pipistrellus
2017-09-23 19-41-26	Social,Myotis sp,Pipistrellus pipistrellus
2017-09-23 19-41-36	Pipistrellus pipistrellus
2017-09-23 19-41-47	Pipistrellus pipistrellus
2017-09-23 19-42-47	Pipistrellus pipistrellus
2017-09-23 19-44-40	Pipistrellus pipistrellus
2017-09-23 19-45-01	Pipistrellus pipistrellus
2017-09-23 19-45-08	Pipistrellus pipistrellus
2017-09-23 19-45-21	Pipistrellus pipistrellus
2017-09-23 19-45-59	Pipistrellus pipistrellus
2017-09-23 19-46-04	Pipistrellus pipistrellus
2017-09-23 19-46-13	Nyctalus,Pipistrellus pygmaeus
2017-09-23 19-46-19	Pipistrellus pipistrellus
2017-09-23 19-46-27	Pipistrellus pygmaeus
2017-09-23 19-46-37	Nyctalus sp, Nyctalus / Eptesicus sp, Pipistrellus
2017-09-23 19-46-55	Pipistrellus pipistrellus
2017-09-23 19-47-16	Nyctalus,Pipistrellus pipistrellus
2017-09-23 19-47-29	Pipistrellus pipistrellus
2017-09-23 19-47-43	Nyctalus / Eptesicus sp

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2017-09-23 19-47-50	Nyctalus sp
2017-09-23 19-48-11	Pipistrellus pipistrellus
2017-09-23 19-48-55	Pipistrellus pipistrellus
2017-09-23 19-48-58	Pipistrellus pipistrellus
2017-09-23 19-49-16	Pipistrellus pipistrellus
2017-09-23 19-49-28	Pipistrellus pipistrellus
2017-09-23 19-49-47	Pipistrellus pygmaeus
2017-09-23 19-51-43	Pipistrellus pipistrellus
2017-09-23 19-52-09	Pipistrellus pipistrellus
2017-09-23 19-55-15	Nyctalus sp
2017-09-23 19-56-25	Pipistrellus pygmaeus
2017-09-23 19-56-29	Nyctalus leisleri
2017-09-23 19-59-17	Pipistrellus pipistrellus
2017-09-23 20-00-34	Myotis sp
2017-09-23 20-00-54	Pipistrellus pipistrellus
2017-09-23 20-02-20	Pipistrellus pipistrellus
2017-09-23 20-02-27	Pipistrellus pipistrellus
2017-09-23 20-02-36	Nyctalus sp
2017-09-23 20-04-20	Pipistrellus pipistrellus
2017-09-23 20-05-36	Pipistrellus pipistrellus
2017-09-23 20-06-53	Pipistrellus pygmaeus
2017-09-23 20-08-13	Pipistrellus pipistrellus
2017-09-23 20-08-37	Social call, Pipistrellus
2017-09-23 20-08-58	Pipistrellus pipistrellus
2017-09-23 20-09-17	Social call, Pipistrellus
2017-09-23 20-10-33	Pipistrellus pipistrellus
2017-09-23 20-10-46	Pipistrellus pipistrellus
2017-09-23 20-11-15	Pipistrellus pipistrellus
2017-09-23 20-11-57	Pipistrellus pipistrellus
2017-09-23 20-12-04	Pipistrellus pipistrellus
2017-09-23 20-12-18	Pipistrellus pipistrellus
2017-09-23 20-12-28	Pipistrellus pipistrellus
2017-09-23 20-12-51	Pipistrellus pipistrellus
2017-09-23 20-13-06	Myotis sp
2017-09-23 20-13-21	Pipistrellus pipistrellus
2017-09-23 20-13-30	Plecotus auritus
2017-09-23 20-13-37	Pipistrellus pipistrellus
2017-09-23 20-15-50	Plecotus auritus
2017-09-23 20-17-39	Pipistrellus pygmaeus
2017-09-23 20-17-47	Pipistrellus pygmaeus
2017-09-23 20-20-47	Pipistrellus pipistrellus
2017-09-23 20-21-07	Pipistrellus pipistrellus
2017-09-23 20-21-14	Pipistrellus pipistrellus
2017-09-23 20-21-34	Pipistrellus pipistrellus
2017-09-23 20-21-44	Pipistrellus pipistrellus
2017-09-23 20-21-56	Pipistrellus pipistrellus
2017-09-23 20-27-28	Pipistrellus pipistrellus

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2017-09-23 20-27-40	Pipistrellus pipistrellus
2017-09-23 20-27-52	Social call, Pipistrellus pipistrellus
2017-09-23 20-28-03	Pipistrellus pipistrellus
2017-09-23 20-28-12	Pipistrellus pipistrellus
2017-09-23 20-28-17	Pipistrellus pipistrellus
2017-09-23 20-28-57	Pipistrellus pipistrellus
2017-09-23 20-32-26	Pipistrellus pipistrellus
2017-09-23 20-39-41	Pipistrellus pipistrellus
2017-09-23 20-39-49	Pipistrellus pygmaeus
2017-09-23 20-39-59	Pipistrellus pipistrellus
2017-09-23 20-40-58	Pipistrellus pygmaeus
2017-09-23 20-42-04	Pipistrellus pipistrellus
2017-09-23 20-42-07	Pipistrellus pipistrellus
2017-09-23 20-43-24	Pipistrellus pipistrellus
2017-09-23 20-44-48	Pipistrellus pipistrellus
2017-09-23 20-46-26	Pipistrellus pipistrellus
2017-09-23 20-47-56	Pipistrellus pygmaeus
2017-09-23 20-48-27	Nyctalus sp
2017-09-23 20-48-41	Nyctalus noctula
2017-09-23 20-49-21	Pipistrellus pipistrellus
2017-09-23 20-49-32	Pipistrellus pipistrellus
2017-09-23 20-50-27	Pipistrellus pygmaeus,Pipistrelle sp social
2017-09-23 20-51-19	Pipistrellus pipistrellus
2017-09-23 20-52-00	Pipistrellus pipistrellus
2017-09-23 20-52-30	Pipistrellus pipistrellus
2017-09-23 20-53-12	Pipistrellus pipistrellus
2017-09-23 20-56-06	Pipistrellus pipistrellus
2017-09-23 20-56-36	Pipistrellus pipistrellus
2017-09-23 20-57-21	Nyctalus leisleri
2017-09-23 20-58-56	Myotis sp,Pipistrellus pipistrellus
2017-09-23 21-00-54	Pipistrellus pipistrellus
2017-09-23 21-00-59	Pipistrellus pipistrellus
2017-09-23 21-03-40	Plecotus auritus
2017-09-23 21-03-44	Nyctalus noctula
2017-09-23 21-04-24	Pipistrellus pygmaeus
2017-09-23 21-06-27	Plecotus auritus
2017-09-23 21-06-34	Plecotus auritus
2017-09-23 21-06-44	Plecotus auritus
2017-09-23 21-07-32	Pipistrellus pipistrellus
2017-09-23 21-09-27	Pipistrellus pygmaeus
2017-09-23 21-09-57	Pipistrellus pygmaeus
2017-09-23 21-11-30	Pipistrellus pygmaeus
2017-09-23 21-12-51	Pipistrellus pipistrellus
2017-09-23 21-13-42	Nyctalus leisleri
2017-09-23 21-14-30	Pipistrellus pygmaeus
2017-09-23 21-14-37	Pipistrellus pygmaeus
2017-09-23 21-18-11	Pipistrellus pipistrellus

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2017-09-23 21-19-50	Pipistrellus pygmaeus
2017-09-23 21-20-10	Pipistrellus pipistrellus
2017-09-23 21-20-20	Pipistrellus pipistrellus
2017-09-23 21-20-30	Pipistrellus pipistrellus
2017-09-23 21-21-13	Pipistrellus pipistrellus
2017-09-23 21-23-48	Plecotus auritus, Myotis sp
2017-09-23 21-26-11	Pipistrellus pipistrellus
2017-09-23 21-26-41	Pipistrellus pygmaeus
2017-09-23 21-26-55	Nyctalus sp
2017-09-23 21-29-04	Pipistrellus pipistrellus
2017-09-23 21-30-56	Nyctalus sp
2017-09-23 21-33-10	Pipistrellus pipistrellus
2017-09-23 21-33-17	Pipistrellus pipistrellus
2017-09-23 21-34-35	Pipistrellus pipistrellus
2017-09-23 21-35-54	Pipistrellus pipistrellus
2017-09-23 21-39-34	Pipistrellus pygmaeus
2017-09-23 21-40-55	Pipistrellus pipistrellus
2017-09-23 21-41-04	Pipistrellus pipistrellus
2017-09-23 21-41-22	Pipistrellus pipistrellus
2017-09-23 21-42-09	Pipistrellus pipistrellus
2017-09-23 21-42-18	Nyctalus sp
2017-09-23 21-43-07	Pipistrellus pipistrellus
2017-09-23 21-47-26	Pipistrellus pipistrellus
2017-09-23 21-48-19	Pipistrellus pipistrellus
2017-09-23 21-51-41	Pipistrellus pipistrellus
2017-09-23 21-54-50	Pipistrellus pipistrellus
2017-09-23 21-58-58	Pipistrellus pygmaeus
2017-09-23 21-59-34	Pipistrellus pipistrellus
2017-09-23 22-00-49	Myotis sp
2017-09-23 22-02-32	Pipistrellus pipistrellus
2017-09-23 22-02-37	Pipistrellus pipistrellus
2017-09-23 22-04-14	Pipistrellus pipistrellus
2017-09-23 22-06-54	Myotis sp
2017-09-23 22-13-51	Myotis sp
2017-09-23 22-15-40	Myotis sp
2017-09-23 22-17-07	Pipistrellus pipistrellus
2017-09-23 22-19-28	Pipistrellus pipistrellus
2017-09-23 22-25-32	Pipistrellus pygmaeus
2017-09-23 22-27-56	Myotis sp
2017-09-23 22-29-25	Pipistrellus pipistrellus
2017-09-23 22-29-33	Pipistrellus pipistrellus
2017-09-23 22-30-10	Pipistrellus pipistrellus
2017-09-23 22-30-23	Pipistrellus pygmaeus
2017-09-23 22-30-42	Pipistrellus pygmaeus
2017-09-23 22-32-12	Pipistrellus pipistrellus
2017-09-23 22-37-16	Nyctalus sp
2017-09-23 22-37-38	Nyctalus sp

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2017-09-23 22-37-43	Nyctalus sp
2017-09-23 22-37-58	Nyctalus sp
2017-09-23 22-38-00	Nyctalus sp
2017-09-23 22-38-19	Nyctalus noctula
2017-09-23 22-38-55	Nyctalus sp
2017-09-23 22-41-14	Social call, Pipistrellus
2017-09-23 22-48-33	Pipistrellus pygmaeus
2017-09-23 22-49-01	Pipistrellus pipistrellus
2017-09-23 22-49-10	Myotis sp
2017-09-23 22-54-17	Nyctalus sp
2017-09-23 23-05-17	Pipistrellus pygmaeus
2017-09-23 23-07-40	Pipistrellus pipistrellus
2017-09-23 23-09-17	Nyctalus sp
2017-09-23 23-10-15	Pipistrellus pipistrellus
2017-09-23 23-25-05	Myotis sp
2017-09-23 23-47-59	Pipistrellus pipistrellus
2017-09-23 23-54-02	Pipistrellus pipistrellus
2017-09-23 23-56-30	Pipistrellus pipistrellus
2017-09-23 23-58-43	Pipistrellus pipistrellus
2017-09-23 23-59-31	Pipistrellus pipistrellus
2017-09-24 00-06-46	Pipistrellus pipistrellus
2017-09-24 00-07-20	Myotis sp
2017-09-24 00-13-07	Pipistrellus pipistrellus
2017-09-24 00-13-14	Pipistrellus pipistrellus
2017-09-24 00-15-51	Pipistrellus pipistrellus
2017-09-24 00-24-32	Pipistrellus pipistrellus
2017-09-24 00-38-01	Pipistrellus pygmaeus
2017-09-24 00-45-51	Pipistrellus pipistrellus
2017-09-24 00-48-39	Pipistrellus pipistrellus
2017-09-24 00-49-52	Pipistrellus pygmaeus
2017-09-24 01-04-23	Nyctalus noctula
2017-09-24 01-11-39	Nyctalus sp
2017-09-24 01-26-18	Pipistrellus pipistrellus
2017-09-24 01-26-26	Pipistrellus pygmaeus
2017-09-24 01-28-58	Myotis sp
2017-09-24 01-47-13	Pipistrellus pipistrellus
2017-09-24 02-06-40	Myotis sp
2017-09-24 02-22-38	Pipistrellus pipistrellus
2017-09-24 02-29-23	Pipistrellus pipistrellus
2017-09-24 02-30-51	Pipistrellus pipistrellus
2017-09-24 02-39-54	Pipistrellus pygmaeus
2017-09-24 02-40-40	Pipistrellus pipistrellus
2017-09-24 02-43-11	Pipistrellus pipistrellus
2017-09-24 02-43-55	Pipistrellus pipistrellus
2017-09-24 02-44-34	Nyctalus sp
2017-09-24 02-47-58	Pipistrellus pipistrellus
2017-09-24 02-48-32	Myotis sp

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2017-09-24 02-49-15	Pipistrellus pipistrellus
2017-09-24 02-50-54	Pipistrellus pipistrellus
2017-09-24 02-52-12	Myotis sp
2017-09-24 03-01-51	Pipistrellus pygmaeus
2017-09-24 03-08-51	Pipistrellus pygmaeus
2017-09-24 03-17-09	Pipistrellus pygmaeus
2017-09-24 03-28-19	Pipistrellus pipistrellus
2017-09-24 03-33-05	Pipistrellus pipistrellus
2017-09-24 03-35-49	Pipistrellus pipistrellus
2017-09-24 03-38-57	Pipistrellus pipistrellus
2017-09-24 04-06-46	Plecotus auritus
2017-09-24 04-07-36	Nyctalus sp
2017-09-24 04-08-45	Nyctalus sp
2017-09-24 04-10-11	Nyctalus sp
2017-09-24 04-10-46	Nyctalus sp
2017-09-24 04-13-59	Pipistrellus pygmaeus
2017-09-24 04-19-12	Nyctalus leisleri
2017-09-24 04-19-46	Nyctalus leisleri
2017-09-24 04-21-21	Nyctalus leisleri
2017-09-24 04-21-46	Nyctalus leisleri
2017-09-24 04-23-28	Nyctalus leisleri
2017-09-24 04-41-35	Pipistrellus pygmaeus
2017-09-24 04-46-17	Nyctalus,Pipistrellus pygmaeus
2017-09-24 04-48-22	Nyctalus leisleri
2017-09-24 05-17-37	Pipistrellus pygmaeus
2017-09-24 17-57-29	Nyctalus noctula
2017-09-24 18-04-14	Nyctalus noctula
2017-09-24 18-20-51	Pipistrellus pipistrellus
2017-09-24 18-25-23	Nyctalus leisleri
2017-09-24 18-25-59	Nyctalus leisleri
2017-09-24 18-26-06	Nyctalus leisleri,Pipistrellus
2017-09-24 18-26-35	Nyctalus leisleri
2017-09-24 18-41-39	Nyctalus sp
2017-09-24 18-41-53	Nyctalus sp
2017-09-24 18-42-27	Nyctalus sp
2017-09-24 18-44-03	Nyctalus sp, Pipistrellus pipistrellus
2017-09-24 18-49-14	Pipistrellus pipistrellus
2017-09-24 18-49-22	Pipistrellus pipistrellus
2017-09-24 18-50-36	Nyctalus sp
2017-09-24 18-50-54	Nyctalus sp
2017-09-24 18-51-21	Nyctalus sp
2017-09-24 18-51-42	Nyctalus sp
2017-09-24 18-51-57	Nyctalus sp
2017-09-24 18-52-12	Nyctalus sp
2017-09-24 18-52-55	Nyctalus leisleri
2017-09-24 18-53-15	Nyctalus leisleri
2017-09-24 18-54-03	Nyctalus leisleri

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2017-09-24 18-54-18	Pipistrellus pipistrellus
2017-09-24 18-54-49	Nyctalus noctula
2017-09-24 18-55-15	Nyctalus noctula
2017-09-24 18-55-29	Nyctalus sp
2017-09-24 18-55-59	Nyctalus sp
2017-09-24 18-56-14	Nyctalus sp
2017-09-24 18-56-44	Nyctalus sp
2017-09-24 18-56-58	Nyctalus sp
2017-09-24 18-57-33	Nyctalus sp
2017-09-24 18-57-37	Nyctalus sp
2017-09-24 18-57-52	Nyctalus sp
2017-09-24 18-58-26	Nyctalus sp
2017-09-24 18-59-02	Nyctalus sp
2017-09-24 18-59-07	Pipistrellus pygmaeus, Nyctalus sp
2017-09-24 18-59-18	Nyctalus sp
2017-09-24 18-59-22	Nyctalus sp
2017-09-24 19-00-09	Nyctalus sp
2017-09-24 19-00-26	Nyctalus sp
2017-09-24 19-00-44	Nyctalus sp
2017-09-24 19-01-36	Nyctalus sp
2017-09-24 19-02-02	Nyctalus sp
2017-09-24 19-02-18	Nyctalus,Pipistrellus pipistrellus
2017-09-24 19-02-42	Nyctalus,Pipistrellus pipistrellus
2017-09-24 19-03-38	Nyctalus sp
2017-09-24 19-03-49	Nyctalus,Pipistrellus pygmaeus
2017-09-24 19-04-08	Nyctalus sp
2017-09-24 19-04-16	Nyctalus sp
2017-09-24 19-04-33	Nyctalus noctula
2017-09-24 19-04-46	Nyctalus sp
2017-09-24 19-04-49	Nyctalus sp
2017-09-24 19-05-24	Pipistrellus pipistrellus
2017-09-24 19-05-35	Nyctalus sp
2017-09-24 19-05-50	Nyctalus sp
2017-09-24 19-06-01	Nyctalus sp
2017-09-24 19-06-16	Nyctalus sp
2017-09-24 19-06-48	Pipistrellus pipistrellus
2017-09-24 19-07-01	Nyctalus,Pipistrellus pipistrellus
2017-09-24 19-07-26	Nyctalus sp
2017-09-24 19-07-31	Nyctalus sp
2017-09-24 19-07-52	Nyctalus noctula
2017-09-24 19-08-37	Nyctalus sp
2017-09-24 19-08-51	Nyctalus sp
2017-09-24 19-09-05	Nyctalus sp
2017-09-24 19-09-10	Nyctalus / Eptesicus sp
2017-09-24 19-09-56	Nyctalus sp, Pipistrellus pipistrellus
2017-09-24 19-10-15	Pipistrellus pipistrellus, Nyctalus sp
2017-09-24 19-10-24	Pipistrellus pipistrellus,Nyctalus

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2017-09-24 19-11-07	Nyctalus sp
2017-09-24 19-11-29	Nyctalus sp
2017-09-24 19-11-36	Nyctalus sp
2017-09-24 19-11-52	Nyctalus sp
2017-09-24 19-12-03	Nyctalus noctula
2017-09-24 19-12-21	Nyctalus sp
2017-09-24 19-12-47	Nyctalus / Eptesicus sp
2017-09-24 19-12-51	Nyctalus sp
2017-09-24 19-13-10	Nyctalus sp
2017-09-24 19-13-43	Nyctalus sp
2017-09-24 19-19-27	Pipistrellus pipistrellus
2017-09-24 19-26-59	Pipistrellus pipistrellus
2017-09-24 19-30-25	Pipistrellus pipistrellus
2017-09-24 19-30-41	Pipistrellus pygmaeus
2017-09-24 19-31-02	Pipistrellus pygmaeus
2017-09-24 19-31-27	Pipistrellus pygmaeus
2017-09-24 19-33-47	Pipistrellus pipistrellus
2017-09-24 19-34-15	Pipistrellus pipistrellus
2017-09-24 19-35-13	Pipistrellus pipistrellus
2017-09-24 19-35-37	Pipistrellus pipistrellus
2017-09-24 19-35-39	Pipistrellus pipistrellus
2017-09-24 19-54-32	Nyctalus,Pipistrellus pipistrellus
2017-09-24 19-54-43	Pipistrellus pipistrellus
2017-09-24 19-54-53	Nyctalus,Pipistrellus pipistrellus
2017-09-24 19-55-55	Pipistrellus pipistrellus
2017-09-24 20-03-47	Myotis sp
2017-09-24 20-04-09	Pipistrellus pipistrellus
2017-09-24 20-08-02	Nyctalus sp
2017-09-24 20-09-22	Myotis sp
2017-09-24 20-10-18	Pipistrellus pipistrellus
2017-09-24 20-11-09	Myotis sp
2017-09-24 20-12-36	Pipistrellus pipistrellus
2017-09-24 20-12-59	Pipistrellus pipistrellus
2017-09-24 20-13-07	Pipistrellus pipistrellus
2017-09-24 20-13-16	Pipistrellus pipistrellus
2017-09-24 20-13-19	Pipistrellus pipistrellus
2017-09-24 20-13-37	Myotis sp
2017-09-24 20-15-36	Pipistrellus pipistrellus
2017-09-24 20-16-42	Pipistrellus pipistrellus
2017-09-24 20-23-13	Pipistrellus pipistrellus
2017-09-24 20-23-57	Pipistrellus pipistrellus
2017-09-24 20-25-10	Pipistrellus pipistrellus
2017-09-24 20-27-44	Pipistrellus pipistrellus
2017-09-24 20-28-38	Pipistrellus pygmaeus
2017-09-24 20-29-12	Pipistrellus pipistrellus
2017-09-24 20-29-15	Pipistrellus pipistrellus
2017-09-24 20-32-58	Pipistrellus pipistrellus

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2017-09-24 20-42-14	Pipistrellus pipistrellus
2017-09-24 20-43-23	Pipistrellus pipistrellus
2017-09-24 20-43-31	Pipistrellus pipistrellus
2017-09-24 20-43-53	Pipistrellus pipistrellus
2017-09-24 20-44-11	Pipistrellus pipistrellus
2017-09-24 20-44-19	Pipistrellus pipistrellus
2017-09-24 20-46-10	Pipistrellus pipistrellus
2017-09-24 20-46-52	Pipistrellus pipistrellus
2017-09-24 20-48-00	Pipistrellus pipistrellus
2017-09-24 20-53-10	Pipistrellus pipistrellus
2017-09-24 20-53-21	Pipistrellus pipistrellus
2017-09-24 20-54-34	Pipistrellus pipistrellus
2017-09-24 20-54-50	Pipistrellus pipistrellus
2017-09-24 20-55-00	Pipistrellus pipistrellus
2017-09-24 20-55-27	Myotis sp
2017-09-24 20-56-26	Pipistrellus pipistrellus
2017-09-24 20-57-06	Pipistrellus pipistrellus
2017-09-24 20-57-22	Pipistrellus pipistrellus
2017-09-24 20-58-02	Pipistrellus pipistrellus
2017-09-24 21-00-11	Pipistrellus pipistrellus
2017-09-24 21-00-21	Pipistrellus pipistrellus
2017-09-24 21-00-28	Pipistrellus pipistrellus
2017-09-24 21-02-14	Pipistrellus pipistrellus
2017-09-24 21-02-55	Pipistrellus pipistrellus
2017-09-24 21-03-00	Pipistrellus pipistrellus
2017-09-24 21-03-33	Pipistrellus pipistrellus
2017-09-24 21-04-07	Pipistrellus pipistrellus
2017-09-24 21-04-11	Pipistrellus pipistrellus
2017-09-24 21-04-36	Pipistrellus pipistrellus
2017-09-24 21-04-43	Pipistrellus pipistrellus
2017-09-24 21-04-48	Pipistrellus pipistrellus
2017-09-24 21-05-17	Pipistrellus pipistrellus
2017-09-24 21-05-27	Pipistrellus pipistrellus
2017-09-24 21-06-09	Pipistrellus pipistrellus
2017-09-24 21-06-19	Pipistrellus pipistrellus
2017-09-24 21-14-21	Pipistrellus pipistrellus
2017-09-24 21-14-42	Pipistrellus pipistrellus
2017-09-24 21-21-39	Pipistrellus pipistrellus
2017-09-24 21-21-46	Pipistrellus pipistrellus
2017-09-24 21-22-07	Pipistrellus pipistrellus
2017-09-24 21-25-15	Pipistrellus pipistrellus
2017-09-24 21-26-28	Pipistrellus pipistrellus
2017-09-24 21-33-20	Pipistrellus pipistrellus
2017-09-24 21-36-54	Pipistrellus pipistrellus
2017-09-24 21-37-51	Pipistrellus pipistrellus
2017-09-24 21-39-06	Pipistrellus pipistrellus
2017-09-24 21-45-32	Myotis sp

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2017-09-24 21-46-36	Myotis sp
2017-09-24 21-50-00	Pipistrellus pygmaeus
2017-09-24 21-50-08	Pipistrellus pygmaeus
2017-09-24 21-54-08	Myotis sp
2017-09-24 21-55-33	Myotis sp
2017-09-24 21-57-32	Pipistrellus pipistrellus
2017-09-24 21-59-00	Pipistrellus pygmaeus
2017-09-24 22-10-46	Pipistrellus pipistrellus
2017-09-24 22-27-52	Nyctalus sp
2017-09-24 22-28-30	Nyctalus sp
2017-09-24 22-33-31	Pipistrellus pipistrellus
2017-09-24 22-37-36	Nyctalus sp
2017-09-24 22-38-08	Nyctalus sp
2017-09-24 22-38-19	Nyctalus sp
2017-09-24 22-39-04	Pipistrellus pipistrellus
2017-09-24 22-39-15	Pipistrellus pipistrellus
2017-09-24 22-39-29	Nyctalus,Pipistrellus pipistrellus
2017-09-24 22-39-40	Pipistrellus pipistrellus
2017-09-24 22-39-54	Pipistrellus pipistrellus
2017-09-24 22-40-04	Nyctalus sp
2017-09-24 22-42-28	Pipistrellus pipistrellus
2017-09-24 22-43-41	Nyctalus sp
2017-09-24 22-43-54	Nyctalus leisleri
2017-09-24 22-44-12	Nyctalus,Pipistrellus pipistrellus
2017-09-24 22-44-21	Pipistrellus pipistrellus
2017-09-24 22-44-46	Pipistrellus pipistrellus
2017-09-24 22-45-09	Pipistrellus pipistrellus
2017-09-24 22-46-41	Pipistrellus pipistrellus
2017-09-24 22-46-53	Nyctalus sp
2017-09-24 22-46-58	Nyctalus sp
2017-09-24 22-47-05	Nyctalus,Pipistrellus pipistrellus
2017-09-24 22-49-24	Pipistrellus pipistrellus
2017-09-24 22-51-26	Nyctalus sp
2017-09-24 22-53-12	Nyctalus sp
2017-09-24 22-53-34	Nyctalus sp
2017-09-24 22-54-30	Pipistrellus pipistrellus
2017-09-24 22-54-32	Pipistrellus pipistrellus
2017-09-24 22-55-24	Pipistrellus pipistrellus
2017-09-24 22-56-56	Pipistrellus pipistrellus
2017-09-24 22-57-07	Pipistrellus pipistrellus
2017-09-24 22-57-18	Pipistrellus pipistrellus
2017-09-24 22-57-29	Pipistrellus pipistrellus
2017-09-24 22-57-38	Pipistrellus pipistrellus
2017-09-24 22-57-49	Pipistrellus pipistrellus
2017-09-24 22-57-55	Nyctalus noctula,Pipistrellus
2017-09-24 22-58-03	Pipistrellus pipistrellus
2017-09-24 22-58-15	Nyctalus sp

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2017-09-24 22-58-23	Pipistrellus pipistrellus
2017-09-24 22-58-32	Pipistrellus pipistrellus
2017-09-24 22-58-38	Pipistrellus pipistrellus
2017-09-24 22-58-51	Myotis sp
2017-09-24 22-59-06	Pipistrellus pipistrellus
2017-09-24 22-59-30	Pipistrellus pipistrellus
2017-09-24 22-59-43	Pipistrellus pipistrellus
2017-09-24 23-00-03	Pipistrellus pipistrellus
2017-09-24 23-00-42	Pipistrellus pipistrellus
2017-09-24 23-01-50	Pipistrellus pipistrellus
2017-09-24 23-02-06	Pipistrellus pipistrellus
2017-09-24 23-02-20	Myotis sp
2017-09-24 23-03-03	Pipistrellus pipistrellus
2017-09-24 23-03-19	Pipistrellus pipistrellus
2017-09-24 23-04-01	Nyctalus / Eptesicus sp
2017-09-24 23-04-17	Nyctalus / Eptesicus sp
2017-09-24 23-04-22	Pipistrellus pipistrellus
2017-09-24 23-04-56	Social call, Pipistrellus
2017-09-24 23-05-05	Nyctalus sp
2017-09-24 23-05-09	Nyctalus sp
2017-09-24 23-05-24	Nyctalus sp
2017-09-24 23-06-09	Nyctalus leisleri
2017-09-24 23-06-33	Nyctalus sp
2017-09-24 23-07-07	Pipistrellus pipistrellus
2017-09-24 23-07-10	Pipistrellus pipistrellus
2017-09-24 23-07-16	Pipistrellus pipistrellus
2017-09-24 23-07-20	Pipistrellus pipistrellus
2017-09-24 23-07-41	Pipistrellus pipistrellus
2017-09-24 23-07-49	Nyctalus sp
2017-09-24 23-08-13	Nyctalus,Pipistrellus pipistrellus
2017-09-24 23-08-24	Pipistrellus pipistrellus
2017-09-24 23-17-41	Pipistrellus pipistrellus
2017-09-24 23-20-11	Pipistrellus pipistrellus
2017-09-24 23-29-59	Pipistrellus pipistrellus
2017-09-24 23-30-13	Pipistrellus pipistrellus
2017-09-24 23-33-36	Pipistrellus pipistrellus
2017-09-24 23-34-29	Pipistrellus pipistrellus
2017-09-24 23-44-21	Nyctalus noctula
2017-09-24 23-45-12	Nyctalus sp
2017-09-24 23-54-26	Myotis sp
2017-09-24 23-55-59	Pipistrellus pipistrellus
2017-09-24 23-56-10	Pipistrellus pipistrellus
2017-09-24 23-56-20	Pipistrellus pipistrellus
2017-09-24 23-56-33	Nyctalus sp
2017-09-24 23-56-38	Nyctalus sp
2017-09-24 23-56-59	Nyctalus sp
2017-09-24 23-57-03	Nyctalus leisleri

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2017-09-24 23-57-58	Nyctalus sp
2017-09-24 23-58-19	Myotis sp
2017-09-25 00-01-43	Myotis sp
2017-09-25 00-02-03	Pipistrellus pipistrellus
2017-09-25 00-04-24	Pipistrellus pipistrellus
2017-09-25 00-06-21	Pipistrellus pipistrellus
2017-09-25 00-06-33	Pipistrellus pipistrellus
2017-09-25 00-06-39	Pipistrellus pipistrellus
2017-09-25 00-06-44	Pipistrellus pipistrellus
2017-09-25 00-06-51	Pipistrellus pipistrellus
2017-09-25 00-07-04	Pipistrellus pipistrellus
2017-09-25 00-07-28	Pipistrellus pipistrellus
2017-09-25 00-07-33	Pipistrellus pipistrellus
2017-09-25 00-07-40	Pipistrellus pipistrellus
2017-09-25 00-07-49	Pipistrellus pipistrellus
2017-09-25 00-08-55	Pipistrellus pipistrellus
2017-09-25 00-12-05	Pipistrellus pipistrellus
2017-09-25 00-12-10	Pipistrellus pipistrellus
2017-09-25 00-12-28	Pipistrellus pipistrellus
2017-09-25 00-13-11	Pipistrellus pipistrellus
2017-09-25 00-13-34	Pipistrellus pipistrellus
2017-09-25 00-14-20	Pipistrellus pipistrellus
2017-09-25 00-14-33	Pipistrellus pipistrellus
2017-09-25 00-17-45	Pipistrellus pipistrellus
2017-09-25 00-17-52	Pipistrellus pipistrellus
2017-09-25 00-18-22	Pipistrellus pipistrellus
2017-09-25 00-19-19	Pipistrellus pipistrellus
2017-09-25 00-19-30	Pipistrellus pipistrellus
2017-09-25 00-21-51	Pipistrellus pipistrellus
2017-09-25 00-24-39	Pipistrellus pipistrellus
2017-09-25 00-26-31	Myotis sp
2017-09-25 00-27-06	Pipistrellus pipistrellus
2017-09-25 00-27-45	Pipistrellus pipistrellus
2017-09-25 00-28-57	Pipistrellus pipistrellus
2017-09-25 00-31-59	Pipistrellus pipistrellus
2017-09-25 00-32-22	Pipistrellus pipistrellus
2017-09-25 00-32-35	Nyctalus noctula,Pipistrellus
2017-09-25 00-39-12	Pipistrellus pipistrellus
2017-09-25 00-42-02	Pipistrellus pipistrellus
2017-09-25 00-42-09	Pipistrellus pipistrellus
2017-09-25 00-42-35	Pipistrellus pipistrellus
2017-09-25 00-42-52	Pipistrellus pipistrellus
2017-09-25 00-43-44	Pipistrellus pygmaeus
2017-09-25 00-47-17	Pipistrellus pipistrellus
2017-09-25 00-52-10	Pipistrellus pipistrellus
2017-09-25 00-52-43	Nyctalus sp
2017-09-25 00-53-08	Pipistrellus pipistrellus

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2017-09-25 00-53-15	Pipistrellus pipistrellus
2017-09-25 00-53-46	Pipistrellus pipistrellus
2017-09-25 00-54-53	Pipistrellus pipistrellus
2017-09-25 00-55-02	Pipistrellus pipistrellus
2017-09-25 00-55-11	Pipistrellus pipistrellus
2017-09-25 00-55-25	Pipistrellus pipistrellus
2017-09-25 00-55-28	Pipistrellus pipistrellus
2017-09-25 00-55-40	Pipistrellus pipistrellus
2017-09-25 00-59-45	Pipistrellus pipistrellus
2017-09-25 01-00-09	Pipistrellus pipistrellus
2017-09-25 01-03-52	Pipistrellus pipistrellus
2017-09-25 01-04-15	Pipistrellus pipistrellus
2017-09-25 01-04-32	Pipistrellus pipistrellus
2017-09-25 01-04-39	Pipistrellus pipistrellus
2017-09-25 01-04-59	Pipistrellus pipistrellus
2017-09-25 01-05-18	Nyctalus sp
2017-09-25 01-07-19	Pipistrellus pipistrellus
2017-09-25 01-10-37	Pipistrellus pipistrellus
2017-09-25 01-10-41	Pipistrellus pipistrellus
2017-09-25 01-13-53	Pipistrellus pipistrellus
2017-09-25 01-15-11	Pipistrellus pipistrellus
2017-09-25 01-15-41	Pipistrellus pipistrellus
2017-09-25 01-18-35	Social call, Pipistrellus
2017-09-25 01-18-46	Social call, Pipistrellus
2017-09-25 01-20-43	Pipistrellus pipistrellus
2017-09-25 01-22-34	Pipistrellus pipistrellus
2017-09-25 01-23-03	Pipistrellus pipistrellus
2017-09-25 01-23-51	Social call, Pipistrellus
2017-09-25 01-23-56	Social call, Pipistrellus
2017-09-25 01-24-07	Pipistrellus pipistrellus
2017-09-25 01-24-58	Pipistrellus pipistrellus
2017-09-25 01-27-00	Nyctalus sp
2017-09-25 01-28-34	Myotis sp
2017-09-25 01-35-29	Pipistrellus pipistrellus
2017-09-25 01-35-34	Pipistrellus pipistrellus
2017-09-25 01-41-14	Pipistrellus pipistrellus
2017-09-25 01-42-55	Pipistrellus pipistrellus
2017-09-25 01-47-36	Pipistrellus pipistrellus
2017-09-25 01-48-57	Pipistrellus pipistrellus
2017-09-25 01-51-03	Pipistrellus pipistrellus
2017-09-25 01-56-55	Pipistrellus pipistrellus
2017-09-25 01-57-02	Social call, Pipistrellus
2017-09-25 02-01-07	Pipistrellus pipistrellus
2017-09-25 02-01-14	Pipistrellus pipistrellus
2017-09-25 02-02-34	Pipistrellus pipistrellus
2017-09-25 02-06-33	Pipistrellus pipistrellus
2017-09-25 02-08-18	Pipistrellus pipistrellus

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2017-09-25 02-08-23	Pipistrellus pipistrellus
2017-09-25 02-10-40	Pipistrellus pipistrellus
2017-09-25 02-12-40	Pipistrellus pipistrellus
2017-09-25 02-14-47	Pipistrellus pipistrellus
2017-09-25 02-16-37	Pipistrellus pipistrellus
2017-09-25 02-17-41	Pipistrellus pipistrellus
2017-09-25 02-19-28	Pipistrellus pygmaeus
2017-09-25 02-20-28	Pipistrellus pipistrellus
2017-09-25 02-22-13	Pipistrellus pygmaeus
2017-09-25 02-26-30	Pipistrellus pipistrellus
2017-09-25 02-26-57	Pipistrellus pipistrellus
2017-09-25 02-27-02	Pipistrellus pipistrellus
2017-09-25 02-27-13	Pipistrellus pipistrellus
2017-09-25 02-27-21	Pipistrellus pipistrellus
2017-09-25 02-27-36	Pipistrellus pipistrellus
2017-09-25 02-27-42	Pipistrellus pipistrellus
2017-09-25 02-28-06	Pipistrellus pipistrellus
2017-09-25 02-28-09	Pipistrellus pipistrellus
2017-09-25 02-28-38	Pipistrellus pipistrellus
2017-09-25 02-28-49	Pipistrellus pipistrellus
2017-09-25 02-29-01	Pipistrellus pipistrellus
2017-09-25 02-29-06	Pipistrellus pipistrellus
2017-09-25 02-29-31	Pipistrellus pipistrellus
2017-09-25 02-29-46	Pipistrellus pipistrellus
2017-09-25 02-30-09	Pipistrellus pipistrellus
2017-09-25 02-30-14	Pipistrellus pipistrellus
2017-09-25 02-30-47	Pipistrellus pipistrellus
2017-09-25 02-30-58	Pipistrellus pipistrellus
2017-09-25 02-31-12	Pipistrellus pipistrellus
2017-09-25 02-31-18	Pipistrellus pipistrellus
2017-09-25 02-31-24	Pipistrellus pipistrellus
2017-09-25 02-31-35	Pipistrellus pipistrellus
2017-09-25 02-31-46	Pipistrellus pipistrellus
2017-09-25 02-31-59	Pipistrellus pipistrellus
2017-09-25 02-32-04	Pipistrellus pygmaeus,Pipistrellus
2017-09-25 02-32-15	Pipistrellus pipistrellus
2017-09-25 02-32-20	Pipistrellus pipistrellus
2017-09-25 02-32-23	Pipistrellus pipistrellus
2017-09-25 02-32-27	Pipistrellus pygmaeus,Pipistrellus
2017-09-25 02-32-41	Pipistrellus pipistrellus
2017-09-25 02-32-47	Pipistrellus pipistrellus
2017-09-25 02-32-57	Pipistrellus pipistrellus
2017-09-25 02-33-06	Pipistrellus pipistrellus
2017-09-25 02-33-15	Pipistrellus pipistrellus
2017-09-25 02-34-26	Pipistrellus pipistrellus
2017-09-25 02-34-43	Pipistrellus pipistrellus
2017-09-25 02-34-54	Pipistrellus pipistrellus

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2017-09-25 02-34-56	Pipistrellus pipistrellus
2017-09-25 02-35-09	Pipistrellus pipistrellus
2017-09-25 02-35-17	Pipistrellus pipistrellus
2017-09-25 02-35-26	Pipistrellus pipistrellus
2017-09-25 02-35-35	Pipistrellus pipistrellus
2017-09-25 02-35-46	Pipistrellus pipistrellus
2017-09-25 02-35-53	Pipistrellus pipistrellus
2017-09-25 02-36-03	Pipistrellus pipistrellus
2017-09-25 02-36-13	Pipistrellus pipistrellus
2017-09-25 02-36-54	Pipistrellus pygmaeus
2017-09-25 02-37-29	Pipistrellus pipistrellus
2017-09-25 02-37-32	Pipistrellus pipistrellus
2017-09-25 02-37-43	Pipistrellus pygmaeus,Pipistrellus
2017-09-25 02-37-57	Pipistrellus pipistrellus
2017-09-25 02-38-08	Pipistrellus pipistrellus
2017-09-25 02-38-13	Pipistrellus pipistrellus
2017-09-25 02-38-25	Pipistrellus pipistrellus
2017-09-25 02-38-30	Pipistrellus pipistrellus
2017-09-25 02-38-36	Pipistrellus pipistrellus
2017-09-25 02-38-57	Pipistrellus pipistrellus
2017-09-25 02-39-07	Pipistrellus pipistrellus
2017-09-25 02-39-30	Pipistrellus pipistrellus
2017-09-25 02-39-44	Pipistrellus pipistrellus
2017-09-25 02-39-53	Pipistrellus pipistrellus
2017-09-25 02-41-39	Pipistrellus pipistrellus
2017-09-25 02-41-47	Pipistrellus pipistrellus
2017-09-25 02-41-57	Pipistrellus pipistrellus
2017-09-25 02-42-42	Pipistrellus pipistrellus
2017-09-25 02-44-19	Pipistrellus pipistrellus
2017-09-25 02-45-09	Pipistrellus pipistrellus
2017-09-25 02-45-58	Pipistrellus pipistrellus
2017-09-25 02-46-31	Pipistrellus pipistrellus
2017-09-25 02-46-37	Pipistrellus pipistrellus
2017-09-25 02-46-50	Pipistrellus pipistrellus
2017-09-25 02-47-01	Pipistrellus pipistrellus
2017-09-25 02-47-11	Pipistrellus pipistrellus
2017-09-25 02-47-14	Pipistrellus pipistrellus
2017-09-25 02-47-25	Pipistrellus pipistrellus
2017-09-25 02-47-38	Pipistrellus pygmaeus,Pipistrellus
2017-09-25 02-47-45	Pipistrellus pygmaeus,Pipistrellus
2017-09-25 02-47-51	Pipistrellus pygmaeus
2017-09-25 02-47-57	Pipistrellus pipistrellus
2017-09-25 02-48-02	Pipistrellus pygmaeus,Pipistrellus
2017-09-25 02-48-22	Pipistrellus pipistrellus
2017-09-25 02-48-25	Pipistrellus pipistrellus
2017-09-25 02-48-40	Pipistrellus pipistrellus
2017-09-25 02-48-47	Pipistrellus pipistrellus

Date / Time (YYYY-MM-DD HH-MM-SS	Species ID
2017-09-25 02-49-00	Pipistrellus pipistrellus
2017-09-25 02-49-24	Pipistrellus pipistrellus
2017-09-25 02-49-27	Pipistrellus pipistrellus
2017-09-25 02-49-40	Pipistrellus pipistrellus
2017-09-25 02-49-53	Pipistrellus pipistrellus
2017-09-25 02-49-58	Pipistrellus pipistrellus
2017-09-25 02-50-13	Pipistrellus pipistrellus
2017-09-25 02-50-17	Pipistrellus pipistrellus
2017-09-25 02-50-28	Pipistrellus pipistrellus
2017-09-25 02-50-32	Pipistrellus pipistrellus
2017-09-25 02-50-43	Pipistrellus pipistrellus
2017-09-25 02-50-56	Pipistrellus pipistrellus
2017-09-25 02-51-01	Pipistrellus pipistrellus
2017-09-25 02-51-16	Pipistrellus pipistrellus
2017-09-25 02-51-27	Pipistrellus pipistrellus
2017-09-25 02-51-33	Pipistrellus pipistrellus
2017-09-25 02-51-45	Pipistrellus pipistrellus
2017-09-25 02-52-05	Pipistrellus pipistrellus
2017-09-25 02-52-18	Pipistrellus pipistrellus
2017-09-25 02-52-23	Pipistrellus pipistrellus
2017-09-25 02-52-31	Pipistrellus pipistrellus
2017-09-25 02-52-47	Pipistrellus pipistrellus
2017-09-25 02-52-52	Pipistrellus pipistrellus
2017-09-25 02-54-47	Pipistrellus pipistrellus
2017-09-25 02-54-56	Pipistrellus pipistrellus
2017-09-25 02-57-10	Pipistrellus pipistrellus
2017-09-25 02-57-29	Pipistrellus pipistrellus
2017-09-25 02-58-24	Pipistrellus pipistrellus
2017-09-25 02-58-29	Pipistrellus pipistrellus
2017-09-25 02-58-37	Pipistrellus pipistrellus
2017-09-25 02-58-44	Pipistrellus pipistrellus
2017-09-25 02-59-18	Pipistrellus pipistrellus
2017-09-25 03-00-58	Pipistrellus pipistrellus
2017-09-25 03-02-39	Pipistrellus pipistrellus
2017-09-25 03-04-06	Pipistrellus pipistrellus
2017-09-25 03-04-51	Myotis sp
2017-09-25 03-12-16	Pipistrellus pipistrellus
2017-09-25 03-15-13	Pipistrellus pipistrellus
2017-09-25 03-16-58	Pipistrellus pipistrellus
2017-09-25 03-17-51	Pipistrellus pygmaeus
2017-09-25 03-20-35	Pipistrellus pipistrellus
2017-09-25 03-21-04	Myotis sp
2017-09-25 03-21-33	Pipistrellus pipistrellus
2017-09-25 03-22-40	Pipistrellus pipistrellus
2017-09-25 03-25-43	Pipistrellus pipistrellus
2017-09-25 03-26-24	Pipistrellus pipistrellus
2017-09-25 03-27-17	Pipistrellus pipistrellus

Date / Time (YYYY-MM-DD HH-MM-SS	Species ID
2017-09-25 03-27-33	Pipistrellus pipistrellus
2017-09-25 03-27-47	Pipistrellus pygmaeus
2017-09-25 03-41-47	Pipistrellus pipistrellus
2017-09-25 03-49-24	Nyctalus sp
2017-09-25 04-03-04	Nyctalus sp
2017-09-25 04-08-09	Nyctalus sp
2017-09-25 18-14-08	Pipistrellus pipistrellus
2017-09-25 18-23-50	Pipistrellus pipistrellus
2017-09-25 18-26-18	Nyctalus sp
2017-09-25 18-27-58	Nyctalus sp
2017-09-25 18-41-34	Nyctalus sp
2017-09-25 18-44-55	Pipistrellus pygmaeus
2017-09-25 18-50-39	Nyctalus sp
2017-09-25 18-50-48	Pipistrellus pygmaeus
2017-09-25 18-52-14	Nyctalus sp
2017-09-25 18-57-27	Nyctalus sp
2017-09-25 18-57-43	Social,Pipistrellus pygmaeus
2017-09-25 18-58-11	Nyctalus / Eptesicus sp
2017-09-25 18-58-16	Nyctalus / Eptesicus sp
2017-09-25 19-00-17	Nyctalus sp
2017-09-25 19-01-20	Nyctalus sp
2017-09-25 19-02-46	Nyctalus sp
2017-09-25 19-03-34	Nyctalus sp
2017-09-25 19-04-17	Nyctalus sp
2017-09-25 19-06-44	Nyctalus sp
2017-09-25 19-13-44	Nyctalus sp
2017-09-25 19-15-03	Nyctalus sp
2017-09-25 19-16-29	Pipistrellus pygmaeus
2017-09-25 19-17-14	Nyctalus sp
2017-09-25 19-17-50	Nyctalus sp
2017-09-25 19-26-32	Nyctalus sp
2017-09-25 19-59-18	Social,Pipistrellus pygmaeus
2017-09-25 20-02-07	Nyctalus sp
2017-09-25 20-12-40	Pipistrellus pygmaeus,Pipistrelle sp social
2017-09-25 20-18-28	Social,Pipistrellus pygmaeus
2017-09-25 20-18-40	Pipistrellus pygmaeus
2017-09-25 20-19-57	Pipistrelle sp social call
2017-09-25 20-21-17	Social,Pipistrellus pygmaeus
2017-09-25 20-22-09	Pipistrellus pipistrellus
2017-09-25 20-23-23	Pipistrellus pygmaeus
2017-09-25 20-26-46	Pipistrellus pygmaeus
2017-09-25 20-31-45	Pipistrellus pygmaeus,Pipistrelle sp social
2017-09-25 20-32-30	Pipistrellus pygmaeus
2017-09-25 20-32-41	Social,Pipistrellus pygmaeus
2017-09-25 20-33-37	Social,Pipistrellus pygmaeus
2017-09-25 20-34-20	Social,Pipistrellus pygmaeus
2017-09-25 20-43-33	Pipistrellus pipistrellus

Date / Time (YYYY-MM-DD HH-MM-SS	Species ID
2017-09-25 20-57-55	Social,Pipistrellus pygmaeus
2017-09-25 20-58-41	Social,Pipistrellus pygmaeus
2017-09-25 20-58-53	Pipistrelle sp social call
2017-09-25 20-59-01	Pipistrelle sp social call
2017-09-25 21-00-25	Social,Pipistrellus pygmaeus
2017-09-25 21-01-44	Social,Pipistrellus pygmaeus
2017-09-25 21-02-06	Social,Pipistrellus pygmaeus
2017-09-25 21-03-20	Pipistrellus pygmaeus
2017-09-25 21-03-37	Pipistrellus pygmaeus
2017-09-25 21-03-53	Pipistrellus pipistrellus,Pipistrellus
2017-09-25 21-04-04	Social,Pipistrellus pygmaeus
2017-09-25 21-04-23	Pipistrellus pygmaeus
2017-09-25 21-04-39	Pipistrelle sp social call
2017-09-25 21-04-57	Pipistrelle sp social call
2017-09-25 21-07-59	Pipistrellus pipistrellus
2017-09-25 21-08-36	Social,Pipistrellus pygmaeus
2017-09-25 21-08-47	Social,Pipistrellus pygmaeus
2017-09-25 21-09-35	Social,Pipistrellus pygmaeus
2017-09-25 21-13-43	Social,Pipistrellus pygmaeus
2017-09-25 21-15-13	Pipistrellus pipistrellus
2017-09-25 21-15-20	Pipistrellus pygmaeus
2017-09-25 21-22-24	Social,Pipistrellus pygmaeus
2017-09-25 21-22-34	Pipistrellus pipistrellus
2017-09-25 21-22-39	Pipistrellus pipistrellus
2017-09-25 21-23-34	Pipistrellus pipistrellus
2017-09-25 21-24-07	Social,Pipistrellus pygmaeus
2017-09-25 21-26-13	Pipistrellus pygmaeus,Pipistrelle sp social
2017-09-25 21-27-41	Pipistrellus pygmaeus,Pipistrelle sp social
2017-09-25 21-29-38	Pipistrelle sp social call
2017-09-25 21-30-19	Pipistrellus pygmaeus
2017-09-25 21-32-00	Pipistrellus pygmaeus
2017-09-25 21-33-08	Pipistrellus pygmaeus
2017-09-25 21-35-00	Social,Pipistrellus pygmaeus
2017-09-25 21-35-22	Pipistrelle sp social call
2017-09-25 21-37-37	Pipistrellus pipistrellus
2017-09-25 21-37-51	Pipistrellus pipistrellus
2017-09-25 21-37-58	Pipistrellus pipistrellus
2017-09-25 21-41-08	Pipistrellus pipistrellus
2017-09-25 21-41-28	Pipistrellus pygmaeus
2017-09-25 21-43-37	Plecotus auritus
2017-09-25 21-47-47	Pipistrellus pipistrellus
2017-09-25 21-48-08	Pipistrellus pipistrellus
2017-09-25 21-49-30	Pipistrellus pipistrellus
2017-09-25 21-50-54	Pipistrellus pipistrellus
2017-09-25 22-24-34	Pipistrellus pipistrellus
2017-09-25 22-25-50	Pipistrellus pipistrellus
2017-09-25 22-26-16	Pipistrellus pipistrellus

Date / Time (YYYY-MM-DD HH-MM-SS	Species ID
2017-09-25 22-43-14	Pipistrellus pygmaeus
2017-09-25 22-45-34	Pipistrellus pipistrellus
2017-09-25 22-46-30	Pipistrellus pipistrellus
2017-09-25 22-55-50	Pipistrellus pipistrellus
2017-09-25 22-56-40	Pipistrellus pipistrellus
2017-09-25 23-06-12	Pipistrellus pipistrellus
2017-09-25 23-06-18	Pipistrellus pygmaeus
2017-09-25 23-08-03	Pipistrellus pipistrellus
2017-09-25 23-10-47	Pipistrellus pipistrellus
2017-09-25 23-13-53	Social,Pipistrellus pygmaeus
2017-09-25 23-14-58	Pipistrellus pygmaeus
2017-09-25 23-17-45	Pipistrellus pipistrellus
2017-09-25 23-17-57	Pipistrellus pipistrellus
2017-09-25 23-23-53	Pipistrellus pipistrellus
2017-09-25 23-27-22	Pipistrellus pygmaeus
2017-09-25 23-32-28	Pipistrellus pipistrellus
2017-09-25 23-43-04	Pipistrellus pipistrellus
2017-09-25 23-44-18	Pipistrellus pipistrellus
2017-09-25 23-51-14	Pipistrellus pipistrellus
2017-09-25 23-54-22	Pipistrellus pipistrellus

APPENDIX 4-2 TECHNICAL MEMORANDUM LAND ADJACENT TO DEWIDALES WOOD – DRILLING STAGE LIGHTING MODEL

Technical Memorandum

304/21 Drilling Stage Lighting Model

1. Introduction

Light modelling of the Drilling Stage (Stage 2) has been undertaken using DIALux software, an independent lighting model which is capable of calculating exterior lighting scenes. The model incorporates recognised calculation methodologies and is commonly used for exterior lighting assessments throughout Europe.

The proposed assembly would require artificial lighting for operational and security purposes as drilling operations would be undertaken 24 hours a day over a 5-9 month period. Lighting levels will be kept to a minimum to ensure the safety of site personnel and operation of key equipment and would be designed to be specifically targeted within the operational area which is enclosed by fencing. Artificial lighting would be contained within the site and light spill and indirect illumination of boundary hedgerows would be largely avoided.

2. Standards and Guidance

Legislation governing the quantity of light in workplaces is published by the Health and Safety Executive in *HSG 38: Lighting at Work*; the lighting shall also comply with EN 1837+A1 Safety of Machinery: Integral lighting of machines.

- Working areas shall be illuminated to a level of at least 100 lux;
- Illumination at the level of an operator's controls shall be adjustable up to at least 100 lux;
- The illumination shall be 30 lux at navigation areas and walkways.

Guidance also states that where service work is intended to be carried out sockets for additional lighting shall be provided. Light fittings shall be mechanically protected and care must be taken to mitigate the effect of glare and shadow.

3. Lighting Model

A 3D model of site 304/21 was prepared based on the following:

- Rig 92 3D model; and
- Drilling Stage (Stage 2) layout as shown on drawing P304-S21-PA-07F

The types of lighting units modelled and the positioning of the lighting units are broadly as shown on drawings P304-S21-PA-07F and P304-S21-PA-10B.

A summary of the lighting included within the model is provided in

Table 1.

Table 1. Lighting included in the model

Area	Lighting Details
Derrick lighting	18 x Victor Trident VL126 fluorescent 36W (1350lm) with 11W (423lm) compact fluorescent emergency lamp (3 hrs emergency operation) 1 x Cooper Crouse-Hinds Pauluhn ProMark 1159 Marker Light RED GRD (guard) 100W INC (incandescent)
Undercroft lighting	20 x Victor Trident VL126 fluorescent 36W (1350lm) with 11W (373lm) compact fluorescent emergency lamp 8 x Victor Monarch II VL15I MO2I/150/MS + HEC20-0001 Well glass with dome reflector 150W (10000lm) HPS
Operational area lighting	28 x Abacus Lighting AL5121 400W HIT/H75/LU/4K Tiber 400W HIT/H75/LU/4K symmetric (Type 1)* (1.000) mounted at 5.5m high (max)
Welfare and storage cabin lighting	13 x Design Plan Quadrato QTO/1900NW/XC04 wall mounted downlight LED 20W (1200lm) (mounted 2.25m over ground floor cabin door and 5.5m over first floor cabin door)

4. Receptors

4.1 Residential Receptors

Existing residential properties which have the potential to be impacted by light from the site have been identified and adopted as receptor locations within the lighting model. Receptor locations are shown on Figure 2-1 in the Environmental Report and are the same as those identified as the Noise Sensitive Receptors for the purposes noise assessment.

4.2 Ecological Receptors

Three ecological receptors were included in the model; Dewidales Wood to the immediate south of the site, a second woodland block to the west and a hedgerow that connects the two woodland areas.

A bat species has been detected in the woodlands; these are evaluated likely to be common species and it is considered that they are unlikely to commute along the neighbouring east and west hedgerows as the hedgerows are severed to the north of the site. Site surveys have also demonstrated that the trees in the area have no/limited roost potential. Confirmation of the species of bat will determine the recommended light mitigation requirements.

In general, The Bat Conservation Trust recommends a maximum illuminance of 3 Lux dependent upon the surroundings and on the species of bat affected. However, currently there is a lack of evidence regarding the light levels below which there are no/reduced impacts on bats. Responses of bats to light levels are likely to vary between species and between behaviours. A “light threshold” below which there is little impact on bats may not exist for some species which may be light averse regardless of intensity.

To minimise disruption to bats light sources utilised should employ lamps with minimal or zero ultra violet (UV) emission (insects are attracted to UV). Hence, it may be applicable to consider LED or traditional sodium light sources (which have limited or zero UV content) rather than ceramic metal halide, fluorescent and other ‘white light’ discharge lamps. Recent BCT Interim guidance 2014 states that LED with a CCT of lower than 4200K should be used.

5. Criteria

The criterion for the residential receptors is set out in the Obtrusive Light Limitations for Exterior Lighting Installations for Environmental Zones –contained within Table 1 of the Institute of Light Professionals Guidance Notes for the Reduction of Obtrusive Lighting, GN01, dated 2011 reproduced below in Table 2.

Table 2. Environmental Zone Classification

Environmental Zone	Surrounding	Lighting Environment	Examples
E0	Dark	Dark	UNESCO Starlight Reserves
E1	Natural	Intrinsically Dark	National Parks, Areas of Outstanding Natural Beauty
E2	Rural	Low district brightness	Village or relatively dark outer suburban locations
E3	Suburban	Medium district brightness	Small town centres or suburban locations
E4	Urban	High district brightness	Town/city centres with high levels of night-time activity

ILP Environmental Zone E2 is considered to be the relevant zone of the area in which the site is located. Accordingly, the obtrusive lighting criteria associated with Environmental Zone E2 have been adopted.

For each Environmental Zone, obtrusive light limits for exterior lighting installations have been determined. These are shown below in Table 3 for Zone E2 and are intended to support decision makers in establishing whether artificial lighting is detrimental to local amenity or a potential statutory nuisance.

Table 3. ILP Environmental Zone E2 Criteria

Environmental Zone	Max Sky Glow[(a)] (%)	Light Trespass (into windows) E_v[(b)] (lux)		Source Intensity I (kilocandelas – kcd)	
		Pre-curfew	Post-curfew	Pre-curfew	Post-curfew
E2	2.5	5	1	7.5	0.5

(a) Upward light ratio (ULR) of the installation – maximum permitted percentage of luminaire flux for the total installation that goes directly into the sky.

(b) Vertical illuminance measured flat at the glazing at the centre of the window.

There are no set time periods for lighting curfews; however 23:00 is often adopted. The permitted light trespass limit at a residential receptor for Zone E2 before curfew is 5 lux and post-curfew (typically considered to be 23:00 hours) is 1 lux. The permitted source intensity limit when viewed from a residential receptor before curfew is 7.5 k/candelas (kcd) and post-curfew is 0.5 kcd.

The permitted Upward Lighting Ratio (ULR) (*i.e*. 'sky glow' limit) for lighting installations is 2.5%.

As the lighting requirements for the site will not definitively change during the hours of darkness only the ILP post-curfew obtrusive lighting criteria have been adopted for comparison with the model results.

6. Model Results – Residential Receptors

6.1 Sky Glow

The upward lighting ratio associated with the Proposed Development has been modelled. The results of the modelling are given in Table 4.

Table 4. Predicted Upward Light Ratio (ULR) to wider surrounding area

Receptor	Criterion ULR (%)	Development ULR (%)
Wider surrounding area	2.5	Exceedance - 3.0

The development ULR exceeds guidance for upward light ratio. Particular light sources that are identified as chief contributors are the fittings mounted around the outer edge of the derrick floor:

- 8 x Victor Trident VL126 are wall mounted and oriented 90° from nadir (ie. sideward) which results in half total output being distributed directly upward
- 2 x Victor Monarch II have a wide distribution and are angled approximately 30° from nadir, therefore an unnecessary proportion of light being directed upward

Mitigation strategies are listed in Section 9.

6.2 Light Trespass

The level of light trespass from the site at residential receptor locations has been modelled and predicted at a height of 3m (first floor window) at each receptor. The results of the modelling are given in Table 5. The full vertical illuminance results are given in Appendix A.

Table 5. Predicted Light Trespass at Residential Receptor Locations

Residential Receptor Location	Light Trespass Criterion (post-curfew) (Lux)	Predicted Light Trespass (max) (Lux)
NSR 1 (E)	1	0.01
NSR 2 (NE)	1	0.04
NSR 3 (W)	1	0.01
NSR 4 (SE)	1	0.05
NSR 5 (SE)	1	0.02

6.3 Light Source Intensity

The level of light intensity associated with each individual light source for the site when viewed from each residential receptor location has been modelled. The results of the modelling are given in Table 6. The full source intensity results are given in Appendix A.

Table 6. Predicted Source Intensity at Residential Receptor Locations

Residential Receptor Location	Light Intensity Criterion (cd) (post-curfew)	Predicted Light Intensity Criterion (cd)	Possible Interference Sources[(a)]
NSR 1 (E)	500	Exceedance (1595)	M1, M3, M8
NSR 2 (NE)	500	Exceedance (1621)	M1, A12
NSR 3 (W)	500	Exceedance (1608)	M2, A2, A3
NSR 4 (SE)	500	Exceedance (980)	M1, M3, M7, M8
NSR 5 (SE)	500	Exceedance (1470)	M1, M3, M7, M8

(a) M: Victor Monarch II VL15I
A: Abacus Tiber AL5121
Source no. as per Luminaires Coordinates List, Appendix A – Dialux Output

The exceedances of the post-curfew criterion for modelled light intensity at all NSR points are discussed in Section 7.

7. Model Results – Ecological Receptors

7.1 Horizontal Illuminance at Ecological Receptors

Horizontal illuminance is demonstrated in the form of isolux contours at ground level to show light spill outside of the site boundary. Isolux contours provide the points of equal illuminance, in lux (lx), on the ground, from a specific stated mounting position. The contours can be used to assess the distribution characteristics of the luminaire in addition to determining lighting levels. Isolux contours were extracted for the lux levels shown in Table 7.

Table 7. Lux contours

Lux* (lx)
0.1
0.5
1.0
1.5
2.0
2.5
3.0
10.0
30.0
50.0
100.0

* Lux (lx) is the SI derived unit of illuminance and luminous emittance, measuring luminous flux per unit area.

The horizontal (ground) contours extracted from the model are appended to this Technical Note as Drawing 60545277-0003-01.

7.2 Vertical Illuminance at Ecological Receptors

Vertical illuminance levels (in lux) have been simulated at various heights along the hedgerows to the immediate east and west of the site and a hedgerow to the south.

The vertical illuminance outputs from the models are appended to this Technical Note at Appendix A.

The model outputs show that:

- Along the NE (northeast) boundary of Dewidales Wood, at up to 15 m above ground level, light levels to a maximum of 2.75 lx may occur
- At NW boundary of Dewidales Wood, at up to 15 m above ground level, light levels to a maximum of 2.96 lx may occur
- Along the hedgerow to the south, at up to 5 m above ground level, light levels to a maximum of 2.47 lx may occur
- Along the continuation of the hedgerow to the southwest, at up to 5 m above ground level, light levels to a maximum of 0.6 lx may occur
- At the N boundary of the Woodland to the west of the site, at up to 15 m above ground level, light levels to a maximum of 0.32 lx may occur

The light levels that will be experienced at the boundary of Dewidales Wood, along the hedgerows to the south, and the woodland to the west are within guidance (maximum of 3 lux) for common species of bat. However, given that the variety of species that may use these areas for feeding and/or habitat have not been verified, it is recommended that obtrusive light spill be controlled further such that it

achieves E2 post-curfew levels of 1 lux, using all techniques possible. Mitigation strategies that will help minimise effects of obtrusive light on the nocturnal environment are presented in Section 9.

8. Additional Assessment – Source Intensity

The light source intensity predicted at all of the identified receptors; NSR1 (Manor Farm), NSR2 (Berne Square), NSR3 (Rackford Farm) and NSR4 (Lofties), NSR5 (Socheage Hill), are higher than desirable when compared to the post-curfew criterion. Whilst the predicted values are within the range observed from street light installations at residential properties near highways or traffic routes, given that night-time light intensity at these locations will currently be low, the potential change in illumination for the affected properties needs to be further assessed. This assessment needs to look at the effects of intervening structures, vegetation or topography on intervisibility between receptors and high intensity light sources. The assessment also needs to consider the potential for additional mitigation measures.

NSR1
On the western edge of Woodsetts, Manor Farm and adjacent residences are a small grouping of two storey farmhouse buildings that are located to the east of the site. Views to the site are unhindered, directly across low agricultural fields with only a low (1m) hedgerow approximately half the distance between the two locations and which is unlikely to provide any visual break. The model indicates that the potential sources of light which could potentially affect Manor Farm are the Victor Monarch II fittings either located outside the rig (i.e. attached to outer edge of the drill floor) or those associated with the substructure below the drill floor. There is therefore likely to be intervisibility between the receptor windows and lighting which can cause glare. If necessary, dedicated screening of any individual lights causing an unacceptable level of glare could be incorporated in the lighting design (see Section 9).

NSR2
Byrne Square (Woodsetts) is a residential cluster of single storey properties located to the northeast of the site with windows at ground floor level with views to the northeast and south-southwest. Therefore views from the single storey windows are oblique. Also located here is a two storey residential block with windows facing southwest directly toward the site, thus with direct views for upper storey windows. Intervening topography may screen views from windows in the lower floor. Potential sources of glare indicated by the model are associated with the same Victor Monarch II fittings as found in NSR1, and one of the Abacus Tiber luminaires mounted on a 5.5m column. If necessary, dedicated screening of any individual lights causing an unacceptable level of glare could be incorporated in the lighting design (see Section 9).

NSR3
Rackford Farm is a two storey property located to the west of the site with windows at ground floor level in its eastern elevation with views to the east. Upper storey windows are predominantly roof windows (set into the roof, angled toward the sky); there is also a dormer window oriented with view eastward toward the site. These views are screened by the thick woodland to the west of Dewidales Wood, consisting mature trees which should obstruct light originating from the direction of the site. Due to the downward slope in topography toward the site however, lights mounted to the upper parts of the rig may present a glare issue. If necessary, dedicated screening of any individual lights causing an unacceptable level of glare could also be incorporated in the lighting design.

NSR4
Lofties is a large single storey homestead located to the southeast of the site with windows at ground floor level in its northern elevation with views to the north and north-west. These views are screened by mature coniferous trees which should obstruct light by between 50 and 80%[1] This is likely to reduce light source intensity at the property to acceptable values. If necessary, dedicated screening of any individual lights causing an unacceptable level of glare could be incorporated in the lighting design.

[1] Screening by vegetation can only be assessed qualitatively and then only for large and established planting. There is guidance available on this issue for daylight assessment which can also be considered applicable for artificial lighting. The advice is that for deciduous vegetation there is likely to be a 10 – 30 % obstruction during winter months - allowing 70 – 90 % of light and views through, and 50 – 80 % obstruction during summer months - allowing 20 – 50% of light and views through.

NSR5

Socheage Hill is approximately 1 km to the southeast of the site and has a similar line-of-sight as NSR4. Here a small number of single and double storey homes feature north and northeast facing windows. The model indicates that the potential source of light which could potentially affect both Lofties and Socheage Hill are located outside the rig derrick floor (source number M1). Consultation with Street-view imagery indicates that due to hedgerows, and mature deciduous trees along property boundaries and intervening roads, there is not likely to be significant intervisibility between windows and site lighting which can cause glare. The trees should provide additional visual obstruction. However, as necessary, dedicated screening of individual lights causing an unacceptable level of glare could also be incorporated in the lighting design.

9. Mitigation Proposals

At detailed design stage, INEOS would prepare a detailed lighting scheme design, drawing upon the indicative lighting scheme design as already considered in this note. The detailed lighting scheme design would control obtrusive light to suitable limits and could include the following mitigation measures as part of good lighting design practice:

- It may be possible to reduce operational area lighting e.g. using the 250W Abacus Lighting AL5121 Tiber instead of 400W;
- use low colour temperature fluorescent lamps (CCT) < 4200K on the derrick;
- give careful consideration to luminaire positioning and orientation; careful rotation of floodlights away from dwellings and hedgerows
- use of shields, baffles, shrouds to minimize source intensity and contribution to sky glow from upward lighting; use of reflector types will redirect light back downward to desired work areas;
- use of zero uplift for pipe rack lighting luminaires;
- confine lighting to the task area (use horizontal cut-off optics and zero floodlight tilt angles);
- mounting height for main floodlighting not to exceed cabin height;
- derrick luminaires to be rotated inwards by 20-30 degrees; and
- observe a curfew period when practicable.

Detailed mitigation proposals would form part of the detailed lighting design for the site.

Drawings

60545277-0003-01

Appendix A – DIALux Output

P304/S21 Drilling Compound Lighting Assessment

Partner for Contact:
Order No.:
Company: AECOM Ltd
Customer Ref.:

Date: 10.10.2017
Operator:

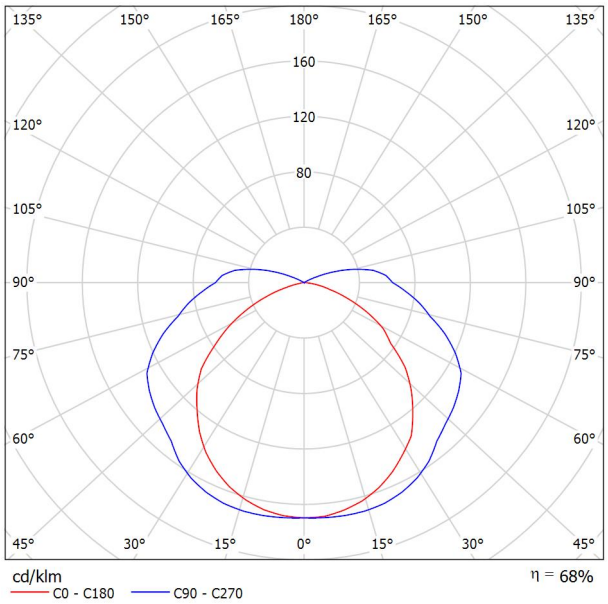
AECOM Ltd

Operator
Telephone
Fax
e-Mail

Victor Lighting TRIE/218/BI Trident VL125 Fluorescent / Luminaire Data Sheet

See our luminaire catalog for an image of the luminaire.

Luminous emittance 1:



Luminaire classification according to CIE: 92
CIE flux code: 39 68 88 92 68

Due to missing symmetry properties, no UGR table can be displayed for this luminaire.

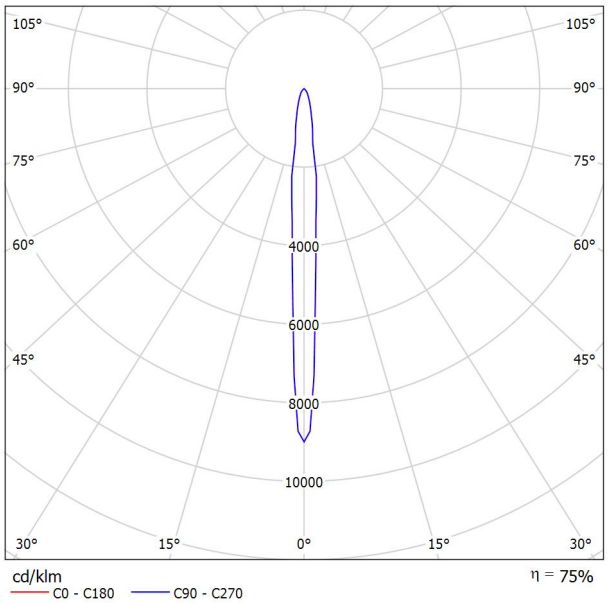
AECOM Ltd

Operator
Telephone
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e-Mail

Abacus Lighting Ltd AL5121 400W HIT/H75/LU/4K Tiber 400W HIT/H75/LU/4K symmetric / Luminaire Data Sheet

See our luminaire catalog for an image of the luminaire.

Luminous emittance 1:



Luminaire classification according to CIE: 100
CIE flux code: 97 100 100 100 75

Due to missing symmetry properties, no UGR table can be displayed for this luminaire.

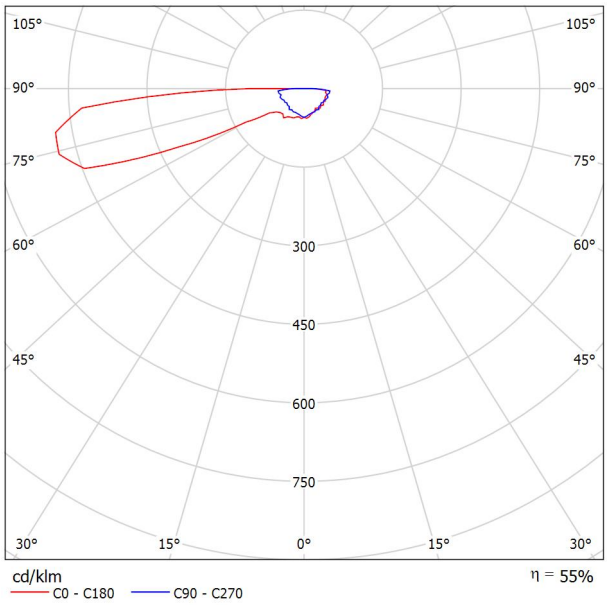
AECOM Ltd

Operator
Telephone
Fax
e-Mail

DESIGN PLAN QTO/1900NW/XC04 QUADRATO LED QTO/1900NW/XC04 / Luminaire Data Sheet

See our luminaire catalog for an image of the luminaire.

Luminous emittance 1:



Luminaire classification according to CIE: 100
CIE flux code: 14 30 65 100 55

Due to missing symmetry properties, no UGR table can be displayed for this luminaire.

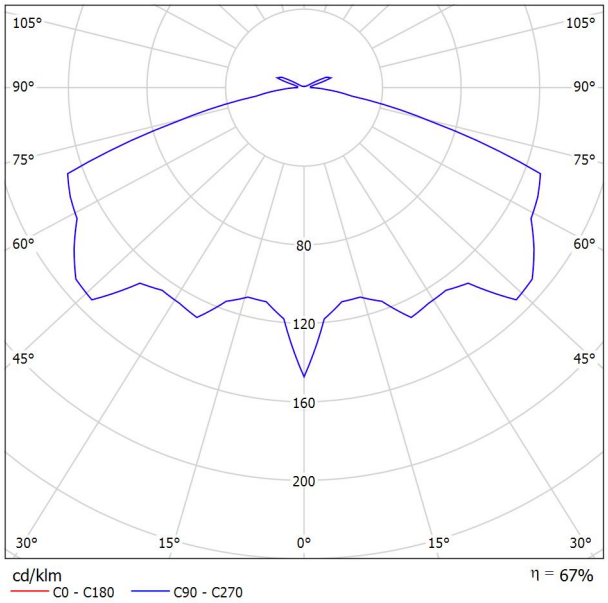
AECOM Ltd

Operator
Telephone
Fax
e-Mail

Victor Lighting MO2I/150/MS + HEC20-0001 Monarch II VL15I Well Glass with Dome Reflector 8" DIAM GLASS GLOBE W/DOME REFL WHT RUBBER GASKET / Luminaire Data Sheet

See our luminaire catalog for an image of the luminaire.

Luminous emittance 1:



Luminaire classification according to CIE: 96
CIE flux code: 30 66 94 96 67

Luminous emittance 1:

Glare Evaluation According to UGR

ρ Ceiling		70	70	50	50	30	70	70	50	50	30
ρ Walls		50	30	50	30	30	50	30	50	30	30
ρ Floor		20	20	20	20	20	20	20	20	20	20
Room Size X	Y	Viewing direction at right angles to lamp axis					Viewing direction parallel to lamp axis				
2H	2H	22.8	24.3	23.1	24.6	24.9	22.8	24.3	23.1	24.6	24.9
	3H	25.5	26.9	25.9	27.2	27.6	25.5	26.9	25.9	27.2	27.6
	4H	26.0	27.3	26.4	27.7	28.0	26.0	27.3	26.4	27.7	28.0
	6H	26.1	27.3	26.6	27.7	28.1	26.1	27.3	26.6	27.7	28.1
	8H	26.1	27.3	26.6	27.7	28.1	26.1	27.3	26.6	27.7	28.1
	12H	26.1	27.2	26.5	27.6	28.0	26.1	27.2	26.5	27.6	28.0
4H	2H	23.6	24.9	24.0	25.2	25.6	23.6	24.9	24.0	25.2	25.6
	3H	26.4	27.5	26.9	27.9	28.4	26.4	27.5	26.9	27.9	28.4
	4H	27.0	28.0	27.5	28.4	28.9	27.0	28.0	27.5	28.4	28.9
	6H	27.2	28.0	27.6	28.5	29.0	27.2	28.0	27.6	28.5	29.0
	8H	27.2	28.0	27.7	28.4	28.9	27.2	28.0	27.7	28.4	28.9
	12H	27.2	27.9	27.7	28.4	28.9	27.2	27.9	27.7	28.4	28.9
8H	4H	27.2	28.0	27.7	28.4	28.9	27.2	28.0	27.7	28.4	28.9
	6H	27.4	28.0	27.9	28.5	29.1	27.4	28.0	27.9	28.5	29.1
	8H	27.4	28.0	28.0	28.5	29.1	27.4	28.0	28.0	28.5	29.1
	12H	27.4	27.9	28.0	28.5	29.0	27.4	27.9	28.0	28.5	29.0
12H	4H	27.2	27.9	27.7	28.4	28.9	27.2	27.9	27.7	28.4	28.9
	6H	27.4	27.9	27.9	28.5	29.0	27.4	27.9	27.9	28.5	29.0
	8H	27.4	27.9	28.0	28.4	29.0	27.4	27.9	28.0	28.4	29.0

Variation of the observer position for the luminaire distances S

S = 1.0H	+0.1 / -0.1	+0.1 / -0.1
S = 1.5H	+0.4 / -0.4	+0.4 / -0.4
S = 2.0H	+0.3 / -0.3	+0.3 / -0.3
Standard table	BK05	BK05
Correction Summand	-0.6	-0.6

Corrected Glare Indices referring to 15000lm Total Luminous Flux

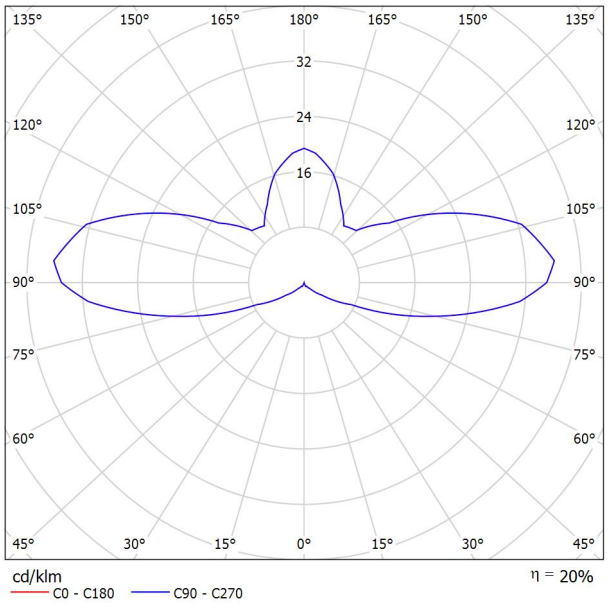
AECOM Ltd

Operator
Telephone
Fax
e-Mail

Cooper Crouse-Hinds Pauluhn 1159REDGRD 100W INC RED GLOBE / Luminaire Data Sheet

See our luminaire catalog for an image of the luminaire.

Luminous emittance 1:



Luminaire classification according to CIE: 33
CIE flux code: 01 07 34 33 20

Luminous emittance 1:

Glare Evaluation According to UGR

ρ Ceiling		70	70	50	50	30	70	70	50	50	30
ρ Walls		50	30	50	30	30	50	30	50	30	30
ρ Floor		20	20	20	20	20	20	20	20	20	20
Room Size X	Y	Viewing direction at right angles to lamp axis					Viewing direction parallel to lamp axis				
2H	2H	-10.4	-9.5	-9.3	-8.4	-6.9	-10.4	-9.5	-9.3	-8.4	-6.9
	3H	-1.3	-0.5	-0.3	0.6	2.1	-1.3	-0.5	-0.3	0.6	2.1
	4H	3.0	3.7	4.1	4.8	6.4	3.0	3.7	4.1	4.8	6.4
	6H	7.2	7.9	8.2	9.0	10.5	7.2	7.9	8.2	9.0	10.5
	8H	9.2	9.9	10.3	11.0	12.6	9.2	9.9	10.3	11.0	12.6
	12H	11.4	12.1	12.5	13.2	14.8	11.4	12.1	12.5	13.2	14.8
4H	2H	-7.8	-7.1	-6.7	-6.0	-4.4	-7.8	-7.1	-6.7	-6.0	-4.4
	3H	0.5	1.2	1.6	2.3	3.8	0.5	1.2	1.6	2.3	3.8
	4H	4.7	5.3	5.8	6.4	8.0	4.7	5.3	5.8	6.4	8.0
	6H	8.8	9.4	9.9	10.5	12.1	8.8	9.4	9.9	10.5	12.1
	8H	10.9	11.4	12.0	12.6	14.1	10.9	11.4	12.0	12.6	14.1
	12H	13.2	13.7	14.3	14.8	16.4	13.2	13.7	14.3	14.8	16.4
8H	4H	6.0	6.6	7.2	7.7	9.3	6.0	6.6	7.2	7.7	9.3
	6H	10.2	10.6	11.3	11.8	13.4	10.2	10.6	11.3	11.8	13.4
	8H	12.4	12.8	13.5	14.0	15.6	12.4	12.8	13.5	14.0	15.6
	12H	14.8	15.2	16.0	16.4	18.0	14.8	15.2	16.0	16.4	18.0
12H	4H	6.6	7.1	7.7	8.2	9.8	6.6	7.1	7.7	8.2	9.8
	6H	10.7	11.2	11.9	12.3	13.9	10.7	11.2	11.9	12.3	13.9
	8H	13.0	13.4	14.2	14.6	16.2	13.0	13.4	14.2	14.6	16.2

Variation of the observer position for the luminaire distances S

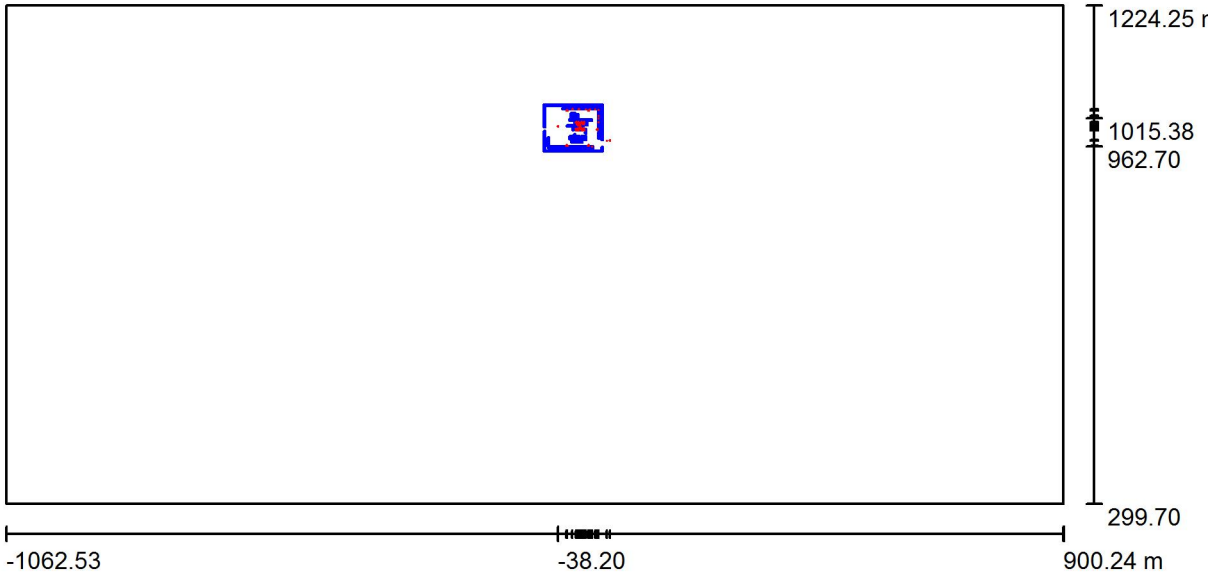
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S = 1.5H	+0.4 / -0.4	+0.4 / -0.4
S = 2.0H	+0.6 / -0.7	+0.6 / -0.7
Standard table	---	---
Correction Summand	---	---

Corrected Glare Indices referring to 1600lm Total Luminous Flux

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Outdoor Scene - Drilling Rig / Planning data



Light loss factor: 0.80, ULR (Upward Light Ratio): 3.0%

Scale 1:14033

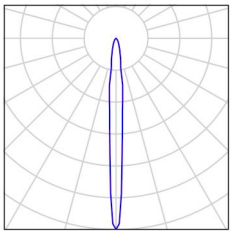
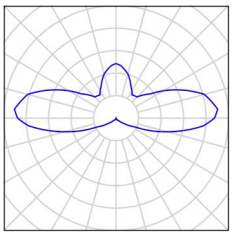
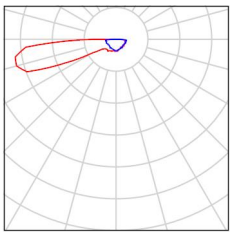
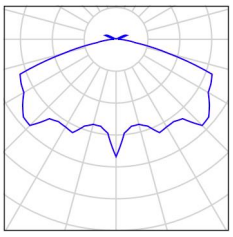
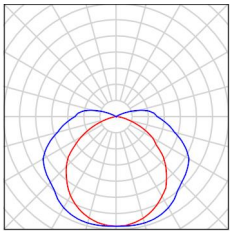
Luminaire Parts List

No.	Pieces	Designation (Correction Factor)	Φ (Luminaire) [lm]	Φ (Lamps) [lm]	P [W]
1	28	Abacus Lighting Ltd AL5121 400W HIT/H75/LU/4K Tiber 400W HIT/H75/LU/4K symmetric (1.000)	29955	40000	410.0
2	1	Cooper Crouse-Hinds Pauluhn 1159REDGRD 100W INC RED GLOBE (1.000)	327	1600	102.0
3	11	DESIGN PLAN QTO/1900NW/XC04 QUADRATO LED QTO/1900NW/XC04 (1.000)	663	1200	20.0
4	8	Victor Lighting MO2I/150/MS + HEC20-0001 Monarch II VL15I Well Glass with Dome Reflector 8" DIAM GLASS GLOBE W/DOME REFL WHT RUBBER GASKET (1.000)	10012	15000	175.0
5	38	Victor Lighting TRIE/218/BI Trident VL125 Fluorescent (1.000)	1848	2700	38.0
		Total:	996674	Total: 1357400	14646.0

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Outdoor Scene - Drilling Rig / Luminaire parts list

28 Pieces	Abacus Lighting Ltd AL5121 400W HIT/H75/LU/4K Tiber 400W HIT/H75/LU/4K symmetric Article No.: AL5121 400W HIT/H75/LU/4K Luminous flux (Luminaire): 29955 lm Luminous flux (Lamps): 40000 lm Luminaire Wattage: 410.0 W Luminaire classification according to CIE: 100 CIE flux code: 97 100 100 100 75 Fitting: 1 x 400W HIT/H75/LU/4K (Correction Factor 1.000).	See our luminaire catalog for an image of the luminaire.	
1 Pieces	Cooper Crouse-Hinds Pauluhn 1159REDGRD 100W INC RED GLOBE Article No.: 1159REDGRD Luminous flux (Luminaire): 327 lm Luminous flux (Lamps): 1600 lm Luminaire Wattage: 102.0 W Luminaire classification according to CIE: 33 CIE flux code: 01 07 34 33 20 Fitting: 1 x User defined (Correction Factor 1.000).	See our luminaire catalog for an image of the luminaire.	
11 Pieces	DESIGN PLAN QTO/1900NW/XC04 QUADRATO LED QTO/1900NW/XC04 Article No.: QTO/1900NW/XC04 Luminous flux (Luminaire): 663 lm Luminous flux (Lamps): 1200 lm Luminaire Wattage: 20.0 W Luminaire classification according to CIE: 100 CIE flux code: 14 30 65 100 55 Fitting: 1 x LED (Correction Factor 1.000).	See our luminaire catalog for an image of the luminaire.	
8 Pieces	Victor Lighting MO2I/150/MS + HEC20-0001 Monarch II VL15I Well Glass with Dome Reflector 8" DIAM GLASS GLOBE W/DOME REFL WHT RUBBER GASKET Article No.: MO2I/150/MS + HEC20-0001 Luminous flux (Luminaire): 10012 lm Luminous flux (Lamps): 15000 lm Luminaire Wattage: 175.0 W Luminaire classification according to CIE: 96 CIE flux code: 30 66 94 96 67 Fitting: 1 x 150W SON-T (Correction Factor 1.000).	See our luminaire catalog for an image of the luminaire.	
38 Pieces	Victor Lighting TRIE/218/BI Trident VL125 Fluorescent Article No.: TRIE/218/BI Luminous flux (Luminaire): 1848 lm Luminous flux (Lamps): 2700 lm Luminaire Wattage: 38.0 W Luminaire classification according to CIE: 92 CIE flux code: 39 68 88 92 68 Fitting: 2 x 2x18W Bi-Pin T8 (Correction Factor 1.000).	See our luminaire catalog for an image of the luminaire.	

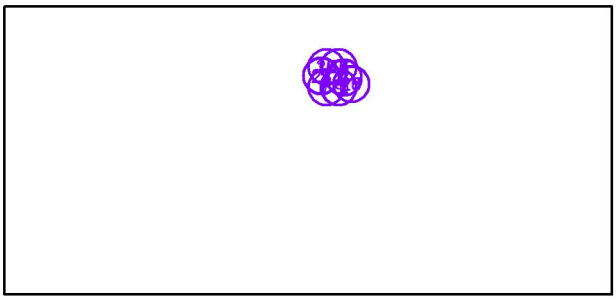
AECOM Ltd

Operator
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e-Mail

Outdoor Scene - Drilling Rig / Luminaires (coordinates list)

Abacus Lighting Ltd AL5121 400W HIT/H75/LU/4K Tiber 400W HIT/H75/LU/4K symmetric

29955 lm, 410.0 W, 1 x 1 x 400W HIT/H75/LU/4K (Correction Factor 1.000).



No.	Position [m]			Rotation [°]		
	X	Y	Z	X	Y	Z
1	34.690	995.002	5.500	0.0	50.0	-45.0
2	34.677	994.700	5.500	0.0	50.0	-15.0
3	34.676	994.399	5.500	0.0	50.0	15.0
4	34.675	994.096	5.500	0.0	50.0	44.5
5	-21.601	964.381	5.500	-15.0	-50.0	90.0
6	-21.302	964.379	5.500	-45.0	-50.0	90.0
7	-22.197	964.401	5.500	45.0	-50.0	90.0
8	-21.896	964.392	5.500	15.0	-50.0	90.0
9	17.818	964.402	5.500	45.0	-50.0	90.0
10	18.125	964.393	5.500	15.0	-50.0	90.0
11	18.430	964.391	5.500	-15.0	-50.0	90.0
12	18.737	964.377	5.500	-45.0	-50.0	90.0
13	18.708	1029.727	5.500	-45.0	50.0	90.0
14	18.406	1029.733	5.500	-15.0	50.0	90.0
15	18.103	1029.733	5.500	15.0	50.0	90.0
16	17.805	1029.734	5.500	45.0	50.0	90.0
17	-21.270	1029.709	5.500	-45.0	50.0	90.0
18	-21.576	1029.715	5.500	-15.0	50.0	90.0
19	-21.885	1029.718	5.500	15.0	50.0	90.0
20	-22.187	1029.726	5.500	45.0	50.0	90.0
21	-38.147	1000.807	5.500	0.0	-50.0	45.0
22	-38.204	1000.579	5.500	0.0	-50.0	15.0
23	-38.124	1000.204	5.500	0.0	-50.0	-15.0
24	-38.109	999.894	5.500	0.0	-50.0	-45.5
25	58.052	974.491	5.500	15.0	40.0	0.0
26	58.065	974.796	5.500	45.0	40.0	0.0
27	58.046	974.191	5.500	-15.0	40.0	0.0
28	58.041	973.889	5.500	-45.0	39.3	0.0

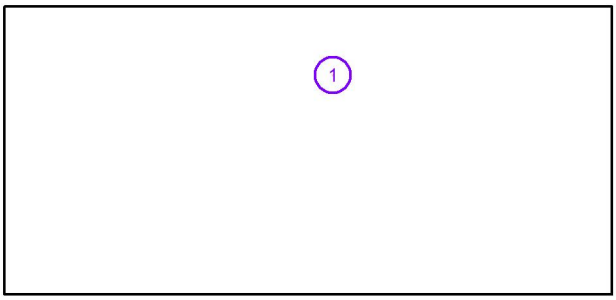
AECOM Ltd

Operator
Telephone
Fax
e-Mail

Outdoor Scene - Drilling Rig / Luminaires (coordinates list)

Cooper Crouse-Hinds Pauluhn 1159REDGRD 100W INC RED GLOBE

327 lm, 102.0 W, 1 x 1 x User defined (Correction Factor 1.000).



No.	Position [m]			Rotation [°]		
	X	Y	Z	X	Y	Z
1	-1.310	1002.870	56.700	0.0	0.0	10.0

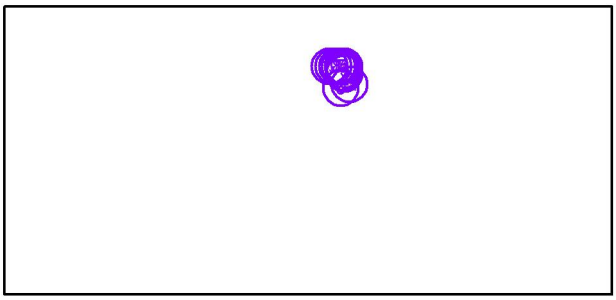
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Outdoor Scene - Drilling Rig / Luminaires (coordinates list)

DESIGN PLAN QTO/1900NW/XC04 QUADRATO LED QTO/1900NW/XC04

663 lm, 20.0 W, 1 x 1 x LED (Correction Factor 1.000).



No.	Position [m]			Rotation [°]		
	X	Y	Z	X	Y	Z
1	36.366	1015.384	2.250	0.0	0.0	-0.7
2	36.364	1008.140	2.250	0.0	0.0	-0.7
3	36.404	1020.122	2.250	0.0	0.0	-0.7
4	36.404	1030.954	5.500	0.0	0.0	-0.7
5	24.445	962.700	2.250	0.0	0.0	-90.7
6	30.536	1031.425	2.250	0.0	0.0	89.3
7	21.550	1031.436	5.500	0.0	0.0	89.3
8	12.534	1031.446	2.250	0.0	0.0	90.7
9	0.501	1031.446	2.250	0.0	0.0	90.7
10	-11.500	1031.456	2.250	0.0	0.0	90.7
11	52.123	973.694	2.250	0.0	0.0	179.3

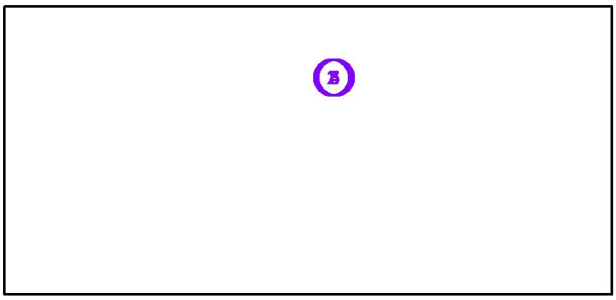
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Outdoor Scene - Drilling Rig / Luminaires (coordinates list)

Victor Lighting MO2I/150/MS + HEC20-0001 Monarch II VL15I Well Glass with Dome Reflector 8" DIAM GLASS GLOBE W/DOME REFL WHT RUBBER GASKET

10012 lm, 175.0 W, 1 x 1 x 150W SON-T (Correction Factor 1.000).



No.	Position [m]			Rotation [°]		
	X	Y	Z	X	Y	Z
1	9.750	995.428	11.750	0.0	-30.0	10.0
2	-4.570	995.442	11.750	0.0	30.0	10.0
3	0.864	995.450	8.500	0.0	-30.0	10.0
4	5.187	995.450	8.500	0.0	30.0	10.0
5	5.154	995.450	6.500	0.0	30.0	10.0
6	5.154	995.450	4.500	0.0	30.0	10.0
7	0.864	995.450	6.500	0.0	-30.0	10.0
8	0.864	995.450	4.500	-0.3	-30.0	10.0

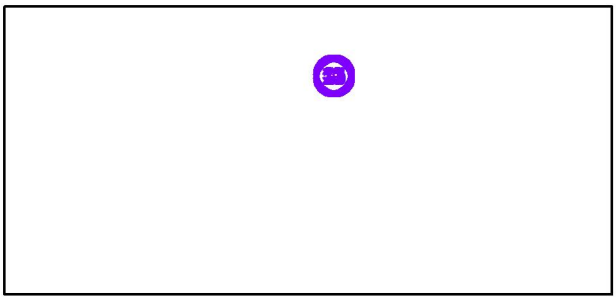
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Outdoor Scene - Drilling Rig / Luminaires (coordinates list)

Victor Lighting TRIE/218/BI Trident VL125 Fluorescent

1848 lm, 38.0 W, 1 x 2 x 2x18W Bi-Pin T8 (Correction Factor 1.000).



No.	Position [m]			Rotation [°]		
	X	Y	Z	X	Y	Z
1	2.698	997.992	44.500	0.0	0.0	-179.5
2	2.686	995.756	22.750	0.0	0.3	175.8
3	2.676	996.102	27.000	0.0	0.0	-179.5
4	2.690	1002.357	33.750	0.0	0.0	-179.5
5	2.683	997.787	36.500	0.0	0.0	-179.5
6	2.626	1003.007	27.000	0.0	0.0	-179.5
7	2.727	996.677	31.750	0.0	0.0	-179.5
8	2.707	1002.259	36.500	0.0	0.0	-179.5
9	2.681	1001.543	44.500	0.0	0.0	-180.0
10	9.492	992.285	11.750	90.0	0.0	-179.5
11	9.484	1007.301	11.750	-90.0	0.0	-179.5
12	-4.223	1007.295	11.750	-90.0	0.0	-179.5
13	-4.220	992.305	11.750	90.0	0.0	-179.5
14	2.681	1003.270	22.750	0.0	0.0	175.8
15	-2.796	995.602	35.500	0.0	90.0	0.5
16	-2.784	1004.032	35.500	0.0	90.0	0.5
17	2.652	1001.132	52.250	0.0	0.0	-179.5
18	2.701	998.551	52.250	0.0	0.0	-179.5
19	2.681	1003.270	18.500	0.0	0.0	175.8
20	2.686	995.756	18.500	0.0	0.3	175.8
21	2.309	995.588	35.500	0.0	90.0	-179.5
22	2.296	1004.014	35.500	0.0	90.0	-179.5
23	-0.866	992.287	11.750	90.0	0.0	-179.5
24	5.735	992.283	11.750	90.0	0.0	-179.5
25	-4.100	995.372	8.000	0.0	90.0	-179.5
26	-4.100	995.372	5.500	0.0	90.0	-179.5
27	-4.100	995.372	3.000	0.0	90.0	-179.5
28	8.853	995.422	8.000	0.0	-90.0	-179.5

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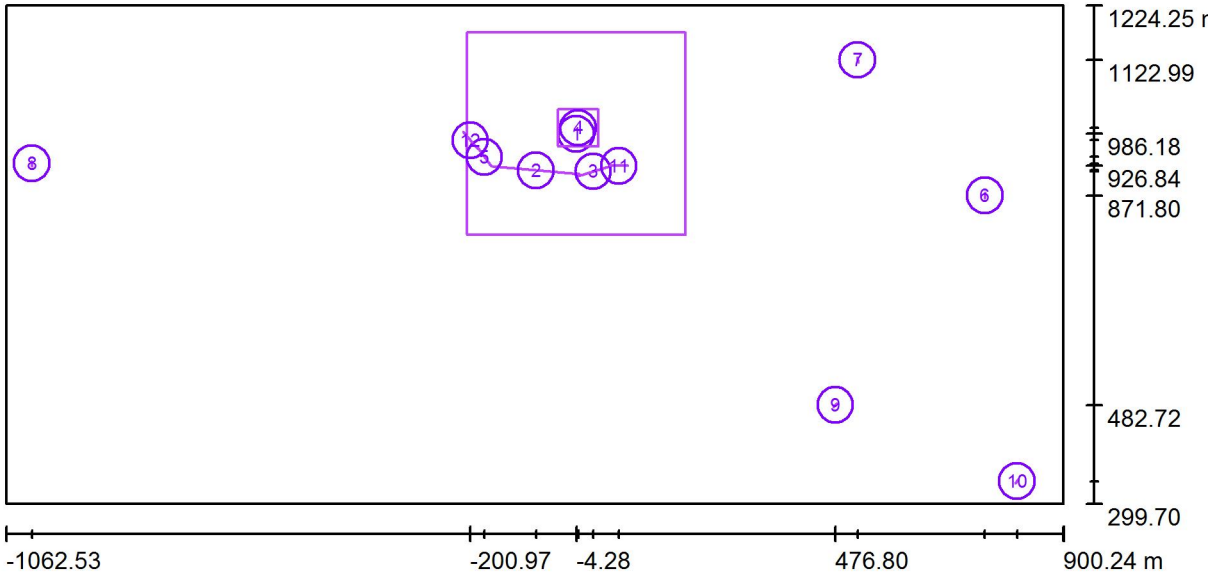
Outdoor Scene - Drilling Rig / Luminaires (coordinates list)

No.	Position [m]			Rotation [°]		
	X	Y	Z	X	Y	Z
29	8.853	995.422	5.500	0.0	-90.0	-179.5
30	8.853	995.422	3.000	0.0	-90.0	-179.5
31	5.529	1007.275	11.750	-90.0	0.0	-179.5
32	-0.768	1007.282	11.750	-90.0	0.0	-179.5
33	-4.125	1004.151	5.500	0.0	90.0	-179.5
34	-4.125	1004.151	8.000	0.0	90.0	-179.5
35	-4.125	1004.151	3.000	0.0	90.0	-179.5
36	8.862	1004.207	3.000	0.0	-90.0	-179.5
37	8.862	1004.207	5.500	0.0	-90.0	-179.5
38	8.862	1004.207	8.000	0.0	-90.0	-179.5

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Outdoor Scene - Drilling Rig / Calculation Grid (Coordinates List)



Scale 1 : 14033

List of the Calculation Grids

No.	Designation	Position [m]			Size [m]		Rotation [°]		
		X	Y	Z	L	W	X	Y	Z
1	Calculation Grid Full Area Contours	-4.275	986.176	0.100	406.122	375.470	0.0	0.0	0.0
2	Calculation Grid South Hedgerow Boundary	-78.942	918.396	5.000	161.120	10.000	-90.0	0.0	-5.0
3	Calculation Grid NW Dewidales Boundary	27.116	916.241	8.500	64.238	17.000	-90.0	0.0	17.0
4	Calculation Grid Main Work Area	-0.707	997.076	0.100	74.347	68.983	0.0	0.0	0.0

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Outdoor Scene - Drilling Rig / Calculation Grid (Coordinates List)

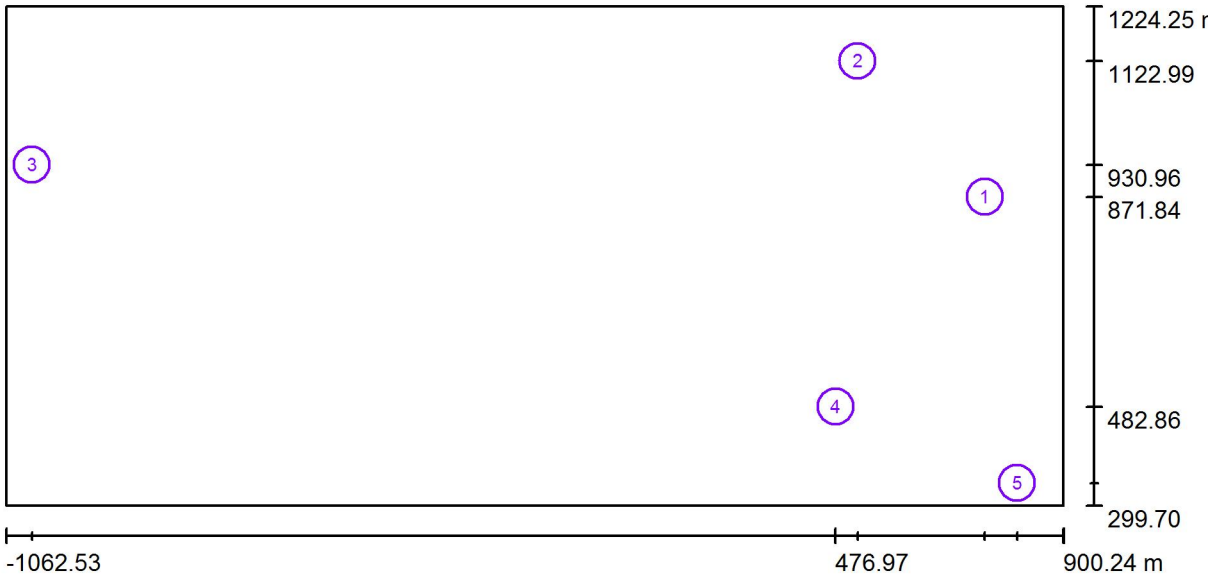
List of the Calculation Grids

No.	Designation	Position [m]			Size [m]		Rotation [°]		
		X	Y	Z	L	W	X	Y	Z
5	Calculation Grid West Hedgerow Boundary	-174.823	943.377	5.000	44.412	10.000	-90.0	0.0	-54.0
6	NSR1 Calculation Grid	753.780	871.804	2.500	10.000	5.000	-90.0	0.0	86.0
7	NSR2 Calculation Grid	517.832	1122.991	5.000	10.000	10.000	-90.0	0.0	100.0
8	NSR3 Calculation Grid	-1014.944	930.975	5.000	10.000	10.000	-90.0	0.0	-85.0
9	NSR4 Calculation Grid	476.795	482.716	5.000	10.000	10.000	-90.0	0.0	48.0
10	NSR5 Calculation Grid	813.742	341.471	5.000	10.000	5.000	-90.0	-3.1	33.5
11	Calculation Grid NE Dewidales Boundary	74.668	926.844	8.500	33.908	17.000	-90.0	0.0	0.0
12	Calculation Grid W Woodland Block Boundary	-200.968	974.321	8.500	42.172	17.000	-90.0	0.0	-50.0

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Outdoor Scene - Drilling Rig / Luminous intensity calculation points (coordinates list)



Scale 1 : 14033

List of the luminous intensity calculation points

No.	Designation	Position [m] X	Y	Z
1	NSR1 lum intensity calc point (cd)	753.838	871.836	3.000
2	NSR2 lum intensity calc point (cd)	517.832	1122.991	3.000
3	NSR3 lum intensity calc point (cd)	-1014.897	930.956	3.000
4	NSR4 lum intensity calc point (cd)	476.971	482.855	3.000

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Outdoor Scene - Drilling Rig / Luminous intensity calculation points (coordinates list)

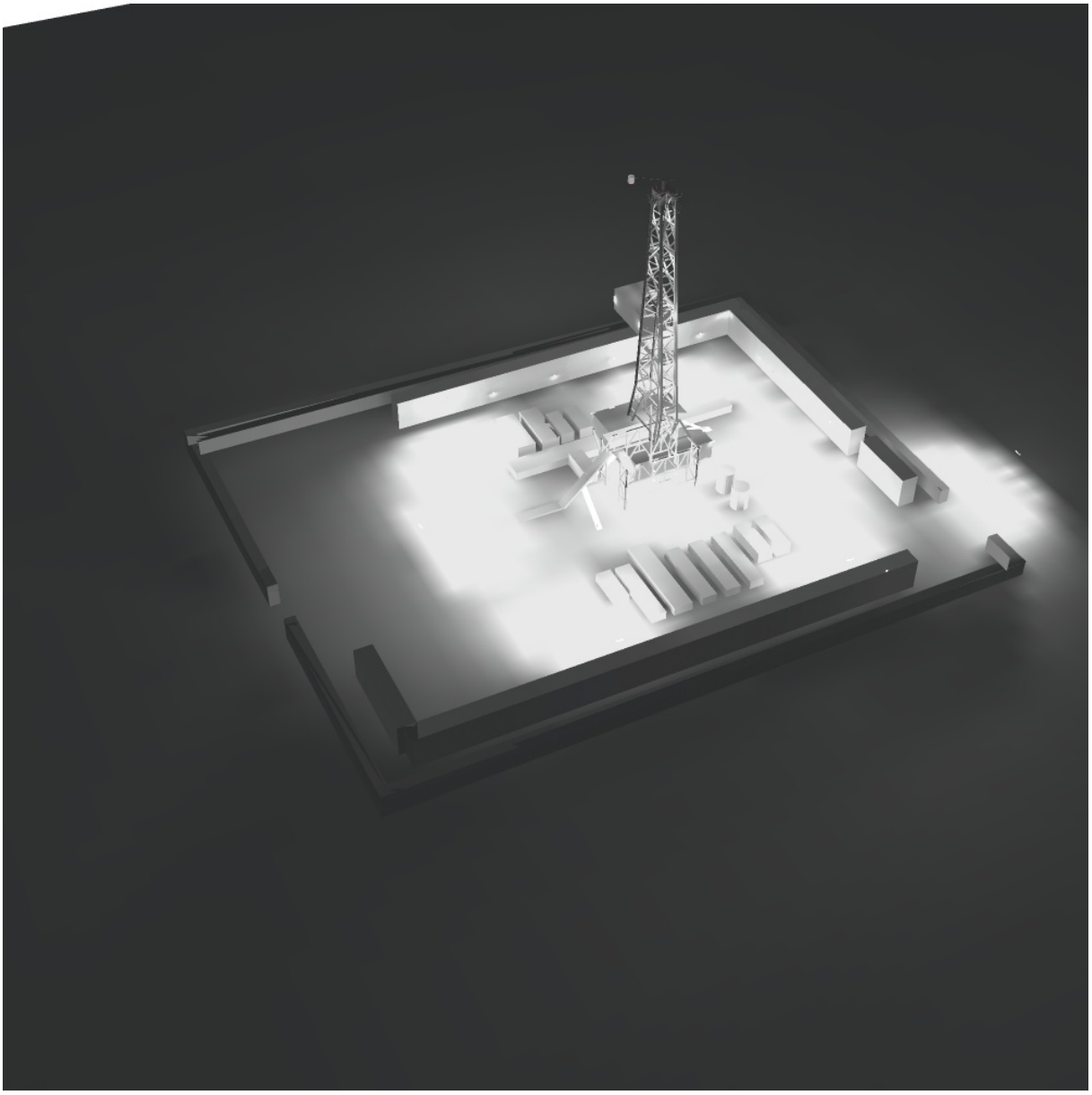
List of the luminous intensity calculation points

No.	Designation	Position [m]		
		X	Y	Z
5	NSR5 lum intensity calc point (cd)	813.952	341.491	3.000

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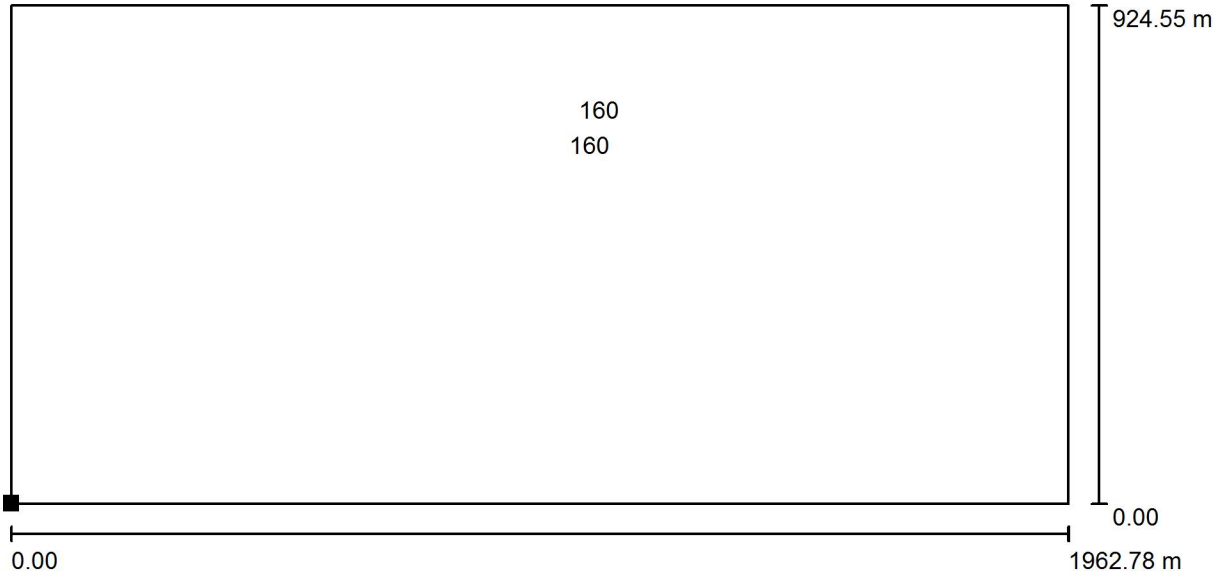
Outdoor Scene - Drilling Rig / 3D Rendering



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Outdoor Scene - Drilling Rig / Ground Element 1 / Surface 1 / Isolines (E)



Values in Lux, Scale 1 : 14033

Position of surface in external scene:
Marked point:
(-1062.535 m, 299.701 m, 0.075 m)



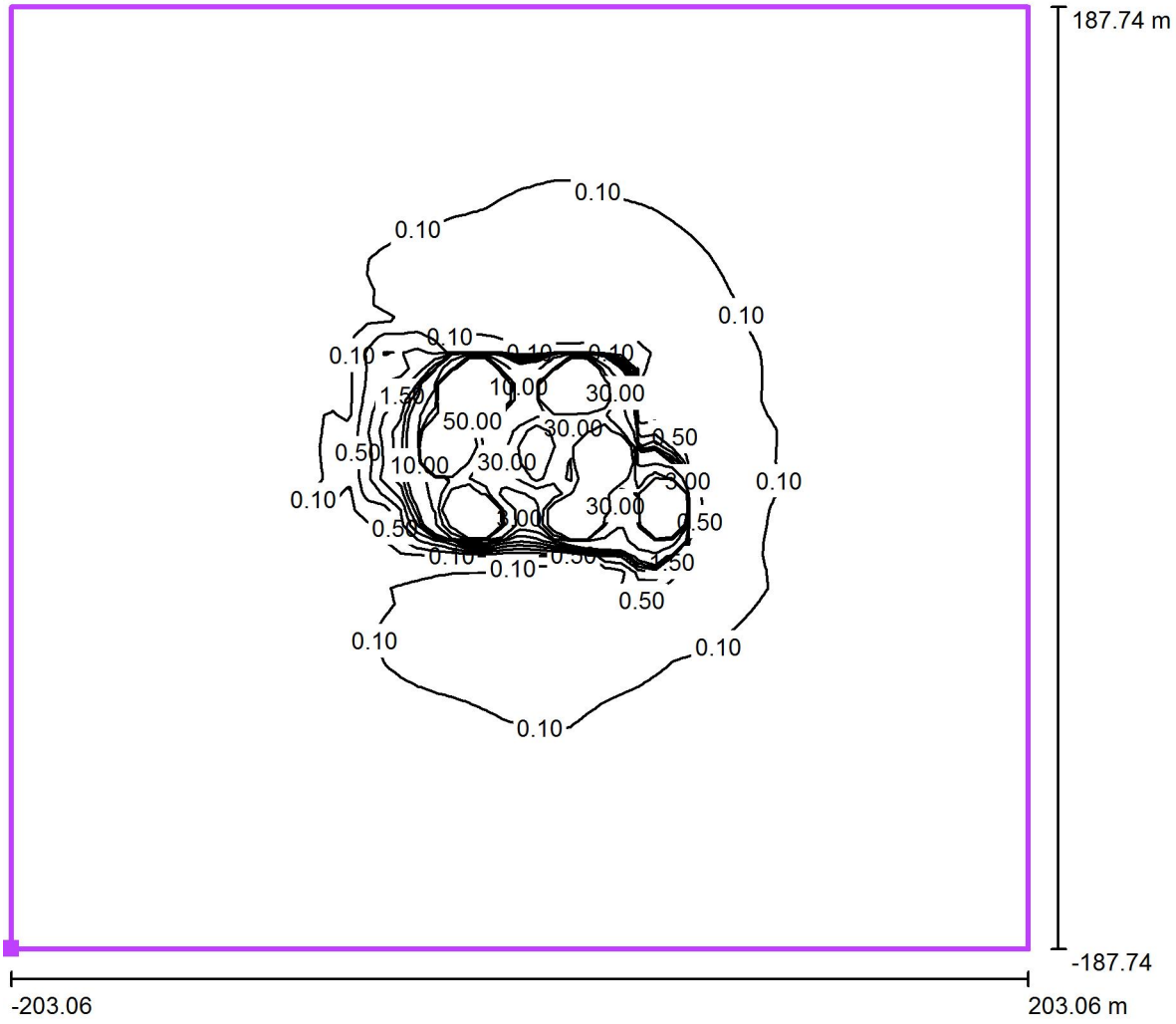
Grid: 128 x 128 Points

E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
0.30	0.00	800	0.000	0.000

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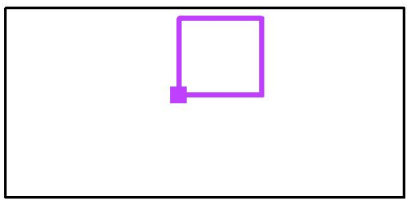
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Outdoor Scene - Drilling Rig / Calculation Grid Full Area Contours / Isolines (E, Perpendicular)



Values in Lux, Scale 1 : 3007

Position of surface in external scene:
Marked point: (-207.336 m, 798.441 m, 0.100 m)



Grid: 60 x 60 Points

E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
4.63	0.00	1772	0.00	0.00

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Outdoor Scene - Drilling Rig / Calculation Grid Full Area Contours / Value Chart (E, Perpendicular)

0.01	0.01	0.01	0.01	0.01	0.02	0.02	0.02	0.03	0.02	0.02	0.02	0.01	0.01	0.01
0.01	0.01	0.01	0.01	0.02	0.02	0.03	0.04	0.05	0.03	0.03	0.03	0.02	0.01	0.01
0.01	0.01	0.01	0.02	0.03	0.04	0.04	0.05	0.07	0.05	0.04	0.03	0.02	0.01	0.01
0.01	0.01	0.02	0.02	0.04	0.05	0.07	0.08	0.11	0.08	0.06	0.04	0.03	0.02	0.01
0.01	0.01	0.02	0.03	0.04	0.07	0.11	0.14	0.20	0.15	0.09	0.05	0.03	0.02	0.01
0.01	0.01	0.02	0.03	0.04	0.09	0.17	0.27	0.36	0.23	0.13	0.07	0.04	0.03	0.02
0.01	0.01	0.02	0.05	0.04	0.02	0.08	0.19	0.36	0.27	0.17	0.08	0.05	0.03	0.02
0.01	0.01	0.02	0.03	0.04	0.00	1.64	49	105	0.07	0.24	0.10	0.05	0.03	0.02
0.01	0.01	0.02	0.03	0.04	0.00	6.21	13	14	0.22	0.24	0.11	0.06	0.03	0.02
0.01	0.02	0.03	0.05	0.07	0.20	5.70	21	0.00	2.96	0.33	0.12	0.05	0.03	0.01
0.01	0.01	0.02	0.04	0.08	0.00	2.82	122	288	12	0.45	0.10	0.05	0.03	0.02
0.01	0.01	0.02	0.05	0.04	0.00	0.00	0.00	0.00	0.01	0.26	0.09	0.05	0.02	0.02
0.01	0.01	0.02	0.03	0.03	0.07	0.12	0.14	0.20	0.37	0.14	0.09	0.05	0.03	0.02
0.01	0.01	0.02	0.03	0.04	0.08	0.14	0.18	0.24	0.16	0.10	0.07	0.04	0.03	0.02
0.01	0.01	0.01	0.02	0.04	0.06	0.08	0.10	0.13	0.08	0.06	0.05	0.04	0.02	0.02
0.01	0.01	0.01	0.02	0.04	0.05	0.06	0.07	0.08	0.05	0.04	0.03	0.03	0.02	0.01
0.01	0.01	0.01	0.02	0.03	0.04	0.04	0.05	0.05	0.03	0.04	0.02	0.02	0.02	0.01
0.01	0.01	0.01	0.02	0.02	0.03	0.03	0.03	0.03	0.02	0.03	0.02	0.02	0.01	0.01
0.01	0.01	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.01	0.01	0.01	0.01
0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01

187.74 m

-187.74

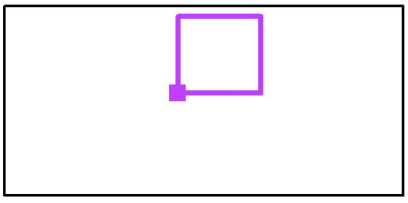
-203.06

203.06 m

Values in Lux, Scale 1 : 3007

Not all calculated values could be displayed.

Position of surface in external scene:
Marked point: (-207.336 m, 798.441 m, 0.100 m)



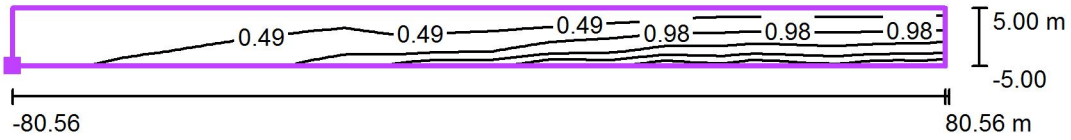
Grid: 60 x 60 Points

E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
4.63	0.00	1772	0.00	0.00

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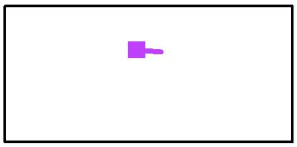
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Outdoor Scene - Drilling Rig / Calculation Grid South Hedgerow Boundary / Isolines (E, Perpendicular)



Values in Lux, Scale 1 : 1301

Position of surface in external scene:
Marked point: (-159.196 m,
925.417 m, 10.000 m)



Grid: 33 x 3 Points

E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
0.74	0.00	2.47	0.00	0.00

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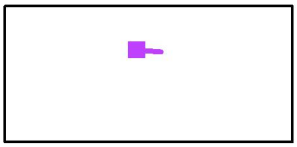
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Outdoor Scene - Drilling Rig / Calculation Grid South Hedgerow Boundary / Table (E, Perpendicular)



Current Selection
Further Selections

Position of surface in external scene:
Marked point: (-159.196 m,
925.417 m, 10.000 m)



10.000	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5.000	0.28	0.31	0.35	0.38	0.35	0.39	0.43	0.48	0.54	0.60
0.000	0.35	0.39	0.43	0.46	0.51	0.56	0.62	0.69	0.76	0.82
m	**0.000**	**5.000**	**10.000**	**15.000**	**20.000**	**25.000**	**30.000**	**35.000**	**40.000**	**45.000**

Attention: The coordinates refer to the image above. Values in Lux.

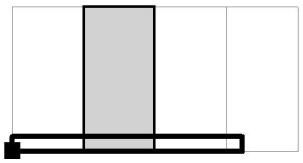
Grid: 33 x 3 Points

E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
0.74	0.00	2.47	0.00	0.00

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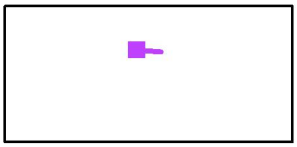
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Outdoor Scene - Drilling Rig / Calculation Grid South Hedgerow Boundary / Table (E, Perpendicular)



Current Selection
Further Selections

Position of surface in external scene:
Marked point: (-159.196 m,
925.417 m, 10.000 m)



10.000	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5.000	0.68	0.74	0.81	0.38	0.43	0.47	0.53	0.58	0.64	0.70
0.000	0.92	1.03	1.12	1.20	1.32	1.45	1.35	1.45	1.79	2.00
m	**50.000**	**55.000**	**60.000**	**65.000**	**70.000**	**75.000**	**80.000**	**85.000**	**90.000**	**95.000**

Attention: The coordinates refer to the image above. Values in Lux.

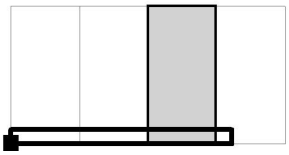
Grid: 33 x 3 Points

E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
0.74	0.00	2.47	0.00	0.00

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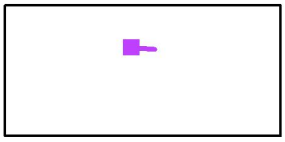
Operator
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Fax
e-Mail

Outdoor Scene - Drilling Rig / Calculation Grid South Hedgerow Boundary / Table (E, Perpendicular)



Current Selection
Further Selections

Position of surface in external scene:
Marked point: (-159.196 m, 925.417 m, 10.000 m)



10.000	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5.000	0.88	0.96	1.03	1.12	1.20	1.21	1.22	1.22	1.22	1.20
0.000	1.82	1.89	2.23	2.39	2.01	2.28	2.43	2.16	2.18	2.08
m	**100.000**	**105.000**	**110.000**	**115.000**	**120.000**	**125.000**	**130.000**	**135.000**	**140.000**	**145.000**

Attention: The coordinates refer to the image above. Values in Lux.

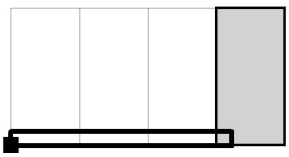
Grid: 33 x 3 Points

E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
0.74	0.00	2.47	0.00	0.00

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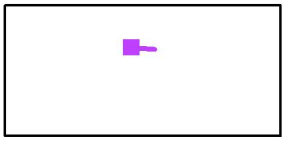
Operator
Telephone
Fax
e-Mail

Outdoor Scene - Drilling Rig / Calculation Grid South Hedgerow Boundary / Table (E, Perpendicular)



Current Selection
Further Selections

Position of surface in external scene:
Marked point: (-159.196 m, 925.417 m, 10.000 m)



10.000	0.00	0.00	0.00
5.000	1.22	1.26	1.29
0.000	2.47	2.20	2.43
m	**150.000**	**155.000**	**160.000**

Attention: The coordinates refer to the image above. Values in Lux.

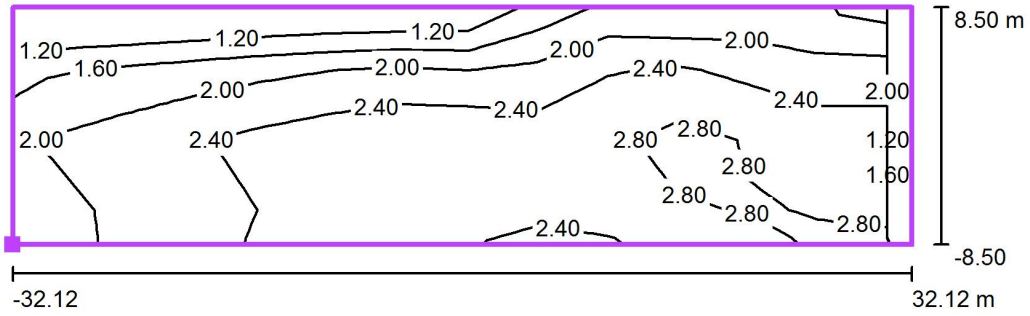
Grid: 33 x 3 Points

E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
0.74	0.00	2.47	0.00	0.00

AECOM Ltd

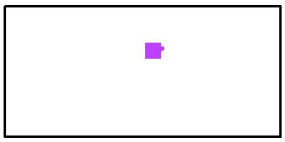
Operator
Telephone
Fax
e-Mail

Outdoor Scene - Drilling Rig / Calculation Grid NW Dewidales Boundary / Isolines (E, Perpendicular)



Values in Lux, Scale 1 : 519

Position of surface in external scene:
Marked point: (-3.599 m, 906.850 m, 17.000 m)



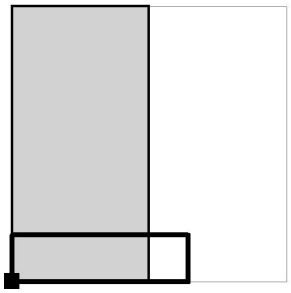
Grid: 13 x 4 Points

E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
2.25	0.94	2.96	0.42	0.32

AECOM Ltd

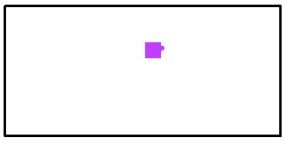
Operator
Telephone
Fax
e-Mail

Outdoor Scene - Drilling Rig / Calculation Grid NW Dewidales Boundary / Table (E, Perpendicular)



Current Selection
Further Selections

Position of surface in external scene:
Marked point: (-3.599 m, 906.850 m, 17.000 m)



15.000	0.94	0.98	1.03	1.13	1.19	1.28	1.27	1.29	2.03	1.94
10.000	2.03	2.23	2.40	2.56	2.70	2.80	2.90	2.52	2.55	2.96
5.000	1.87	1.96	2.14	2.29	2.47	2.59	2.75	2.92	2.47	2.89
0.000	1.85	1.93	2.16	2.33	2.51	2.62	2.70	2.41	2.36	2.55
m	**0.000**	**5.000**	**10.000**	**15.000**	**20.000**	**25.000**	**30.000**	**35.000**	**40.000**	**45.000**

Attention: The coordinates refer to the image above. Values in Lux.

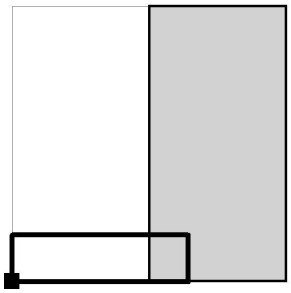
Grid: 13 x 4 Points

E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
2.25	0.94	2.96	0.42	0.32

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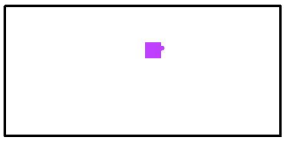
Operator
Telephone
Fax
e-Mail

Outdoor Scene - Drilling Rig / Calculation Grid NW Dewidales Boundary / Table (E, Perpendicular)



Current Selection
Further Selections

Position of surface in external scene:
Marked point: (-3.599 m, 906.850 m, 17.000 m)



15.000	1.97	1.92	1.74
10.000	2.93	2.39	2.59
5.000	2.92	2.88	2.66
0.000	2.70	2.78	2.84
m	**50.000**	**55.000**	**60.000**

Attention: The coordinates refer to the image above. Values in Lux.

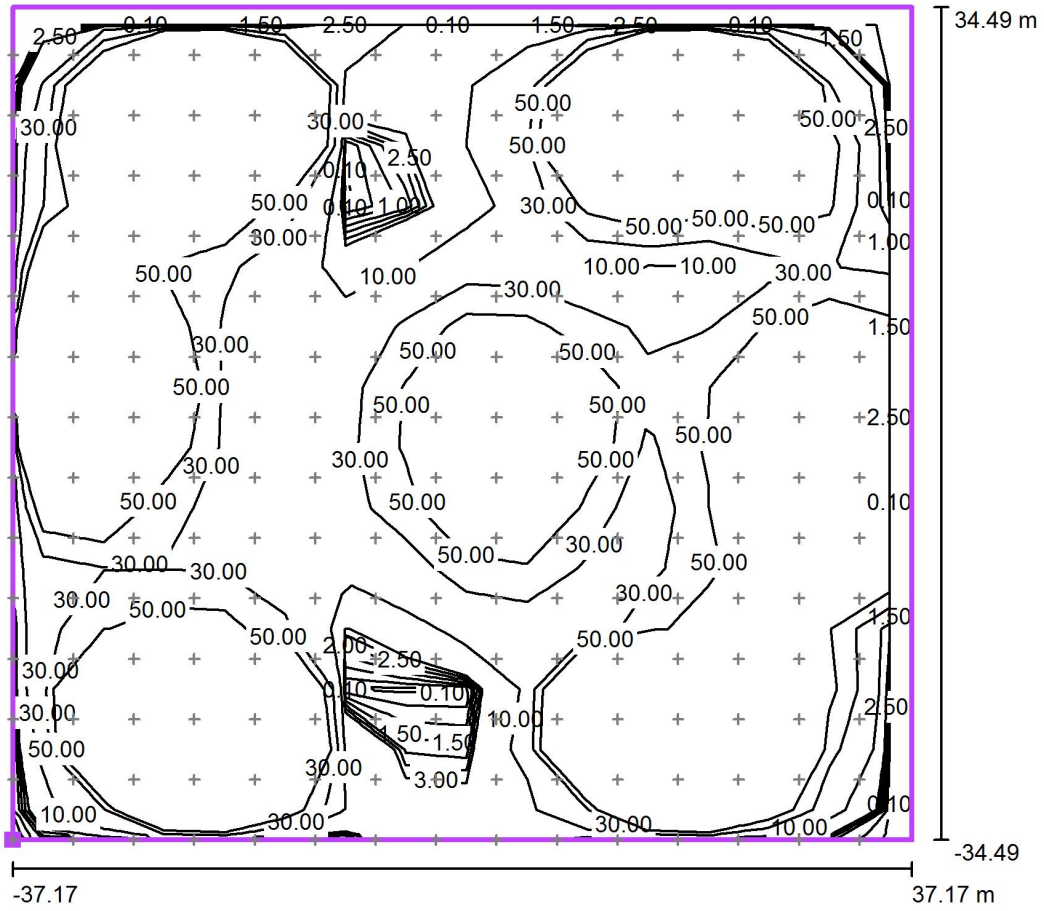
Grid: 13 x 4 Points

E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
2.25	0.94	2.96	0.42	0.32

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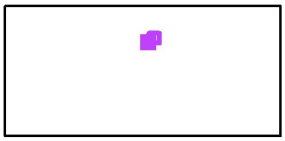
Operator
Telephone
Fax
e-Mail

Outdoor Scene - Drilling Rig / Calculation Grid Main Work Area / Isolines (E, Perpendicular)



Values in Lux, Scale 1 : 601

Position of surface in external scene:
Marked point: (-37.880 m, 962.584 m, 0.100 m)



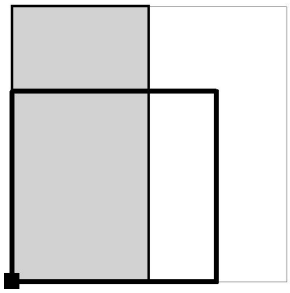
Grid: 15 x 14 Points

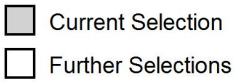
E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
106	0.00	1328	0.00	0.00

AECOM Ltd

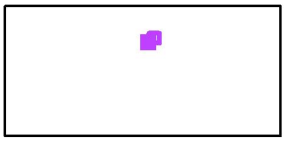
Operator
Telephone
Fax
e-Mail

Outdoor Scene - Drilling Rig / Calculation Grid Main Work Area / Table (E, Perpendicular)





Position of surface in external scene:
Marked point: (-37.880 m, 962.584 m, 0.100 m)



65.000	1.99	6.53	59	334	148	20	7.21	7.21	11	12
60.000	6.58	28	371	1328	554	0.00	0.00	5.54	14	32
55.000	11	45	181	116	122	0.00	0.00	4.50	16	45
50.000	16	46	50	42	37	0.00	0.00	0.00	0.00	0.00
45.000	52	255	67	32	24	13	5.48	32	40	23
40.000	132	1177	132	34	19	15	29	66	95	72
35.000	142	827	146	37	18	11	31	81	191	127
30.000	43	188	63	28	21	22	32	69	169	116
25.000	14	29	29	24	22	15	22	38	67	54
20.000	11	27	32	33	34	11	0.00	23	33	29
15.000	11	40	97	85	86	0.00	0.00	0.00	0.00	8.35
10.000	7.08	31	574	668	479	0.00	0.00	0.00	0.00	37
5.000	3.42	11	87	530	235	26	4.69	2.76	3.85	12
0.000	2.33	4.39	4.53	6.69	6.73	4.73	4.98	4.79	4.90	6.39
m	**0.000**	**5.000**	**10.000**	**15.000**	**20.000**	**25.000**	**30.000**	**35.000**	**40.000**	**45.000**

Attention: The coordinates refer to the image above. Values in Lux.

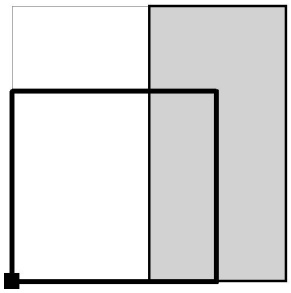
Grid: 15 x 14 Points

E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
106	0.00	1328	0.00	0.00

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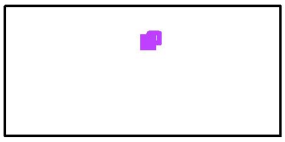
Operator
Telephone
Fax
e-Mail

Outdoor Scene - Drilling Rig / Calculation Grid Main Work Area / Table (E, Perpendicular)



Current Selection
Further Selections

Position of surface in external scene:
Marked point: (-37.880 m, 962.584 m, 0.100 m)



65.000	67	337	148	20	12
60.000	379	1302	553	75	19
55.000	177	115	117	117	29
50.000	0.00	0.00	0.00	40	27
45.000	19	18	21	25	30
40.000	36	32	44	121	92
35.000	33	36	73	521	579
30.000	0.00	31	75	797	555
25.000	0.00	32	52	167	147
20.000	25	43	44	52	32
15.000	5.45	91	92	99	23
10.000	578	673	475	89	17
5.000	89	532	244	31	8.20
0.000	6.69	8.02	11	10	4.42
m	**50.000**	**55.000**	**60.000**	**65.000**	**70.000**

Attention: The coordinates refer to the image above. Values in Lux.

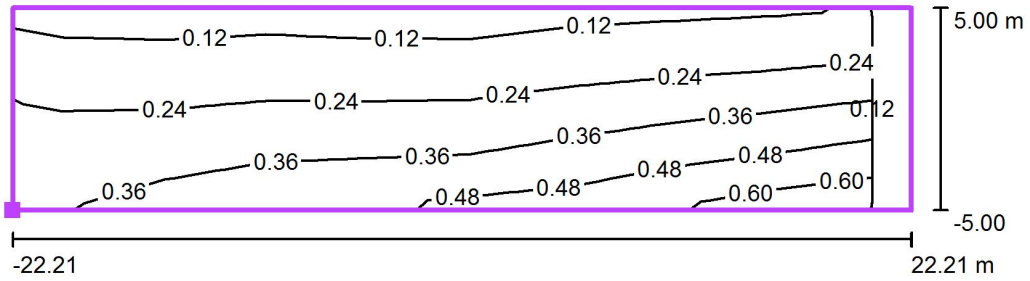
Grid: 15 x 14 Points

E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
106	0.00	1328	0.00	0.00

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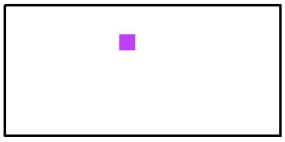
Operator
Telephone
Fax
e-Mail

Outdoor Scene - Drilling Rig / Calculation Grid West Hedgerow Boundary / Isolines (E, Perpendicular)



Values in Lux, Scale 1 : 359

Position of surface in external scene:
Marked point: (-187.876 m, 961.342 m, 10.000 m)



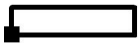
Grid: 9 x 3 Points

E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
0.26	0.00	0.60	0.00	0.00

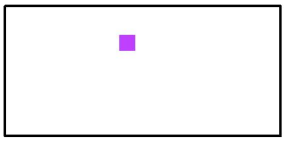
AECOM Ltd

Operator
Telephone
Fax
e-Mail

Outdoor Scene - Drilling Rig / Calculation Grid West Hedgerow Boundary / Table (E, Perpendicular)



Position of surface in external scene:
Marked point: (-187.876 m, 961.342 m, 10.000 m)



10.000	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5.000	0.32	0.28	0.31	0.32	0.27	0.32	0.37	0.38	0.44
0.000	0.33	0.35	0.38	0.41	0.44	0.45	0.50	0.56	0.60
m	**0.000**	**5.000**	**10.000**	**15.000**	**20.000**	**25.000**	**30.000**	**35.000**	**40.000**

Attention: The coordinates refer to the image above. Values in Lux.

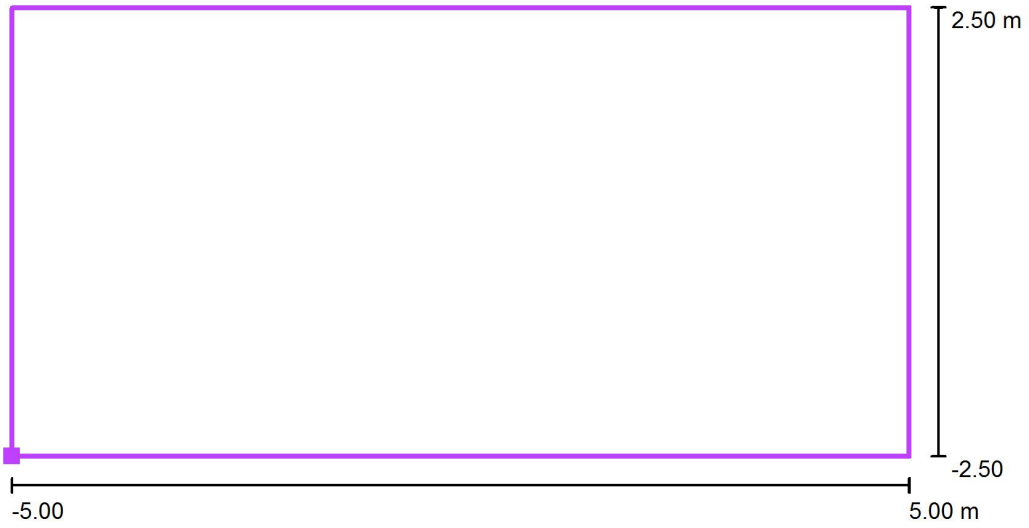
Grid: 9 x 3 Points

E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
0.26	0.00	0.60	0.00	0.00

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Outdoor Scene - Drilling Rig / NSR1 Calculation Grid / Isolines (E, Perpendicular)



Values in Lux, Scale 1 : 81

Position of surface in external scene:
Marked point: (753.431 m, 866.816 m, 5.000 m)



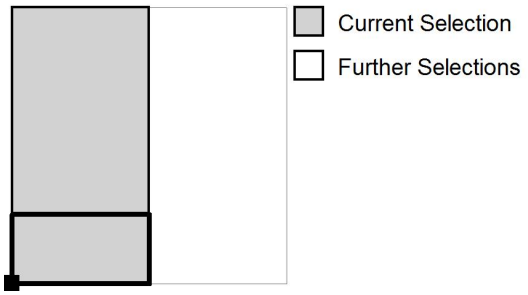
Grid: 11 x 6 Points

E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
0.01	0.00	0.01	0.00	0.00

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e-Mail

Outdoor Scene - Drilling Rig / NSR1 Calculation Grid / Table (E, Perpendicular)



Position of surface in external scene:
Marked point: (753.431 m, 866.816 m, 5.000 m)



5.000	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4.000	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
3.000	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
2.000	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
1.000	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
0.000	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
m	**0.000**	**1.000**	**2.000**	**3.000**	**4.000**	**5.000**	**6.000**	**7.000**	**8.000**	**9.000**

Attention: The coordinates refer to the image above. Values in Lux.

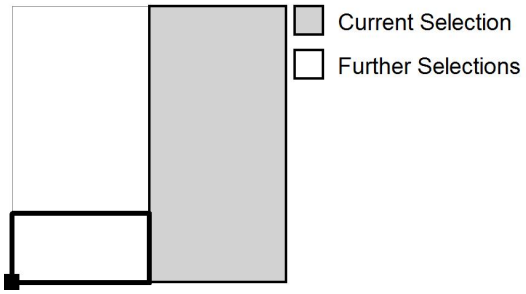
Grid: 11 x 6 Points

E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
0.01	0.00	0.01	0.00	0.00

AECOM Ltd

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Outdoor Scene - Drilling Rig / NSR1 Calculation Grid / Table (E, Perpendicular)



Position of surface in external scene:
Marked point: (753.431 m, 866.816 m, 5.000 m)



5.000	0.00
4.000	0.01
3.000	0.01
2.000	0.01
1.000	0.01
0.000	0.01
m	**10.000**

Attention: The coordinates refer to the image above. Values in Lux.

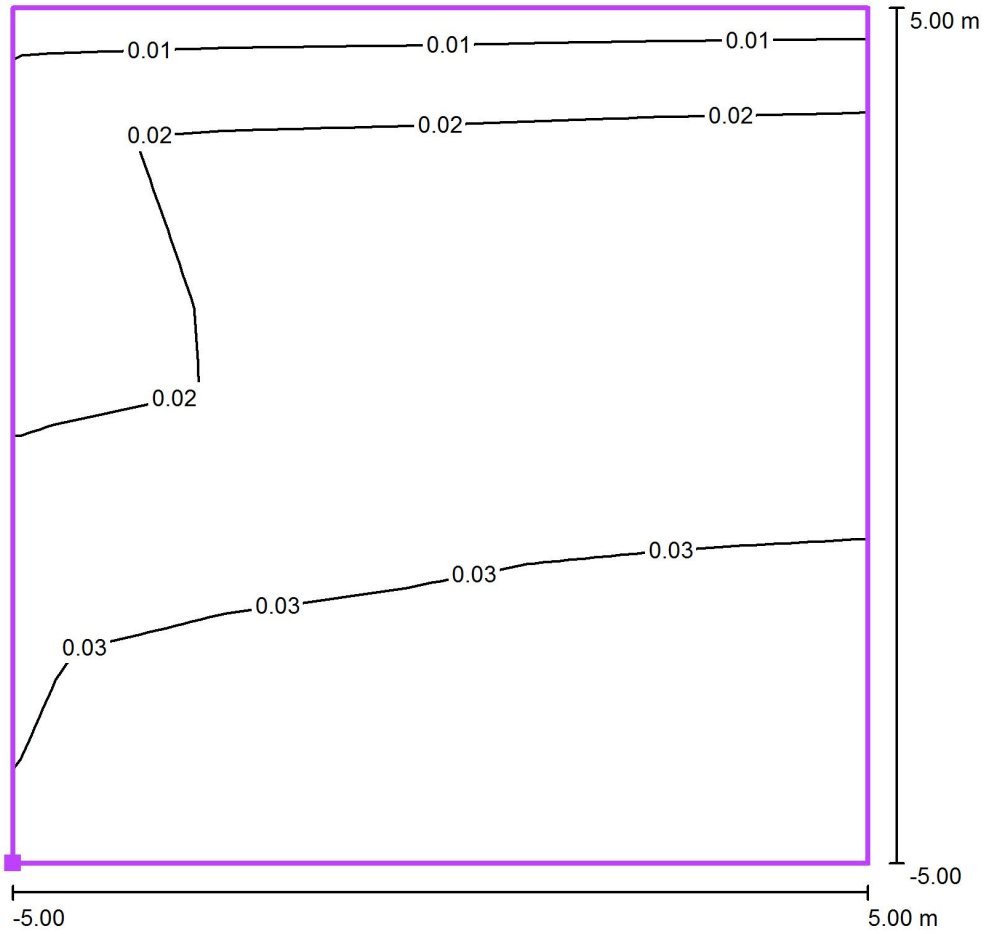
Grid: 11 x 6 Points

E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
0.01	0.00	0.01	0.00	0.00

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e-Mail

Outdoor Scene - Drilling Rig / NSR2 Calculation Grid / Isolines (E, Perpendicular)



Values in Lux, Scale 1 : 85

Position of surface in external scene:
Marked point: (518.700 m,
1118.067 m, 10.000 m)



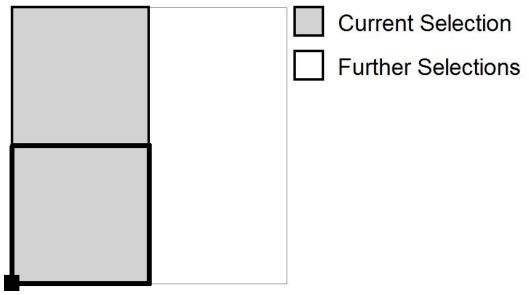
Grid: 11 x 11 Points

E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
0.02	0.00	0.04	0.00	0.00

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Outdoor Scene - Drilling Rig / NSR2 Calculation Grid / Table (E, Perpendicular)



Position of surface in external scene:
Marked point: (518.700 m,
1118.067 m, 10.000 m)



10.000	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
9.000	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
8.000	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
7.000	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
6.000	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
5.000	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
4.000	0.02	0.02	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
3.000	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
2.000	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
1.000	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.04
0.000	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.04
m	**0.000**	**1.000**	**2.000**	**3.000**	**4.000**	**5.000**	**6.000**	**7.000**	**8.000**	**9.000**

Attention: The coordinates refer to the image above. Values in Lux.

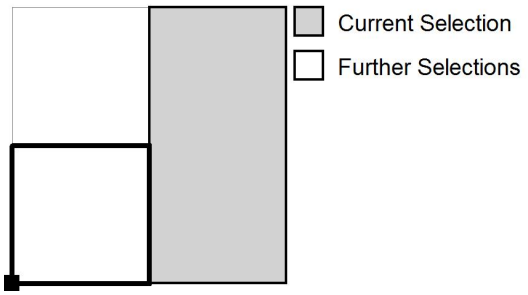
Grid: 11 x 11 Points

E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
0.02	0.00	0.04	0.00	0.00

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Outdoor Scene - Drilling Rig / NSR2 Calculation Grid / Table (E, Perpendicular)



Position of surface in external scene:
Marked point: (518.700 m,
1118.067 m, 10.000 m)



10.000	0.00
9.000	0.02
8.000	0.02
7.000	0.02
6.000	0.02
5.000	0.02
4.000	0.03
3.000	0.03
2.000	0.03
1.000	0.04
0.000	0.04
m	**10.000**

Attention: The coordinates refer to the image above. Values in Lux.

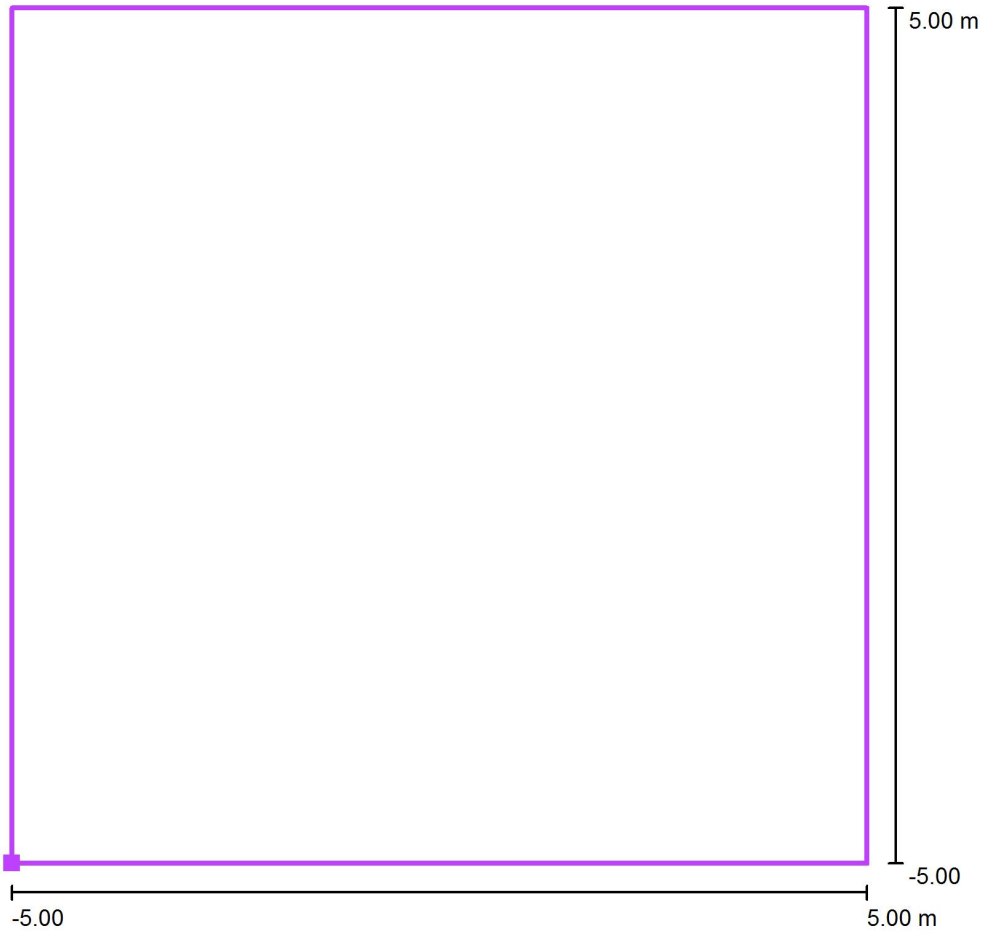
Grid: 11 x 11 Points

E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
0.02	0.00	0.04	0.00	0.00

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Outdoor Scene - Drilling Rig / NSR3 Calculation Grid / Isolines (E, Perpendicular)



Values in Lux, Scale 1 : 85

Position of surface in external scene:
Marked point: (-1015.380 m,
935.956 m, 10.000 m)



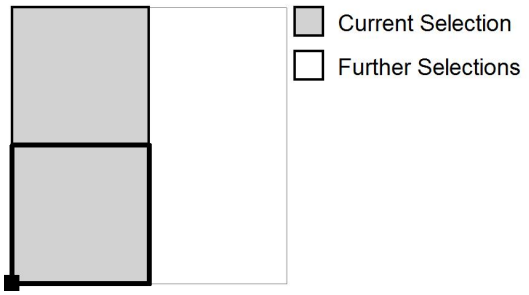
Grid: 11 x 11 Points

E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
0.01	0.00	0.01	0.00	0.00

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Outdoor Scene - Drilling Rig / NSR3 Calculation Grid / Table (E, Perpendicular)



Position of surface in external scene:
Marked point: (-1015.380 m,
935.956 m, 10.000 m)



10.000	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
9.000	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
8.000	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
7.000	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
6.000	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
5.000	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
4.000	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
3.000	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
2.000	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
1.000	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
0.000	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
m	**0.000**	**1.000**	**2.000**	**3.000**	**4.000**	**5.000**	**6.000**	**7.000**	**8.000**	**9.000**

Attention: The coordinates refer to the image above. Values in Lux.

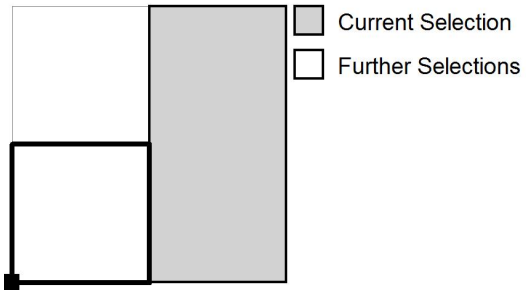
Grid: 11 x 11 Points

E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
0.01	0.00	0.01	0.00	0.00

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Outdoor Scene - Drilling Rig / NSR3 Calculation Grid / Table (E, Perpendicular)



Position of surface in external scene:
Marked point: (-1015.380 m,
935.956 m, 10.000 m)



10.000	0.00
9.000	0.01
8.000	0.01
7.000	0.01
6.000	0.01
5.000	0.01
4.000	0.01
3.000	0.01
2.000	0.01
1.000	0.01
0.000	0.01
m	**10.000**

Attention: The coordinates refer to the image above. Values in Lux.

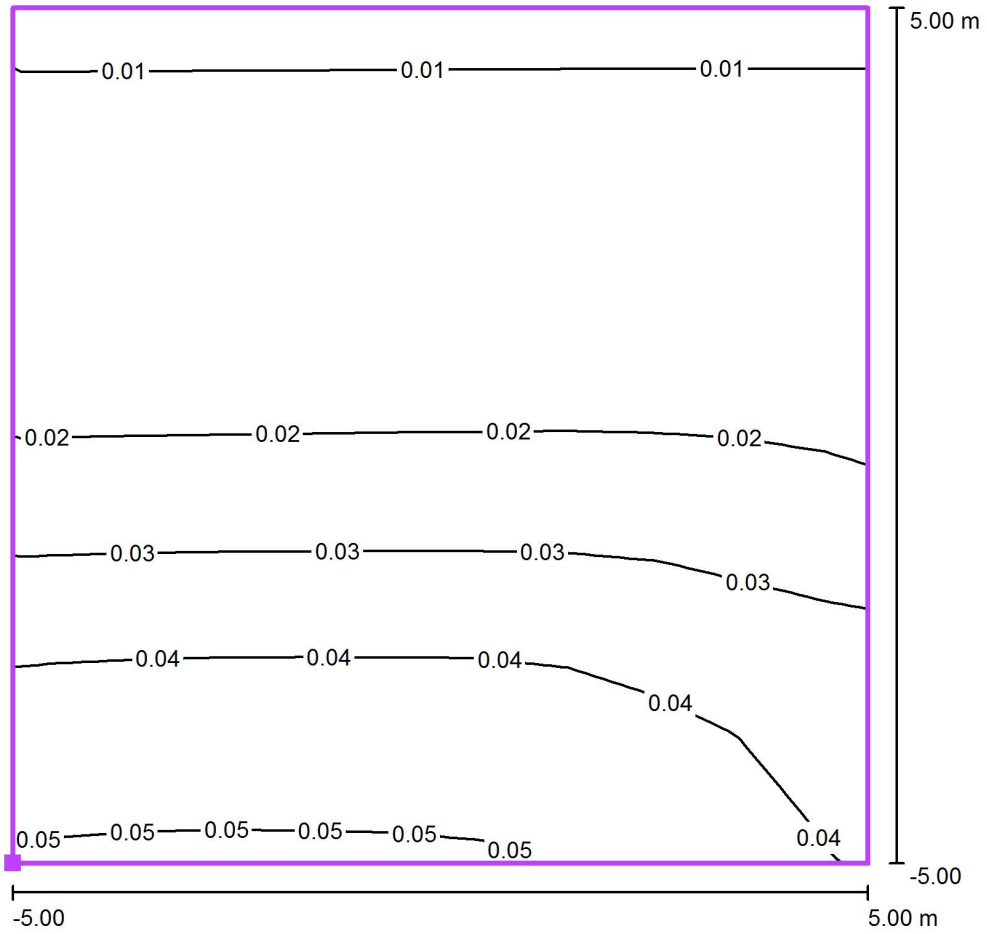
Grid: 11 x 11 Points

E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
0.01	0.00	0.01	0.00	0.00

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Outdoor Scene - Drilling Rig / NSR4 Calculation Grid / Isolines (E, Perpendicular)



Values in Lux, Scale 1 : 85

Position of surface in external scene:
Marked point: (473.449 m, 479.000 m, 10.000 m)



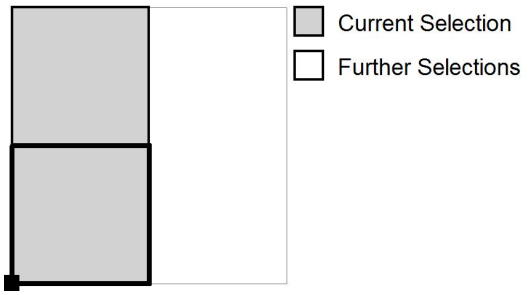
Grid: 11 x 11 Points

E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
0.03	0.00	0.05	0.00	0.00

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Outdoor Scene - Drilling Rig / NSR4 Calculation Grid / Table (E, Perpendicular)



Position of surface in external scene:
Marked point: (473.449 m, 479.000 m, 10.000 m)



10.000	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
9.000	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
8.000	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
7.000	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
6.000	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
5.000	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02
4.000	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02
3.000	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.03	0.03	0.03
2.000	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
1.000	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.04	0.04
0.000	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.04	0.04
m	**0.000**	**1.000**	**2.000**	**3.000**	**4.000**	**5.000**	**6.000**	**7.000**	**8.000**	**9.000**

Attention: The coordinates refer to the image above. Values in Lux.

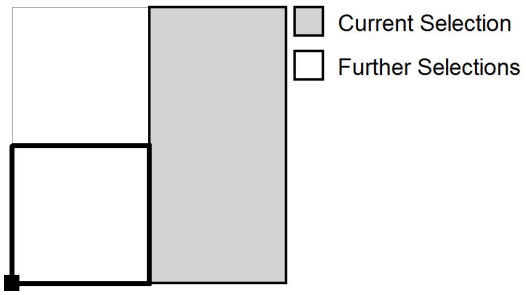
Grid: 11 x 11 Points

E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
0.03	0.00	0.05	0.00	0.00

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Outdoor Scene - Drilling Rig / NSR4 Calculation Grid / Table (E, Perpendicular)



Position of surface in external scene:
Marked point: (473.449 m, 479.000 m, 10.000 m)



10.000	0.00
9.000	0.02
8.000	0.02
7.000	0.02
6.000	0.02
5.000	0.02
4.000	0.02
3.000	0.03
2.000	0.04
1.000	0.04
0.000	0.04
m	**10.000**

Attention: The coordinates refer to the image above. Values in Lux.

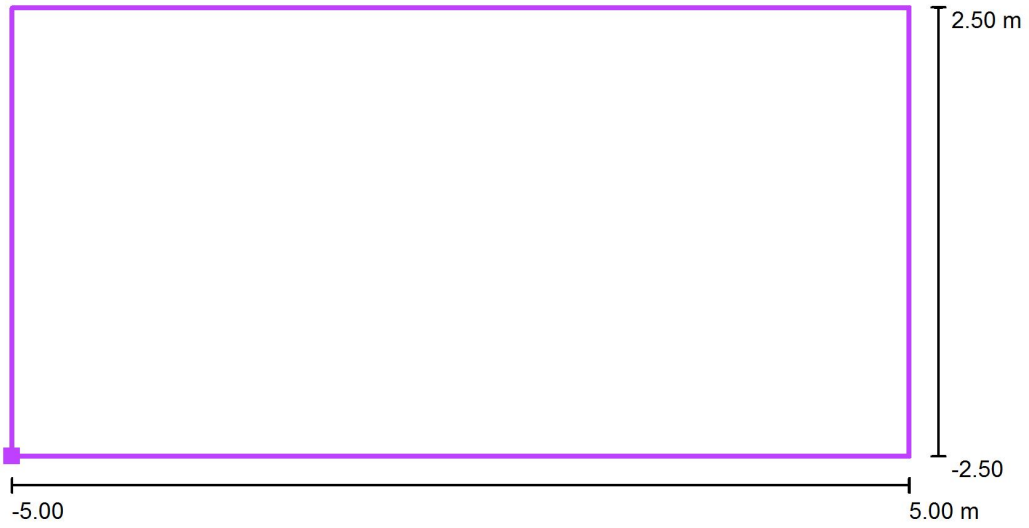
Grid: 11 x 11 Points

E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
0.03	0.00	0.05	0.00	0.00

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Outdoor Scene - Drilling Rig / NSR5 Calculation Grid / Isolines (E, Perpendicular)



Values in Lux, Scale 1 : 81

Position of surface in external scene:
Marked point: (810.664 m, 337.531 m, 7.500 m)



Grid: 11 x 6 Points

E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
0.01	0.01	0.02	0.82	0.57

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Outdoor Scene - Drilling Rig / NSR5 Calculation Grid / Table (E, Perpendicular)



Position of surface in external scene:
Marked point: (810.664 m, 337.531 m, 7.500 m)



m	0.000	1.000	2.000	3.000	4.000	5.000	6.000	7.000	8.000	9.000
5.000	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
4.000	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
3.000	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
2.000	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
1.000	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
0.000	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.02	0.02	0.02

Attention: The coordinates refer to the image above. Values in Lux.

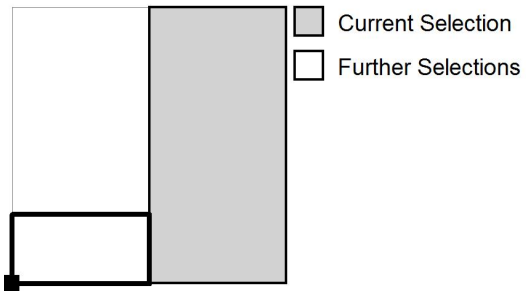
Grid: 11 x 6 Points

E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
0.01	0.01	0.02	0.82	0.57

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Outdoor Scene - Drilling Rig / NSR5 Calculation Grid / Table (E, Perpendicular)



Position of surface in external scene:
Marked point: (810.664 m, 337.531 m, 7.500 m)



5.000	0.01
4.000	0.01
3.000	0.01
2.000	0.01
1.000	0.01
0.000	0.02
m	**10.000**

Attention: The coordinates refer to the image above. Values in Lux.

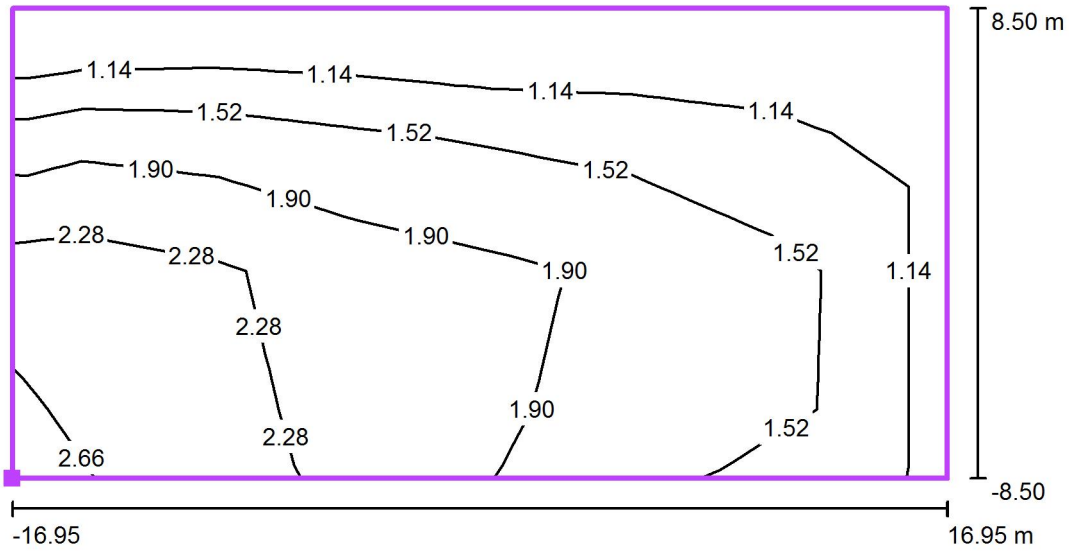
Grid: 11 x 6 Points

E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
0.01	0.01	0.02	0.82	0.57

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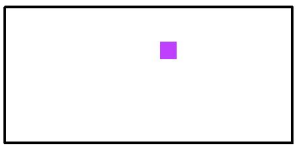
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Outdoor Scene - Drilling Rig / Calculation Grid NE Dewidales Boundary / Isolines (E, Perpendicular)



Values in Lux, Scale 1 : 274

Position of surface in external scene:
Marked point: (57.715 m, 926.844 m, 17.000 m)



Grid: 7 x 4 Points

E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
1.78	0.85	2.75	0.48	0.31

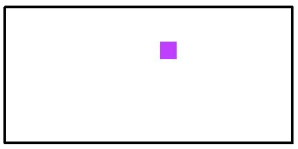
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Outdoor Scene - Drilling Rig / Calculation Grid NE Dewidales Boundary / Table (E, Perpendicular)



Position of surface in external scene:
Marked point: (57.715 m, 926.844 m, 17.000 m)



15.000	1.05	1.10	1.11	1.00	0.91	0.98	0.85
10.000	2.33	2.54	2.05	2.05	1.89	1.74	1.40
5.000	2.58	2.41	2.29	2.01	1.93	1.77	1.57
0.000	2.75	2.52	2.28	2.04	1.80	1.60	1.41
m	**0.000**	**5.000**	**10.000**	**15.000**	**20.000**	**25.000**	**30.000**

Attention: The coordinates refer to the image above. Values in Lux.

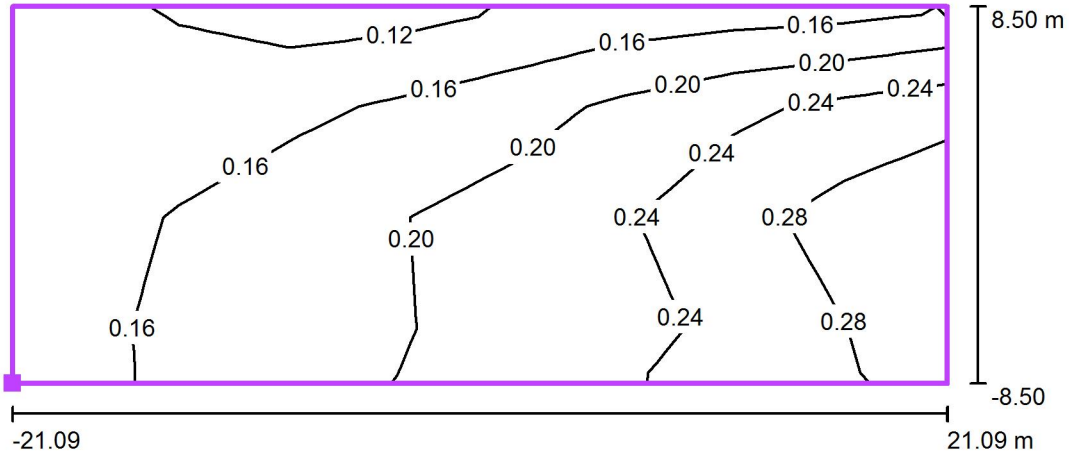
Grid: 7 x 4 Points

E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
1.78	0.85	2.75	0.48	0.31

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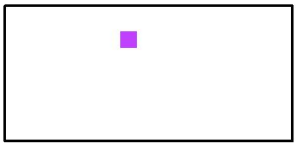
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Outdoor Scene - Drilling Rig / Calculation Grid W Woodland Block Boundary / Isolines (E, Perpendicular)



Values in Lux, Scale 1 : 341

Position of surface in external scene:
Marked point: (-214.522 m,
990.474 m, 17.000 m)



Grid: 9 x 4 Points

E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
0.20	0.12	0.32	0.60	0.37

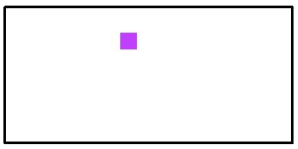
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Outdoor Scene - Drilling Rig / Calculation Grid W Woodland Block Boundary / Table (E, Perpendicular)



Position of surface in external scene:
Marked point: (-214.522 m,
990.474 m, 17.000 m)



15.000	0.13	0.14	0.12	0.12	0.14	0.16	0.17	0.18	0.20
10.000	0.14	0.15	0.17	0.19	0.21	0.23	0.27	0.30	0.32
5.000	0.14	0.16	0.18	0.19	0.20	0.22	0.23	0.27	0.29
0.000	0.14	0.16	0.18	0.19	0.21	0.23	0.24	0.26	0.30
m	**0.000**	**5.000**	**10.000**	**15.000**	**20.000**	**25.000**	**30.000**	**35.000**	**40.000**

Attention: The coordinates refer to the image above. Values in Lux.

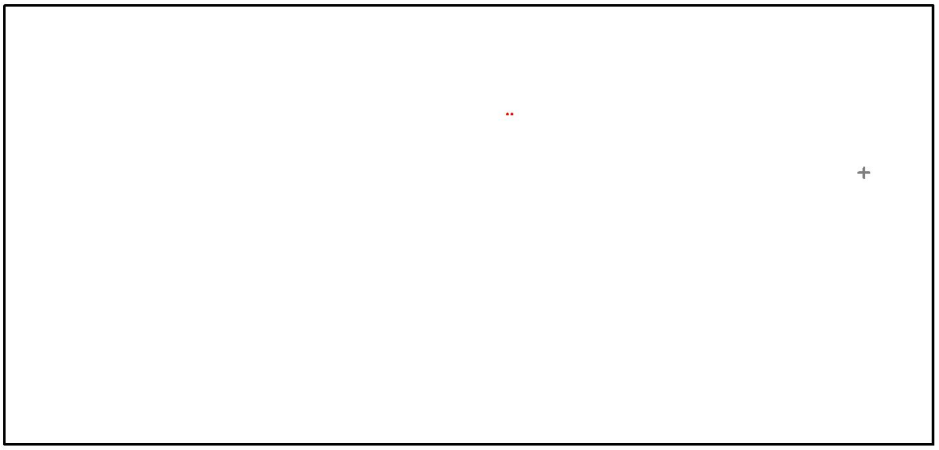
Grid: 9 x 4 Points

E_{av} [lx]	E_{min} [lx]	E_{max} [lx]	u0	E_{min} / E_{max}
0.20	0.12	0.32	0.60	0.37

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Outdoor Scene - Drilling Rig / NSR1 lum intensity calc point (cd) / Summary



Position: (753.838 m, 871.836 m, 3.000 m)

Possible interference sources

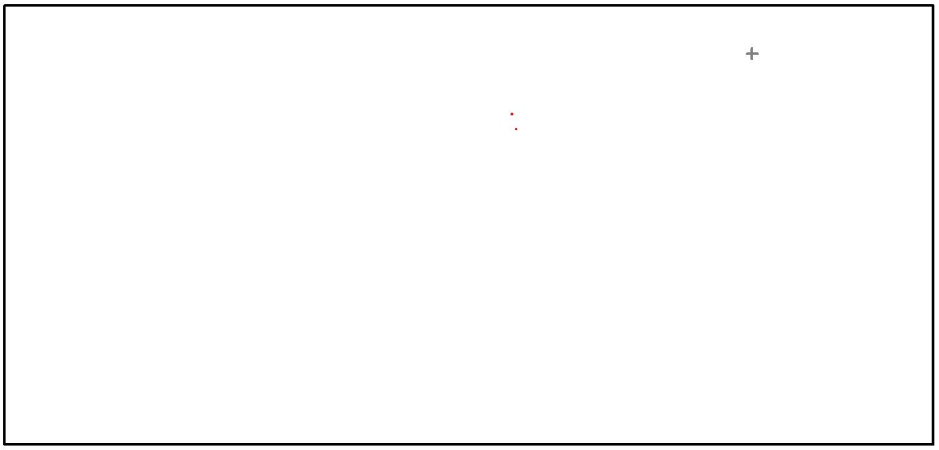
No.	Luminaire	Position [m] X	Y	Z	Luminous emittance	Luminous intensity [cd]
1	Victor Lighting MO2I/150/MS + HEC20-0001 Monarch II VL15I Well Glass with Dome Reflector 8" DIAM GLASS GLOBE W/DOME REFL WHT RUBBER GASKET	9.750	995.428	11.750	Luminous emittance 1	1595
2	Victor Lighting MO2I/150/MS + HEC20-0001 Monarch II VL15I Well Glass with Dome Reflector 8" DIAM GLASS GLOBE W/DOME REFL WHT RUBBER GASKET	0.864	995.450	8.500	Luminous emittance 1	1594
3	Victor Lighting MO2I/150/MS + HEC20-0001 Monarch II VL15I Well Glass with Dome Reflector 8" DIAM GLASS GLOBE W/DOME REFL WHT RUBBER GASKET	0.864	995.450	4.500	Luminous emittance 1	1593

Only luminaires are listed that exceed the limit value of the interference effect. This limit value is: 500 cd.

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Outdoor Scene - Drilling Rig / NSR2 lum intensity calc point (cd) / Summary



Position: (517.832 m, 1122.991 m, 3.000 m)

Possible interference sources

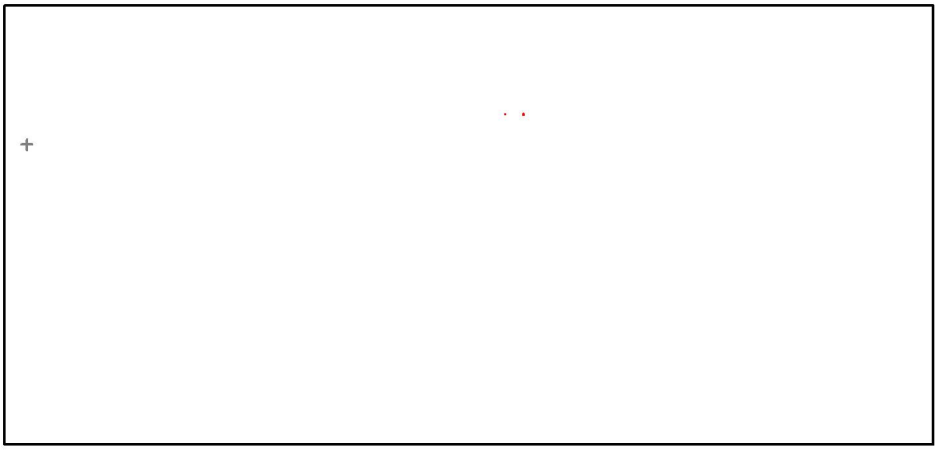
No.	Luminaire	Position [m] X	Y	Z	Luminous emittance	Luminous intensity [cd]
1	Victor Lighting MO2I/150/MS + HEC20-0001 Monarch II VL15I Well Glass with Dome Reflector 8" DIAM GLASS GLOBE W/DOME REFL WHT RUBBER GASKET	9.750	995.428	11.750	Luminous emittance 1	1621
2	Abacus Lighting Ltd AL5121 400W HIT/H75/LU/4K Tiber 400W HIT/H75/LU/4K symmetric	18.737	964.377	5.500	Luminous emittance 1	647

Only luminaires are listed that exceed the limit value of the interference effect. This limit value is: 500 cd.

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Outdoor Scene - Drilling Rig / NSR3 lum intensity calc point (cd) / Summary



Position: (-1014.897 m, 930.956 m, 3.000 m)

Possible interference sources

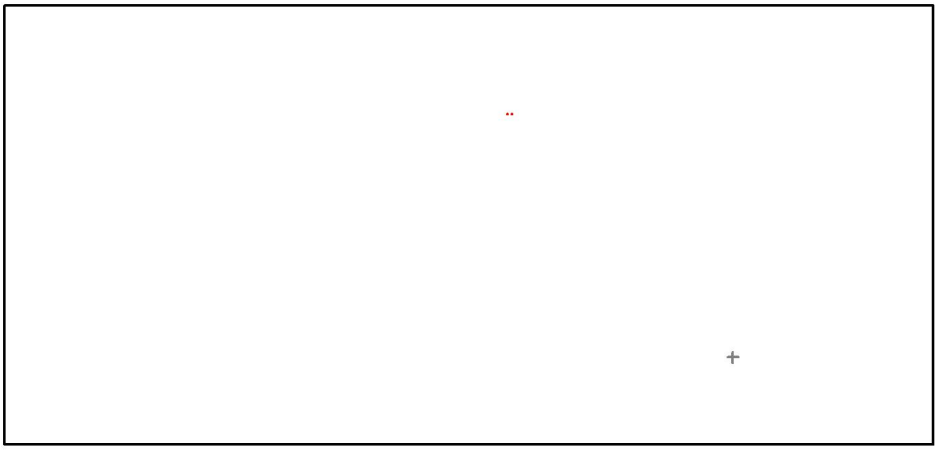
No.	Luminaire	Position [m] X	Y	Z	Luminous emittance	Luminous intensity [cd]
1	Victor Lighting MO2I/150/MS + HEC20-0001 Monarch II VL15I Well Glass with Dome Reflector 8" DIAM GLASS GLOBE W/DOME REFL WHT RUBBER GASKET	-4.570	995.442	11.750	Luminous emittance 1	1608
2	Abacus Lighting Ltd AL5121 400W HIT/H75/LU/4K Tiber 400W HIT/H75/LU/4K symmetric	34.677	994.700	5.500	Luminous emittance 1	1284
3	Abacus Lighting Ltd AL5121 400W HIT/H75/LU/4K Tiber 400W HIT/H75/LU/4K symmetric	34.676	994.399	5.500	Luminous emittance 1	1590

Only luminaires are listed that exceed the limit value of the interference effect. This limit value is: 500 cd.

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Outdoor Scene - Drilling Rig / NSR4 lum intensity calc point (cd) / Summary



Position: (476.971 m, 482.855 m, 3.000 m)

Possible interference sources

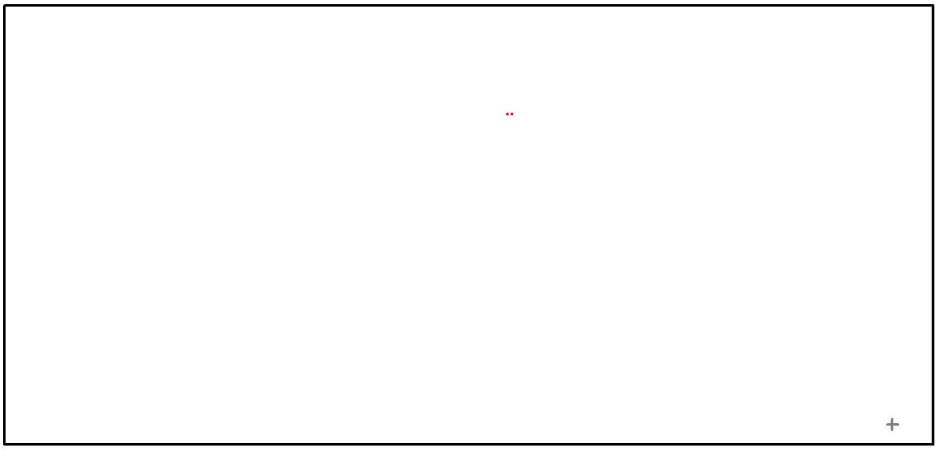
No.	Luminaire	Position [m]			Luminous emittance	Luminous intensity [cd]
		X	Y	Z		
1	Victor Lighting MO2I/150/MS + HEC20-0001 Monarch II VL15I Well Glass with Dome Reflector 8" DIAM GLASS GLOBE W/DOME REFL WHT RUBBER GASKET	9.750	995.428	11.750	Luminous emittance 1	980
2	Victor Lighting MO2I/150/MS + HEC20-0001 Monarch II VL15I Well Glass with Dome Reflector 8" DIAM GLASS GLOBE W/DOME REFL WHT RUBBER GASKET	0.864	995.450	8.500	Luminous emittance 1	979
3	Victor Lighting MO2I/150/MS + HEC20-0001 Monarch II VL15I Well Glass with Dome Reflector 8" DIAM GLASS GLOBE W/DOME REFL WHT RUBBER GASKET	0.864	995.450	6.500	Luminous emittance 1	957
4	Victor Lighting MO2I/150/MS + HEC20-0001 Monarch II VL15I Well Glass with Dome Reflector 8" DIAM GLASS GLOBE W/DOME REFL WHT RUBBER GASKET	0.864	995.450	4.500	Luminous emittance 1	969

Only luminaires are listed that exceed the limit value of the interference effect. This limit value is: 500 cd.

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Outdoor Scene - Drilling Rig / NSR5 lum intensity calc point (cd) / Summary



Position: (813.952 m, 341.491 m, 3.000 m)

Possible interference sources

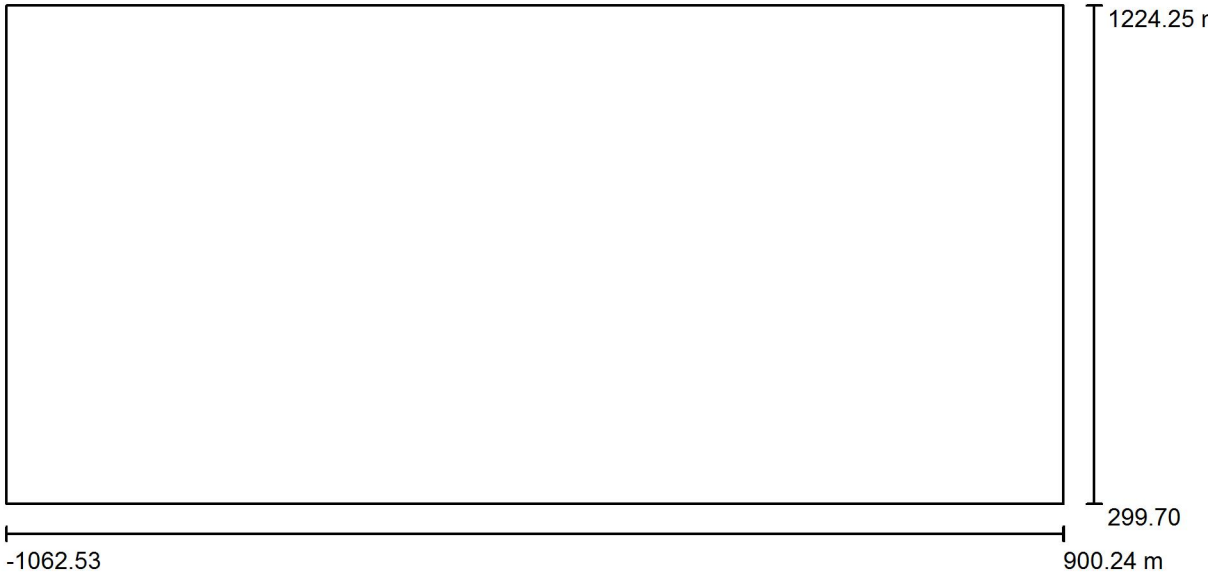
No.	Luminaire	Position [m] X	Y	Z	Luminous emittance	Luminous intensity [cd]
1	Victor Lighting MO2I/150/MS + HEC20-0001 Monarch II VL15I Well Glass with Dome Reflector 8" DIAM GLASS GLOBE W/DOME REFL WHT RUBBER GASKET	9.750	995.428	11.750	Luminous emittance 1	1470
2	Victor Lighting MO2I/150/MS + HEC20-0001 Monarch II VL15I Well Glass with Dome Reflector 8" DIAM GLASS GLOBE W/DOME REFL WHT RUBBER GASKET	0.864	995.450	8.500	Luminous emittance 1	1464
3	Victor Lighting MO2I/150/MS + HEC20-0001 Monarch II VL15I Well Glass with Dome Reflector 8" DIAM GLASS GLOBE W/DOME REFL WHT RUBBER GASKET	0.864	995.450	6.500	Luminous emittance 1	1450
4	Victor Lighting MO2I/150/MS + HEC20-0001 Monarch II VL15I Well Glass with Dome Reflector 8" DIAM GLASS GLOBE W/DOME REFL WHT RUBBER GASKET	0.864	995.450	4.500	Luminous emittance 1	1465

Only luminaires are listed that exceed the limit value of the interference effect. This limit value is: 500 cd.

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0 reflectance scene / Planning data



Light loss factor: 0.80, ULR (Upward Light Ratio): 3.0%

Scale 1:14033

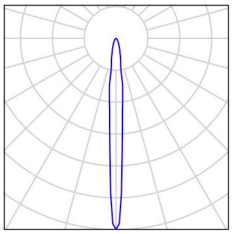
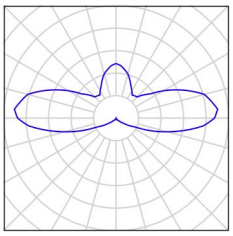
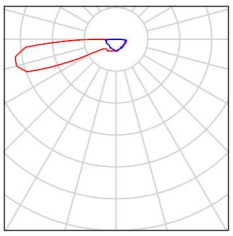
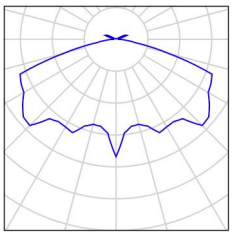
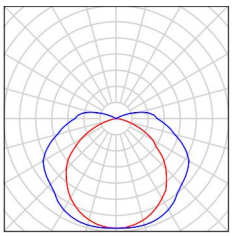
Luminaire Parts List

No.	Pieces	Designation (Correction Factor)	Φ (Luminaire) [lm]	Φ (Lamps) [lm]	P [W]
1	28	Abacus Lighting Ltd AL5121 400W HIT/H75/LU/4K Tiber 400W HIT/H75/LU/4K symmetric (1.000)	29955	40000	410.0
2	1	Cooper Crouse-Hinds Pauluhn 1159REDGRD 100W INC RED GLOBE (1.000)	327	1600	102.0
3	11	DESIGN PLAN QTO/1900NW/XC04 QUADRATO LED QTO/1900NW/XC04 (1.000)	663	1200	20.0
4	8	Victor Lighting MO2I/150/MS + HEC20-0001 Monarch II VL15I Well Glass with Dome Reflector 8" DIAM GLASS GLOBE W/DOME REFL WHT RUBBER GASKET (1.000)	10012	15000	175.0
5	38	Victor Lighting TRIE/218/BI Trident VL125 Fluorescent (1.000)	1848	2700	38.0
		Total:	996674 Total:	1357400	14646.0

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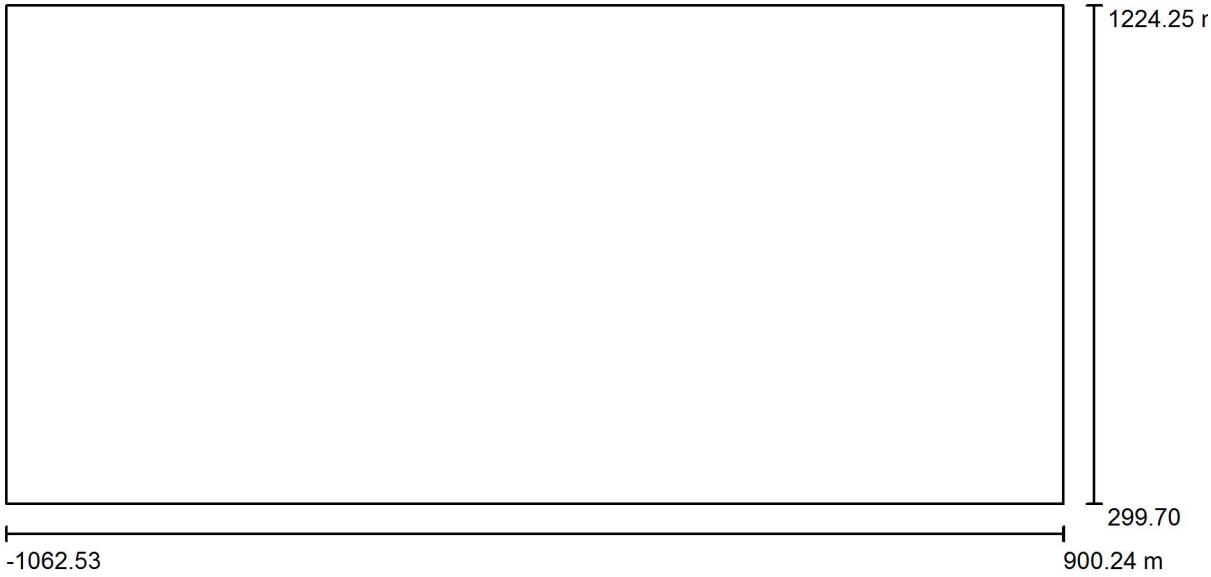
0 reflectance scene / Luminaire parts list

28 Pieces	Abacus Lighting Ltd AL5121 400W HIT/H75/LU/4K Tiber 400W HIT/H75/LU/4K symmetric Article No.: AL5121 400W HIT/H75/LU/4K Luminous flux (Luminaire): 29955 lm Luminous flux (Lamps): 40000 lm Luminaire Wattage: 410.0 W Luminaire classification according to CIE: 100 CIE flux code: 97 100 100 100 75 Fitting: 1 x 400W HIT/H75/LU/4K (Correction Factor 1.000).	See our luminaire catalog for an image of the luminaire.	
1 Pieces	Cooper Crouse-Hinds Pauluhn 1159REDGRD 100W INC RED GLOBE Article No.: 1159REDGRD Luminous flux (Luminaire): 327 lm Luminous flux (Lamps): 1600 lm Luminaire Wattage: 102.0 W Luminaire classification according to CIE: 33 CIE flux code: 01 07 34 33 20 Fitting: 1 x User defined (Correction Factor 1.000).	See our luminaire catalog for an image of the luminaire.	
11 Pieces	DESIGN PLAN QTO/1900NW/XC04 QUADRATO LED QTO/1900NW/XC04 Article No.: QTO/1900NW/XC04 Luminous flux (Luminaire): 663 lm Luminous flux (Lamps): 1200 lm Luminaire Wattage: 20.0 W Luminaire classification according to CIE: 100 CIE flux code: 14 30 65 100 55 Fitting: 1 x LED (Correction Factor 1.000).	See our luminaire catalog for an image of the luminaire.	
8 Pieces	Victor Lighting MO2I/150/MS + HEC20-0001 Monarch II VL15I Well Glass with Dome Reflector 8" DIAM GLASS GLOBE W/DOME REFL WHT RUBBER GASKET Article No.: MO2I/150/MS + HEC20-0001 Luminous flux (Luminaire): 10012 lm Luminous flux (Lamps): 15000 lm Luminaire Wattage: 175.0 W Luminaire classification according to CIE: 96 CIE flux code: 30 66 94 96 67 Fitting: 1 x 150W SON-T (Correction Factor 1.000).	See our luminaire catalog for an image of the luminaire.	
38 Pieces	Victor Lighting TRIE/218/BI Trident VL125 Fluorescent Article No.: TRIE/218/BI Luminous flux (Luminaire): 1848 lm Luminous flux (Lamps): 2700 lm Luminaire Wattage: 38.0 W Luminaire classification according to CIE: 92 CIE flux code: 39 68 88 92 68 Fitting: 2 x 2x18W Bi-Pin T8 (Correction Factor 1.000).	See our luminaire catalog for an image of the luminaire.	

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Copy of 0 reflectance scene / Planning data



Light loss factor: 0.80

Scale 1:14033

Luminaire Parts List

No.	Pieces	Designation (Correction Factor)	Φ (Luminaire) [lm]	Φ (Lamps) [lm]	P [W]
1	28	Abacus Lighting Ltd AL5121 400W HIT/H75/LU/4K Tiber 400W HIT/H75/LU/4K symmetric (1.000)	29955	40000	410.0
2	1	Cooper Crouse-Hinds Pauluhn 1159REDGRD 100W INC RED GLOBE (1.000)	327	1600	102.0
3	11	DESIGN PLAN QTO/1900NW/XC04 QUADRATO LED QTO/1900NW/XC04 (1.000)	663	1200	20.0
4	8	Victor Lighting MO2I/150/MS + HEC20-0001 Monarch II VL15I Well Glass with Dome Reflector 8" DIAM GLASS GLOBE W/DOME REFL WHT RUBBER GASKET (1.000)	10012	15000	175.0
5	38	Victor Lighting TRIE/218/BI Trident VL125 Fluorescent (1.000)	1848	2700	38.0
		Total:	996674	Total: 1357400	14646.0

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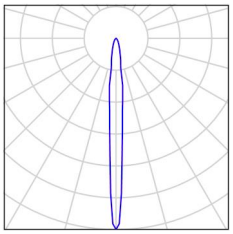
Operator
Telephone
Fax
e-Mail

Copy of 0 reflectance scene / Luminaire parts list

28 Pieces

Abacus Lighting Ltd AL5121 400W HIT/H75/LU/4K Tiber 400W HIT/H75/LU/4K symmetric
Article No.: AL5121 400W HIT/H75/LU/4K
Luminous flux (Luminaire): 29955 lm
Luminous flux (Lamps): 40000 lm
Luminaire Wattage: 410.0 W
Luminaire classification according to CIE: 100
CIE flux code: 97 100 100 100 75
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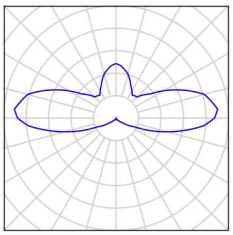
See our luminaire catalog for an image of the luminaire.



1 Pieces

Cooper Crouse-Hinds Pauluhn 1159REDGRD 100W INC RED GLOBE
Article No.: 1159REDGRD
Luminous flux (Luminaire): 327 lm
Luminous flux (Lamps): 1600 lm
Luminaire Wattage: 102.0 W
Luminaire classification according to CIE: 33
CIE flux code: 01 07 34 33 20
Fitting: 1 x User defined (Correction Factor 1.000).

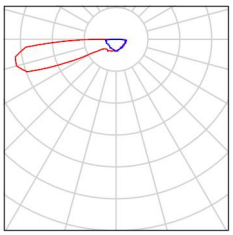
See our luminaire catalog for an image of the luminaire.



11 Pieces

DESIGN PLAN QTO/1900NW/XC04 QUADRATO LED QTO/1900NW/XC04
Article No.: QTO/1900NW/XC04
Luminous flux (Luminaire): 663 lm
Luminous flux (Lamps): 1200 lm
Luminaire Wattage: 20.0 W
Luminaire classification according to CIE: 100
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Fitting: 1 x LED (Correction Factor 1.000).

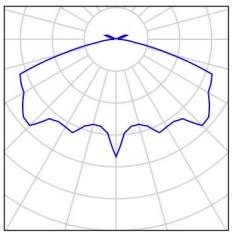
See our luminaire catalog for an image of the luminaire.



8 Pieces

Victor Lighting MO2I/150/MS + HEC20-0001 Monarch II VL15I Well Glass with Dome Reflector 8" DIAM GLASS GLOBE W/DOME REFL WHT RUBBER GASKET
Article No.: MO2I/150/MS + HEC20-0001
Luminous flux (Luminaire): 10012 lm
Luminous flux (Lamps): 15000 lm
Luminaire Wattage: 175.0 W
Luminaire classification according to CIE: 96
CIE flux code: 30 66 94 96 67
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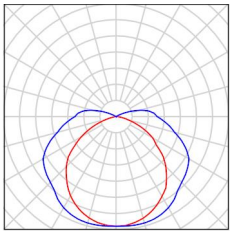
See our luminaire catalog for an image of the luminaire.

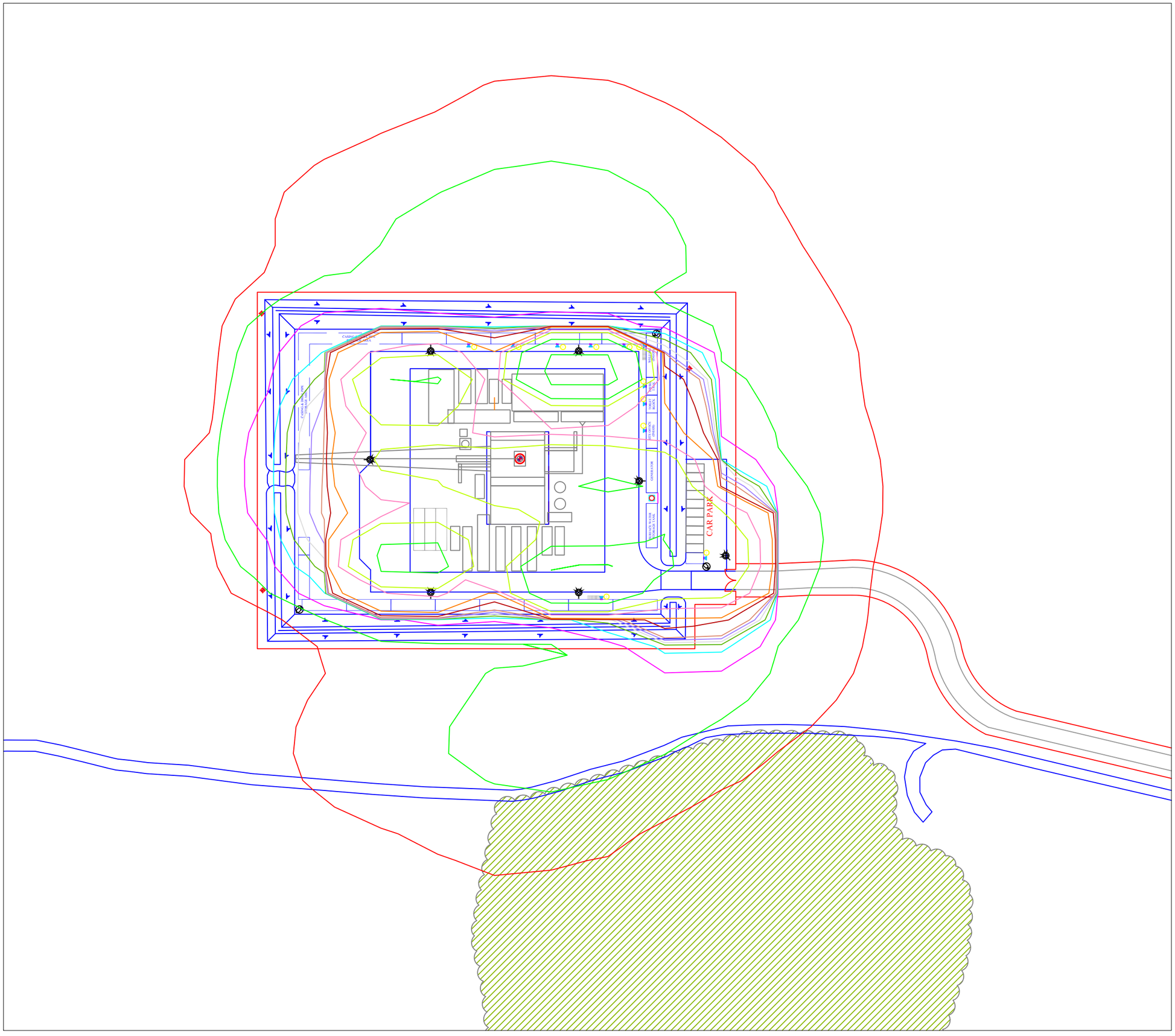


38 Pieces

Victor Lighting TRIE/218/BI Trident VL125 Fluorescent
Article No.: TRIE/218/BI
Luminous flux (Luminaire): 1848 lm
Luminous flux (Lamps): 2700 lm
Luminaire Wattage: 38.0 W
Luminaire classification according to CIE: 92
CIE flux code: 39 68 88 92 68
Fitting: 2 x 2x18W Bi-Pin T8 (Correction Factor 1.000).

See our luminaire catalog for an image of the luminaire.





KEY

Isolines

- 0.1 lx
- 0.5 lx
- 1.0 lx
- 1.5 lx
- 2.0 lx
- 2.5 lx
- 3.0 lx
- 10 lx
- 30 lx
- 50 lx
- 100 lx

REV	DESCRIPTION	DATE

INEOS

P304 - S21 COMPOUND

LIGHTING MODEL ISOLINES

STAGE 2: DRILLING, CORING AND SUSPENSION

PRELIMINARY

Project Number: 17061

Drawing Number: 304/21-60545277-0003-01

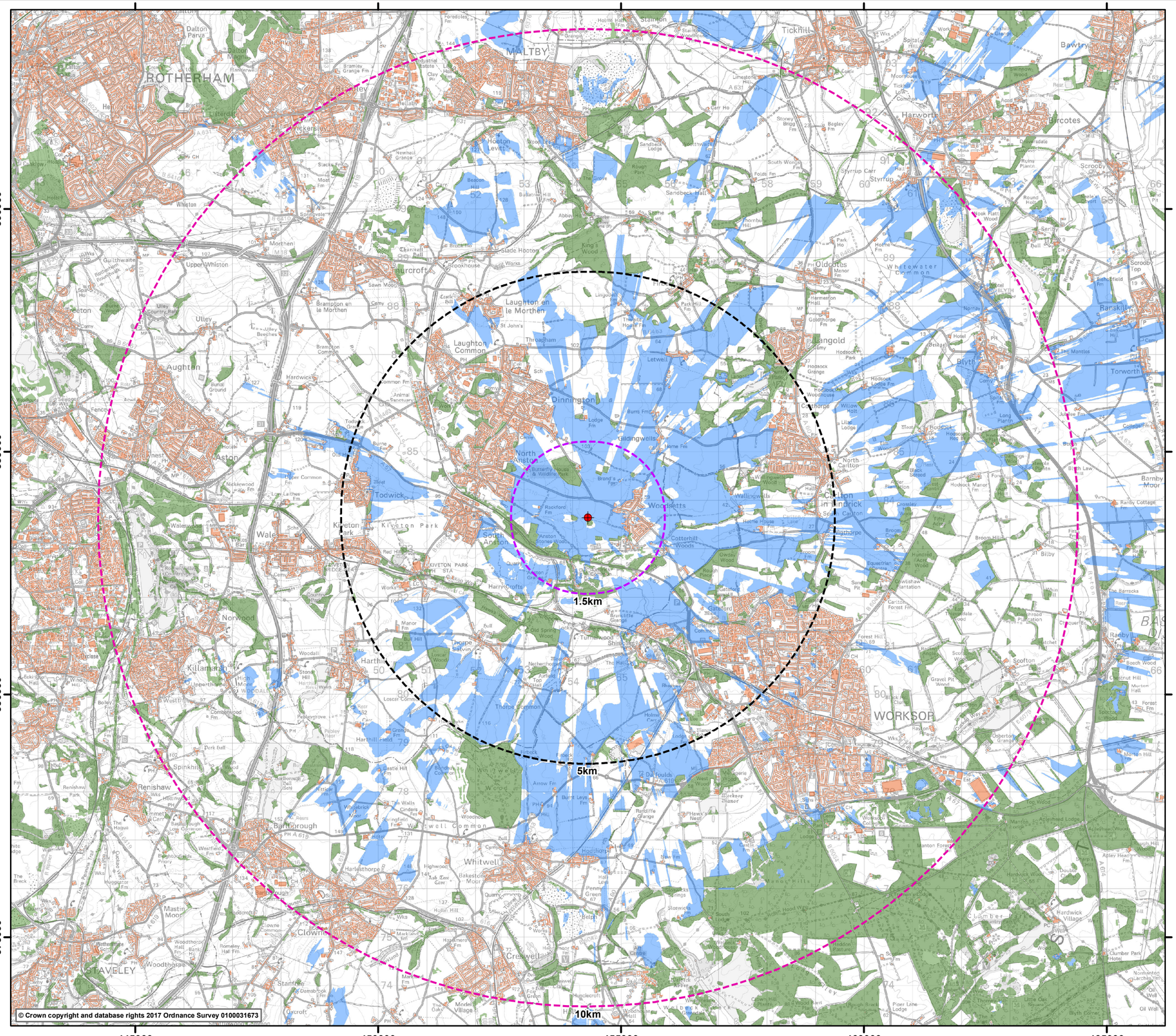
Revision:

Drawing Scale: 1:1000

Paper Size: A3

Date: 18.10.17

APPENDIX 5-1 LANDSCAPE AND VISUAL - ZONE OF THEORETICAL VISIBILITY



Legend

- 60m Drill Rig
- 1.5km from site
- 5km from site
- 10km from site
- Building (OS OpenMap)
- Woodland (NFI)
- Drill rig potentially visible

Notes

The ZTV is calculated to a height of 60m from a viewing height of 2m above ground level.

The terrain model is OS Terrain 5 data which is at 5m horizontal resolution. This is bare earth data with no buildings or tree heights included. We have added an assumed height of 7.5m for buildings from OS OpenMap data, and 15m added to forestry using National Forest Inventory data from Forestry Commission.

Earth curvature and atmospheric refraction have been taken into account. The ZTV was calculated using Spatial Analyst extension to ArcMap 10.4.1 software.

N

0 1,000 2,000 Meters

INEOS Shale

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

Project: PEDL 304/21

Title:
Figure 5-1: Site 304/21 Zone of Theoretical Visibility of Drill Rig with Assumed Building and Forestry Heights Added

Date: 17/08/2017 Scale: 1:75,000 CRS: BNG

Drawn: GIS&V Checked: AB Rev: 1

Plan No: PEDL 304/21

Legend

- Site Boundary
- 1.5km from site
- 5km from site
- Building (OS OpenMap)
- Woodland (NFI)
- Site Potentially Visible
- Viewpoints

Notes

The ZTV is calculated to a height of 5m of the outer perimeter from a viewing height of 2m above ground level.

The terrain model is OS Terrain 5 data which is at 5m horizontal resolution. This is bare earth data with no buildings or tree heights included. We have added an assumed height of 7.5m for buildings from OS OpenMap data, and 15m added to forestry using National Forest Inventory data from Forestry Commission.

Earth curvature and atmospheric refraction have been taken into account. The ZTV was calculated using Spatial Analyst extension to ArcMap 10.4.1 software.

N

0 500 1,000 Meters

INEOS Shale

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

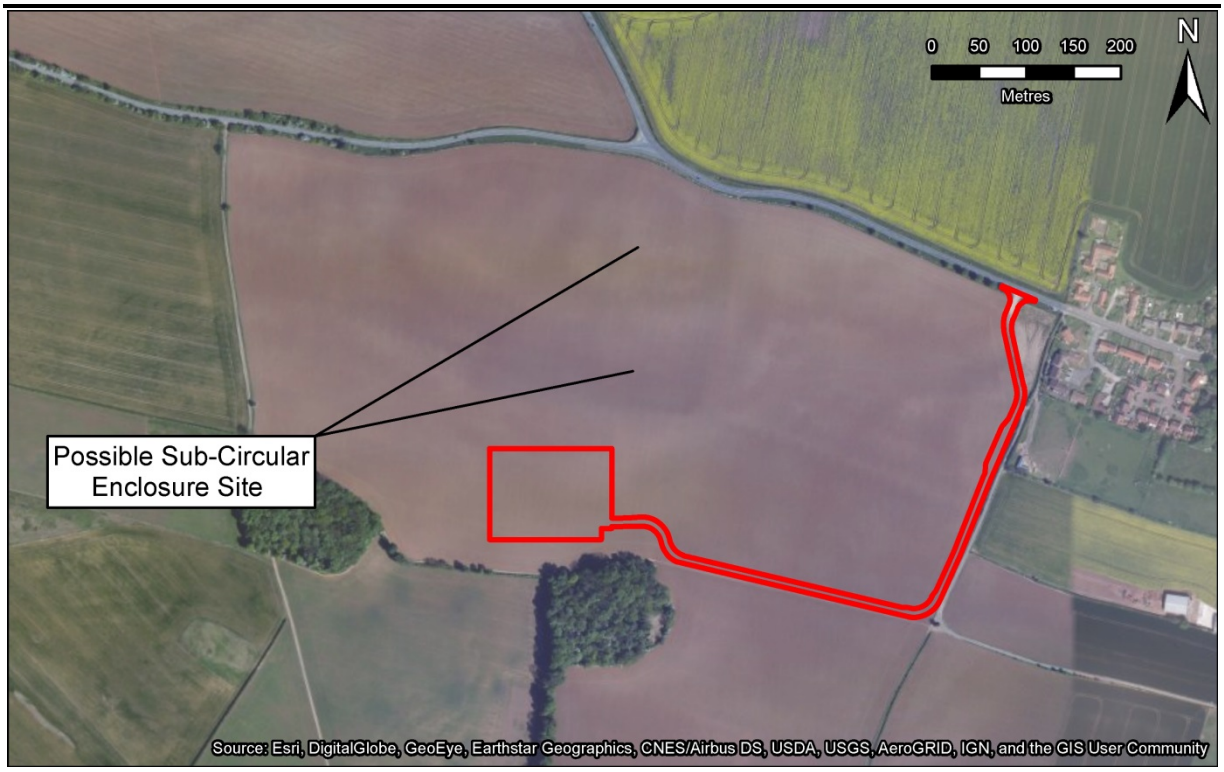
Project:	PEDL 304/21
Title:	Figure 5-2: Site 304/21 Zone of Theoretical Visibility of Site Boundary with Assumed Building and Forestry Heights Added
Date: 17/08/2017	Scale: 1:40,000 CRS: BNG
Drawn: GIS&V	Checked: AB Rev: 1
Plan No:	PEDL 304/21

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APPENDIX 8-1 HISTORIC AIR PHOTOGRAPH ANALYSIS

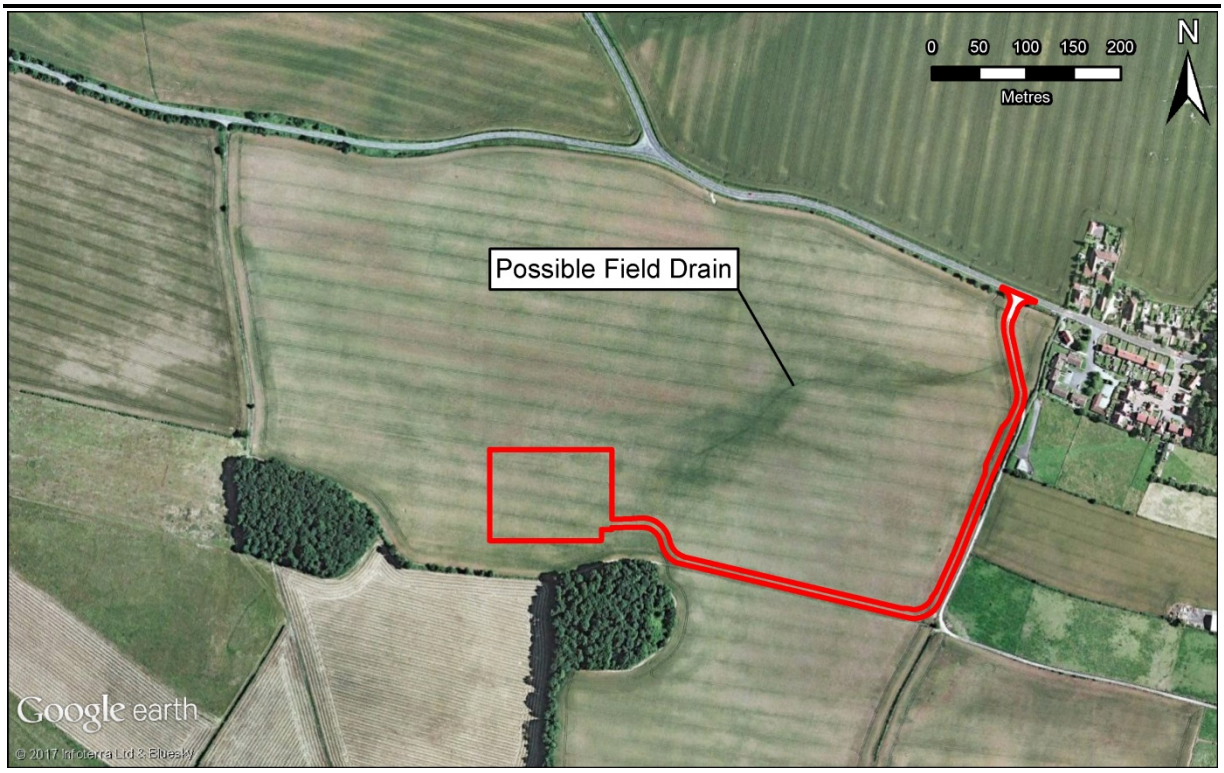
To inform assessment analysis of historic air photographs was undertaken. Within the 2 km study area, a number of crop marks are visible on aerial photographs and satellite imagery which have the potential to be previously unknown subsurface archaeological features.

Plate 1 Possible sub-Circular Enclosures



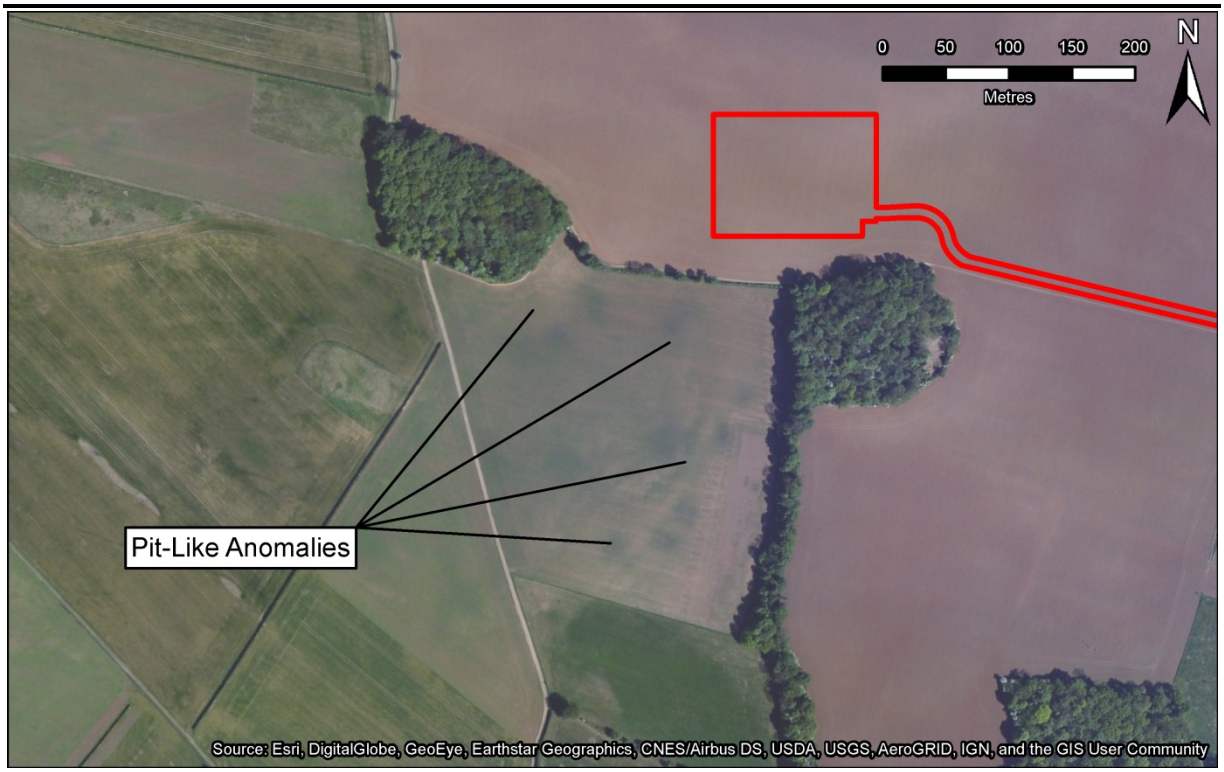
Two dark sub-circular features (see Plate 1 and Figure 8.1, Asset 21 and Asset 22) appear to indicate a potential large double enclosure site (a space that is surrounded by an earthwork, usually a ditch or bank) located approximately 50 m to the north of the proposed site. Woodsetts Road would appear to respect the northern limits of this potential site, curving slightly around it close to the junction with Dinnington road.

Plate 2 Possible Field Drain



To the north and east of the proposal site, two discreet linear features can be observed running northeast - southwest and east - west. The former can be interpreted as a possible field drain (Plate 2) as is suggested by the topography of the land and its alignment with a spring in Woodsetts recorded on the 1897 OS map (Map 5). The east-west linear features are likely to be the remnants of the field boundaries that existed up until at least 1993 (see 1993 OS map 25-inch; Map 11).

Plate 3 Pit-like anomalies



A number of pit-like features are visible to the southwest of the site, situated in the field that was once part of Dewidales Wood (Plate 3). The closest of these features is located approximately 70 m to the south of the proposed site. Whilst there is no historic mapping evidence suggesting these might be related to quarrying, there is potential given the complimenting geology and past quarrying in the area (e.g. Harrycroft quarry[1] and quarries on Lindrick Common). In an archaeological study of a South Yorkshire woodland site, a "dazzling array of features related to early and later industrial use"[2] were evident, including features such as charcoal and Q-pits[3], saw pits, bell pits for coal and iron stone and smelting sites for lead and iron manufacture.

[1] South Yorkshire Archaeology Unit, 1991
[2] Ian D. Rotherham and Paul A. Ardron, 6006, P238
[3] Kiln sites which were dug for the production of white coal prior to the Industrial Revolution.

APPENDIX 8-2 HISTORIC MAP REGRESSION

Historic map regression was undertaken in relation to the proposal area, which is shown as a larger area on historic mapping below to allow potential features of interest depicted on the mapping to be identified. This work was undertaken to inform assessment and to aid the identification of cultural heritage assets not identified through other sources.

Summary

The earliest detailed cartographic information for the area southwest of Woodsetts comes from the Tithe maps (collated and prepared shortly after the Tithe Commutation Act of 1836 and detail all land owners and occupiers in the parish). The Plan of the Township of Woodsetts (1850 Tithe map; Map 1) depicts a handful of structures nucleated around a centrally located church; Hodes (later Hoades) house is visible on Dinnington Road, surrounded by an enclosed field system. Woodsetts House, however, did not exist at the time, being built two decades later. The site is located at the east end of Dewidales Wood (Bilston Hill Wood), which was likely to have been single woodland as shown on the later OS mapping.

The Plan of the Township of North and South Anston (1850 Tithe map; Map 2) does not map the site but it does demonstrate consistent land enclosures which become more complex closer to the village of South Anston. There is also evidence of a track way to the southwest of South Anston which leads to, but stops at, the village.

The 1851 OS map (Six-inch; Map 3) shows a path running east - west across, and a well in the southwest corner of the field with the proposal site. The wood to the south of the site (currently mapped as Dewidales Wood) is recorded as Bilston Hill Wood.

Further afield, quarrying of Lindrick common is evident and quarries, such as Lindrick Common Quarry remain evident until the present day.

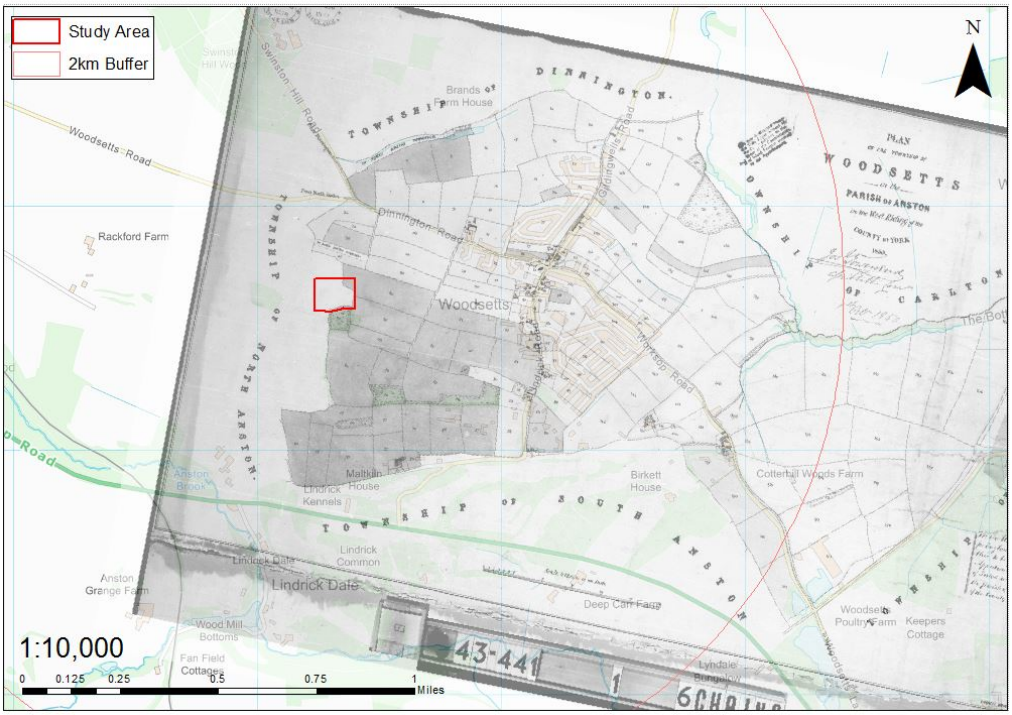
By the end of the 19th century Dewidales wood appears to have been re-forested and is joined to Bilston Hill Wood, taking on the Dewidales name; Map 4). The east – west path across the site is still evident, along with another path running east – west adjacent to the southern border of the site.

The field system is segmented into smaller fields than the present day. Lindrick House is also established by this stage. In the 1897 OS map (Six-inch) map; Map 5, contouring aligns with a spring located north of Woodsetts School on Gildingwells Road; a possible field drain, evident through remote sensing (Asset 23 on Figure 8.1), appears to head northeast towards the spring.

By the start of the 20th century few changes have occurred; the 1:2,500 Ordnance survey maps of 1902, 1923, and 1932 (Map 6, Map 7, Map 8) display no activity with only a path remaining across the site. The OS map of 1923 (1:10,560) suggests Woodsetts had not grown significantly. By the 1960's this trend continues, and the east - west path that bisected the site is no longer depicted. The field boundaries to the north are reconciled into a simplified system.

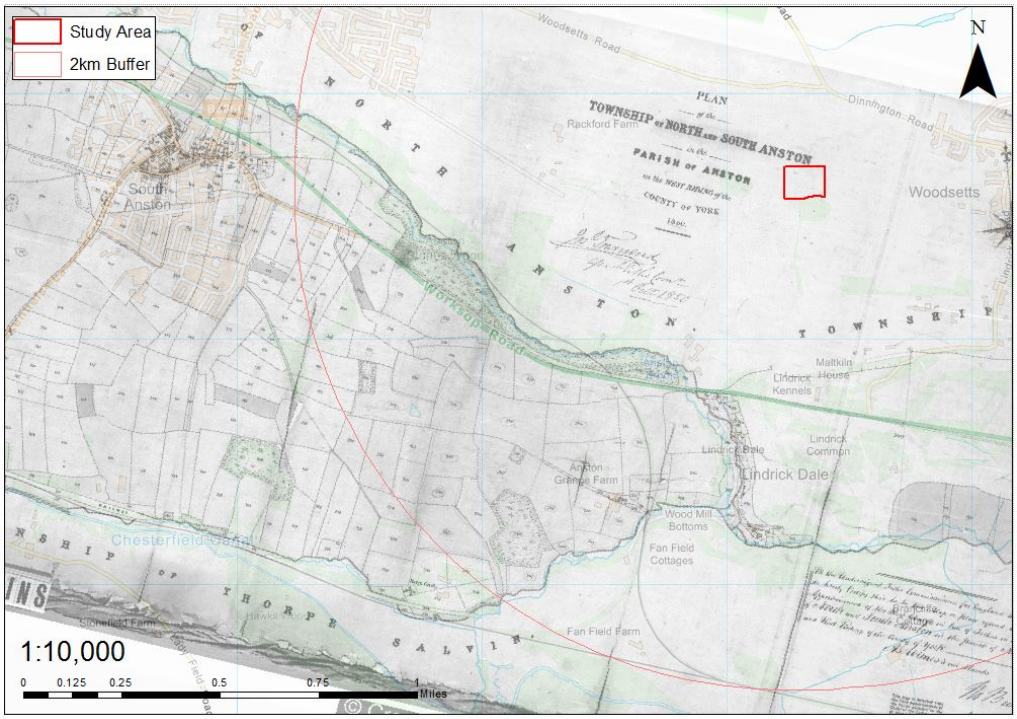
The 1973 OS map (1:2,500) (Map 10) displays the deforestation of the central area of Dewidales Wood, referring to both the eastern section (previously Bilston Hill Wood), and the western sections as Dewidales Wood. The path is present across the site in this map. By 1993 (Map 11) little has changed within or in close proximity to the site.

Map 1 Woodsetts Tithe Portion Map (1850)



Source: www.thegenealogist.co.uk

Map 2 North and South Anston Tithe Portion Map (1850)



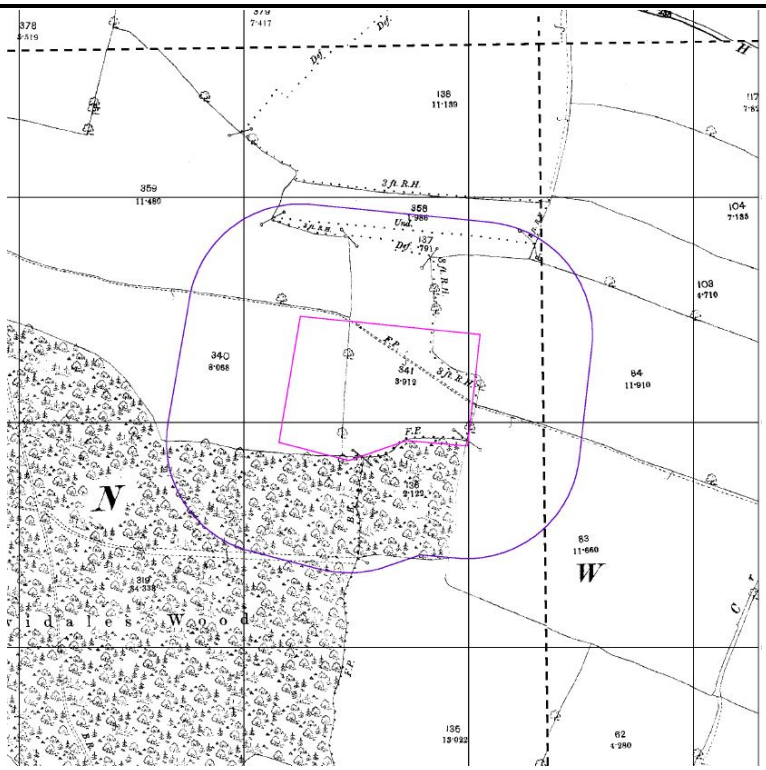
Source: www.thegenealogist.co.uk/

Map 3 OS Six-inch to the mile (1851)



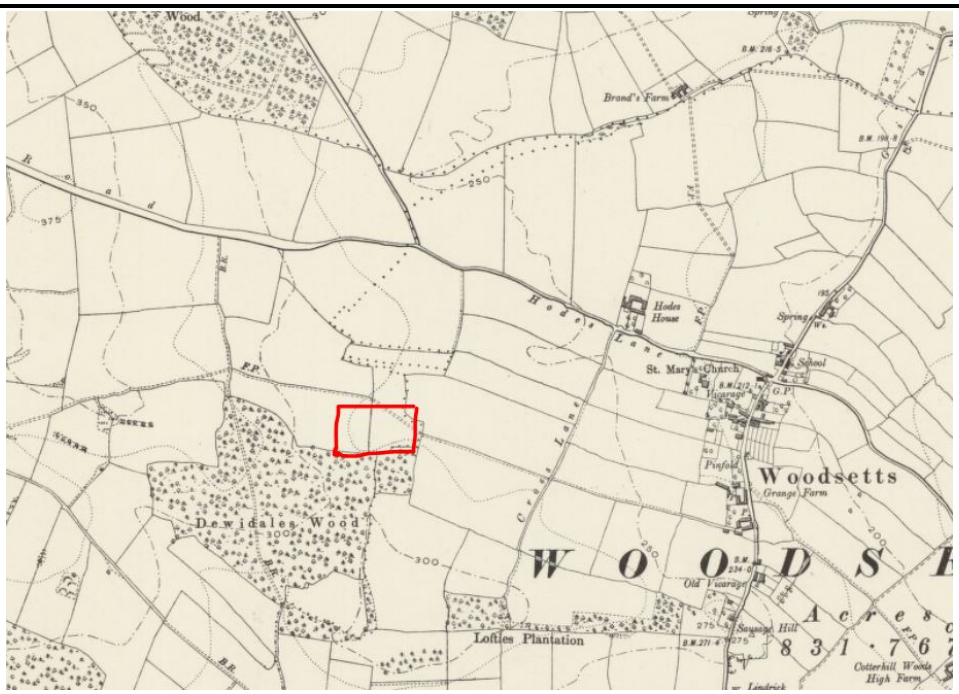
Source: www.nls.uk

Map 4 1:2,500 OS map (1892)



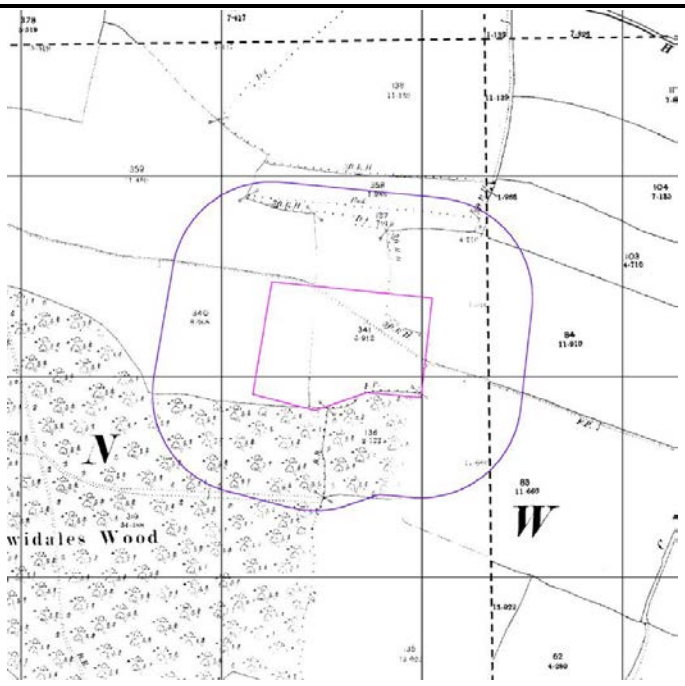
Source: Envirocheck

Map 5 OS Six-inch to the mile (1897)



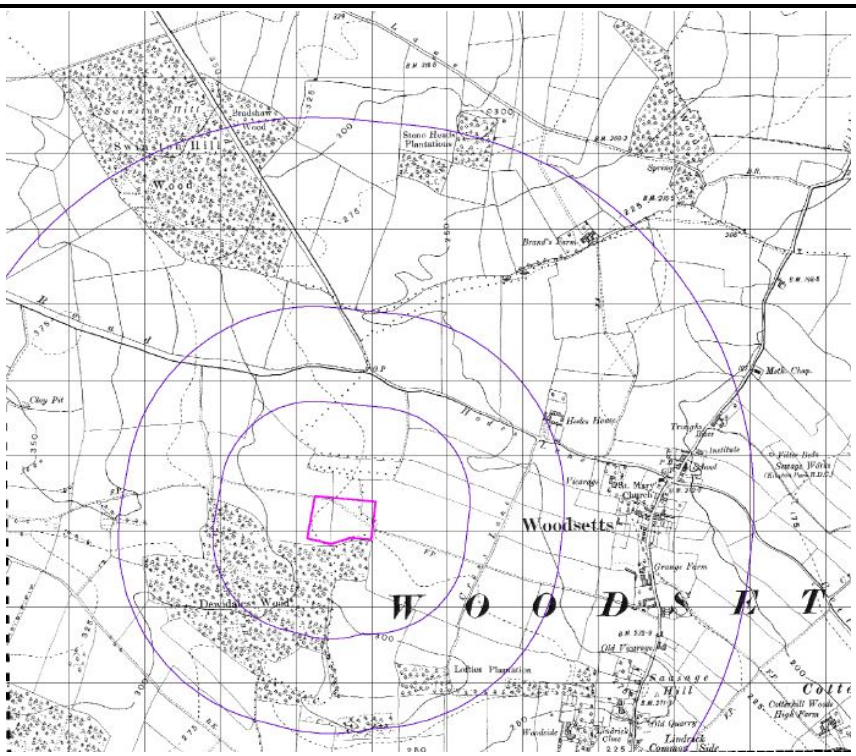
Source: www.nls.uk

Map 6 1:2,500 OS map (1902)



Source: Envirocheck

Map 7 1:10,560 (1923)



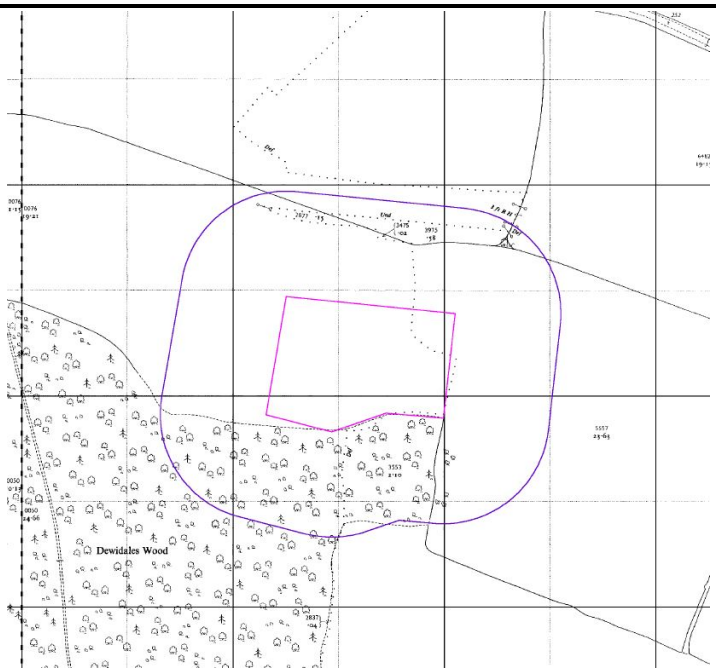
Source: Envirocheck

Map 8 OS Six-inch to the mile map (1932)



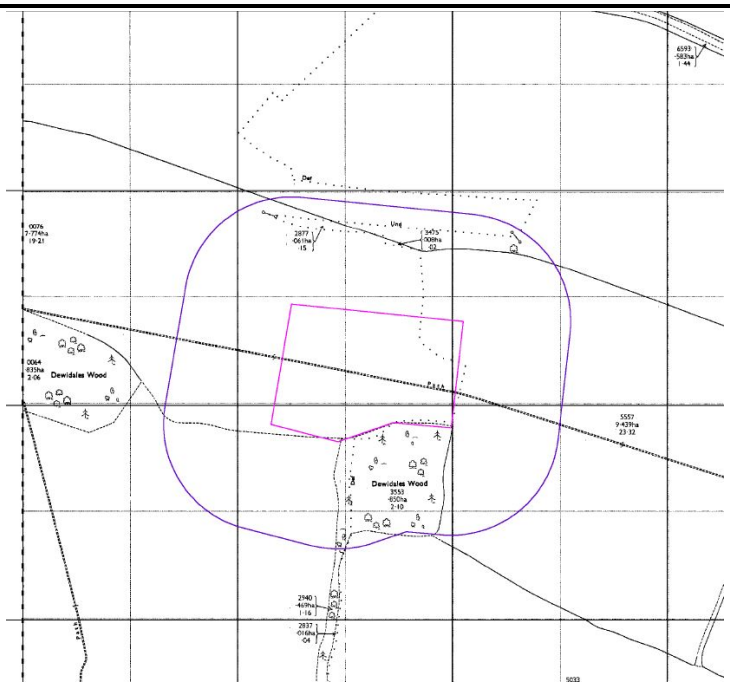
Source: www.nls.uk

Map 9 1:2,500 OS map (1962)



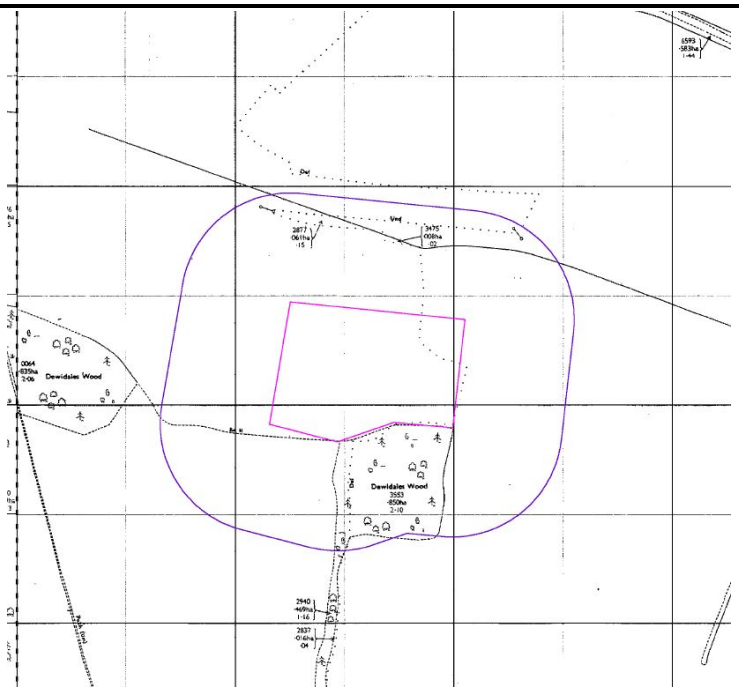
Source: Envirocheck

Map 10 1:2,500 OS map (1973)



Source: Envirocheck

Map 11 1:2,500 OS map (1993)



Source: Envirocheck

APPENDIX 8-3: GAZETTEER

Asset Number	Asset Name	Sub topic	List Entry/NHL reference	Description	Designation	Value	Sources
1	Barn Approximately 25 Metres To North Of Brancliffe Grange Farmhouse	Historic Buildings	1132680	Early 18th century barn. Rubble stone, stone slate eaves courses to pantile roof. 2 storeys, 7 bays. Large quoins. Central waggon entrance with full-height boarded doors. Ground-floor slit vents, some now blocked. 1st floor: 2 square hatches on left have wooden surrounds, similar hatch beneath eaves on right. Rear: opposed waggon entrance with door and window opening on its right. Left return: ground-floor door on left has surround with plinth blocks, impost blocks and segmentally-arched soffit to lintel; small window in gable; weathervane. Interior: not fully inspected, roof has collared principal-rafter trusses.	Grade II	Medium	NHL
2	Hoades Farmhouse	Historic Buildings	1151916	Hoades Farmhouse is located approximately 600 m to the northeast of the site. The asset comprises a late 18th century farmhouse, modified in the 20th century with some original architectural features removed. The setting of the asset is characterised by late 20th century housing to the south and east, and by open arable fields to the north and west.	Grade II	Medium	NHL
2	36 Woodsetts Road	Historic Buildings	1192574	18th century farmhouse, re-windowed early 19th century. Roughstone sandstone, pantile roof. 2 storeys, 3 windows to 1st floor; partial outshut to rear left. Later hipped roof porch set to left encloses doorway with rusticated ashlar surround and cornice. Flanking windows and that on right have 16-pane sashes in rusticated surrounds. Shorter 1st-floor window with similar surrounds to unequally-hung 12-pane sashes. External end stack on left has offsets; stone end stack on right, rendered ridge stack to right of centre.	Grade II	Medium	NHL

Asset Number	Asset Name	Sub topic	List Entry/NHL reference	Description	Designation	Value	Sources
4	Brancliffe Grange Farmhouse	Historic Buildings	1192722	Early 18the century farmhouse, altered. Cement-rendered, pantile roof. 3 storeys, 3 bays with wing to rear. Blocked central doorway has windows beneath peaked cornice on shaped brackets; flanking single-storey bay windows with flat roofs. 1st floor: three 2-light mullioned windows with square-faced surrounds and each with 1 casement and 1 two-pane sash. Similar surrounds to short 2nd-floor windows having casements with glazing bars. Shaped kneelers and gable copings. Rendered end stacks. Interior: attic contains reused 17th century panelling.	Grade II	Medium	NHL
5	Woodsetts House	Historic Buildings	1193141	Woodsetts House is located approximately 650 m to the northeast of the site. It comprises a well-preserved example of a 19th century red brick building in High Victorian style with original architectural features.	Grade II	Medium	NHL
6	Lindrick House	Historic Buildings	1193149	Lindrick House is located approximately 450 m to the southeast of the proposal site. The asset comprises an early 19th century house constructed of squared limestone with a pantile roof and several notable architectural features.	Grade II	Medium	NHL
7	Deep Carrs Farmhouse	Historic Buildings	1286445	Mid-18th century farmhouse. Coursed, squared limestone, pantile roof. L-shaped plan having wing to rear right and outshut from the wing infilling the angle. 2 storeys with attics, 2 windows to 1st floor. Large quoins. Part-glazed doorway to right of centre in plain ashlar surround. Flanking 20th century casements in the positions of 2-light square-faced mullioned windows, the mullions removed and the jambs rebuilt; 1st-floor windows the same. Shaped kneelers and chamfered gable copings. Rebuilt brick end stacks. Gable of rear wing as side gables.	Grade II	Medium	NHL
8	Home Farmhouse	Historic Buildings	1314618	Farmhouse. C1800. Roughcast, C20 cement-tile roof. 3 storeys, 3 bays with 2-storey, 1-bay addition to left end. Main block: C20 porch encloses central doorway with plain ashlar surround. Ground-floor sill	Grade II	Medium	NHL

Asset Number	Asset Name	Sub topic	List Entry/NHL reference	Description	Designation	Value	Sources
				band; sash with glazing bars to bay 3 has plain surround; bay 1 has later single-storey bay-window inserted. 1st floor: sashes with glazing bars to bays 1 and 2; 4-pane sash to bay 3, all in plain stone surrounds with projecting sills. 2nd floor: similar, shorter, window surrounds with later casements. Hipped roof with rebuilt brick end stacks. Addition on left: elongated ground-floor window beneath 4-pane sash in plain surround; end stack on left.			
9	Dead Man's Cave, Anston	Archaeological Remains	1013468	Palaeolithic caves and rock shelters provide some of the earliest evidence of human activity in the period from about 400,000 to 10,000 years ago. The sites, all natural topographic features, occur mainly in hard limestone in the north and west of the country, although examples also exist in the softer rocks of south-east England. Evidence for human occupation is often located near the cave entrances, close to the rock walls or on the exterior platforms. The interiors sometimes served as special areas for disposal and storage or were places where material naturally accumulated from the outside. Because of the special conditions of deposition and preservation, organic and other fragile materials often survive well and in stratigraphic association. Caves and rock shelters are therefore of major importance for understanding this period. Due to their comparative rarity, their considerable age and their longevity as a monument type, all examples with good survival of deposits are considered to be nationally important. The Palaeolithic caves of South Yorkshire form a small but significant regional group of which Dead Man's Cave is an important example owing to the survival of rare organic material and in situ deposits.	Scheduled Monument	High	NHL
10	Assets associated with Anston Brook	Archaeological Remains	MSY10314 MSY10315 MSY10316	Anston Brook, located approximately 800 m to the south of the site, comprises a group of seven possible cave sites and a fissure cave, 26 possible rock shelters, ten fissures, find spots of prehistoric flint	Non-designated	High	HER

Asset Number	Asset Name	Sub topic	List Entry/NHL reference	Description	Designation	Value	Sources
			MSY10317 MSY10318 MSY10319 MSY10320 MSY10681 MSY12828 MSY12829 MSY12830 MSY12831 MSY12832 MSY12833 MSY12834 MSY12835 MSY12836 MSY12837 MSY12838 MSY12839 MSY12840 MSY12841 MSY12842 MSY12843 MSY12844 MSY12845 MSY12846 MSY12847 MSY12848 MSY12849 MSY12850 MSY12851 MSY12852	tools (flint blade and flakes), a Neolithic polished greenstone axe-head, a Bronze-age dagger and some Romano-British pottery.			

Asset Number	Asset Name	Sub topic	List Entry/NHL reference	Description	Designation	Value	Sources
			MSY12853 MSY12854 MSY12855 MSY12856 MSY12857 MSY12858 MSY12859 MSY12860 MSY12861 MSY12862 MSY12863 MSY12864 MSY12865 MSY12866 MSY12867 MSY12868 MSY12869 MSY12870 MSY5586 MSY9554 MSY9555 MSY9556 MSY9557 MSY9558 MSY9819 MSY9820 MSY10010				
11	Neolithic Polished Stone Axe, Anston (findspot)	Archaeological Remains	MSY7149	An archaeological evaluation was carried out subsequent to an archaeological desk-top assessment of the area, highlighting this as an area of significant archaeological potential. However, trial	Non-designated	Negligible	HER

Asset Number	Asset Name	Sub topic	List Entry/NHL reference	Description	Designation	Value	Sources
				trenching of the area yielded little of archaeological interest, i.e., pieces of post-medieval pottery and glass (plus very small amounts of medieval pottery sherds). This was considered characteristic of normal 'background' for an area such as this. One find of interest was a polished stone axe.			
12	Assets associated with Swinston Hill	Archaeological Remains	MSY10757 MSY10758 MSY10759 MSY5884 MSY5885 MSY5886	Investigation was prompted by several finds being made by a metal detectorist. Two 2nd to 3rd century brooches and a lead spindle whorl came from inside the enclosure. One late 1st century brooch and an iron L-shaped lift key came from outside the enclosure, and a bronze torc of Late Iron Age date was discovered about 300m north. Romano-British enclosure 40m x 25m comprising an inner compound with narrow entrance and outer compound with wide entrance attached to field boundaries. There is good preservation of stone walls and no sign of ditches. Mr Rickett's metal detector finds are deposited in Sheffield Museum. The site was surveyed by Bob Sydes and Wendy Huddle in April 1985.	Non-designated	Medium	HER
13	Anston Stone Cave	Archaeological Remains	MSY5853	Excavation of small cave by Worksop Society for Archaeological Research in the North side of gorge produced sherds of roman pottery of 4th century date and flints. Finds in Worksop Museum. Anston Stones [lies] on the Permian limestone, some 9 miles south of Edlington. In 1967-8 a small cave on the Southwards-facing slope of the gorge was excavated, form which came several Creswellian 'points'. C14 datings carried out on three samples of bone material from the same horizon as the flint material produced consistent dates within the period 7800- 8000BC, at the beginning of the post glacial period.	Non-designated	High	HER
14	Roman Bronze Brooch (find spot)	Archaeological Remains	MSY10681	Roman bronze brooch similar to 'Head Stud' type in form and robustness, though lacking the stud. Probably dates to the first half of 2nd century AD. Located in Rotherham Museum.	Non-designated	Negligible	HER

Asset Number	Asset Name	Sub topic	List Entry/NHL reference	Description	Designation	Value	Sources
15	Roman Silver Coin, Anston (find spot)	Archaeological Remains	MSY10276	Roman coin - Silver denarius of Hadrian 125-128. Obverse - Laureate head, r 'HADRIANVS AVGVSTVS'. Reverse - Diana standing r. holding bow and arrow CO [S] III. Found by Mr. J. Rickett, 6.11.1979 by means of metal detector. With finder 21 Sandringham Avenue, Whiston. References: Information from Rotherham Museum.	Non-designated	Negligible	HER
16	Early Medieval Iron Spur, Anston (find spot)	Archaeological Remains	MSY10277	Iron prick-spur with straight arms. 10-12th century. Found by Mr. J. Rickett, 6.11.1979 by means of metal detector. References: Information from Rotherham Museum.	Non-designated	Negligible	HER
17	Grouped assets in Woodsetts village	Historic Buildings	MSY6461 MSY6859 MSY6861 MSY6862 MSY6863 MSY6864	A number of non-designated buildings located within the village of Woodsetts (Asset 17), located approximately 510 m to 780 m to the east of the site, comprise St George's Church (built in AD1841), Manor Farm (an 18th century farmhouse and stables); and two 18th / 19th century Barns and an outbuilding. The assets are good examples of 18th and 19th century vernacular architecture.	Non-designated		HER
18	Number not in use	NA	NA	NA	NA	NA	NA
19	Quarry and kilns on Lindrick Common	Archaeological Remains	MSY6547 MSY6548	Quarry, probably limestone, first shown on 2nd edition. 6" OS map (1893). No features on site shown on 2nd edition 25" OS mapping (1902). Quarrying and kilns are shown slightly to north on 3rd edition 6 inch (1922), and by time of 4th edition. 6" (1950) quarrying and possible kilns marked in the current location. Lindrick Common Quarry c250m to the northwest was a limestone quarry so it is likely these are mid-20th century lime kilns.	Non-designated	Negligible	HER
20	Medieval Ridge and Furrow, Gildingwells	Archaeological Remains	MSY6443	Ridge and Firrow in pastureland to the north of Home Farm, raised bank at northern end.	Non-designated	Negligible	HER
21	Possible Sub-circular enclosure #1	Archaeological Remains	NA	Sub circular enclosure identified as a result of historic air photograph analysis. The feature appears similar to late Iron Age / early Roman enclosures known through Britain.	Non-designated	Unknown	Historic Air Photograph analysis

Asset Number	Asset Name	Sub topic	List Entry/NHL reference	Description	Designation	Value	Sources
22	Possible Sub-circular enclosure #2	Archaeological Remains	NA	Sub circular enclosure identified as a result of historic air photograph analysis. The feature appears similar to late Iron Age / early Roman enclosures known through Britain.	Non-designated	Unknown	Historic Air Photograph analysis
23	Possible Field Drain	Archaeological Remains	NA	Linear feature identified as a result of historic air photograph analysis. The feature appears similar to field drains typically used from the 19th century onwards throughout Britain.	Non-designated	Unknown	Historic Air Photograph analysis
24	Pit like features	Archaeological Remains	NA	Pit like features identified as a result of historic air photo analysis. These features appear typical of evidence for small scale quarrying known throughout mining areas in Britain. Given the extent of post medieval and early industrial quarrying activity in the area, this interpretation could be considered to be robust.	Non-designated	Unknown	Historic Air Photograph analysis
25	Number not in use	NA	NA	NA	NA	NA	NA
26	Grouped assets south of Worksop Road	Archaeological Remains	MSY10309 MSY10310 MSY10328 MSY10329 MSY10330 MSY10674 MSY10675 MSY10677 MSY10678 MSY10679	Ring, brooch and nails. The following items were found by Mr. Rickett with a metal detector: 1) Bronze ring formed of 3 wires twisted together and hammered. Medieval SK S426 8201. 2) Fragment of bronze plate. Part of an ammulus with 3 concentric grooves SK 5432 8205. 3) Scatter of iron nails centered on SK54 820, not collected. 1) and 2) can be found at Rotherham Museum. The following items were found by Mr. Rickett with a metal detector. 1) Bronze finger ring with oval hole for stone or intaglio. Back part of ring missing. SK 5424 8204. 2) Implement from a Chartelaine. Bronze suspension loop; small plaque beneath which is engraved, possibly to take enamel connected to flat plate with forked tip. SK 5417 8200.(PIN 2773) 3) Coin, bronze, diameter 10mm “barbarous radiate”. Obverse: Stylised head, R. with radiate crown. Reverse: pattern of straight lines. No legend. SK 5413 8197 (PIN 2774). 4) Lead weight, approximately conical with central hole SK 5417 8205.	Non-designated	Negligible	HER

Asset Number	Asset Name	Sub topic	List Entry/NHL reference	Description	Designation	Value	Sources
				All found June 1980 by Mr. Rickett by means of metal detector (PIN 2775). Present location: Rotherham Museum.			
27	Grouped assets on Lindrick Golf Course	Archaeological Remains	MSY10379	Silver coins found during construction of green on Lindrick Golf Course c.1925. One coin - obverse : 'HAROLD REX AI' head of king with sceptre and reverse: 'NELFGEAT ON LINCOL.' Pax type) References: Sheffield Museum Map Index, ref SK S8 SW1	Non-designated	Negligible	HER
28	Grouped assets south of Lindrick Golf Course	Archaeological Remains	MSY10312 MSY10331 MSY10335 MSY10336	Roman brooch - fibula with hinged pin (missing). Late 2nd century. Found April 1980 by Mr. Rickett with a metal Detector. Present location: Rotherham Museum. Strap end - gilded bronze with buckle attached. Found with metal detector, at depth of 6 inches, by Mr. Rickett of 21 Sandringham Avenue, Whiston. 29th September 1980. Present location: Rotherham Museum. Saxon' Girdle end - Anglo Danish 9th century. Silver with niello inlay. Found at depth of 3 inches by Mr. Rickett of 21 Sandringham Avenue, Whiston, with metal detector on 11th November 1980. Found together with coin. (See PIN 2119). Temporarily based at Rotherham Museum. 'Saxon' coin - Copper styca of Aethelred II of Northumbria. 1st reign, 841-844 A.D. Obverse: EDILRED X CROSS. Reverse: (Moneyer's name) Forded cross. Found on surface at same location as girdle end (see PIN 2118) by Mr. Rickett of 21 Sandringham Avenue, Whiston by means of metal detector 11th November 1980. Present location: Rotherham Museum (temporarily)	Non-designated	Negligible	HER
29	Grouped assets south east of Lindrick golf course	Archaeological Remains	MSY10311 MSY10332	Ancissa type, with bow and terminal knob ridged back and flat hinged plate, though lacking any makers name. 1st century A.D. Found May 1980 by Mr. Rickett with a metal detector. Present location: Rotherham Museum. Dagger Chape - tinned bronze. Plain and undecorated, but complete. Found with metal detector at depth of 6 inches by Mr. Rickett of 21 Sandringham Avenue, Whiston, 29th September 1980. Present location: Rotherham Museum.	Non-designated	Negligible	HER

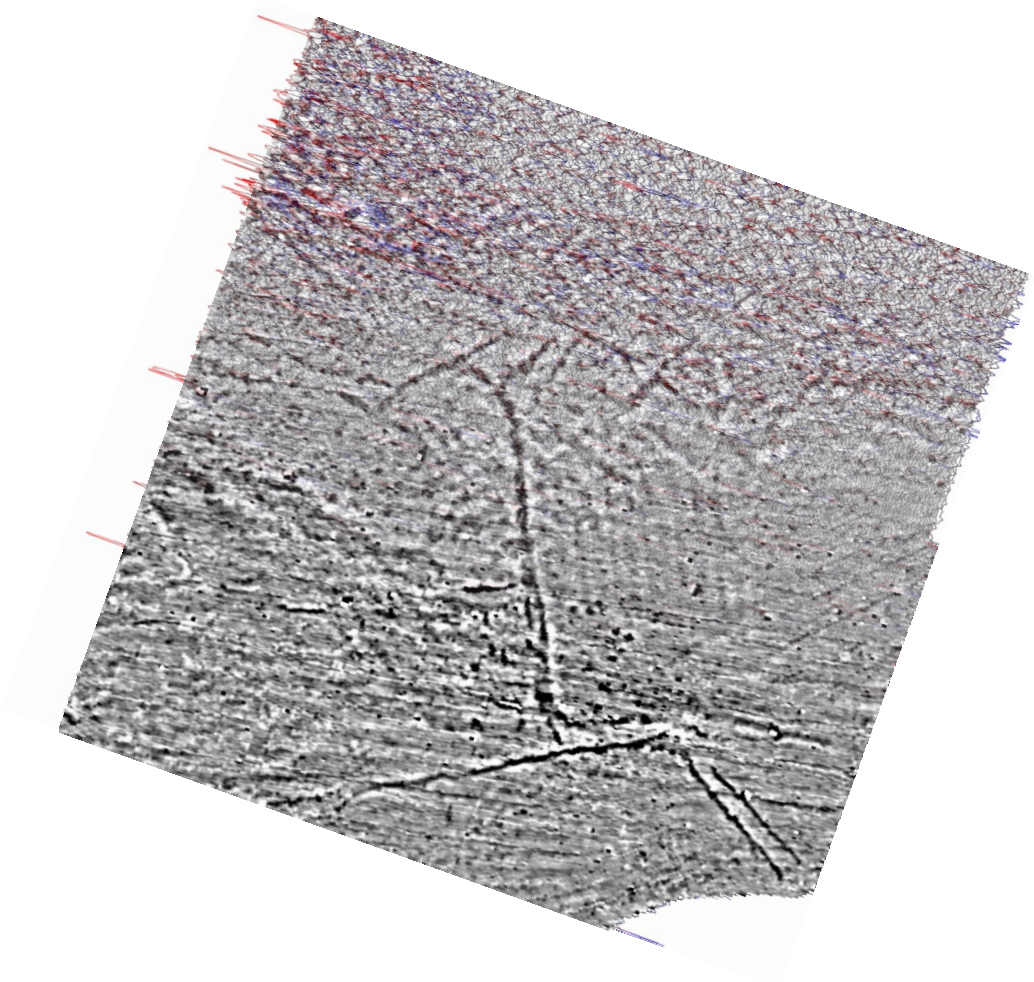
Asset Number	Asset Name	Sub topic	List Entry/NHL reference	Description	Designation	Value	Sources
30	Post-Medieval to Industrial Period Lime Kiln, Anston	Archaeological Remains	MSY6274	Disused kilns shown on the OS 1:10560 (1967) north of Chesterfield canal, one of a number along this stretch (PIN 0306-9).	Non-designated	Negligible	HER
31	Disused Mill, Cotterhill Woods, Woodsetts	Archaeological Remains	MSY6549	Misidentified – removed from SMR – actually a post-1960 industrial building	Non-designated	Unknown	HER
32	Lindrick Common Quarry, Woodsetts	Archaeological Remains	MSY6500	Disused quarry. Information from OS map 1:10,000 1989.	Non-designated	Negligible	Historic mapping
33	Number not in use	NA	NA	NA	NA	NA	NA
34	Historic Mapping (1851) evidence of a Well	Archaeological Remains	NA	Not visible on walkover survey	Non-designated	Unknown	Historic map regression; M Tomiak, Walkover survey 13 July 2017
35	Possible settlement at Bilston Hill Wood	Archaeological Remains	NA	Observed during walkover survey and assumed from historic mapping	Non-designated	Unknown	Historic Map regression; M Tomiak, walkover survey 13 July 2017
36	Woodsetts Conservation Area	Historic Buildings (Conservation Area)	NA	No Conservation Area available from Local Planning Authority - requested 21/09/17			
HLT1	Enclosed Land	Historic Landscape	HSY3232 HSY3272	Agricultural land which has been formed through intensification of agricultural from the 1960s onwards. Historic maps show straight	Non-designated	Low	SYASD

Asset Number	Asset Name	Sub topic	List Entry/NHL reference	Description	Designation	Value	Sources
			HSY3251 HSY3253 HSY3268 HSY3267 HSY3266 HSY3244 HSY3306	edged parliamentary enclosures formerly within these land types. The site falls entirely within this HLT.			
HLT2	Extractive	Historic Landscape	HSY3270	Historic maps show piecemeal enclosure within this HLT until largescale quarrying was undertaken in the mid-1990s	Non-designated	Negligible	SYASD
HLT3	Woodland	Historic Landscape	HSY3236 HSY3269 HSY4070	Remnants of Ancient woodland containing evidence of human occupation which is partially legible.	Non-designated	Medium	SYASD
HLT4	Ornamental, Parkland and Recreational	Historic Landscape	HSY3245	Significant legibility of former common land boundary as well as relict features shown on 1851 OS and HER such as woodland, quarries and kilns.	Non-designated	Medium	SYASD
HLT5	Industrial	Historic Landscape	HSY4069	Site of water powered mill. Disused Corn Mill shown on 1851 - 1938 OS mapping. Shown as disused 1967.	Non-designated	Low	SYASD
HLT6	Residential	Historic Landscape	HSY3366 HSY3377 HSY3380 HSY3382 HSY3383 HSY3468 HSY3384 HSY4074 HSY4076 HSY4073 HSY4077	A variety of residential housing within the study area, ranging in date from the 18th century to the 20th century.	Non-designated	Low	SYASD

APPENDIX 8-4 GEOPHYSICAL SURVEY REPORT

Woodsetts
South Yorkshire

Detailed Gradiometer Survey Report



Ref: 118460.03
October 2017

wessexarchaeology



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Summary

A detailed gradiometer survey was conducted over land at Woodsetts, South Yorkshire (centred on NGR 454631 383811). The project was commissioned on behalf of INEOS Shale 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 a prospection site for shale gas extraction.

The site comprises an irregularly shaped survey area within a single arable field to the south of Dinnington Road, Woodsetts, South Yorkshire. The site covers 11.5 ha and the survey was undertaken between 2nd October 2017 and 5th October 2017. The detailed gradiometer survey has demonstrated the presence of a number of anomalies of archaeological origin. These are predominantly located to the west and of the survey area, consisting of sizable linear and curvilinear anomalies as well as a network of interconnected rectilinear anomalies indicative of former land divisions and enclosures.

Additionally, this archaeological investigation has detected anomalies consistent with the historical pattern of land division as well as agricultural activity, with former field boundaries and possible ridge and furrow prevalent across the survey area. Areas of increased magnetic response and further evidence of localised superficial geological variation are also noted, as well as the presence of field drains and a modern service.

Woodsetts, South Yorkshire

Detailed Gradiometer Survey Report

1 INTRODUCTION

1.1 Project background

1.1.1 Wessex Archaeology was commissioned on behalf of INEOS Shale to carry out a geophysical survey at Woodsetts, South Yorkshire (centred on NGR 454631 383811) (**Fig. 1**). The survey forms part of an ongoing programme of archaeological works being undertaken in support of a planning application for the development of a prospection site for potential shale gas extraction.

1.2 Scope of document

1.2.1 This report presents a brief description of the methodology followed by the detailed survey results and the archaeological interpretation of the geophysical data.

1.3 The Site

1.3.1 The site is located immediately west of the village of Woodsetts, South Yorkshire and 5.7 km north-west of Worksop, Nottinghamshire.

1.3.2 The survey consists of an irregular shaped area of 11.5 ha within a single field, currently utilised for crop. The survey area has open boundaries to the north, west, and south, with residential properties to the east. The field containing the survey area is bounded by Dinnington Road to the north, residential properties, and agricultural land to the east, with open boundaries leading to further agricultural land to the west and south. A small copse of woodland is located to the immediate south of the survey area. This is named as Dewidales Wood on Ordnance Survey mapping.

1.3.3 The site is on a broadly north-east facing slope, falling from approximately 82 m above Ordnance Datum (aOD) at the western edge to approximately 75 m aOD at the north-east and eastern edge.

1.3.4 No overhead cables or water courses are noted within the site. An access track is noted traversing the eastern portion of the survey area.

1.3.5 The underlying bedrock geology comprises Dolostone of the Cadeby Formation with no overlying superficial deposits recorded across most the survey area. There is a small band of glaciofluvial deposits of sands and gravel noted to the north of the survey area, with a small fraction protruding into the site (BGS 2015).

1.3.6 The soils underlying the site are likely to consist of typical brown calcareous earths of the 511a (Aberford) association (SSEW SE Sheet 1-1 1983). Soils derived from such geological parent material have been shown to produce magnetic contrasts acceptable for the detection of archaeological remains through magnetometer survey.

2 ARCHAEOLOGICAL BACKGROUND

2.1 Introduction

2.1.1 An archaeological and historic background was undertaken as part of the Environmental Report submitted with this application, which examines the potential for the survival of buried archaeological remains within the development area and a wider Study Area. The following summary was compiled in conjunction with information provided by the South Yorkshire Historic Environment Record (SYHER) and the National Heritage List for England (NHLE) online and considers resources within 1 km radius of the Site.

2.2 Summary of the known archaeological resource

2.2.1 There are no World Heritage Sites, Scheduled Monuments, Registered Parks and Gardens, Conservation Areas or Historic Battlefields identified within 1 km of the Site, although three Grade II Listed buildings are recorded. The nearest of these is Hoades Farmhouse (NHLE No. 1151916), which is a Grade II Listed building approximately 60 m from the north-east corner of the survey area. The building was constructed in the late 18th Century.

2.2.2 There are no recorded artefacts from the Palaeolithic, Mesolithic or Neolithic periods noted within the wider study area, although several assemblages of stone and flint artefacts from these periods have been identified just outside the study area in the wider landscape.

2.2.3 An enclosure dating to the Roman period is located at Swinston Hill Wood approximately 850 m to the north of the survey area. Two brooches dating to AD 200 – 300 and a lead spindle whorl were recovered from inside the enclosure. In addition, a bronze torc dating to the Late Iron Age / early Roman period was recovered approximately 290 m to the north of the enclosure, outside the 1 km study area.

2.2.4 Evidence for early medieval activity in the study area comprises a number of finds, including a jetton hoard at Lindrick Dale (approximately 850 m to the south-west of the site), two Anglo-Danish girdle ends dating to 9th century, a copper styca (coin) of Aethelred II of Northumbria (AD 841 - 844), and a gilded bronze strap-end (with buckle attached). Agricultural activity dating to the medieval period is evident to the north of the site at Guildingwells in the form of ridge and furrow.

2.2.5 The enclosure of land surrounding the Site during the 18th and 19th centuries resulted in the creation of large rectilinear fields. These are interspersed with areas of mature woodland evident on early Ordnance Survey maps, most notably Swinston Hill Wood, Anston Stones Wood, Cotterhill Wood and two areas of woodland close to Woodsetts village (Dewidales Wood). The site appears to have been in arable cultivation from at least the late 19th century, however internal boundaries have changed over time.

2.2.6 Local industry during the 19th century comprised agriculture and limestone quarrying. Magnesian limestone is widely used in local buildings from small cottages to country mansions, with small limestone quarries opening in areas such as Lindrick and South Anston. A quarry at Lindrick Common (approximately 1.2 km to the south-east of the site) appears to have been in use from the Roman period to the industrial period. The quarry at Woodsetts (approximately 1.5 km to the south-east of the site) was operational from approximately 1920 to 1950.

3 METHODOLOGY

3.1 Introduction

3.1.1 The geophysical survey was undertaken by Wessex Archaeology's in-house geophysics team between 2nd October 2017 and 5th October 2017. Field conditions at the time of the survey were generally good, being dry and under low crop. An overall coverage of 10.7 ha was achieved, with any reduction the result of over growing hedgerows, specifically along the eastern boundary as well as the trackway that traverses the eastern edge of the survey area.

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 (Historic England 2008). Data were collected in the zigzag method.

3.4 Data processing

3.4.1 Data from the survey were subjected to minimal data correction processes. These comprise a zero-mean traverse function (±5 nT thresholds) applied to correct for any variation between the two Bartington sensors used, and a de-step function to account for variations in traverse position due to varying ground cover and topography. These two steps were applied throughout the survey area, with no interpolation applied.

3.4.2 Further details of the geophysical and survey equipment, methods and processing are described in **Appendix 1**.

4 GEOPHYSICAL SURVEY RESULTS AND INTERPRETATION

4.1 Introduction

4.1.1 The detailed gradiometer survey has identified magnetic anomalies across the site that are consistent with archaeological remains. Linear trends associated with modern and historical agricultural activity and areas of highly variable magnetic response are also evident. Results are presented as a series of greyscale plots, XY trace plots and archaeological interpretations at a scale of 1:2000 (**Fig. 2** to **4**). The data are displayed at -2 nT (white) to +3 nT (black) for the greyscale image and ±25 nT at 25 nT per cm for the XY trace plots.

4.1.2 The interpretation of the datasets highlights the presence of potential archaeological anomalies, ferrous, burnt or fired objects, and magnetic trends (**Fig. 4**). Full definitions of the interpretation terms used in this report are provided in **Appendix 2**.

4.1.3 Numerous ferrous anomalies are visible throughout the dataset. These are presumed to be modern in provenance and are not referred to, unless considered relevant to the archaeological interpretation.

4.1.4 It should be noted that small, weakly magnetised features may produce responses that are below the detection threshold of magnetometers. It may therefore be the case that more archaeological features may be present than have been identified through geophysical survey.

4.1.5 Gradiometer survey may not detect all services present on site. This report and accompanying illustrations should not be used as the sole source for service locations and appropriate equipment (e.g. CAT and Genny) should be used to confirm the location of buried services before any trenches are opened on Site.

4.2 Gradiometer survey results and interpretation

4.2.1 The geophysical survey has identified several features that are likely to be associated with archaeological remains. These are predominantly located towards the western and eastern extents of the survey area. These consist of linear and curvilinear anomalies as well as a network of interconnected rectilinear anomalies, and are indicative of ditch-like features. A substantial number of positive discrete anomalies have been identified that are consistent with pit-like features.

4.2.2 Located in the west of the site at **4000**, a positive linear anomaly aligned north-north-west to south-south-east has been identified. This anomaly measures 125 m long and is approximately 1.8 m wide. The anomaly is notably fragmented, particularly along the southern portion. This is likely the result of intensive agricultural activity, evidenced by the closely spaced, parallel trends crossing the entire site on an east to west alignment. Towards the southern end of **4000**, it appears the anomaly consists of two parallel linear anomalies. At the northernmost extent, the anomaly curves to the north-west and meets a shorter linear anomaly on a south-west to north-east alignment (**4001**). This anomaly measures 40 m long by approximately 1.5 m wide. The anomaly terminates a short distance to the north-east and continues to become rectilinear in shape at the south-western end. Two fragmented positive anomalies have been identified on the same projected alignment as the rectilinear anomaly to the north-west. These are likely to be a continuation of **4001**; although it is clearly fragmented as a result of agricultural activity.

4.2.3 At the southern end of **4000**, linear anomaly **4002** lies on a west-south-west to east-north-east alignment, measuring 127 m long and approximately 1.4 to 1.6 m wide. The anomaly

extends out of the southwestern boundary of the survey area. In addition, toward the north-eastern end the anomaly turns and continues to the south-east where a second parallel linear anomaly has been identified (**4003**). These responses can be seen for a further 60 m and measures 1.8 m wide. None of these anomalies conforms to the historic pattern of land division visible on historic OS mapping and are therefore considered to be archaeological in origin. These anomalies are consistent with former land divisions or large ditched enclosures. Whilst considered to pre-date the post-medieval field systems evident on historic mapping, it is not possible to offer confident dating from the geophysical data alone.

4.2.4 An area of fragmented positive anomalies has been identified across the west of the area. Particularly to the north-west, a number of linear and rectilinear anomalies are clearly defined against an increased magnetic background at **4004** and **4005**. The anomalies at **4004** lie immediately north of the ditch features **4000** and **4001**. These anomalies are very fragmented, likely due to plough damage, but appear to be distributed coherently. A crescent-shaped curvilinear anomaly extends for approximately 25 m at the southeastern extent of **4004**, with an open southern side. To the west of this, two fragmented linear anomalies intersect, possibly forming a small complex of rectilinear features on a west-north-west to east-south-east alignment. These cover an area of approximately 60 m by 26 m, with four possible rectilinear enclosures evident.

4.2.5 Further west at **4005**, another area of linear and rectilinear anomalies is apparent. These follow the same west-north-west to east-south-east alignment, covering an area of approximately 72 m by 20 m. However, it is likely these continue beyond the bounds of the survey area. The anomalies seen across these areas are indicative of ditched enclosure features, and may relate to activity at **4000** to **4003**. However, they lie in an area of increased background variation and are heavily fragmented. This makes it difficult to distinguish between archaeological features, natural variation, and ploughing trends.

4.2.6 Rectilinear anomalies **4006** are located towards the southeastern extent of the survey area and are oriented broadly northeast-southwest, covering an area of approximately 110m by 100m. Numerous internal subdivisions can be seen within the larger enclosures formed by the rectilinear anomalies, which are consistent with a cluster of small fields. Although it is difficult to be certain, such features are typical of later prehistoric or Romano-British agricultural activity.

4.2.7 To the east of **4006**, an area of increased magnetic response has been identified at **4007**. Several linear anomalies have been identified within the area of elevated magnetic response, which continue further to the north-east at **4008**. It is considered likely this response is the result of ploughing activity impacting further archaeological features in the area. This results in the higher increased magnetic response as magnetically enhanced archaeological deposits become mixed with the subsoil.

4.2.8 The survey area shows a highly variable background magnetic response. This is likely to be the result of localised variations in the underlying superficial deposits. There are two notable areas where this generally increased background response is elevated further. At the north-easternmost point of the survey area, a notable trend can be seen on a north-west to south-east alignment (**4009**). This corresponds with a modern access track traversing the survey area before continuing north to south along the eastern edge of the survey area. Through the study of historic OS mapping from 1854-1855, it is clear this trackway used to be known as Cross Lane but is no longer a public road. The elevated magnetic response in this area is thought to be the result of discarded material used in the construction and surfacing of the historic trackway and gateway that has since been ploughed and spread further into the field.

4.2.9 In the western portion of the survey area, several fragmented variable linear responses have been identified at **4010** to **4015**, which do not share a common alignment with the archaeological anomalies identified. In addition, two similar fragmented linear responses have also been identified at **4016** and **4017** towards the easternmost extent of the survey. These anomalies all correspond with former field boundaries identified on historic OS mapping from 1854-1855.

4.2.10 Two areas of broadly spaced parallel linear trends have been identified in the west at **4018** and east at **4019**. These anomalies are on a broadly north to south alignment. Due to their spacing and parallel alignment, these anomalies are believed to be evidence of earlier agricultural activity. They do not conform to the modern pattern of ploughing and respect the historic pattern of land division identified throughout the survey area. This could therefore be evidence of medieval or post-medieval ridge and furrow, an interpretation supported by their broad (5 m to 6 m) spacing.

4.2.11 Broad, sinuous negative anomalies have been identified in the western portion of the survey area (**4020**) as well as to the north-east where further dipolar sinuous anomalies have been identified (**4021**). The anomalies are likely to be the result of localised variation in the superficial geological deposits.

4.2.12 In the south-eastern corner of the survey area, a highly magnetic, dipolar linear trend has been identified (**4022**). This anomaly is indicative of a modern service, such as a pipe or cable. In addition, broadly spaced, discrete parallel trends have been identified in the centre of the survey area (**4023**). Due to their spacing and alignment, these are believed to be field drains.

5 DISCUSSION

5.1.1 The detailed gradiometer survey has been successful in detecting anomalies relating to archaeological remains across the survey. These are predominantly located to the west and east of the survey area, comprising sizable linear and curvilinear anomalies as well as a network of interconnected rectilinear anomalies.

5.1.2 The archaeological anomalies to the west are on a broad north-north-west to south-south-east alignment and consistent with land divisions or large ditched enclosures, although the date of these features is not clear; however, their arrangement is typical of later prehistoric or Romano-British enclosure. To the east, the archaeological anomalies are on a more north-east to south-west alignment and are also likely to date to the Iron Age or Romano-British period. These anomalies are indicative of smaller enclosures and land division covering a sizeable area and, while they have been impacted by modern agricultural activity, are still well defined against the magnetic background. Without direct dating evidence, the attribution of these features to the Iron Age or Romano-British period is based solely on the form in plan of these anomalies.

5.1.3 There are several areas where an interpretation of possible archaeology has been attributed to responses that almost appear archaeological in their morphology but cannot be conclusively interpreted as being archaeological in origin. These are predominantly in the vicinity of the anomalies considered to be archaeological, and therefore are likely to be associated with archaeological features, possibly relating to different phases of land division or earlier features. However, these anomalies are generally on varying orientations and are not as clearly defined and therefore are interpreted as possible archaeology.

5.1.4 Anomalies interpreted as being indicative of historic land division and agricultural practice such as ridge and furrow have also been identified that are likely to date to the late medieval period. This corresponds to the agricultural land use in the area identified in the historic background since the 18th century.

5.1.5 A varying magnitude of background magnetic response is noted across the entire survey area. This is likely to be the result of variations in the underlying superficial geological deposits and may have had a minor impact on the detection of small or weak anomalies. The successful detection of archaeological anomalies is noted, but it cannot be ruled out that further archaeological anomalies may be present within the survey area.

5.1.6 Further anomalies consistent with modern agricultural practice as well as an underground service, likely to a pipe or cable, have been identified. These modern anomalies are afforded relatively little significance.

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Ordnance Survey 1983. *Soil Survey of England and Wales Sheet 1, Soils of Northern England*. Southampton.

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British Geological Survey Geology of Britain Viewer (accessed October 2017) http://mapapps.bgs.ac.uk/geologyofbritain/home.html

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

Old Maps (accessed October 2017) https://www.old-maps.co.uk

APPENDICES

Appendix 1: Survey Equipment and Data Processing

Survey methods and equipment

The magnetic data for this project was acquired using a Bartington 601-2 dual magnetic gradiometer system. This instrument has two sensor assemblies fixed horizontally 1m apart allowing two 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 0.03nT over a ±100nT range, and measurements from each sensor are logged at intervals of 0.25m. All of the data are stored on an integrated data logger for subsequent post-processing and analysis.

Wessex Archaeology undertakes two types of magnetic surveys: scanning and detail. Both types depend upon the establishment of an accurate 20m or 30m 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 0.02m 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 0.25m 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 20m x 20m or 30m x 30m grids, and data are collected at 0.25m intervals along traverses spaced 1m apart. These strategies give 1600 or 3600 measurements per 20m or 30m grid respectively, and are the recommended methodologies for archaeological surveys of this type (English Heritage 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 0.125m intervals along traverses spaced up to 0.25m apart, resulting in a maximum of 28800 readings per 30m grid, exceeding that recommended by Historic England (English Heritage 2008) for characterisation surveys.

Post-processing

The magnetic data collected during the detail survey are downloaded from the Bartington system for processing and analysis using both commercial and in-house software. This software allows for both the data and the images to be processed in order to enhance the results for analysis; however, it should be noted that minimal data processing is conducted so as not to distort the anomalies.

As the scanning data are not as closely distributed as with detailed survey, they are georeferenced using the GPS information and interpolated to highlight similar anomalies in adjacent transects. Directional trends may be removed before interpolation to produce more easily understood images.

Typical data and image processing steps 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.

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.

Appendix 3: OASIS form

Project Details:

Project name	Woodsetts, South Yorkshire				
Type of project	Field evaluation – Geophysical Survey				
Project description	A detailed gradiometer survey was conducted over land at Woodsetts, South Yorkshire (centred on NGR 454631 383811). The project was commissioned on behalf of INEOS Shale 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 a prospection site for shale gas extraction. The site comprises an irregularly shaped survey area within a single arable field to the south of Dinnington Road, Woodsetts, South Yorkshire. The site covers 11.5 ha and the survey was undertaken between 2nd October 2017 and 5th October 2017. The detailed gradiometer survey has demonstrated the presence of a number of anomalies of archaeological origin. These are predominantly located to the west and of the survey area, consisting of sizable linear and curvilinear anomalies as well as a network of interconnected rectilinear anomalies indicative of former land divisions and enclosures. Additionally, this archaeological investigation has detected anomalies consistent with the historical pattern of land division as well as agricultural activity, with former field boundaries and possible ridge and furrow prevalent across the survey area. Areas of increased magnetic response and further evidence of localised superficial geological variation are also noted, as well as the presence of field drains and a modern service.				
Project dates	**Start:** 02-10-2017		**End:** 06-10-2017		
Previous work	DBA (Not by WA)				
Future work	Not Known				
Project Code:	118460	**HER event no.**	N/A	**OASIS form ID:**	wessexar1-297279
		NMR no.	N/A		
		SM no.	N/A		
Planning Application Ref.					
Site Status	None				
Land use	Arable				
Monument type		**Period**			

Project Location:

Site Address	South of Dinnington Road, Woodsetts, South Yorkshire			**Postcode**	S81 8RG
County	South Yorkshire	**District**	Worksop	**Parish**	Woodsetts
Study Area	11.5 ha	**Height OD**	75 – 82 m aOD	**NGR**	454631 383811

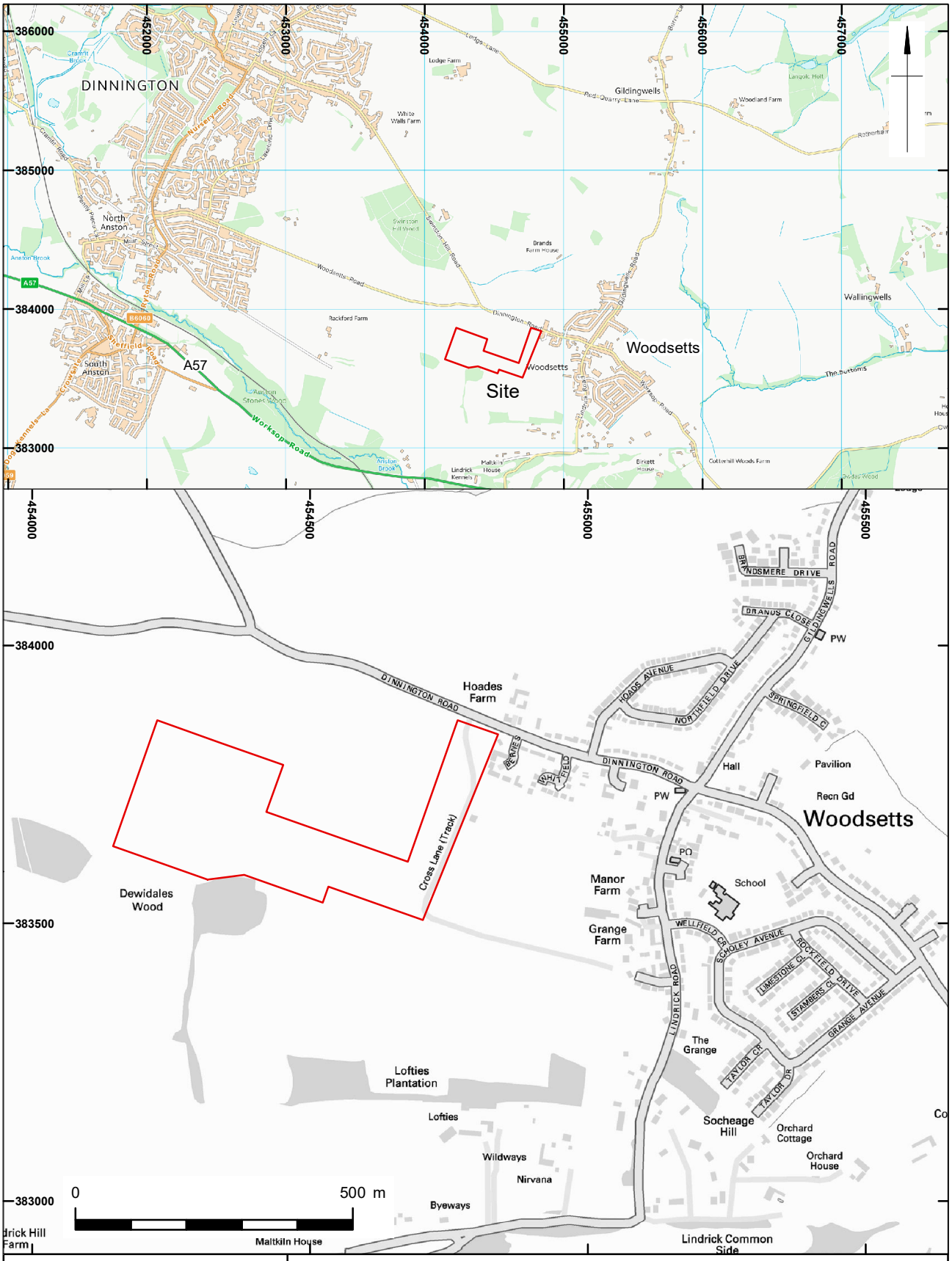
Project Creators:

Name of Organisation	Wessex Archaeology		
Project brief originator	INEOS	**Project design originator**	WA
Project Manager		**Project Supervisor**	

Sponsor or funding body	Client (?)	**Type of Sponsor**	

Project Archive and Bibliography:

Physical archive	N/A	**Digital Archive**	Geophysics, survey and report	**Paper Archive**	N/A
Report title	Woodsetts, South Yorkshire: Detailed Gradiometer Survey			**Date**	2017
Author	Wessex Archaeology	**Description**	Unpublished report	**Report ref.**	118460.03



Site Boundary

Coordinate system:
OSGB36 (OSTN15/OSGM15)

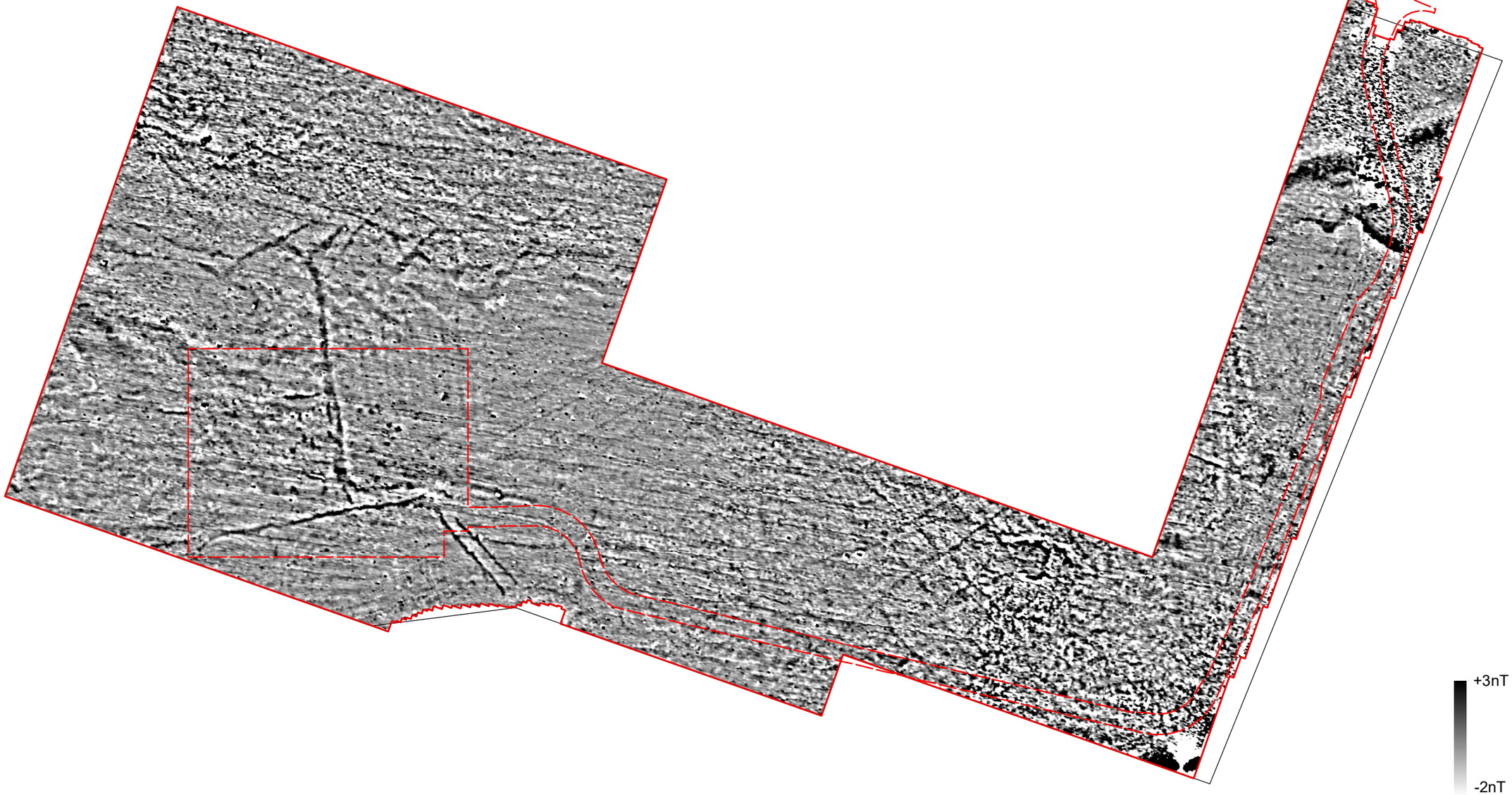
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Path:	X:\PROJECTS\118460\GIS\FigsMXD\2017_10_16		

Site location

Figure 1

454200
454400
454600
454800
383800
383600



+3nT
-2nT

Surface Works Area
Detailed Survey Extents
Site Boundary

0 100 m

Coordinate system:
OSGB36 (OSTN15/OSGM15)

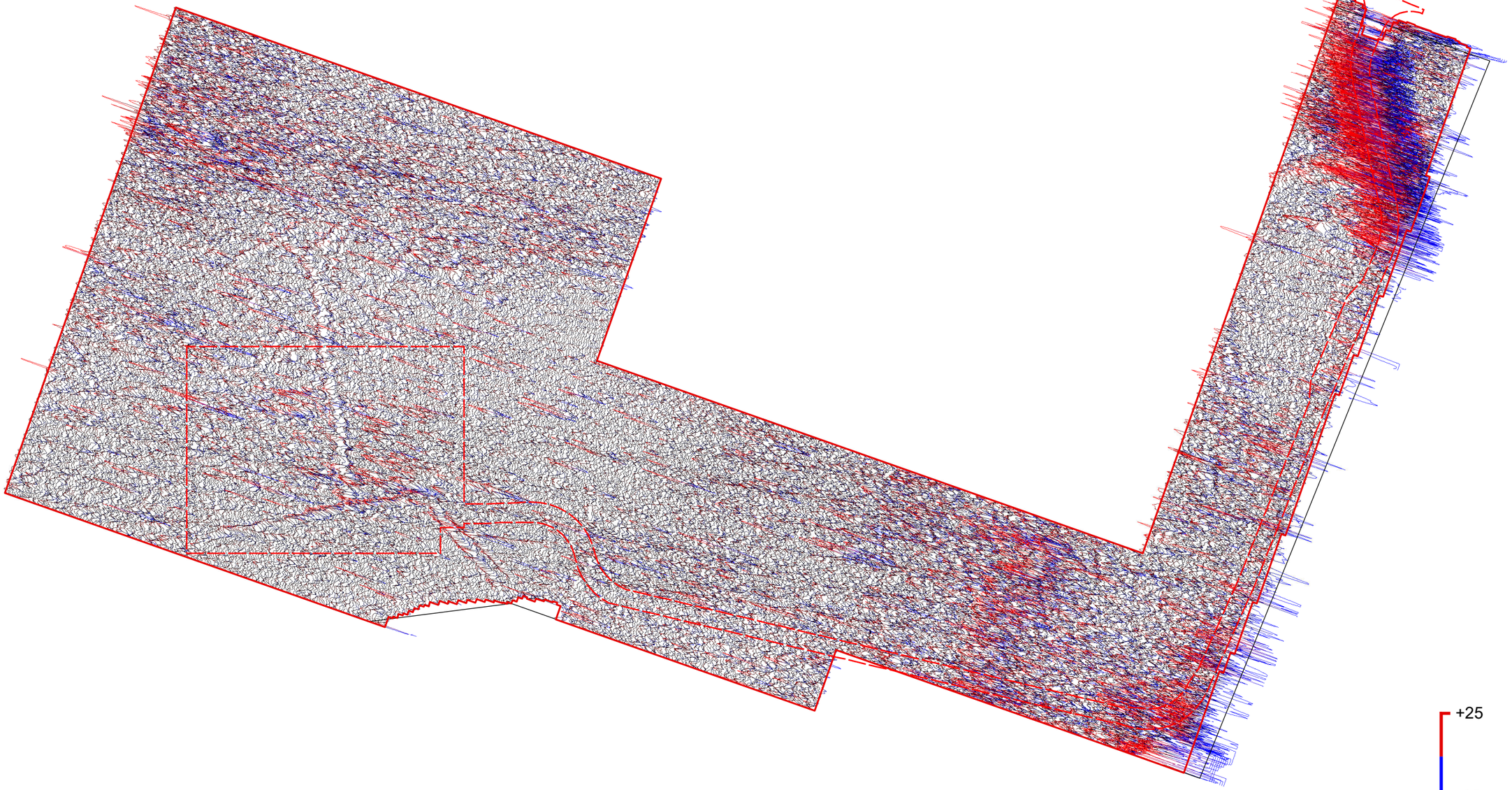
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Date:	16/10/2017	Revision Number:	1
Scale:	1:2000 @ A3	Illustrator:	ND
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Detailed Gradiometer Survey: Greyscale Plot

Figure 2

454200
454400
454600
454800
383800
383600



+25
-25

Surface Works Area
Detailed Survey Extents
Site Boundary

0 100 m

Coordinate system:
OSGB36 (OSTN15/OSGM15)

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Detailed Gradiometer Survey: XY Trace Plot

Figure 3

454200
454400
454600
454800
383800
383600

4005
4010
4011
4004
4001
4012
4013
4020
4000
4014
4015
4019
4023
4002
4003
4009
4017
4021
4019
4016
4008
4006
4007
4022

Surface Works Area
Detailed Survey Extents
Site Boundary
Archaeology
Possible Archaeology
Trend
Ploughing
Trackway
Ridge and Furrow
Former Field Boundary
Field Drain
Ferrous
Modern Service
Superficial Geology
Increased Magnetic Response

0 100 m

Coordinate system:
OSGB36 (OSTN15/OSGM15)

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Detailed Gradiometer Survey: Interpretation

Figure 4



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FS 606559

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