

Land north of Barkby Road, Syston

Transport Assessment



Transport Planning Consultants

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Transport Assessment

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SJT/JLA/20060-08b Transport Assessment

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1.0 INTRODUCTION

- 1.1 David Tucker Associates (DTA) has been commissioned by Taylor Wimpey (UK) Ltd to review the transport implications of the proposed residential development to provide up to 195 dwellings north of Barkby Road, Syston. The site location is shown on **Figure 1**.
- 1.2 This Transport Assessment (TA) has been prepared in accordance with the National Planning Policy Framework (NPPF) and National Planning Practice Guidance issued in March 2014, which replaces the previous Guidance on Transport Assessment (2007).
- 1.3 A previous application for the same quantum of development was submitted in 2018 (Ref: P/18/1366/2). This application was supported by a Transport Assessment and a Transport Assessment Addendum was also prepared to address comments raised by Leicestershire County Council (LCC) at the time. The application was withdrawn, however it received no objection from LCC as Local Highway Authority. A copy of the comments are included in **Appendix A**.
- 1.4 This report has been provided to update and amalgamate the information within both the Transport Assessment and Addendum report for the current application.
- 1.5 This report considers the transport and highways implications associated with the proposals and is structured as follows:
- Chapter 2: Policy Context;
 - Chapter 3: Existing Conditions;
 - Chapter 4: Development Proposals;
 - Chapter 5: Traffic Generation, Distribution and Impact Assessment;
 - Chapter 6: Conclusions.
- 1.6 This TA considers the potential transport and highways impacts of the proposals including the impact of development generated traffic on the capacity and safety of



the surrounding road network. It is concluded that proposed development would have no material residual adverse impact on the safe operation of the local highway network.



2.0 NATIONAL POLICY

2.1 National Guidance - National Planning Policy Framework

2.1.1 In July 2021, the Government published a revised National Planning Policy Framework (NPPF).

2.1.2 Paragraph 111 of the NPPF is clear that: "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

2.1.3 Within this context, the NPPF identifies in Paragraph 112 that applications for development should:

"a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles;

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

2.1.4 Paragraph 113 of the NPPF goes on to state that: "All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed".



2.1.5 In reinforcing the principle of supporting sustainable development, paragraph 10 stipulates that at the heart of the Framework is "...a presumption in favour of sustainable development".

2.2 *National Planning Practice Guidance (March 2014)*

2.2.1 The Department for Communities and Local Government (CLG) recently published the Planning Practice Guidance (PPG), which reinforces the guidance contained in the NPPF.

2.2.2 The PPG in Paragraph: 002 Reference ID: 42-002-20140306 states that Travel Plans and Transport Assessments are ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.

2.2.3 The Guidance goes on to explain what these documents are, why they are important, what information they should contain and how they should relate to one another.

2.2.4 In terms of residential TPs, the guidelines recognise that an origin based approach to travel planning focussed primarily on commuter travel is required, where "...journeys are made to many and varied places for a variety of different purposes".

2.2.5 The Guidance focuses on an 'outcomes' approach to TPs, requiring that specific outcomes or targets are established by agreement on what should be achieved through the TP over time.

2.3 **Local Planning Policy - *Leicestershire Local Transport Plan 3***

2.3.1 The Leicestershire Local Transport Plan (LTP) 3 sets out Leicestershire County Council's (LCC's) long-term vision for transport in Leicestershire and covers the period from 2011 to 2026. It identifies the following key goals:

- Goal 1: A transport system that supports a prosperous economy and provides successfully for population growth;
- Goal 2: An efficient, resilient and sustainable transport system that is well managed and maintained;



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- Goal 3: A transport system that helps to reduce the carbon footprint of Leicestershire;
 - Goal 4: An accessible and integrated transport system that helps promote equality of opportunity for all our residents;
 - Goal 5: A transport system that improves the safety, health and security of our residents; and
 - Goal 6: A transport system that helps to improve the quality of life for our residents and makes Leicestershire a more attractive place to live, work and visit.

2.4 *LCC Highways Design Guide*

2.4.1 The LCC Design Guide deals with highways and transportation infrastructure for new developments.

2.4.2 Two of the policy objectives of the Design Guide relate to accessibility and sustainability. These are set out as follows:

- **Accessibility:** To achieve developments accessible to all vehicles and people, including those with sensory and mobility impairments.
- **Sustainability:** To promote sustainable, high-quality alternatives to the private car and to encourage using sustainable materials wherever possible.

2.4.3 The Design Guide is clear that new sites will need to promote access to all sustainable modes and travel.



3.0 EXISTING CONDITIONS

3.1 Site Location

3.1.1 The proposed site is located north of Barkby Road on the eastern edge of Syston in Leicestershire. The site is situated approximately 1.3km from the town centre of Syston. The site location is shown in **Figure 1**.

3.1.2 Leicester is located approximately 8km southwest and Loughborough approximately 13km northwest. The site is bound by Barkby Road to the south, Queniborough Road to the east, agricultural land to the north and residential dwellings to the west.

3.2 Highway Network

3.2.1 Barkby Road runs along the southern site boundary. Barkby Road is a single carriageway road with a width of 6m. A change in speed limit from 30mph to 40mph occurs along the site frontage.

3.2.2 Barkby Road heads west into the centre of Syston where it joins Melton Road and the High Street. To the east, Barkby Road connects with Queniborough Road which heads north into Queniborough and south towards Barkby and Leicester.

3.2.3 Barkby Road, and Pembroke Avenue / Goode's Lane have a number of traffic calming features to limit vehicle speeds – with junction speed tables and speed cushions at various locations. There is also a 20mph zone in the area close to the Melton primary school off Pembroke Avenue.

3.2.4 Melton Road, approximately 1.2km to the west of the site is the main route through Syston providing connection to the A607 in the South leading in to Leicester and to the A607 in the north which leads to Melton Mowbray. The A607 also provides connection to the Strategic Road Network, namely the A46, approximately 2.5km to the west of the site.

3.3 Existing Traffic Flows

3.3.1 In order to establish existing flows in the vicinity of the site, an automated traffic count



(ATC) was undertaken on Barkby Road at the point at which the speed limit changes between the 31/02/2018 – 06/02/2018. The ATC was placed where the speed limit changes from 40mph to 30mph heading west. The ATC recorded direction, speeds, volume and classification of vehicles.

3.3.2 **Table 1** provides a summary of the results from the ATC, with the full ATC data available in **Appendix B**.

Table 1 – ATC Summary from Barkby Road

Direction	5 Day Ave.	7 Day Ave.	Average 85%ile (mph)	Average Mean (mph)	AM Peak	PM Peak
Eastbound	2118	1960	41.7	35.6	291	147
Westbound	2155	1987	38.7	33.0	147	252
Two-way	4273	3947	40.2	34.3	438	399

3.3.3 The results of the survey show that the 85th percentile speed of traffic is higher than the 30mph posted speed limit.

3.3.4 Classified Turning Counts (CTC) and queue length surveys were also carried out at a number of local junctions on the road network to inform the assessment. The counts were carried out at the following junctions:

- High Street/Melton Road/Barkby Road;
- Barkby Road/ Queniborough Road;
- Goodes Lane/ St Pauls' Drive;
- Barkby Road/ Pembroke Avenue; and
- Goodes Lane/ Melton Road.

3.3.5 These were carried out on 1st February 2018 during the hours of 07:00-10:00 and 16:00-19:00 and recorded direction, volume and classification of traffic. The full CTC output is available at **Appendix B**.

3.3.6 Following comments received by LCC at the time of the previous application, further traffic surveys were undertaken at the following locations:



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- Fosse Way/ High Street; and
 - Barkby Road/ Pembroke Avenue.

3.3.7 The traffic surveys are around 3 years old, however they were undertaken prior to the Covid-19 pandemic and are therefore considered to be robust.

3.4 **Footway and Cycling Provision**

3.4.1 A continuous footway network begins at the southwest corner of the site on Barkby Road heading west towards the centre of Syston. Barkby Road has 1.5-2m footways on either side of the carriageway with dropped kerbs and tactile paving at crossing points with street lighting.

3.4.2 A Public Right of Way runs through the site linking to Hallaton Drive to the west.

3.4.3 Route 48 on the National Cycle Network lies approximately 1.5km northwest of the site and provides connection between Leicester and Ashfordby which connects to recommended cycle routes to Melton Mowbray.

3.4.4 Barkby Road is identified in the County Council Loughborough Rural Cycle Map as a recommended on-road cycle route. The route heads west into the centre of Syston where on-road routes lead to local destinations such as Barkby, Thurmaston and South Croxton.

3.5 **Rail Service Provision**

3.5.1 The closest railway station is Syston which is approximately 1.9km southwest of the site off Melton Road. This translates into walking and cycling times of approximately 23 minutes and 6 minutes respectively.

3.5.2 The station offers an hourly service to Leicester, Lincoln, Nottingham and Loughborough. There are both car parking and cycle parking facilities at the station.

3.6 **Bus Service Provision**

3.6.1 The closest bus stop to the proposed site is located on Barkby Road approximately 300m



from the site access offering the number 100 bus service. The service runs every 2 hours and travels between Leicester and Melton Mowbray via Barkby, Barsby, Gaddesby and Great Dalby. The Design Guide states that generally walking distances to bus stops in urban areas should be a maximum of 400m and desirably no more than 250m. The Design Guide also states that public transport to a main public transport interchange should be within 800m (10min) walk (IN6), however this applies to new development in the Principal Urban Area or Sub Regional Centre as per the Regional Spatial Strategy for the East Midlands (RSS8) which has since been replaced.

- 3.6.2 Considering the site layout plan in detail, around a third of residential dwellings will be located within 400m of a bus stop with the remainder being within around 600m of the bus stops accessible via Barkby Road or the Public Right of Way to the west of the site. Research by White Young Green suggests that, outside of London, the average walk distances to bus stops are 580m with the 85th percentile being 810m. On this basis, a maximum walk distance to bus stops of 400m is significantly below the average based on recent studies and it is demonstrated that people do walk considerably further.
- 3.6.3 Clearly the propensity for people to use the bus and the degree to which that might render an application unacceptable needs to be considered against the context of the wider accessibility of the site.
- 3.6.4 Within Syston Town Centre stops for the number 5/5A bus service are available on Melton Road approximately 1.5km from the site. This which runs every 20 minutes between Leicester, East Goscote/Melton Mowbray. The number 27 bus service is also available from these stops which runs every 1hr 15 minutes between Loughborough and Thurmaston.
- 3.6.5 Clearly the existing bus services fall within the overall 2km Walkable Neighbourhood defined by MfS 2 and whilst longer distances might be less easy for elderly or less mobile occupant, they would be within easy and safe walking distance for the majority of residents including school children and commuters.
- 3.6.6 There are numerous appeal discussions which have considered this point:



Land off Iveshead Road, Shepshed, Leicestershire': 75 dwellings; Morgan, 2012 [APP/X24IO/Af12/2177327].

Land off Church Road, Webheath, Redditch': 200 dwellings; Kirkbride, 2014 [APP/Q1825/NI3/2205688]

Land south of Knockhall Road, Greenhithe', Kent: 40 dwellings; O'Rourke, 2014, [APP/R2215/NI3/2203710].

Land West Of Knights Hill Village, Grimston Road, South Wootton, Norfolk: 600 dwellings; Barrett and SoS, 2020 [APP/V2635/W/19/3237042]

3.6.7 All four appeals dismiss concerns regarding walking distances to public transport purporting to render the sites inaccessible. They conclude that walking distance to bus stops being in excess of a local authority's policy preference does not in itself render the sites as being unsustainable in transportation terms, and that the nature of the public transport offer and thus the overall accessibility of the site must be considered.

3.6.8 Furthermore, Syston railway station is located within a 1.9km walk distance of the site and therefore also within a 2km walk distance as defined by MfS2.

3.6.9 On this basis, no further improvements are required, however there is a draft Local Plan allocation for further housing to the south which will bring significantly more growth and will provide a basis for enhancing bus services, for example re-instating previously withdrawn services on Goodes Lane to the west of the site.

3.7 Local Facilities

3.7.1 This section of the TA considers access to the following services:

- Education;
- Food retail;
- Healthcare; and
- Employment.



3.7.2 The majority of trips that will be made by foot or cycle from the proposed development will be for the purpose of short shopping trips, access to leisure facilities, school journeys, and trips to bus stops as part of linked trips to other destinations.

3.7.3 It is generally considered that for distances under 2km, walking offers the greatest potential to replace short car trips. For distances under 5km, cycling also has the potential to substitute for short car trips.

3.8 Education

3.8.1 The proposed residential development will most likely increase the demand for education with the resulting trips to access the local schools. Given the timing for educational trips, these will overlap with the network AM peak hour, indeed according to the National Travel Survey (NTS) 51% of trips during the AM peak (08:00 – 09:00) are school related (accurate as of 2020). Education trips are therefore one of the most significant factors influencing the vehicle trip generation of a residential site particularly given the apparent sensitivity to distance.

3.8.2 As shown by the 2019 NTS, for primary school trips, pupils are over three times more likely to travel to school by private car if their journey to school is 1.6 to 3.2 km compared to those whose journey is under 1.6 km as shown in **Table 2**. Nationally, the average journey length is 2.6 km according to the NTS. A similar relationship is also apparent for secondary school pupils although they are more likely to take the bus rather than be driven for long journey lengths as shown in **Table 3**. Nationally the average journey length is 5.5 km according to the NTS.

Table 2 – School trips by age, mode and length, 2019 Primary school: (5-10 years)

Main mode	Under 1.6km	1.6km to 3.2km	3.2km to 8.0km	8.0km	Total
Walk	80	19	2	1	46
Bicycle	1	4	1	0	1
Car/van	18	71	87	73	47
Bus	1	5	9	18	5
Other	-	1	1	9	1
Total	100	100	100	100	100



Table 3 – Secondary school: 2019 (11-16 years)

Main mode	Under 1.6km	1.6km to 3.2km	3.2km to 8.0km	8.0km	Total
Walk	95	53	6	0	39
Bicycle	2	6	3	0	3
Car/van	3	28	37	36	26
Bus	1	11	50	54	29
Other	0	1	5	11	4
Total	100	100	100	100	100

3.8.3 The nearest primary school to the site is The Merton Primary School located approximately 1.0km southwest of the site access on Cherry Drive. As can be seen from the above table, the door-to-door walking distance is well within the national average and therefore, the propensity to walk will be high. Parental choice is a consideration and St Peter & St Paul CE Academy is located 1.6km northwest of the site on Upper Church Street.

3.8.4 The nearest secondary school is Wreake Valley Academy. It is located 2.1km northwest on Parkstone Road. The distance to the secondary school is within the national average and a large proportion of pupils are likely to walk. Parental choice is a consideration and The Roundhill Academy is located 3.0km southwest of the site on Melton Road.

3.9 Retail

3.9.1 The nearest large supermarkets are Tesco Metro and Aldi, located 1.6km northwest of the site off Melton Road in the centre of Syston.

3.10 Healthcare

3.10.1 Jubilee Medical Practice is approximately 1.4km from the proposed site and can be easily accessed via foot or bike. The closest hospital to the site offering A&E services is Leicester Royal Infirmary located 11km south of the site in the centre of Leicester and can be accessed using the 5/5A bus.

3.11 Employment

3.11.1 With regards to employment, a review of 2011 Census data for the Middle Super Output Area (MSOA) of Charnwood 018 within which the site is located shows that 33% of



residents work within Charnwood. Approximately 38% of residents work in Leicester, 8% in Blaby, 3% in North West Leicestershire and the remainder distributed between other destinations.

3.11.2 There are many employment opportunities within Syston. The closest employment site to the proposed development is Watermead Business Park and Wanlip Industrial Estate, located 2.8km west of the site. Other opportunities lie within Syston; the town centre is filled with commercial business such as high street shops, independent retailers, public houses, banks, eateries, pharmacies and more.

3.11.3 Overall, the site is considered to be well located in terms of accessibility to local facilities.

3.12 Personal Injury Collisions

3.12.1 Personal Injury Collision (PIC) data has been obtained from Leicestershire County Council for the most recent five-year period from 01/01/2016 to 28/02/2021. A summary of the PIC data is provided in **Table 4**, with the full outputs attached at **Appendix C**.

Table 4 – Summary of PICs by Severity

PIC Severity	Slight	Serious	Fatal	Total
Number of PICs	12	6	0	18
% of Total	67%	33%	0%	100%

3.12.2 A total of 18 PICs have been recorded over the most recent 5-year period of which 12 were classed as “slight” in severity and 6 classed as “serious” in severity. The study area included the entirety of Barkby Road, Pembroke Avenue, Goodes Lane and a section of Melton Road between its junction with Barkby Road and Goodes Lane. The details of the serious collisions are listed below:

- One serious PIC occurred at the High Street junction with Melton Road involving a bus/coach and a pedestrian;
- Three serious PICs occurred on Melton Road none of which were located at or near junctions. Two of the accidents involved pedal cycles and another involved a pedestrian;

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- A serious PIC occurred at the Barkby Road/Queniborough Road junction involving a car and a bus/coach;
 - A serious PIC occurred at the Barkby Road/ Greetham Way junction involving a pedal cyclist and a car.

3.12.3 One slight accident occurred on Barkby Road to the west of the site, however, there have been no recorded incidents near to the site access.

3.12.4 It is therefore considered that there is currently no significant accident issue within the study area that would require intervention and that the proposed development will not be detrimental to the safe operation of the local highway network.



4.0 DEVELOPMENT PROPOSALS

- 4.1 The proposals are for outline planning permission for residential development of up to 195 dwellings. The site is located on land north of Barkby Road in Syston, Leicestershire. The masterplan is attached at **Appendix D**.
- 4.2 Vehicular access will be via a new priority junction off Barkby Road with a right turn lane into the site. As part of the previous comments, the LHA requested a visibility splay of 120m was provided to the west which can be achieved as shown in **DTA Drawing 20060-02c**. An initial width of 6.75m was provided in accordance with LCC Highway Design Guide. The LHA have confirmed that a 5.5m wide road would be acceptable for the level of development proposed and therefore the access width has been amended accordingly.
- 4.3 This layout has been subject to independent Road Safety Audit as requires and the report is attached at **Appendix E**. It confirms there are no significant or substantive issues raised and has been accepted by LCC.
- 4.4 Using the vehicle tracking element of AutoCAD, a refuse vehicle has been tracked in and out of the site access in both directions to ensure that there is adequate manoeuvring space for a vehicle of this size. The tracking movement is shown on **DTA Drawing 20060-02b-1**.
- 4.5 Car Parking will be provided on site in accordance with the residential parking standards as set by the local planning and highway authorities.



5.0 TRAFFIC GENERATION AND DISTRIBUTION

5.1 Proposed Traffic Generation

5.1.1 To assess the potential traffic movements from the development, the TRICS database was interrogated (TRICS v7.4.4 online). This database contains surveys of the vehicle and multimodal trip generation of a wide variety of sites which are classified by land use and various other attributes. The database was interrogated for multimodal vehicular surveys for 'Land Use 03 – Residential/A – Houses Privately Owned', with sites in London, Scotland, Ireland and Wales manually excluded. The resulting TRICS results are attached at **Appendix F**. The vehicle and person trip rates are summarised in **Table 6** with the associated generation shown in **Table 7** below.

Table 6 – Vehicle and person TRICS trip rates per dwelling

	Vehicle Trips			Person Trips		
	Arrivals	Departur	Total	Arrivals	Departur	Total
08:00-09:00	0.155	0.309	0.464	0.185	0.541	0.726
17:00-18:00	0.288	0.15	0.438	0.412	0.206	0.618
Daily	2.04	2.227	4.267	2.978	3.15	6.128

Table 7 – Vehicle and person generation per 195 dwellings

	Vehicle Trips			Person Trips		
	Arrivals	Departur	Total	Arrivals	Departur	Total
08:00-09:00	30	60	90	36	105	142
17:00-18:00	56	29	85	80	40	121
Daily	398	434	832	581	614	1195

5.1.2 As shown in **Table 7** above, the proposed development is predicted to generate in the order of 90 two-way vehicle movements in the AM peak and 85 in the PM peak; this equates to on average, 1-2 additional vehicles every minute, which is considered modest.

5.1.3 As an alternative assessment, the mode share for car drivers in the local area recorded in the 2011 census (71.6%) has been applied to the person trip rates shown in **Table 7**. The results of this are summarised in **Table 8** below and compared with the TRICS results.



Table 8 – Census derived traffic generation

	TRICS			Census		
	Arrivals	Departur	Total	Arrivals	Departur	Total
08:00-09:00	30	60	90	26	75	102
17:00-18:00	56	29	85	57	29	87
Daily	398	434	832	416	440	856

5.1.4 **Table 8** shows that by applying the journey to work mode share data to the person trips, and comparing the results to those derived from TRICS, the trip generation is slightly higher but comparable.

5.1.5 A site-specific count was also undertaken at St Pauls Drive (survey data included in **Appendix B**) to derive a local trip rate for the area and help inform distribution. The resulting trip rates from the count are shown in **Table 9**.

Table 9 – Local derived traffic generation (195 dwellings)

	Derived Trip Rate			Trip Generation		
	Arrivals	Departur	Total	Arrivals	Departur	Total
08:00-09:00	0.127	0.215	0.342	25	42	67
17:00-18:00	0.418	0.215	0.633	82	42	123

5.1.6 As can be seen from **Table 9**, the derived trip rates are lower in the morning peak hour and higher in the afternoon peak hour in comparison to the TRICS and census analysis, therefore, to present a robust assessment, the highest values for the morning and afternoon peak will be used in assessing the impact of the development.

5.1.7 For completeness, therefore, the trip generation used in the assessment are shown in **Table 10**. These trip rates were accepted by LCC as part of the previous assessment.

Table 10 – Trip Generation Used in the Assessment

	Trip Generation		
	Arrivals	Departur	Total
08:00-09:00	26	75	102
17:00-18:00	82	42	123



5.2 Traffic Distribution

5.2.1 The forecast traffic generation has been distributed using Census Journey to Work data (2011) for the Charnwood 018 Middle Super Output Area (MSOA). A breakdown of the distribution trips from this ward to employment destinations is summarised in **Table 11**. The distribution of traffic has previously been agreed with LCC.

Table 11 – Summary of the workplace destinations from Charnwood 018 MSOA

Destination	Percentage
Charnwood 018	2.8%
Charnwood	29.8%
Leicester	37.6%
Blaby	8.6%
Melton	2.3%
North West Leicestershire	2.7%
Oadby and Wigston	2.3%
Hinckley and Bosworth	2.2%
Other	11.7%
Total	100%

5.2.2 Based on the census data and using the most direct route to employment destinations, the distribution shows that around 2.8% work and live within the same output area, 29.8% distributed across the output areas of Charnwood and 37.6% travel to Leicester and 8.6% to Blaby. The remaining trips are mainly distributed around North West Leicestershire and other destinations.

5.2.3 The resulting Trip Assignment on the local network during the AM and PM peaks are summarised in **Table 12** and **Table 13**. **Figure 3** and **Figure 4** represent the associated traffic flow diagrams from the site access onto Barkby Road.



Table 12 – AM Trip Assignment

Destination	Arrival	Departure	Total
Charnwood 018	1	2	3
Charnwood	8	22	30
Leicester	10	28	38
Blaby	2	6	9
Melton	1	2	2
North West Leicestershire	1	2	3
Oadby and Wigston	1	2	2
Hinckley and Bosworth	1	2	2
Other	3	9	12
Total	26	75	102

Table 13 – PM Trip Assignment

Destination	Arrival	Departure	Total
Charnwood 018	2	1	3
Charnwood	24	13	37
Leicester	31	16	46
Blaby	7	4	11
Melton	2	1	3
North West Leicestershire	2	1	3
Oadby and Wigston	2	1	3
Hinckley and Bosworth	2	1	3
Other	10	5	14
Total	82	42	123

5.2.4 The above assignments resulted in 59.3% turning right out of the site access, with 40.7% turning left onto Barkby Road.



6.0 TRAFFIC IMPACT

6.1 Introduction

6.1.1 As shown in **Figures 3 and 4**, given the distribution and dispersion of trips from the site, there will be no significant impact on any single link or junction.

6.1.2 Following pre-app and post-app comments from LCC as part of the 2018 application, the following junctions were included in the previous assessment and have been re-modelled for completeness:

- Melton Road/Barkby Road/High Street
- Barkby Road/ Queniborough Road
- Barkby Road/ Greetham Way
- Fosse Way/ High Street;
- Barkby Road/ Pembroke Avenue.
- Goodes Lane/ Melton Road
- Queniborough Road/ Barkby Road/ Rearsby Road/ Syston Road
- Queniborough Road/ Main Street

6.1.3 On this basis, the junctions are considered individually in the following paragraphs. The site access junction has also been assessed.

6.2 Background Traffic Growth

6.2.1 In accordance with DfT Guidance, the 2018 base flows have been factored up to a future year of 2026, which is five years following submission of the planning application. Local TEMPRO growth factors have been used for Middle Super Output Area (MSOA) in which the junctions sit. The resulting factors are shown in **Table 14**.



Table 14 – TEMPRO Growth Factors

TEMPRO Growth Factors 2026			
Area Definition	Road Classification	AM	PM
E02005362 Charnwood 018	Principal	1.0822	1.0807

6.2.2 The factors show that background traffic past the site is predicted to increase by 8.0%. The TEMPRO factors include all known committed development not captured by the recently collected traffic count data.

6.2.3 LCC have requested that consideration is given to the Thurmaston Urban Extension as part of the assessment. The Transport Assessment prepared by White Young Green in August 2014 has been reviewed. It is noted that phase 1 which included 575 dwellings was forecast to be completed by 2016 and therefore the site is significantly behind in terms of the phasing timing. It could reasonably be assumed that phase 1 could be completed by a future year of 2026.

6.2.4 On review of the development traffic flows in the TA supporting the site, the impact is not significant within Syston and the majority of the development flows for phase 1 show a negative impact on the local network. For robustness this reduction is not reflected in the following assessments. The relevant extract showing the flows is included in **Appendix G**.

6.2.5 The assessment traffic flows are included in **Appendix H**. All junction outputs are included in **Appendix I**.

6.3 Junction Assessment

6.3.1 For the operational assessment of the junctions, industry standard software packages have been used. Junctions 9 has the functionality to model the above junctions using the PICADY and ARCADY modules of the software. Signal junctions have been modelled using LINSIG. The geometric parameters have been measured using topographical information and OS detailed mapping. The trip generation derived from the TRICS has been used for robustness.

6.3.2 All of the junction assessments included in this report have been previously accepted by



the LHA and have been updated for a revised future year of 2026.

Site Access/ Barkby Road Junction

6.3.3 The site access junction has been tested using Junctions9. The results of the assessment are summarised in **Table 15**.

Table 15 – Site Access Junction Assessment

	AM					PM				
	Set ID	Q (PCU)	Delay (s)	RFC	Res Cap	Set ID	Q (PCU)	Delay (s)	RFC	Res Cap
2026 + Development										
Stream B-C	D3	0.1	5.60	0.05	186 % [Stream B-A]	D4	0.0	5.07	0.03	260 % [Stream B-A]
Stream B-A		0.1	8.79	0.11			0.1	8.15	0.06	
Stream C-B		0.0	5.37	0.02			0.1	5.28	0.05	

6.3.4 As can be seen in **Table 15** above, the junction is shown to operate well within capacity with a maximum delay of 9 seconds in the AM peak of 2026.

Melton Road/ Barkby Road/ High Street

6.3.5 The second junction to be assessed was the Melton Road/Barkby Road/High Street Roundabout. The result of the assessment is summarised in **Table 16**.

Table 16 – Melton Road/Barkby Road/High Street Roundabout Junction Assessment

	AM					PM				
	Set ID	Q (PCU)	Delay (s)	RFC	Res Cap	Set ID	Q (PCU)	Delay (s)	RFC	Res Cap
2018										
1 - Melton Road N	D1	1.3	7.88	0.57	3 % [2 - Barkby Road]	D2	1.3	8.34	0.57	12 % [4 - High Street]
2 - Barkby Road		2.5	30.02	0.73			0.9	15.17	0.47	
3 - Melton Road S		1.1	10.10	0.51			1.6	11.98	0.62	
4 - High Street		1.1	9.54	0.53			3.0	18.97	0.75	
2026										
1 - Melton Road N	D5	1.7	9.09	0.62	-5 % [2 - Barkby Road]	D6	1.7	9.73	0.62	-6 % [2 - Barkby Road]
2 - Barkby Road		4.1	45.73	0.82			4.5	49.81	0.84	
3 - Melton Road S		1.4	11.55	0.56			2.1	14.28	0.67	
4 - High Street		1.4	11.01	0.58			4.6	28.01	0.83	
2026 + Development										
1 - Melton Road N	D7	1.7	9.18	0.63	-5 % [2 - Barkby Road]	D8	1.8	10.22	0.64	-8 % [2 - Barkby Road]
2 - Barkby Road		4.7	49.93	0.85			5.5	59.26	0.87	
3 - Melton Road S		1.4	11.91	0.57			2.2	14.68	0.68	
4 - High Street		1.5	11.29	0.59			5.9	34.69	0.87	



- 6.3.6 As can be seen from **Table 16** above, the development traffic added onto the existing traffic results in an additional queue of 1 vehicle on the one vehicle queue on the High Street arm in 2026; this delay is considered negligible and not detrimental to the operation of the junction.
- 6.3.7 In 2015, the Melton Road/Barkby Road/High Street Mini roundabout was improved to enhance pedestrian safety and improve visibility. The measures included a new left turn to allow vehicle travelling from Barkby Road into Melton Road (south) to do so without entering the roundabout. New pedestrian crossings were also provided and the give way line at Barkby Road brought forward to enhance visibility at the junction.
- 6.3.8 The Melton Road/Barkby Road/High Street junction was assessed as part of a TA by Taylor Wimpey in 2013 for the development to the south of Barkby Road opposite the application site. The assessment was undertaken before any improvements works had been carried out at the mini roundabout. The roundabout was shown to have some capacity issues. Analysis of the ARCADY output from the TA shows that the flows in 2013 were slightly higher than those recorded in the most recent counts undertaken for this TA; this is likely due to vehicles now routing elsewhere due to the historic capacity issues.
- 6.3.9 Furthermore, the previous roundabout layout did not allow Barkby Road to Melton Road South vehicles to 'bypass' the roundabout, hence as well as the flows being generally higher from most arms, there were also approximately 80-100 more vehicles having to enter the roundabout to turn left from Barkby Road to Melton Road South than what is shown to occur today due to the bypass left turn.
- 6.3.10 In conclusion, although concerns have been raised regarding the mini roundabout in the centre of Syston, evidence shows that the flows at the roundabout are lower than in 2013 and the new layout has allowed a proportion of vehicles travelling from Barkby Road to bypass the roundabout, further reducing any capacity issue.

Barkby Road/ Queniborough Road

- 6.3.11 This is a signal controlled crossroad junction to the east of the site and has been tested using LINSIG. The results are shown in **Table 17**.



Table 17 – Queniborough Road/ Barkby Road Signals

Scenario	Cycle Time	Practical Reserve Capacity (%)	Delay (pcuHr)
2018 Base AM	120	21.2	15
2018 Base PM	120	31.0	12
2026 Base AM	120	11.8	18
2026 Base PM	120	21.1	14
2026 Base+Dev AM	120	8.2	19
2026 Base+Dev PM	120	14.5	16

6.3.12 As shown in **Table 16** above the increase in delay with the addition of development traffic is negligible and there are no issues with overall junction operation.

Barkby Road/ Greetham Way

6.3.13 This is a roundabout junction to the west of the site and has been tested using software in Junctions9. The results are included in **Table 18**.

Table 18 – Barkby Road/ Greetham Way

	AM					PM				
	Set ID	Q (PCU)	Delay (s)	RFC	Res Cap	Set ID	Q (PCU)	Delay (s)	RFC	Res Cap
2018										
1 - Greetham Way	D1	0.1	5.34	0.12	88 % [2 - Barkby Rd E]	D2	0.0	4.92	0.04	135 % [2 - Barkby Rd E]
2 - Barkby Rd E		0.8	8.17	0.45			0.6	6.93	0.36	
3 - Saxby Drive		0.1	5.44	0.05			0.0	4.90	0.03	
4 - Barkby Road W		0.4	4.92	0.30			0.5	5.10	0.32	
2026										
1 - Greetham Way	D5	0.1	5.44	0.12	74 % [2 - Barkby Rd E]	D6	0.0	4.99	0.04	120 % [2 - Barkby Rd E]
2 - Barkby Rd E		1.0	8.78	0.49			0.6	7.23	0.38	
3 - Saxby Drive		0.1	5.56	0.05			0.0	4.99	0.03	
4 - Barkby Road W		0.5	5.08	0.32			0.5	5.25	0.34	
2026 + Development										
1 - Greetham Way	D7	0.1	5.50	0.12	57 % [2 - Barkby Rd E]	D8	0.0	5.17	0.04	103 % [2 - Barkby Rd E]
2 - Barkby Rd E		1.2	9.94	0.55			0.7	7.65	0.42	
3 - Saxby Drive		0.1	5.76	0.05			0.0	5.08	0.03	
4 - Barkby Road W		0.5	5.19	0.34			0.7	5.68	0.39	

6.3.14 The results show there will no issues with delay or queuing with the addition of the development traffic through the junction in a future year of 2026.

Goodes Lane/ Melton Road

6.3.15 This is a priority junction to the west of the site and has been tested using software in



Junctions9. The results are included in **Table 19**.

Table 19 – Goodes Lane/ Melton Road Priority Junction

	AM					PM				
	Set ID	Q (PCU)	Delay (s)	RFC	Res Cap	Set ID	Q (PCU)	Delay (s)	RFC	Res Cap
2018										
Stream B-C	D1	1.3	15.04	0.56	31 % [Stream B-A]	D2	0.2	8.50	0.20	15 % [Stream C-AB]
Stream B-A		0.1	14.00	0.09			0.1	14.48	0.08	
Stream C-AB		0.8	6.73	0.31			3.3	14.66	0.68	
2026										
Stream B-C	D5	1.6	17.76	0.62	21 % [Stream B-A]	D6	0.3	8.96	0.22	6 % [Stream C-AB]
Stream B-A		0.1	16.31	0.11			0.1	16.28	0.09	
Stream C-AB		0.9	7.00	0.35			5.4	20.88	0.78	
2026 + Development										
Stream B-C	D7	1.9	19.91	0.66	16 % [Stream B-A]	D8	0.3	9.25	0.24	1 % [Stream C-AB]
Stream B-A		0.2	17.78	0.12			0.1	17.12	0.10	
Stream C-AB		1.0	7.22	0.37			7.9	30.52	0.85	

6.3.16 The results show there will no issues with delay or queueing with the addition of the development traffic through the junction in a future year of 2026.

Queniborough Road/ Barkby Road/ Rearsby Road/ Syston Road

6.3.17 Development traffic flows through this junction are forecast to amount to 7 two-way trips in the AM peak and 8 two-way trips in the PM peak periods. This equates to one additional vehicle every 8-9 minutes on the network. On this basis, no further assessment is deemed necessary.

Queniborough Road/ Main Street

6.3.18 This is a priority junction to the southeast of the site in Barkby and has been tested using software in Junctions9. The results are included in **Table 20**.



Table 20 - Queniborough Road/ Main Street Priority Junction

	AM					PM				
	Set ID	Q (PCU)	Delay (s)	RFC	Res Cap	Set ID	Q (PCU)	Delay (s)	RFC	Res Cap
2018										
Stream B-AC	D1	3.0	23.36	0.75	10 %	D2	1.1	12.74	0.52	1 %
Stream C-AB		0.9	10.16	0.44			[Stream B-AC]	4.8	32.77	
2026										
Stream B-AC	D5	4.5	32.74	0.82	1 %	D6	1.4	14.56	0.58	-6 %
Stream C-AB		1.1	10.73	0.48			[Stream B-AC]	8.7	55.77	
2026 + Development										
Stream B-AC	D7	6.5	45.69	0.88	-4 %	D8	1.6	16.32	0.61	-10 %
Stream C-AB		1.1	11.23	0.49			[Stream B-AC]	12.5	78.34	

6.3.19 The results show the junction operates within its theoretical capacity in a future year of 2026.

Fosse Way/ High Street

6.3.20 The Fosse Way/ High Street traffic signal junction has been tested using LINSIG software and the results are summarised in **Table 21** below.

Table 21 – Fosse Way/ High Street Junction Results

Scenario	Cycle Time	Practical Reserve Capacity (%)	Delay (pcuHr)
2018 Base AM	120	20.8	18
2018 Base PM	120	40.1	11
2026 Base AM	120	5.9	19
2026 Base PM	120	26.9	13
2026 Base+Dev AM	120	1.1	20
2026 Base+ Dev PM	120	20.7	14

6.3.21 The results indicate the junction is operating within practical spare capacity in 2026 with the additional of development traffic which results in an increase of 1 PCU through the junction during the peak periods.

Barkby Road/ Pembroke Avenue

6.3.22 The Barkby Road/ Pembroke Avenue junction has been tested using Junctions9 software. The junction results are summarised in **Table 22**.



Table 22 – Barkby Road/ Pembroke Avenue Junction Results

	AM				PM			
	Q (PCU)	Delay (s)	RFC	Res Cap	Q (PCU)	Delay (s)	RFC	Res Cap
2018								
Stream B-C	0.1	7.12	0.10	89 % [Stream B-A]	0.1	7.07	0.09	89 % [Stream B-A]
Stream B-A	0.3	11.38	0.25		0.4	11.38	0.28	
Stream C-AB	0.2	5.86	0.11		0.2	5.62	0.11	
2023								
Stream B-C	0.1	7.37	0.11	75 % [Stream B-A]	0.1	7.31	0.10	75 % [Stream B-A]
Stream B-A	0.4	12.10	0.28		0.4	12.10	0.31	
Stream C-AB	0.2	5.89	0.12		0.2	5.63	0.12	
2023 + Dev								
Stream B-C	0.1	7.62	0.11	65 % [Stream B-A]	0.1	7.77	0.11	56 % [Stream B-A]
Stream B-A	0.4	12.78	0.31		0.6	13.51	0.37	
Stream C-AB	0.2	5.94	0.13		0.2	5.57	0.12	

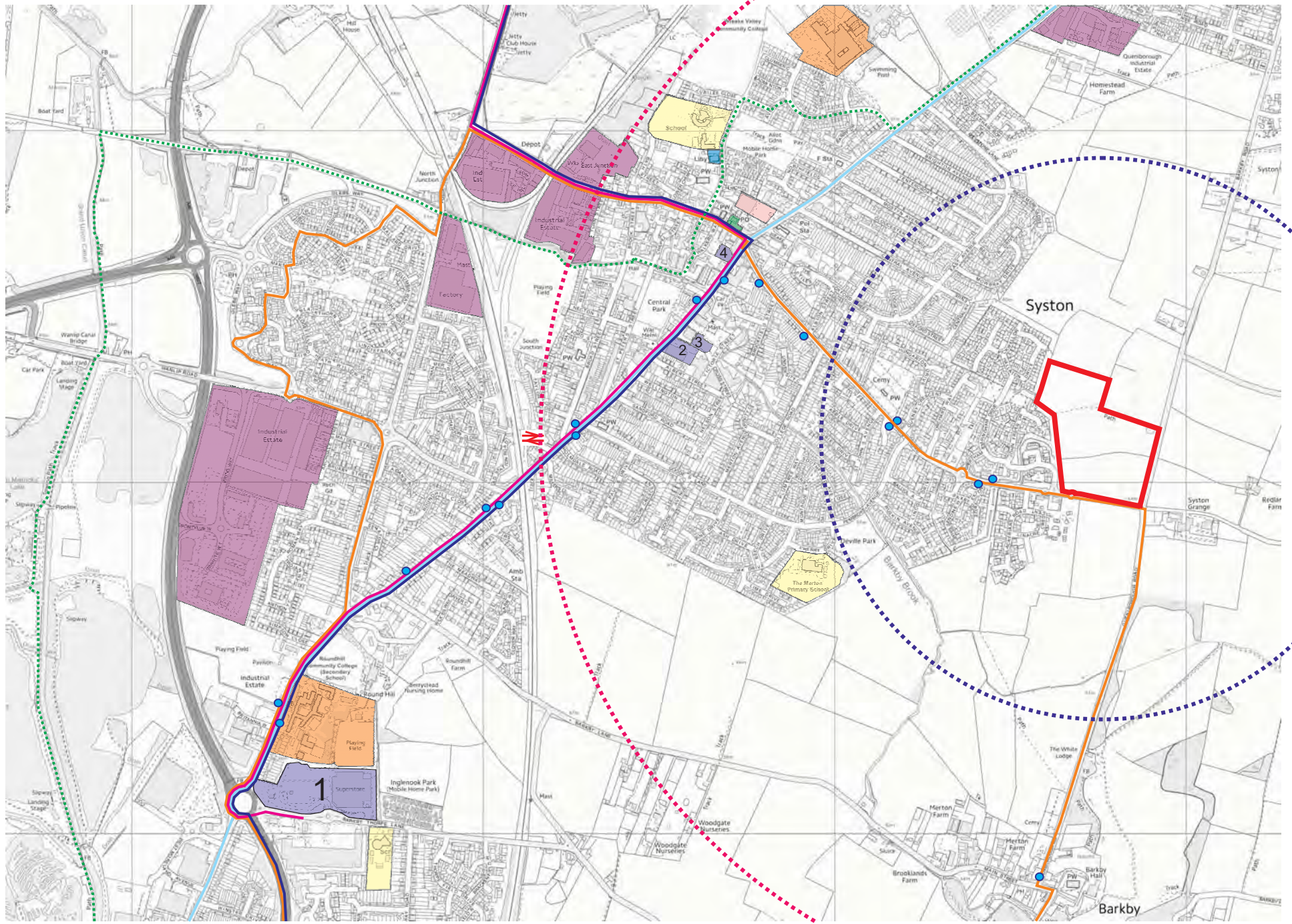
6.3.23 The results indicate the junction is operating well within practical spare capacity in 2026 with the additional of development traffic.



7.0 CONCLUSION

- 7.1 This report has been prepared to assess the highway and transport implications of the development of 195 dwellings on land north of Barkby Road, Syston.
- 7.2 All matters relating to highway and transportation have previously been agreed as part of a previous application on the site in 2018. This Transport Assessment has been updated to include post application comments at the time of the previous application.
- 7.3 Access to the site will be via a new priority junction off Barkby Road with a right turn lane into the site.
- 7.4 The road safety records for the local road network have been reviewed and there have been no recorded personal injury collisions within the latest 5 years.
- 7.5 The site is within walking distance to the local schools and bus stops and is well located for access to the train station and retail facilities within the town centre.
- 7.6 Junction assessments have been undertaken at the key locations within the town centre identified by the Local Authority. The assessments do not identify any issues with regard to junction operation and on this basis there are no specific off-site highway mitigation measures required.
- 7.7 In accordance with NPPF, the additional traffic would not have a material impact on the safety or operation on the local road network and it can clearly be concluded that the impact of the development will not be "severe" and overall there are no justifiable reasons for refusal on highway grounds.

Figure 1



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Notes:

- Site Location
- Bus Stops
- ≡ Railway Station

- Post Office
- Employment Buildings
- Medical Centre
- Primary School
- Secondary School

- Library
- 1 Asda
- 2 ALDI
- 3 Tesco Metro
- 4 Co-op

- Route 5/5A/X5
- Route 27
- Route 100
- Route 128

- 800m Isochrone
- 1.6km Isochrone
- National Cycle Route 48

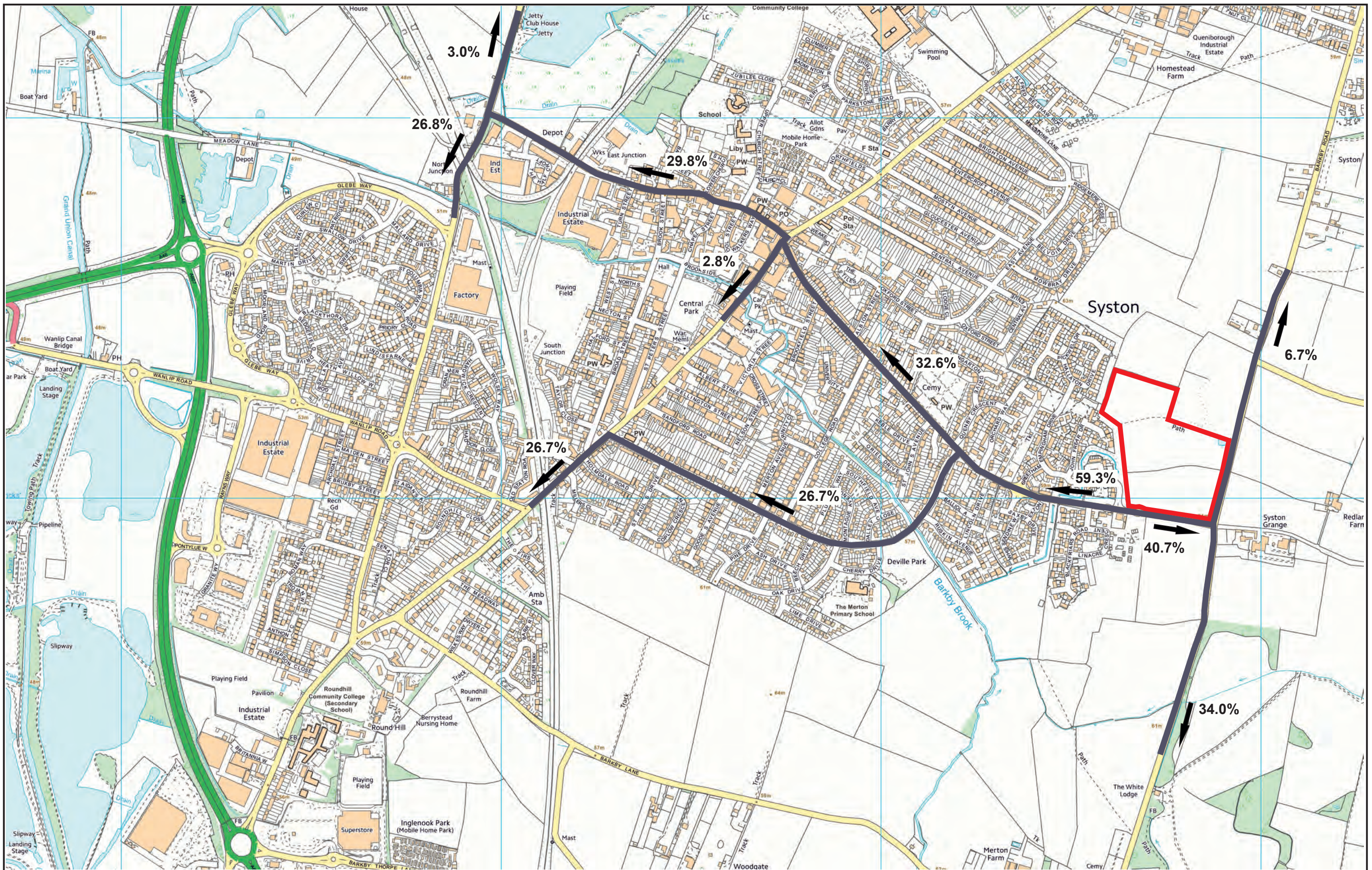
Figure 1
 Drawing Title Local Facilities Plan
 Job Title Land East of Syston
 Client Taylor Wimpey

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Scale : NTS



Figure 2



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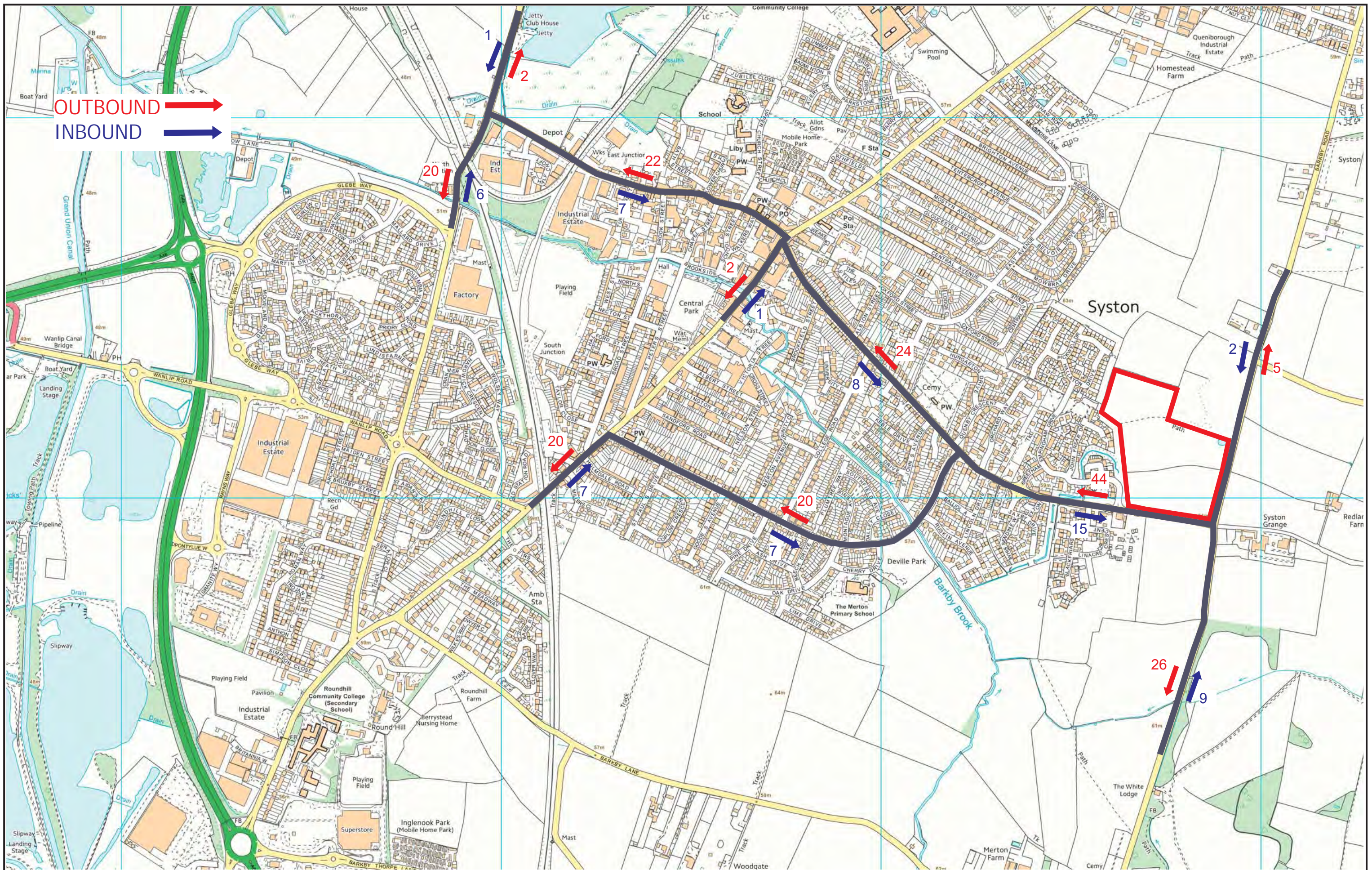
Notes:

Figure 2
 Drawing Title Trip Assignment
 Job Title Land north of Barkby Road, Siston
 Client Taylor Wimpey

Scale : NTS



Figure 3



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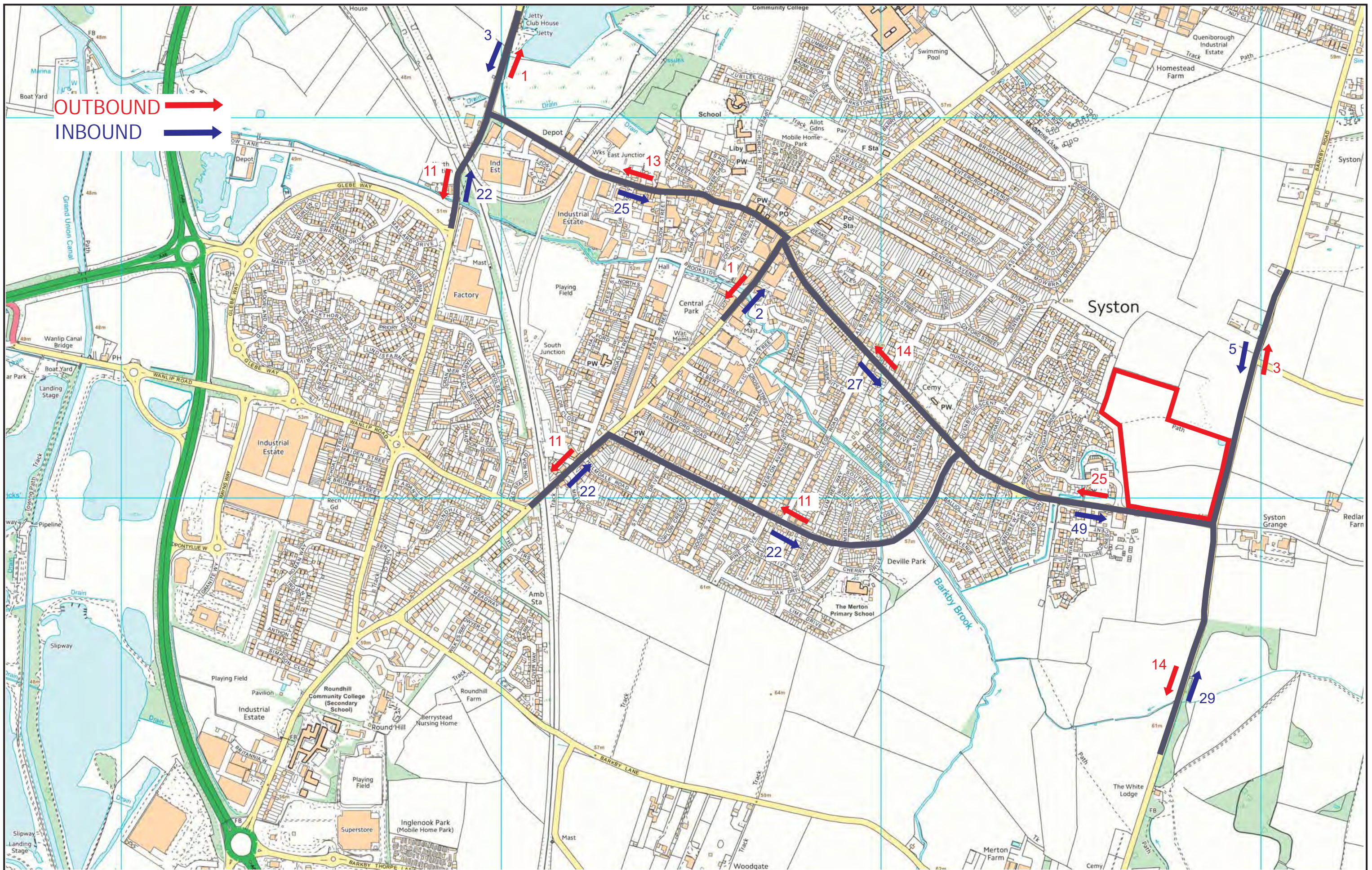
Notes: Site Location

Figure 3
 Drawing Title AM Trip Assignment
 Job Title Land north of Barkby Road, Siston
 Client Taylor Wimpey

Scale : NTS



Figure 4



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Notes: Site Location

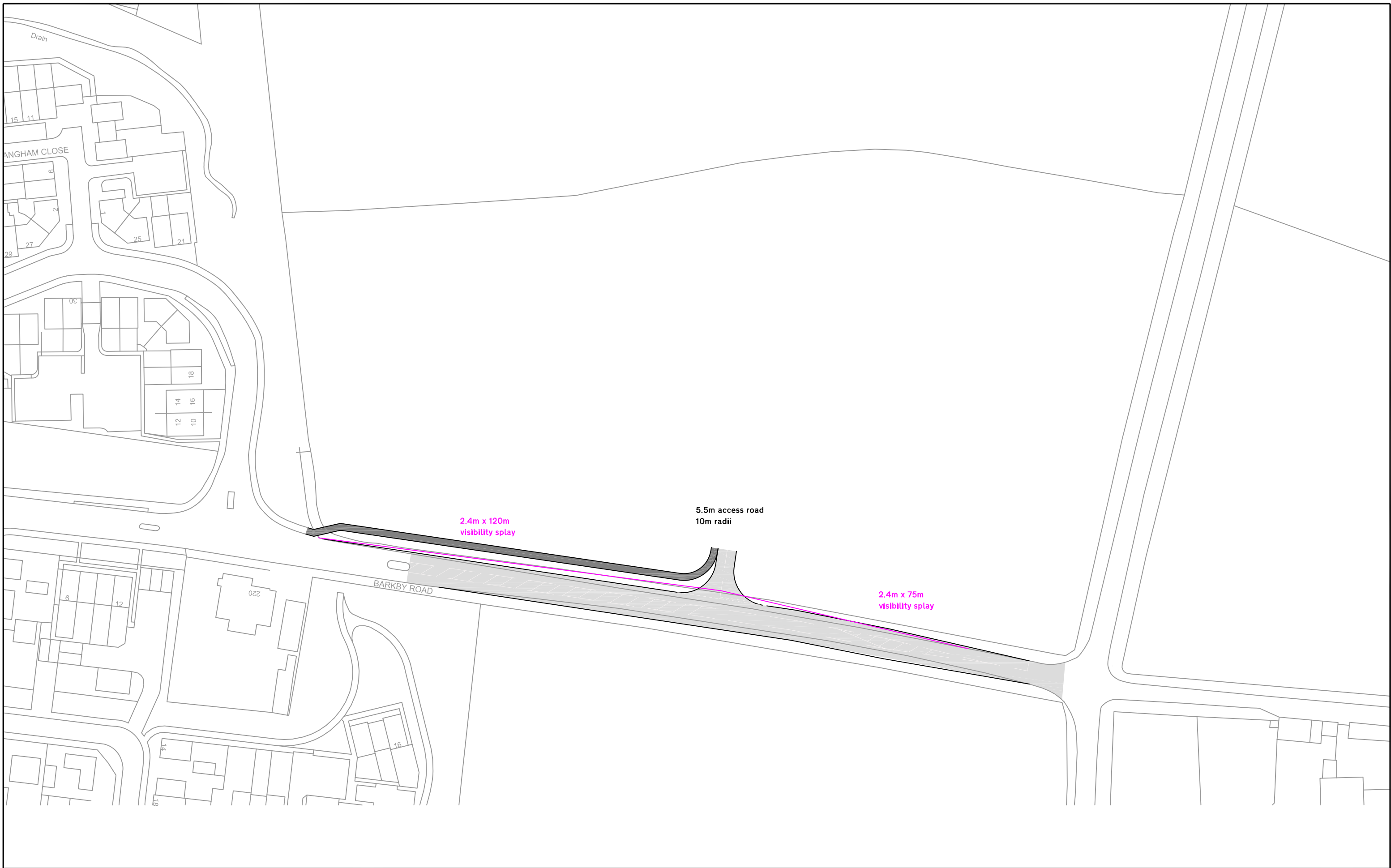
Figure 4
 Drawing Title PM Trip Assignment
 Job Title Land north of Barkby Road, Siston
 Client Taylor Wimpey

Scale : NTS



NORTH

Drawings



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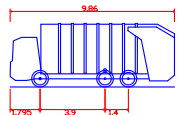
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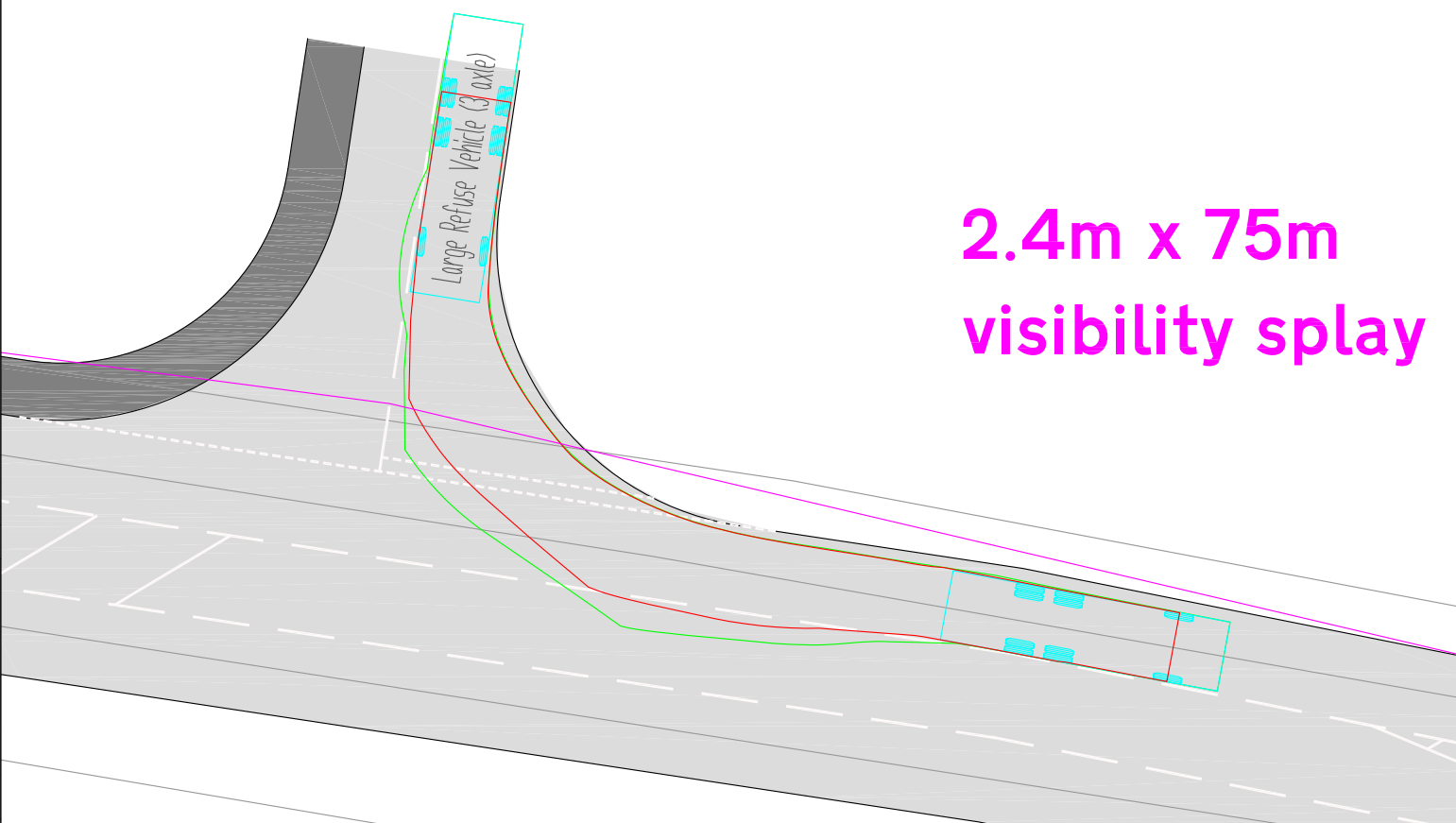
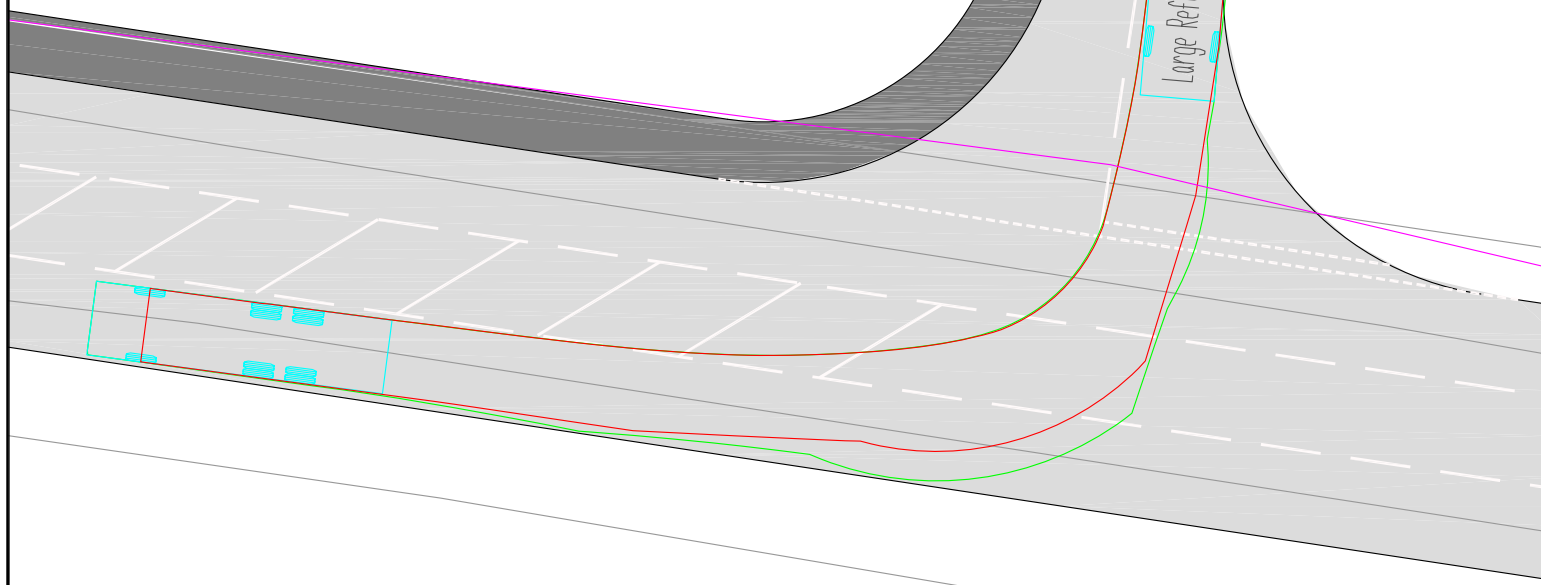
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JOB TITLE		System		CLIENT		Taylor Wimpey	
DRAWING TITLE							
Proposed Site Access Right Turn Lane Northern Site							
SCALE	DRAWN BY	DATE	DRAWING No	REVISION			
1/1000@A3	RM	Nov21	20060-02	C			

120m x 120m
visibility splay

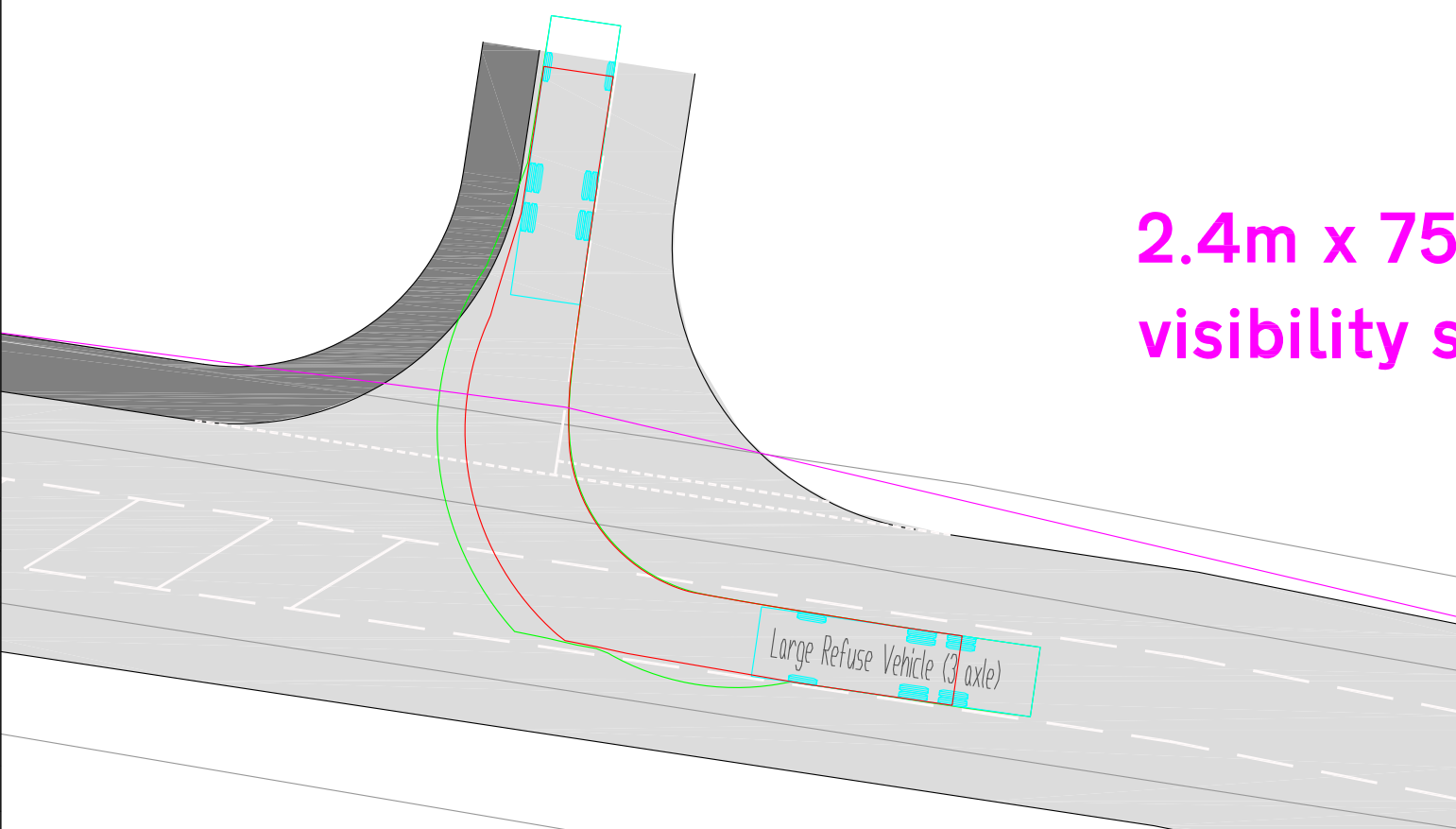
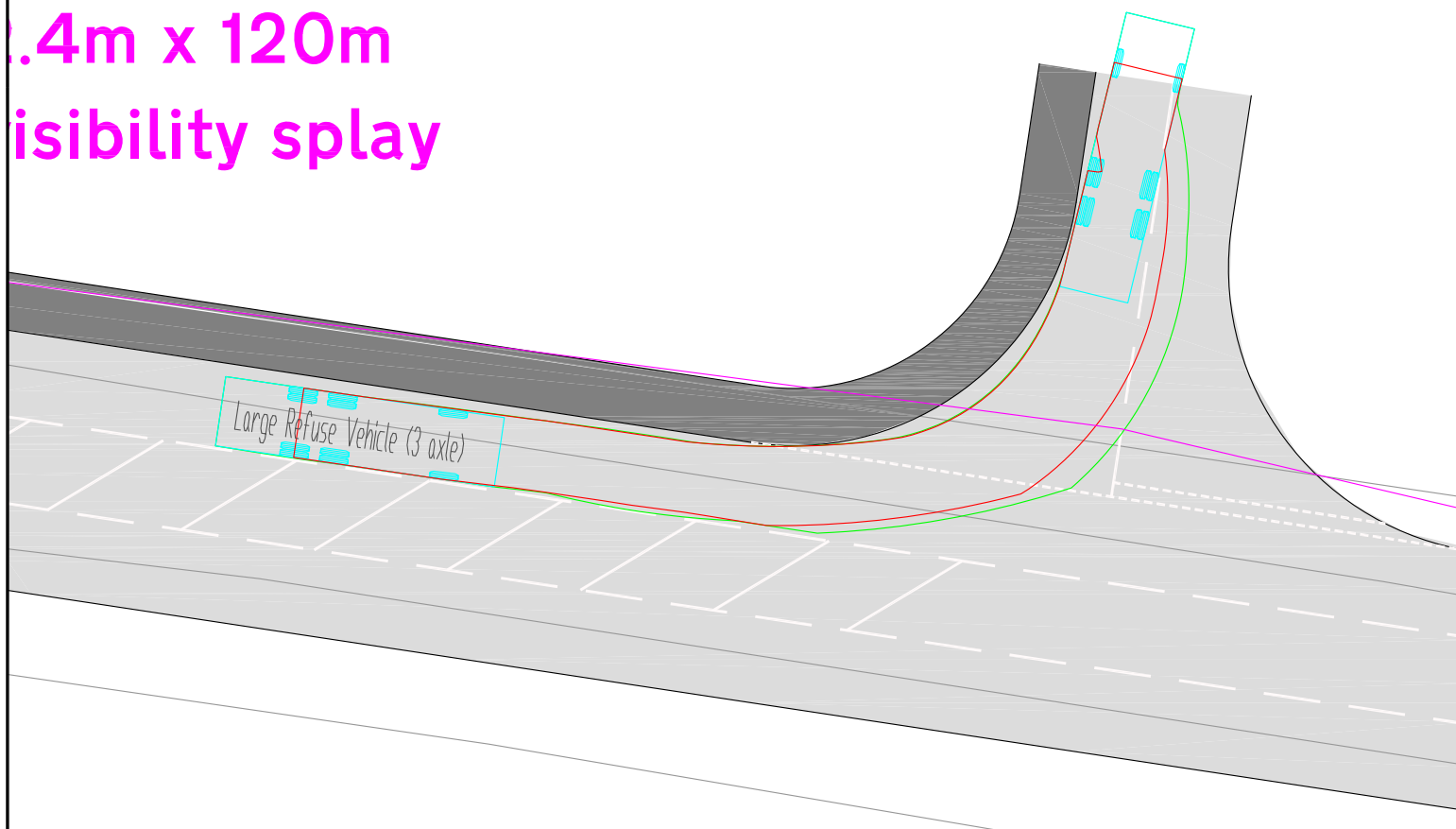


Large Refuse Vehicle (3 axle)
Overall Length 9.860m
Overall Width 3.450m
Overall Body Height 3.814m
Min Body Ground Clearance 3.566m
Track Width 3.350m
Lock to lock time 4.055
Kerb to Kerb Turning Radius 9.500m



2.4m x 75m
visibility splay

120m x 120m
visibility splay



2.4m x 75
visibility s

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REV	DESCRIPTION	DRAWN	INITIALS	DATE	DRAWING STATUS	CHECKED BY	DATE



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JOB TITLE Syston		CLIENT Taylor Wimpey	
DRAWING TITLE Vehicle Tracking Plan			
SCALE 1:250@A3	DRAWN BY RM	DATE Oct 2018	DRAWING No 20060-02-1
			REVISION B

Appendix A

Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.



Response provided under the delegated authority of the Director of Environment & Transport.

APPLICATION DETAILS:

Planning Application Number: P/18/1366/2

Highway Reference Number: 2018/1366/02/H/R2

Application Address: Land North of Barkby Road, Barkby Road, Syston, Leicestershire.

Application Type: Outline (with access)

Description of Application:

Re-consultation. Outline application for up to 195 dwellings, together with open space, landscaping and drainage infrastructure, with all matters reserved except for access into the site from Barkby Road (considering access from Barkby Road).

GENERAL DETAILS

Planning Case Officer: Patrick Reid

Applicant: Taylor Wimpey UK Ltd

County Councillor: Cllr James Poland

Parish: Ratby

Road Classification: Class C

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority Advice is that, in its view, the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. Based on the information provided, the development therefore does not conflict with paragraph 109 of the National Planning Policy Framework (2019), subject to the conditions and/or planning obligations outlined in this report.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) understands this is an outline application with all matters other than access reserved for the construction of up to 195 dwellings.

The LHA's initial observations dated 19 September 2018 were largely based on a review of the Applicant's Transport Assessment (TA), prepared by David Tucker Associates (DTA) dated 18 June 2018, and Travel Plan, prepared by DTA dated 04 July 2018, which were submitted in

support of the proposals. The first observations requested further information before the LHA could respond to the application. The key issues raised by the LHA surrounded:

- The proposed site access arrangements;
- Assessment of off-site junctions;
- Public transport; and
- The Travel Plan.

In response to the matters raised, the Applicant has subsequently submitted a Transport Assessment Addendum (TAA) by DTA dated 16 October 2018 and a revised Travel Plan by DTA dated 29 August 2018, as well as junction modelling files and a drawing showing vehicle swept path analysis of the site access junction. The LHA has been liaising with the applicant in relation to the revised information and these observations provide a review of the additional information.

Site Access

The site is proposed to be accessed off Barkby Road, Syston, which has a 40mph speed limit in the vicinity of the site access. As shown on David Tucker drawing number 20060-02 included in the original TA, the site was proposed accessed via a new priority junction with a ghost right turn lane. The access would be 6.75m in width and a 2m wide footway was proposed to tie in to existing footway provisions at Empingham Drive. The LHA's initial observations in advance of a full review raised the following concerns:

- The LHA noted that the guidance within the Leicestershire Highways Design Guide (LHDG) did not require an access of 6.75m width for the quantum of development proposed. The LHA pointed out that this could attract a commuted sum in respect of ongoing maintenance where the item in question was above and beyond what is required for the safe and satisfactory functioning of the highway;
- The LHA advised that the visibility splay proposed to the west should be increased from a 'y' distance of 85m to 120m based on the requirements of LHDG; and
- The LHA also required the Applicant to submit a Stage 1 Road Safety Audit and Designers Response with respect to the site access design.

The Applicant has submitted a revised access design (drawing 20060-02 Revision B) and responds to the above points within the TAA as follows:

- The width of the access has been reduced to 5.5m, which is in accordance with LHDG. This is acceptable to the LHA.
- The updated drawing shows visibility splays of a 2.4m 'x' set-back distance by a 120m 'y' distance to the west and a 2.4m 'x' set-back distance by a 75m 'y' distance to the east. Based on the recorded speeds presented in the original TA, the splay to the west is now in accordance with LHDG and is therefore acceptable to the LHA; and
- A Stage 1 Road Safety Audit (RSA1), prepared by Mott MacDonald dated 11 October 2018, has been submitted with the TAA. The RSA1 does not raise any issues. The RSA1 is acceptable to the LHA.

Additionally, the LHA notes the following:

- Vehicle swept path analysis has been provided (DTA drawing no. 20060-02-1 Rev A) which demonstrates that the access junction can cater satisfactorily for the swept paths of a large refuse vehicle for all movements; and
- The operation of the proposed site access junction was assessed in the original TA using Junctions 9, which concluded that it would operate well within its practical capacity. Whilst the LHA has identified minor discrepancies in the geometry adopted for the model these would not significantly affect capacity. The LHA is therefore content that the proposed site access junction would have sufficient operational capacity for the proposed development.

The LHA considers the site access to be acceptable, however it would advise that a relocation in the 30/40 speed limit to the eastern boundary of the site would be required. This will require a Traffic Regulation Order, at a cost of £7,500. The LHA would advise this is progressed by the Applicant at the earliest opportunity should the site be granted planning permission by the Local Planning Authority.

Highway Safety

As set out in its original observations, there are no Personal Injury Collision (PIC) trends which would be likely to be exacerbated by the proposed development.

Trip Generation, Distribution and Assignment

As set out in its original observations, the LHA accepts the predicted trip generation, distribution and assignment adopted in the original TA.

Traffic Flow Scenarios and Junction Capacity Assessments

As set out in the original TA, turning counts and queue length surveys were undertaken at the following five junctions:

- High Street/Melton Road/Barkby Road (four arm mini-roundabout junction);
- Barkby Road/Queniborough Road (four arm signalised junction);
- Goodes Lane/St Pauls' Drive (three arm priority junction);
- Barkby Road/ Pembroke Avenue (three arm priority junction); and
- Goodes Lane/ Melton Road (three arm priority junction).

The original TA considered the impact of the development on the following seven junctions:

- High Street/Melton Road/Barkby Road (four arm mini-roundabout junction);
- Barkby Road/Queniborough Road (four arm signalised junction);
- Barkby Road/Greetham Way (4 arm roundabout);
- Fosse Way/High Street (3 arm signalised junction);
- Goodes Lane/Melton Road (3 arm priority junction);
- Queniborough Road/Barkby Road/ Rearsby Road/Syston Road - Queniborough (4 arm crossroads); and
- Queniborough Road/Main Street – Barkby (3 arm priority junction).

It can be seen from comparison of the above list that of the seven junctions at which impact was considered, traffic survey data was only provided for three of the sites.

Following an initial review of the data and information included in the original TA, the LHA requested the following in its original observations in advance of reviewing any of the analysis in detail:

- Traffic survey data for the following junctions for which survey data had not been provided in the original TA:
 - Barkby Road/ Greetham Way (4 arm roundabout);
 - Fosse Way/ High Street (3 arm signalised junction);
 - Queniborough Road/ Main Street – Barkby (3 arm priority junction).
- Assessment of the Barkby Road/ Pembroke Avenue junction (three arm priority junction).

As set out in its original observations, the LHA accepts the adopted TEMPRO growth factors and the treatment of the Thurmaston SUE as committed development.

Further to submission of the requested information, the LHA has reviewed the junction analysis as follows:

High Street/Melton Road/Barkby Road (four arm mini-roundabout junction)

The High Street / Melton Road / Barkby Road junction was initially assessed using Junctions 9 software and the TA concluded that the proposed development would have only a negligible impact which would not be detrimental. However, the LHA noted discrepancies within the modelling.

The Applicant submitted revised modelling using LINSIG. This included a 'worst case' scenario of 500 pedestrians an hour using the Zebra crossings on Melton and Barkby Road. The results, which are shown below, concluded that whilst there is an increase in delay for vehicles on the Barkby Road arm, the increase in delay with the addition of development traffic is minimal (an increase of 4 seconds in the AM peak and 10 seconds in the PM peak) and in any event the junction is operating within theoretical capacity in a future year of 2023 with the development in place.

	AM				PM			
	Q (PCU)	Delay (s)	RFC	Res Cap	Q (PCU)	Delay (s)	RFC	Res Cap
2018								
1 - Melton Road N	1.3	7.88	0.57	3 % [2 - Barkby Road]	1.3	8.34	0.57	12 % [4 - High Street]
2 - Barkby Road	2.5	30.02	0.73		0.9	15.17	0.47	
3 - Melton Road S	1.1	10.10	0.51		1.6	11.98	0.62	
4 - High Street	1.1	9.54	0.53		3.0	18.97	0.75	
2018 + Development								
1 - Melton Road N	1.4	7.97	0.57	-1 % [2 - Barkby Road]	1.4	8.69	0.58	-1 % [2 - Barkby Road]
2 - Barkby Road	3.3	37.03	0.78		3.2	36.43	0.78	
3 - Melton Road S	1.1	10.38	0.52		1.7	12.26	0.62	
4 - High Street	1.2	9.75	0.54		3.6	22.08	0.78	
2023								
1 - Melton Road N	1.7	9.04	0.62	-4 % [2 - Barkby Road]	1.7	9.72	0.62	-6 % [2 - Barkby Road]
2 - Barkby Road	3.9	44.41	0.81		4.5	49.81	0.84	
3 - Melton Road S	1.4	11.52	0.56		2.1	14.22	0.67	
4 - High Street	1.4	11.00	0.58		4.6	27.69	0.83	
2023 + Development								
1 - Melton Road N	1.7	9.13	0.62	-5 % [2 - Barkby Road]	1.8	10.20	0.64	-8 % [2 - Barkby Road]
2 - Barkby Road	4.6	48.39	0.84		5.5	59.27	0.87	
3 - Melton Road S	1.4	11.88	0.57		2.1	14.62	0.68	
4 - High Street	1.4	11.27	0.59		5.8	34.22	0.86	

Given the above, the LHA accept that the proposals will not have a severe impact on the operation of the junction in accordance with the NPPF.

Barkby Road/Queniborough Road (four arm signalised junction)

The Barkby Road / Queniborough Road junction has been assessed using LINSIG software and the TA concludes that there would be no issues with overall junction operation in 2023 with development traffic flow conditions.

However, the LHA noted that the LINSIG model submitted did not reflect how the junction operates on site. For example, the stage sequence used in the model is not the same as the stage sequence used in the traffic signal configuration. Following liaison between the LHA and the Applicant, the LINSIG modelling was re-submitted, reflecting the current signal controller configuration, and the LHA is now satisfied the junction will operate within capacity.

Barkby Road/Greetham Way (4 arm roundabout)

The Barkby Road / Greetham Way junction has been assessed using Junctions 9 software and the TA indicated that the junction would operate within practical capacity following development. The LHA is content with the modelling of this junction presented in the TA and the corresponding conclusion.

Fosse Way/High Street (3 arm signalised junction)

The Fosse Way / High Street junction has been assessed using LINSIG software and the TAA concludes that the junction would operate well within practical capacity in 2023 with development traffic flow conditions.

However, the LHA notes that the LINSIG model submitted does not reflect how the junction operates on site. For example, the stage sequence used in the model is not the same as the stage sequence used in the traffic signal configuration.

The Fosse Way (south) approach has been modelled as right turners giving way with storage for 2 vehicles to sit in the junction without blocking vehicles behind. This is incorrect as the junction does not have this facility (a single right turning vehicle will block ahead traffic behind).

In addition, the cycle time used is too long. In accordance with the controller configuration, the maximum cycle time that the junction can operate is 101s AM and 74s PM.

The LHA has undertaken its own assessment of the junction using the appropriate modelling and the results with the above changes being made are shown in Table 1:

Number	Scenario Name	Flow Group	Network Control Plan	Flows	Time	Cycle Time (s)	PRC (%)	Delay (pcu/H)	Status
1	2018 Base AM Peak	2018 Base AM Peak	Network Control Plan 1	Assign Flows...	08:00 - 09:00	101	10.5	17.13	PRC Optimised
2	2018 Base PM Peak	2018 Base PM Peak	Network Control Plan 1	Assign Flows...	17:00 - 18:00	74	18.3	12.08	PRC Optimised
3	2023 Base AM Peak	2023 Base AM Peak	Network Control Plan 1	Assign Flows...	08:00 - 09:00	101	0.8	23.76	PRC Optimised
4	2023 Base PM Peak	2023 Base PM Peak	Network Control Plan 1	Assign Flows...	17:00 - 18:00	74	7.4	15.69	PRC Optimised
5	2023 Base + Dev AM Peak	2023 Base + Dev AM Peak	Network Control Plan 1	Assign Flows...	08:00 - 09:00	101	-2.3	25.64	PRC Optimised
6	2023 Base + Dev PM Peak	2023 Base + Dev PM Peak	Network Control Plan 1	Assign Flows...	17:00 - 18:00	74	2.5	16.00	PRC Optimised

Table 1: Junction modelling results using the current controller configurations

As can be seen above, the junction would operate over capacity in the AM peak in 2023 with the development built out. The LHA consider this can be mitigated by reconfiguring the signal controls.

The controller will need a revised configuration, factory test and site acceptance test when the new configuration is installed on site. The total cost of the works would be £2,000 which will cover the above this Leicestershire Highways time in attending the tests and determining the new timings.

Goodes Lane/Melton Road (3 arm priority junction)

The Goodes Lane / Melton Road junction has been assessed using Junctions 9 software and the TA indicated that the junction would operate within practical capacity in 2023 with development traffic flow conditions. The LHA is content with the modelling of this junction presented in the TA and the corresponding conclusion.

Queniborough Road/Main Street – Barkby (3 arm priority junction)

The Queniborough Road / Main Street junction has been assessed using Junctions 9 software and the TA concluded that the junction would operate within its theoretical capacity in 2023 with development traffic flow conditions.

The LHA sought justification from the Applicant with regards to the use of a 'flat profile' rather than the use of a 'one hour' profile adopted at the other junctions.

The traffic flows were reviewed by the Applicant and a summary of the split across the peak hour for total junction flow is included below.

Time Period	Total Vehicles	Proportion of Flows across hour
08:00-08:15	283	26%
08:15-08:30	299	28%
08:30-08:45	277	26%
08:45-09:00	223	21%

Time Period	Total Vehicles	Proportion of Flows across hour
17:00-17:15	294	26%
17:15-17:30	308	27%
17:30-17:45	277	25%
17:45-18:00	247	22%

The Applicant has acknowledged the flows are not equally split across the hour, however they are fairly close to the 25% split per 15 minute period adopted within a flat profile. They do however more closely follow a 'flat' profile than a 'one hour' profile and on this basis advised the use of a flat profile is justified.

It was also noted the base model had not been demonstrated to validate against observed conditions. The Applicant considered amending the parameters within the model to adjust the results accordingly, however if the AM peak was to be altered, this would unrealistically worsen the situation in the PM peak.

Overall, the LHA is satisfied that the proposals would not justify mitigation measures to the junction.

Barkby Road/Pembroke Avenue (three arm priority junction)

The Barkby Road / Pembroke Avenue junction has been assessed using Junctions 9 software and the TAA concludes that the junction would operate well within practical capacity in 2023 with development traffic flow conditions. The LHA is content with the modelling of this junction presented in the TA and the corresponding conclusion.

Summary of Junction Capacity Assessments

On the basis of the above, the LHA is satisfied that other than the reconfiguration of the Fosse Way/High Street signals, no further mitigation measures are required.

Internal Layout

As the internal layout of the development is not for consideration at this stage, the submitted concept masterplan has not been reviewed.

Transport Sustainability

As set out in the LHA's original observations, the nearest bus stop to the site is 300m away, with service 100 running every 2 hours from Leicester and Melton Mowbray. As also set out, given the quantum of development proposed, Part 1 (Section IN6) of LHDG and the LHA's Local Transport Plan, would require the an hourly bus service running from the development site to the nearest service centre between 7am - 7pm weekdays and 8am – 6pm on Saturdays to be secured as part of the development proposals. This would be required to run for a minimum of five years upon the commencement of the service. The Applicant was therefore invited to provide details of an appropriate service in the LHA's initial observations.

The LHA has met the Applicant to discuss sustainable travel options, and provided advice on a number of options which the Applicant could consider, including demand responsive transport referenced within the TAA, however in the absence of any firm proposals, the LHA advise that a minimum hourly bus service is still required and that this can be delivered as an obligation.

The Applicant has submitted a Travel Plan which has been reviewed by the LHA. Notwithstanding the above, the Travel Plan is considered to be comprehensive with many positive features including modal shift targets and clear reference to local sustainable travel where possible. No Travel Plan Coordinator (TPC) has been appointed yet, and will need to be appointed by the developer of the site, contact details of the TPC will be forwarded to LCC once known. The TPC's full responsibilities are known and listed in the Travel Plan.

Public Rights of Way

Public Footpath J37 crosses the site. Comments have been provided separately by Leicestershire County Councils Safe & Sustainable Travel Team regarding this.

Conditions

1. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on David Tucker drawing number 20060-02 have been implemented in full. The visibility splays, once provided shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, to afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2019).

2. The agreed Travel Plan shall be implemented in accordance with the approved details.

REASON: To reduce the need to travel by single occupancy vehicle and to promote the use of sustainable modes of transport in accordance with the National Planning Policy Framework

(2019).

3. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of the routing of construction traffic, wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

REASON: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area.

4. The new vehicular access hereby permitted shall not be used for a period of more than one month from being first brought into use unless the existing vehicular access on Queniborough Road that becomes redundant as a result of this proposal have been closed permanently and reinstated in accordance with details first submitted to and agreed in writing by the Local Planning Authority.

REASON: In the interests of highway safety in accordance with the National Planning Policy Framework (2019).

5. No part of the development hereby permitted shall be occupied until such time as site drainage details have been provided to and approved in writing by the Local Planning Authority. Thereafter surface water shall not drain into the Public Highway and thereafter shall be so maintained.

REASON: To reduce the possibility of surface water from the site being deposited in the highway causing dangers to road users in accordance with the National Planning Policy Framework (2019).

6. Provision of an hourly bus service or other flexible transport provision serving the development site and the centre of Syston as agreed with the Local Planning Authority. The bus services shall be scheduled to operate every hour between the hours of 7:00 - 19:00 Monday - Friday and 08:00 - 18:00 on Saturdays.

The bus service or alternative provision shall be in operation at 25% occupation of the development, unless an alternative date is agreed to in writing by the Local Planning Authority, and until five years following 50% occupation. All details of the bus service or alternative provision and any amendments are to be submitted to and approved in writing by the Local Planning Authority. The bus service may be secured through area-wide initiatives provided that the minimum service level provision is met.

Justification: To encourage residents to use bus services as an alternative to the private car.

Contributions

In order to mitigate the impacts of the development on the local highway network, the following contributions are sought through a Section 106 Agreement.

1. Travel Packs; to inform new residents from first occupation what sustainable travel choices are in the surrounding area (can be supplied by LCC at £52.85 per pack). If not supplied by LCC, a sample Travel Pack shall be submitted to and approved in writing by LCC which may involve an administration charge.

Advised Trigger: 100% of contribution paid Prior to Commencement of Development.

Justification: To inform new residents from first occupation what sustainable travel choices are available in the surrounding area.

2. 6 month bus passes, two per dwelling (2 application forms to be included in Travel Packs and funded by the developer); to encourage new residents to use bus services, to establish changes in travel behaviour from first occupation and promote usage of sustainable travel modes other than the car (can be supplied through LCC at (average) £360.00 per pass (cost to be confirmed at implementation) – NOTE it is very unlikely that a development will get 100% take-up of passes, 25% is considered to be a high take-up rate).

Advised Trigger: 25% of total obligated contribution paid Prior to 1st Occupation. Remaining 75% of total obligated contribution paid prior to occupation of 25% of total dwellings (6th occupation), Except payment may be deferred by agreement with the County Council.

Justification: To encourage residents to use bus services as an alternative to the private car.

3. A Travel Plan monitoring fee of £6,000.00.

Justification: To enable Leicestershire County Council to provide support to the appointed Travel Plan Co-ordinator, audit annual Travel Plan performance reports to ensure that Travel Plan outcomes are being achieved, and to take responsibility for any necessitated planning enforcement

4. A contribution of £2,000 towards a revised configuration, factory test and site acceptance test of the Fosse Way/High Street signalised junction to the west of Syston.

Justification: To accommodate the impact from this development on the highway network.

8. A contribution toward the consultation process for amending speed limits on Barkby Road at a total of £7,500.

Justification: In order to reduce vehicle speeds in the vicinity of the accesses and in the interests of highway safety.

Informative

- Planning Permission does not give you approval to work on the public highway. To carry out off-site works associated with this planning permission, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit/section 278 agreement. It is strongly recommended that you make contact with Leicestershire County Council at the earliest opportunity to allow time for the process to be completed. The Local Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://resources.leicestershire.gov.uk/lhdg>
- To erect temporary directional signage you must seek prior approval from the Local Highway Authority in the first instance (telephone 0116 305 0001).
- A minimum of 6 months' notice will be required to make or amend a Traffic Regulation Order of which the applicant will bear all associated costs. Please email road.adoptions@leics.gov.uk to progress an application.
- All proposed off site highway works, and internal road layouts shall be designed in accordance with Leicestershire County Council's latest design guidance, as Local Highway Authority. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://resources.leicestershire.gov.uk/lhdg>
- A Public Right of Way must not be re-routed, encroached upon or obstructed in any way without authorisation. To do so may constitute an offence under the Highways Act 1980.

Date Received
24 October 2018

Case Officer
AW/BD

Reviewer
GN

Date issued
10 June May 2019

Appendix B

22570 SYSTON									
FEBRUARY 2018									
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed
Site No: 22570003	Site 3, Barkby Road, Syston (30mph Sign/LC) SK 63712 10949	Channel: Eastbound	Wed 31-Jan-18	Tue 06-Feb-18	30	13718	2118	1960	41.7
		Channel: Westbound	Wed 31-Jan-18	Tue 06-Feb-18		13906	2155	1987	38.7

22570		SYSTON				
		FEBRUARY 2018			Posted Speed Limit (PSL)	Average Mean Speed
Site	Location	Direction	Start Date	End Date		
Site No: 22570003	Site 3, Barkby Road, System (30mph Sign/LC) SK 63712 10949	Channel: Eastbound	Wed 31-Jan-18	Tue 06-Feb-18	30	35.6
		Channel: Westbound	Wed 31-Jan-18	Tue 06-Feb-18		33.0

22570 SYSTON Site No: 22570003 Location Site 3, Barkby Road, Syston (30mph Sign/LC)
 Wed 31-Jan-18 to Tue 06-Feb-18 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 31-Jan-18											
00:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	2	1	50.0	0	0.0	1	50.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
05:00	18	1	5.6	15	83.3	2	11.1	0	0.0	0	0.0
06:00	68	0	0.0	61	89.7	7	10.3	0	0.0	0	0.0
07:00	239	0	0.0	226	94.6	11	4.6	2	0.8	0	0.0
08:00	319	1	0.3	292	91.5	26	8.2	0	0.0	0	0.0
09:00	122	1	0.8	101	82.8	18	14.8	1	0.8	1	0.8
10:00	132	0	0.0	118	89.4	12	9.1	2	1.5	0	0.0
11:00	95	0	0.0	82	86.3	12	12.6	1	1.1	0	0.0
12:00	117	1	0.9	109	93.2	5	4.3	2	1.7	0	0.0
13:00	102	0	0.0	94	92.2	8	7.8	0	0.0	0	0.0
14:00	128	0	0.0	115	89.8	12	9.4	0	0.0	1	0.8
15:00	157	1	0.6	148	94.3	7	4.5	1	0.6	0	0.0
16:00	149	0	0.0	135	90.6	14	9.4	0	0.0	0	0.0
17:00	158	0	0.0	143	90.5	14	8.9	1	0.6	0	0.0
18:00	121	1	0.8	113	93.4	7	5.8	0	0.0	0	0.0
19:00	84	0	0.0	83	98.8	1	1.2	0	0.0	0	0.0
20:00	41	0	0.0	39	95.1	2	4.9	0	0.0	0	0.0
21:00	37	0	0.0	37	100.0	0	0.0	0	0.0	0	0.0
22:00	26	0	0.0	24	92.3	2	7.7	0	0.0	0	0.0
23:00	8	0	0.0	7	87.5	0	0.0	1	12.5	0	0.0
12H,7-19	1839	5	0.3	1676	91.1	146	7.9	10	0.5	2	0.1
16H,6-22	2069	5	0.2	1896	91.6	156	7.5	10	0.5	2	0.1
18H,6-24	2103	5	0.2	1927	91.6	158	7.5	11	0.5	2	0.1
24H,0-24	2129	7	0.3	1948	91.5	161	7.6	11	0.5	2	0.1

22570 SYSTON Site No: 22570003 Location Site 3, Barkby Road, Syston (30mph Sign/LC)
 Wed 31-Jan-18 to Tue 06-Feb-18 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 01-Feb-18											
00:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
01:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	15	0	0.0	14	93.3	1	6.7	0	0.0	0	0.0
06:00	60	0	0.0	56	93.3	3	5.0	1	1.7	0	0.0
07:00	238	0	0.0	222	93.3	13	5.5	3	1.3	0	0.0
08:00	298	2	0.7	273	91.6	20	6.7	2	0.7	1	0.3
09:00	145	1	0.7	128	88.3	15	10.3	1	0.7	0	0.0
10:00	121	1	0.8	107	88.4	11	9.1	1	0.8	1	0.8
11:00	117	1	0.9	103	88.0	11	9.4	2	1.7	0	0.0
12:00	105	1	1.0	97	92.4	4	3.8	3	2.9	0	0.0
13:00	121	2	1.7	111	91.7	7	5.8	0	0.0	1	0.8
14:00	143	0	0.0	129	90.2	11	7.7	2	1.4	1	0.7
15:00	156	0	0.0	147	94.2	8	5.1	1	0.6	0	0.0
16:00	169	1	0.6	153	90.5	15	8.9	0	0.0	0	0.0
17:00	154	0	0.0	146	94.8	8	5.2	0	0.0	0	0.0
18:00	122	1	0.8	117	95.9	3	2.5	1	0.8	0	0.0
19:00	90	0	0.0	86	95.6	4	4.4	0	0.0	0	0.0
20:00	52	0	0.0	52	100.0	0	0.0	0	0.0	0	0.0
21:00	39	0	0.0	39	100.0	0	0.0	0	0.0	0	0.0
22:00	16	0	0.0	15	93.8	1	6.3	0	0.0	0	0.0
23:00	12	0	0.0	11	91.7	0	0.0	1	8.3	0	0.0
12H,7-19	1889	10	0.5	1733	91.7	126	6.7	16	0.9	4	0.2
16H,6-22	2130	10	0.5	1966	92.3	133	6.2	17	0.8	4	0.2
18H,6-24	2158	10	0.5	1992	92.3	134	6.2	18	0.8	4	0.2
24H,0-24	2180	10	0.5	2012	92.3	136	6.2	18	0.8	4	0.2

22570 SYSTON Site No: 22570003 Location Site 3, Barkby Road, Syston (30mph Sign/LC)
 Wed 31-Jan-18 to Tue 06-Feb-18 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 02-Feb-18											
00:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
05:00	23	0	0.0	20	87.0	3	13.0	0	0.0	0	0.0
06:00	57	0	0.0	52	91.2	4	7.0	1	1.8	0	0.0
07:00	244	2	0.8	230	94.3	11	4.5	1	0.4	0	0.0
08:00	271	0	0.0	253	93.4	15	5.5	3	1.1	0	0.0
09:00	126	0	0.0	113	89.7	10	7.9	2	1.6	1	0.8
10:00	127	0	0.0	117	92.1	9	7.1	0	0.0	1	0.8
11:00	121	0	0.0	112	92.6	9	7.4	0	0.0	0	0.0
12:00	120	1	0.8	105	87.5	13	10.8	1	0.8	0	0.0
13:00	118	0	0.0	106	89.8	12	10.2	0	0.0	0	0.0
14:00	154	2	1.3	143	92.9	7	4.6	1	0.7	1	0.7
15:00	198	3	1.5	182	91.9	12	6.1	1	0.5	0	0.0
16:00	180	1	0.6	163	90.6	15	8.3	1	0.6	0	0.0
17:00	132	1	0.8	123	93.2	7	5.3	1	0.8	0	0.0
18:00	114	0	0.0	111	97.4	3	2.6	0	0.0	0	0.0
19:00	62	0	0.0	60	96.8	2	3.2	0	0.0	0	0.0
20:00	56	1	1.8	52	92.9	3	5.4	0	0.0	0	0.0
21:00	32	0	0.0	31	96.9	1	3.1	0	0.0	0	0.0
22:00	26	0	0.0	24	92.3	2	7.7	0	0.0	0	0.0
23:00	17	0	0.0	15	88.2	1	5.9	1	5.9	0	0.0
12H,7-19	1905	10	0.5	1758	92.3	123	6.5	11	0.6	3	0.2
16H,6-22	2112	11	0.5	1953	92.5	133	6.3	12	0.6	3	0.1
18H,6-24	2155	11	0.5	1992	92.4	136	6.3	13	0.6	3	0.1
24H,0-24	2185	11	0.5	2018	92.4	140	6.4	13	0.6	3	0.1

22570 SYSTON Site No: 22570003 Location Site 3, Barkby Road, Syston (30mph Sign/LC)
 Wed 31-Jan-18 to Tue 06-Feb-18 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 03-Feb-18											
00:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
01:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
03:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
04:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
05:00	10	1	10.0	8	80.0	1	10.0	0	0.0	0	0.0
06:00	20	0	0.0	17	85.0	3	15.0	0	0.0	0	0.0
07:00	46	0	0.0	39	84.8	7	15.2	0	0.0	0	0.0
08:00	76	0	0.0	69	90.8	6	7.9	1	1.3	0	0.0
09:00	125	0	0.0	114	91.2	11	8.8	0	0.0	0	0.0
10:00	151	0	0.0	142	94.0	8	5.3	0	0.0	1	0.7
11:00	181	0	0.0	177	97.8	4	2.2	0	0.0	0	0.0
12:00	218	2	0.9	204	93.6	11	5.1	1	0.5	0	0.0
13:00	132	0	0.0	129	97.7	2	1.5	1	0.8	0	0.0
14:00	150	2	1.3	143	95.3	4	2.7	1	0.7	0	0.0
15:00	122	0	0.0	115	94.3	6	4.9	1	0.8	0	0.0
16:00	128	0	0.0	117	91.4	10	7.8	1	0.8	0	0.0
17:00	98	0	0.0	93	94.9	4	4.1	1	1.0	0	0.0
18:00	71	0	0.0	70	98.6	1	1.4	0	0.0	0	0.0
19:00	84	0	0.0	79	94.1	5	6.0	0	0.0	0	0.0
20:00	47	1	2.1	46	97.9	0	0.0	0	0.0	0	0.0
21:00	33	0	0.0	33	100.0	0	0.0	0	0.0	0	0.0
22:00	34	0	0.0	34	100.0	0	0.0	0	0.0	0	0.0
23:00	19	0	0.0	19	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	1498	4	0.3	1412	94.3	74	4.9	7	0.5	1	0.1
16H,6-22	1682	5	0.3	1587	94.4	82	4.9	7	0.4	1	0.1
18H,6-24	1735	5	0.3	1640	94.5	82	4.7	7	0.4	1	0.1
24H,0-24	1768	6	0.3	1670	94.5	84	4.8	7	0.4	1	0.1

22570 SYSTON Site No: 22570003 Location Site 3, Barkby Road, Syston (30mph Sign/LC)
 Wed 31-Jan-18 to Tue 06-Feb-18 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 04-Feb-18											
00:00	17	0	0.0	17	100.0	0	0.0	0	0.0	0	0.0
01:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
03:00	1	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0
04:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
05:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
06:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
07:00	26	0	0.0	25	96.2	1	3.9	0	0.0	0	0.0
08:00	43	3	7.0	38	88.4	2	4.7	0	0.0	0	0.0
09:00	94	0	0.0	89	94.7	5	5.3	0	0.0	0	0.0
10:00	128	0	0.0	122	95.3	6	4.7	0	0.0	0	0.0
11:00	166	1	0.6	161	97.0	4	2.4	0	0.0	0	0.0
12:00	146	2	1.4	137	93.8	6	4.1	1	0.7	0	0.0
13:00	125	2	1.6	120	96.0	3	2.4	0	0.0	0	0.0
14:00	132	0	0.0	128	97.0	4	3.0	0	0.0	0	0.0
15:00	103	0	0.0	101	98.1	2	1.9	0	0.0	0	0.0
16:00	86	0	0.0	85	98.8	1	1.2	0	0.0	0	0.0
17:00	95	1	1.1	92	96.8	2	2.1	0	0.0	0	0.0
18:00	55	1	1.8	51	92.7	3	5.5	0	0.0	0	0.0
19:00	47	0	0.0	43	91.5	3	6.4	1	2.1	0	0.0
20:00	31	1	3.2	30	96.8	0	0.0	0	0.0	0	0.0
21:00	27	0	0.0	25	92.6	2	7.4	0	0.0	0	0.0
22:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
23:00	6	0	0.0	4	66.7	1	16.7	1	16.7	0	0.0
12H,7-19	1199	10	0.8	1149	95.8	39	3.3	1	0.1	0	0.0
16H,6-22	1308	11	0.8	1251	95.6	44	3.4	2	0.2	0	0.0
18H,6-24	1325	11	0.8	1266	95.6	45	3.4	3	0.2	0	0.0
24H,0-24	1360	11	0.8	1300	95.6	45	3.3	4	0.3	0	0.0

22570 SYSTON Site No: 22570003 Location Site 3, Barkby Road, Syston (30mph Sign/LC)
 Wed 31-Jan-18 to Tue 06-Feb-18 Channel: Eastbound

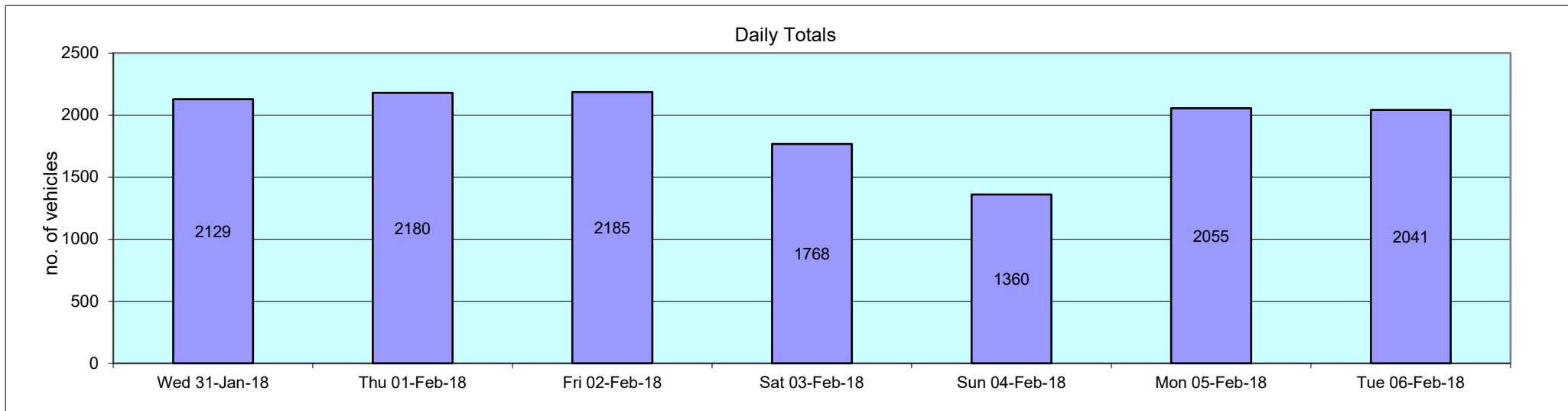
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 05-Feb-18											
00:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
05:00	24	0	0.0	22	91.7	2	8.3	0	0.0	0	0.0
06:00	57	0	0.0	55	96.5	2	3.5	0	0.0	0	0.0
07:00	238	0	0.0	223	93.7	15	6.3	0	0.0	0	0.0
08:00	294	2	0.7	270	91.8	19	6.5	2	0.7	1	0.3
09:00	109	0	0.0	96	88.1	13	11.9	0	0.0	0	0.0
10:00	106	0	0.0	93	87.7	11	10.4	0	0.0	2	1.9
11:00	132	1	0.8	118	89.4	12	9.1	1	0.8	0	0.0
12:00	99	0	0.0	86	86.9	11	11.1	1	1.0	1	1.0
13:00	111	0	0.0	102	91.9	8	7.2	1	0.9	0	0.0
14:00	149	2	1.3	135	90.6	11	7.4	0	0.0	1	0.7
15:00	161	0	0.0	155	96.3	6	3.7	0	0.0	0	0.0
16:00	157	0	0.0	146	93.0	11	7.0	0	0.0	0	0.0
17:00	131	0	0.0	127	97.0	2	1.5	1	0.8	1	0.8
18:00	114	1	0.9	106	93.0	7	6.1	0	0.0	0	0.0
19:00	74	0	0.0	72	97.3	1	1.4	1	1.4	0	0.0
20:00	36	0	0.0	35	97.2	1	2.8	0	0.0	0	0.0
21:00	30	0	0.0	28	93.3	2	6.7	0	0.0	0	0.0
22:00	18	0	0.0	13	72.2	5	27.8	0	0.0	0	0.0
23:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	1801	6	0.3	1657	92.0	126	7.0	6	0.3	6	0.3
16H,6-22	1998	6	0.3	1847	92.4	132	6.6	7	0.4	6	0.3
18H,6-24	2020	6	0.3	1864	92.3	137	6.8	7	0.4	6	0.3
24H,0-24	2055	6	0.3	1896	92.3	140	6.8	7	0.3	6	0.3

22570 SYSTON Site No: 22570003 Location Site 3, Barkby Road, Syston (30mph Sign/LC)
 Wed 31-Jan-18 to Tue 06-Feb-18 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 06-Feb-18											
00:00	3	0	0.0	2	66.7	0	0.0	1	33.3	0	0.0
01:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
05:00	18	0	0.0	16	88.9	2	11.1	0	0.0	0	0.0
06:00	61	0	0.0	56	91.8	5	8.2	0	0.0	0	0.0
07:00	244	0	0.0	233	95.5	11	4.5	0	0.0	0	0.0
08:00	275	0	0.0	247	89.8	27	9.8	0	0.0	1	0.4
09:00	129	1	0.8	118	91.5	9	7.0	1	0.8	0	0.0
10:00	112	0	0.0	96	85.7	14	12.5	0	0.0	2	1.8
11:00	115	1	0.9	106	92.2	8	7.0	0	0.0	0	0.0
12:00	109	1	0.9	94	86.2	10	9.2	4	3.7	0	0.0
13:00	97	1	1.0	89	91.8	6	6.2	1	1.0	0	0.0
14:00	155	1	0.7	143	92.3	8	5.2	1	0.7	2	1.3
15:00	159	0	0.0	147	92.5	12	7.6	0	0.0	0	0.0
16:00	148	0	0.0	136	91.9	11	7.4	1	0.7	0	0.0
17:00	158	0	0.0	148	93.7	8	5.1	2	1.3	0	0.0
18:00	108	0	0.0	105	97.2	3	2.8	0	0.0	0	0.0
19:00	59	1	1.7	55	93.2	2	3.4	1	1.7	0	0.0
20:00	39	0	0.0	38	97.4	1	2.6	0	0.0	0	0.0
21:00	27	0	0.0	25	92.6	2	7.4	0	0.0	0	0.0
22:00	14	0	0.0	11	78.6	2	14.3	1	7.1	0	0.0
23:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	1809	5	0.3	1662	91.9	127	7.0	10	0.6	5	0.3
16H,6-22	1995	6	0.3	1836	92.0	137	6.9	11	0.6	5	0.3
18H,6-24	2014	6	0.3	1852	92.0	139	6.9	12	0.6	5	0.3
24H,0-24	2041	6	0.3	1875	91.9	142	7.0	13	0.6	5	0.2

22570 SYSTON Site No: 22570003 Location Site 3, Barkby Road, Syston (30mph Sign/LC)
 Wed 31-Jan-18 to Tue 06-Feb-18 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Wed 31-Jan-18	2129	7	0.3	1948	91.5	161	7.6	11	0.5	2	0.1
Thu 01-Feb-18	2180	10	0.5	2012	92.3	136	6.2	18	0.8	4	0.2
Fri 02-Feb-18	2185	11	0.5	2018	92.4	140	6.4	13	0.6	3	0.1
Sat 03-Feb-18	1768	6	0.3	1670	94.5	84	4.8	7	0.4	1	0.1
Sun 04-Feb-18	1360	11	0.8	1300	95.6	45	3.3	4	0.3	0	0.0
Mon 05-Feb-18	2055	6	0.3	1896	92.3	140	6.8	7	0.3	6	0.3
Tue 06-Feb-18	2041	6	0.3	1875	91.9	142	7.0	13	0.6	5	0.2
Total Vehicles											
[--]	13718	57	0.4	12719	92.9	848	6.0	73	0.5	21	0.1



Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 31-Jan-18																
00:00	2	-	48.5	14.1	0	0	0	0	0	0	0	1	0	0	0	1
01:00	1	-	43.5	-	0	0	0	0	0	0	0	0	1	0	0	0
02:00	2	-	23.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	-	36.8	3.1	0	0	0	0	0	0	1	2	0	0	0	0
05:00	18	45.5	39.6	8.1	0	0	0	0	0	2	6	1	6	2	0	1
06:00	68	42.5	37.3	6.5	0	0	0	0	3	9	10	32	11	1	1	1
07:00	239	40.3	34.7	5.6	0	0	0	1	6	52	89	64	24	0	3	0
08:00	319	39.9	34.4	5.4	0	0	0	2	13	58	133	83	24	6	0	0
09:00	122	41.9	36.2	5.9	0	0	0	0	2	19	42	37	17	4	0	1
10:00	132	39.9	34.5	5.7	0	0	1	0	3	29	49	38	9	2	1	0
11:00	95	40.8	35.2	6.4	0	0	0	0	5	17	35	24	9	3	2	0
12:00	117	40.8	35.2	6.6	0	0	0	0	5	25	42	28	8	6	3	0
13:00	102	43.6	37.4	6.6	0	0	0	0	1	14	28	35	16	5	1	2
14:00	128	41.1	36.6	6.1	0	0	0	0	1	19	40	48	11	6	2	1
15:00	157	42.2	36.7	5.7	0	0	0	0	0	22	54	53	16	11	1	0
16:00	149	43.3	37	6.2	0	0	0	0	5	17	42	51	24	8	2	0
17:00	158	42.6	35.7	6	0	0	0	0	2	31	62	32	21	10	0	0
18:00	121	41.1	35.9	6.1	0	0	0	2	2	14	47	37	14	4	0	1
19:00	84	42.2	35.3	7	0	0	0	0	6	14	31	18	8	5	2	0
20:00	41	40	35.1	6.2	0	0	0	0	3	8	8	19	2	0	1	0
21:00	37	43.4	35.8	8.7	0	0	0	0	4	7	10	8	4	2	0	2
22:00	26	42.5	36.6	6.6	0	0	0	0	1	4	7	9	2	3	0	0
23:00	8	-	31.6	4	0	0	0	0	0	4	3	1	0	0	0	0
12H,7-19	1839	41	35.6	6	0	0	1	5	45	317	663	530	193	65	15	5
16H,6-22	2069	41.2	35.6	6.1	0	0	1	5	61	355	722	607	218	73	19	8
18H,6-24	2103	41.2	35.6	6.1	0	0	1	5	62	363	732	617	220	76	19	8
24H,0-24	2129	41.3	35.7	6.2	0	0	1	6	62	366	739	621	227	78	19	10

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 01-Feb-18																
00:00	3	-	45.2	5.9	0	0	0	0	0	0	0	1	0	2	0	0
01:00	2	-	33.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	-	38.5	7.1	0	0	0	0	0	0	1	0	1	0	0	0
05:00	15	45.3	38.8	7.5	0	0	0	0	0	2	5	1	5	1	1	0
06:00	60	45.3	38.5	7.4	0	0	0	1	2	3	14	22	10	6	0	2
07:00	238	40.6	34.7	5.8	0	0	0	1	7	55	84	60	23	8	0	0
08:00	298	41.5	35.1	6.3	0	0	1	1	9	66	101	71	37	8	4	0
09:00	145	42.1	35.7	6.7	0	0	0	0	9	23	47	39	21	3	1	2
10:00	121	41.2	35.9	6.4	0	0	0	2	1	18	47	34	8	10	1	0
11:00	117	42.9	36.8	5.9	0	0	0	1	0	18	32	40	21	4	1	0
12:00	105	42.1	36.4	6.2	0	0	0	1	3	12	35	35	12	6	1	0
13:00	121	43	37.1	6.1	0	0	0	0	1	16	35	42	21	3	2	1
14:00	143	41.7	36.2	5.6	0	0	0	0	6	15	46	51	21	4	0	0
15:00	156	40.9	35.6	5.5	0	0	0	0	3	21	69	40	18	4	0	1
16:00	169	42	36	6.2	0	0	0	1	5	22	65	46	20	7	3	0
17:00	154	41.6	35.4	6.1	0	0	0	0	5	31	51	41	19	6	1	0
18:00	122	40.9	35.3	6.2	0	0	0	2	3	19	49	31	13	3	2	0
19:00	90	42.9	36.6	6.4	0	0	0	0	2	12	33	24	13	4	1	1
20:00	52	43.6	36.3	7.5	0	0	0	0	4	9	12	14	9	3	0	1
21:00	39	46.8	37.5	8.6	0	0	0	0	2	7	11	7	5	4	2	1
22:00	16	39.9	35.4	9	0	0	0	0	3	0	7	4	0	1	0	1
23:00	12	42.8	35.2	7.6	0	0	0	0	1	3	3	2	2	1	0	0
12H,7-19	1889	41.8	35.7	6.1	0	0	1	9	52	316	661	530	234	66	16	4
16H,6-22	2130	42.1	35.9	6.3	0	0	1	10	62	347	731	597	271	83	19	9
18H,6-24	2158	42.2	35.8	6.3	0	0	1	10	66	350	741	603	273	85	19	10
24H,0-24	2180	42.2	35.9	6.3	0	0	1	10	66	353	747	606	279	88	20	10

22570 SYSTON Site No: 22570003 Location Site 3, Barkby Road, Syston (30mph Sign/LC)
 Wed 31-Jan-18 to Tue 06-Feb-18 Channel: Eastbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 02-Feb-18																
00:00	2	-	38.5	7.1	0	0	0	0	0	0	1	0	1	0	0	0
01:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	-	38.5	5	0	0	0	0	0	0	1	1	1	0	0	0
05:00	23	45.1	36.8	9.1	0	0	0	0	2	6	3	4	5	2	0	1
06:00	57	45.5	38.3	7.6	0	0	0	0	0	10	14	14	11	4	3	1
07:00	244	42	35.7	6.2	0	0	0	0	8	44	86	63	31	8	4	0
08:00	271	40.6	35.2	5.3	0	0	0	1	6	44	109	76	32	3	0	0
09:00	126	43.2	36.1	6.6	0	0	0	0	3	26	39	32	15	9	2	0
10:00	127	40.7	35.2	5.9	0	0	0	0	5	25	41	39	12	5	0	0
11:00	121	42.6	36.2	6	0	0	0	0	2	19	43	32	20	3	2	0
12:00	120	43.9	37	7.2	0	0	0	1	2	19	34	38	13	9	1	3
13:00	118	42.8	35.9	6.7	0	0	0	0	1	29	37	27	16	6	0	2
14:00	154	42.1	35.8	6	0	0	0	0	3	26	59	38	20	7	0	1
15:00	198	41.9	35.8	6	0	0	0	1	7	25	76	54	26	7	2	0
16:00	180	41.6	36.2	6.4	0	0	0	1	4	23	69	53	21	3	3	3
17:00	132	42.4	36.3	6.7	0	0	0	0	4	21	44	39	13	7	3	1
18:00	114	41.1	36	5.6	0	0	0	0	1	17	45	33	14	3	0	1
19:00	62	45.3	36.7	8	0	0	0	0	1	16	16	14	6	5	3	1
20:00	56	40.7	34.4	6.2	0	0	0	0	2	18	14	14	6	2	0	0
21:00	32	40.4	35.5	7	0	0	0	1	2	2	12	11	2	1	1	0
22:00	26	44	35	10.1	0	0	1	0	3	6	5	3	6	0	1	1
23:00	17	40.8	34.4	8.2	0	0	0	1	0	4	8	1	1	1	1	0
12H,7-19	1905	42	35.9	6.2	0	0	0	4	46	318	682	524	233	70	17	11
16H,6-22	2112	42.2	35.9	6.3	0	0	0	5	51	364	738	577	258	82	24	13
18H,6-24	2155	42.2	35.9	6.4	0	0	1	6	54	374	751	581	265	83	26	14
24H,0-24	2185	42.3	35.9	6.4	0	0	1	6	56	381	756	587	272	85	26	15

22570 SYSTON Site No: 22570003 Location Site 3, Barkby Road, Syston (30mph Sign/LC)
 Wed 31-Jan-18 to Tue 06-Feb-18 Channel: Eastbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 03-Feb-18																
00:00	4	-	41	13.2	0	0	0	0	0	1	1	0	1	0	0	1
01:00	4	-	37.3	7.6	0	0	0	0	0	1	1	0	2	0	0	0
02:00	7	-	37.8	9	0	0	0	0	0	3	0	0	3	1	0	0
03:00	3	-	36.8	3.1	0	0	0	0	0	0	1	2	0	0	0	0
04:00	5	-	35.5	4.6	0	0	0	0	0	1	1	3	0	0	0	0
05:00	10	48.5	40.5	8	0	0	0	0	0	1	3	1	1	4	0	0
06:00	20	41.8	37	5.1	0	0	0	0	0	1	9	6	3	1	0	0
07:00	46	43.3	37.4	6.6	0	0	0	0	1	6	11	17	8	2	0	1
08:00	76	44.3	37.4	7.3	0	0	0	2	2	4	26	21	14	4	2	1
09:00	125	40.9	35.7	5.9	0	0	0	0	6	18	39	44	13	4	1	0
10:00	151	40.4	34.8	6.4	0	0	0	2	7	30	51	43	11	4	3	0
11:00	181	42.3	35.8	6.3	0	0	0	0	8	24	72	43	25	7	0	2
12:00	218	40.4	34.7	6	0	0	0	0	13	49	61	70	18	7	0	0
13:00	132	42.4	36.2	6.5	0	0	0	0	7	18	39	42	20	2	4	0
14:00	150	40.6	35.1	6	0	0	0	0	6	28	56	40	13	5	2	0
15:00	122	41.1	35	6.2	0	0	0	1	3	27	45	27	13	5	1	0
16:00	128	40.5	34.6	5.7	0	0	0	0	4	29	52	26	13	4	0	0
17:00	98	39.9	34.6	5.8	0	0	0	0	2	24	39	23	5	4	1	0
18:00	71	42.4	35.3	6.8	0	0	0	0	2	19	21	15	10	2	2	0
19:00	84	40.9	35.4	7.2	0	0	0	0	2	21	29	19	7	2	2	2
20:00	47	40.5	35.6	6.4	0	0	0	0	2	9	13	17	3	2	1	0
21:00	33	43.1	35.9	6.8	0	0	0	0	2	6	9	8	6	2	0	0
22:00	34	38.8	33.9	6.5	0	0	0	0	1	10	14	6	2	0	0	1
23:00	19	39.3	36.1	6.5	0	0	0	0	0	1	12	4	1	0	0	1
12H,7-19	1498	41.2	35.4	6.3	0	0	0	5	61	276	512	411	163	50	16	4
16H,6-22	1682	41.3	35.4	6.3	0	0	0	5	67	313	572	461	182	57	19	6
18H,6-24	1735	41.2	35.4	6.3	0	0	0	5	68	324	598	471	185	57	19	8
24H,0-24	1768	41.4	35.4	6.4	0	0	0	5	68	331	605	477	192	62	19	9

22570 SYSTON Site No: 22570003 Location Site 3, Barkby Road, Syston (30mph Sign/LC)
 Wed 31-Jan-18 to Tue 06-Feb-18 Channel: Eastbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 04-Feb-18																
00:00	17	42.6	35.6	7	0	0	0	0	1	4	4	4	3	1	0	0
01:00	4	-	36	6.5	0	0	0	0	0	1	1	1	1	0	0	0
02:00	5	-	36.5	4.6	0	0	0	0	0	0	3	1	1	0	0	0
03:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	4	-	37.3	7.6	0	0	0	0	0	0	3	0	0	1	0	0
05:00	4	-	41	8.7	0	0	0	0	0	0	1	2	0	0	1	0
06:00	4	-	37.3	4.9	0	0	0	0	0	0	2	1	1	0	0	0
07:00	26	40.5	34.7	5.7	0	0	0	0	0	9	6	7	4	0	0	0
08:00	43	44.7	36.4	9.7	0	1	1	2	1	6	6	8	15	2	1	0
09:00	94	44.4	37.9	6.2	0	0	0	0	0	14	21	32	18	8	1	0
10:00	128	43.1	36.8	6.5	0	0	0	0	1	23	35	43	15	8	2	1
11:00	166	40.5	35.9	5.4	0	0	1	0	3	17	63	63	13	5	1	0
12:00	146	42.7	35.6	7.1	0	0	1	0	5	29	51	31	19	6	2	2
13:00	125	41.5	35.4	6.3	0	0	0	0	8	22	36	38	16	4	1	0
14:00	132	43.1	36.7	6.3	0	0	0	0	1	20	46	38	16	8	2	1
15:00	103	41.9	36.6	6.2	0	0	0	0	1	18	27	39	12	4	1	1
16:00	86	42.6	36	6.2	0	0	0	0	3	14	29	23	11	6	0	0
17:00	95	41.2	35.7	6.2	0	0	0	0	1	18	38	23	8	6	0	1
18:00	55	41.2	35.7	5.5	0	0	0	0	0	11	20	15	7	2	0	0
19:00	47	43.2	35.9	7.1	0	0	0	0	2	10	14	9	10	1	0	1
20:00	31	39.2	35.1	6.4	0	0	0	0	0	6	16	6	1	1	0	1
21:00	27	45.3	37	8.4	0	0	0	0	2	4	8	5	4	3	0	1
22:00	11	38.9	31.7	7	0	0	0	0	3	3	0	5	0	0	0	0
23:00	6	-	38.5	5.6	0	0	0	0	0	1	0	3	2	0	0	0
12H,7-19	1199	42.6	36.2	6.4	0	1	3	2	24	201	378	360	154	59	11	6
16H,6-22	1308	42.7	36.2	6.5	0	1	3	2	28	221	418	381	170	64	11	9
18H,6-24	1325	42.6	36.2	6.5	0	1	3	2	31	225	418	389	172	64	11	9
24H,0-24	1360	42.7	36.2	6.5	0	1	3	2	32	231	430	397	177	66	12	9

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 05-Feb-18																
00:00	2	-	36	3.5	0	0	0	0	0	0	1	1	0	0	0	0
01:00	4	-	39.8	2.8	0	0	0	0	0	0	0	3	1	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
04:00	4	-	32.3	7.6	0	0	0	0	1	1	0	2	0	0	0	0
05:00	24	45.8	37.3	7.5	0	0	0	0	0	5	8	4	3	3	1	0
06:00	57	43.3	37.1	5.9	0	0	0	0	2	7	13	19	15	1	0	0
07:00	238	40.7	35.2	6.2	0	0	0	0	9	51	75	71	20	10	1	1
08:00	294	40.6	35.3	5.8	0	0	0	0	10	58	90	99	28	6	3	0
09:00	109	43.3	36.9	6.4	0	0	0	0	2	18	27	37	18	5	1	1
10:00	106	41.6	36.9	5.6	0	0	0	0	0	16	26	46	13	4	0	1
11:00	132	40.6	35.1	5.9	0	0	0	0	5	26	45	39	13	2	2	0
12:00	99	41.7	35.5	6.1	0	0	0	0	3	22	29	28	12	5	0	0
13:00	111	40.9	34	8.7	0	2	4	3	4	15	40	26	9	7	0	1
14:00	149	40.6	34	6.2	0	0	0	1	9	37	55	26	17	3	1	0
15:00	161	40.9	35.3	5.8	0	0	0	0	4	32	59	42	18	5	1	0
16:00	157	42.3	35.8	6.6	0	0	0	1	4	30	52	40	23	4	1	2
17:00	131	40.4	35.4	5.6	0	0	0	1	3	21	46	45	10	5	0	0
18:00	114	43.3	36	7.1	0	0	1	0	3	21	38	27	14	6	4	0
19:00	74	40.1	34.4	5.9	0	0	0	0	3	20	23	20	5	3	0	0
20:00	36	41.1	35.9	6.7	0	0	0	1	1	4	13	11	4	1	1	0
21:00	30	40.4	34.2	6.8	0	0	0	1	2	6	9	8	3	1	0	0
22:00	18	40	34.6	8.1	0	0	0	1	1	4	4	5	1	2	0	0
23:00	4	-	32.3	2.8	0	0	0	0	0	1	3	0	0	0	0	0
12H,7-19	1801	41.2	35.4	6.3	0	2	5	6	56	347	582	526	195	62	14	6
16H,6-22	1998	41.2	35.4	6.3	0	2	5	8	64	384	640	584	222	68	15	6
18H,6-24	2020	41.2	35.4	6.3	0	2	5	9	65	389	647	589	223	70	15	6
24H,0-24	2055	41.3	35.4	6.4	0	2	5	9	66	395	656	600	227	73	16	6

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 06-Feb-18																
00:00	3	-	31.8	3.1	0	0	0	0	0	1	2	0	0	0	0	0
01:00	1	-	53.5	-	0	0	0	0	0	0	0	0	0	0	1	0
02:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	-	37.3	7.6	0	0	0	0	0	1	1	0	2	0	0	0
05:00	18	44	37.7	6.8	0	0	0	0	0	2	7	4	3	1	1	0
06:00	61	41.4	35.7	7.4	0	0	0	1	1	15	16	18	4	3	3	0
07:00	244	38.9	33.3	5.4	0	0	0	1	11	70	94	54	11	1	2	0
08:00	275	40.1	34.2	5.6	0	0	0	0	14	64	103	63	26	5	0	0
09:00	129	42.1	36.1	6.3	0	0	0	0	3	26	35	42	14	8	1	0
10:00	112	41.5	35.2	5.6	0	0	0	0	3	21	45	24	17	2	0	0
11:00	115	40.7	35	5.8	0	0	0	0	4	25	38	32	13	3	0	0
12:00	109	40.8	34.7	6.2	0	0	0	2	2	25	38	26	13	2	1	0
13:00	97	39.9	34	6.8	0	0	1	2	4	20	40	19	6	3	2	0
14:00	155	41.3	35.3	5.9	0	0	0	0	5	28	60	37	19	5	1	0
15:00	159	40.7	35.5	6.3	0	0	0	0	2	36	52	48	14	3	1	3
16:00	148	40.7	35.4	6.1	0	0	0	0	4	29	52	43	11	7	2	0
17:00	158	40.1	34.4	5.4	0	0	0	0	7	37	52	46	16	0	0	0
18:00	108	40.5	34.5	6.2	0	0	0	0	5	28	35	26	8	6	0	0
19:00	59	40.6	35.4	6.3	0	0	0	0	3	9	22	17	4	3	1	0
20:00	39	44.3	37.2	8	0	0	0	0	2	5	12	11	4	2	2	1
21:00	27	47.5	37.6	9	0	0	0	0	2	5	6	5	3	5	0	1
22:00	14	39.7	34.9	6.2	0	0	0	1	0	1	5	6	1	0	0	0
23:00	5	-	27.5	8.3	0	0	1	0	0	2	2	0	0	0	0	0
12H,7-19	1809	40.5	34.7	5.9	0	0	1	5	64	409	644	460	168	45	10	3
16H,6-22	1995	40.6	34.8	6.1	0	0	1	6	72	443	700	511	183	58	16	5
18H,6-24	2014	40.6	34.8	6.1	0	0	2	7	72	446	707	517	184	58	16	5
24H,0-24	2041	40.7	34.8	6.1	0	0	2	7	72	451	717	521	189	59	18	5

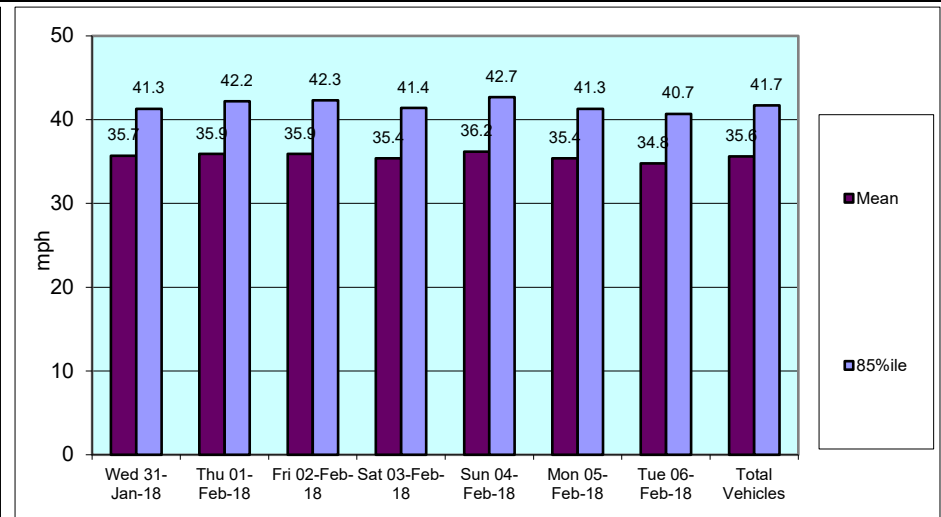
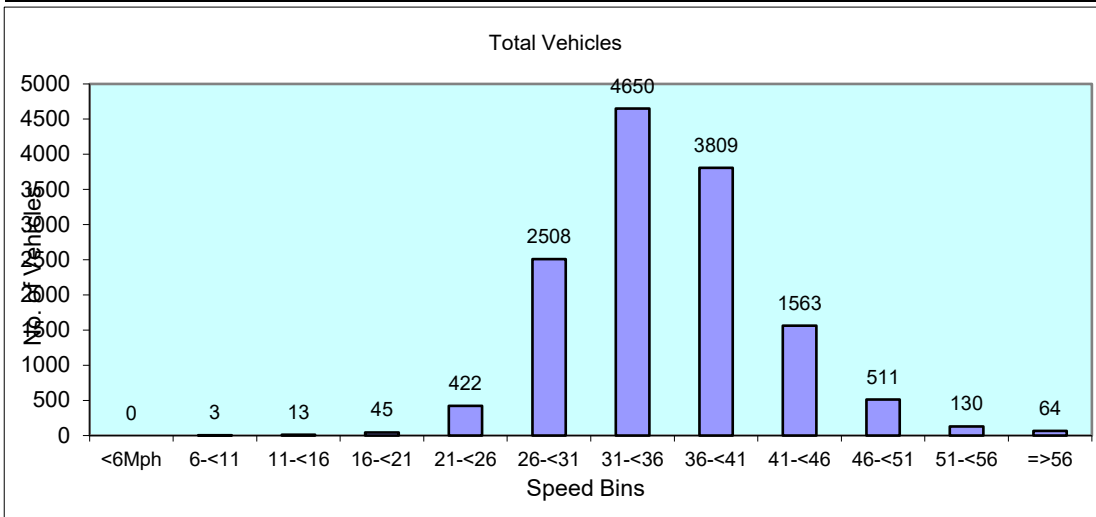
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
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Daily Totals

Wed 31-Jan-18	2129	41.3	35.7	6.2	0	0	1	6	62	366	739	621	227	78	19	10
Thu 01-Feb-18	2180	42.2	35.9	6.3	0	0	1	10	66	353	747	606	279	88	20	10
Fri 02-Feb-18	2185	42.3	35.9	6.4	0	0	1	6	56	381	756	587	272	85	26	15
Sat 03-Feb-18	1768	41.4	35.4	6.4	0	0	0	5	68	331	605	477	192	62	19	9
Sun 04-Feb-18	1360	42.7	36.2	6.5	0	1	3	2	32	231	430	397	177	66	12	9
Mon 05-Feb-18	2055	41.3	35.4	6.4	0	2	5	9	66	395	656	600	227	73	16	6
Tue 06-Feb-18	2041	40.7	34.8	6.1	0	0	2	7	72	451	717	521	189	59	18	5

Total Vehicles

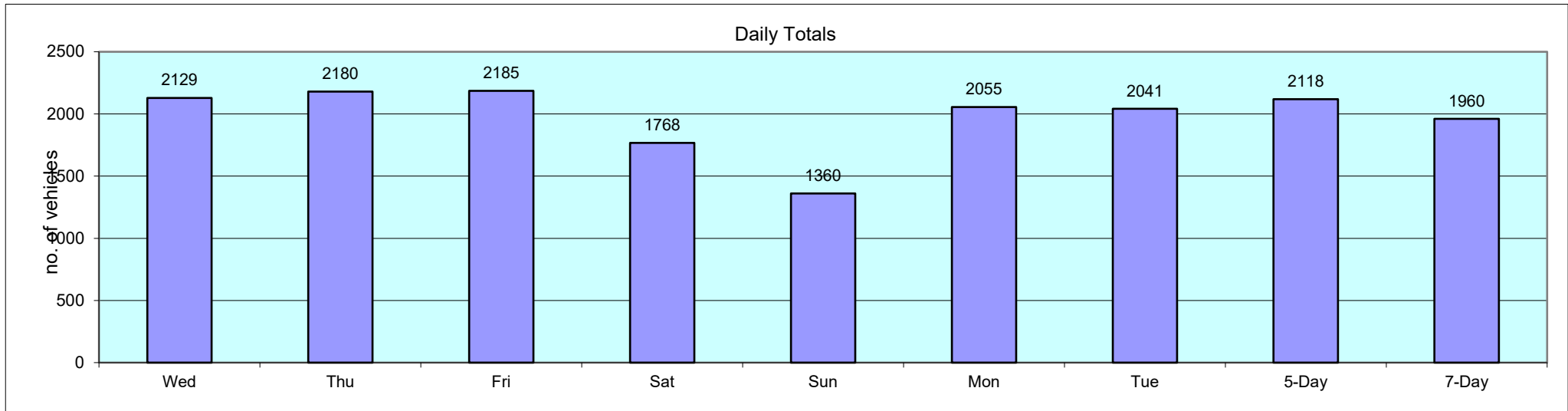
[--]	13718	41.7	35.6	6.3	0	3	13	45	422	2508	4650	3809	1563	511	130	64
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22570 SYSTON Site No: 22570003 Location Site 3, Barkby Road, Syston (30mph Sign/LC)
 Channel: Eastbound

TIME PERIOD	Wed 31/01/18	Thu 01/02/18	Fri 02/02/18	Sat 03/02/18	Sun 04/02/18	Mon 05/02/18	Tue 06/02/18	5-Day Av	7-Day Av
Week Begin: 31-Jan-18									
00:00	2	3	2	4	17	2	3	2	5
01:00	1	2	1	4	4	4	1	2	2
02:00	2	0	1	7	5	0	1	1	2
03:00	0	0	0	3	1	1	0	0	1
04:00	3	2	3	5	4	4	4	3	4
05:00	18	15	23	10	4	24	18	20	16
06:00	68	60	57	20	4	57	61	61	47
07:00	239	238	244	46	26	238	244	241	182
08:00	319	298	271	76	43	294	275	291	225
09:00	122	145	126	125	94	109	129	126	121
10:00	132	121	127	151	128	106	112	120	125
11:00	95	117	121	181	166	132	115	116	132
12:00	117	105	120	218	146	99	109	110	131
13:00	102	121	118	132	125	111	97	110	115
14:00	128	143	154	150	132	149	155	146	144
15:00	157	156	198	122	103	161	159	166	151
16:00	149	169	180	128	86	157	148	161	145
17:00	158	154	132	98	95	131	158	147	132
18:00	121	122	114	71	55	114	108	116	101
19:00	84	90	62	84	47	74	59	74	71
20:00	41	52	56	47	31	36	39	45	43
21:00	37	39	32	33	27	30	27	33	32
22:00	26	16	26	34	11	18	14	20	21
23:00	8	12	17	19	6	4	5	9	10
12H,7-19	1839	1889	1905	1498	1199	1801	1809	1849	1706
16H,6-22	2069	2130	2112	1682	1308	1998	1995	2061	1899
18H,6-24	2103	2158	2155	1735	1325	2020	2014	2090	1930
24H,0-24	2129	2180	2185	1768	1360	2055	2041	2118	1960
Am	08:00	08:00	08:00	11:00	11:00	08:00	08:00	-	-
Peak	319	298	271	181	166	294	275	291	258
Pm	17:00	16:00	15:00	12:00	12:00	15:00	15:00	-	-
Peak	158	169	198	218	146	161	159	169	173

TIME PERIOD	Wed 31/01/18	Thu 01/02/18	Fri 02/02/18	Sat 03/02/18	Sun 04/02/18	Mon 05/02/18	Tue 06/02/18	5-Day Av	7-Day Av
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TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 31-Jan-18											
00:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	8	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
06:00	16	1	6.3	14	87.5	1	6.3	0	0.0	0	0.0
07:00	99	0	0.0	89	89.9	8	8.1	2	2.0	0	0.0
08:00	140	1	0.7	131	93.6	7	5.0	0	0.0	1	0.7
09:00	130	0	0.0	121	93.1	9	6.9	0	0.0	0	0.0
10:00	116	0	0.0	102	87.9	13	11.2	1	0.9	0	0.0
11:00	113	2	1.8	100	88.5	10	8.9	0	0.0	1	0.9
12:00	114	0	0.0	100	87.7	12	10.5	2	1.8	0	0.0
13:00	123	1	0.8	117	95.1	5	4.1	0	0.0	0	0.0
14:00	167	2	1.2	151	90.4	12	7.2	2	1.2	0	0.0
15:00	208	4	1.9	194	93.3	10	4.8	0	0.0	0	0.0
16:00	251	0	0.0	232	92.4	18	7.2	1	0.4	0	0.0
17:00	276	2	0.7	262	94.9	10	3.6	1	0.4	1	0.4
18:00	168	1	0.6	154	91.7	13	7.7	0	0.0	0	0.0
19:00	94	0	0.0	89	94.7	4	4.3	0	0.0	1	1.1
20:00	64	1	1.6	61	95.3	2	3.1	0	0.0	0	0.0
21:00	55	0	0.0	52	94.6	3	5.5	0	0.0	0	0.0
22:00	29	0	0.0	28	96.6	1	3.5	0	0.0	0	0.0
23:00	18	2	11.1	14	77.8	2	11.1	0	0.0	0	0.0
12H,7-19	1905	13	0.7	1753	92.0	127	6.7	9	0.5	3	0.2
16H,6-22	2134	15	0.7	1969	92.3	137	6.4	9	0.4	4	0.2
18H,6-24	2181	17	0.8	2011	92.2	140	6.4	9	0.4	4	0.2
24H,0-24	2198	17	0.8	2026	92.2	142	6.5	9	0.4	4	0.2

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 01-Feb-18											
00:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
05:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
06:00	17	1	5.9	15	88.2	1	5.9	0	0.0	0	0.0
07:00	76	0	0.0	69	90.8	5	6.6	2	2.6	0	0.0
08:00	158	1	0.6	145	91.8	9	5.7	2	1.3	1	0.6
09:00	129	1	0.8	118	91.5	9	7.0	1	0.8	0	0.0
10:00	114	0	0.0	106	93.0	7	6.1	0	0.0	1	0.9
11:00	114	0	0.0	97	85.1	13	11.4	4	3.5	0	0.0
12:00	135	0	0.0	124	91.9	10	7.4	1	0.7	0	0.0
13:00	131	3	2.3	123	93.9	4	3.1	1	0.8	0	0.0
14:00	146	3	2.1	130	89.0	11	7.5	1	0.7	1	0.7
15:00	206	1	0.5	198	96.1	5	2.4	2	1.0	0	0.0
16:00	244	3	1.2	225	92.2	15	6.2	1	0.4	0	0.0
17:00	251	4	1.6	240	95.6	6	2.4	1	0.4	0	0.0
18:00	166	2	1.2	154	92.8	9	5.4	1	0.6	0	0.0
19:00	79	1	1.3	70	88.6	6	7.6	2	2.5	0	0.0
20:00	75	1	1.3	72	96.0	2	2.7	0	0.0	0	0.0
21:00	68	0	0.0	66	97.1	2	2.9	0	0.0	0	0.0
22:00	35	1	2.9	32	91.4	2	5.7	0	0.0	0	0.0
23:00	17	1	5.9	16	94.1	0	0.0	0	0.0	0	0.0
12H,7-19	1870	18	1.0	1729	92.5	103	5.5	17	0.9	3	0.2
16H,6-22	2109	21	1.0	1952	92.6	114	5.4	19	0.9	3	0.1
18H,6-24	2161	23	1.1	2000	92.6	116	5.4	19	0.9	3	0.1
24H,0-24	2175	23	1.1	2012	92.5	118	5.4	19	0.9	3	0.1

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 02-Feb-18											
00:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
06:00	25	3	12.0	19	76.0	3	12.0	0	0.0	0	0.0
07:00	91	1	1.1	82	90.1	7	7.7	1	1.1	0	0.0
08:00	141	0	0.0	132	93.6	9	6.4	0	0.0	0	0.0
09:00	125	1	0.8	110	88.0	13	10.4	1	0.8	0	0.0
10:00	102	1	1.0	89	87.3	10	9.8	1	1.0	1	1.0
11:00	147	0	0.0	139	94.6	8	5.4	0	0.0	0	0.0
12:00	145	5	3.5	131	90.3	7	4.8	1	0.7	1	0.7
13:00	171	2	1.2	154	90.1	13	7.6	2	1.2	0	0.0
14:00	173	2	1.2	152	87.9	17	9.8	2	1.2	0	0.0
15:00	244	5	2.1	227	93.0	10	4.1	2	0.8	0	0.0
16:00	248	2	0.8	231	93.2	13	5.2	1	0.4	1	0.4
17:00	241	0	0.0	232	96.3	9	3.7	0	0.0	0	0.0
18:00	166	1	0.6	155	93.4	10	6.0	0	0.0	0	0.0
19:00	92	0	0.0	87	94.6	4	4.4	0	0.0	1	1.1
20:00	68	2	2.9	62	91.2	4	5.9	0	0.0	0	0.0
21:00	50	0	0.0	48	96.0	2	4.0	0	0.0	0	0.0
22:00	33	0	0.0	33	100.0	0	0.0	0	0.0	0	0.0
23:00	19	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0
12H,7-19	1994	20	1.0	1834	92.0	126	6.3	11	0.6	3	0.2
16H,6-22	2229	25	1.1	2050	92.0	139	6.2	11	0.5	4	0.2
18H,6-24	2281	25	1.1	2101	92.1	140	6.1	11	0.5	4	0.2
24H,0-24	2298	25	1.1	2117	92.1	141	6.1	11	0.5	4	0.2

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 03-Feb-18											
00:00	12	0	0.0	10	83.3	2	16.7	0	0.0	0	0.0
01:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
02:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
03:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
04:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
06:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
07:00	30	0	0.0	26	86.7	4	13.3	0	0.0	0	0.0
08:00	68	1	1.5	62	91.2	4	5.9	1	1.5	0	0.0
09:00	87	0	0.0	82	94.3	5	5.8	0	0.0	0	0.0
10:00	126	1	0.8	113	89.7	12	9.5	0	0.0	0	0.0
11:00	161	0	0.0	149	92.6	9	5.6	3	1.9	0	0.0
12:00	189	0	0.0	179	94.7	7	3.7	3	1.6	0	0.0
13:00	138	0	0.0	132	95.7	3	2.2	3	2.2	0	0.0
14:00	135	0	0.0	129	95.6	4	3.0	1	0.7	1	0.7
15:00	151	0	0.0	146	96.7	4	2.7	1	0.7	0	0.0
16:00	132	1	0.8	123	93.2	6	4.6	2	1.5	0	0.0
17:00	146	1	0.7	139	95.2	6	4.1	0	0.0	0	0.0
18:00	97	0	0.0	90	92.8	5	5.2	2	2.1	0	0.0
19:00	88	1	1.1	85	96.6	1	1.1	1	1.1	0	0.0
20:00	59	1	1.7	54	91.5	4	6.8	0	0.0	0	0.0
21:00	35	0	0.0	34	97.1	1	2.9	0	0.0	0	0.0
22:00	24	0	0.0	23	95.8	1	4.2	0	0.0	0	0.0
23:00	34	1	2.9	32	94.1	1	2.9	0	0.0	0	0.0
12H,7-19	1460	4	0.3	1370	93.8	69	4.7	16	1.1	1	0.1
16H,6-22	1649	6	0.4	1550	94.0	75	4.6	17	1.0	1	0.1
18H,6-24	1707	7	0.4	1605	94.0	77	4.5	17	1.0	1	0.1
24H,0-24	1736	7	0.4	1629	93.8	82	4.7	17	1.0	1	0.1

22570 SYSTON Site No: 22570003 Location Site 3, Barkby Road, Syston (30mph Sign/LC)
 Wed 31-Jan-18 to Tue 06-Feb-18 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 04-Feb-18											
00:00	15	0	0.0	15	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	0	0	-	0	-	0	-	0	-	0	-
06:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
07:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
08:00	24	0	0.0	23	95.8	1	4.2	0	0.0	0	0.0
09:00	60	1	1.7	54	90.0	4	6.7	1	1.7	0	0.0
10:00	109	3	2.8	99	90.8	6	5.5	1	0.9	0	0.0
11:00	139	0	0.0	131	94.2	7	5.0	1	0.7	0	0.0
12:00	164	2	1.2	158	96.3	3	1.8	1	0.6	0	0.0
13:00	161	2	1.2	151	93.8	8	5.0	0	0.0	0	0.0
14:00	135	2	1.5	130	96.3	3	2.2	0	0.0	0	0.0
15:00	155	5	3.2	146	94.2	4	2.6	0	0.0	0	0.0
16:00	103	2	1.9	101	98.1	0	0.0	0	0.0	0	0.0
17:00	90	2	2.2	85	94.4	3	3.3	0	0.0	0	0.0
18:00	69	1	1.5	67	97.1	1	1.5	0	0.0	0	0.0
19:00	52	0	0.0	51	98.1	1	1.9	0	0.0	0	0.0
20:00	40	1	2.5	37	92.5	2	5.0	0	0.0	0	0.0
21:00	30	1	3.3	28	93.3	1	3.3	0	0.0	0	0.0
22:00	21	0	0.0	20	95.2	1	4.8	0	0.0	0	0.0
23:00	7	1	14.3	5	71.4	1	14.3	0	0.0	0	0.0
12H,7-19	1220	20	1.6	1156	94.8	40	3.3	4	0.3	0	0.0
16H,6-22	1343	22	1.6	1273	94.8	44	3.3	4	0.3	0	0.0
18H,6-24	1371	23	1.7	1298	94.7	46	3.4	4	0.3	0	0.0
24H,0-24	1395	23	1.7	1322	94.8	46	3.3	4	0.3	0	0.0

22570 SYSTON Site No: 22570003 Location Site 3, Barkby Road, Syston (30mph Sign/LC)
 Wed 31-Jan-18 to Tue 06-Feb-18 Channel: Westbound

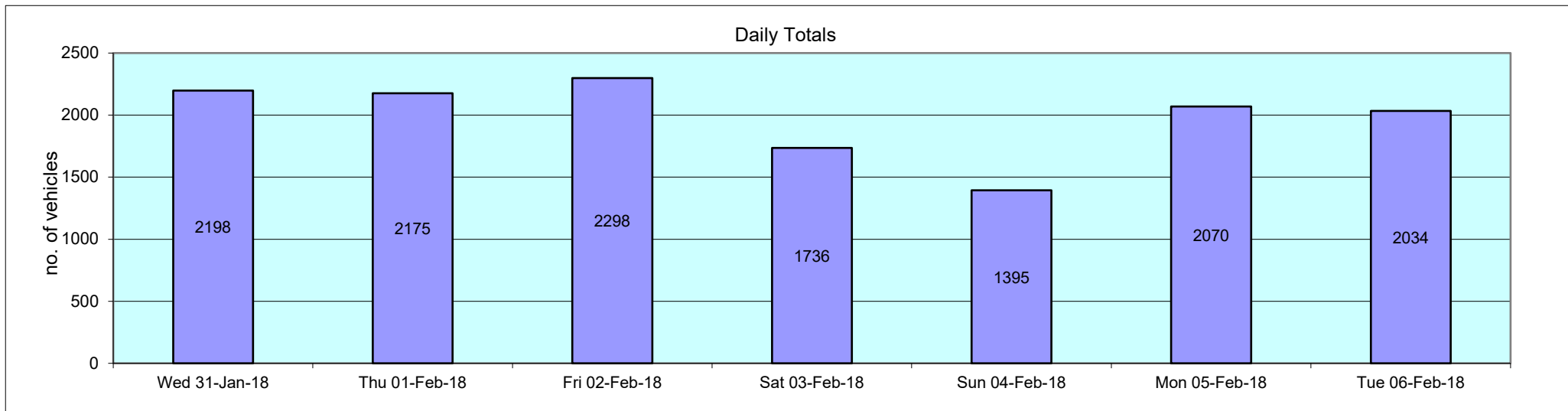
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 05-Feb-18											
00:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	0	0	-	0	-	0	-	0	-	0	-
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	5	0	0.0	1	20.0	4	80.0	0	0.0	0	0.0
05:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
06:00	13	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
07:00	76	0	0.0	72	94.7	4	5.3	0	0.0	0	0.0
08:00	144	0	0.0	139	96.5	3	2.1	2	1.4	0	0.0
09:00	94	0	0.0	89	94.7	5	5.3	0	0.0	0	0.0
10:00	88	0	0.0	79	89.8	6	6.8	3	3.4	0	0.0
11:00	103	0	0.0	92	89.3	11	10.7	0	0.0	0	0.0
12:00	126	1	0.8	112	88.9	11	8.7	1	0.8	1	0.8
13:00	133	1	0.8	122	91.7	10	7.5	0	0.0	0	0.0
14:00	152	2	1.3	139	91.5	9	5.9	2	1.3	0	0.0
15:00	236	1	0.4	220	93.2	14	5.9	1	0.4	0	0.0
16:00	247	2	0.8	224	90.7	19	7.7	1	0.4	1	0.4
17:00	256	0	0.0	244	95.3	11	4.3	1	0.4	0	0.0
18:00	170	0	0.0	163	95.9	7	4.1	0	0.0	0	0.0
19:00	84	0	0.0	78	92.9	5	6.0	0	0.0	1	1.2
20:00	51	0	0.0	49	96.1	2	3.9	0	0.0	0	0.0
21:00	51	0	0.0	46	90.2	5	9.8	0	0.0	0	0.0
22:00	25	1	4.0	24	96.0	0	0.0	0	0.0	0	0.0
23:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	1825	7	0.4	1695	92.9	110	6.0	11	0.6	2	0.1
16H,6-22	2024	7	0.4	1880	92.9	123	6.1	11	0.5	3	0.2
18H,6-24	2056	8	0.4	1911	93.0	123	6.0	11	0.5	3	0.2
24H,0-24	2070	8	0.4	1921	92.8	127	6.1	11	0.5	3	0.1

22570 SYSTON Site No: 22570003 Location Site 3, Barkby Road, Syston (30mph Sign/LC)
 Wed 31-Jan-18 to Tue 06-Feb-18 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 06-Feb-18											
00:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	7	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0
06:00	15	1	6.7	13	86.7	1	6.7	0	0.0	0	0.0
07:00	82	0	0.0	74	90.2	8	9.8	0	0.0	0	0.0
08:00	152	1	0.7	141	92.8	9	5.9	1	0.7	0	0.0
09:00	118	1	0.9	106	89.8	10	8.5	1	0.9	0	0.0
10:00	100	0	0.0	88	88.0	11	11.0	1	1.0	0	0.0
11:00	104	0	0.0	94	90.4	10	9.6	0	0.0	0	0.0
12:00	109	1	0.9	98	89.9	9	8.3	1	0.9	0	0.0
13:00	138	1	0.7	124	89.9	12	8.7	1	0.7	0	0.0
14:00	144	2	1.4	127	88.2	13	9.0	2	1.4	0	0.0
15:00	220	0	0.0	196	89.1	23	10.5	1	0.5	0	0.0
16:00	235	0	0.0	219	93.2	16	6.8	0	0.0	0	0.0
17:00	236	1	0.4	225	95.3	9	3.8	1	0.4	0	0.0
18:00	157	2	1.3	145	92.4	10	6.4	0	0.0	0	0.0
19:00	73	0	0.0	68	93.2	3	4.1	2	2.7	0	0.0
20:00	45	0	0.0	43	95.6	2	4.4	0	0.0	0	0.0
21:00	49	0	0.0	48	98.0	1	2.0	0	0.0	0	0.0
22:00	26	0	0.0	25	96.2	1	3.9	0	0.0	0	0.0
23:00	12	1	8.3	11	91.7	0	0.0	0	0.0	0	0.0
12H,7-19	1795	9	0.5	1637	91.2	140	7.8	9	0.5	0	0.0
16H,6-22	1977	10	0.5	1809	91.5	147	7.4	11	0.6	0	0.0
18H,6-24	2015	11	0.6	1845	91.6	148	7.3	11	0.6	0	0.0
24H,0-24	2034	11	0.5	1862	91.5	150	7.4	11	0.5	0	0.0

22570 SYSTON Site No: 22570003 Location Site 3, Barkby Road, Syston (30mph Sign/LC)
 Wed 31-Jan-18 to Tue 06-Feb-18 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Wed 31-Jan-18	2198	17	0.8	2026	92.2	142	6.5	9	0.4	4	0.2
Thu 01-Feb-18	2175	23	1.1	2012	92.5	118	5.4	19	0.9	3	0.1
Fri 02-Feb-18	2298	25	1.1	2117	92.1	141	6.1	11	0.5	4	0.2
Sat 03-Feb-18	1736	7	0.4	1629	93.8	82	4.7	17	1.0	1	0.1
Sun 04-Feb-18	1395	23	1.7	1322	94.8	46	3.3	4	0.3	0	0.0
Mon 05-Feb-18	2070	8	0.4	1921	92.8	127	6.1	11	0.5	3	0.1
Tue 06-Feb-18	2034	11	0.5	1862	91.5	150	7.4	11	0.5	0	0.0
Total Vehicles											
[--]	13906	114	0.8	12889	92.8	806	5.7	82	0.6	15	0.1



Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 31-Jan-18																
00:00	4	-	34.8	2.8	0	0	0	0	0	0	3	1	0	0	0	0
01:00	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
02:00	3	-	35.2	5.9	0	0	0	0	0	1	0	2	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	8	-	36	7.2	0	0	0	0	0	3	0	4	0	1	0	0
06:00	16	40.6	37.9	3.9	0	0	0	0	0	1	2	11	2	0	0	0
07:00	99	39.2	33.3	5.4	0	0	0	0	4	33	35	18	8	1	0	0
08:00	140	38.8	33.2	5.8	0	0	1	0	8	39	54	29	7	1	0	1
09:00	130	38.4	32.8	5.5	0	0	0	1	12	32	54	23	7	1	0	0
10:00	116	37.4	31.7	5.6	0	0	0	2	11	43	37	18	4	1	0	0
11:00	113	37.3	32.7	5.1	0	0	0	0	7	34	50	17	3	2	0	0
12:00	114	39.2	33.9	5.1	0	0	0	0	3	28	49	26	6	2	0	0
13:00	123	39.9	34.4	5.6	0	0	0	0	9	20	48	35	9	2	0	0
14:00	167	39.2	33.5	5.3	0	0	1	1	3	48	65	37	11	1	0	0
15:00	208	39.2	33.6	5.1	0	0	1	0	3	58	90	38	18	0	0	0
16:00	251	38.6	33.3	5.4	0	0	0	0	9	80	97	51	9	3	1	1
17:00	276	37.6	32.3	5.2	0	0	1	2	19	88	110	45	10	1	0	0
18:00	168	38.4	32.4	5.4	0	0	0	2	12	57	56	32	9	0	0	0
19:00	94	38.3	33.4	5.3	0	0	0	0	7	18	47	16	4	2	0	0
20:00	64	38.5	32.5	6.4	0	0	0	0	10	16	22	12	2	1	1	0
21:00	55	38	32.3	5.7	0	0	0	1	5	16	21	8	4	0	0	0
22:00	29	39.4	33.8	5.4	0	0	0	0	1	9	8	9	2	0	0	0
23:00	18	40.7	34.3	5.9	0	0	0	0	1	4	7	3	3	0	0	0
12H,7-19	1905	38.7	33.1	5.4	0	0	4	8	100	560	745	369	101	15	1	2
16H,6-22	2134	38.8	33.1	5.4	0	0	4	9	122	611	837	416	113	18	2	2
18H,6-24	2181	38.8	33.1	5.4	0	0	4	9	124	624	852	428	118	18	2	2
24H,0-24	2198	38.8	33.1	5.4	0	0	4	9	124	629	855	436	118	19	2	2

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 01-Feb-18																
00:00	3	-	33.5	1.7	0	0	0	0	0	0	3	0	0	0	0	0
01:00	3	-	43.5	1.7	0	0	0	0	0	0	0	0	3	0	0	0
02:00	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
03:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	2	-	31	3.5	0	0	0	0	0	1	1	0	0	0	0	0
05:00	4	-	29.8	2.8	0	0	0	0	0	3	1	0	0	0	0	0
06:00	17	44.7	38.2	8.1	0	0	0	0	0	4	3	4	4	0	2	0
07:00	76	39.3	33.7	5.2	0	0	0	0	1	24	30	14	6	1	0	0
08:00	158	39.2	33.7	5.9	0	0	1	0	5	43	65	31	8	4	0	1
09:00	129	39.1	33.3	6	0	0	1	0	11	30	48	31	4	4	0	0
10:00	114	37.1	31.9	4.9	0	0	0	0	7	49	37	16	5	0	0	0
11:00	114	38.7	33	5.4	0	0	0	1	6	34	44	21	7	1	0	0
12:00	135	39.2	34.1	5	0	0	0	0	2	32	60	32	7	1	1	0
13:00	131	39.3	33.8	5.5	0	0	1	0	8	22	62	27	10	1	0	0
14:00	146	38.6	33.8	4.7	0	0	0	1	1	33	76	24	10	1	0	0
15:00	206	38.8	33	5.5	0	0	0	2	14	57	79	41	11	2	0	0
16:00	244	39.7	33.2	6.3	0	0	0	1	23	75	69	52	19	3	1	1
17:00	251	37.6	32.6	5.2	0	0	0	0	18	74	108	41	7	2	0	1
18:00	166	37.5	31.8	5.6	0	0	3	3	9	55	61	31	4	0	0	0
19:00	79	37.7	32.8	4.9	0	0	0	0	3	26	34	11	5	0	0	0
20:00	75	38.6	32.8	5.7	0	0	0	0	8	20	28	14	4	1	0	0
21:00	68	38.3	32.5	5.1	0	0	0	0	4	25	22	14	3	0	0	0
22:00	35	37.9	33.9	6	0	0	0	0	1	8	18	6	1	0	0	1
23:00	17	38.4	34.1	5.1	0	0	0	0	1	2	10	2	2	0	0	0
12H,7-19	1870	38.8	33.1	5.5	0	0	6	8	105	528	739	361	98	20	2	3
16H,6-22	2109	38.8	33.1	5.6	0	0	6	8	120	603	826	404	114	21	4	3
18H,6-24	2161	38.8	33.1	5.6	0	0	6	8	122	613	854	412	117	21	4	4
24H,0-24	2175	38.8	33.1	5.6	0	0	6	8	122	618	859	413	120	21	4	4

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 02-Feb-18																
00:00	6	-	34.3	4	0	0	0	0	0	1	3	2	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	-	33.5	5	0	0	0	0	0	1	1	1	0	0	0	0
04:00	2	-	26	3.5	0	0	0	0	1	1	0	0	0	0	0	0
05:00	6	-	34.3	8.7	0	0	0	0	1	2	0	1	2	0	0	0
06:00	25	40	32.5	9.3	0	0	2	0	2	8	4	6	1	1	1	0
07:00	91	39.3	33.4	5.8	0	0	1	0	5	22	37	18	7	1	0	0
08:00	141	39.2	34.5	4.8	0	0	0	0	1	27	68	37	5	2	1	0
09:00	125	39.6	34.3	5.2	0	0	0	1	1	28	54	30	9	2	0	0
10:00	102	39.9	33.7	5.5	0	0	0	0	1	39	29	22	10	1	0	0
11:00	147	37.2	31.7	5.8	0	0	0	2	15	54	48	23	2	2	0	1
12:00	145	38	32.5	5.5	0	0	1	1	9	44	59	22	8	1	0	0
13:00	171	38.2	32.4	5.7	0	0	2	1	8	62	58	31	6	3	0	0
14:00	173	38.6	32.2	5.7	0	0	0	1	16	65	50	28	12	1	0	0
15:00	244	39.3	33.4	5.6	0	0	1	2	9	68	97	46	18	3	0	0
16:00	248	38.6	33.2	5.2	0	0	0	0	9	78	97	50	12	1	0	1
17:00	241	37	31.5	5.4	0	0	0	0	33	83	82	33	8	2	0	0
18:00	166	37.7	32.4	5.7	0	0	1	0	14	53	65	23	7	2	1	0
19:00	92	38	33.3	5	0	0	0	1	1	26	43	17	2	2	0	0
20:00	68	38.9	33.1	6	0	0	0	0	8	16	24	16	3	0	1	0
21:00	50	40	34.1	7.8	0	0	0	0	4	16	14	10	2	1	2	1
22:00	33	41.6	34.1	6.5	0	0	0	0	2	10	10	5	5	1	0	0
23:00	19	42.7	35.6	6.2	0	0	0	0	1	3	7	3	5	0	0	0
12H,7-19	1994	38.7	32.8	5.6	0	0	6	8	121	623	744	363	104	21	2	2
16H,6-22	2229	38.7	32.9	5.7	0	0	8	9	136	689	829	412	112	25	6	3
18H,6-24	2281	38.8	32.9	5.7	0	0	8	9	139	702	846	420	122	26	6	3
24H,0-24	2298	38.8	32.9	5.7	0	0	8	9	141	707	850	424	124	26	6	3

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 03-Feb-18																
00:00	12	38.1	33.1	5.2	0	0	0	0	1	3	4	4	0	0	0	0
01:00	6	-	40.2	10.4	0	0	0	0	0	1	1	2	1	0	0	1
02:00	3	-	26.8	3.1	0	0	0	0	1	2	0	0	0	0	0	0
03:00	2	-	36	3.5	0	0	0	0	0	0	1	1	0	0	0	0
04:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	5	-	36.5	6.8	0	0	0	0	0	1	2	0	2	0	0	0
06:00	7	-	30.6	5	0	0	0	0	1	3	2	1	0	0	0	0
07:00	30	40.4	34.5	6	0	0	0	0	0	11	7	8	3	1	0	0
08:00	68	39.1	33.6	5.8	0	0	0	0	5	17	23	20	1	1	1	0
09:00	87	38.8	33.3	5.8	0	0	0	0	8	19	37	17	4	1	1	0
10:00	126	38.4	32.4	5.8	0	0	0	1	11	43	43	18	9	0	1	0
11:00	161	37.4	32.3	5	0	0	0	0	8	63	59	23	7	1	0	0
12:00	189	37.7	32.2	5.3	0	0	0	1	17	60	71	32	7	1	0	0
13:00	138	38.4	32.4	5.7	0	0	0	6	4	45	49	27	6	1	0	0
14:00	135	37.9	31.8	6	0	0	0	5	16	37	47	24	5	1	0	0
15:00	151	38.4	32.7	5.7	0	0	0	4	11	37	59	35	2	3	0	0
16:00	132	37.8	32.3	5.5	0	0	0	0	14	41	49	22	5	0	1	0
17:00	146	37.9	32.3	5.6	0	0	0	1	9	56	48	25	4	2	1	0
18:00	97	38.8	34	5	0	0	0	0	1	24	47	18	4	3	0	0
19:00	88	38	33	5.7	0	0	0	0	5	27	38	11	4	2	1	0
20:00	59	38	32.7	5.6	0	0	0	2	0	22	22	9	3	1	0	0
21:00	35	37.9	32.6	5.1	0	0	0	0	2	12	13	6	2	0	0	0
22:00	24	35.4	31.2	5.3	0	0	0	1	1	10	9	2	1	0	0	0
23:00	34	41.5	34.2	6.8	0	0	0	0	2	11	9	6	4	2	0	0
12H,7-19	1460	38.4	32.6	5.6	0	0	0	18	104	453	539	269	57	15	5	0
16H,6-22	1649	38.3	32.6	5.6	0	0	0	20	112	517	614	296	66	18	6	0
18H,6-24	1707	38.4	32.6	5.6	0	0	0	21	115	538	632	304	71	20	6	0
24H,0-24	1736	38.4	32.7	5.6	0	0	0	21	117	546	640	311	74	20	6	1

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 04-Feb-18																
00:00	15	39.1	33.8	6.3	0	0	0	0	0	6	5	2	1	1	0	0
01:00	3	-	31.8	7.6	0	0	0	0	1	0	1	1	0	0	0	0
02:00	4	-	36	8.7	0	0	0	0	0	1	2	0	0	1	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	-	38.5	14.1	0	0	0	0	0	1	0	0	0	1	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
07:00	11	40.3	33.5	10.1	0	0	0	1	2	1	3	2	1	0	1	0
08:00	24	40.1	35.2	5.6	0	0	0	0	1	3	11	6	2	1	0	0
09:00	60	40	33.8	7.2	0	0	2	1	0	15	22	13	6	0	0	1
10:00	109	40.1	34	7	0	0	1	2	6	29	28	32	7	2	1	1
11:00	139	39.6	34	5.5	0	0	0	0	8	29	60	29	10	3	0	0
12:00	164	39.5	33.4	5.8	0	0	0	2	6	49	63	27	14	2	1	0
13:00	161	39.3	33.4	5.9	0	0	1	2	9	39	63	34	10	3	0	0
14:00	135	38.3	33	5.9	0	0	0	1	6	44	56	16	9	1	1	1
15:00	155	38.5	32.4	5.7	0	0	1	1	10	55	51	27	8	2	0	0
16:00	103	37.8	31.9	5.9	0	0	1	2	8	34	37	14	7	0	0	0
17:00	90	38.9	32.8	5.9	0	0	0	2	7	24	33	17	6	1	0	0
18:00	69	40.2	34.9	6	0	0	0	1	0	16	26	18	5	2	1	0
19:00	52	39.4	32.5	7.1	0	0	0	0	7	20	10	10	2	2	1	0
20:00	40	40.4	33	7.3	0	0	0	3	2	8	18	3	4	2	0	0
21:00	30	43.5	36.2	8.5	0	0	0	0	2	7	7	8	2	2	1	1
22:00	21	41.9	34.9	8.2	0	0	0	0	1	6	8	2	2	1	0	1
23:00	7	-	33.5	9.2	0	0	0	0	2	1	1	2	0	1	0	0
12H,7-19	1220	39.4	33.3	6.1	0	0	6	15	63	338	453	235	85	17	5	3
16H,6-22	1343	39.5	33.3	6.2	0	0	6	18	74	374	488	256	93	23	7	4
18H,6-24	1371	39.6	33.4	6.3	0	0	6	18	77	381	497	260	95	25	7	5
24H,0-24	1395	39.6	33.4	6.3	0	0	6	18	78	389	505	263	96	28	7	5

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 05-Feb-18																
00:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
01:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	43.5	-	0	0	0	0	0	0	0	0	1	0	0	0
04:00	5	-	29.5	7.5	0	0	0	1	0	2	1	1	0	0	0	0
05:00	6	-	33.5	7.8	0	0	0	0	1	2	0	2	1	0	0	0
06:00	13	43.6	35.4	8.1	0	0	0	1	0	2	5	1	3	1	0	0
07:00	76	39.4	34.3	5.3	0	0	0	0	2	18	29	22	4	0	1	0
08:00	144	39.7	34.5	5	0	0	0	0	6	26	56	46	10	0	0	0
09:00	94	40.1	34.9	5.2	0	0	0	0	5	11	42	26	9	1	0	0
10:00	88	40.2	34.1	5.4	0	0	0	0	4	19	38	16	11	0	0	0
11:00	103	38.5	33.2	5.4	0	0	0	0	6	28	44	18	6	0	1	0
12:00	126	39.4	33.7	5.9	0	0	2	1	2	30	56	23	9	3	0	0
13:00	133	38.2	32.8	5.3	0	0	1	0	6	42	52	26	4	2	0	0
14:00	152	36.5	31.9	5.1	0	0	0	1	13	53	60	18	7	0	0	0
15:00	236	36.5	32.4	4.8	0	0	0	0	11	78	108	31	7	0	0	1
16:00	247	37.6	33	4.9	0	0	0	0	15	59	122	41	8	1	1	0
17:00	256	36	31.8	5.2	0	0	0	1	16	106	95	27	7	3	0	1
18:00	170	37.8	32.4	5.4	0	0	0	2	9	62	60	30	3	4	0	0
19:00	84	39.9	33.7	5.4	0	0	0	0	2	28	27	18	9	0	0	0
20:00	51	38.4	33.2	5.9	0	0	0	0	5	11	22	10	2	0	1	0
21:00	51	39.9	34.5	6.6	0	0	0	1	1	12	21	10	1	5	0	0
22:00	25	38.2	31.5	6.6	0	0	0	1	4	7	7	4	2	0	0	0
23:00	7	-	35.6	7.1	0	0	0	0	1	1	0	4	1	0	0	0
12H,7-19	1825	38.4	33	5.3	0	0	3	5	95	532	762	324	85	14	3	2
16H,6-22	2024	38.5	33.1	5.4	0	0	3	7	103	585	837	363	100	20	4	2
18H,6-24	2056	38.6	33.1	5.4	0	0	3	8	108	593	844	371	103	20	4	2
24H,0-24	2070	38.6	33.1	5.4	0	0	3	9	109	597	847	374	105	20	4	2

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 06-Feb-18																
00:00	7	-	43.5	8.7	0	0	0	0	0	0	2	1	1	1	2	0
01:00	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
02:00	2	-	43.5	7.1	0	0	0	0	0	0	0	1	0	1	0	0
03:00	1	-	38.5	-	0	0	0	0	0	0	0	1	0	0	0	0
04:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
05:00	7	-	34.2	8.4	0	0	0	0	1	2	1	2	0	1	0	0
06:00	15	39.8	33.8	6	0	0	0	0	1	4	5	3	2	0	0	0
07:00	82	38.7	32.8	5.6	0	0	0	0	7	25	28	17	4	1	0	0
08:00	152	37.5	32.8	5.5	0	0	0	3	5	46	69	19	8	0	2	0
09:00	118	39.5	32.5	7	0	1	3	0	8	38	36	20	9	3	0	0
10:00	100	38.6	32.8	5.2	0	0	0	0	7	33	32	24	4	0	0	0
11:00	104	38.6	32.7	5.4	0	0	0	0	10	30	36	23	5	0	0	0
12:00	109	38.9	32.6	6	0	0	2	0	8	34	32	28	4	1	0	0
13:00	138	35.7	31.4	5.4	0	0	1	1	16	43	60	12	3	2	0	0
14:00	144	38.5	32.6	5.7	0	0	0	2	11	43	53	26	7	2	0	0
15:00	220	37.5	32.3	5.1	0	0	0	1	15	76	85	32	10	1	0	0
16:00	235	37.9	32.8	4.8	0	0	0	2	10	68	102	46	7	0	0	0
17:00	236	36	31.8	4.8	0	0	0	0	14	97	89	30	3	3	0	0
18:00	157	36	31.6	5.2	0	0	2	4	6	56	65	21	3	0	0	0
19:00	73	38.3	33.6	5.4	0	0	0	0	3	18	36	10	3	3	0	0
20:00	45	41.6	34.7	6.6	0	0	0	0	2	12	15	8	6	1	1	0
21:00	49	39.4	34.5	5.5	0	0	0	0	2	8	23	12	3	0	1	0
22:00	26	40.1	34.7	5.5	0	0	0	0	1	6	8	8	3	0	0	0
23:00	12	39.5	32.7	10.5	0	1	0	0	1	3	2	3	1	1	0	0
12H,7-19	1795	37.8	32.3	5.4	0	1	8	13	117	589	687	298	67	13	2	0
16H,6-22	1977	38.1	32.5	5.5	0	1	8	13	125	631	766	331	81	17	4	0
18H,6-24	2015	38.1	32.5	5.5	0	2	8	13	127	640	776	342	85	18	4	0
24H,0-24	2034	38.2	32.6	5.6	0	2	8	13	129	642	779	348	86	21	6	0

22570 SYSTON Site No: 22570003 Location Site 3, Barkby Road, Syston (30mph Sign/LC)
 Wed 31-Jan-18 to Tue 06-Feb-18 Channel: Westbound

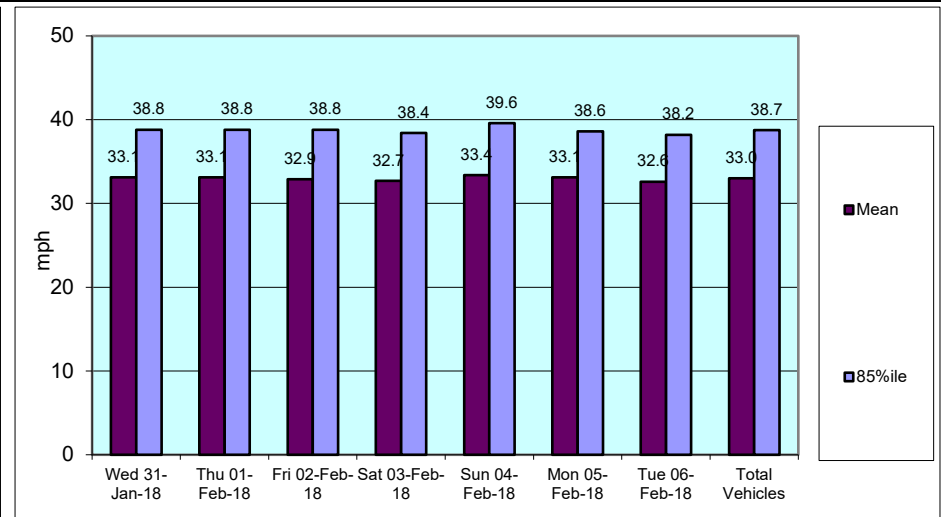
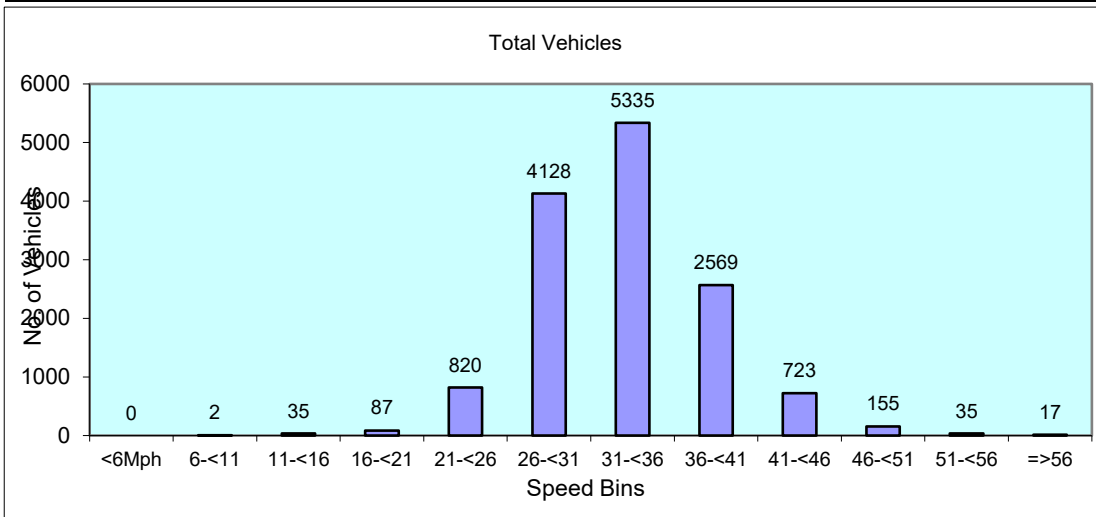
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
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Daily Totals

Wed 31-Jan-18	2198	38.8	33.1	5.4	0	0	4	9	124	629	855	436	118	19	2	2
Thu 01-Feb-18	2175	38.8	33.1	5.6	0	0	6	8	122	618	859	413	120	21	4	4
Fri 02-Feb-18	2298	38.8	32.9	5.7	0	0	8	9	141	707	850	424	124	26	6	3
Sat 03-Feb-18	1736	38.4	32.7	5.6	0	0	0	21	117	546	640	311	74	20	6	1
Sun 04-Feb-18	1395	39.6	33.4	6.3	0	0	6	18	78	389	505	263	96	28	7	5
Mon 05-Feb-18	2070	38.6	33.1	5.4	0	0	3	9	109	597	847	374	105	20	4	2
Tue 06-Feb-18	2034	38.2	32.6	5.6	0	2	8	13	129	642	779	348	86	21	6	0

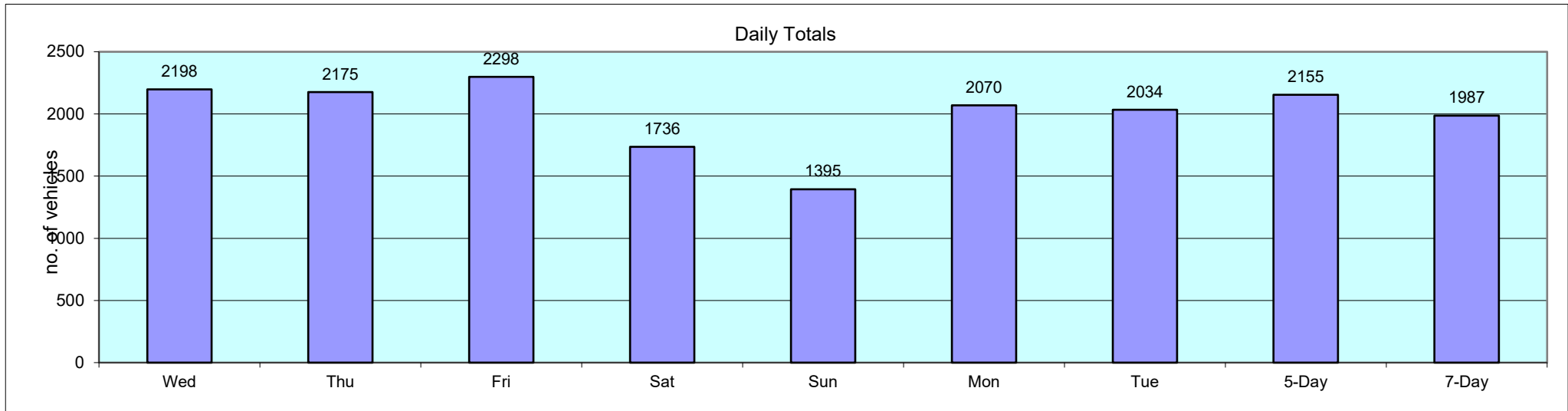
Total Vehicles

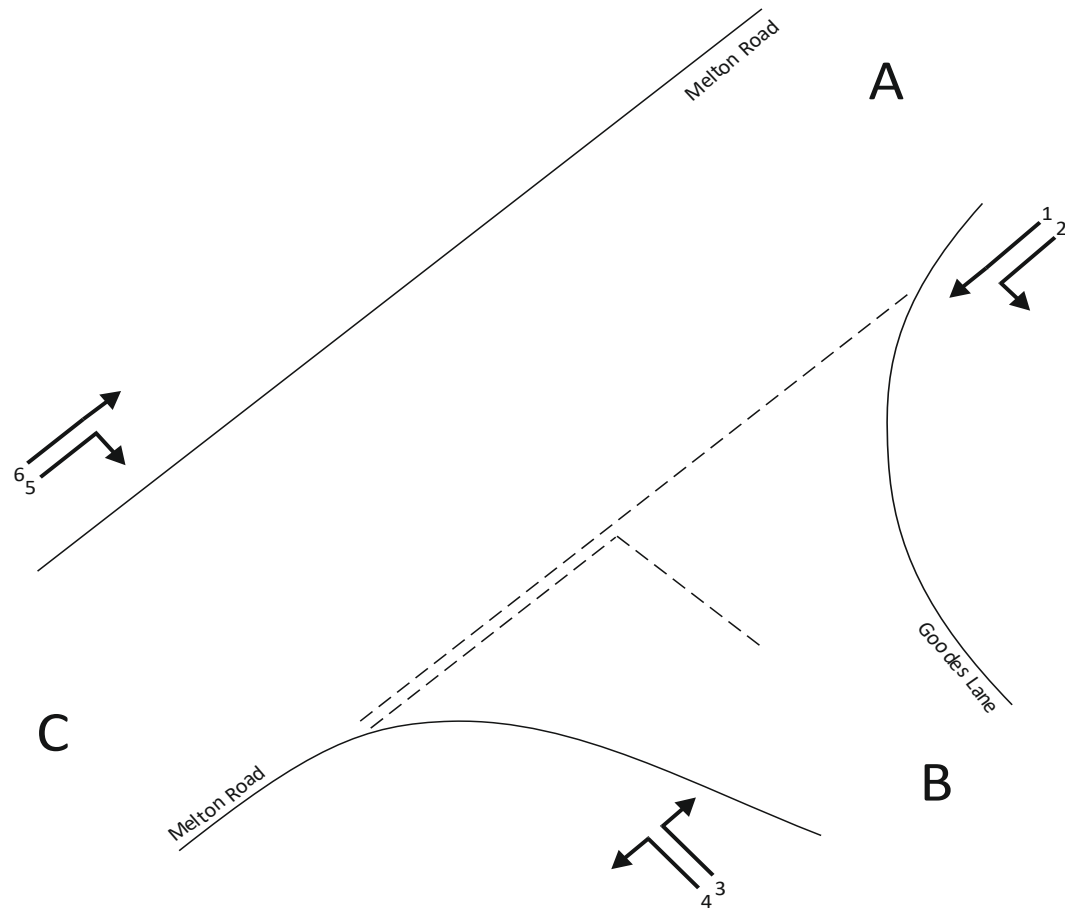
[--]	13906	38.7	33.0	5.7	0	2	35	87	820	4128	5335	2569	723	155	35	17
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TIME PERIOD	Wed 31/01/18	Thu 01/02/18	Fri 02/02/18	Sat 03/02/18	Sun 04/02/18	Mon 05/02/18	Tue 06/02/18	5-Day Av	7-Day Av
Week Begin: 31-Jan-18									
00:00	4	3	6	12	15	1	7	4	7
01:00	1	3	0	6	3	1	1	1	2
02:00	3	1	0	3	4	0	2	1	2
03:00	0	1	3	2	0	1	1	1	1
04:00	1	2	2	1	2	5	1	2	2
05:00	8	4	6	5	0	6	7	6	5
06:00	16	17	25	7	1	13	15	17	13
07:00	99	76	91	30	11	76	82	85	66
08:00	140	158	141	68	24	144	152	147	118
09:00	130	129	125	87	60	94	118	119	106
10:00	116	114	102	126	109	88	100	104	108
11:00	113	114	147	161	139	103	104	116	126
12:00	114	135	145	189	164	126	109	126	140
13:00	123	131	171	138	161	133	138	139	142
14:00	167	146	173	135	135	152	144	156	150
15:00	208	206	244	151	155	236	220	223	203
16:00	251	244	248	132	103	247	235	245	209
17:00	276	251	241	146	90	256	236	252	214
18:00	168	166	166	97	69	170	157	165	142
19:00	94	79	92	88	52	84	73	84	80
20:00	64	75	68	59	40	51	45	61	57
21:00	55	68	50	35	30	51	49	55	48
22:00	29	35	33	24	21	25	26	30	28
23:00	18	17	19	34	7	7	12	15	16
12H,7-19	1905	1870	1994	1460	1220	1825	1795	1878	1724
16H,6-22	2134	2109	2229	1649	1343	2024	1977	2095	1924
18H,6-24	2181	2161	2281	1707	1371	2056	2015	2139	1967
24H,0-24	2198	2175	2298	1736	1395	2070	2034	2155	1987
Am	08:00	08:00	11:00	11:00	11:00	08:00	08:00	-	-
Peak	140	158	147	161	139	144	152	148	149
Pm	17:00	17:00	16:00	12:00	12:00	17:00	17:00	-	-
Peak	276	251	248	189	164	256	236	253	231

TIME PERIOD	Wed 31/01/18	Thu 01/02/18	Fri 02/02/18	Sat 03/02/18	Sun 04/02/18	Mon 05/02/18	Tue 06/02/18	5-Day Av	7-Day Av
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For and on behalf of:



SYSTON

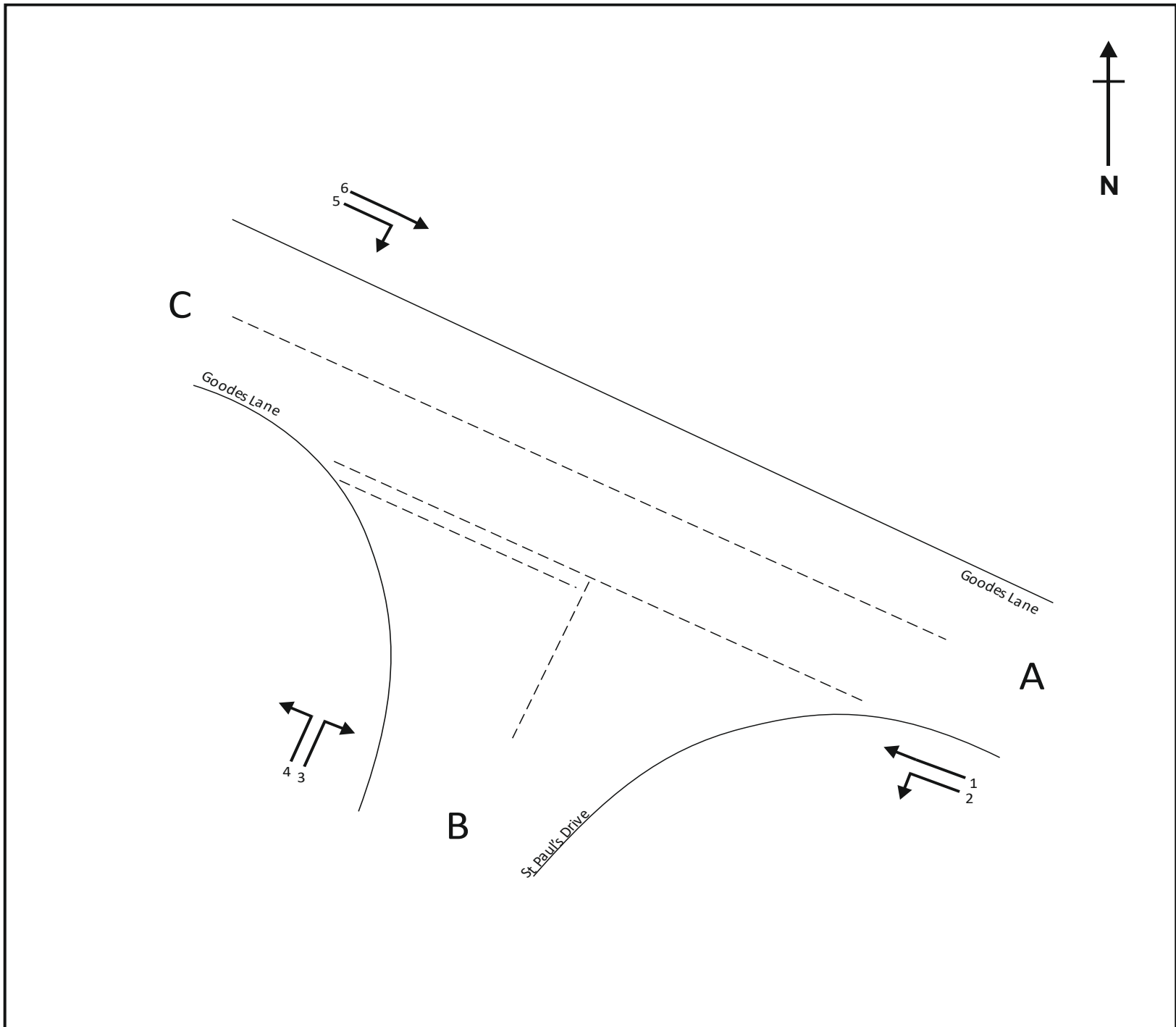
Thursday 01 February 2018

0700-1000
1600-1900

Drawing N°: 22570 - 01

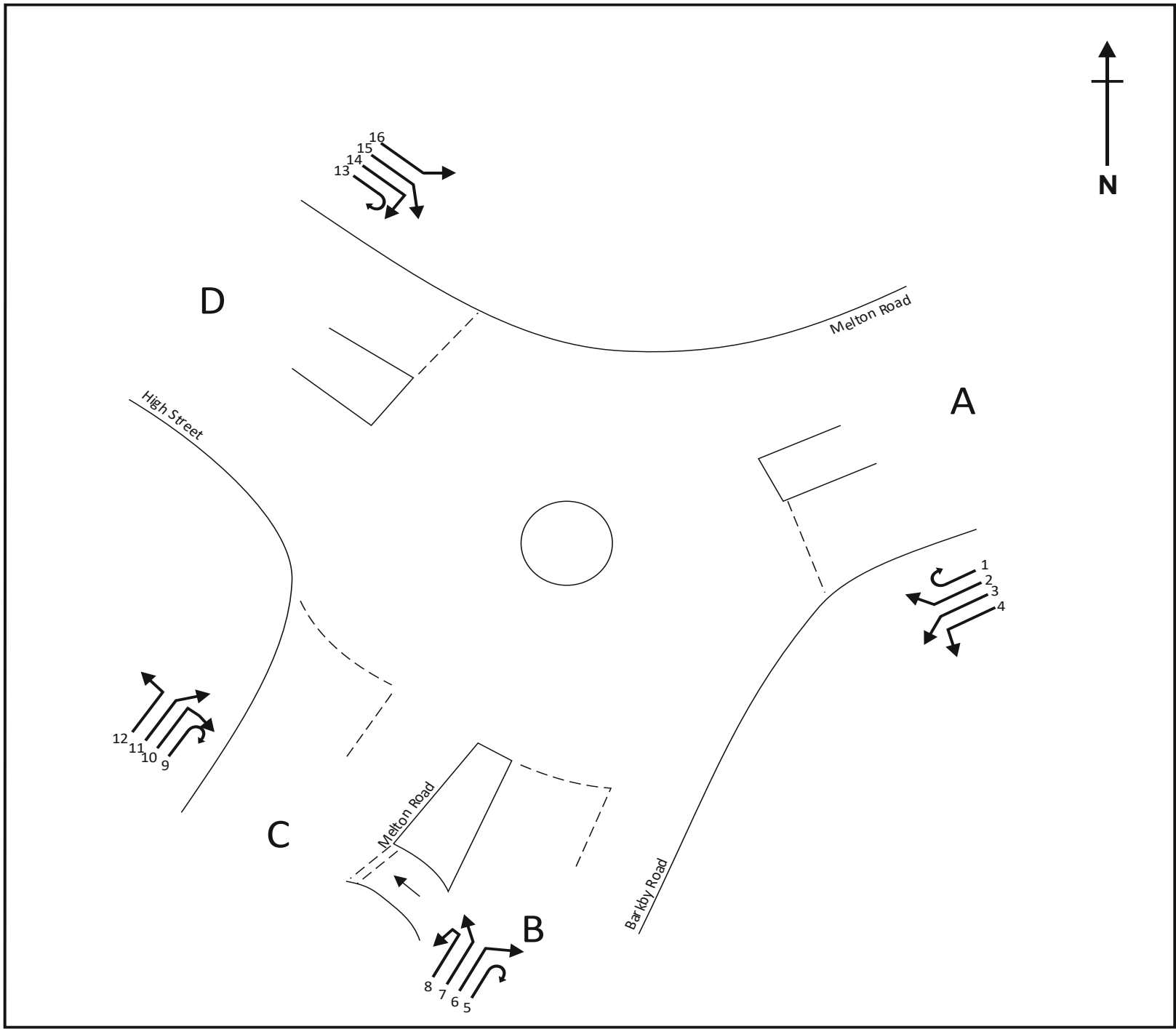
Site: 1

Location: Melton Road /
Goodes Lane




SYSTON
 Thursday 01 February 2018
 0700-1000
 1600-1900

Drawing N^o: 22570 - 05
 Site: 5
 Location: Goodes Lane /
 St Paul's Drive



For and on behalf of:



SYSTEM

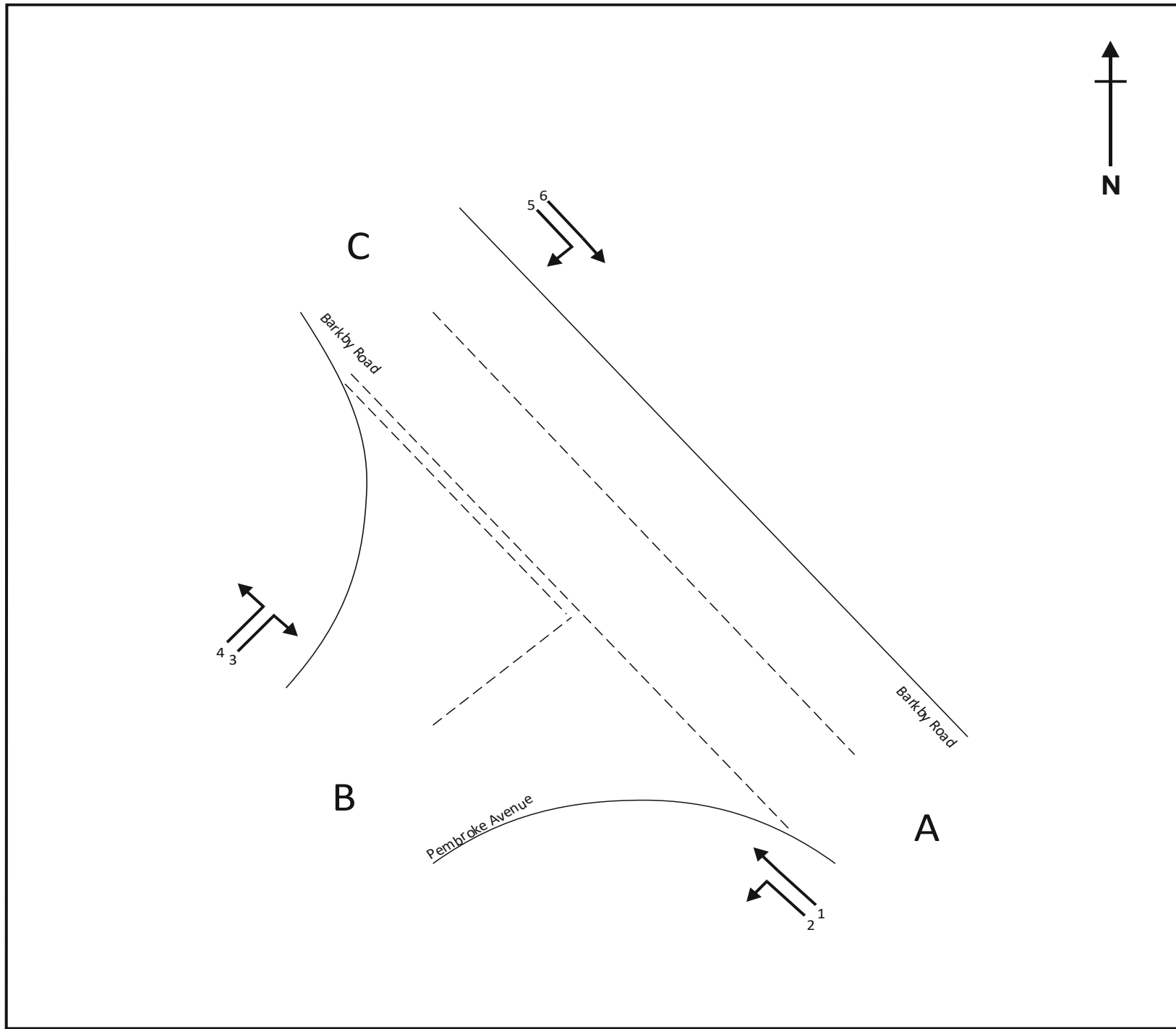
Thursday 01 February 2018

0700-1000
1600-1900

Drawing N°: 22570 - 07

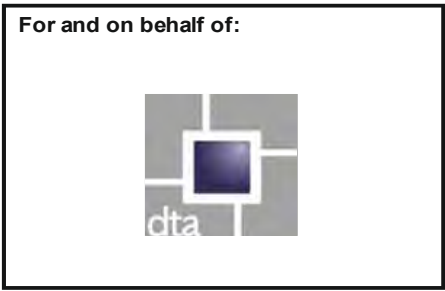
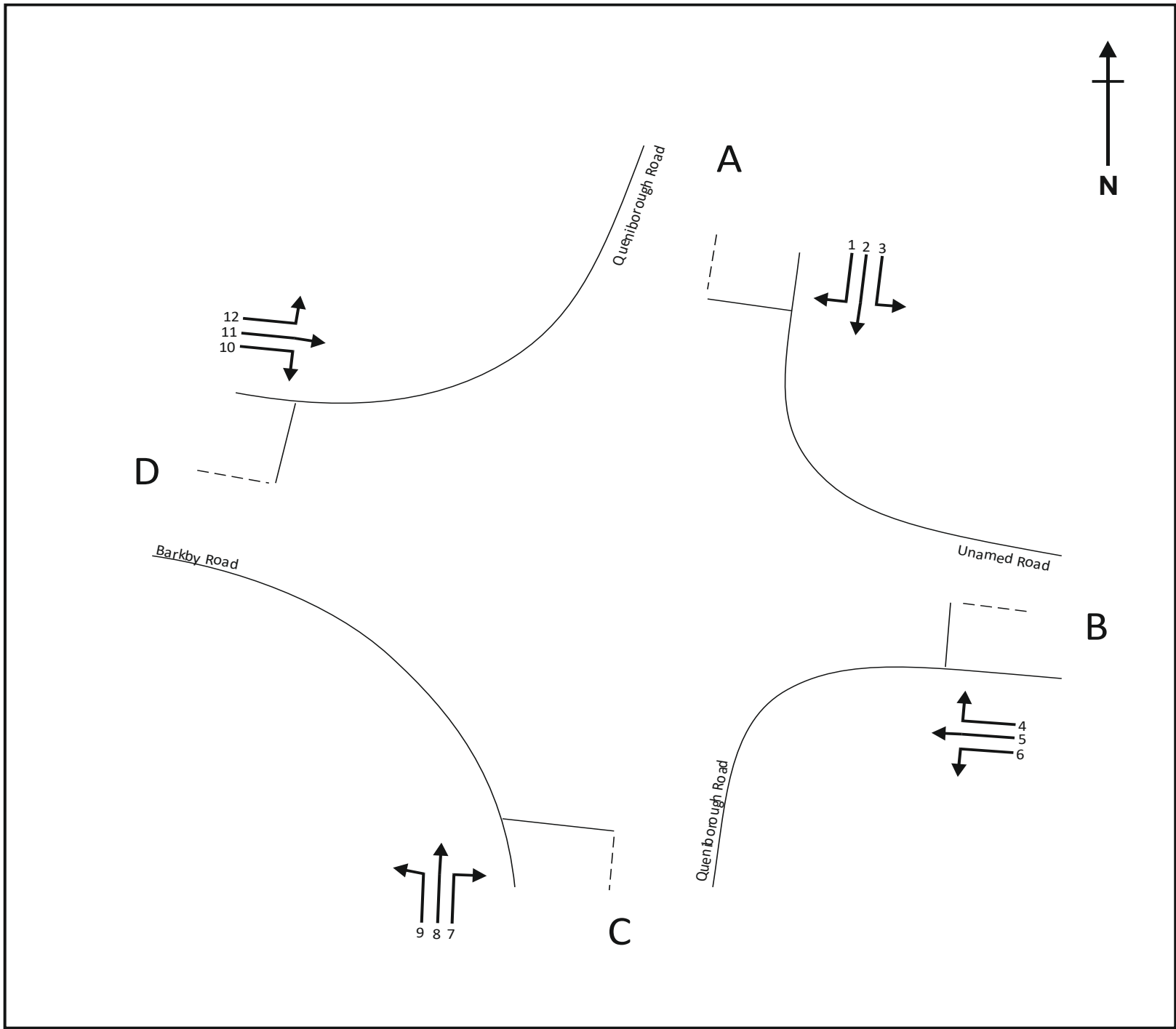
Site: 7

Location: Melton Road /
Barkby Road /
High Street



SYSTON
 Thursday 01 February 2018
 0700-1000
 1600-1900

Drawing N°: 22570 - 08
 Site: 8
 Location: Barkby Road /
 Pembroke Avenue



SYSTEM

Thursday 01 February 2018

0700-1000
1600-1900

Drawing N°: 22570 - 09

Site: 9

Location: Queniborough Road /
Unnamed Road /
Barkby Road

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 1

LOCATION: MELTON ROAD / GOODES LANE

DATE: 01/02/2018

DAY: THURSDAY

TIME	MOVEMENT 1 FROM MELTON ROAD (NE) TO MELTON ROAD (SW)			MOVEMENT 2 FROM MELTON ROAD (NE) TO GOODES LANE			MOVEMENT 3 FROM GOODES LANE TO MELTON ROAD (NE)		
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT
07:00	73	3	76	3	0	3	3	0	3
07:15	103	6	109	1	0	1	4	0	4
07:30	119	8	127	3	0	3	9	0	9
07:45	121	4	125	4	0	4	4	0	4
H/TOT	416	21	437	11	0	11	20	0	20
08:00	105	9	114	2	0	2	4	0	4
08:15	85	2	87	5	0	5	2	1	3
08:30	102	3	105	13	1	14	5	1	6
08:45	95	3	98	8	0	8	11	0	11
H/TOT	387	17	404	28	1	29	22	2	24
09:00	93	8	101	6	0	6	2	0	2
09:15	102	5	107	11	0	11	3	0	3
09:30	109	2	111	8	0	8	8	0	8
09:45	99	2	101	6	0	6	9	0	9
H/TOT	403	17	420	31	0	31	22	0	22
P/TOT	1206	55	1261	70	1	71	64	2	66

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 1

LOCATION: MELTON ROAD / GOODES LANE

DATE: 01/02/2018

DAY: THURSDAY

TIME	MOVEMENT 1 FROM MELTON ROAD (NE) TO MELTON ROAD (SW)			MOVEMENT 2 FROM MELTON ROAD (NE) TO GOODES LANE			MOVEMENT 3 FROM GOODES LANE TO MELTON ROAD (NE)		
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT
16:00	99	5	104	15	0	15	2	1	3
16:15	78	1	79	19	0	19	5	0	5
16:30	98	2	100	19	0	19	2	0	2
16:45	112	3	115	15	0	15	6	0	6
H/TOT	387	11	398	68	0	68	15	1	16
17:00	131	2	133	18	0	18	5	0	5
17:15	107	2	109	21	0	21	4	0	4
17:30	102	1	103	26	0	26	5	0	5
17:45	107	2	109	12	0	12	6	0	6
H/TOT	447	7	454	77	0	77	20	0	20
18:00	99	2	101	22	0	22	9	0	9
18:15	114	3	117	17	0	17	8	0	8
18:30	76	3	79	14	0	14	4	0	4
18:45	100	1	101	19	0	19	12	0	12
H/TOT	389	9	398	72	0	72	33	0	33
P/TOT	1223	27	1250	217	0	217	68	1	69

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 1

LOCATION: MELTON ROAD / GOODES LANE

DATE: 01/02/2018

DAY: THURSDAY

TIME	MOVEMENT 4 FROM GOODES LANE TO MELTON ROAD (SW)			MOVEMENT 5 FROM MELTON ROAD (SW) TO GOODES LANE			MOVEMENT 6 FROM MELTON ROAD (SW) TO MELTON ROAD (NE)		
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT
07:00	47	2	49	9	1	10	25	9	34
07:15	50	1	51	10	0	10	32	5	37
07:30	68	0	68	16	1	17	37	3	40
07:45	81	0	81	9	1	10	54	5	59
H/TOT	246	3	249	44	3	47	148	22	170
08:00	74	0	74	17	1	18	78	4	82
08:15	78	0	78	19	2	21	72	8	80
08:30	44	0	44	53	1	54	85	5	90
08:45	78	2	80	16	0	16	94	5	99
H/TOT	274	2	276	105	4	109	329	22	351
09:00	51	2	53	21	1	22	83	1	84
09:15	25	0	25	13	0	13	87	1	88
09:30	24	0	24	14	1	15	53	6	59
09:45	29	1	30	21	2	23	61	3	64
H/TOT	129	3	132	69	4	73	284	11	295
P/TOT	649	8	657	218	11	229	761	55	816

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 1

LOCATION: MELTON ROAD / GOODES LANE

DATE: 01/02/2018

DAY: THURSDAY

TIME	MOVEMENT 4 FROM GOODES LANE TO MELTON ROAD (SW)			MOVEMENT 5 FROM MELTON ROAD (SW) TO GOODES LANE			MOVEMENT 6 FROM MELTON ROAD (SW) TO MELTON ROAD (NE)		
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT
16:00	19	0	19	51	0	51	80	3	83
16:15	35	0	35	46	0	46	79	4	83
16:30	36	1	37	55	1	56	102	4	106
16:45	20	0	20	38	0	38	87	5	92
H/TOT	110	1	111	190	1	191	348	16	364
17:00	27	1	28	47	0	47	97	2	99
17:15	30	0	30	73	0	73	94	2	96
17:30	11	0	11	58	1	59	104	2	106
17:45	26	0	26	51	0	51	96	3	99
H/TOT	94	1	95	229	1	230	391	9	400
18:00	39	0	39	65	0	65	90	2	92
18:15	23	0	23	45	0	45	89	5	94
18:30	20	0	20	33	0	33	82	2	84
18:45	28	0	28	27	0	27	71	1	72
H/TOT	110	0	110	170	0	170	332	10	342
P/TOT	314	2	316	589	2	591	1071	35	1106

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 1

LOCATION: MELTON ROAD / GOODES LANE

DATE: 01/02/2018

DAY: THURSDAY

TIME	TO ARM A MELTON ROAD (NE)			FROM ARM A MELTON ROAD (NE)		
	LV	HV	TOT	LV	HV	TOT
07:00	28	9	37	76	3	79
07:15	36	5	41	104	6	110
07:30	46	3	49	122	8	130
07:45	58	5	63	125	4	129
H/TOT	168	22	190	427	21	448
08:00	82	4	86	107	9	116
08:15	74	9	83	90	2	92
08:30	90	6	96	115	4	119
08:45	105	5	110	103	3	106
H/TOT	351	24	375	415	18	433
09:00	85	1	86	99	8	107
09:15	90	1	91	113	5	118
09:30	61	6	67	117	2	119
09:45	70	3	73	105	2	107
H/TOT	306	11	317	434	17	451
P/TOT	825	57	882	1276	56	1332

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 1

LOCATION: MELTON ROAD / GOODES LANE

DATE: 01/02/2018

DAY: THURSDAY

TIME	TO ARM A MELTON ROAD (NE)			FROM ARM A MELTON ROAD (NE)		
	LV	HV	TOT	LV	HV	TOT
16:00	82	4	86	114	5	119
16:15	84	4	88	97	1	98
16:30	104	4	108	117	2	119
16:45	93	5	98	127	3	130
H/TOT	363	17	380	455	11	466
17:00	102	2	104	149	2	151
17:15	98	2	100	128	2	130
17:30	109	2	111	128	1	129
17:45	102	3	105	119	2	121
H/TOT	411	9	420	524	7	531
18:00	99	2	101	121	2	123
18:15	97	5	102	131	3	134
18:30	86	2	88	90	3	93
18:45	83	1	84	119	1	120
H/TOT	365	10	375	461	9	470
P/TOT	1139	36	1175	1440	27	1467

TO ARM A IS TOTAL OF MOVEMENTS 3, 6
 FROM ARM A IS TOTAL OF MOVEMENTS 1, 2

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 1

LOCATION: MELTON ROAD / GOODES LANE

DATE: 01/02/2018

DAY: THURSDAY

TIME	TO ARM B GOODES LANE			FROM ARM B GOODES LANE		
	LV	HV	TOT	LV	HV	TOT
07:00	12	1	13	50	2	52
07:15	11	0	11	54	1	55
07:30	19	1	20	77	0	77
07:45	13	1	14	85	0	85
H/TOT	55	3	58	266	3	269
08:00	19	1	20	78	0	78
08:15	24	2	26	80	1	81
08:30	66	2	68	49	1	50
08:45	24	0	24	89	2	91
H/TOT	133	5	138	296	4	300
09:00	27	1	28	53	2	55
09:15	24	0	24	28	0	28
09:30	22	1	23	32	0	32
09:45	27	2	29	38	1	39
H/TOT	100	4	104	151	3	154
P/TOT	288	12	300	713	10	723

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 1

LOCATION: MELTON ROAD / GOODES LANE

DATE: 01/02/2018

DAY: THURSDAY

TIME	TO ARM B GOODES LANE			FROM ARM B GOODES LANE		
	LV	HV	TOT	LV	HV	TOT
16:00	66	0	66	21	1	22
16:15	65	0	65	40	0	40
16:30	74	1	75	38	1	39
16:45	53	0	53	26	0	26
H/TOT	258	1	259	125	2	127
17:00	65	0	65	32	1	33
17:15	94	0	94	34	0	34
17:30	84	1	85	16	0	16
17:45	63	0	63	32	0	32
H/TOT	306	1	307	114	1	115
18:00	87	0	87	48	0	48
18:15	62	0	62	31	0	31
18:30	47	0	47	24	0	24
18:45	46	0	46	40	0	40
H/TOT	242	0	242	143	0	143
P/TOT	806	2	808	382	3	385

TO ARM B IS TOTAL OF MOVEMENTS 2, 5
 FROM ARM B IS TOTAL OF MOVEMENTS 3, 4

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 1

LOCATION: MELTON ROAD / GOODES LANE

DATE: 01/02/2018

DAY: THURSDAY

TIME	TO ARM C MELTON ROAD (SW)			FROM ARM C MELTON ROAD (SW)		
	LV	HV	TOT	LV	HV	TOT
07:00	120	5	125	34	10	44
07:15	153	7	160	42	5	47
07:30	187	8	195	53	4	57
07:45	202	4	206	63	6	69
H/TOT	662	24	686	192	25	217
08:00	179	9	188	95	5	100
08:15	163	2	165	91	10	101
08:30	146	3	149	138	6	144
08:45	173	5	178	110	5	115
H/TOT	661	19	680	434	26	460
09:00	144	10	154	104	2	106
09:15	127	5	132	100	1	101
09:30	133	2	135	67	7	74
09:45	128	3	131	82	5	87
H/TOT	532	20	552	353	15	368
P/TOT	1855	63	1918	979	66	1045

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 1

LOCATION: MELTON ROAD / GOODES LANE

DATE: 01/02/2018

DAY: THURSDAY

TIME	TO ARM C MELTON ROAD (SW)			FROM ARM C MELTON ROAD (SW)		
	LV	HV	TOT	LV	HV	TOT
16:00	118	5	123	131	3	134
16:15	113	1	114	125	4	129
16:30	134	3	137	157	5	162
16:45	132	3	135	125	5	130
H/TOT	497	12	509	538	17	555
17:00	158	3	161	144	2	146
17:15	137	2	139	167	2	169
17:30	113	1	114	162	3	165
17:45	133	2	135	147	3	150
H/TOT	541	8	549	620	10	630
18:00	138	2	140	155	2	157
18:15	137	3	140	134	5	139
18:30	96	3	99	115	2	117
18:45	128	1	129	98	1	99
H/TOT	499	9	508	502	10	512
P/TOT	1537	29	1566	1660	37	1697

**TO ARM C IS TOTAL OF MOVEMENTS 1, 4
FROM ARM C IS TOTAL OF MOVEMENTS 5, 6**

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 5

LOCATION: GOODES LANE / ST PAUL'S DRIVE

DATE: 01/02/2018

DAY: THURSDAY

TIME	MOVEMENT 1 FROM GOODES LANE (E) TO GOODES LANE (W)			MOVEMENT 2 FROM GOODES LANE (E) TO ST PAUL'S DRIVE			MOVEMENT 3 FROM ST PAUL'S DRIVE TO GOODES LANE (E)		
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT
07:00	44	2	46	2	0	2	0	0	0
07:15	50	1	51	0	0	0	0	0	0
07:30	74	0	74	2	0	2	1	0	1
07:45	81	0	81	2	0	2	2	1	3
H/TOT	249	3	252	6	0	6	3	1	4
08:00	77	0	77	0	0	0	2	0	2
08:15	76	1	77	3	0	3	3	0	3
08:30	46	1	47	0	0	0	2	0	2
08:45	87	2	89	1	0	1	0	0	0
H/TOT	286	4	290	4	0	4	7	0	7
09:00	50	2	52	1	0	1	0	0	0
09:15	27	0	27	3	0	3	0	0	0
09:30	25	0	25	0	0	0	0	0	0
09:45	35	1	36	0	0	0	1	0	1
H/TOT	137	3	140	4	0	4	1	0	1
P/TOT	672	10	682	14	0	14	11	1	12

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 5

LOCATION: GOODES LANE / ST PAUL'S DRIVE

DATE: 01/02/2018

DAY: THURSDAY

TIME	MOVEMENT 1 FROM GOODES LANE (E) TO GOODES LANE (W)			MOVEMENT 2 FROM GOODES LANE (E) TO ST PAUL'S DRIVE			MOVEMENT 3 FROM ST PAUL'S DRIVE TO GOODES LANE (E)		
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT
16:00	21	0	21	1	0	1	2	0	2
16:15	36	0	36	0	0	0	2	0	2
16:30	34	1	35	2	0	2	1	0	1
16:45	22	0	22	1	0	1	0	0	0
H/TOT	113	1	114	4	0	4	5	0	5
17:00	30	1	31	6	0	6	1	0	1
17:15	30	0	30	1	0	1	2	0	2
17:30	15	0	15	1	0	1	2	0	2
17:45	27	0	27	1	0	1	0	0	0
H/TOT	102	1	103	9	0	9	5	0	5
18:00	43	0	43	3	0	3	3	0	3
18:15	28	0	28	2	0	2	0	0	0
18:30	23	0	23	1	0	1	3	0	3
18:45	34	0	34	1	0	1	1	0	1
H/TOT	128	0	128	7	0	7	7	0	7
P/TOT	343	2	345	20	0	20	17	0	17

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 5

LOCATION: GOODES LANE / ST PAUL'S DRIVE

DATE: 01/02/2018

DAY: THURSDAY

TIME	MOVEMENT 4 FROM ST PAUL'S DRIVE TO GOODES LANE (W)			MOVEMENT 5 FROM GOODES LANE (W) TO ST PAUL'S DRIVE			MOVEMENT 6 FROM GOODES LANE (W) TO GOODES LANE (E)		
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT
07:00	6	0	6	0	0	0	12	1	13
07:15	4	0	4	0	0	0	11	0	11
07:30	3	0	3	0	0	0	19	1	20
07:45	4	0	4	1	1	2	12	0	12
H/TOT	17	0	17	1	1	2	54	2	56
08:00	1	0	1	1	0	1	18	1	19
08:15	4	0	4	0	0	0	24	2	26
08:30	3	0	3	1	1	2	65	1	66
08:45	2	0	2	4	0	4	20	0	20
H/TOT	10	0	10	6	1	7	127	4	131
09:00	3	0	3	0	0	0	27	1	28
09:15	1	0	1	1	0	1	23	0	23
09:30	7	0	7	0	0	0	22	1	23
09:45	3	0	3	2	0	2	25	2	27
H/TOT	14	0	14	3	0	3	97	4	101
P/TOT	41	0	41	10	2	12	278	10	288

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 5

LOCATION: GOODES LANE / ST PAUL'S DRIVE

DATE: 01/02/2018

DAY: THURSDAY

TIME	MOVEMENT 4 FROM ST PAUL'S DRIVE TO GOODES LANE (W)			MOVEMENT 5 FROM GOODES LANE (W) TO ST PAUL'S DRIVE			MOVEMENT 6 FROM GOODES LANE (W) TO GOODES LANE (E)		
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT
16:00	0	1	1	6	0	6	60	0	60
16:15	4	0	4	6	0	6	59	0	59
16:30	4	0	4	6	0	6	68	1	69
16:45	4	0	4	10	0	10	43	0	43
H/TOT	12	1	13	28	0	28	230	1	231
17:00	2	0	2	3	0	3	62	0	62
17:15	4	0	4	9	0	9	85	0	85
17:30	1	0	1	9	0	9	75	1	76
17:45	5	0	5	3	0	3	60	0	60
H/TOT	12	0	12	24	0	24	282	1	283
18:00	5	0	5	4	0	4	83	0	83
18:15	3	0	3	2	0	2	60	0	60
18:30	1	0	1	2	0	2	45	0	45
18:45	6	0	6	3	0	3	43	0	43
H/TOT	15	0	15	11	0	11	231	0	231
P/TOT	39	1	40	63	0	63	743	2	745

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 5

LOCATION: GOODES LANE / ST PAUL'S DRIVE

DATE: 01/02/2018

DAY: THURSDAY

TIME	TO ARM A GOODES LANE (E)			FROM ARM A GOODES LANE (E)		
	LV	HV	TOT	LV	HV	TOT
07:00	12	1	13	46	2	48
07:15	11	0	11	50	1	51
07:30	20	1	21	76	0	76
07:45	14	1	15	83	0	83
H/TOT	57	3	60	255	3	258
08:00	20	1	21	77	0	77
08:15	27	2	29	79	1	80
08:30	67	1	68	46	1	47
08:45	20	0	20	88	2	90
H/TOT	134	4	138	290	4	294
09:00	27	1	28	51	2	53
09:15	23	0	23	30	0	30
09:30	22	1	23	25	0	25
09:45	26	2	28	35	1	36
H/TOT	98	4	102	141	3	144
P/TOT	289	11	300	686	10	696

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 5

LOCATION: GOODES LANE / ST PAUL'S DRIVE

DATE: 01/02/2018

DAY: THURSDAY

TIME	TO ARM A GOODES LANE (E)			FROM ARM A GOODES LANE (E)		
	LV	HV	TOT	LV	HV	TOT
16:00	62	0	62	22	0	22
16:15	61	0	61	36	0	36
16:30	69	1	70	36	1	37
16:45	43	0	43	23	0	23
H/TOT	235	1	236	117	1	118
17:00	63	0	63	36	1	37
17:15	87	0	87	31	0	31
17:30	77	1	78	16	0	16
17:45	60	0	60	28	0	28
H/TOT	287	1	288	111	1	112
18:00	86	0	86	46	0	46
18:15	60	0	60	30	0	30
18:30	48	0	48	24	0	24
18:45	44	0	44	35	0	35
H/TOT	238	0	238	135	0	135
P/TOT	760	2	762	363	2	365

**TO ARM A IS TOTAL OF MOVEMENTS 3, 6
FROM ARM A IS TOTAL OF MOVEMENTS 1, 2**

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 5

LOCATION: GOODES LANE / ST PAUL'S DRIVE

DATE: 01/02/2018

DAY: THURSDAY

TIME	TO ARM B ST PAUL'S DRIVE			FROM ARM B ST PAUL'S DRIVE		
	LV	HV	TOT	LV	HV	TOT
07:00	2	0	2	6	0	6
07:15	0	0	0	4	0	4
07:30	2	0	2	4	0	4
07:45	3	1	4	6	1	7
H/TOT	7	1	8	20	1	21
08:00	1	0	1	3	0	3
08:15	3	0	3	7	0	7
08:30	1	1	2	5	0	5
08:45	5	0	5	2	0	2
H/TOT	10	1	11	17	0	17
09:00	1	0	1	3	0	3
09:15	4	0	4	1	0	1
09:30	0	0	0	7	0	7
09:45	2	0	2	4	0	4
H/TOT	7	0	7	15	0	15
P/TOT	24	2	26	52	1	53

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 5

LOCATION: GOODES LANE / ST PAUL'S DRIVE

DATE: 01/02/2018

DAY: THURSDAY

TIME	TO ARM B ST PAUL'S DRIVE			FROM ARM B ST PAUL'S DRIVE		
	LV	HV	TOT	LV	HV	TOT
16:00	7	0	7	2	1	3
16:15	6	0	6	6	0	6
16:30	8	0	8	5	0	5
16:45	11	0	11	4	0	4
H/TOT	32	0	32	17	1	18
17:00	9	0	9	3	0	3
17:15	10	0	10	6	0	6
17:30	10	0	10	3	0	3
17:45	4	0	4	5	0	5
H/TOT	33	0	33	17	0	17
18:00	7	0	7	8	0	8
18:15	4	0	4	3	0	3
18:30	3	0	3	4	0	4
18:45	4	0	4	7	0	7
H/TOT	18	0	18	22	0	22
P/TOT	83	0	83	56	1	57

TO ARM B IS TOTAL OF MOVEMENTS 2, 5
FROM ARM B IS TOTAL OF MOVEMENTS 3, 4

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 5

LOCATION: GOODES LANE / ST PAUL'S DRIVE

DATE: 01/02/2018

DAY: THURSDAY

TIME	TO ARM C GOODES LANE (W)			FROM ARM C GOODES LANE (W)		
	LV	HV	TOT	LV	HV	TOT
07:00	50	2	52	12	1	13
07:15	54	1	55	11	0	11
07:30	77	0	77	19	1	20
07:45	85	0	85	13	1	14
H/TOT	266	3	269	55	3	58
08:00	78	0	78	19	1	20
08:15	80	1	81	24	2	26
08:30	49	1	50	66	2	68
08:45	89	2	91	24	0	24
H/TOT	296	4	300	133	5	138
09:00	53	2	55	27	1	28
09:15	28	0	28	24	0	24
09:30	32	0	32	22	1	23
09:45	38	1	39	27	2	29
H/TOT	151	3	154	100	4	104
P/TOT	713	10	723	288	12	300

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 5

LOCATION: GOODES LANE / ST PAUL'S DRIVE

DATE: 01/02/2018

DAY: THURSDAY

TIME	TO ARM C GOODES LANE (W)			FROM ARM C GOODES LANE (W)		
	LV	HV	TOT	LV	HV	TOT
16:00	21	1	22	66	0	66
16:15	40	0	40	65	0	65
16:30	38	1	39	74	1	75
16:45	26	0	26	53	0	53
H/TOT	125	2	127	258	1	259
17:00	32	1	33	65	0	65
17:15	34	0	34	94	0	94
17:30	16	0	16	84	1	85
17:45	32	0	32	63	0	63
H/TOT	114	1	115	306	1	307
18:00	48	0	48	87	0	87
18:15	31	0	31	62	0	62
18:30	24	0	24	47	0	47
18:45	40	0	40	46	0	46
H/TOT	143	0	143	242	0	242
P/TOT	382	3	385	806	2	808

**TO ARM C IS TOTAL OF MOVEMENTS 1, 4
FROM ARM C IS TOTAL OF MOVEMENTS 5, 6**

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 7

LOCATION: MELTON ROAD / BARKBY ROAD / HIGH STREET

DATE:

DAY:

TIME	MOVEMENT 1 FROM MELTON ROAD (NE) TO MELTON ROAD (NE)			MOVEMENT 2 FROM MELTON ROAD (NE) TO HIGH STREET			MOVEMENT 3 FROM MELTON ROAD (NE) TO MELTON ROAD (S)			FROM MELTO
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT	LV
07:00	0	0	0	33	0	33	51	2	53	9
07:15	1	0	1	38	1	39	69	3	72	7
07:30	0	0	0	56	5	61	65	4	69	18
07:45	0	0	0	60	1	61	94	1	95	7
H/TOT	1	0	1	187	7	194	279	10	289	41
08:00	0	0	0	50	0	50	67	3	70	22
08:15	0	0	0	42	0	42	58	4	62	16
08:30	0	0	0	45	1	46	77	3	80	21
08:45	0	0	0	32	1	33	74	2	76	27
H/TOT	0	0	0	169	2	171	276	12	288	86
09:00	1	0	1	52	2	54	71	5	76	25
09:15	1	0	1	37	2	39	83	3	86	18
09:30	0	0	0	46	2	48	69	3	72	21
09:45	0	0	0	32	1	33	55	2	57	13
H/TOT	2	0	2	167	7	174	278	13	291	77
P/TOT	3	0	3	523	16	539	833	35	868	204

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 7

LOCATION: MELTON ROAD / BARKBY ROAD / HIGH STREET

DATE:

DAY:

TIME	MOVEMENT 1 FROM MELTON ROAD (NE) TO MELTON ROAD (NE)			MOVEMENT 2 FROM MELTON ROAD (NE) TO HIGH STREET			MOVEMENT 3 FROM MELTON ROAD (NE) TO MELTON ROAD (S)			FROM MELTO
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT	LV
16:00	0	0	0	49	1	50	63	3	66	23
16:15	0	0	0	42	2	44	42	2	44	23
16:30	0	0	0	45	0	45	72	1	73	32
16:45	0	0	0	37	1	38	61	3	64	20
H/TOT	0	0	0	173	4	177	238	9	247	98
17:00	0	0	0	50	1	51	67	1	68	29
17:15	2	0	2	28	0	28	66	2	68	28
17:30	0	0	0	41	1	42	48	1	49	23
17:45	0	0	0	56	0	56	57	2	59	13
H/TOT	2	0	2	175	2	177	238	6	244	93
18:00	0	0	0	52	1	53	76	2	78	23
18:15	0	0	0	35	0	35	55	2	57	11
18:30	0	0	0	24	0	24	55	0	55	12
18:45	1	0	1	35	0	35	78	2	80	11
H/TOT	1	0	1	146	1	147	264	6	270	57
P/TOT	3	0	3	494	7	501	740	21	761	248

01/02/2018

THURSDAY

MOVEMENT 4	
N ROAD (NE) TO BARKBY ROAD	
HV	TOT
0	9
0	7
0	18
2	9
2	43
0	22
2	18
1	22
0	27
3	89
0	25
2	20
1	22
0	13
3	80
8	212

01/02/2018

THURSDAY

MOVEMENT 4	
N ROAD (NE) TO BARKBY ROAD	
HV	TOT
0	23
0	23
0	32
1	21
1	99
1	30
0	28
0	23
1	14
2	95
0	23
0	11
0	12
0	11
0	57
3	251

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 7

LOCATION: MELTON ROAD / BARKBY ROAD / HIGH STREET

DATE:

DAY:

TIME	MOVEMENT 5 FROM BARKBY ROAD TO BARKBY ROAD			MOVEMENT 6 FROM BARKBY ROAD TO MELTON ROAD (NE)			MOVEMENT 7 FROM BARKBY ROAD TO HIGH STREET			FROM BARKE
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT	LV
07:00	0	0	0	6	0	6	37	0	37	12
07:15	0	0	0	10	0	10	35	0	35	10
07:30	0	0	0	16	0	16	47	1	48	21
07:45	0	0	0	15	0	15	34	3	37	25
H/TOT	0	0	0	47	0	47	153	4	157	68
08:00	0	0	0	28	0	28	40	2	42	19
08:15	0	0	0	27	1	28	49	0	49	13
08:30	0	0	0	21	0	21	48	0	48	27
08:45	0	0	0	26	0	26	41	0	41	25
H/TOT	0	0	0	102	1	103	178	2	180	84
09:00	0	0	0	12	0	12	28	1	29	22
09:15	0	0	0	14	0	14	24	1	25	19
09:30	0	0	0	11	0	11	28	0	28	30
09:45	0	0	0	10	1	11	24	0	24	20
H/TOT	0	0	0	47	1	48	104	2	106	91
P/TOT	0	0	0	196	2	198	435	8	443	243

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 7

LOCATION: MELTON ROAD / BARKBY ROAD / HIGH STREET

DATE:

DAY:

TIME	MOVEMENT 5 FROM BARKBY ROAD TO BARKBY ROAD			MOVEMENT 6 FROM BARKBY ROAD TO MELTON ROAD (NE)			MOVEMENT 7 FROM BARKBY ROAD TO HIGH STREET			FROM BARKE
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT	LV
16:00	0	0	0	9	0	9	27	1	28	23
16:15	0	0	0	21	0	21	26	1	27	23
16:30	0	0	0	15	0	15	38	2	40	23
16:45	0	0	0	19	0	19	21	2	23	22
H/TOT	0	0	0	64	0	64	112	6	118	91
17:00	0	0	0	16	0	16	32	1	33	31
17:15	0	0	0	21	0	21	27	0	27	23
17:30	2	0	2	16	0	16	23	1	24	17
17:45	1	0	1	19	0	19	31	0	31	30
H/TOT	3	0	3	72	0	72	113	2	115	101
18:00	0	0	0	14	0	14	34	1	35	23
18:15	0	0	0	6	0	6	26	1	27	18
18:30	0	0	0	12	0	12	27	0	27	14
18:45	0	0	0	21	0	21	30	0	30	20
H/TOT	0	0	0	53	0	53	117	2	119	75
P/TOT	3	0	3	189	0	189	342	10	352	267

01/02/2018

THURSDAY

MOVEMENT 8	
BY ROAD TO MELTON ROAD (S)	
HV	TOT
0	12
1	11
1	22
2	27
4	72
1	20
0	13
0	27
0	25
1	85
0	22
0	19
0	30
1	21
1	92
6	249

01/02/2018

THURSDAY

MOVEMENT 8	
BY ROAD TO MELTON ROAD (S)	
HV	TOT
0	23
0	23
0	23
0	22
0	91
0	31
0	23
0	17
0	30
0	101
0	23
1	19
0	14
0	20
1	76
1	268

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 7

LOCATION: MELTON ROAD / BARKBY ROAD / HIGH STREET

DATE:

DAY:

TIME	MOVEMENT 9 FROM MELTON ROAD (S) TO MELTON ROAD (S)			MOVEMENT 10 FROM MELTON ROAD (S) TO BARKBY ROAD			MOVEMENT 11 FROM MELTON ROAD (S) TO MELTON ROAD (NE)			FROM MELT
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT	LV
07:00	1	0	1	2	0	2	16	4	20	10
07:15	0	0	0	5	1	6	23	5	28	13
07:30	0	0	0	5	2	7	25	2	27	21
07:45	0	0	0	5	0	5	30	3	33	14
H/TOT	1	0	1	17	3	20	94	14	108	58
08:00	0	0	0	5	0	5	49	3	52	20
08:15	0	0	0	6	0	6	50	2	52	22
08:30	0	0	0	12	1	13	57	8	65	12
08:45	0	0	0	10	1	11	53	1	54	19
H/TOT	0	0	0	33	2	35	209	14	223	73
09:00	1	0	1	9	0	9	44	3	47	26
09:15	1	0	1	6	0	6	45	1	46	25
09:30	0	0	0	8	0	8	40	4	44	22
09:45	0	0	0	12	0	12	35	4	39	19
H/TOT	2	0	2	35	0	35	164	12	176	92
P/TOT	3	0	3	85	5	90	467	40	507	223

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 7

LOCATION: MELTON ROAD / BARKBY ROAD / HIGH STREET

DATE:

DAY:

TIME	MOVEMENT 9 FROM MELTON ROAD (S) TO MELTON ROAD (S)			MOVEMENT 10 FROM MELTON ROAD (S) TO BARKBY ROAD			MOVEMENT 11 FROM MELTON ROAD (S) TO MELTON ROAD (NE)			FROM MELT
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT	LV
16:00	0	0	0	29	0	29	68	2	70	26
16:15	1	0	1	14	1	15	71	2	73	25
16:30	0	0	0	17	0	17	68	3	71	24
16:45	0	0	0	8	1	9	81	2	83	16
H/TOT	1	0	1	68	2	70	288	9	297	91
17:00	0	0	0	16	0	16	76	1	77	24
17:15	0	0	0	17	0	17	66	2	68	22
17:30	0	0	0	16	0	16	70	1	71	17
17:45	0	0	0	17	0	17	74	2	76	26
H/TOT	0	0	0	66	0	66	286	6	292	89
18:00	0	0	0	25	0	25	60	1	61	18
18:15	1	0	1	22	0	22	73	3	76	26
18:30	1	0	1	24	0	24	62	1	63	22
18:45	0	0	0	24	0	24	66	2	68	21
H/TOT	2	0	2	95	0	95	261	7	268	87
P/TOT	3	0	3	229	2	231	835	22	857	267

01/02/2018

THURSDAY

MOVEMENT 12	
ON ROAD (S) TO HIGH STREET	
HV	TOT
2	12
2	15
0	21
1	15
5	63
0	20
3	25
3	15
1	20
7	80
0	26
0	25
1	23
0	19
1	93
13	236

01/02/2018

THURSDAY

MOVEMENT 12	
ON ROAD (S) TO HIGH STREET	
HV	TOT
2	28
0	25
0	24
0	16
2	93
1	25
0	22
0	17
0	26
1	90
2	20
1	27
0	22
0	21
3	90
6	273

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 7

LOCATION: MELTON ROAD / BARKBY ROAD / HIGH STREET

DATE:

DAY:

TIME	MOVEMENT 13 FROM HIGH STREET TO HIGH STREET			MOVEMENT 14 FROM HIGH STREET TO MELTON ROAD (S)			MOVEMENT 15 FROM HIGH STREET TO BARKBY ROAD			FROM HIGH S
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT	LV
07:00	1	0	1	10	1	11	19	1	20	18
07:15	0	0	0	18	1	19	17	2	19	30
07:30	0	0	0	12	1	13	17	1	18	37
07:45	1	0	1	20	1	21	19	0	19	35
H/TOT	2	0	2	60	4	64	72	4	76	120
08:00	0	0	0	15	1	16	25	0	25	54
08:15	1	0	1	16	1	17	20	0	20	42
08:30	0	0	0	10	0	10	18	0	18	62
08:45	1	0	1	31	1	32	30	2	32	44
H/TOT	2	0	2	72	3	75	93	2	95	202
09:00	0	0	0	25	0	25	22	0	22	39
09:15	1	0	1	15	2	17	17	0	17	35
09:30	4	0	4	21	1	22	20	1	21	41
09:45	1	0	1	17	2	19	19	2	21	29
H/TOT	6	0	6	78	5	83	78	3	81	144
P/TOT	10	0	10	210	12	222	243	9	252	466

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 7

LOCATION: MELTON ROAD / BARKBY ROAD / HIGH STREET

DATE:

DAY:

TIME	MOVEMENT 13 FROM HIGH STREET TO HIGH STREET			MOVEMENT 14 FROM HIGH STREET TO MELTON ROAD (S)			MOVEMENT 15 FROM HIGH STREET TO BARKBY ROAD			FROM HIGH S
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT	LV
16:00	1	0	1	28	1	29	32	2	34	53
16:15	1	0	1	27	0	27	45	1	46	58
16:30	0	0	0	19	0	19	41	0	41	55
16:45	0	0	0	23	0	23	34	1	35	57
H/TOT	2	0	2	97	1	98	152	4	156	223
17:00	0	0	0	26	0	26	35	0	35	58
17:15	0	0	0	20	0	20	41	0	41	67
17:30	0	0	0	27	0	27	49	0	49	60
17:45	0	0	0	12	0	12	41	1	42	83
H/TOT	0	0	0	85	0	85	166	1	167	268
18:00	1	0	1	19	1	20	26	0	26	51
18:15	0	0	0	30	0	30	61	0	61	48
18:30	1	0	1	29	0	29	25	0	25	45
18:45	2	0	2	24	0	24	26	0	26	53
H/TOT	4	0	4	102	1	103	138	0	138	197
P/TOT	6	0	6	284	2	286	456	5	461	688

01/02/2018

THURSDAY

MOVEMENT 16	
STREET TO MELTON ROAD (NE)	
HV	TOT
2	20
2	32
0	37
1	36
5	125
0	54
0	42
2	64
3	47
5	207
1	40
4	39
3	44
3	32
11	155
21	487

01/02/2018

THURSDAY

MOVEMENT 16	
STREET TO MELTON ROAD (NE)	
HV	TOT
3	56
1	59
1	56
0	57
5	228
1	59
1	68
1	61
0	83
3	271
1	52
0	48
1	46
0	53
2	199
10	698

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 7

LOCATION: MELTON ROAD / BARKBY ROAD / HIGH STREET

DATE:

DAY:

TIME	TO ARM A MELTON ROAD (NE)			FROM ARM A MELTON ROAD (NE)			TO ARM B BARKBY ROAD			LV
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT	
07:00	40	6	46	93	2	95	30	1	31	55
07:15	64	7	71	115	4	119	29	3	32	55
07:30	78	2	80	139	9	148	40	3	43	84
07:45	80	4	84	161	4	165	31	2	33	74
H/TOT	262	19	281	508	19	527	130	9	139	268
08:00	131	3	134	139	3	142	52	0	52	87
08:15	119	3	122	116	6	122	42	2	44	89
08:30	140	10	150	143	5	148	51	2	53	96
08:45	123	4	127	133	3	136	67	3	70	92
H/TOT	513	20	533	531	17	548	212	7	219	364
09:00	96	4	100	149	7	156	56	0	56	62
09:15	95	5	100	139	7	146	41	2	43	57
09:30	92	7	99	136	6	142	49	2	51	69
09:45	74	8	82	100	3	103	44	2	46	54
H/TOT	357	24	381	524	23	547	190	6	196	242
P/TOT	1132	63	1195	1563	59	1622	532	22	554	874

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 7

LOCATION: MELTON ROAD / BARKBY ROAD / HIGH STREET

DATE:

DAY:

TIME	TO ARM A MELTON ROAD (NE)			FROM ARM A MELTON ROAD (NE)			TO ARM B BARKBY ROAD			LV
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT	
16:00	130	5	135	135	4	139	84	2	86	59
16:15	150	3	153	107	4	111	82	2	84	70
16:30	138	4	142	149	1	150	90	0	90	76
16:45	157	2	159	118	5	123	62	3	65	62
H/TOT	575	14	589	509	14	523	318	7	325	267
17:00	150	2	152	146	3	149	80	1	81	79
17:15	156	3	159	124	2	126	86	0	86	71
17:30	146	2	148	112	2	114	90	0	90	58
17:45	176	2	178	126	3	129	72	2	74	81
H/TOT	628	9	637	508	10	518	328	3	331	289
18:00	125	2	127	151	3	154	74	0	74	71
18:15	127	3	130	101	2	103	94	0	94	50
18:30	119	2	121	91	0	91	61	0	61	53
18:45	141	2	143	125	2	127	61	0	61	71
H/TOT	512	9	521	468	7	475	290	0	290	245
P/TOT	1715	32	1747	1485	31	1516	936	10	946	801

TO ARM A IS TOTAL OF MOVEMENTS 1, 6, 11, 16
FROM ARM A IS TOTAL OF MOVEMENTS 1, 2, 3, 4

TO ARM B IS TOTAL OF MOVEMENTS 4, 5, 10, 15
FROM ARM B IS TOTAL OF MOVEMENTS 5, 6, 7, 8

01/02/2018

THURSDAY

FROM ARM B BARKBY ROAD	
HV	TOT
0	55
1	56
2	86
5	79
8	276
3	90
1	90
0	96
0	92
4	368
1	63
1	58
0	69
2	56
4	246
16	890

01/02/2018

THURSDAY

FROM ARM B BARKBY ROAD	
HV	TOT
1	60
1	71
2	78
2	64
6	273
1	80
0	71
1	59
0	81
2	291
1	72
2	52
0	53
0	71
3	248
11	812

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 7

LOCATION: MELTON ROAD / BARKBY ROAD / HIGH STREET

DATE:

DAY:

TIME	TO ARM C MELTON ROAD (S)			FROM ARM C MELTON ROAD (S)			TO ARM D HIGH STREET			LV
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT	
07:00	74	3	77	29	6	35	81	2	83	48
07:15	97	5	102	41	8	49	86	3	89	65
07:30	98	6	104	51	4	55	124	6	130	66
07:45	139	4	143	49	4	53	109	5	114	75
H/TOT	408	18	426	170	22	192	400	16	416	254
08:00	101	5	106	74	3	77	110	2	112	94
08:15	87	5	92	78	5	83	114	3	117	79
08:30	114	3	117	81	12	93	105	4	109	90
08:45	130	3	133	82	3	85	93	2	95	106
H/TOT	432	16	448	315	23	338	422	11	433	369
09:00	119	5	124	80	3	83	106	3	109	86
09:15	118	5	123	77	1	78	87	3	90	68
09:30	120	4	124	70	5	75	100	3	103	86
09:45	92	5	97	66	4	70	76	1	77	66
H/TOT	449	19	468	293	13	306	369	10	379	306
P/TOT	1289	53	1342	778	58	836	1191	37	1228	929

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 7

LOCATION: MELTON ROAD / BARKBY ROAD / HIGH STREET

DATE:

DAY:

TIME	TO ARM C MELTON ROAD (S)			FROM ARM C MELTON ROAD (S)			TO ARM D HIGH STREET			LV
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT	
16:00	114	4	118	123	4	127	103	4	107	114
16:15	93	2	95	111	3	114	94	3	97	131
16:30	114	1	115	109	3	112	107	2	109	115
16:45	106	3	109	105	3	108	74	3	77	114
H/TOT	427	10	437	448	13	461	378	12	390	474
17:00	124	1	125	116	2	118	106	3	109	119
17:15	109	2	111	105	2	107	77	0	77	128
17:30	92	1	93	103	1	104	81	2	83	136
17:45	99	2	101	117	2	119	113	0	113	136
H/TOT	424	6	430	441	7	448	377	5	382	519
18:00	118	3	121	103	3	106	105	4	109	97
18:15	104	3	107	122	4	126	87	2	89	139
18:30	99	0	99	109	1	110	74	0	74	100
18:45	122	2	124	111	2	113	88	0	88	105
H/TOT	443	8	451	445	10	455	354	6	360	441
P/TOT	1294	24	1318	1334	30	1364	1109	23	1132	1434

TO ARM C IS TOTAL OF MOVEMENTS 3, 8, 9, 14
FROM ARM C IS TOTAL OF MOVEMENTS 9, 10, 11, 12

TO ARM D IS TOTAL OF MOVEMENTS 2, 7, 12, 13
FROM ARM D IS TOTAL OF MOVEMENTS 13, 14, 15, 16

01/02/2018

THURSDAY

FROM ARM D HIGH STREET	
HV	TOT
4	52
5	70
2	68
2	77
13	267
1	95
1	80
2	92
6	112
10	379
1	87
6	74
5	91
7	73
19	325
42	971

01/02/2018

THURSDAY

FROM ARM D HIGH STREET	
HV	TOT
6	120
2	133
1	116
1	115
10	484
1	120
1	129
1	137
1	137
4	523
2	99
0	139
1	101
0	105
3	444
17	1451

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 8

LOCATION: BARKBY ROAD / PEMBROKE AVENUE

DATE: 01/02/2018

DAY: THURSDAY

TIME	MOVEMENT 1 FROM BARKBY ROAD (S) TO BARKBY ROAD (NW)			MOVEMENT 2 FROM BARKBY ROAD (S) TO PEMBROKE AVENUE			MOVEMENT 3 FROM PEMBROKE AVENUE TO BARKBY ROAD (S)		
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT
07:00	23	0	23	15	0	15	16	0	16
07:15	34	0	34	14	0	14	12	0	12
07:30	54	1	55	15	0	15	23	1	24
07:45	36	3	39	42	0	42	25	0	25
H/TOT	147	4	151	86	0	86	76	1	77
08:00	57	1	58	37	0	37	20	0	20
08:15	58	1	59	26	0	26	17	0	17
08:30	55	0	55	44	1	45	19	0	19
08:45	43	0	43	13	1	14	42	0	42
H/TOT	213	2	215	120	2	122	98	0	98
09:00	40	2	42	12	0	12	12	0	12
09:15	27	0	27	11	0	11	15	0	15
09:30	37	0	37	7	0	7	14	0	14
09:45	30	1	31	8	1	9	9	0	9
H/TOT	134	3	137	38	1	39	50	0	50
P/TOT	494	9	503	244	3	247	224	1	225

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 8

LOCATION: BARKBY ROAD / PEMBROKE AVENUE

DATE: 01/02/2018

DAY: THURSDAY

TIME	MOVEMENT 1 FROM BARKBY ROAD (S) TO BARKBY ROAD (NW)			MOVEMENT 2 FROM BARKBY ROAD (S) TO PEMBROKE AVENUE			MOVEMENT 3 FROM PEMBROKE AVENUE TO BARKBY ROAD (S)		
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT
16:00	44	0	44	14	0	14	24	1	25
16:15	51	2	53	15	0	15	21	0	21
16:30	44	1	45	21	0	21	23	0	23
16:45	45	2	47	17	0	17	15	0	15
H/TOT	184	5	189	67	0	67	83	1	84
17:00	56	0	56	24	1	25	15	0	15
17:15	42	0	42	27	0	27	34	0	34
17:30	44	0	44	15	0	15	21	1	22
17:45	40	1	41	13	0	13	38	0	38
H/TOT	182	1	183	79	1	80	108	1	109
18:00	46	1	47	22	0	22	34	0	34
18:15	28	0	28	12	0	12	18	0	18
18:30	34	0	34	18	0	18	14	0	14
18:45	40	0	40	10	0	10	11	0	11
H/TOT	148	1	149	62	0	62	77	0	77
P/TOT	514	7	521	208	1	209	268	2	270

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 8

LOCATION: BARKBY ROAD / PEMBROKE AVENUE

DATE: 01/02/2018

DAY: THURSDAY

TIME	MOVEMENT 4 FROM PEMBROKE AVENUE TO BARKBY ROAD (NW)			MOVEMENT 5 FROM BARKBY ROAD (NW) TO PEMBROKE AVENUE			MOVEMENT 6 FROM BARKBY ROAD (NW) TO BARKBY ROAD (S)		
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT
07:00	3	0	3	4	0	4	29	0	29
07:15	5	0	5	7	0	7	42	1	43
07:30	11	0	11	8	0	8	39	2	41
07:45	2	0	2	7	0	7	41	1	42
H/TOT	21	0	21	26	0	26	151	4	155
08:00	6	2	8	13	0	13	47	0	47
08:15	11	0	11	12	0	12	53	2	55
08:30	14	0	14	14	0	14	34	1	35
08:45	14	0	14	7	1	8	49	3	52
H/TOT	45	2	47	46	1	47	183	6	189
09:00	8	0	8	8	0	8	30	1	31
09:15	7	0	7	6	1	7	26	1	27
09:30	5	0	5	5	0	5	28	2	30
09:45	5	0	5	3	1	4	19	0	19
H/TOT	25	0	25	22	2	24	103	4	107
P/TOT	91	2	93	94	3	97	437	14	451

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 8

LOCATION: BARKBY ROAD / PEMBROKE AVENUE

DATE: 01/02/2018

DAY: THURSDAY

TIME	MOVEMENT 4 FROM PEMBROKE AVENUE TO BARKBY ROAD (NW)			MOVEMENT 5 FROM BARKBY ROAD (NW) TO PEMBROKE AVENUE			MOVEMENT 6 FROM BARKBY ROAD (NW) TO BARKBY ROAD (S)		
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT
16:00	8	0	8	8	1	9	48	1	49
16:15	12	0	12	6	0	6	40	0	40
16:30	18	0	18	7	0	7	43	0	43
16:45	10	0	10	8	1	9	45	0	45
H/TOT	48	0	48	29	2	31	176	1	177
17:00	12	0	12	19	0	19	52	0	52
17:15	13	0	13	7	0	7	52	1	53
17:30	11	0	11	14	0	14	49	0	49
17:45	11	0	11	8	0	8	50	1	51
H/TOT	47	0	47	48	0	48	203	2	205
18:00	13	0	13	4	0	4	51	0	51
18:15	10	0	10	7	0	7	56	0	56
18:30	6	0	6	4	0	4	39	0	39
18:45	12	0	12	9	0	9	36	0	36
H/TOT	41	0	41	24	0	24	182	0	182
P/TOT	136	0	136	101	2	103	561	3	564

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 8

LOCATION: BARKBY ROAD / PEMBROKE AVENUE

DATE: 01/02/2018

DAY: THURSDAY

TIME	TO ARM A BARKBY ROAD (S)			FROM ARM A BARKBY ROAD (S)		
	LV	HV	TOT	LV	HV	TOT
07:00	45	0	45	38	0	38
07:15	54	1	55	48	0	48
07:30	62	3	65	69	1	70
07:45	66	1	67	78	3	81
H/TOT	227	5	232	233	4	237
08:00	67	0	67	94	1	95
08:15	70	2	72	84	1	85
08:30	53	1	54	99	1	100
08:45	91	3	94	56	1	57
H/TOT	281	6	287	333	4	337
09:00	42	1	43	52	2	54
09:15	41	1	42	38	0	38
09:30	42	2	44	44	0	44
09:45	28	0	28	38	2	40
H/TOT	153	4	157	172	4	176
P/TOT	661	15	676	738	12	750

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 8

LOCATION: BARKBY ROAD / PEMBROKE AVENUE

DATE: 01/02/2018

DAY: THURSDAY

TIME	TO ARM A BARKBY ROAD (S)			FROM ARM A BARKBY ROAD (S)		
	LV	HV	TOT	LV	HV	TOT
16:00	72	2	74	58	0	58
16:15	61	0	61	66	2	68
16:30	66	0	66	65	1	66
16:45	60	0	60	62	2	64
H/TOT	259	2	261	251	5	256
17:00	67	0	67	80	1	81
17:15	86	1	87	69	0	69
17:30	70	1	71	59	0	59
17:45	88	1	89	53	1	54
H/TOT	311	3	314	261	2	263
18:00	85	0	85	68	1	69
18:15	74	0	74	40	0	40
18:30	53	0	53	52	0	52
18:45	47	0	47	50	0	50
H/TOT	259	0	259	210	1	211
P/TOT	829	5	834	722	8	730

**TO ARM A IS TOTAL OF MOVEMENTS 3, 6
FROM ARM A IS TOTAL OF MOVEMENTS 1, 2**

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 8

LOCATION: BARKBY ROAD / PEMBROKE AVENUE

DATE: 01/02/2018

DAY: THURSDAY

TIME	TO ARM B PEMBROKE AVENUE			FROM ARM B PEMBROKE AVENUE		
	LV	HV	TOT	LV	HV	TOT
07:00	19	0	19	19	0	19
07:15	21	0	21	17	0	17
07:30	23	0	23	34	1	35
07:45	49	0	49	27	0	27
H/TOT	112	0	112	97	1	98
08:00	50	0	50	26	2	28
08:15	38	0	38	28	0	28
08:30	58	1	59	33	0	33
08:45	20	2	22	56	0	56
H/TOT	166	3	169	143	2	145
09:00	20	0	20	20	0	20
09:15	17	1	18	22	0	22
09:30	12	0	12	19	0	19
09:45	11	2	13	14	0	14
H/TOT	60	3	63	75	0	75
P/TOT	338	6	344	315	3	318

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 8

LOCATION: BARKBY ROAD / PEMBROKE AVENUE

DATE: 01/02/2018

DAY: THURSDAY

TIME	TO ARM B PEMBROKE AVENUE			FROM ARM B PEMBROKE AVENUE		
	LV	HV	TOT	LV	HV	TOT
16:00	22	1	23	32	1	33
16:15	21	0	21	33	0	33
16:30	28	0	28	41	0	41
16:45	25	1	26	25	0	25
H/TOT	96	2	98	131	1	132
17:00	43	1	44	27	0	27
17:15	34	0	34	47	0	47
17:30	29	0	29	32	1	33
17:45	21	0	21	49	0	49
H/TOT	127	1	128	155	1	156
18:00	26	0	26	47	0	47
18:15	19	0	19	28	0	28
18:30	22	0	22	20	0	20
18:45	19	0	19	23	0	23
H/TOT	86	0	86	118	0	118
P/TOT	309	3	312	404	2	406

TO ARM B IS TOTAL OF MOVEMENTS 2, 5
FROM ARM B IS TOTAL OF MOVEMENTS 3, 4

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 8

LOCATION: BARKBY ROAD / PEMBROKE AVENUE

DATE: 01/02/2018

DAY: THURSDAY

TIME	TO ARM C BARKBY ROAD (NW)			FROM ARM C BARKBY ROAD (NW)		
	LV	HV	TOT	LV	HV	TOT
07:00	26	0	26	33	0	33
07:15	39	0	39	49	1	50
07:30	65	1	66	47	2	49
07:45	38	3	41	48	1	49
H/TOT	168	4	172	177	4	181
08:00	63	3	66	60	0	60
08:15	69	1	70	65	2	67
08:30	69	0	69	48	1	49
08:45	57	0	57	56	4	60
H/TOT	258	4	262	229	7	236
09:00	48	2	50	38	1	39
09:15	34	0	34	32	2	34
09:30	42	0	42	33	2	35
09:45	35	1	36	22	1	23
H/TOT	159	3	162	125	6	131
P/TOT	585	11	596	531	17	548

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 8

LOCATION: BARKBY ROAD / PEMBROKE AVENUE

DATE: 01/02/2018

DAY: THURSDAY

TIME	TO ARM C BARKBY ROAD (NW)			FROM ARM C BARKBY ROAD (NW)		
	LV	HV	TOT	LV	HV	TOT
16:00	52	0	52	56	2	58
16:15	63	2	65	46	0	46
16:30	62	1	63	50	0	50
16:45	55	2	57	53	1	54
H/TOT	232	5	237	205	3	208
17:00	68	0	68	71	0	71
17:15	55	0	55	59	1	60
17:30	55	0	55	63	0	63
17:45	51	1	52	58	1	59
H/TOT	229	1	230	251	2	253
18:00	59	1	60	55	0	55
18:15	38	0	38	63	0	63
18:30	40	0	40	43	0	43
18:45	52	0	52	45	0	45
H/TOT	189	1	190	206	0	206
P/TOT	650	7	657	662	5	667

**TO ARM C IS TOTAL OF MOVEMENTS 1, 4
FROM ARM C IS TOTAL OF MOVEMENTS 5, 6**

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 9

LOCATION: QUENIBOROUGH ROAD / UNAMED ROAD / BARKBY ROAD

DATE: 01/02/2018

DAY: THURSDAY

TIME	MOVEMENT 1 FROM QUENIBOROUGH ROAD (N) TO BARKBY ROAD			MOVEMENT 2 FROM QUENIBOROUGH ROAD (N) TO QUENIBOROUGH ROAD (S)			MOVEMENT 3 FROM QUENIBOROUGH ROAD (N) TO UNAMED ROAD		
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT
07:00	4	0	4	50	1	51	0	0	0
07:15	3	0	3	69	0	69	0	0	0
07:30	7	0	7	95	1	96	0	0	0
07:45	14	2	16	83	2	85	0	0	0
H/TOT	28	2	30	297	4	301	0	0	0
08:00	6	0	6	79	1	80	0	0	0
08:15	8	0	8	86	2	88	0	0	0
08:30	14	0	14	60	1	61	1	0	1
08:45	13	1	14	56	1	57	1	0	1
H/TOT	41	1	42	281	5	286	2	0	2
09:00	14	1	15	69	0	69	1	0	1
09:15	7	0	7	31	1	32	1	0	1
09:30	12	0	12	31	1	32	0	0	0
09:45	6	1	7	33	0	33	0	0	0
H/TOT	39	2	41	164	2	166	2	0	2
P/TOT	108	5	113	742	11	753	4	0	4

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 9

LOCATION: QUENIBOROUGH ROAD / UNAMED ROAD / BARKBY ROAD

DATE: 01/02/2018

DAY: THURSDAY

TIME	MOVEMENT 1 FROM QUENIBOROUGH ROAD (N) TO BARKBY ROAD			MOVEMENT 2 FROM QUENIBOROUGH ROAD (N) TO QUENIBOROUGH ROAD (S)			MOVEMENT 3 FROM QUENIBOROUGH ROAD (N) TO UNAMED ROAD		
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT
16:00	13	0	13	34	0	34	1	0	1
16:15	16	1	17	46	0	46	0	0	0
16:30	16	0	16	42	1	43	2	0	2
16:45	12	0	12	40	3	43	1	0	1
H/TOT	57	1	58	162	4	166	4	0	4
17:00	19	0	19	60	1	61	0	0	0
17:15	23	0	23	49	2	51	0	0	0
17:30	10	0	10	39	0	39	0	0	0
17:45	13	0	13	30	0	30	0	0	0
H/TOT	65	0	65	178	3	181	0	0	0
18:00	11	1	12	36	2	38	0	0	0
18:15	9	0	9	27	0	27	0	0	0
18:30	9	0	9	24	0	24	0	0	0
18:45	7	0	7	21	1	22	0	0	0
H/TOT	36	1	37	108	3	111	0	0	0
P/TOT	158	2	160	448	10	458	4	0	4

MANUAL CLASSIFIED COUNTS



SITE: 22570

LOCATION: SYSTON

SITE: 9

LOCATION: QUENIBOROUGH ROAD / UNAMED ROAD / BARKBY ROAD

DATE: 01/02/2018

DAY: THURSDAY

TIME	MOVEMENT 4 FROM UNAMED ROAD TO QUENIBOROUGH ROAD (N)			MOVEMENT 5 FROM UNAMED ROAD TO BARKBY ROAD			MOVEMENT 6 FROM UNAMED ROAD TO QUENIBOROUGH ROAD (S)		
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT
07:00	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0
07:30	1	0	1	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0
H/TOT	1	0	1	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0
08:15	0	0	0	2	0	2	0	0	0
08:30	0	0	0	1	0	1	0	0	0
08:45	0	0	0	2	0	2	1	0	1
H/TOT	0	0	0	5	0	5	1	0	1
09:00	0	0	0	0	0	0	1	0	1
09:15	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	1	1	2
09:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	2	1	3
P/TOT	1	0	1	5	0	5	3	1	4

MANUAL CLASSIFIED COUNTS



SITE: 22570

LOCATION: SYSTON

SITE: 9

LOCATION: QUENIBOROUGH ROAD / UNAMED ROAD / BARKBY ROAD

DATE: 01/02/2018

DAY: THURSDAY

TIME	MOVEMENT 4 FROM UNAMED ROAD TO QUENIBOROUGH ROAD (N)			MOVEMENT 5 FROM UNAMED ROAD TO BARKBY ROAD			MOVEMENT 6 FROM UNAMED ROAD TO QUENIBOROUGH ROAD (S)		
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT
16:00	0	0	0	2	0	2	1	0	1
16:15	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0
16:45	0	0	0	1	0	1	0	0	0
H/TOT	0	0	0	3	0	3	1	0	1
17:00	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	3	0	3	1	0	1

MANUAL CLASSIFIED COUNTS



SITE: 22570

LOCATION: SYSTON

SITE: 9

LOCATION: QUENIBOROUGH ROAD / UNAMED ROAD / BARKBY ROAD

DATE: 01/02/2018

DAY: THURSDAY

TIME	MOVEMENT 7 FROM QUENIBOROUGH ROAD (S) TO UNAMED ROAD			MOVEMENT 8 FROM QUENIBOROUGH ROAD (S) TO QUENIBOROUGH ROAD (N)			MOVEMENT 9 FROM QUENIBOROUGH ROAD (S) TO BARKBY ROAD		
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT
07:00	0	0	0	19	1	20	7	0	7
07:15	0	0	0	36	1	37	14	0	14
07:30	0	0	0	39	0	39	15	0	15
07:45	0	0	0	31	2	33	17	1	18
H/TOT	0	0	0	125	4	129	53	1	54
08:00	0	0	0	42	1	43	21	1	22
08:15	0	0	0	50	1	51	37	2	39
08:30	0	0	0	35	0	35	26	0	26
08:45	0	0	0	56	6	62	21	0	21
H/TOT	0	0	0	183	8	191	105	3	108
09:00	0	1	1	40	0	40	22	0	22
09:15	0	0	0	23	2	25	26	0	26
09:30	0	0	0	25	2	27	25	0	25
09:45	0	0	0	17	1	18	10	0	10
H/TOT	0	1	1	105	5	110	83	0	83
P/TOT	0	1	1	413	17	430	241	4	245

MANUAL CLASSIFIED COUNTS



SITE: 22570

LOCATION: SYSTON

SITE: 9

LOCATION: QUENIBOROUGH ROAD / UNAMED ROAD / BARKBY ROAD

DATE: 01/02/2018

DAY: THURSDAY

TIME	MOVEMENT 7 FROM QUENIBOROUGH ROAD (S) TO UNAMED ROAD			MOVEMENT 8 FROM QUENIBOROUGH ROAD (S) TO QUENIBOROUGH ROAD (N)			MOVEMENT 9 FROM QUENIBOROUGH ROAD (S) TO BARKBY ROAD		
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT
16:00	0	0	0	68	2	70	38	1	39
16:15	0	0	0	79	1	80	48	0	48
16:30	0	0	0	74	2	76	50	0	50
16:45	0	0	0	82	0	82	44	2	46
H/TOT	0	0	0	303	5	308	180	3	183
17:00	0	0	0	83	1	84	53	1	54
17:15	0	0	0	75	1	76	49	1	50
17:30	0	0	0	74	1	75	41	0	41
17:45	0	0	0	64	1	65	41	0	41
H/TOT	0	0	0	296	4	300	184	2	186
18:00	0	0	0	64	1	65	47	1	48
18:15	0	0	0	43	0	43	29	0	29
18:30	0	0	0	38	2	40	23	0	23
18:45	0	0	0	29	1	30	31	0	31
H/TOT	0	0	0	174	4	178	130	1	131
P/TOT	0	0	0	773	13	786	494	6	500

MANUAL CLASSIFIED COUNTS



SITE: 22570

LOCATION: SYSTON

SITE: 9

DATE: 01/02/2018

LOCATION: QUENIBOROUGH ROAD / UNAMED ROAD / BARKBY ROAD

DAY: THURSDAY

TIME	MOVEMENT 10 FROM BARKBY ROAD TO QUENIBOROUGH ROAD (S)			MOVEMENT 11 FROM BARKBY ROAD TO UNAMED ROAD			MOVEMENT 12 FROM BARKBY ROAD TO QUENIBOROUGH ROAD (N)		
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT
07:00	35	0	35	0	0	0	4	0	4
07:15	46	0	46	1	0	1	11	1	12
07:30	55	0	55	0	0	0	13	1	14
07:45	63	0	63	0	0	0	21	0	21
H/TOT	199	0	199	1	0	1	49	2	51
08:00	64	0	64	0	0	0	15	0	15
08:15	52	1	53	2	0	2	14	0	14
08:30	52	1	53	0	0	0	20	1	21
08:45	56	1	57	3	0	3	15	2	17
H/TOT	224	3	227	5	0	5	64	3	67
09:00	34	1	35	0	0	0	10	0	10
09:15	21	0	21	0	0	0	11	2	13
09:30	23	0	23	0	1	1	9	0	9
09:45	19	0	19	1	0	1	10	0	10
H/TOT	97	1	98	1	1	2	40	2	42
P/TOT	520	4	524	7	1	8	153	7	160

MANUAL CLASSIFIED COUNTS



SITE: 22570

LOCATION: SYSTON

SITE: 9

LOCATION: QUENIBOROUGH ROAD / UNAMED ROAD / BARKBY ROAD

DATE: 01/02/2018

DAY: THURSDAY

TIME	MOVEMENT 10 FROM BARKBY ROAD TO QUENIBOROUGH ROAD (S)			MOVEMENT 11 FROM BARKBY ROAD TO UNAMED ROAD			MOVEMENT 12 FROM BARKBY ROAD TO QUENIBOROUGH ROAD (N)		
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT
16:00	33	0	33	0	0	0	16	1	17
16:15	22	0	22	0	0	0	15	0	15
16:30	29	0	29	0	0	0	12	0	12
16:45	25	0	25	0	0	0	14	0	14
H/TOT	109	0	109	0	0	0	57	1	58
17:00	22	1	23	0	0	0	10	0	10
17:15	27	0	27	0	0	0	18	0	18
17:30	28	1	29	0	0	0	8	1	9
17:45	28	2	30	0	0	0	14	0	14
H/TOT	105	4	109	0	0	0	50	1	51
18:00	23	0	23	0	0	0	15	0	15
18:15	21	0	21	0	0	0	14	0	14
18:30	15	0	15	0	0	0	11	0	11
18:45	14	0	14	0	0	0	13	0	13
H/TOT	73	0	73	0	0	0	53	0	53
P/TOT	287	4	291	0	0	0	160	2	162

MANUAL CLASSIFIED COUNTS



SITE: 22570

LOCATION: SYSTON

SITE: 9

LOCATION: QUENIBOROUGH ROAD / UNAMED ROAD / BARKBY ROAD

DATE: 01/02/2018

DAY: THURSDAY

TIME	TO ARM A QUENIBOROUGH ROAD (N)			FROM ARM A QUENIBOROUGH ROAD (N)		
	LV	HV	TOT	LV	HV	TOT
07:00	23	1	24	54	1	55
07:15	47	2	49	72	0	72
07:30	53	1	54	102	1	103
07:45	52	2	54	97	4	101
H/TOT	175	6	181	325	6	331
08:00	57	1	58	85	1	86
08:15	64	1	65	94	2	96
08:30	55	1	56	75	1	76
08:45	71	8	79	70	2	72
H/TOT	247	11	258	324	6	330
09:00	50	0	50	84	1	85
09:15	34	4	38	39	1	40
09:30	34	2	36	43	1	44
09:45	27	1	28	39	1	40
H/TOT	145	7	152	205	4	209
P/TOT	567	24	591	854	16	870

MANUAL CLASSIFIED COUNTS



SITE: 22570

LOCATION: SYSTON

SITE: 9

LOCATION: QUENIBOROUGH ROAD / UNAMED ROAD / BARKBY ROAD

DATE: 01/02/2018

DAY: THURSDAY

TIME	TO ARM A QUENIBOROUGH ROAD (N)			FROM ARM A QUENIBOROUGH ROAD (N)		
	LV	HV	TOT	LV	HV	TOT
16:00	84	3	87	48	0	48
16:15	94	1	95	62	1	63
16:30	86	2	88	60	1	61
16:45	96	0	96	53	3	56
H/TOT	360	6	366	223	5	228
17:00	93	1	94	79	1	80
17:15	93	1	94	72	2	74
17:30	82	2	84	49	0	49
17:45	78	1	79	43	0	43
H/TOT	346	5	351	243	3	246
18:00	79	1	80	47	3	50
18:15	57	0	57	36	0	36
18:30	49	2	51	33	0	33
18:45	42	1	43	28	1	29
H/TOT	227	4	231	144	4	148
P/TOT	933	15	948	610	12	622

TO ARM A IS TOTAL OF MOVEMENTS 4, 8, 12

FROM ARM A IS TOTAL OF MOVEMENTS 1, 2, 3

MANUAL CLASSIFIED COUNTS



SITE: 22570

LOCATION: SYSTON

SITE: 9

LOCATION: QUENIBOROUGH ROAD / UNAMED ROAD / BARKBY ROAD

DATE: 01/02/2018

DAY: THURSDAY

TIME	TO ARM B UNAMED ROAD			FROM ARM B UNAMED ROAD		
	LV	HV	TOT	LV	HV	TOT
07:00	0	0	0	0	0	0
07:15	1	0	1	0	0	0
07:30	0	0	0	1	0	1
07:45	0	0	0	0	0	0
H/TOT	1	0	1	1	0	1
08:00	0	0	0	0	0	0
08:15	2	0	2	2	0	2
08:30	1	0	1	1	0	1
08:45	4	0	4	3	0	3
H/TOT	7	0	7	6	0	6
09:00	1	1	2	1	0	1
09:15	1	0	1	0	0	0
09:30	0	1	1	1	1	2
09:45	1	0	1	0	0	0
H/TOT	3	2	5	2	1	3
P/TOT	11	2	13	9	1	10

MANUAL CLASSIFIED COUNTS



SITE: 22570

LOCATION: SYSTON

SITE: 9

LOCATION: QUENIBOROUGH ROAD / UNAMED ROAD / BARKBY ROAD

DATE: 01/02/2018

DAY: THURSDAY

TIME	TO ARM B UNAMED ROAD			FROM ARM B UNAMED ROAD		
	LV	HV	TOT	LV	HV	TOT
16:00	1	0	1	3	0	3
16:15	0	0	0	0	0	0
16:30	2	0	2	0	0	0
16:45	1	0	1	1	0	1
H/TOT	4	0	4	4	0	4
17:00	0	0	0	0	0	0
17:15	0	0	0	0	0	0
17:30	0	0	0	0	0	0
17:45	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0
18:00	0	0	0	0	0	0
18:15	0	0	0	0	0	0
18:30	0	0	0	0	0	0
18:45	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0
P/TOT	4	0	4	4	0	4

TO ARM B IS TOTAL OF MOVEMENTS 3, 7, 11

FROM ARM B IS TOTAL OF MOVEMENTS 4, 5, 6

MANUAL CLASSIFIED COUNTS



SITE: 22570

LOCATION: SYSTON

SITE: 9

LOCATION: QUENIBOROUGH ROAD / UNAMED ROAD / BARKBY ROAD

DATE: 01/02/2018

DAY: THURSDAY

TIME	TO ARM C QUENIBOROUGH ROAD (S)			FROM ARM C QUENIBOROUGH ROAD (S)		
	LV	HV	TOT	LV	HV	TOT
07:00	85	1	86	26	1	27
07:15	115	0	115	50	1	51
07:30	150	1	151	54	0	54
07:45	146	2	148	48	3	51
H/TOT	496	4	500	178	5	183
08:00	143	1	144	63	2	65
08:15	138	3	141	87	3	90
08:30	112	2	114	61	0	61
08:45	113	2	115	77	6	83
H/TOT	506	8	514	288	11	299
09:00	104	1	105	62	1	63
09:15	52	1	53	49	2	51
09:30	55	2	57	50	2	52
09:45	52	0	52	27	1	28
H/TOT	263	4	267	188	6	194
P/TOT	1265	16	1281	654	22	676

MANUAL CLASSIFIED COUNTS



SITE: 22570

LOCATION: SYSTON

SITE: 9

LOCATION: QUENIBOROUGH ROAD / UNAMED ROAD / BARKBY ROAD

DATE: 01/02/2018

DAY: THURSDAY

TIME	TO ARM C QUENIBOROUGH ROAD (S)			FROM ARM C QUENIBOROUGH ROAD (S)		
	LV	HV	TOT	LV	HV	TOT
16:00	68	0	68	106	3	109
16:15	68	0	68	127	1	128
16:30	71	1	72	124	2	126
16:45	65	3	68	126	2	128
H/TOT	272	4	276	483	8	491
17:00	82	2	84	136	2	138
17:15	76	2	78	124	2	126
17:30	67	1	68	115	1	116
17:45	58	2	60	105	1	106
H/TOT	283	7	290	480	6	486
18:00	59	2	61	111	2	113
18:15	48	0	48	72	0	72
18:30	39	0	39	61	2	63
18:45	35	1	36	60	1	61
H/TOT	181	3	184	304	5	309
P/TOT	736	14	750	1267	19	1286

TO ARM C IS TOTAL OF MOVEMENTS 2, 6, 10

FROM ARM C IS TOTAL OF MOVEMENTS 7, 8, 9

MANUAL CLASSIFIED COUNTS



SITE: 22570

LOCATION: SYSTON

SITE: 9

LOCATION: QUENIBOROUGH ROAD / UNAMED ROAD / BARKBY ROAD

DATE: 01/02/2018

DAY: THURSDAY

TIME	TO ARM D BARKBY ROAD			FROM ARM D BARKBY ROAD		
	LV	HV	TOT	LV	HV	TOT
07:00	11	0	11	39	0	39
07:15	17	0	17	58	1	59
07:30	22	0	22	68	1	69
07:45	31	3	34	84	0	84
H/TOT	81	3	84	249	2	251
08:00	27	1	28	79	0	79
08:15	47	2	49	68	1	69
08:30	41	0	41	72	2	74
08:45	36	1	37	74	3	77
H/TOT	151	4	155	293	6	299
09:00	36	1	37	44	1	45
09:15	33	0	33	32	2	34
09:30	37	0	37	32	1	33
09:45	16	1	17	30	0	30
H/TOT	122	2	124	138	4	142
P/TOT	354	9	363	680	12	692

MANUAL CLASSIFIED COUNTS

SITE: 22570

LOCATION: SYSTON

SITE: 9

LOCATION: QUENIBOROUGH ROAD / UNAMED ROAD / BARKBY ROAD



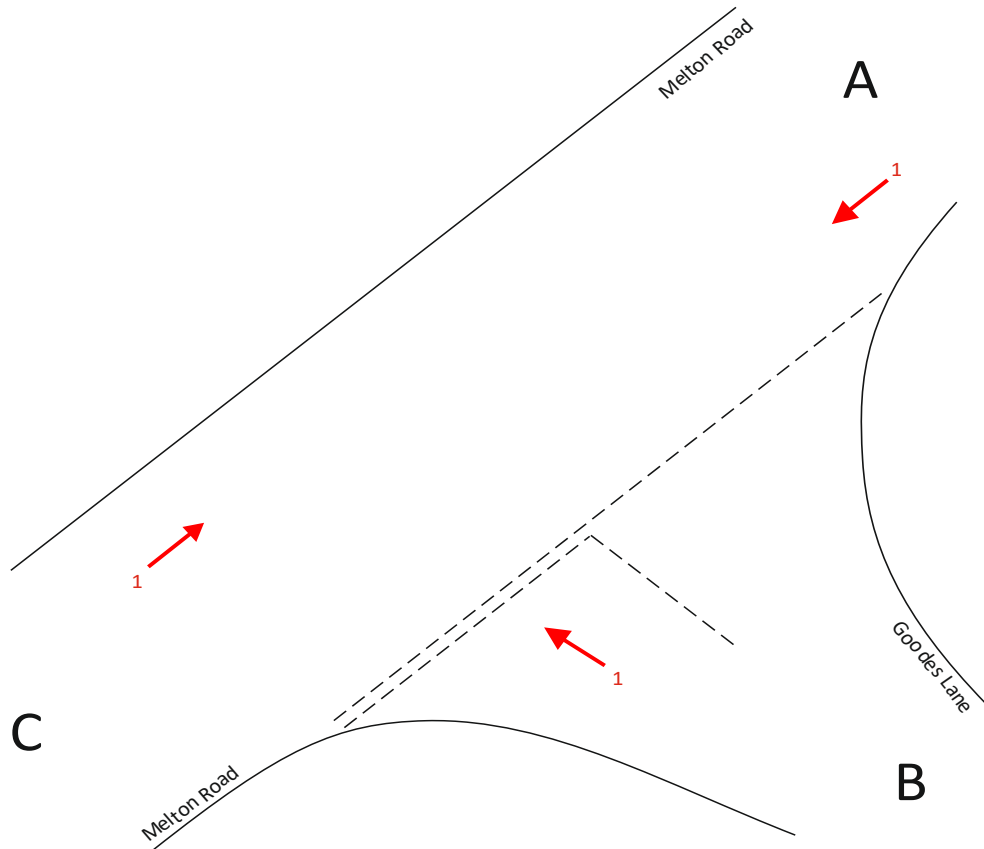
DATE: 01/02/2018

DAY: THURSDAY

TIME	TO ARM D BARKBY ROAD			FROM ARM D BARKBY ROAD		
	LV	HV	TOT	LV	HV	TOT
16:00	53	1	54	49	1	50
16:15	64	1	65	37	0	37
16:30	66	0	66	41	0	41
16:45	57	2	59	39	0	39
H/TOT	240	4	244	166	1	167
17:00	72	1	73	32	1	33
17:15	72	1	73	45	0	45
17:30	51	0	51	36	2	38
17:45	54	0	54	42	2	44
H/TOT	249	2	251	155	5	160
18:00	58	2	60	38	0	38
18:15	38	0	38	35	0	35
18:30	32	0	32	26	0	26
18:45	38	0	38	27	0	27
H/TOT	166	2	168	126	0	126
P/TOT	655	8	663	447	6	453

TO ARM D IS TOTAL OF MOVEMENTS 1, 5, 9

FROM ARM C IS TOTAL OF MOVEMENTS 10, 11, 12



For and on behalf of:



SYSTON

Thursday 01 February 2018

0700-1000
1600-1900

Drawing N°: 22570 - 01

Site: 1 - QUEUE LENGTHS

Location: Melton Road /
Goodes Lane



For and on behalf of:



SYSTON

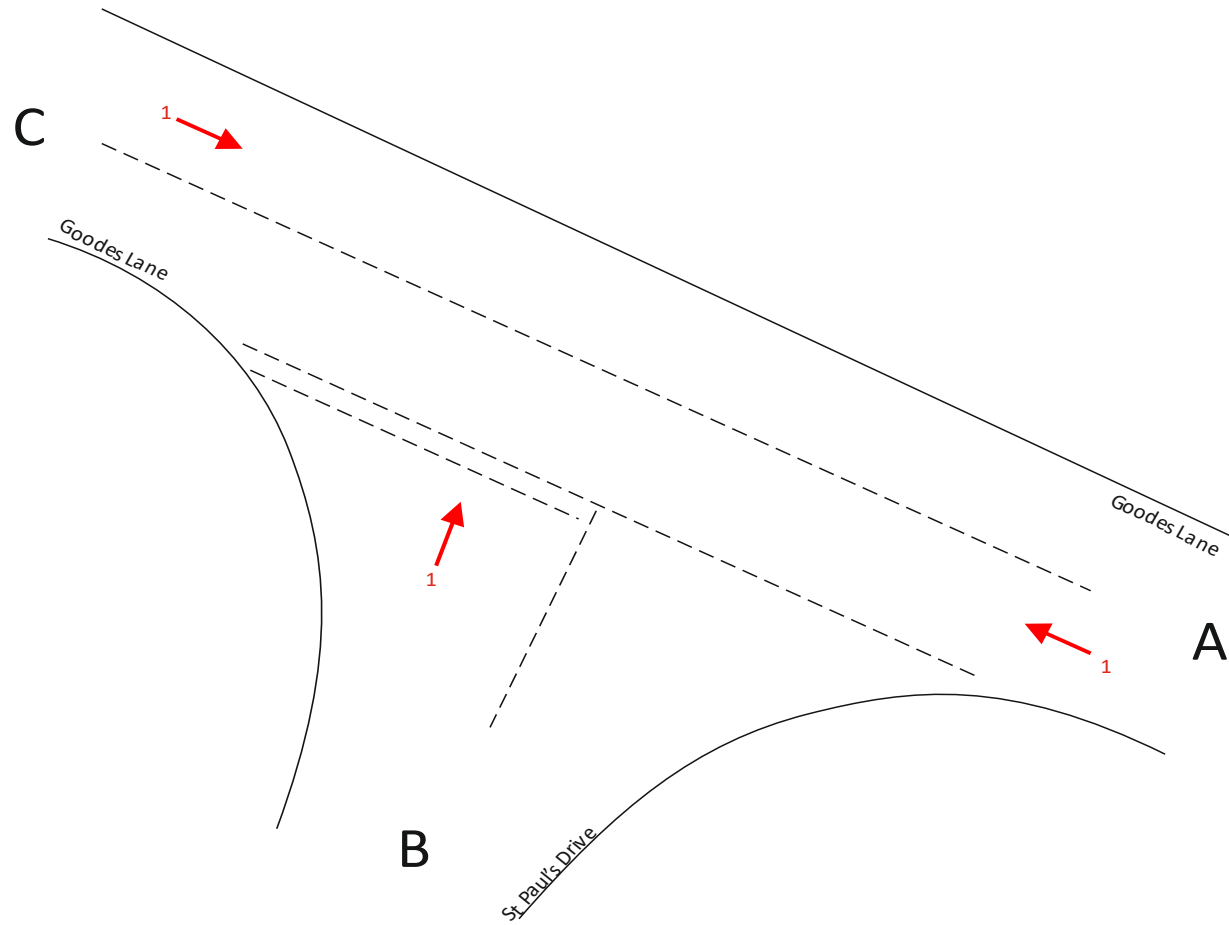
Thursday 01 February 2018

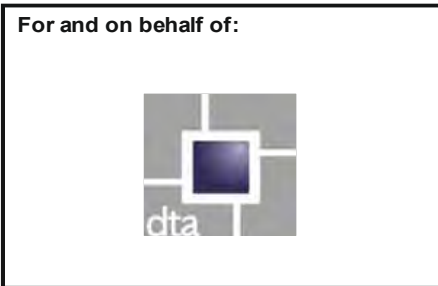
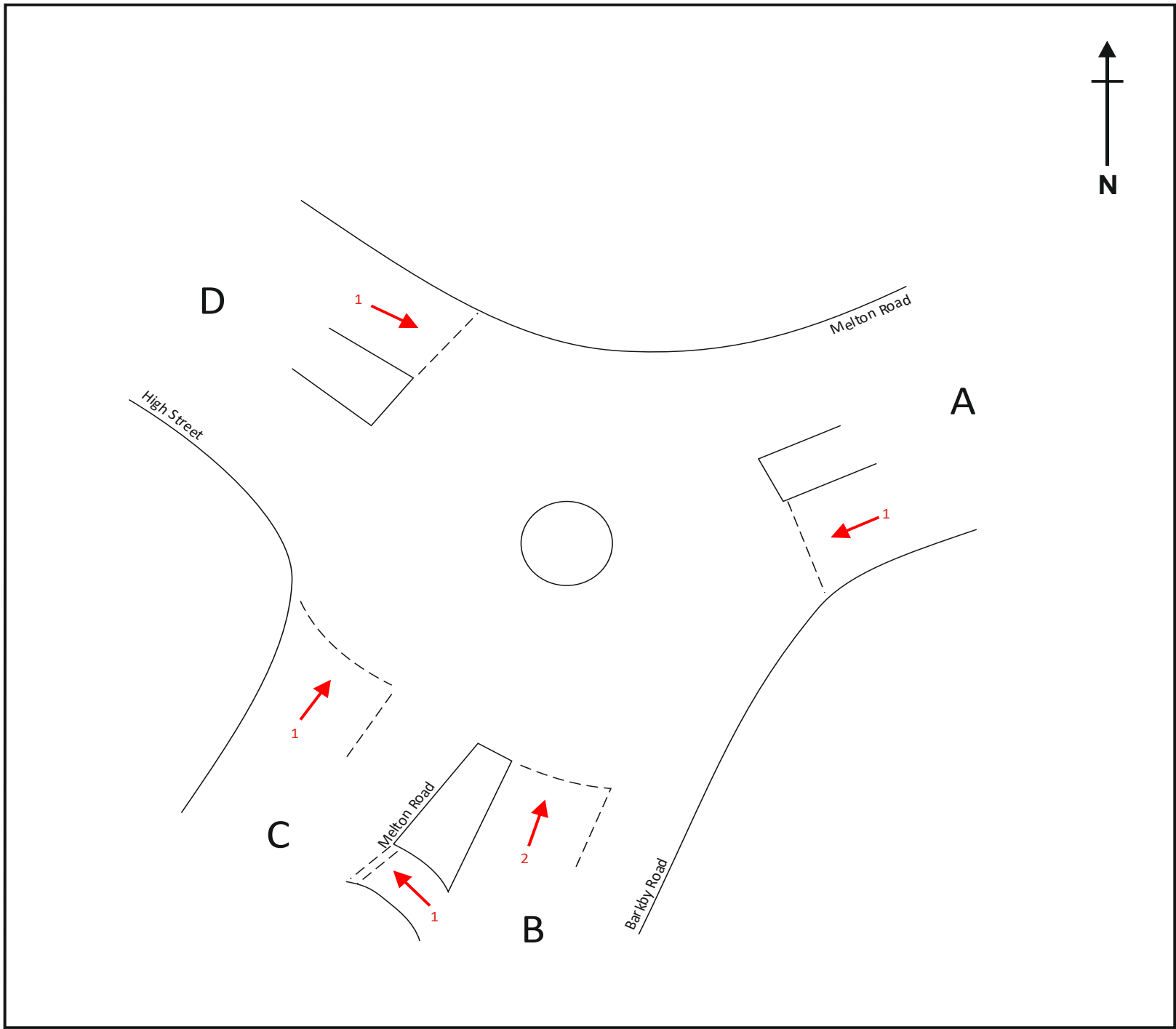
0700-1000
1600-1900

Drawing N°: 22570 - 05

Site: 5 - QUEUE LENGTHS

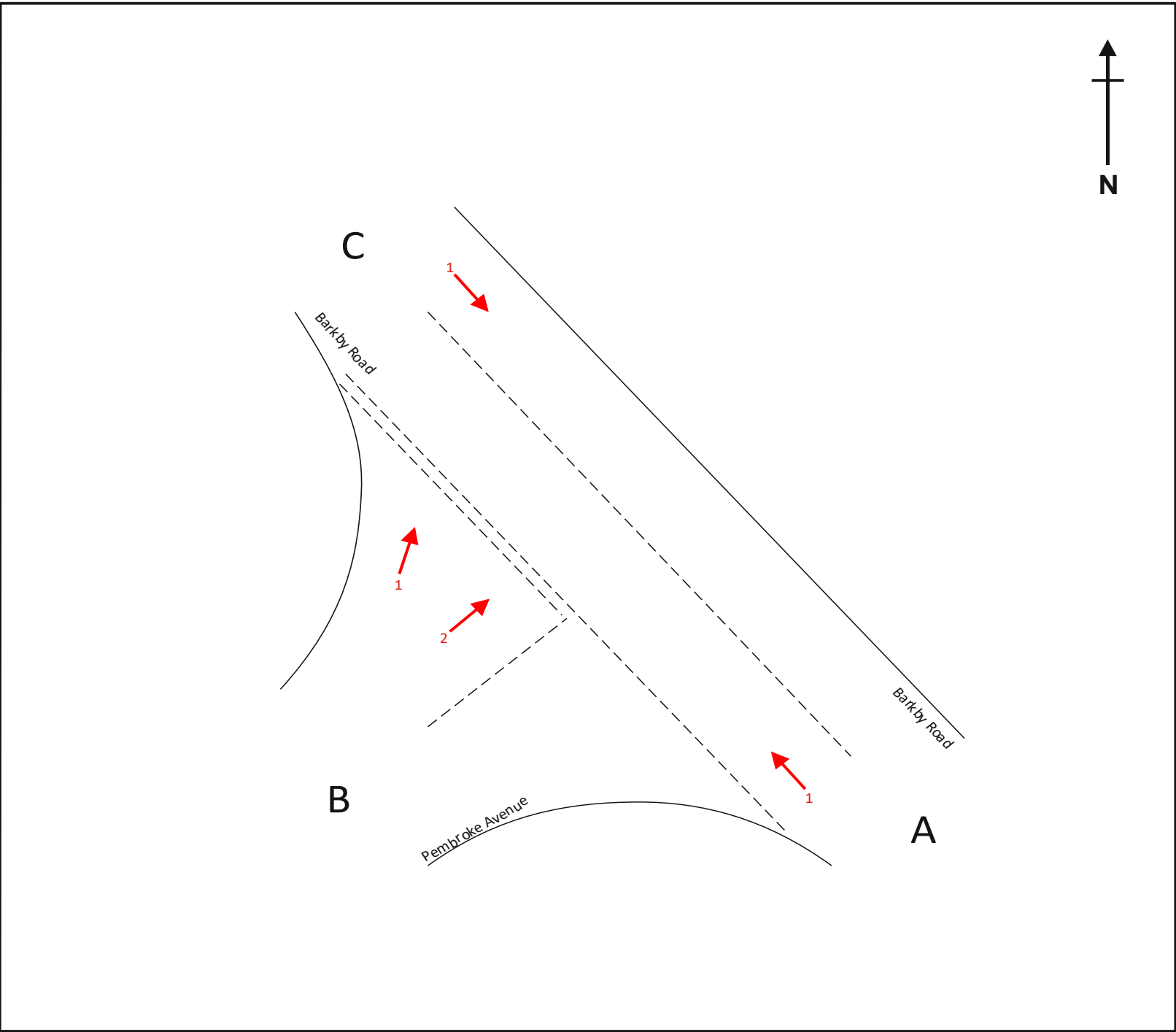
Location: Goodes Lane /
St Paul's Drive



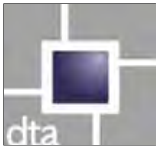


SYSTON
 Thursday 01 February 2018
 0700-1000
 1600-1900

Drawing N°: 22570 - 07
Site: 7 - QUEUE LENGTHS
Location: Melton Road /
 Barkby Road /
 High Street



For and on behalf of:



SYSTON

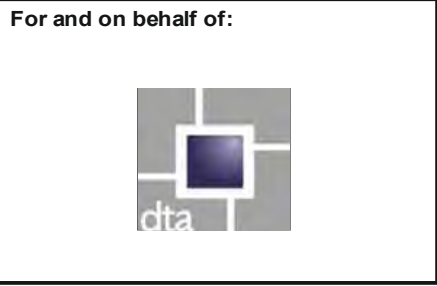
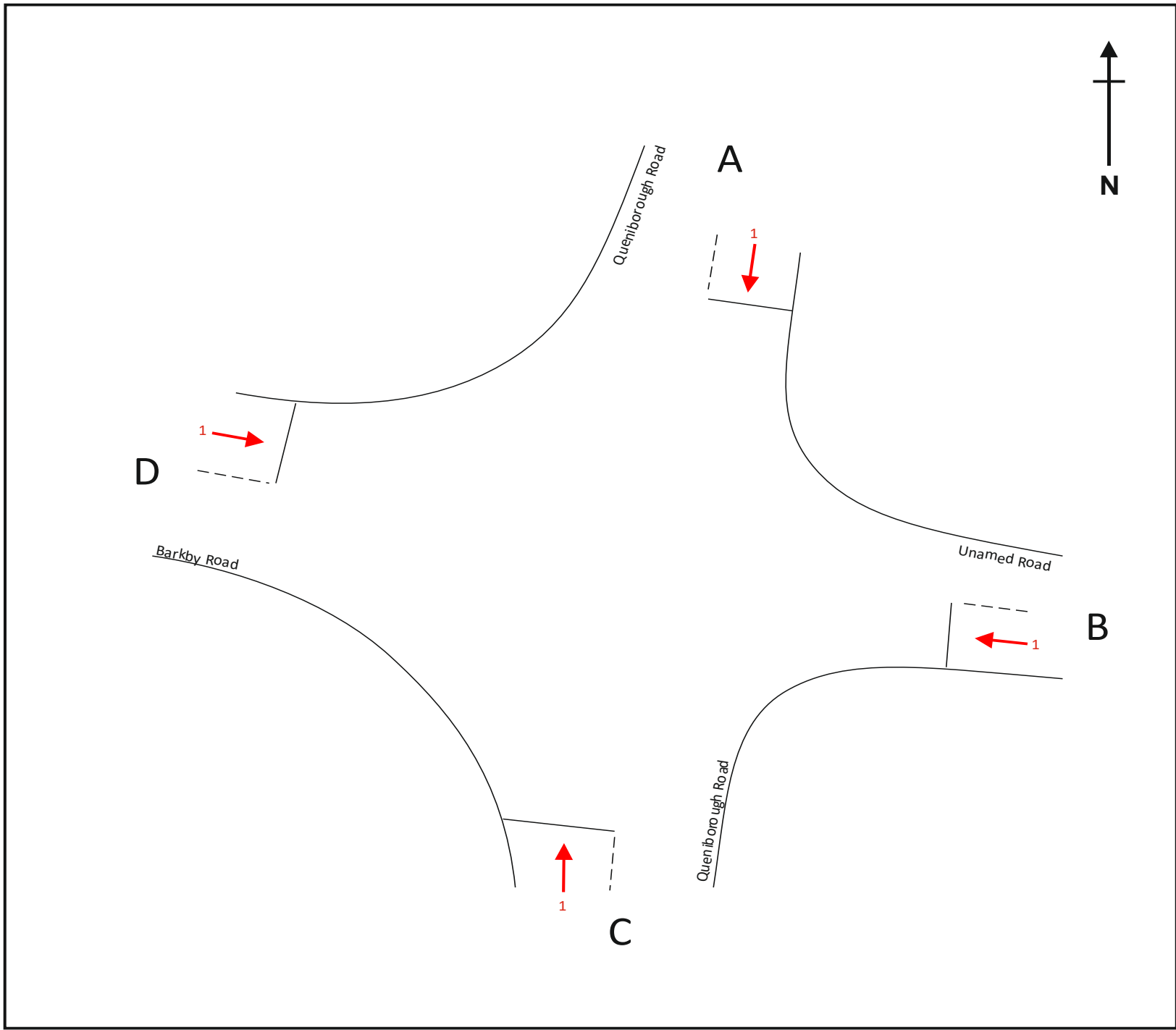
Thursday 01 February 2018

0700-1000
1600-1900

Drawing N°: 22570 - 08

Site: 8 - QUEUE LENGTHS

Location: Barkby Road /
Pembroke Avenue



SYSTON
 Thursday 01 February 2018
 0700-1000
 1600-1900

Drawing N^o: 22570 - 09
 Site: 9 - QUEUE LENGTHS
 Location: Queniborough Road /
 Unamed Road /
 Barkby Road

QUEUE LENGTHS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 1

DATE: 01/02/2018

LOCATION: MELTON ROAD / GOODES LANE

DAY: THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C	TIME	ARM A	ARM B	ARM C
	MELTON	GOODES	MELTON		MELTON	GOODES	MELTON
	RD (NF)	LN	RD (SW)		RD (NF)	LN	RD (SW)
	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1
07:00	0	0	0	16:00	0	1	0
07:05	0	0	0	16:05	0	0	0
07:10	0	0	0	16:10	0	0	0
07:15	0	2	0	16:15	0	1	0
07:20	0	1	0	16:20	0	0	0
07:25	0	0	0	16:25	0	1	0
07:30	0	6	0	16:30	0	0	0
07:35	0	4	0	16:35	0	0	0
07:40	0	0	0	16:40	0	0	0
07:45	0	0	0	16:45	0	0	0
07:50	0	3	0	16:50	0	0	3
07:55	0	4	0	16:55	0	0	0
08:00	0	2	0	17:00	0	0	0
08:05	0	1	1	17:05	0	0	0
08:10	0	0	0	17:10	0	0	0
08:15	0	2	0	17:15	0	0	0
08:20	0	0	0	17:20	0	2	0
08:25	0	0	0	17:25	0	0	0
08:30	2	0	0	17:30	0	3	3
08:35	0	0	0	17:35	0	0	0
08:40	0	1	0	17:40	0	1	0
08:45	0	1	0	17:45	0	0	6
08:50	0	0	0	17:50	0	4	0
08:55	0	3	0	17:55	0	0	0
09:00	0	0	0	18:00	0	1	4
09:05	0	0	0	18:05	0	0	0
09:10	0	0	0	18:10	0	4	3
09:15	0	0	0	18:15	0	1	3
09:20	0	0	0	18:20	0	2	0
09:25	0	0	0	18:25	0	0	0
09:30	0	0	0	18:30	0	2	0
09:35	0	0	0	18:35	0	0	0
09:40	0	1	0	18:40	0	0	0
09:45	0	1	0	18:45	0	0	0
09:50	0	9	0	18:50	0	1	0
09:55	0	2	0	18:55	0	0	0
10:00	0	1	0	19:00	0	0	0

QUEUE LENGTHS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 5

DATE: 01/02/2018

LOCATION: GOODES LANE / ST PAUL'S DRIVE

DAY: THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C	TIME	ARM A	ARM B	ARM C
	GOODES LN (E)	ST PAUL'S DR	GOODES LN (W)		GOODES LN (E)	ST PAUL'S DR	GOODES LN (W)
	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1
07:00	0	0	0	16:00	0	0	0
07:05	0	0	0	16:05	0	0	0
07:10	0	0	0	16:10	0	0	0
07:15	0	0	0	16:15	0	0	0
07:20	0	0	0	16:20	0	0	0
07:25	0	0	0	16:25	0	0	0
07:30	0	0	0	16:30	0	0	0
07:35	0	0	0	16:35	0	0	0
07:40	0	0	0	16:40	0	0	0
07:45	0	0	0	16:45	0	0	0
07:50	0	0	0	16:50	0	0	0
07:55	0	0	0	16:55	0	0	0
08:00	0	0	0	17:00	0	0	0
08:05	0	0	0	17:05	0	0	0
08:10	0	0	0	17:10	0	0	0
08:15	0	0	0	17:15	0	0	0
08:20	0	0	0	17:20	0	0	0
08:25	0	0	0	17:25	0	0	0
08:30	0	0	0	17:30	0	0	0
08:35	0	0	0	17:35	0	0	0
08:40	0	0	0	17:40	0	0	0
08:45	0	0	0	17:45	0	0	0
08:50	0	0	0	17:50	0	0	0
08:55	0	0	0	17:55	0	0	0
09:00	0	0	0	18:00	0	0	0
09:05	0	0	0	18:05	0	0	0
09:10	0	0	0	18:10	0	0	0
09:15	0	0	0	18:15	0	0	0
09:20	0	0	0	18:20	0	0	0
09:25	0	0	0	18:25	0	0	0
09:30	0	0	0	18:30	0	0	0
09:35	0	0	0	18:35	0	0	0
09:40	0	0	0	18:40	0	0	0
09:45	0	0	0	18:45	0	0	0
09:50	0	0	0	18:50	0	0	0
09:55	0	0	0	18:55	0	0	0
10:00	0	0	0	19:00	0	0	0

QUEUE LENGTHS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 7

DATE: 01/02/21

LOCATION: MELTON ROAD / BARKBY ROAD / HIGH STREET

DAY: THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B		ARM C	ARM D	TIME	ARM A	ARM B		ARM C	ARM D
	MELTON RD (NE)	BARKBY RD		MELTON RD (S)	HIGH ST		MELTON RD (NE)	BARKBY RD		MELTON RD (S)	HIGH ST
	LANE 1	LANE 1	LANE 2	LANE 1	LANE 1		LANE 1	LANE 1	LANE 2	LANE 1	LANE 1
07:00	0	0	1	0	0	16:00	0	0	0	12	10
07:05	0	0	1	1	0	16:05	6	0	0	5	3
07:10	0	0	1	0	0	16:10	2	0	2	13	12
07:15	3	0	2	5	0	16:15	11	1	3	9	5
07:20	0	0	0	0	0	16:20	0	0	0	0	9
07:25	3	0	3	0	0	16:25	9	0	2	7	3
07:30	2	0	6	0	0	16:30	1	0	4	2	7
07:35	6	0	0	0	2	16:35	9	0	0	0	6
07:40	0	0	5	1	0	16:40	7	0	0	11	4
07:45	0	0	0	0	0	16:45	0	0	1	8	0
07:50	0	0	0	0	0	16:50	0	0	0	0	13
07:55	0	0	2	6	6	16:55	0	0	0	0	16
08:00	0	0	0	0	3	17:00	7	0	3	14	3
08:05	0	0	5	0	0	17:05	12	1	0	7	11
08:10	0	6	0	0	0	17:10	14	0	3	12	11
08:15	0	0	0	1	0	17:15	6	0	1	3	12
08:20	0	0	2	1	2	17:20	0	0	0	0	14
08:25	0	0	0	4	0	17:25	0	0	0	0	13
08:30	2	0	4	0	2	17:30	2	0	0	4	15
08:35	9	0	2	7	1	17:35	0	0	1	0	8
08:40	3	0	5	4	3	17:40	4	0	3	9	8
08:45	4	0	0	0	4	17:45	7	0	6	11	7
08:50	12	0	7	5	4	17:50	2	0	1	2	16
08:55	7	1	5	0	2	17:55	2	1	0	6	17
09:00	0	0	1	3	10	18:00	0	0	0	0	0
09:05	0	0	0	0	0	18:05	11	0	6	6	0
09:10	0	0	2	1	1	18:10	0	0	2	6	3
09:15	0	0	2	0	0	18:15	0	0	2	7	17
09:20	3	0	4	2	0	18:20	6	0	0	0	0
09:25	0	0	0	0	0	18:25	3	0	1	0	0
09:30	2	0	0	1	0	18:30	5	0	0	0	0
09:35	0	2	1	0	1	18:35	3	0	0	0	2
09:40	8	1	0	2	2	18:40	0	0	0	0	0
09:45	1	1	0	0	0	18:45	1	0	0	0	0
09:50	0	0	1	1	2	18:50	6	0	0	3	3
09:55	0	0	0	3	2	18:55	1	0	7	0	9
10:00	0	0	0	0	0	19:00	0	0	6	0	8

QUEUE LENGTHS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 8

DATE: 01/02/2018

LOCATION: BARKBY ROAD / PEMBROKE AVENUE

DAY: THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B		ARM C	TIME	ARM A	ARM B		ARM C
	BARKBY RD (S)	PEMBROKE AVE		BARKBY RD (NW)		BARKBY RD (S)	PEMBROKE AVE		BARKBY RD (NW)
	LANE 1	LANE 1	LANE 2	LANE 1		LANE 1	LANE 1	LANE 2	LANE 1
07:00	0	0	0	0	16:00	0	0	0	0
07:05	0	0	0	0	16:05	0	0	3	0
07:10	0	0	0	0	16:10	0	0	0	0
07:15	0	0	0	0	16:15	0	0	0	0
07:20	0	0	0	0	16:20	0	0	0	0
07:25	0	0	0	0	16:25	0	0	0	0
07:30	0	0	0	0	16:30	0	0	0	0
07:35	0	0	0	0	16:35	0	0	0	0
07:40	0	0	0	0	16:40	0	0	1	0
07:45	0	0	0	0	16:45	0	0	0	0
07:50	0	0	0	0	16:50	0	1	0	0
07:55	0	0	0	0	16:55	0	0	0	0
08:00	0	0	1	0	17:00	0	0	0	0
08:05	0	0	0	0	17:05	0	0	2	0
08:10	0	0	0	0	17:10	0	0	0	0
08:15	0	0	1	0	17:15	0	0	0	0
08:20	0	0	1	0	17:20	0	0	0	0
08:25	0	0	2	0	17:25	0	0	0	0
08:30	0	0	1	0	17:30	0	1	1	0
08:35	0	0	1	0	17:35	0	0	0	0
08:40	0	0	0	0	17:40	0	0	1	0
08:45	0	0	1	0	17:45	0	0	0	0
08:50	0	0	0	0	17:50	0	0	1	0
08:55	0	0	0	0	17:55	0	0	0	0
09:00	0	0	0	0	18:00	0	0	2	0
09:05	0	0	0	0	18:05	0	0	2	0
09:10	0	0	0	0	18:10	0	0	0	0
09:15	0	0	0	0	18:15	0	0	0	0
09:20	0	0	0	0	18:20	0	0	0	0
09:25	0	0	0	0	18:25	0	0	0	0
09:30	0	0	0	0	18:30	0	0	1	0
09:35	0	0	0	0	18:35	0	0	0	0
09:40	0	0	0	0	18:40	0	0	0	0
09:45	0	0	0	0	18:45	0	0	0	0
09:50	0	0	0	0	18:50	0	0	0	0
09:55	0	0	1	0	18:55	0	0	0	0
10:00	0	0	0	0	19:00	0	0	0	0

QUEUE LENGTHS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 9

DATE: 01/02/2018

LOCATION: QUENIBOROUGH ROAD / UNAMED ROAD / BARKBY ROAD

DAY: THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C	ARM D	TIME	ARM A	ARM B	ARM C	ARM D
	QUENIBU	UNAMED	QUENIBU	BARKBY		QUENIBU	UNAMED	QUENIBU	BARKBY
	ROUGH	RD	ROUGH	RD		ROUGH	RD	ROUGH	RD
	LANE 1	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1	LANE 1
07:00	3	0	0	3	16:00	1	0	1	0
07:05	1	0	1	2	16:05	3	1	8	1
07:10	0	0	1	0	16:10	2	0	7	3
07:15	2	0	0	1	16:15	1	0	2	2
07:20	0	0	2	1	16:20	2	0	1	1
07:25	3	0	0	1	16:25	1	0	6	2
07:30	4	0	6	3	16:30	2	0	2	4
07:35	4	0	2	4	16:35	8	0	5	1
07:40	3	0	3	3	16:40	7	0	8	4
07:45	7	0	2	3	16:45	1	0	0	3
07:50	1	0	2	4	16:50	1	0	9	1
07:55	6	0	3	2	16:55	7	0	0	2
08:00	5	0	4	5	17:00	2	0	2	0
08:05	4	0	5	3	17:05	2	0	9	2
08:10	2	0	5	6	17:10	0	0	6	1
08:15	5	0	4	7	17:15	9	0	5	2
08:20	2	0	8	7	17:20	2	0	5	3
08:25	3	0	0	9	17:25	2	0	0	2
08:30	1	0	3	6	17:30	2	0	10	1
08:35	7	0	7	4	17:35	0	0	9	1
08:40	2	0	2	5	17:40	5	0	1	1
08:45	3	0	1	1	17:45	0	0	2	2
08:50	10	0	5	5	17:50	1	0	6	2
08:55	7	1	14	4	17:55	4	0	2	3
09:00	5	0	3	1	18:00	2	0	10	1
09:05	4	0	3	0	18:05	4	0	4	2
09:10	8	0	4	2	18:10	1	0	7	1
09:15	1	0	6	1	18:15	3	0	3	1
09:20	1	0	1	3	18:20	1	0	2	2
09:25	2	0	1	1	18:25	2	0	0	1
09:30	3	0	1	1	18:30	2	0	6	2
09:35	1	0	2	2	18:35	0	0	4	1
09:40	4	0	0	1	18:40	2	0	1	2
09:45	0	0	3	1	18:45	3	0	1	2
09:50	2	0	1	1	18:50	0	0	1	1
09:55	7	0	2	0	18:55	0	0	0	1
10:00	1	0	1	0	19:00	1	0	3	0

MANUAL CLASSIFIED COUNTS



JOB REF: 23436

JOB NAME: SYSTON

SITE: 1

LOCATION: FOSSE WAY / HIGH STREET

DATE: 18/09/2018

DAY: TUESDAY

TIME	MOVEMENT 1 FROM FOSSE WAY (N) TO FOSSE WAY (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	25	3	1	0	0	0	0	29
07:15	39	6	0	0	0	2	0	47
07:30	44	4	1	0	0	0	0	49
07:45	31	6	4	0	0	1	0	42
H/TOT	139	19	6	0	0	3	0	167
08:00	65	3	3	0	0	2	0	73
08:15	70	8	1	0	0	1	0	80
08:30	37	5	0	0	0	0	0	42
08:45	40	7	2	0	0	0	0	49
H/TOT	212	23	6	0	0	3	0	244
09:00	40	2	2	1	0	0	0	45
09:15	22	7	2	0	0	0	0	31
09:30	29	3	3	0	0	0	0	35
09:45	21	4	1	0	0	1	0	27
H/TOT	112	16	8	1	0	1	0	138
P/TOT	463	58	20	1	0	7	0	549

TIME	MOVEMENT 2 FROM FOSSE WAY (N) TO HIGH STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	6	6	1	2	0	0	0	15
07:15	10	5	1	1	0	0	0	17
07:30	16	4	1	0	0	0	0	21
07:45	27	5	1	1	2	0	0	36
H/TOT	59	20	4	4	2	0	0	89
08:00	32	6	2	1	0	0	0	41
08:15	46	8	1	0	0	0	0	55
08:30	44	5	1	3	0	0	0	53
08:45	41	8	2	1	0	0	0	52
H/TOT	163	27	6	5	0	0	0	201
09:00	22	6	1	2	0	0	0	31
09:15	29	6	2	1	1	0	1	40
09:30	22	1	2	0	0	0	0	25
09:45	14	6	0	3	0	0	1	24
H/TOT	87	19	5	6	1	0	2	120
P/TOT	309	66	15	15	3	0	2	410

MANUAL CLASSIFIED COUNTS



JOB REF: 23436

JOB NAME: SYSTON

SITE: 1

LOCATION: FOSSE WAY / HIGH STREET

DATE: 18/09/2018

DAY: TUESDAY

TIME	MOVEMENT 1 FROM FOSSE WAY (N) TO FOSSE WAY (S)								MOVEMENT 2 FROM FOSSE WAY (N) TO HIGH STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	27	10	3	0	1	0	0	41	23	8	0	0	1	0	0	32
16:15	30	7	0	1	0	0	0	38	26	7	1	0	0	0	0	34
16:30	41	6	1	0	0	0	0	48	26	5	0	0	0	0	0	31
16:45	32	3	0	0	0	2	0	37	28	5	0	0	1	1	0	35
H/TOT	130	26	4	1	1	2	0	164	103	25	1	0	2	1	0	132
17:00	48	9	0	0	0	0	0	57	27	9	0	0	0	0	0	36
17:15	43	6	0	0	0	0	0	49	27	2	1	0	0	0	0	30
17:30	35	5	1	0	0	1	0	42	18	1	0	0	0	0	0	19
17:45	31	5	0	0	0	0	0	36	25	3	0	0	1	1	0	30
H/TOT	157	25	1	0	0	1	0	184	97	15	1	0	1	1	0	115
18:00	30	3	0	0	0	1	2	36	25	6	1	1	0	0	0	33
18:15	31	3	0	0	0	0	0	34	25	1	0	0	0	0	1	27
18:30	14	1	0	0	0	0	0	15	29	0	0	0	0	0	0	29
18:45	21	3	0	1	0	0	0	25	16	2	0	0	0	1	0	19
H/TOT	96	10	0	1	0	1	2	110	95	9	1	1	0	1	1	108
P/TOT	383	61	5	2	1	4	2	458	295	49	3	1	3	3	1	355

MANUAL CLASSIFIED COUNTS



JOB REF: 23436

JOB NAME: SYSTON

SITE: 1

LOCATION: FOSSE WAY / HIGH STREET

DATE: 18/09/2018

DAY: TUESDAY

TIME	MOVEMENT 3 FROM HIGH STREET TO FOSSE WAY (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	19	4	0	1	1	1	0	26
07:15	17	2	1	0	0	0	0	20
07:30	27	2	1	0	0	0	0	30
07:45	35	7	0	0	0	1	0	43
H/TOT	98	15	2	1	1	2	0	119
08:00	32	9	2	1	0	0	0	44
08:15	27	7	2	3	1	0	0	40
08:30	19	2	1	1	0	0	0	23
08:45	17	5	0	1	0	0	0	23
H/TOT	95	23	5	6	1	0	0	130
09:00	14	2	3	0	0	0	0	19
09:15	15	5	2	1	0	0	0	23
09:30	13	5	4	1	2	0	0	25
09:45	16	7	4	0	0	0	0	27
H/TOT	58	19	13	2	2	0	0	94
P/TOT	251	57	20	9	4	2	0	343

TIME	MOVEMENT 4 FROM HIGH STREET TO FOSSE WAY (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	40	10	2	0	0	0	0	52
07:15	56	9	3	0	0	0	2	70
07:30	65	16	0	1	0	0	0	82
07:45	70	12	5	0	0	0	0	87
H/TOT	231	47	10	1	0	0	2	291
08:00	69	7	0	1	1	0	0	78
08:15	42	7	0	1	0	0	0	50
08:30	39	7	2	3	0	0	0	51
08:45	78	10	4	2	0	0	0	94
H/TOT	228	31	6	7	1	0	0	273
09:00	50	2	5	3	0	0	0	60
09:15	41	5	0	3	0	0	0	49
09:30	42	11	2	4	0	0	0	59
09:45	36	8	1	3	0	0	0	48
H/TOT	169	26	8	13	0	0	0	216
P/TOT	628	104	24	21	1	0	2	780

MANUAL CLASSIFIED COUNTS



JOB REF: 23436

JOB NAME: SYSTON

SITE: 1

LOCATION: FOSSE WAY / HIGH STREET

DATE: 18/09/2018

DAY: TUESDAY

TIME	MOVEMENT 3 FROM HIGH STREET TO FOSSE WAY (N)								MOVEMENT 4 FROM HIGH STREET TO FOSSE WAY (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	25	6	0	0	0	0	0	31	71	10	0	2	0	0	1	84
16:15	28	5	0	1	0	0	0	34	51	14	3	1	0	0	0	69
16:30	23	4	1	0	0	0	0	28	55	11	1	3	0	1	0	71
16:45	28	8	1	0	0	0	0	37	64	14	3	1	1	0	0	83
H/TOT	104	23	2	1	0	0	0	130	241	49	7	7	1	1	1	307
17:00	51	4	0	0	0	0	0	55	84	9	0	0	0	1	1	95
17:15	28	5	1	0	1	0	0	35	53	5	0	1	0	0	0	59
17:30	25	4	0	0	0	1	0	30	59	7	1	0	1	0	0	68
17:45	23	2	0	0	0	0	0	25	60	5	0	0	0	0	0	65
H/TOT	127	15	1	0	1	1	0	145	256	26	1	1	1	1	1	287
18:00	19	1	0	0	1	1	0	22	94	8	1	0	0	0	1	104
18:15	24	3	0	0	1	0	0	28	51	4	0	0	0	0	0	55
18:30	25	2	0	0	0	0	2	29	50	5	0	0	0	1	0	56
18:45	11	1	0	0	0	0	0	12	31	4	0	0	0	0	0	35
H/TOT	79	7	0	0	2	1	2	91	226	21	1	0	0	1	1	250
P/TOT	310	45	3	1	3	2	2	366	723	96	9	8	2	3	3	844

MANUAL CLASSIFIED COUNTS



JOB REF: 23436

JOB NAME: SYSTON

SITE: 1

LOCATION: FOSSE WAY / HIGH STREET

DATE: 18/09/2018

DAY: TUESDAY

TIME	MOVEMENT 5 FROM FOSSE WAY (S) TO HIGH STREET								MOVEMENT 6 FROM FOSSE WAY (S) TO FOSSE WAY (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	29	5	3	0	0	0	0	37	11	4	1	0	1	0	0	17
07:15	40	13	0	1	0	0	0	54	16	2	1	0	0	1	0	20
07:30	40	7	3	1	0	1	0	52	21	3	1	0	0	0	0	25
07:45	46	19	1	1	0	0	0	67	23	5	2	0	1	0	0	31
H/TOT	155	44	7	3	0	1	0	210	71	14	5	0	2	1	0	93
08:00	47	10	3	3	0	1	0	64	21	6	3	0	0	0	0	30
08:15	78	10	1	5	0	0	0	94	24	5	4	0	0	1	0	34
08:30	81	17	1	3	1	0	0	103	21	2	1	0	0	0	0	24
08:45	60	8	4	1	0	0	0	73	15	3	1	0	0	0	0	19
H/TOT	266	45	9	12	1	1	0	334	81	16	9	0	0	1	0	107
09:00	40	8	3	1	0	0	0	52	15	3	0	0	0	0	0	18
09:15	41	10	3	6	0	0	0	60	14	3	2	0	0	0	0	19
09:30	31	10	6	2	0	1	3	53	11	5	1	0	0	0	0	17
09:45	36	7	3	0	0	0	2	48	10	2	3	0	0	0	1	16
H/TOT	148	35	15	9	0	1	5	213	50	13	6	0	0	0	1	70
P/TOT	569	124	31	24	1	3	5	757	202	43	20	0	2	2	1	270

MANUAL CLASSIFIED COUNTS



JOB REF: 23436

JOB NAME: SYSTON

SITE: 1

LOCATION: FOSSE WAY / HIGH STREET

DATE: 18/09/2018

DAY: TUESDAY

TIME	MOVEMENT 5 FROM FOSSE WAY (S) TO HIGH STREET								MOVEMENT 6 FROM FOSSE WAY (S) TO FOSSE WAY (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	49	9	2	0	0	1	0	61	29	5	0	0	0	1	0	35
16:15	58	10	1	1	0	1	1	72	27	5	0	0	0	1	0	33
16:30	72	11	2	1	0	0	0	86	25	5	0	0	0	0	0	30
16:45	70	12	2	0	0	0	0	84	25	3	0	1	0	0	0	29
H/TOT	249	42	7	2	0	2	1	303	106	18	0	1	0	2	0	127
17:00	68	4	2	0	0	0	0	74	41	3	0	0	0	1	0	45
17:15	77	7	1	0	0	1	0	86	34	5	1	0	0	0	0	40
17:30	64	11	0	0	0	0	0	75	33	5	0	0	0	1	0	39
17:45	73	8	0	0	0	0	0	81	31	5	0	0	0	0	0	36
H/TOT	282	30	3	0	0	1	0	316	139	18	1	0	0	2	0	160
18:00	79	4	0	0	1	0	0	84	29	1	0	0	0	1	1	32
18:15	72	3	1	0	0	1	0	77	22	1	0	0	0	1	0	24
18:30	45	2	0	0	0	2	1	50	21	5	0	0	0	0	0	26
18:45	59	3	0	0	0	1	0	63	23	3	0	0	0	0	0	26
H/TOT	255	12	1	0	1	4	1	274	95	10	0	0	0	2	1	108
P/TOT	786	84	11	2	1	7	2	893	340	46	1	1	0	6	1	395

MANUAL CLASSIFIED COUNTS



JOB REF: 23436

JOB NAME: SYSTON

SITE: 1

LOCATION: FOSSE WAY / HIGH STREET

DATE: 18/09/2018

DAY: TUESDAY

TIME	TO ARM A FOSSE WAY (N)								FROM ARM A FOSSE WAY (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	30	8	1	1	2	1	0	43	31	9	2	2	0	0	0	44
07:15	33	4	2	0	0	1	0	40	49	11	1	1	0	2	0	64
07:30	48	5	2	0	0	0	0	55	60	8	2	0	0	0	0	70
07:45	58	12	2	0	1	1	0	74	58	11	5	1	2	1	0	78
H/TOT	169	29	7	1	3	3	0	212	198	39	10	4	2	3	0	256
08:00	53	15	5	1	0	0	0	74	97	9	5	1	0	2	0	114
08:15	51	12	6	3	1	1	0	74	116	16	2	0	0	1	0	135
08:30	40	4	2	1	0	0	0	47	81	10	1	3	0	0	0	95
08:45	32	8	1	1	0	0	0	42	81	15	4	1	0	0	0	101
H/TOT	176	39	14	6	1	1	0	237	375	50	12	5	0	3	0	445
09:00	29	5	3	0	0	0	0	37	62	8	3	3	0	0	0	76
09:15	29	8	4	1	0	0	0	42	51	13	4	1	1	0	1	71
09:30	24	10	5	1	2	0	0	42	51	4	5	0	0	0	0	60
09:45	26	9	7	0	0	0	1	43	35	10	1	3	0	1	1	51
H/TOT	108	32	19	2	2	0	1	164	199	35	13	7	1	1	2	258
P/TOT	453	100	40	9	6	4	1	613	772	124	35	16	3	7	2	959

MANUAL CLASSIFIED COUNTS



JOB REF: 23436

JOB NAME: SYSTON

SITE: 1

LOCATION: FOSSE WAY / HIGH STREET

DATE: 18/09/2018

DAY: TUESDAY

TIME	TO ARM A FOSSE WAY (N)								FROM ARM A FOSSE WAY (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	54	11	0	0	0	1	0	66	50	18	3	0	2	0	0	73
16:15	55	10	0	1	0	1	0	67	56	14	1	1	0	0	0	72
16:30	48	9	1	0	0	0	0	58	67	11	1	0	0	0	0	79
16:45	53	11	1	1	0	0	0	66	60	8	0	0	1	3	0	72
H/TOT	210	41	2	2	0	2	0	257	233	51	5	1	3	3	0	296
17:00	92	7	0	0	0	1	0	100	75	18	0	0	0	0	0	93
17:15	62	10	2	0	1	0	0	75	70	8	1	0	0	0	0	79
17:30	58	9	0	0	0	2	0	69	53	6	1	0	0	1	0	61
17:45	54	7	0	0	0	0	0	61	56	8	0	0	1	1	0	66
H/TOT	266	33	2	0	1	3	0	305	254	40	2	0	1	2	0	299
18:00	48	2	0	0	1	2	1	54	55	9	1	1	0	1	2	69
18:15	46	4	0	0	1	1	0	52	56	4	0	0	0	0	1	61
18:30	46	7	0	0	0	0	2	55	43	1	0	0	0	0	0	44
18:45	34	4	0	0	0	0	0	38	37	5	0	1	0	1	0	44
H/TOT	174	17	0	0	2	3	3	199	191	19	1	2	0	2	3	218
P/TOT	650	91	4	2	3	8	3	761	678	110	8	3	4	7	3	813

TO ARM A IS TOTAL OF MOVEMENTS 3, 6

FROM ARM A IS TOTAL OF MOVEMENTS 1, 2

MANUAL CLASSIFIED COUNTS



JOB REF: 23436

JOB NAME: SYSTON

SITE: 1

LOCATION: FOSSE WAY / HIGH STREET

DATE: 18/09/2018

DAY: TUESDAY

TIME	TO ARM B HIGH STREET								FROM ARM B HIGH STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	35	11	4	2	0	0	0	52	59	14	2	1	1	1	0	78
07:15	50	18	1	2	0	0	0	71	73	11	4	0	0	0	2	90
07:30	56	11	4	1	0	1	0	73	92	18	1	1	0	0	0	112
07:45	73	24	2	2	2	0	0	103	105	19	5	0	0	1	0	130
H/TOT	214	64	11	7	2	1	0	299	329	62	12	2	1	2	2	410
08:00	79	16	5	4	0	1	0	105	101	16	2	2	1	0	0	122
08:15	124	18	2	5	0	0	0	149	69	14	2	4	1	0	0	90
08:30	125	22	2	6	1	0	0	156	58	9	3	4	0	0	0	74
08:45	101	16	6	2	0	0	0	125	95	15	4	3	0	0	0	117
H/TOT	429	72	15	17	1	1	0	535	323	54	11	13	2	0	0	403
09:00	62	14	4	3	0	0	0	83	64	4	8	3	0	0	0	79
09:15	70	16	5	7	1	0	1	100	56	10	2	4	0	0	0	72
09:30	53	11	8	2	0	1	3	78	55	16	6	5	2	0	0	84
09:45	50	13	3	3	0	0	3	72	52	15	5	3	0	0	0	75
H/TOT	235	54	20	15	1	1	7	333	227	45	21	15	2	0	0	310
P/TOT	878	190	46	39	4	3	7	1167	879	161	44	30	5	2	2	1123

MANUAL CLASSIFIED COUNTS



JOB REF: 23436

JOB NAME: SYSTON

SITE: 1

LOCATION: FOSSE WAY / HIGH STREET

DATE: 18/09/2018

DAY: TUESDAY

TIME	TO ARM B HIGH STREET								FROM ARM B HIGH STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	72	17	2	0	1	1	0	93	96	16	0	2	0	0	1	115
16:15	84	17	2	1	0	1	1	106	79	19	3	2	0	0	0	103
16:30	98	16	2	1	0	0	0	117	78	15	2	3	0	1	0	99
16:45	98	17	2	0	1	1	0	119	92	22	4	1	1	0	0	120
H/TOT	352	67	8	2	2	3	1	435	345	72	9	8	1	1	1	437
17:00	95	13	2	0	0	0	0	110	135	13	0	0	0	1	1	150
17:15	104	9	2	0	0	1	0	116	81	10	1	1	1	0	0	94
17:30	82	12	0	0	0	0	0	94	84	11	1	0	1	1	0	98
17:45	98	11	0	0	1	1	0	111	83	7	0	0	0	0	0	90
H/TOT	379	45	4	0	1	2	0	431	383	41	2	1	2	2	1	432
18:00	104	10	1	1	1	0	0	117	113	9	1	0	1	1	1	126
18:15	97	4	1	0	0	1	1	104	75	7	0	0	1	0	0	83
18:30	74	2	0	0	0	2	1	79	75	7	0	0	0	1	2	85
18:45	75	5	0	0	0	2	0	82	42	5	0	0	0	0	0	47
H/TOT	350	21	2	1	1	5	2	382	305	28	1	0	2	2	3	341
P/TOT	1081	133	14	3	4	10	3	1248	1033	141	12	9	5	5	5	1210

TO ARM B IS TOTAL OF MOVEMENTS 2, 5

FROM ARM B IS TOTAL OF MOVEMENTS 3, 4

MANUAL CLASSIFIED COUNTS



JOB REF: 23436

JOB NAME: SYSTON

SITE: 1

LOCATION: FOSSE WAY / HIGH STREET

DATE: 18/09/2018

DAY: TUESDAY

TIME	TO ARM C FOSSE WAY (S)								FROM ARM C FOSSE WAY (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	65	13	3	0	0	0	0	81	40	9	4	0	1	0	0	54
07:15	95	15	3	0	0	2	2	117	56	15	1	1	0	1	0	74
07:30	109	20	1	1	0	0	0	131	61	10	4	1	0	1	0	77
07:45	101	18	9	0	0	1	0	129	69	24	3	1	1	0	0	98
H/TOT	370	66	16	1	0	3	2	458	226	58	12	3	2	2	0	303
08:00	134	10	3	1	1	2	0	151	68	16	6	3	0	1	0	94
08:15	112	15	1	1	0	1	0	130	102	15	5	5	0	1	0	128
08:30	76	12	2	3	0	0	0	93	102	19	2	3	1	0	0	127
08:45	118	17	6	2	0	0	0	143	75	11	5	1	0	0	0	92
H/TOT	440	54	12	7	1	3	0	517	347	61	18	12	1	2	0	441
09:00	90	4	7	4	0	0	0	105	55	11	3	1	0	0	0	70
09:15	63	12	2	3	0	0	0	80	55	13	5	6	0	0	0	79
09:30	71	14	5	4	0	0	0	94	42	15	7	2	0	1	3	70
09:45	57	12	2	3	0	1	0	75	46	9	6	0	0	0	3	64
H/TOT	281	42	16	14	0	1	0	354	198	48	21	9	0	1	6	283
P/TOT	1091	162	44	22	1	7	2	1329	771	167	51	24	3	5	6	1027

MANUAL CLASSIFIED COUNTS



JOB REF: 23436

JOB NAME: SYSTON

SITE: 1

LOCATION: FOSSE WAY / HIGH STREET

DATE: 18/09/2018

DAY: TUESDAY

TIME	TO ARM C FOSSE WAY (S)								FROM ARM C FOSSE WAY (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	98	20	3	2	1	0	1	125	78	14	2	0	0	2	0	96
16:15	81	21	3	2	0	0	0	107	85	15	1	1	0	2	1	105
16:30	96	17	2	3	0	1	0	119	97	16	2	1	0	0	0	116
16:45	96	17	3	1	1	2	0	120	95	15	2	1	0	0	0	113
H/TOT	371	75	11	8	2	3	1	471	355	60	7	3	0	4	1	430
17:00	132	18	0	0	0	1	1	152	109	7	2	0	0	1	0	119
17:15	96	11	0	1	0	0	0	108	111	12	2	0	0	1	0	126
17:30	94	12	2	0	1	1	0	110	97	16	0	0	0	1	0	114
17:45	91	10	0	0	0	0	0	101	104	13	0	0	0	0	0	117
H/TOT	413	51	2	1	1	2	1	471	421	48	4	0	0	3	0	476
18:00	124	11	1	0	0	1	3	140	108	5	0	0	1	1	1	116
18:15	82	7	0	0	0	0	0	89	94	4	1	0	0	2	0	101
18:30	64	6	0	0	0	1	0	71	66	7	0	0	0	2	1	76
18:45	52	7	0	1	0	0	0	60	82	6	0	0	0	1	0	89
H/TOT	322	31	1	1	0	2	3	360	350	22	1	0	1	6	2	382
P/TOT	1106	157	14	10	3	7	5	1302	1126	130	12	3	1	13	3	1288

TO ARM C IS TOTAL OF MOVEMENTS 1, 4

FROM ARM C IS TOTAL OF MOVEMENTS 5, 6

QUEUE LENGTHS



JOB REF: 23436

JOB NAME: SYSTON

SITE: 1

DATE: 18/09/2018

LOCATION: FOSSE WAY / HIGH STREET

DAY: TUESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at the start of the green phase nearest each 5-minute interval, by lane

TIME	ARM A FOSSE WAY (N)	ARM B HIGH ST	ARM C FOSSE WAY (S)
	LANE 1	LANE 1	LANE 1
07:00	0	2	2
07:05	2	10	2
07:10	1	2	4
07:15	1	3	1
07:20	2	3	6
07:25	0	3	2
07:30	2	5	4
07:35	1	2	4
07:40	5	5	3
07:45	1	3	2
07:50	3	0	4
07:55	3	7	1
08:00	4	11	8
08:05	7	8	2
08:10	7	5	8
08:15	7	6	9
08:20	12	10	7
08:25	7	3	10
08:30	6	5	2
08:35	2	1	4
08:40	3	12	7
08:45	2	9	4
08:50	5	11	6
08:55	6	11	1
09:00	2	6	0
09:05	1	2	1
09:10	1	6	4
09:15	2	5	1
09:20	2	3	11
09:25	3	5	6
09:30	0	8	2
09:35	0	7	2
09:40	2	2	3
09:45	2	8	3
09:50	2	4	0
09:55	1	4	7
10:00	4	2	0

TIME	ARM A FOSSE WAY (N)	ARM B HIGH ST	ARM C FOSSE WAY (S)
	LANE 1	LANE 1	LANE 1
16:00	4	7	5
16:05	8	10	3
16:10	2	4	2
16:15	1	5	9
16:20	4	9	1
16:25	9	7	2
16:30	3	2	7
16:35	7	4	6
16:40	4	3	1
16:45	5	3	6
16:50	4	8	4
16:55	3	8	11
17:00	3	2	3
17:05	9	10	0
17:10	4	11	7
17:15	7	12	11
17:20	1	5	9
17:25	11	4	12
17:30	2	7	12
17:35	3	4	9
17:40	1	1	0
17:45	3	4	8
17:50	4	5	11
17:55	1	8	12
18:00	1	6	8
18:05	0	9	7
18:10	3	1	4
18:15	2	6	1
18:20	2	8	2
18:25	2	2	3
18:30	2	2	4
18:35	2	4	4
18:40	0	8	4
18:45	0	3	0
18:50	2	2	9
18:55	0	1	6
19:00	0	0	2

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 8

LOCATION: BARKBY ROAD / PEMBROKE AVENUE

DATE: 01/02/2018

DAY: THURSDAY

TIME	MOVEMENT 1 FROM BARKBY ROAD (S) TO BARKBY ROAD (NW)			MOVEMENT 2 FROM BARKBY ROAD (S) TO PEMBROKE AVENUE			MOVEMENT 3 FROM PEMBROKE AVENUE TO BARKBY ROAD (S)		
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT
07:00	23	0	23	15	0	15	16	0	16
07:15	34	0	34	14	0	14	12	0	12
07:30	54	1	55	15	0	15	23	1	24
07:45	36	3	39	42	0	42	25	0	25
H/TOT	147	4	151	86	0	86	76	1	77
08:00	57	1	58	37	0	37	20	0	20
08:15	58	1	59	26	0	26	17	0	17
08:30	55	0	55	44	1	45	19	0	19
08:45	43	0	43	13	1	14	42	0	42
H/TOT	213	2	215	120	2	122	98	0	98
09:00	40	2	42	12	0	12	12	0	12
09:15	27	0	27	11	0	11	15	0	15
09:30	37	0	37	7	0	7	14	0	14
09:45	30	1	31	8	1	9	9	0	9
H/TOT	134	3	137	38	1	39	50	0	50
P/TOT	494	9	503	244	3	247	224	1	225

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 8

LOCATION: BARKBY ROAD / PEMBROKE AVENUE

DATE: 01/02/2018

DAY: THURSDAY

TIME	MOVEMENT 1 FROM BARKBY ROAD (S) TO BARKBY ROAD (NW)			MOVEMENT 2 FROM BARKBY ROAD (S) TO PEMBROKE AVENUE			MOVEMENT 3 FROM PEMBROKE AVENUE TO BARKBY ROAD (S)		
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT
16:00	44	0	44	14	0	14	24	1	25
16:15	51	2	53	15	0	15	21	0	21
16:30	44	1	45	21	0	21	23	0	23
16:45	45	2	47	17	0	17	15	0	15
H/TOT	184	5	189	67	0	67	83	1	84
17:00	56	0	56	24	1	25	15	0	15
17:15	42	0	42	27	0	27	34	0	34
17:30	44	0	44	15	0	15	21	1	22
17:45	40	1	41	13	0	13	38	0	38
H/TOT	182	1	183	79	1	80	108	1	109
18:00	46	1	47	22	0	22	34	0	34
18:15	28	0	28	12	0	12	18	0	18
18:30	34	0	34	18	0	18	14	0	14
18:45	40	0	40	10	0	10	11	0	11
H/TOT	148	1	149	62	0	62	77	0	77
P/TOT	514	7	521	208	1	209	268	2	270

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 8

LOCATION: BARKBY ROAD / PEMBROKE AVENUE

DATE: 01/02/2018

DAY: THURSDAY

TIME	MOVEMENT 4 FROM PEMBROKE AVENUE TO BARKBY ROAD (NW)			MOVEMENT 5 FROM BARKBY ROAD (NW) TO PEMBROKE AVENUE			MOVEMENT 6 FROM BARKBY ROAD (NW) TO BARKBY ROAD (S)		
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT
07:00	3	0	3	4	0	4	29	0	29
07:15	5	0	5	7	0	7	42	1	43
07:30	11	0	11	8	0	8	39	2	41
07:45	2	0	2	7	0	7	41	1	42
H/TOT	21	0	21	26	0	26	151	4	155
08:00	6	2	8	13	0	13	47	0	47
08:15	11	0	11	12	0	12	53	2	55
08:30	14	0	14	14	0	14	34	1	35
08:45	14	0	14	7	1	8	49	3	52
H/TOT	45	2	47	46	1	47	183	6	189
09:00	8	0	8	8	0	8	30	1	31
09:15	7	0	7	6	1	7	26	1	27
09:30	5	0	5	5	0	5	28	2	30
09:45	5	0	5	3	1	4	19	0	19
H/TOT	25	0	25	22	2	24	103	4	107
P/TOT	91	2	93	94	3	97	437	14	451

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 8

LOCATION: BARKBY ROAD / PEMBROKE AVENUE

DATE: 01/02/2018

DAY: THURSDAY

TIME	MOVEMENT 4 FROM PEMBROKE AVENUE TO BARKBY ROAD (NW)			MOVEMENT 5 FROM BARKBY ROAD (NW) TO PEMBROKE AVENUE			MOVEMENT 6 FROM BARKBY ROAD (NW) TO BARKBY ROAD (S)		
	LV	HV	TOT	LV	HV	TOT	LV	HV	TOT
16:00	8	0	8	8	1	9	48	1	49
16:15	12	0	12	6	0	6	40	0	40
16:30	18	0	18	7	0	7	43	0	43
16:45	10	0	10	8	1	9	45	0	45
H/TOT	48	0	48	29	2	31	176	1	177
17:00	12	0	12	19	0	19	52	0	52
17:15	13	0	13	7	0	7	52	1	53
17:30	11	0	11	14	0	14	49	0	49
17:45	11	0	11	8	0	8	50	1	51
H/TOT	47	0	47	48	0	48	203	2	205
18:00	13	0	13	4	0	4	51	0	51
18:15	10	0	10	7	0	7	56	0	56
18:30	6	0	6	4	0	4	39	0	39
18:45	12	0	12	9	0	9	36	0	36
H/TOT	41	0	41	24	0	24	182	0	182
P/TOT	136	0	136	101	2	103	561	3	564

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 8

LOCATION: BARKBY ROAD / PEMBROKE AVENUE

DATE: 01/02/2018

DAY: THURSDAY

TIME	TO ARM A BARKBY ROAD (S)			FROM ARM A BARKBY ROAD (S)		
	LV	HV	TOT	LV	HV	TOT
07:00	45	0	45	38	0	38
07:15	54	1	55	48	0	48
07:30	62	3	65	69	1	70
07:45	66	1	67	78	3	81
H/TOT	227	5	232	233	4	237
08:00	67	0	67	94	1	95
08:15	70	2	72	84	1	85
08:30	53	1	54	99	1	100
08:45	91	3	94	56	1	57
H/TOT	281	6	287	333	4	337
09:00	42	1	43	52	2	54
09:15	41	1	42	38	0	38
09:30	42	2	44	44	0	44
09:45	28	0	28	38	2	40
H/TOT	153	4	157	172	4	176
P/TOT	661	15	676	738	12	750

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 8

LOCATION: BARKBY ROAD / PEMBROKE AVENUE

DATE: 01/02/2018

DAY: THURSDAY

TIME	TO ARM A BARKBY ROAD (S)			FROM ARM A BARKBY ROAD (S)		
	LV	HV	TOT	LV	HV	TOT
16:00	72	2	74	58	0	58
16:15	61	0	61	66	2	68
16:30	66	0	66	65	1	66
16:45	60	0	60	62	2	64
H/TOT	259	2	261	251	5	256
17:00	67	0	67	80	1	81
17:15	86	1	87	69	0	69
17:30	70	1	71	59	0	59
17:45	88	1	89	53	1	54
H/TOT	311	3	314	261	2	263
18:00	85	0	85	68	1	69
18:15	74	0	74	40	0	40
18:30	53	0	53	52	0	52
18:45	47	0	47	50	0	50
H/TOT	259	0	259	210	1	211
P/TOT	829	5	834	722	8	730

TO ARM A IS TOTAL OF MOVEMENTS 3, 6
 FROM ARM A IS TOTAL OF MOVEMENTS 1, 2

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 8

LOCATION: BARKBY ROAD / PEMBROKE AVENUE

DATE: 01/02/2018

DAY: THURSDAY

TIME	TO ARM B PEMBROKE AVENUE			FROM ARM B PEMBROKE AVENUE		
	LV	HV	TOT	LV	HV	TOT
07:00	19	0	19	19	0	19
07:15	21	0	21	17	0	17
07:30	23	0	23	34	1	35
07:45	49	0	49	27	0	27
H/TOT	112	0	112	97	1	98
08:00	50	0	50	26	2	28
08:15	38	0	38	28	0	28
08:30	58	1	59	33	0	33
08:45	20	2	22	56	0	56
H/TOT	166	3	169	143	2	145
09:00	20	0	20	20	0	20
09:15	17	1	18	22	0	22
09:30	12	0	12	19	0	19
09:45	11	2	13	14	0	14
H/TOT	60	3	63	75	0	75
P/TOT	338	6	344	315	3	318

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 8

LOCATION: BARKBY ROAD / PEMBROKE AVENUE

DATE: 01/02/2018

DAY: THURSDAY

TIME	TO ARM B PEMBROKE AVENUE			FROM ARM B PEMBROKE AVENUE		
	LV	HV	TOT	LV	HV	TOT
16:00	22	1	23	32	1	33
16:15	21	0	21	33	0	33
16:30	28	0	28	41	0	41
16:45	25	1	26	25	0	25
H/TOT	96	2	98	131	1	132
17:00	43	1	44	27	0	27
17:15	34	0	34	47	0	47
17:30	29	0	29	32	1	33
17:45	21	0	21	49	0	49
H/TOT	127	1	128	155	1	156
18:00	26	0	26	47	0	47
18:15	19	0	19	28	0	28
18:30	22	0	22	20	0	20
18:45	19	0	19	23	0	23
H/TOT	86	0	86	118	0	118
P/TOT	309	3	312	404	2	406

TO ARM B IS TOTAL OF MOVEMENTS 2, 5
 FROM ARM B IS TOTAL OF MOVEMENTS 3, 4

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 8

LOCATION: BARKBY ROAD / PEMBROKE AVENUE

DATE: 01/02/2018

DAY: THURSDAY

TIME	TO ARM C BARKBY ROAD (NW)			FROM ARM C BARKBY ROAD (NW)		
	LV	HV	TOT	LV	HV	TOT
07:00	26	0	26	33	0	33
07:15	39	0	39	49	1	50
07:30	65	1	66	47	2	49
07:45	38	3	41	48	1	49
H/TOT	168	4	172	177	4	181
08:00	63	3	66	60	0	60
08:15	69	1	70	65	2	67
08:30	69	0	69	48	1	49
08:45	57	0	57	56	4	60
H/TOT	258	4	262	229	7	236
09:00	48	2	50	38	1	39
09:15	34	0	34	32	2	34
09:30	42	0	42	33	2	35
09:45	35	1	36	22	1	23
H/TOT	159	3	162	125	6	131
P/TOT	585	11	596	531	17	548

MANUAL CLASSIFIED COUNTS



JOB REF: 22570

JOB NAME: SYSTON

SITE: 8

LOCATION: BARKBY ROAD / PEMBROKE AVENUE

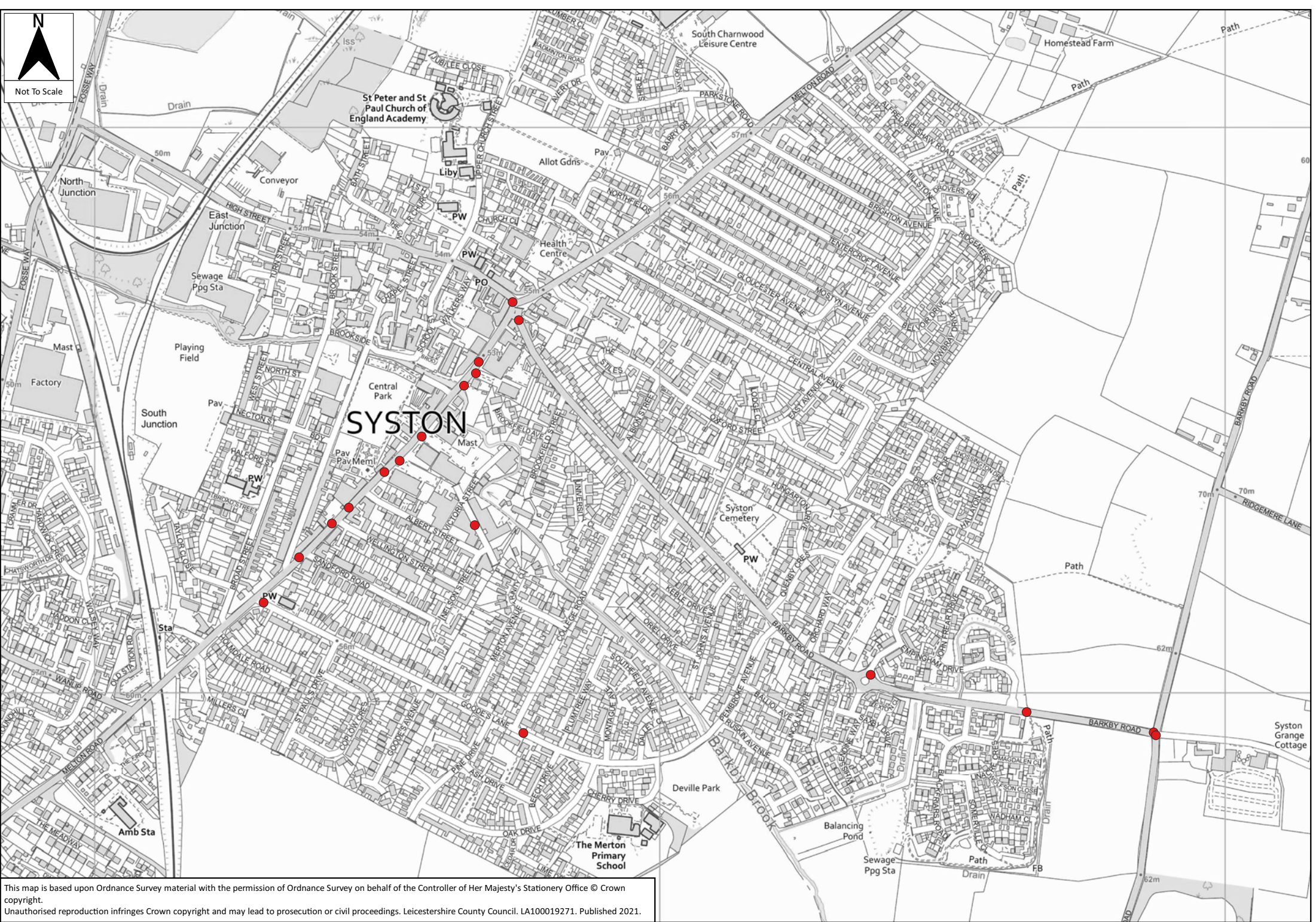
DATE: 01/02/2018

DAY: THURSDAY

TIME	TO ARM C BARKBY ROAD (NW)			FROM ARM C BARKBY ROAD (NW)		
	LV	HV	TOT	LV	HV	TOT
16:00	52	0	52	56	2	58
16:15	63	2	65	46	0	46
16:30	62	1	63	50	0	50
16:45	55	2	57	53	1	54
H/TOT	232	5	237	205	3	208
17:00	68	0	68	71	0	71
17:15	55	0	55	59	1	60
17:30	55	0	55	63	0	63
17:45	51	1	52	58	1	59
H/TOT	229	1	230	251	2	253
18:00	59	1	60	55	0	55
18:15	38	0	38	63	0	63
18:30	40	0	40	43	0	43
18:45	52	0	52	45	0	45
H/TOT	189	1	190	206	0	206
P/TOT	650	7	657	662	5	667

**TO ARM C IS TOTAL OF MOVEMENTS 1, 4
FROM ARM C IS TOTAL OF MOVEMENTS 5, 6**

Appendix C



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Accidents between dates **01/01/2016** and **28/02/2021** (62) months

Selection:

; Refined using Accidents within selected Polygons -Data request polygons ("David Tucker Syston 07.05.2021")

Notes:**Selected Polygon:David Tucker Syston 07.05.2021**

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201600051	04/01/2016	462362	311239	Fine without high winds	Wet/Damp	Daylight	Slight

Location: C3308 MELTON ROAD SYSTON JW SANDFORD ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Going ahead other	SW	NE
Car	Cleared junction or waiting/parked at junction exit	Going ahead other	NE	SW
Car	Jct Approach	Parked	Parked	Parked

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Accidents between dates **01/01/2016 and 28/02/2021** (62) months

Selection: **Notes:**

; Refined using Accidents within selected Polygons -Data request polygons ("David Tucker Syston 07.05.2021")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201600161	25/01/2016	462420	311299	Fine without high winds	Dry	Darkness: street lights present but unlit	Slight

Location: C3308 MELTON ROAD SYSTON JW WELLINGTON STREET.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Cleared junction or waiting/parked at junction exit	Going ahead other	NE	SW
Car	Jct Approach	Going ahead but held up	SW	NE

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201600193	19/01/2016	462740	311691	Fine without high winds	Dry	Daylight	Serious

Location: C4302 HIGH STREET SYSTON MINI ROUNDABOUT JW MELTON ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Bus or coach	Leaving roundabout	Turning left	SW	NW

Casualties:

Class	Severity
Pedestrian	Serious

Accidents between dates **01/01/2016 and 28/02/2021** (62) months

Selection:

; Refined using Accidents within selected Polygons -Data request polygons ("David Tucker Syston 07.05.2021")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201600934	07/06/2016	462579	311453	Fine without high winds	Dry	Daylight	Slight

Location: C3308 MELTON ROAD SYSTON JW PRIVATE ROAD TO SUPERMARKET OPPOSITE CENTRAL PARK.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Going ahead other	SE	NW
Mobility scooter	Jct Approach	Going ahead other	SW	NE

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201600950	07/06/2016	462751	311659	Fine without high winds	Dry	Daylight	Slight

Location: C4301 BARKBY ROAD SYSTON JW MINI ROUNDABOUT MELTON ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Van / Goods 3.5 tonnes mgw and under	Cleared junction or waiting/parked at junction exit	Going ahead other	NE	SE
Motorcycle over 500cc	Cleared junction or waiting/parked at junction exit	Stopping	NW	SE

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2016 and 28/02/2021** (62) months

Selection: **Notes:**

; Refined using Accidents within selected Polygons -Data request polygons ("David Tucker Syston 07.05.2021")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201601925	31/07/2016	462680	311585	Fine without high winds	Dry	Daylight	Serious

Location: C3308 MELTON ROAD SYSTON OUTSIDE WILKINSONS.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Pedal Cycle	Not at, or within 20M of Jct	Going ahead other	NE	SW
Car	Not at, or within 20M of Jct	Going ahead other	NE	SW

Casualties:

Class	Severity
Driver / Rider	Serious

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201602129	06/08/2016	462673	311296	Fine without high winds	Dry	Darkness: street lights present and lit	Slight

Location: LOCATION UNKNOWN. WITHIN SYSTON PARISH.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Van / Goods 3.5 tonnes mgw and under	Not at, or within 20M of Jct	Going ahead other	SE	NW

Casualties:

Class	Severity
Pedestrian	Slight

Accidents between dates **01/01/2016 and 28/02/2021** (62) months

Selection: **Notes:**

; Refined using Accidents within selected Polygons -Data request polygons ("David Tucker Syston 07.05.2021")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201602214	07/10/2016	463875	310929	Fine without high winds	Dry	Darkness: street lights present and lit	Serious

Location: C3403 QUENIBOROUGH ROAD SYSTON CROSSROADS JW BARKBY ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Mid Junction - on roundabout or main road	Going ahead other	S	N
Bus or coach	Mid Junction - on roundabout or main road	Turning right	W	S

Casualties:

Class	Severity
Driver / Rider	Serious

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201701221	22/09/2017	462513	311390	Fine without high winds	Dry	Daylight	Serious

Location: C3308 MELTON ROAD SYSTON. OPPOSITE BUILDING NO 1168.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	NE	SW
Car	Not at, or within 20M of Jct	Parked	Parked	Parked

Casualties:

Class	Severity
Pedestrian	Serious

Accidents between dates **01/01/2016** and **28/02/2021** (62) months

Selection: ; Refined using Accidents within selected Polygons -Data request polygons ("David Tucker Syston 07.05.2021")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201701454	07/11/2017	462299	311159	Raining without high winds	Wet/Damp	Daylight	Slight

Location: GOODES LANE SYSTON JW MELTON RD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Cleared junction or waiting/parked at junction exit	Turning right	SW	SE

Casualties:

Class	Severity
Pedestrian	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201701502	30/11/2017	462654	311543	Fine without high winds	Dry	Daylight	Slight

Location: C3308 MELTON ROAD SYSTON JW PRIVATE DRIVE TO CAR PARK

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving main road	Turning right	SW	SE

Casualties:

Class	Severity
Pedestrian	Slight

Accidents between dates **01/01/2016** and **28/02/2021** (62) months

Selection: ; Refined using Accidents within selected Polygons -Data request
Notes: polygons ("David Tucker Syston 07.05.2021")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201701562	21/11/2017	462450	311327	Other	Dry	Daylight	Slight
Location: C3308 MELTON ROAD SYSTON. NEAR WELLINGTON STREET. EXACT LOCATION NK.							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	SW	NE
Car	Not at, or within 20M of Jct	Going ahead other	NE	SW

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201800084	29/01/2018	463374	311031	Fine without high winds	Wet/Damp	Daylight	Serious
Location: C4301 BARKBY ROAD SYSTON ROUNDABOUT JW GREETHAM WAY.							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering roundabout	Starting	N	S
Pedal Cycle	Mid Junction - on roundabout or main road	Going ahead other	W	E

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates **01/01/2016** and **28/02/2021** (62) months

Selection: ; Refined using Accidents within selected Polygons -Data request
Notes: polygons ("David Tucker Syston 07.05.2021")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201800305	17/03/2018	462540	311410	Fine without high winds	Dry	Daylight	Slight

Location: C3308 MELTON ROAD SYSTON AT ENTRANCE TO 1169 (ALDI).

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving main road	Turning left	NE	SE

Casualties:

Class	Severity
Pedestrian	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900643	28/06/2019	463879	310924	Fine without high winds	Dry	Darkness: street lights present and lit	Slight

Location: C4301BARKBY ROAD BARKBY CROSSROADS JW QUENIBOROUGH ROAD

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Van / Goods 3.5 tonnes mgw and under	Entering main road	Going ahead other	N	S
Van / Goods 3.5 tonnes mgw and under	Mid Junction - on roundabout or main road	Starting	E	W

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates **01/01/2016** and **28/02/2021** (62) months

Selection:

; Refined using Accidents within selected Polygons -Data request polygons ("David Tucker Syston 07.05.2021")

Notes:

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900648	29/06/2019	462759	310928	Fine without high winds	Dry	Daylight	Slight

Location: GOODES LANE SYSTON JW COLLEGE ROAD

Vehicles:

Type	Junct_Locn	Manvres	Movet	Movet
Car	Jct Approach	Going ahead other	SE	NW
Car	Cleared junction or waiting/parked at junction exit	Going ahead other	NW	SE

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000150	14/03/2020	463650	310965	Fine without high winds	Dry	Darkness: street lights present and lit	Slight

Location: C4301 BARKBY ROAD SYSTON 20M W EMPINGHAM DRIVE.

Vehicles:

Type	Junct_Locn	Manvres	Movet	Movet
Car	Jct Approach	Overtaking moving vehicle O/S	W	E
Car	Jct Approach	Going ahead other	W	E

Casualties:

Class	Severity
Vehicle Passenger	Slight

Accidents between dates **01/01/2016** and **28/02/2021** (62) months

Selection: ; Refined using Accidents within selected Polygons -Data request
Notes: polygons ("David Tucker Syston 07.05.2021")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000173	14/04/2020	462675	311565	Fine without high winds	Dry	Daylight	Serious

Location: C3307 MELTON ROAD SYSTON OUTSIDE NUMBER 1227.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving main road	Turning right	SW	SE
Pedal Cycle	Mid Junction - on roundabout or main road	Going ahead other	NE	SW

Casualties:

Class	Severity
Driver / Rider	Serious

Number of records in selection: 18

Appendix D

Appendix E

Barkby Road, Syston

Road Safety Audit
Stage 1

11 October 2018

10 Temple Back
Bristol BS1 6FL
United Kingdom

T +44 (0)117 906 9500

mottmac.com


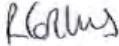

David Tucker Associates
Forester House
Doctors Lane
Henley in Arden
Warwickshire
B95 5AW

Barkby Road, Syston

Road Safety Audit
Stage 1

11 October 2018

Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
A	11/10/2018	T J Blaney	R J Collins	J T Pearson	First Issue
					

Information class: Standard

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3	Audit Team Statement	4
	Appendices	5
A.	List of Documents Examined	6
B.	Key Plan – Land to the North of Barkby Road, Syston	7

1 Introduction

This report describes a Stage 1 Road Safety Audit carried out on the proposed provision of a new access for a residential development on land to the north of Barkby Road, Syston.

The audit was carried out at the request of David Tucker Associates.

The audit took place at the Bristol office of Mott MacDonald and consisted of a detailed examination of the submitted documentation and drawings listed in **Appendix A**.

It is confirmed that this is a Stage 1 Road Safety Audit and that the audit was undertaken upon completion of the preliminary design work.

The Road Safety Audit Team as approve the Project Sponsor, Jacqueline Aggiss, consisted of:

Tim Blaney BSc (Hons), CMILT, MCIHT, MSoRSA
(Certificate of Competency in Road Safety Audit, July 2012)
Audit Team Leader, Mott MacDonald

Rachael Collins BA (Hons), MSc
(Certificate of Competency in Road Safety Audit, July 2016)
Audit TeamMember, Mott MacDonald

The Audit Team visited the site of the proposed works together on Tuesday 9th July 2018 at 11:25hrs. During this visit the weather was fine and the road surface dry. Traffic conditions were free flowing. No pedestrian or cycle activity was observed in the vicinity of the site.

This Road Safety Audit was carried out in accordance with Highways England's Departmental Standard HD19/15. The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

The comments and suggestions for road safety improvements made in this report seek to address matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme. Consequently, the auditors accept no responsibility for the design or construction of the scheme.

All the issues raised in this report are considered to be required for action. The comments contained in the report are based on safety related concerns and as such the design engineer will need to consider carefully how to respond to each of the issues. The Audit Response Report to the audit should be completed by the Design Team and kept on file for future reference.

A comprehensive Transport Assessment containing Personal Injury Collision data, traffic flows and scheme proposals was provided to, and reviewed by, the Audit Team.

A Key Plan indicating the location of any identified safety related issues is provided in **Appendix B**.

Scheme Description

The proposed scheme involves the provision of a 5.5m access road with 10m radius for a residential development of approximately 195 dwellings on land to the north of Barkby Road close to its junction with Queniborough Road. A ghost island right turn lane will be provided for westbound traffic.

2 Items Raised this Stage 1 Audit

This section describes road safety related issues identified by the Audit Team that are associated with the scheme as presented in **Appendix A**. A reference key plan is shown in **Appendix B**.

The Audit Team did not identify any road safety related issues associated with the scheme.

3 Audit Team Statement

We certify that this audit has been carried out in accordance with Highways England's Departmental Standard HD19/15

Road Safety Audit Team Leader

T J Blaney BSc (Hons), CMILT, MCIHT, MSoRSA
(Certificate of Competency in Road Safety Audit, July 2012)

Signed:



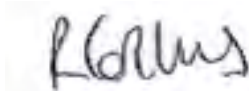
Date: 11th October 2018

Principal Road Safety Engineer
Mott MacDonald
10 Temple Back
Bristol
BS1 6FL

Road Safety Audit Team Member

R J Collins BA (Hons), MSc
(Certificate of Competency in Road Safety Audit, July 2016)

Signed:



Date: 11th October 2018

Senior Road Safety Engineer
Mott MacDonald
9 Portland Street
Manchester
M1 3BE

Appendices

A.	List of Documents Examined	6
B.	Key Plan – Land to the North of Barkby Road, Syston	7

A. List of Documents Examined

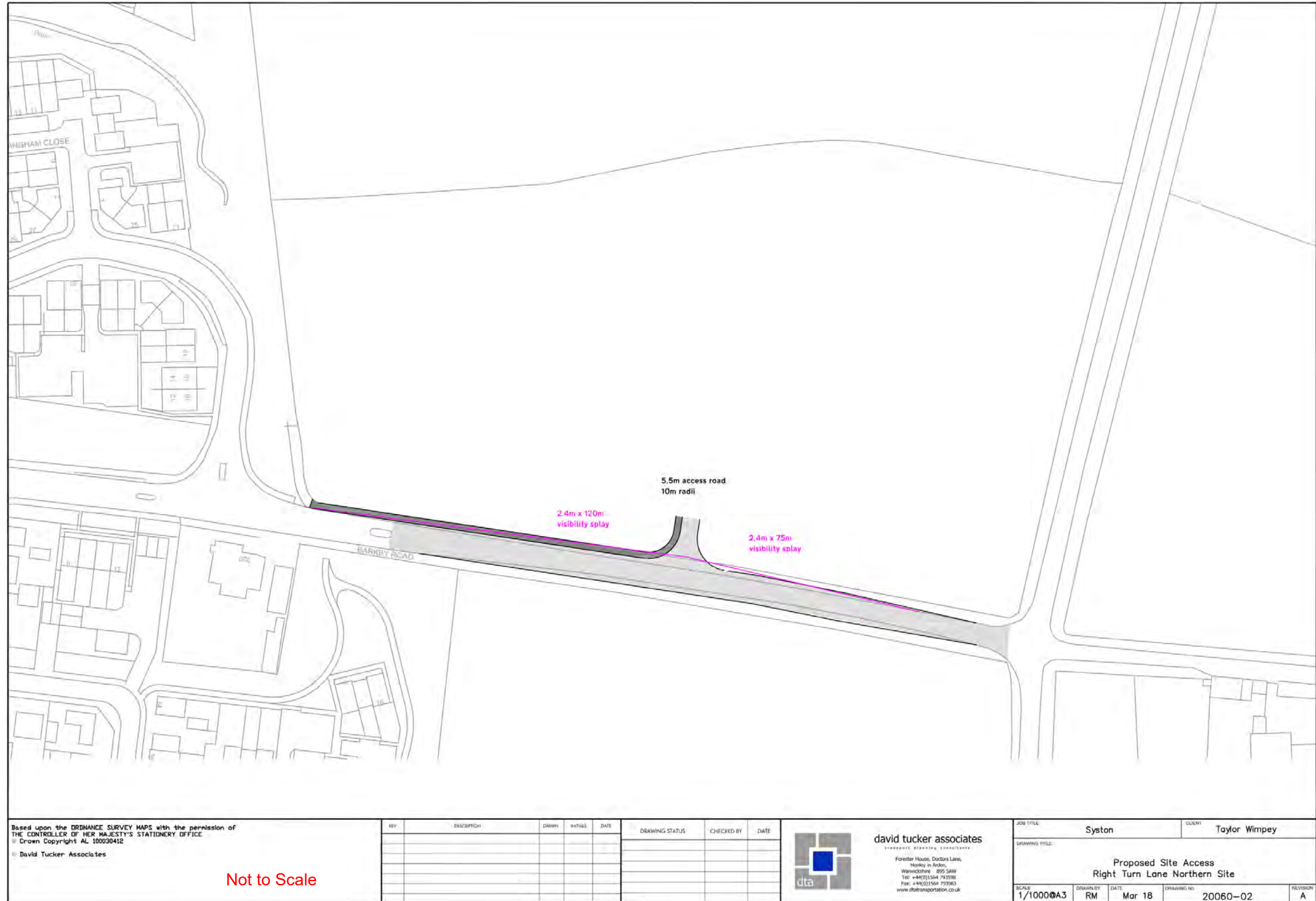
The following drawings and documents were examined as part of this Road Safety Audit.

Table 1: Documents

Documents Number	Revision	Drawing Title
20060-01	D	Transport Assessment
20060-02	A	Proposed Site Access Right Turn Lane Northern Site
-	-	Stage 1 RSA Brief – received 04/10/2018

Source: David Tucker Associates

B. Key Plan – Land to the North of Barkby Road, Syston



Appendix F

TRICS 7.4.4

Trip Rate P Number of dwellings

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: VEHICLES

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS	
		Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	2	117	0.077	2	117	0.288	2	117	0.365
08:00-09:00	2	117	0.155	2	117	0.309	2	117	0.464
09:00-10:00	2	117	0.124	2	117	0.155	2	117	0.279
10:00-11:00	2	117	0.137	2	117	0.176	2	117	0.313
11:00-12:00	2	117	0.12	2	117	0.172	2	117	0.292
12:00-13:00	2	117	0.129	2	117	0.137	2	117	0.266
13:00-14:00	2	117	0.172	2	117	0.124	2	117	0.296
14:00-15:00	2	117	0.155	2	117	0.176	2	117	0.331
15:00-16:00	2	117	0.236	2	117	0.21	2	117	0.446
16:00-17:00	2	117	0.262	2	117	0.167	2	117	0.429
17:00-18:00	2	117	0.288	2	117	0.15	2	117	0.438
18:00-19:00	2	117	0.185	2	117	0.163	2	117	0.348
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			2.04			2.227			4.267

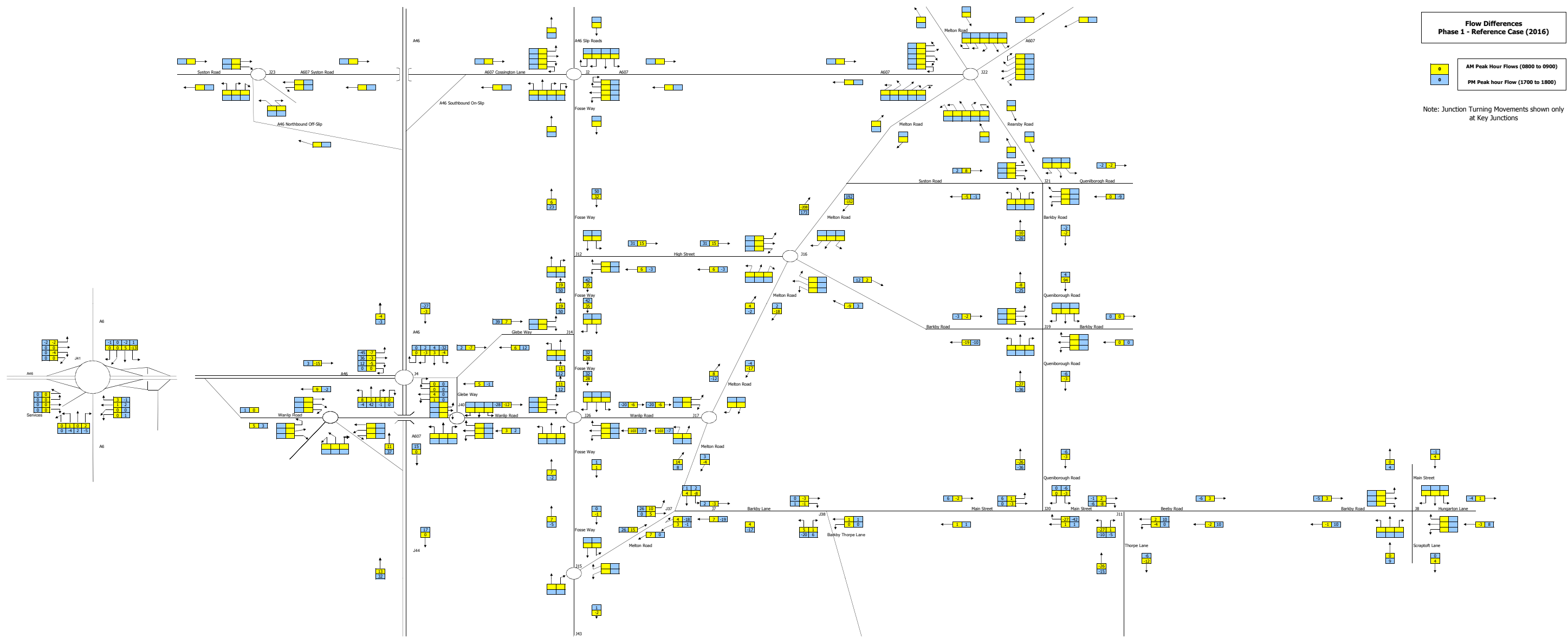
TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: TOTAL PEOPLE

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS	
		Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	2	117	0.116	2	117	0.378	2	117	0.494
08:00-09:00	2	117	0.185	2	117	0.541	2	117	0.726
09:00-10:00	2	117	0.176	2	117	0.223	2	117	0.399
10:00-11:00	2	117	0.227	2	117	0.253	2	117	0.48
11:00-12:00	2	117	0.142	2	117	0.21	2	117	0.352
12:00-13:00	2	117	0.176	2	117	0.159	2	117	0.335
13:00-14:00	2	117	0.275	2	117	0.159	2	117	0.434
14:00-15:00	2	117	0.24	2	117	0.266	2	117	0.506
15:00-16:00	2	117	0.373	2	117	0.236	2	117	0.609
16:00-17:00	2	117	0.386	2	117	0.249	2	117	0.635
17:00-18:00	2	117	0.412	2	117	0.206	2	117	0.618
18:00-19:00	2	117	0.27	2	117	0.27	2	117	0.54
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			2.978			3.15			6.128

Appendix G



Appendix H

Queniborough				2018 AM OGV				2018 AM PCU				2026 AM PCU			
08:00-09:00				Main Street W	Queniborough	Main Street E	Main Street W	Queniborough	Main Street E	Main Street W	Queniborough	Main Street E	Main Street W	Queniborough	Main Street E
2018 AM LGV	Main Street W	Queniborough	Main Street E	Main Street W	Queniborough	Main Street E	Main Street W	Queniborough	Main Street E	Main Street W	Queniborough	Main Street E	Main Street W	Queniborough	Main Street E
	0	29	227	0	0	7	0	29	241	0	31	261	0	31	261
	22	0	435	1	0	5	24	0	445	26	0	482	26	0	482
	120	214	0	3	7	0	126	228	0	136	247	0	136	247	0
2018 PM LGV	Main Street W	Queniborough	Main Street E	2018 PM OGV	Main Street W	Queniborough	Main Street E	2018 PM PCU	Main Street W	Queniborough	Main Street E	2026 PM PCU	Main Street W	Queniborough	Main Street E
	0	62	195		0	1	1		0	64	197		0	69	213
	25	0	282		0	0	5		25	0	292		27	0	316
	94	431	0		0	4	0		94	439	0		102	474	0
DEV AM	Main Street W	Queniborough	Main Street E	Tempo	2018-2026			2018 AM PCU + DEVELOPMENT	Main Street W	Queniborough	Main Street E	2026 AM PCU + DEVELOPMENT	Main Street W	Queniborough	Main Street E
	0	4	0	AM	1.0822				0	33	241		0	35	261
	10	0	16	PM	1.0807				34	0	461		36	0	498
	0	5	0						126	233	0		136	252	0
DEV PM	Main Street W	Queniborough	Main Street E					2018 PM PCU + DEVELOPMENT	Main Street W	Queniborough	Main Street E	2026 PM PCU + DEVELOPMENT	Main Street W	Queniborough	Main Street E
	0	12	0						0	76	197		0	81	213
	6	0	8						31	0	300		33	0	324
	0	17	0						94	456	0		102	491	0

HGV %

#DIV/0!	0%	3%	#DIV/0!	0%	3%
4%	#DIV/0!	1%	3%	#DIV/0!	1%
2%	3%	#DIV/0!	2%	3%	#DIV/0!
#DIV/0!	2%	1%	#DIV/0!	1%	1%
0%	#DIV/0!	2%	0%	#DIV/0!	2%
0%	1%	#DIV/0!	0%	1%	#DIV/0!

%IMPACT

Greetham Way/Barkby/Saxby Drive				
2018 AM LGV	Greetham Way	Barkby Rd E	Saxby Dr	Barkby Rd W
Greetham Way	0	22	0	47
Barkby Rd E	0	0	1	332
Saxby Dr	0	10	0	21
Barkby Rd W	15	259	7	0

2018 PM LGV				
Greetham Way	0	8	0	20
Barkby Rd E	0	0	16	245
Saxby Dr	0	7	0	12
Barkby Rd W	45	237	29	0

DEV AM				
Greetham Way	0	0	0	0
Barkby Rd E	0	0	0	44
Saxby Dr	0	0	0	0
Barkby Rd W	0	15	0	0

DEV PM				
Greetham Way	0	0	0	0
Barkby Rd E	0	0	0	25
Saxby Dr	0	0	0	0
Barkby Rd W	0	49	0	0

2018 AM OGV				
Greetham Way	0	5	0	1
Barkby Rd E	0	0	2	2
Saxby Dr	0	1	0	0
Barkby Rd W	2	4	0	0

2018 PM OGV				
Greetham Way	0	0	0	1
Barkby Rd E	0	0	0	2
Saxby Dr	0	0	0	0
Barkby Rd W	0	2	1	0

Tempro	
2018-2026	
AM	1.0822
PM	1.0807

2018 AM PCU				
Greetham Way	0	32	0	49
Barkby Rd E	0	0	0	336
Saxby Dr	0	12	0	21
Barkby Rd W	19	267	7	0

2018 PM PCU				
Greetham Way	0	8	0	22
Barkby Rd E	0	0	16	249
Saxby Dr	0	7	0	12
Barkby Rd W	45	241	31	0

2018 AM PCU + DEVELOPMENT				
Greetham Way	0	32	0	49
Barkby Rd E	0	0	0	380
Saxby Dr	0	12	0	21
Barkby Rd W	19	282	7	0

2018 PM PCU + DEVELOPMENT				
Greetham Way	0	8	0	22
Barkby Rd E	0	0	16	274
Saxby Dr	0	7	0	12
Barkby Rd W	45	290	31	0

2026 AM PCU				
Greetham Way	0	32	0	49
Barkby Rd E	0	0	0	364
Saxby Dr	0	12	0	21
Barkby Rd W	19	289	7	0

2026 PM PCU				
Greetham Way	0	8	0	22
Barkby Rd E	0	0	16	269
Saxby Dr	0	8	0	12
Barkby Rd W	45	260	31	0

2026 AM PCU + DEVELOPMENT				
Greetham Way	0	32	0	49
Barkby Rd E	0	0	0	408
Saxby Dr	0	12	0	21
Barkby Rd W	19	304	7	0

2026 PM PCU + DEVELOPMENT				
Greetham Way	0	8	0	22
Barkby Rd E	0	0	16	294
Saxby Dr	0	8	0	12
Barkby Rd W	45	309	31	0

Melton Road/Goodes Lane			
2018 AM LGV	Melton Road N	Goodes Lane	Melton Road S
Melton Road N	0	28	387
Goodes Lanes	22	0	274
Melton Road S	329	105	0

2018 PM LGV	Melton Road N	Goodes Lane	Melton Road S
Melton Road N	0	77	447
Goodes Lanes	20	0	94
Melton Road S	391	229	0

DEV AM	Melton Road N	Goodes Lane	Melton Road S
Melton Road N	0	0	0
Goodes Lanes	0	0	20
Melton Road S	0	7	0

DEV PM	Melton Road N	Goodes Lane	Melton Road S
Melton Road N	0	0	0
Goodes Lanes	0	0	11
Melton Road S	0	22	0

2018 AM OGV	Melton Road N	Goodes Lane	Melton Road S
Melton Road N	0	1	17
Goodes Lanes	2	0	2
Melton Road S	22	4	0

2018 PM OGV	Melton Road N	Goodes Lane	Melton Road S
Melton Road N	0	0	7
Goodes Lanes	0	0	1
Melton Road S	9	1	0

Tempo	2018-2026
AM	1.0822
PM	1.0807

2018 AM PCU	Melton Road N	Goodes Lanes	Melton Road S
Melton Road N	0	30	421
Goodes Lanes	26	0	278
Melton Road S	373	113	0

2018 PM PCU	Melton Road N	Goodes Lanes	Melton Road S
Melton Road N	0	77	461
Goodes Lanes	20	0	96
Melton Road S	409	231	0

2018 AM PCU + DEVELOPMENT	Melton Road N	Goodes Lanes	Melton Road S
Melton Road N	0	30	421
Goodes Lanes	26	0	298
Melton Road S	373	120	0

2018 PM PCU + DEVELOPMENT	Melton Road N	Goodes Lanes	Melton Road S
Melton Road N	0	77	461
Goodes Lanes	20	0	107
Melton Road S	409	253	0

2026 AM PCU	Melton Road N	Goodes Lanes	Melton Road S
Melton Road N	0	32	456
Goodes Lanes	28	0	301
Melton Road S	404	122	0

2026 PM PCU	Melton Road N	Goodes Lanes	Melton Road S
Melton Road N	0	83	498
Goodes Lanes	22	0	104
Melton Road S	442	250	0

2026 AM PCU + DEVELOPMENT	Melton Road N	Goodes Lanes	Melton Road S
Melton Road N	0	32	456
Goodes Lanes	28	0	321
Melton Road S	404	129	0

2026 PM PCU + DEVELOPMENT	Melton Road N	Goodes Lanes	Melton Road S
Melton Road N	0	83	498
Goodes Lanes	22	0	115
Melton Road S	442	272	0

Melton/Barkby/High Street Roundabout				
2018 AM LGV	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	0	86	276	169
Barkby Road	102	0	84	178
Melton Road S	209	33	0	73
High Street	202	93	72	2

2018 PM LGV	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	2	93	238	175
Barkby Road	72	3	101	113
Melton Road S	286	66	0	89
High Street	268	166	85	0

DEV AM	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	0	0	0	0
Barkby Road	0	0	0	22
Melton Road S	0	1	0	0
High Street	0	7	0	0

DEV PM	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	0	0	0	0
Barkby Road	0	0	0	13
Melton Road S	0	2	0	0
High Street	0	25	0	0

2018 AM OGV	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	0	3	12	2
Barkby Road	1	0	1	2
Melton Road S	14	2	0	7
High Street	5	2	3	0

2018 PM OGV	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	0	2	6	2
Barkby Road	0	0	0	2
Melton Road S	6	0	0	1
High Street	3	1	0	0

Tempo	2018-2026
AM	1.0822
PM	1.0807

2018 AM PCU	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	0	92	300	173
Barkby Road	104	0	0	182
Melton Road S	237	37	0	87
High Street	212	97	78	2

2018 PM PCU	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	2	97	250	179
Barkby Road	72	3	101	117
Melton Road S	298	66	0	91
High Street	274	168	85	0

2018 AM PCU + COMMITTED	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	0	92	300	173
Barkby Road	104	0	0	204
Melton Road S	237	38	0	87
High Street	212	104	78	2

2018 PM PCU + COMMITTED	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	2	97	250	179
Barkby Road	72	3	101	130
Melton Road S	298	68	0	91
High Street	274	193	85	0

2026 AM PCU	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	0	100	325	187
Barkby Road	113	0	0	197
Melton Road S	256	40	0	94
High Street	229	105	84	2

2026 PM PCU	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	2	105	270	193
Barkby Road	78	3	109	126
Melton Road S	322	71	0	98
High Street	296	182	92	0

2026 AM PCU + COMMITTED	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	0	100	325	187
Barkby Road	113	0	0	219
Melton Road S	256	41	0	94
High Street	229	112	84	2

2026 PM PCU + COMMITTED	Melton Road N	Barkby Road	Melton Road S	High Street
Melton Road N	2	105	270	193
Barkby Road	78	3	109	139
Melton Road S	322	73	0	98
High Street	296	207	92	0

Queniborough/Barkby/Unamed Road				
2018 AM LGV	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S	0	105	183	0
Barkby Road	224	0	64	5
Queniborough Road N	281	41	0	2
Unamed Road	1	5	0	0
2018 PM LGV	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S	0	184	296	0
Barkby Road	105	0	50	0
Queniborough Road N	178	65	0	0
Unamed Road	0	0	0	0
DEV AM	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S	0	9	0	0
Barkby Road	26	0	5	0
Queniborough Road N	0	2	0	0
Unamed Road	0	0	0	0
DEV PM	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S	0	29	0	0
Barkby Road	14	0	3	0
Queniborough Road N	0	5	0	0
Unamed Road	0	0	0	0
2018 AM OGV	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S	0	3	8	0
Barkby Road	3	0	3	0
Queniborough Road N	5	1	0	0
Unamed Road	0	0	0	0
2018 PM OGV	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S	0	2	4	0
Barkby Road	4	0	1	0
Queniborough Road N	3	0	0	0
Unamed Road	0	0	0	0
2018 AM PCU	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S	0	111	199	0
Barkby Road	230	0	70	5
Queniborough Road N	291	43	0	2
Unamed Road	1	5	0	0
2018 PM PCU	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S	0	188	304	0
Barkby Road	113	0	52	0
Queniborough Road N	184	65	0	0
Unamed Road	0	0	0	0
2018 AM PCU + DEVELOPMENT	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S	0	120	199	0
Barkby Road	256	0	75	5
Queniborough Road N	291	45	0	2
Unamed Road	1	5	0	0
2018 PM PCU + DEVELOPMENT	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S	0	217	304	0
Barkby Road	127	0	55	0
Queniborough Road N	184	70	0	0
Unamed Road	0	0	0	0
2026 AM PCU	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S	0	120	215	0
Barkby Road	249	0	76	5
Queniborough Road N	315	47	0	2
Unamed Road	1	5	0	0
2026 PM PCU	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S	0	203	329	0
Barkby Road	122	0	56	0
Queniborough Road N	199	70	0	0
Unamed Road	0	0	0	0
2026 AM PCU + DEVELOPMENT	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S	0	129	215	0
Barkby Road	275	0	81	5
Queniborough Road N	315	49	0	2
Unamed Road	1	5	0	0
2026 PM PCU + DEVELOPMENT	Queniborough Road S	Barkby Road	Queniborough Road N	Unamed Road
Queniborough Road S	0	232	329	0
Barkby Road	136	0	59	0
Queniborough Road N	199	75	0	0
Unamed Road	0	0	0	0
Tempro	2018-2026			
AM	1.0822			
PM	1.0807			

Fosse Way/High Street

AM Peak		Totals		
	A	B	C	
A	~		201	244
B	130	~		273
C	107		334	~

PM Peak		Totals		
	A	B	C	
A	~		115	184
B	145	~		287
C	160		316	~

A Fosse Way N
 B High Street
 C Fosse Way S

AM Peak		Heavies		
	A	B	C	
A	~		11	6
B	12	~		14
C	9		22	~

PM Peak		Heavies		
	A	B	C	
A	~		2	1
B	2	~		3
C	1		3	~

AM Peak		PCUs		
	A	B	C	
A	~		212	250
B	142	~		287
C	116		356	~

PM Peak		PCUs		
	A	B	C	
A	~		117	185
B	147	~		290
C	161		319	~

Level	Area	Local AM 2026 Growth Figure	Local PM 2026 Growth Figure
E02005361	Charnwood 018	1.0822	1.0807

AM Peak 2026 Base				
	A	B	C	TOTAL
A			229	271
B	154			311
C	126		385	511
TOTAL	279	615	581	1475

PM Peak 2026 Base				
	A	B	C	TOTAL
A			126	200
B	159			313
C	174		345	519
TOTAL	333	471	513	1317

Am Peak Proposed Development				
	A	B	C	TOTAL
A			1	
B	2			20
C			7	
TOTAL				

PM Peak Proposed Development				
	A	B	C	TOTAL
A			2	
B		1		11
C			22	
TOTAL				

AM Peak 2026 Base + Proposed Development				
	A	B	C	TOTAL
A	0		230	271
B	156	0		331
C	126		392	0
TOTAL				

PM Peak 2026 Base + Proposed Development				
	A	B	C	TOTAL
A	0		129	200
B	160	0		325
C	174		367	0
TOTAL				

195 Dwellings

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	Total	In	Out	Total
Trip Gener	26	75	102	82	42	123

Barkby Road/ Pembroke Avenue

- A Barkby Road S
- B Pembroke Avenue
- C Barkby Road N

AM Peak		Totals		
	A	B	C	
A	~	122		215
B	98	~		47
C	189	47	~	

PM Peak		Totals		
	A	B	C	
A	~	80		183
B	109	~		47
C	205	48	~	

AM Peak		Heavies		
	A	B	C	
A	~	2		2
B	0	~		2
C	6	1	~	

PM Peak		Heavies		
	A	B	C	
A	~	1		1
B	1	~		0
C	2	0	~	

AM Peak		PCUs		
	A	B	C	
A	~	124		217
B	98	~		49
C	195	48	~	

PM Peak		PCUs		
	A	B	C	
A	~	81		184
B	110	~		47
C	207	48	~	

Level	Area	Local AM 2023 Growth Figure	Local PM 2023 Growth Figure
E02005361	Charnwood 017	1.0822	1.0807

AM Peak 2026 Base				
	A	B	C	TOTAL
A		134		235
B	106		53	159
C	211	52		263
TOTAL	317	186	288	791


PM Peak 20236 Base				
	A	B	C	TOTAL
A		88	199	286
B	119		51	170
C	224	52		276
TOTAL	343	139	250	732

AM Proposed Development				
	A	B	C	TOTAL
A		20	20	
B	7			
C	7			
TOTAL				

PM Proposed Development				
	A	B	C	TOTAL
A		11	11	
B	22			
C	21			
TOTAL				

AM 2023 Base + Proposed Development				
	A	B	C	TOTAL
A	0	154	254	
B	113	0	53	
C	218	52	0	
TOTAL				

PM 2023 Base + Proposed Development				
	A	B	C	TOTAL
A	0	99	210	
B	141	0	51	
C	245	52	0	
TOTAL				



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