

Garth Wymott 2

Transport Assessment

Mace (on behalf of Ministry of Justice)

12/08/2021

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Non-Technical Summary

Planning Application Overview

Atkins has been commissioned to support a Hybrid Planning Application seeking Outline Planning Permission for a Category C Adult Male Resettlement Prison and a replacement boiler house, both of which are to be located to the north of HMP Garth and HMP Wymott in Lancashire. The Prison will have capacity for up to 1,715 prisoners and up to 858 staff will be employed at the site (both uniformed and non-uniformed).

The Hybrid Planning Application is also seeking Full Planning Permission for a replacement bowling green and club house to be located on the land south of HMP Garth and HMP Wymott.

Measuring Transport Impacts

The Hybrid Planning Application will be supported by a Transport Assessment, Travel Plan and Construction Traffic Management Plan. The Transport Assessment considers the impact of the Prison on the existing transport network and seeks to understand the number of trips that are expected to be generated by staff and visitors. The Outline Travel Plan provides a strategy for reducing single occupancy car trips and promoting sustainable transport for staff and visitors. The Construction Traffic Management Plan focusses on impacts during the construction phase and identifies how the impact on the existing transport network can be reduced.

COVID-19

It is well known that COVID-19 has impacted the way that people travel. The Transport Assessment required information on how many vehicles are using nearby roads. Traffic surveys were undertaken in March 2021. To ensure that the data collected in 2021 is representative of traffic flows prior to COVID-19, the traffic surveys have been validated against historic traffic data from 2019 (provided by Lancashire County Council).

Prison Access

Access to the Prison will be from Moss Lane to the north of the existing access to HMP Garth and HMP Wymott. Access to the replacement bowling green and club house will via the current access road (off Moss Lane) to HMP Garth and HMP Wymott.

Staff and Visitors

It is assumed that there will be 666 vehicles arriving at the Prison every day, these vehicles will also depart on the same day, therefore totalling 1,332 trips per day.

Considering shift patterns, legal visits and visiting times, the busiest time of day is expected to be between 07:00-08:00 in the morning (223 trips) and 17:00-18:00 in the evening (253). Using 2011 Census data, it is expected that approximately 45% of trips would access the Prison from the north (via the B5248) and 55% would access the Prison from the south (via the A581).

Car Parking

The demand for parking has been assessed by considering the number of staff and visitors arriving at and departing the Prison throughout the day. This, along with the availability of existing public transport provision and examining the travel characteristics for the area, has demonstrated that a maximum of 499 parking spaces are required at any one time. The Prison will provide 525 car parking spaces, which includes 24 disabled spaces, 53 electric vehicle charging spaces and 27 car sharing spaces.

Transport Impacts and Mitigation

The Transport Assessment has considered the impact of vehicles associated with the Prison on the transport network. This has included a review of queues and delays on the existing roads. The analysis has identified a potential issue at the A581/ Ulmes Walton Lane junction. The MoJ are working collaboratively with Lancashire County Council to find a solution at this location and to agree input to the County Council's strategy for the wider A581 corridor. The MoJ will continue to engage with Lancashire County Council to ensure that the impact of the Prison is successfully mitigated at this junction and in other key locations. Full details will be provided during the determination period.

1. Introduction

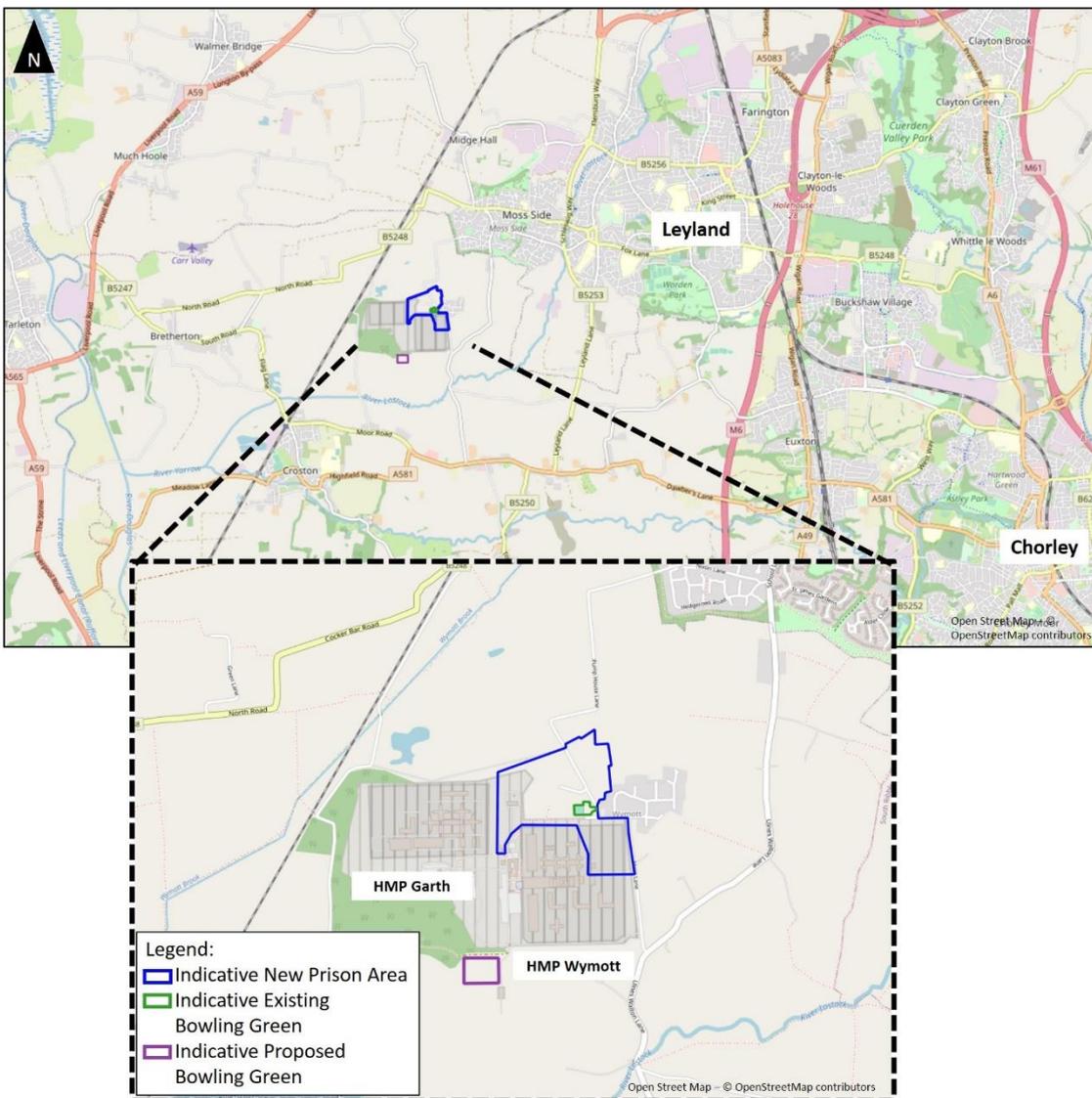
1.1. Background

The Ministry of Justice (MoJ) and the National Offender Management Service (NOMS) have appointed consultants to prepare the documents required for the submission of a Hybrid Planning Application seeking outline planning permission for a new prison (referred to as Garth Wymott 2) within a secure perimeter fence, outline planning permission for a replacement boiler house, and full planning permission for a replacement bowling green and club house.

Atkins has been commissioned to prepare a Transport Assessment (TA), Outline Travel Plan (OTP), and Framework Construction Traffic Management Plan (CTMP) to support the application. Garth Wymott 2 is proposed to be a Category C Adult Male resettlement prison with a capacity of up to 1,715 located on land north of HMP Wymott, in Lancashire.

The site location is outlined on Figure 1-1.

Figure 1-1 - Site Location Plan



1.2. Report Purpose

The purpose of this TA is to evaluate the transportation aspects of the development proposals and consider the existing highway network and sustainable transport provision within the vicinity of the proposed development. This TA has been prepared in accordance with 'Travel Plans, Transport Assessments and Statements' guidance from the Ministry of Housing, Communities & Local Government.

This TA should be read in conjunction with the OTP and Framework CTMP for the proposed development.

1.3. Pre-Application Highways Discussions

Pre-Application scoping discussions were undertaken with Lancashire County Council (LCC) at the start of the project. As the project has developed, we have sought to engage in further discussion with LCC prior to the submission of the application. Further details in relation to the pre-application scoping discussions with LCC are shown in Table 1-1.

Table 1-1 - Pre-Application Highways Summary

Date / Location	Items Discussed
2 nd February 2021 (Microsoft Teams)	<ul style="list-style-type: none"> • Trip Generation / Assignment Methodology. • Data collection with regards to COVID-19.
21 st May 2021 (Microsoft Teams)	<ul style="list-style-type: none"> • Assessment scenarios for the traffic modelling. • High-level traffic modelling results. • Off-site highways mitigation.
5 th August 2021 (Microsoft Teams)	<ul style="list-style-type: none"> • Off-site highways mitigation. • Construction Traffic Management Plan. • Sustainable Transport.

1.4. Report Structure

This report includes the following sections:

- **Section 2** provides a review of relevant national and local policy and guidance;
- **Section 3** describes the baseline conditions, in terms of the local highway network, personal injury accident (PIA) data and multi-modal accessibility;
- **Section 4** provides details of the proposed development, including site access arrangements;
- **Section 5** discusses the estimated trip generation and assignment;
- **Section 6** provides details of the parking provision at the proposed development;
- **Section 7** summarises the impact of the development proposals;
- **Section 8** provides a summary of the mitigation proposals; and
- **Section 9** summarises the findings and conclusions.

2. Planning Policy and Guidance

2.1. Introduction

This Chapter provides a review of the transportation policy that is considered relevant to the proposed development at a national and local level. The following documents have been included in this review:

- National Policy:
 - National Planning Policy Framework (NPPF)
- Local Policy:
 - Chorley Local Plan 2012 – 2026;
 - Central Lancashire Core Strategy;
 - Lancashire Local Transport Plan 2011–2021; and
 - Central Lancashire Highways and Transport Masterplan.

2.2. National Policy

2.2.1. National Planning Policy Framework (NPPF) (July 2021)

The NPPF was first published in March 2012, updated in February 2019, and revised in July 2021. It sets out the government's planning policies for England and how these are expected to be applied. The NPPF aims to make the planning system more accessible, and to promote sustainable growth. It replaces all the previous Planning Policy Statements (PPSs) and Planning Policy Guidance (PPGs) including PPG13 (Transport) and PPS3 (Residential).

The NPPF states that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be considered in both plan-making and decision-making (Paragraph 105. Section 9).

The NPPF states that planning policies should:

- Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities (Paragraph 106.a. Section 9);
- Be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned (Paragraph 106.b. Section 9);
- Identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development (Paragraph 106.c. Section 9);
- Provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans) (Paragraph 106.d. Section 9); and
- Provide for any large-scale transport facilities that need to be in the area, and the infrastructure and wider development required to support their operation, expansion, and contribution to the wider economy (Paragraph 106.e. Section 9).

The NPPF states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location (Paragraph 110.a. Section 9);
- Safe and suitable access to the site can be achieved for all users (Paragraph 110.b. Section 9);

- The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code (Paragraph 110.c. Section 9); and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (Paragraph 110.d. Section 9).

The NPPF also states 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 (Paragraph 111. Section 9).

Within this context, applications for development should:

- 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 (Paragraph 112.a. Section 9);
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport (Paragraph 112.b. Section 9);
- 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 (Paragraph 112.c. Section 9);
- Allow for the efficient delivery of goods, and access by service and emergency vehicles (Paragraph 112.d. Section 9); and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations (Paragraph 112.e. Section 9).

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 (Paragraph 113. Section 9).

2.3. Local Policy

2.3.1. Lancashire Local Transport Plan 2011 – 2021

Lancashire's Local Transport Plan sets out the transport strategy for the region between 2011 and 2021. It sets out the commitment to “support the Lancashire economy, to tackle deep-seated inequalities and to revitalise our communities and provide safe high-quality neighbourhoods”. Goals which the Lancashire Local Transport Plan sets out to achieve include improving the accessibility, availability and affordability of transport, and to make walking and cycling more safe, convenient and attractive which will have both a health and well-being benefit as well as reducing car reliance.

In order to achieve the goals of the Lancashire Local Transport Plan, seven priorities have been generated informed by national transport policies, consultation feedback, and specially commissioned local research. The seven transport priorities are:

- Improving access into areas of economic growth and regeneration;
- Providing better access to education and employment;
- Improving people's quality of life and well-being;
- Improving safety of our streets for our most vulnerable residents;
- Providing safe, reliable, convenient and affordable transport alternatives to the car;
- Maintaining our assets; and
- Reducing carbon emissions and its effects.

Lancashire County Council will achieve 'Providing Safe, Reliable, Convenient and Affordable Transport Alternatives to the Car' priority through working with bus and rail operators to invest in new public transport services and provide safe and convenient new infrastructure for walking and cycling where it will reduce reliance on private car journeys. The council will achieve the 'Reducing carbon emissions and its effects' priority through improving the range of sustainable travel options and engaging with planners and developers to ensure that new developments are located in sustainable locations and benefit from a range of sustainable transport options.

2.3.2. Central Lancashire Core Strategy 2010 – 2026

The Central Lancashire Core Strategy has been produced by the Central Lancashire authorities of Preston, South Ribble and Chorley. The purpose of the document is to help co-ordinate development in the area, and encourage sustainably managed growth, whilst protecting and enhancing green spaces. The Central Lancashire Core Strategy sets out the overall strategic direction for planning in the area over the period 2010 to 2026. The policies outlined within this document are aligned with national policies.

The vision which the Central Lancashire Core Strategy sets out is that by 2026 Central Lancashire will be recognised as a highly sought-after place to live and work in the North West, and play a leading role in Lancashire's world class economy and have sustainable economic growth based on the area's unique assets. Central Lancashire's wider role will be as a driver of sustainable economic growth for the region, marrying opportunity and need and providing a transport hub to improve connections for the region.

Strategic Objective One of the Core Strategy is to foster growth and investment in Central Lancashire in a manner that makes the best use of infrastructure and land, marries opportunity and need, and supports service provision in rural areas. The strategy outlines that growth and investment should be focused on well located brownfield sites and the Strategic Location of Central Preston, the Key Service Centres of Chorley and Leyland and the other main urban areas in South Ribble, whilst protecting the character of suburban and rural areas. It is recognised that some Greenfield development will be required on the fringes of the main urban areas.

Strategic Objective Two of the strategy is to ensure that there is sufficient appropriate infrastructure to meet future needs, funded where necessary by developer contributions. Well planned transport infrastructure can provide better walking and cycling facilities, more efficient interchange between modes of transport benefiting both health and wellbeing and sustainable transport targets.

Strategic Objective Three of the strategy is to reduce the need to travel, manage car use, promote more sustainable modes of transport and improve the road network to the north and south of Preston. This objective emphasises the importance of well design developments to ensure interconnectivity between transport modes. In addition it is recognised that consumer's travel attitudes and perceptions of travel options need to be managed if reducing the need to travel and encouraging changing transport modes are to be realised. Travel Plans are one method through which modal shift can be achieved and raising awareness about different travel options. The Core Strategy sets out to improve travel within the region and for development areas by:

- Improving pedestrian facilities - with safe and secure urban and rural footways and paths linking with public transport and other services;
- Improving opportunities for cycling - by completing the Central Lancashire Cycle Network of off-road routes supplementing this will an interconnected system of on-road cycle lanes and related road junction improvements;
- Improving public transport - by improving main bus routes;
- Enabling travellers to change their mode of travel on trips – through improving car and cycle parking facilities at railway stations, better connected bus and rail services, providing better public transport interchanges and hubs, and preparing, implementing and monitoring Travel Plans including Personal Travel Plans;
- Encouraging car sharing – by promoting work-based schemes; and
- Managing car demand – by reviewing workplace car parking, and setting and applying car parking standards.

2.3.3. Central Lancashire Highways and Transport Masterplan

The Central Lancashire Highways and Transport Masterplan sets out the vision for travel and transport in Central Lancashire for the period to 2026. The masterplan sets out how the transport network can be improved for everyone who travels in Central Lancashire and for the communities and businesses that are its heart.

The vision for Central Lancashire Highways and Transport accepts that there is no choice but to create new highway capacity to support new development and to solve specific existing problems. The new additional

capacity also presents the opportunity to improve sustainable transport offerings. For example, improving public transport at the most important railway stations and bus corridors, and enhance the public realm to encourage sustainable travel and support economic growth. The new roads delivered will offer a tremendous opportunity to give dedicated road space to buses.

The integrated transport vision for Central Lancashire presents a sustainable, affordable, achievable, and deliverable framework of improvements. The success of this masterplan will be pinned on delivering a transport system that not only facilitates choice, but makes walking, cycling and public transport an easy and obvious way to travel in the future.

2.3.4. Chorley Local Plan 2012 – 2026

The Chorley Local Plan was adopted in 2015 and sets out the vision for growth within Chorley for the period up to 2026. The Local Plan outlines development areas, key local issues and a set of policies to manage and evoke sustainable change within the area. The Local Plan has been aligned with NPPF and the Central Lancashire Core Strategy to ensure coherence to national and regional objectives but also tailored towards local specificities. To ensure growth and investment takes place in the most sustainable locations, development should be focused within the settlement areas that are excluded from the Green Belt, and favour strategic sites and locations such as Chorley Town Centre, and supports service provision in rural areas.

Catering for and encouraging sustainable travel and reducing dependency on the private car are objectives which the Local Plan sets out when planning new development. Most journeys in Chorley are currently taken by car causing increased congestion and pollution. The Local Plan encourages locating development in areas where multiple travel choices are available and improves accessibility.

Policy ST4 outlines the Parking Standards which development proposals need to accord to. While the Council supports and encourages measures to reduce car journeys it is also aware of the consequences of under-provision of parking leading to overspill onto the local highway network. Therefore, though parking standards are presented for broad land use categories within the Local Plan, the local circumstances of the development will be taken into account when determining parking standards. Local circumstances regarding parking provision include:

- The quality of provision for pedestrians - width of footways, quality of surfaces, access points to the site, provision and quality of street furniture and lighting;
- The quality of provision for cyclists - cycle parking, dedicated cycling facilities, access points to site, quality of design and provision, any restrictions on cycle movement;
- The distance to and quality of bus stops, the frequency of services, quality of footways and lighting to stops, and the distance to the nearest interchange;
- The number of train stations within 1,200m walking distance, quality of station, and frequency of services; and
- Evidence of local parking congestion.

2.4. Policy Summary

This TA has been prepared in line with the national and local policy context outlined above, and in accordance with 'Travel Plans, Transport Assessments and Statements' guidance from the Ministry of Housing, Communities & Local Government.

3. Baseline Conditions

3.1. Introduction

This section of the TA outlines the baseline conditions in the vicinity of the proposed development, including a review of the site location, local transport network, existing levels of accessibility and local sustainable transport links.

3.2. Site Location and Existing Use

The development site is in a rural location in Lancashire to the south west of the town of Leyland. Garth Wymott 2 is proposed to be located on land to the north of HMP Wymott. HMP Wymott is a Category C men’s prison with a capacity of approximately 1,000 inmates. HMP Garth is located adjacent to HMP Wymott. HMP Garth is a Category B men’s prison with a capacity of approximately 800 inmates. There is an existing staff and visitor car park for HMP Garth and HMP Wymott which is accessed off Moss Lane.

3.3. Local Highway Network

Figure 3-1 and Figure 3-2 show the surrounding local highway network within the vicinity of the proposed development site.

Figure 3-1 - Local Highway Network – Wider Context

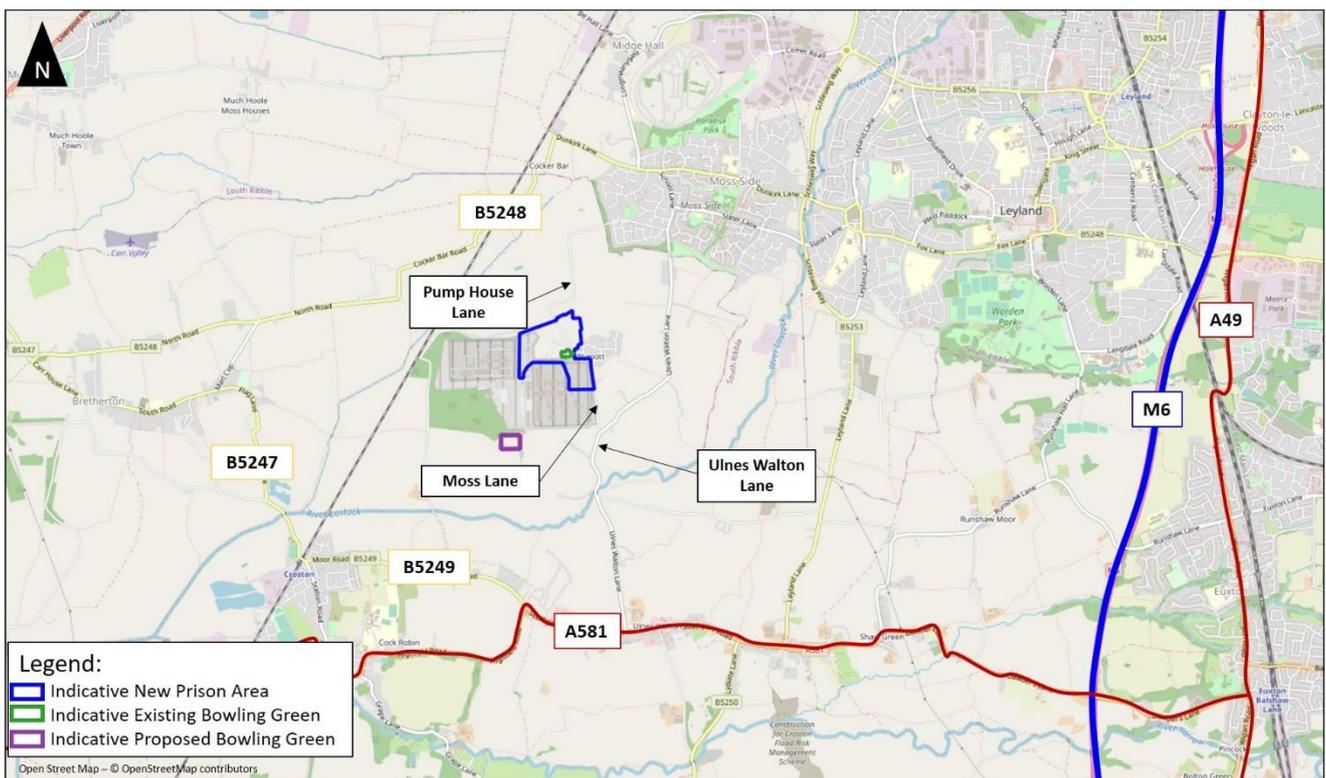
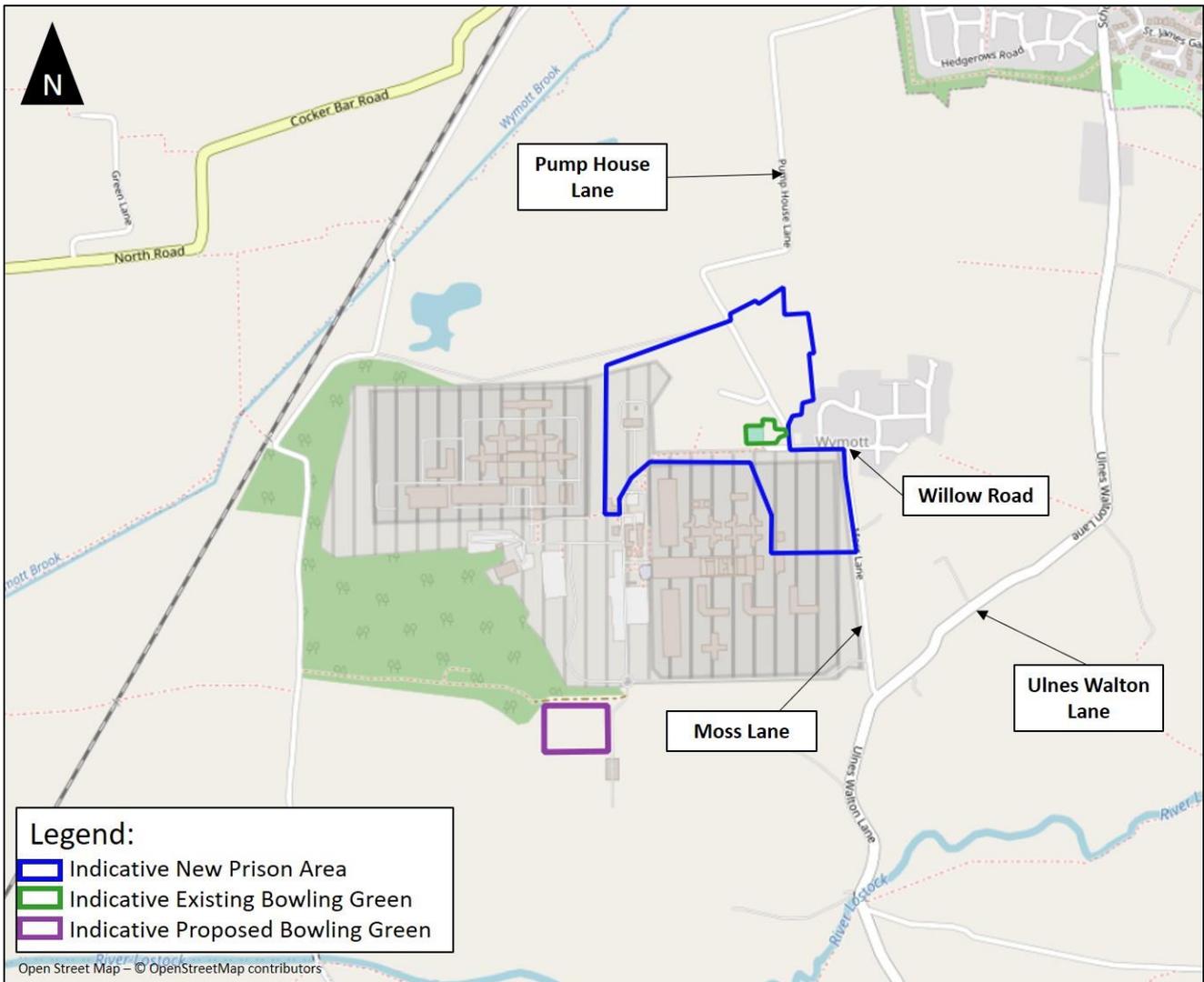


Figure 3-2 - Local Highway Network – Local Context



3.3.1. Moss Lane

HMP Garth and HMP Wymott are accessed via Moss Lane, a single carriageway road subject to a 30mph speed limit. Moss Lane provides access between a small residential area to the north known as Wymott village and Ulnes Walton Lane to the south. The junction between Moss Lane and Ulnes Walton Lane is a priority-controlled junction.

An Automatic Traffic Count (ATC) was undertaken in March 2021 along Moss Lane to the north of the existing HMP Garth and HMO Wymott access road. The ATC data included the 85th percentile speeds. Over the duration of the survey period the average 85th percentile speed was 39.0 mph northbound and 41.4 mph southbound. The ATC data is provided in Appendix A.

The two-way Annual Average Daily Traffic (AADT) along Moss Lane to the north of the existing HMP Garth and HMP Wymott access road has been calculated for the 2021 Baseline (see Table 3-1). Further information with regards to how the 2021 Baseline has been calculated is provided in Section 7 of this report.

Table 3-1 – Moss Lane Two-Way AADT (2021 Baseline)

Link Name	Annual Average Daily Traffic (AADT)
A581 west of Ulnes Walton Lane	412
A581 east of Ulnes Walton Lane	414

3.3.2. Ulnes Walton Lane

Ulnes Walton Lane is a single carriageway road subject to a 40mph speed limit (within the vicinity of the site) which provides access between the B5248 Dunkirk Lane to the north and the A581 to the south.

3.3.3. B5248 Dunkirk Lane

The B5248 Dunkirk Lane is a single carriageway road subject to a 30mph speed limit the main route between Leyland to the east and Bretherton to the west.

An Automatic Traffic Count (ATC) was undertaken in March 2021 along the B5248 Dunkirk Lane to the east of School Lane. The ATC data included the 85th percentile speeds. Over the duration of the survey period the average 85th percentile speed was 32.0 mph eastbound and 31.0 mph westbound. The ATC data is provided in Appendix A.

3.3.4. A581

The A581 is located approximately 1.9km south of HMP Garth and HMP Wymott. The A581 is a single carriageway road which provides access to Croston and the A59 to the west, and the A49 near Chorley to the east. The A581 has lighting provision on both sides of the carriageway and a footway going westbound. The A581 is subject to a speed limit of 30mph and is accessed from Ulnes Walton Lane via a priority-controlled junction.

An Automatic Traffic Count (ATC) was undertaken in 2013 along the A581 to the east of Ulnes Walton Lane. The ATC data included the 85th percentile speeds. Over the duration of the survey period the average 85th percentile speed was 36.5mph eastbound and 36.1mph westbound. The ATC data is provided in Appendix B.

The two-way Annual Average Daily Traffic (AADT) along the A581 either side of the A581 / Ulnes Walton Lane junction has been calculated for the 2021 Baseline (see Table 3-2). Further information with regards to how the 2021 Baseline has been calculated is provided in Section 7 of this report.

Table 3-2 - A581 Two-Way AADT (2021 Baseline)

Link Name	Annual Average Daily Traffic (AADT)
A581 west of Ulnes Walton Lane	9,195
A581 east of Ulnes Walton Lane	12,028

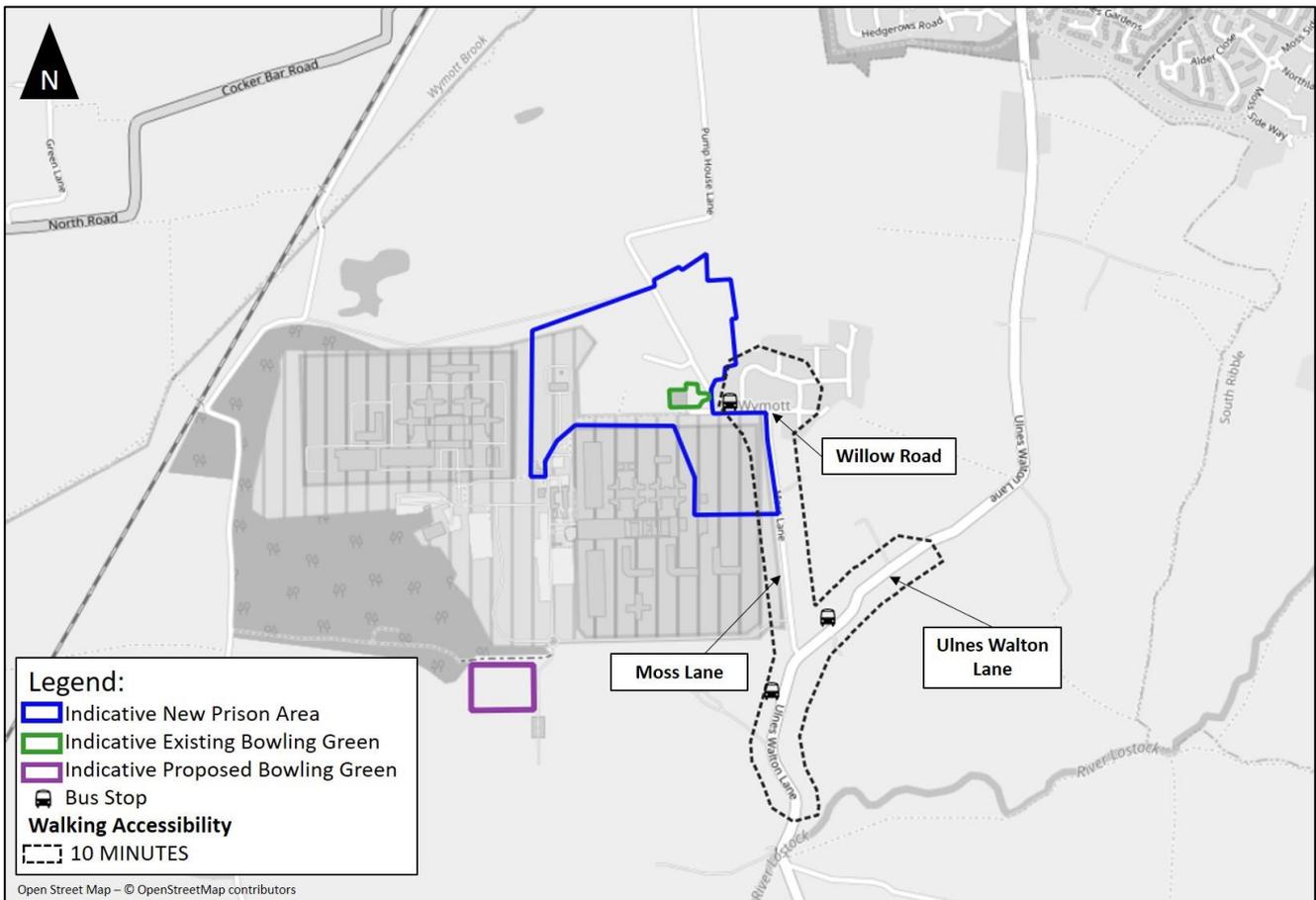
3.4. Sustainable Transport

This section summarises the existing sustainable transport provision in the vicinity of the site.

3.4.1. Pedestrian Access

Figure 3-3 demonstrates that within a 10-minute walk of the proposed Garth Wymott 2 site access, based on a walking speed of 1.4m/s¹, it is only possible for pedestrians to reach the bus stops located on Ulnes Walton Lane and Willow Road, the residential properties in Wymott, and the internal road entrance to the existing prisons of HMP Garth and HMP Wymott. There is a lit pedestrian footway along the northbound side of Moss Lane between the site access for HMP Garth/ HMP Wymott and Willow Road. There is no continuous footway provision to the bus stops on Ulnes Walton Lane so pedestrians are required to walk on the grass verge to access these bus stops.

Figure 3-3 - Walking Accessibility



3.4.2. Cycle Access

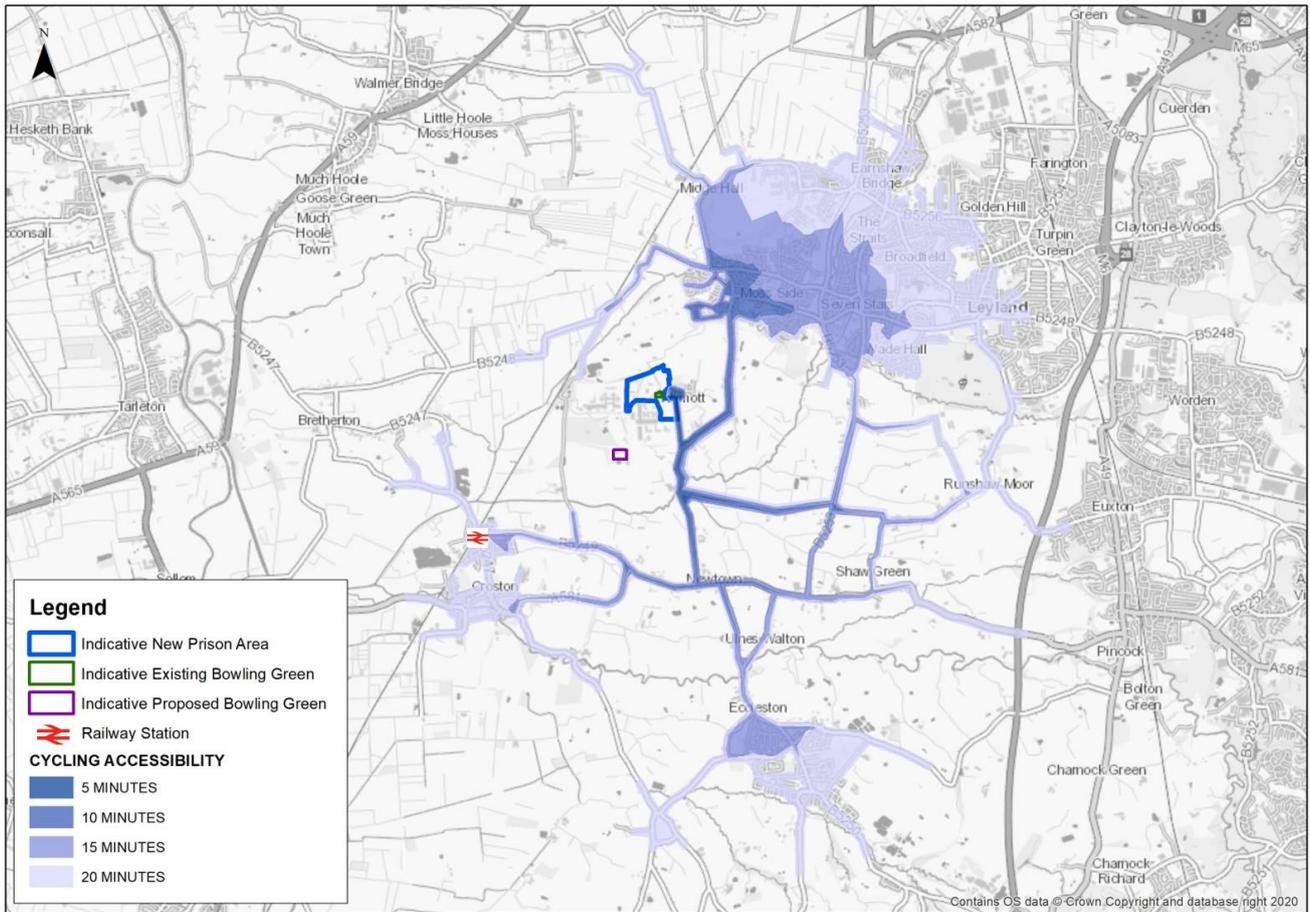
Figure 3-4 shows that based on a cycling speed of 4.4m/s² from the proposed Garth Wymott 2 site access, a cyclist would be able to reach the village of Ecclestone to the south within a 15 minute cycle, and Croston (including Croston Railway Station) within a 20 minute cycle of the proposed Garth Wymott 2 site access. To the north, cyclists can reach the western side of Leyland within a 20 minute cycle of Garth Wymott 2. There is limited formal cycle infrastructure within a 20 minute cycle of Garth Wymott 2 and therefore cyclists would be required to use the existing local highway network.

The Lancashire Southern Loop cycle route which provides access to Ormskirk to the west and Earby to the east can be accessed within a 10 minute cycle of the proposed Garth Wymott 2 site access. The nearest national cycle route (NCR) to Garth Wymott 2 is greater than a 20 minute cycle from the site; National Cycle Route 91 with the nearest connection point at Bretherton to the west of the proposed Garth Wymott 2.

¹ Providing for Journeys on Foot (CIHT)

² Sustrans, Cycle Friendly Employers' Information Sheet

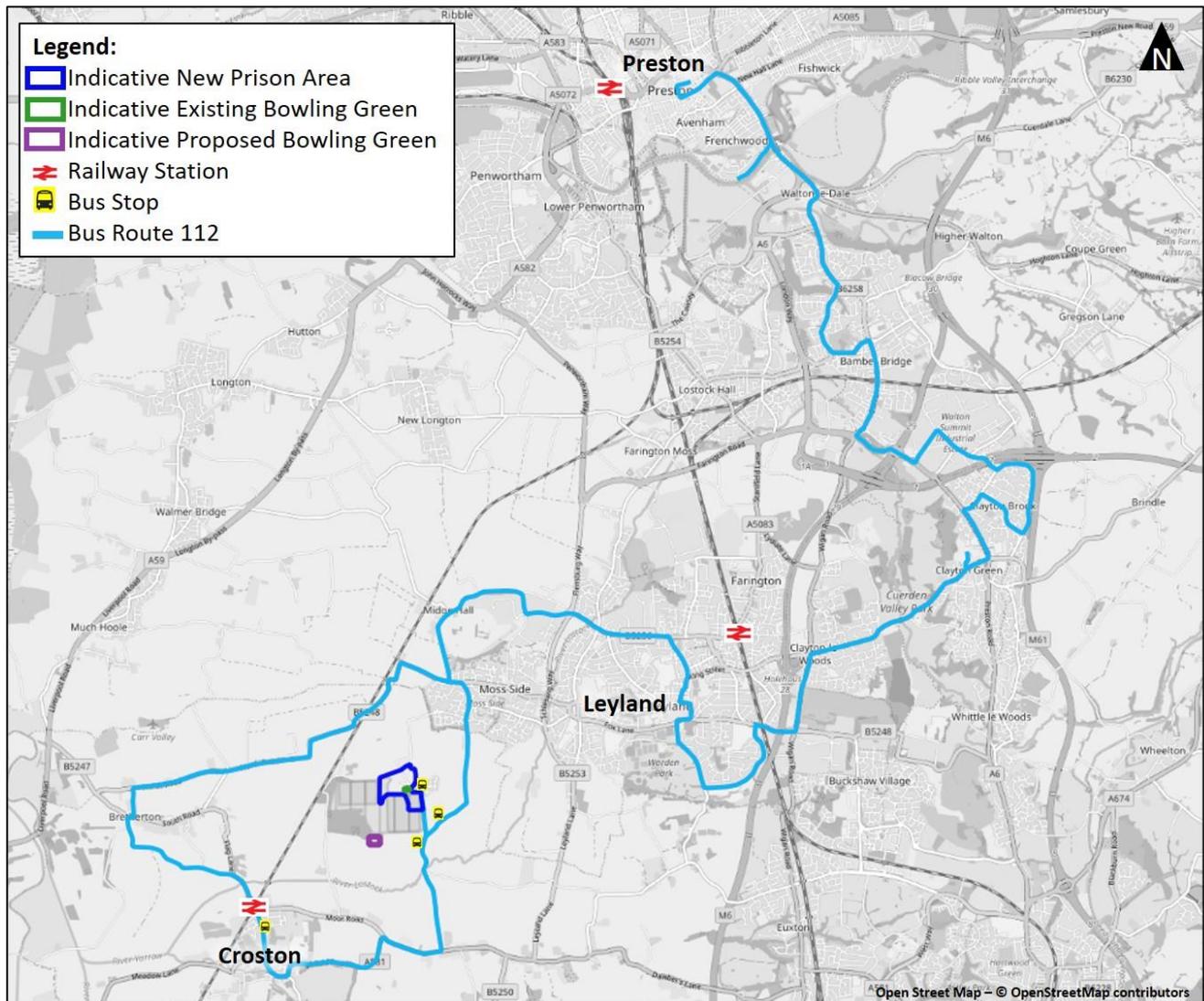
Figure 3-4 - Cycling Accessibility



3.4.3. Public Transport

This section summarises the public transport provision in the vicinity of the site, including bus and rail services. A summary of the existing public transport provision is outlined on Figure 3-5.

Figure 3-5 - Public Transport Provision



3.4.3.1. Bus

The site is served by the number 112 bus service, which travels between Preston, Leyland and Wymott. The service operates on an hourly basis Monday to Saturday, with no Sunday service, further service information is provided in Table 3-3.

It is important to note that the existing 112 bus route operates a one-way loop from Moss Side around Croston and Wymott, such that there is only a service from Croston to Wymott, but not in the opposite direction. The service from Wymott towards Preston is direct to Moss Side and Leyland via Ulnes Walton Lane and does not route via Croston. The nearest bus stops to Garth Wymott 2 are located on Ulnes Walton Lane and Willow Road as shown in Figure 3-3 and Figure 3-5.

Table 3-3 - Bus Services

Route	Bus Stop Location	Monday – Friday First/ Last Service	Monday – Friday Frequency	Saturday First / Last Service	Saturday Frequency	Sunday Service
112 (Holmeswood Coaches) – Bretherton – Croston – Wymott – Leyland Town Centre – Clayton le Woods – Bamber Bridge – Walton le Dale – Preston City Centre						
Towards Preston City Centre	Willow Road, Wymott	<i>First Service:</i> 06:59 <i>Last Service:</i> 19:36	One service per hour	<i>First Service:</i> 07:19 <i>Last Service:</i> 19:36	One service per hour	No service

Source: Holmeswood Coaches Ltd

3.4.3.2. Rail

The nearest Railway Station is Croston, approximately 5km west of Garth Wymott 2 as shown in Figure 3-5. It is located on the Ormskirk Branch railway line, which runs between Preston and Ormskirk, and is operated by Northern Rail. There is a bus service, route 112, from Croston Railway Station to Garth Wymott 2, but not in the opposite direction. Croston Railway Station is located within a 20 minute cycle of Garth Wymott 2 and there are 4 cycle parking facilities available at the station. Further information about rail service frequencies from Croston Railway Station are provided in Table 3-4.

Table 3-4 - Croston Rail Services

Destination	Average Journey Time	Monday – Friday First/ Last Service	Monday – Friday Frequency	Saturday First/ Last Service	Saturday Frequency	Sunday Service
Ormskirk	17 minutes	<i>First Service:</i> 06:38 <i>Last Service:</i> 22:49	One service per hour	<i>First Service:</i> 06:38 <i>Last Service:</i> 22:50	One service per hour	No Service
Preston	17 minutes	<i>First Service:</i> 07:16 <i>Last Service:</i> 23:25	One service per hour	<i>First Service:</i> 07:16 <i>Last Service:</i> 23:26	One service per hour	No Service

Source: National Rail, data correct as of 25/05/2021

The nearest Railway Station serving multiple routes and destinations is Leyland Railway Station, which is located approximately 7km north east of Garth Wymott 2 as shown in Figure 3-5 and provides regular services to Preston, Blackpool North, Liverpool Lime Street, Manchester. Leyland Railway Station is operated by Northern Rail and there are 34 cycle parking facilities, a 60-space car park and taxi provision.

3.5. BREEAM

The number and type of existing accessible amenities located within 500m of the site has been assessed. The type of accessible amenities has been taken from Table 7.1 within BREEAM Tra 01³. The analysis indicates that there are no accessible amenities located within 500m of the site.

The existing Accessibility Index (AI) score has been calculated as part of the BREEAM assessment of the site. The AI score for the site is 0.60 which reflects the existing public transport provision identified.

This Transport Assessment meets the requirements of BREEAM 2018 New Construction Tra 01.

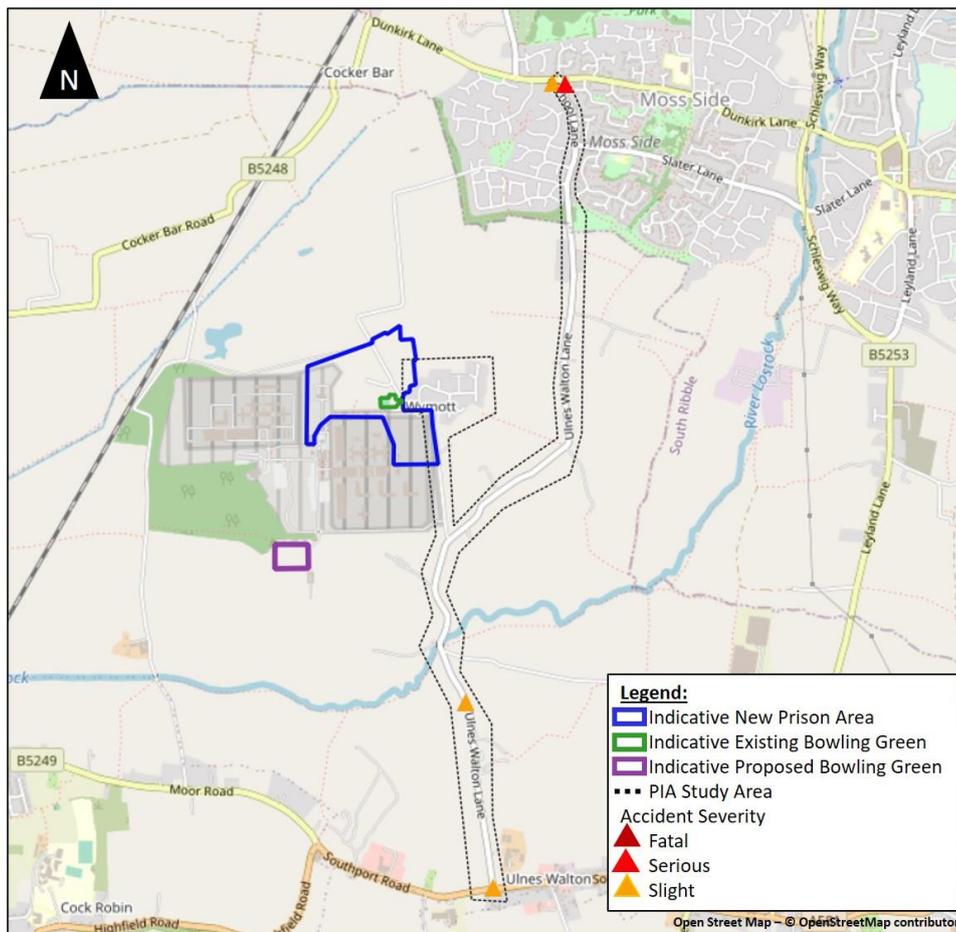
3.6. Personal Injury Accident (PIA) Analysis

Personal Injury Accident (PIA) data from the Department for Transport has been analysed for the latest five-year period available (2016-2020). The study area covers the immediate highway network, and includes the following roads:

- Moss Lane;
- Willow Road;
- Ulmes Walton Lane; and
- School Lane.

Figure 3-6 shows the location and severity of the recorded PIAs within the study area during the five-year analysis period.

Figure 3-6 - Recorded PIAs - Study Area



³ [Tra 01 Transport assessment and travel plan \(breeam.com\)](https://www.breeam.com)

3.6.1. PIA Severity by Year

The total number of slight, serious and fatal accidents within the study area are shown in Table 3-5 below.

Table 3-5 - Severity of Accidents – Study Area (2016-2020)

Severity	2016	2017	2018	2019	2020	Total
Fatal	0	0	0	0	0	0
Serious	0	0	1	0	0	1
Slight	0	2	1	0	0	3
Total	0	2	2	0	0	4

Table 3-5 indicates that there have been no recorded fatalities across the study area in the last five years, there have been one serious accident and three slight accidents.

3.6.2. PIA Severity by Location

Table 3-6 presents a summary of the PIAs recorded by severity at the following links within the study area:

- Link One – Willow Road;
- Link Two – Moss Lane;
- Link Three – Ulnes Walton Lane/ School Lane between the B5248 and Moss Lane;
- Link Four – Ulnes Walton Lane between Moss Lane and Holker Lane; and
- Link Five – Ulnes Walton Lane between Holker Lane and the A581.

Table 3-6 - Severity of Accidents – Per Link (2016-2020)

Severity	Link One	Link Two	Link Three	Link Four	Link Five
Fatal	0	0	0	0	0
Serious	0	0	0	0	0
Slight	0	0	0	0	1
Total	0	0	0	0	1

Table 3-6 demonstrates that no 'fatal' or 'serious' PIAs occurred at any of the links within the study area between 2016 and 2020. The analysis demonstrates that 1 'slight' PIA occurred on one link within the study area over the analysis period. It is therefore considered that there are no pre-existing safety concerns on the links within the study area.

Table 3-7 presents a summary of PIAs by severity at the following junctions within the study area:

- Junction One – Willow Road / Moss Lane;
- Junction Two – Moss Lane / Ulnes Walton Road;
- Junction Three – B5248 Dunkirk Lane / School Lane;
- Junction Four – Ulnes Walton Road / Holker Lane; and
- Junction Five – Ulnes Walton Road / A581 Southport Road.

Table 3-7 - Severity of Accidents – Per Junction (2016-2020)

Severity	Junction One	Junction Two	Junction Three	Junction Four	Junction Five
Fatal	0	0	0	0	0
Serious	0	0	1	0	0
Slight	0	0	1	0	1
Total	0	0	2	0	1

Table 3-7 demonstrates that no ‘fatal’ PIAs occurred at any of the junctions within the study area between 2016 and 2020. At three out of the four junctions within the study area, no PIAs were recorded within the latest five-year period.

Table 3-7 demonstrates that one ‘slight’ and one ‘serious’ PIA occurred at the junction of B5248 Dunkirk Lane / School Lane and one ‘slight’ PIA occurred at the junction of Ulmes Walton Road and A581 Southport Road during the analysis period. It is therefore considered that there is no evidence to indicate that there are pre-existing safety concerns within the study area.

3.7. Existing Travel Behaviours

Journey to work modal splits for the local area have been used to indicate existing travel behaviours. Table 3-8 shows the mode shares for Chorley (District Area).

Table 3-8 - Census Journey to Work Mode Splits - Chorley (District Area)

Mode	Percentage (%)
Car Driver	73.6%
Car Passenger	7.1%
Taxi	0.3%
Motorcycle	0.7%
Bus	4.0%
Train	1.2%
Cycle	1.7%
Walk	11.2%
Total	100%

Source: 2011 Census Data

Table 3-8 shows that the majority of journeys to work within Chorley are undertaken by car (80.7%), with a small proportion using public transport (5.2%), walking (11.2%), and cycling (1.7%).

There are limited destinations that are accessible via walking from the site. Therefore, the proportion of walking trips in Table 3-8 have been removed and the revised travel behaviours used to inform traffic generation for the proposed development are presented in Table 3-9.

Table 3-9 - Travel Behaviours - Chorley (District Area) - Updated

Mode	Percentage (%)
Car Driver	83.0%
Car Passenger	8.0%
Taxi	0.4%
Motorcycle	0.8%
Bus	4.5%
Train	1.3%
Cycle	1.9%
Walk	0.0%
Total	100%

The mode shares presented in Table 3-9 provide an indication of travel behaviours for the purposes of this assessment. Given the rural location, public transport provision and the operational hours of the existing prison, it is to be expected that most trips are undertaken by car.

4. Development Proposals

4.1. Introduction

This section of the TA provides a description of the proposed development including site access arrangements, and parking provision.

4.2. Development Description

Hybrid planning application seeking: Outline planning permission (with all matters reserved except for access, parking and landscaping) for a new prison (up to 74,531.71 sqm GEA) (Class C2A) within a secure perimeter fence following demolition of existing buildings and structures and together with associated engineering works; Outline planning permission for a replacement boiler house (with all matters reserved except for access); and Full planning permission for a replacement bowling green and club house (Class F2(c)). The indicative site layout is provided in Appendix C.

4.2.1. Garth Wymott 2

The indicative site layout proposes a range of buildings and facilities typical of a Category C resettlement prison, including:

- Seven new houseblocks each accommodating up to 245 prisoners (1,715 prisoners in total), totalling c.53,472 sqm GEA.
- Supporting development including kitchen, workshops, kennels, Entrance Resource Hub, Central Services Hub and support buildings, totalling c. 21,060 sqm GEA.
- Ancillary development including car parking (c. 525 spaces), internal road layout and perimeter fencing totalling 1326 linear meters enclosing a secure perimeter area of 10.5 ha.

The house blocks will be four storeys (plus pitched roof) in height, whilst the other buildings will range from one to three storeys.

The new prison will be designed and built to be highly sustainable and to exceed local and national planning policy requirements in terms of sustainability. MoJ's aspirations include targeting near zero carbon operations, 10% biodiversity net gain, and at least BREEAM 'Excellent' certification, with endeavours to achieving BREEAM 'Outstanding'.

The prison will accommodate up to 1,715 adult male prisoners and will be designed and constructed to Category C working prison standard. Based on a prisoner to staff ratio of 0.5, there will be up to 858 staff employed at the site (uniformed and non-uniformed).

Safe access will be designed into the development proposals in accordance with BREEAM Hea07⁴ requirements.

4.2.2. Boiler House

The replacement boiler house is referred to as Land between HMP Wymott and HMP Garth. The footprint of the proposed boiler house and associated service yard is approximately 14m x 41m, height approximately 9m, and combined flue height approximately 22m.

4.2.3. Bowling Green and Club House

The proposed Bowling Green and Club House replaces the existing Bowling Green located off Pump House Lane and forms part of this hybrid planning application. It is proposed to relocate the Bowling Green to land to the south of HMP Wymott as shown in Figure 1-1.

The relocated Bowling Green and Club House will be single storey in height, floorspace of 72 sqm GEA, and 37 car parking spaces.

⁴ Hea 07 Safe and healthy surroundings (breeam.com)

4.3. Site Access Arrangements

4.3.1. Garth Wymott 2

4.3.1.1. Vehicular Access

4.3.1.1.1. Operational Access

HMP Garth and HMP Wymott are accessed off Moss Lane via an existing priority-controlled junction. Garth Wymott 2 is proposed to be accessed via a new priority-controlled junction off Moss Lane, north of the existing HMP Garth and HMP Wymott internal access road. The location of the new access is shown on the proposed site masterplan provided in Appendix C. The layout of the operational access is shown in Appendix D (DWG: GARTH-ATK-HGN-MOSS-DR-D-0001).

4.3.1.1.2. Construction Access

The construction access for Garth Wymott 2 will be provided via a new temporary construction access off Moss Lane to the north of the HMP Garth and HMP Wymott internal access road. Once the construction phase has finished, the temporary construction access will be converted into the operational site access. The layout of the temporary construction access is shown in Appendix D (DWG: GARTH-ATK-HGN-MOSS-DR-D-0001). Further details in relation to the construction phase of the development are provided in the Framework CTMP.

4.3.1.2. Pedestrian and Cycle Access

It is proposed that pedestrian and cycle access to the site will be provided via the new vehicular access off Moss Lane. Vehicle speeds within the site will be low to reduce conflict between vehicles and Non-Motorised Users (NMUs).

4.3.2. Bowling Green and Club House

4.3.2.1. Vehicular Access

The Bowling Green and Club House located on land to the south of HMP Wymott is proposed to be accessed via the HMP Garth and HMP Wymott internal access road off Moss Lane. The layout of the operational access is shown in Appendix D (DWG: 608623-0000-PEV-GHX0031-ZZ-DR-C-0700).

4.3.2.2. Pedestrian and Cycle Access

It is proposed that pedestrian and cycle access to the site will be provided via the new vehicular access off the HMP Garth and HMP Wymott internal road network. Vehicle speeds within the site will be low to reduce conflict between vehicles and Non-Motorised Users (NMUs).

4.3.3. Boiler House

4.3.3.1. Vehicular Access

The replacement boiler house will be accessed via the existing access road between HMP Garth and HMP Wymott, and a new entrance will be formed into the boiler house yard for HGVs.

4.4. Parking and Servicing Arrangements

4.4.1. Garth Wymott 2

4.4.1.1. Parking Provision

It is proposed to provide a total of 525 parking spaces as part of the proposed development. Further details in relation to the proposed parking provision is provided in Section 6 of this report.

4.4.1.2. Servicing

In terms of servicing arrangements, the proposed operational access will be used to undertake servicing and deliveries. These activities will typically occur outside of the network peak hours.

4.4.2. Bowling Green and Club House

4.4.2.1. Parking Provision

It is proposed to provide a total of 37 parking spaces adjacent to the Bowling Green and Club House.

4.4.3. Boiler House

4.4.3.1. Servicing

In terms of servicing arrangements, the new vehicular entrance into the boiler house yard will be used to undertake servicing and deliveries.

5. Trip Generation and Distribution

5.1. Introduction

This section summarises the proposed trip generation, distribution, and traffic assignment associated with Garth Wymott 2 and the new Bowling Green and Club House. It should be noted that the Boiler House will not generate any additional trips on the existing highway network.

5.2. Replacement Bowling Green and Club House

5.2.1. Trip Generation

The proposed Bowling Green and Club House replaces the existing Bowling Green located off Pump House Lane and forms part of this hybrid planning application. It is proposed to relocate the Bowling Green to land to the south of HMP Wymott as shown in Figure 1-1.

It is not considered that the replacement Bowling Green and Club House will generate any additional trips on the existing highway network above and beyond the existing Bowling Green and Club House. However, it is acknowledged that there will be a localised re-distribution of traffic along Moss Lane.

To determine the existing number of trips generated by the Bowling Green, we have engaged with Wymott Bowling Club. Based on the information provided by Wymott Bowling Club, the existing Bowling Green and Club House does not generate any trips during the AM or PM network peak periods. The daily number of trips generated by the Bowling Green and Club House is assumed to be 40 arrivals and 40 departures throughout the course of the day.

5.3. Garth Wymott 2

5.3.1. Trip Generation

Given the nature of the proposed land use, there is limited publicly available information about trip generation. Therefore, trip generation for the site has been based on the methodology presented in Appendix E which is based on information used in previous planning applications for HMP sites. This has been reviewed by MoJ to ensure that it remains robust and up to date.

Table 5-1 below, presents the proposed staff shift patterns.

Table 5-1 - Staff Shift Patterns

Title	Time Period	Proportion of Staff (%)
Uniformed Staff		
Early Shift	07:00 to 12:30	22%
Main Shift	08:00 to 17:30	48%
Late Shift	13:30 to 20:30	23%
Nights	20:00 to 07:00	6%
Non-uniformed Staff (Flexible Working)		
Early Shift	08:30 to 16:30	48%
Main Shift	09:30 to 17:00	52%

Based on information provided by the MoJ, it is assumed that staff arrive throughout the hour prior to the start of their shift and leave throughout the hour after a shift finishing. Due to operational processes, staff usually have a longer lead in time to allow them to go through security and hand-over shifts. Therefore, it is estimated that staff will arrive between 07:00-08:00 and leave between 17:30-18:30 for 'Main' uniform shift, and arrive between 07:30-08:30, and leave between 16:30-17:30 for the 'Early' non-uniform shift.

5.3.2. Modal Splits

Journey to Work data from the 2011 Census has been interrogated to understand likely travel modes of staff and visitors. Table 3-9 shows the amended Census Data of the proposed splits which will be adopted for the development site. This is based on the existing modal splits from the 2011 Census.

5.3.2.1. Staff

It is noted in Section 3 that existing modal splits for the area reflect the existing sustainable transport options, and the limited opportunities for trips to the site by public transport. These modal splits have been applied to daytime staff but have been amended (*) for those working late shifts as it is considered that these staff are not likely to walk, cycle, or use public transport. The proposed modal splits for staff are shown in Table 5-2.

Table 5-2 - Modal Split for Staff

Mode	Day Shift	Late Shift
Home Working	0.0%	0.0%
Car Driver	83.0%	90.0%
Car Passenger	8.0%	8.7%
Taxi	0.4%	0.4%
Motorcycle	0.8%	0.9%
Bus*	4.5%	
Train*	1.3%	
Cycle*	1.9%	
Walk*	0.0%	
Total	100%	100%

5.3.2.2. Visitors

As outlined in the Baseline Conditions section, the site is well connected to sustainable transport options considering its rural location. As such there are options for visitor trips to be undertaken by public transport. However, to provide a robust estimate of vehicle trip generation, it is assumed that all visitor trips and legal visits will be made by private car. Therefore, for the purposes of this assessment the modal split for visitors and legal visits is as shown in Table 5-3.

Table 5-3 - Modal Split for Visitors and Legal Visits

Mode	Visitor Trips	Legal Visits
Car	100%	100%
Taxi/ Public Transport	0%	0%

The proposed facility would operate as a Category C prison. Prisoners in such facilities are allowed two visits per month this has been determined from prison visitation rates from other similar prisons. Assuming visits are spread evenly across the month, this equates to 114 visits per day. It is assumed that there are two visiting periods per day Monday to Thursday and Saturday, 09:30-12:30 (2 x 90 minute slots), and 14:30-16:30 (2 x 90 minute slots), and one visiting period on Friday and Saturday between the hours of 09:30-12:30. Additionally evening visits take place twice a week between the hours of 17:00-19:00. For a typical weekday, this results in four visiting periods each day. It is assumed daily visits are spread evenly across these visiting periods.

Each prisoner can be visited by a maximum of three people. It is assumed that the visitors of each individual prisoner will all travel together. Therefore, each prisoner will only generate a single 'Visiting Trip'. It has been assumed visitors will arrive in the hour before the start time of the visiting period.

In addition to the social visits, there will also be ad-hoc legal visits utilising five legal visit rooms. These trips are unlikely to generate material traffic volumes or occur during the peak hour. For robustness these trips have been added to the social visits.

5.3.3. Vehicular Trip Generation

The methodology for estimating the staff and visitor trips is based on the aforementioned methodology within this chapter for staff and visitors, and can also be found in Appendix E.

The full calculations for applying this methodology are presented in Appendix F.

The total peak hour trip generation (PCUs) for the proposed development is shown in Table 5-4. Please note that the peak hour refers to the development peak hour trip generation and not the local highway network peak.

No HGV movements have been anticipated during the AM and PM peaks, and therefore have not been included in Table 5-4. HGV movements for servicing are anticipated to occur throughout the rest of the day in line with background HGV percentages.

Table 5-4 - AM and PM Peak Trip Generation for Staff and Visitors

	Vehicles per hour					
	AM Peak (07:00 to 08:00)		PM Peak (17:00 to 18:00)		Daily	
	IN	OUT	IN	OUT	IN	OUT
Staff	202	21	0	236	531	531
Visitors	0	0	0	17	134	134
Total	202	21	0	253	666	666

Visiting times are co-ordinated, so they do not coincide with peak vehicle movements from staff, thus minimising the impact on the local highway network during its busiest periods.

5.3.4. Trip Distribution

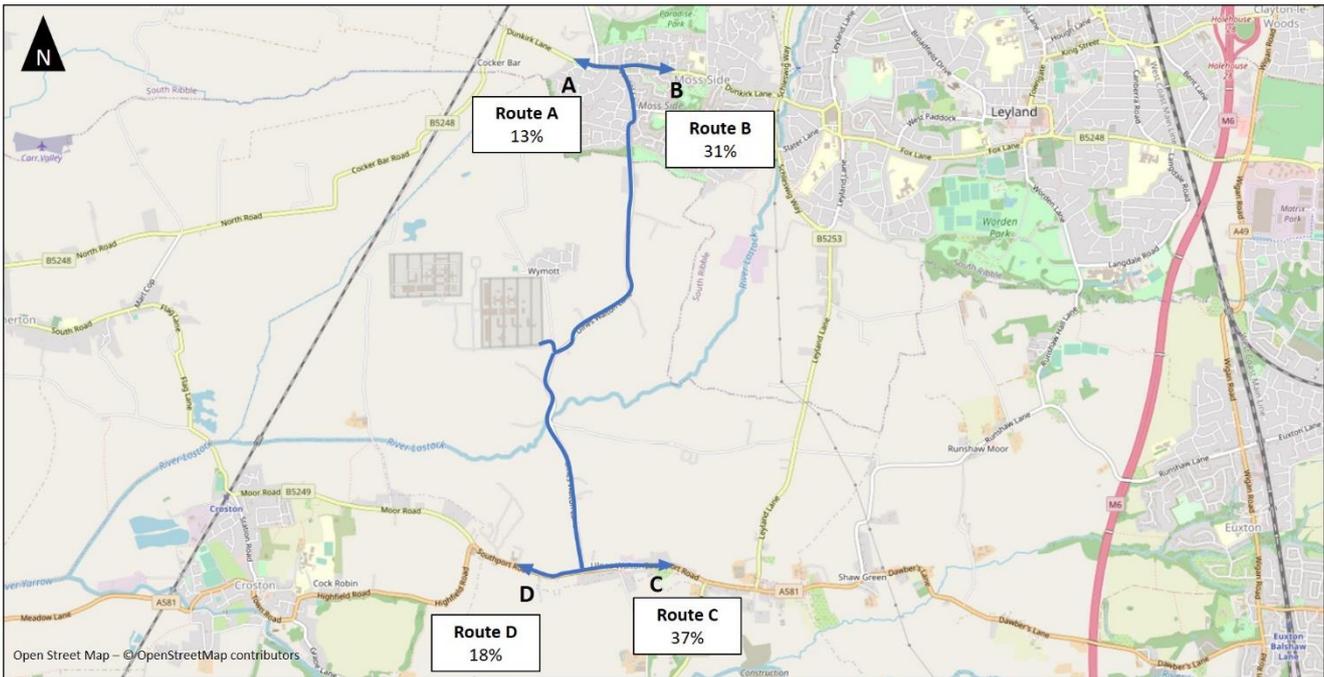
The estimated trip distribution for the proposed development was derived using Census 2011 Journey to Work data for journeys to MSOA Chorley 007. The trip distribution was calculated using online journey planning to determine which route a vehicle would take from each MSOA to the proposed development site.

The resultant distribution and associated calculations are presented in Appendix G and summarised in Table 5-5 and Figure 5-1 below.

Table 5-5 - Estimated Vehicle Trip Distribution

Route	Distribution
A – B5248 (West)	13%
B – B5248 (East)	31%
C – A581 (East)	37%
D – A581 (West)	18%
Total	100%

Figure 5-1 - Trip Distribution Routes



5.3.5. Trip Assignment

When the trip distribution is applied to the trip generation presented in Table 5-4, it results in the two-way vehicle movements shown in the traffic flow diagrams included in Appendix H.

5.3.6. Multi-Modal Trip Generation

In addition to the vehicle trip generation outlined in Table 5-4, the multi-modal trip generation has also been calculated, and is presented in Table 5-6.

Table 5-6 - AM and PM Peak Trip Generation for Staff and Visitors

		AM Peak (07:00 to 08:00)		PM Peak (17:00 to 18:00)		Daily	
		IN	OUT	IN	OUT	IN	OUT
Staff	Car Driver	202	21	0	236	531	531
	Taxi	1	0	0	1	3	3
	Motorcycle	2	0	0	2	5	5
	Car Passenger	19	2	0	23	51	51
	Bus	11	0	0	13	24	24
	Train	3	0	0	4	7	7
	Cycle	5	0	0	5	10	10
	Walk	0	0	0	0	0	0
Visitors	Car	0	0	0	17	134	134
Total		244	23	0	301	765	765

It is forecast that the Garth Wymott 2 would generate up to 223 and 253 two-way vehicle trips during the development AM and PM peak hours, respectively. The vehicle trips have been determined using existing travel characteristics for the local area, so reflect the current options for journeys undertaken by sustainable transport at this location. These trips have been distributed using Census 2011 Journey to Work data for journeys to MSOA Chorley 007 to determine the likely routes these trips will take on the local highway network. The trips by all modes generated by the development have also been forecast, and these reflect the existing limitations with opportunities for undertaking trips by sustainable transport modes at the site.

6. Parking Strategy

6.1. Introduction

This section of the report provides further details of the parking to be provided at Garth Wymott 2, including parking accumulation and parking management.

6.2. Car Parking Accumulation

It is proposed to provide on-site parking for use by staff and visitors to the development. Operating/ visiting times have been used to determine the arrival and departure times of uniform staff, non-uniform staff and visitors, informing the parking accumulation presented in Figure 6-1. The methodology for calculating this parking accumulation accounts for overlapping during shift changes and assumes that arrivals and departures will occur during the hour before and after the shifts starts or ends, based on evidence from other similar facilities. The full methodology is presented in Appendix I.

Figure 6-1 - Parking Accumulation

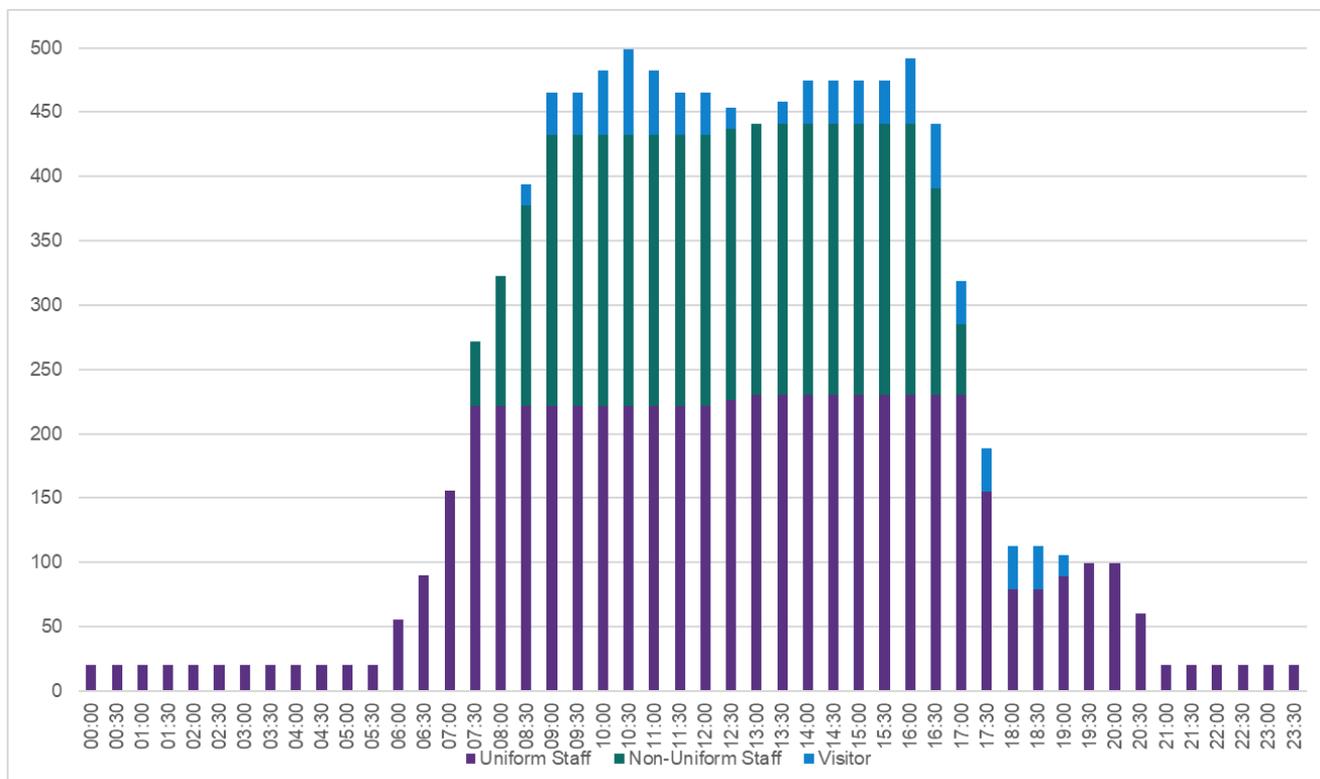


Figure 6-1 shows that the maximum car parking accumulation is 499 vehicles based on the demand from uniform staff, non-uniform staff and visitors. This value has been determined by taking into account the availability of existing public transport, and the existing travel characteristics at this location.

6.3. Garth Wymott 2 Parking Provision and Management

6.3.1. Car Parking Provision

It is proposed to provide 525 on-site car parking spaces for use by staff and visitors to the development. Of the 525 spaces, 24 disabled parking spaces will be provided in close proximity to the main entrance of the prison for use by disabled users of the site. This has been determined by taking an average of the disabled parking standards in the Chorley Local Plan, in the absence of there being a disabled parking standard for prisons. For car parks with over 200 bays the disabled provision requirement is 4 bays plus 4% of total car park capacity.

The Chorley Local Plan provides guidance on vehicular parking levels for new developments. However, in the absence of parking guidelines specific to this land use, the guidance states that the maximum on-site parking provision required should be determined by the level of public transport accessibility, mix and use of the development, and the expected car usage on the site.

In accordance with BREEAM Tra02, electric charging stations of a minimum of 3kW will be provided for 10% of the total car parking capacity, this equates to 53 electric vehicle charging spaces.

Furthermore, BREEAM Tra02 requires 5% of the total car parking capacity to be allocated for car sharers. Therefore, it is proposed to provide 27 car sharing spaces.

6.3.2. Motorcycle Parking Provision

In the absence of detailed guidance on motorcycle parking specific to this land use within the Chorley Local Plan for new developments, a motorcycle accumulation has been undertaken to estimate the number of motorcycle parking spaces required on site. The motorcycle parking accumulation has been undertaken using the same methodology as the car parking accumulation in Section 6.2. The maximum motorcycle parking accumulation for the site based on the number of motorcycle trips is 4 motorcycles. If the demand for motorcycle parking exceeds provision, then the potential for further provision will be investigated.

6.3.3. Cycle Parking Provision

In the absence of detailed guidance on cycle parking specific to this land use within the Chorley Local Plan for new developments, a cycling accumulation has been undertaken to estimate the number of cycle parking spaces required on site. The cycle parking accumulation has been undertaken using the same methodology as the car parking accumulation in Section 6.2. The maximum cycle parking accumulation for the site based on the number of cycle trips is 10 bicycles. This value has been determined by taking into account the availability of public transport, and the existing travel characteristics at this location.

However, to encourage a modal shift towards sustainable transport and to meet BREEAM Tra02 criteria, it is proposed to provide 51 cycle parking spaces on the site. As outlined within the associated OTP, annual staff and visitor monitoring surveys will be undertaken to monitor the use of car and cycle parking facilities.

6.4. Bowling Green Parking Provision

As outlined in Section 4, it is proposed to provide a total of 37 parking spaces adjacent to the replacement Bowling Green and Club House. The quantum of parking spaces has been determined through engagement with Wymott Bowling Club.

6.5. Summary

It is proposed to provide a total of 525 car parking spaces at Garth Wymott 2 for use by staff and visitors, including provision for disabled users, electric vehicle charging points, and car sharing. This provision considers the maximum parking accumulation associated with the site, meeting the predicted parking needs so that neither staff nor visitors would need to park off site. It is considered that this is a suitable level of provision for the proposed development, considering modal splits and the availability of public transport. The car parks would be managed by the occupier of the prison and monitored through the OTP.

7. Development Impact Assessment

7.1. Introduction

This section of the TA considers the impact of the proposed development on the existing transport network, including the off-site highway impact and an assessment of the proposed development impact on the existing Public Rights of Way (PRoW).

7.2. Traffic Assessment Methodology

7.2.1. Traffic Data

7.2.1.1. COVID-19

The conventional approach to assessing the impact of vehicle trips from the development would be to collect baseline traffic information for the local highway network, and then understand the impact 'without' and 'with' the development. However, the COVID-19 pandemic has resulted in non-typical traffic conditions on some of the road network. It is unclear at this point in time if traffic conditions will return to pre-pandemic levels, or if long term changes to travel behaviours such as greater home working will permanently change existing network characteristics.

Therefore, it has been agreed with LCC that traffic surveys conducted in March 2021 would be factored against an historic count site (October 2019) within our assessment area to obtain a factor to account for the reduction in traffic volume due to COVID-19. However, it has also been acknowledged that the existing HMP Garth and HMP Wymott prison traffic flow profile will be comparable to pre-COVID-19 levels as prison staff are classed as key workers. As such it is reasonable to assume that peak hour flows along Moss Lane captured in the March 2021 surveys remain unaffected by COVID-19. Flows along Moss Lane have therefore not been factored.

7.2.1.2. Historic Traffic Data

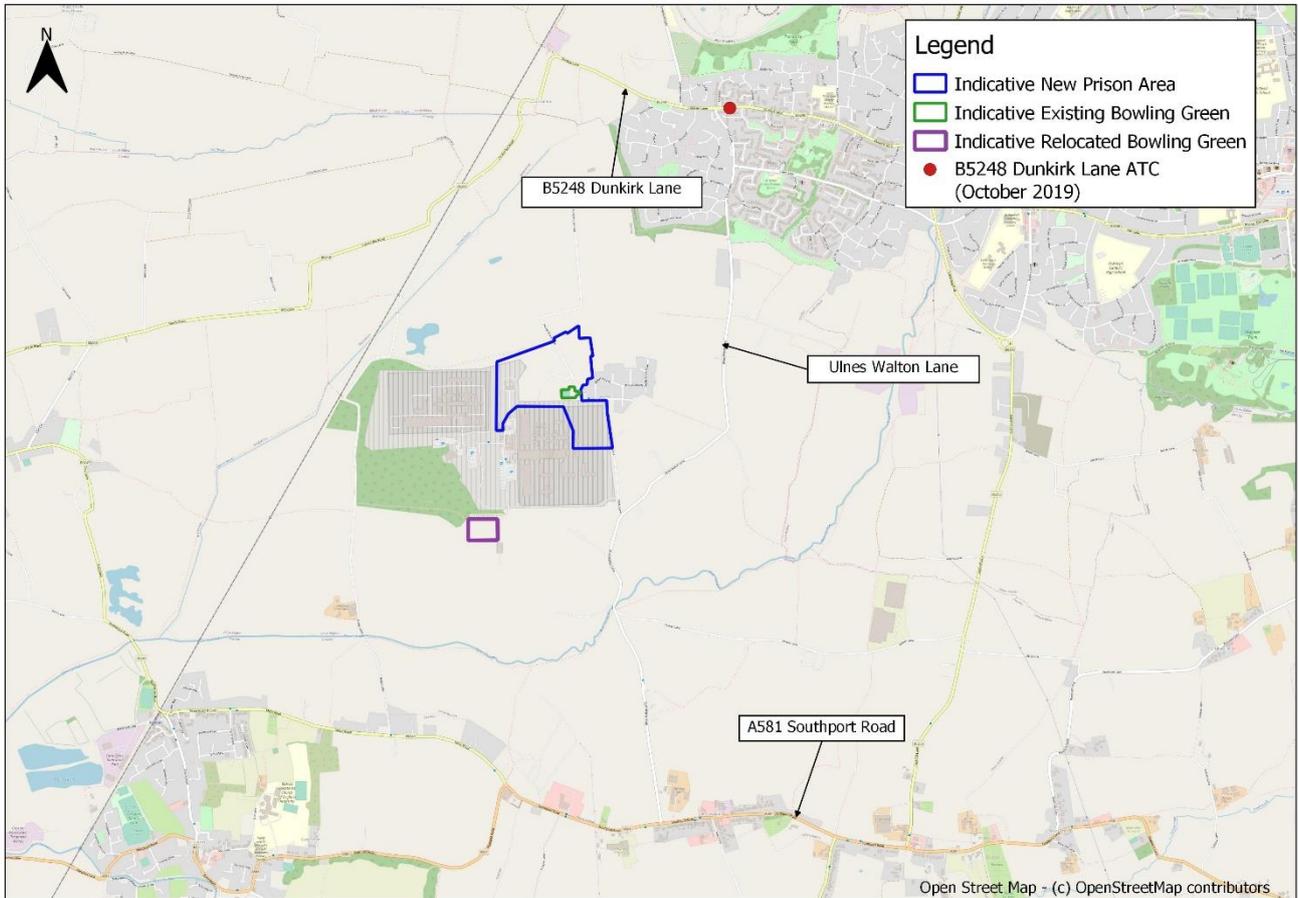
It has been agreed with LCC through pre-application scoping discussions that historic traffic count data can be used to inform the assessment of the proposed development on the external highway network. The historic traffic count data from LCC has been used to obtain a AM peak and PM peak factor between pre-COVID-19 traffic levels in the area to the surveys undertaken in March 2021 to account for any reduction in background traffic during the COVID-19 lockdown.

The historic count data used to inform the assessment is summarised in Table 7-1 and Figure 7-1. The survey data for this site is presented in Appendix J.

Table 7-1 - LCC Historic Traffic Count Data Summary

Location	Survey Type	Date of Survey
B5248 Dunkirk Lane	Automatic Traffic Count (ATC)	October 2019

Figure 7-1 - LCC Historic Count Data



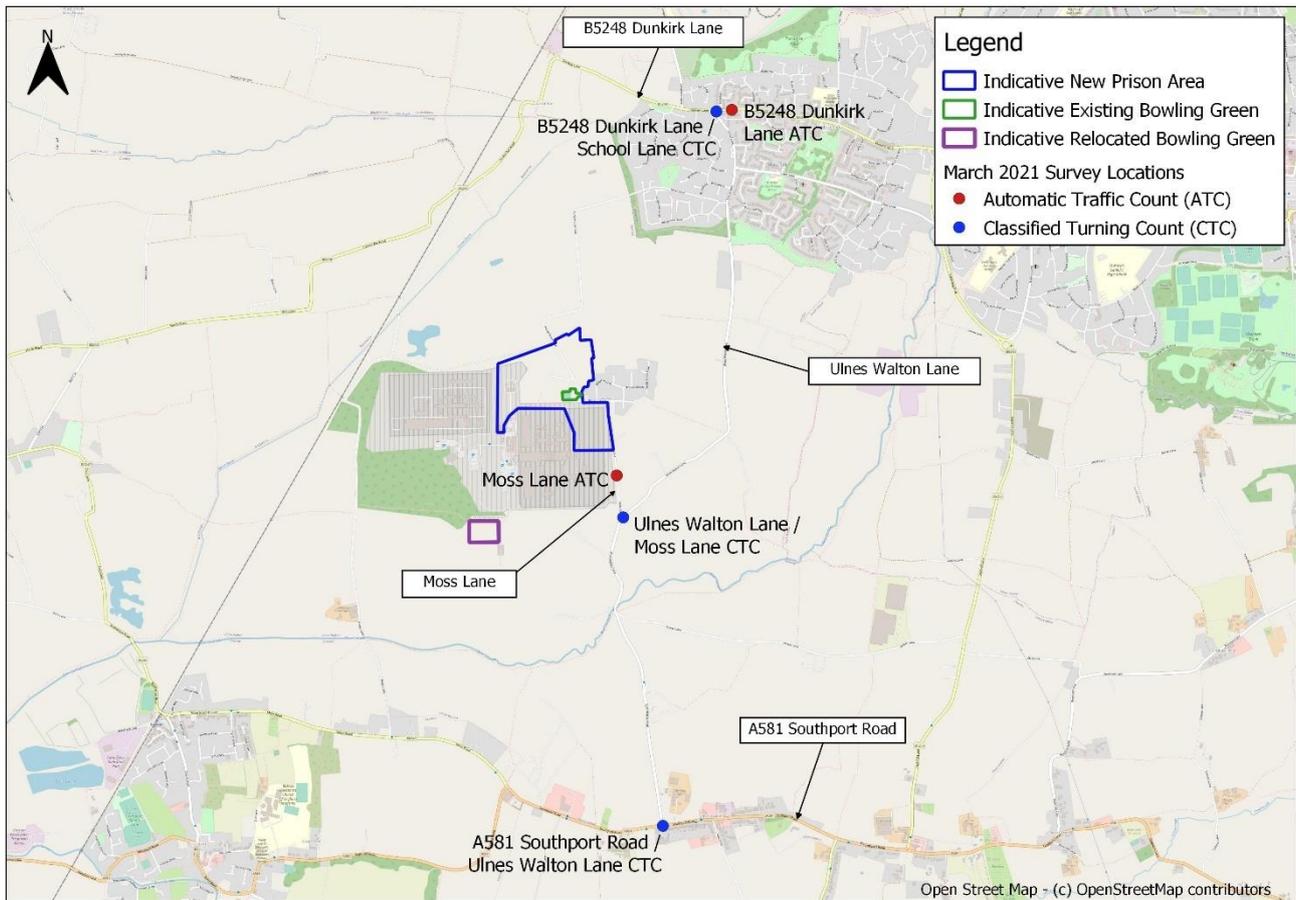
7.2.1.3. 2021 Survey Data

Traffic surveys were undertaken at the locations outlined in Table 7-2 and Figure 7-2 in March 2021 to inform the assessment. Classified Turning Counts (CTCs) were undertaken over 2 neutral weekdays, and the ATCs were undertaken over three consecutive weeks. The survey data for these sites are presented in Appendix A.

Table 7-2 - March 2021 Traffic Count Data Summary

Location	Survey Type	Date of Survey
B5248 Dunkirk Lane / School Lane	Classified Turning Count	March 2021
Ulnes Walton Lane / Moss Lane	Classified Turning Count	March 2021
A581 Southport Road / Ulnes Walton Lane	Classified Turning Count	March 2021
B5248 Dunkirk Lane	Automatic Traffic Count	March 2021
Moss Lane	Automatic Traffic Count	March 2021

Figure 7-2 - March 2021 Traffic Survey Count Locations



7.2.2. Traffic Growth Factors

Traffic growth factors have been extracted from TEMPro v7.2 and applied to the historic traffic count data to establish a 2021 baseline. In addition, traffic growth factors have been obtained to establish a 2025 and 2026 future baseline.

A summary of the TEMPro local growth factors for Chorley local authority are provided in Table 7-3.

Table 7-3 - TEMPro Growth Factors

	2019 – 2021	2021 – 2025	2021 – 2026
AM Peak	1.0214	1.0431	1.0509
PM Peak	1.0197	1.0422	1.0498

7.2.3. Committed Development

The cumulative impacts of any committed development sites in the vicinity of the proposed development have been accounted for within TEMPro v7.2 Chorley local growth factor.

7.2.4. Replacement Bowling Green and Club House

As outlined in Section 5 of this report, the proposed Bowling Green and Club House replaces the existing Bowling Green located off Pump House Lane and forms part of this hybrid planning application. It is proposed to relocate the Bowling Green to land to the south of HMP Wymott.

It is not considered that the replacement Bowling Green and Club House will generate any additional trips on the existing highway network above and beyond the existing Bowling Green and Club House. However, it is acknowledged that there will be a localised re-distribution of traffic along Moss Lane. The existing Bowling Green and Club House does not generate any trips during the AM or PM network peak periods.

7.2.5. Assessment Locations

The forecast distribution and assignment indicates that 55% of trips would travel south from Ulnes Walton Lane/ Moss Lane junction to the A581 Southport Road / Ulnes Walton Lane junction, and 44% travel north from Ulnes Walton Lane/ Moss Lane junction to the B5248 Dunkirk Lane / School Lane junction. Therefore, standalone junction capacity analysis has been undertaken at the following junctions:

- The proposed site access junction (off Moss Lane);
- Ulnes Walton Lane / Moss Lane junction;
- B5248 Dunkirk Lane / School Lane junction; and
- A581 Southport Road / Ulnes Walton Lane junction.

7.2.6. Traffic Scenarios

The three junctions identified have been assessed during the AM Peak (07:00-08:00) and the PM Peak (17:00-18:00) for the following scenarios:

- **2021 Baseline:**
 - 2021 Traffic Count Data factored by B5248 Dunkirk Lane historic ATC to take account of COVID-19 impact on traffic flows.
- **2025 Opening Year without Development:**
 - 2021 Baseline Flows Factored to 2025.
- **2025 Opening Year with Development:**
 - 2021 Baseline Flows Factored to 2025.
 - Proposed Prison Development Traffic Added.
- **2026 with Development:**
 - 2021 Baseline Flows Factored to 2026.
 - Proposed Prison Development Traffic Added.

7.3. Standalone Junction Capacity Assessment

7.3.1. Assessment Software

7.3.1.1. Junctions 9

Junctions 9 software has been used to undertake the standalone junction capacity assessment of the A581 Southport Road / Ulnes Walton Lane junction, B5248 Dunkirk Lane / School Lane junction, Ulnes Walton Lane / Moss Lane junction, and Proposed Site Access / Moss Lane junction.

Junctions 9 software allows a range of traffic flow profiles to be adopted when undertaking peak period model runs. Generally, an RFC (Ratio of Flow to Capacity) of below 0.85 (for roundabout and priority junctions) indicates that a junction operates within capacity for the assessed flows. An RFC of over 1.0 indicates that a junction is operating over capacity.

7.3.2. Geometries

The geometries used to inform the standalone junction capacity modelling have been derived from OS Base Mapping using AutoCAD.

7.3.3. Proposed Site Access / Moss Lane

7.3.3.1. Assessment Flows

Table 7-4 provides a summary of the vehicular flows (PCUs) for the Proposed Site Access / Moss Lane junction, this junction has been modelled in Junctions 9 using a one-hour flow profile.

Table 7-4 – Proposed Site Access / Moss Lane Traffic Flow Summary (PCUs)

Arm (From)	Arm (To)	2025 Opening Year with Development		2026 with Development	
		AM Peak	PM Peak	AM Peak	PM Peak
Moss Lane (S)	Site Access	202	0	202	0
	Moss Lane (N)	17	63	17	63
Site Access	Moss Lane (N)	0	0	0	0
	Moss Lane (S)	21	253	21	253
Moss Lane (N)	Moss Lane (S)	47	34	47	34
	Site Access	0	0	0	0

7.3.3.2. Standalone Junction Capacity Assessment

Table 7-5 presents the result of the standalone junction capacity assessment for the Proposed Site Access / Moss Lane junction. The full outputs are provided in Appendix K.

Table 7-5 - Model Outputs – Proposed Site Access / Moss Lane Junction

Approach Arm	AM Peak (07:00-08:00)			PM Peak (17:00-18:00)		
	Queue (PCU)	Delay (S)	RFC	Queue (PCU)	Delay (S)	RFC
2025 Opening Year with Development						
Site Access	0.0	6.29	0.04	0.8	10.91	0.46
Moss Lane (N)	0.0	0.00	0.00	0.0	0.00	0.00
2026 with Development						
Site Access	0.0	6.29	0.04	0.8	10.91	0.46
Moss Lane (N)	0.0	0.00	0.00	0.0	0.00	0.00

The results from the standalone junction capacity modelling indicate that the Proposed Site Access / Moss Lane junction is forecast to operate within acceptable thresholds of capacity in all the assessment scenarios.

7.3.4. B5248 Dunkirk Lane / School Lane

Assessment Flows

Table 7-6 provides a summary of the vehicular flows (PCUs) for the B5248 Dunkirk Lane / School Lane junction, this junction has been modelled in Junctions 9 using a one-hour flow profile.

Table 7-6 - B5248 Dunkirk Lane / School Lane Traffic Flow Summary (PCUs)

Arm (From)	Arm (To)	2021 Baseline		2025 Opening Year without Development		2025 Opening Year with Development		2026 with Development	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
B5248 Dunkirk Lane (E)	School Lane	211	96	221	100	283	100	285	100
	B5248 Dunkirk Lane (W)	177	253	185	264	185	264	186	266
School Lane	B5248 Dunkirk Lane (E)	55	140	58	146	64	225	64	226
	B5248 Dunkirk Lane (W)	108	107	112	112	115	144	116	145
B5248 Dunkirk Lane (W)	B5248 Dunkirk Lane (E)	222	252	232	263	232	263	234	265
	School Lane	107	126	111	131	137	131	112	132

7.3.4.1. Standalone Junction Capacity Assessment

Table 7-7 presents the result of the standalone junction capacity assessment for the B5248 Dunkirk Lane / School Lane junction. The full outputs are provided in Appendix L.

Table 7-7 - Model Outputs - B5248 Dunkirk Lane / School Lane Junction

Approach Arm	AM Peak (07:00-08:00)			PM Peak (17:00-18:00)		
	Queue (PCU)	Delay (S)	RFC	Queue (PCU)	Delay (S)	RFC
2021 Baseline						
School Lane to B5248 (W)	0.3	7.63	0.20	0.3	9.44	0.23
School Lane to B5248 (E)	0.2	11.35	0.16	0.7	17.13	0.42
B5248 Dunkirk Lane (W)	0.5	7.10	0.26	0.6	7.20	0.30
2025 Opening Year without Development						
School Lane to B5248 (W)	0.3	7.80	0.21	0.3	9.94	0.25
School Lane to B5248 (E)	0.2	11.71	0.17	0.8	18.44	0.45
B5248 Dunkirk Lane (W)	0.5	7.20	0.27	0.7	7.33	0.32
2025 Opening Year with Development						
School Lane to B5248 (W)	0.3	8.07	0.22	0.9	20.26	0.47
School Lane to B5248 (E)	0.2	12.66	0.20	2.5	37.98	0.73
B5248 Dunkirk Lane (W)	0.7	8.18	0.35	0.7	7.33	0.32
2026 with Development						
School Lane to B5248 (W)	0.3	8.09	0.22	0.9	20.98	0.48
School Lane to B5248 (E)	0.2	12.30	0.19	2.6	39.16	0.73
B5248 Dunkirk Lane (W)	0.6	7.46	0.28	0.7	7.36	0.32

The results from the standalone junction capacity modelling indicate that the B5248 Dunkirk Lane / School Lane junction is forecast to operate within acceptable thresholds of capacity in all of the assessment scenarios.

7.3.5. Ulnes Walton Lane / Moss Lane

7.3.5.1. Assessment Flows

Table 7-8 provides a summary of the vehicular flows (PCUs) for the Ulnes Walton Lane / Moss Lane junction, this junction has been modelled in Junctions 9 using a one-hour flow profile.

Table 7-8 – Ulnes Walton Lane / Moss Lane Traffic Flow Summary (PCUs)

Arm (From)	Arm (To)	2021 Baseline		2025 Opening Year without Development		2025 Opening Year with Development		2026 with Development	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Ulnes Walton Lane (S)	Moss Lane	246	23	246	23	359	23	359	23
	Ulnes Walton Lane (N)	81	103	84	107	84	107	85	108
Moss Lane	Ulnes Walton Lane (N)	33	96	33	96	42	207	42	207
	Ulnes Walton Lane (S)	23	94	23	94	35	235	35	235
Ulnes Walton Lane (N)	Ulnes Walton Lane (S)	68	113	71	118	71	118	71	119
	Moss Lane	253	25	253	25	342	25	342	25

7.3.5.2. Standalone Junction Capacity Assessment

Table 7-9 presents the result of the standalone junction capacity assessment for the Ulnes Walton Lane / Moss Lane junction. The full outputs are provided in Appendix M.

Table 7-9 - Model Outputs – Ulnes Walton Lane / Moss Lane Junction

Approach Arm	AM Peak (07:00-08:00)			PM Peak (17:00-18:00)		
	Queue (PCU)	Delay (S)	RFC	Queue (PCU)	Delay (S)	RFC
2021 Baseline						
Moss Lane to Ulnes Walton Lane (N)	0.1	5.99	0.06	0.2	7.12	0.17
Moss Lane to Ulnes Walton Lane (S)	0.1	10.65	0.07	0.3	9.71	0.22
Ulnes Walton Lane (N)	1.4	15.02	0.57	0.1	6.06	0.05
2025 Opening Year without Development						
Moss Lane to Ulnes Walton Lane (N)	0.1	6.00	0.06	0.2	7.13	0.17
Moss Lane to Ulnes Walton Lane (S)	0.1	10.69	0.07	0.3	9.76	0.22
Ulnes Walton Lane (N)	1.4	15.06	0.57	0.1	6.04	0.05
2025 Opening Year with Development						
Moss Lane to Ulnes Walton Lane (N)	0.1	6.34	0.07	0.9	14.92	0.48
Moss Lane to Ulnes Walton Lane (S)	0.1	12.68	0.11	1.4	19.25	0.58
Ulnes Walton Lane (N)	4.4	36.02	0.82	0.1	6.04	0.05
2026 with Development						
Moss Lane to Ulnes Walton Lane (N)	0.1	6.35	0.07	0.9	14.95	0.48
Moss Lane to Ulnes Walton Lane (S)	0.1	12.69	0.12	1.4	19.30	0.58
Ulnes Walton Lane (N)	4.4	36.11	0.82	0.1	6.04	0.05

The results from the standalone junction capacity modelling indicate that the Ulnes Walton Lane / Moss Lane junction is forecast to operate within acceptable thresholds of capacity in all the assessment scenarios.

7.3.6. A581 Southport Road / Ulnes Walton Lane

7.3.6.1. Assessment Flows

Table 7-10 provides a summary of the vehicular flows (PCUs) for the A581 Southport Road / Ulnes Walton Lane junction, this junction has been modelled in Junctions 9 using a one-hour flow profile.

Table 7-10 – A581 Southport Road / Ulnes Walton Lane Traffic Flow Summary (PCUs)

Arm (From)	Arm (To)	2021 Baseline		2025 Opening Year without Development		2025 Opening Year with Development		2026 with Development	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
A581 Southport Road (W)	Ulnes Walton Lane	62	33	65	34	102	34	103	34
	A581 Southport Road (E)	418	361	436	376	436	376	440	379
Ulnes Walton Lane	A581 Southport Road (E)	85	191	89	199	96	294	97	295
	A581 Southport Road (W)	11	56	12	59	16	105	16	106
A581 Southport Road (E)	A581 Southport Road (W)	303	493	316	514	316	514	318	518
	Ulnes Walton Lane	309	96	322	100	398	100	401	101

7.3.6.2. Standalone Junction Capacity Assessment

Table 7-11 presents the result of the standalone junction capacity assessment for the A581 Southport Road / Ulnes Walton Road junction. The full outputs are provided in Appendix N.

Table 7-11 - Model Outputs – A581 Southport Road / Ulnes Walton Road Junction

Approach Arm	AM Peak (07:00-08:00)			PM Peak (17:00-18:00)		
	Queue (PCU)	Delay (S)	RFC	Queue (PCU)	Delay (S)	RFC
2021 Baseline						
Ulnes Walton Lane to A581 Southport Road (E)	0.2	8.64	0.17	0.7	11.84	0.41
Ulnes Walton Lane to A581 Southport Road (W)	0.1	19.98	0.06	0.3	19.95	0.25
A581 Southport Road (E)	6.5	31.84	0.84	0.8	5.77	0.29
2025 Opening Year without Development						
Ulnes Walton Lane to A581 Southport Road (E)	0.2	8.86	0.19	0.8	12.60	0.43
Ulnes Walton Lane to A581 Southport Road (W)	0.1	21.46	0.07	0.4	21.51	0.28
A581 Southport Road (E)	9.5	45.36	0.90	0.9	5.86	0.31
2025 Opening Year with Development						
Ulnes Walton Lane to A581 Southport Road (E)	0.3	9.29	0.20	3.1	37.11	0.78
Ulnes Walton Lane to A581 Southport Road (W)	0.1	29.28	0.12	1.7	58.16	0.66
A581 Southport Road (E)	46.4	198.02	1.10	0.9	5.86	0.31
2026 with Development						
Ulnes Walton Lane to A581 Southport Road (E)	0.3	9.36	0.21	3.3	39.46	0.79
Ulnes Walton Lane to A581 Southport Road (W)	0.1	30.13	0.12	1.9	62.23	0.68
A581 Southport Road (E)	49.7	210.49	1.11	0.9	5.88	0.32

The results of the standalone junction capacity modelling demonstrate that the A581 Southport Road / Ulnes Walton Lane junction is forecast to operate over acceptable thresholds of capacity in the 2025 Opening Year without Development during the AM Peak with an RFC of 0.90. The performance of the junction is forecast to reduce further in the 2025 Opening Year with Development during the AM Peak with an RFC of 1.09. It should be noted that the capacity issues are associated with vehicles trying to turn right into the minor arm (Ulnes Walton Lane) from A581 Southport Road (E).

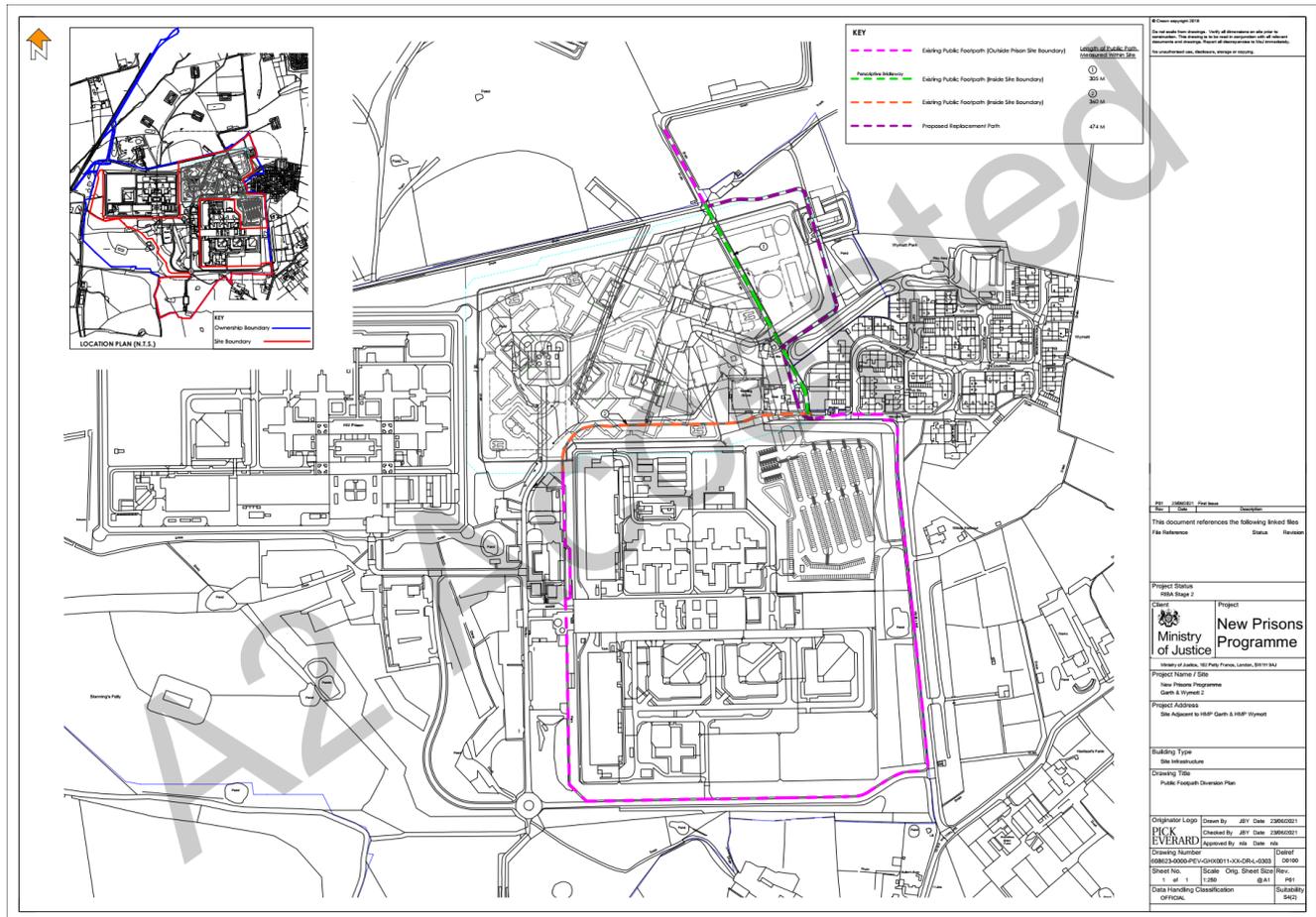
It is therefore considered that the proposed development would result in a material impact at the A581 Southport Road / Ulnes Walton Lane junction and mitigation is required at this location.

7.4. Public Footpaths

There are no formal Public Rights of Way (PRoW) located within the red line boundary. However, there are public footpaths located within the red line boundary which LCC classify as prescriptive rights of way. As part of the application, some of the public footpaths are proposed to be diverted or stopped up and an alternative route provided.

Figure 7-3 outlines the location of the existing public footpaths and the proposed changes. A copy of the public footpath diversion plan is also provided in Appendix O.

Figure 7-3 – Public Footpaths Plan



The existing Pump House Lane public footpath and prescriptive bridleway denoted by label 1 in Figure 7-3 is proposed to be diverted as part of the application. The diversion will follow the route of the proposed re-aligned Pump House Lane.

There is an existing public footpath located between Willow Road and HMP Wymott denoted by label 2 in Figure 7-3. This public footpath is proposed to be stopped up as part of the application. Pedestrians wishing to access HMP Wymott from Willow Road will be able to utilise the existing public footpath along Willow Road, Moss Lane, and the HMP Garth and HMP Wymott internal access road.

8. Mitigation

8.1. Introduction

This section of the report provides a summary of the proposed mitigation strategy for the Prison.

8.2. A581 / Ulnes Walton Lane

The results of the standalone junction capacity modelling demonstrate that the A581/Ulnes Walton Lane junction is nearing the threshold of acceptable capacity in 2021 Base and is forecast to operate over acceptable thresholds of capacity in the '2025 Opening Year without Development' scenario. The operational performance of the junction is further reduced during the '2025 Opening Year' scenario and the '2026 with Development' scenario.

The MoJ are working collaboratively with Lancashire County Council to find a solution at this location and to agree input to the County Council's strategy for the wider A581 corridor. The MoJ will continue to engage with Lancashire County Council to ensure that the impact of the Prison is successfully mitigated at this junction and in other key locations. Full details will be provided during the determination period.

8.3. Sustainable Transport

As part of the application it is proposed to remove the existing bus stop on Willow Road and provide a new bus stop and shelter within the Garth Wymott 2 car park. A public footpath will also be provided between the new bus stop and Willow Road.

Annual staff and visitor monitoring surveys will be undertaken and a travel demand management approach will be used to understand if additional public transport infrastructure is required.

9. Summary and Conclusion

9.1. Summary

Atkins has been commissioned to prepare a Transport Assessment (TA), Outline Travel Plan (OTP), and Framework Construction Traffic Management Plan (CTMP) to support the application. Hybrid Planning Application seeking outline planning permission for a new prison (referred to as Garth Wymott 2) within a secure perimeter fence, outline planning permission for a replacement boiler house, and full planning permission for a replacement bowling green and club house. Garth Wymott 2 is proposed to be a Category C Adult Male resettlement prison with a capacity of up to 1,715 located on land north of HMP Wymott, in Lancashire.

Pre-application scoping discussions were undertaken with Lancashire County Council (LCC) at the start of the project. As the project has developed, we have sought to engage in further discussions with LCC prior to the submission of the application.

The purpose of this TA is to evaluate the transportation aspects of the development proposals and consider the existing highway network and sustainable transport provision within the vicinity of the proposed development. The TA has been prepared in accordance with guidance from the Ministry of Housing, Communities & Local Government on 'Travel Plans, Transport Assessments and Statements.

This TA has provided a summary of the relevant local and national transport policy context, and review of the existing transport conditions within the vicinity of the proposed development.

Personal Injury Accident (PIA) data was obtained for the latest five-year period (2016-2020). The PIA data shows that within the most recent five-year period, there have been no recorded fatalities across the study area in the last five years, there have been one serious PIA and three slight PIAs. It is therefore considered that there is no evidence of existing highway safety issues.

The proposed Bowling Green and Club House replaces the existing Bowling Green located off Pump House Lane. It is proposed to relocate the Bowling Green to land to the south of HMP Wymott. It is proposed to take vehicular and pedestrian access via a new priority controlled junction to the south of the HMP Garth and HMP Wymott internal access road off Moss Lane. The relocated Bowling Green and Club House will have 37 car parking spaces. It is not considered that the replacement Bowling Green and Club House will generate any additional trips on the existing highway network above and beyond the existing Bowling Green and Club House. However, it is acknowledged that there will be a localised re-distribution of traffic along Moss Lane.

Based on a Prisoner to staff ration of 0.5, the Garth Wymott 2 will support up to 858 staff (uniformed and non-uniformed). It is proposed to take operational vehicular and pedestrian access via a new priority controlled junction off Moss Lane, north of the existing HMP Garth and HMP Wymott internal access road. In addition, there will be a temporary construction access off Moss Lane to the north of HMP Garth and HMP Wymott internal access road, which will be used during construction of the proposed development and subsequently turned into the operational access.

This report has demonstrated that the majority of trips forecast to be generated by the Garth Wymott 2, both visitors and staff, would be taken by car. It is forecast that the proposed development would generate up to 223 and 253 two-way car trips during the development AM and PM peak hours, respectively. The trip generation has been estimated using operational information about staff numbers and shift patterns, and takes into account the current travel characteristics for the area. The estimated traffic flows for the AM and PM peak trip generation hours were distributed onto the local network based on 2011 census Journey to Work data and online journey planning software.

Junction capacity modelling has demonstrated that:

- The Proposed Site Access / Moss Lane priority junction is forecast to operate within acceptable thresholds of capacity across all scenarios and time periods assessed;
- B5248 Dunkirk Lane / School Lane priority junction is forecast to operate within acceptable thresholds of capacity across all scenarios and time periods assessed;
- Ulmes Walton Lane / Moss Lane priority junction is forecast to operate within acceptable thresholds of capacity across all scenarios and time periods assessed; and
- A581 Southport Road / Ulmes Walton Lane priority junction is forecast to operate over acceptable capacity thresholds in the 2025 Opening Year without Development scenario. The performance of this junction is forecast to reduce further in the 2025 Opening Year with Development and 2026 with Development scenarios. The capacity issues are associated with vehicles trying to access the minor arm (Ulmes Walton Lane) from A581 Southport Road (E).

9.2. Conclusion

This TA has assessed the impact of the proposed development on the local transport network. The evidence presented within this TA has demonstrated that appropriate opportunities to promote sustainable transport modes can be taken up, given the type of development and its location. It has demonstrated that safe and suitable access to the site can be achieved for all users, and it has concluded that there would not be an unacceptable impact on highway safety.

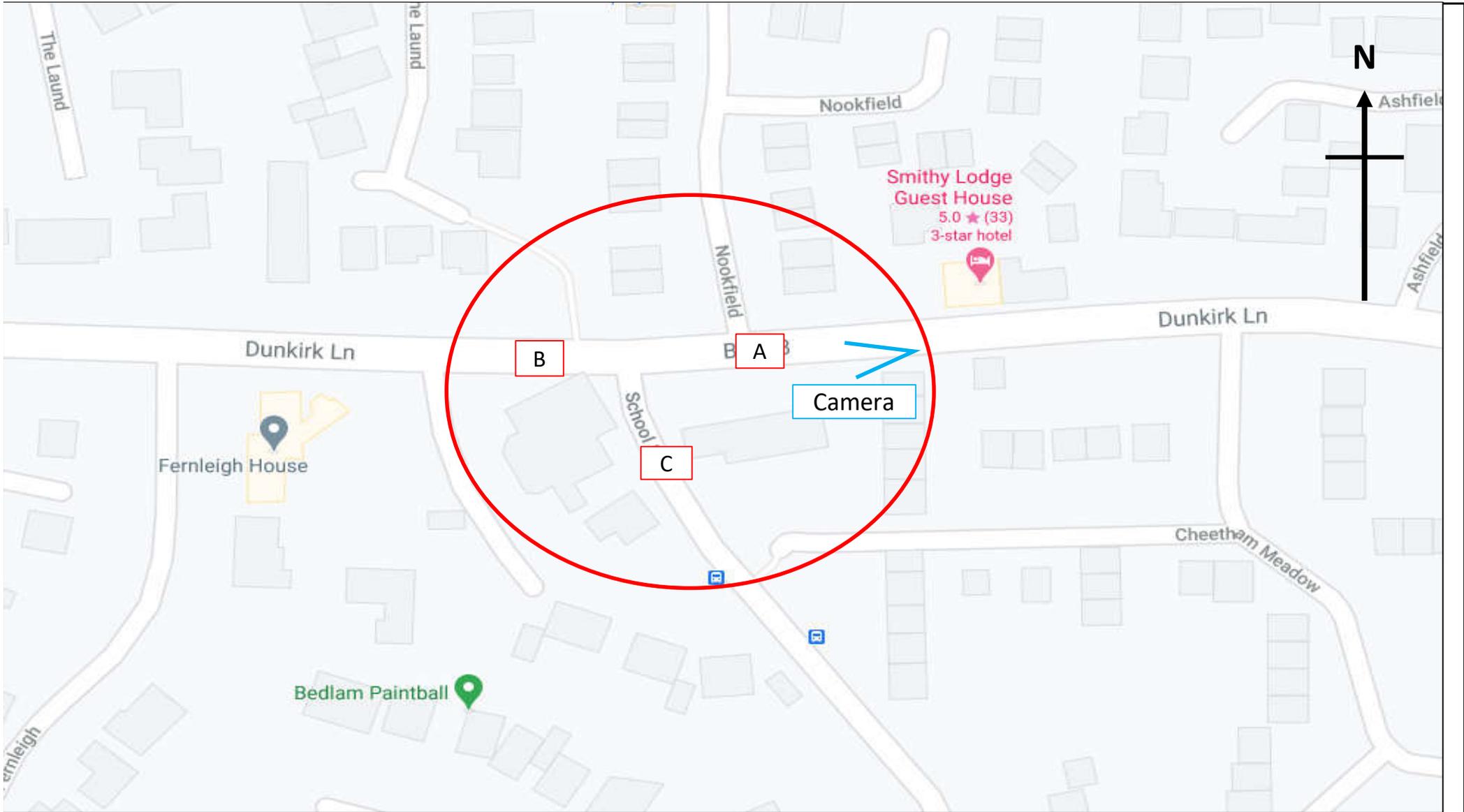
The analysis has identified a highway capacity issue at the A581/ Ulmes Walton Lane junction. The MoJ are working collaboratively with Lancashire County Council to find a solution at this location and to agree input to the County Council's strategy for the wider A581 corridor. The MoJ will continue to engage with Lancashire County Council to ensure that the impact of the Prison is successfully mitigated at this junction and in other key locations. Full details will be provided during the determination period.

Appendices



Appendix A. 2021 Traffic Survey Data

A.1. CTC B5248 Dunkirk Lane / School Lane



	Site / Location:	Site 3, Junction of B5248 Dunkirk Lane and School Lane	Project No:	11483	Drawing No:	11483-03	Drawn By:	EA
	Survey Date:	Tuesday 2nd March 2021 & Wednesday 3rd March 2021		Project Name:	Wymott			
	Survey Times:	00:00 to 24:00		Drawing Title:	Site Layout and Observed Movements			



SITE: 3

DATE: 02/03/2021 SITE: 3

DATE: 02/03/2021

LOCATION: Junction of 85248 Dunkirk Lane and School Lane

DAY: Tuesday

LOCATION: Junction of 85248 Dunkirk Lane and School Lane

DAY: Tuesday

TIME	A to C						TOT	A to B						TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL		PCL	CAR	LGV	OGV1	OGV2	PSV		MCL
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:30	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	1	2	3	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	2	1	0	1	0	0	0	0	2
04:00	1	0	0	0	0	0	1	1	0	1	0	0	0	0	1
04:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
H/TOT	1	0	0	0	0	0	1	4	0	1	0	0	0	0	5
05:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
05:45	0	0	0	0	1	0	1	3	0	0	0	0	0	0	3
H/TOT	0	0	0	0	1	0	1	9	0	0	0	0	0	0	10
06:00	4	0	0	0	0	0	4	2	0	0	0	0	0	0	2
06:15	9	1	0	0	1	0	11	8	1	1	0	0	0	0	6
06:30	9	2	0	0	0	0	11	6	0	0	0	0	0	0	6
06:45	17	0	0	0	0	0	17	17	5	1	0	0	0	0	25
H/TOT	39	3	0	0	2	0	46	33	7	2	1	0	0	0	43
07:00	20	4	1	0	1	0	27	18	9	2	0	0	0	0	29
07:15	37	4	0	0	0	0	41	27	5	3	1	0	0	1	37
07:30	44	2	1	0	2	2	51	25	6	2	1	0	1	0	35
07:45	50	4	2	2	2	0	58	29	16	1	2	0	0	1	49
H/TOT	151	14	4	0	5	2	177	99	36	8	4	1	2	1	150
08:00	16	2	1	0	1	0	20	32	13	2	2	1	0	0	50
08:15	21	1	1	0	1	0	24	32	4	1	2	0	0	0	39
08:30	19	1	0	0	1	0	20	19	9	2	0	0	0	0	30
08:45	9	5	0	0	2	0	16	31	9	3	0	0	0	0	43
H/TOT	65	9	2	0	4	0	80	114	35	8	4	1	0	0	162
09:00	16	1	0	0	1	0	19	28	7	2	1	0	0	0	38
09:15	10	0	0	0	1	0	12	28	9	0	0	1	0	2	40
09:30	7	5	0	0	1	0	13	16	7	1	1	0	0	0	25
09:45	10	2	0	0	1	0	13	27	11	3	0	0	0	1	42
H/TOT	43	8	1	1	4	0	57	99	34	6	2	1	0	3	145
10:00	9	0	1	0	1	0	11	23	4	4	0	0	0	4	35
10:15	4	3	1	0	1	0	10	24	6	0	0	0	0	2	32
10:30	8	1	1	0	1	0	11	28	10	2	1	0	0	2	43
10:45	11	0	0	0	1	0	12	30	8	3	1	0	0	1	43
H/TOT	32	4	3	0	4	0	44	105	28	9	2	0	0	9	153
11:00	11	1	3	0	1	0	16	22	6	1	0	0	3	2	34
11:15	8	1	0	0	1	0	10	38	3	2	3	0	0	0	48
11:30	12	1	2	0	1	0	17	41	5	1	0	0	1	1	49
11:45	10	0	0	0	1	0	11	33	1	2	0	0	0	0	36
H/TOT	41	3	5	0	4	0	54	134	15	6	0	0	6	6	167
12:00	11	0	0	0	0	0	11	41	6	1	1	0	0	0	49
12:15	15	2	0	0	1	0	19	26	7	1	0	1	0	1	36
12:30	13	2	0	0	1	0	16	25	4	3	0	0	0	0	32
12:45	14	3	0	0	1	0	18	27	6	2	0	0	0	0	35
H/TOT	53	7	1	0	4	0	67	119	23	7	1	0	1	1	152
13:00	21	0	0	0	1	0	22	28	6	0	0	0	0	0	34
13:15	14	1	0	0	1	0	16	28	7	0	2	0	0	0	37
13:30	10	1	2	0	0	1	15	32	11	5	2	0	0	1	51
13:45	14	3	0	0	1	0	18	29	5	0	2	0	0	2	38
H/TOT	59	5	2	0	4	0	73	117	29	6	4	0	1	4	163
14:00	12	0	0	0	0	0	13	29	3	2	1	0	0	0	36
14:15	12	2	0	0	1	0	15	38	6	0	1	0	0	2	47
14:30	13	1	1	0	1	0	16	30	3	2	1	0	0	3	39
14:45	19	1	1	0	1	0	22	28	4	2	1	0	0	1	36
H/TOT	56	4	2	0	4	0	66	125	16	6	4	0	0	7	158
15:00	22	1	0	0	1	0	24	25	11	3	1	0	0	0	41
15:15	14	3	0	0	0	0	17	39	6	6	0	0	0	1	52
15:30	15	0	0	0	2	0	17	42	6	1	0	0	3	2	54
15:45	15	1	0	0	1	0	17	31	4	0	1	0	0	0	36
H/TOT	66	5	0	0	4	0	75	137	27	10	2	0	4	3	183
16:00	22	3	0	0	1	0	26	44	12	1	0	0	1	1	60
16:15	16	2	0	0	1	0	19	42	8	3	1	0	0	1	55
16:30	17	5	0	0	1	0	25	44	9	0	1	0	0	0	54
16:45	23	6	1	0	1	0	32	48	7	1	0	0	1	0	57
H/TOT	78	16	1	0	4	0	102	178	36	5	3	0	2	2	222
17:00	11	4	1	0	1	0	18	56	7	0	1	0	0	0	64
17:15	18	1	0	0	1	0	20	44	5	2	0	0	0	0	51
17:30	12	1	0	0	1	0	15	42	11	1	1	0	0	0	55
17:45	12	1	1	0	1	0	15	36	4	0	0	0	0	0	40
H/TOT	53	7	2	0	4	0	66	178	27	3	2	0	0	0	210
18:00	6	1	0	0	1	0	8	31	5	1	1	0	0	0	38
18:15	12	1	0	0	1	0	14	27	2	0	0	0	0	1	30
18:30	8	1	0	0	1	0	11	23	4	1	0	0	0	0	28
18:45	4	0	0	0	0	0	4	23	0	1	0	0	0	0	25
H/TOT	30	3	0	0	3	0	37	104	12	2	2	0	0	1	121
19:00	14	0	0	0	1	0	15	20	3	0	0	0	0	0	23
19:15	9	0	0	0	1	0	10	16	1	0	0	0	0	0	1



SITE: 3

DATE: 02/03/2021 SITE: 3

DATE: 02/03/2021

LOCATION: Junction of 85248 Dunkirk Lane and School Lane

DAY: Tuesday

LOCATION: Junction of 85248 Dunkirk Lane and School Lane

DAY: Tuesday

TIME	8 to A						TOT	8 to C						TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL		PCL	CAR	LGV	OGV1	OGV2	PSV		MCL
00:00	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0
00:15	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1
H/TOT	2	2	0	0	0	0	4	1	1	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
02:00	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0
02:15	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	1	0	0	3	1	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
03:45	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
04:15	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
04:30	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0
04:45	4	0	0	0	0	0	4	1	0	0	0	0	0	0	1
H/TOT	7	0	1	0	0	0	7	1	0	0	0	0	0	0	1
05:00	3	1	1	0	0	0	5	2	1	0	0	0	0	0	3
05:15	8	1	0	0	0	0	9	0	0	0	0	0	0	0	0
05:30	6	2	0	0	0	0	8	0	0	0	0	0	0	0	0
05:45	12	2	0	0	0	0	14	3	0	0	0	0	0	0	3
H/TOT	29	4	1	0	0	0	34	5	1	0	0	0	0	0	3
06:00	8	3	0	0	0	0	11	0	0	0	0	0	0	0	0
06:15	9	5	0	1	0	0	15	2	1	0	0	0	0	0	3
06:30	12	1	1	1	0	1	16	3	0	0	0	0	0	0	3
06:45	18	8	0	0	0	0	27	3	2	0	0	0	0	0	5
H/TOT	48	17	1	2	0	1	69	8	3	0	0	0	0	0	11
07:00	25	5	1	0	0	0	31	12	2	1	0	0	1	0	16
07:15	34	9	2	0	0	0	45	15	0	1	0	0	0	0	16
07:30	42	14	0	2	0	0	58	25	3	1	0	1	0	1	31
07:45	41	9	3	0	0	0	53	27	3	0	0	0	0	0	30
H/TOT	142	37	6	2	0	0	187	79	8	3	0	1	1	1	93
08:00	43	8	4	0	0	0	55	13	3	0	0	0	0	0	16
08:15	35	6	1	2	0	0	44	11	2	1	0	0	0	0	14
08:30	39	8	1	0	0	0	49	12	3	1	0	0	0	0	16
08:45	30	7	1	0	0	0	38	11	2	0	0	0	0	0	13
H/TOT	147	29	7	3	0	0	187	47	10	2	0	0	0	0	59
09:00	37	9	3	0	0	0	49	8	3	0	0	0	0	0	11
09:15	22	10	2	0	0	0	39	8	5	1	0	0	0	1	15
09:30	42	6	1	1	0	0	50	8	2	0	0	0	0	0	12
09:45	35	14	2	0	0	0	51	12	2	1	0	0	0	1	16
H/TOT	141	39	8	1	0	0	189	36	12	2	0	0	0	4	54
10:00	31	7	1	0	0	1	40	4	2	0	1	0	0	1	8
10:15	29	7	3	0	0	0	39	15	3	1	1	0	0	0	20
10:30	30	6	4	0	1	0	41	14	5	1	0	0	0	3	23
10:45	26	14	4	1	0	0	46	11	0	1	0	0	0	0	12
H/TOT	116	34	12	1	1	1	170	44	10	3	2	0	0	4	63
11:00	29	8	3	2	0	0	41	9	4	1	1	0	0	2	17
11:15	27	8	1	0	0	0	36	10	3	0	0	0	1	1	14
11:30	33	3	2	0	0	0	39	12	3	2	1	0	1	1	20
11:45	37	6	2	0	0	0	47	11	5	0	0	0	0	0	16
H/TOT	126	25	8	2	0	0	165	42	15	3	2	0	1	4	67
12:00	32	7	1	0	0	0	42	5	2	0	0	0	0	0	7
12:15	43	6	0	1	0	3	53	8	2	0	0	0	0	0	10
12:30	35	4	1	1	0	0	41	12	3	0	1	0	0	4	20
12:45	32	5	0	0	0	0	37	15	1	0	2	0	0	5	23
H/TOT	142	22	1	3	0	3	175	40	8	1	3	0	0	11	63
13:00	35	7	3	0	0	0	45	12	4	0	0	0	0	0	17
13:15	37	7	2	1	0	0	47	12	1	2	0	0	0	1	16
13:30	25	4	1	0	0	0	31	10	5	0	0	0	0	3	18
13:45	39	6	6	0	0	0	51	11	1	1	0	0	0	2	15
H/TOT	136	24	12	1	0	0	179	45	11	3	0	0	0	7	66
14:00	24	7	0	1	0	0	33	11	3	0	0	0	0	2	17
14:15	18	6	1	2	0	0	29	7	3	0	0	0	1	1	11
14:30	29	7	1	0	0	1	39	18	4	0	1	0	0	2	25
14:45	25	10	3	1	0	0	39	11	3	1	0	0	0	0	15
H/TOT	96	30	5	2	0	1	139	47	13	2	0	0	0	5	68
15:00	24	6	2	0	0	0	32	16	1	2	0	0	0	0	20
15:15	35	12	0	3	0	0	51	14	3	0	1	0	0	0	18
15:30	36	8	1	1	0	0	46	21	3	0	0	0	0	2	26
15:45	40	12	0	1	0	0	53	15	3	1	1	0	0	0	20
H/TOT	135	38	3	7	0	1	188	66	10	3	2	0	0	3	84
16:00	38	13	2	0	1	2	56	25	5	0	0	0	0	2	32
16:15	35	9	4	2	0	1	53	25	4	0	0	0	0	2	31
16:30	56	17	2	1	0	0	79	37	4	0	0	0	0	3	44
16:45	38	12	2	1	0	0	55	22	0	0	1	0	1	3	27
H/TOT	167	51	10	4	1	4	243	109	13	0	1	0	1	10	134
17:00	54	9	1	0	0	0	64	26	5	1	0	0	0	4	36
17:15	48	4	1	0	0	0	54	22	4	0	1	0	2	1	30
17:30	36	8	1	2	0	1	48	16	3	0	0	0	0	2	21
17:45	38	5	2	0	0	0	47	13	3	0	0	0	0	1	17
H/TOT	176	26	5	2	0	1	217	77	15	1	0	2	2	8	104
18:00	31	6	0	1	0	0	39	14	4	0	0	0	0	0	18
18:15	24	2	0	0	0	0	26	6	1	1	0	0	0	3	11
18:30	22	6	1	0	0	0	30	6	0	0	0	0	1	0	7
18:45	15	2	0	0	0	0	17	5	1	0	0	0	0	0	6
H/TOT	92	16	1	1	0	0	112	31	6	1	0	0	1	3	42
19:00	12	1	2	0	0	0	16	6	1	0	0	0	0	0	7
19:15	11	0	0	0	0	0	11	7	1	0	0	0	0		



SITE: 3

DATE: 02/03/2021 SITE: 3

DATE: 02/03/2021

LOCATION: Junction of 85248 Dunkirk Lane and School Lane

DAY: Tuesday

LOCATION: Junction of 85248 Dunkirk Lane and School Lane

DAY: Tuesday

TIME	C to B						TOT	C to A						TOT		
	CAR	LGV	OGV1	OGV2	PSV	MCL		PCL	CAR	LGV	OGV1	OGV2	PSV		MCL	PCL
00:00	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	
00:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	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	0	0	
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	
H/TOT	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	
03:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
03:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	
H/TOT	0	0	0	0	0	0	0	3	0	0	0	0	0	0	4	
04:00	1	0	0	0	0	0	1	3	0	0	0	0	0	0	3	
04:15	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	
04:30	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
04:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	
H/TOT	3	0	0	0	0	0	3	3	0	0	0	0	0	0	6	
05:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	
05:15	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	
05:30	2	1	0	0	0	0	4	3	0	0	0	0	0	0	3	
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
H/TOT	3	1	0	0	0	0	5	6	0	0	0	0	0	0	6	
06:00	1	0	0	0	0	0	1	4	0	0	0	0	0	0	4	
06:15	1	0	0	0	0	0	1	5	1	0	0	0	0	0	6	
06:30	8	1	0	0	0	0	9	7	0	1	0	0	0	0	8	
06:45	6	0	0	0	0	0	6	4	1	0	0	0	0	0	8	
H/TOT	16	1	0	0	0	0	20	22	2	0	0	0	0	0	26	
07:00	12	2	0	0	1	0	15	6	1	0	0	0	0	0	7	
07:15	23	1	0	0	0	0	25	13	6	0	1	0	0	0	20	
07:30	25	4	0	0	0	0	29	9	2	0	0	0	1	1	12	
07:45	28	2	0	0	0	1	31	4	1	1	0	0	0	0	5	
H/TOT	88	9	0	0	1	0	100	32	10	0	1	0	0	1	44	
08:00	19	6	1	0	0	0	27	17	4	0	0	0	0	0	21	
08:15	19	4	0	0	0	0	24	6	3	1	0	0	0	0	10	
08:30	13	3	0	0	0	0	18	10	3	1	0	0	0	0	14	
08:45	11	3	1	1	0	0	16	16	2	0	0	0	0	0	18	
H/TOT	62	16	2	1	0	0	85	49	12	2	0	0	0	0	63	
09:00	16	8	0	0	0	0	1	25	12	5	0	0	0	0	17	
09:15	16	4	1	0	0	0	22	6	3	0	0	0	0	0	9	
09:30	9	1	0	2	0	0	12	7	1	2	0	0	0	0	11	
09:45	7	1	1	0	0	0	4	8	1	1	0	0	0	0	10	
H/TOT	48	14	2	2	1	0	72	33	10	3	0	0	0	1	47	
10:00	11	1	0	0	0	0	3	15	11	1	1	0	0	0	2	15
10:15	12	1	0	1	0	0	5	20	8	4	0	0	0	0	12	13
10:30	9	2	0	1	0	0	0	12	8	2	0	0	0	0	1	11
10:45	9	2	0	1	0	0	3	15	1	2	2	0	0	1	0	6
H/TOT	41	6	0	3	1	0	11	62	28	9	3	0	0	1	3	44
11:00	16	4	0	0	0	0	3	23	7	1	2	0	0	0	1	11
11:15	10	3	2	0	1	0	2	18	9	2	3	0	0	0	0	14
11:30	12	3	1	0	0	0	3	19	7	3	0	0	0	0	0	10
11:45	13	2	3	1	0	0	6	25	9	0	1	0	0	0	0	10
H/TOT	51	12	6	1	1	0	14	85	32	6	6	0	0	0	1	45
12:00	16	3	1	2	0	0	4	25	19	0	0	0	0	0	0	20
12:15	11	1	0	0	1	0	3	16	17	2	0	1	0	0	0	20
12:30	17	2	0	0	0	0	2	21	21	4	1	0	0	0	0	26
12:45	13	4	0	0	0	0	1	18	23	2	0	0	0	0	0	25
H/TOT	57	10	1	0	1	0	10	80	80	8	2	1	0	0	0	91
13:00	10	1	0	0	0	0	3	14	14	0	0	0	0	0	0	15
13:15	21	4	0	1	0	0	1	28	12	2	0	0	0	0	0	14
13:30	18	0	0	0	0	0	1	5	24	16	2	0	0	0	2	20
13:45	12	2	1	1	0	0	6	22	13	2	0	0	0	0	0	15
H/TOT	61	7	1	2	1	0	15	88	55	6	0	0	0	0	0	74
14:00	14	1	1	0	0	0	3	21	14	2	0	0	0	0	0	16
14:15	12	1	0	0	0	0	1	0	14	13	1	1	0	0	1	16
14:30	13	0	0	1	0	0	2	16	7	3	0	0	0	0	0	10
14:45	19	3	2	0	1	0	7	32	17	1	3	0	0	0	2	23
H/TOT	60	5	3	1	0	0	12	83	51	7	4	0	0	0	3	63
15:00	22	1	1	0	0	0	0	24	17	1	0	0	0	0	2	21
15:15	16	6	0	1	1	0	2	26	14	3	1	0	0	0	2	20
15:30	23	2	0	0	0	0	3	28	11	2	0	0	0	0	1	14
15:45	16	3	1	0	0	0	2	22	22	3	0	0	0	0	0	26
H/TOT	77	12	2	1	0	0	7	100	64	9	2	0	0	0	6	81
16:00	14	1	0	1	0	0	3	19	32	3	0	0	0	0	0	36
16:15	13	3	1	0	0	0	2	19	28	2	2	0	0	0	0	32
16:30	17	4	0	1	1	2	0	25	20	7	0	0	0	0	2	29
16:45	15	0	0	0	0	0	1	16	31	9	0	0	0	0	0	40
H/TOT	59	8	1	2	1	2	6	79	111	21	3	0	0	0	2	137
17:00	18	7	1	0	0	0	3	29	13	2	0	0	0	0	0	15
17:15	16	2	0	0	0	0	0	18	27	2	0	0	0	0	1	30
17:30	20	1	0	0	1	0	2	24	34	4	0	0	0	0	1	39
17:45	15	2	0	0	0	0	0	17	19	3	1	0	0	0	2	25
H/TOT	69	12	1	0	1	0	5	88	93	11	1	0	0	0	4	109
18:00	15	1	1	0	0	0	2	19	11	1	0	0	0	0	0	13
18:15	8	1	0	0	0	0	3	12	9	1	0	0	0	0	0	10
18:30	5	0	0	0	0	0	0	5	9	1	0	0	0	0	1	11
18:45	3	0	0	0	0	0	3	3	11	0	0	0	0	0	0	11
H/TOT	31	2	1	0	1	0	8	43	40	3	0	0				



SITE: 3

DATE: 02/03/2021

LOCATION: Junction of B5248 Dunkirk Lane and School Lane

DAY: Tuesday

TIME	TO ARM A							TOT	FROM ARM A							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
00:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
H/TOT	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
02:00	1	0	0	1	0	0	0	2	1	0	0	0	0	0	0	1	2
02:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	1	0	0	0	3	4	0	0	0	0	0	0	1	5
03:00	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
03:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
03:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
H/TOT	6	0	0	0	0	0	0	7	3	0	1	0	0	0	0	0	4
04:00	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	2
04:15	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	2
04:30	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
04:45	6	0	0	0	0	0	0	6	1	0	1	0	0	0	0	0	2
H/TOT	10	0	1	1	0	0	0	12	5	0	1	0	0	0	0	0	4
05:00	10	1	1	0	0	0	0	12	5	1	0	0	0	0	0	0	2
05:15	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0
05:30	9	2	0	0	0	0	0	11	5	0	0	0	0	0	0	0	5
05:45	12	2	0	0	0	0	0	14	3	0	0	0	1	0	0	0	4
H/TOT	35	6	1	0	0	0	0	42	9	1	0	1	0	0	0	0	11
06:00	12	3	0	0	0	0	0	15	6	0	0	0	0	0	0	1	7
06:15	14	6	0	1	0	0	0	21	17	2	1	0	1	0	0	2	21
06:30	19	1	2	1	0	1	0	24	15	2	0	0	0	0	0	0	17
06:45	25	2	0	0	0	0	1	35	34	6	2	1	1	0	0	0	44
H/TOT	70	19	2	2	0	1	1	95	72	10	4	1	2	0	0	0	89
07:00	31	6	1	0	0	0	0	38	38	13	3	0	1	0	1	0	56
07:15	47	15	2	1	0	0	0	65	64	9	3	1	0	0	1	0	78
07:30	51	16	0	2	0	0	1	70	69	8	3	1	2	3	0	0	86
07:45	45	10	3	0	0	0	0	58	79	20	3	2	2	0	1	0	107
H/TOT	174	47	6	3	0	0	1	231	250	50	12	4	5	3	3	3	327
08:00	60	12	4	0	0	0	0	76	48	15	3	2	2	0	0	0	70
08:15	41	9	2	2	0	0	1	55	53	5	2	2	1	0	0	0	63
08:30	49	11	2	1	0	0	0	63	38	10	2	0	0	0	0	0	50
08:45	46	9	1	0	0	0	0	56	40	14	3	0	2	0	0	0	59
H/TOT	196	41	9	3	0	0	1	250	179	44	10	4	5	0	0	0	242
09:00	49	14	3	0	0	0	0	66	44	8	3	1	1	0	0	0	57
09:15	33	13	2	0	0	0	0	48	38	9	0	1	2	0	2	0	52
09:30	49	7	3	1	0	1	0	61	23	12	1	1	1	0	0	0	38
09:45	43	15	3	0	0	0	0	61	37	13	3	0	1	0	1	0	55
H/TOT	174	49	11	1	0	1	0	236	142	42	7	3	5	0	3	0	202
10:00	42	8	2	0	0	1	2	55	32	4	5	0	1	0	4	0	46
10:15	37	11	3	0	0	0	0	51	28	9	1	0	1	0	0	3	42
10:30	38	8	4	0	0	1	0	56	36	11	3	1	1	0	2	0	54
10:45	27	16	6	1	0	1	1	52	41	8	3	1	1	0	1	0	55
H/TOT	144	43	15	1	1	2	8	214	137	32	12	2	4	0	10	0	197
11:00	36	9	5	2	0	0	2	54	33	7	4	0	1	3	2	0	50
11:15	36	10	4	0	0	0	0	50	46	4	2	0	1	2	3	0	58
11:30	40	6	2	0	0	0	1	49	53	6	3	0	1	1	2	0	66
11:45	46	6	3	0	0	0	2	57	43	1	2	0	1	0	0	0	47
H/TOT	158	31	14	2	0	0	5	210	175	18	11	0	4	6	7	0	221
12:00	51	7	1	1	0	0	0	60	32	6	2	1	1	0	2	0	41
12:15	60	8	0	2	0	3	3	76	41	9	0	0	2	1	1	0	55
12:30	56	8	2	1	0	0	0	67	38	6	3	0	1	0	0	0	48
12:45	55	7	0	0	0	0	0	62	41	9	2	0	1	0	0	0	53
H/TOT	222	30	3	4	0	3	3	267	172	30	8	2	5	1	3	0	221
13:00	49	7	3	0	0	0	0	60	49	6	0	0	0	0	0	0	41
13:15	49	9	2	1	0	0	0	61	42	8	0	2	1	0	0	0	53
13:30	41	6	1	0	0	0	3	51	42	12	7	2	1	0	0	0	66
13:45	52	8	6	0	0	0	0	68	43	8	0	2	1	0	2	0	56
H/TOT	191	30	12	1	0	0	9	243	174	34	8	6	4	1	7	0	246
14:00	38	9	0	1	0	0	1	49	41	3	0	0	0	0	0	0	49
14:15	31	7	2	2	0	0	3	45	50	8	0	1	1	0	2	0	62
14:30	36	10	1	0	0	1	0	48	43	4	3	1	1	0	3	0	55
14:45	42	11	6	1	0	0	2	62	47	5	3	1	1	0	1	0	58
H/TOT	147	37	9	4	0	1	6	203	181	20	8	4	4	0	6	0	224
15:00	41	7	3	2	0	1	3	57	47	12	3	1	1	0	1	0	65
15:15	49	15	1	3	0	0	3	71	53	9	6	0	0	0	0	0	69
15:30	47	10	1	1	0	0	1	60	57	6	1	0	3	2	2	0	71
15:45	62	15	0	1	0	0	3	81	46	5	0	1	1	0	0	0	53
H/TOT	199	47	5	7	0	1	10	249	203	32	10	2	4	4	3	0	278
16:00	70	16	3	0	1	2	0	92	66	15	0	1	1	1	0	0	86
16:15	63	11	6	2	0	2	1	85	58	10	3	1	1	0	1	0	74
16:30	76	24	2	1	0	0	5	108	61	14	0	1	1	0	2	0	79
16:45	69	21	2	1	0	0	2	95	71	13	2	0	1	1	1	0	89
H/TOT	278	72	13	4	1	4	8	380	256	52	6	3	4	2	5	0	328
17:00	67	11	1	0	0	0	4	83	67	11	1	1	1	0	0	0	82
17:15	75	6	1	0	0	0	2	84	62	6	2	0	1	0	0	0	71
17:30	70	12	1	2	0	1	1	87	54	12	1	1	1	0	1	0	70
17:45	57	8	3	0	0	0	4										



SITE: 3

DATE: 02/03/2021

LOCATION: Junction of 85248 Dunkirk Lane and School Lane

DAY: Tuesday

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
00:00	2	0	0	0	0	0	0	2	1	1	0	0	0	0	0	2
00:15	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
H/TOT	3	0	0	0	0	0	0	3	3	3	0	0	0	0	0	6
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:00	1	0	0	0	0	0	0	1	1	0	0	1	0	0	0	2
02:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
02:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
02:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	3	1	0	0	0	0	0	4	3	0	0	1	0	0	0	4
03:00	1	0	1	0	0	0	0	2	1	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	1	0	1	0	0	0	0	2	4	0	0	0	0	0	0	4
04:00	2	0	0	0	0	0	0	2	0	0	1	0	0	0	0	1
04:15	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
04:30	1	0	0	0	0	0	0	1	1	0	0	1	0	0	0	2
04:45	1	0	1	0	0	0	0	2	5	0	0	0	0	0	0	5
H/TOT	7	0	1	0	0	0	0	8	8	0	1	1	0	0	0	10
05:00	7	1	0	0	0	0	0	8	5	2	1	0	0	0	0	8
05:15	1	0	0	0	0	0	0	1	8	1	0	0	0	0	0	9
05:30	7	1	0	0	0	0	1	9	6	2	0	0	0	0	0	8
05:45	3	0	0	0	0	0	0	3	15	2	0	0	0	0	0	17
H/TOT	12	2	0	0	0	0	1	15	34	7	0	0	0	0	0	42
06:00	3	0	0	0	0	0	1	4	8	3	0	0	0	0	0	11
06:15	9	1	1	0	0	0	0	11	11	6	0	1	0	0	0	18
06:30	14	1	0	0	0	0	0	15	15	1	1	1	0	1	0	19
06:45	23	6	1	1	0	0	2	33	22	10	0	0	0	0	0	32
H/TOT	49	8	2	0	0	0	3	63	56	20	1	2	0	1	0	80
07:00	30	11	2	0	1	0	0	44	37	7	2	0	0	1	0	47
07:15	50	6	3	1	0	0	2	62	49	9	3	0	0	0	0	61
07:30	50	10	2	1	0	1	0	64	67	17	1	2	1	0	1	89
07:45	57	18	1	2	0	0	2	80	68	12	3	0	0	0	0	83
H/TOT	187	45	8	4	1	1	4	250	221	45	9	2	1	1	1	280
08:00	51	19	3	2	2	0	0	77	56	11	4	0	0	0	0	71
08:15	51	8	1	2	0	0	1	63	46	8	2	2	0	0	1	59
08:30	32	12	2	0	0	0	2	48	51	11	2	1	0	0	0	65
08:45	42	12	4	1	0	0	0	59	41	9	1	0	0	0	0	51
H/TOT	176	51	10	5	2	0	3	247	194	39	9	3	0	0	1	246
09:00	44	15	2	1	0	0	1	63	45	12	3	0	0	0	0	60
09:15	44	13	1	0	2	0	2	62	35	15	3	0	0	0	0	54
09:30	25	8	1	3	0	0	0	37	50	8	1	1	0	0	0	62
09:45	34	12	4	0	0	0	5	55	47	16	3	0	0	0	0	67
H/TOT	147	48	8	4	2	0	8	217	177	51	10	1	0	0	4	243
10:00	34	5	4	0	0	0	7	50	35	9	1	1	0	1	1	48
10:15	36	7	0	1	1	0	7	52	44	10	4	1	0	0	0	59
10:30	37	12	2	2	0	0	2	55	44	11	5	0	1	0	0	68
10:45	39	10	3	2	0	0	4	58	37	14	5	1	0	0	1	58
H/TOT	146	34	9	5	1	0	20	215	160	44	15	3	1	1	1	233
11:00	38	10	1	0	0	3	5	57	38	12	4	3	0	0	3	60
11:15	48	6	4	0	1	2	5	66	37	11	1	2	0	0	1	50
11:30	53	8	2	0	0	1	4	68	45	6	4	1	0	1	2	59
11:45	46	3	5	1	0	0	6	61	48	11	2	0	0	0	2	63
H/TOT	185	27	12	1	1	6	20	252	168	40	11	4	0	1	8	232
12:00	37	8	2	2	0	0	4	49	37	9	1	0	0	0	0	49
12:15	37	8	1	0	2	0	4	52	51	8	0	1	0	3	3	66
12:30	42	6	3	0	0	0	2	53	47	7	1	2	0	0	4	61
12:45	40	10	2	0	0	0	1	53	47	6	0	2	0	0	5	60
H/TOT	176	33	8	2	2	0	11	232	182	30	2	6	0	3	16	239
13:00	38	7	1	0	0	1	4	51	47	11	0	0	0	0	0	58
13:15	49	11	0	3	1	0	1	65	49	8	4	1	0	0	1	63
13:30	50	11	5	2	0	1	6	75	35	9	1	0	0	0	4	49
13:45	41	7	1	3	0	0	8	60	50	7	7	0	0	0	7	71
H/TOT	178	36	7	8	2	8	19	231	181	35	15	1	0	0	13	245
14:00	45	4	3	1	0	0	4	57	35	10	0	2	0	0	3	50
14:15	50	7	0	1	0	1	2	61	25	9	1	2	0	0	3	40
14:30	43	3	2	2	0	0	5	55	47	11	1	1	0	1	2	63
14:45	47	7	4	1	1	0	8	68	36	13	4	1	0	0	0	54
H/TOT	185	21	9	5	1	1	19	241	143	43	6	6	0	1	8	207
15:00	47	12	4	1	0	1	0	65	40	7	4	2	0	0	0	56
15:15	55	12	6	1	1	0	3	78	49	15	0	4	0	0	1	69
15:30	65	8	1	0	0	3	5	82	57	11	1	1	0	0	2	72
15:45	47	7	1	1	0	0	2	58	55	15	1	2	0	0	2	75
H/TOT	214	39	12	3	1	4	10	283	201	48	6	9	1	1	7	312
16:00	58	13	1	2	0	1	4	79	63	18	2	0	1	2	2	88
16:15	55	11	4	1	0	0	3	74	60	13	4	2	0	2	3	84
16:30	61	13	0	2	1	2	0	79	93	21	2	1	0	0	6	123
16:45	63	7	1	0	0	1	1	73	60	12	2	2	0	1	5	82
H/TOT	237	44	6	5	0	4	8	305	276	44	10	5	1	5	16	377
17:00	74	14	1	1	0	0	3	93	80	14	2	0	0	0	8	104
17:15	60	7	2	0	0	0	0	69	70	8	1	1	0	2	2	84
17:30	62	12	1	1	1	0	2	79	52	11	1	2	0	1	2	69
17:45	51	6	0	0	0	0	0	57	51	8	2	0	0	0	3	64
H/TOT	247	39	4	2	1	0	5	298	253	41	6	3	0	3	15	321
18:00	46	6	2	1	0	0	2	57	45	10	0	1	0	0	1	57
18:15	35	3	0	0	0	0	4	42	30	3	1	0	0	0	3	37
18:30	28	4	1	0	0	0	0	33	28	6	1	0	1	1	0	37



SITE: 3

DATE: 02/03/2021

LOCATION: Junction of B5248 Dunkirk Lane and School Lane

DAY: Tuesday

TIME	TO ARM C						TOT	FROM ARM C						TOT		
	CAR	LGV	OGV1	OGV2	PSV	MCL		PCL	CAR	LGV	OGV1	OGV2	PSV		MCL	PCL
00:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
00:15	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1
H/TOT	1	1	0	0	0	0	2	3	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1
02:15	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
02:30	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	1	3	3	1	0	0	0	0	0	0	3
03:00	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	2	0	0	0	0	0	2	2	1	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	3	0	0	0	0	0	3	3	3	0	0	0	0	0	0	4
04:00	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
04:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:45	1	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
H/TOT	2	0	0	0	0	0	2	4	4	0	0	0	0	0	0	4
05:00	2	1	0	0	0	0	3	3	2	0	0	0	0	0	0	2
05:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
05:30	0	0	0	0	0	0	0	0	5	1	0	0	0	0	1	7
05:45	3	0	0	0	1	0	4	4	0	0	0	0	0	0	0	4
H/TOT	5	1	0	0	1	0	7	9	7	1	0	0	0	0	0	11
06:00	4	0	0	0	0	0	4	4	5	0	0	0	0	0	0	6
06:15	11	2	0	0	1	0	14	14	6	1	0	0	0	0	0	7
06:30	12	2	0	0	0	0	14	14	15	1	1	0	0	0	0	17
06:45	20	2	1	0	0	0	23	23	12	1	0	0	0	0	3	16
H/TOT	47	6	1	0	2	0	57	57	38	3	1	0	0	0	4	46
07:00	32	6	2	0	1	1	43	43	18	3	0	0	1	0	0	22
07:15	52	4	1	0	0	0	57	57	36	7	0	1	0	0	1	45
07:30	69	5	2	0	3	2	81	82	34	6	0	0	0	0	1	41
07:45	77	7	2	0	2	0	88	88	32	3	0	0	0	0	0	36
H/TOT	230	22	7	0	6	3	270	270	120	19	0	1	1	0	3	144
08:00	29	5	1	0	1	0	36	36	36	10	1	0	1	0	0	48
08:15	32	3	2	0	1	0	38	38	25	7	1	0	0	0	1	34
08:30	31	4	1	0	0	0	36	36	23	6	0	0	0	0	0	32
08:45	20	7	0	0	2	0	29	29	27	5	1	1	0	0	0	34
H/TOT	112	19	4	0	4	0	139	139	111	28	4	1	1	0	3	148
09:00	24	4	1	0	1	0	30	30	28	13	0	0	0	0	1	42
09:15	18	5	1	1	0	1	27	27	22	7	1	0	1	0	0	31
09:30	15	7	0	0	1	0	23	23	16	2	2	2	0	1	0	23
09:45	22	4	1	0	1	0	29	29	15	2	2	0	0	0	4	23
H/TOT	79	20	3	1	4	0	111	111	81	24	5	2	1	1	5	119
10:00	13	2	1	1	1	0	19	19	22	2	1	0	0	0	0	25
10:15	19	6	2	1	1	0	30	30	20	5	1	1	0	0	5	32
10:30	22	6	2	0	1	0	34	34	17	4	0	1	0	0	1	23
10:45	22	0	1	0	1	0	24	24	10	4	2	1	0	1	3	21
H/TOT	76	14	6	2	4	0	107	107	69	15	3	3	1	1	14	105
11:00	20	5	4	1	1	0	27	27	23	5	2	0	0	0	4	34
11:15	18	4	0	0	1	1	24	24	19	5	5	0	1	1	0	32
11:30	24	4	4	1	1	1	32	32	19	6	1	0	0	0	3	29
11:45	21	5	0	0	1	0	27	27	22	2	4	1	0	0	6	35
H/TOT	83	18	8	2	4	1	121	121	83	18	12	1	1	0	15	130
12:00	16	2	2	1	1	0	22	22	35	3	2	1	0	0	4	45
12:15	23	4	0	0	1	0	29	29	28	3	0	1	1	0	3	36
12:30	25	5	0	1	1	0	36	36	38	6	1	0	0	0	2	47
12:45	29	4	0	2	1	0	41	41	36	6	0	0	0	0	1	43
H/TOT	93	15	2	4	4	1	124	124	137	18	3	2	1	0	10	171
13:00	33	4	0	0	1	0	41	41	24	1	0	0	0	0	4	29
13:15	26	2	2	0	1	0	32	32	33	6	0	1	1	0	1	42
13:30	20	6	2	0	1	0	33	33	34	2	0	0	0	1	7	44
13:45	25	4	1	0	1	0	33	33	25	4	1	1	0	0	6	37
H/TOT	104	16	5	0	4	0	130	130	116	13	1	2	1	1	18	152
14:00	23	3	0	1	1	0	30	30	30	3	1	0	0	0	1	37
14:15	19	5	0	0	1	0	26	26	25	2	1	0	0	1	1	30
14:30	31	5	1	1	1	0	41	41	20	3	0	1	0	0	2	26
14:45	30	4	2	0	1	0	37	37	36	4	5	0	1	0	9	55
H/TOT	103	17	3	2	4	0	134	134	111	12	2	1	1	1	15	148
15:00	38	2	2	0	0	0	44	44	39	2	2	0	0	0	0	45
15:15	28	6	0	1	0	0	35	35	30	9	1	1	1	0	4	46
15:30	36	3	0	0	2	0	43	43	34	4	0	0	0	0	4	42
15:45	30	4	1	1	1	0	37	37	38	6	1	0	0	0	3	48
H/TOT	132	15	3	2	4	0	159	159	141	21	4	1	1	1	13	181
16:00	47	8	0	0	1	0	58	58	46	4	1	1	0	0	3	55
16:15	41	6	0	0	1	0	50	50	41	5	3	0	0	0	2	51
16:30	54	9	0	0	1	0	69	69	37	11	0	1	1	2	2	54
16:45	45	6	1	1	1	1	59	59	46	9	0	0	0	0	1	56
H/TOT	187	29	1	1	4	1	236	236	170	29	4	2	2	2	8	216
17:00	37	9	2	0	1	0	54	54	31	9	1	0	0	0	3	44
17:15	40	5	0	1	1	2	50	50	43	4	0	0	0	0	1	48
17:30	28	4	0	0	1	0	36	36	54	5	0	0	1	0	3	63
17:45	25	4	1	0	1	0	32	32	34	5	1	0	0	0	2	42
H/TOT	130	22	3	1	4	2	172	172	162	23	2	0	1	0	9	197
18:00	20	5	0	0	1	0	26	26	26	2	1	0	0	0	3	32
18:15	18	2	1	0	1	0	25	25	17	2	0	0	0	0	3	22
18:30	14	1	0	0	1	1	18	18	14	1	0	0	0	0	1	16



SITE: 3

DATE: 02/03/2021

LOCATION: Junction of 85248 Dunkirk Lane and School Lane

DAY: Tuesday

TIME	JUNCTION TOTAL						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
00:00	3	1	0	0	0	0	4
00:15	2	1	0	0	0	0	3
00:30	0	0	0	0	0	0	0
00:45	1	1	0	0	0	0	2
H/TOT	6	3	0	0	0	0	9
01:00	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0
01:30	1	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	1
02:00	2	0	0	1	0	0	14
02:15	3	0	0	0	0	0	3
02:30	2	0	0	0	0	0	2
02:45	0	1	0	0	0	0	1
H/TOT	7	1	0	1	0	0	10
03:00	2	0	1	0	0	0	3
03:15	0	0	0	0	0	1	1
03:30	4	0	0	0	0	0	4
03:45	4	0	0	0	0	0	4
H/TOT	10	0	1	0	0	0	12
04:00	3	0	1	0	0	0	4
04:15	6	0	0	0	0	0	6
04:30	2	0	0	1	0	0	3
04:45	8	0	1	0	0	0	9
H/TOT	19	0	2	1	0	0	22
05:00	8	3	1	0	0	0	12
05:15	10	1	0	0	0	0	11
05:30	16	3	0	0	0	1	20
05:45	18	2	0	0	1	0	21
H/TOT	52	7	1	0	1	1	64
06:00	19	3	0	0	0	2	24
06:15	34	9	1	1	1	0	46
06:30	45	4	2	1	0	1	53
06:45	68	17	2	1	1	0	89
H/TOT	166	33	3	3	2	1	215
07:00	93	23	5	0	2	1	125
07:15	149	25	6	2	0	2	184
07:30	170	31	4	3	3	2	216
07:45	179	35	6	2	2	2	226
H/TOT	591	114	21	7	7	4	751
08:00	140	36	8	2	3	0	189
08:15	124	20	5	4	1	0	156
08:30	112	27	5	1	0	2	147
08:45	108	28	5	1	2	0	144
H/TOT	484	111	23	8	6	0	636
09:00	117	33	6	1	1	0	159
09:15	95	31	4	1	3	0	137
09:30	89	22	4	4	1	1	123
09:45	99	31	8	0	1	0	145
H/TOT	400	117	22	6	6	1	564
10:00	89	15	7	1	1	10	124
10:15	102	20	8	0	2	0	133
10:30	97	26	8	2	2	0	145
10:45	88	26	10	3	1	5	134
H/TOT	366	91	30	8	6	2	536
11:00	94	24	10	3	1	3	144
11:15	102	20	8	0	2	2	140
11:30	117	18	8	1	1	2	154
11:45	113	14	8	1	1	0	145
H/TOT	426	76	34	5	5	7	583
12:00	124	18	3	4	1	0	162
12:15	120	20	1	2	3	4	157
12:30	123	19	5	2	1	0	156
12:45	124	21	2	2	1	0	156
H/TOT	491	78	13	10	6	4	631
13:00	120	18	4	0	1	1	144
13:15	124	22	4	4	2	0	158
13:30	111	23	8	2	1	13	159
13:45	118	19	8	3	1	0	154
H/TOT	473	82	24	9	5	2	633
14:00	104	16	3	3	1	0	136
14:15	100	19	2	3	1	1	132
14:30	110	18	4	3	1	1	144
14:45	119	22	12	2	2	0	167
H/TOT	435	75	21	11	5	2	599
15:00	124	21	9	3	1	0	166
15:15	132	33	7	5	1	0	184
15:30	148	21	2	1	2	3	185
15:45	139	26	2	3	1	0	172
H/TOT	545	101	20	12	5	3	711
16:00	175	37	4	2	2	3	229
16:15	159	28	10	3	1	2	209
16:30	191	46	2	3	2	2	256
16:45	177	34	4	2	1	2	227
H/TOT	702	145	20	10	6	9	921
17:00	178	34	4	1	1	0	230
17:15	175	18	3	1	1	2	203
17:30	160	28	2	3	2	1	202
17:45	133	18	4	0	1	0	161
H/TOT	646	98	13	5	5	3	796
18:00	108	18	2	2	1	0	135
18:15	86	8	1	0	1	0	103
18:30	73	12	2	0	2	1	92
18:45	61	4	0	1	1	0	70
H/TOT	328	42	5	3	5	1	400
19:00	68	6	2	0	1	0	79
19:15	57	3	1	0	1	0	63
19:30	57	3	1	0	2	2	65
19:45	49	8	1	0	2	0	61
H/TOT	231	20	5	0	4	2	268
20:00	27	2	1	0	0	1	31
20:15	39	2	2	0	0	3	46
20:30	27	4	2	0	0	1	34
20:45	23	1	1	0	1	0	26
H/TOT	116	9	6	0	1	4	137
21:00	23	4	0	0	0	0	27
21:15	17	3	1	1	0	1	23
21:30	5	1	1	0	1	0	8
21:45	18	2	1	0	0	0	21
H/TOT	63	10	3	1	1	0	79
22:00	23	0	1	0	0	2	27
22:15	15	3	1	0	0	0	19
22:30	5	4	0	0	0	0	9
22:45	8	0	0	0	1	0	9
H/TOT	51	7	2	0	2	2	64
23:00	6	0	0	0	0	0	6
23:15	5	0	0	0	0	0	5
23:30	1	0	0	0	0	0	1
23:45	1	1	0	0	0	0	2
H/TOT	13	1	0	0	0	0	14
P/TOT	6622	1223	271	100	78	44	8636

PEAK HOUR CALCULATION	TOT
00:00 to 01:00	9
00:15 to 01:15	5
00:30 to 01:30	2
00:45 to 01:45	3
01:00 to 02:00	1
01:15 to 02:15	5
01:30 to 02:30	8
01:45 to 02:45	9
02:00 to 03:00	10
02:15 to 03:15	9
02:30 to 03:30	7
02:45 to 03:45	9
03:00 to 04:00	12
03:15 to 04:15	13
03:30 to 04:30	18
03:45 to 04:45	17
04:00 to 05:00	22
04:15 to 05:15	30
04:30 to 05:30	35
04:45 to 05:45	52
05:00 to 06:00	64
05:15 to 06:15	76
05:30 to 06:30	111
05:45 to 06:45	144
06:00 to 07:00	215
06:15 to 07:15	316
06:30 to 07:30	454
06:45 to 07:45	617
07:00 to 08:00	751
07:15 to 08:15	815
07:30 to 08:30	787
07:45 to 08:45	718
08:00 to 09:00	636
08:15 to 09:15	606
08:30 to 09:30	587
08:45 to 09:45	563
AM Peak	815
09:00 to 10:00	564
09:15 to 10:15	529
09:30 to 10:30	525
09:45 to 10:45	547
10:00 to 11:00	536
10:15 to 11:15	556
10:30 to 11:30	563
10:45 to 11:45	572
11:00 to 12:00	583
11:15 to 12:15	601
11:30 to 12:30	618
11:45 to 12:45	620
12:00 to 13:00	631
12:15 to 13:15	621
12:30 to 13:30	622
12:45 to 13:45	625
13:00 to 14:00	633
13:15 to 14:15	617
13:30 to 14:30	591
13:45 to 14:45	576
14:00 to 15:00	579
14:15 to 15:15	609
14:30 to 15:30	661
14:45 to 15:45	702
After Peak	702
15:00 to 16:00	711
15:15 to 16:15	774
15:30 to 16:30	799
15:45 to 16:45	870
16:00 to 17:00	921
16:15 to 17:15	922
16:30 to 17:30	916
16:45 to 17:45	862
17:00 to 18:00	796
17:15 to 18:15	701
17:30 to 18:30	601
17:45 to 18:45	491
18:00 to 19:00	400
18:15 to 19:15	344
18:30 to 19:30	304
18:45 to 19:45	277
19:00 to 20:00	268
19:15 to 20:15	220
19:30 to 20:30	203
19:45 to 20:45	172
20:00 to 21:00	137
20:15 to 21:15	133
20:30 to 21:30	110
20:45 to 21:45	84
21:00 to 22:00	79
21:15 to 22:15	79
21:30 to 22:30	75
21:45 to 22:45	76
22:00 to 23:00	64
22:15 to 23:15	43
22:30 to 23:30	29
22:45 to 23:45	21
23:00 to 00:00	14
PM Peak	922



SITE: 3

DATE: 03/03/2021 SITE: 3

DATE: 03/03/2021

LOCATION: Junction of 85248 Dunkirk Lane and School Lane

DAY: Wednesday

LOCATION: Junction of 85248 Dunkirk Lane and School Lane

DAY: Wednesday

TIME	A to C						TOT	A to B						TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL		PCL	CAR	LGV	OGV1	OGV2	PSV		MCL
00:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1
02:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
02:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	5	0	0	0	0	0	0	5
03:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
05:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:15	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3
05:30	2	0	0	0	0	0	0	2	4	0	0	0	0	0	6
05:45	1	1	0	0	0	0	0	2	3	1	0	0	0	0	6
H/TOT	3	1	0	0	0	0	0	10	7	1	0	0	0	0	18
06:00	1	0	0	0	1	0	0	2	4	0	0	0	0	0	6
06:15	7	0	0	0	1	0	1	9	9	0	0	0	0	0	18
06:30	11	0	0	0	0	0	0	12	7	1	0	0	0	0	20
06:45	11	5	0	0	1	0	0	17	14	4	1	0	0	0	36
H/TOT	40	5	0	0	2	1	1	50	34	5	1	0	0	0	80
07:00	21	4	0	0	1	0	1	27	14	5	2	0	0	0	44
07:15	48	2	0	0	1	0	0	51	26	6	2	0	0	0	66
07:30	41	2	0	0	1	0	0	44	32	10	4	0	0	0	56
07:45	49	2	2	0	3	0	0	56	26	12	0	0	1	0	71
H/TOT	159	10	2	0	5	1	1	178	98	33	6	1	0	0	240
08:00	24	3	2	0	0	0	0	29	32	9	2	1	0	0	44
08:15	20	2	1	0	2	0	1	26	37	15	2	0	0	0	54
08:30	12	3	0	0	1	0	0	16	20	9	2	0	0	0	31
08:45	12	4	1	0	1	0	0	18	24	7	2	0	0	0	33
H/TOT	68	12	4	0	4	0	1	89	113	40	8	1	0	0	162
09:00	17	1	1	0	1	0	0	20	23	7	2	0	0	0	33
09:15	11	1	0	0	1	0	0	13	11	8	0	0	0	0	20
09:30	8	1	2	0	1	0	0	12	15	8	2	0	0	0	25
09:45	7	1	0	0	1	0	0	9	14	9	1	0	0	0	25
H/TOT	43	4	3	0	4	0	0	54	63	32	5	0	0	1	103
10:00	6	3	0	0	1	0	0	10	19	5	0	0	0	0	24
10:15	16	2	1	1	1	0	0	21	23	8	1	0	0	0	32
10:30	12	1	0	0	1	0	0	14	18	9	1	0	0	0	28
10:45	10	4	0	0	1	0	0	15	35	6	4	1	0	0	51
H/TOT	44	10	1	1	4	0	0	60	95	28	6	1	0	0	133
11:00	11	0	0	0	2	0	0	13	24	8	2	0	0	0	34
11:15	8	2	1	0	1	0	0	12	33	10	1	1	0	0	45
11:30	9	1	0	0	1	0	0	11	19	3	1	2	0	0	26
11:45	14	1	0	0	1	0	0	16	16	7	1	0	0	0	27
H/TOT	42	4	1	0	5	0	0	52	92	28	5	3	0	1	132
12:00	16	2	1	0	1	0	0	20	28	9	1	0	0	0	40
12:15	9	1	0	0	1	0	0	11	24	7	1	0	0	0	32
12:30	16	2	1	0	1	0	0	20	31	2	1	1	0	0	35
12:45	12	2	2	0	1	0	0	17	22	6	3	1	0	0	34
H/TOT	53	7	4	0	4	0	0	68	105	24	6	3	0	2	141
13:00	12	4	0	0	1	0	0	17	25	4	1	2	0	0	34
13:15	12	3	0	0	1	0	1	17	31	4	1	0	0	0	37
13:30	9	0	0	0	1	0	0	10	24	8	3	0	0	0	35
13:45	6	1	0	0	1	0	0	8	26	8	1	0	0	0	35
H/TOT	39	8	0	0	4	0	1	52	104	26	6	2	0	0	141
14:00	10	0	0	0	0	0	0	11	26	4	3	0	0	0	36
14:15	15	2	2	0	1	0	0	20	29	3	3	0	0	0	36
14:30	12	1	1	0	1	0	0	15	29	3	5	0	0	0	37
14:45	11	5	0	0	1	0	0	17	27	3	0	0	0	1	32
H/TOT	48	8	5	0	4	0	0	63	111	15	11	0	0	0	141
15:00	21	1	0	0	1	0	0	23	26	4	1	0	0	0	33
15:15	13	1	0	0	1	0	0	15	34	11	1	0	0	0	47
15:30	17	1	0	0	1	0	0	19	41	5	1	1	0	0	48
15:45	14	0	0	0	1	0	0	16	37	5	1	0	0	0	44
H/TOT	65	3	0	0	4	0	1	73	138	27	3	3	0	0	172
16:00	14	3	0	0	1	0	0	18	37	9	4	0	0	0	53
16:15	15	3	0	0	1	0	0	22	36	9	1	0	0	0	46
16:30	28	2	0	0	1	0	0	31	45	7	1	1	0	0	54
16:45	17	2	1	0	1	0	0	21	52	13	1	0	0	0	66
H/TOT	74	10	0	0	4	0	0	92	170	38	7	1	1	0	219
17:00	19	2	0	0	1	0	0	22	46	10	3	0	0	0	59
17:15	13	3	0	0	1	0	0	18	47	4	1	0	0	0	52
17:30	11	1	0	0	1	0	0	13	40	8	0	1	0	0	49
17:45	23	3	0	0	1	0	0	27	31	8	0	0	0	0	39
H/TOT	66	9	0	0	4	0	0	80	164	30	4	1	0	0	199
18:00	11	2	0	0	1	0	0	15	30	4	1	0	0	0	35
18:15	10	0	0	0	1	0	0	11	35	4	1	1	0	0	41
18:30	10	0	0	0	1	0	0	11	21	3	0	0	0	0	25
18:45	15	0	0	0	0	0	0	15	23	0	1	0	0	0	26
H/TOT	46	2	0	0	3	0	0	52	109	11	3	1	0	1	126
19:00	11	0	0	0	1	0	0	12	14	1	1	0	0	0	17
19:15	11	0	0	0	1	0	0	12	19	2	0	1	0	0	



SITE: 3

DATE: 03/03/2021 SITE: 3

DATE: 03/03/2021

LOCATION: Junction of 85248 Dunkirk Lane and School Lane

DAY: Wednesday

LOCATION: Junction of 85248 Dunkirk Lane and School Lane

DAY: Wednesday

TIME	8 to A						TOT	8 to C						TOT		
	CAR	LGV	OGV1	OGV2	PSV	MCL		PCL	CAR	LGV	OGV1	OGV2	PSV		MCL	PCL
00:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
00:15	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
00:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
00:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	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	0	0	0
02:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
03:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
03:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	4	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0
04:00	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
04:15	2	0	1	0	0	0	0	3	1	0	0	0	0	0	0	1
04:30	1	0	1	1	0	0	0	3	0	0	0	0	0	0	0	0
04:45	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	1
H/TOT	4	0	3	2	0	0	0	10	2	1	0	0	0	0	0	2
05:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0
05:15	6	2	0	0	0	0	0	8	1	0	0	0	0	0	0	1
05:30	9	1	0	0	0	0	0	10	1	0	0	0	0	0	0	1
05:45	12	2	0	0	0	0	0	14	4	0	0	0	0	0	0	4
H/TOT	29	5	0	0	0	0	0	34	7	0	0	0	0	0	0	7
06:00	9	2	0	0	0	0	0	11	1	1	0	0	0	0	0	2
06:15	5	3	0	0	0	0	0	8	2	0	0	0	0	0	1	3
06:30	13	3	1	0	0	0	0	17	1	0	0	0	0	0	1	1
06:45	17	8	1	0	0	0	0	27	4	1	0	0	0	0	0	5
H/TOT	44	17	2	0	0	0	0	63	8	2	0	0	0	0	0	11
07:00	26	4	1	0	0	0	0	31	12	5	0	0	0	0	0	17
07:15	31	8	0	0	0	0	0	39	16	2	0	0	0	0	1	19
07:30	43	18	2	0	0	0	0	63	25	1	0	0	1	0	1	28
07:45	43	12	2	0	0	0	0	57	21	2	1	0	0	0	0	24
H/TOT	143	42	5	0	0	0	0	190	74	10	1	0	1	0	2	88
08:00	33	15	2	0	1	0	0	51	17	3	4	0	0	0	1	25
08:15	34	10	3	0	0	0	1	48	12	2	2	0	0	0	0	16
08:30	30	9	4	0	0	0	0	43	11	0	0	0	0	0	2	13
08:45	27	6	1	0	0	0	0	34	11	0	0	0	0	0	0	11
H/TOT	124	40	10	0	1	0	1	176	51	5	6	0	0	0	3	65
09:00	20	8	3	0	0	0	0	31	11	2	1	0	0	0	0	14
09:15	23	4	0	0	1	0	0	28	9	2	1	0	0	0	0	12
09:30	17	4	3	1	1	1	1	27	10	3	1	0	0	0	0	14
09:45	41	9	3	0	0	0	0	53	6	0	2	0	0	0	1	9
H/TOT	101	25	9	1	2	0	1	139	36	7	5	0	0	0	0	49
10:00	27	10	2	0	0	0	0	39	8	3	0	0	0	0	0	11
10:15	14	12	4	0	0	0	0	30	5	2	0	1	0	0	0	8
10:30	29	8	0	0	0	0	0	37	10	3	2	1	0	0	0	16
10:45	29	9	0	0	0	0	0	38	11	0	0	0	0	0	1	12
H/TOT	99	39	6	0	0	0	0	144	34	8	2	2	0	0	1	47
11:00	26	6	1	0	0	0	0	33	9	3	1	0	0	0	0	13
11:15	29	9	3	0	0	0	0	41	5	5	0	0	0	0	0	8
11:30	24	9	0	0	0	0	1	34	8	5	1	1	0	0	0	15
11:45	21	4	5	0	0	0	0	30	10	1	0	2	0	0	1	14
H/TOT	100	28	9	0	0	0	1	138	32	14	2	3	0	0	1	52
12:00	29	9	2	1	0	0	0	41	8	0	0	0	0	0	0	8
12:15	26	2	1	0	0	0	0	29	7	0	0	0	0	0	4	11
12:30	22	4	2	0	0	0	0	28	10	2	0	0	0	0	2	14
12:45	20	4	1	0	0	0	0	25	9	1	0	0	0	0	2	12
H/TOT	97	19	6	1	0	0	0	126	34	3	0	0	0	0	8	45
13:00	19	9	3	0	0	0	0	31	12	1	1	1	0	0	0	14
13:15	23	5	1	0	0	0	2	31	15	2	3	0	0	0	2	22
13:30	24	10	3	1	0	1	1	40	7	2	1	1	0	0	2	13
13:45	20	6	0	0	1	0	1	28	7	4	0	0	0	0	0	11
H/TOT	86	30	7	1	1	1	4	130	41	9	4	2	0	0	4	60
14:00	31	5	3	1	0	0	0	40	7	0	0	0	0	0	0	8
14:15	26	6	0	1	0	1	0	34	11	5	0	0	0	0	0	16
14:30	30	10	2	0	0	0	1	43	10	5	2	1	0	0	3	21
14:45	33	6	1	0	0	1	0	41	18	2	0	1	0	0	0	21
H/TOT	120	27	6	2	1	1	1	158	46	12	2	2	0	0	0	66
15:00	28	9	3	0	0	0	0	39	15	2	0	0	0	0	0	19
15:15	30	11	2	0	0	0	0	43	15	2	0	0	0	0	0	17
15:30	33	9	2	0	1	0	0	45	12	5	0	0	0	1	1	19
15:45	32	12	4	0	0	0	1	49	14	6	1	1	0	0	2	24
H/TOT	123	40	11	0	1	0	1	174	56	15	2	1	0	2	3	79
16:00	23	13	4	0	0	1	0	41	14	2	0	0	0	0	0	16
16:15	23	12	2	0	0	0	1	38	14	2	0	1	0	0	4	21
16:30	47	22	0	0	0	0	1	70	26	2	0	0	0	0	1	29
16:45	38	11	1	0	0	0	0	50	22	4	0	0	0	0	0	26
H/TOT	131	58	7	0	0	1	2	199	76	10	0	1	0	0	5	92
17:00	50	6	2	0	0	0	0	58	31	3	0	0	0	0	0	34
17:15	39	10	0	0	0	0	0	49	23	1	2	0	0	1	1	28
17:30	38	5	2	1	0	0	0	46	19	3	0	0	0	0	0	22
17:45	26	6	0	0	0	0	3	35	12	3	0	0	0	0	1	16
H/TOT	153	27	4	1	0	0	3	188	85	10	2	0	0	1	2	100
18:00	26	4	1	0	0	0	0	31	7	3	0	0	0	0	0	10
18:15	21	5	0	0	0	0	0	26	5	2	0	0				



SITE: 3

DATE: 03/03/2021 SITE: 3

DATE: 03/03/2021

LOCATION: Junction of 85248 Dunkirk Lane and School Lane

DAY: Wednesday

LOCATION: Junction of 85248 Dunkirk Lane and School Lane

DAY: Wednesday

TIME	C to B						TOT	C to A						TOT		
	CAR	LGV	OGV1	OGV2	PSV	MCL		PCL	CAR	LGV	OGV1	OGV2	PSV		MCL	PCL
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	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	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
04:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	3
04:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
H/TOT	6	1	0	0	0	0	0	7	3	0	0	0	0	0	0	5
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
05:30	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	3
05:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
H/TOT	3	1	1	0	0	0	0	5	1	0	0	0	0	0	0	5
06:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
06:15	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	5
06:30	6	1	0	0	0	0	0	7	2	0	1	0	0	0	0	10
06:45	10	1	0	0	0	0	0	11	7	1	0	0	0	0	0	18
H/TOT	21	3	0	0	0	0	0	24	15	1	1	0	0	0	0	18
07:00	10	1	0	0	0	0	0	11	7	1	0	0	0	0	0	18
07:15	18	3	0	0	0	0	0	21	11	2	0	1	0	0	0	34
07:30	25	4	0	0	0	0	0	29	11	2	0	0	0	0	0	42
07:45	19	4	0	0	0	0	0	23	14	4	0	0	0	0	0	31
H/TOT	72	12	0	0	0	0	0	84	43	7	0	1	0	0	0	51
08:00	16	5	1	0	0	0	0	22	11	2	0	0	0	0	0	33
08:15	15	3	1	0	0	0	0	19	8	2	0	0	0	0	0	29
08:30	11	3	1	0	0	0	0	15	9	1	0	0	0	0	0	21
08:45	20	3	0	0	0	0	0	23	12	3	0	0	0	0	0	35
H/TOT	62	14	4	0	0	0	0	80	40	8	3	0	0	0	0	51
09:00	12	6	1	0	0	0	0	19	11	0	1	0	0	0	0	22
09:15	3	3	1	0	0	0	0	7	6	4	1	0	0	0	0	11
09:30	12	3	1	0	0	0	0	16	3	2	0	0	0	0	0	21
09:45	12	3	0	1	0	0	0	16	13	2	0	0	0	0	0	28
H/TOT	39	15	3	1	0	0	0	61	33	8	2	0	0	0	0	43
10:00	7	2	0	0	0	0	0	9	16	1	0	0	0	0	1	18
10:15	4	1	0	0	0	0	0	5	5	0	0	0	0	0	0	10
10:30	8	0	0	0	0	0	0	8	7	4	1	0	0	0	0	19
10:45	6	0	0	0	0	0	0	6	8	1	0	0	0	0	0	15
H/TOT	25	3	0	0	0	0	0	41	36	6	1	0	0	0	0	44
11:00	3	0	0	0	0	0	0	3	9	7	1	0	0	0	1	18
11:15	8	1	0	0	0	0	0	9	11	2	0	0	0	0	0	22
11:30	7	2	0	0	0	0	0	9	12	3	1	0	0	0	0	16
11:45	13	0	0	0	0	0	0	13	10	3	2	0	0	0	0	15
H/TOT	31	3	0	0	0	0	0	38	42	15	4	0	0	0	0	62
12:00	8	0	0	0	0	0	0	8	13	3	0	0	0	0	0	19
12:15	11	2	0	0	0	0	0	13	17	3	0	0	0	0	0	23
12:30	20	1	0	0	0	0	0	21	19	1	1	0	0	0	1	22
12:45	7	2	1	0	0	0	0	10	21	0	0	0	0	0	0	21
H/TOT	46	5	1	0	0	0	0	54	70	7	4	0	0	0	0	82
13:00	15	3	0	0	0	0	0	18	10	2	0	0	0	0	0	22
13:15	5	2	1	0	0	0	0	8	8	1	0	0	0	0	0	10
13:30	12	2	0	0	0	0	0	14	15	2	0	0	0	0	0	17
13:45	6	5	1	0	0	0	0	12	13	2	1	0	0	0	0	16
H/TOT	38	12	2	0	0	0	0	52	46	7	2	0	0	0	0	55
14:00	8	5	0	0	0	0	0	13	9	1	0	0	0	0	0	11
14:15	15	0	0	0	0	0	0	15	9	0	1	0	0	0	0	10
14:30	12	6	0	0	0	0	0	18	13	4	1	0	0	0	0	18
14:45	10	4	0	0	0	0	0	14	18	2	1	0	0	0	1	22
H/TOT	45	15	0	0	0	0	0	60	49	7	2	0	0	0	0	61
15:00	18	1	1	0	0	0	0	20	27	4	0	0	0	0	0	33
15:15	14	5	0	0	0	0	0	19	25	5	0	0	0	0	0	30
15:30	18	1	0	0	0	0	0	19	13	2	0	0	0	0	0	15
15:45	14	2	0	0	0	0	0	16	18	0	0	0	0	0	0	18
H/TOT	64	9	1	0	0	0	0	82	83	13	0	0	0	0	0	96
16:00	17	1	0	0	0	0	0	18	26	2	2	0	0	0	1	31
16:15	15	6	0	0	0	0	0	21	20	3	1	0	0	0	1	25
16:30	10	1	0	0	0	0	0	11	17	0	0	0	0	0	0	17
16:45	23	3	1	0	0	0	0	27	30	2	2	0	0	0	0	34
H/TOT	65	11	1	0	0	0	0	89	106	12	5	0	0	0	2	125
17:00	20	2	0	0	0	0	0	22	25	1	0	0	0	0	1	27
17:15	15	3	0	0	0	0	0	18	21	6	1	0	0	0	0	28
17:30	21	1	0	0	0	0	0	22	22	3	0	0	0	0	3	28
17:45	15	0	0	0	0	0	0	15	35	3	0	0	0	0	0	38
H/TOT	71	6	0	0	0	0	0	85	103	13	0	0	0	0	4	121
18:00	8	3	0	0	0	0	0	11	14	1	0	0	0	0	0	15
18:15	8	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8
18:30	8	0	0	0	0</											



SITE: 3

DATE: 03/03/2021

LOCATION: Junction of B5248 Dunkirk Lane and School Lane

DAY: Wednesday

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
00:00	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	2
00:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	1
00:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
00:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	4	2	0	0	0	0	0	6	3	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
02:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
03:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
03:45	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
H/TOT	5	0	1	0	0	0	0	6	2	0	0	0	0	0	0	2
04:00	3	0	1	1	0	0	0	5	3	0	0	0	0	0	0	3
04:15	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0
04:30	2	0	1	1	0	0	0	4	0	0	0	0	0	0	0	0
04:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
H/TOT	9	0	3	2	0	0	0	13	4	0	0	0	0	0	0	4
05:00	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
05:15	7	2	0	0	0	0	0	9	2	0	1	0	0	0	0	3
05:30	10	1	0	0	0	0	0	11	6	0	0	0	0	0	0	6
05:45	13	3	0	0	0	0	0	16	4	2	0	0	0	0	0	6
H/TOT	35	6	0	0	0	0	0	41	13	2	1	0	0	0	0	16
06:00	11	2	0	0	0	0	0	13	5	0	0	0	1	0	0	6
06:15	9	3	0	0	0	0	0	12	16	0	0	0	1	0	1	18
06:30	15	3	2	0	0	0	0	20	18	2	0	0	0	0	0	20
06:45	24	10	1	1	0	0	0	36	25	9	1	0	1	0	0	36
H/TOT	59	18	3	2	0	0	0	81	64	11	1	0	3	0	0	80
07:00	33	5	1	0	0	0	0	39	35	9	2	0	1	0	1	48
07:15	42	10	0	1	0	0	0	53	74	8	2	0	1	0	0	85
07:30	54	18	2	0	0	0	0	74	73	12	4	0	0	1	0	90
07:45	57	16	2	0	0	0	0	75	75	14	5	0	4	0	0	95
H/TOT	186	49	5	1	0	0	0	241	257	43	10	0	6	1	1	318
08:00	44	17	2	0	1	0	0	64	56	12	4	1	0	0	0	73
08:15	42	12	3	0	0	0	1	58	57	17	3	0	2	0	1	80
08:30	39	10	7	0	0	0	0	56	32	12	2	0	0	0	0	47
08:45	39	9	1	0	0	0	0	49	36	11	3	0	1	0	0	51
H/TOT	164	48	13	0	1	0	1	227	181	52	12	1	4	0	1	251
09:00	31	8	4	0	0	0	0	43	40	8	3	0	1	0	1	53
09:15	29	8	1	0	1	0	0	39	22	9	0	0	0	0	0	33
09:30	20	6	3	1	1	0	1	32	23	9	4	0	1	0	0	37
09:45	54	11	3	0	0	0	0	68	21	10	1	0	1	1	0	34
H/TOT	134	33	11	1	2	0	1	182	106	36	8	0	4	1	2	157
10:00	43	11	2	0	0	0	1	57	25	8	0	0	1	0	0	34
10:15	19	12	4	0	0	0	0	35	39	10	2	1	1	0	0	53
10:30	36	12	1	0	0	0	0	49	30	10	1	0	1	0	0	42
10:45	37	10	0	0	0	0	0	47	45	10	4	1	1	0	0	66
H/TOT	135	45	7	0	0	0	1	188	139	38	7	2	4	0	5	195
11:00	35	13	2	0	0	0	1	51	35	8	2	0	2	0	0	47
11:15	40	11	3	0	0	0	0	54	41	12	2	1	1	0	0	57
11:30	36	12	1	0	0	0	1	50	28	4	1	2	1	1	0	37
11:45	31	7	7	0	0	0	0	45	30	8	1	0	1	0	0	43
H/TOT	142	43	13	0	0	0	2	200	134	32	6	3	5	1	3	184
12:00	42	12	3	1	0	0	0	60	44	11	2	0	1	0	0	60
12:15	43	5	1	0	0	0	0	49	33	8	1	0	1	0	0	43
12:30	41	5	3	0	0	1	0	50	47	4	2	1	1	0	0	55
12:45	41	4	1	0	0	0	0	46	34	8	5	1	1	2	0	51
H/TOT	167	26	10	0	0	0	0	208	158	31	10	3	4	2	1	207
13:00	29	11	3	0	0	0	0	43	37	10	1	2	1	0	0	51
13:15	31	6	2	0	0	0	2	41	43	7	1	0	1	0	0	54
13:30	39	12	3	1	0	1	1	57	33	8	3	0	1	0	0	45
13:45	33	8	1	0	1	0	1	44	32	9	1	0	1	0	0	45
H/TOT	132	37	9	1	1	1	4	185	145	34	6	2	4	0	2	193
14:00	40	4	3	1	1	0	0	51	36	6	3	0	1	0	0	47
14:15	35	6	1	1	0	1	0	44	44	5	5	0	0	1	0	56
14:30	43	14	3	0	0	0	1	61	41	4	6	0	1	0	0	52
14:45	51	8	2	0	0	1	1	63	38	8	0	0	1	1	1	49
H/TOT	169	34	9	2	2	2	2	219	159	23	14	0	4	1	3	224
15:00	55	14	3	0	0	0	0	72	47	7	0	0	1	0	0	56
15:15	55	16	2	0	0	0	0	73	47	12	1	1	1	0	0	62
15:30	46	11	2	0	1	0	0	60	58	6	1	1	1	0	0	67
15:45	50	12	4	0	0	0	1	67	51	5	1	0	1	1	0	69
H/TOT	206	53	11	0	1	0	1	272	203	30	3	3	4	1	1	242
16:00	49	15	6	0	0	1	1	72	51	12	4	0	2	0	0	71
16:15	43	15	3	0	0	0	2	63	51	12	1	0	1	0	0	68
16:30	77	27	0	0	0	0	1	105	73	9	1	1	1	0	0	85
16:45	68	13	3	0	0	0	0	84	69	15	2	0	1	0	0	87
H/TOT	237	70	12	0	0	1	4	324	244	48	8	1	5	0	5	311
17:00	75	7	2	0	0	1	0	85	65	12	3	0	1	0	0	81
17:15	60	16	1	0	0	0	0	77	60	7	1	0	1	0	0	70
17:30	60	8	2	1	0	0	3	74	51	9	0	1	1	0	0	62
17:45	61	9	0	0	0	0	3	73	54	11	0	0	1	0	0	66
H/TOT	256	40	5	1	0	1	6	309	230	39	4	1	4	0	1	279
18:00	41	5	1	0	0	0	0	47	42	6	1	0	1	0	0	51
18:15	29	5	0	0	0	0	0	34	45	4	1	1	1	0	0	52
18:30	43	2	0	0	0	0	0	45	31	3	0	0	1	0	0	36



SITE: 3

DATE: 03/03/2021

LOCATION: Junction of B5248 Dunkirk Lane and School Lane

DAY: Wednesday

TIME	TO ARM B							TOT	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
00:30	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
00:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	3	0	0	0	0	0	0	3	3	2	0	0	0	0	0	5
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
02:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
03:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:45	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
H/TOT	1	1	0	0	0	0	0	2	4	0	1	0	0	0	0	5
04:30	4	0	0	0	0	0	0	4	0	0	1	1	0	0	0	2
04:15	2	1	0	0	0	0	0	3	3	0	1	0	0	0	0	4
04:30	1	0	0	0	0	0	0	1	1	0	1	1	0	0	0	3
04:45	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	3
H/TOT	10	1	0	0	0	0	0	11	6	0	3	2	0	0	0	12
05:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
05:15	3	0	1	0	0	0	0	4	7	2	0	0	0	0	0	9
05:30	6	0	1	0	0	0	1	8	10	1	0	0	0	0	0	11
05:45	3	2	0	0	0	0	0	5	16	2	0	0	0	0	0	18
H/TOT	13	2	2	0	0	0	2	19	36	5	0	0	0	0	0	27
06:30	5	0	0	0	0	0	0	5	10	3	0	0	0	0	0	13
06:15	13	1	0	0	0	0	0	14	7	3	0	0	0	0	1	11
06:30	13	2	0	0	0	0	0	15	14	3	1	0	0	0	0	18
06:45	24	5	1	0	0	0	0	30	21	10	1	0	0	0	0	32
H/TOT	55	8	1	0	0	0	0	64	52	19	2	0	0	0	0	74
07:00	24	6	2	0	1	0	0	33	38	9	1	0	0	0	0	48
07:15	44	9	2	0	0	0	1	56	47	10	0	0	0	0	1	58
07:30	57	14	4	0	0	0	1	76	68	19	2	0	1	0	1	91
07:45	45	16	0	0	0	0	0	62	64	14	3	0	0	0	0	81
H/TOT	170	45	8	0	2	0	2	227	217	52	6	0	1	0	2	278
08:00	48	14	3	1	1	0	0	67	50	18	6	0	1	0	1	76
08:15	52	18	3	0	0	0	2	75	46	12	5	0	0	0	1	64
08:30	31	12	4	0	0	0	0	47	41	9	4	0	0	0	0	56
08:45	44	10	2	0	0	0	3	59	38	6	1	0	0	0	0	45
H/TOT	175	54	12	1	1	0	5	248	175	45	16	0	1	0	4	241
09:00	35	13	3	0	0	0	1	52	31	10	4	0	0	0	0	45
09:15	14	11	1	0	1	0	1	28	32	6	1	0	1	0	0	40
09:30	27	11	3	0	0	0	2	43	27	7	4	1	1	0	1	41
09:45	26	12	1	1	0	1	0	41	47	9	5	0	0	0	1	62
H/TOT	102	47	8	1	1	1	4	164	137	32	14	1	2	0	2	188
10:00	26	7	0	0	0	0	3	36	35	13	2	0	0	0	0	50
10:15	27	9	1	0	0	0	3	40	19	14	4	1	0	0	0	38
10:30	26	9	1	0	1	0	2	39	39	11	2	1	0	0	0	53
10:45	41	6	4	2	0	0	8	61	40	9	0	0	0	0	1	50
H/TOT	120	31	6	2	1	0	16	176	133	47	8	2	0	0	1	191
11:00	27	8	2	1	0	0	0	38	35	9	2	0	0	0	0	46
11:15	41	11	1	1	0	0	0	54	34	14	3	0	0	0	0	51
11:30	26	5	1	2	1	1	1	37	32	14	1	1	0	0	1	49
11:45	29	7	1	0	0	1	3	41	31	5	5	2	0	0	1	44
H/TOT	123	31	5	4	1	2	4	170	132	42	11	3	0	0	2	190
12:00	36	9	1	1	0	0	0	47	37	9	2	0	0	0	2	52
12:15	35	9	1	2	0	0	1	48	33	2	1	0	0	0	0	40
12:30	51	3	1	1	1	0	1	58	32	6	2	0	0	0	2	42
12:45	29	8	4	1	0	2	1	45	22	5	1	0	0	0	2	37
H/TOT	151	29	7	5	1	2	5	200	131	22	6	1	0	2	9	171
13:00	40	9	1	2	0	0	0	52	51	10	0	0	0	0	0	61
13:15	36	6	2	1	0	2	2	48	38	7	4	0	0	0	4	53
13:30	36	10	3	0	0	0	2	51	31	12	4	2	0	1	3	53
13:45	32	13	2	1	0	0	0	48	27	10	0	0	1	0	1	39
H/TOT	144	38	8	4	0	4	4	199	127	39	11	3	1	1	8	190
14:00	34	11	3	1	0	0	2	51	38	5	3	1	0	0	0	48
14:15	44	3	3	0	1	0	4	55	37	11	0	1	0	1	0	50
14:30	41	9	5	0	0	0	0	55	40	15	4	1	0	0	4	64
14:45	37	7	0	0	0	1	4	49	51	8	1	1	0	1	0	62
H/TOT	156	30	11	1	1	1	10	210	166	39	8	4	0	2	5	224
15:00	44	7	1	2	0	0	0	54	43	10	4	0	0	1	0	58
15:15	48	16	1	1	0	0	1	67	45	13	2	0	0	0	0	60
15:30	59	6	1	2	1	0	2	71	45	14	2	0	1	1	1	64
15:45	51	7	1	1	0	1	2	63	46	18	5	1	0	0	3	73
H/TOT	202	36	4	6	1	1	10	260	179	55	13	1	1	2	4	255
16:00	54	10	5	0	1	0	2	72	37	15	4	0	0	1	0	57
16:15	51	15	1	0	0	1	1	69	37	14	2	1	0	0	5	59
16:30	55	8	2	1	1	0	4	71	73	24	0	0	0	0	2	99
16:45	75	16	2	0	0	0	3	96	60	15	1	0	0	0	0	76
H/TOT	235	49	10	1	2	1	10	308	207	48	7	1	0	1	7	271
17:00	66	12	3	0	0	0	2	83	81	9	2	0	0	0	0	92
17:15	62	7	1	0	0	1	0	71	62	11	2	0	0	1	1	77
17:30	61	9	0	1	1	0	1	73	57	8	2	1	0	0	0	68
17:45	46	8	1	0	0	0	2	57	38	9	0	0	0	0	4	51
H/TOT	235	36	5	1	1	1	5	284	238	37	6	1	0	1	5	288
18:00	38	7	1	0	0	0	1	47	33	7	1	0	0	0	0	41
18:15	43	4	1	1	0	0	1	50	26	7	0	0	0	0	1	34
18:30	29	3	0	0	0	0	2	34	40	2	0	0	0	0	0	42



SITE: 3

DATE: 03/03/2021

LOCATION: Junction of B5248 Dunkirk Lane and School Lane

DAY: Wednesday

TIME	TO ARM C						TOT	FROM ARM C						TOT		
	CAR	LGV	OGV1	OGV2	PSV	MCL		PCL	CAR	LGV	OGV1	OGV2	PSV		MCL	PCL
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
02:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
02:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
03:30	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
04:15	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
04:45	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	7	1	0	0	0	0	0	0
05:30	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0
05:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0
05:30	3	0	0	0	0	0	0	3	3	0	1	0	0	0	1	0
05:45	5	1	0	0	0	0	0	6	11	2	0	0	0	0	0	0
H/TOT	10	1	0	0	0	0	0	11	9	2	1	0	0	0	1	0
06:30	2	1	0	0	1	0	0	4	3	0	0	0	0	0	0	0
06:15	9	0	0	0	1	0	2	12	8	1	0	0	0	0	0	0
06:30	12	1	0	0	0	0	0	13	8	1	1	0	0	0	0	0
06:45	15	6	0	0	1	0	0	22	17	2	0	0	0	0	0	0
H/TOT	38	8	0	0	3	0	2	51	36	4	1	0	0	0	0	0
07:00	33	9	0	0	1	0	1	44	17	2	0	0	1	0	0	0
07:15	64	4	0	0	1	0	1	70	29	5	0	1	0	0	1	0
07:30	66	3	0	0	1	1	1	72	36	4	0	0	0	0	1	0
07:45	70	4	3	0	3	0	0	80	33	8	0	0	0	0	0	0
H/TOT	233	20	3	0	6	1	3	266	115	19	0	1	1	0	2	138
08:00	41	6	6	0	0	0	1	54	27	7	1	0	1	0	0	0
08:15	32	4	3	0	2	0	1	42	23	5	1	0	0	0	2	0
08:30	23	3	0	0	1	2	2	29	20	4	5	0	0	0	0	0
08:45	23	4	1	0	1	0	0	29	32	6	0	0	0	0	3	0
H/TOT	119	17	10	0	4	0	4	154	102	22	7	0	1	0	5	137
09:00	28	3	2	0	1	0	0	34	23	6	2	0	0	0	0	0
09:15	20	3	1	0	1	0	0	25	9	7	2	0	1	0	0	0
09:30	18	4	3	0	1	0	0	26	15	5	1	0	0	0	0	0
09:45	13	1	2	0	1	0	1	18	25	5	0	1	0	0	0	0
H/TOT	79	11	8	0	4	0	1	103	72	23	5	1	1	0	0	0
10:00	14	6	0	0	1	0	0	21	23	3	0	0	0	0	4	0
10:15	21	4	1	2	1	0	0	29	9	1	0	0	0	0	3	0
10:30	22	4	2	1	1	0	0	30	15	4	1	0	1	0	2	0
10:45	21	4	0	0	1	0	1	27	14	1	0	1	0	0	3	0
H/TOT	78	18	3	3	4	0	1	107	61	9	1	1	1	0	12	85
11:00	20	3	1	0	2	0	0	26	12	7	1	1	0	0	1	0
11:15	13	7	1	0	1	0	0	22	19	3	0	0	0	0	0	0
11:30	17	6	1	1	1	0	0	26	19	5	1	0	1	0	1	0
11:45	24	2	0	2	1	0	1	30	23	3	2	0	0	1	0	0
H/TOT	74	18	3	3	5	0	1	104	73	18	4	1	1	1	2	100
12:00	24	2	1	0	0	0	0	27	21	3	5	0	0	0	0	0
12:15	16	1	0	0	1	0	4	22	28	5	0	2	0	0	1	0
12:30	26	4	1	0	1	0	2	34	39	2	1	0	1	1	1	0
12:45	21	3	2	0	1	0	2	29	28	2	1	0	0	0	1	0
H/TOT	87	10	4	0	4	0	8	113	116	12	5	2	1	0	4	141
13:00	24	5	0	1	0	0	0	31	25	5	0	0	0	0	0	0
13:15	27	5	3	0	1	0	3	39	13	3	2	1	1	0	1	0
13:30	16	2	1	1	1	0	2	23	27	4	0	0	0	0	2	0
13:45	13	5	0	0	1	0	0	19	19	7	2	1	0	0	0	0
H/TOT	80	17	4	2	4	0	5	112	84	19	4	2	1	0	3	113
14:00	17	0	0	0	1	0	1	19	17	6	0	1	1	0	0	0
14:15	26	7	2	0	1	0	0	36	24	0	1	0	1	0	3	0
14:30	22	6	3	1	1	0	3	36	25	10	1	0	0	0	0	0
14:45	29	7	0	1	1	0	0	38	28	6	1	0	0	0	4	0
H/TOT	94	20	5	2	4	0	4	129	94	22	3	1	2	0	8	130
15:00	36	3	1	0	1	0	0	42	45	7	3	0	0	0	0	0
15:15	28	3	0	0	1	0	0	32	39	10	0	0	0	0	1	0
15:30	29	6	0	0	1	1	1	38	31	3	0	1	1	0	2	0
15:45	28	6	1	1	1	0	3	40	32	2	0	1	0	0	2	0
H/TOT	121	18	2	1	4	2	4	152	147	22	3	1	1	0	10	184
16:00	28	5	0	0	1	0	0	34	43	3	3	0	0	0	0	0
16:15	29	5	0	1	1	0	7	43	35	9	1	0	0	1	2	0
16:30	54	4	0	0	1	0	1	60	40	6	1	0	1	0	4	0
16:45	39	6	1	0	1	0	0	47	53	5	3	0	0	0	3	0
H/TOT	150	20	1	1	4	0	8	184	171	23	8	0	1	1	10	214
17:00	50	5	0	0	1	0	0	56	45	3	0	0	0	1	2	0
17:15	36	4	2	0	1	2	2	46	36	9	1	0	0	1	0	0
17:30	30	4	0	0	1	0	0	35	43	4	0	0	1	0	4	0
17:45	35	6	0	0	1	0	1	43	50	3	1	0	0	0	2	0
H/TOT	151	19	2	0	4	1	3	180	174	19	2	0	1	2	8	206
18:00	18	5	0	0	1	0	1	25	22	4	0	0	0	0	1	0
18:15	15	2	0	0	1	0	1	19	16	0	0	0	0	0	1	0
18:30	17	0	0	0	1	0	0	18	18	0	0	0	0	0	0	0
18:45	22	3	0	0	0	0	0	25	12	4	0	1	0	0	0	0
H/TOT	72															



SITE: 3

DATE: 03/03/2021

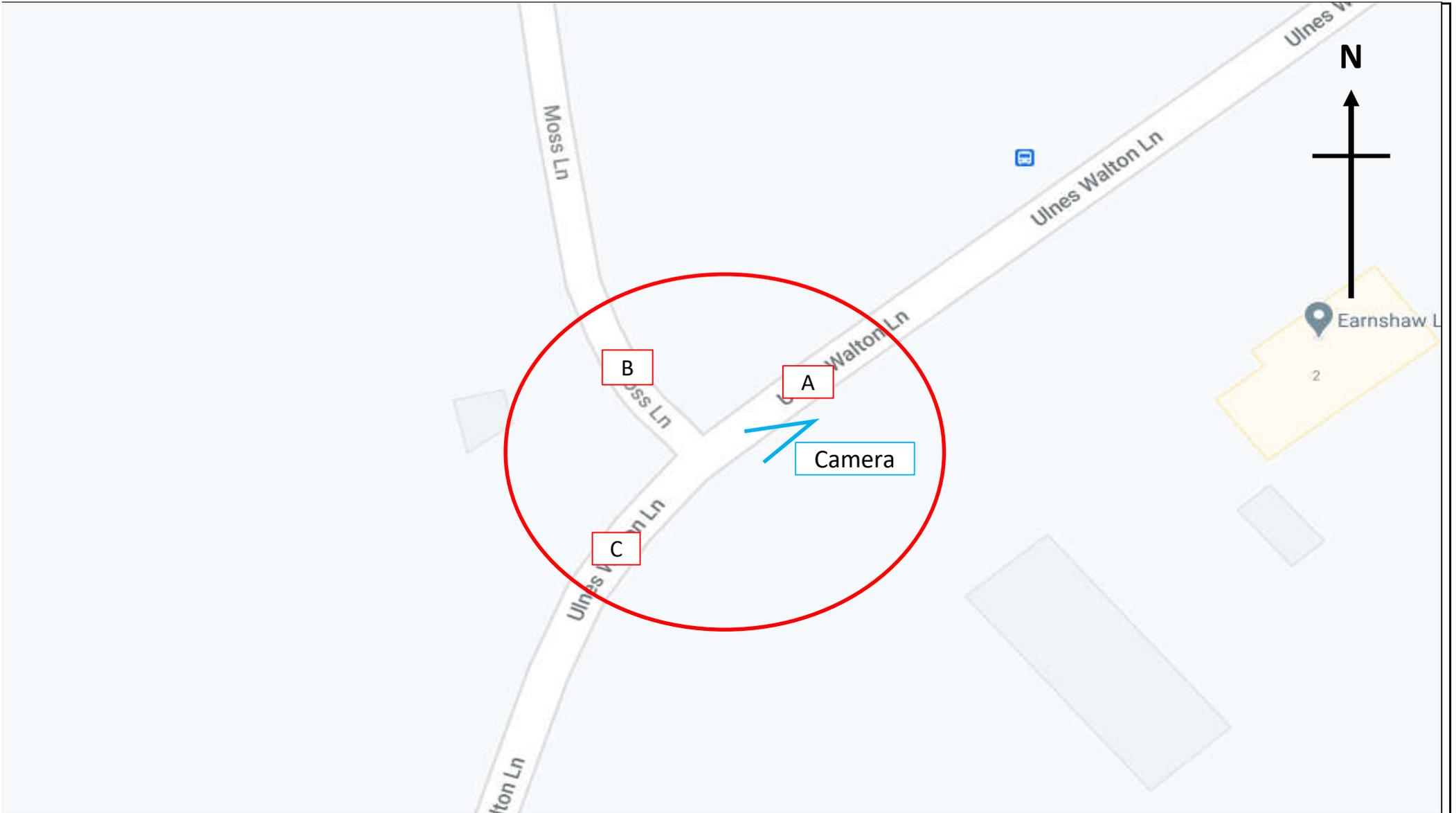
LOCATION: Junction of 85248 Dunkirk Lane and School Lane

DAY: Wednesday

TIME	JUNCTION TOTAL						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
00:00	2	1	0	0	0	0	3
00:15	2	1	0	0	0	0	3
00:30	2	0	0	0	0	0	2
00:45	1	0	0	0	0	0	1
H/TOT	7	2	0	0	0	0	9
01:00	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0
01:45	1	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	2
02:00	1	0	0	0	0	0	1
02:15	2	0	0	0	0	0	2
02:30	3	0	0	0	0	0	3
02:45	2	0	0	0	0	0	2
H/TOT	8	0	0	0	0	0	8
03:00	1	1	0	0	0	0	2
03:15	0	0	1	0	0	0	1
03:30	1	0	0	0	0	0	1
03:45	6	0	0	0	0	0	6
H/TOT	8	1	1	0	0	0	10
04:00	5	0	1	1	0	0	7
04:15	5	1	1	0	0	0	7
04:30	3	0	1	1	0	0	5
04:45	6	0	0	0	0	0	6
H/TOT	19	1	3	2	0	0	25
05:00	17	0	0	0	0	0	17
05:15	11	2	1	0	0	0	14
05:30	19	1	1	0	0	0	21
05:45	21	6	0	0	0	0	27
H/TOT	58	9	2	0	0	0	69
06:00	18	3	0	0	1	0	22
06:15	31	4	0	0	1	0	36
06:30	40	6	2	0	0	0	48
06:45	63	21	2	1	1	0	88
H/TOT	152	34	4	3	2	0	196
07:00	90	20	3	0	2	0	115
07:15	150	23	2	1	1	0	177
07:30	177	35	6	0	1	2	222
07:45	172	36	5	0	4	0	217
H/TOT	589	114	16	8	1	5	734
08:00	133	37	11	1	2	0	185
08:15	126	34	9	0	2	0	175
08:30	93	25	11	0	1	2	132
08:45	106	23	4	0	1	0	137
H/TOT	458	119	35	1	6	0	629
09:00	94	24	9	0	1	0	129
09:15	63	22	3	0	3	0	92
09:30	65	21	9	1	2	3	101
09:45	93	24	6	1	1	1	127
H/TOT	315	91	27	2	7	1	449
10:00	83	24	2	0	1	0	114
10:15	67	25	6	2	1	0	104
10:30	84	25	4	1	2	0	118
10:45	99	20	4	2	1	0	135
H/TOT	333	94	16	5	5	0	471
11:00	82	24	5	1	2	0	115
11:15	94	29	5	1	1	0	130
11:30	79	23	3	3	2	1	113
11:45	84	16	8	2	1	4	116
H/TOT	339	92	21	7	6	7	474
12:00	102	23	7	2	1	3	140
12:15	94	15	2	2	1	0	119
12:30	118	12	5	1	2	1	142
12:45	91	15	7	1	2	3	120
H/TOT	405	65	21	6	5	14	558
13:00	93	25	4	4	3	1	130
13:15	94	17	7	1	2	0	128
13:30	91	24	7	2	1	1	131
13:45	78	26	3	1	2	0	111
H/TOT	356	79	21	7	6	1	494
14:00	91	17	6	2	2	0	121
14:15	105	16	6	1	2	1	135
14:30	106	29	11	1	1	0	152
14:45	117	22	2	1	2	5	150
H/TOT	419	84	25	5	6	16	558
15:00	135	24	5	2	1	1	173
15:15	131	35	3	1	1	0	172
15:30	134	23	3	2	3	1	167
15:45	129	25	6	2	1	6	169
H/TOT	529	107	17	7	6	15	684
16:00	131	30	11	0	2	1	178
16:15	123	35	4	1	1	10	175
16:30	186	39	2	1	2	0	236
16:45	182	35	6	0	1	3	227
H/TOT	622	139	23	2	6	22	816
17:00	191	24	5	0	1	1	224
17:15	158	27	4	0	1	2	194
17:30	151	21	2	2	2	0	182
17:45	142	23	1	0	1	0	173
H/TOT	642	95	12	2	5	3	773
18:00	97	17	2	0	1	0	119
18:15	87	11	1	1	1	0	103
18:30	89	5	0	0	1	0	97
18:45	77	8	2	0	1	2	91
H/TOT	350	41	5	1	4	1	410
19:00	53	6	2	0	1	0	66
19:15	66	2	0	1	1	0	71
19:30	58	2	0	0	1	1	62
19:45	55	2	0	0	1	0	58
H/TOT	232	12	2	1	4	0	257
20:00	42	1	1	0	0	0	45
20:15	36	1	0	0	0	0	37
20:30	23	2	1	0	0	0	26
20:45	26	3	1	0	1	0	31
H/TOT	127	7	3	0	1	0	139
21:00	16	0	1	0	0	0	17
21:15	18	0	1	0	1	0	20
21:30	25	2	0	0	1	0	28
21:45	28	0	1	0	0	0	29
H/TOT	87	2	3	0	1	0	94
22:00	30	0	1	0	0	2	34
22:15	13	2	0	0	1	0	16
22:30	4	1	0	0	0	0	5
22:45	8	2	0	0	1	0	11
H/TOT	55	3	1	0	2	1	66
23:00	5	0	1	0	0	0	9
23:15	6	0	0	0	0	0	6
23:30	7	0	0	0	0	0	7
23:45	7	1	0	0	0	0	8
H/TOT	28	1	1	0	0	0	30
H/TOT	6139	1207	259	50	81	25	7223

PEAK HOUR CALCULATION	TOT
00:00 to 01:00	9
00:15 to 01:15	6
00:30 to 01:30	3
00:45 to 01:45	1
01:00 to 02:00	2
01:15 to 02:15	3
01:30 to 02:30	5
01:45 to 02:45	8
02:00 to 03:00	8
02:15 to 03:15	9
02:30 to 03:30	8
02:45 to 03:45	6
03:00 to 04:00	10
03:15 to 04:15	15
03:30 to 04:30	21
03:45 to 04:45	25
04:00 to 05:00	26
04:15 to 05:15	27
04:30 to 05:30	34
04:45 to 05:45	51
05:00 to 06:00	71
05:15 to 06:15	85
05:30 to 06:30	109
05:45 to 06:45	139
06:00 to 07:00	196
06:15 to 07:15	290
06:30 to 07:30	431
06:45 to 07:45	605
07:00 to 08:00	734
07:15 to 08:15	803
07:30 to 08:30	799
07:45 to 08:45	709
08:00 to 09:00	629
08:15 to 09:15	573
08:30 to 09:30	490
08:45 to 09:45	459
AM Peak	803
09:00 to 10:00	449
09:15 to 10:15	434
09:30 to 10:30	446
09:45 to 10:45	463
10:00 to 11:00	471
10:15 to 11:15	472
10:30 to 11:30	498
10:45 to 11:45	493
11:00 to 12:00	474
11:15 to 12:15	459
11:30 to 12:30	488
11:45 to 12:45	517
12:00 to 13:00	521
12:15 to 13:15	507
12:30 to 13:30	516
12:45 to 13:45	505
13:00 to 14:00	496
13:15 to 14:15	491
13:30 to 14:30	498
13:45 to 14:45	519
14:00 to 15:00	558
14:15 to 15:15	610
14:30 to 15:30	647
14:45 to 15:45	664
After Peak	664
15:00 to 16:00	684
15:15 to 16:15	689
15:30 to 16:30	692
15:45 to 16:45	759
16:00 to 17:00	816
16:15 to 17:15	862
16:30 to 17:30	881
16:45 to 17:45	827
17:00 to 18:00	773
17:15 to 18:15	668
17:30 to 18:30	577
17:45 to 18:45	492
18:00 to 19:00	410
18:15 to 19:15	357
18:30 to 19:30	325
18:45 to 19:45	290
19:00 to 20:00	257
19:15 to 20:15	236
19:30 to 20:30	202
19:45 to 20:45	166
20:00 to 21:00	139
20:15 to 21:15	111
20:30 to 21:30	94
20:45 to 21:45	96
21:00 to 22:00	94
21:15 to 22:15	111
21:30 to 22:30	107
21:45 to 22:45	84
22:00 to 23:00	66
22:15 to 23:15	41
22:30 to 23:30	31
22:45 to 23:45	33
23:00 to 00:00	30
PM Peak	881

A.2. CTC Ulnes Walton Lane / Moss Lane



	Site / Location: Site 1, Junction of Ulnes Walton Lane and Moss Lane	Project No: 11483	Drawing No: 11483-01	Drawn By: EA	
	Survey Date: Tuesday 2nd March 2021 & Wednesday 3rd March 2021	Project Name: Wymott			
	Survey Times: 00:00 to 24:00	Drawing Title: Site Layout and Observed Movements			



SITE: 1

DATE: 02/03/2021 SITE: 1

DATE: 02/03/2021

LOCATION: Junction of Ulmes Walton Lane and Moss Lane

DAY: Tuesday

LOCATION: Junction of Ulmes Walton Lane and Moss Lane

DAY: Tuesday

TIME	A to C						TOT	A to B						TOT		
	CAR	LGV	OGV1	OGV2	PSV	MCL		PCL	CAR	LGV	OGV1	OGV2	PSV		MCL	PCL
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	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	0	0	0
02:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
03:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
06:00	2	0	0	0	0	0	1	3	4	0	0	0	0	0	0	4
06:15	3	0	0	0	0	0	0	3	10	0	0	0	0	0	1	11
06:30	3	1	0	0	0	0	0	4	12	2	0	0	0	0	14	14
06:45	8	2	1	0	0	0	0	11	19	0	0	0	0	1	20	20
H/TOT	16	3	1	0	0	0	0	21	45	2	0	0	0	2	49	49
07:00	5	3	1	0	0	0	0	9	25	3	0	0	0	0	1	29
07:15	3	5	1	0	0	0	0	9	74	0	0	0	0	0	0	74
07:30	9	0	1	1	0	0	0	11	70	1	0	0	0	1	0	72
07:45	15	4	2	0	1	0	0	22	70	2	0	0	0	1	0	73
H/TOT	32	12	5	1	1	0	0	51	239	6	0	0	0	2	1	248
08:00	17	3	0	0	0	0	0	20	22	2	0	0	0	0	0	24
08:15	15	1	1	0	0	0	0	17	23	1	0	0	0	0	0	24
08:30	14	1	1	0	0	0	0	16	14	3	0	0	0	0	17	17
08:45	8	3	0	0	0	0	0	11	6	1	0	0	0	0	0	7
H/TOT	54	8	2	0	0	0	0	64	65	7	0	0	0	0	0	72
09:00	8	1	0	0	0	0	0	9	17	0	0	0	0	0	0	17
09:15	7	3	2	0	0	0	0	12	13	2	0	1	0	0	0	16
09:30	7	2	0	0	0	1	1	10	9	2	2	0	0	0	0	13
09:45	9	2	1	0	0	0	2	14	11	0	0	0	0	0	0	11
H/TOT	31	8	3	0	0	0	3	45	50	4	2	1	0	0	0	57
10:00	8	0	1	1	0	0	2	12	3	1	0	0	0	0	0	4
10:15	12	5	3	0	0	0	2	23	3	0	2	0	0	0	0	5
10:30	10	2	0	0	0	0	2	14	3	1	0	0	0	0	0	4
10:45	8	1	1	0	0	0	0	10	8	2	1	0	0	0	0	11
H/TOT	38	8	5	2	0	0	6	59	17	4	3	0	0	0	0	24
11:00	10	2	1	0	0	0	3	16	3	0	1	0	0	0	0	4
11:15	15	2	0	1	0	0	0	18	4	0	0	0	0	0	0	4
11:30	9	2	0	1	0	0	0	12	5	1	0	0	0	0	0	6
11:45	7	4	1	0	0	0	3	15	6	3	1	0	0	0	0	10
H/TOT	41	10	2	2	0	0	6	61	18	4	2	0	0	0	0	24
12:00	11	2	0	0	0	0	2	15	5	1	0	0	0	0	0	7
12:15	11	2	0	1	0	0	1	15	9	0	0	0	0	0	0	10
12:30	14	1	0	1	0	0	1	17	9	1	0	1	0	0	0	11
12:45	12	3	0	2	0	0	3	20	11	1	0	0	0	0	0	12
H/TOT	48	8	0	4	0	0	7	87	34	3	1	1	0	0	0	40
13:00	14	3	0	0	0	0	0	17	14	0	0	0	0	0	0	14
13:15	14	2	2	0	0	0	1	19	15	0	0	0	0	0	2	17
13:30	9	0	1	0	0	0	0	7	8	1	0	0	0	0	0	9
13:45	11	0	0	0	0	0	3	14	2	1	0	0	0	0	0	3
H/TOT	48	5	3	0	0	0	11	67	39	2	0	0	0	2	43	43
14:00	8	1	1	0	0	0	2	13	7	0	0	0	0	0	0	7
14:15	14	1	0	0	0	1	2	18	2	1	0	0	0	0	0	3
14:30	20	4	0	1	0	0	3	28	2	0	0	0	0	0	0	2
14:45	18	2	0	0	0	0	1	21	6	1	1	0	0	0	0	8
H/TOT	60	8	1	0	0	0	7	80	17	2	0	0	0	0	0	20
15:00	15	2	0	0	0	0	0	17	4	0	0	0	0	0	0	4
15:15	23	1	0	0	0	0	1	25	3	0	0	0	0	0	0	3
15:30	15	3	1	2	0	0	0	21	7	0	0	0	0	0	0	7
15:45	15	2	0	0	0	0	3	20	5	0	0	0	0	0	0	5
H/TOT	68	8	1	2	0	0	4	83	19	0	0	0	0	0	0	19
16:00	14	0	1	0	0	0	2	18	10	0	0	0	0	0	0	10
16:15	19	1	0	0	0	0	2	22	10	2	0	0	0	0	0	12
16:30	30	6	0	0	0	0	4	40	6	1	0	0	0	0	0	7
16:45	26	4	0	1	0	1	4	36	4	0	0	0	0	0	0	4
H/TOT	89	11	1	2	0	1	12	116	30	3	0	0	0	0	0	33
17:00	17	2	2	0	0	0	4	25	4	0	0	0	0	0	0	4
17:15	14	2	0	1	0	0	5	22	1	0	0	0	0	0	0	1
17:30	18	5	0	0	0	0	1	26	5	0	0	0	0	0	0	5
17:45	13	3	0	0	0	0	3	19	7	1	0	0	0	0	0	8
H/TOT	62	12	2	1	0	1	14	92	17	1	0	0	0	0	0	18
18:00	16	1	0	0	0	0	1	18	5	1	0	0	0	0	0	6
18:15	8	0	0	0	0	0	0	9	5	0	0	0	0	0	0	5
18:30	4	0	0	0	0	0	0	4	7	0	0</					



SITE: 1

DATE:

SITE: 1

DATE: 02/03/2021

LOCATION: Junction of Ulmes Walton Lane and Moss Lane

DAY: Tuesday

LOCATION: Junction of Ulmes Walton Lane and Moss Lane

DAY: Tuesday

TIME	8 to A						TOT	8 to C						TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL		PCL	CAR	LGV	OGV1	OGV2	PSV		MCL
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	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	0	0
02:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
05:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0
05:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0
H/TOT	4	1	0	0	0	0	0	6	2	0	0	0	0	0	0
06:00	2	0	0	0	0	0	0	2	3	0	0	0	0	0	3
06:15	7	0	0	0	0	0	0	7	2	0	1	0	0	0	3
06:30	10	0	0	0	0	0	0	10	4	2	0	0	0	0	6
06:45	9	0	0	0	0	0	0	9	4	0	0	0	0	0	4
H/TOT	28	0	0	0	0	0	0	28	13	2	1	0	0	0	16
07:00	3	0	0	0	1	0	0	4	4	1	0	0	0	0	5
07:15	11	2	0	0	0	0	1	14	6	1	0	0	0	0	7
07:30	11	0	0	0	0	0	0	11	10	0	0	0	0	0	10
07:45	3	0	0	0	0	0	0	3	2	0	0	0	0	0	2
H/TOT	28	2	0	0	1	0	1	32	22	2	0	0	0	0	24
08:00	7	0	0	0	1	0	0	8	3	0	1	0	0	0	4
08:15	3	0	0	0	0	0	0	3	2	0	0	0	0	0	2
08:30	6	0	0	0	0	0	0	6	1	1	0	0	0	0	2
08:45	1	2	1	0	0	0	0	4	2	0	0	0	0	0	2
H/TOT	17	2	1	0	1	0	0	21	8	1	1	0	0	0	10
09:00	4	1	0	0	0	0	0	5	2	0	0	0	0	0	2
09:15	4	1	0	0	1	0	0	6	1	1	0	0	0	0	2
09:30	5	0	0	0	1	1	0	6	3	2	0	1	0	0	6
09:45	5	0	1	0	0	0	0	6	3	0	2	0	0	0	5
H/TOT	18	2	1	0	1	1	0	23	9	3	2	0	1	0	15
10:00	2	0	0	0	0	0	0	2	3	1	0	0	0	0	4
10:15	6	1	1	0	0	0	0	8	4	1	0	0	0	0	5
10:30	3	1	0	0	0	0	0	4	2	0	2	0	0	0	4
10:45	5	2	0	0	0	0	0	7	8	4	0	0	0	0	12
H/TOT	16	4	1	0	1	0	0	22	19	6	3	0	0	0	28
11:00	4	1	1	0	0	0	0	6	7	0	0	0	0	0	7
11:15	8	3	2	1	0	0	0	14	6	2	1	0	0	0	9
11:30	10	1	1	0	0	0	0	12	3	0	0	0	0	0	3
11:45	10	0	0	0	0	0	0	10	9	1	0	0	0	0	10
H/TOT	32	5	4	0	1	0	0	42	25	3	1	0	0	0	29
12:00	20	0	0	0	0	0	0	20	4	4	0	0	0	0	8
12:15	20	1	0	0	0	0	0	21	9	1	0	0	0	0	10
12:30	18	3	1	0	0	0	0	22	10	0	0	0	0	0	10
12:45	18	2	0	0	0	0	0	20	16	1	1	0	0	0	18
H/TOT	76	6	1	1	0	0	0	85	39	6	1	0	0	0	46
13:00	6	1	0	0	0	0	0	7	5	1	0	0	0	0	6
13:15	10	1	0	0	1	0	0	12	5	0	1	0	0	0	6
13:30	7	1	0	0	0	0	0	8	4	1	0	0	0	0	5
13:45	4	0	0	0	0	0	0	4	5	2	1	0	0	0	8
H/TOT	27	3	0	0	1	0	0	31	19	4	2	0	0	0	25
14:00	10	0	0	0	0	0	0	10	5	1	0	0	0	0	6
14:15	7	0	0	1	0	0	0	8	2	5	0	0	0	0	7
14:30	1	1	0	0	0	0	0	2	4	1	0	0	0	0	5
14:45	22	0	2	0	1	0	1	26	16	1	0	0	0	0	18
H/TOT	40	1	2	1	1	0	1	46	27	6	0	0	0	0	36
15:00	14	2	1	0	0	0	0	17	14	9	0	0	0	0	23
15:15	9	1	0	0	1	0	0	11	12	1	0	0	0	0	13
15:30	30	1	0	0	0	0	0	31	23	1	0	0	0	0	24
15:45	18	0	0	0	0	0	0	18	17	7	0	0	0	0	19
H/TOT	71	4	1	0	1	0	2	79	66	13	1	0	0	0	81
16:00	54	1	1	0	0	0	0	56	30	4	0	0	0	0	35
16:15	30	1	0	0	0	1	0	32	34	2	0	0	0	0	36
16:30	35	2	0	0	1	1	1	40	36	2	0	0	0	1	39
16:45	36	3	0	0	0	0	1	40	33	1	0	0	0	0	34
H/TOT	155	7	1	0	1	2	2	168	133	9	0	0	0	1	144
17:00	20	0	0	0	0	0	0	20	27	0	0	0	0	0	27
17:15	15	1	0	0	0	0	1	17	18	0	0	0	0	0	18
17:30	41	0	0	0	1	0	0	42	40	0	0	0	0	0	40
17:45	8	0	0	0	0	0	0	8	4	1	0	0	0	0	5
H/TOT	84	1	0	0	1	0	1	87	89	1	0	0	0	0	95
18:00	12	0	0	0	0	0	0	12	7	0	0	0	0	0	7
18:15	3	1	0	0	0	0	0	4	3	0	0	0	0	0	3
18:30	1	0	0	0	1	0	0	2	3	0	0	0	0	0	3
18:45	3	1	0	0	0	0	0	4	4	0	0	0	0	0	4
H/TOT	19	2	0	0	1	0	0	22	17	0	0	0	0	0	17
19:00	3	0	0	0	0	0	0	3	3	0	0	0	0	0	3
19:15	14	0	0	0	0	0	1	15	15	0	0	0	0	0	15
19:30	11	0	0	0	1	0	0	12	9	0	0	0	0	0	9
19:45	12	0													



SITE: 1

DATE: 02/03/2021 SITE: 1

DATE: 02/03/2021

LOCATION: Junction of Ulmes Walton Lane and Moss Lane

DAY: Tuesday

LOCATION: Junction of Ulmes Walton Lane and Moss Lane

DAY: Tuesday

TIME	C to B						TOT	C to A						TOT		
	CAR	LGV	OGV1	OGV2	PSV	MCL		PCL	CAR	LGV	OGV1	OGV2	PSV		MCL	PCL
00:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	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	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:45	5	0	0	0	0	0	0	5	0	0	0	0	0	1	0	1
H/TOT	5	0	0	0	0	0	0	5	2	0	0	0	0	1	0	3
06:00	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
06:15	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
06:30	8	1	0	0	0	0	0	9	3	1	1	0	0	0	1	6
06:45	13	0	0	0	0	0	1	14	6	0	0	0	0	0	1	7
H/TOT	36	1	0	0	0	0	1	38	10	1	1	0	0	0	2	14
07:00	40	3	0	0	1	0	0	44	10	1	1	0	0	0	0	12
07:15	66	5	0	0	0	0	0	71	15	2	0	0	0	0	0	17
07:30	73	3	0	0	0	0	0	76	11	4	0	0	0	1	16	16
07:45	58	5	0	0	0	0	0	63	18	7	0	0	0	0	0	25
H/TOT	237	16	0	0	1	0	0	254	54	14	1	0	0	1	0	70
08:00	18	5	1	0	1	0	0	25	13	6	0	0	0	0	0	19
08:15	24	6	0	0	0	0	0	30	17	3	1	0	0	0	1	22
08:30	18	1	1	0	0	0	0	20	10	3	0	0	0	0	14	14
08:45	8	3	0	0	0	0	0	11	7	1	1	0	0	0	0	9
H/TOT	68	15	2	0	1	0	0	86	47	13	3	0	0	0	1	64
09:00	7	0	2	0	0	0	0	9	17	6	0	0	0	0	1	24
09:15	9	0	2	0	1	0	0	12	12	2	2	0	0	0	0	16
09:30	13	2	0	0	0	0	0	15	5	2	1	1	0	0	0	9
09:45	8	2	0	0	0	0	0	10	3	0	1	0	0	0	2	6
H/TOT	37	4	4	0	1	0	0	46	37	10	4	1	0	0	3	55
10:00	4	0	0	0	0	0	0	4	6	2	0	0	0	0	0	8
10:15	2	1	0	0	0	0	0	3	11	0	1	1	0	0	0	13
10:30	2	1	1	0	1	0	0	5	6	4	0	1	0	0	2	13
10:45	1	0	0	0	0	0	0	1	15	2	0	1	0	0	2	20
H/TOT	9	2	1	0	2	1	1	16	38	8	1	3	0	0	7	57
11:00	2	0	1	0	0	0	0	3	12	0	0	0	0	0	5	17
11:15	2	1	0	0	1	0	0	4	12	3	2	0	0	0	0	17
11:30	5	1	0	0	0	0	0	6	10	3	2	0	0	0	3	18
11:45	6	1	0	0	0	0	0	7	19	1	0	1	0	0	3	24
H/TOT	15	3	1	0	1	0	0	20	53	7	4	1	0	0	11	76
12:00	4	0	0	0	0	0	0	4	10	3	0	1	0	0	1	18
12:15	10	0	0	0	0	0	0	10	12	4	0	0	0	0	3	19
12:30	5	0	0	0	0	0	1	6	15	2	0	0	0	0	4	21
12:45	7	1	2	0	0	0	0	10	13	5	0	0	0	0	2	20
H/TOT	26	1	2	0	1	0	1	31	50	14	1	1	0	1	1	78
13:00	13	2	0	0	0	0	0	15	16	1	0	0	0	0	4	21
13:15	11	1	0	0	0	0	0	12	18	2	0	1	0	0	2	23
13:30	2	2	1	0	0	0	0	5	14	1	2	0	0	0	6	23
13:45	1	2	1	0	0	0	0	4	15	2	1	1	0	0	3	22
H/TOT	27	7	2	0	1	0	1	38	63	6	3	2	0	0	15	89
14:00	3	0	0	0	0	0	0	3	9	1	1	0	0	0	2	13
14:15	1	1	1	0	0	0	0	3	11	1	0	0	0	1	5	18
14:30	4	1	0	0	1	0	0	6	12	1	0	1	0	2	6	22
14:45	3	1	1	0	0	0	1	6	13	2	1	0	0	0	5	21
H/TOT	11	3	2	0	1	0	1	18	45	5	2	1	0	8	18	74
15:00	1	0	0	0	0	0	0	1	26	4	0	1	0	0	1	32
15:15	5	0	1	0	1	0	0	7	11	4	3	0	0	0	4	22
15:30	5	1	0	0	0	0	0	6	15	4	0	0	0	0	3	22
15:45	6	0	0	0	0	0	0	6	10	3	0	1	0	0	4	18
H/TOT	17	1	1	0	1	0	0	20	62	15	3	2	0	0	12	94
16:00	0	1	0	0	0	0	0	1	21	3	0	0	0	0	2	27
16:15	3	0	0	0	1	0	0	4	14	5	3	0	0	0	1	23
16:30	3	0	0	0	0	0	2	5	11	8	0	1	0	2	1	23
16:45	2	0	1	0	0	0	0	3	11	3	1	0	0	0	1	16
H/TOT	8	1	1	0	1	0	2	13	57	19	5	1	0	2	5	89
17:00	6	0	0	0	0	0	0	6	12	4	1	0	0	0	5	22
17:15	1	1	0	0	0	0	5	7	17	1	0	0	0	0	0	18
17:30	3	1	0	0	1	0	0	5	18	4	0	0	0	0	3	25
17:45	1	1	0	0	0	0	0	2	12	4	1	0	0	0	4	21
H/TOT	11	3	0	0	1	0	5	20	59	13	2	0	0	0	12	86
18:00	3	0	0	0	0	0	0	3	9	2	1	0	0	0	3	15
18:15	2	1	0	0	0	0	0	3	8	1	0	0	0	0	1	10
18:30	1	1	0	0	0	0	0	2	9	1	0					



SITE: 1

DATE:

LOCATION: Junction of Ulmes Walton Lane and Moss Lane

DAY: Tuesday

TIME	TO ARM A							TOT	FROM ARM A							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
04:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
04:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	2
H/TOT	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	2
05:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
05:15	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
05:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
05:45	2	0	0	0	0	1	0	3	2	0	0	0	0	0	0	0	2
H/TOT	7	1	0	0	0	1	0	7	4	0	0	0	0	0	0	0	4
06:30	2	0	0	0	0	0	0	2	6	0	0	0	0	0	0	1	7
06:15	8	0	0	0	0	0	0	8	13	0	0	0	0	0	1	14	
06:30	13	1	1	0	0	0	1	16	15	3	0	0	0	0	0	18	
06:45	15	0	0	0	0	1	1	16	27	2	1	0	0	1	1	31	
H/TOT	38	1	1	0	0	1	2	42	61	5	0	0	0	0	3	70	
07:00	13	1	1	0	1	0	0	16	30	6	1	0	0	0	1	38	
07:15	26	4	0	0	0	0	1	31	77	5	1	0	0	0	0	83	
07:30	22	4	0	0	0	0	1	27	79	1	1	1	0	1	0	83	
07:45	21	7	0	0	0	0	0	28	85	6	2	0	1	1	0	95	
H/TOT	82	16	1	0	1	0	2	102	271	18	5	1	1	2	1	299	
08:00	20	6	0	0	1	0	0	27	39	5	0	0	0	0	0	44	
08:15	20	3	1	0	0	0	1	25	38	2	1	0	0	0	0	41	
08:30	16	3	1	0	0	0	0	20	28	4	1	0	0	0	0	33	
08:45	8	3	2	0	0	0	0	13	14	4	0	0	0	0	0	18	
H/TOT	64	15	4	0	1	0	1	85	119	15	2	0	0	0	0	136	
09:00	21	7	0	0	0	0	1	29	25	1	0	0	0	0	0	26	
09:15	16	3	2	0	1	0	0	22	20	5	2	1	0	0	0	28	
09:30	10	2	1	1	0	1	1	15	16	4	2	0	0	0	1	23	
09:45	8	0	2	0	0	0	2	12	20	2	1	0	0	0	2	25	
H/TOT	55	12	5	1	1	1	3	78	81	12	5	1	0	0	3	102	
10:00	8	2	0	0	0	0	0	10	11	1	1	1	0	0	2	16	
10:15	17	1	2	1	1	3	3	25	15	5	5	1	0	0	2	28	
10:30	9	5	0	1	0	0	2	17	13	3	0	0	0	0	2	18	
10:45	20	4	0	1	0	0	2	27	16	3	2	0	0	0	0	21	
H/TOT	54	12	2	3	1	0	7	79	55	12	8	2	0	0	6	83	
11:00	16	1	1	0	0	0	5	23	13	2	2	0	0	0	3	20	
11:15	20	6	4	0	1	0	1	31	19	2	0	1	0	0	0	22	
11:30	20	4	3	0	0	0	3	30	14	3	0	1	0	0	0	18	
11:45	29	1	0	1	0	0	3	34	13	7	2	0	0	0	3	25	
H/TOT	85	12	8	1	1	0	11	118	59	14	4	2	0	0	6	85	
12:00	30	3	1	1	1	2	3	38	16	3	0	1	0	0	2	22	
12:15	32	5	0	1	1	0	3	42	20	2	0	0	1	1	0	25	
12:30	33	5	1	0	0	0	4	43	23	2	0	2	0	0	1	28	
12:45	31	7	0	0	0	0	2	40	23	4	0	2	0	0	3	32	
H/TOT	126	20	2	2	1	1	11	163	82	11	5	0	0	0	7	107	
13:00	22	2	0	0	0	4	2	28	28	3	0	0	0	0	0	31	
13:15	28	3	0	1	1	0	2	35	29	2	2	0	0	0	3	36	
13:30	21	2	2	0	0	0	6	31	17	1	1	0	0	0	7	26	
13:45	19	2	1	1	0	0	3	26	13	1	0	0	0	0	3	17	
H/TOT	90	9	3	2	1	0	15	120	87	7	3	0	0	0	13	110	
14:00	19	1	1	0	0	0	2	23	15	1	1	0	0	0	2	20	
14:15	18	1	0	1	0	1	5	26	16	2	0	0	0	1	2	21	
14:30	13	2	0	1	0	2	6	24	22	4	0	1	0	0	3	30	
14:45	35	2	3	0	1	0	6	47	24	3	1	0	0	1	0	29	
H/TOT	85	6	4	2	1	3	19	120	77	10	3	0	0	0	2	100	
15:00	40	6	1	1	0	0	3	49	19	2	0	0	0	0	0	21	
15:15	20	5	3	0	1	0	4	33	26	1	0	0	0	0	1	28	
15:30	45	5	0	0	0	0	3	53	22	3	1	2	0	0	0	28	
15:45	28	3	0	1	0	0	6	38	20	2	0	0	0	0	3	25	
H/TOT	133	19	4	2	1	0	14	173	87	8	1	2	0	0	4	112	
16:00	75	4	2	0	0	0	2	83	24	0	1	1	0	0	2	28	
16:15	44	6	3	0	0	1	1	55	29	3	0	0	0	0	2	34	
16:30	46	10	0	1	1	3	2	63	36	7	0	0	0	0	4	47	
16:45	47	6	1	0	0	0	2	56	30	4	0	1	0	1	4	40	
H/TOT	212	26	6	1	1	4	7	237	119	14	1	2	0	0	12	149	
17:00	32	4	1	0	0	0	5	42	21	2	2	0	0	0	4	29	
17:15	32	2	0	0	0	0	1	35	15	2	0	1	0	0	5	23	
17:30	59	4	0	0	1	0	3	67	23	5	0	0	0	1	2	31	
17:45	20	4	1	0	0	0	4	29	20	4	0	0	0	0	3	27	
H/TOT	143	14	2	0	1	0	13	173	79	13	2	1	0	1	14	110	
18:00	21	2	1	0	0	0	3	27	21	2	0	0	0	0	1	24	
18:15	11	2	0	0	0	0	1	14	13	0	0	0	0	0	1	14	
18:30																	



SITE: 1

DATE: 02/03/2021

LOCATION: Junction of Ulmes Walton Lane and Moss Lane

DAY: Tuesday

TIME	TO ARM B							TOT	FROM ARM B							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
02:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
02:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	2
05:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
05:45	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	3
H/TOT	2	0	0	0	0	0	0	2	4	1	0	0	0	0	0	0	3
06:30	14	0	0	0	0	0	0	14	5	0	0	0	0	0	0	0	5
06:15	15	0	0	0	0	0	1	16	9	0	1	0	0	0	0	0	10
06:30	20	3	0	0	0	0	0	23	14	2	0	0	0	0	0	0	16
06:45	32	0	0	0	0	2	0	34	13	0	0	0	0	0	0	0	13
H/TOT	81	3	0	0	0	0	1	87	41	2	1	0	0	0	0	0	44
07:00	65	6	0	0	1	0	1	73	7	1	0	0	1	0	0	0	9
07:15	140	5	0	0	0	0	0	145	17	3	0	0	0	0	1	21	21
07:30	143	4	0	0	0	1	0	148	21	0	0	0	0	0	0	21	21
07:45	128	7	0	0	0	1	0	136	5	0	0	0	0	0	0	5	5
H/TOT	476	22	0	0	1	2	1	502	50	4	0	0	1	0	1	0	56
08:00	40	7	1	0	1	0	0	49	10	0	1	0	1	0	0	0	12
08:15	47	7	0	0	0	0	0	54	5	0	0	0	0	0	0	0	5
08:30	32	4	1	0	0	0	0	37	7	1	0	0	0	0	0	0	8
08:45	14	4	0	0	0	0	0	18	3	2	1	0	0	0	0	0	6
H/TOT	133	22	2	0	1	0	0	158	25	3	2	0	1	0	0	0	31
09:00	24	0	2	0	0	0	0	26	6	1	0	0	0	0	0	0	7
09:15	22	2	2	1	1	0	0	28	5	2	0	0	1	0	0	0	9
09:30	22	4	2	0	0	0	0	28	8	2	0	0	1	1	1	12	12
09:45	19	2	0	0	0	0	0	21	8	0	3	0	0	0	0	0	11
H/TOT	87	8	6	1	1	0	0	103	27	5	3	0	2	1	0	0	38
10:00	7	1	0	0	0	0	0	8	5	1	0	0	0	0	0	0	6
10:15	5	1	2	0	1	1	1	11	12	2	2	0	1	0	0	0	17
10:30	5	2	1	0	1	0	0	9	5	1	2	0	0	0	0	0	8
10:45	9	2	1	0	0	0	0	12	13	6	0	0	0	0	0	0	19
H/TOT	26	6	4	0	2	1	1	40	35	10	4	0	1	0	0	0	50
11:00	5	0	2	0	0	0	0	7	11	1	1	0	0	0	0	0	13
11:15	6	1	0	0	0	0	0	7	14	5	3	1	1	0	0	0	20
11:30	10	2	0	0	0	0	0	12	13	1	1	0	0	0	0	0	15
11:45	12	4	1	0	0	0	0	17	19	1	0	0	0	0	0	0	20
H/TOT	33	7	3	0	1	0	0	44	57	8	5	0	1	0	0	0	71
12:00	9	1	1	0	0	0	0	11	24	4	0	0	0	0	0	0	28
12:15	19	0	0	0	1	0	0	21	29	2	0	1	1	0	0	0	35
12:30	14	1	0	1	0	0	1	17	28	3	1	0	0	0	0	0	32
12:45	18	2	2	0	0	0	0	22	34	3	1	0	0	0	0	0	38
H/TOT	60	4	3	0	1	1	1	70	115	12	2	1	1	0	0	0	133
13:00	27	2	0	0	0	0	0	31	11	2	0	0	0	0	0	0	11
13:15	26	1	0	0	1	0	2	30	15	1	1	0	1	0	0	0	18
13:30	10	3	1	0	0	0	0	14	11	2	0	0	0	0	0	0	13
13:45	3	3	1	0	0	0	0	7	9	2	1	0	0	0	0	0	12
H/TOT	66	9	2	0	1	0	2	81	46	7	2	0	1	0	0	0	96
14:00	10	0	0	0	0	0	0	10	15	1	0	0	0	0	0	0	16
14:15	3	2	1	0	0	0	0	6	9	5	0	1	0	0	0	0	15
14:30	6	1	0	0	1	0	0	8	5	2	0	0	0	0	0	0	7
14:45	9	2	2	0	0	0	1	14	38	1	2	0	1	0	0	2	44
H/TOT	28	6	3	0	1	0	1	38	67	9	2	0	1	0	0	2	82
15:00	5	0	0	0	0	0	0	5	28	11	2	0	0	0	0	0	42
15:15	8	0	1	0	1	0	0	10	21	2	0	0	1	0	0	0	24
15:30	12	1	0	0	0	0	0	13	53	2	0	0	0	0	0	0	55
15:45	11	0	0	0	0	0	0	11	35	2	0	0	0	0	0	2	39
H/TOT	36	1	1	0	1	0	0	39	137	17	2	0	1	0	0	0	160
16:00	10	1	0	0	0	0	0	11	84	5	0	0	0	0	1	91	91
16:15	13	2	0	0	1	0	0	16	64	3	0	0	0	1	0	68	68
16:30	9	1	0	0	0	0	2	12	71	4	0	0	1	2	1	79	79
16:45	6	0	1	0	0	0	0	7	69	4	0	0	0	0	0	1	74
H/TOT	38	4	1	0	1	0	2	46	288	16	1	0	1	3	3	312	
17:00	10	0	0	0	0	0	0	10	47	0	0	0	0	0	0	2	49
17:15	2	1	0	0	0	0	5	8	33	1	0	0	0	0	1	35	35
17:30	8	1	0	0	1	0	0	10	81	0	0	0	1	0	0	82	82
17:45	8	2	0	0	0	0	0	10	12	1	0	0	0	0	0	3	16
H/TOT	28	4	0	0	1	0	5	38									



SITE: 1

DATE: 02/03/2021

LOCATION: Junction of Ulmes Walton Lane and Moss Lane

DAY: Tuesday

TIME	TO ARM C						TOT	FROM ARM C						TOT		
	CAR	LGV	OGV1	OGV2	PSV	MCL		PCL	CAR	LGV	OGV1	OGV2	PSV		MCL	PCL
00:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	2
03:30	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	2
H/TOT	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	2
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	2	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1
05:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
05:45	1	0	0	0	0	0	1	5	0	0	0	0	0	1	0	6
H/TOT	3	0	0	0	0	0	3	7	0	0	0	0	0	1	0	6
06:30	5	0	0	0	0	0	5	10	0	0	0	0	0	0	0	10
06:15	5	0	1	0	0	0	6	6	0	0	0	0	0	0	0	6
06:30	7	3	0	0	0	0	10	11	2	1	0	0	0	1	15	15
06:45	12	2	1	0	0	0	15	19	0	0	0	0	0	2	21	21
H/TOT	29	5	2	0	0	0	37	46	2	1	0	0	0	3	52	52
07:00	9	4	1	0	0	0	14	50	4	1	0	1	0	1	0	56
07:15	9	6	1	0	0	0	16	81	7	0	0	0	0	0	0	88
07:30	19	0	1	1	0	0	21	94	7	0	0	0	0	1	92	92
07:45	17	4	2	0	1	0	24	76	12	1	0	0	0	0	0	88
H/TOT	54	14	5	1	1	0	75	221	30	1	0	1	0	1	324	324
08:00	20	3	1	0	0	0	24	31	11	1	0	1	0	0	0	44
08:15	17	1	1	0	0	0	19	41	9	1	0	0	0	1	52	52
08:30	15	2	1	0	0	0	18	28	4	2	0	0	0	0	34	34
08:45	10	3	0	0	0	0	13	15	4	1	0	0	0	0	20	20
H/TOT	62	9	3	0	0	0	74	115	28	5	0	1	0	1	150	150
09:00	10	1	0	0	0	0	11	24	6	2	0	0	0	1	33	33
09:15	8	4	2	0	0	0	14	21	2	4	0	1	0	0	28	28
09:30	10	4	0	0	1	1	16	18	4	1	1	0	0	0	24	24
09:45	12	2	3	0	0	2	19	11	2	1	0	0	0	2	16	16
H/TOT	40	11	5	0	1	0	60	74	14	8	1	1	0	3	101	101
10:00	11	1	1	1	0	0	16	10	2	0	0	0	0	0	12	12
10:15	18	6	4	1	0	2	31	13	1	1	1	1	1	2	22	22
10:30	12	2	2	0	0	2	18	8	5	1	1	1	0	2	18	18
10:45	16	5	1	0	0	0	22	16	2	0	1	0	0	2	21	21
H/TOT	57	14	8	2	0	6	87	47	10	3	2	1	1	8	73	73
11:00	17	2	1	0	0	0	23	14	0	1	0	0	0	5	20	20
11:15	21	4	1	1	0	0	27	14	4	2	1	1	0	1	21	21
11:30	12	2	0	1	0	0	15	15	4	2	0	0	0	3	24	24
11:45	16	5	1	0	0	3	25	25	2	0	1	0	0	3	31	31
H/TOT	66	13	3	2	0	6	90	48	10	5	1	1	0	11	96	96
12:00	15	6	0	0	0	2	23	14	3	1	1	0	1	1	22	22
12:15	20	3	0	1	0	3	27	22	4	0	0	1	0	3	30	30
12:30	24	1	0	1	0	1	27	20	2	0	0	0	0	5	27	27
12:45	28	4	1	2	0	3	38	20	6	2	0	0	0	2	30	30
H/TOT	87	14	0	4	0	9	115	76	15	3	1	1	0	12	109	109
13:00	19	4	0	0	0	0	23	29	3	0	0	0	0	6	37	37
13:15	19	2	3	0	0	1	25	29	3	0	1	1	0	2	36	36
13:30	13	1	1	0	0	0	17	22	16	3	3	0	0	6	28	28
13:45	16	2	1	0	0	3	22	16	4	2	1	0	0	3	26	26
H/TOT	67	9	5	0	0	11	92	90	13	5	2	1	0	16	127	127
14:00	13	2	1	1	0	2	19	12	1	1	0	0	0	2	16	16
14:15	16	6	0	0	1	2	25	12	2	1	0	0	1	5	21	21
14:30	24	5	0	1	0	3	33	16	2	0	1	1	2	6	28	28
14:45	34	3	0	0	0	1	39	16	3	2	0	0	0	6	27	27
H/TOT	87	16	2	2	0	8	116	56	8	4	1	1	3	19	92	92
15:00	29	11	1	0	0	1	42	27	4	0	1	0	0	3	33	33
15:15	35	2	0	0	0	1	38	16	4	4	0	1	0	4	29	29
15:30	38	4	1	2	0	0	45	20	5	0	0	0	0	3	28	28
15:45	32	4	0	0	0	3	39	16	3	0	1	0	0	4	24	24
H/TOT	134	21	2	2	0	5	164	79	16	4	2	1	0	12	114	114
16:00	44	4	1	1	0	3	53	21	4	1	0	0	0	2	28	28
16:15	53	3	0	0	0	2	58	17	5	3	0	1	0	1	27	27
16:30	66	8	0	0	0	1	79	14	8	0	1	0	2	3	28	28
16:45	59	5	0	1	0	4	70	13	3	2	0	0	0	1	19	19
H/TOT	222	20	1	2	0	13	260	65	20	6	1	1	2	7	102	102
17:00	44	2	2	0	0	6	54	18	4	1	0	0	0	5	28	28
17:15	32	2	0	1	0	5	40	18	2	0	0	0	0	5	25	25
17:30	58	5	0	0	1	2	66	21	5	0	0	1	0	3	30	30
17:45	17	4	0	0	0	6	27	13	5	1	0	0	0	4	23	23
H/TOT	151	13	2	1	0	19	187	70	16	2	0	1	0	17	106	106
18:00	23	1	0	0	0	1	25	12	2	1	0	0	0	3	18	18
18:15	11	0	0	0	0	1	12	10	2	0	0	0	0	1	13	13
18:30	7	0	0	0	0	0	7	10	2	0	0	1	0	1	14	14
18:45	13	0	0	0												



SITE: 1

DATE: 02/03/2021

LOCATION: Junction of Ulmes Walton Lane and Moss Lane

DAY: Tuesday

TIME	JUNCTION TOTAL						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
00:00	0	1	0	0	0	0	1
00:15	1	0	0	0	0	0	1
00:30	1	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0
H/TOT	2	1	0	0	0	0	3
01:00	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0
02:15	2	0	0	0	0	0	2
02:30	2	0	0	0	0	0	2
02:45	1	0	0	0	0	0	1
H/TOT	5	0	0	0	0	0	5
03:00	0	0	0	0	0	0	0
03:15	0	0	0	0	0	1	1
03:30	1	0	0	0	0	0	1
03:45	1	0	0	0	0	0	1
H/TOT	3	0	0	0	0	1	4
04:00	1	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0
04:30	1	0	0	0	0	0	1
04:45	4	0	0	0	0	0	4
H/TOT	6	0	0	0	0	0	6
05:00	0	0	0	0	0	0	0
05:15	3	1	0	0	0	0	4
05:30	3	0	0	0	0	0	3
05:45	10	0	0	0	1	0	11
H/TOT	17	1	0	0	1	0	19
06:00	21	0	0	0	0	1	22
06:15	28	0	1	0	0	1	30
06:30	40	7	1	0	0	1	49
06:45	59	2	1	0	0	3	65
H/TOT	148	9	3	0	0	6	166
07:00	87	11	2	0	2	0	103
07:15	175	15	1	0	0	1	192
07:30	184	8	1	1	1	1	196
07:45	164	18	2	0	1	1	188
H/TOT	612	52	6	1	3	2	679
08:00	80	16	2	0	2	0	100
08:15	84	11	2	0	0	1	98
08:30	63	9	3	0	0	0	75
08:45	32	10	2	0	0	0	44
H/TOT	259	46	9	0	2	1	317
09:00	55	8	2	0	0	0	66
09:15	46	9	6	1	2	0	64
09:30	42	10	3	1	1	1	59
09:45	39	4	5	0	0	0	52
H/TOT	182	31	16	2	3	1	241
10:00	26	4	1	1	0	0	34
10:15	40	8	8	2	1	6	67
10:30	26	9	3	1	1	4	44
10:45	45	11	2	1	0	0	61
H/TOT	137	32	14	5	3	1	206
11:00	38	3	4	0	0	0	53
11:15	47	11	5	1	2	0	66
11:30	42	8	3	1	0	0	57
11:45	57	10	2	1	0	0	74
H/TOT	184	32	14	3	2	0	252
12:00	54	10	2	1	0	4	72
12:15	71	8	0	2	2	1	84
12:30	71	7	1	2	0	0	87
12:45	77	13	3	2	0	0	100
H/TOT	273	38	6	7	2	2	349
13:00	68	8	0	0	0	5	81
13:15	73	6	3	1	2	0	90
13:30	44	6	4	0	0	13	67
13:45	38	7	3	1	0	0	55
H/TOT	223	27	10	2	2	9	293
14:00	42	3	2	1	0	4	52
14:15	37	9	1	1	0	2	57
14:30	43	8	0	2	1	2	65
14:45	78	7	5	0	1	8	100
H/TOT	200	27	8	4	2	5	274
15:00	74	17	2	1	0	2	96
15:15	63	7	4	0	2	0	81
15:30	95	10	1	2	0	3	111
15:45	71	7	0	1	0	0	89
H/TOT	303	41	7	4	2	19	374
16:00	129	9	3	1	0	0	147
16:15	110	11	3	0	1	3	129
16:30	121	19	0	1	1	4	154
16:45	112	11	2	1	0	1	133
H/TOT	472	50	6	3	2	6	553
17:00	86	6	3	0	0	11	106
17:15	66	5	0	1	0	0	83
17:30	125	10	0	2	1	5	143
17:45	45	10	1	0	0	10	66
H/TOT	322	31	4	2	1	37	398
18:00	52	4	1	0	0	0	61
18:15	29	3	0	0	0	2	34
18:30	25	2	0	0	2	0	30
18:45	30	4	0	0	0	5	39
H/TOT	136	13	1	0	2	0	164
19:00	23	0	0	0	0	0	23
19:15	58	1	0	0	0	2	61
19:30	41	0	1	0	2	1	45
19:45	39	1	0	0	0	0	40
H/TOT	161	2	1	0	2	0	169
20:00	18	2	0	0	0	0	24
20:15	16	0	0	0	0	0	16
20:30	15	0	0	0	0	0	15
20:45	11	0	0	0	0	0	11
H/TOT	60	2	0	0	0	0	66
21:00	6	1	1	0	0	0	8
21:15	7	0	0	0	0	0	7
21:30	7	0	0	0	0	0	7
21:45	7	0	0	0	0	0	7
H/TOT	27	1	1	0	0	0	29
22:00	1	1	0	0	0	0	2
22:15	1	1	0	0	0	0	2
22:30	4	1	0	0	0	0	5
22:45	5	0	0	0	0	0	5
H/TOT	11	3	0	0	0	0	14
23:00	1	0	0	0	0	1	2
23:15	3	0	0	0	0	0	3
23:30	1	1	0	0	0	0	2
23:45	0	0	0	0	0	0	0
H/TOT	5	1	0	0	0	1	7
P/TOT	3746	440	108	32	29	19	4600

PEAK HOUR CALCULATION	TOT
00:00 to 01:00	3
00:15 to 01:15	2
00:30 to 01:30	1
00:45 to 01:45	0
01:00 to 02:00	0
01:15 to 02:15	0
01:30 to 02:30	2
01:45 to 02:45	4
02:00 to 03:00	5
02:15 to 03:15	6
02:30 to 03:30	5
02:45 to 03:45	4
03:00 to 04:00	4
03:15 to 04:15	4
03:30 to 04:30	3
03:45 to 04:45	3
04:00 to 05:00	6
04:15 to 05:15	6
04:30 to 05:30	10
04:45 to 05:45	12
05:00 to 06:00	19
05:15 to 06:15	40
05:30 to 06:30	66
05:45 to 06:45	112
06:00 to 07:00	166
06:15 to 07:15	247
06:30 to 07:30	409
06:45 to 07:45	556
07:00 to 08:00	679
07:15 to 08:15	676
07:30 to 08:30	582
07:45 to 08:45	461
08:00 to 09:00	317
08:15 to 09:15	283
08:30 to 09:30	249
08:45 to 09:45	233
AM Peak	679
09:00 to 10:00	241
09:15 to 10:15	209
09:30 to 10:30	212
09:45 to 10:45	197
10:00 to 11:00	206
10:15 to 11:15	225
10:30 to 11:30	224
10:45 to 11:45	237
11:00 to 12:00	252
11:15 to 12:15	271
11:30 to 12:30	295
11:45 to 12:45	325
12:00 to 13:00	349
12:15 to 13:15	358
12:30 to 13:30	358
12:45 to 13:45	338
13:00 to 14:00	293
13:15 to 14:15	264
13:30 to 14:30	231
13:45 to 14:45	229
14:00 to 15:00	274
14:15 to 15:15	318
14:30 to 15:30	342
14:45 to 15:45	388
After Peak	388
15:00 to 16:00	376
15:15 to 16:15	427
15:30 to 16:30	475
15:45 to 16:45	518
16:00 to 17:00	563
16:15 to 17:15	522
16:30 to 17:30	476
16:45 to 17:45	465
17:00 to 18:00	398
17:15 to 18:15	353
17:30 to 18:30	304
17:45 to 18:45	191
18:00 to 19:00	164
18:15 to 19:15	126
18:30 to 19:30	153
18:45 to 19:45	168
19:00 to 20:00	169
19:15 to 20:15	170
19:30 to 20:30	125
19:45 to 20:45	95
20:00 to 21:00	66
20:15 to 21:15	50
20:30 to 21:30	41
20:45 to 21:45	33
21:00 to 22:00	29
21:15 to 22:15	23
21:30 to 22:30	18
21:45 to 22:45	16
22:00 to 23:00	14
22:15 to 23:15	14
22:30 to 23:30	15
22:45 to 23:45	12
23:00 to 00:00	7
PM Peak	563



SITE: 1

DATE: 03/03/2021 SITE: 1

DATE: 03/03/2021

LOCATION: Junction of Ulmes Walton Lane and Moss Lane

DAY: Wednesday

LOCATION: Junction of Ulmes Walton Lane and Moss Lane

DAY: Wednesday

TIME	8 to A						TOT	8 to C						TOT		
	CAR	LGV	OGV1	OGV2	PSV	MCL		PCL	CAR	LGV	OGV1	OGV2	PSV		MCL	PCL
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
02:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
05:00	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
05:45	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	4	1	0	0	0	0	0	7	1	0	0	0	0	0	0	1
06:00	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	4
06:15	7	1	0	0	0	0	0	8	4	2	0	0	0	0	0	6
06:30	7	0	0	0	0	0	0	7	4	1	0	0	0	0	0	5
06:45	11	0	0	0	0	0	0	11	4	0	0	0	0	0	0	4
H/TOT	26	1	0	0	0	0	0	27	15	3	0	0	0	0	0	19
07:00	5	1	0	0	1	0	0	7	1	0	0	0	0	0	0	1
07:15	12	1	0	0	0	0	0	13	5	1	0	0	0	0	0	6
07:30	7	0	0	0	0	0	0	7	4	0	0	0	1	0	0	5
07:45	4	0	0	0	0	0	0	4	7	1	0	0	0	0	0	9
H/TOT	28	2	0	0	1	0	0	31	17	2	1	0	1	0	0	21
08:00	3	1	0	0	1	0	0	5	6	0	0	0	0	0	0	6
08:15	3	0	1	0	0	0	0	4	3	0	1	0	0	0	0	4
08:30	2	0	1	0	0	0	0	3	2	0	0	0	0	0	0	2
08:45	5	1	0	0	0	0	0	6	2	0	0	0	0	0	0	2
H/TOT	13	2	2	0	1	0	0	18	13	0	1	0	0	0	0	14
09:00	2	0	1	0	0	0	0	3	3	1	0	0	0	0	0	4
09:15	1	1	0	0	1	0	0	3	3	1	1	0	0	0	0	5
09:30	5	1	0	0	0	0	0	6	7	0	1	0	0	0	0	8
09:45	8	0	0	0	0	0	0	8	3	1	1	0	0	0	0	5
H/TOT	16	2	1	0	1	0	0	20	16	3	3	0	0	0	0	22
10:00	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4
10:15	3	0	0	0	1	0	0	4	1	1	1	0	0	0	0	3
10:30	5	0	0	1	0	0	0	6	4	0	0	0	0	0	0	4
10:45	3	1	0	0	0	0	0	4	1	1	1	0	0	0	0	3
H/TOT	16	1	0	1	1	0	0	19	10	2	1	1	0	0	0	14
11:00	5	3	0	0	0	0	0	8	4	4	0	0	0	0	0	8
11:15	8	1	0	0	0	0	0	9	3	0	0	0	0	0	0	3
11:30	5	0	1	0	1	0	0	7	4	1	0	0	0	0	0	5
11:45	7	1	1	0	0	0	0	9	4	1	1	0	0	0	0	6
H/TOT	25	5	2	0	1	0	0	33	15	6	1	0	0	0	0	22
12:00	20	0	1	0	0	0	0	21	16	2	0	0	0	0	0	19
12:15	23	0	0	0	0	0	0	24	15	0	1	0	0	0	0	16
12:30	19	1	0	0	0	0	0	20	25	0	1	0	0	0	0	26
12:45	8	0	0	0	0	0	0	8	7	0	0	0	0	1	0	8
H/TOT	70	1	1	0	1	0	0	73	63	2	2	0	0	1	0	69
13:00	12	0	1	0	0	0	0	13	11	1	0	0	0	0	0	12
13:15	10	0	0	0	1	0	0	11	3	0	0	0	0	0	0	3
13:30	7	0	0	0	0	0	0	7	4	1	0	0	0	0	0	5
13:45	4	0	1	0	0	0	0	5	7	1	0	0	0	0	0	8
H/TOT	33	0	2	0	1	0	0	37	25	3	0	0	0	0	0	28
14:00	3	1	0	0	0	0	0	4	3	0	0	0	0	0	0	3
14:15	5	0	0	0	1	0	0	6	4	1	0	0	0	0	0	5
14:30	5	2	1	0	0	0	0	8	8	0	0	0	0	0	0	8
14:45	14	2	0	0	0	0	0	16	18	1	0	0	0	0	0	19
H/TOT	27	5	1	0	0	0	0	34	33	2	0	0	0	0	0	35
15:00	24	2	0	0	0	0	0	26	11	4	0	0	0	0	0	17
15:15	24	2	0	0	1	0	0	27	8	3	1	0	0	0	0	12
15:30	26	1	0	0	0	0	0	27	17	0	0	0	0	0	0	17
15:45	21	1	0	0	0	0	0	22	11	0	1	0	0	0	0	12
H/TOT	95	6	0	0	1	0	0	103	47	9	2	0	0	0	0	58
16:00	42	1	2	0	0	0	0	45	37	4	0	0	0	0	0	41
16:15	24	0	0	0	0	0	1	25	24	3	0	0	0	0	1	28
16:30	44	3	0	0	0	0	0	47	38	1	1	0	0	0	0	40
16:45	35	1	1	0	0	1	1	39	23	1	0	0	0	0	1	25
H/TOT	145	5	3	0	0	1	2	156	122	9	1	0	0	0	2	134
17:00	21	1	0	0	0	0	0	22	22	1	1	0	0	0	0	24
17:15	12	2	1	0	0	1	0	16	19	1	0	0	0	0	0	20
17:30	35	1	0	0	1	0	2	39	26	0	0	0	0	0	0	26
17:45	24	1	0	0	0	0	0	25	21	0	0	0	0	0	0	21
H/TOT	92	5	1	0	1	1	2	102	88	2	1	0	0	0	0	91
18:00	10	0	0	0	0	0	0	10	10	0	0	0	0	0	1	11
18:15	7	0	0	0	0	0	0	7	8	0	1	0	0	0	0	9
18:30	3	0	0	0	1	0	0	4	4	0	0	0	0	0	0	4
18:45																



SITE: 1

DATE: 03/03/2021 SITE: 1

DATE: 03/03/2021

LOCATION: Junction of Ulmes Walton Lane and Moss Lane

DAY: Wednesday

LOCATION: Junction of Ulmes Walton Lane and Moss Lane

DAY: Wednesday

TIME	C to B						TOT	C to A						TOT		
	CAR	LGV	OGV1	OGV2	PSV	MCL		PCL	CAR	LGV	OGV1	OGV2	PSV		MCL	PCL
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3
05:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	5	0	0	0	0	0	0	5	2	0	1	0	0	0	0	4
06:00	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2
06:15	7	0	0	0	0	0	0	7	2	0	0	0	0	0	0	2
06:30	10	1	0	0	0	0	0	11	2	0	0	0	0	1	3	3
06:45	27	3	0	0	0	0	1	28	8	0	1	0	0	0	2	9
H/TOT	49	1	0	0	0	0	1	51	14	0	1	0	0	1	6	16
07:00	31	2	0	0	1	0	0	34	10	1	0	0	0	0	1	12
07:15	57	7	0	0	0	2	3	69	12	2	0	0	0	0	0	14
07:30	60	2	0	0	0	0	0	62	19	6	0	0	0	0	0	25
07:45	68	3	0	0	0	0	0	71	15	5	0	0	0	0	0	20
H/TOT	216	14	0	0	1	2	3	236	56	14	0	0	0	0	1	71
08:00	18	2	0	0	1	0	0	21	12	3	0	0	0	0	0	15
08:15	23	3	2	0	0	0	0	28	10	3	1	0	0	0	1	15
08:30	15	1	0	0	0	0	0	16	13	3	1	0	0	0	1	19
08:45	12	1	0	0	0	0	0	13	16	5	0	0	0	0	2	23
H/TOT	68	7	2	0	1	0	0	78	51	14	4	0	0	0	3	72
09:00	7	0	1	0	1	0	0	9	9	5	2	0	0	0	0	16
09:15	11	1	0	0	0	0	0	12	9	1	0	0	0	0	0	10
09:30	7	2	1	0	0	0	0	10	6	1	1	0	0	0	1	9
09:45	5	0	1	0	0	0	0	6	7	1	0	1	0	0	4	13
H/TOT	30	3	3	0	1	0	0	37	31	8	3	1	0	0	5	48
10:00	9	1	1	0	0	0	0	11	8	2	0	0	0	0	4	14
10:15	2	2	0	0	0	0	0	4	7	1	0	0	0	0	0	8
10:30	3	0	2	0	0	0	0	5	6	4	2	0	0	0	2	14
10:45	1	1	0	0	0	0	0	2	6	0	0	1	0	0	3	10
H/TOT	15	4	3	1	1	0	0	24	27	7	2	1	0	0	9	46
11:00	0	0	0	0	0	0	0	0	5	2	0	1	0	0	1	9
11:15	2	0	0	0	0	0	0	2	14	1	0	0	0	0	0	15
11:30	2	0	0	0	0	0	0	2	6	2	0	0	0	0	0	8
11:45	4	0	1	0	0	0	1	6	12	0	0	0	0	1	0	13
H/TOT	8	0	1	0	0	0	1	11	37	5	0	1	0	1	1	45
12:00	7	0	0	0	0	0	0	7	13	3	0	1	0	0	1	19
12:15	6	2	0	0	0	0	0	8	11	3	0	1	0	0	1	16
12:30	3	1	0	0	0	0	0	4	11	1	1	0	0	1	0	14
12:45	10	0	1	0	0	0	0	11	15	2	0	0	0	0	2	19
H/TOT	26	3	0	0	1	0	0	30	50	9	2	2	0	1	4	68
13:00	10	0	0	0	0	0	0	10	13	1	0	0	0	0	1	16
13:15	17	0	1	0	1	0	0	19	12	2	2	0	0	0	1	17
13:30	7	0	1	0	0	0	0	8	10	2	0	0	0	0	0	12
13:45	2	0	0	0	0	0	0	2	8	3	1	1	0	0	1	14
H/TOT	36	0	2	0	1	0	0	39	43	8	4	1	0	0	3	59
14:00	0	0	0	0	0	0	0	0	14	2	0	1	0	0	0	18
14:15	4	0	0	0	1	0	0	5	13	0	0	0	0	4	17	
14:30	8	0	0	0	0	0	0	8	15	1	0	0	0	1	3	20
14:45	1	1	0	0	0	0	0	2	15	0	1	0	0	0	3	19
H/TOT	13	2	0	0	0	0	0	16	57	3	2	1	0	0	10	74
15:00	3	0	0	0	0	0	0	3	14	3	0	1	0	0	4	22
15:15	4	1	0	0	1	0	0	6	16	1	1	2	0	0	3	23
15:30	2	0	0	0	0	0	0	2	15	3	1	0	0	0	4	23
15:45	5	0	0	0	0	0	0	5	16	1	0	0	0	0	2	19
H/TOT	14	1	0	0	1	0	0	16	61	8	2	3	0	0	13	87
16:00	2	1	0	0	0	0	0	3	16	5	0	0	0	0	0	22
16:15	3	0	0	0	1	0	0	4	11	3	1	0	0	1	2	18
16:30	2	0	2	0	0	0	0	4	12	2	1	0	0	0	2	17
16:45	1	1	0	0	0	0	0	2	17	4	2	0	0	0	1	24
H/TOT	8	2	2	0	1	0	0	13	56	14	5	0	0	1	5	81
17:00	6	1	1	0	0	0	0	8	15	3	1	0	0	0	0	19
17:15	2	0	0	0	0	1	0	3	21	4	0	0	0	0	0	25
17:30	2	1	0	0	1	0	1	5	19	4	0	0	0	1	3	27
17:45	1	3	1	0	0	0	0	5	4	3	0	0	0	0	3	10
H/TOT	11	5	2	0	1	1	1	21	59	14	0	0	0	1	6	81
18:00	2	0	0	0	0	0	0	2	17	2	0	0	0	0	0	19
18:15	5	1	1	0	0	0	0	7	4	0	0	0	0	0	1	5
18:30	1	1	0	0	1	0	0	3	11	0	0	0	0	0	1	12



SITE: 1

DATE: 03/03/2021

LOCATION: Junction of Ulmes Walton Lane and Moss Lane

DAY: Wednesday

TIME	TO ARM A						TOT	FROM ARM A						TOT		
	CAR	LGV	OGV1	OGV2	PSV	MCL		PCL	CAR	LGV	OGV1	OGV2	PSV		MCL	PCL
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
00:45	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
02:45	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	1	3	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	2
04:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	2	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	1	2	5	1	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	2	0	1	0	0	0	0	3	2	0	0	0	0	0	0	2
05:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
05:45	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	3
H/TOT	7	1	1	0	0	0	0	7	7	0	0	0	0	0	0	7
06:00	3	0	0	0	0	0	0	3	6	0	1	0	0	0	0	7
06:15	9	1	0	0	0	0	0	10	12	1	0	0	0	0	3	16
06:30	9	0	0	0	0	0	1	10	7	0	0	0	0	0	0	7
06:45	19	0	0	1	0	0	0	20	24	5	0	0	0	0	1	31
H/TOT	40	0	0	1	0	0	2	43	49	7	0	0	0	0	4	61
07:00	15	2	0	0	1	0	1	19	37	7	0	0	0	0	1	45
07:15	24	3	0	0	0	0	0	27	88	4	0	0	0	0	1	93
07:30	26	6	0	0	0	0	0	32	77	6	1	0	1	1	1	87
07:45	19	5	0	0	0	0	0	24	83	4	2	0	0	0	0	90
H/TOT	84	16	0	0	1	0	1	102	285	21	3	0	1	1	4	315
08:00	15	4	0	0	1	0	0	20	37	5	4	0	0	0	0	46
08:15	13	3	2	0	0	0	1	19	35	4	0	0	0	0	1	40
08:30	15	3	4	0	0	0	0	22	21	5	3	0	0	0	0	30
08:45	21	6	0	0	0	0	2	29	19	4	1	0	0	0	1	25
H/TOT	64	16	6	0	1	0	3	90	112	18	8	0	0	0	3	141
09:00	11	5	3	0	0	0	0	19	22	3	3	0	0	0	0	29
09:15	10	2	0	0	1	0	0	13	15	2	0	0	0	0	0	17
09:30	11	2	1	0	0	1	1	15	21	3	0	0	0	0	0	24
09:45	15	1	0	1	0	0	4	21	13	0	2	0	0	0	1	16
H/TOT	47	10	4	1	1	0	5	68	71	8	5	0	0	0	2	86
10:00	13	2	0	0	0	0	4	19	11	3	0	0	0	0	0	14
10:15	10	1	0	0	0	0	0	12	7	0	2	1	0	0	0	10
10:30	11	4	2	1	0	0	2	20	15	3	3	1	0	0	0	22
10:45	9	1	0	1	0	0	3	14	18	3	1	0	0	0	0	22
H/TOT	43	8	2	2	1	0	9	65	51	9	6	2	0	0	0	68
11:00	10	5	0	1	0	0	1	17	12	0	0	0	0	0	1	13
11:15	22	2	0	0	0	0	0	24	10	2	0	0	0	0	0	12
11:30	11	2	1	0	1	0	0	15	18	6	1	1	0	0	1	27
11:45	19	1	1	0	0	1	0	22	24	2	1	2	0	0	1	30
H/TOT	62	10	2	1	1	1	1	78	64	10	2	3	0	0	3	82
12:00	33	3	2	1	0	0	1	40	21	0	1	0	0	0	0	22
12:15	34	3	0	1	1	0	1	40	17	1	0	0	0	0	3	21
12:30	30	2	1	0	0	1	0	34	21	2	0	0	0	0	0	23
12:45	23	2	0	0	0	0	2	27	31	1	0	0	0	0	0	39
H/TOT	120	10	3	2	1	1	4	147	90	4	1	0	0	0	10	105
13:00	25	1	2	0	0	0	1	29	24	4	0	1	0	0	0	29
13:15	22	2	2	0	1	0	1	28	27	2	2	0	0	0	0	33
13:30	17	2	0	0	0	0	0	19	14	0	1	1	0	0	2	18
13:45	12	3	2	1	0	0	2	20	21	5	1	0	0	1	0	28
H/TOT	76	8	6	1	0	0	4	96	86	11	4	2	0	1	4	106
14:00	17	3	1	1	0	0	0	22	14	1	0	0	0	0	1	16
14:15	18	0	0	0	1	0	4	23	15	3	0	0	0	0	3	21
14:30	20	3	1	0	0	1	3	28	20	3	1	1	0	0	0	25
14:45	29	2	1	0	0	0	3	35	19	4	1	0	0	0	3	27
H/TOT	84	8	3	1	1	0	10	108	68	11	2	1	0	0	7	89
15:00	38	5	0	1	0	0	4	48	22	2	1	0	0	0	0	26
15:15	40	3	1	2	1	0	3	50	25	1	1	0	0	1	0	28
15:30	41	4	1	0	0	0	4	50	21	5	0	0	0	0	1	27
15:45	37	2	0	0	0	0	3	42	22	3	2	0	0	0	1	26
H/TOT	156	14	2	3	1	0	14	190	90	11	4	1	0	2	3	111
16:00	58	6	3	0	0	0	0	67	19	1	0	1	0	0	0	21
16:15	35	3	1	0	0	1	3	43	19	1	1	1	0	0	5	27
16:30	56	5	1	0	0	0	2	64	28	2	0	0	1	0	2	33
16:45	52	5	3	0	0	1	2	63	22	4	0	0	0	0	0	26
H/TOT	201	19	8	0	0	2	7	237	88	8	1	2	1	0	7	107
17:00	36	4	1	0	0	0	0	41	27	6	0	0	0	0	0	33
17:15	33	6	1	0	0	1	0	41	31	5	1	0	0	0	0	37
17:30	54	5	0	0	1	1	5	66	21	3	0	0	0	0	1	25
17:45	28	4	0	0	0	0	3	35	23	5	0	0	0	0	0	28
H/TOT	151	19	2	0	1	2	8	183	102	19	1	0	0	0	1	123
18:00	27	2	0	0	0	0	0	29	15	1	0	0	0	0	2	18
18:15	11	0	0	0	0	0	1	12	10	1	1	0	0	0	1	13
18:30	14	0	0	0	1	0	1	16	11	0	0	0	0	0	0	11
18:45	9	0	0	0	0	0	0	9	22	1	1	0	0	0	0	23



SITE: 1

DATE: 03/03/2021

LOCATION: Junction of Ulmes Walton Lane and Moss Lane

DAY: Wednesday

TIME	TO ARM B						TOT	FROM ARM B						TOT		
	CAR	LGV	OGV1	OGV2	PSV	MCL		PCL	CAR	LGV	OGV1	OGV2	PSV		MCL	PCL
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	1	2	1	0	0	0	0	0	0	1
02:30	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
02:45	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
H/TOT	3	1	0	0	0	0	4	3	0	0	0	0	0	0	0	3
03:30	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
04:15	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	2	3	0	0	0	0	0	0	0	2
05:30	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
05:45	8	0	0	0	0	0	8	2	1	0	0	0	0	0	0	3
H/TOT	9	0	0	0	0	0	9	5	1	0	0	0	0	0	0	3
06:30	8	0	0	0	0	0	8	4	0	1	0	0	0	0	0	5
06:15	17	1	0	0	0	0	19	11	3	0	0	0	0	0	0	14
06:30	15	1	0	0	0	0	16	11	1	0	0	0	0	0	0	12
06:45	44	4	0	0	0	2	50	15	0	0	0	0	0	0	0	15
H/TOT	84	6	0	0	0	2	92	41	4	1	0	0	0	0	0	46
07:00	64	4	0	0	1	0	70	6	1	0	0	1	0	0	0	8
07:15	136	8	0	0	0	2	144	17	2	0	0	0	0	0	0	19
07:30	126	4	0	0	0	1	131	11	0	0	0	0	0	1	0	12
07:45	138	4	0	0	0	0	142	11	1	1	0	0	0	0	0	13
H/TOT	464	20	0	0	1	3	494	45	4	1	0	1	1	0	0	52
08:00	40	3	1	0	1	0	45	9	1	0	0	1	0	0	0	11
08:15	46	4	2	0	0	0	52	6	0	2	0	0	0	0	0	8
08:30	25	3	2	0	0	0	30	4	0	1	0	0	0	0	0	5
08:45	20	4	0	0	0	0	24	7	1	0	0	0	0	0	0	8
H/TOT	131	14	5	0	1	0	152	26	2	3	0	1	0	0	0	32
09:00	22	3	2	0	1	0	28	5	1	1	0	0	0	0	0	7
09:15	17	1	0	0	0	0	18	4	2	1	0	0	0	0	0	8
09:30	17	2	1	0	0	0	20	12	1	1	0	0	0	0	0	14
09:45	9	0	2	0	0	0	11	11	1	1	0	0	0	0	0	13
H/TOT	65	6	5	0	1	0	77	32	5	4	0	1	0	0	0	42
10:00	13	2	1	0	0	0	16	9	0	0	0	0	0	0	0	9
10:15	2	2	1	1	0	0	7	4	1	0	1	0	0	0	0	7
10:30	6	1	2	0	0	0	9	9	0	0	1	0	0	0	0	10
10:45	9	3	0	0	0	0	12	4	2	1	0	0	0	0	0	7
H/TOT	30	8	4	1	1	0	44	26	3	1	2	1	0	0	0	33
11:00	4	0	0	0	0	0	4	9	7	0	0	0	0	0	0	16
11:15	6	0	0	0	0	0	6	11	1	1	0	0	0	0	0	12
11:30	6	3	1	0	0	0	11	9	1	1	0	0	0	0	0	12
11:45	11	1	2	0	0	0	15	11	2	2	0	0	0	0	0	15
H/TOT	27	4	3	0	0	0	37	40	11	3	0	1	0	0	0	55
12:00	21	0	0	0	0	0	21	36	2	1	0	0	0	0	0	40
12:15	13	2	0	0	0	0	16	38	0	1	0	0	0	0	0	40
12:30	15	1	0	0	0	0	16	44	1	1	0	0	0	0	0	46
12:45	29	0	1	0	0	0	30	15	0	0	0	0	0	0	0	16
H/TOT	78	3	1	0	0	0	83	133	3	3	0	1	0	0	0	142
13:00	22	1	0	0	0	0	23	23	1	0	0	0	0	0	0	24
13:15	34	1	1	0	1	0	37	13	0	0	0	0	0	0	0	14
13:30	11	0	2	0	0	0	13	11	1	0	0	0	0	0	0	12
13:45	10	1	0	0	0	0	11	11	1	1	0	0	0	0	0	14
H/TOT	77	3	3	0	1	0	84	58	3	2	0	1	0	0	0	65
14:00	6	1	0	0	0	0	7	4	1	0	0	0	0	0	0	5
14:15	9	0	0	0	1	0	10	9	1	0	0	0	0	0	0	11
14:30	13	0	0	0	0	0	13	14	2	1	0	0	0	0	0	17
14:45	2	2	0	0	0	0	4	32	3	0	0	0	0	0	0	35
H/TOT	30	3	0	0	0	0	41	61	7	1	0	1	0	0	0	70
15:00	5	1	0	0	0	0	6	35	8	0	0	0	0	0	0	43
15:15	10	1	0	0	1	0	12	32	5	1	0	0	0	0	0	39
15:30	10	0	0	0	0	0	10	43	1	0	0	0	0	0	0	44
15:45	10	1	2	0	0	0	13	32	1	1	0	0	0	0	0	35
H/TOT	35	3	2	0	1	0	41	142	15	2	0	1	0	0	0	161
16:00	8	2	0	0	0	0	10	79	5	2	0	0	0	0	0	86
16:15	10	1	0	0	1	0	12	48	3	0	0	0	0	0	0	53
16:30	8	0	2	0	1	0	11	82	4	1	0	0	0	0	0	87
16:45	5	1	0	0	0	0	6	58	2	1	0	0	0	0	0	64
H/TOT	31	4	2	0	2	0	39	267	14	4	0	0	0	0	0	290
17:00	13	2	1	0	0	0	16	44	2	1	0	0	0	0	0	47
17:15	8	1	1	0	0	1	11	31	3	1	0	0	0	0	0	36
17:30	8	2	0	0	1	0	12	61	1	0	0	0	0	0	0	65
17:45	9	4	1	0	0	0	14	45	1	0	0	0	0	0	0	46
H/TOT	38	9	3	0	1	1	53	181	7	2	0	1	1	0	0	194
18:00	6	0	0	0	0	0	6	20	0	0	0	0	0	0	0	21
18:15	8	1	2	0	0	0	11	15	0	1	0	0	0	0	0	16
18:30	5	1	0	0	1	0	7	7	0	0	0	0	0	0	0	8
18:45	13	1	0	0	0	0	14	2	0	0	0	0	0	0	0	2
H/TOT	32	3	2	0	1											



SITE: 1

DATE: 03/03/2021

LOCATION: Junction of Ulmes Walton Lane and Moss Lane

DAY: Wednesday

TIME	TO ARM C							TOT	FROM ARM C							TOT		
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	2	0	1	0	0	0	0	0	1	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1	3	3	0	0	0	0	0	0	1	3
05:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:15	2	0	0	0	0	0	0	0	2	2	0	1	0	0	0	0	0	3
05:30	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
05:45	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5
H/TOT	4	0	0	0	0	0	0	1	8	8	0	1	0	0	0	0	6	9
06:30	6	0	2	0	0	0	0	0	8	7	0	0	0	0	0	0	0	7
06:15	6	2	0	0	0	0	0	2	10	9	0	0	0	0	0	0	0	9
06:30	6	1	0	0	0	0	0	0	7	12	1	0	0	0	0	0	1	14
06:45	11	2	0	0	0	0	0	0	13	35	0	0	0	0	0	0	1	37
H/TOT	29	5	2	0	0	0	2	2	38	63	1	0	1	0	0	1	2	67
07:00	5	5	0	0	0	0	0	0	10	41	3	0	0	1	0	1	0	46
07:15	14	4	0	0	0	0	0	0	18	69	9	0	0	0	2	3	3	83
07:30	15	4	1	0	1	1	0	0	22	79	8	0	0	0	0	0	0	87
07:45	20	4	3	0	0	0	1	0	28	83	8	0	0	0	0	0	0	91
H/TOT	54	17	4	0	1	1	1	1	78	272	28	0	0	1	2	4	307	307
08:00	21	4	3	0	0	0	0	0	28	30	5	0	0	1	0	0	0	36
08:15	15	3	1	0	0	0	0	0	19	33	6	3	0	0	0	0	1	43
08:30	13	3	1	0	0	0	1	0	18	28	4	3	0	0	0	0	0	35
08:45	13	1	1	0	0	0	1	0	16	28	6	0	0	0	0	0	2	36
H/TOT	62	11	6	0	0	0	2	1	81	119	21	6	0	1	0	3	150	150
09:00	10	1	3	0	0	0	0	1	15	16	5	4	0	1	0	0	0	26
09:15	12	3	1	0	0	0	0	0	16	20	2	0	0	0	0	0	0	22
09:30	18	3	1	0	0	0	0	0	22	13	3	2	0	0	0	0	1	19
09:45	12	1	2	0	0	0	0	1	16	12	1	1	1	0	0	0	4	19
H/TOT	52	8	7	0	0	0	2	2	69	61	11	7	1	1	0	5	86	86
10:00	11	2	0	0	0	0	0	0	13	17	3	1	0	0	0	0	4	25
10:15	8	1	1	2	0	0	0	0	12	9	3	0	1	1	0	0	0	14
10:30	16	2	3	1	0	0	0	0	22	9	4	4	0	0	0	0	2	19
10:45	11	2	2	0	0	0	0	0	15	7	1	0	1	0	0	0	3	12
H/TOT	46	7	6	3	0	0	0	1	62	42	11	5	2	1	0	9	70	70
11:00	12	4	0	0	0	0	0	1	17	5	2	0	1	0	0	0	1	9
11:15	9	2	0	0	0	0	0	0	11	16	1	0	0	0	0	0	0	18
11:30	18	4	0	1	0	0	0	0	23	8	2	0	0	0	0	0	0	10
11:45	21	2	1	2	0	0	0	1	27	16	0	1	0	0	0	0	1	19
H/TOT	60	12	1	3	0	0	2	2	78	45	5	1	1	1	1	2	56	56
12:00	23	2	1	0	0	0	0	1	27	20	3	1	0	0	0	0	0	26
12:15	25	1	1	0	0	0	3	0	30	17	5	0	1	1	0	0	1	25
12:30	34	2	1	0	0	0	0	0	37	14	2	1	0	0	0	1	0	18
12:45	19	1	0	0	0	0	1	7	28	25	2	1	0	0	0	0	2	30
H/TOT	101	6	3	0	0	0	11	11	122	76	12	3	2	1	1	4	99	99
13:00	23	4	0	1	0	0	0	0	28	23	1	0	0	0	0	0	0	26
13:15	13	1	2	0	0	0	2	0	18	29	2	3	0	1	0	1	0	36
13:30	14	1	0	1	0	0	2	0	18	17	2	1	0	0	0	0	0	20
13:45	20	5	1	0	0	0	1	0	27	10	3	1	1	0	0	0	1	16
H/TOT	70	11	3	2	0	0	4	4	91	79	8	6	1	1	1	0	3	98
14:00	11	1	0	0	0	0	1	0	13	14	3	1	1	0	0	0	0	19
14:15	14	4	0	0	0	0	3	0	21	17	0	0	0	0	1	0	4	22
14:30	24	3	1	1	0	0	0	0	29	23	1	0	0	0	1	3	28	
14:45	36	4	1	0	0	0	3	4	44	16	1	1	0	0	0	0	3	21
H/TOT	85	12	2	1	0	0	7	7	107	70	5	2	1	1	1	10	90	90
15:00	31	7	1	0	0	0	0	0	40	17	3	0	1	0	0	0	4	25
15:15	27	4	2	0	0	1	0	0	34	20	2	1	2	1	0	3	29	
15:30	30	5	0	0	0	0	1	0	36	17	3	1	0	0	0	4	25	
15:45	28	2	1	0	0	0	1	2	34	21	1	0	0	0	0	0	2	24
H/TOT	116	18	4	1	0	2	3	14	144	75	9	2	3	1	0	13	103	103
16:00	50	4	0	1	0	0	0	0	55	18	6	1	0	0	0	0	0	25
16:15	36	3	1	1	0	0	6	4	47	14	3	1	0	1	1	2	22	
16:30	60	3	1	0	0	0	2	6	66	14	2	3	0	0	0	2	21	
16:45	41	5	0	0	0	0	1	4	47	18	5	2	0	0	0	0	1	26
H/TOT	187	15	2	2	0	0	9	21	215	64	16	7	0	1	1	5 </		



SITE: 1

DATE: 03/03/2021

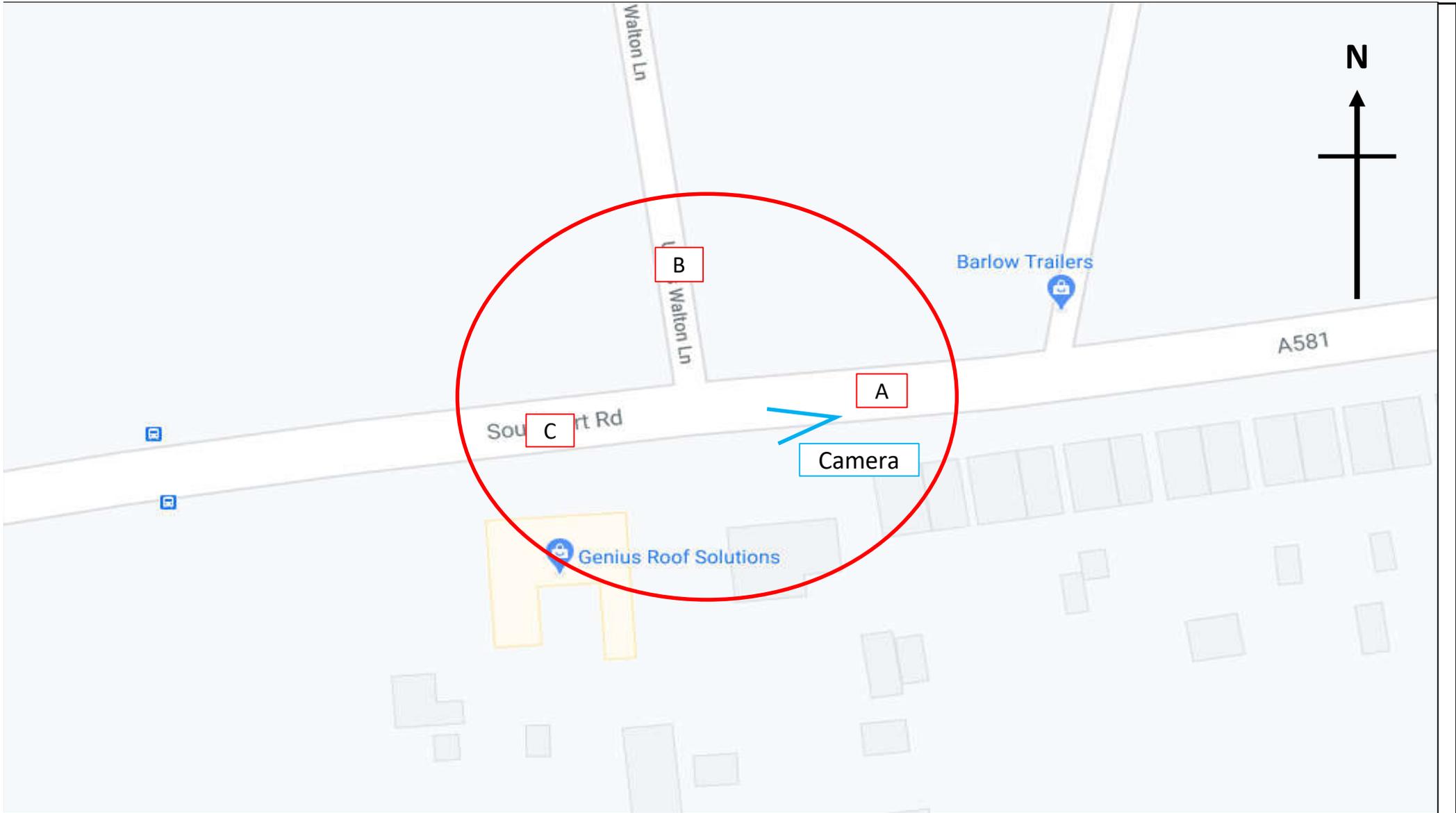
LOCATION: Junction of Ulmes Walton Lane and Moss Lane

DAY: Wednesday

TIME	JUNCTION TOTAL						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
00:00	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0
00:30	1	0	0	0	0	0	1
00:45	1	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0
01:30	2	0	0	0	0	0	2
01:45	1	0	0	0	0	0	1
H/TOT	3	0	0	0	0	0	4
02:00	0	1	0	0	0	0	1
02:15	0	0	0	0	0	0	0
02:30	4	0	0	0	0	0	4
02:45	2	0	0	0	0	0	2
H/TOT	6	1	0	0	0	0	7
03:00	1	0	0	0	0	0	1
03:15	0	1	0	0	0	0	1
03:30	1	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0
H/TOT	2	1	0	0	0	0	3
04:00	1	0	0	0	0	0	1
04:15	3	0	0	0	0	0	3
04:30	0	0	0	0	0	0	0
04:45	3	0	0	0	0	0	3
H/TOT	7	0	0	0	0	0	8
05:00	2	0	0	0	0	0	2
05:15	4	0	1	0	0	0	5
05:30	4	0	0	0	0	0	4
05:45	10	1	0	0	0	0	11
H/TOT	20	1	1	0	0	0	22
06:00	17	0	2	0	0	0	19
06:15	32	4	0	0	0	0	39
06:30	30	2	0	0	0	1	33
06:45	74	6	0	1	0	2	83
H/TOT	153	12	2	0	0	6	174
07:00	84	11	0	0	2	0	99
07:15	174	15	0	0	2	4	195
07:30	167	14	1	0	1	2	186
07:45	177	13	3	0	0	1	194
H/TOT	602	53	4	0	3	4	674
08:00	76	11	4	0	2	0	93
08:15	74	10	5	0	0	2	91
08:30	53	9	7	0	0	1	70
08:45	54	11	1	0	0	0	69
H/TOT	257	41	17	0	2	0	323
09:00	43	9	8	0	1	0	62
09:15	39	6	1	0	1	0	47
09:30	46	7	3	0	0	1	57
09:45	36	2	4	1	0	0	48
H/TOT	164	24	16	1	2	0	214
10:00	37	6	1	0	0	0	48
10:15	20	4	2	3	2	0	31
10:30	33	7	7	2	0	2	51
10:45	29	6	2	1	0	0	41
H/TOT	119	23	12	6	2	0	171
11:00	26	9	0	1	0	0	38
11:15	37	4	0	0	1	0	42
11:30	35	9	2	1	1	0	49
11:45	51	4	4	2	0	1	64
H/TOT	149	26	6	4	2	1	193
12:00	71	5	3	1	0	0	80
12:15	72	4	1	1	2	0	86
12:30	79	5	2	0	0	1	87
12:45	71	3	1	0	0	1	85
H/TOT	299	19	7	2	2	1	366
13:00	70	6	2	2	1	0	80
13:15	69	4	5	0	2	0	83
13:30	42	3	2	1	0	2	50
13:45	42	9	3	1	0	1	58
H/TOT	223	22	12	3	2	1	271
14:00	34	5	1	1	0	1	42
14:15	41	4	0	0	2	0	54
14:30	57	6	2	1	0	1	70
14:45	67	8	2	0	0	0	83
H/TOT	199	23	5	2	2	1	269
15:00	74	15	1	2	0	4	94
15:15	77	8	3	2	2	1	96
15:30	81	9	1	0	0	0	96
15:45	75	5	3	0	0	5	89
H/TOT	307	35	8	4	2	12	375
16:00	116	12	3	0	0	0	132
16:15	81	7	2	1	1	1	102
16:30	124	8	4	0	1	0	141
16:45	98	11	3	0	0	1	116
H/TOT	419	38	12	2	2	1	491
17:00	92	12	3	0	0	0	107
17:15	85	12	2	0	0	2	101
17:30	103	9	0	0	2	1	122
17:45	73	12	1	0	0	3	89
H/TOT	353	45	6	0	2	3	419
18:00	54	3	0	0	0	0	60
18:15	34	2	3	0	0	2	41
18:30	30	1	0	0	2	0	34
18:45	32	2	0	0	0	0	34
H/TOT	150	8	3	0	2	0	169
19:00	34	0	0	0	0	1	35
19:15	56	1	1	0	0	2	60
19:30	34	0	0	0	1	1	36
19:45	28	1	0	0	0	1	30
H/TOT	152	2	1	0	1	0	161
20:00	20	0	0	0	0	0	20
20:15	13	0	0	0	0	0	13
20:30	10	0	0	0	0	1	11
20:45	13	0	1	0	0	0	14
H/TOT	56	0	1	0	0	0	58
21:00	14	0	0	0	0	0	14
21:15	4	0	0	0	0	0	4
21:30	9	0	0	0	0	0	9
21:45	14	0	0	0	0	0	14
H/TOT	41	0	0	0	0	0	41
22:00	8	1	0	0	0	0	9
22:15	6	0	0	0	0	0	6
22:30	4	0	0	0	0	0	4
22:45	3	0	0	0	0	0	3
H/TOT	21	1	0	0	0	0	22
23:00	2	0	0	0	0	0	2
23:15	1	0	0	0	0	0	1
23:30	2	0	0	0	0	0	2
23:45	1	0	0	0	0	0	1
H/TOT	6	0	0	0	0	0	6
P/TOT	3710	377	113	25	26	17	4405

PEAK HOUR CALCULATION	TOT
00:00 to 01:00	2
00:15 to 01:15	2
00:30 to 01:30	2
00:45 to 01:45	3
01:00 to 02:00	4
01:15 to 02:15	5
01:30 to 02:30	5
01:45 to 02:45	7
02:00 to 03:00	7
02:15 to 03:15	7
02:30 to 03:30	8
02:45 to 03:45	5
03:00 to 04:00	3
03:15 to 04:15	3
03:30 to 04:30	5
03:45 to 04:45	4
04:00 to 05:00	8
04:15 to 05:15	9
04:30 to 05:30	11
04:45 to 05:45	15
05:00 to 06:00	22
05:15 to 06:15	39
05:30 to 06:30	73
05:45 to 06:45	102
06:00 to 07:00	174
06:15 to 07:15	254
06:30 to 07:30	410
06:45 to 07:45	563
07:00 to 08:00	674
07:15 to 08:15	668
07:30 to 08:30	564
07:45 to 08:45	448
08:00 to 09:00	323
08:15 to 09:15	292
08:30 to 09:30	248
08:45 to 09:45	235
AM Peak	674
09:00 to 10:00	214
09:15 to 10:15	200
09:30 to 10:30	184
09:45 to 10:45	178
10:00 to 11:00	171
10:15 to 11:15	161
10:30 to 11:30	172
10:45 to 11:45	170
11:00 to 12:00	193
11:15 to 12:15	243
11:30 to 12:30	287
11:45 to 12:45	325
12:00 to 13:00	346
12:15 to 13:15	338
12:30 to 13:30	335
12:45 to 13:45	298
13:00 to 14:00	271
13:15 to 14:15	233
13:30 to 14:30	204
13:45 to 14:45	224
14:00 to 15:00	249
14:15 to 15:15	301
14:30 to 15:30	343
14:45 to 15:45	389
After Peak	367
15:00 to 16:00	375
15:15 to 16:15	413
15:30 to 16:30	419
15:45 to 16:45	464
16:00 to 17:00	491
16:15 to 17:15	466
16:30 to 17:30	465
16:45 to 17:45	446
17:00 to 18:00	419
17:15 to 18:15	372
17:30 to 18:30	312
17:45 to 18:45	224
18:00 to 19:00	169
18:15 to 19:15	144
18:30 to 19:30	163
18:45 to 19:45	165
19:00 to 20:00	161
19:15 to 20:15	146
19:30 to 20:30	99
19:45 to 20:45	74
20:00 to 21:00	58
20:15 to 21:15	52
20:30 to 21:30	43
20:45 to 21:45	41
21:00 to 22:00	41
21:15 to 22:15	36
21:30 to 22:30	38
21:45 to 22:45	33
22:00 to 23:00	22
22:15 to 23:15	17
22:30 to 23:30	12
22:45 to 23:45	10
23:00 to 00:00	8
PM Peak	491

A.3. CTC A581 / Ulnes Walton Lane



	Site / Location:	Site 2, Junction of A581 Southport Rd and Ulmes Walton Lane	Project No:	11483	Drawing No:	11483-02	Drawn By:	EA
	Survey Date:	Tuesday 2nd March 2021, Wednesday 3rd March 2021		Project Name:	Wymott			
	Survey Times:	00:00 to 24:00		Drawing Title:	Site Layout and Observed Movements			



SITE: 2

DATE: 02/03/2021 SITE: 2

DATE: 02/03/2021

LOCATION: Junction of A581 Southport Rd and Ulmes Walton Lane

DAY: Tuesday

LOCATION: Junction of A581 Southport Rd and Ulmes Walton Lane

DAY: Tuesday

TIME	A to C						TOT	A to B						TOT	
	CAR	LGW	OGV1	OGV2	PSV	MCL		PCL	CAR	LGW	OGV1	OGV2	PSV		MCL
00:00	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1
00:15	4	0	0	0	0	0	4	0	0	0	0	0	0	0	4
00:30	2	0	0	0	0	0	2	0	0	0	0	0	0	0	2
00:45	2	0	0	0	0	0	2	0	0	0	0	0	0	0	2
H/TOT	9	0	0	0	0	0	9	0	1	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	4	2	0	0	0	0	6	0	0	0	0	0	0	0	6
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
02:00	2	0	0	0	0	0	2	0	0	0	0	0	0	0	2
02:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:30	0	1	0	0	0	0	1	2	0	0	0	0	0	0	2
02:45	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
H/TOT	4	1	0	0	0	0	5	2	0	0	0	0	0	0	2
03:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
03:45	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
H/TOT	3	0	0	0	0	0	3	1	0	0	0	0	0	0	2
04:00	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
04:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:30	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:45	2	0	0	0	0	0	2	3	0	0	0	0	0	0	3
H/TOT	4	0	1	0	0	0	5	3	0	0	0	0	0	0	3
05:00	2	1	0	0	0	0	3	1	0	0	0	0	0	0	1
05:15	3	1	0	0	0	0	4	7	0	0	0	0	0	0	7
05:30	7	1	1	0	0	0	9	10	1	0	0	0	0	0	11
05:45	7	0	0	0	0	0	7	4	1	0	0	0	0	0	5
H/TOT	19	3	1	0	0	0	24	6	1	0	0	0	0	0	18
06:00	6	1	0	0	0	0	7	9	0	0	0	0	0	0	9
06:15	12	4	1	0	0	0	17	7	0	1	0	0	0	0	8
06:30	12	10	2	0	0	0	24	8	1	0	0	0	0	1	10
06:45	10	6	3	0	0	0	19	19	0	0	0	0	0	0	19
H/TOT	40	21	6	0	0	0	68	43	1	0	0	0	0	0	47
07:00	30	11	1	1	0	0	43	46	3	1	0	0	0	0	50
07:15	32	14	0	2	0	0	48	69	6	1	0	0	0	0	75
07:30	40	16	3	0	0	0	62	73	2	0	0	0	0	0	75
07:45	48	26	3	0	0	0	77	63	12	1	0	0	0	0	77
H/TOT	150	69	7	3	1	0	237	251	25	2	1	0	0	0	279
08:00	33	20	3	0	0	0	56	21	9	0	0	0	0	0	30
08:15	49	24	6	0	0	0	80	39	8	0	0	0	0	0	48
08:30	45	12	1	1	0	0	61	23	1	1	0	0	0	0	26
08:45	39	15	3	3	1	0	61	16	4	4	0	0	0	0	24
H/TOT	166	71	13	4	1	0	260	99	22	5	1	0	0	0	128
09:00	42	20	2	2	0	0	66	18	3	2	0	0	0	0	23
09:15	38	10	5	4	1	0	61	16	2	2	1	0	0	0	22
09:30	24	13	2	1	0	0	47	13	4	0	1	0	0	0	20
09:45	32	10	4	2	1	0	51	9	2	0	0	0	0	0	11
H/TOT	136	53	12	11	2	0	225	56	11	4	2	0	0	0	76
10:00	48	8	2	1	0	0	62	6	2	0	0	0	0	0	9
10:15	29	13	2	2	0	0	47	5	3	1	0	0	0	0	10
10:30	37	14	4	2	0	0	57	8	2	0	1	0	0	0	14
10:45	50	13	8	1	1	0	73	10	1	0	1	0	0	0	13
H/TOT	164	48	16	6	1	0	239	29	8	1	2	1	0	0	46
11:00	46	12	3	0	0	0	63	12	0	2	0	0	0	0	16
11:15	52	9	4	2	0	0	67	5	3	1	0	0	0	0	9
11:30	53	6	4	0	0	0	66	9	3	2	0	0	0	0	14
11:45	49	15	2	2	1	0	65	17	1	1	0	0	0	0	23
H/TOT	195	72	13	4	1	0	291	43	6	4	1	0	0	0	59
12:00	37	19	3	0	0	0	58	9	3	0	1	0	0	0	15
12:15	51	11	0	2	0	0	66	13	3	0	0	0	0	0	16
12:30	43	11	4	1	0	0	64	19	2	0	0	0	0	0	23
12:45	50	8	4	0	1	0	64	14	1	2	0	0	0	0	19
H/TOT	181	49	10	3	1	0	252	55	6	2	1	0	0	0	73
13:00	59	6	3	1	0	0	70	21	4	2	1	0	0	0	27
13:15	55	9	6	0	0	0	76	19	3	0	1	0	0	0	23
13:30	53	7	3	0	0	0	64	14	1	4	0	0	0	0	22
13:45	56	9	4	1	1	0	71	13	3	0	1	0	0	0	18
H/TOT	223	31	16	1	1	0	283	67	11	5	2	0	0	0	57
14:00	50	10	4	1	0	0	67	12	0	0	0	0	0	0	15
14:15	65	5	5	1	0	0	77	5	2	1	0	0	0	0	8
14:30	62	9	3	0	0	0	75	8	3	1	0	0	0	0	17
14:45	63	12	4	1	1	0	83	13	1	2	0	0	0	0	17
H/TOT	240	36	16	3	1	0	307	38	6	4	1	0	0	0	57
15:00	62	12	3	1	0	0	83	15	3	0	1	0	0	0	19
15:15	75	16	6	0	0	0	100	10	3	2	0	0	0	0	18
15:30	68	12	2	3	1	0	91	14	3	0	0	0	0	0	17
15:45	74	20	4	4	0	0	103	11	3	2	0	0	0	0	19
H/TOT	279	60	16	4	1	0	377	50	12	2	0	0	0	0	74
16:00	71	20	3	3	1	0	102	14	0	0	0	0	0	0	18
16:15	48	15	3	6	1	0	78	11	6	1	0	0	0	0	20
16:30	82	19	5	2	0	0	111	9	5	1	0	0	0	0	16
16:45	81	16	1	0	0	0	99	12	1	0	0	0	0	0	14
H/TOT	282	70	14	11	2	0	390	46	13	3	1	0	0	0	58
17:00	78	16	3	1	0	0	100	19	3	1	0	0	0	0	27
17:15	106	10	2	0	0	0	121	14	2	0	0	0	0	0	31
17:30	98	14	4	0	0	0	121	13	3	0	0	0	0	0	17
17:45	74	2	1	0	0	0	83	8	2	1	0	0	0	0	12
H/TOT	356	42	10	1	0	0	425	54	10	2	0	0	0	0	75
18:00	71	5	0	3	0	0	84	6	1	0	0	0	0	0	9
18:15	53	8	3	0	0	0	66	10	1	0	0	0	0	0	12
18:30	46	4	3	0	0	0	54	4	3	0	0	0	0	0	11
18:45	37	9	1	0	0	0	48	11	1	0	0	0	0	0	12
H/TOT	207	26	8	3	2	0	252	31	6	0	0	0	0	0	44
19:00	44	3	1	0	0	0	50	8	1	0	0	0	0	0	9
19:15	21	1	0	0	0	0									



SITE: 2

DATE: 02/03/2021

SITE: 2

DATE: 02/03/2021

LOCATION: Junction of A581 Southport Rd and Ulmes Walton Lane

DAY: Tuesday

LOCATION: Junction of A581 Southport Rd and Ulmes Walton Lane

DAY: Tuesday

TIME	C to B						TOT	C to A						TOT		
	CAR	LGV	OGV1	OGV2	PSV	MCL		PCL	CAR	LGV	OGV1	OGV2	PSV		MCL	PCL
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
01:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
01:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	5
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	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	0	0	0
03:15	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	5
03:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	6	1	1	0	0	0	0	8
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	5
04:30	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
04:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	1	0	0	0	0	0	0	1	9	1	1	0	0	0	0	11
05:00	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
05:15	1	0	0	0	0	0	0	0	6	2	1	0	0	0	0	9
05:30	0	0	0	0	0	0	0	0	17	2	0	1	0	0	0	20
05:45	0	0	0	0	0	0	0	0	12	2	2	0	0	0	1	17
H/TOT	1	0	0	0	0	0	0	1	40	7	3	1	0	0	1	52
06:00	1	0	0	0	0	0	0	1	21	7	1	0	0	0	0	30
06:15	1	0	0	0	0	0	0	1	18	5	0	0	0	0	0	25
06:30	2	1	1	0	0	0	0	4	29	10	1	2	0	0	0	42
06:45	5	0	0	0	1	0	0	6	32	16	0	2	0	0	0	50
H/TOT	9	1	1	0	1	0	0	12	100	38	2	5	2	0	0	147
07:00	11	0	0	0	0	0	0	11	68	16	0	0	2	2	0	88
07:15	13	2	0	0	0	1	1	17	80	18	2	0	0	1	73	107
07:30	13	2	0	0	0	1	0	16	82	20	2	0	2	1	0	107
07:45	12	1	0	0	0	0	0	13	63	21	4	2	1	0	3	94
H/TOT	49	5	0	0	0	2	1	57	263	75	8	4	5	3	4	362
08:00	7	4	0	0	0	0	0	12	60	20	5	0	0	0	0	85
08:15	2	1	0	0	0	0	0	3	69	12	3	0	3	1	0	89
08:30	7	1	0	0	0	0	0	8	68	17	4	0	0	0	0	89
08:45	2	0	0	0	0	0	1	3	52	13	7	0	0	0	0	72
H/TOT	18	6	0	0	0	1	0	26	249	62	19	0	3	1	1	335
09:00	6	2	0	0	0	0	0	11	55	10	5	0	0	0	0	71
09:15	3	0	0	0	0	0	0	3	30	10	1	0	0	0	0	41
09:30	6	0	1	0	0	0	0	7	36	14	3	0	0	0	0	53
09:45	5	0	0	0	0	0	0	5	43	14	2	0	1	0	1	60
H/TOT	20	2	1	0	0	0	0	26	164	48	11	0	1	0	1	225
10:00	5	1	0	0	0	0	0	6	37	10	3	0	0	0	0	51
10:15	4	1	1	1	0	0	0	8	43	16	2	3	0	1	2	67
10:30	4	1	0	0	0	0	1	6	52	13	6	1	0	0	1	73
10:45	2	1	1	0	0	0	0	3	7	46	9	2	3	1	0	62
H/TOT	15	4	2	1	0	0	0	26	178	48	13	8	1	1	4	259
11:00	3	2	0	0	0	0	0	5	39	16	4	0	0	0	0	59
11:15	5	1	1	0	0	0	0	8	43	13	2	0	0	0	0	58
11:30	6	2	0	1	0	0	0	12	53	12	3	1	0	1	0	70
11:45	4	3	0	0	0	0	0	5	12	44	11	4	2	2	0	64
H/TOT	18	6	1	0	0	0	0	37	178	52	13	2	2	1	1	259
12:00	15	6	1	0	0	0	0	10	37	178	52	13	2	2	1	259
12:15	6	1	0	0	0	0	0	8	41	5	3	0	0	0	2	51
12:30	2	1	0	0	0	0	1	4	42	13	1	2	0	0	0	58
12:45	5	4	0	0	0	0	0	3	12	46	11	2	2	1	0	63
H/TOT	18	7	0	0	0	0	1	26	178	48	13	8	1	1	4	259
13:00	15	0	0	0	0	0	0	2	37	178	48	13	2	2	1	259
13:15	7	0	0	0	0	0	0	8	57	15	3	0	0	0	5	80
13:30	5	3	1	0	0	0	0	9	40	10	4	1	0	0	2	57
13:45	2	0	0	0	0	0	0	4	41	10	4	2	2	0	0	59
H/TOT	19	3	0	0	0	0	0	26	190	51	14	3	2	2	2	289
14:00	4	0	0	0	0	0	0	2	6	52	10	3	2	1	2	71
14:15	4	1	0	0	0	0	0	7	47	10	3	2	1	1	3	67
14:30	6	1	0	0	0	0	0	4	12	55	11	6	1	2	0	80
14:45	7	1	0	0	0	0	0	3	11	64	11	4	1	1	2	84
H/TOT	21	3	0	0	0	0	0	9	218	42	16	5	4	4	12	302
15:00	9	1	0	0	0	0	0	11	71	17	2	0	0	0	0	91
15:15	9	2	3	1	0	0	0	18	72	10	5	2	0	0	2	91
15:30	7	2	0	0	0	0	0	10	53	11	7	1	0	1	74	
15:45	12	1	0	0	0	0	0	1	14	62	14	7	1	0	2	86
H/TOT	37	6	3	1	0	0	0	5	258	52	21	4	1	1	5	342
16:00	3	4	0	0	0	0	0	7	44	12	3	2	0	0	1	62
16:15	7	2	1	0	0	0	0	13	49	22	3	5	0	0	0	79
16:30	5	1	0	0	0	0	0	7	69	22	3	1	0	0	2	97
16:45	4	0	0	0	0	0	0	4	61	15	5	1	1	0	1	84
H/TOT	19	7	1	0	0	0	0	31	222	71	14	9	1	1	4	322
17:00	0	0	0	0	0	0	0	4	5	59	7	1	1	0	0	74
17:15	7	1	1	0	0	0	0	9	71	12	3	0	0	4	1	91
17:30	3	0	0	0	0	0	0	2	6	54	13	1	2	0	0	70
17:45	0	2	1	0	0	0	0	2	8	37	5	2	1	1	0	46
H/TOT	14	3	2	0	0	0	0	26	201	40	7	4	2	5	3	283
18:00	6	1	0	0	0	0	0	7	40	6	1	0	0	0	2	49
18:15	3	1	0	0	0	0	0									



SITE: 2

DATE: 02/03/2021

LOCATION: Junction of AS81 Southport Rd and Ulmes Walton Lane

DAY: Tuesday

TIME	TO ARM A							TOT	FROM ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
00:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
00:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	
00:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	2	
00:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
H/TOT	2	0	0	0	0	0	0	2	9	1	0	0	0	0	10	
01:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	
01:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	1	
01:30	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	
01:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	1	
H/TOT	2	2	1	0	0	0	0	5	2	0	0	0	0	0	2	
02:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
02:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
02:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	
02:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
H/TOT	1	0	0	0	0	0	0	1	6	1	0	0	0	0	7	
03:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	1	
03:15	4	0	1	0	0	0	0	5	0	0	0	0	0	0	4	
03:30	2	0	0	0	0	0	0	2	3	0	0	0	0	0	3	
03:45	1	1	0	0	0	0	0	2	1	0	0	0	0	0	1	
H/TOT	8	1	1	0	0	0	0	10	5	0	0	0	0	0	6	
04:00	1	0	0	0	0	0	0	1	0	0	1	0	0	0	1	
04:15	6	0	0	0	0	0	0	6	1	0	0	0	0	0	1	
04:30	1	1	1	0	0	0	0	3	1	0	0	0	0	0	1	
04:45	4	0	0	0	0	0	0	4	5	0	0	0	0	0	5	
H/TOT	12	1	1	0	0	0	0	14	7	0	1	0	0	0	8	
05:00	5	1	0	0	0	0	0	6	3	1	0	0	0	0	4	
05:15	7	3	1	0	0	0	0	11	3	1	0	0	0	0	1	
05:30	17	2	0	1	0	0	0	20	8	1	1	0	0	0	11	
05:45	14	2	3	0	0	0	1	20	11	1	0	0	0	0	13	
H/TOT	43	8	4	1	0	0	1	57	25	4	1	0	0	2	32	
06:00	23	7	1	0	0	0	0	31	15	1	0	0	0	0	16	
06:15	24	5	1	0	0	0	0	30	19	4	1	0	0	1	25	
06:30	34	12	1	2	0	0	0	49	20	11	2	0	0	0	34	
06:45	40	18	0	2	0	0	0	60	29	6	3	0	0	0	40	
H/TOT	121	42	3	5	2	0	0	173	83	22	6	0	0	1	115	
07:00	75	21	0	0	2	2	0	101	76	16	2	1	1	0	97	
07:15	59	21	3	2	0	0	1	86	101	22	0	2	0	1	128	
07:30	101	23	4	1	2	1	0	132	113	18	3	0	0	1	137	
07:45	79	23	4	2	2	0	3	113	111	38	4	1	0	0	154	
H/TOT	315	88	11	5	6	3	4	432	401	94	9	4	1	2	516	
08:00	72	22	6	1	0	0	0	101	54	29	3	0	0	0	86	
08:15	82	13	4	0	3	1	1	104	88	32	4	0	0	1	128	
08:30	79	18	6	2	0	0	0	105	68	13	3	2	1	0	88	
08:45	62	15	7	0	0	0	0	84	55	19	7	3	1	0	85	
H/TOT	295	68	23	3	3	1	1	394	265	93	19	5	4	1	285	
09:00	63	11	5	0	0	0	0	80	60	23	3	2	0	0	89	
09:15	35	13	3	0	0	0	0	51	54	12	7	7	1	1	83	
09:30	44	16	3	0	1	0	1	65	37	17	2	2	0	0	67	
09:45	51	16	5	0	1	0	2	75	41	12	4	2	1	0	62	
H/TOT	193	56	16	0	2	0	4	271	192	64	16	13	2	1	301	
10:00	47	11	3	2	0	0	0	63	54	10	2	1	0	0	67	
10:15	50	20	6	4	0	1	4	85	34	16	3	2	0	0	57	
10:30	60	13	8	1	0	0	2	84	45	16	4	3	1	0	71	
10:45	59	11	3	3	1	0	6	83	60	14	8	2	1	0	86	
H/TOT	216	55	20	10	1	0	12	313	193	56	17	8	2	0	289	
11:00	49	17	5	0	0	0	2	73	56	13	5	0	0	0	79	
11:15	63	15	4	1	0	0	0	83	57	12	5	2	0	0	76	
11:30	62	15	3	2	0	1	0	83	62	9	6	0	0	0	80	
11:45	57	12	4	2	2	0	2	78	59	16	3	3	1	1	86	
H/TOT	231	59	16	5	2	1	4	318	236	59	19	5	1	1	323	
12:00	60	20	2	2	0	1	4	86	46	22	2	1	0	0	73	
12:15	54	8	4	0	0	0	5	71	64	14	0	2	0	0	72	
12:30	61	15	2	3	0	0	1	82	62	13	4	1	0	0	77	
12:45	60	15	3	3	1	0	1	83	64	9	6	0	1	0	83	
H/TOT	235	58	11	8	1	0	14	318	236	58	17	4	1	1	325	
13:00	66	19	3	0	0	0	4	92	80	10	4	0	1	0	97	
13:15	71	17	6	0	0	0	7	101	74	12	6	1	0	1	106	
13:30	48	11	5	1	0	0	3	68	68	8	7	0	0	0	87	
13:45	46	11	6	2	2	0	4	71	69	12	4	2	1	1	91	
H/TOT	231	58	20	3	2	0	18	332	291	42	21	3	2	2	381	
14:00	62	15	3	3	1	2	3	89	62	10	5	1	0	2	82	
14:15	55	14	3	2	1	2	4	81	70	7	6	1	0	1	85	
14:30	73	18	6	2	2	0	6	107	70	12	4	1	0	0	92	
14:45	88	14	4	1	1	2	4	114	76	13	6	1	1	0	100	
H/TOT	228	61	16	8	5	2	17	321	278	40	21	4	1	10	329	
15:00	90	26	2	0	1	0	1	120	77	15	4	2	0	0	102	
15:15	102	12	5	2	0	0	3	124	86	19	8	0	0	1	119	
15:30	85	13	7	2	0	1	1	109	82	15	2	3	1	0	108	
15:45	88	17	7	1	0	0	3	116	85	23	4	2	0	2	122	
H/TOT	365	68	21	5	1	0	8	459	330	72	18	7	3	28	428	
16:00	79	16	3	3	0	0	3	104	85	21	5	3	1	0	120	
16:15	97	24	5	5	0	0	1	132	59	21	4	7	1	3	98	
16:30	126	26	3	1	0	0	3	159	91	24	6	2	0	0	127	
16:45	107	18	5	2	1	0	4	137	93	17	2	0	0	0	113	
H/TOT	409	84	16	11	1	0	11	532	328	83	17	12	2	3	458	
17:00	103	12	2	1	1	0	4	128	97	19	4	1	0	0	127	
17:15	102	15	3	1	0	4	1	126	120	12	2	0	0	1	140	
17:30	100	15	1	2	0	0	2	120	111	17	4	0	0	0	138	
17:45	49	6	2	1	1	0	4	63	82	4	2	0	0	1	95	
H/TOT	354	52	8	5	2	5	11	437	410	59	12	1	1	1	523	
18:00	61	7	1	0	0	0	6	75	77	6	1	3	0	1	93	
18:15	50	5	1	0	0	0	2	58	63	9	3	0	1	0	78	
18:30	49	6	0	0	0	0	0	55	50	7	3	0	0	1	65	
18:45	34	4	1	0	0	0	2	43	46	10	1	0	1	0	60	
H/TOT	194	22	3	0	0	0	10	231	238	32	8	3	2	2	294	
19:00	38	2	1	0	0	0	2	43	52	4	1	0	0	1	59	
19:15	46	7	1	1	0	0	0	55	30	1	1	0	0	0	32	



SITE: 2

DATE: 02/03/2021

LOCATION: Junction of A581 Southport Rd and Ulmes Walton Lane

DAY: Tuesday

TIME	TO ARM B						TOT	FROM ARM B						TOT		
	CAR	LGV	OGV1	OGV2	PSV	MCL		PCL	CAR	LGV	OGV1	OGV2	PSV		MCL	PCL
00:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	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	0	0	0
02:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
03:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	1	2	1	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:45	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
H/TOT	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
05:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
05:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
05:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
05:45	4	1	0	0	0	0	1	6	2	1	1	0	0	0	0	4
H/TOT	7	1	0	0	0	0	1	9	3	2	1	0	0	0	0	6
06:00	10	0	0	0	0	0	0	10	2	0	0	0	0	0	0	3
06:15	8	0	0	0	0	0	0	8	7	0	1	0	0	0	0	24
06:30	10	2	1	0	0	1	14	14	7	2	0	0	0	0	0	9
06:45	24	0	0	0	1	0	27	27	10	3	1	0	0	0	0	14
H/TOT	52	2	1	0	1	0	3	59	26	5	2	0	0	0	1	34
07:00	57	5	1	0	0	0	0	63	9	5	1	0	0	0	0	15
07:15	82	8	0	0	0	1	1	92	9	4	1	0	0	0	0	14
07:30	86	4	0	0	0	1	0	91	22	3	2	1	0	0	0	28
07:45	75	13	1	1	0	0	0	90	17	4	0	0	1	0	0	22
H/TOT	300	30	2	1	0	2	1	336	57	16	4	1	1	0	0	79
08:00	28	13	0	0	1	0	0	42	16	3	2	3	0	0	0	24
08:15	41	9	0	0	0	0	1	51	15	2	2	0	0	0	0	18
08:30	30	2	1	1	0	0	0	34	14	2	2	2	0	0	0	20
08:45	18	4	4	0	0	0	1	27	13	2	0	0	0	0	0	15
H/TOT	117	28	5	1	1	0	2	154	58	8	6	5	0	0	0	77
09:00	24	5	2	0	1	0	0	32	11	2	0	0	0	0	0	13
09:15	19	2	2	1	0	1	0	25	10	5	2	0	0	0	0	17
09:30	19	4	1	1	0	0	2	27	10	2	0	0	1	0	1	14
09:45	14	2	0	0	0	0	0	16	9	4	3	0	0	0	2	18
H/TOT	76	13	5	2	1	1	4	102	40	13	5	0	1	0	3	62
10:00	11	3	0	0	0	0	0	14	13	3	0	2	0	0	0	18
10:15	9	4	2	1	1	0	1	18	13	4	5	1	0	0	4	27
10:30	12	3	0	1	1	0	3	20	16	2	2	0	0	0	2	22
10:45	12	2	1	1	0	0	4	20	15	6	1	0	0	0	6	28
H/TOT	44	12	3	3	2	0	10	74	57	15	8	3	0	0	12	95
11:00	15	1	2	0	0	0	3	21	14	0	1	0	0	0	0	6
11:15	10	4	2	0	1	0	0	17	25	3	2	1	0	0	0	31
11:30	15	5	2	1	0	0	3	26	12	4	0	1	0	0	0	17
11:45	21	4	1	1	0	0	8	35	14	3	0	0	0	0	2	19
H/TOT	61	14	7	2	1	0	14	89	45	11	3	2	0	0	2	89
12:00	14	4	0	0	1	0	2	22	15	1	1	0	0	0	0	26
12:15	19	4	0	0	1	0	0	24	20	4	2	0	0	0	5	31
12:30	21	3	0	0	0	0	3	27	21	3	1	1	0	0	2	28
12:45	19	5	2	0	0	0	5	31	18	5	1	2	0	0	1	27
H/TOT	73	16	2	1	1	0	10	104	76	19	5	3	0	0	1	112
13:00	26	4	1	0	0	0	3	34	25	4	0	0	0	0	2	31
13:15	26	3	0	1	1	0	7	38	18	4	4	0	0	0	4	30
13:30	19	4	5	0	0	0	3	31	11	1	1	0	0	0	2	15
13:45	15	3	0	1	0	0	3	22	15	2	3	0	0	0	4	24
H/TOT	86	14	6	2	1	0	16	125	69	11	8	0	0	0	6	102
14:00	16	0	1	0	0	1	3	21	15	5	2	2	0	0	3	27
14:15	9	3	1	0	0	2	0	15	15	4	0	0	0	1	2	22
14:30	14	4	1	1	1	0	8	29	21	7	0	1	0	0	2	31
14:45	20	2	2	0	0	0	4	28	35	4	0	0	0	1	2	42
H/TOT	59	9	5	1	1	0	15	83	66	20	7	3	0	3	9	122
15:00	24	4	0	1	0	0	1	30	25	12	0	0	0	0	0	38
15:15	19	5	5	1	1	0	5	36	34	2	0	0	0	0	1	37
15:30	21	5	0	0	0	0	1	27	41	4	0	1	0	0	0	46
15:45	23	4	0	2	0	0	4	33	32	4	0	0	0	0	3	39
H/TOT	87	18	5	4	1	0	12	124	132	22	0	1	0	0	6	154
16:00	17	5	0	0	0	0	3	25	49	4	1	2	0	0	3	59
16:15	18	8	2	1	1	2	1	33	56	3	2	0	0	0	1	62
16:30	14	6	1	1	0	0	1	23	71	5	0	0	0	0	3	79
16:45	16	1	1	0	0	0	0	18	54	7	1	1	0	1	5	69
H/TOT	65	20	4	2	1	2	5	99	230	19	4	3	0	1	12	269
17:00	20	3	1	0	0	0	8	32	54	5	2	0	0	0	6	67
17:15	21	3	1	0	0	0	3	28	37	4	0	1	0	0	4	46
17:30	16	3	0	0	1	0	3	23	59	5	0	0	0	1	2	67
17:45	11	4	2	0	0	0	3	20	16	4	0	0	0	0	2	29
H/TOT	68	13	4	0	1	0	17	103	166	18	2	1	0	1	14	205
18:00	12	2	0	0	0	0	2	16	25	1	0	0	0	0	0	33
18:15	13	2	0	0	0	0	1	16	11	0	0	0	0	0	1	12
18:30	8	3	1	2	1	0	4	19	9	0	0	0	0	0	0	9
18:45	14	1	0	0	0	0	1	16	12	0	1	0	0	0</		



SITE: 2

DATE: 02/03/2021

LOCATION: Junction of AS81 Southport Rd and Ulmes Walton Lane

DAY: Tuesday

TIME	TO ARM C							TOT	FROM ARM C							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
00:15	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
00:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1
00:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
H/TOT	9	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
01:30	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
01:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2	2	2	1	0	0	0	0	0	5
02:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
02:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
H/TOT	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	5
03:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
03:45	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	2
H/TOT	3	0	0	0	0	0	0	3	6	1	1	0	0	0	0	0	8
04:00	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	1
04:15	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	6
04:30	1	0	0	0	0	0	0	1	2	1	1	0	0	0	0	0	4
04:45	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
H/TOT	4	0	1	0	0	0	0	5	10	1	1	0	0	0	0	0	12
05:00	2	1	0	0	0	0	0	3	5	1	0	0	0	0	0	0	6
05:15	3	1	0	0	0	0	0	4	7	2	1	0	0	0	0	0	10
05:30	7	1	1	0	0	0	1	10	17	2	0	1	0	0	0	0	20
05:45	7	1	0	0	0	0	0	8	12	2	2	0	0	0	0	1	17
H/TOT	19	4	1	0	0	0	1	25	41	7	3	1	0	0	0	1	53
06:00	6	1	0	0	0	0	0	7	22	7	0	1	0	0	0	0	31
06:15	13	4	1	0	0	0	0	18	19	5	0	0	0	0	0	0	26
06:30	14	10	2	0	0	0	0	26	31	11	2	2	0	0	0	0	46
06:45	12	7	4	0	0	0	0	23	37	16	0	2	1	0	0	0	56
H/TOT	45	22	7	0	0	0	1	75	109	39	3	5	3	0	0	0	159
07:00	31	11	2	1	1	0	1	47	79	16	0	0	0	2	2	0	99
07:15	32	17	0	2	0	1	2	54	63	20	2	2	0	1	2	0	90
07:30	43	16	3	0	0	1	2	65	95	22	2	0	2	2	0	0	123
07:45	49	28	3	0	0	0	0	80	75	22	4	2	1	0	3	0	107
H/TOT	155	72	8	3	1	2	5	246	312	80	8	4	5	5	5	0	419
08:00	37	21	4	2	2	0	0	66	67	24	5	0	0	0	0	0	97
08:15	51	24	7	0	0	1	0	83	71	13	3	0	3	1	1	0	92
08:30	48	13	2	1	1	0	1	66	75	18	4	0	0	0	0	0	97
08:45	42	15	3	3	1	0	0	64	54	13	7	0	0	0	0	1	75
H/TOT	178	73	16	6	4	1	1	279	267	68	19	0	4	1	2	0	361
09:00	45	21	1	2	0	0	0	70	61	12	5	0	0	0	0	0	82
09:15	43	12	5	4	1	0	1	66	33	10	1	0	0	0	0	0	44
09:30	26	13	2	1	0	0	7	49	42	14	4	0	0	0	0	0	60
09:45	33	12	4	2	1	0	2	54	48	14	2	0	1	0	0	0	65
H/TOT	147	58	12	11	2	0	11	241	184	50	12	0	2	0	3	0	251
10:00	51	10	2	2	0	0	3	68	42	11	3	1	0	0	0	0	58
10:15	35	13	3	2	0	0	3	56	47	17	3	4	1	1	2	0	75
10:30	45	16	4	2	0	0	1	68	56	14	6	1	0	0	0	2	79
10:45	52	17	8	1	1	0	1	80	48	10	3	3	1	0	4	0	69
H/TOT	183	56	17	7	1	0	8	272	193	52	15	9	2	0	9	0	281
11:00	50	12	3	4	1	0	0	70	42	16	4	0	0	0	0	0	82
11:15	57	10	4	2	0	0	0	73	48	14	3	0	1	0	0	0	66
11:30	56	7	4	0	0	0	3	70	59	14	3	2	0	1	3	0	82
11:45	43	17	2	2	1	1	3	69	48	14	4	2	2	0	0	0	76
H/TOT	236	46	13	4	1	1	12	283	197	58	14	4	3	1	1	1	288
12:00	43	20	2	0	0	0	0	65	54	15	1	2	0	2	1	0	75
12:15	58	12	1	2	0	0	4	77	47	6	3	0	1	0	2	0	59
12:30	45	12	4	1	0	0	6	68	44	14	1	2	0	0	1	0	62
12:45	54	9	4	1	1	0	2	71	51	15	2	2	1	0	4	0	75
H/TOT	200	53	11	4	1	0	13	232	186	50	7	6	2	2	2	0	271
13:00	70	53	3	0	1	0	0	127	82	17	3	0	0	0	0	0	92
13:15	60	11	7	0	0	1	7	86	65	15	3	0	1	0	5	0	89
13:30	57	8	3	0	0	0	2	70	45	14	5	1	0	0	2	0	67
13:45	66	10	5	1	1	1	1	86	43	10	4	2	2	0	2	0	63
H/TOT	253	84	18	1	2	1	11	323	210	53	15	3	2	2	0	13	279
14:00	55	10	6	1	0	1	3	76	56	10	3	1	1	2	4	0	77
14:15	72	5	5	1	0	1	1	85	51	11	3	2	1	3	3	0	74
14:30	65	9	3	0	0	0	2	79	61	12	6	1	3	0	9	0	92
14:45	74	13	4	1	1	0	2	95	71	12	4	1	1	1	5	0	95
H/TOT	266	37	18	3	1	0	4	323	239	45	16	5	6	4	6	21	338
15:00	48	15	4	1	0	0	4	72	80	18	2	0	0	0	0	0	102
15:15	80	16	6	0	0	1	2	105	81	12	8	3	1	0	4	0	109
15:30	77	14	2	3	1	0	5	102	60	13	7	1	0	1	2	0	84
15:45	80	21	4	0	0	2	5	112	74	15	7	1	0	0	3	0	100
H/TOT	305	64	16	4	1	3	16	411	295	58	24	5	2	1	10	0	379
16:00	85	20	6	4	1	0	3	119	47	16	3	2	0	0	0	0	69
16:15	56	16	3	6	1	3	2	87	56	24	4	5	1	2	0	0	92
16:30	96	20	5	2	0	0	5	128	74	23	3	2	0	0	2	0	104
16:45	89	20	2	0	0	1	3	115	65	15	5	1	1	0	1	0	88
H/TOT	326	74	16	12	2	4	13	449	242	78	15	10	2	2	4	0	353
17:00	88	16	4	1	0	0	4	113	60	11	1	1	0	1	4	0	79
17:15	112	11	2	0	0	1	6	132	78	13	4	0	0	4	1	0	100
17:30	111	17	4	0	0	1	5	138	57	13	1	2	1				



SITE: 2
LOCATION: Junction of AS81 Southport Rd and Ulmes Walton Lane

DATE: #####
DAY: TUESDAY

TIME	CAR	LGV	OGV1	OGV2	FSV	MCL	PCL	TOT
00:00	1	1	0	0	0	0	0	2
00:15	4	0	0	0	0	0	0	4
00:30	4	0	0	0	0	0	0	4
00:45	2	0	0	0	0	0	0	2
H/TOT	11	1	0	0	0	0	0	12
01:00	0	1	0	0	0	0	0	1
01:15	2	0	0	0	0	0	0	2
01:30	0	1	1	0	0	0	0	2
01:45	2	0	0	0	0	0	0	2
H/TOT	4	2	1	0	0	0	0	7
02:00	2	0	0	0	0	0	0	2
02:15	2	0	0	0	0	0	0	2
02:30	2	1	0	0	0	0	0	3
02:45	1	0	0	0	0	0	0	1
H/TOT	7	1	0	0	0	0	0	8
03:00	2	0	0	0	0	0	1	3
03:15	4	0	0	0	0	0	0	4
03:30	4	0	0	0	0	0	0	4
03:45	2	1	0	0	0	0	0	3
H/TOT	12	1	0	0	0	0	1	15
04:00	1	0	1	0	0	0	0	2
04:15	7	0	0	0	0	0	0	7
04:30	3	1	1	0	0	0	0	5
04:45	9	0	0	0	0	0	0	9
H/TOT	20	1	2	0	0	0	0	23
05:00	8	2	0	0	0	0	0	10
05:15	11	4	1	0	0	0	0	16
05:30	25	3	1	1	0	0	1	31
05:45	25	4	3	0	0	0	2	34
H/TOT	69	13	5	1	0	0	3	91
06:00	39	8	1	1	0	0	1	50
06:15	45	9	2	0	2	1	0	59
06:30	58	24	4	2	0	0	1	89
06:45	76	25	4	2	1	0	2	110
H/TOT	218	66	11	5	3	1	4	308
07:00	164	37	3	1	3	2	1	211
07:15	173	46	3	4	0	2	4	232
07:30	230	43	7	1	2	3	2	288
07:45	203	64	8	3	2	0	3	283
H/TOT	770	190	21	9	7	7	10	1014
08:00	157	56	10	3	3	0	0	209
08:15	174	46	11	0	3	2	2	238
08:30	157	33	9	4	1	0	1	205
08:45	122	34	14	3	1	0	1	175
H/TOT	590	169	44	10	8	2	4	827
09:00	132	37	8	2	1	0	0	184
09:15	97	27	10	7	1	1	1	144
09:30	89	33	6	2	1	0	10	141
09:45	98	30	9	2	2	0	4	145
H/TOT	416	127	33	13	5	1	19	614
10:00	109	24	5	4	0	0	5	147
10:15	94	37	11	7	1	1	8	159
10:30	117	32	12	4	1	0	6	172
10:45	123	30	12	5	2	0	11	183
H/TOT	443	123	40	20	4	0	30	661
11:00	114	30	10	0	0	0	11	165
11:15	130	29	10	3	1	0	0	173
11:30	133	27	9	3	0	1	6	179
11:45	121	33	7	5	3	1	13	183
H/TOT	498	119	36	11	4	1	30	700
12:00	117	44	4	3	0	2	4	174
12:15	131	24	5	2	1	0	9	172
12:30	127	30	6	4	0	0	10	177
12:45	133	29	9	4	2	0	8	185
H/TOT	508	127	24	13	3	0	31	708
13:00	122	30	7	0	1	0	8	208
13:15	157	31	13	1	1	1	21	225
13:30	124	23	13	1	0	0	8	169
13:45	127	24	11	4	3	1	8	178
H/TOT	570	108	44	6	5	2	45	780
14:00	133	25	10	4	1	1	4	186
14:15	136	22	9	3	1	5	5	181
14:30	152	31	10	3	3	0	16	215
14:45	182	29	10	2	2	2	10	237
H/TOT	603	107	39	12	7	11	40	819
15:00	182	45	4	2	1	0	6	242
15:15	201	33	16	3	1	1	10	265
15:30	183	32	9	5	1	1	7	238
15:45	191	42	11	3	0	2	12	261
H/TOT	757	152	42	13	3	4	35	1005
16:00	181	41	9	7	1	0	9	248
16:15	171	48	10	12	2	5	4	252
16:30	236	52	9	4	0	0	9	310
16:45	212	39	8	2	1	1	7	270
H/TOT	820	180	36	25	4	6	29	1080
17:00	211	35	7	2	1	0	16	273
17:15	235	29	6	1	0	5	10	286
17:30	227	35	5	2	1	1	10	281
17:45	158	15	5	1	2	0	12	173
H/TOT	811	114	23	6	4	7	46	1013
18:00	146	14	2	3	0	1	14	182
18:15	117	15	4	0	1	0	4	141
18:30	103	13	4	2	1	1	4	128
18:45	87	14	2	0	1	0	3	107
H/TOT	455	56	12	5	3	2	25	558
19:00	93	6	2	0	0	1	3	105
19:15	82	9	2	1	0	0	1	95
19:30	61	6	3	0	2	0	1	73
19:45	73	8	0	1	0	0	0	82
H/TOT	309	29	7	2	2	1	5	355
20:00	49	7	1	2	1	2	1	63
20:15	53	4	2	0	0	0	0	59
20:30	31	6	0	1	0	0	1	39
20:45	28	7	1	0	0	0	0	36
H/TOT	161	24	4	3	1	2	2	197
21:00	24	2	2	0	0	0	1	29
21:15	22	0	0	0	0	1	0	23
21:30	21	2	0	0	0	0	0	23
21:45	11	0	0	0	0	0	0	11
H/TOT	78	4	2	0	0	1	1	86
22:00	23	2	0	0	0	0	0	25
22:15	12	4	0	0	0	0	0	16
22:30	8	2	0	0	0	0	0	10
22:45	10	2	0	0	0	0	0	12
H/TOT	53	10	0	0	0	0	0	63
23:00	5	1	0	0	0	0	0	6
23:15	5	0	0	0	0	0	0	5
23:30	3	0	0	0	0	0	0	3
23:45	1	2	0	1	0	0	0	4
H/TOT	14	3	0	1	0	0	0	18
P/TOT	8177	1727	427	155	63	52	362	10963

PEAK HOUR	TOT
00:00 to 01:00	12
00:15 to 01:15	11
00:30 to 01:30	9
00:45 to 01:45	7
01:00 to 02:00	7
01:15 to 02:15	8
01:30 to 02:30	8
01:45 to 02:45	9
02:00 to 03:00	8
02:15 to 03:15	9
02:30 to 03:30	12
02:45 to 03:45	13
03:00 to 04:00	15
03:15 to 04:15	14
03:30 to 04:30	16
03:45 to 04:45	17
04:00 to 05:00	23
04:15 to 05:15	31
04:30 to 05:30	40
04:45 to 05:45	66
05:00 to 06:00	91
05:15 to 06:15	131
05:30 to 06:30	174
05:45 to 06:45	232
06:00 to 07:00	308
06:15 to 07:15	469
06:30 to 07:30	642
06:45 to 07:45	841
07:00 to 08:00	1014
07:15 to 08:15	1012
07:30 to 08:30	1018
07:45 to 08:45	935
08:00 to 09:00	827
08:15 to 09:15	802
08:30 to 09:30	708
08:45 to 09:45	644
AM Peak	1018
09:00 to 10:00	614
09:15 to 10:15	577
09:30 to 10:30	592
09:45 to 10:45	623
10:00 to 11:00	661
10:15 to 11:15	679
10:30 to 11:30	693
10:45 to 11:45	700
11:00 to 12:00	700
11:15 to 12:15	709
11:30 to 12:30	708
11:45 to 12:45	706
12:00 to 13:00	708
12:15 to 13:15	742
12:30 to 13:30	795
12:45 to 13:45	787
13:00 to 14:00	780
13:15 to 14:15	758
13:30 to 14:30	714
13:45 to 14:45	760
14:00 to 15:00	819
14:15 to 15:15	875
14:30 to 15:30	959
14:45 to 15:45	982
After Peak	982
15:00 to 16:00	1025
15:15 to 16:15	1012
15:30 to 16:30	999
15:45 to 16:45	1071
16:00 to 17:00	1080
16:15 to 17:15	1105
16:30 to 17:30	1139
16:45 to 17:45	1110
17:00 to 18:00	1013
17:15 to 18:15	922
17:30 to 18:30	777
17:45 to 18:45	624
18:00 to 19:00	558
18:15 to 19:15	481
18:30 to 19:30	435
18:45 to 19:45	380
19:00 to 20:00	355
19:15 to 20:15	313
19:30 to 20:30	277
19:45 to 20:45	243
20:00 to 21:00	197
20:15 to 21:15	163
20:30 to 21:30	127
20:45 to 21:45	111
21:00 to 22:00	86
21:15 to 22:15	82
21:30 to 22:30	75
21:45 to 22:45	62
22:00 to 23:00	63
22:15 to 23:15	44
22:30 to 23:30	33
22:45 to 23:45	26
23:00 to 00:00	18
PM Peak	1139



SITE: 2

DATE: 03/03/2021 SITE: 2

DATE: 03/03/2021

LOCATION: Junction of A581 Southport Rd and Ulmes Walton Lane

DAY: Wednesday LOCATION: Junction of A581 Southport Rd and Ulmes Walton Lane

DAY: Wednesday

TIME	A to C						TOT	A to B						TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL		PCL	CAR	LGV	OGV1	OGV2	PSV		MCL
00:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
00:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
00:30	3	1	0	0	0	0	4	1	0	0	0	0	0	0	1
00:45	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	6	1	0	0	0	0	7	2	0	0	0	0	0	0	2
01:00	2	0	0	1	0	0	3	0	0	0	0	0	0	0	0
01:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
01:30	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
01:45	2	0	0	1	0	0	3	0	0	0	0	0	0	0	0
H/TOT	6	0	0	2	0	0	8	1	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
02:15	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0
02:30	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0
02:45	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	3	1	0	1	0	0	5	0	1	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:30	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
03:45	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	2	1	0	0	0	0	3	0	1	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:15	2	1	1	1	0	0	5	0	0	0	0	0	0	0	0
04:30	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0
04:45	0	1	0	0	0	0	1	2	0	0	0	0	0	0	1
H/TOT	3	3	1	1	0	0	8	2	0	0	0	0	0	0	1
05:00	4	2	0	0	0	0	6	0	0	0	0	0	0	0	0
05:15	3	1	1	0	0	0	5	1	0	1	0	0	0	0	2
05:30	13	0	0	1	0	0	15	1	0	0	0	0	0	0	1
05:45	5	1	0	0	0	0	10	5	0	0	0	0	0	0	5
06:00	29	1	1	1	0	0	36	7	0	0	0	0	0	0	8
06:00	5	2	0	1	0	0	8	6	0	1	0	0	1	0	8
06:15	14	2	0	0	0	0	16	6	0	0	0	0	0	0	6
06:30	6	8	1	2	0	0	17	12	1	0	0	0	1	14	6
06:45	16	7	2	0	0	0	25	25	1	0	0	0	0	0	27
H/TOT	41	19	3	3	0	0	66	49	2	0	0	1	2	55	6
07:00	29	10	2	2	2	0	46	41	5	0	0	0	0	0	46
07:15	39	22	2	2	0	1	66	65	6	0	0	0	0	1	72
07:30	36	20	6	0	0	1	65	69	5	0	0	0	0	0	74
07:45	49	29	5	1	0	0	84	60	8	0	0	0	0	0	68
H/TOT	153	81	15	5	2	2	281	235	24	0	0	0	0	1	260
08:00	50	26	7	2	2	0	87	30	8	2	0	0	0	0	40
08:15	47	20	7	0	0	1	75	28	4	3	0	0	0	0	35
08:30	50	18	4	1	1	0	75	19	2	2	0	0	0	0	23
08:45	35	14	1	1	1	0	52	25	1	0	0	0	0	0	26
H/TOT	182	78	19	4	4	2	289	102	15	7	0	0	0	0	124
09:00	52	13	3	2	0	0	73	14	4	1	0	0	0	0	19
09:15	20	12	4	2	1	0	39	15	2	0	0	0	0	0	17
09:30	25	8	5	0	0	0	38	12	2	1	1	0	0	0	18
09:45	26	15	5	1	1	0	48	4	1	1	1	0	0	2	9
H/TOT	123	48	17	5	2	0	198	45	9	3	2	0	0	4	63
10:00	34	8	4	1	0	0	49	10	6	1	0	0	0	4	21
10:15	40	18	2	2	0	1	63	8	3	0	0	0	0	0	11
10:30	48	13	5	1	0	1	69	6	1	3	0	0	0	3	13
10:45	52	12	5	0	1	0	71	4	1	0	1	0	0	0	6
H/TOT	174	51	16	4	1	1	252	28	11	4	1	0	0	11	55
11:00	50	14	7	1	0	0	73	3	2	0	1	0	0	0	6
11:15	47	10	5	1	0	2	69	6	1	0	0	0	0	0	7
11:30	39	6	1	2	0	0	49	3	1	0	0	0	0	0	4
11:45	41	16	5	3	2	0	68	14	0	2	0	0	1	0	17
H/TOT	177	46	18	7	2	2	259	26	4	2	1	0	1	0	34
12:00	49	9	3	1	0	0	63	18	2	0	0	0	0	0	21
12:15	46	8	2	1	0	0	57	12	5	0	1	0	0	0	18
12:30	46	10	2	0	0	0	59	10	1	1	0	0	1	0	13
12:45	47	8	2	3	2	0	62	21	3	2	0	0	0	1	27
H/TOT	188	35	9	3	2	0	241	61	11	3	2	0	1	1	79
13:00	53	7	7	1	1	0	69	17	0	0	1	0	0	0	18
13:15	44	12	6	2	0	0	65	21	1	2	0	0	0	1	25
13:30	53	10	6	3	0	0	73	12	1	2	0	0	0	0	15
13:45	69	11	3	0	1	0	82	11	2	1	1	0	0	0	16
H/TOT	219	40	20	6	2	0	289	61	4	5	2	0	0	2	74
14:00	40	14	2	0	0	0	57	11	2	0	0	0	0	3	17
14:15	55	17	3	2	0	0	77	14	0	0	0	0	0	0	14
14:30	48	12	4	3	0	0	69	16	0	0	0	0	0	3	19
14:45	61	11	1	5	1	0	81	11	0	0	0	0	0	2	13
H/TOT	224	54	10	10	1	0	304	52	2	0	1	0	0	8	63
15:00	58	11	3	1	0	0	74	14	2	0	0	0	0	0	19
15:15	53	11	2	4	0	1	73	11	0	1	1	0	0	2	15
15:30	83	10	5	0	1	0	102	11	2	0	1	0	0	0	14
15:45	69	20	5	0	0	0	97	15	1	0	0	0	0	2	18
H/TOT	253	52	13	5	1	1	344	51	5	2	3	0	0	5	66
16:00	77	21	1	3	1	1	105	13	2	0	0	0	0	1	17
16:15	62	19	3	0	0	0	85	10	2	0	0	0	0	1	13
16:30	74	14	3	1	0	0	94	8	4	2	0	0	0	1	15
16:45	72	8	4	0	1	0	85	14	1	3	0	0	0	1	19
H/TOT	285	62	11	4	2	1	359	45	9	6	0	0	0	4	64
17:00	74	14	0	1	0	0	90	11	4	1	0	0	0	0	16
17:15	81	14	0	0	0	0	96	16	4	0	0	0	0	1	21
17:30	88	15	5	0	2	1	111	20	5	0	0	0	1	2	28
17:45	59	10	1	0	1	0	71	6	5	2	0	0	0	1	14
H/TOT	302	53	6	1	3	1	368	53	18	5	0	0	2	3	79
18:00	55	4	2	1	0	0	63	14	1	0	0	0	0	0	15
18:15	81	6	2	0	1	0	91	8	3	0	0	0	0	1	12
18:30	42	8	2	0	0	1	53	8	1	0	0	0	0	0	9
18:45	35	7	0	1	0	0	44	8	2	0	0	0	0	0	11
H/TOT	213	25	6	2	2	1	251	38	7	1	0	0	0	1	47
19:00	35	8	1	0	0	1	46	10	0	0	0	0	0	0	11
19:15	32	4	1	0	0	0	37	11	0	0	0	0	0	0	11
19:30	29	3	0	0	0										



SITE: 2

DATE: 03/03/2021 SITE: 2

DATE: 03/03/2021

LOCATION: Junction of A581 Southport Rd and Ulmes Walton Lane

DAY: Wednesday LOCATION: Junction of A581 Southport Rd and Ulmes Walton Lane

DAY: Wednesday

TIME	8 to A						TOT	8 to C						TOT		
	CAR	LGV	OGV1	OGV2	PSV	MCL		PCL	CAR	LGV	OGV1	OGV2	PSV		MCL	PCL
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
06:00	5	0	3	0	0	0	0	8	0	0	0	0	0	0	0	0
06:15	5	2	0	0	0	0	1	8	2	0	0	0	0	1	3	3
06:30	3	1	0	0	0	0	0	4	3	1	0	0	0	0	4	4
06:45	8	2	1	0	0	0	0	11	1	0	0	0	0	0	1	1
H/TOT	21	5	4	0	0	0	1	31	6	1	0	0	0	1	8	8
07:00	7	4	0	0	0	0	0	11	1	0	0	0	0	0	1	1
07:15	12	4	0	0	0	0	0	16	0	1	0	0	0	0	0	1
07:30	17	4	2	0	1	0	0	24	2	0	0	0	0	0	2	2
07:45	15	1	1	0	0	0	1	19	4	2	0	0	0	0	6	6
H/TOT	51	13	3	0	1	1	1	70	7	3	0	0	0	0	10	10
08:00	13	3	3	0	0	0	0	19	7	0	0	0	0	0	7	7
08:15	8	2	0	0	0	0	0	10	6	1	0	0	0	0	7	7
08:30	10	2	0	0	0	0	0	13	5	1	0	0	0	0	10	10
08:45	13	0	1	0	0	0	1	15	3	1	0	0	0	0	1	5
H/TOT	44	7	4	1	0	0	1	57	21	3	4	0	0	0	1	29
09:00	7	0	1	1	0	0	1	10	2	0	0	0	0	0	2	2
09:15	10	2	1	0	0	0	0	13	5	3	1	0	0	0	9	9
09:30	14	2	1	0	0	0	0	17	3	2	0	0	0	0	5	5
09:45	11	0	0	0	0	0	1	12	2	2	0	0	0	0	4	4
H/TOT	42	4	3	1	0	0	2	52	12	7	1	0	0	0	20	20
10:00	9	2	0	0	0	0	0	11	4	0	0	0	0	0	4	4
10:15	4	2	1	0	0	0	0	7	3	0	0	0	0	0	3	3
10:30	10	1	2	0	0	0	0	13	6	1	1	0	0	0	8	8
10:45	8	4	0	1	0	0	0	13	3	1	1	0	0	0	5	5
H/TOT	31	9	3	3	0	0	0	46	16	2	2	0	0	0	20	20
11:00	10	2	2	0	0	0	0	14	0	1	0	0	0	0	1	2
11:15	8	1	0	1	0	0	1	11	2	0	0	0	0	0	2	2
11:30	8	2	0	1	0	0	0	11	8	2	0	0	0	0	10	10
11:45	16	2	2	0	0	0	0	20	4	1	1	0	0	0	7	7
H/TOT	42	7	4	2	0	0	1	56	14	4	1	0	0	0	21	21
12:00	22	2	1	0	0	0	0	27	4	1	0	0	0	0	5	5
12:15	11	1	1	0	0	0	0	13	9	0	0	0	0	0	3	12
12:30	26	2	0	0	0	0	0	28	8	1	0	0	0	0	9	9
12:45	11	0	1	0	0	0	1	13	7	1	0	0	0	0	2	10
H/TOT	70	5	3	1	0	0	2	81	30	3	0	0	0	0	19	38
13:00	15	4	0	0	0	0	0	19	9	0	0	0	0	0	9	9
13:15	5	1	3	0	0	0	0	9	6	1	0	0	0	0	1	8
13:30	12	1	0	1	0	0	2	16	3	1	0	0	0	0	4	4
13:45	13	4	2	0	0	0	0	19	4	0	0	0	0	1	5	5
H/TOT	45	10	6	2	0	0	2	64	22	2	0	0	0	1	28	28
14:00	9	1	0	0	0	0	0	11	4	0	0	0	0	0	4	4
14:15	9	2	0	0	0	0	1	12	5	0	0	0	0	0	2	7
14:30	10	1	0	2	0	0	0	13	7	1	1	0	0	0	9	9
14:45	13	2	1	0	0	0	0	16	14	2	0	0	0	0	3	19
H/TOT	41	6	1	2	0	0	2	52	30	3	0	0	0	0	19	39
15:00	19	5	2	1	0	0	0	27	6	0	0	0	0	0	6	6
15:15	18	3	1	0	0	0	1	23	12	1	0	0	0	0	13	13
15:30	22	2	0	0	0	0	1	25	8	2	1	0	0	0	11	11
15:45	21	7	0	0	0	0	1	29	7	1	0	0	0	1	9	9
H/TOT	80	12	4	1	0	1	2	100	33	4	1	0	0	1	39	39
16:00	40	4	0	1	0	0	1	46	12	0	0	0	0	0	12	12
16:15	34	5	1	1	0	0	3	44	8	1	0	0	0	0	9	9
16:30	42	4	1	0	0	0	4	51	13	1	0	0	0	0	15	15
16:45	31	4	0	0	0	0	0	35	8	2	0	0	0	0	10	10
H/TOT	147	17	2	2	0	0	8	176	41	4	0	0	0	0	46	46
17:00	33	6	0	0	0	0	0	39	13	1	1	0	0	0	16	16
17:15	41	5	0	0	0	0	0	46	6	4	0	0	0	0	10	10
17:30	35	3	0	0	0	0	1	39	6	0	0	0	0	0	6	6
17:45	35	1	0	0	0	0	0	36	10	1	0	0	0	0	11	11
H/TOT	144	15	0	0	0	0	1	160	35	6	0	0	0	0	43	43
18:00	20	2	0	0	0	0	0	22	5	0	0	0	0	0	1	6
18:15	10	1	0	0	0	0	1	12	2	0	0	0	0	0	2	2
18:30	15	0	1	0	0	0	0	16	1	0	0	0	0	0	1	



SITE: 2

DATE: 03/03/2021 SITE: 2

DATE: 03/03/2021

LOCATION: Junction of A581 Southport Rd and Ulmes Walton Lane

DAY: Wednesday

LOCATION: Junction of A581 Southport Rd and Ulmes Walton Lane

DAY: Wednesday

TIME	C to B						TOT	C to A						TOT		
	CAR	LGV	OGV1	OGV2	PSV	MCL		PCL	CAR	LGV	OGV1	OGV2	PSV		MCL	PCL
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
00:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
00:45	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5
01:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
01:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	2	3	0	0	0	0	0	5	5
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
02:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
02:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2
02:45	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	3
H/TOT	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7	7
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	3
04:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	1
04:15	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	3
04:30	0	0	0	0	0	0	0	3	1	1	0	0	0	0	5	5
04:45	0	1	0	0	0	0	0	3	0	0	0	0	0	0	3	3
H/TOT	0	1	0	0	0	0	0	9	2	1	0	0	0	0	12	12
05:00	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5	5
05:15	2	0	0	0	0	0	0	7	1	2	1	0	0	0	11	11
05:30	0	0	0	0	0	0	0	17	4	0	1	0	0	0	22	22
05:45	0	0	0	0	0	0	0	9	2	0	1	0	0	0	12	12
H/TOT	2	0	0	0	0	0	0	36	9	2	1	0	0	0	50	50
06:00	3	0	0	0	0	0	0	18	10	0	2	2	0	1	33	33
06:15	1	0	0	0	0	0	0	28	4	1	2	1	0	0	36	36
06:30	2	1	0	0	0	0	0	31	10	1	1	0	0	0	43	43
06:45	8	0	0	0	0	0	0	34	14	2	5	0	0	1	56	56
H/TOT	14	1	0	0	0	0	0	111	38	3	5	3	0	0	162	162
07:00	6	0	0	0	0	0	0	6	59	19	1	0	1	0	80	80
07:15	11	1	0	0	0	0	2	15	62	13	3	0	1	0	89	89
07:30	8	4	0	0	0	1	0	13	71	17	3	0	2	2	95	95
07:45	17	1	0	0	0	0	0	18	60	14	2	5	0	0	89	89
H/TOT	42	6	0	0	0	3	1	52	252	63	9	5	4	2	337	337
08:00	6	0	0	0	1	0	0	7	62	16	2	3	0	0	83	83
08:15	6	0	0	0	0	0	0	6	62	16	4	1	0	0	86	86
08:30	6	1	0	0	0	0	0	7	61	12	5	0	0	0	79	79
08:45	4	2	0	0	0	0	0	6	55	10	5	1	0	0	71	71
H/TOT	22	3	0	0	1	0	0	26	240	54	16	5	3	1	319	319
09:00	3	0	1	0	0	0	0	5	55	12	4	0	0	0	72	72
09:15	1	0	0	0	0	0	0	1	33	7	3	3	0	0	44	44
09:30	4	1	0	0	0	0	0	5	33	9	2	0	0	0	44	44
09:45	8	1	0	0	0	0	1	10	44	13	1	1	1	0	60	60
H/TOT	16	2	1	0	0	1	0	21	165	41	10	4	1	0	222	222
10:00	3	0	0	0	0	0	1	4	39	8	2	0	1	0	50	50
10:15	2	0	0	0	0	0	0	5	56	9	0	0	0	1	66	66
10:30	3	1	1	0	0	0	0	5	39	14	5	4	0	0	62	62
10:45	2	0	0	0	0	0	1	3	41	17	8	0	2	0	62	62
H/TOT	10	3	1	0	0	1	0	17	175	48	15	4	3	1	250	250
11:00	1	0	0	0	0	0	0	1	46	9	3	2	0	0	60	60
11:15	7	1	0	0	0	0	0	9	41	17	5	1	0	0	67	67
11:30	7	1	0	0	0	0	0	8	40	9	3	1	0	2	55	55
11:45	4	0	0	0	0	0	1	5	41	7	4	0	2	1	55	55
H/TOT	19	2	0	0	0	1	0	23	168	42	15	4	2	3	237	237
12:00	2	2	0	0	0	0	0	4	38	18	8	4	0	0	69	69
12:15	4	0	0	0	0	0	1	6	56	8	2	3	0	0	69	69
12:30	6	2	2	0	0	0	1	11	48	8	2	3	0	1	64	64
12:45	2	0	0	0	0	0	0	2	39	18	2	2	1	1	66	66
H/TOT	14	4	2	0	0	1	0	23	181	52	14	12	1	3	268	268
13:00	3	0	0	0	0	0	1	4	61	13	2	0	0	0	77	77
13:15	6	1	0	0	0	0	0	8	47	8	3	1	0	0	60	60
13:30	5	1	0	0	0	0	0	6	50	9	6	0	0	0	66	66
13:45	2	1	0	0	0	0	1	4	51	14	4	2	2	0	73	73
H/TOT	16	3	0	0	0	1	0	22	209	44	15	3	2	1	274	274
14:00	4	1	1	0	0	0	0	6	38	12	4	0	0	0	55	55
14:15	5	0	0	0	1	1	1	8	45	15	1	5	0	2	68	68
14:30	4	0	0	0	0	0	1	6	54	21	3	4	0	1	85	85
14:45	5	0	1	0	0	0	2	8	50	17	2	2	1	0	75	75
H/TOT	18	1	1	0	0	1	4	28	187	65	10	12	1	0	283	283
15:00	7	2	0	0	0	0	1	10	70	21	4	1	0	0	101	101
15:15	12	0	0	0	0	0	0	14	55	10	4	1	0	0	70	70
15:30	12	1	0	0	0	0	2	15	59	12	2	3	0	0	77	77
15:45	7	1	1	0	0	0	0	9	52	20	3	3	0	0	88	88
H/TOT	38	4	1	0	0	0	4	46	246	63	15	9	1	0	356	356
16:00	7	2	1	0	0	0	1	12	45	20	6	1	0	0	73	73
16:15	6	1	0	0	0	1	0	9	70	29	4	1	0	0	104	104
16:30	4	3	2	0	0	0	2	11	54	21	2	3	0	1	81	81
16:45	5	2	1	0	0	0	0	8	59	14	5	1	1	0	81	81
H/TOT	22	8	4	1	0	1	3	40	228	84	17	6	1	2	339	339
17:00	6	1	0	0	0	0	0	7	66	20	1	0	1	1	90	90
17:15	6	0	0	0	0	0	0	6	59	15	2	2	0	2	80	80
17:30	4	0	0	0	1	0	3	8	58	8	1	0	0	0	67	67
17:45	0	1	0	0	0	0	0	1	38	10	2	0	1	0	54	54
H/TOT	16	2	0	0	1	0	3	22	221	53	6	2	2	3	291	291
18:00	3	0	0	0	0	0	1	4	49	3	0	1	0	0	53	53
18:15	1	0	0													



SITE: 2

DATE: 03/03/2021

LOCATION: Junction of A581 Southport Rd and Ulmes Walton Lane

DAY: Wednesday

TIME	TO ARM A							TOT	FROM ARM A							TOT	
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
00:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
00:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
00:30	1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	5
00:45	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	2
H/TOT	5	0	0	0	0	0	0	5	8	1	0	0	0	0	0	0	9
01:30	1	0	0	0	0	0	0	1	2	0	0	1	0	0	0	0	3
01:15	0	3	0	0	0	0	0	3	1	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
01:45	2	0	0	0	0	0	0	2	2	0	0	1	0	0	0	0	3
H/TOT	3	3	0	0	0	0	0	6	7	0	0	2	0	0	0	0	9
02:30	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
02:15	1	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	2
02:30	3	1	0	0	0	0	0	4	1	1	0	0	0	0	0	0	2
02:45	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	0	1
H/TOT	6	3	0	0	0	0	0	9	3	2	0	1	0	0	0	0	6
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	1	1	0	0	0	0	0	2	0	1	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:45	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	0	2
H/TOT	1	2	0	0	0	0	0	3	2	2	0	0	0	0	0	0	4
04:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
04:15	3	1	0	0	0	0	0	4	2	1	1	1	0	0	0	0	5
04:30	3	1	1	0	0	0	0	5	1	1	0	0	0	0	0	0	2
04:45	3	1	0	0	0	0	0	4	2	1	0	0	0	0	0	0	4
H/TOT	10	3	1	0	0	0	0	14	6	3	1	1	0	0	0	0	12
05:30	10	2	0	0	0	0	0	12	4	2	0	0	0	0	0	0	6
05:15	10	1	2	1	0	0	0	14	4	1	2	0	0	0	0	0	7
05:30	17	4	0	1	0	0	0	22	14	0	0	1	0	0	0	0	16
05:45	10	2	0	1	0	0	0	13	14	1	0	0	0	0	0	0	15
H/TOT	40	9	2	3	0	0	0	54	36	3	4	1	0	0	0	0	42
06:30	23	10	3	2	2	0	1	41	11	2	2	1	0	1	0	0	16
06:15	33	6	1	2	1	0	1	44	20	2	0	0	0	0	0	0	22
06:30	34	11	1	1	0	0	0	47	18	9	1	2	0	0	1	0	31
06:45	42	16	2	0	0	1	0	61	41	8	2	0	0	0	0	0	52
H/TOT	132	43	7	5	3	1	2	193	90	21	4	3	0	1	0	2	121
07:00	66	23	1	0	1	0	0	91	70	15	2	2	2	0	1	0	92
07:15	74	17	3	0	1	0	1	96	104	28	2	2	0	1	1	0	138
07:30	88	21	5	0	3	2	0	119	105	25	6	0	0	1	2	0	139
07:45	75	15	3	5	0	1	2	101	109	37	5	1	0	0	0	0	152
H/TOT	303	76	12	5	5	3	3	407	388	105	15	5	2	2	2	4	521
08:00	75	19	5	3	0	0	0	102	80	34	9	2	2	0	0	0	127
08:15	70	18	4	1	3	0	0	96	75	24	10	0	0	1	0	0	110
08:30	71	14	5	1	0	0	1	92	69	20	6	1	1	0	0	0	98
08:45	68	10	6	1	0	0	1	86	60	15	1	1	1	0	0	0	78
H/TOT	284	61	20	6	3	1	1	376	284	93	26	4	4	2	0	0	413
09:00	62	12	5	1	0	0	2	82	66	17	4	2	0	0	0	3	92
09:15	43	9	4	3	0	0	0	59	35	14	4	2	1	0	0	0	56
09:30	47	11	3	0	0	0	0	61	37	10	6	1	0	0	0	2	56
09:45	55	13	1	1	1	0	1	72	30	16	6	2	1	0	0	2	57
H/TOT	207	45	13	5	1	0	3	274	168	57	20	7	2	0	0	7	261
10:00	48	10	2	0	1	0	0	61	44	14	5	1	0	0	0	6	70
10:15	60	11	1	2	0	1	0	75	48	21	2	2	0	0	0	3	78
10:30	49	15	7	4	0	0	0	75	54	14	8	1	0	1	1	4	82
10:45	49	21	8	1	2	0	4	85	56	13	5	1	1	0	0	1	77
H/TOT	206	57	18	7	3	1	4	296	202	62	20	5	1	1	16	16	307
11:00	56	11	5	2	0	0	0	74	53	16	7	2	0	0	1	0	79
11:15	49	18	5	2	0	0	4	78	53	11	5	1	2	2	4	0	74
11:30	48	12	3	2	0	2	0	67	42	8	1	2	0	0	1	0	54
11:45	57	9	6	0	2	1	0	75	55	16	7	3	2	1	1	0	85
H/TOT	210	50	19	6	2	3	4	294	203	51	20	8	2	3	7	7	294
12:00	60	20	9	5	0	0	0	94	67	11	3	2	0	0	0	0	84
12:15	67	9	3	3	0	0	0	82	58	13	2	2	0	0	0	0	75
12:30	74	10	2	3	0	1	2	92	56	11	3	0	0	1	1	0	72
12:45	50	18	3	2	1	2	8	84	68	11	4	3	2	0	1	0	89
H/TOT	251	57	17	13	1	4	11	354	249	46	12	7	2	1	3	3	320
13:00	76	17	2	1	0	0	1	97	70	7	2	2	0	0	0	0	82
13:15	52	9	6	1	0	1	0	69	65	13	8	2	0	0	0	0	90
13:30	62	10	6	1	0	0	3	82	65	11	8	3	0	0	0	0	87
13:45	64	18	6	2	2	0	0	92	80	13	2	1	1	0	0	2	99
H/TOT	254	54	20	6	2	1	4	340	280	44	25	8	2	0	4	4	344
14:00	47	13	4	1	0	0	1	66	71	16	2	0	0	0	0	4	94
14:15	54	17	1	5	0	0	3	80	69	17	3	2	0	0	0	0	91
14:30	65	22	3	6	0	1	2	99	65	12	4	3	0	0	0	5	89
14:45	63	19	3	2	1	0	3	91	72	11	1	5	1	0	0	4	94
H/TOT	229	71	11	14	1	1	9	336	277	56	10	11	1	0	13	13	358
15:00	89	26	8	3	1	0	1	128	72	13	2	2	0	0	0	0	93
15:15	73	13	5	1	0	1	0	93	64	11	3	5	0	1	4	0	88
15:30	81	14	2	3	0	0	2	102	94	12	5	1	1	0	0	3	116
15:45	83	22	4	3	0	0	1	113	84	21	5	0	0	0	0	3	113
H/TOT	326	75	19	10	1	4	4	436	314	57	15	8	1	1	14	14	403
16:00	85	24	6	2	0	1	1	119	90	23	2	3	1	1	1	0	122
16:15	104	34	5	2	0	0	3	148	72	21	3	0	0	0	0	2	98
16:30	96	25	3	3	0	1	4	132	82	18	5	1	0	0	0	3	109
16:45	90	18	5	1	1	0	1	116	86	9	7	0	1	0	1	0	104
H/TOT	375	101	19	8	2	9	9	515	330	71	17	4	2	1	8	8	433
17:00	99	26	1	0	1	1	1	129	85	18	1	1	0	0	0	1	106
17:15	100	20	2	2	0	2	0	126	97	18	0	0	0	0	1	1	117
17:30	93	11	1	0	0	0	1	106	108								



SITE: 2

DATE: 03/03/2021

LOCATION: Junction of A581 Southport Rd and Ulmes Walton Lane

DAY: Wednesday

TIME	TO ARM C							FROM ARM C								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
00:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
00:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
00:30	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1
00:45	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
H/TOT	6	1	0	0	0	0	0	7	5	0	0	0	0	0	0	5
01:00	2	0	0	1	0	0	0	3	1	0	0	0	0	0	0	1
01:15	1	0	0	0	0	0	0	1	0	3	0	0	0	0	0	3
01:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
01:45	2	0	0	1	0	0	0	3	1	0	0	0	0	0	0	1
H/TOT	6	0	0	2	0	0	0	8	2	3	0	0	0	0	0	5
02:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:15	1	0	0	1	0	0	0	2	1	0	0	0	0	0	0	1
02:30	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	2
02:45	1	0	0	0	0	0	0	1	2	1	0	0	0	0	0	3
H/TOT	3	1	0	1	0	0	0	5	5	2	0	0	0	0	0	7
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
03:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
03:45	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1
H/TOT	2	1	0	0	0	0	0	3	1	2	0	0	0	0	0	3
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:15	2	1	1	1	0	0	0	5	2	1	0	0	0	0	0	3
04:30	1	1	0	0	0	0	0	2	3	1	1	0	0	0	0	5
04:45	0	1	0	0	0	0	0	1	3	1	0	0	0	0	0	4
H/TOT	3	3	1	1	0	0	0	8	9	3	1	0	0	0	0	13
05:00	4	2	0	0	0	0	0	6	3	2	0	0	0	0	0	5
05:15	3	1	1	0	0	0	0	5	9	1	2	1	0	0	0	13
05:30	13	0	0	1	0	0	1	15	17	4	0	1	0	0	0	22
05:45	9	1	0	0	0	0	0	10	9	2	0	1	0	0	0	12
05:59	4	1	1	1	0	0	0	7	36	9	2	3	5	0	0	52
H/TOT	29	4	1	1	0	0	1	36	38	9	2	3	5	0	0	52
06:00	5	2	0	1	0	0	0	8	21	10	0	2	2	0	1	36
06:15	16	2	0	0	0	0	1	19	29	4	1	2	1	0	0	37
06:30	9	9	1	2	0	0	0	21	33	11	1	1	0	0	0	46
06:45	17	7	2	0	0	0	0	26	42	14	1	0	1	1	0	59
H/TOT	47	20	3	3	0	0	1	74	125	39	3	5	4	1	0	178
07:00	30	10	2	2	2	0	1	47	65	19	1	0	1	0	0	86
07:15	39	23	2	2	0	1	0	67	73	14	3	0	1	2	2	95
07:30	38	20	6	0	0	1	2	67	79	21	3	0	2	3	0	108
07:45	53	31	5	1	0	0	0	90	77	15	2	5	0	0	1	100
H/TOT	160	84	15	5	2	2	3	271	294	69	9	5	4	5	3	389
08:00	57	26	7	2	2	0	0	94	68	16	2	3	1	0	0	90
08:15	53	21	7	0	0	1	0	82	68	16	4	1	3	0	0	92
08:30	55	19	8	1	1	1	0	85	67	13	5	0	1	0	0	86
08:45	38	15	1	1	1	0	1	57	59	12	5	1	0	0	0	77
H/TOT	203	81	23	4	4	2	1	318	262	57	16	5	4	1	0	345
09:00	54	13	3	2	0	0	3	75	58	12	5	0	1	0	1	77
09:15	26	15	5	2	1	0	0	49	35	7	3	3	0	0	0	48
09:30	28	10	5	0	0	0	0	43	37	10	2	0	0	0	0	49
09:45	28	17	5	1	1	0	0	52	52	14	1	1	1	0	1	70
H/TOT	136	55	18	5	2	0	3	219	182	43	11	4	2	0	2	244
10:00	38	8	4	1	0	0	2	53	42	8	2	0	1	0	1	54
10:15	43	18	2	2	0	0	1	66	58	11	0	0	1	0	0	71
10:30	54	14	6	1	0	1	1	77	42	15	6	4	0	0	0	67
10:45	55	13	6	0	1	0	1	76	43	17	8	0	2	0	5	75
H/TOT	190	53	18	4	1	1	5	272	185	51	16	4	4	1	6	267
11:00	50	15	7	1	0	0	2	75	47	9	3	2	0	0	0	61
11:15	49	10	5	1	0	2	4	71	48	18	5	1	1	0	3	76
11:30	47	8	1	2	0	0	1	59	47	10	3	1	0	2	0	63
11:45	45	17	6	3	2	0	2	75	45	7	4	0	2	1	1	60
H/TOT	191	50	19	7	2	2	9	280	187	44	15	4	3	3	4	280
12:00	56	10	3	1	0	0	0	70	40	20	6	4	0	0	0	73
12:15	55	8	2	1	0	0	3	69	40	8	2	3	1	0	1	75
12:30	54	11	2	0	0	0	1	68	54	10	4	3	0	1	3	75
12:45	54	9	2	3	2	0	2	72	41	18	2	2	1	1	3	68
H/TOT	218	38	9	5	2	0	7	279	195	56	16	12	2	3	7	291
13:00	62	7	7	1	0	0	0	78	64	13	2	0	0	0	0	81
13:15	50	13	6	2	0	0	2	73	53	9	3	1	1	1	0	68
13:30	56	11	6	3	0	0	0	76	55	10	6	0	0	0	1	72
13:45	73	11	1	0	1	1	1	88	53	15	4	2	2	0	1	77
H/TOT	241	42	20	6	2	1	3	315	225	47	15	3	3	1	4	298
14:00	64	14	2	0	0	0	1	81	42	13	5	1	0	0	0	61
14:15	60	17	3	2	0	0	2	84	50	15	1	5	1	1	3	76
14:30	55	13	5	3	0	0	2	78	58	21	4	4	0	1	3	91
14:45	75	13	1	5	1	0	5	100	55	17	3	2	1	0	5	83
H/TOT	254	57	11	10	3	0	10	343	205	66	13	12	2	2	11	311
15:00	64	11	1	1	0	0	3	80	77	23	6	4	0	1	0	111
15:15	65	12	2	4	0	1	2	86	67	10	4	1	1	0	1	84
15:30	91	12	6	0	1	0	3	113	71	13	2	3	0	0	3	92
15:45	76	21	5	0	0	1	1	104	69	21	4	3	0	0	0	97
H/TOT	296	56	14	5	1	2	9	383	284	67	16	9	2	0	6	384
16:00	89	21	3	1	1	1	1	117	52	22	2	0	0	1	0	85
16:15	70	20	3	0	0	0	1	94	76	30	4	1	1	1	0	113
16:30	87	15	3	1	0	0	3	109	58	24	4	3	0	1	2	92
16:45	80	10	4	0	1	0	0	95	64	16	6	1	1	0	1	89
H/TOT	326	66	11	4	2	1	5	415	250	92	21	7	2	3	4	379
17:00	87	15	1	1	0	0	2	106	72	21	1	0	1	1	1	97
17:15	87	18	0	0	0	0	1	106	65	15	2	2	0	2	0	86
17:30	94	15	5	0	2	1	0	117	62	8	1	0	1	0	3	75
17:45	69	11	1	0	1	0	0	82	38	11	2	0	1	0	3	55
H/TOT	337	59	7	1	3	1	3	411	237	55	6	2	3	3	3	313
18:00	60	4	2	1	0	1	1	69	52	3	0	1	0	0	1	57
18:15	83	6	2	0	1	1	0	93								



SITE: 2

DATE: 03/03/2021

LOCATION: Junction of A581 Southport Rd and Ulmes Walton Lane

DAY: Wednesday

TIME	JUNCTION TOTAL						TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	
00:00	1	0	0	0	0	0	1
00:15	2	0	0	0	0	0	2
00:30	5	1	0	0	0	0	6
00:45	5	0	0	0	0	0	5
H/TOT	13	1	0	0	0	0	14
01:00	3	0	0	1	0	0	4
01:15	1	3	0	0	0	0	4
01:30	2	0	0	0	0	0	2
01:45	4	0	0	1	0	0	5
H/TOT	10	3	0	2	0	0	15
02:00	0	2	0	0	0	0	2
02:15	2	0	0	1	0	0	3
02:30	4	2	0	0	0	0	6
02:45	3	1	0	0	0	0	4
H/TOT	9	5	0	1	0	0	15
03:00	0	0	0	0	0	0	0
03:15	1	2	0	0	0	0	3
03:30	0	1	0	0	0	0	1
03:45	2	1	0	0	0	0	3
H/TOT	3	4	0	0	0	0	7
04:00	2	0	0	0	0	0	2
04:15	5	2	1	1	0	0	9
04:30	4	2	1	0	0	0	7
04:45	5	3	0	0	0	0	8
H/TOT	16	7	2	1	0	0	27
05:00	16	4	0	0	0	0	20
05:15	16	2	4	1	0	0	23
05:30	31	4	0	2	0	0	38
05:45	24	3	0	1	0	0	28
H/TOT	78	13	4	4	0	0	104
06:00	37	12	4	3	2	1	60
06:15	56	8	1	2	1	0	70
06:30	57	22	2	3	0	0	85
06:45	92	24	4	0	1	1	123
H/TOT	242	66	11	8	4	2	338
07:00	143	38	3	2	3	0	190
07:15	189	47	5	2	1	3	250
07:30	203	50	11	0	3	4	273
07:45	205	55	8	4	0	1	277
H/TOT	740	190	27	10	7	8	990
08:00	168	53	14	5	3	0	243
08:15	157	43	14	1	3	1	219
08:30	151	36	15	2	1	0	207
08:45	136	28	7	2	1	0	176
H/TOT	612	160	50	10	8	3	845
09:00	133	29	11	3	1	0	182
09:15	85	26	9	5	1	0	126
09:30	91	24	9	1	0	2	127
09:45	95	32	7	3	2	0	143
H/TOT	404	111	36	12	4	0	578
10:00	99	24	7	1	1	0	139
10:15	113	34	3	4	1	1	161
10:30	112	31	17	5	0	1	170
10:45	110	35	14	2	3	0	170
H/TOT	434	124	41	12	5	2	640
11:00	110	28	12	4	0	0	156
11:15	111	30	10	3	1	2	165
11:30	105	22	4	4	0	2	138
11:45	120	26	14	3	4	2	172
H/TOT	446	106	40	14	5	6	631
12:00	135	34	12	7	0	2	191
12:15	138	22	5	5	1	0	175
12:30	144	24	7	3	0	2	184
12:45	127	30	7	5	3	2	185
H/TOT	544	110	31	20	4	5	735
13:00	158	24	9	3	1	0	197
13:15	129	24	14	3	1	1	175
13:30	135	23	14	4	0	0	179
13:45	150	32	8	3	3	1	200
H/TOT	572	103	45	13	5	2	751
14:00	126	30	7	2	0	0	170
14:15	133	34	4	7	1	1	186
14:30	140	35	9	9	0	1	202
14:45	154	32	5	7	2	0	212
H/TOT	553	131	25	25	3	2	770
15:00	174	41	10	5	1	0	237
15:15	161	25	8	6	1	2	208
15:30	195	29	8	4	1	0	244
15:45	181	45	10	3	0	1	244
H/TOT	711	140	36	18	3	3	935
16:00	194	49	9	6	1	2	265
16:15	190	57	8	2	1	1	264
16:30	195	47	10	4	0	1	267
16:45	189	31	13	1	2	0	238
H/TOT	768	184	40	13	4	4	1034
17:00	203	46	3	1	1	1	258
17:15	209	42	2	2	0	3	259
17:30	211	31	6	0	3	2	259
17:45	148	28	5	0	2	0	187
H/TOT	771	147	16	3	6	6	963
18:00	146	10	2	2	0	1	163
18:15	136	21	4	0	1	1	165
18:30	104	20	5	1	1	0	132
18:45	77	14	1	1	1	0	94
H/TOT	463	65	12	4	3	2	554
19:00	93	11	2	0	0	1	109
19:15	84	9	2	1	0	1	100
19:30	74	8	2	1	2	0	89
19:45	53	9	3	1	0	1	68
H/TOT	304	37	9	3	2	5	366
20:00	53	6	1	0	2	0	62
20:15	42	3	2	0	4	0	52
20:30	37	3	0	0	1	0	41
20:45	33	1	1	0	0	1	36
H/TOT	165	13	4	0	6	2	191
21:00	27	3	1	0	0	0	31
21:15	19	4	1	0	0	0	24
21:30	24	2	1	0	0	0	28
21:45	19	1	0	0	0	0	20
H/TOT	89	10	3	0	0	0	103
22:00	22	1	0	0	0	0	23
22:15	22	1	0	0	0	0	23
22:30	5	1	0	0	0	0	6
22:45	7	0	0	1	0	0	8
H/TOT	56	3	0	1	0	0	60
23:00	3	3	0	0	0	0	6
23:15	5	0	0	0	0	0	5
23:30	2	1	0	0	0	0	3
23:45	5	0	0	0	0	0	5
H/TOT	15	4	0	0	0	0	19
P/TOT	8016	1737	452	174	89	52	10679

PEAK HOUR CALCULATION	TOT
00:00 to 01:00	14
00:15 to 01:15	17
00:30 to 01:30	19
00:45 to 01:45	15
01:00 to 02:00	15
01:15 to 02:15	13
01:30 to 02:30	12
01:45 to 02:45	16
02:00 to 03:00	15
02:15 to 03:15	13
02:30 to 03:30	13
02:45 to 03:45	8
03:00 to 04:00	7
03:15 to 04:15	9
03:30 to 04:30	15
03:45 to 04:45	21
04:00 to 05:00	27
04:15 to 05:15	36
04:30 to 05:30	50
04:45 to 05:45	81
05:00 to 06:00	100
05:15 to 06:15	149
05:30 to 06:30	196
05:45 to 06:45	243
06:00 to 07:00	338
06:15 to 07:15	468
06:30 to 07:30	648
06:45 to 07:45	836
07:00 to 08:00	990
07:15 to 08:15	1043
07:30 to 08:30	1012
07:45 to 08:45	946
08:00 to 09:00	845
08:15 to 09:15	784
08:30 to 09:30	691
08:45 to 09:45	611
AM Peak	1043
09:00 to 10:00	578
09:15 to 10:15	535
09:30 to 10:30	570
09:45 to 10:45	613
10:00 to 11:00	640
10:15 to 11:15	657
10:30 to 11:30	661
10:45 to 11:45	629
11:00 to 12:00	631
11:15 to 12:15	666
11:30 to 12:30	676
11:45 to 12:45	722
12:00 to 13:00	735
12:15 to 13:15	741
12:30 to 13:30	741
12:45 to 13:45	736
13:00 to 14:00	751
13:15 to 14:15	724
13:30 to 14:30	735
13:45 to 14:45	758
14:00 to 15:00	770
14:15 to 15:15	837
14:30 to 15:30	859
14:45 to 15:45	901
After Peak	901
15:00 to 16:00	933
15:15 to 16:15	961
15:30 to 16:30	1017
15:45 to 16:45	1040
16:00 to 17:00	1034
16:15 to 17:15	1027
16:30 to 17:30	1022
16:45 to 17:45	1014
17:00 to 18:00	963
17:15 to 18:15	868
17:30 to 18:30	774
17:45 to 18:45	647
18:00 to 19:00	554
18:15 to 19:15	500
18:30 to 19:30	435
18:45 to 19:45	392
19:00 to 20:00	366
19:15 to 20:15	319
19:30 to 20:30	271
19:45 to 20:45	223
20:00 to 21:00	191
20:15 to 21:15	160
20:30 to 21:30	132
20:45 to 21:45	119
21:00 to 22:00	103
21:15 to 22:15	95
21:30 to 22:30	94
21:45 to 22:45	72
22:00 to 23:00	60
22:15 to 23:15	43
22:30 to 23:30	25
22:45 to 23:45	22
23:00 to 00:00	19
PM Peak	1040

A.4. ATC B5248 Dunkirk Lane

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction Both Directions

Tuesday, 2 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	2	0	2	0	0	0	0	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	1	2	0	0	0	0	0	0	0	1	0	0
0215	2	0	2	0	0	0	0	0	0	0	0	0	0
0230	2	0	2	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	1	0	1	0	0	0	0	0	0	0	0
0315	1	1	0	0	0	0	0	0	0	0	0	0	0
0330	4	0	4	0	0	0	0	0	0	0	0	0	0
0345	4	0	4	0	0	0	0	0	0	0	0	0	0
0400	3	0	2	0	1	0	0	0	0	0	0	0	0
0415	5	0	5	0	0	0	0	0	0	0	0	0	0
0430	2	0	1	0	0	0	0	0	0	1	0	0	0
0445	8	0	7	0	1	0	0	0	0	0	0	0	0
0500	9	0	8	0	1	0	0	0	0	0	0	0	0
0515	11	0	10	0	1	0	0	0	0	0	0	0	0
0530	21	0	20	0	1	0	0	0	0	0	0	0	0
0545	21	0	16	0	5	0	0	0	0	0	0	0	0
0600	23	1	19	0	3	0	0	0	0	0	0	0	0
0615	43	0	36	0	5	1	0	0	0	1	0	0	0
0630	43	1	38	1	2	0	0	0	1	0	0	0	0
0645	81	1	70	0	9	0	0	0	0	1	0	0	0
0700	97	1	83	2	11	0	0	0	0	0	0	0	0
0715	147	2	128	0	16	0	0	0	0	1	0	0	0
0730	155	4	132	0	14	0	2	0	1	1	1	0	0
0745	165	1	144	0	18	0	1	0	0	0	1	0	0
0800	145	0	123	0	18	1	0	0	2	0	1	0	0
0815	117	0	101	0	12	0	0	1	0	2	1	0	0
0830	118	0	100	0	15	1	0	0	0	1	1	0	0
0845	117	0	100	2	15	0	0	0	0	0	0	0	0
0900	123	0	103	1	17	1	0	0	0	1	0	0	0
0915	102	2	83	0	15	1	0	0	0	0	1	0	0
0930	99	1	85	1	10	0	0	0	1	0	1	0	0
0945	117	2	97	3	13	2	0	0	0	0	0	0	0
1000	99	2	81	0	13	2	1	0	0	0	0	0	0
1015	96	2	78	0	16	0	0	0	0	0	0	0	0
1030	109	5	82	2	16	3	1	0	0	0	0	0	0
1045	121	3	94	1	18	2	1	0	1	0	1	0	0
1100	101	3	76	2	13	2	2	0	1	2	0	0	0
1115	111	3	96	2	8	2	0	0	0	0	0	0	0
1130	122	7	101	2	11	1	0	0	0	0	0	0	0
1145	105	1	93	0	9	1	0	1	0	0	0	0	0
1200	129	3	110	2	10	1	1	0	0	1	1	0	0
1215	133	5	121	0	4	0	2	0	0	0	1	0	0
1230	115	0	100	0	12	2	0	0	0	0	1	0	0
1245	118	0	110	1	6	0	0	1	0	0	0	0	0
1300	117	5	102	1	8	0	0	0	1	0	0	0	0
1315	123	0	107	0	11	1	0	0	2	1	1	0	0
1330	115	5	91	1	14	2	0	1	0	1	0	0	0
1345	126	5	104	0	14	1	0	0	0	1	1	0	0
1400	100	1	89	1	8	0	0	0	0	0	1	0	0
1415	112	4	94	2	9	1	0	0	0	0	2	0	0
1430	102	4	84	1	10	1	0	0	1	0	0	1	0
1445	122	3	94	0	20	3	0	0	0	1	1	0	0
1500	126	4	106	2	12	1	0	0	0	1	0	0	0
1515	141	2	117	0	17	2	0	0	1	2	0	0	0
1530	133	4	114	1	13	0	0	0	1	0	0	0	0
1545	133	2	116	1	12	0	0	0	0	2	0	0	0
1600	179	2	157	0	17	1	1	0	0	1	0	0	0
1615	159	2	130	3	16	4	2	0	1	1	0	0	0
1630	194	4	166	3	19	0	1	0	1	0	0	0	0
1645	181	4	158	2	13	2	1	0	1	0	0	0	0
1700	168	4	153	0	10	0	0	0	0	0	1	0	0
1715	158	2	146	0	9	1	0	0	0	0	0	0	0
1730	160	3	142	0	12	0	0	0	2	0	1	0	0
1745	128	2	116	1	9	0	0	0	0	0	0	0	0
1800	101	2	86	0	11	0	0	0	1	0	1	0	0
1815	81	2	74	0	5	0	0	0	0	0	0	0	0
1830	78	1	69	0	8	0	0	0	0	0	0	0	0
1845	57	0	52	0	4	0	0	0	1	0	0	0	0
1900	68	1	65	0	2	0	0	0	0	0	0	0	0
1915	52	0	51	0	1	0	0	0	0	0	0	0	0
1930	58	2	53	1	1	0	0	0	1	0	0	0	0
1945	46	0	44	0	2	0	0	0	0	0	0	0	0
2000	36	1	33	0	1	1	0	0	0	0	0	0	0
2015	40	1	38	0	1	0	0	0	0	0	0	0	0
2030	32	1	27	0	4	0	0	0	0	0	0	0	0
2045	22	0	21	0	1	0	0	0	0	0	0	0	0
2100	21	0	20	0	0	0	0	0	0	1	0	0	0
2115	23	0	20	0	1	0	0	0	0	2	0	0	0
2130	7	0	4	0	3	0	0	0	0	0	0	0	0
2145	16	0	14	0	2	0	0	0	0	0	0	0	0
2200	22	1	19	0	2	0	0	0	0	0	0	0	0
2215	20	0	20	0	0	0	0	0	0	0	0	0	0
2230	8	0	8	0	0	0	0	0	0	0	0	0	0
2245	9	0	8	0	1	0	0	0	0	0	0	0	0
2300	6	0	6	0	0	0	0	0	0	0	0	0	0
2315	5	0	5	0	0	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0	0	0
2345	2	0	1	0	1	0	0	0	0	0	0	0	0
07-19	5955	114	5088	40	591	42	16	4	19	20	20	1	0
06-22	6566	123	5641	42	629	44	16	4	21	25	20	1	0
06-00	6639	124	5709	42	633	44	16	4	21	25	20	1	0
00-00	6743	126	5798	42	644	44	16	4	21	26	21	1	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction Both Directions
 Wednesday, 3 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	5	0	4	0	1	0	0	0	0	0	0	0	0
0015	3	0	2	0	1	0	0	0	0	0	0	0	0
0030	2	0	2	0	0	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	2	1	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0	0	0
0230	2	0	2	0	0	0	0	0	0	0	0	0	0
0245	3	0	3	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0
0315	1	0	0	0	1	0	0	0	0	0	0	0	0
0330	2	0	2	0	0	0	0	0	0	0	0	0	0
0345	4	0	4	0	0	0	0	0	0	0	0	0	0
0400	6	0	4	0	1	0	0	0	0	1	0	0	0
0415	3	0	2	0	0	1	0	0	0	0	0	0	0
0430	4	0	2	0	0	1	0	0	0	1	0	0	0
0445	4	1	3	0	0	0	0	0	0	0	0	0	0
0500	7	0	7	0	0	0	0	0	0	0	0	0	0
0515	14	0	12	0	2	0	0	0	0	0	0	0	0
0530	19	0	19	0	0	0	0	0	0	0	0	0	0
0545	27	0	20	1	6	0	0	0	0	0	0	0	0
0600	19	0	17	0	2	0	0	0	0	0	0	0	0
0615	30	1	27	0	2	0	0	0	0	0	0	0	0
0630	41	0	36	0	5	0	0	0	0	0	0	0	0
0645	75	0	60	0	14	0	1	0	0	0	0	0	0
0700	93	1	84	0	7	1	0	0	0	0	0	0	0
0715	136	0	124	1	10	1	0	0	0	0	0	0	0
0730	165	1	144	0	16	0	1	0	0	3	0	0	0
0745	171	0	153	0	16	1	0	0	1	0	0	0	0
0800	139	0	123	0	11	3	1	1	0	0	0	0	0
0815	133	1	111	0	20	0	0	0	1	0	0	0	0
0830	99	0	78	1	17	1	0	0	2	0	0	0	0
0845	103	0	85	0	16	0	0	0	2	0	0	0	0
0900	101	1	87	0	13	0	0	0	0	0	0	0	0
0915	73	1	61	0	11	0	0	0	0	0	0	0	0
0930	74	1	51	0	20	1	1	0	0	0	0	0	0
0945	100	1	82	1	16	0	0	0	0	0	0	0	0
1000	95	1	80	0	14	0	0	0	0	0	0	0	0
1015	88	0	68	1	19	0	0	0	0	0	0	0	0
1030	97	0	80	0	17	0	0	0	0	0	0	0	0
1045	109	2	93	2	11	0	1	0	0	0	0	0	0
1100	102	2	87	1	10	1	1	0	0	0	0	0	0
1115	111	0	88	0	22	0	1	0	0	0	0	0	0
1130	90	2	77	0	10	1	0	0	0	0	0	0	0
1145	88	1	74	1	9	2	1	0	0	0	0	0	0
1200	130	4	104	1	21	0	0	0	0	0	0	0	0
1215	94	0	86	1	7	0	0	0	0	0	0	0	0
1230	103	2	86	1	12	1	1	0	0	0	0	0	0
1245	95	2	79	0	12	1	0	1	0	0	0	0	0
1300	97	0	77	0	20	0	0	0	0	0	0	0	0
1315	98	2	91	0	5	0	0	0	0	0	0	0	0
1330	104	2	87	0	12	1	1	1	0	0	0	0	0
1345	91	1	79	0	11	0	0	0	0	0	0	0	0
1400	102	2	85	0	14	0	0	1	0	0	0	0	0
1415	106	3	93	0	9	0	0	0	0	1	0	0	0
1430	114	1	97	0	16	0	0	0	0	0	0	0	0
1445	117	4	104	0	9	0	0	0	0	0	0	0	0
1500	134	0	119	1	14	1	0	0	0	1	0	0	0
1515	137	1	121	0	15	0	0	0	0	0	0	0	0
1530	128	0	111	1	13	0	1	0	1	0	1	0	0
1545	130	2	116	0	10	1	1	0	0	0	0	0	0
1600	145	3	120	0	21	0	1	0	0	0	0	0	0
1615	134	2	117	0	13	1	0	0	1	0	0	0	0
1630	189	2	168	1	17	0	1	0	0	0	0	0	0
1645	168	0	153	2	13	0	0	0	0	0	0	0	0
1700	170	1	154	0	13	1	0	0	1	0	0	0	0
1715	147	0	134	1	11	1	0	0	0	0	0	0	0
1730	143	3	125	0	14	0	0	0	1	0	0	0	0
1745	132	2	119	0	8	2	1	0	0	0	0	0	0
1800	105	2	95	0	7	1	0	0	0	0	0	0	0
1815	80	0	73	1	6	0	0	0	0	0	0	0	0
1830	86	0	84	0	2	0	0	0	0	0	0	0	0
1845	78	3	70	1	4	0	0	0	0	0	0	0	0
1900	65	2	59	0	4	0	0	0	0	0	0	0	0
1915	62	2	56	0	4	0	0	0	0	0	0	0	0
1930	52	0	50	0	2	0	0	0	0	0	0	0	0
1945	52	0	50	0	2	0	0	0	0	0	0	0	0
2000	37	0	35	0	2	0	0	0	0	0	0	0	0
2015	32	0	31	0	1	0	0	0	0	0	0	0	0
2030	21	0	20	0	1	0	0	0	0	0	0	0	0
2045	26	0	24	0	2	0	0	0	0	0	0	0	0
2100	12	0	11	0	1	0	0	0	0	0	0	0	0
2115	18	0	16	0	2	0	0	0	0	0	0	0	0
2130	25	0	24	0	1	0	0	0	0	0	0	0	0
2145	24	0	24	0	0	0	0	0	0	0	0	0	0
2200	32	3	26	0	3	0	0	0	0	0	0	0	0
2215	16	0	14	0	2	0	0	0	0	0	0	0	0
2230	6	0	6	0	0	0	0	0	0	0	0	0	0
2245	11	0	9	0	2	0	0	0	0	0	0	0	0
2300	5	0	4	0	1	0	0	0	0	0	0	0	0
2315	5	0	5	0	0	0	0	0	0	0	0	0	0
2330	7	0	7	0	0	0	0	0	0	0	0	0	0
2345	10	0	8	0	2	0	0	0	0	0	0	0	0
07-19	5526	59	4777	19	614	23	14	4	13	2	1	0	0
06-22	6117	64	5317	19	659	23	15	4	13	2	1	0	0
06-00	6209	67	5396	19	669	23	15	4	13	2	1	0	0
00-00	6321	69	5489	20	681	25	15	4	13	4	1	0	0



Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction Both Directions

Thursday, 4 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	1	0	1	0	0	0	0	0	0	0	0	0	0
0015	3	0	3	0	0	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0
0115	3	0	2	0	1	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	1	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	2	0	2	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0
0315	3	0	2	0	1	0	0	0	0	0	0	0	0
0330	5	0	2	0	3	0	0	0	0	0	0	0	0
0345	3	0	2	0	1	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0	0	0
0430	3	0	1	0	1	0	0	0	0	1	0	0	0
0445	6	0	6	0	0	0	0	0	0	0	0	0	0
0500	9	0	7	0	2	0	0	0	0	0	0	0	0
0515	20	0	18	0	1	0	0	0	0	1	0	0	0
0530	27	0	21	0	6	0	0	0	0	0	0	0	0
0545	30	0	24	0	6	0	0	0	0	0	0	0	0
0600	18	1	15	0	2	0	0	0	0	0	0	0	0
0615	38	0	33	0	5	0	0	0	0	0	0	0	0
0630	43	0	35	1	6	0	0	0	0	0	1	0	0
0645	77	0	67	0	10	0	0	0	0	0	0	0	0
0700	97	2	85	1	7	1	0	0	0	0	1	0	0
0715	128	1	112	0	14	0	0	0	0	0	1	0	0
0730	143	1	126	0	13	2	0	0	0	1	0	0	0
0745	167	0	141	1	23	0	0	0	1	0	1	0	0
0800	141	0	117	0	23	1	0	0	0	0	0	0	0
0815	106	0	91	0	11	2	0	0	1	0	1	0	0
0830	121	0	107	1	13	0	0	0	0	0	0	0	0
0845	119	1	106	0	8	3	0	0	1	0	0	0	0
0900	110	1	93	0	14	1	0	1	0	0	0	0	0
0915	102	2	84	0	13	2	0	0	1	0	0	0	0
0930	84	1	66	1	15	1	0	0	0	0	0	0	0
0945	117	1	97	1	17	0	0	0	0	1	0	0	0
1000	84	0	70	0	13	0	1	0	0	0	0	0	0
1015	100	1	79	0	18	1	0	0	0	1	0	0	0
1030	96	1	83	4	7	1	0	0	0	0	0	0	0
1045	130	4	116	0	9	1	0	0	0	0	0	0	0
1100	94	0	82	1	11	0	0	0	0	0	0	0	0
1115	137	1	124	0	9	0	0	1	0	1	1	0	0
1130	115	1	96	1	16	1	0	0	0	0	0	0	0
1145	120	2	101	0	14	3	0	0	0	0	0	0	0
1200	125	3	108	0	13	0	0	0	1	0	0	0	0
1215	133	3	113	0	15	0	1	0	0	0	1	0	0
1230	118	4	104	0	10	0	0	0	0	0	0	0	0
1245	141	1	116	0	23	0	0	0	1	0	0	0	0
1300	111	1	100	0	7	2	0	0	1	0	0	0	0
1315	109	2	95	0	11	0	0	0	1	0	0	0	0
1330	106	0	90	1	11	0	1	0	0	2	1	0	0
1345	110	1	96	0	11	0	1	0	0	1	0	0	0
1400	111	1	98	1	8	0	1	1	0	1	0	0	0
1415	100	3	86	0	9	1	0	0	1	0	0	0	0
1430	110	0	93	1	14	0	0	1	1	0	0	0	0
1445	123	2	107	0	12	1	0	0	0	0	1	0	0
1500	134	1	124	1	7	1	0	0	0	0	0	0	0
1515	136	2	118	1	14	0	0	0	0	1	0	0	0
1530	145	1	120	1	19	1	0	0	0	1	2	0	0
1545	130	0	107	0	19	0	0	0	2	0	2	0	0
1600	151	3	132	1	15	0	0	0	0	0	0	0	0
1615	174	0	154	0	19	0	1	0	0	0	0	0	0
1630	167	3	154	0	9	0	1	0	0	0	0	0	0
1645	152	2	133	1	14	1	1	0	0	0	0	0	0
1700	153	2	137	0	12	0	1	0	1	0	0	0	0
1715	153	1	140	0	10	1	0	0	0	1	0	0	0
1730	137	1	121	0	13	0	0	0	2	0	0	0	0
1745	132	1	119	0	11	0	0	0	1	0	0	0	0
1800	114	2	101	1	8	1	1	0	0	0	0	0	0
1815	77	1	70	1	5	0	0	0	0	0	0	0	0
1830	91	0	88	0	3	0	0	0	0	0	0	0	0
1845	76	0	68	0	8	0	0	0	0	0	0	0	0
1900	74	2	67	0	4	0	1	0	0	0	0	0	0
1915	68	0	65	0	3	0	0	0	0	0	0	0	0
1930	52	0	48	0	3	1	0	0	0	0	0	0	0
1945	58	1	53	0	3	0	0	0	0	0	1	0	0
2000	40	0	36	0	3	1	0	0	0	0	0	0	0
2015	30	0	27	0	3	0	0	0	0	0	0	0	0
2030	28	0	26	0	2	0	0	0	0	0	0	0	0
2045	21	0	19	0	2	0	0	0	0	0	0	0	0
2100	23	0	22	0	1	0	0	0	0	0	0	0	0
2115	18	1	15	0	2	0	0	0	0	0	0	0	0
2130	19	1	18	0	0	0	0	0	0	0	0	0	0
2145	16	2	13	0	1	0	0	0	0	0	0	0	0
2200	22	0	20	0	2	0	0	0	0	0	0	0	0
2215	14	0	13	0	1	0	0	0	0	0	0	0	0
2230	10	0	10	0	0	0	0	0	0	0	0	0	0
2245	7	1	5	0	1	0	0	0	0	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0	0	0
2315	6	1	5	0	0	0	0	0	0	0	0	0	0
2330	3	0	3	0	0	0	0	0	0	0	0	0	0
2345	3	0	3	0	0	0	0	0	0	0	0	0	0
07-19	5830	61	5068	21	598	29	10	4	16	11	12	0	0
06-22	6453	69	5627	22	648	31	11	4	16	11	14	0	0
06-00	6522	71	5690	22	652	31	11	4	16	11	14	0	0
00-00	6644	72	5787	22	674	31	11	4	16	13	14	0	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction Both Directions
 Friday, 5 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	1	0	1	0	0	0	0	0	0	0	0	0	0
0015	2	1	1	0	0	0	0	0	0	0	0	0	0
0030	2	0	1	0	0	0	0	0	0	0	1	0	0
0045	2	0	1	0	1	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0
0115	3	0	2	0	1	0	0	0	0	0	0	0	0
0130	2	1	1	0	0	0	0	0	0	0	0	0	0
0145	4	0	4	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0
0315	2	0	1	0	1	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0
0345	3	0	2	0	1	0	0	0	0	0	0	0	0
0400	5	0	5	0	0	0	0	0	0	0	0	0	0
0415	2	0	2	0	0	0	0	0	0	0	0	0	0
0430	6	0	4	0	1	0	0	0	0	1	0	0	0
0445	5	0	5	0	0	0	0	0	0	0	0	0	0
0500	8	0	8	0	0	0	0	0	0	0	0	0	0
0515	15	0	12	0	3	0	0	0	0	0	0	0	0
0530	16	0	15	0	1	0	0	0	0	0	0	0	0
0545	24	0	19	0	5	0	0	0	0	0	0	0	0
0600	20	0	18	0	2	0	0	0	0	0	0	0	0
0615	37	0	29	0	7	0	0	0	0	1	0	0	0
0630	50	1	45	0	4	0	0	0	0	0	0	0	0
0645	58	0	50	0	7	0	0	0	1	0	0	0	0
0700	90	0	81	1	8	0	0	0	0	0	0	0	0
0715	119	2	101	1	14	0	1	0	0	0	0	0	0
0730	158	1	138	0	17	1	0	0	1	0	0	0	0
0745	165	1	134	0	20	3	3	2	0	0	2	0	0
0800	125	0	99	0	24	0	1	1	0	0	0	0	0
0815	109	0	93	0	14	1	0	0	1	0	0	0	0
0830	117	2	102	1	8	2	0	1	1	0	0	0	0
0845	120	1	97	1	19	2	0	0	0	0	0	0	0
0900	111	0	91	2	14	1	1	1	0	1	0	0	0
0915	120	3	92	0	25	0	0	0	0	0	0	0	0
0930	105	2	85	0	16	0	1	0	0	1	0	0	0
0945	114	2	100	0	9	0	0	1	0	1	1	0	0
1000	127	1	107	0	18	0	0	0	1	0	0	0	0
1015	128	2	113	1	12	0	0	0	0	0	0	0	0
1030	127	1	101	0	19	3	3	0	0	0	0	0	0
1045	142	3	119	1	13	4	2	0	0	0	0	0	0
1100	141	7	120	0	14	0	0	0	0	0	0	0	0
1115	117	2	95	0	14	2	1	0	3	0	0	0	0
1130	141	4	121	0	16	0	0	0	0	0	0	0	0
1145	120	3	107	0	9	1	0	0	0	0	0	0	0
1200	137	1	116	3	14	0	0	1	1	1	0	0	0
1215	140	3	116	2	17	0	1	0	0	1	0	0	0
1230	135	1	120	0	11	0	2	0	1	0	0	0	0
1245	133	1	117	1	13	0	1	0	0	0	0	0	0
1300	119	0	108	0	10	1	0	0	0	0	0	0	0
1315	110	1	99	0	8	1	0	0	1	0	0	0	0
1330	132	3	116	0	10	2	0	1	0	0	0	0	0
1345	115	2	97	2	13	0	0	1	0	0	0	0	0
1400	123	1	109	1	11	0	0	0	1	0	0	0	0
1415	122	2	108	1	9	1	1	0	0	0	0	0	0
1430	133	4	118	0	8	2	1	0	0	0	0	0	0
1445	124	3	109	0	12	0	0	0	0	0	0	0	0
1500	160	2	147	0	11	0	0	0	0	0	0	0	0
1515	151	2	133	0	16	0	0	0	0	0	0	0	0
1530	161	0	148	1	12	0	0	0	0	0	0	0	0
1545	132	1	116	0	12	0	2	0	0	1	0	0	0
1600	164	1	148	0	15	0	0	0	0	0	0	0	0
1615	169	2	146	0	17	2	2	0	0	0	0	0	0
1630	164	2	144	0	16	1	0	0	0	0	0	1	0
1645	173	2	153	0	17	1	0	0	0	0	0	0	0
1700	162	2	145	2	12	1	0	0	0	0	0	0	0
1715	148	0	135	0	11	1	0	0	1	0	0	0	0
1730	157	4	141	1	8	1	1	0	0	1	0	0	0
1745	116	2	102	1	11	0	0	0	0	0	0	0	0
1800	115	1	105	1	8	0	0	0	0	0	0	0	0
1815	103	0	99	0	4	0	0	0	0	0	0	0	0
1830	71	0	66	1	3	0	1	0	0	0	0	0	0
1845	100	0	93	0	6	0	0	0	0	0	1	0	0
1900	85	1	78	0	5	1	0	0	0	0	0	0	0
1915	70	1	62	1	6	0	0	0	0	0	0	0	0
1930	62	3	58	0	1	0	0	0	0	0	0	0	0
1945	46	2	42	0	2	0	0	0	0	0	0	0	0
2000	59	1	50	0	8	0	0	0	0	0	0	0	0
2015	42	0	39	0	3	0	0	0	0	0	0	0	0
2030	45	0	41	0	4	0	0	0	0	0	0	0	0
2045	32	0	29	0	3	0	0	0	0	0	0	0	0
2100	25	4	21	0	0	0	0	0	0	0	0	0	0
2115	12	0	10	0	1	1	0	0	0	0	0	0	0
2130	18	1	17	0	0	0	0	0	0	0	0	0	0
2145	19	1	18	0	0	0	0	0	0	0	0	0	0
2200	26	0	24	0	2	0	0	0	0	0	0	0	0
2215	11	0	10	0	1	0	0	0	0	0	0	0	0
2230	11	0	11	0	0	0	0	0	0	0	0	0	0
2245	9	0	6	0	3	0	0	0	0	0	0	0	0
2300	11	0	11	0	0	0	0	0	0	0	0	0	0
2315	8	0	7	0	0	0	0	0	0	1	0	0	0
2330	7	0	6	0	1	0	0	0	0	0	0	0	0
2345	8	0	7	0	1	0	0	0	0	0	0	0	0
07-19	6265	80	5450	25	618	34	25	9	12	7	4	1	0
06-22	6945	95	6057	26	671	36	25	9	13	8	4	1	0
06-00	7036	95	6139	26	679	36	25	9	13	8	5	1	0
00-00	7146	97	6231	26	693	36	25	9	13	9	6	1	0

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	6	1	5	0	0	0	0	0	0	0	0	0	0
0015	3	0	3	0	0	0	0	0	0	0	0	0	0
0030	3	0	3	0	0	0	0	0	0	0	0	0	0
0045	2	0	2	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	1	1	0	0	0	0	0	0	0	0	0	0	0
0145	2	1	1	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	1	0	1	0	0	0	0	0	0	0	0
0415	2	0	2	0	0	0	0	0	0	0	0	0	0
0430	1	0	1	0	0	0	0	0	0	0	0	0	0
0445	2	0	2	0	0	0	0	0	0	0	0	0	0
0500	7	1	6	0	0	0	0	0	0	0	0	0	0
0515	5	0	3	0	2	0	0	0	0	0	0	0	0
0530	16	1	13	0	2	0	0	0	0	0	0	0	0
0545	11	0	9	0	2	0	0	0	0	0	0	0	0
0600	15	2	11	0	2	0	0	0	0	0	0	0	0
0615	19	0	18	0	1	0	0	0	0	0	0	0	0
0630	18	0	15	0	3	0	0	0	0	0	0	0	0
0645	23	0	21	0	2	0	0	0	0	0	0	0	0
0700	30	1	23	0	6	0	0	0	0	0	0	0	0
0715	51	0	44	0	7	0	0	0	0	0	0	0	0
0730	61	1	52	0	8	0	0	0	0	0	0	0	0
0745	58	1	47	0	9	0	0	1	0	0	0	0	0
0800	56	1	49	0	4	1	0	0	1	0	0	0	0
0815	51	1	42	3	5	0	0	0	0	0	0	0	0
0830	82	1	71	1	7	1	1	0	0	0	0	0	0
0845	92	0	76	3	10	1	1	0	0	1	0	0	0
0900	73	2	62	0	7	2	0	0	0	0	0	0	0
0915	88	0	75	2	8	1	2	0	0	0	0	0	0
0930	105	1	93	0	8	2	1	0	0	0	0	0	0
0945	97	1	84	1	8	0	1	1	1	0	0	0	0
1000	123	3	106	0	13	1	0	0	0	0	0	0	0
1015	126	4	106	0	14	1	1	0	0	0	0	0	0
1030	117	4	97	1	12	2	0	0	1	0	0	0	0
1045	138	4	123	1	9	1	0	0	0	0	0	0	0
1100	137	2	130	0	4	1	0	0	0	0	0	0	0
1115	123	1	109	3	10	0	0	0	0	0	0	0	0
1130	146	6	127	1	9	2	0	0	0	0	0	1	0
1145	133	2	117	0	13	0	1	0	0	0	0	0	0
1200	155	2	139	1	12	0	1	0	0	0	0	0	0
1215	146	2	132	2	9	0	1	0	0	0	0	0	0
1230	124	7	108	2	7	0	0	0	0	0	0	0	0
1245	126	3	116	0	4	0	2	0	0	0	0	0	1
1300	136	1	123	2	10	0	0	0	0	0	0	0	0
1315	131	0	123	0	8	0	0	0	0	0	0	0	0
1330	145	3	136	0	6	0	0	0	0	0	0	0	0
1345	127	2	113	1	8	1	2	0	0	0	0	0	0
1400	119	1	111	1	6	0	0	0	0	0	0	0	0
1415	145	1	133	2	8	0	0	0	1	0	0	0	0
1430	125	2	110	3	8	0	2	0	0	0	0	0	0
1445	121	3	113	1	4	0	0	0	0	0	0	0	0
1500	139	0	131	2	6	0	0	0	0	0	0	0	0
1515	110	4	105	0	1	0	0	0	0	0	0	0	0
1530	152	3	135	0	11	0	1	0	1	1	0	0	0
1545	119	3	109	1	5	1	0	0	0	0	0	0	0
1600	121	3	113	0	5	0	0	0	0	0	0	0	0
1615	113	2	103	2	5	0	0	0	0	1	0	0	0
1630	121	0	112	0	6	0	3	0	0	0	0	0	0
1645	102	2	95	0	3	0	1	0	1	0	0	0	0
1700	117	2	103	0	11	1	0	0	0	0	0	0	0
1715	104	0	100	0	4	0	0	0	0	0	0	0	0
1730	121	1	115	0	5	0	0	0	0	0	0	0	0
1745	99	1	92	0	6	0	0	0	0	0	0	0	0
1800	74	0	66	1	6	0	0	0	0	0	1	0	0
1815	71	2	67	0	2	0	0	0	0	0	0	0	0
1830	70	3	63	0	3	0	1	0	0	0	0	0	0
1845	62	0	55	0	5	0	0	1	0	1	0	0	0
1900	49	0	46	0	2	0	1	0	0	0	0	0	0
1915	47	0	44	0	1	1	0	0	1	0	0	0	0
1930	47	0	42	1	3	1	0	0	0	0	0	0	0
1945	49	0	42	0	7	0	0	0	0	0	0	0	0
2000	40	4	32	1	3	0	0	0	0	0	0	0	0
2015	30	0	29	0	0	0	0	0	0	1	0	0	0
2030	29	0	27	0	2	0	0	0	0	0	0	0	0
2045	27	0	22	1	3	0	0	0	1	0	0	0	0
2100	27	0	26	0	1	0	0	0	0	0	0	0	0
2115	23	1	21	0	1	0	0	0	0	0	0	0	0
2130	23	0	21	0	2	0	0	0	0	0	0	0	0
2145	20	0	19	0	1	0	0	0	0	0	0	0	0
2200	23	0	21	0	2	0	0	0	0	0	0	0	0
2215	21	0	21	0	0	0	0	0	0	0	0	0	0
2230	12	0	11	0	1	0	0	0	0	0	0	0	0
2245	6	0	5	0	1	0	0	0	0	0	0	0	0
2300	8	0	7	0	0	0	0	0	0	0	1	0	0
2315	11	0	10	0	1	0	0	0	0	0	0	0	0
2330	7	1	6	0	0	0	0	0	0	0	0	0	0
2345	7	0	5	0	2	0	0	0	0	0	0	0	0
07-19	5182	89	4654	37	345	19	22	2	5	6	1	1	1
06-22	5668	96	5090	40	379	21	23	2	7	7	1	1	1
06-00	5763	97	5176	40	386	21	23	2	7	7	2	1	1
00-00	5834	102	5235	40	393	21	23	2	7	7	2	1	1

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction Both Directions

Sunday, 7 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	4	0	4	0	0	0	0	0	0	0	0	0	0
0015	6	0	6	0	0	0	0	0	0	0	0	0	0
0030	2	0	2	0	0	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0	0	0
0100	5	0	5	0	0	0	0	0	0	0	0	0	0
0115	2	0	2	0	0	0	0	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0	0	0
0145	2	0	2	0	0	0	0	0	0	0	0	0	0
0200	3	1	2	0	0	0	0	0	0	0	0	0	0
0215	1	0	0	0	1	0	0	0	0	0	0	0	0
0230	1	0	0	0	1	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	3	0	0	0	0	0	0	0	0	0	0
0315	4	0	4	0	0	0	0	0	0	0	0	0	0
0330	4	0	4	0	0	0	0	0	0	0	0	0	0
0345	4	0	4	0	0	0	0	0	0	0	0	0	0
0400	2	0	1	0	0	0	0	0	0	0	1	0	0
0415	3	0	3	0	0	0	0	0	0	0	0	0	0
0430	1	0	1	0	0	0	0	0	0	0	0	0	0
0445	2	0	2	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0
0515	2	0	2	0	0	0	0	0	0	0	0	0	0
0530	4	0	4	0	0	0	0	0	0	0	0	0	0
0545	8	0	6	0	1	0	0	0	0	1	0	0	0
0600	17	0	17	0	0	0	0	0	0	0	0	0	0
0615	16	0	15	0	0	0	0	1	0	0	0	0	0
0630	6	0	6	0	0	0	0	0	0	0	0	0	0
0645	13	1	10	0	2	0	0	0	0	0	0	0	0
0700	19	1	17	0	1	0	0	0	0	0	0	0	0
0715	33	1	31	0	1	0	0	0	0	0	0	0	0
0730	38	1	36	0	1	0	0	0	0	0	0	0	0
0745	32	1	30	0	1	0	0	0	0	0	0	0	0
0800	33	5	22	0	6	0	0	0	0	0	0	0	0
0815	38	3	33	0	2	0	0	0	0	0	0	0	0
0830	30	2	28	0	0	0	0	0	0	0	0	0	0
0845	44	0	40	1	2	0	1	0	0	0	0	0	0
0900	31	2	26	0	3	0	0	0	0	0	0	0	0
0915	39	4	31	0	4	0	0	0	0	0	0	0	0
0930	54	5	42	0	6	0	0	1	0	0	0	0	0
0945	67	6	56	0	4	0	0	0	1	0	0	0	0
1000	63	6	46	1	9	0	1	0	0	0	0	0	0
1015	89	5	71	1	12	0	0	0	0	0	0	0	0
1030	78	3	66	0	7	0	1	0	1	0	0	0	0
1045	103	7	88	1	7	0	0	0	0	0	0	0	0
1100	99	6	83	1	6	1	1	0	1	0	0	0	0
1115	88	4	77	3	4	0	0	0	0	0	0	0	0
1130	103	4	91	0	7	0	1	0	0	0	0	0	0
1145	88	3	77	0	8	0	0	0	0	0	0	0	0
1200	81	6	70	0	4	0	0	0	0	1	0	0	0
1215	143	7	119	4	12	0	0	0	0	1	0	0	0
1230	97	4	86	0	7	0	0	0	0	0	0	0	0
1245	111	2	102	0	6	0	1	0	0	0	0	0	0
1300	124	6	116	0	2	0	0	0	0	0	0	0	0
1315	120	0	112	1	4	0	2	0	0	1	0	0	0
1330	131	2	122	0	6	0	0	1	0	0	0	0	0
1345	93	5	77	2	9	0	0	0	0	0	0	0	0
1400	106	3	96	0	5	1	1	0	0	0	0	0	0
1415	77	2	72	0	3	0	0	0	0	0	0	0	0
1430	98	3	91	0	3	0	0	0	1	0	0	0	0
1445	101	5	91	1	3	0	0	1	0	0	0	0	0
1500	93	1	83	0	8	1	0	0	0	0	0	0	0
1515	113	1	106	0	5	0	1	0	0	0	0	0	0
1530	92	2	82	0	8	0	0	0	0	0	0	0	0
1545	93	5	81	0	6	0	0	1	0	0	0	0	0
1600	103	1	95	0	7	0	0	0	0	0	0	0	0
1615	99	2	93	0	3	1	0	0	0	0	0	0	0
1630	97	0	96	0	0	1	0	0	0	0	0	0	0
1645	94	2	81	1	10	0	0	0	0	0	0	0	0
1700	80	1	76	1	2	0	0	0	0	0	0	0	0
1715	98	0	90	1	7	0	0	0	0	0	0	0	0
1730	78	0	72	0	6	0	0	0	0	0	0	0	0
1745	67	1	58	0	8	0	0	0	0	0	0	0	0
1800	60	0	57	0	3	0	0	0	0	0	0	0	0
1815	53	3	44	1	5	0	0	0	0	0	0	0	0
1830	62	1	55	0	6	0	0	0	0	0	0	0	0
1845	48	0	47	0	1	0	0	0	0	0	0	0	0
1900	46	0	44	0	2	0	0	0	0	0	0	0	0
1915	48	0	46	0	2	0	0	0	0	0	0	0	0
1930	47	0	46	0	1	0	0	0	0	0	0	0	0
1945	37	0	35	0	2	0	0	0	0	0	0	0	0
2000	35	0	34	0	1	0	0	0	0	0	0	0	0
2015	24	0	22	0	2	0	0	0	0	0	0	0	0
2030	26	2	23	0	1	0	0	0	0	0	0	0	0
2045	22	0	20	0	2	0	0	0	0	0	0	0	0
2100	22	0	22	0	0	0	0	0	0	0	0	0	0
2115	14	0	14	0	0	0	0	0	0	0	0	0	0
2130	12	0	12	0	0	0	0	0	0	0	0	0	0
2145	17	0	17	0	0	0	0	0	0	0	0	0	0
2200	21	1	17	0	3	0	0	0	0	0	0	0	0
2215	15	1	12	0	2	0	0	0	0	0	0	0	0
2230	6	0	5	0	1	0	0	0	0	0	0	0	0
2245	10	0	8	0	2	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0
2315	13	0	12	0	1	0	0	0	0	0	0	0	0
2330	3	0	2	0	1	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	0	0
07-19	3781	134	3361	20	240	4	10	1	6	2	3	0	0
06-22	4183	137	3744	20	255	4	10	2	6	2	3	0	0
06-00	4253	139	3802	20	265	4	10	2	6	2	3	0	0
00-00	4322	140	3865	20	268	4	10	2	6	2	5	0	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction Both Directions

Virtual Day (6)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	9	0	8	0	1	0	0	0	0	0	0	0	0
0100	6	1	5	0	0	0	0	0	0	0	0	0	0
0200	5	1	4	0	0	0	0	0	0	0	0	0	0
0300	9	0	8	0	2	0	0	0	0	0	0	0	0
0400	13	0	11	0	1	0	0	0	0	1	0	0	0
0500	56	0	47	0	8	0	0	0	0	0	0	0	0
0600	137	2	118	0	16	0	0	0	0	1	0	0	0
0700	420	4	365	1	43	2	1	0	1	1	1	0	0
0800	393	3	332	2	47	3	1	1	2	1	1	0	0
0900	368	7	304	2	48	3	1	1	1	1	1	0	0
1000	431	11	358	3	53	4	2	0	1	0	0	0	0
1100	455	11	392	3	43	4	2	0	1	1	0	0	0
1200	494	11	430	4	44	1	2	1	1	1	1	0	0
1300	465	8	410	2	38	2	1	1	1	1	1	0	0
1400	452	10	398	3	36	2	1	1	1	1	1	0	0
1500	521	7	461	2	44	2	1	0	1	2	1	0	0
1600	586	8	520	3	48	2	3	0	1	1	0	0	0
1700	521	6	473	1	37	2	1	0	2	0	0	0	0
1800	319	4	291	1	21	0	1	0	0	0	1	0	0
1900	223	3	208	1	11	1	0	0	0	0	0	0	0
2000	129	2	118	0	9	0	0	0	0	0	0	0	0
2100	76	2	70	0	3	0	0	0	0	1	0	0	0
2200	58	1	52	0	5	0	0	0	0	0	0	0	0
2300	24	0	21	0	2	0	0	0	0	0	0	0	0
07-19	5423	90	4733	27	501	25	16	4	12	8	7	1	0
06-22	5989	97	5246	28	540	27	17	4	13	9	7	1	0
06-00	6070	99	5319	28	547	27	17	4	13	9	8	1	0
00-00	6168	101	5401	28	559	27	17	4	13	10	8	1	0

Virtual Week (1)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	6743	126	5798	42	644	44	16	4	21	26	21	1	0
Wed	6321	69	5489	20	681	25	15	4	13	4	1	0	0
Thu	6644	72	5787	22	674	31	11	4	16	13	14	0	0
Fri	7146	97	6231	26	693	36	25	9	13	9	6	1	0
Sat	5834	102	5235	40	393	21	23	2	7	7	2	1	1
Sun	4322	140	3865	20	268	4	10	2	6	2	5	0	0
5 Day Ave.	6714	91	5826	28	673	34	17	5	16	13	11	1	0
7 Day Ave.	6168	101	5401	28	559	27	17	4	13	10	8	1	0
--	37010	606	32405	170	3353	161	100	25	76	61	49	3	1

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction Both

Tuesday, 9 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	2	0	2	0	0	0	0	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	8	1	4	0	3	0	0	0	0	0	0	0	0
0100	5	0	5	0	0	0	0	0	0	0	0	0	0
0115	3	0	3	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	2	0	2	0	0	0	0	0	0	0	0	0	0
0200	1	1	0	0	0	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	2	0	2	0	0	0	0	0	0	0	0	0	0
0345	2	0	2	0	0	0	0	0	0	0	0	0	0
0400	6	0	3	0	3	0	0	0	0	0	0	0	0
0415	3	0	2	0	1	0	0	0	0	0	0	0	0
0430	4	0	3	0	0	0	0	0	1	0	0	0	0
0445	4	0	4	0	0	0	0	0	0	0	0	0	0
0500	11	0	10	0	1	0	0	0	0	0	0	0	0
0515	10	0	10	0	0	0	0	0	0	0	0	0	0
0530	15	0	13	0	2	0	0	0	0	0	0	0	0
0545	23	1	18	0	4	0	0	0	0	0	0	0	0
0600	27	1	21	0	5	0	0	0	0	0	0	0	0
0615	52	0	46	0	5	0	0	1	0	0	0	0	0
0630	49	0	45	0	4	0	0	0	0	0	0	0	0
0645	77	0	64	2	11	0	0	0	0	0	0	0	0
0700	96	2	87	2	5	0	0	0	0	0	0	0	0
0715	132	2	114	2	13	0	0	0	1	0	0	0	0
0730	168	1	149	1	13	2	1	0	0	0	0	0	1
0745	165	1	145	0	16	1	0	0	1	0	1	0	0
0800	147	0	128	4	13	1	0	0	0	1	0	0	0
0815	150	0	124	0	21	3	2	0	0	0	0	0	0
0830	149	1	127	0	21	0	0	0	0	0	0	0	0
0845	160	1	148	0	9	1	0	0	0	0	1	0	0
0900	132	1	110	2	13	3	1	0	0	2	0	0	0
0915	124	2	107	0	13	0	2	0	0	0	0	0	0
0930	97	2	79	0	11	3	2	0	0	0	0	0	0
0945	96	2	80	1	12	0	0	0	0	1	0	0	0
1000	114	1	91	0	21	1	0	0	0	0	0	0	0
1015	92	2	72	1	12	3	2	0	0	0	0	0	0
1030	120	2	105	0	11	1	1	0	0	0	0	0	0
1045	115	1	97	1	15	0	1	0	0	0	0	0	0
1100	101	3	89	1	6	2	0	0	0	0	0	0	0
1115	123	3	106	1	11	1	1	0	0	0	0	0	0
1130	87	2	74	0	11	0	0	0	0	0	0	0	0
1145	123	2	103	1	14	1	1	0	1	0	0	0	0
1200	123	3	106	0	10	1	3	0	0	0	0	0	0
1215	118	2	101	1	13	1	0	0	0	0	0	0	0
1230	129	4	108	0	14	1	0	1	1	0	0	0	0
1245	98	1	81	0	14	0	0	0	1	1	0	0	0
1300	121	6	98	0	15	1	1	0	0	0	0	0	0
1315	120	2	100	0	14	3	1	0	0	0	0	0	0
1330	128	3	103	0	20	1	1	0	0	0	0	0	0
1345	89	2	73	0	11	0	2	0	0	0	0	0	1
1400	112	2	95	0	11	1	3	0	0	0	0	0	0
1415	107	2	82	0	21	0	1	0	1	0	0	0	0
1430	116	0	103	0	13	0	0	0	0	0	0	0	0
1445	141	2	123	1	12	1	2	0	0	0	0	0	0
1500	137	4	120	1	12	0	0	0	0	0	0	0	0
1515	165	2	145	0	16	0	2	0	0	0	0	0	0
1530	124	1	110	1	11	1	0	0	0	0	0	0	0
1545	136	1	117	1	16	0	1	0	0	0	0	0	0
1600	166	0	145	1	16	1	2	0	1	0	0	0	0
1615	165	3	147	0	15	0	0	0	0	0	0	0	0
1630	178	1	157	0	15	1	0	0	2	2	0	0	0
1645	171	1	149	1	19	0	1	0	0	0	0	0	0
1700	158	0	142	0	13	1	1	0	0	0	0	0	0
1715	156	1	146	1	8	0	0	0	0	0	0	0	0
1730	148	1	134	0	11	0	2	0	0	0	0	0	0
1745	119	1	108	0	7	0	0	1	2	0	0	0	0
1800	124	2	105	2	14	0	0	0	0	1	0	0	0
1815	99	3	88	1	6	0	1	0	0	0	0	0	0
1830	96	2	87	1	6	0	0	0	0	0	0	0	0
1845	75	0	72	0	2	0	0	0	0	1	0	0	0
1900	69	0	64	0	4	1	0	0	0	0	0	0	0
1915	59	0	52	0	6	0	1	0	0	0	0	0	0
1930	66	1	58	2	4	0	0	0	0	1	0	0	0
1945	50	1	45	0	4	0	0	0	0	0	0	0	0
2000	38	0	33	1	4	0	0	0	0	0	0	0	0
2015	43	1	39	0	3	0	0	0	0	0	0	0	0
2030	30	0	29	0	1	0	0	0	0	0	0	0	0
2045	29	1	27	0	1	0	0	0	0	0	0	0	0
2100	17	0	12	0	5	0	0	0	0	0	0	0	0
2115	16	0	15	0	1	0	0	0	0	0	0	0	0
2130	13	0	11	0	2	0	0	0	0	0	0	0	0
2145	23	0	21	0	2	0	0	0	0	0	0	0	0
2200	23	1	19	0	3	0	0	0	0	0	0	0	0
2215	19	1	17	0	1	0	0	0	0	0	0	0	0
2230	3	0	2	0	1	0	0	0	0	0	0	0	0
2245	13	0	13	0	0	0	0	0	0	0	0	0	0
2300	6	0	5	0	1	0	0	0	0	0	0	0	0
2315	4	0	4	0	0	0	0	0	0	0	0	0	0
2330	2	0	2	0	0	0	0	0	0	0	0	0	0
2345	5	0	5	0	0	0	0	0	0	0	0	0	0
07-19	6110	83	5280	29	616	37	38	3	11	9	2	0	2
06-22	6768	88	5862	34	678	38	39	4	11	10	2	0	2
06-00	6843	90	5929	34	684	38	39	4	11	10	2	0	2
00-00	6949	93	6017	34	698	38	39	4	11	11	2	0	2

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction Both

Wednesday, 10 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	3	0	3	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0	0	0
0045	3	0	1	0	2	0	0	0	0	0	0	0	0
0100	2	0	1	0	1	0	0	0	0	0	0	0	0
0115	2	0	2	0	0	0	0	0	0	0	0	0	0
0130	3	1	0	0	2	0	0	0	0	0	0	0	0
0145	3	0	1	0	2	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	0	0	1	0	0	0	0	0	0	0	0
0330	4	0	3	0	1	0	0	0	0	0	0	0	0
0345	4	0	2	0	1	0	0	0	0	1	0	0	0
0400	2	0	1	0	1	0	0	0	0	0	0	0	0
0415	11	0	6	0	4	1	0	0	0	0	0	0	0
0430	2	0	1	0	0	1	0	0	0	0	0	0	0
0445	6	0	5	0	0	0	0	0	0	1	0	0	0
0500	11	0	11	0	0	0	0	0	0	0	0	0	0
0515	9	1	8	0	0	0	0	0	0	0	0	0	0
0530	13	0	11	1	1	0	0	0	0	0	0	0	0
0545	30	0	27	0	3	0	0	0	0	0	0	0	0
0600	30	0	22	1	6	0	0	0	1	0	0	0	0
0615	44	1	36	0	7	0	0	0	0	0	0	0	0
0630	64	0	57	0	7	0	0	0	0	0	0	0	0
0645	69	1	56	0	9	1	2	0	0	0	0	0	0
0700	89	0	78	1	9	0	1	0	0	0	0	0	0
0715	142	0	130	0	10	0	1	0	0	0	1	0	0
0730	163	0	148	0	11	1	0	1	1	1	0	0	0
0745	178	0	150	1	21	3	1	0	1	1	0	0	0
0800	145	0	129	0	15	0	0	0	0	1	0	0	0
0815	161	1	144	1	12	0	1	0	0	0	2	0	0
0830	161	1	144	0	14	1	0	0	1	0	0	0	0
0845	152	0	136	1	13	1	0	0	0	0	1	0	0
0900	129	1	110	0	13	2	2	0	0	1	0	0	0
0915	81	0	62	0	16	0	2	0	0	0	1	0	0
0930	91	0	74	0	13	3	0	0	1	0	0	0	0
0945	82	0	66	0	15	0	0	0	1	0	0	0	0
1000	69	0	58	2	9	0	0	0	0	0	0	0	0
1015	105	0	82	0	18	0	3	0	1	1	0	0	0
1030	94	0	77	3	10	1	2	0	0	0	1	0	0
1045	101	1	77	0	19	1	2	0	0	1	0	0	0
1100	103	0	88	0	14	0	0	1	0	0	0	0	0
1115	96	0	81	3	10	1	0	0	0	1	0	0	0
1130	98	0	83	0	13	0	1	1	0	0	0	0	0
1145	100	0	88	0	12	0	0	0	0	0	0	0	0
1200	105	1	82	1	16	2	0	0	1	1	1	0	0
1215	112	3	93	0	12	1	1	1	0	1	0	0	0
1230	120	0	106	1	11	1	0	0	0	1	0	0	0
1245	123	0	112	0	10	0	0	0	0	1	0	0	0
1300	123	1	106	0	15	0	1	0	0	0	0	0	0
1315	105	0	84	0	14	0	3	0	1	2	1	0	0
1330	109	0	90	0	17	1	0	0	0	1	0	0	0
1345	105	0	96	0	8	0	0	0	0	1	0	0	0
1400	127	0	105	2	17	0	1	0	1	0	1	0	0
1415	122	0	102	0	16	1	0	0	1	2	0	0	0
1430	106	0	93	0	12	1	0	0	0	0	0	0	0
1445	170	1	152	0	14	1	0	0	1	0	1	0	0
1500	149	0	125	0	20	0	1	0	1	1	0	1	0
1515	173	1	155	0	15	1	0	0	1	0	0	0	0
1530	140	0	123	0	15	0	1	0	0	0	0	0	1
1545	138	0	110	1	24	2	0	0	1	0	0	0	0
1600	155	2	126	1	23	1	0	0	0	2	0	0	0
1615	169	1	152	1	14	0	0	0	1	0	0	0	0
1630	159	1	140	1	15	1	0	0	0	0	1	0	0
1645	150	2	127	1	18	0	2	0	0	0	0	0	0
1700	162	1	152	0	9	0	0	0	0	0	0	0	0
1715	146	0	129	0	15	0	0	0	1	0	1	0	0
1730	137	0	125	1	10	0	1	0	0	0	0	0	0
1745	155	2	140	0	12	0	1	0	0	0	0	0	0
1800	114	1	107	1	3	0	0	0	1	1	0	0	0
1815	97	1	90	1	5	0	0	0	0	0	0	0	0
1830	66	1	58	1	6	0	0	0	0	0	0	0	0
1845	64	0	61	0	3	0	0	0	0	0	0	0	0
1900	67	0	61	0	6	0	0	0	0	0	0	0	0
1915	53	0	48	0	5	0	0	0	0	0	0	0	0
1930	54	1	52	0	1	0	0	0	0	0	0	0	0
1945	54	0	51	0	3	0	0	0	0	0	0	0	0
2000	31	0	27	0	4	0	0	0	0	0	0	0	0
2015	30	0	30	0	0	0	0	0	0	0	0	0	0
2030	29	1	28	0	0	0	0	0	0	0	0	0	0
2045	28	0	25	0	3	0	0	0	0	0	0	0	0
2100	21	1	20	0	0	0	0	0	0	0	0	0	0
2115	16	0	16	0	0	0	0	0	0	0	0	0	0
2130	20	0	19	0	1	0	0	0	0	0	0	0	0
2145	13	0	12	0	1	0	0	0	0	0	0	0	0
2200	29	0	28	0	1	0	0	0	0	0	0	0	0
2215	13	0	12	0	1	0	0	0	0	0	0	0	0
2230	14	1	13	0	0	0	0	0	0	0	0	0	0
2245	3	0	3	0	0	0	0	0	0	0	0	0	0
2300	6	0	6	0	0	0	0	0	0	0	0	0	0
2315	6	1	4	0	0	0	0	0	0	1	0	0	0
2330	2	0	1	0	1	0	0	0	0	0	0	0	0
2345	3	0	3	0	0	0	0	0	0	0	0	0	0
07-19	5941	23	5146	25	636	27	28	4	17	21	12	1	1
06-22	6564	28	5706	26	689	28	30	4	18	21	12	1	1
06-00	6640	30	5776	26	692	28	30	4	18	22	12	1	1
00-00	6752	32	5862	27	711	30	30	4	18	24	12	1	1

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction Both

Thursday, 11 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	4	0	3	0	1	0	0	0	0	0	0	0	0
0015	2	0	2	0	0	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0	0	0
0045	6	0	2	0	4	0	0	0	0	0	0	0	0
0100	5	0	5	0	0	0	0	0	0	0	0	0	0
0115	2	0	2	0	0	0	0	0	0	0	0	0	0
0130	4	1	2	0	1	0	0	0	0	0	0	0	0
0145	3	0	3	0	0	0	0	0	0	0	0	0	0
0200	4	1	3	0	0	0	0	0	0	0	0	0	0
0215	2	0	2	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	3	0	3	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	1	0	0	0	1	0	0	0	0
0315	4	0	3	0	1	0	0	0	0	0	0	0	0
0330	5	0	3	0	2	0	0	0	0	0	0	0	0
0345	6	0	3	0	3	0	0	0	0	0	0	0	0
0400	4	1	3	0	0	0	0	0	0	0	0	0	0
0415	8	0	3	0	4	0	0	0	1	0	0	0	0
0430	4	0	1	0	2	0	0	0	1	0	0	0	0
0445	6	0	5	0	1	0	0	0	0	0	0	0	0
0500	13	0	11	0	1	0	0	0	1	0	0	0	0
0515	13	0	11	0	1	0	0	0	1	0	0	0	0
0530	19	0	17	0	2	0	0	0	0	0	0	0	0
0545	27	0	20	0	7	0	0	0	0	0	0	0	0
0600	18	0	15	0	3	0	0	0	0	0	0	0	0
0615	37	1	30	0	6	0	0	0	0	0	0	0	0
0630	56	0	48	0	8	0	0	0	0	0	0	0	0
0645	81	0	77	0	4	0	0	0	0	0	0	0	0
0700	106	0	86	2	15	0	1	0	0	2	0	0	0
0715	148	2	138	1	7	0	0	0	0	0	0	0	0
0730	178	0	160	0	16	1	0	0	1	0	0	0	0
0745	171	1	148	0	18	0	0	2	1	1	0	0	0
0800	173	2	159	1	8	1	0	2	0	0	0	0	0
0815	148	0	127	0	18	1	1	1	0	0	0	0	0
0830	155	0	138	0	13	0	1	0	1	2	0	0	0
0845	153	0	137	0	14	0	1	0	0	1	0	0	0
0900	121	1	104	1	13	0	2	0	0	0	0	0	0
0915	102	1	90	1	7	1	1	0	0	1	0	0	0
0930	104	0	84	0	17	1	0	0	0	2	0	0	0
0945	100	0	90	0	7	1	1	0	0	1	0	0	0
1000	112	1	92	1	17	0	0	0	0	1	0	0	0
1015	105	1	86	3	15	0	0	0	0	0	0	0	0
1030	118	0	103	1	11	2	0	0	0	1	0	0	0
1045	111	0	97	0	14	0	0	0	0	0	0	0	0
1100	121	0	104	1	15	0	0	1	0	0	0	0	0
1115	122	1	105	2	13	1	0	0	0	0	0	0	0
1130	103	2	94	0	6	0	0	1	0	0	0	0	0
1145	129	1	112	0	13	1	0	0	0	2	0	0	0
1200	145	0	132	0	8	0	2	0	2	0	1	0	0
1215	134	2	124	1	7	0	0	0	0	0	0	0	0
1230	117	0	107	1	7	0	0	1	0	1	0	0	0
1245	127	1	111	0	13	0	0	0	0	2	0	0	0
1300	130	1	112	0	15	1	0	0	1	0	0	0	0
1315	124	0	105	1	12	1	3	0	0	1	1	0	0
1330	120	0	102	1	14	0	2	0	0	0	1	0	0
1345	123	1	105	0	12	2	1	0	0	2	0	0	0
1400	117	0	106	1	9	1	0	0	0	0	0	0	0
1415	139	2	119	0	13	2	0	0	1	1	1	0	0
1430	150	1	133	2	12	0	1	0	1	0	0	0	0
1445	137	1	120	0	14	1	1	0	0	0	0	0	0
1500	131	1	121	0	9	0	0	0	0	0	0	0	0
1515	169	0	149	0	18	1	1	0	0	0	0	0	0
1530	126	0	108	1	13	1	0	0	2	1	0	0	0
1545	165	1	136	0	25	0	1	0	1	0	1	0	0
1600	157	1	135	0	19	2	0	0	0	0	0	0	0
1615	164	2	144	0	16	0	0	0	1	1	0	0	0
1630	159	0	138	2	17	0	1	0	1	0	0	0	0
1645	159	0	147	0	11	0	0	0	0	1	0	0	0
1700	164	1	150	1	11	0	0	1	0	0	0	0	0
1715	149	0	135	1	13	0	0	0	0	0	0	0	0
1730	164	2	153	0	8	0	0	0	1	0	0	0	0
1745	129	0	117	0	12	0	0	0	0	0	0	0	0
1800	105	0	99	0	5	0	1	0	0	0	0	0	0
1815	88	1	78	0	9	0	0	0	0	0	0	0	0
1830	72	0	64	0	8	0	0	0	0	0	0	0	0
1845	75	2	69	0	4	0	0	0	0	0	0	0	0
1900	81	0	78	0	2	0	0	0	0	0	1	0	0
1915	71	0	65	0	6	0	0	0	0	0	0	0	0
1930	53	0	50	0	3	0	0	0	0	0	0	0	0
1945	51	0	47	1	3	0	0	0	0	0	0	0	0
2000	40	0	38	0	2	0	0	0	0	0	0	0	0
2015	47	0	44	0	3	0	0	0	0	0	0	0	0
2030	21	0	21	0	0	0	0	0	0	0	0	0	0
2045	24	0	22	0	2	0	0	0	0	0	0	0	0
2100	24	1	22	0	1	0	0	0	0	0	0	0	0
2115	20	2	14	0	4	0	0	0	0	0	0	0	0
2130	24	0	23	0	1	0	0	0	0	0	0	0	0
2145	31	1	27	1	2	0	0	0	0	0	0	0	0
2200	33	1	31	0	1	0	0	0	0	0	0	0	0
2215	13	0	10	0	2	0	0	0	0	1	0	0	0
2230	11	0	10	0	1	0	0	0	0	0	0	0	0
2245	7	0	6	0	1	0	0	0	0	0	0	0	0
2300	4	0	3	0	1	0	0	0	0	0	0	0	0
2315	7	0	7	0	0	0	0	0	0	0	0	0	0
2330	5	0	4	0	1	0	0	0	0	0	0	0	0
2345	4	0	3	0	0	0	0	0	0	1	0	0	0
07-19	6319	33	5573	26	591	22	22	4	16	16	16	0	0
06-22	6998	38	6194	28	641	22	22	4	16	16	17	0	0
06-00	7082	39	6268	28	648	22	22	4	16	16	19	0	0
00-00	7230	42	6377	28	679	22	22	4	16	21	19	0	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction Both

Friday, 12 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	4	0	4	0	0	0	0	0	0	0	0	0	0
0015	5	0	4	0	0	0	0	0	0	1	0	0	0
0030	4	0	3	0	1	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0	0	0
0130	3	0	2	0	1	0	0	0	0	0	0	0	0
0145	4	1	1	0	2	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0
0215	3	0	2	0	1	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	3	0	2	0	0	0	0	0	1	0	0	0	0
0345	3	0	2	0	1	0	0	0	0	0	0	0	0
0400	4	0	4	0	0	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0	0	0
0430	2	0	2	0	0	0	0	0	0	0	0	0	0
0445	4	0	3	0	0	0	0	0	1	0	0	0	0
0500	11	0	11	0	0	0	0	0	0	0	0	0	0
0515	14	0	13	0	0	0	0	1	0	0	0	0	0
0530	19	0	17	0	2	0	0	0	0	0	0	0	0
0545	20	0	17	0	3	0	0	0	0	0	0	0	0
0600	17	0	15	0	2	0	0	0	0	0	0	0	0
0615	48	0	42	0	6	0	0	0	0	0	0	0	0
0630	55	0	49	1	5	0	0	0	0	0	0	0	0
0645	74	0	62	0	11	0	1	0	0	0	0	0	0
0700	128	0	113	2	11	0	1	0	0	1	0	0	0
0715	128	0	111	1	15	1	0	0	0	0	0	0	0
0730	183	1	163	0	18	0	1	0	0	0	0	0	0
0745	159	0	131	0	27	0	1	0	0	0	0	0	0
0800	150	0	131	2	13	0	1	0	1	2	0	0	0
0815	152	2	130	0	18	0	2	0	0	0	0	0	0
0830	168	0	148	0	17	3	0	0	0	0	0	0	0
0845	164	0	147	1	12	1	1	0	1	1	0	0	0
0900	114	1	101	0	12	0	0	0	0	0	0	0	0
0915	115	1	99	0	15	0	0	0	0	0	0	0	0
0930	123	1	108	1	13	0	0	0	0	0	0	0	0
0945	105	0	88	2	15	0	0	0	0	0	0	0	0
1000	114	2	98	0	14	0	0	0	0	0	0	0	0
1015	120	0	100	1	15	0	1	1	2	0	0	0	0
1030	125	0	108	0	14	0	1	0	1	1	0	0	0
1045	125	1	113	0	11	0	0	0	0	0	0	0	0
1100	113	0	89	2	22	0	0	0	0	0	0	0	0
1115	134	2	117	1	13	0	0	0	1	0	0	0	0
1130	147	1	125	0	20	1	0	0	0	0	0	0	0
1145	143	3	125	2	12	0	0	0	1	0	0	0	0
1200	138	1	125	0	10	0	1	0	0	1	0	0	0
1215	157	0	134	0	22	0	0	0	1	0	0	0	0
1230	143	0	124	1	16	0	0	0	1	0	1	0	0
1245	139	0	123	0	15	1	0	0	0	0	0	0	0
1300	137	0	113	0	21	0	1	0	0	1	1	0	0
1315	141	0	119	0	21	1	0	0	0	0	0	0	0
1330	131	3	113	0	15	0	0	0	0	0	0	0	0
1345	122	0	107	0	15	0	0	0	0	0	0	0	0
1400	114	0	101	1	10	0	0	0	0	2	0	0	0
1415	141	0	127	1	12	0	0	0	1	0	0	0	0
1430	150	1	135	0	12	0	0	0	1	1	0	0	0
1445	174	0	158	1	12	1	1	0	1	0	0	0	0
1500	169	2	154	0	9	1	1	0	0	1	1	0	0
1515	204	3	185	2	14	0	0	0	0	0	0	0	0
1530	167	1	152	1	13	0	0	0	0	0	0	0	0
1545	150	1	136	1	12	0	0	0	0	0	0	0	0
1600	184	2	161	0	17	2	1	0	0	0	1	0	0
1615	191	0	173	1	16	0	1	0	0	0	0	0	0
1630	174	2	154	2	14	0	2	0	0	0	0	0	0
1645	157	3	139	1	13	0	0	0	0	1	0	0	0
1700	148	1	141	1	4	0	0	0	1	0	0	0	0
1715	188	1	165	1	20	0	0	0	0	0	1	0	0
1730	144	1	128	2	12	0	1	0	0	0	0	0	0
1745	174	0	158	1	14	0	1	0	0	0	0	0	0
1800	132	2	120	0	10	0	0	0	0	0	0	0	0
1815	99	1	95	0	2	0	0	0	0	1	0	0	0
1830	88	0	84	0	4	0	0	0	0	0	0	0	0
1845	93	0	84	0	8	0	0	1	0	0	0	0	0
1900	80	1	73	0	6	0	0	0	0	0	0	0	0
1915	71	0	63	1	7	0	0	0	0	0	0	0	0
1930	75	0	75	0	0	0	0	0	0	0	0	0	0
1945	73	2	67	0	4	0	0	0	0	0	0	0	0
2000	61	0	54	1	5	1	0	0	0	0	0	0	0
2015	46	0	43	0	3	0	0	0	0	0	0	0	0
2030	36	2	34	0	0	0	0	0	0	0	0	0	0
2045	30	1	27	0	2	0	0	0	0	0	0	0	0
2100	29	0	25	0	4	0	0	0	0	0	0	0	0
2115	27	1	26	0	0	0	0	0	0	0	0	0	0
2130	26	0	24	0	2	0	0	0	0	0	0	0	0
2145	26	0	25	0	1	0	0	0	0	0	0	0	0
2200	29	1	25	0	3	0	0	0	0	0	0	0	0
2215	13	1	11	0	1	0	0	0	0	0	0	0	0
2230	9	0	9	0	0	0	0	0	0	0	0	0	0
2245	12	0	11	0	0	0	0	0	0	1	0	0	0
2300	15	0	13	0	2	0	0	0	0	0	0	0	0
2315	7	0	7	0	0	0	0	0	0	0	0	0	0
2330	7	0	7	0	0	0	0	0	0	0	0	0	0
2345	6	0	6	0	0	0	0	0	0	0	0	0	0
07-19	6859	40	6053	32	670	12	19	2	10	13	8	0	0
06-22	7633	47	6757	35	728	13	20	2	10	13	8	0	0
06-00	7731	49	6846	35	734	13	20	2	10	13	9	0	0
00-00	7839	50	6938	35	745	13	20	2	11	16	9	0	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction Both

Saturday, 13 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	5	0	3	0	0	0	0	0	0	0	2	0	0
0015	13	0	11	0	2	0	0	0	0	0	0	0	0
0030	4	0	4	0	0	0	0	0	0	0	0	0	0
0045	2	0	2	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0
0115	6	0	5	0	1	0	0	0	0	0	0	0	0
0130	1	1	0	0	0	0	0	0	0	0	0	0	0
0145	3	0	3	0	0	0	0	0	0	0	0	0	0
0200	3	1	2	0	0	0	0	0	0	0	0	0	0
0215	2	0	1	0	0	0	0	0	0	0	1	0	0
0230	3	0	2	0	1	0	0	0	0	0	0	0	0
0245	1	0	0	0	1	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	0	0	1	0	0
0315	1	0	1	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	5	1	3	0	1	0	0	0	0	0	0	0	0
0400	1	1	0	0	0	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0	0	0
0430	4	0	2	0	2	0	0	0	0	0	0	0	0
0445	4	0	4	0	0	0	0	0	0	0	0	0	0
0500	10	0	9	0	1	0	0	0	0	0	0	0	0
0515	5	0	5	0	0	0	0	0	0	0	0	0	0
0530	14	1	11	0	1	1	0	0	0	0	0	0	0
0545	7	0	5	0	2	0	0	0	0	0	0	0	0
0600	20	0	18	0	2	0	0	0	0	0	0	0	0
0615	18	1	16	0	1	0	0	0	0	0	0	0	0
0630	20	0	15	0	4	0	0	0	0	1	0	0	0
0645	22	0	19	0	2	0	0	0	1	0	0	0	0
0700	20	1	18	0	1	0	0	0	0	0	0	0	0
0715	36	0	33	0	2	0	1	0	0	0	0	0	0
0730	52	0	44	1	6	0	0	1	0	0	0	0	0
0745	44	0	37	0	6	0	0	0	1	0	0	0	0
0800	58	0	51	0	6	0	0	0	1	0	0	0	0
0815	51	0	44	0	7	0	0	0	0	0	0	0	0
0830	93	0	84	1	7	0	0	0	1	0	0	0	0
0845	85	0	78	0	6	0	0	0	1	0	0	0	0
0900	80	1	70	3	6	0	0	0	0	0	0	0	0
0915	86	1	74	0	9	1	0	0	1	0	0	0	0
0930	91	1	85	1	4	0	0	0	0	0	0	0	0
0945	97	0	89	0	8	0	0	0	0	0	0	0	0
1000	109	0	98	1	9	0	0	0	1	0	0	0	0
1015	114	0	100	1	11	0	0	0	1	1	0	0	0
1030	143	1	130	0	11	0	0	0	1	0	0	0	0
1045	142	0	131	1	9	0	0	0	1	0	0	0	0
1100	126	0	116	1	8	1	0	0	0	0	0	0	0
1115	150	1	136	1	12	0	0	0	0	0	0	0	0
1130	137	0	125	1	10	1	0	0	0	0	0	0	0
1145	153	0	144	0	8	0	0	0	1	0	0	0	0
1200	145	2	132	2	9	0	0	0	0	0	0	0	0
1215	175	1	151	3	20	0	0	0	0	0	0	0	0
1230	156	2	136	3	15	0	0	0	0	0	0	0	0
1245	164	0	153	0	11	0	0	0	0	0	0	0	0
1300	163	1	148	2	11	0	0	0	0	0	1	0	0
1315	135	2	126	0	7	0	0	0	0	0	0	0	0
1330	147	2	135	0	10	0	0	0	0	0	0	0	0
1345	156	0	142	2	11	0	0	0	1	0	0	0	0
1400	145	1	139	1	3	1	0	0	0	0	0	0	0
1415	131	1	122	1	7	0	0	0	0	0	0	0	0
1430	149	1	140	0	8	0	0	0	0	0	0	0	0
1445	147	1	142	0	4	0	0	0	0	0	0	0	0
1500	106	1	97	0	7	0	0	0	1	0	0	0	0
1515	138	1	130	0	7	0	0	0	0	0	0	0	0
1530	165	1	156	1	7	0	0	0	0	0	0	0	0
1545	124	1	117	0	6	0	0	0	0	0	0	0	0
1600	127	1	119	1	6	0	0	0	0	0	0	0	0
1615	119	1	116	0	2	0	0	0	0	0	0	0	0
1630	119	0	109	1	8	0	0	0	1	0	0	0	0
1645	116	2	107	0	7	0	0	0	0	0	0	0	0
1700	113	1	103	1	8	0	0	0	0	0	0	0	0
1715	107	0	100	0	6	0	0	0	1	0	0	0	0
1730	113	0	105	0	8	0	0	0	0	0	0	0	0
1745	100	1	92	0	7	0	0	0	0	0	0	0	0
1800	95	1	91	0	3	0	0	0	0	0	0	0	0
1815	67	1	61	0	5	0	0	0	0	0	0	0	0
1830	89	0	86	0	3	0	0	0	0	0	0	0	0
1845	80	0	75	0	5	0	0	0	0	0	0	0	0
1900	61	0	60	0	1	0	0	0	0	0	0	0	0
1915	63	0	60	0	3	0	0	0	0	0	0	0	0
1930	43	0	42	0	1	0	0	0	0	0	0	0	0
1945	62	1	60	0	1	0	0	0	0	0	0	0	0
2000	50	0	46	0	4	0	0	0	0	0	0	0	0
2015	41	0	39	0	2	0	0	0	0	0	0	0	0
2030	49	0	46	1	2	0	0	0	0	0	0	0	0
2045	26	0	24	0	2	0	0	0	0	0	0	0	0
2100	32	0	29	0	3	0	0	0	0	0	0	0	0
2115	27	1	25	0	1	0	0	0	0	0	0	0	0
2130	19	0	17	0	2	0	0	0	0	0	0	0	0
2145	19	1	16	0	2	0	0	0	0	0	0	0	0
2200	29	0	28	0	1	0	0	0	0	0	0	0	0
2215	15	0	15	0	0	0	0	0	0	0	0	0	0
2230	11	0	11	0	0	0	0	0	0	0	0	0	0
2245	16	0	15	0	1	0	0	0	0	0	0	0	0
2300	12	1	11	0	0	0	0	0	0	0	0	0	0
2315	5	0	5	0	0	0	0	0	0	0	0	0	0
2330	7	1	6	0	0	0	0	0	0	0	0	0	0
2345	5	0	5	0	0	0	0	0	0	0	0	0	0
07-19	5458	32	5017	30	357	4	1	1	14	1	1	0	0
06-22	6030	36	5549	31	390	4	1	1	15	2	1	0	0
06-00	6130	38	5645	31	392	4	1	1	15	2	1	0	0
00-00	6228	43	5721	31	404	5	1	1	15	2	5	0	0



Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction Both

Sunday, 14 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	6	0	4	0	0	0	0	0	0	0	0	0	0
0015	4	0	3	0	1	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0
0115	4	1	3	0	0	0	0	0	0	0	0	0	0
0130	4	0	4	0	0	0	0	0	0	0	0	0	0
0145	2	0	1	0	1	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	2	0	2	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	3	0	3	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	2	0	2	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	3	0	3	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0
0515	5	0	5	0	0	0	0	0	0	0	0	0	0
0530	7	0	6	0	1	0	0	0	0	0	0	0	0
0545	3	0	3	0	0	0	0	0	0	0	0	0	0
0600	14	0	14	0	0	0	0	0	0	0	0	0	0
0615	18	0	16	0	2	0	0	0	0	0	0	0	0
0630	14	0	11	0	3	0	0	0	0	0	0	0	0
0645	15	0	13	0	2	0	0	0	0	0	0	0	0
0700	23	1	21	0	1	0	0	0	0	0	0	0	0
0715	26	1	25	0	0	0	0	0	0	0	0	0	0
0730	31	2	26	0	1	1	0	0	1	0	0	0	0
0745	31	0	31	0	0	0	0	0	0	0	0	0	0
0800	39	0	37	0	2	0	0	0	0	0	0	0	0
0815	37	1	33	0	3	0	0	0	0	0	0	0	0
0830	43	1	40	0	2	0	0	0	0	0	0	0	0
0845	34	0	31	0	2	0	0	1	0	0	0	0	0
0900	39	1	33	0	4	0	0	1	0	0	0	0	0
0915	38	3	29	0	3	0	1	0	1	1	0	0	0
0930	44	3	37	1	2	0	0	1	0	0	0	0	0
0945	67	4	52	1	9	0	1	0	0	0	0	0	0
1000	80	2	72	0	6	0	0	0	0	0	0	0	0
1015	88	3	79	0	6	0	0	0	0	0	0	0	0
1030	86	2	73	0	10	0	0	0	0	0	0	0	1
1045	85	4	76	0	3	1	0	0	1	0	0	0	0
1100	98	1	93	0	4	0	0	0	0	0	0	0	0
1115	115	1	104	0	8	0	1	0	0	1	0	0	0
1130	114	3	107	0	4	0	0	0	0	0	0	0	0
1145	102	2	93	1	5	0	0	0	1	0	0	0	0
1200	127	3	118	1	5	0	0	0	0	0	0	0	0
1215	118	1	109	0	8	0	0	0	0	0	0	0	0
1230	129	0	124	0	5	0	0	0	0	0	0	0	0
1245	149	0	145	0	4	0	0	0	0	0	0	0	0
1300	144	0	134	2	6	0	0	2	0	0	0	0	0
1315	130	0	124	0	5	1	0	0	0	0	0	0	0
1330	126	0	121	0	5	0	0	0	0	0	0	0	0
1345	112	0	109	0	3	0	0	0	0	0	0	0	0
1400	133	0	121	2	9	0	0	0	1	0	0	0	0
1415	127	3	119	1	4	0	0	0	0	0	0	0	0
1430	90	0	86	0	4	0	0	0	0	0	0	0	0
1445	111	0	101	0	9	1	0	0	0	0	0	0	0
1500	100	1	95	0	4	0	0	0	0	0	0	0	0
1515	98	0	92	0	6	0	0	0	0	0	0	0	0
1530	108	1	105	0	2	0	0	0	0	0	0	0	0
1545	98	2	89	0	7	0	0	0	0	0	0	0	0
1600	91	0	86	1	4	0	0	0	0	0	0	0	0
1615	89	0	84	0	5	0	0	0	0	0	0	0	0
1630	94	1	89	0	4	0	0	0	0	0	0	0	0
1645	90	0	86	0	3	0	0	0	1	0	0	0	0
1700	96	0	91	0	5	0	0	0	0	0	0	0	0
1715	72	0	67	0	4	0	0	0	1	0	0	0	0
1730	105	0	100	0	4	0	0	0	0	1	0	0	0
1745	65	0	58	0	7	0	0	0	0	0	0	0	0
1800	71	0	69	0	2	0	0	0	0	0	0	0	0
1815	63	1	56	0	5	0	0	0	0	1	0	0	0
1830	63	0	61	0	2	0	0	0	0	0	0	0	0
1845	64	0	61	0	3	0	0	0	0	0	0	0	0
1900	73	0	69	0	4	0	0	0	0	0	0	0	0
1915	59	1	56	0	2	0	0	0	0	0	0	0	0
1930	59	0	56	0	3	0	0	0	0	0	0	0	0
1945	49	0	48	0	1	0	0	0	0	0	0	0	0
2000	34	0	30	0	4	0	0	0	0	0	0	0	0
2015	36	0	36	0	0	0	0	0	0	0	0	0	0
2030	35	0	33	0	1	1	0	0	0	0	0	0	0
2045	40	0	37	0	3	0	0	0	0	0	0	0	0
2100	26	0	25	0	1	0	0	0	0	0	0	0	0
2115	23	0	23	0	0	0	0	0	0	0	0	0	0
2130	15	0	15	0	0	0	0	0	0	0	0	0	0
2145	14	0	13	0	1	0	0	0	0	0	0	0	0
2200	16	0	15	0	1	0	0	0	0	0	0	0	0
2215	16	0	15	0	1	0	0	0	0	0	0	0	0
2230	8	0	8	0	0	0	0	0	0	0	0	0	0
2245	4	0	4	0	0	0	0	0	0	0	0	0	0
2300	8	0	8	0	0	0	0	0	0	0	0	0	0
2315	5	0	5	0	0	0	0	0	0	0	0	0	0
2330	3	0	3	0	0	0	0	0	0	0	0	0	0
2345	2	0	2	0	0	0	0	0	0	0	0	0	0
07-19	4083	48	3792	10	209	4	3	1	6	7	2	0	1
06-22	4607	49	4287	10	236	5	3	1	6	7	2	0	1
06-00	4669	49	4347	10	238	5	3	1	6	7	2	0	1
00-00	4719	50	4393	10	241	5	3	1	6	7	2	0	1

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction Both

Monday, 15 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	3	0	3	0	0	0	0	0	0	0	0	0	0
0015	4	0	4	0	0	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	2	0	2	0	0	0	0	0	0	0	0	0	0
0130	2	0	2	0	0	0	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	1	0	0	0	0	0	0	0	0
0215	2	0	1	0	1	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	1	0	0	0	0	0	0	0	0	1	0	0	0
0300	3	0	2	0	1	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	3	0	1	0	1	0	0	0	0	1	0	0	0
0415	3	0	3	0	0	0	0	0	0	0	0	0	0
0430	8	0	6	0	2	0	0	0	0	0	0	0	0
0445	3	0	2	0	1	0	0	0	0	0	0	0	0
0500	12	0	10	0	2	0	0	0	0	0	0	0	0
0515	13	1	9	0	3	0	0	0	0	0	0	0	0
0530	22	0	19	0	2	0	0	0	0	1	0	0	0
0545	16	0	15	0	1	0	0	0	0	0	0	0	0
0600	34	0	28	0	5	0	0	1	0	0	0	0	0
0615	42	2	36	0	3	0	1	0	0	0	0	0	0
0630	54	1	52	0	1	0	0	0	0	0	0	0	0
0645	83	1	67	0	14	0	0	0	0	0	1	0	0
0700	106	0	97	1	6	1	1	0	0	0	0	0	0
0715	153	0	134	1	17	0	1	0	0	0	0	0	0
0730	181	2	144	0	12	1	1	0	0	0	1	0	0
0745	169	0	143	0	21	2	0	0	2	0	1	0	0
0800	168	0	145	0	19	1	1	0	1	0	0	0	1
0815	173	2	156	0	13	1	0	0	0	1	0	0	0
0830	168	0	147	0	14	2	2	0	2	1	0	0	0
0845	153	2	137	0	12	2	0	0	0	0	0	0	0
0900	126	2	106	1	14	3	0	0	0	0	0	0	0
0915	108	0	94	0	10	2	1	0	1	0	0	0	0
0930	110	1	92	0	16	0	0	0	0	1	0	0	0
0945	91	0	73	0	17	1	0	0	0	0	0	0	0
1000	91	5	70	1	13	2	0	0	0	0	0	0	0
1015	101	0	81	0	18	1	0	0	1	0	0	0	0
1030	80	3	62	0	14	1	0	0	0	0	0	0	0
1045	104	1	93	0	7	1	1	0	0	0	1	0	0
1100	85	5	68	1	10	0	0	0	0	1	0	0	0
1115	105	5	82	1	14	1	1	0	1	0	0	0	0
1130	104	0	86	1	16	1	0	0	0	0	0	0	0
1145	88	1	67	3	16	1	0	0	0	0	0	0	0
1200	122	2	106	2	11	1	0	0	0	0	0	0	0
1215	118	2	100	0	11	0	3	0	1	0	1	0	0
1230	118	1	97	0	19	1	0	0	0	0	0	0	0
1245	107	3	92	0	12	0	0	0	0	0	0	0	0
1300	115	2	97	2	13	0	1	0	0	0	0	0	0
1315	102	1	92	0	9	0	0	0	0	0	0	0	0
1330	103	5	89	1	7	1	0	0	0	0	0	0	0
1345	106	2	84	0	20	0	0	0	0	0	0	0	0
1400	110	2	89	0	15	1	0	0	0	2	1	0	0
1415	130	5	104	1	20	0	0	0	0	0	0	0	0
1430	115	0	106	0	8	1	0	0	0	0	0	0	0
1445	144	1	125	1	15	0	0	0	1	1	0	0	0
1500	151	4	135	1	11	0	0	0	0	0	0	0	0
1515	157	2	135	1	16	1	1	0	0	1	0	0	0
1530	152	0	141	1	10	0	0	0	0	0	0	0	0
1545	160	0	141	1	16	0	1	0	1	0	0	0	0
1600	171	1	153	1	15	1	0	0	0	0	0	0	0
1615	157	4	132	1	17	0	0	0	1	1	1	0	0
1630	168	3	141	0	23	0	1	0	0	0	0	0	0
1645	155	5	125	1	24	0	0	0	0	0	0	0	0
1700	169	0	151	2	16	0	0	0	0	0	0	0	0
1715	171	0	154	1	14	1	0	0	0	1	0	0	0
1730	141	2	122	1	14	0	1	0	0	1	0	0	0
1745	126	5	112	0	8	0	0	0	0	0	1	0	0
1800	98	1	86	0	10	0	0	0	0	0	1	0	0
1815	80	1	72	0	5	0	0	0	0	2	0	0	0
1830	90	1	85	1	3	0	0	0	0	0	0	0	0
1845	68	2	59	0	7	0	0	0	0	0	0	0	0
1900	54	0	47	1	6	0	0	0	0	0	0	0	0
1915	68	1	60	0	5	0	0	0	2	0	0	0	0
1930	58	1	56	0	1	0	0	0	0	0	0	0	0
1945	38	0	34	0	4	0	0	0	0	0	0	0	0
2000	48	0	46	0	2	0	0	0	0	0	0	0	0
2015	32	0	29	0	3	0	0	0	0	0	0	0	0
2030	29	0	27	0	2	0	0	0	0	0	0	0	0
2045	27	0	24	0	3	0	0	0	0	0	0	0	0
2100	25	0	24	0	1	0	0	0	0	0	0	0	0
2115	17	0	17	0	0	0	0	0	0	0	0	0	0
2130	12	0	11	0	1	0	0	0	0	0	0	0	0
2145	9	0	8	0	1	0	0	0	0	0	0	0	0
2200	27	0	27	0	0	0	0	0	0	0	0	0	0
2215	17	0	15	0	2	0	0	0	0	0	0	0	0
2230	8	0	6	0	2	0	0	0	0	0	0	0	0
2245	4	1	3	0	0	0	0	0	0	0	0	0	0
2300	2	0	1	0	1	0	0	0	0	0	0	0	0
2315	5	0	3	0	2	0	0	0	0	0	0	0	0
2330	6	0	6	0	0	0	0	0	0	0	0	0	0
2345	2	0	2	0	0	0	0	0	0	0	0	0	0
07-19	6068	86	5222	29	648	32	17	0	12	14	7	0	1
06-22	6698	92	5788	30	700	32	18	1	14	14	8	0	1
06-00	6769	93	5851	30	707	32	18	1	14	14	8	0	1
00-00	6873	94	5936	30	722	32	18	1	14	17	8	0	1

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction Both

Virtual Day (7)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	13	0	10	0	2	0	0	0	0	0	0	0	0
0100	10	1	8	0	2	0	0	0	0	0	0	0	0
0200	5	0	4	0	1	0	0	0	0	0	0	0	0
0300	8	0	5	0	2	0	0	0	0	0	0	0	0
0400	15	0	10	0	3	0	0	0	0	1	0	0	0
0500	53	1	46	0	6	0	0	0	0	0	0	0	0
0600	165	1	141	1	20	0	1	0	0	0	0	0	0
0700	458	2	403	2	43	2	2	0	1	1	1	0	0
0800	513	2	454	2	46	3	2	0	2	1	1	0	0
0900	385	4	327	2	44	3	2	0	1	1	0	0	0
1000	423	5	360	2	49	2	2	0	1	1	1	0	0
1100	460	6	401	3	46	2	1	0	1	1	0	0	0
1200	522	5	462	2	47	1	1	0	1	1	1	0	0
1300	495	5	432	2	49	2	2	0	1	1	1	0	0
1400	522	4	464	2	45	2	1	0	1	2	1	0	0
1500	571	5	511	2	49	1	1	0	1	1	0	0	0
1600	593	6	526	3	54	1	2	0	1	1	0	0	0
1700	546	3	497	2	40	0	1	0	1	1	1	0	0
1800	345	3	318	1	21	0	0	0	0	1	0	0	0
1900	245	1	228	1	14	0	0	0	0	0	0	0	0
2000	144	1	134	0	9	0	0	0	0	0	0	0	0
2100	83	1	76	0	6	0	0	0	0	0	0	0	0
2200	59	1	55	0	3	0	0	0	0	0	0	0	0
2300	22	0	20	0	1	0	0	0	0	0	0	0	0
07-19	5834	49	5155	26	532	20	18	2	12	12	7	0	1
06-22	6471	54	5735	28	580	20	19	2	13	12	7	0	1
06-00	6552	55	5809	28	585	20	19	2	13	12	8	0	1
00-00	6656	58	5892	28	600	21	19	2	13	14	8	0	1

Virtual Week (1)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
Mon	6873	94	5936	30	722	32	18	1	14	17	8	0	1
Tue	6949	93	6017	34	698	38	39	4	11	11	2	0	2
Wed	6752	32	5862	27	711	30	30	4	18	24	12	1	1
Thu	7230	42	6377	28	679	22	22	4	16	21	19	0	0
Fri	7839	50	6938	35	745	13	20	2	11	16	9	0	0
Sat	6228	43	5721	31	404	5	1	1	15	2	5	0	0
Sun	4719	50	4393	10	241	5	3	1	6	7	2	0	1
5 Day Ave.	7129	62	6226	31	711	27	26	3	14	18	10	0	1
7 Day Ave.	6656	58	5892	28	600	21	19	2	13	14	8	0	1
--	46590	404	41244	195	4200	145	133	17	91	98	57	1	5

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction Both Directions

Tuesday, 16 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	3	0	3	0	0	0	0	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0	0	0
0030	1	0	0	0	1	0	0	0	0	0	0	0	0
0045	1	1	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	1	0	0	0	1	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	3	0	3	0	0	0	0	0	0	0	0	0	0
0230	2	0	2	0	0	0	0	0	0	0	0	0	0
0245	3	0	2	0	0	0	0	0	0	0	1	0	0
0300	1	0	0	0	1	0	0	0	0	0	0	0	0
0315	2	0	2	0	0	0	0	0	0	0	0	0	0
0330	4	0	3	0	0	0	0	0	0	1	0	0	0
0345	2	0	2	0	0	0	0	0	0	0	0	0	0
0400	5	0	2	0	3	0	0	0	0	0	0	0	0
0415	5	0	3	0	1	0	0	0	0	0	1	0	0
0430	2	0	2	0	0	0	0	0	0	0	0	0	0
0445	11	1	9	0	0	0	0	0	0	1	0	0	0
0500	12	0	10	0	2	0	0	0	0	0	0	0	0
0515	13	1	11	0	1	0	0	0	0	0	0	0	0
0530	19	0	16	0	3	0	0	0	0	0	0	0	0
0545	25	1	22	0	2	0	0	0	0	0	0	0	0
0600	29	0	24	0	4	0	0	0	0	1	0	0	0
0615	43	1	33	1	8	0	0	0	0	0	0	0	0
0630	56	0	51	0	5	0	0	0	0	0	0	0	0
0645	82	0	68	0	13	0	1	0	0	0	0	0	0
0700	110	2	97	1	9	0	1	0	0	0	0	0	0
0715	139	0	128	1	9	0	0	0	1	0	0	0	0
0730	177	1	163	1	12	0	0	0	0	0	0	0	0
0745	163	0	145	0	15	1	1	0	1	0	0	0	0
0800	163	2	140	3	17	1	0	0	0	0	0	0	0
0815	169	1	146	2	18	1	0	0	1	0	0	0	0
0830	159	0	145	0	13	0	1	0	0	0	0	0	0
0845	143	2	124	0	16	0	0	0	1	0	0	0	0
0900	140	2	116	0	19	0	1	0	0	2	0	0	0
0915	122	1	103	1	16	0	1	0	0	0	0	0	0
0930	91	2	73	0	11	1	1	2	1	0	0	0	0
0945	111	0	92	0	17	1	0	0	0	0	1	0	0
1000	96	0	84	0	11	1	0	0	0	0	0	0	0
1015	93	2	82	0	5	2	0	0	0	1	1	0	0
1030	90	0	78	1	9	1	1	0	0	0	0	0	0
1045	111	1	92	0	18	0	0	0	0	0	0	0	0
1100	116	1	99	2	11	1	1	0	0	0	1	0	0
1115	123	1	108	0	12	1	1	0	0	0	0	0	0
1130	117	2	99	0	14	0	0	0	0	1	1	0	0
1145	103	0	82	2	16	1	0	1	0	0	1	0	0
1200	113	4	95	1	12	1	0	0	0	0	0	0	0
1215	125	1	111	0	12	0	0	0	0	0	1	0	0
1230	126	5	108	0	11	1	1	0	0	0	0	0	0
1245	95	2	74	0	19	0	0	0	0	0	0	0	0
1300	150	0	132	2	15	1	0	0	0	0	0	0	0
1315	123	2	107	1	11	0	1	0	1	0	0	0	0
1330	136	1	111	3	18	1	0	0	0	2	0	0	0
1345	119	3	96	0	20	0	0	0	0	0	0	0	0
1400	117	0	95	1	20	0	0	0	0	1	0	0	0
1415	129	2	113	1	13	0	0	0	0	0	0	0	0
1430	117	0	110	0	7	0	0	0	0	0	0	0	0
1445	166	1	146	1	17	1	0	0	0	0	0	0	0
1500	156	0	140	1	13	2	0	0	0	0	0	0	0
1515	160	0	147	0	10	1	1	0	0	1	0	0	0
1530	149	2	129	0	16	1	0	0	1	0	0	0	0
1545	168	5	151	0	12	0	0	0	0	0	0	0	0
1600	163	3	140	0	19	1	0	0	0	0	0	0	0
1615	165	2	147	1	14	0	1	0	0	0	0	0	0
1630	158	4	142	1	10	0	1	0	0	0	0	0	0
1645	175	3	153	0	14	2	2	0	0	0	1	0	0
1700	158	3	140	0	14	0	0	0	1	0	0	0	0
1715	173	4	153	2	13	0	0	0	1	0	0	0	0
1730	146	4	131	0	11	0	0	0	0	0	0	0	0
1745	153	3	127	0	22	0	0	0	0	1	0	0	0
1800	108	1	94	1	12	0	0	0	0	0	0	0	0
1815	102	1	89	1	10	0	1	0	0	0	0	0	0
1830	101	2	89	0	10	0	0	0	0	0	0	0	0
1845	76	1	69	1	5	0	0	0	0	0	0	0	0
1900	68	0	62	0	5	1	0	0	0	0	0	0	0
1915	86	1	81	0	4	0	0	0	0	0	0	0	0
1930	77	2	70	0	5	0	0	0	0	0	0	0	0
1945	60	0	55	0	4	0	1	0	0	0	0	0	0
2000	42	0	35	0	6	0	1	0	0	0	0	0	0
2015	40	0	38	1	1	0	0	0	0	0	0	0	0
2030	33	0	31	0	2	0	0	0	0	0	0	0	0
2045	24	0	20	0	4	0	0	0	0	0	0	0	0
2100	25	0	22	0	2	0	0	0	0	1	0	0	0
2115	20	1	19	0	0	0	0	0	0	0	0	0	0
2130	19	0	15	0	4	0	0	0	0	0	0	0	0
2145	26	1	25	0	0	0	0	0	0	0	0	0	0
2200	19	0	16	0	1	0	2	0	0	0	0	0	0
2215	23	1	20	0	1	0	1	0	0	0	0	0	0
2230	17	1	15	0	1	0	0	0	0	0	0	0	0
2245	4	0	4	0	0	0	0	0	0	0	0	0	0
2300	6	0	4	0	2	0	0	0	0	0	0	0	0
2315	6	0	4	0	1	0	1	0	0	0	0	0	0
2330	4	0	3	0	1	0	0	0	0	0	0	0	0
2345	3	0	1	0	2	0	0	0	0	0	0	0	0
07-19	6363	79	5535	32	648	24	17	3	9	9	7	0	0
06-22	7093	85	6184	34	715	25	20	3	9	11	7	0	0
06-00	7175	87	6251	34	724	25	24	3	9	11	7	0	0
00-00	7292	91	6345	34	739	25	24	3	9	13	9	0	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction Both Directions

Wednesday, 17 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	2	1	1	0	0	0	0	0	0	0	0	0	0
0015	4	0	4	0	0	0	0	0	0	0	0	0	0
0030	2	0	1	0	0	0	1	0	0	0	0	0	0
0045	2	0	0	0	1	0	1	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	2	0	2	0	0	0	0	0	0	0	0	0	0
0130	4	0	1	0	0	0	2	0	0	1	0	0	0
0145	3	1	1	0	0	0	1	0	0	0	0	0	0
0200	1	0	0	0	0	0	1	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	4	0	2	0	0	0	1	0	0	1	0	0	0
0245	2	0	0	0	2	0	0	0	0	0	0	0	0
0300	2	0	1	0	1	0	0	0	0	0	0	0	0
0315	6	0	3	0	2	0	1	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0
0345	2	0	2	0	0	0	0	0	0	0	0	0	0
0400	4	0	2	0	0	0	0	0	0	2	0	0	0
0415	3	0	2	0	0	1	0	0	0	0	0	0	0
0430	3	0	0	0	2	1	0	0	0	0	0	0	0
0445	7	0	6	0	1	0	0	0	0	0	0	0	0
0500	13	0	13	0	0	0	0	0	0	0	0	0	0
0515	9	1	7	0	1	0	0	0	0	0	0	0	0
0530	20	0	17	0	2	0	0	0	1	0	0	0	0
0545	20	0	19	0	1	0	0	0	0	0	0	0	0
0600	28	1	21	1	5	0	0	0	0	0	0	0	0
0615	46	3	36	0	7	0	0	0	0	0	0	0	0
0630	56	0	48	1	6	0	0	0	1	0	0	0	0
0645	83	1	69	0	12	0	0	0	1	0	0	0	0
0700	108	1	99	0	7	0	0	0	0	1	0	0	0
0715	150	0	136	0	12	0	1	0	1	0	0	0	0
0730	196	2	182	1	9	0	0	0	2	0	0	0	0
0745	168	1	143	0	21	0	0	0	2	0	1	0	0
0800	176	3	153	0	18	1	0	0	0	0	1	0	0
0815	158	1	139	0	17	1	0	0	0	0	0	0	0
0830	168	0	149	1	18	0	0	0	0	0	0	0	0
0845	168	2	148	0	17	0	0	0	1	0	0	0	0
0900	131	1	108	1	21	0	0	0	0	0	0	0	0
0915	108	3	90	0	14	0	0	0	0	1	0	0	0
0930	78	0	66	1	8	1	0	0	1	0	1	0	0
0945	88	3	67	1	16	0	0	1	0	0	0	0	0
1000	79	4	57	1	11	1	3	0	1	1	0	0	0
1015	98	1	88	2	6	1	0	0	0	0	0	0	0
1030	105	2	89	0	13	0	1	0	0	0	0	0	0
1045	102	1	83	0	17	1	0	0	0	0	0	0	0
1100	93	4	74	1	11	1	1	0	0	1	0	0	0
1115	101	4	78	1	15	1	0	0	0	2	0	0	0
1130	85	2	68	1	13	0	0	0	1	0	0	0	0
1145	98	3	80	0	15	0	0	0	0	0	0	0	0
1200	123	6	104	1	9	2	0	0	0	0	1	0	0
1215	109	1	94	0	13	0	0	0	0	0	0	1	0
1230	100	2	88	0	9	1	0	0	0	0	0	0	0
1245	112	1	90	1	16	0	2	0	0	1	1	0	0
1300	116	2	93	0	18	0	1	0	1	0	1	0	0
1315	120	0	95	0	24	0	0	0	0	1	0	0	0
1330	110	1	95	0	11	1	1	0	1	0	0	0	0
1345	77	1	67	0	9	0	0	0	0	0	0	0	0
1400	107	0	90	1	11	3	0	0	1	0	1	0	0
1415	131	3	113	0	12	2	0	0	0	1	0	0	0
1430	122	2	107	0	12	0	1	0	0	0	0	0	0
1445	125	0	107	1	13	2	1	0	0	0	1	0	0
1500	145	2	128	0	11	2	2	0	0	0	0	0	0
1515	152	2	123	0	25	1	0	0	0	1	0	0	0
1530	132	2	108	2	18	0	1	0	1	0	0	0	0
1545	170	3	146	0	18	1	1	0	0	1	0	0	0
1600	165	2	141	0	19	1	1	0	0	1	0	0	0
1615	149	2	130	1	13	0	2	1	0	0	0	0	0
1630	140	3	124	3	9	0	1	0	0	0	0	0	0
1645	162	6	141	1	13	0	1	0	0	0	0	0	0
1700	164	1	145	1	15	0	0	0	1	0	1	0	0
1715	166	3	152	1	9	0	0	0	0	0	1	0	0
1730	154	3	134	0	12	0	1	0	3	0	1	0	0
1745	152	4	135	0	12	0	1	0	0	0	0	0	0
1800	141	2	127	0	12	0	0	0	0	0	0	0	0
1815	125	4	114	0	6	0	0	0	1	0	0	0	0
1830	86	3	72	0	11	0	0	0	0	0	0	0	0
1845	75	1	70	0	4	0	0	0	0	0	0	0	0
1900	61	0	59	0	2	0	0	0	0	0	0	0	0
1915	70	0	67	0	3	0	0	0	0	0	0	0	0
1930	43	2	39	0	1	0	1	0	0	0	0	0	0
1945	56	0	51	0	4	0	0	0	0	1	0	0	0
2000	42	1	35	0	5	0	1	0	0	0	0	0	0
2015	48	0	45	0	2	0	1	0	0	0	0	0	0
2030	34	0	32	0	1	0	1	0	0	0	0	0	0
2045	41	2	34	0	3	0	2	0	0	0	0	0	0
2100	34	0	34	0	0	0	0	0	0	0	0	0	0
2115	18	0	17	0	1	0	0	0	0	0	0	0	0
2130	18	0	12	0	4	0	2	0	0	0	0	0	0
2145	21	0	18	0	3	0	0	0	0	0	0	0	0
2200	29	2	26	0	1	0	0	0	0	0	0	0	0
2215	26	0	22	0	1	0	2	0	0	0	1	0	0
2230	16	0	15	0	0	0	1	0	0	0	0	0	0
2245	10	0	10	0	0	0	0	0	0	0	0	0	0
2300	12	0	10	0	2	0	0	0	0	0	0	0	0
2315	3	0	3	0	0	0	0	0	0	0	0	0	0
2330	3	0	2	0	1	0	0	0	0	0	0	0	0
2345	2	0	1	0	1	0	0	0	0	0	0	0	0
07-19	6088	100	5230	24	643	24	23	2	18	10	13	1	0
06-22	6787	110	5847	26	702	24	31	2	20	11	13	1	0
06-00	6888	112	5936	26	708	24	34	2	20	11	14	1	0
00-00	7004	115	6021	26	721	26	42	2	21	15	14	1	0



Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	5	0	5	0	0	0	0	0	0	0	0	0	0
0015	3	0	2	0	0	0	1	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	0	0	0	1	0	0	0	0	0	0
0115	2	0	2	0	0	0	0	0	0	0	0	0	0
0130	3	0	2	0	0	0	1	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0	0	0
0200	4	0	3	0	1	0	0	0	0	0	0	0	0
0215	2	0	2	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	2	0	0	0	1	0	0	0	1	0	0	0	0
0300	3	0	1	0	2	0	0	0	0	0	0	0	0
0315	2	0	1	0	0	0	1	0	0	0	0	0	0
0330	2	0	1	0	0	0	1	0	0	0	0	0	0
0345	2	0	2	0	0	0	0	0	0	0	0	0	0
0400	2	0	1	0	1	0	0	0	0	0	0	0	0
0415	4	0	3	0	0	0	0	0	1	0	0	0	0
0430	1	0	0	0	1	0	0	0	0	0	0	0	0
0445	9	0	8	0	1	0	0	0	0	0	0	0	0
0500	15	0	11	0	3	0	0	0	1	0	0	0	0
0515	8	1	6	0	1	0	0	0	0	0	0	0	0
0530	25	0	23	0	1	0	0	0	0	1	0	0	0
0545	25	1	22	0	2	0	0	0	0	0	0	0	0
0600	31	1	24	0	5	1	0	0	0	0	0	0	0
0615	38	1	29	1	7	0	0	0	0	0	0	0	0
0630	54	1	46	0	7	0	0	0	0	0	0	0	0
0645	78	2	65	0	8	2	0	0	1	0	0	0	0
0700	106	3	92	0	10	0	1	0	0	0	0	0	0
0715	155	1	134	1	17	1	1	0	0	0	0	0	0
0730	152	0	140	0	10	2	0	0	0	0	0	0	0
0745	161	1	132	0	25	2	0	0	0	1	0	0	0
0800	145	0	126	0	17	0	0	1	0	0	1	0	0
0815	155	1	136	0	14	3	0	0	1	0	0	0	0
0830	168	1	146	0	16	1	3	0	0	0	1	0	0
0845	166	0	151	1	11	3	0	0	0	0	0	0	0
0900	151	1	131	0	17	2	0	0	0	0	0	0	0
0915	103	1	82	1	16	3	0	0	0	0	0	0	0
0930	112	1	93	0	14	1	1	0	1	1	0	0	0
0945	103	2	86	0	13	1	0	0	1	0	0	0	0
1000	103	2	84	0	15	1	0	0	0	0	1	0	0
1015	124	0	102	0	21	0	0	0	1	0	0	0	0
1030	116	0	92	1	22	0	0	0	1	0	0	0	0
1045	144	1	122	2	18	1	0	0	0	0	0	0	0
1100	111	1	97	0	12	0	0	0	0	1	0	0	0
1115	110	0	96	0	14	0	0	0	0	0	0	0	0
1130	115	1	100	0	12	1	1	0	0	0	0	0	0
1145	140	2	119	2	15	1	0	0	0	0	1	0	0
1200	115	2	96	1	14	1	0	0	0	1	0	0	0
1215	135	2	121	0	12	0	0	0	0	0	0	0	0
1230	98	4	83	0	11	0	0	0	0	0	0	0	0
1245	120	2	102	1	15	0	0	0	0	0	0	0	0
1300	131	1	117	1	11	0	0	0	1	0	0	0	0
1315	118	2	98	0	16	0	0	0	1	0	0	0	1
1330	123	0	102	0	19	0	1	1	0	0	0	0	0
1345	106	4	86	0	15	1	0	0	0	0	0	0	0
1400	103	2	88	0	12	0	0	0	0	0	1	0	0
1415	127	1	115	0	10	0	1	0	0	0	0	0	0
1430	134	1	113	0	16	0	1	1	1	0	1	0	0
1445	141	2	123	0	16	0	0	0	0	0	0	0	0
1500	120	3	104	0	12	1	0	0	0	0	0	0	0
1515	178	1	163	1	13	0	0	0	0	0	0	0	0
1530	114	0	102	2	10	0	0	0	0	0	0	0	0
1545	161	1	140	0	20	0	0	0	0	0	0	0	0
1600	160	1	139	0	18	1	0	0	1	0	0	0	0
1615	162	2	142	0	18	0	0	0	0	0	0	0	0
1630	154	4	132	0	16	0	1	0	0	1	0	0	0
1645	181	3	161	0	17	0	0	0	0	0	0	0	0
1700	160	1	146	1	11	0	0	0	0	1	0	0	0
1715	181	2	170	0	9	0	0	0	0	0	0	0	0
1730	161	2	150	1	7	0	0	0	0	0	1	0	0
1745	140	2	126	0	11	0	0	0	1	0	0	0	0
1800	127	0	118	0	8	0	1	0	0	0	0	0	0
1815	134	2	125	1	4	1	0	0	1	0	0	0	0
1830	97	1	89	1	5	0	0	0	1	0	0	0	0
1845	85	1	80	0	4	0	0	0	0	0	0	0	0
1900	84	0	75	3	6	0	0	0	0	0	0	0	0
1915	90	0	84	2	4	0	0	0	0	0	0	0	0
1930	58	0	56	0	2	0	0	0	0	0	0	0	0
1945	47	1	44	0	2	0	0	0	0	0	0	0	0
2000	61	0	56	0	5	0	0	0	0	0	0	0	0
2015	51	0	50	0	1	0	0	0	0	0	0	0	0
2030	31	0	30	0	1	0	0	0	0	0	0	0	0
2045	27	0	25	0	2	0	0	0	0	0	0	0	0
2100	18	1	17	0	0	0	0	0	0	0	0	0	0
2115	20	1	17	0	1	0	0	0	0	0	0	0	0
2130	23	0	18	0	4	0	1	0	0	0	0	0	0
2145	25	0	23	0	1	0	1	0	0	0	0	0	0
2200	21	0	19	0	1	0	1	0	0	0	0	0	0
2215	20	0	17	0	2	0	0	0	0	0	1	0	0
2230	20	1	18	0	1	0	0	0	0	0	0	0	0
2245	13	0	12	0	0	0	1	0	0	0	0	0	0
2300	10	0	8	0	2	0	0	0	0	0	0	0	0
2315	16	0	15	0	0	0	1	0	0	0	0	0	0
2330	9	0	7	0	1	0	0	0	0	0	1	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	0	0
07-19	6406	68	5592	18	659	28	12	3	11	6	8	0	1
06-22	7142	76	6251	24	715	31	15	3	12	6	8	0	1
06-00	7252	77	6348	24	722	31	18	3	12	6	10	0	1
00-00	7377	79	6448	24	736	31	23	3	12	9	11	0	1

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction Both Directions
 Friday, 19 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	4	0	1	0	1	0	1	0	0	1	0	0	0
0015	3	0	2	0	1	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	2	0	1	0	0	0	1	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	0	1	0	0
0115	2	0	2	0	0	0	0	0	0	0	0	0	0
0130	2	0	2	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	3	0	3	0	0	0	0	0	0	0	0	0	0
0230	4	0	4	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	0	1	0	0	0
0315	4	0	4	0	0	0	0	0	0	0	0	0	0
0330	3	0	1	0	2	0	0	0	0	0	0	0	0
0345	1	0	0	0	1	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	3	0	2	0	1	0	0	0	0	0	0	0	0
0430	5	0	4	0	0	0	0	0	0	1	0	0	0
0445	11	1	8	0	1	0	0	0	0	0	1	0	0
0500	12	0	11	0	1	0	0	0	0	0	0	0	0
0515	17	0	15	0	2	0	0	0	0	0	0	0	0
0530	30	0	29	0	1	0	0	0	0	0	0	0	0
0545	18	0	15	0	3	0	0	0	0	0	0	0	0
0600	24	0	19	0	5	0	0	0	0	0	0	0	0
0615	45	1	39	0	4	0	0	1	0	0	0	0	0
0630	54	0	48	0	6	0	0	0	0	0	0	0	0
0645	83	1	71	1	9	0	0	0	1	0	0	0	0
0700	97	2	85	0	8	1	0	0	1	0	0	0	0
0715	157	2	139	1	12	2	0	0	0	1	0	0	0
0730	171	3	155	1	9	1	1	0	0	0	1	0	0
0745	174	1	153	0	20	0	0	0	0	0	0	0	0
0800	153	1	130	0	21	0	0	0	0	1	0	0	0
0815	166	1	139	0	23	2	1	0	0	0	0	0	0
0830	188	2	167	2	16	1	0	0	0	0	0	0	0
0845	152	1	126	2	19	0	1	0	2	1	0	0	0
0900	142	1	127	1	12	0	0	0	1	0	0	0	0
0915	130	3	109	0	16	2	0	0	0	0	0	0	0
0930	131	4	111	0	13	0	1	0	1	1	0	0	0
0945	136	4	118	0	11	0	1	0	1	0	1	0	0
1000	124	1	101	1	19	0	1	0	0	0	1	0	0
1015	135	2	113	1	16	2	1	0	0	0	0	0	0
1030	138	2	111	2	17	2	2	0	0	0	2	0	0
1045	132	3	108	4	16	0	0	0	0	0	1	0	0
1100	125	2	115	0	6	0	1	1	0	0	0	0	0
1115	156	5	137	1	10	1	1	0	0	0	1	0	0
1130	148	3	125	3	16	0	0	0	0	1	0	0	0
1145	124	4	107	0	11	1	1	0	0	0	0	0	0
1200	120	4	100	3	13	0	0	0	0	0	0	0	0
1215	153	2	132	0	15	1	0	1	1	1	0	0	0
1230	159	3	133	0	22	0	0	0	0	1	0	0	0
1245	160	2	134	1	21	0	0	0	0	1	1	0	0
1300	158	4	134	1	17	1	0	0	0	0	1	0	0
1315	150	2	122	3	20	1	1	0	0	0	1	0	0
1330	140	3	118	2	17	0	0	0	0	0	0	0	0
1345	141	2	121	2	13	0	0	0	1	1	1	0	0
1400	124	0	112	0	10	0	0	0	0	2	0	0	0
1415	134	2	118	2	11	0	0	0	1	0	0	0	0
1430	175	1	153	1	14	1	0	0	3	1	1	0	0
1445	198	3	182	1	9	1	1	0	0	1	0	0	0
1500	172	3	157	1	11	0	0	0	0	0	0	0	0
1515	182	1	168	2	11	0	0	0	0	0	0	0	0
1530	161	2	145	0	12	0	0	0	1	1	0	0	0
1545	199	0	180	0	16	1	2	0	0	0	0	0	0
1600	208	1	182	2	20	0	0	0	1	1	1	0	0
1615	176	4	159	1	9	0	0	1	0	2	0	0	0
1630	189	1	172	1	14	0	1	0	0	0	0	0	0
1645	178	2	162	2	11	0	0	0	1	0	0	0	0
1700	145	0	130	1	12	0	1	0	1	0	0	0	0
1715	147	2	135	1	7	0	0	0	1	0	0	1	0
1730	178	0	168	1	7	1	0	0	0	0	1	0	0
1745	156	2	141	0	13	0	0	0	0	0	0	0	0
1800	136	1	123	1	11	0	0	0	0	0	0	0	0
1815	116	3	103	0	9	0	0	0	0	1	0	0	0
1830	98	0	92	1	4	0	0	0	1	0	0	0	0
1845	91	0	84	0	6	1	0	0	0	0	0	0	0
1900	75	1	68	1	4	0	0	0	1	0	0	0	0
1915	71	0	64	0	6	0	1	0	0	0	0	0	0
1930	78	2	74	0	2	0	0	0	0	0	0	0	0
1945	62	0	57	0	4	0	1	0	0	0	0	0	0
2000	52	1	46	0	4	0	1	0	0	0	0	0	0
2015	42	0	40	0	2	0	0	0	0	0	0	0	0
2030	35	1	29	0	4	0	1	0	0	0	0	0	0
2045	41	0	37	0	4	0	0	0	0	0	0	0	0
2100	27	0	25	0	2	0	0	0	0	0	0	0	0
2115	32	1	28	0	2	0	1	0	0	0	0	0	0
2130	22	1	19	0	2	0	0	0	0	0	0	0	0
2145	17	0	14	0	2	0	1	0	0	0	0	0	0
2200	29	0	28	0	1	0	0	0	0	0	0	0	0
2215	15	0	14	0	1	0	0	0	0	0	0	0	0
2230	15	0	15	0	0	0	0	0	0	0	0	0	0
2245	20	2	18	0	0	0	0	0	0	0	0	0	0
2300	12	0	10	0	2	0	0	0	0	0	0	0	0
2315	6	0	6	0	0	0	0	0	0	0	0	0	0
2330	7	0	6	0	0	0	1	0	0	0	0	0	0
2345	6	0	4	0	1	0	1	0	0	0	0	0	0
07-19	7223	97	6336	49	646	23	18	3	18	18	14	1	0
06-22	7983	106	7014	51	708	23	24	4	20	18	14	1	0
06-00	8093	108	7115	51	713	23	26	4	20	18	14	1	0
00-00	8220	109	7220	51	727	23	28	4	20	21	16	1	0

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	3	0	3	0	0	0	0	0	0	0	0	0	0
0015	9	0	7	0	0	0	2	0	0	0	0	0	0
0030	5	0	4	0	1	0	0	0	0	0	0	0	0
0045	2	0	2	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0
0115	5	0	5	0	0	0	0	0	0	0	0	0	0
0130	7	0	5	0	1	0	1	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0	0	0
0200	2	0	1	0	0	0	1	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0	0	0
0230	4	0	3	0	1	0	0	0	0	0	0	0	0
0245	2	0	2	0	0	0	0	0	0	0	0	0	0
0300	3	0	2	0	0	0	1	0	0	0	0	0	0
0315	3	0	1	0	1	0	1	0	0	0	0	0	0
0330	3	0	3	0	0	0	0	0	0	0	0	0	0
0345	2	0	2	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	3	0	1	0	1	0	1	0	0	0	0	0	0
0430	3	1	2	0	0	0	0	0	0	0	0	0	0
0445	5	0	4	0	1	0	0	0	0	0	0	0	0
0500	10	0	7	0	2	0	1	0	0	0	0	0	0
0515	9	0	8	0	1	0	0	0	0	0	0	0	0
0530	14	0	13	0	1	0	0	0	0	0	0	0	0
0545	14	1	12	0	0	0	0	1	0	0	0	0	0
0600	20	1	16	0	3	0	0	0	0	0	0	0	0
0615	29	0	26	0	3	0	0	0	0	0	0	0	0
0630	26	1	20	0	5	0	0	0	0	0	0	0	0
0645	29	1	22	0	6	0	0	0	0	0	0	0	0
0700	24	0	20	0	4	0	0	0	0	0	0	0	0
0715	51	0	42	0	7	1	1	0	0	0	0	0	0
0730	55	0	49	0	6	0	0	0	0	0	0	0	0
0745	51	2	42	1	4	0	1	0	0	0	1	0	0
0800	62	3	49	0	10	0	0	0	0	0	0	0	0
0815	70	0	59	0	10	0	0	0	0	1	0	0	0
0830	74	0	67	0	6	1	0	0	0	0	0	0	0
0845	85	5	70	1	6	0	1	0	1	1	0	0	0
0900	85	2	63	0	15	2	0	0	1	2	0	0	0
0915	95	2	79	1	10	0	2	0	0	1	0	0	0
0930	105	5	88	1	9	0	1	0	1	0	0	0	0
0945	123	4	108	2	8	0	0	0	1	0	0	0	0
1000	142	2	126	0	13	0	0	0	1	0	0	0	0
1015	132	5	116	1	9	1	0	0	0	0	0	0	0
1030	127	0	121	0	6	0	0	0	0	0	0	0	0
1045	136	6	118	0	10	0	2	0	0	0	0	0	0
1100	146	8	127	2	6	0	0	0	3	0	0	0	0
1115	163	7	137	0	18	0	0	0	1	0	0	0	0
1130	155	3	143	2	6	0	0	0	1	0	0	0	0
1145	143	2	127	2	11	0	0	1	0	0	0	0	0
1200	153	7	135	0	9	1	1	0	0	0	0	0	0
1215	169	1	153	0	13	0	1	1	0	0	0	0	0
1230	155	1	145	0	8	0	0	0	1	0	0	0	0
1245	124	5	115	0	4	0	0	0	0	0	0	0	0
1300	146	3	136	0	7	0	0	0	0	0	0	0	0
1315	153	2	138	0	9	1	1	0	0	0	1	1	0
1330	145	5	129	1	7	0	2	0	1	0	0	0	0
1345	152	1	143	0	8	0	0	0	0	0	0	0	0
1400	143	1	135	0	6	0	0	1	0	0	0	0	0
1415	137	3	127	0	6	0	1	0	0	0	0	0	0
1430	136	5	120	2	7	0	1	1	0	0	0	0	0
1445	126	7	111	2	5	0	0	0	0	1	0	0	0
1500	150	3	139	2	6	0	0	0	0	0	0	0	0
1515	132	2	117	3	10	0	0	0	0	0	0	0	0
1530	127	1	114	1	9	0	1	0	1	0	0	0	0
1545	115	0	110	1	3	0	0	0	0	0	0	0	1
1600	130	1	118	0	10	0	0	0	0	0	1	0	0
1615	110	2	99	1	8	0	0	0	0	0	0	0	0
1630	106	1	100	1	4	0	0	0	0	0	0	0	0
1645	114	1	108	0	5	0	0	0	0	0	0	0	0
1700	104	1	95	0	8	0	0	0	0	0	0	0	0
1715	128	0	119	2	6	0	1	0	0	0	0	0	0
1730	136	2	125	1	7	0	0	0	0	1	0	0	0
1745	75	0	71	0	4	0	0	0	0	0	0	0	0
1800	110	3	98	1	7	0	0	0	1	0	0	0	0
1815	76	1	70	0	5	0	0	0	0	0	0	0	0
1830	77	3	70	0	3	0	0	0	0	0	1	0	0
1845	74	0	68	0	5	0	0	0	1	0	0	0	0
1900	78	0	75	1	2	0	0	0	0	0	0	0	0
1915	49	0	46	0	3	0	0	0	0	0	0	0	0
1930	65	1	59	0	5	0	0	0	0	0	0	0	0
1945	55	0	52	0	3	0	0	0	0	0	0	0	0
2000	40	0	36	0	4	0	0	0	0	0	0	0	0
2015	40	0	36	0	2	0	0	0	0	0	2	0	0
2030	28	0	27	0	1	0	0	0	0	0	0	0	0
2045	21	0	20	0	1	0	0	0	0	0	0	0	0
2100	30	0	28	0	2	0	0	0	0	0	0	0	0
2115	24	0	22	1	1	0	0	0	0	0	0	0	0
2130	17	0	17	0	0	0	0	0	0	0	0	0	0
2145	21	0	19	0	1	0	0	0	0	0	1	0	0
2200	25	0	24	0	1	0	0	0	0	0	0	0	0
2215	13	1	12	0	0	0	0	0	0	0	0	0	0
2230	15	0	14	1	0	0	0	0	0	0	0	0	0
2245	10	0	9	0	1	0	0	0	0	0	0	0	0
2300	8	0	8	0	0	0	0	0	0	0	0	0	0
2315	10	0	10	0	0	0	0	0	0	0	0	0	0
2330	7	0	7	0	0	0	0	0	0	0	0	0	0
2345	5	0	5	0	0	0	0	0	0	0	0	0	0
07-19	5527	118	4959	31	363	7	17	4	15	7	4	1	1
06-22	6099	122	5480	33	405	7	17	4	15	7	7	1	1
06-00	6192	123	5569	34	407	7	17	4	15	7	7	1	1
00-00	6304	125	5660	34	417	7	25	4	16	7	7	1	1

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction Both Directions

Sunday, 21 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	6	0	5	0	1	0	0	0	0	0	0	0	0
0015	6	0	6	0	0	0	0	0	0	0	0	0	0
0030	5	0	5	0	0	0	0	0	0	0	0	0	0
0045	6	0	4	0	0	0	0	0	0	2	0	0	0
0100	4	0	3	0	1	0	0	0	0	0	0	0	0
0115	2	0	2	0	0	0	0	0	0	0	0	0	0
0130	3	0	2	1	0	0	0	0	0	0	0	0	0
0145	1	0	0	0	0	0	0	0	0	1	0	0	0
0200	8	0	8	0	0	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0	0	0
0230	2	0	1	0	0	0	0	0	0	1	0	0	0
0245	2	0	1	1	0	0	0	0	0	0	0	0	0
0300	3	1	1	0	0	0	0	0	0	1	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0	0	0
0330	4	0	4	0	0	0	0	0	0	0	0	0	0
0345	2	0	1	0	0	0	0	0	0	1	0	0	0
0400	2	0	1	0	0	0	0	0	0	1	0	0	0
0415	5	0	4	0	0	0	0	0	0	1	0	0	0
0430	2	0	2	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	6	0	6	0	0	0	0	0	0	0	0	0	0
0515	5	0	4	0	0	0	0	0	0	1	0	0	0
0530	8	0	7	0	0	0	0	0	0	1	0	0	0
0545	8	0	7	0	1	0	0	0	0	0	0	0	0
0600	15	0	13	0	1	0	0	0	0	1	0	0	0
0615	20	0	19	0	1	0	0	0	0	0	0	0	0
0630	13	0	12	0	1	0	0	0	0	0	0	0	0
0645	18	0	17	0	1	0	0	0	0	0	0	0	0
0700	25	2	20	0	3	0	0	0	0	0	0	0	0
0715	35	5	29	0	1	0	0	0	0	0	0	0	0
0730	25	0	23	0	1	0	1	0	0	0	0	0	0
0745	37	4	30	0	3	0	0	0	0	0	0	0	0
0800	33	1	31	0	1	0	0	0	0	0	0	0	0
0815	45	6	38	0	1	0	0	0	0	0	0	0	0
0830	52	2	47	0	2	0	0	0	0	1	0	0	0
0845	26	2	22	0	2	0	0	0	0	0	0	0	0
0900	53	3	46	1	1	0	2	0	0	0	0	0	0
0915	46	3	39	0	4	0	0	0	0	0	0	0	0
0930	67	5	59	0	3	0	0	0	0	0	0	0	0
0945	65	8	50	1	4	1	0	0	0	1	0	0	0
1000	70	3	61	0	5	0	1	0	0	0	0	0	0
1015	84	1	73	1	8	0	0	0	0	0	1	0	0
1030	80	4	70	1	5	0	0	0	0	0	0	0	0
1045	79	4	68	0	6	0	1	0	0	0	0	0	0
1100	108	9	91	1	6	0	0	0	1	0	0	0	0
1115	102	6	92	0	4	0	0	0	0	0	0	0	0
1130	122	5	107	2	6	0	0	0	1	1	0	0	0
1145	113	6	98	1	7	0	1	0	0	0	0	0	0
1200	97	3	87	1	5	1	0	0	0	0	0	0	0
1215	134	5	120	0	8	0	1	0	0	0	0	0	0
1230	111	1	102	0	7	0	1	0	0	0	0	0	0
1245	132	4	119	0	8	0	0	0	0	0	1	0	0
1300	108	7	100	0	1	0	0	0	0	0	0	0	0
1315	100	2	88	0	10	0	0	0	0	0	0	0	0
1330	114	6	107	0	1	0	0	0	0	0	0	0	0
1345	115	2	107	0	6	0	0	0	0	0	0	0	0
1400	129	2	123	1	3	0	0	0	0	0	0	0	0
1415	116	3	108	0	5	0	0	0	0	0	0	0	0
1430	125	4	117	0	4	0	0	0	0	0	0	0	0
1445	94	6	82	1	4	0	1	0	0	0	0	0	0
1500	110	3	100	0	7	0	0	0	0	0	0	0	0
1515	110	3	101	0	6	0	0	0	0	0	0	0	0
1530	103	2	95	0	5	0	0	1	0	0	0	0	0
1545	110	4	96	1	9	0	0	0	0	0	0	0	0
1600	92	1	85	1	5	0	0	0	0	0	0	0	0
1615	107	1	96	1	8	0	0	0	0	1	0	0	0
1630	102	2	93	2	5	0	0	0	0	0	0	0	0
1645	94	1	90	0	2	0	0	0	0	0	1	0	0
1700	97	0	94	0	3	0	0	0	0	0	0	0	0
1715	85	2	77	0	5	0	0	0	0	0	1	0	0
1730	88	1	83	0	3	0	0	0	1	0	0	0	0
1745	81	1	71	1	7	0	1	0	0	0	0	0	0
1800	90	0	89	0	1	0	0	0	0	0	0	0	0
1815	46	0	40	2	3	0	0	0	0	0	1	0	0
1830	37	0	36	0	0	0	0	0	0	0	1	0	0
1845	36	0	35	0	1	0	0	0	0	0	0	0	0
1900	53	0	50	1	2	0	0	0	0	0	0	0	0
1915	63	1	59	0	1	0	0	0	1	0	1	0	0
1930	49	0	46	0	2	0	0	0	0	0	1	0	0
1945	52	1	45	2	4	0	0	0	0	0	0	0	0
2000	36	0	34	1	1	0	0	0	0	0	0	0	0
2015	35	0	34	0	1	0	0	0	0	0	0	0	0
2030	29	0	28	0	1	0	0	0	0	0	0	0	0
2045	25	0	22	0	2	0	0	0	0	0	1	0	0
2100	14	0	14	0	0	0	0	0	0	0	0	0	0
2115	19	0	19	0	0	0	0	0	0	0	0	0	0
2130	23	0	22	1	0	0	0	0	0	0	0	0	0
2145	19	0	18	0	1	0	0	0	0	0	0	0	0
2200	25	0	21	0	3	0	0	0	0	0	1	0	0
2215	16	1	13	0	2	0	0	0	0	0	0	0	0
2230	14	0	14	0	0	0	0	0	0	0	0	0	0
2245	10	0	9	1	0	0	0	0	0	0	0	0	0
2300	7	0	7	0	0	0	0	0	0	0	0	0	0
2315	6	0	5	0	0	0	0	0	0	1	0	0	0
2330	2	0	2	0	0	0	0	0	0	0	0	0	0
2345	3	0	3	0	0	0	0	0	0	0	0	0	0
07-19	4030	145	3635	19	205	2	10	0	4	4	6	0	0
06-22	4513	147	4087	24	224	2	10	0	5	4	10	0	0
06-00	4596	148	4161	25	229	2	10	0	5	4	12	0	0
00-00	4688	149	4237	27	232	2	10	0	5	4	22	0	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction Both Directions
 Monday, 22 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	2	0	2	0	0	0	0	0	0	0	0	0	0
0030	2	0	1	0	0	0	0	0	0	0	1	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	1	0	0	0	0	0	0	0	0	0	1	0	0
0130	2	0	2	0	0	0	0	0	0	0	0	0	0
0145	1	0	0	0	0	0	0	0	0	0	1	0	0
0200	1	0	0	0	0	0	0	0	0	0	1	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	5	0	3	1	1	0	0	0	0	0	0	0	0
0245	4	0	1	0	1	0	0	0	0	1	1	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0	0	0
0330	4	0	4	0	0	0	0	0	0	0	0	0	0
0345	2	0	2	0	0	0	0	0	0	0	0	0	0
0400	5	0	3	0	1	0	0	0	0	0	1	0	0
0415	8	0	6	0	0	0	0	0	0	2	0	0	0
0430	4	0	4	0	0	0	0	0	0	0	0	0	0
0445	6	0	5	1	0	0	0	0	0	0	0	0	0
0500	8	0	8	0	0	0	0	0	0	0	0	0	0
0515	15	1	10	0	3	1	0	0	0	0	0	0	0
0530	17	0	14	1	2	0	0	0	0	0	0	0	0
0545	32	0	27	0	4	0	0	0	1	0	0	0	0
0600	27	3	23	0	0	0	0	1	0	0	0	0	0
0615	37	0	31	0	5	0	0	1	0	0	0	0	0
0630	57	0	53	0	4	0	0	0	0	0	0	0	0
0645	76	0	64	0	11	1	0	0	0	0	0	0	0
0700	104	1	96	1	6	0	0	0	0	0	0	0	0
0715	158	1	137	0	20	0	0	0	0	0	0	0	0
0730	185	0	168	1	13	0	0	0	2	0	1	0	0
0745	182	2	159	0	19	0	0	1	1	0	0	0	0
0800	170	4	144	1	21	0	0	0	0	0	0	0	0
0815	179	0	159	2	15	1	2	0	0	0	0	0	0
0830	146	1	129	0	14	1	1	0	0	0	0	0	0
0845	160	1	136	1	20	1	0	1	0	0	0	0	0
0900	107	1	95	1	8	0	0	1	1	0	0	0	0
0915	97	5	77	0	13	1	0	1	0	0	0	0	0
0930	112	1	92	1	16	0	0	0	0	1	1	0	0
0945	104	2	82	0	18	1	0	1	0	0	0	0	0
1000	101	2	78	2	18	0	0	0	1	0	0	0	0
1015	89	2	77	0	9	0	0	0	0	1	0	0	0
1030	100	1	80	0	17	0	0	0	0	0	2	0	0
1045	96	1	79	0	14	1	0	0	0	1	0	0	0
1100	93	2	75	0	14	0	0	0	0	0	2	0	0
1115	98	0	81	0	17	0	0	0	0	0	0	0	0
1130	110	1	91	2	15	0	0	0	0	1	0	0	0
1145	95	3	76	0	15	0	1	0	0	0	0	0	0
1200	107	1	98	2	6	0	0	0	0	0	0	0	0
1215	100	0	83	1	15	0	0	0	0	1	0	0	0
1230	121	1	108	0	11	0	1	0	0	0	0	0	0
1245	117	1	100	0	11	2	3	0	0	0	0	0	0
1300	105	1	93	1	8	0	1	0	0	1	0	0	0
1315	102	0	92	1	8	0	0	0	0	1	0	0	0
1330	116	3	97	0	14	0	0	1	1	1	0	0	0
1345	90	0	78	0	11	0	0	1	0	0	0	0	0
1400	118	0	97	2	17	1	1	0	0	0	0	0	0
1415	114	0	101	0	10	0	1	0	1	0	1	0	0
1430	129	3	115	0	10	0	0	0	1	0	0	0	0
1445	134	1	121	1	7	0	1	1	0	1	1	0	0
1500	150	3	131	1	13	0	1	0	0	0	0	1	0
1515	161	0	140	1	16	1	1	0	1	0	1	0	0
1530	155	0	134	0	20	0	0	0	0	1	0	0	0
1545	147	5	120	0	18	0	1	1	1	0	0	0	1
1600	189	2	167	1	18	1	0	0	0	0	0	0	0
1615	152	4	132	1	14	0	0	0	1	0	0	0	0
1630	193	1	169	1	20	0	1	1	0	0	0	0	0
1645	173	2	153	1	17	0	0	0	0	0	0	0	0
1700	147	3	130	1	13	0	0	0	0	0	0	0	0
1715	174	3	155	1	14	0	0	0	0	1	0	0	0
1730	179	0	165	0	10	1	1	0	1	1	0	0	0
1745	129	7	115	0	6	0	0	0	1	0	0	0	0
1800	105	3	92	1	9	0	0	0	0	0	0	0	0
1815	87	1	79	1	6	0	0	0	0	0	0	0	0
1830	71	1	62	1	7	0	0	0	0	0	0	0	0
1845	70	2	60	0	7	0	0	0	1	0	0	0	0
1900	73	1	64	0	6	0	0	0	1	0	0	1	0
1915	71	1	66	0	3	0	1	0	0	0	0	0	0
1930	61	1	58	0	2	0	0	0	0	0	0	0	0
1945	52	0	49	0	3	0	0	0	0	0	0	0	0
2000	43	0	41	0	2	0	0	0	0	0	0	0	0
2015	30	0	27	0	2	1	0	0	0	0	0	0	0
2030	28	0	26	0	1	0	1	0	0	0	0	0	0
2045	21	0	18	0	2	0	1	0	0	0	0	0	0
2100	27	0	26	0	0	0	1	0	0	0	0	0	0
2115	20	0	20	0	0	0	0	0	0	0	0	0	0
2130	18	1	12	0	3	0	1	0	1	0	0	0	0
2145	22	1	17	0	3	0	0	0	0	1	0	0	0
2200	26	1	22	0	2	0	0	0	0	0	1	0	0
2215	17	0	14	0	2	0	0	0	0	0	1	0	0
2230	10	1	6	0	2	0	1	0	0	0	0	0	0
2245	11	0	8	1	1	0	0	0	0	0	1	0	0
2300	4	0	3	0	1	0	0	0	0	0	0	0	0
2315	4	0	4	0	0	0	0	0	0	0	0	0	0
2330	3	0	2	0	0	0	0	0	0	0	1	0	0
2345	6	0	4	0	2	0	0	0	0	0	0	0	0
07-19	6121	79	5298	31	638	12	17	7	14	12	11	1	1
06-22	6784	87	5893	31	685	14	22	7	18	13	12	1	1
06-00	6865	89	5956	32	695	14	23	7	18	13	16	1	1
00-00	6987	90	6051	35	707	15	23	7	18	17	22	1	1



Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction Both Directions

Virtual Day (7)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	12	0	9	0	1	0	1	0	0	0	0	0	0
0100	8	0	5	0	0	0	1	0	0	0	1	0	0
0200	9	0	6	0	1	0	0	0	0	0	1	0	0
0300	10	0	7	0	1	0	1	0	0	0	0	0	0
0400	17	0	12	0	2	0	0	0	0	1	1	0	0
0500	61	1	53	0	6	0	0	0	0	0	0	0	0
0600	171	3	144	1	22	1	0	0	1	0	0	0	0
0700	474	5	420	1	42	2	1	0	2	0	1	0	0
0800	528	6	459	2	54	3	1	0	1	1	0	0	0
0900	419	10	350	2	49	2	2	1	2	1	1	0	0
1000	432	8	365	3	51	2	2	0	1	1	1	0	0
1100	473	12	404	4	47	1	1	0	1	1	1	0	0
1200	498	10	433	2	47	2	2	0	0	1	1	0	0
1300	495	9	429	3	49	1	1	0	1	1	1	0	0
1400	522	8	463	3	41	2	2	1	1	1	1	0	0
1500	584	8	518	3	50	2	2	0	1	1	0	0	0
1600	607	9	540	3	50	1	2	0	1	1	1	0	0
1700	565	8	512	2	39	0	1	0	2	1	1	0	0
1800	368	5	334	2	25	0	0	0	1	0	0	0	0
1900	258	2	239	1	13	0	1	0	0	0	0	0	0
2000	146	1	133	0	10	0	1	0	0	0	0	0	0
2100	88	1	80	0	6	0	1	0	0	0	0	0	0
2200	70	2	62	0	4	0	1	0	0	0	1	0	0
2300	24	0	21	0	3	0	1	0	0	0	0	0	0
07-19	5965	98	5226	29	543	17	16	3	13	9	9	1	0
06-22	6629	105	5822	32	593	18	20	3	14	10	10	1	0
06-00	6723	106	5905	32	600	18	22	3	14	10	11	1	0
00-00	6839	108	5997	33	611	18	25	3	14	12	14	1	0

Virtual Week (1)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
Mon	6987	90	6051	35	707	15	23	7	18	17	22	1	1
Tue	7292	91	6345	34	739	25	24	3	9	13	9	0	0
Wed	7004	115	6021	26	721	26	42	2	21	15	14	1	0
Thu	7377	79	6448	24	736	31	23	3	12	9	11	0	1
Fri	8220	109	7220	51	727	23	28	4	20	21	16	1	0
Sat	6304	125	5660	34	417	7	25	4	16	7	7	1	1
Sun	4688	149	4237	27	232	2	10	0	5	4	22	0	0
5 Day Ave.	7376	97	6417	34	726	24	28	4	16	15	14	1	0
7 Day Ave.	6839	108	5997	33	611	18	25	3	14	12	14	1	0
--	47872	758	41982	231	4279	129	175	23	101	86	101	4	3

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction East

Tuesday, 2 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	2	0	2	0	0	0	0	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	1	0	0	0	0	0	0	0	1	0	0
0215	1	0	1	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	1	0	0	0	0	0	0	0	0	0	0	0
0330	2	0	2	0	0	0	0	0	0	0	0	0	0
0345	4	0	4	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	1	0	0	0	0	0	0	0	0
0415	3	0	3	0	0	0	0	0	0	0	0	0	0
0430	2	0	1	0	0	0	0	0	0	1	0	0	0
0445	6	0	6	0	0	0	0	0	0	0	0	0	0
0500	7	0	6	0	1	0	0	0	0	0	0	0	0
0515	11	0	10	0	1	0	0	0	0	0	0	0	0
0530	17	0	16	0	1	0	0	0	0	0	0	0	0
0545	15	0	11	0	4	0	0	0	0	0	0	0	0
0600	16	0	13	0	3	0	0	0	0	0	0	0	0
0615	23	0	18	0	4	0	0	0	0	1	0	0	0
0630	27	1	23	0	2	0	0	0	1	0	0	0	0
0645	37	1	31	0	5	0	0	0	0	0	0	0	0
0700	38	0	32	1	5	0	0	0	0	0	0	0	0
0715	67	1	53	0	13	0	0	0	0	0	0	0	0
0730	66	0	59	0	5	0	0	0	1	0	1	0	0
0745	59	0	53	0	6	0	0	0	0	0	0	0	0
0800	78	0	69	0	9	0	0	0	0	0	0	0	0
0815	52	0	44	0	6	0	0	1	0	0	1	0	0
0830	68	0	58	0	7	1	0	0	0	1	1	0	0
0845	55	0	50	1	4	0	0	0	0	0	0	0	0
0900	61	0	49	1	11	0	0	0	0	0	0	0	0
0915	50	0	42	0	8	0	0	0	0	0	0	0	0
0930	62	1	56	0	4	0	0	0	0	0	1	0	0
0945	63	1	55	1	6	0	0	0	0	0	0	0	0
1000	55	1	46	0	6	2	0	0	0	0	0	0	0
1015	56	0	46	0	10	0	0	0	0	0	0	0	0
1030	51	3	38	1	7	2	0	0	0	0	0	0	0
1045	65	2	50	1	9	2	1	0	0	0	0	0	0
1100	54	2	39	2	6	2	0	0	1	2	0	0	0
1115	55	0	49	0	5	1	0	0	0	0	0	0	0
1130	55	4	46	1	4	0	0	0	0	0	0	0	0
1145	55	1	46	0	7	0	0	1	0	0	0	0	0
1200	62	1	55	1	3	1	0	0	0	0	1	0	0
1215	76	4	68	0	1	0	2	0	0	0	1	0	0
1230	67	0	59	0	7	0	0	0	0	0	1	0	0
1245	67	0	66	0	1	0	0	0	0	0	0	0	0
1300	57	1	50	1	4	0	0	0	1	0	0	0	0
1315	69	0	59	0	8	1	0	0	1	0	0	0	0
1330	52	3	46	0	3	0	0	0	0	0	0	0	0
1345	69	3	57	0	8	1	0	0	0	0	0	0	0
1400	50	1	47	0	1	0	0	0	0	0	1	0	0
1415	52	2	45	1	2	1	0	0	0	0	1	0	0
1430	45	1	37	1	6	0	0	0	0	0	0	0	0
1445	64	2	45	0	14	2	0	0	0	1	0	0	0
1500	56	3	43	1	7	1	0	0	0	1	0	0	0
1515	67	1	54	0	9	0	0	0	1	2	0	0	0
1530	57	1	48	0	7	0	0	0	1	0	0	0	0
1545	78	2	65	1	9	0	0	0	0	1	0	0	0
1600	91	0	78	0	11	1	1	0	0	0	0	0	0
1615	79	1	62	1	10	2	2	0	0	1	0	0	0
1630	104	3	87	2	11	0	1	0	0	0	0	0	0
1645	97	2	79	2	11	1	1	0	1	0	0	0	0
1700	84	3	76	0	5	0	0	0	0	0	0	0	0
1715	82	2	77	0	2	1	0	0	0	0	0	0	0
1730	86	2	76	0	6	0	0	0	1	0	1	0	0
1745	72	2	66	0	4	0	0	0	0	0	0	0	0
1800	54	2	46	0	5	0	0	0	1	0	0	0	0
1815	33	0	31	0	2	0	0	0	0	0	0	0	0
1830	38	0	32	0	6	0	0	0	0	0	0	0	0
1845	27	0	24	0	3	0	0	0	0	0	0	0	0
1900	29	1	26	0	2	0	0	0	0	0	0	0	0
1915	22	0	22	0	0	0	0	0	0	0	0	0	0
1930	31	2	28	1	0	0	0	0	0	0	0	0	0
1945	23	0	22	0	1	0	0	0	0	0	0	0	0
2000	18	1	15	0	1	1	0	0	0	0	0	0	0
2015	21	1	19	0	1	0	0	0	0	0	0	0	0
2030	18	1	15	0	2	0	0	0	0	0	0	0	0
2045	13	0	12	0	1	0	0	0	0	0	0	0	0
2100	14	0	14	0	0	0	0	0	0	0	0	0	0
2115	16	0	13	0	1	0	0	0	0	2	0	0	0
2130	2	0	1	0	1	0	0	0	0	0	0	0	0
2145	8	0	6	0	2	0	0	0	0	0	0	0	0
2200	13	1	12	0	0	0	0	0	0	0	0	0	0
2215	7	0	7	0	0	0	0	0	0	0	0	0	0
2230	3	0	3	0	0	0	0	0	0	0	0	0	0
2245	3	0	3	0	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0
2315	5	0	5	0	0	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	0	0
07-19	3000	58	2558	20	304	22	8	2	9	9	10	0	0
06-22	3318	66	2836	21	330	23	8	2	10	12	10	0	0
06-00	3353	67	2870	21	330	23	8	2	10	12	10	0	0
00-00	3430	68	2936	21	338	23	8	2	10	13	11	0	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction East

Wednesday, 3 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	2	0	1	0	1	0	0	0	0	0	0	0	0
0015	3	0	2	0	1	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	2	0	2	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	0	0	1	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0
0345	4	0	4	0	0	0	0	0	0	0	0	0	0
0400	3	0	1	0	1	0	0	0	0	1	0	0	0
0415	3	0	2	0	0	1	0	0	0	0	0	0	0
0430	4	0	2	0	0	1	0	0	0	1	0	0	0
0445	3	1	2	0	0	0	0	0	0	0	0	0	0
0500	6	0	6	0	0	0	0	0	0	0	0	0	0
0515	10	0	9	0	1	0	0	0	0	0	0	0	0
0530	13	0	13	0	0	0	0	0	0	0	0	0	0
0545	20	0	14	1	5	0	0	0	0	0	0	0	0
0600	13	0	12	0	1	0	0	0	0	0	0	0	0
0615	11	0	10	0	1	0	0	0	0	0	0	0	0
0630	21	0	17	0	4	0	0	0	0	0	0	0	0
0645	38	0	28	0	9	0	1	0	0	0	0	0	0
0700	41	0	38	0	2	1	0	0	0	0	0	0	0
0715	58	0	52	1	5	0	0	0	0	0	0	0	0
0730	75	0	63	0	10	0	0	0	2	0	0	0	0
0745	75	0	69	0	6	0	0	0	0	0	0	0	0
0800	65	0	58	0	4	2	0	1	0	0	0	0	0
0815	57	1	47	0	8	0	0	1	0	0	0	0	0
0830	52	0	42	0	8	0	0	0	2	0	0	0	0
0845	53	0	45	0	7	0	0	1	0	0	0	0	0
0900	46	0	40	0	6	0	0	0	0	0	0	0	0
0915	39	0	33	0	6	0	0	0	0	0	0	0	0
0930	33	1	22	0	9	0	1	0	0	0	0	0	0
0945	65	0	54	1	10	0	0	0	0	0	0	0	0
1000	59	1	50	0	8	0	0	0	0	0	0	0	0
1015	36	0	22	0	14	0	0	0	0	0	0	0	0
1030	51	0	42	0	9	0	0	0	0	0	0	0	0
1045	40	0	36	0	4	0	0	0	0	0	0	0	0
1100	48	1	39	0	8	0	0	0	0	0	0	0	0
1115	53	0	41	0	12	0	0	0	0	0	0	0	0
1130	52	1	46	0	5	0	0	0	0	0	0	0	0
1145	50	0	41	1	5	2	1	0	0	0	0	0	0
1200	64	3	50	0	11	0	0	0	0	0	0	0	0
1215	47	0	43	0	4	0	0	0	0	0	0	0	0
1230	48	1	40	0	7	0	0	0	0	0	0	0	0
1245	43	0	38	0	5	0	0	0	0	0	0	0	0
1300	42	0	32	0	10	0	0	0	0	0	0	0	0
1315	42	0	41	0	1	0	0	0	0	0	0	0	0
1330	58	2	50	0	4	1	0	1	0	0	0	0	0
1345	44	1	38	0	5	0	0	0	0	0	0	0	0
1400	53	0	47	0	5	0	0	1	0	0	0	0	0
1415	43	1	37	0	4	0	0	0	1	0	0	0	0
1430	56	1	47	0	8	0	0	0	0	0	0	0	0
1445	67	2	59	0	6	0	0	0	0	0	0	0	0
1500	78	0	67	1	9	1	0	0	0	0	0	0	0
1515	68	0	61	0	7	0	0	0	0	0	0	0	0
1530	57	0	48	0	9	0	0	0	0	0	0	0	0
1545	62	1	53	0	7	1	0	0	0	0	0	0	0
1600	72	1	60	0	11	0	0	0	0	0	0	0	0
1615	62	1	51	0	8	1	0	0	1	0	0	0	0
1630	97	2	81	0	14	0	0	0	0	0	0	0	0
1645	73	0	68	0	5	0	0	0	0	0	0	0	0
1700	79	1	69	0	9	0	0	0	0	0	0	0	0
1715	75	0	67	1	7	0	0	0	0	0	0	0	0
1730	72	3	64	0	4	0	0	1	0	0	0	0	0
1745	64	2	57	0	5	0	0	0	0	0	0	0	0
1800	46	0	44	0	2	0	0	0	0	0	0	0	0
1815	32	0	31	0	1	0	0	0	0	0	0	0	0
1830	47	0	47	0	0	0	0	0	0	0	0	0	0
1845	40	2	34	1	3	0	0	0	0	0	0	0	0
1900	33	1	30	0	2	0	0	0	0	0	0	0	0
1915	26	1	25	0	0	0	0	0	0	0	0	0	0
1930	29	0	27	0	2	0	0	0	0	0	0	0	0
1945	28	0	27	0	1	0	0	0	0	0	0	0	0
2000	19	0	19	0	0	0	0	0	0	0	0	0	0
2015	18	0	17	0	1	0	0	0	0	0	0	0	0
2030	13	0	12	0	1	0	0	0	0	0	0	0	0
2045	16	0	15	0	1	0	0	0	0	0	0	0	0
2100	7	0	6	0	1	0	0	0	0	0	0	0	0
2115	9	0	8	0	1	0	0	0	0	0	0	0	0
2130	11	0	10	0	1	0	0	0	0	0	0	0	0
2145	11	0	11	0	0	0	0	0	0	0	0	0	0
2200	20	3	16	0	1	0	0	0	0	0	0	0	0
2215	7	0	6	0	1	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	0	0
2245	4	0	4	0	0	0	0	0	0	0	0	0	0
2300	3	0	2	0	1	0	0	0	0	0	0	0	0
2315	3	0	3	0	0	0	0	0	0	0	0	0	0
2330	5	0	5	0	0	0	0	0	0	0	0	0	0
2345	5	0	4	0	1	0	0	0	0	0	0	0	0
07-19	2679	29	2304	6	317	9	2	3	8	1	0	0	0
06-22	2982	31	2578	6	343	9	3	3	8	1	0	0	0
06-00	3030	34	2619	6	347	9	3	3	8	1	0	0	0
00-00	3107	35	2680	7	357	11	3	3	8	3	0	0	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction East

Thursday, 4 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0
0115	2	0	1	0	1	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	0	0	1	0	0	0	0	0	0	0	0
0330	3	0	1	0	2	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0	0	0
0430	2	0	0	0	1	0	0	0	0	1	0	0	0
0445	4	0	4	0	0	0	0	0	0	0	0	0	0
0500	6	0	5	0	1	0	0	0	0	0	0	0	0
0515	15	0	13	0	1	0	0	0	0	1	0	0	0
0530	16	0	14	0	2	0	0	0	0	0	0	0	0
0545	21	0	16	0	5	0	0	0	0	0	0	0	0
0600	10	0	9	0	1	0	0	0	0	0	0	0	0
0615	22	0	19	0	3	0	0	0	0	0	0	0	0
0630	25	0	20	0	5	0	0	0	0	0	0	0	0
0645	37	0	30	0	7	0	0	0	0	0	0	0	0
0700	42	1	39	0	1	0	0	0	0	0	1	0	0
0715	49	1	38	0	10	0	0	0	0	0	0	0	0
0730	62	0	54	0	7	0	0	0	0	1	0	0	0
0745	63	0	54	0	8	0	0	0	0	0	1	0	0
0800	76	0	62	0	14	0	0	0	0	0	0	0	0
0815	47	0	40	0	5	1	0	0	1	0	0	0	0
0830	61	0	55	0	6	0	0	0	0	0	0	0	0
0845	56	0	52	0	4	0	0	0	0	0	0	0	0
0900	51	0	46	0	4	1	0	0	0	0	0	0	0
0915	51	1	40	0	9	0	0	0	1	0	0	0	0
0930	41	0	31	1	9	0	0	0	0	0	0	0	0
0945	59	0	49	1	8	0	0	0	0	1	0	0	0
1000	44	0	37	0	6	0	1	0	0	0	0	0	0
1015	57	1	47	0	8	1	0	0	0	0	0	0	0
1030	53	0	45	1	6	1	0	0	0	0	0	0	0
1045	61	1	53	0	6	1	0	0	0	0	0	0	0
1100	61	0	54	0	7	0	0	0	0	0	0	0	0
1115	62	0	57	0	4	0	0	1	0	0	0	0	0
1130	54	0	47	0	7	0	0	0	0	0	0	0	0
1145	49	0	42	0	6	1	0	0	0	0	0	0	0
1200	63	3	55	0	5	0	0	0	0	0	0	0	0
1215	80	1	66	0	11	0	1	0	0	0	1	0	0
1230	66	2	58	0	6	0	0	0	0	0	0	0	0
1245	68	1	54	0	12	0	0	0	1	0	0	0	0
1300	49	0	43	0	5	1	0	0	0	0	0	0	0
1315	54	2	47	0	4	0	0	0	1	0	0	0	0
1330	55	0	49	1	4	0	0	0	0	1	0	0	0
1345	61	1	54	0	5	0	0	0	0	1	0	0	0
1400	36	0	32	0	4	0	0	0	0	0	0	0	0
1415	38	2	31	0	5	0	0	0	0	0	0	0	0
1430	54	0	44	0	8	0	0	1	1	0	0	0	0
1445	63	2	57	0	4	0	0	0	0	0	0	0	0
1500	54	0	48	1	5	0	0	0	0	0	0	0	0
1515	77	0	66	1	9	0	0	0	0	1	0	0	0
1530	64	0	56	0	8	0	0	0	0	0	0	0	0
1545	74	0	57	0	13	0	0	0	2	0	2	0	0
1600	77	2	65	1	9	0	0	0	0	0	0	0	0
1615	88	0	78	0	9	0	1	0	0	0	0	0	0
1630	82	0	78	0	4	0	0	0	0	0	0	0	0
1645	71	2	61	0	7	0	1	0	0	0	0	0	0
1700	76	1	67	0	7	0	1	0	0	0	0	0	0
1715	59	1	52	0	5	1	0	0	0	0	0	0	0
1730	78	1	71	0	5	0	0	0	1	0	0	0	0
1745	57	0	53	0	3	0	0	0	1	0	0	0	0
1800	45	0	42	0	3	0	0	0	0	0	0	0	0
1815	31	0	29	0	2	0	0	0	0	0	0	0	0
1830	54	0	52	0	2	0	0	0	0	0	0	0	0
1845	40	0	36	0	4	0	0	0	0	0	0	0	0
1900	34	2	30	0	2	0	0	0	0	0	0	0	0
1915	36	0	34	0	2	0	0	0	0	0	0	0	0
1930	26	0	23	0	2	1	0	0	0	0	0	0	0
1945	29	1	26	0	1	0	0	0	0	0	1	0	0
2000	20	0	17	0	2	1	0	0	0	0	0	0	0
2015	12	0	10	0	2	0	0	0	0	0	0	0	0
2030	13	0	13	0	0	0	0	0	0	0	0	0	0
2045	15	0	13	0	2	0	0	0	0	0	0	0	0
2100	12	0	11	0	1	0	0	0	0	0	0	0	0
2115	7	0	7	0	0	0	0	0	0	0	0	0	0
2130	10	0	10	0	0	0	0	0	0	0	0	0	0
2145	5	1	4	0	0	0	0	0	0	0	0	0	0
2200	9	0	9	0	0	0	0	0	0	0	0	0	0
2215	6	0	6	0	0	0	0	0	0	0	0	0	0
2230	3	0	3	0	0	0	0	0	0	0	0	0	0
2245	3	0	3	0	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0
2315	3	1	2	0	0	0	0	0	0	0	0	0	0
2330	3	0	3	0	0	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	0	0
07-19	2813	26	2443	7	303	8	5	2	9	5	5	0	0
06-22	3126	30	2719	7	333	10	5	2	9	5	6	0	0
06-00	3156	31	2748	7	333	10	5	2	9	5	6	0	0
00-00	3233	31	2809	7	347	10	5	2	9	7	6	0	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction East

Friday, 5 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	1	0	1	0	0	0	0	0	0	0	0	0	0
0015	1	1	0	0	0	0	0	0	0	0	0	0	0
0030	1	0	0	0	0	0	0	0	0	0	1	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0
0115	2	0	1	0	1	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	2	0	2	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0
0345	2	0	1	0	1	0	0	0	0	0	0	0	0
0400	4	0	4	0	0	0	0	0	0	0	0	0	0
0415	2	0	2	0	0	0	0	0	0	0	0	0	0
0430	4	0	2	0	1	0	0	0	0	1	0	0	0
0445	4	0	4	0	0	0	0	0	0	0	0	0	0
0500	6	0	6	0	0	0	0	0	0	0	0	0	0
0515	12	0	9	0	3	0	0	0	0	0	0	0	0
0530	12	0	12	0	0	0	0	0	0	0	0	0	0
0545	16	0	13	0	3	0	0	0	0	0	0	0	0
0600	12	0	11	0	1	0	0	0	0	0	0	0	0
0615	21	0	14	0	6	0	0	0	0	1	0	0	0
0630	30	1	28	0	1	0	0	0	0	0	0	0	0
0645	30	0	26	0	3	0	0	0	1	0	0	0	0
0700	33	0	30	0	3	0	0	0	0	0	0	0	0
0715	30	0	25	1	4	0	0	0	0	0	0	0	0
0730	79	1	71	0	6	1	0						
0745	58	0	47	0	8	0	1	1	0	0	1	0	0
0800	63	0	48	0	14	0	0	1	0	0	0	0	0
0815	52	0	41	0	10	0	0	0	1	0	0	0	0
0830	61	1	55	1	2	0	0	1	1	0	0	0	0
0845	54	0	46	1	7	0	0	0	0	0	0	0	0
0900	50	0	40	1	8	0	1	0	0	0	0	0	0
0915	48	0	41	0	7	0	0	0	0	0	0	0	0
0930	62	1	49	0	11	0	0	0	0	1	0	0	0
0945	66	1	57	0	5	0	0	1	0	1	1	0	0
1000	65	0	57	0	8	0	0	0	0	0	0	0	0
1015	78	1	70	0	7	0	0	0	0	0	0	0	0
1030	65	1	50	0	13	1	0	0	0	0	0	0	0
1045	64	1	52	0	8	3	0	0	0	0	0	0	0
1100	70	2	59	0	9	0	0	0	0	0	0	0	0
1115	67	0	55	0	9	1	1	0	1	0	0	0	0
1130	74	2	62	0	10	0	0	0	0	0	0	0	0
1145	59	1	52	0	5	1	0	0	0	0	0	0	0
1200	75	1	63	2	7	0	0	0	1	1	0	0	0
1215	68	2	52	2	11	0	0	0	0	1	0	0	0
1230	69	0	61	0	7	0	0	0	1	0	0	0	0
1245	70	1	63	1	5	0	0	0	0	0	0	0	0
1300	70	0	64	0	6	0	0	0	0	0	0	0	0
1315	46	1	40	0	3	1	0	0	1	0	0	0	0
1330	60	1	52	0	6	0	0	1	0	0	0	0	0
1345	54	0	46	0	8	0	0	0	0	0	0	0	0
1400	48	0	41	1	5	0	0	0	1	0	0	0	0
1415	54	1	47	1	3	1	1	0	0	0	0	0	0
1430	67	3	56	0	6	1	1	0	0	0	0	0	0
1445	61	1	52	0	8	0	0	0	0	0	0	0	0
1500	63	0	58	0	5	0	0	0	0	0	0	0	0
1515	63	0	53	0	10	0	0	0	0	0	0	0	0
1530	88	0	79	1	8	0	0	0	0	0	0	0	0
1545	62	1	51	0	9	0	1	0	0	0	0	0	0
1600	80	0	72	0	8	0	0	0	0	0	0	0	0
1615	73	0	66	0	7	0	0	0	0	0	0	0	0
1630	88	1	78	0	8	0	0	0	0	0	0	1	0
1645	79	1	69	0	8	1	0	0	0	0	0	0	0
1700	74	2	66	0	6	0	0	0	0	0	0	0	0
1715	72	0	65	0	6	0	0	0	1	0	0	0	0
1730	90	2	83	0	5	0	0	0	0	0	0	0	0
1745	51	1	46	0	4	0	0	0	0	0	0	0	0
1800	66	0	61	0	5	0	0	0	0	0	0	0	0
1815	47	0	45	0	2	0	0	0	0	0	0	0	0
1830	38	0	36	0	2	0	0	0	0	0	0	0	0
1845	51	0	49	0	2	0	0	0	0	0	0	0	0
1900	39	0	36	0	2	1	0	0	0	0	0	0	0
1915	31	0	29	1	1	0	0	0	0	0	0	0	0
1930	26	3	23	0	0	0	0	0	0	0	0	0	0
1945	19	0	18	0	1	0	0	0	0	0	0	0	0
2000	30	1	24	0	5	0	0	0	0	0	0	0	0
2015	25	0	24	0	1	0	0	0	0	0	0	0	0
2030	21	0	18	0	3	0	0	0	0	0	0	0	0
2045	17	0	16	0	1	0	0	0	0	0	0	0	0
2100	9	2	7	0	0	0	0	0	0	0	0	0	0
2115	7	0	6	0	0	1	0	0	0	0	0	0	0
2130	6	0	6	0	0	0	0	0	0	0	0	0	0
2145	12	1	11	0	0	0	0	0	0	0	0	0	0
2200	14	0	14	0	0	0	0	0	0	0	0	0	0
2215	4	0	4	0	0	0	0	0	0	0	0	0	0
2230	5	0	5	0	0	0	0	0	0	0	0	0	0
2245	5	0	3	0	2	0	0	0	0	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0	0	0
2315	2	0	1	0	0	0	0	0	0	1	0	0	0
2330	5	0	4	0	1	0	0	0	0	0	0	0	0
2345	5	0	5	0	0	0	0	0	0	0	0	0	0
07-19	3025	31	2621	12	324	11	6	5	8	4	2	1	0
06-22	3360	39	2918	13	349	13	6	5	9	5	2	1	0
06-00	3404	39	2958	13	352	13	6	5	9	5	3	1	0
00-00	3478	40	3020	13	361	13	6	5	9	6	4	1	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction East

Saturday, 6 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	4	1	3	0	0	0	0	0	0	0	0	0	0
0015	2	0	2	0	0	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0	0	0
0430	1	0	1	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	3	1	2	0	0	0	0	0	0	0	0	0	0
0515	3	0	2	0	1	0	0	0	0	0	0	0	0
0530	13	1	11	0	1	0	0	0	0	0	0	0	0
0545	6	0	4	0	2	0	0	0	0	0	0	0	0
0600	5	0	5	0	0	0	0	0	0	0	0	0	0
0615	7	0	6	0	1	0	0	0	0	0	0	0	0
0630	11	0	10	0	1	0	0	0	0	0	0	0	0
0645	12	0	11	0	1	0	0	0	0	0	0	0	0
0700	14	1	11	0	2	0	0	0	0	0	0	0	0
0715	20	0	14	0	6	0	0	0	0	0	0	0	0
0730	26	0	23	0	3	0	0	0	0	0	0	0	0
0745	24	0	23	0	1	0	0	0	0	0	0	0	0
0800	24	1	21	0	1	0	0	0	1	0	0	0	0
0815	26	1	19	2	4	0	0	0	0	0	0	0	0
0830	38	0	34	0	4	0	0	0	0	0	0	0	0
0845	33	0	26	2	3	1	0	0	1	0	0	0	0
0900	30	0	26	0	2	2	0	0	0	0	0	0	0
0915	40	0	35	1	3	0	1	0	0	0	0	0	0
0930	58	0	53	0	4	1	0	0	0	0	0	0	0
0945	42	1	37	1	3	0	0	0	0	0	0	0	0
1000	67	1	58	0	7	1	0	0	0	0	0	0	0
1015	62	2	52	0	6	1	1	0	0	0	0	0	0
1030	61	1	50	1	8	0	0	1	0	0	0	0	0
1045	62	1	56	1	4	0	0	0	0	0	0	0	0
1100	70	1	66	0	2	1	0	0	0	0	0	0	0
1115	56	0	50	1	5	0	0	0	0	0	0	0	0
1130	73	1	64	0	7	1	0	0	0	0	0	0	0
1145	66	1	57	0	7	0	1	0	0	0	0	0	0
1200	80	0	73	0	7	0	0	0	0	0	0	0	0
1215	76	2	66	2	6	0	0	0	0	0	0	0	0
1230	60	5	52	0	3	0	0	0	0	0	0	0	0
1245	71	2	67	0	1	0	0	0	0	0	0	0	1
1300	68	0	60	1	7	0	0	0	0	0	0	0	0
1315	59	0	54	0	5	0	0	0	0	0	0	0	0
1330	59	3	54	0	2	0	0	0	0	0	0	0	0
1345	63	2	57	1	3	0	0	0	0	0	0	0	0
1400	61	0	59	0	2	0	0	0	0	0	0	0	0
1415	68	1	63	1	3	0	0	0	0	0	0	0	0
1430	63	1	57	0	4	0	1	0	0	0	0	0	0
1445	62	1	58	1	2	0	0	0	0	0	0	0	0
1500	70	0	65	1	4	0	0	0	0	0	0	0	0
1515	55	4	51	0	0	0	0	0	0	0	0	0	0
1530	71	0	64	0	4	0	1	0	1	0	0	0	0
1545	56	3	49	1	3	0	0	0	0	0	0	0	0
1600	60	1	57	0	2	0	0	0	0	0	0	0	0
1615	60	1	54	2	3	0	0	0	0	0	0	0	0
1630	63	0	60	0	3	0	0	0	0	0	0	0	0
1645	53	2	49	0	0	0	1	0	1	0	0	0	0
1700	65	1	59	0	5	0	0	0	0	0	0	0	0
1715	61	0	59	0	2	0	0	0	0	0	0	0	0
1730	66	1	62	0	3	0	0	0	0	0	0	0	0
1745	54	1	51	0	2	0	0	0	0	0	0	0	0
1800	34	0	31	0	2	0	0	0	0	0	1	0	0
1815	35	1	33	0	1	0	0	0	0	0	0	0	0
1830	35	1	34	0	0	0	0	0	0	0	0	0	0
1845	28	0	25	0	2	0	0	0	1	0	0	0	0
1900	28	0	27	0	1	0	0	0	0	0	0	0	0
1915	21	0	20	0	0	1	0	0	0	0	0	0	0
1930	27	0	23	1	2	1	0	0	0	0	0	0	0
1945	23	0	20	0	3	0	0	0	0	0	0	0	0
2000	22	4	17	0	1	0	0	0	0	0	0	0	0
2015	11	0	11	0	0	0	0	0	0	0	0	0	0
2030	16	0	15	0	1	0	0	0	0	0	0	0	0
2045	17	0	13	1	2	0	0	1	0	0	0	0	0
2100	11	0	10	0	1	0	0	0	0	0	0	0	0
2115	14	0	13	0	1	0	0	0	0	0	0	0	0
2130	10	0	9	0	1	0	0	0	0	0	0	0	0
2145	8	0	8	0	0	0	0	0	0	0	0	0	0
2200	12	0	11	0	1	0	0	0	0	0	0	0	0
2215	7	0	7	0	0	0	0	0	0	0	0	0	0
2230	7	0	7	0	0	0	0	0	0	0	0	0	0
2245	2	0	2	0	0	0	0	0	0	0	0	0	0
2300	7	0	6	0	0	0	0	0	0	1	0	0	0
2315	5	0	5	0	0	0	0	0	0	0	0	0	0
2330	2	1	1	0	0	0	0	0	0	0	0	0	0
2345	6	0	4	0	2	0	0	0	0	0	0	0	0
07-19	2548	45	2298	19	163	8	6	0	3	4	1	0	1
06-22	2791	49	2516	21	179	10	6	0	4	4	1	0	1
06-00	2839	50	2559	21	182	10	6	0	4	4	2	0	1
00-00	2879	53	2572	21	186	10	6	0	4	4	2	0	1



Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction East

Sunday, 7 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	2	0	2	0	0	0	0	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0
0115	2	0	2	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	2	0	2	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	0	0	1	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0
0315	2	0	2	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0
0345	3	0	3	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0	0	0
0430	1	0	1	0	0	0	0	0	0	0	0	0	0
0445	2	0	2	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0
0515	1	0	1	0	0	0	0	0	0	0	0	0	0
0530	3	0	3	0	0	0	0	0	0	0	0	0	0
0545	5	0	3	0	1	0	0	0	0	1	0	0	0
0600	4	0	4	0	0	0	0	0	0	0	0	0	0
0615	8	0	7	0	0	0	0	1	0	0	0	0	0
0630	4	0	4	0	0	0	0	0	0	0	0	0	0
0645	5	0	4	0	1	0	0	0	0	0	0	0	0
0700	8	0	7	0	1	0	0	0	0	0	0	0	0
0715	12	0	12	0	0	0	0	0	0	0	0	0	0
0730	17	0	17	0	0	0	0	0	0	0	0	0	0
0745	12	1	11	0	0	0	0	0	0	0	0	0	0
0800	16	1	12	0	3	0	0	0	0	0	0	0	0
0815	10	1	9	0	0	0	0	0	0	0	0	0	0
0830	11	0	11	0	0	0	0	0	0	0	0	0	0
0845	15	0	14	1	0	0	0	0	0	0	0	0	0
0900	13	1	12	0	0	0	0	0	0	0	0	0	0
0915	22	1	20	0	1	0	0	0	0	0	0	0	0
0930	20	2	16	0	2	0	0	0	0	0	0	0	0
0945	40	2	35	0	2	0	0	0	1	0	0	0	0
1000	35	3	25	0	7	0	0	0	0	0	0	0	0
1015	41	1	34	1	5	0	0	0	0	0	0	0	0
1030	42	1	37	0	4	0	0	0	0	0	0	0	0
1045	50	3	43	0	4	0	0	0	0	0	0	0	0
1100	52	3	42	1	4	1	1	0	0	0	0	0	0
1115	45	3	40	0	2	0	0	0	0	0	0	0	0
1130	49	3	43	0	3	0	0	0	0	0	0	0	0
1145	35	3	28	0	4	0	0	0	0	0	0	0	0
1200	46	5	39	0	1	0	0	0	0	1	0	0	0
1215	76	2	62	2	9	0	0	0	0	1	0	0	0
1230	49	2	43	0	4	0	0	0	0	0	0	0	0
1245	59	2	55	0	2	0	0	0	0	0	0	0	0
1300	59	5	53	0	1	0	0	0	0	0	0	0	0
1315	57	0	53	0	2	0	1	0	0	1	0	0	0
1330	69	2	63	0	3	0	0	0	1	0	0	0	0
1345	44	4	35	1	4	0	0	0	0	0	0	0	0
1400	48	1	43	0	4	0	0	0	0	0	0	0	0
1415	35	1	34	0	0	0	0	0	0	0	0	0	0
1430	50	3	44	0	2	0	0	0	0	1	0	0	0
1445	45	3	41	0	1	0	0	0	0	0	0	0	0
1500	46	1	41	0	4	0	0	0	0	0	0	0	0
1515	52	0	50	0	2	0	0	0	0	0	0	0	0
1530	47	0	42	0	5	0	0	0	0	0	0	0	0
1545	42	3	37	0	1	0	0	0	1	0	0	0	0
1600	51	1	45	0	5	0	0	0	0	0	0	0	0
1615	42	2	39	0	1	0	0	0	0	0	0	0	0
1630	50	0	49	0	0	0	1	0	0	0	0	0	0
1645	47	1	43	0	3	0	0	0	0	0	0	0	0
1700	44	1	41	1	1	0	0	0	0	0	0	0	0
1715	57	0	54	0	3	0	0	0	0	0	0	0	0
1730	44	0	39	0	5	0	0	0	0	0	0	0	0
1745	35	0	33	0	2	0	0	0	0	0	0	0	0
1800	36	0	33	0	3	0	0	0	0	0	0	0	0
1815	29	2	26	0	1	0	0	0	0	0	0	0	0
1830	39	1	32	0	6	0	0	0	0	0	0	0	0
1845	19	0	19	0	0	0	0	0	0	0	0	0	0
1900	26	0	25	0	1	0	0	0	0	0	0	0	0
1915	31	0	29	0	2	0	0	0	0	0	0	0	0
1930	31	0	31	0	0	0	0	0	0	0	0	0	0
1945	17	0	16	0	1	0	0	0	0	0	0	0	0
2000	18	0	18	0	0	0	0	0	0	0	0	0	0
2015	12	0	11	0	1	0	0	0	0	0	0	0	0
2030	15	0	15	0	0	0	0	0	0	0	0	0	0
2045	14	0	12	0	2	0	0	0	0	0	0	0	0
2100	9	0	9	0	0	0	0	0	0	0	0	0	0
2115	7	0	7	0	0	0	0	0	0	0	0	0	0
2130	5	0	5	0	0	0	0	0	0	0	0	0	0
2145	6	0	6	0	0	0	0	0	0	0	0	0	0
2200	16	1	13	0	2	0	0	0	0	0	0	0	0
2215	8	1	6	0	1	0	0	0	0	0	0	0	0
2230	2	0	1	0	1	0	0	0	0	0	0	0	0
2245	8	0	7	0	1	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	5	0	5	0	0	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	0	0
07-19	1862	71	1656	7	117	1	3	0	2	2	3	0	0
06-22	2074	71	1859	7	125	1	3	1	2	2	3	0	0
06-00	2115	73	1893	7	130	1	3	1	2	2	3	0	0
00-00	2150	73	1925	7	132	1	3	1	2	2	4	0	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction East

Virtual Day (6)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	5	0	4	0	0	0	0	0	0	0	0	0	0
0100	3	0	2	0	0	0	0	0	0	0	0	0	0
0200	2	0	1	0	0	0	0	0	0	0	0	0	0
0300	5	0	4	0	1	0	0	0	0	0	0	0	0
0400	9	0	7	0	1	0	0	0	0	1	0	0	0
0500	40	0	34	0	6	0	0	0	0	0	0	0	0
0600	72	1	60	0	10	0	0	0	0	0	0	0	0
0700	171	1	149	1	19	0	0	0	1	0	1	0	0
0800	187	1	160	1	22	1	0	1	1	1	0	0	0
0900	185	2	156	1	23	1	1	0	0	1	0	0	0
1000	220	4	183	1	29	3	1	0	0	0	0	0	0
1100	227	5	194	1	24	2	1	0	0	0	0	0	0
1200	258	7	225	2	23	0	1	0	1	0	1	0	0
1300	227	5	200	1	19	1	0	0	1	0	0	0	0
1400	214	5	187	1	18	1	1	0	0	1	0	0	0
1500	251	3	218	1	26	1	0	0	1	1	0	0	0
1600	290	4	255	1	26	1	2	0	1	0	0	0	0
1700	266	5	242	0	18	0	0	0	1	0	0	0	0
1800	157	2	145	0	10	0	0	0	0	0	0	0	0
1900	111	2	103	1	5	1	0	0	0	0	0	0	0
2000	69	1	62	0	5	0	0	0	0	0	0	0	0
2100	36	1	33	0	2	0	0	0	0	0	0	0	0
2200	28	1	26	0	2	0	0	0	0	0	0	0	0
2300	13	0	11	0	1	0	0	0	0	0	0	0	0
07-19	2655	43	2313	12	255	10	5	2	7	4	4	0	0
06-22	2942	48	2571	13	277	11	5	2	7	5	4	0	0
06-00	2983	49	2608	13	279	11	5	2	7	5	4	0	0
00-00	3046	50	2660	13	287	11	5	2	7	6	5	0	0

Virtual Week (1)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	3430	68	2936	21	338	23	8	2	10	13	11	0	0
Wed	3107	35	2680	7	357	11	3	3	8	3	0	0	0
Thu	3233	31	2809	7	347	10	5	2	9	7	6	0	0
Fri	3478	40	3020	13	361	13	6	5	9	6	4	1	0
Sat	2879	53	2592	21	186	10	6	0	4	4	2	0	1
Sun	2150	73	1925	7	132	1	3	1	2	2	4	0	0
5 Day Ave.	3312	44	2861	12	351	14	6	3	9	7	5	0	0
7 Day Ave.	3046	50	2660	13	287	11	5	2	7	6	5	0	0
--	18277	300	15962	76	1721	68	31	13	42	35	27	1	1

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction East

Tuesday, 9 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	1	0	1	0	0	0	0	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	3	1	2	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0
0115	3	0	3	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0
0345	2	0	2	0	0	0	0	0	0	0	0	0	0
0400	5	0	2	0	3	0	0	0	0	0	0	0	0
0415	2	0	1	0	1	0	0	0	0	0	0	0	0
0430	3	0	2	0	0	0	0	0	1	0	0	0	0
0445	3	0	3	0	0	0	0	0	0	0	0	0	0
0500	9	0	8	0	1	0	0	0	0	0	0	0	0
0515	7	0	7	0	0	0	0	0	0	0	0	0	0
0530	9	0	8	0	1	0	0	0	0	0	0	0	0
0545	14	1	11	0	2	0	0	0	0	0	0	0	0
0600	19	1	14	0	4	0	0	0	0	0	0	0	0
0615	29	0	25	0	3	0	0	1	0	0	0	0	0
0630	26	0	24	0	2	0	0	0	0	0	0	0	0
0645	32	0	27	1	4	0	0	0	0	0	0	0	0
0700	46	2	40	0	4	0	0	0	0	0	0	0	0
0715	60	0	52	0	8	0	0	0	0	0	0	0	0
0730	72	0	66	0	5	0	0	0	0	0	0	0	1
0745	55	1	48	0	6	0	0	0	0	0	0	0	0
0800	75	0	66	4	5	0	0	0	0	0	0	0	0
0815	70	0	60	0	8	1	1	0	0	0	0	0	0
0830	71	1	59	0	11	0	0	0	0	0	0	0	0
0845	87	1	82	0	4	0	0	0	0	0	0	0	0
0900	58	1	49	1	6	0	1	0	0	0	0	0	0
0915	61	1	54	0	4	0	2	0	0	0	0	0	0
0930	47	0	37	0	7	2	1	0	0	0	0	0	0
0945	57	0	50	0	6	0	0	0	1	0	0	0	0
1000	59	0	49	0	10	0	0	0	0	0	0	0	0
1015	49	0	38	0	7	3	1	0	0	0	0	0	0
1030	69	0	61	0	7	0	1	0	0	0	0	0	0
1045	54	0	47	1	5	0	1	0	0	0	0	0	0
1100	50	2	43	0	4	1	0	0	0	0	0	0	0
1115	71	3	61	0	6	1	0	0	0	0	0	0	0
1130	47	1	41	0	5	0	0	0	0	0	0	0	0
1145	50	1	39	0	9	1	0	0	0	0	0	0	0
1200	55	1	52	0	2	0	0	0	0	0	0	0	0
1215	61	0	54	1	6	0	0	0	0	0	0	0	0
1230	74	2	60	0	11	0	0	1	0	0	0	0	0
1245	43	0	34	0	7	0	0	0	1	1	0	0	0
1300	59	3	48	0	7	1	0	0	0	0	0	0	0
1315	54	0	42	0	11	1	0	0	0	0	0	0	0
1330	61	1	51	0	9	0	0	0	0	0	0	0	0
1345	43	1	36	0	4	0	1	0	0	0	0	0	1
1400	58	1	47	0	7	0	3	0	0	0	0	0	0
1415	57	2	44	0	10	0	0	0	1	0	0	0	0
1430	52	0	48	0	4	0	0	0	0	0	0	0	0
1445	56	1	48	1	5	0	1	0	0	0	0	0	0
1500	66	2	58	0	6	0	0	0	0	0	0	0	0
1515	85	0	76	0	9	0	0	0	0	0	0	0	0
1530	45	1	40	0	3	1	0	0	0	0	0	0	0
1545	67	1	56	0	10	0	0	0	0	0	0	0	0
1600	81	0	69	1	10	0	0	0	1	0	0	0	0
1615	88	1	77	0	10	0	0	0	0	0	0	0	0
1630	95	0	81	0	10	1	0	0	1	2	0	0	0
1645	76	0	69	0	6	0	1	0	0	0	0	0	0
1700	67	0	59	0	7	0	0	1	0	0	0	0	0
1715	70	0	67	0	3	0	0	0	0	0	0	0	0
1730	78	0	73	0	5	0	0	0	0	0	0	0	0
1745	56	0	50	0	4	0	0	0	2	0	0	0	0
1800	55	2	46	2	4	0	0	0	0	1	0	0	0
1815	49	1	46	0	2	0	0	0	0	0	0	0	0
1830	41	1	37	0	3	0	0	0	0	0	0	0	0
1845	35	0	34	0	1	0	0	0	0	0	0	0	0
1900	31	0	29	0	2	0	0	0	0	0	0	0	0
1915	28	0	25	0	3	0	0	0	0	0	0	0	0
1930	43	0	37	1	4	0	0	0	0	1	0	0	0
1945	26	1	25	0	0	0	0	0	0	0	0	0	0
2000	18	0	16	0	2	0	0	0	0	0	0	0	0
2015	24	0	22	0	2	0	0	0	0	0	0	0	0
2030	16	0	16	0	0	0	0	0	0	0	0	0	0
2045	11	1	10	0	0	0	0	0	0	0	0	0	0
2100	10	0	6	0	4	0	0	0	0	0	0	0	0
2115	11	0	10	0	1	0	0	0	0	0	0	0	0
2130	3	0	2	0	1	0	0	0	0	0	0	0	0
2145	11	0	9	0	2	0	0	0	0	0	0	0	0
2200	12	1	11	0	0	0	0	0	0	0	0	0	0
2215	6	0	6	0	0	0	0	0	0	0	0	0	0
2230	2	0	1	0	1	0	0	0	0	0	0	0	0
2245	8	0	8	0	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0
2315	3	0	3	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	3	0	3	0	0	0	0	0	0	0	0	0	0
07-19	2935	35	2544	11	303	13	14	2	6	5	0	0	2
06-22	3273	38	2841	13	337	13	14	3	6	6	0	0	2
06-00	3309	39	2875	13	338	13	14	3	6	6	0	0	2
00-00	3375	41	2930	13	346	13	14	3	6	7	0	0	2



Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction East

Wednesday, 10 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	1	0	1	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	2	0	0	0	2	0	0	0	0	0	0	0	0
0145	2	0	1	0	1	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0
0345	4	0	2	0	1	0	0	0	0	1	0	0	0
0400	2	0	1	0	1	0	0	0	0	0	0	0	0
0415	8	0	4	0	3	1	0	0	0	0	0	0	0
0430	1	0	0	0	0	1	0	0	0	0	0	0	0
0445	3	0	2	0	0	0	0	0	1	0	0	0	0
0500	9	0	9	0	0	0	0	0	0	0	0	0	0
0515	9	1	8	0	0	0	0	0	0	0	0	0	0
0530	7	0	7	0	0	0	0	0	0	0	0	0	0
0545	19	0	18	0	1	0	0	0	0	0	0	0	0
0600	19	0	16	1	2	0	0	0	0	0	0	0	0
0615	26	0	22	0	4	0	0	0	0	0	0	0	0
0630	36	0	31	0	5	0	0	0	0	0	0	0	0
0645	29	1	24	0	4	0	0	0	0	0	0	0	0
0700	37	0	35	0	2	0	0	0	0	0	0	0	0
0715	60	0	56	0	4	0	0	0	0	0	0	0	0
0730	76	0	70	0	5	0	0	1	0	0	0	0	0
0745	75	0	65	0	9	0	1	0	0	0	0	0	0
0800	60	0	54	0	6	0	0	0	0	0	0	0	0
0815	73	0	67	1	4	0	0	0	0	1	0	0	0
0830	90	1	82	0	6	1	0	0	0	0	0	0	0
0845	89	0	83	1	5	0	0	0	0	0	0	0	0
0900	72	0	61	0	7	1	2	0	0	1	0	0	0
0915	42	0	34	0	7	0	0	0	0	1	0	0	0
0930	40	0	31	0	6	2	0	0	1	0	0	0	0
0945	37	0	29	0	8	0	0	0	0	0	0	0	0
1000	40	0	36	1	3	0	0	0	0	0	0	0	0
1015	47	0	36	0	8	0	2	0	1	0	0	0	0
1030	48	0	36	3	8	1	0	0	0	0	0	0	0
1045	50	1	36	0	10	1	1	0	0	1	0	0	0
1100	47	0	38	0	8	0	0	1	0	0	0	0	0
1115	52	0	47	2	3	0	0	0	0	0	0	0	0
1130	49	0	42	0	6	0	1	0	0	0	0	0	0
1145	45	0	40	0	5	0	0	0	0	0	0	0	0
1200	57	1	42	1	11	1	0	0	0	1	0	0	0
1215	46	2	36	0	7	1	0	0	0	0	0	0	0
1230	71	0	61	0	8	1	0	0	0	1	0	0	0
1245	53	0	50	0	3	0	0	0	0	0	0	0	0
1300	67	1	57	0	9	0	0	0	0	0	0	0	0
1315	47	0	36	0	8	0	1	0	1	1	0	0	0
1330	55	0	44	0	10	0	0	0	0	1	0	0	0
1345	60	0	56	0	3	0	0	0	1	0	0	0	0
1400	60	0	46	2	10	0	1	0	0	0	1	0	0
1415	57	0	44	0	11	1	0	0	0	1	0	0	0
1430	57	0	49	0	8	0	0	0	0	0	0	0	0
1445	84	0	75	0	8	0	0	0	1	0	0	0	0
1500	63	0	49	0	12	0	0	0	0	1	0	1	0
1515	75	0	67	0	7	1	0	0	0	0	0	0	0
1530	62	0	50	0	10	0	1	0	0	0	0	0	1
1545	72	0	58	0	12	1	0	0	1	0	0	0	0
1600	93	1	73	1	17	0	0	0	0	1	0	0	0
1615	93	1	85	0	7	0	0	0	0	0	0	0	0
1630	68	0	57	1	10	0	0	0	0	0	0	0	0
1645	70	1	56	1	10	0	2	0	0	0	0	0	0
1700	91	1	86	0	4	0	0	0	0	0	0	0	0
1715	58	0	51	0	6	0	0	0	0	0	1	0	0
1730	71	0	63	1	7	0	0	0	0	0	0	0	0
1745	76	0	70	0	5	0	1	0	0	0	0	0	0
1800	47	1	41	1	3	0	0	0	1	0	0	0	0
1815	44	0	42	0	2	0	0	0	0	0	0	0	0
1830	33	1	29	0	3	0	0	0	0	0	0	0	0
1845	30	0	30	0	0	0	0	0	0	0	0	0	0
1900	30	0	25	0	5	0	0	0	0	0	0	0	0
1915	21	0	18	0	3	0	0	0	0	0	0	0	0
1930	30	0	30	0	0	0	0	0	0	0	0	0	0
1945	24	0	23	0	1	0	0	0	0	0	0	0	0
2000	18	0	17	0	1	0	0	0	0	0	0	0	0
2015	14	0	14	0	0	0	0	0	0	0	0	0	0
2030	20	0	20	0	0	0	0	0	0	0	0	0	0
2045	14	0	13	0	1	0	0	0	0	0	0	0	0
2100	10	1	9	0	0	0	0	0	0	0	0	0	0
2115	6	0	6	0	0	0	0	0	0	0	0	0	0
2130	10	0	9	0	1	0	0	0	0	0	0	0	0
2145	4	0	3	0	1	0	0	0	0	0	0	0	0
2200	15	0	15	0	0	0	0	0	0	0	0	0	0
2215	5	0	5	0	0	0	0	0	0	0	0	0	0
2230	9	1	8	0	0	0	0	0	0	0	0	0	0
2245	2	0	2	0	0	0	0	0	0	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0	0	0
2315	6	1	4	0	0	0	0	0	1	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	0	0
07-19	2889	12	2481	16	331	12	13	2	6	10	4	1	1
06-22	3200	14	2761	17	359	12	13	2	6	10	4	1	1
06-00	3242	16	2800	17	359	12	13	2	6	11	4	1	1
00-00	3311	17	2855	17	368	14	13	2	6	13	4	1	1



Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction East

Thursday, 11 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	2	0	1	0	1	0	0	0	0	0	0	0	0
0015	2	0	2	0	0	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0	0	0
0045	2	0	2	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	2	0	1	0	1	0	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	1	0	0	0	0	0	0	0	0
0315	4	0	3	0	1	0	0	0	0	0	0	0	0
0330	3	0	2	0	1	0	0	0	0	0	0	0	0
0345	3	0	1	0	2	0	0	0	0	0	0	0	0
0400	2	1	1	0	0	0	0	0	0	0	0	0	0
0415	6	0	2	0	4	0	0	0	0	0	0	0	0
0430	4	0	1	0	2	0	0	0	1	0	0	0	0
0445	3	0	3	0	0	0	0	0	0	0	0	0	0
0500	9	0	8	0	0	0	0	0	1	0	0	0	0
0515	9	0	8	0	1	0	0	0	0	0	0	0	0
0530	10	0	9	0	1	0	0	0	0	0	0	0	0
0545	21	0	16	0	5	0	0	0	0	0	0	0	0
0600	10	0	8	0	2	0	0	0	0	0	0	0	0
0615	21	0	19	0	2	0	0	0	0	0	0	0	0
0630	33	0	28	0	5	0	0	0	0	0	0	0	0
0645	33	0	32	0	1	0	0	0	0	0	0	0	0
0700	52	0	42	0	8	0	0	0	0	2	0	0	0
0715	66	1	62	0	3	0	0	0	0	0	0	0	0
0730	74	0	65	0	9	0	0	0	0	0	0	0	0
0745	75	0	67	0	6	0	0	1	0	1	0	0	0
0800	85	0	79	1	4	0	0	1	0	0	0	0	0
0815	80	0	69	0	10	0	1	0	0	0	0	0	0
0830	97	0	87	0	8	0	0	1	1	0	0	0	0
0845	80	0	74	0	6	0	0	0	0	0	0	0	0
0900	54	1	45	1	7	0	0	0	0	0	0	0	0
0915	49	0	47	0	0	1	0	0	0	1	0	0	0
0930	54	0	43	0	9	0	0	0	0	2	0	0	0
0945	53	0	50	0	2	0	1	0	0	0	0	0	0
1000	53	0	43	1	8	0	0	0	0	1	0	0	0
1015	54	1	41	2	10	0	0	0	0	0	0	0	0
1030	66	0	59	1	6	0	0	0	0	0	0	0	0
1045	61	0	51	0	10	0	0	0	0	0	0	0	0
1100	51	0	47	0	4	0	0	0	0	0	0	0	0
1115	71	1	61	1	8	0	0	0	0	0	0	0	0
1130	57	2	50	0	4	0	0	1	0	0	0	0	0
1145	60	0	49	0	9	1	0	0	0	1	0	0	0
1200	79	0	73	0	4	0	0	2	0	0	0	0	0
1215	65	2	58	1	4	0	0	0	0	0	0	0	0
1230	68	0	62	1	4	0	0	1	0	0	0	0	0
1245	69	1	59	0	8	0	0	0	0	1	0	0	0
1300	74	0	61	0	11	1	0	0	1	0	0	0	0
1315	72	0	61	1	8	1	0	0	0	1	0	0	0
1330	57	0	46	0	8	0	2	0	0	0	1	0	0
1345	48	0	40	0	6	1	0	0	1	0	0	0	0
1400	56	0	50	1	4	1	0	0	0	0	0	0	0
1415	65	1	60	0	3	1	0	0	0	0	0	0	0
1430	70	0	61	1	8	0	0	0	0	0	0	0	0
1445	59	1	49	0	8	1	0	0	0	0	0	0	0
1500	67	0	61	0	6	0	0	0	0	0	0	0	0
1515	82	0	69	0	12	1	0	0	0	0	0	0	0
1530	58	0	52	0	4	0	0	0	1	1	0	0	0
1545	80	1	65	0	12	0	0	0	1	0	1	0	0
1600	88	0	77	0	10	1	0	0	0	0	0	0	0
1615	87	1	74	0	10	0	0	1	1	0	0	0	0
1630	76	0	63	1	11	0	1	0	0	0	0	0	0
1645	93	0	85	0	7	0	0	0	1	0	0	0	0
1700	80	1	73	0	6	0	0	0	0	0	0	0	0
1715	68	0	60	0	8	0	0	0	0	0	0	0	0
1730	73	2	68	0	2	0	0	0	1	0	0	0	0
1745	58	0	52	0	6	0	0	0	0	0	0	0	0
1800	56	0	53	0	3	0	0	0	0	0	0	0	0
1815	48	0	43	0	5	0	0	0	0	0	0	0	0
1830	34	0	33	0	1	0	0	0	0	0	0	0	0
1845	30	0	28	0	2	0	0	0	0	0	0	0	0
1900	48	0	48	0	0	0	0	0	0	0	0	0	0
1915	36	0	33	0	3	0	0	0	0	0	0	0	0
1930	24	0	22	0	2	0	0	0	0	0	0	0	0
1945	33	0	31	0	2	0	0	0	0	0	0	0	0
2000	20	0	19	0	1	0	0	0	0	0	0	0	0
2015	15	0	12	0	3	0	0	0	0	0	0	0	0
2030	9	0	9	0	0	0	0	0	0	0	0	0	0
2045	12	0	11	0	1	0	0	0	0	0	0	0	0
2100	15	1	13	0	1	0	0	0	0	0	0	0	0
2115	9	0	8	0	1	0	0	0	0	0	0	0	0
2130	8	0	8	0	0	0	0	0	0	0	0	0	0
2145	13	1	10	1	1	0	0	0	0	0	0	0	0
2200	22	1	20	0	1	0	0	0	0	0	0	0	0
2215	6	0	5	0	0	0	0	0	0	1	0	0	0
2230	7	0	6	0	1	0	0	0	0	0	0	0	0
2245	4	0	4	0	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0
2315	3	0	3	0	0	0	0	0	0	0	0	0	0
2330	3	0	2	0	1	0	0	0	0	0	0	0	0
2345	1	0	0	0	0	0	0	0	0	1	0	0	0
07-19	3152	16	2767	13	312	10	5	2	9	8	10	0	0
06-22	3491	18	3078	14	337	10	5	2	9	8	10	0	0
06-00	3539	19	3120	14	340	10	5	2	9	8	12	0	0
00-00	3631	20	3189	14	360	10	5	2	9	10	12	0	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction East

Friday, 12 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	2	0	2	0	0	0	0	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0	0	0
0030	2	0	1	0	1	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	2	0	1	0	1	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0
0215	2	0	1	0	1	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	2	0	2	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	4	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	2	0	2	0	0	0	0	0	0	0	0	0	0
0445	4	0	3	0	0	0	0	0	0	1	0	0	0
0500	7	0	7	0	0	0	0	0	0	0	0	0	0
0515	10	0	9	0	0	0	0	0	1	0	0	0	0
0530	12	0	12	0	0	0	0	0	0	0	0	0	0
0545	13	0	12	0	1	0	0	0	0	0	0	0	0
0600	8	0	7	0	1	0	0	0	0	0	0	0	0
0615	26	0	21	0	5	0	0	0	0	0	0	0	0
0630	32	0	29	0	3	0	0	0	0	0	0	0	0
0645	36	0	31	0	5	0	0	0	0	0	0	0	0
0700	60	0	51	0	7	0	1	0	0	0	1	0	0
0715	58	0	49	0	9	0	0	0	0	0	0	0	0
0730	93	1	83	0	8	0	1	0	0	0	0	0	0
0745	68	0	56	0	12	0	0	0	0	0	0	0	0
0800	72	0	65	2	3	0	0	0	1	1	0	0	0
0815	82	0	75	0	6	0	1	0	0	0	0	0	0
0830	91	0	78	0	10	3	0	0	0	0	0	0	0
0845	80	0	72	1	6	0	0	0	1	0	0	0	0
0900	57	1	51	0	5	0	0	0	0	0	0	0	0
0915	61	0	52	0	9	0	0	0	0	0	0	0	0
0930	58	0	52	1	5	0	0	0	0	0	0	0	0
0945	50	0	41	2	7	0	0	0	0	0	0	0	0
1000	58	0	52	0	6	0	0	0	0	0	0	0	0
1015	60	0	51	0	7	0	0	0	2	0	0	0	0
1030	63	0	53	0	7	0	1	0	1	1	0	0	0
1045	55	1	48	0	6	0	0	0	0	0	0	0	0
1100	63	0	52	1	10	0	0	0	0	0	0	0	0
1115	76	2	66	0	8	0	0	0	0	0	0	0	0
1130	75	1	63	0	11	0	0	0	0	0	0	0	0
1145	73	1	68	1	3	0	0	0	0	0	0	0	0
1200	65	1	58	0	5	0	1	0	0	0	0	0	0
1215	83	0	67	0	15	0	0	0	0	1	0	0	0
1230	73	0	64	0	9	0	0	0	0	0	0	0	0
1245	74	0	65	0	9	0	0	0	0	0	0	0	0
1300	64	0	54	0	8	0	1	0	0	0	1	0	0
1315	69	0	57	0	12	0	0	0	0	0	0	0	0
1330	69	3	59	0	7	0	0	0	0	0	0	0	0
1345	60	0	55	0	5	0	0	0	0	0	0	0	0
1400	73	0	66	0	6	0	0	0	0	1	0	0	0
1415	70	0	60	1	8	0	0	0	0	1	0	0	0
1430	72	0	65	0	6	0	0	0	0	1	0	0	0
1445	82	0	75	1	5	0	1	0	0	0	0	0	0
1500	88	0	83	0	3	1	0	0	0	0	1	0	0
1515	103	0	91	2	10	0	0	0	0	0	0	0	0
1530	80	0	74	0	6	0	0	0	0	0	0	0	0
1545	77	1	67	1	8	0	0	0	0	0	0	0	0
1600	90	1	73	0	12	2	1	0	0	0	1	0	0
1615	81	0	75	0	6	0	0	0	0	0	0	0	0
1630	93	1	83	2	5	0	2	0	0	0	0	0	0
1645	73	1	66	1	5	0	0	0	0	0	0	0	0
1700	70	1	65	0	4	0	0	0	0	0	0	0	0
1715	95	1	84	0	10	0	0	0	0	0	0	0	0
1730	77	0	69	0	8	0	0	0	0	0	0	0	0
1745	68	0	62	1	5	0	0	0	0	0	0	0	0
1800	62	0	57	0	5	0	0	0	0	0	0	0	0
1815	52	1	50	0	1	0	0	0	0	0	0	0	0
1830	38	0	36	0	2	0	0	0	0	0	0	0	0
1845	35	0	33	0	2	0	0	0	0	0	0	0	0
1900	41	1	36	0	4	0	0	0	0	0	0	0	0
1915	32	0	27	1	4	0	0	0	0	0	0	0	0
1930	36	0	36	0	0	0	0	0	0	0	0	0	0
1945	31	1	28	0	2	0	0	0	0	0	0	0	0
2000	32	0	28	0	4	0	0	0	0	0	0	0	0
2015	27	0	25	0	2	0	0	0	0	0	0	0	0
2030	9	1	8	0	0	0	0	0	0	0	0	0	0
2045	15	1	13	0	1	0	0	0	0	0	0	0	0
2100	12	0	8	0	4	0	0	0	0	0	0	0	0
2115	12	0	12	0	0	0	0	0	0	0	0	0	0
2130	13	0	12	0	1	0	0	0	0	0	0	0	0
2145	10	0	9	0	1	0	0	0	0	0	0	0	0
2200	14	1	12	0	1	0	0	0	0	0	0	0	0
2215	6	1	5	0	0	0	0	0	0	0	0	0	0
2230	3	0	3	0	0	0	0	0	0	0	0	0	0
2245	4	0	4	0	0	0	0	0	0	0	0	0	0
2300	5	0	5	0	0	0	0	0	0	0	0	0	0
2315	3	0	3	0	0	0	0	0	0	0	0	0	0
2330	4	0	4	0	0	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	0	0
07-19	3389	18	2991	17	332	6	10	0	5	6	4	0	0
06-22	3761	22	3321	18	369	6	10	0	5	6	4	0	0
06-00	3801	24	3358	18	370	6	10	0	5	6	4	0	0
00-00	3866	24	3417	18	374	6	10	0	6	7	4	0	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction East

Saturday, 13 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	4	0	2	0	0	0	0	0	0	0	2	0	0
0015	6	0	5	0	1	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	2	0	1	0	1	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0
0215	1	0	0	0	0	0	0	0	0	0	1	0	0
0230	2	0	2	0	0	0	0	0	0	0	0	0	0
0245	1	0	0	0	1	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	1	1	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	2	0	1	0	1	0	0	0	0	0	0	0	0
0445	2	0	2	0	0	0	0	0	0	0	0	0	0
0500	5	0	5	0	0	0	0	0	0	0	0	0	0
0515	3	0	3	0	0	0	0	0	0	0	0	0	0
0530	13	1	10	0	1	1	0	0	0	0	0	0	0
0545	3	0	2	0	1	0	0	0	0	0	0	0	0
0600	10	0	10	0	0	0	0	0	0	0	0	0	0
0615	6	0	6	0	0	0	0	0	0	0	0	0	0
0630	11	0	9	0	2	0	0	0	0	0	0	0	0
0645	9	0	8	0	1	0	0	0	0	0	0	0	0
0700	9	1	7	0	1	0	0	0	0	0	0	0	0
0715	9	0	9	0	0	0	0	0	0	0	0	0	0
0730	24	0	20	1	2	0	0	1	0	0	0	0	0
0745	20	0	18	0	2	0	0	0	0	0	0	0	0
0800	25	0	22	0	2	0	0	0	1	0	0	0	0
0815	27	0	25	0	2	0	0	0	0	0	0	0	0
0830	39	0	35	1	2	0	0	0	1	0	0	0	0
0845	47	0	42	0	5	0	0	0	0	0	0	0	0
0900	41	0	37	1	3	0	0	0	0	0	0	0	0
0915	47	0	41	0	5	1	0	0	0	0	0	0	0
0930	48	0	45	1	2	0	0	0	0	0	0	0	0
0945	48	0	45	0	3	0	0	0	0	0	0	0	0
1000	52	0	48	0	4	0	0	0	0	0	0	0	0
1015	49	0	46	0	2	0	0	0	1	0	0	0	0
1030	75	1	68	0	6	0	0	0	0	0	0	0	0
1045	66	0	61	0	5	0	0	0	0	0	0	0	0
1100	76	0	71	1	3	1	0	0	0	0	0	0	0
1115	77	1	68	1	7	0	0	0	0	0	0	0	0
1130	68	0	64	0	4	0	0	0	0	0	0	0	0
1145	73	0	67	0	6	0	0	0	0	0	0	0	0
1200	60	0	55	1	4	0	0	0	0	0	0	0	0
1215	89	1	75	2	11	0	0	0	0	0	0	0	0
1230	82	1	69	2	10	0	0	0	0	0	0	0	0
1245	86	0	81	0	5	0	0	0	0	0	0	0	0
1300	80	1	71	1	7	0	0	0	0	0	0	0	0
1315	64	1	60	0	3	0	0	0	0	0	0	0	0
1330	64	2	57	0	5	0	0	0	0	0	0	0	0
1345	77	0	72	1	4	0	0	0	0	0	0	0	0
1400	66	1	62	1	1	1	0	0	0	0	0	0	0
1415	67	1	62	0	4	0	0	0	0	0	0	0	0
1430	76	1	73	0	2	0	0	0	0	0	0	0	0
1445	73	0	72	0	1	0	0	0	0	0	0	0	0
1500	54	1	50	0	2	0	0	0	1	0	0	0	0
1515	65	1	61	0	3	0	0	0	0	0	0	0	0
1530	88	1	86	0	1	0	0	0	0	0	0	0	0
1545	67	0	64	0	3	0	0	0	0	0	0	0	0
1600	71	1	66	1	3	0	0	0	0	0	0	0	0
1615	49	1	47	0	1	0	0	0	0	0	0	0	0
1630	54	0	49	0	4	0	0	0	1	0	0	0	0
1645	61	1	57	0	3	0	0	0	0	0	0	0	0
1700	56	0	53	1	2	0	0	0	0	0	0	0	0
1715	55	0	51	0	4	0	0	0	0	0	0	0	0
1730	70	0	64	0	6	0	0	0	0	0	0	0	0
1745	48	1	43	0	4	0	0	0	0	0	0	0	0
1800	47	0	46	0	1	0	0	0	0	0	0	0	0
1815	33	0	29	0	4	0	0	0	0	0	0	0	0
1830	50	0	48	0	2	0	0	0	0	0	0	0	0
1845	40	0	37	0	3	0	0	0	0	0	0	0	0
1900	26	0	25	0	1	0	0	0	0	0	0	0	0
1915	33	0	33	0	0	0	0	0	0	0	0	0	0
1930	24	0	23	0	1	0	0	0	0	0	0	0	0
1945	28	1	27	0	0	0	0	0	0	0	0	0	0
2000	23	0	22	0	1	0	0	0	0	0	0	0	0
2015	23	0	21	0	2	0	0	0	0	0	0	0	0
2030	24	0	23	0	1	0	0	0	0	0	0	0	0
2045	15	0	14	0	1	0	0	0	0	0	0	0	0
2100	17	0	15	0	2	0	0	0	0	0	0	0	0
2115	14	0	14	0	0	0	0	0	0	0	0	0	0
2130	8	0	7	0	1	0	0	0	0	0	0	0	0
2145	5	0	4	0	1	0	0	0	0	0	0	0	0
2200	16	0	16	0	0	0	0	0	0	0	0	0	0
2215	6	0	6	0	0	0	0	0	0	0	0	0	0
2230	6	0	6	0	0	0	0	0	0	0	0	0	0
2245	8	0	8	0	0	0	0	0	0	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0	0	0
2330	3	1	2	0	0	0	0	0	0	0	0	0	0
2345	5	0	5	0	0	0	0	0	0	0	0	0	0
07-19	2712	19	2499	16	169	3	0	1	5	0	0	0	0
06-22	2988	20	2760	16	183	3	0	1	5	0	0	0	0
06-00	3038	21	2809	16	183	3	0	1	5	0	0	0	0
00-00	3088	23	2847	16	189	4	0	1	5	0	3	0	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction East

Sunday, 14 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	4	0	4	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0	0	0
0130	2	0	2	0	0	0	0	0	0	0	0	0	0
0145	2	0	1	0	1	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	2	0	2	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0
0515	3	0	3	0	0	0	0	0	0	0	0	0	0
0530	6	0	5	0	1	0	0	0	0	0	0	0	0
0545	3	0	3	0	0	0	0	0	0	0	0	0	0
0600	5	0	5	0	0	0	0	0	0	0	0	0	0
0615	7	0	6	0	1	0	0	0	0	0	0	0	0
0630	8	0	7	0	1	0	0	0	0	0	0	0	0
0645	5	0	4	0	1	0	0	0	0	0	0	0	0
0700	7	0	7	0	0	0	0	0	0	0	0	0	0
0715	7	0	7	0	0	0	0	0	0	0	0	0	0
0730	16	0	14	0	1	0	0	0	1	0	0	0	0
0745	14	0	14	0	0	0	0	0	0	0	0	0	0
0800	15	0	14	0	1	0	0	0	0	0	0	0	0
0815	14	0	13	0	1	0	0	0	0	0	0	0	0
0830	22	1	19	0	2	0	0	0	0	0	0	0	0
0845	13	0	11	0	1	0	0	1	0	0	0	0	0
0900	17	0	15	0	1	0	0	0	1	0	0	0	0
0915	21	2	18	0	0	0	0	1	0	0	0	0	0
0930	25	1	21	1	2	0	0	0	0	0	0	0	0
0945	48	3	38	1	6	0	0	0	0	0	0	0	0
1000	38	1	37	0	0	0	0	0	0	0	0	0	0
1015	45	1	41	0	3	0	0	0	0	0	0	0	0
1030	49	2	41	0	6	0	0	0	0	0	0	0	0
1045	46	1	42	0	1	1	0	0	1	0	0	0	0
1100	48	1	45	0	2	0	0	0	0	0	0	0	0
1115	59	1	55	0	2	0	1	0	0	0	0	0	0
1130	56	1	53	0	2	0	0	0	0	0	0	0	0
1145	52	0	49	0	2	0	0	0	1	0	0	0	0
1200	51	2	48	0	1	0	0	0	0	0	0	0	0
1215	52	1	49	0	2	0	0	0	0	0	0	0	0
1230	62	0	60	0	2	0	0	0	0	0	0	0	0
1245	72	0	72	0	0	0	0	0	0	0	0	0	0
1300	81	0	75	1	3	0	0	2	0	0	0	0	0
1315	73	0	71	0	2	0	0	0	0	0	0	0	0
1330	62	0	60	0	2	0	0	0	0	0	0	0	0
1345	62	0	61	0	1	0	0	0	0	0	0	0	0
1400	65	0	59	0	6	0	0	0	0	0	0	0	0
1415	62	2	59	0	1	0	0	0	0	0	0	0	0
1430	45	0	42	0	3	0	0	0	0	0	0	0	0
1445	56	0	50	0	5	1	0	0	0	0	0	0	0
1500	54	1	50	0	3	0	0	0	0	0	0	0	0
1515	46	0	44	0	2	0	0	0	0	0	0	0	0
1530	55	0	54	0	1	0	0	0	0	0	0	0	0
1545	49	2	44	0	3	0	0	0	0	0	0	0	0
1600	39	0	36	0	3	0	0	0	0	0	0	0	0
1615	43	0	40	0	3	0	0	0	0	0	0	0	0
1630	52	0	48	0	4	0	0	0	0	0	0	0	0
1645	44	0	42	0	1	0	0	0	0	1	0	0	0
1700	49	0	47	0	2	0	0	0	0	0	0	0	0
1715	36	0	34	0	2	0	0	0	0	0	0	0	0
1730	70	0	68	0	2	0	0	0	0	0	0	0	0
1745	35	0	31	0	4	0	0	0	0	0	0	0	0
1800	34	0	33	0	1	0	0	0	0	0	0	0	0
1815	32	0	30	0	2	0	0	0	0	0	0	0	0
1830	38	0	36	0	2	0	0	0	0	0	0	0	0
1845	30	0	30	0	0	0	0	0	0	0	0	0	0
1900	35	0	34	0	1	0	0	0	0	0	0	0	0
1915	31	1	29	0	1	0	0	0	0	0	0	0	0
1930	33	0	32	0	1	0	0	0	0	0	0	0	0
1945	24	0	23	0	1	0	0	0	0	0	0	0	0
2000	21	0	18	0	3	0	0	0	0	0	0	0	0
2015	21	0	21	0	0	0	0	0	0	0	0	0	0
2030	21	0	20	0	0	1	0	0	0	0	0	0	0
2045	25	0	22	0	3	0	0	0	0	0	0	0	0
2100	15	0	15	0	0	0	0	0	0	0	0	0	0
2115	12	0	12	0	0	0	0	0	0	0	0	0	0
2130	4	0	4	0	0	0	0	0	0	0	0	0	0
2145	7	0	6	0	1	0	0	0	0	0	0	0	0
2200	14	0	14	0	0	0	0	0	0	0	0	0	0
2215	10	0	10	0	0	0	0	0	0	0	0	0	0
2230	2	0	2	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	2	0	2	0	0	0	0	0	0	0	0	0	0
07-19	2061	23	1927	3	96	2	1	1	5	3	0	0	0
06-22	2335	24	2185	3	110	3	1	1	5	3	0	0	0
06-00	2368	24	2218	3	110	3	1	1	5	3	0	0	0
00-00	2397	24	2245	3	112	3	1	1	5	3	0	0	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction East

Monday, 15 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	3	0	3	0	0	0	0	0	0	0	0	0	0
0015	2	0	2	0	0	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	1	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	1	0	0	0	0	0	1	0	0	0	0
0415	3	0	3	0	0	0	0	0	0	0	0	0	0
0430	7	0	5	0	2	0	0	0	0	0	0	0	0
0445	3	0	2	0	1	0	0	0	0	0	0	0	0
0500	9	0	8	0	1	0	0	0	0	0	0	0	0
0515	8	0	5	0	3	0	0	0	0	0	0	0	0
0530	16	0	15	0	1	0	0	0	0	0	0	0	0
0545	11	0	11	0	0	0	0	0	0	0	0	0	0
0600	20	0	15	0	4	0	0	1	0	0	0	0	0
0615	26	0	24	0	2	0	0	0	0	0	0	0	0
0630	26	1	25	0	0	0	0	0	0	0	0	0	0
0645	41	1	32	0	8	0	0	0	0	0	0	0	0
0700	45	0	41	0	3	0	1	0	0	0	0	0	0
0715	71	0	62	1	8	0	0	0	0	0	0	0	0
0730	92	0	88	0	4	0	0	0	0	0	0	0	0
0745	76	0	63	0	11	0	0	2	0	0	0	0	0
0800	71	0	63	0	8	0	0	0	0	0	0	0	0
0815	93	1	83	0	8	1	0	0	0	0	0	0	0
0830	91	0	81	0	6	1	1	0	1	1	0	0	0
0845	79	2	71	0	6	0	0	0	0	0	0	0	0
0900	68	1	57	1	6	3	0	0	0	0	0	0	0
0915	51	0	46	0	4	0	1	0	0	0	0	0	0
0930	57	0	50	0	7	0	0	0	0	0	0	0	0
0945	44	0	36	0	8	0	0	0	0	0	0	0	0
1000	42	1	36	0	3	2	0	0	0	0	0	0	0
1015	49	0	39	0	8	1	0	0	1	0	0	0	0
1030	46	1	38	0	6	1	0	0	0	0	0	0	0
1045	55	1	49	0	4	0	1	0	0	0	0	0	0
1100	55	4	41	1	8	0	0	0	1	0	0	0	0
1115	53	3	40	1	7	0	1	0	1	0	0	0	0
1130	52	0	43	1	8	0	0	0	0	0	0	0	0
1145	47	1	35	0	10	1	0	0	0	0	0	0	0
1200	52	2	48	0	1	1	0	0	0	0	0	0	0
1215	52	1	43	0	4	0	3	0	1	0	0	0	0
1230	68	0	56	0	12	0	0	0	0	0	0	0	0
1245	56	0	48	0	8	0	0	0	0	0	0	0	0
1300	63	1	53	0	8	0	1	0	0	0	0	0	0
1315	50	1	46	0	3	0	0	0	0	0	0	0	0
1330	43	2	38	0	3	0	0	0	0	0	0	0	0
1345	64	2	48	0	14	0	0	0	0	0	0	0	0
1400	61	2	47	0	10	0	0	0	1	1	0	0	0
1415	59	1	47	0	11	0	0	0	0	0	0	0	0
1430	53	0	51	0	2	0	0	0	0	0	0	0	0
1445	65	0	55	0	9	0	0	0	1	0	0	0	0
1500	84	1	78	1	4	0	0	0	0	0	0	0	0
1515	83	1	73	1	6	1	0	0	0	1	0	0	0
1530	69	0	64	0	5	0	0	0	0	0	0	0	0
1545	63	0	54	0	7	0	1	0	1	0	0	0	0
1600	86	1	76	1	8	0	0	0	0	0	0	0	0
1615	86	2	72	1	9	0	0	0	1	1	0	0	0
1630	98	2	80	0	15	0	1	0	0	0	0	0	0
1645	77	3	60	1	13	0	0	0	0	0	0	0	0
1700	90	0	79	1	10	0	0	0	0	0	0	0	0
1715	73	0	66	0	6	1	0	0	0	0	0	0	0
1730	67	1	57	0	8	0	0	0	1	0	0	0	0
1745	56	1	51	0	4	0	0	0	0	0	0	0	0
1800	45	0	41	0	4	0	0	0	0	0	0	0	0
1815	39	0	34	0	4	0	0	0	0	1	0	0	0
1830	49	1	46	1	1	0	0	0	0	0	0	0	0
1845	33	0	30	0	3	0	0	0	0	0	0	0	0
1900	28	0	24	1	3	0	0	0	0	0	0	0	0
1915	35	0	31	0	3	0	0	0	1	0	0	0	0
1930	33	1	32	0	0	0	0	0	0	0	0	0	0
1945	20	0	18	0	2	0	0	0	0	0	0	0	0
2000	19	0	19	0	0	0	0	0	0	0	0	0	0
2015	16	0	15	0	1	0	0	0	0	0	0	0	0
2030	15	0	13	0	2	0	0	0	0	0	0	0	0
2045	13	0	13	0	0	0	0	0	0	0	0	0	0
2100	14	0	13	0	1	0	0	0	0	0	0	0	0
2115	7	0	7	0	0	0	0	0	0	0	0	0	0
2130	6	0	6	0	0	0	0	0	0	0	0	0	0
2145	4	0	3	0	1	0	0	0	0	0	0	0	0
2200	16	0	16	0	0	0	0	0	0	0	0	0	0
2215	5	0	5	0	0	0	0	0	0	0	0	0	0
2230	3	0	2	0	1	0	0	0	0	0	0	0	0
2245	2	1	1	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	4	0	4	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3021	40	2603	12	325	13	11	0	9	7	1	0	0
06-22	3344	43	2893	13	352	13	11	1	10	7	1	0	0
06-00	3374	44	2921	13	353	13	11	1	10	7	1	0	0
00-00	3446	44	2983	13	362	13	11	1	10	8	1	0	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction East

Virtual Day (7)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	6	0	5	0	0	0	0	0	0	0	0	0	0
0100	4	0	3	0	1	0	0	0	0	0	0	0	0
0200	3	0	2	0	0	0	0	0	0	0	0	0	0
0300	4	0	3	0	1	0	0	0	0	0	0	0	0
0400	11	0	7	0	3	0	0	0	0	1	0	0	0
0500	37	0	33	0	3	0	0	0	0	0	0	0	0
0600	84	1	73	0	10	0	0	0	0	0	0	0	0
0700	202	1	180	0	20	0	1	0	0	0	1	0	0
0800	260	1	233	2	21	1	1	0	1	0	0	0	0
0900	195	2	168	1	20	1	1	0	0	1	0	0	0
1000	214	2	183	1	24	1	1	0	1	0	0	0	0
1100	236	4	205	1	23	1	0	0	0	0	0	0	0
1200	260	3	228	1	25	1	1	0	1	1	0	0	0
1300	249	3	216	1	26	1	1	0	1	1	0	0	0
1400	254	2	224	1	24	1	1	0	0	1	0	0	0
1500	278	2	248	1	24	1	0	0	1	0	0	0	0
1600	301	3	262	2	30	1	1	0	1	1	0	0	0
1700	266	1	242	1	21	0	0	0	0	0	0	0	0
1800	166	1	154	1	9	0	0	0	0	0	0	0	0
1900	123	1	115	0	7	0	0	0	0	0	0	0	0
2000	73	0	68	0	5	0	0	0	0	0	0	0	0
2100	39	0	34	0	4	0	0	0	0	0	0	0	0
2200	30	1	29	0	1	0	0	0	0	0	0	0	0
2300	9	0	9	0	0	0	0	0	0	0	0	0	0
07-19	2880	23	2545	13	267	8	8	1	6	6	3	0	0
06-22	3199	26	2834	13	292	9	8	1	7	6	3	0	0
06-00	3239	27	2872	13	293	9	8	1	7	6	3	0	0
00-00	3302	28	2924	13	302	9	8	1	7	7	3	0	0

Virtual Week (1)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
Mon	3446	44	2983	13	362	13	11	1	10	8	1	0	0
Tue	3375	41	2930	13	346	13	14	3	6	7	0	0	2
Wed	3311	17	2855	17	368	14	13	2	6	13	4	1	1
Thu	3631	20	3189	14	360	10	5	2	9	10	12	0	0
Fri	3866	24	3417	18	374	6	10	0	6	7	4	0	0
Sat	3088	23	2847	16	189	4	0	1	5	0	3	0	0
Sun	2397	24	2245	3	112	3	1	1	5	3	0	0	0
5 Day Ave.	3526	29	3075	15	362	11	11	2	7	9	4	0	1
7 Day Ave.	3302	28	2924	13	302	9	8	1	7	7	3	0	0
--	23114	193	20466	94	2111	63	54	10	47	48	24	1	3

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction East

Tuesday, 16 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	3	0	3	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	1	0	0	0	1	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	1	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0	0	0
0330	2	0	2	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	2	0	2	0	0	0	0	0	0	0	0
0415	3	0	1	0	1	0	0	0	0	0	1	0	0
0430	1	0	1	0	0	0	0	0	0	0	0	0	0
0445	9	0	8	0	0	0	0	0	0	1	0	0	0
0500	8	0	7	0	1	0	0	0	0	0	0	0	0
0515	8	1	6	0	1	0	0	0	0	0	0	0	0
0530	14	0	13	0	1	0	0	0	0	0	0	0	0
0545	20	1	19	0	0	0	0	0	0	0	0	0	0
0600	17	0	14	0	3	0	0	0	0	0	0	0	0
0615	25	0	19	0	6	0	0	0	0	0	0	0	0
0630	31	0	29	0	2	0	0	0	0	0	0	0	0
0645	36	0	28	0	8	0	0	0	0	0	0	0	0
0700	46	1	44	0	1	0	0	0	0	0	0	0	0
0715	46	0	41	1	4	0	0	0	0	0	0	0	0
0730	74	1	66	1	6	0	0	0	0	0	0	0	0
0745	82	0	71	0	9	0	1	0	1	0	0	0	0
0800	81	0	73	1	7	0	0	0	0	0	0	0	0
0815	101	1	88	2	8	1	0	0	1	0	0	0	0
0830	78	0	77	0	1	0	0	0	0	0	0	0	0
0845	74	2	64	0	7	0	0	1	0	0	0	0	0
0900	59	1	49	0	8	0	1	0	0	0	0	0	0
0915	65	1	53	1	9	0	1	0	0	0	0	0	0
0930	50	0	42	0	6	0	0	2	0	0	0	0	0
0945	60	0	50	0	8	1	0	0	0	1	0	0	0
1000	50	0	43	0	6	1	0	0	0	0	0	0	0
1015	56	1	51	0	3	0	0	0	0	1	0	0	0
1030	43	0	37	0	6	0	0	0	0	0	0	0	0
1045	50	0	43	0	7	0	0	0	0	0	0	0	0
1100	59	0	51	2	6	0	0	0	0	0	0	0	0
1115	65	1	56	0	6	1	1	0	0	0	0	0	0
1130	62	1	50	0	11	0	0	0	0	0	0	0	0
1145	49	0	40	0	6	1	0	1	0	0	1	0	0
1200	65	3	55	0	7	0	0	0	0	0	0	0	0
1215	67	1	60	0	6	0	0	0	0	0	0	0	0
1230	66	3	56	0	5	1	1	0	0	0	0	0	0
1245	50	2	40	0	8	0	0	0	0	0	0	0	0
1300	81	0	71	1	9	0	0	0	0	0	0	0	0
1315	61	0	50	0	9	0	1	0	1	0	0	0	0
1330	76	1	61	2	10	0	0	0	0	2	0	0	0
1345	70	2	54	0	14	0	0	0	0	0	0	0	0
1400	57	0	48	0	9	0	0	0	0	0	0	0	0
1415	71	2	61	1	7	0	0	0	0	0	0	0	0
1430	57	0	53	0	4	0	0	0	0	0	0	0	0
1445	87	0	76	1	10	0	0	0	0	0	0	0	0
1500	88	0	78	1	8	1	0	0	0	0	0	0	0
1515	88	0	81	0	5	1	0	0	0	1	0	0	0
1530	65	1	56	0	6	1	0	0	1	0	0	0	0
1545	91	3	85	0	3	0	0	0	0	0	0	0	0
1600	84	1	74	0	9	0	0	0	0	0	0	0	0
1615	87	2	78	0	7	0	0	0	0	0	0	0	0
1630	75	0	67	1	6	0	1	0	0	0	0	0	0
1645	83	1	73	0	7	1	1	0	0	0	0	0	0
1700	75	1	67	0	7	0	0	0	0	0	0	0	0
1715	98	4	84	1	8	0	0	0	1	0	0	0	0
1730	79	2	69	0	8	0	0	0	0	0	0	0	0
1745	66	1	52	0	13	0	0	0	0	0	0	0	0
1800	47	1	39	1	6	0	0	0	0	0	0	0	0
1815	49	0	42	1	5	0	1	0	0	0	0	0	0
1830	47	2	38	0	7	0	0	0	0	0	0	0	0
1845	38	1	36	0	1	0	0	0	0	0	0	0	0
1900	28	0	26	0	2	0	0	0	0	0	0	0	0
1915	41	1	38	0	2	0	0	0	0	0	0	0	0
1930	47	0	43	0	4	0	0	0	0	0	0	0	0
1945	31	0	28	0	3	0	0	0	0	0	0	0	0
2000	23	0	19	0	4	0	0	0	0	0	0	0	0
2015	17	0	16	1	0	0	0	0	0	0	0	0	0
2030	11	0	11	0	0	0	0	0	0	0	0	0	0
2045	13	0	11	0	2	0	0	0	0	0	0	0	0
2100	12	0	10	0	2	0	0	0	0	0	0	0	0
2115	9	1	8	0	0	0	0	0	0	0	0	0	0
2130	8	0	6	0	2	0	0	0	0	0	0	0	0
2145	14	1	13	0	0	0	0	0	0	0	0	0	0
2200	8	0	7	0	0	0	1	0	0	0	0	0	0
2215	11	1	9	0	0	0	1	0	0	0	0	0	0
2230	11	1	9	0	1	0	0	0	0	0	0	0	0
2245	3	0	3	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0
2315	2	0	1	0	0	0	1	0	0	0	0	0	0
2330	3	0	3	0	0	0	0	0	0	0	0	0	0
2345	1	0	0	0	1	0	0	0	0	0	0	0	0
07-19	3218	44	2793	18	329	10	9	3	6	3	3	0	0
06-22	3581	47	3112	19	369	10	9	3	6	3	3	0	0
06-00	3621	49	3145	19	371	10	12	3	6	3	3	0	0
00-00	3699	51	3211	19	379	10	12	3	6	4	4	0	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction East

Wednesday, 17 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	2	0	2	0	0	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	2	0	2	0	0	0	0	0	0	0	0	0	0
0130	2	0	0	0	0	0	1	0	0	1	0	0	0
0145	1	0	0	0	0	0	1	0	0	0	0	0	0
0200	1	0	0	0	0	0	1	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	2	0	1	0	0	0	1	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	1	0	0	0	0	0	0	0	0
0315	5	0	2	0	2	0	1	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0
0345	2	0	2	0	0	0	0	0	0	0	0	0	0
0400	3	0	1	0	0	0	0	0	0	2	0	0	0
0415	2	0	1	0	0	0	1	0	0	0	0	0	0
0430	2	0	0	0	1	1	0	0	0	0	0	0	0
0445	6	0	5	0	1	0	0	0	0	0	0	0	0
0500	11	0	11	0	0	0	0	0	0	0	0	0	0
0515	8	1	6	0	1	0	0	0	0	0	0	0	0
0530	15	0	13	0	1	0	0	0	1	0	0	0	0
0545	14	0	14	0	0	0	0	0	0	0	0	0	0
0600	14	0	11	1	2	0	0	0	0	0	0	0	0
0615	25	1	19	0	5	0	0	0	0	0	0	0	0
0630	32	0	29	0	2	0	0	0	1	0	0	0	0
0645	37	1	28	0	7	0	0	0	1	0	0	0	0
0700	52	1	47	0	4	0	0	0	0	0	0	0	0
0715	62	0	53	0	8	0	0	0	1	0	0	0	0
0730	82	0	78	0	4	0	0	0	0	0	0	0	0
0745	81	1	64	0	14	0	0	0	1	0	1	0	0
0800	78	1	69	0	7	1	0	0	0	0	0	0	0
0815	86	1	78	0	6	1	0	0	0	0	0	0	0
0830	82	0	75	1	6	0	0	0	0	0	0	0	0
0845	92	2	82	0	8	0	0	0	0	0	0	0	0
0900	64	0	54	1	9	0	0	0	0	0	0	0	0
0915	39	0	33	0	6	0	0	0	0	0	0	0	0
0930	48	0	39	1	7	1	0	0	0	0	0	0	0
0945	40	1	31	0	7	0	0	1	0	0	0	0	0
1000	46	1	33	0	7	1	2	0	1	1	0	0	0
1015	48	0	44	0	3	1	0	0	0	0	0	0	0
1030	59	0	53	0	6	0	0	0	0	0	0	0	0
1045	58	1	46	0	10	1	0	0	0	0	0	0	0
1100	36	1	28	1	5	1	0	0	0	0	0	0	0
1115	47	2	33	1	10	0	0	0	0	1	0	0	0
1130	46	2	36	1	6	0	0	0	1	0	0	0	0
1145	46	2	38	0	6	0	0	0	0	0	0	0	0
1200	60	3	50	0	6	1	0	0	0	0	0	0	0
1215	45	1	37	0	7	0	0	0	0	0	0	0	0
1230	59	1	51	0	6	1	0	0	0	0	0	0	0
1245	51	0	40	0	8	0	2	0	0	0	1	0	0
1300	64	1	51	0	11	0	0	0	0	0	1	0	0
1315	73	0	57	0	15	0	0	0	0	1	0	0	0
1330	56	1	46	0	8	0	1	0	0	0	0	0	0
1345	41	1	37	0	3	0	0	0	0	0	0	0	0
1400	53	0	41	0	8	2	0	0	1	0	1	0	0
1415	70	2	59	0	7	2	0	0	0	0	0	0	0
1430	65	0	58	0	6	0	1	0	0	0	0	0	0
1445	66	0	58	1	5	0	1	0	0	0	1	0	0
1500	67	1	58	0	6	1	1	0	0	0	0	0	0
1515	78	1	66	0	10	0	0	0	0	1	0	0	0
1530	64	1	50	1	10	0	1	0	1	0	0	0	0
1545	80	1	64	0	12	1	1	0	0	1	0	0	0
1600	89	1	75	0	12	0	0	0	0	1	0	0	0
1615	74	2	66	0	5	0	1	0	0	0	0	0	0
1630	70	1	64	0	5	0	0	0	0	0	0	0	0
1645	77	3	68	1	4	0	1	0	0	0	0	0	0
1700	85	0	74	1	9	0	0	0	0	0	1	0	0
1715	66	2	60	0	4	0	0	0	0	0	0	0	0
1730	83	3	75	0	4	0	0	0	1	0	0	0	0
1745	77	2	69	0	5	0	1	0	0	0	0	0	0
1800	66	2	59	0	5	0	0	0	0	0	0	0	0
1815	61	1	57	0	3	0	0	0	0	0	0	0	0
1830	38	1	34	0	3	0	0	0	0	0	0	0	0
1845	31	1	28	0	2	0	0	0	0	0	0	0	0
1900	30	0	29	0	1	0	0	0	0	0	0	0	0
1915	35	0	33	0	2	0	0	0	0	0	0	0	0
1930	26	1	24	0	1	0	0	0	0	0	0	0	0
1945	33	0	31	0	1	0	0	0	0	1	0	0	0
2000	20	1	19	0	0	0	0	0	0	0	0	0	0
2015	25	0	23	0	1	0	1	0	0	0	0	0	0
2030	19	0	17	0	1	0	1	0	0	0	0	0	0
2045	19	1	16	0	2	0	0	0	0	0	0	0	0
2100	17	0	17	0	0	0	0	0	0	0	0	0	0
2115	8	0	7	0	1	0	0	0	0	0	0	0	0
2130	9	0	7	0	1	0	1	0	0	0	0	0	0
2145	12	0	10	0	2	0	0	0	0	0	0	0	0
2200	16	1	15	0	0	0	0	0	0	0	0	0	0
2215	14	0	12	0	0	0	1	0	0	0	1	0	0
2230	8	0	8	0	0	0	0	0	0	0	0	0	0
2245	9	0	9	0	0	0	0	0	0	0	0	0	0
2300	6	0	6	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	0	0
07-19	3001	49	2566	10	328	15	13	1	7	6	6	0	0
06-22	3362	54	2886	11	357	15	16	1	9	7	6	0	0
06-00	3416	55	2937	11	357	15	17	1	9	7	7	0	0
00-00	3497	56	2999	11	364	17	22	1	10	10	7	0	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction East

Thursday, 18 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	2	0	2	0	0	0	0	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	2	0	1	0	0	0	1	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0	0	0
0200	2	0	1	0	1	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	1	0	2	0	0	0	0	0	0	0	0
0315	1	0	0	0	0	0	1	0	0	0	0	0	0
0330	2	0	1	0	0	0	1	0	0	0	0	0	0
0345	2	0	2	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	2	0	1	0	0	0	0	0	1	0	0	0	0
0430	1	0	0	0	1	0	0	0	0	0	0	0	0
0445	5	0	5	0	0	0	0	0	0	0	0	0	0
0500	13	0	9	0	3	0	0	0	1	0	0	0	0
0515	7	1	5	0	1	0	0	0	0	0	0	0	0
0530	15	0	15	0	0	0	0	0	0	0	0	0	0
0545	17	0	16	0	1	0	0	0	0	0	0	0	0
0600	14	0	12	0	2	0	0	0	0	0	0	0	0
0615	20	0	14	0	6	0	0	0	0	0	0	0	0
0630	29	0	26	0	3	0	0	0	0	0	0	0	0
0645	41	1	36	0	3	0	0	1	0	0	0	0	0
0700	43	2	36	0	5	0	0	0	0	0	0	0	0
0715	70	0	58	0	12	0	0	0	0	0	0	0	0
0730	71	0	63	0	7	1	0	0	0	0	0	0	0
0745	58	0	45	0	12	1	0	0	0	0	0	0	0
0800	78	0	70	0	7	0	0	1	0	0	0	0	0
0815	79	1	73	0	2	2	0	1	0	0	0	0	0
0830	97	1	86	0	7	1	2	0	0	0	0	0	0
0845	86	0	81	1	4	0	0	0	0	0	0	0	0
0900	70	1	61	0	7	1	0	0	0	0	0	0	0
0915	54	0	43	0	8	3	0	0	0	0	0	0	0
0930	63	0	53	0	7	1	0	0	1	1	0	0	0
0945	55	1	49	0	4	1	0	0	0	0	0	0	0
1000	46	0	39	0	6	0	0	0	0	1	0	0	0
1015	70	0	57	0	12	0	0	0	1	0	0	0	0
1030	63	0	50	0	12	0	0	0	1	0	0	0	0
1045	72	0	59	2	10	1	0	0	0	0	0	0	0
1100	56	1	48	0	6	0	0	0	1	0	0	0	0
1115	63	0	53	0	10	0	0	0	0	0	0	0	0
1130	50	1	44	0	4	0	1	0	0	0	0	0	0
1145	82	2	71	0	7	1	0	0	0	0	1	0	0
1200	57	0	50	1	6	0	0	0	0	0	0	0	0
1215	84	2	72	0	10	0	0	0	0	0	0	0	0
1230	46	3	39	0	4	0	0	0	0	0	0	0	0
1245	59	2	44	1	12	0	0	0	0	0	0	0	0
1300	63	1	57	0	4	0	0	1	0	0	0	0	0
1315	53	1	42	0	8	0	0	0	1	0	0	0	1
1330	62	0	52	0	9	0	1	0	0	0	0	0	0
1345	54	2	42	0	10	0	0	0	0	0	0	0	0
1400	52	2	44	0	6	0	0	0	0	0	0	0	0
1415	62	1	57	0	4	0	0	0	0	0	0	0	0
1430	66	0	58	0	7	0	0	1	0	0	0	0	0
1445	73	0	64	0	9	0	0	0	0	0	0	0	0
1500	63	2	53	0	7	1	0	0	0	0	0	0	0
1515	91	1	82	1	7	0	0	0	0	0	0	0	0
1530	50	0	44	1	5	0	0	0	0	0	0	0	0
1545	82	0	71	0	11	0	0	0	0	0	0	0	0
1600	74	1	65	0	7	0	0	1	0	0	0	0	0
1615	85	1	71	0	13	0	0	0	0	0	0	0	0
1630	86	2	73	0	10	0	1	0	0	0	0	0	0
1645	80	2	70	0	8	0	0	0	0	0	0	0	0
1700	83	0	78	1	4	0	0	0	0	0	0	0	0
1715	63	0	59	0	4	0	0	0	0	0	0	0	0
1730	85	1	81	0	2	0	0	0	0	1	0	0	0
1745	59	1	51	0	7	0	0	0	0	0	0	0	0
1800	54	0	51	0	3	0	0	0	0	0	0	0	0
1815	65	1	61	1	2	0	0	0	0	0	0	0	0
1830	53	0	51	0	1	0	0	1	0	0	0	0	0
1845	37	1	35	0	1	0	0	0	0	0	0	0	0
1900	39	0	33	3	3	0	0	0	0	0	0	0	0
1915	43	0	39	1	3	0	0	0	0	0	0	0	0
1930	36	0	36	0	0	0	0	0	0	0	0	0	0
1945	26	1	25	0	0	0	0	0	0	0	0	0	0
2000	22	0	21	0	1	0	0	0	0	0	0	0	0
2015	24	0	23	0	1	0	0	0	0	0	0	0	0
2030	20	0	19	0	1	0	0	0	0	0	0	0	0
2045	8	0	8	0	0	0	0	0	0	0	0	0	0
2100	8	0	8	0	0	0	0	0	0	0	0	0	0
2115	10	0	10	0	0	0	0	0	0	0	0	0	0
2130	10	0	9	0	1	0	0	0	0	0	0	0	0
2145	13	0	12	0	1	0	0	0	0	0	0	0	0
2200	11	0	11	0	0	0	0	0	0	0	0	0	0
2215	9	0	7	0	1	0	0	0	0	1	0	0	0
2230	13	1	11	0	1	0	0	0	0	0	0	0	0
2245	6	0	6	0	0	0	0	0	0	0	0	0	0
2300	6	0	6	0	0	0	0	0	0	0	0	0	0
2315	12	0	11	0	0	0	1	0	0	0	0	0	0
2330	5	0	4	0	0	0	0	0	0	1	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	0	0
07-19	3167	37	2756	9	330	14	5	2	7	3	3	0	1
06-22	3530	39	3087	13	355	14	5	2	8	3	3	0	1
06-00	3593	40	3144	13	357	14	6	2	8	3	5	0	1
00-00	3672	41	3208	13	366	14	9	2	8	5	5	0	1

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction East

Friday, 19 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	1	0	0	0	0	0	1	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	1	0	0	0	0	0	1	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	0	1	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0	0	0
0230	3	0	3	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	2	0	2	0	0	0	0	0	0	0	0	0	0
0330	2	0	0	0	2	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0	0	0
0430	3	0	2	0	0	0	0	0	1	0	0	0	0
0445	9	1	6	0	1	0	0	0	0	1	0	0	0
0500	9	0	8	0	1	0	0	0	0	0	0	0	0
0515	10	0	9	0	1	0	0	0	0	0	0	0	0
0530	19	0	19	0	0	0	0	0	0	0	0	0	0
0545	13	0	13	0	0	0	0	0	0	0	0	0	0
0600	13	0	9	0	4	0	0	0	0	0	0	0	0
0615	25	0	21	0	3	0	0	1	0	0	0	0	0
0630	34	0	31	0	3	0	0	0	0	0	0	0	0
0645	39	1	34	0	4	0	0	0	0	0	0	0	0
0700	44	0	40	0	3	0	0	1	0	0	0	0	0
0715	56	1	48	0	6	1	0	0	0	0	0	0	0
0730	71	1	66	0	4	0	0	0	0	0	0	0	0
0745	89	1	78	0	10	0	0	0	0	0	0	0	0
0800	71	0	63	0	7	0	0	0	1	0	0	0	0
0815	85	1	74	0	9	1	0	0	0	0	0	0	0
0830	104	1	95	1	8	1	0	0	0	0	0	0	0
0845	71	0	60	2	7	0	1	0	0	1	0	0	0
0900	69	1	60	1	6	0	0	0	1	0	0	0	0
0915	62	1	54	0	7	0	0	0	0	0	0	0	0
0930	70	3	59	0	7	0	0	0	1	0	0	0	0
0945	80	1	72	0	5	0	1	0	1	0	0	0	0
1000	71	0	61	1	8	0	0	0	0	1	0	0	0
1015	65	2	55	0	7	1	0	0	0	0	0	0	0
1030	72	1	57	0	11	1	1	0	0	0	1	0	0
1045	77	1	65	2	9	0	0	0	0	0	0	0	0
1100	72	2	65	0	3	0	1	1	0	0	0	0	0
1115	78	4	68	0	5	0	1	0	0	0	0	0	0
1130	73	3	65	0	4	0	0	0	1	0	0	0	0
1145	52	0	46	0	5	1	0	0	0	0	0	0	0
1200	73	1	63	2	7	0	0	0	1	0	0	0	0
1215	76	0	65	0	8	1	0	0	1	1	0	0	0
1230	72	1	57	0	13	0	0	0	0	1	0	0	0
1245	77	1	66	0	9	0	0	0	0	1	0	0	0
1300	76	2	60	1	11	1	0	0	0	0	1	0	0
1315	64	1	49	1	12	1	0	0	0	0	0	0	0
1330	83	2	68	2	11	0	0	0	0	0	0	0	0
1345	77	2	66	1	6	0	0	0	1	0	1	0	0
1400	64	0	59	0	5	0	0	0	0	0	0	0	0
1415	69	1	59	2	6	0	0	0	1	0	0	0	0
1430	87	1	80	0	6	0	0	0	0	0	0	0	0
1445	99	1	94	0	3	0	0	0	0	1	0	0	0
1500	81	1	79	0	1	0	0	0	0	0	0	0	0
1515	83	0	75	2	6	0	0	0	0	0	0	0	0
1530	74	1	68	0	4	0	0	0	1	0	0	0	0
1545	78	0	67	0	10	0	1	0	0	0	0	0	0
1600	113	1	99	2	9	0	0	0	1	0	1	0	0
1615	97	4	84	0	8	0	0	0	0	1	0	0	0
1630	87	0	79	1	6	0	1	0	0	0	0	0	0
1645	80	1	71	1	7	0	0	0	0	0	0	0	0
1700	77	0	66	0	9	0	1	0	1	0	0	0	0
1715	75	2	67	1	5	0	0	0	0	0	0	0	0
1730	86	0	81	1	3	1	0	0	0	0	0	0	0
1745	73	0	67	0	6	0	0	0	0	0	0	0	0
1800	76	1	68	1	6	0	0	0	0	0	0	0	0
1815	63	0	59	0	3	0	0	0	0	1	0	0	0
1830	48	0	46	0	2	0	0	0	0	0	0	0	0
1845	41	0	40	0	1	0	0	0	0	0	0	0	0
1900	38	1	33	1	2	0	0	0	1	0	0	0	0
1915	34	0	33	0	1	0	0	0	0	0	0	0	0
1930	42	1	39	0	2	0	0	0	0	0	0	0	0
1945	23	0	20	0	3	0	0	0	0	0	0	0	0
2000	23	1	20	0	2	0	0	0	0	0	0	0	0
2015	15	0	14	0	1	0	0	0	0	0	0	0	0
2030	20	0	18	0	2	0	0	0	0	0	0	0	0
2045	21	0	18	0	3	0	0	0	0	0	0	0	0
2100	16	0	15	0	1	0	0	0	0	0	0	0	0
2115	16	0	13	0	2	0	1	0	0	0	0	0	0
2130	11	1	9	0	1	0	0	0	0	0	0	0	0
2145	4	0	2	0	1	0	1	0	0	0	0	0	0
2200	15	0	14	0	1	0	0	0	0	0	0	0	0
2215	7	0	7	0	0	0	0	0	0	0	0	0	0
2230	7	0	7	0	0	0	0	0	0	0	0	0	0
2245	9	1	8	0	0	0	0	0	0	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	7	0	6	0	0	0	1	0	0	0	0	0	0
2345	3	0	2	0	1	0	0	0	0	0	0	0	0
07-19	3583	48	3153	25	314	10	8	1	10	8	6	0	0
06-22	3957	53	3482	26	349	10	10	2	11	8	6	0	0
06-00	4009	54	3530	26	351	10	11	2	11	8	6	0	0
00-00	4085	55	3595	26	356	10	13	2	11	9	8	0	0



Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction East

Saturday, 20 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	1	0	1	0	0	0	0	0	0	0	0	0	0
0015	5	0	4	0	0	0	1	0	0	0	0	0	0
0030	2	0	1	0	1	0	0	0	0	0	0	0	0
0045	2	0	2	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0
0115	2	0	2	0	0	0	0	0	0	0	0	0	0
0130	4	0	2	0	1	0	1	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0
0315	1	0	0	0	0	0	1	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	1	0	0	0	0	0	1	0	0	0	0	0	0
0430	3	1	2	0	0	0	0	0	0	0	0	0	0
0445	3	0	3	0	0	0	0	0	0	0	0	0	0
0500	8	0	5	0	2	0	1	0	0	0	0	0	0
0515	7	0	7	0	0	0	0	0	0	0	0	0	0
0530	9	0	9	0	0	0	0	0	0	0	0	0	0
0545	10	0	9	0	0	0	0	1	0	0	0	0	0
0600	7	0	6	0	1	0	0	0	0	0	0	0	0
0615	14	0	13	0	1	0	0	0	0	0	0	0	0
0630	18	0	15	0	3	0	0	0	0	0	0	0	0
0645	15	0	12	0	3	0	0	0	0	0	0	0	0
0700	10	0	7	0	3	0	0	0	0	0	0	0	0
0715	22	0	17	0	5	0	0	0	0	0	0	0	0
0730	25	0	23	0	2	0	0	0	0	0	0	0	0
0745	27	0	24	0	2	0	1	0	0	0	0	0	0
0800	31	1	23	0	7	0	0	0	0	0	0	0	0
0815	26	0	23	0	2	0	0	0	1	0	0	0	0
0830	39	0	34	0	5	0	0	0	0	0	0	0	0
0845	44	3	36	1	3	0	0	1	0	0	0	0	0
0900	34	1	24	0	5	1	0	0	1	2	0	0	0
0915	49	1	40	1	6	0	0	0	1	0	0	0	0
0930	54	3	45	1	4	0	1	0	0	0	0	0	0
0945	68	2	61	1	3	0	0	1	0	0	0	0	0
1000	70	0	61	0	9	0	0	0	0	0	0	0	0
1015	67	1	60	1	5	0	0	0	0	0	0	0	0
1030	69	0	66	0	3	0	0	0	0	0	0	0	0
1045	69	2	62	0	5	0	0	0	0	0	0	0	0
1100	84	7	71	1	4	0	0	1	0	0	0	0	0
1115	89	7	72	0	9	0	0	1	0	0	0	0	0
1130	79	2	74	0	2	0	0	1	0	0	0	0	0
1145	76	1	69	1	5	0	0	0	0	0	0	0	0
1200	82	6	68	0	7	1	0	0	0	0	0	0	0
1215	96	1	85	0	9	0	0	1	0	0	0	0	0
1230	75	1	70	0	4	0	0	0	0	0	0	0	0
1245	55	4	51	0	0	0	0	0	0	0	0	0	0
1300	64	1	61	0	2	0	0	0	0	0	0	0	0
1315	72	1	66	0	2	1	0	0	0	0	1	1	0
1330	68	2	60	1	4	0	0	1	0	0	0	0	0
1345	78	1	72	0	5	0	0	0	0	0	0	0	0
1400	68	0	65	0	3	0	0	0	0	0	0	0	0
1415	67	1	62	0	4	0	0	0	0	0	0	0	0
1430	73	3	66	0	3	0	0	1	0	0	0	0	0
1445	59	5	52	0	2	0	0	0	0	0	0	0	0
1500	73	3	67	0	3	0	0	0	0	0	0	0	0
1515	67	1	57	2	7	0	0	0	0	0	0	0	0
1530	57	0	51	1	5	0	0	0	0	0	0	0	0
1545	53	0	51	0	2	0	0	0	0	0	0	0	0
1600	69	1	62	0	6	0	0	0	0	0	0	0	0
1615	50	2	44	1	3	0	0	0	0	0	0	0	0
1630	60	1	57	0	2	0	0	0	0	0	0	0	0
1645	54	1	50	0	3	0	0	0	0	0	0	0	0
1700	55	1	51	0	3	0	0	0	0	0	0	0	0
1715	76	0	70	1	5	0	0	0	0	0	0	0	0
1730	72	1	66	1	3	0	0	0	1	0	0	0	0
1745	37	0	36	0	1	0	0	0	0	0	0	0	0
1800	61	2	55	1	3	0	0	0	0	0	0	0	0
1815	42	1	38	0	3	0	0	0	0	0	0	0	0
1830	39	2	36	0	0	0	0	0	0	1	0	0	0
1845	35	0	33	0	1	0	0	1	0	0	0	0	0
1900	38	0	36	0	2	0	0	0	0	0	0	0	0
1915	24	0	22	0	2	0	0	0	0	0	0	0	0
1930	39	1	37	0	1	0	0	0	0	0	0	0	0
1945	29	0	27	0	2	0	0	0	0	0	0	0	0
2000	16	0	15	0	1	0	0	0	0	0	0	0	0
2015	20	0	18	0	1	0	0	0	0	1	0	0	0
2030	16	0	16	0	0	0	0	0	0	0	0	0	0
2045	12	0	11	0	1	0	0	0	0	0	0	0	0
2100	15	0	13	0	2	0	0	0	0	0	0	0	0
2115	7	0	7	0	0	0	0	0	0	0	0	0	0
2130	6	0	6	0	0	0	0	0	0	0	0	0	0
2145	11	0	9	0	1	0	0	0	0	1	0	0	0
2200	14	0	14	0	0	0	0	0	0	0	0	0	0
2215	5	1	4	0	0	0	0	0	0	0	0	0	0
2230	5	0	5	0	0	0	0	0	0	0	0	0	0
2245	3	0	3	0	0	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0	0	0
2330	4	0	4	0	0	0	0	0	0	0	0	0	0
2345	3	0	3	0	0	0	0	0	0	0	0	0	0
07-19	2789	73	2494	15	184	3	2	2	8	5	2	1	0
06-22	3076	74	2757	15	205	3	2	2	8	5	4	1	0
06-00	3115	75	2795	15	205	3	2	2	8	5	4	1	0
00-00	3180	76	2849	15	209	3	7	2	9	5	4	1	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction East

Sunday, 21 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	3	0	2	0	1	0	0	0	0	0	0	0	0
0015	4	0	4	0	0	0	0	0	0	0	0	0	0
0030	2	0	2	0	0	0	0	0	0	0	0	0	0
0045	3	0	2	0	0	0	0	0	0	0	1	0	0
0100	2	0	1	0	1	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0	0	0
0145	1	0	0	0	0	0	0	0	0	0	1	0	0
0200	5	0	5	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	1	0	0	0	0	0	0	0	0	1	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	3	0	3	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	0	0	0	0	0	0	1	0	0
0415	4	0	3	0	0	0	0	0	0	0	1	0	0
0430	1	0	1	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	5	0	5	0	0	0	0	0	0	0	0	0	0
0515	3	0	3	0	0	0	0	0	0	0	0	0	0
0530	4	0	3	0	0	0	0	0	0	0	1	0	0
0545	7	0	6	0	1	0	0	0	0	0	0	0	0
0600	9	0	8	0	1	0	0	0	0	0	0	0	0
0615	8	0	7	0	1	0	0	0	0	0	0	0	0
0630	9	0	9	0	0	0	0	0	0	0	0	0	0
0645	5	0	5	0	0	0	0	0	0	0	0	0	0
0700	13	1	10	0	2	0	0	0	0	0	0	0	0
0715	6	0	5	0	1	0	0	0	0	0	0	0	0
0730	9	0	8	0	0	0	1	0	0	0	0	0	0
0745	14	1	12	0	1	0	0	0	0	0	0	0	0
0800	14	0	13	0	1	0	0	0	0	0	0	0	0
0815	21	2	18	0	1	0	0	0	0	0	0	0	0
0830	22	1	19	0	2	0	0	0	0	0	0	0	0
0845	12	0	12	0	0	0	0	0	0	0	0	0	0
0900	19	1	17	0	1	0	0	0	0	0	0	0	0
0915	22	0	21	0	1	0	0	0	0	0	0	0	0
0930	37	1	36	0	0	0	0	0	0	0	0	0	0
0945	36	2	30	1	2	0	0	0	0	1	0	0	0
1000	42	1	37	0	3	0	1	0	0	0	0	0	0
1015	43	0	39	0	3	0	0	0	0	0	1	0	0
1030	53	4	44	1	4	0	0	0	0	0	0	0	0
1045	44	3	37	0	3	0	1	0	0	0	0	0	0
1100	61	6	50	1	4	0	0	0	0	0	0	0	0
1115	53	4	48	0	1	0	0	0	0	0	0	0	0
1130	70	4	61	2	2	0	0	0	0	1	0	0	0
1145	47	1	44	1	1	0	0	0	0	0	0	0	0
1200	44	3	37	1	3	0	0	0	0	0	0	0	0
1215	62	3	55	0	3	0	1	0	0	0	0	0	0
1230	56	1	50	0	4	0	1	0	0	0	0	0	0
1245	62	1	59	0	2	0	0	0	0	0	0	0	0
1300	56	3	52	0	1	0	0	0	0	0	0	0	0
1315	50	1	43	0	6	0	0	0	0	0	0	0	0
1330	61	3	57	0	1	0	0	0	0	0	0	0	0
1345	60	0	59	0	1	0	0	0	0	0	0	0	0
1400	62	1	58	1	2	0	0	0	0	0	0	0	0
1415	46	2	43	0	1	0	0	0	0	0	0	0	0
1430	68	3	63	0	2	0	0	0	0	0	0	0	0
1445	50	1	47	0	1	0	1	0	0	0	0	0	0
1500	57	1	51	0	5	0	0	0	0	0	0	0	0
1515	51	2	48	0	1	0	0	0	0	0	0	0	0
1530	58	1	52	0	4	0	0	0	1	0	0	0	0
1545	66	3	56	1	6	0	0	0	0	0	0	0	0
1600	46	0	44	0	2	0	0	0	0	0	0	0	0
1615	40	1	36	0	3	0	0	0	0	0	0	0	0
1630	56	1	51	1	3	0	0	0	0	0	0	0	0
1645	52	1	49	0	2	0	0	0	0	0	0	0	0
1700	47	0	46	0	1	0	0	0	0	0	0	0	0
1715	51	1	47	0	3	0	0	0	0	0	0	0	0
1730	43	0	41	0	2	0	0	0	0	0	0	0	0
1745	50	1	42	1	5	0	1	0	0	0	0	0	0
1800	60	0	59	0	1	0	0	0	0	0	0	0	0
1815	14	0	11	1	2	0	0	0	0	0	0	0	0
1830	21	0	20	0	0	0	0	0	0	0	1	0	0
1845	22	0	22	0	0	0	0	0	0	0	0	0	0
1900	21	0	19	1	1	0	0	0	0	0	0	0	0
1915	38	0	35	0	1	0	0	0	1	0	1	0	0
1930	22	0	21	0	1	0	0	0	0	0	0	0	0
1945	30	0	29	0	1	0	0	0	0	0	0	0	0
2000	20	0	18	1	1	0	0	0	0	0	0	0	0
2015	17	0	17	0	0	0	0	0	0	0	0	0	0
2030	16	0	16	0	0	0	0	0	0	0	0	0	0
2045	12	0	10	0	1	0	0	0	0	0	1	0	0
2100	7	0	7	0	0	0	0	0	0	0	0	0	0
2115	9	0	9	0	0	0	0	0	0	0	0	0	0
2130	12	0	12	0	0	0	0	0	0	0	0	0	0
2145	9	0	9	0	0	0	0	0	0	0	0	0	0
2200	11	0	9	0	1	0	0	0	0	0	1	0	0
2215	9	1	6	0	2	0	0	0	0	0	0	0	0
2230	7	0	7	0	0	0	0	0	0	0	0	0	0
2245	5	0	5	0	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	2	0	2	0	0	0	0	0	0	0	0	0	0
07-19	2049	66	1859	12	100	0	7	0	1	2	2	0	0
06-22	2293	66	2090	14	108	0	7	0	2	2	4	0	0
06-00	2330	67	2122	14	111	0	7	0	2	2	5	0	0
00-00	2383	68	2165	14	114	0	7	0	2	2	11	0	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction East

Monday, 22 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0	0	0
0030	2	0	1	0	0	0	0	0	0	0	1	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	2	0	2	0	0	0	0	0	0	0	0	0	0
0145	1	0	0	0	0	0	0	0	0	0	1	0	0
0200	1	0	0	0	0	0	0	0	0	0	1	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	2	0	1	0	1	0	0	0	0	0	0	0	0
0245	1	0	0	0	1	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0	0	0
0330	2	0	2	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	1	0	0	0	0	0	0	0	1	0	0
0415	6	0	5	0	0	0	0	0	0	1	0	0	0
0430	4	0	4	0	0	0	0	0	0	0	0	0	0
0445	5	0	5	0	0	0	0	0	0	0	0	0	0
0500	5	0	5	0	0	0	0	0	0	0	0	0	0
0515	10	0	6	0	3	1	0	0	0	0	0	0	0
0530	13	0	11	1	1	0	0	0	0	0	0	0	0
0545	25	0	22	0	2	0	0	0	0	1	0	0	0
0600	16	0	15	0	0	0	0	0	1	0	0	0	0
0615	20	0	17	0	3	0	0	0	0	0	0	0	0
0630	31	0	28	0	3	0	0	0	0	0	0	0	0
0645	39	0	33	0	6	0	0	0	0	0	0	0	0
0700	52	0	48	1	3	0	0	0	0	0	0	0	0
0715	63	0	53	0	10	0	0	0	0	0	0	0	0
0730	89	0	81	1	5	0	0	0	2	0	0	0	0
0745	74	2	63	0	9	0	0	0	0	0	0	0	0
0800	89	1	78	0	10	0	0	0	0	0	0	0	0
0815	91	0	81	2	7	1	0	0	0	0	0	0	0
0830	76	0	67	0	9	0	0	0	0	0	0	0	0
0845	86	0	78	1	5	1	0	1	0	0	0	0	0
0900	49	1	45	0	3	0	0	0	0	0	0	0	0
0915	43	2	34	0	5	1	0	1	0	0	0	0	0
0930	57	1	49	1	6	0	0	0	0	0	0	0	0
0945	55	0	46	0	9	0	0	0	0	0	0	0	0
1000	47	1	36	1	8	0	0	0	0	1	0	0	0
1015	42	0	35	0	6	0	0	0	0	1	0	0	0
1030	48	0	39	0	8	0	0	0	0	0	1	0	0
1045	53	1	43	0	9	0	0	0	0	0	0	0	0
1100	47	2	36	0	7	0	0	0	0	0	2	0	0
1115	45	0	37	0	8	0	0	0	0	0	0	0	0
1130	57	1	47	1	8	0	0	0	0	0	0	0	0
1145	53	2	43	0	8	0	0	0	0	0	0	0	0
1200	55	1	49	1	4	0	0	0	0	0	0	0	0
1215	50	0	42	0	7	0	0	0	0	1	0	0	0
1230	68	0	64	0	3	0	1	0	0	0	0	0	0
1245	52	0	46	0	5	1	0	0	0	0	0	0	0
1300	50	1	44	1	3	0	0	0	0	1	0	0	0
1315	47	0	44	0	3	0	0	0	0	0	0	0	0
1330	47	1	39	0	6	0	0	0	1	0	0	0	0
1345	41	0	35	0	6	0	0	0	0	0	0	0	0
1400	52	0	40	2	10	0	0	0	0	0	0	0	0
1415	63	0	56	0	7	0	0	0	0	0	0	0	0
1430	56	1	51	0	4	0	0	0	0	0	0	0	0
1445	62	1	53	0	4	0	1	1	0	1	1	0	0
1500	78	3	70	0	4	0	1	0	0	0	0	0	0
1515	77	0	72	1	3	0	0	0	1	0	0	0	0
1530	79	0	70	0	9	0	0	0	0	0	0	0	0
1545	69	5	52	0	9	0	1	0	1	0	0	0	1
1600	99	1	86	0	12	0	0	0	0	0	0	0	0
1615	71	1	62	0	7	0	0	0	1	0	0	0	0
1630	88	0	73	1	12	0	1	1	0	0	0	0	0
1645	86	2	77	1	6	0	0	0	0	0	0	0	0
1700	79	2	70	0	7	0	0	0	0	0	0	0	0
1715	76	3	68	1	4	0	0	0	0	0	0	0	0
1730	79	0	73	0	4	0	1	0	1	0	0	0	0
1745	66	3	61	0	2	0	0	0	0	0	0	0	0
1800	57	1	50	0	6	0	0	0	0	0	0	0	0
1815	55	1	50	1	3	0	0	0	0	0	0	0	0
1830	31	1	27	1	2	0	0	0	0	0	0	0	0
1845	25	1	21	0	3	0	0	0	0	0	0	0	0
1900	37	1	31	0	4	0	0	0	1	0	0	0	0
1915	39	1	36	0	2	0	0	0	0	0	0	0	0
1930	30	0	29	0	1	0	0	0	0	0	0	0	0
1945	28	0	27	0	1	0	0	0	0	0	0	0	0
2000	23	0	23	0	0	0	0	0	0	0	0	0	0
2015	15	0	12	0	2	1	0	0	0	0	0	0	0
2030	13	0	12	0	1	0	0	0	0	0	0	0	0
2045	11	0	10	0	0	0	1	0	0	0	0	0	0
2100	14	0	14	0	0	0	0	0	0	0	0	0	0
2115	9	0	9	0	0	0	0	0	0	0	0	0	0
2130	6	1	3	0	1	0	0	0	1	0	0	0	0
2145	9	0	7	0	1	0	0	0	0	1	0	0	0
2200	15	1	12	0	1	0	0	0	0	0	1	0	0
2215	5	0	5	0	0	0	0	0	0	0	0	0	0
2230	4	1	2	0	0	0	1	0	0	0	0	0	0
2245	5	0	4	0	0	0	0	0	0	0	1	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0
2315	3	0	3	0	0	0	0	0	0	0	0	0	0
2330	2	0	1	0	0	0	0	0	0	0	1	0	0
2345	5	0	3	0	2	0	0	0	0	0	0	0	0
07-19	2974	43	2584	18	298	4	6	4	7	5	4	0	1
06-22	3314	46	2890	18	323	5	7	4	10	6	4	0	1
06-00	3354	48	2921	18	326	5	8	4	10	6	7	0	1
00-00	3438	48	2989	19	334	6	8	4	10	8	11	0	1

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction East

Virtual Day (7)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	5	0	4	0	0	0	0	0	0	0	0	0	0
0100	4	0	2	0	0	0	1	0	0	0	0	0	0
0200	4	0	3	0	0	0	0	0	0	0	0	0	0
0300	6	0	4	0	1	0	1	0	0	0	0	0	0
0400	12	0	8	0	1	0	0	0	0	1	1	0	0
0500	44	1	39	0	3	0	0	0	0	0	0	0	0
0600	89	1	75	0	12	0	0	0	1	0	0	0	0
0700	204	2	178	1	22	0	0	0	1	0	0	0	0
0800	271	3	241	2	22	1	0	0	1	0	0	0	0
0900	210	4	179	1	22	1	1	1	1	1	0	0	0
1000	228	3	193	1	27	1	1	0	0	0	1	0	0
1100	242	8	206	2	23	1	1	0	1	1	1	0	0
1200	252	6	217	1	25	1	1	0	0	0	0	0	0
1300	250	4	214	1	27	0	0	0	1	1	1	0	0
1400	261	4	232	1	21	1	1	0	0	0	0	0	0
1500	287	5	253	2	24	1	1	0	1	0	0	0	0
1600	302	5	267	1	26	0	1	0	0	0	0	0	0
1700	280	4	253	1	20	0	1	0	1	0	0	0	0
1800	182	3	167	1	11	0	0	0	0	0	0	0	0
1900	132	1	123	1	7	0	0	0	0	0	0	0	0
2000	70	0	64	0	4	0	0	0	0	0	0	0	0
2100	42	1	37	0	3	0	0	0	0	0	0	0	0
2200	35	1	31	0	1	0	1	0	0	0	1	0	0
2300	11	0	10	0	1	0	0	0	0	0	0	0	0
07-19	2969	51	2601	15	269	8	7	2	7	5	4	0	0
06-22	3302	54	2901	17	295	8	8	2	8	5	4	0	0
06-00	3348	55	2942	17	297	8	9	2	8	5	5	0	0
00-00	3422	56	3002	17	303	9	11	2	8	6	7	0	0

Virtual Week (1)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
Mon	3438	48	2989	19	334	6	8	4	10	8	11	0	1
Tue	3699	51	3211	19	379	10	12	3	6	4	4	0	0
Wed	3497	56	2999	11	364	17	22	1	10	10	7	0	0
Thu	3672	41	3208	13	366	14	9	2	8	5	5	0	1
Fri	4085	55	3595	26	356	10	13	2	11	9	8	0	0
Sat	3180	76	2849	15	209	3	7	2	9	5	4	1	0
Sun	2383	68	2165	14	114	0	7	0	2	2	11	0	0
5 Day Ave.	3678	50	3200	18	360	11	13	2	9	7	7	0	0
7 Day Ave.	3422	56	3002	17	303	9	11	2	8	6	7	0	0
--	23954	395	21016	117	2122	60	78	14	56	43	50	1	2

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction West

Tuesday, 2 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	1	1	0	0	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0	0	0
0230	2	0	2	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	1	0	1	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	2	0	2	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0
0415	2	0	2	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	2	0	1	0	1	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	4	0	4	0	0	0	0	0	0	0	0	0	0
0545	6	0	5	0	1	0	0	0	0	0	0	0	0
0600	7	1	6	0	0	0	0	0	0	0	0	0	0
0615	20	0	18	0	1	1	0	0	0	0	0	0	0
0630	16	0	15	1	0	0	0	0	0	0	0	0	0
0645	44	0	39	0	4	0	0	0	1	0	0	0	0
0700	59	1	51	1	6	0	0	0	0	0	0	0	0
0715	80	1	75	0	3	0	0	0	1	0	0	0	0
0730	89	4	73	0	9	0	2	0	0	1	0	0	0
0745	106	1	91	0	12	0	1	0	0	0	1	0	0
0800	67	0	54	0	9	1	0	0	2	0	1	0	0
0815	65	0	57	0	6	0	0	0	0	2	0	0	0
0830	50	0	42	0	8	0	0	0	0	0	0	0	0
0845	62	0	50	1	11	0	0	0	0	0	0	0	0
0900	62	0	54	0	6	1	0	0	0	1	0	0	0
0915	52	2	41	0	7	1	0	0	0	1	0	0	0
0930	37	0	29	1	6	0	0	0	1	0	0	0	0
0945	54	1	42	2	7	2	0	0	0	0	0	0	0
1000	44	1	35	0	7	0	1	0	0	0	0	0	0
1015	40	2	32	0	6	0	0	0	0	0	0	0	0
1030	58	2	44	1	9	1	1	0	0	0	0	0	0
1045	56	1	44	0	9	0	0	1	0	1	0	0	0
1100	47	1	37	0	7	0	2	0	0	0	0	0	0
1115	56	3	47	2	3	1	0	0	0	0	0	0	0
1130	67	3	55	1	7	1	0	0	0	0	0	0	0
1145	50	0	47	0	2	1	0	0	0	0	0	0	0
1200	67	2	55	1	7	0	1	0	0	1	0	0	0
1215	57	1	53	0	3	0	0	0	0	0	0	0	0
1230	48	0	41	0	5	2	0	0	0	0	0	0	0
1245	51	0	44	1	5	0	0	1	0	0	0	0	0
1300	60	4	52	0	4	0	0	0	0	0	0	0	0
1315	54	0	48	0	3	0	0	0	1	1	1	0	0
1330	63	2	45	1	11	2	0	1	0	1	0	0	0
1345	57	2	47	0	6	0	0	0	0	1	1	0	0
1400	50	0	42	1	7	0	0	0	0	0	0	0	0
1415	60	2	49	1	7	0	0	0	0	0	1	0	0
1430	57	3	47	0	4	1	0	0	1	0	0	1	0
1445	58	1	49	0	6	1	0	0	0	0	1	0	0
1500	70	1	63	1	5	0	0	0	0	0	0	0	0
1515	74	1	63	0	8	2	0	0	0	0	0	0	0
1530	76	3	66	1	6	0	0	0	0	0	0	0	0
1545	55	0	51	0	3	0	0	0	0	1	0	0	0
1600	88	2	79	0	6	0	0	0	0	1	0	0	0
1615	80	1	68	2	6	2	0	0	1	0	0	0	0
1630	90	1	79	1	8	0	0	0	1	0	0	0	0
1645	84	2	79	0	2	1	0	0	0	0	0	0	0
1700	84	1	77	0	5	0	0	0	0	0	1	0	0
1715	76	0	69	0	7	0	0	0	0	0	0	0	0
1730	74	1	66	0	6	0	0	0	1	0	0	0	0
1745	56	0	50	1	5	0	0	0	0	0	0	0	0
1800	47	0	40	0	6	0	0	0	0	0	1	0	0
1815	48	2	43	0	3	0	0	0	0	0	0	0	0
1830	40	1	37	0	2	0	0	0	0	0	0	0	0
1845	30	0	28	0	1	0	0	0	1	0	0	0	0
1900	39	0	39	0	0	0	0	0	0	0	0	0	0
1915	30	0	29	0	1	0	0	0	0	0	0	0	0
1930	27	0	25	0	1	0	0	0	1	0	0	0	0
1945	23	0	22	0	1	0	0	0	0	0	0	0	0
2000	18	0	18	0	0	0	0	0	0	0	0	0	0
2015	19	0	19	0	0	0	0	0	0	0	0	0	0
2030	14	0	12	0	2	0	0	0	0	0	0	0	0
2045	9	0	9	0	0	0	0	0	0	0	0	0	0
2100	7	0	6	0	0	0	0	0	0	1	0	0	0
2115	7	0	7	0	0	0	0	0	0	0	0	0	0
2130	5	0	3	0	2	0	0	0	0	0	0	0	0
2145	8	0	8	0	0	0	0	0	0	0	0	0	0
2200	9	0	7	0	2	0	0	0	0	0	0	0	0
2215	13	0	13	0	0	0	0	0	0	0	0	0	0
2230	5	0	5	0	0	0	0	0	0	0	0	0	0
2245	6	0	5	0	1	0	0	0	0	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	1	0	0	0	1	0	0	0	0	0	0	0	0
07-19	2955	56	2530	20	287	20	8	2	10	11	10	1	0
06-22	3248	57	2805	21	299	21	8	2	11	13	10	1	0
06-00	3286	57	2839	21	303	21	8	2	11	13	10	1	0
00-00	3313	58	2862	21	306	21	8	2	11	13	10	1	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction West

Wednesday, 3 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	3	0	3	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	2	1	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0	0	0
0230	2	0	2	0	0	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0
0515	4	0	3	0	1	0	0	0	0	0	0	0	0
0530	6	0	6	0	0	0	0	0	0	0	0	0	0
0545	7	0	6	0	1	0	0	0	0	0	0	0	0
0600	6	0	5	0	1	0	0	0	0	0	0	0	0
0615	19	1	17	0	1	0	0	0	0	0	0	0	0
0630	20	0	19	0	1	0	0	0	0	0	0	0	0
0645	37	0	32	0	5	0	0	0	0	0	0	0	0
0700	52	1	46	0	5	0	0	0	0	0	0	0	0
0715	78	0	72	0	5	1	0	0	0	0	0	0	0
0730	90	1	81	0	6	0	1	0	1	0	0	0	0
0745	96	0	84	0	10	1	0	0	1	0	0	0	0
0800	74	0	65	0	7	1	1	0	0	0	0	0	0
0815	76	0	64	0	12	0	0	0	0	0	0	0	0
0830	47	0	36	1	9	1	0	0	0	0	0	0	0
0845	50	0	40	0	9	0	0	1	0	0	0	0	0
0900	55	1	47	0	7	0	0	0	0	0	0	0	0
0915	34	1	28	0	5	0	0	0	0	0	0	0	0
0930	41	0	29	0	11	1	0	0	0	0	0	0	0
0945	35	1	28	0	6	0	0	0	0	0	0	0	0
1000	36	0	30	0	6	0	0	0	0	0	0	0	0
1015	52	0	46	1	5	0	0	0	0	0	0	0	0
1030	46	0	38	0	8	0	0	0	0	0	0	0	0
1045	69	2	57	2	7	0	1	0	0	0	0	0	0
1100	54	1	48	1	2	1	1	0	0	0	0	0	0
1115	58	0	47	0	10	0	1	0	0	0	0	0	0
1130	38	1	31	0	5	1	0	0	0	0	0	0	0
1145	38	1	33	0	4	0	0	0	0	0	0	0	0
1200	66	1	54	1	10	0	0	0	0	0	0	0	0
1215	47	0	43	1	3	0	0	0	0	0	0	0	0
1230	55	1	46	1	5	1	1	0	0	0	0	0	0
1245	52	2	41	0	7	1	0	1	0	0	0	0	0
1300	55	0	45	0	10	0	0	0	0	0	0	0	0
1315	56	2	50	0	4	0	0	0	0	0	0	0	0
1330	46	0	37	0	8	0	1	0	0	0	0	0	0
1345	47	0	41	0	6	0	0	0	0	0	0	0	0
1400	49	2	38	0	9	0	0	0	0	0	0	0	0
1415	63	2	56	0	5	0	0	0	0	0	0	0	0
1430	58	0	50	0	8	0	0	0	0	0	0	0	0
1445	50	2	45	0	3	0	0	0	0	0	0	0	0
1500	58	0	52	0	5	0	0	0	1	0	0	0	0
1515	69	1	60	0	8	0	0	0	0	0	0	0	0
1530	71	0	63	1	4	0	1	0	1	0	1	0	0
1545	68	1	63	0	3	0	1	0	0	0	0	0	0
1600	73	2	60	0	10	0	1	0	0	0	0	0	0
1615	72	1	66	0	5	0	0	0	0	0	0	0	0
1630	92	0	87	1	3	0	1	0	0	0	0	0	0
1645	95	0	85	2	8	0	0	0	0	0	0	0	0
1700	91	0	85	0	4	1	0	0	1	0	0	0	0
1715	72	0	67	0	4	1	0	0	0	0	0	0	0
1730	71	0	61	0	10	0	0	0	0	0	0	0	0
1745	68	0	62	0	3	2	1	0	0	0	0	0	0
1800	59	2	51	0	5	1	0	0	0	0	0	0	0
1815	48	0	42	1	5	0	0	0	0	0	0	0	0
1830	39	0	37	0	2	0	0	0	0	0	0	0	0
1845	38	1	36	0	1	0	0	0	0	0	0	0	0
1900	32	1	29	0	2	0	0	0	0	0	0	0	0
1915	36	1	31	0	4	0	0	0	0	0	0	0	0
1930	23	0	23	0	0	0	0	0	0	0	0	0	0
1945	24	0	23	0	1	0	0	0	0	0	0	0	0
2000	18	0	16	0	2	0	0	0	0	0	0	0	0
2015	14	0	14	0	0	0	0	0	0	0	0	0	0
2030	8	0	8	0	0	0	0	0	0	0	0	0	0
2045	10	0	9	0	1	0	0	0	0	0	0	0	0
2100	5	0	5	0	0	0	0	0	0	0	0	0	0
2115	9	0	8	0	1	0	0	0	0	0	0	0	0
2130	14	0	14	0	0	0	0	0	0	0	0	0	0
2145	13	0	13	0	0	0	0	0	0	0	0	0	0
2200	12	0	10	0	2	0	0	0	0	0	0	0	0
2215	9	0	8	0	1	0	0	0	0	0	0	0	0
2230	5	0	5	0	0	0	0	0	0	0	0	0	0
2245	7	0	5	0	2	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0	0	0
2330	2	0	2	0	0	0	0	0	0	0	0	0	0
2345	5	0	4	0	1	0	0	0	0	0	0	0	0
07-19	2847	30	2473	13	297	14	12	1	5	1	1	0	0
06-22	3135	33	2739	13	316	14	12	1	5	1	1	0	0
06-00	3179	33	2777	13	322	14	12	1	5	1	1	0	0
00-00	3214	34	2809	13	324	14	12	1	5	1	1	0	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction West

Thursday, 4 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	1	0	1	0	0	0	0	0	0	0	0	0	0
0015	2	0	2	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	1	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	2	0	2	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0
0315	2	0	2	0	0	0	0	0	0	0	0	0	0
0330	2	0	1	0	1	0	0	0	0	0	0	0	0
0345	2	0	1	0	1	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	1	0	1	0	0	0	0	0	0	0	0	0	0
0445	2	0	2	0	0	0	0	0	0	0	0	0	0
0500	3	0	2	0	1	0	0	0	0	0	0	0	0
0515	5	0	5	0	0	0	0	0	0	0	0	0	0
0530	11	0	7	0	4	0	0	0	0	0	0	0	0
0545	9	0	8	0	1	0	0	0	0	0	0	0	0
0600	8	1	6	0	1	0	0	0	0	0	0	0	0
0615	16	0	14	0	2	0	0	0	0	0	0	0	0
0630	18	0	15	1	1	0	0	0	0	1	0	0	0
0645	40	0	37	0	3	0	0	0	0	0	0	0	0
0700	55	1	46	1	6	1	0	0	0	0	0	0	0
0715	79	0	74	0	4	0	0	0	0	0	1	0	0
0730	81	1	72	0	6	2	0	0	0	0	0	0	0
0745	104	0	87	1	15	0	0	0	1	0	0	0	0
0800	65	0	55	0	9	1	0	0	0	0	0	0	0
0815	59	0	51	0	6	1	0	0	0	0	1	0	0
0830	60	0	52	1	7	0	0	0	0	0	0	0	0
0845	63	1	54	0	4	3	0	0	1	0	0	0	0
0900	59	1	47	0	10	0	0	1	0	0	0	0	0
0915	51	1	44	0	4	2	0	0	0	0	0	0	0
0930	43	1	35	0	6	1	0	0	0	0	0	0	0
0945	58	1	48	0	9	0	0	0	0	0	0	0	0
1000	40	0	33	0	7	0	0	0	0	0	0	0	0
1015	43	0	32	0	10	0	0	0	0	1	0	0	0
1030	43	1	38	3	1	0	0	0	0	0	0	0	0
1045	69	3	63	0	3	0	0	0	0	0	0	0	0
1100	33	0	28	1	4	0	0	0	0	0	0	0	0
1115	75	1	67	0	5	0	0	0	0	1	1	0	0
1130	61	1	49	1	9	1	0	0	0	0	0	0	0
1145	71	2	59	0	8	2	0	0	0	0	0	0	0
1200	62	0	53	0	8	0	0	0	1	0	0	0	0
1215	53	2	47	0	4	0	0	0	0	0	0	0	0
1230	52	2	46	0	4	0	0	0	0	0	0	0	0
1245	73	0	62	0	11	0	0	0	0	0	0	0	0
1300	62	1	57	0	2	1	0	0	1	0	0	0	0
1315	55	0	48	0	7	0	0	0	0	0	0	0	0
1330	51	0	41	0	7	0	1	0	0	1	1	0	0
1345	49	0	42	0	6	0	1	0	0	0	0	0	0
1400	75	1	66	1	4	0	1	1	0	1	0	0	0
1415	62	1	55	0	4	1	0	0	1	0	0	0	0
1430	56	0	49	1	6	0	0	0	0	0	0	0	0
1445	60	0	50	0	8	1	0	0	0	0	1	0	0
1500	80	1	76	0	2	1	0	0	0	0	0	0	0
1515	59	2	52	0	5	0	0	0	0	0	0	0	0
1530	81	1	64	1	11	1	0	0	0	1	2	0	0
1545	56	0	50	0	6	0	0	0	0	0	0	0	0
1600	74	1	67	0	6	0	0	0	0	0	0	0	0
1615	86	0	76	0	10	0	0	0	0	0	0	0	0
1630	85	3	76	0	5	0	1	0	0	0	0	0	0
1645	81	0	72	1	7	1	0	0	0	0	0	0	0
1700	77	1	70	0	5	0	0	0	1	0	0	0	0
1715	94	0	88	0	5	0	0	0	0	1	0	0	0
1730	59	0	50	0	8	0	0	0	1	0	0	0	0
1745	75	1	66	0	8	0	0	0	0	0	0	0	0
1800	69	2	59	1	5	1	1	0	0	0	0	0	0
1815	46	1	41	1	3	0	0	0	0	0	0	0	0
1830	37	0	36	0	1	0	0	0	0	0	0	0	0
1845	36	0	32	0	4	0	0	0	0	0	0	0	0
1900	40	0	37	0	2	0	1	0	0	0	0	0	0
1915	32	0	31	0	1	0	0	0	0	0	0	0	0
1930	26	0	25	0	1	0	0	0	0	0	0	0	0
1945	29	0	27	0	2	0	0	0	0	0	0	0	0
2000	20	0	19	0	1	0	0	0	0	0	0	0	0
2015	18	0	17	0	1	0	0	0	0	0	0	0	0
2030	15	0	13	0	2	0	0	0	0	0	0	0	0
2045	6	0	6	0	0	0	0	0	0	0	0	0	0
2100	11	0	11	0	0	0	0	0	0	0	0	0	0
2115	11	1	8	0	2	0	0	0	0	0	0	0	0
2130	9	1	8	0	0	0	0	0	0	0	0	0	0
2145	11	1	9	0	1	0	0	0	0	0	0	0	0
2200	13	0	11	0	2	0	0	0	0	0	0	0	0
2215	8	0	7	0	1	0	0	0	0	0	0	0	0
2230	7	0	7	0	0	0	0	0	0	0	0	0	0
2245	4	1	2	0	1	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0
2315	3	0	3	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	2	0	2	0	0	0	0	0	0	0	0	0	0
07-19	3017	35	2625	14	295	21	5	2	7	6	7	0	0
06-22	3327	39	2908	15	315	21	6	2	7	6	8	0	0
06-00	3366	40	2942	15	319	21	6	2	7	6	8	0	0
00-00	3411	41	2978	15	327	21	6	2	7	6	8	0	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction West

Friday, 5 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0	0	0
0045	2	0	1	0	1	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0	0	0
0130	2	1	1	0	0	0	0	0	0	0	0	0	0
0145	2	0	2	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	2	0	1	0	1	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	2	0	2	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0
0515	3	0	3	0	0	0	0	0	0	0	0	0	0
0530	4	0	3	0	1	0	0	0	0	0	0	0	0
0545	8	0	6	0	2	0	0	0	0	0	0	0	0
0600	8	0	7	0	1	0	0	0	0	0	0	0	0
0615	16	0	15	0	1	0	0	0	0	0	0	0	0
0630	20	0	17	0	3	0	0	0	0	0	0	0	0
0645	28	0	24	0	4	0	0	0	0	0	0	0	0
0700	57	0	51	1	5	0	0	0	0	0	0	0	0
0715	89	2	76	0	10	0	1	0	0	0	0	0	0
0730	79	0	67	0	11	0	0	1	0	0	0	0	0
0745	107	1	87	0	12	3	2	1	0	0	1	0	0
0800	62	0	51	0	10	0	1	0	0	0	0	0	0
0815	57	0	52	0	4	1	0	0	0	0	0	0	0
0830	56	1	47	0	6	2	0	0	0	0	0	0	0
0845	66	1	51	0	12	2	0	0	0	0	0	0	0
0900	61	0	51	1	6	1	0	1	0	1	0	0	0
0915	72	3	51	0	18	0	0	0	0	0	0	0	0
0930	43	1	36	0	5	0	1	0	0	0	0	0	0
0945	48	1	43	0	4	0	0	0	0	0	0	0	0
1000	62	1	50	0	10	0	0	1	0	0	0	0	0
1015	50	1	43	1	5	0	0	0	0	0	0	0	0
1030	62	0	51	0	6	2	3	0	0	0	0	0	0
1045	78	2	67	1	5	1	2	0	0	0	0	0	0
1100	71	5	61	0	5	0	0	0	0	0	0	0	0
1115	50	2	40	0	5	1	0	0	2	0	0	0	0
1130	67	2	59	0	6	0	0	0	0	0	0	0	0
1145	61	2	55	0	4	0	0	0	0	0	0	0	0
1200	62	0	53	1	7	0	0	1	0	0	0	0	0
1215	72	1	64	0	6	0	1	0	0	0	0	0	0
1230	66	1	59	0	4	0	2	0	0	0	0	0	0
1245	63	0	54	0	8	0	1	0	0	0	0	0	0
1300	49	0	44	0	4	1	0	0	0	0	0	0	0
1315	64	0	59	0	5	0	0	0	0	0	0	0	0
1330	72	2	64	0	4	2	0	0	0	0	0	0	0
1345	61	2	51	2	5	0	0	1	0	0	0	0	0
1400	75	1	68	0	6	0	0	0	0	0	0	0	0
1415	68	1	61	0	6	0	0	0	0	0	0	0	0
1430	66	1	62	0	2	1	0	0	0	0	0	0	0
1445	63	2	57	0	4	0	0	0	0	0	0	0	0
1500	97	2	89	0	6	0	0	0	0	0	0	0	0
1515	88	2	80	0	6	0	0	0	0	0	0	0	0
1530	73	0	69	0	4	0	0	0	0	0	0	0	0
1545	70	0	65	0	3	0	1	0	0	1	0	0	0
1600	84	1	76	0	7	0	0	0	0	0	0	0	0
1615	96	2	80	0	10	2	2	0	0	0	0	0	0
1630	76	1	66	0	8	1	0	0	0	0	0	0	0
1645	94	1	84	0	9	0	0	0	0	0	0	0	0
1700	88	0	79	2	6	1	0	0	0	0	0	0	0
1715	76	0	70	0	5	1	0	0	0	0	0	0	0
1730	67	2	58	1	3	1	1	0	0	1	0	0	0
1745	65	1	56	1	7	0	0	0	0	0	0	0	0
1800	49	1	44	1	3	0	0	0	0	0	0	0	0
1815	56	0	54	0	2	0	0	0	0	0	0	0	0
1830	33	0	30	1	1	0	1	0	0	0	0	0	0
1845	49	0	44	0	4	0	0	0	0	0	1	0	0
1900	46	1	42	0	3	0	0	0	0	0	0	0	0
1915	39	1	33	0	5	0	0	0	0	0	0	0	0
1930	36	0	35	0	1	0	0	0	0	0	0	0	0
1945	27	2	24	0	1	0	0	0	0	0	0	0	0
2000	29	0	26	0	3	0	0	0	0	0	0	0	0
2015	17	0	15	0	2	0	0	0	0	0	0	0	0
2030	24	0	23	0	1	0	0	0	0	0	0	0	0
2045	15	0	13	0	2	0	0	0	0	0	0	0	0
2100	16	2	14	0	0	0	0	0	0	0	0	0	0
2115	5	0	4	0	1	0	0	0	0	0	0	0	0
2130	12	1	11	0	0	0	0	0	0	0	0	0	0
2145	7	0	7	0	0	0	0	0	0	0	0	0	0
2200	12	0	10	0	2	0	0	0	0	0	0	0	0
2215	7	0	6	0	1	0	0	0	0	0	0	0	0
2230	6	0	6	0	0	0	0	0	0	0	0	0	0
2245	4	0	3	0	1	0	0	0	0	0	0	0	0
2300	7	0	7	0	0	0	0	0	0	0	0	0	0
2315	6	0	6	0	0	0	0	0	0	0	0	0	0
2330	2	0	2	0	0	0	0	0	0	0	0	0	0
2345	3	0	2	0	1	0	0	0	0	0	0	0	0
07-19	3240	49	2829	13	294	23	19	4	4	3	2	0	0
06-22	3585	56	3139	13	322	23	19	4	4	3	2	0	0
06-00	3632	56	3181	13	327	23	19	4	4	3	2	0	0
00-00	3668	57	3211	13	332	23	19	4	4	3	2	0	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction West

Saturday, 6 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	2	0	2	0	0	0	0	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0	0	0
0030	2	0	2	0	0	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	1	1	0	0	0	0	0	0	0	0	0	0	0
0145	2	1	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	1	0	1	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0
0515	2	0	1	0	1	0	0	0	0	0	0	0	0
0530	3	0	2	0	1	0	0	0	0	0	0	0	0
0545	5	0	5	0	0	0	0	0	0	0	0	0	0
0600	10	2	6	0	2	0	0	0	0	0	0	0	0
0615	12	0	12	0	0	0	0	0	0	0	0	0	0
0630	7	0	5	0	2	0	0	0	0	0	0	0	0
0645	11	0	10	0	1	0	0	0	0	0	0	0	0
0700	16	0	12	0	4	0	0	0	0	0	0	0	0
0715	31	0	30	0	1	0	0	0	0	0	0	0	0
0730	35	1	29	0	5	0	0	0	0	0	0	0	0
0745	34	1	24	0	8	0	0	1	0	0	0	0	0
0800	32	0	28	0	3	1	0	0	0	0	0	0	0
0815	25	0	23	1	1	0	0	0	0	0	0	0	0
0830	44	1	37	1	3	1	1	0	0	0	0	0	0
0845	59	0	50	1	7	0	1	0	0	0	0	0	0
0900	43	2	36	0	5	0	0	0	0	0	0	0	0
0915	48	0	40	1	5	1	1	0	0	0	0	0	0
0930	47	1	40	0	4	1	1	0	0	0	0	0	0
0945	55	0	47	0	5	0	1	1	1	0	0	0	0
1000	56	2	48	0	6	0	0	0	0	0	0	0	0
1015	64	2	54	0	8	0	0	0	0	0	0	0	0
1030	56	3	47	0	4	2	0	0	0	0	0	0	0
1045	76	3	67	0	5	1	0	0	0	0	0	0	0
1100	67	1	64	0	2	0	0	0	0	0	0	0	0
1115	67	1	59	2	5	0	0	0	0	0	0	0	0
1130	73	5	63	1	2	1	0	0	0	0	0	1	0
1145	67	1	60	0	6	0	0	0	0	0	0	0	0
1200	75	2	66	1	5	0	1	0	0	0	0	0	0
1215	70	0	66	0	3	0	1	0	0	0	0	0	0
1230	64	2	56	2	4	0	0	0	0	0	0	0	0
1245	55	1	49	0	3	0	2	0	0	0	0	0	0
1300	68	1	63	1	3	0	0	0	0	0	0	0	0
1315	72	0	69	0	3	0	0	0	0	0	0	0	0
1330	86	0	82	0	4	0	0	0	0	0	0	0	0
1345	64	0	56	0	5	1	2	0	0	0	0	0	0
1400	58	1	52	1	4	0	0	0	0	0	0	0	0
1415	77	0	70	1	5	0	0	0	1	0	0	0	0
1430	62	1	53	3	4	0	1	0	0	0	0	0	0
1445	59	2	55	0	2	0	0	0	0	0	0	0	0
1500	69	0	66	1	2	0	0	0	0	0	0	0	0
1515	55	0	54	0	1	0	0	0	0	0	0	0	0
1530	81	3	71	0	7	0	0	0	0	0	0	0	0
1545	63	0	60	0	2	1	0	0	0	0	0	0	0
1600	61	2	56	0	3	0	0	0	0	0	0	0	0
1615	53	1	49	0	2	0	0	0	1	0	0	0	0
1630	58	0	52	0	3	0	3	0	0	0	0	0	0
1645	49	0	46	0	3	0	0	0	0	0	0	0	0
1700	52	1	44	0	6	1	0	0	0	0	0	0	0
1715	43	0	41	0	2	0	0	0	0	0	0	0	0
1730	55	0	53	0	2	0	0	0	0	0	0	0	0
1745	45	0	41	0	4	0	0	0	0	0	0	0	0
1800	40	0	35	1	4	0	0	0	0	0	0	0	0
1815	36	1	34	0	1	0	0	0	0	0	0	0	0
1830	35	2	29	0	3	0	1	0	0	0	0	0	0
1845	34	0	30	0	3	0	0	1	0	0	0	0	0
1900	21	0	19	0	1	0	1	0	0	0	0	0	0
1915	26	0	24	0	1	0	0	0	1	0	0	0	0
1930	20	0	19	0	1	0	0	0	0	0	0	0	0
1945	26	0	22	0	4	0	0	0	0	0	0	0	0
2000	18	0	15	1	2	0	0	0	0	0	0	0	0
2015	19	0	18	0	0	0	0	0	1	0	0	0	0
2030	13	0	12	0	1	0	0	0	0	0	0	0	0
2045	10	0	9	0	1	0	0	0	0	0	0	0	0
2100	16	0	16	0	0	0	0	0	0	0	0	0	0
2115	9	1	8	0	0	0	0	0	0	0	0	0	0
2130	13	0	12	0	1	0	0	0	0	0	0	0	0
2145	12	0	11	0	1	0	0	0	0	0	0	0	0
2200	11	0	10	0	1	0	0	0	0	0	0	0	0
2215	14	0	14	0	0	0	0	0	0	0	0	0	0
2230	5	0	4	0	1	0	0	0	0	0	0	0	0
2245	4	0	3	0	1	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0
2315	6	0	5	0	1	0	0	0	0	0	0	0	0
2330	5	0	5	0	0	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	0	0
07-19	2634	44	2356	18	182	11	16	2	2	2	0	1	0
06-22	2877	47	2574	19	200	11	17	2	3	3	0	1	0
06-00	2924	47	2617	19	204	11	17	2	3	3	0	1	0
00-00	2955	49	2643	19	207	11	17	2	3	3	0	1	0



Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction West

Sunday, 7 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	2	0	2	0	0	0	0	0	0	0	0	0	0
0015	5	0	5	0	0	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0	0	0
0100	4	0	4	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	1	1	0	0	0	0	0	0	0	0	0	0
0215	1	0	0	0	1	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0
0315	2	0	2	0	0	0	0	0	0	0	0	0	0
0330	3	0	3	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	2	0	1	0	0	0	0	0	0	1	0	0	0
0415	2	0	2	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	1	0	1	0	0	0	0	0	0	0	0	0	0
0530	1	0	1	0	0	0	0	0	0	0	0	0	0
0545	3	0	3	0	0	0	0	0	0	0	0	0	0
0600	13	0	13	0	0	0	0	0	0	0	0	0	0
0615	8	0	8	0	0	0	0	0	0	0	0	0	0
0630	2	0	2	0	0	0	0	0	0	0	0	0	0
0645	8	1	6	0	1	0	0	0	0	0	0	0	0
0700	11	1	10	0	0	0	0	0	0	0	0	0	0
0715	21	1	19	0	1	0	0	0	0	0	0	0	0
0730	21	1	19	0	1	0	0	0	0	0	0	0	0
0745	20	0	19	0	1	0	0	0	0	0	0	0	0
0800	17	4	10	0	3	0	0	0	0	0	0	0	0
0815	28	2	24	0	2	0	0	0	0	0	0	0	0
0830	19	2	17	0	0	0	0	0	0	0	0	0	0
0845	29	0	26	0	2	0	1	0	0	0	0	0	0
0900	18	1	14	0	3	0	0	0	0	0	0	0	0
0915	17	3	11	0	3	0	0	0	0	0	0	0	0
0930	34	3	26	0	4	0	0	0	1	0	0	0	0
0945	27	4	21	0	2	0	0	0	0	0	0	0	0
1000	28	3	21	1	2	0	1	0	0	0	0	0	0
1015	48	4	37	0	7	0	0	0	0	0	0	0	0
1030	36	2	29	0	3	0	1	0	1	0	0	0	0
1045	53	4	45	1	3	0	0	0	0	0	0	0	0
1100	47	3	41	0	2	0	0	0	1	0	0	0	0
1115	43	1	37	3	2	0	0	0	0	0	0	0	0
1130	54	1	48	0	4	0	1	0	0	0	0	0	0
1145	53	0	49	0	4	0	0	0	0	0	0	0	0
1200	35	1	31	0	3	0	0	0	0	0	0	0	0
1215	67	5	57	2	3	0	0	0	0	0	0	0	0
1230	48	2	43	0	3	0	0	0	0	0	0	0	0
1245	52	0	47	0	4	0	1	0	0	0	0	0	0
1300	65	1	63	0	1	0	0	0	0	0	0	0	0
1315	63	0	59	1	2	0	1	0	0	0	0	0	0
1330	62	0	59	0	3	0	0	0	0	0	0	0	0
1345	49	1	42	1	5	0	0	0	0	0	0	0	0
1400	58	2	53	0	1	1	1	0	0	0	0	0	0
1415	42	1	38	0	3	0	0	0	0	0	0	0	0
1430	48	0	47	0	1	0	0	0	0	0	0	0	0
1445	56	2	50	1	2	0	0	0	1	0	0	0	0
1500	47	0	42	0	4	1	0	0	0	0	0	0	0
1515	61	1	56	0	3	0	0	1	0	0	0	0	0
1530	45	2	40	0	3	0	0	0	0	0	0	0	0
1545	51	2	44	0	5	0	0	0	0	0	0	0	0
1600	52	0	50	0	2	0	0	0	0	0	0	0	0
1615	57	0	54	0	2	1	0	0	0	0	0	0	0
1630	47	0	47	0	0	0	0	0	0	0	0	0	0
1645	47	1	38	1	7	0	0	0	0	0	0	0	0
1700	36	0	35	0	1	0	0	0	0	0	0	0	0
1715	41	0	36	1	4	0	0	0	0	0	0	0	0
1730	34	0	33	0	1	0	0	0	0	0	0	0	0
1745	32	1	25	0	6	0	0	0	0	0	0	0	0
1800	24	0	24	0	0	0	0	0	0	0	0	0	0
1815	24	1	18	1	4	0	0	0	0	0	0	0	0
1830	23	0	23	0	0	0	0	0	0	0	0	0	0
1845	29	0	28	0	1	0	0	0	0	0	0	0	0
1900	20	0	19	0	1	0	0	0	0	0	0	0	0
1915	17	0	17	0	0	0	0	0	0	0	0	0	0
1930	16	0	15	0	1	0	0	0	0	0	0	0	0
1945	20	0	19	0	1	0	0	0	0	0	0	0	0
2000	17	0	16	0	1	0	0	0	0	0	0	0	0
2015	12	0	11	0	1	0	0	0	0	0	0	0	0
2030	11	2	8	0	1	0	0	0	0	0	0	0	0
2045	8	0	8	0	0	0	0	0	0	0	0	0	0
2100	13	0	13	0	0	0	0	0	0	0	0	0	0
2115	7	0	7	0	0	0	0	0	0	0	0	0	0
2130	7	0	7	0	0	0	0	0	0	0	0	0	0
2145	11	0	11	0	0	0	0	0	0	0	0	0	0
2200	5	0	4	0	1	0	0	0	0	0	0	0	0
2215	7	0	6	0	1	0	0	0	0	0	0	0	0
2230	4	0	4	0	0	0	0	0	0	0	0	0	0
2245	2	0	1	0	1	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0
2315	8	0	7	0	1	0	0	0	0	0	0	0	0
2330	2	0	1	0	1	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1919	63	1705	13	123	3	7	1	4	0	0	0	0
06-22	2109	66	1885	13	130	3	7	1	4	0	0	0	0
06-00	2138	66	1909	13	135	3	7	1	4	0	0	0	0
00-00	2172	67	1940	13	136	3	7	1	4	0	1	0	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction West

Virtual Day (6)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	4	0	4	0	0	0	0	0	0	0	0	0	0
0100	3	1	2	0	0	0	0	0	0	0	0	0	0
0200	3	1	3	0	0	0	0	0	0	0	0	0	0
0300	4	0	4	0	1	0	0	0	0	0	0	0	0
0400	4	0	4	0	0	0	0	0	0	0	0	0	0
0500	16	0	13	0	2	0	0	0	0	0	0	0	0
0600	66	1	58	0	6	0	0	0	0	0	0	0	0
0700	248	3	216	1	24	1	1	0	1	0	1	0	0
0800	205	2	173	1	25	3	1	0	1	0	0	0	0
0900	182	5	148	1	25	2	1	1	1	0	0	0	0
1000	211	7	175	2	24	1	2	0	1	0	0	0	0
1100	228	6	197	2	19	2	1	0	1	0	0	0	0
1200	235	4	205	2	21	1	2	1	0	0	0	0	0
1300	238	3	211	1	20	1	1	0	0	1	1	0	0
1400	238	5	210	2	19	1	1	0	1	0	1	0	0
1500	270	4	243	1	19	1	1	0	0	1	1	0	0
1600	296	4	265	1	22	1	1	0	0	0	0	0	0
1700	255	2	230	1	20	1	0	0	1	0	0	0	0
1800	162	2	146	1	11	0	1	0	0	0	0	0	0
1900	113	1	105	0	6	0	0	0	0	0	0	0	0
2000	60	0	56	0	4	0	0	0	0	0	0	0	0
2100	40	1	37	0	2	0	0	0	0	0	0	0	0
2200	30	0	26	0	4	0	0	0	0	0	0	0	0
2300	11	0	10	0	1	0	0	0	0	0	0	0	0
07-19	2769	46	2420	15	246	15	11	2	5	4	3	0	0
06-22	3047	50	2675	16	264	16	12	2	6	4	4	0	0
06-00	3088	50	2711	16	268	16	12	2	6	4	4	0	0
00-00	3122	51	2741	16	272	16	12	2	6	4	4	0	0

Virtual Week (1)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	3313	58	2862	21	306	21	8	2	11	13	10	1	0
Wed	3214	34	2809	13	324	14	12	1	5	1	1	0	0
Thu	3411	41	2978	15	327	21	6	2	7	6	8	0	0
Fri	3668	57	3211	13	332	23	19	4	4	3	2	0	0
Sat	2955	49	2643	19	207	11	17	2	3	3	0	1	0
Sun	2172	67	1940	13	136	3	7	1	4	0	1	0	0
5 Day Ave.	3402	48	2965	16	322	20	11	2	7	6	5	0	0
7 Day Ave.	3122	51	2741	16	272	16	12	2	6	4	4	0	0
--	18733	306	16443	94	1632	93	69	12	34	26	22	2	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction West

Tuesday, 9 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	1	0	1	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	5	0	2	0	3	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	2	0	2	0	0	0	0	0	0	0	0	0	0
0200	1	1	0	0	0	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0	0	0
0430	1	0	1	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0
0515	3	0	3	0	0	0	0	0	0	0	0	0	0
0530	6	0	5	0	1	0	0	0	0	0	0	0	0
0545	9	0	7	0	2	0	0	0	0	0	0	0	0
0600	8	0	7	0	1	0	0	0	0	0	0	0	0
0615	23	0	21	0	2	0	0	0	0	0	0	0	0
0630	23	0	21	0	2	0	0	0	0	0	0	0	0
0645	45	0	37	1	7	0	0	0	0	0	0	0	0
0700	50	0	47	2	1	0	0	0	0	0	0	0	0
0715	72	2	62	2	5	0	0	1	0	0	0	0	0
0730	96	1	83	1	8	2	1	0	0	0	0	0	0
0745	110	0	97	0	10	1	0	0	1	0	1	0	0
0800	72	0	62	0	8	1	0	0	0	1	0	0	0
0815	80	0	64	0	13	2	1	0	0	0	0	0	0
0830	78	0	68	0	10	0	0	0	0	0	0	0	0
0845	73	0	66	0	5	1	0	0	0	0	1	0	0
0900	74	0	61	1	7	3	0	0	0	2	0	0	0
0915	63	1	53	0	9	0	0	0	0	0	0	0	0
0930	50	2	42	0	4	1	1	0	0	0	0	0	0
0945	39	2	30	1	6	0	0	0	0	0	0	0	0
1000	55	1	42	0	11	1	0	0	0	0	0	0	0
1015	43	2	34	1	5	0	1	0	0	0	0	0	0
1030	51	2	44	0	4	1	0	0	0	0	0	0	0
1045	61	1	50	0	10	0	0	0	0	0	0	0	0
1100	51	1	46	1	2	1	0	0	0	0	0	0	0
1115	52	0	45	1	5	0	1	0	0	0	0	0	0
1130	40	1	33	0	6	0	0	0	0	0	0	0	0
1145	73	1	64	1	5	0	1	0	1	0	0	0	0
1200	68	2	54	0	8	1	3	0	0	0	0	0	0
1215	57	2	47	0	7	1	0	0	0	0	0	0	0
1230	55	2	48	0	3	1	0	0	1	0	0	0	0
1245	55	1	47	0	7	0	0	0	0	0	0	0	0
1300	62	3	50	0	8	0	1	0	0	0	0	0	0
1315	66	2	58	0	3	2	1	0	0	0	0	0	0
1330	67	2	52	0	11	1	1	0	0	0	0	0	0
1345	46	1	37	0	7	0	1	0	0	0	0	0	0
1400	54	1	48	0	4	1	0	0	0	0	0	0	0
1415	50	0	38	0	11	0	1	0	0	0	0	0	0
1430	64	0	55	0	9	0	0	0	0	0	0	0	0
1445	85	1	75	0	7	1	1	0	0	0	0	0	0
1500	71	2	62	1	6	0	0	0	0	0	0	0	0
1515	80	2	69	0	7	0	2	0	0	0	0	0	0
1530	79	0	70	1	8	0	0	0	0	0	0	0	0
1545	69	0	61	1	6	0	1	0	0	0	0	0	0
1600	85	0	76	0	6	1	2	0	0	0	0	0	0
1615	77	2	70	0	5	0	0	0	0	0	0	0	0
1630	83	1	76	0	5	0	0	0	1	0	0	0	0
1645	95	1	80	1	13	0	0	0	0	0	0	0	0
1700	91	0	83	0	6	1	1	0	0	0	0	0	0
1715	86	1	79	1	5	0	0	0	0	0	0	0	0
1730	70	1	61	0	6	0	2	0	0	0	0	0	0
1745	63	1	58	0	3	0	0	1	0	0	0	0	0
1800	69	0	59	0	10	0	0	0	0	0	0	0	0
1815	50	2	42	1	4	0	1	0	0	0	0	0	0
1830	55	1	50	1	3	0	0	0	0	0	0	0	0
1845	40	0	38	0	1	0	0	0	0	1	0	0	0
1900	38	0	35	0	2	1	0	0	0	0	0	0	0
1915	31	0	27	0	3	0	1	0	0	0	0	0	0
1930	23	1	21	1	0	0	0	0	0	0	0	0	0
1945	24	0	20	0	4	0	0	0	0	0	0	0	0
2000	20	0	17	1	2	0	0	0	0	0	0	0	0
2015	19	1	17	0	1	0	0	0	0	0	0	0	0
2030	14	0	13	0	1	0	0	0	0	0	0	0	0
2045	18	0	17	0	1	0	0	0	0	0	0	0	0
2100	7	0	6	0	1	0	0	0	0	0	0	0	0
2115	5	0	5	0	0	0	0	0	0	0	0	0	0
2130	10	0	9	0	1	0	0	0	0	0	0	0	0
2145	12	0	12	0	0	0	0	0	0	0	0	0	0
2200	11	0	8	0	3	0	0	0	0	0	0	0	0
2215	13	1	11	0	1	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	0	0
2245	5	0	5	0	0	0	0	0	0	0	0	0	0
2300	4	0	3	0	1	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	0	0
2330	2	0	2	0	0	0	0	0	0	0	0	0	0
2345	2	0	2	0	0	0	0	0	0	0	0	0	0
07-19	3175	48	2736	18	313	24	24	1	5	4	2	0	0
06-22	3495	50	3021	21	341	25	25	1	5	4	2	0	0
06-00	3534	51	3054	21	346	25	25	1	5	4	2	0	0
00-00	3574	52	3087	21	352	25	25	1	5	4	2	0	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction West

Wednesday, 10 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	2	0	2	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0	0	0
0045	3	0	1	0	2	0	0	0	0	0	0	0	0
0100	2	0	1	0	1	0	0	0	0	0	0	0	0
0115	2	0	2	0	0	0	0	0	0	0	0	0	0
0130	1	1	0	0	0	0	0	0	0	0	0	0	0
0145	1	0	0	0	1	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	0	0	1	0	0	0	0	0	0	0	0
0330	3	0	2	0	1	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	3	0	2	0	1	0	0	0	0	0	0	0	0
0430	1	0	1	0	0	0	0	0	0	0	0	0	0
0445	3	0	3	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	6	0	4	1	1	0	0	0	0	0	0	0	0
0545	11	0	9	0	2	0	0	0	0	0	0	0	0
0600	11	0	6	0	4	0	0	0	1	0	0	0	0
0615	18	1	14	0	3	0	0	0	0	0	0	0	0
0630	28	0	26	0	2	0	0	0	0	0	0	0	0
0645	40	0	32	0	5	1	2	0	0	0	0	0	0
0700	52	0	43	1	7	0	1	0	0	0	0	0	0
0715	82	0	74	0	6	0	1	0	0	0	1	0	0
0730	87	0	78	0	6	1	0	0	1	1	0	0	0
0745	103	0	85	1	12	3	0	0	1	1	0	0	0
0800	85	0	75	0	9	0	0	0	0	1	0	0	0
0815	88	1	77	0	8	0	1	0	0	0	1	0	0
0830	71	0	62	0	8	0	0	0	1	0	0	0	0
0845	63	0	53	0	8	1	0	0	0	0	1	0	0
0900	57	1	49	0	6	1	0	0	0	0	0	0	0
0915	39	0	28	0	9	0	2	0	0	0	0	0	0
0930	51	0	43	0	7	1	0	0	0	0	0	0	0
0945	45	0	37	0	7	0	0	0	1	0	0	0	0
1000	29	0	22	1	6	0	0	0	0	0	0	0	0
1015	58	0	46	0	10	0	1	0	0	1	0	0	0
1030	46	0	41	0	2	0	2	0	0	0	1	0	0
1045	51	0	41	0	9	0	1	0	0	0	0	0	0
1100	56	0	50	0	6	0	0	0	0	0	0	0	0
1115	44	0	34	1	7	1	0	0	0	1	0	0	0
1130	49	0	41	0	7	0	0	1	0	0	0	0	0
1145	55	0	48	0	7	0	0	0	0	0	0	0	0
1200	48	0	40	0	5	1	0	0	1	0	1	0	0
1215	66	1	57	0	5	0	1	1	0	1	0	0	0
1230	49	0	45	1	3	0	0	0	0	0	0	0	0
1245	70	0	62	0	7	0	0	0	0	1	0	0	0
1300	56	0	49	0	6	0	1	0	0	0	0	0	0
1315	58	0	48	0	6	0	2	0	0	1	1	0	0
1330	54	0	46	0	7	1	0	0	0	0	0	0	0
1345	45	0	40	0	5	0	0	0	0	0	0	0	0
1400	67	0	59	0	7	0	0	0	1	0	0	0	0
1415	65	0	58	0	5	0	0	0	1	1	0	0	0
1430	49	0	44	0	4	1	0	0	0	0	0	0	0
1445	86	1	77	0	6	1	0	0	0	0	1	0	0
1500	86	0	76	0	8	0	1	0	1	0	0	0	0
1515	98	1	88	0	8	0	0	0	1	0	0	0	0
1530	78	0	73	0	5	0	0	0	0	0	0	0	0
1545	66	0	52	1	12	1	0	0	0	0	0	0	0
1600	62	1	53	0	6	1	0	0	0	1	0	0	0
1615	76	0	67	1	7	0	0	0	1	0	0	0	0
1630	91	1	83	0	5	1	0	0	0	0	1	0	0
1645	80	1	71	0	8	0	0	0	0	0	0	0	0
1700	71	0	66	0	5	0	0	0	0	0	0	0	0
1715	88	0	78	0	9	0	0	0	1	0	0	0	0
1730	66	0	62	0	3	0	1	0	0	0	0	0	0
1745	79	2	70	0	7	0	0	0	0	0	0	0	0
1800	67	0	66	0	0	0	0	0	0	1	0	0	0
1815	53	1	48	1	3	0	0	0	0	0	0	0	0
1830	33	0	29	1	3	0	0	0	0	0	0	0	0
1845	34	0	31	0	3	0	0	0	0	0	0	0	0
1900	37	0	36	0	1	0	0	0	0	0	0	0	0
1915	32	0	30	0	2	0	0	0	0	0	0	0	0
1930	24	1	22	0	1	0	0	0	0	0	0	0	0
1945	30	0	28	0	2	0	0	0	0	0	0	0	0
2000	13	0	10	0	3	0	0	0	0	0	0	0	0
2015	16	0	16	0	0	0	0	0	0	0	0	0	0
2030	9	1	8	0	0	0	0	0	0	0	0	0	0
2045	14	0	12	0	2	0	0	0	0	0	0	0	0
2100	11	0	11	0	0	0	0	0	0	0	0	0	0
2115	10	0	10	0	0	0	0	0	0	0	0	0	0
2130	10	0	10	0	0	0	0	0	0	0	0	0	0
2145	9	0	9	0	0	0	0	0	0	0	0	0	0
2200	14	0	13	0	1	0	0	0	0	0	0	0	0
2215	8	0	7	0	1	0	0	0	0	0	0	0	0
2230	5	0	5	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	2	0	1	0	1	0	0	0	0	0	0	0	0
2345	2	0	2	0	0	0	0	0	0	0	0	0	0
07-19	3052	11	2665	9	305	15	15	2	11	11	8	0	0
06-22	3364	14	2945	9	330	16	17	2	12	11	8	0	0
06-00	3398	14	2976	9	333	16	17	2	12	11	8	0	0
00-00	3441	15	3007	10	343	16	17	2	12	11	8	0	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction West

Thursday, 11 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	2	0	2	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	4	0	0	0	4	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0
0115	2	0	2	0	0	0	0	0	0	0	0	0	0
0130	2	1	1	0	0	0	0	0	0	0	0	0	0
0145	2	0	2	0	0	0	0	0	0	0	0	0	0
0200	2	1	1	0	0	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	2	0	2	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	1	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	2	0	1	0	1	0	0	0	0	0	0	0	0
0345	3	0	2	0	1	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0
0415	2	0	1	0	0	0	0	0	1	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	3	0	2	0	1	0	0	0	0	0	0	0	0
0500	4	0	3	0	1	0	0	0	0	0	0	0	0
0515	4	0	3	0	0	0	0	0	1	0	0	0	0
0530	9	0	8	0	1	0	0	0	0	0	0	0	0
0545	6	0	4	0	2	0	0	0	0	0	0	0	0
0600	8	0	7	0	1	0	0	0	0	0	0	0	0
0615	16	1	11	0	4	0	0	0	0	0	0	0	0
0630	23	0	20	0	3	0	0	0	0	0	0	0	0
0645	48	0	45	0	3	0	0	0	0	0	0	0	0
0700	54	0	44	2	7	0	1	0	0	0	0	0	0
0715	82	1	76	1	4	0	0	0	0	0	0	0	0
0730	104	0	95	0	7	1	0	0	0	1	0	0	0
0745	96	1	81	0	12	0	0	0	1	1	0	0	0
0800	88	2	80	0	4	1	0	1	0	0	0	0	0
0815	68	0	58	0	8	1	0	0	1	0	0	0	0
0830	58	0	51	0	5	0	1	0	0	1	0	0	0
0845	73	0	63	0	8	0	1	0	0	1	0	0	0
0900	67	0	59	0	6	0	2	0	0	0	0	0	0
0915	53	1	43	1	7	0	1	0	0	0	0	0	0
0930	50	0	41	0	8	1	0	0	0	0	0	0	0
0945	47	0	40	0	5	1	0	0	0	0	1	0	0
1000	59	1	49	0	9	0	0	0	0	0	0	0	0
1015	51	0	45	1	5	0	0	0	0	0	0	0	0
1030	52	0	44	0	5	2	0	0	0	0	1	0	0
1045	50	0	46	0	4	0	0	0	0	0	0	0	0
1100	70	0	57	1	11	0	0	0	1	0	0	0	0
1115	51	0	44	1	5	1	0	0	0	0	0	0	0
1130	46	0	44	0	2	0	0	0	0	0	0	0	0
1145	69	1	63	0	4	0	0	0	0	0	1	0	0
1200	66	0	59	0	4	0	2	0	0	0	1	0	0
1215	69	0	66	0	3	0	0	0	0	0	0	0	0
1230	49	0	45	0	3	0	0	0	0	1	0	0	0
1245	58	0	52	0	5	0	0	0	0	0	1	0	0
1300	56	1	51	0	4	0	0	0	0	0	0	0	0
1315	52	0	44	0	4	0	3	0	0	1	0	0	0
1330	63	0	56	1	6	0	0	0	0	0	0	0	0
1345	75	1	65	0	6	1	1	0	0	1	0	0	0
1400	61	0	56	0	5	0	0	0	0	0	0	0	0
1415	74	1	59	0	10	1	0	0	1	1	1	0	0
1430	80	1	72	1	4	0	1	0	1	0	0	0	0
1445	78	0	71	0	6	0	1	0	0	0	0	0	0
1500	64	1	60	0	3	0	0	0	0	0	0	0	0
1515	87	0	80	0	6	0	1	0	0	0	0	0	0
1530	68	0	56	1	9	1	0	0	1	0	0	0	0
1545	85	0	71	0	13	0	1	0	0	0	0	0	0
1600	69	1	58	0	9	1	0	0	0	0	0	0	0
1615	77	1	70	0	6	0	0	0	0	0	0	0	0
1630	83	0	75	1	6	0	0	0	1	0	0	0	0
1645	66	0	62	0	4	0	0	0	0	0	0	0	0
1700	84	0	77	1	5	0	0	1	0	0	0	0	0
1715	81	0	75	1	5	0	0	0	0	0	0	0	0
1730	91	0	85	0	6	0	0	0	0	0	0	0	0
1745	71	0	65	0	6	0	0	0	0	0	0	0	0
1800	49	0	46	0	2	0	1	0	0	0	0	0	0
1815	40	1	35	0	4	0	0	0	0	0	0	0	0
1830	38	0	31	0	7	0	0	0	0	0	0	0	0
1845	45	2	41	0	2	0	0	0	0	0	0	0	0
1900	33	0	30	0	2	0	0	0	0	0	1	0	0
1915	35	0	32	0	3	0	0	0	0	0	0	0	0
1930	29	0	28	0	1	0	0	0	0	0	0	0	0
1945	18	0	16	1	1	0	0	0	0	0	0	0	0
2000	20	0	19	0	1	0	0	0	0	0	0	0	0
2015	32	0	32	0	0	0	0	0	0	0	0	0	0
2030	12	0	12	0	0	0	0	0	0	0	0	0	0
2045	12	0	11	0	1	0	0	0	0	0	0	0	0
2100	9	0	9	0	0	0	0	0	0	0	0	0	0
2115	11	2	6	0	3	0	0	0	0	0	0	0	0
2130	16	0	15	0	1	0	0	0	0	0	0	0	0
2145	18	0	17	0	1	0	0	0	0	0	0	0	0
2200	11	0	11	0	0	0	0	0	0	0	0	0	0
2215	7	0	5	0	2	0	0	0	0	0	0	0	0
2230	4	0	4	0	0	0	0	0	0	0	0	0	0
2245	3	0	2	0	1	0	0	0	0	0	0	0	0
2300	2	0	1	0	1	0	0	0	0	0	0	0	0
2315	4	0	4	0	0	0	0	0	0	0	0	0	0
2330	2	0	2	0	0	0	0	0	0	0	0	0	0
2345	3	0	3	0	0	0	0	0	0	0	0	0	0
07-19	3167	17	2806	13	279	12	17	2	7	8	6	0	0
06-22	3507	20	3116	14	304	12	17	2	7	8	7	0	0
06-00	3543	20	3148	14	308	12	17	2	7	8	7	0	0
00-00	3599	22	3188	14	319	12	17	2	7	11	7	0	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction West

Friday, 12 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	2	0	2	0	0	0	0	0	0	0	0	0	0
0015	4	0	3	0	0	0	0	0	0	1	0	0	0
0030	2	0	2	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0	0	0
0130	3	0	2	0	1	0	0	0	0	0	0	0	0
0145	2	1	0	0	1	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	0	0	0	0	0	0	0	1	0	0	0
0345	3	0	2	0	1	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0
0515	4	0	4	0	0	0	0	0	0	0	0	0	0
0530	7	0	5	0	2	0	0	0	0	0	0	0	0
0545	7	0	5	0	2	0	0	0	0	0	0	0	0
0600	9	0	8	0	1	0	0	0	0	0	0	0	0
0615	22	0	21	0	1	0	0	0	0	0	0	0	0
0630	23	0	20	1	2	0	0	0	0	0	0	0	0
0645	38	0	31	0	6	0	1	0	0	0	0	0	0
0700	68	0	62	2	4	0	0	0	0	0	0	0	0
0715	70	0	62	1	6	1	0	0	0	0	0	0	0
0730	90	0	80	0	10	0	0	0	0	0	0	0	0
0745	91	0	75	0	15	0	1	0	0	0	0	0	0
0800	78	0	66	0	10	0	1	0	0	1	0	0	0
0815	70	2	55	0	12	0	1	0	0	0	0	0	0
0830	77	0	70	0	7	0	0	0	0	0	0	0	0
0845	84	0	75	0	6	1	1	0	0	1	0	0	0
0900	57	0	50	0	7	0	0	0	0	0	0	0	0
0915	54	1	47	0	6	0	0	0	0	0	0	0	0
0930	65	1	56	0	8	0	0	0	0	0	0	0	0
0945	55	0	47	0	8	0	0	0	0	0	0	0	0
1000	56	2	46	0	8	0	0	0	0	0	0	0	0
1015	60	0	49	1	8	0	1	1	0	0	0	0	0
1030	62	0	55	0	7	0	0	0	0	0	0	0	0
1045	70	0	65	0	5	0	0	0	0	0	0	0	0
1100	50	0	37	1	12	0	0	0	0	0	0	0	0
1115	58	0	51	1	5	0	0	0	0	1	0	0	0
1130	72	0	62	0	9	1	0	0	0	0	0	0	0
1145	70	2	57	1	9	0	0	0	1	0	0	0	0
1200	73	0	67	0	5	0	0	0	0	0	1	0	0
1215	74	0	67	0	7	0	0	0	0	0	0	0	0
1230	70	0	60	1	7	0	0	0	1	0	1	0	0
1245	65	0	58	0	6	1	0	0	0	0	0	0	0
1300	73	0	59	0	13	0	0	0	0	1	0	0	0
1315	72	0	62	0	9	1	0	0	0	0	0	0	0
1330	62	0	54	0	8	0	0	0	0	0	0	0	0
1345	62	0	52	0	10	0	0	0	0	0	0	0	0
1400	41	0	35	1	4	0	0	0	0	1	0	0	0
1415	71	0	67	0	4	0	0	0	0	0	0	0	0
1430	78	1	70	0	6	0	0	0	1	0	0	0	0
1445	92	0	83	0	7	1	0	0	1	0	0	0	0
1500	81	2	71	0	6	0	1	0	0	1	0	0	0
1515	101	3	94	0	4	0	0	0	0	0	0	0	0
1530	87	1	78	1	7	0	0	0	0	0	0	0	0
1545	73	0	69	0	4	0	0	0	0	0	0	0	0
1600	94	1	88	0	5	0	0	0	0	0	0	0	0
1615	110	0	98	1	10	0	1	0	0	0	0	0	0
1630	81	1	71	0	9	0	0	0	0	0	0	0	0
1645	84	2	73	0	8	0	0	0	0	1	0	0	0
1700	78	0	76	1	0	0	0	0	1	0	0	0	0
1715	93	0	81	1	10	0	0	0	0	0	1	0	0
1730	67	1	59	2	4	0	1	0	0	0	0	0	0
1745	106	0	96	0	9	0	1	0	0	0	0	0	0
1800	70	2	63	0	5	0	0	0	0	0	0	0	0
1815	47	0	45	0	1	0	0	0	0	0	1	0	0
1830	50	0	48	0	2	0	0	0	0	0	0	0	0
1845	58	0	51	0	6	0	0	1	0	0	0	0	0
1900	39	0	37	0	2	0	0	0	0	0	0	0	0
1915	39	0	36	0	3	0	0	0	0	0	0	0	0
1930	39	0	39	0	0	0	0	0	0	0	0	0	0
1945	42	1	39	0	2	0	0	0	0	0	0	0	0
2000	29	0	26	1	1	1	0	0	0	0	0	0	0
2015	19	0	18	0	1	0	0	0	0	0	0	0	0
2030	27	1	26	0	0	0	0	0	0	0	0	0	0
2045	15	0	14	0	1	0	0	0	0	0	0	0	0
2100	17	0	17	0	0	0	0	0	0	0	0	0	0
2115	15	1	14	0	0	0	0	0	0	0	0	0	0
2130	13	0	12	0	1	0	0	0	0	0	0	0	0
2145	16	0	16	0	0	0	0	0	0	0	0	0	0
2200	15	0	13	0	2	0	0	0	0	0	0	0	0
2215	7	0	6	0	1	0	0	0	0	0	0	0	0
2230	6	0	6	0	0	0	0	0	0	0	0	0	0
2245	8	0	7	0	0	0	0	0	0	1	0	0	0
2300	10	0	8	0	2	0	0	0	0	0	0	0	0
2315	4	0	4	0	0	0	0	0	0	0	0	0	0
2330	3	0	3	0	0	0	0	0	0	0	0	0	0
2345	5	0	5	0	0	0	0	0	0	0	0	0	0
07-19	3470	22	3062	15	338	6	9	2	5	7	4	0	0
06-22	3872	25	3436	17	359	7	10	2	5	7	4	0	0
06-00	3930	25	3488	17	364	7	10	2	5	7	5	0	0
00-00	3973	26	3521	17	371	7	10	2	5	9	5	0	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction West

Saturday, 13 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	1	0	1	0	0	0	0	0	0	0	0	0	0
0015	7	0	6	0	1	0	0	0	0	0	0	0	0
0030	3	0	3	0	0	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0
0115	4	0	4	0	0	0	0	0	0	0	0	0	0
0130	1	1	0	0	0	0	0	0	0	0	0	0	0
0145	2	0	2	0	0	0	0	0	0	0	0	0	0
0200	2	1	1	0	0	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0	0	0
0230	1	0	0	0	1	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	0	0	1	0	0
0315	1	0	1	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	4	1	2	0	1	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0	0	0
0430	2	0	1	0	1	0	0	0	0	0	0	0	0
0445	2	0	2	0	0	0	0	0	0	0	0	0	0
0500	5	0	4	0	1	0	0	0	0	0	0	0	0
0515	2	0	2	0	0	0	0	0	0	0	0	0	0
0530	1	0	1	0	0	0	0	0	0	0	0	0	0
0545	4	0	3	0	1	0	0	0	0	0	0	0	0
0600	10	0	8	0	2	0	0	0	0	0	0	0	0
0615	12	1	10	0	1	0	0	0	0	0	0	0	0
0630	9	0	6	0	2	0	0	0	1	0	0	0	0
0645	13	0	11	0	1	0	0	0	1	0	0	0	0
0700	11	0	11	0	0	0	0	0	0	0	0	0	0
0715	27	0	24	0	2	0	1	0	0	0	0	0	0
0730	28	0	24	0	4	0	0	0	0	0	0	0	0
0745	24	0	19	0	4	0	0	1	0	0	0	0	0
0800	33	0	29	0	4	0	0	0	0	0	0	0	0
0815	24	0	19	0	5	0	0	0	0	0	0	0	0
0830	54	0	49	0	5	0	0	0	0	0	0	0	0
0845	38	0	36	0	1	0	0	1	0	0	0	0	0
0900	39	1	33	2	3	0	0	0	0	0	0	0	0
0915	39	1	33	0	4	0	0	1	0	0	0	0	0
0930	43	1	40	0	2	0	0	0	0	0	0	0	0
0945	49	0	44	0	5	0	0	0	0	0	0	0	0
1000	57	0	50	1	5	0	0	1	0	0	0	0	0
1015	65	0	54	1	9	0	0	0	1	0	0	0	0
1030	68	0	62	0	5	0	0	1	0	0	0	0	0
1045	76	0	70	1	4	0	0	1	0	0	0	0	0
1100	50	0	45	0	5	0	0	0	0	0	0	0	0
1115	73	0	68	0	5	0	0	0	0	0	0	0	0
1130	69	0	61	1	6	1	0	0	0	0	0	0	0
1145	80	0	77	0	2	0	0	1	0	0	0	0	0
1200	85	2	77	1	5	0	0	0	0	0	0	0	0
1215	86	0	76	1	9	0	0	0	0	0	0	0	0
1230	74	1	67	1	5	0	0	0	0	0	0	0	0
1245	78	0	72	0	6	0	0	0	0	0	0	0	0
1300	83	0	77	1	4	0	0	0	0	1	0	0	0
1315	71	1	66	0	4	0	0	0	0	0	0	0	0
1330	83	0	78	0	5	0	0	0	0	0	0	0	0
1345	79	0	70	1	7	0	0	1	0	0	0	0	0
1400	79	0	77	0	2	0	0	0	0	0	0	0	0
1415	64	0	60	1	3	0	0	0	0	0	0	0	0
1430	73	0	67	0	6	0	0	0	0	0	0	0	0
1445	74	1	70	0	3	0	0	0	0	0	0	0	0
1500	52	0	47	0	5	0	0	0	0	0	0	0	0
1515	73	0	69	0	4	0	0	0	0	0	0	0	0
1530	77	0	70	1	6	0	0	0	0	0	0	0	0
1545	57	1	53	0	3	0	0	0	0	0	0	0	0
1600	56	0	53	0	3	0	0	0	0	0	0	0	0
1615	70	0	69	0	1	0	0	0	0	0	0	0	0
1630	65	0	60	1	4	0	0	0	0	0	0	0	0
1645	55	1	50	0	4	0	0	0	0	0	0	0	0
1700	57	1	50	0	6	0	0	0	0	0	0	0	0
1715	52	0	49	0	2	0	0	1	0	0	0	0	0
1730	43	0	41	0	2	0	0	0	0	0	0	0	0
1745	52	0	49	0	3	0	0	0	0	0	0	0	0
1800	48	1	45	0	2	0	0	0	0	0	0	0	0
1815	34	1	32	0	1	0	0	0	0	0	0	0	0
1830	39	0	38	0	1	0	0	0	0	0	0	0	0
1845	40	0	38	0	2	0	0	0	0	0	0	0	0
1900	35	0	35	0	0	0	0	0	0	0	0	0	0
1915	30	0	27	0	3	0	0	0	0	0	0	0	0
1930	19	0	19	0	0	0	0	0	0	0	0	0	0
1945	34	0	33	0	1	0	0	0	0	0	0	0	0
2000	27	0	24	0	3	0	0	0	0	0	0	0	0
2015	18	0	18	0	0	0	0	0	0	0	0	0	0
2030	25	0	23	1	1	0	0	0	0	0	0	0	0
2045	11	0	10	0	1	0	0	0	0	0	0	0	0
2100	15	0	14	0	1	0	0	0	0	0	0	0	0
2115	13	1	11	0	1	0	0	0	0	0	0	0	0
2130	11	0	10	0	1	0	0	0	0	0	0	0	0
2145	14	1	12	0	1	0	0	0	0	0	0	0	0
2200	13	0	12	0	1	0	0	0	0	0	0	0	0
2215	9	0	9	0	0	0	0	0	0	0	0	0	0
2230	5	0	5	0	0	0	0	0	0	0	0	0	0
2245	8	0	7	0	1	0	0	0	0	0	0	0	0
2300	8	1	7	0	0	0	0	0	0	0	0	0	0
2315	3	0	3	0	0	0	0	0	0	0	0	0	0
2330	4	0	4	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2746	13	2518	14	188	1	1	0	9	1	1	0	0
06-22	3042	16	2789	15	207	1	1	0	10	2	1	0	0
06-00	3092	17	2836	15	209	1	1	0	10	2	1	0	0
00-00	3140	20	2874	15	215	1	1	0	10	2	2	0	0



Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction West

Sunday, 14 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	2	0	2	0	0	0	0	0	0	0	0	0	0
0015	4	0	3	0	1	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0
0115	3	1	2	0	0	0	0	0	0	0	0	0	0
0130	2	0	2	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	2	0	2	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	2	0	2	0	0	0	0	0	0	0	0	0	0
0530	1	0	1	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	9	0	9	0	0	0	0	0	0	0	0	0	0
0615	11	0	10	0	1	0	0	0	0	0	0	0	0
0630	6	0	4	0	2	0	0	0	0	0	0	0	0
0645	10	0	9	0	1	0	0	0	0	0	0	0	0
0700	16	1	14	0	1	0	0	0	0	0	0	0	0
0715	19	1	18	0	0	0	0	0	0	0	0	0	0
0730	15	2	12	0	0	1	0	0	0	0	0	0	0
0745	17	0	17	0	0	0	0	0	0	0	0	0	0
0800	24	0	23	0	1	0	0	0	0	0	0	0	0
0815	23	1	20	0	2	0	0	0	0	0	0	0	0
0830	21	0	21	0	0	0	0	0	0	0	0	0	0
0845	21	0	20	0	1	0	0	0	0	0	0	0	0
0900	22	1	18	0	3	0	0	0	0	0	0	0	0
0915	17	1	11	0	3	0	1	0	0	1	0	0	0
0930	19	2	16	0	0	0	0	1	0	0	0	0	0
0945	19	1	14	0	3	0	1	0	0	0	0	0	0
1000	42	1	35	0	6	0	0	0	0	0	0	0	0
1015	43	2	38	0	3	0	0	0	0	0	0	0	0
1030	37	0	32	0	4	0	0	0	0	0	0	0	1
1045	39	3	34	0	2	0	0	0	0	0	0	0	0
1100	50	0	48	0	2	0	0	0	0	0	0	0	0
1115	56	0	49	0	6	0	0	0	0	1	0	0	0
1130	58	2	54	0	2	0	0	0	0	0	0	0	0
1145	50	2	44	1	3	0	0	0	0	0	0	0	0
1200	76	1	70	1	4	0	0	0	0	0	0	0	0
1215	66	0	60	0	6	0	0	0	0	0	0	0	0
1230	67	0	64	0	3	0	0	0	0	0	0	0	0
1245	77	0	73	0	4	0	0	0	0	0	0	0	0
1300	63	0	59	1	3	0	0	0	0	0	0	0	0
1315	57	0	53	0	3	1	0	0	0	0	0	0	0
1330	64	0	61	0	3	0	0	0	0	0	0	0	0
1345	50	0	48	0	2	0	0	0	0	0	0	0	0
1400	68	0	62	2	3	0	0	0	1	0	0	0	0
1415	65	1	60	1	3	0	0	0	0	0	0	0	0
1430	45	0	44	0	1	0	0	0	0	0	0	0	0
1445	55	0	51	0	4	0	0	0	0	0	0	0	0
1500	46	0	45	0	1	0	0	0	0	0	0	0	0
1515	52	0	48	0	4	0	0	0	0	0	0	0	0
1530	53	1	51	0	1	0	0	0	0	0	0	0	0
1545	49	0	45	0	4	0	0	0	0	0	0	0	0
1600	52	0	50	1	1	0	0	0	0	0	0	0	0
1615	46	0	44	0	2	0	0	0	0	0	0	0	0
1630	42	1	41	0	0	0	0	0	0	0	0	0	0
1645	46	0	44	0	2	0	0	0	0	0	0	0	0
1700	47	0	44	0	3	0	0	0	0	0	0	0	0
1715	36	0	33	0	2	0	0	0	1	0	0	0	0
1730	35	0	32	0	2	0	0	0	0	1	0	0	0
1745	30	0	27	0	3	0	0	0	0	0	0	0	0
1800	37	0	36	0	1	0	0	0	0	0	0	0	0
1815	31	1	26	0	3	0	0	0	0	1	0	0	0
1830	25	0	25	0	0	0	0	0	0	0	0	0	0
1845	34	0	31	0	3	0	0	0	0	0	0	0	0
1900	38	0	35	0	3	0	0	0	0	0	0	0	0
1915	28	0	27	0	1	0	0	0	0	0	0	0	0
1930	26	0	24	0	2	0	0	0	0	0	0	0	0
1945	25	0	25	0	0	0	0	0	0	0	0	0	0
2000	13	0	12	0	1	0	0	0	0	0	0	0	0
2015	15	0	15	0	0	0	0	0	0	0	0	0	0
2030	14	0	13	0	1	0	0	0	0	0	0	0	0
2045	15	0	15	0	0	0	0	0	0	0	0	0	0
2100	11	0	10	0	1	0	0	0	0	0	0	0	0
2115	11	0	11	0	0	0	0	0	0	0	0	0	0
2130	11	0	11	0	0	0	0	0	0	0	0	0	0
2145	7	0	7	0	0	0	0	0	0	0	0	0	0
2200	2	0	1	0	1	0	0	0	0	0	0	0	0
2215	6	0	5	0	1	0	0	0	0	0	0	0	0
2230	6	0	6	0	0	0	0	0	0	0	0	0	0
2245	4	0	4	0	0	0	0	0	0	0	0	0	0
2300	5	0	5	0	0	0	0	0	0	0	0	0	0
2315	3	0	3	0	0	0	0	0	0	0	0	0	0
2330	3	0	3	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2022	25	1865	7	113	2	2	0	1	4	2	0	1
06-22	2272	25	2102	7	126	2	2	0	1	4	2	0	1
06-00	2301	25	2129	7	128	2	2	0	1	4	2	0	1
00-00	2322	26	2148	7	129	2	2	0	1	4	2	0	1

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction West

Monday, 15 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	2	0	2	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	2	0	1	0	1	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	1	0	0	0	0	0	0	0	0	1	0	0	0
0300	2	0	1	0	1	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	1	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	1	0	1	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	0	2	0	1	0	0	0	0	0	0	0	0
0515	5	1	4	0	0	0	0	0	0	0	0	0	0
0530	6	0	4	0	1	0	0	0	0	1	0	0	0
0545	5	0	4	0	1	0	0	0	0	0	0	0	0
0600	14	0	13	0	1	0	0	0	0	0	0	0	0
0615	16	2	12	0	1	0	1	0	0	0	0	0	0
0630	28	0	27	0	1	0	0	0	0	0	0	0	0
0645	42	0	35	0	6	0	0	0	0	1	0	0	0
0700	61	0	56	1	3	1	0	0	0	0	0	0	0
0715	82	0	72	0	9	0	1	0	0	0	0	0	0
0730	89	2	76	0	8	1	1	0	0	1	0	0	0
0745	93	0	80	0	10	2	0	0	0	0	1	0	0
0800	97	0	82	0	11	1	1	0	1	0	0	0	1
0815	80	1	73	0	5	0	0	0	0	0	0	0	0
0830	77	0	66	0	8	1	1	0	1	0	0	0	0
0845	74	0	66	0	6	2	0	0	0	0	0	0	0
0900	58	1	49	0	8	0	0	0	0	0	0	0	0
0915	57	0	48	0	6	2	0	0	1	0	0	0	0
0930	53	1	42	0	9	0	0	0	0	1	0	0	0
0945	47	0	37	0	9	1	0	0	0	0	0	0	0
1000	49	4	34	1	10	0	0	0	0	0	0	0	0
1015	52	0	42	0	10	0	0	0	0	0	0	0	0
1030	34	2	24	0	8	0	0	0	0	0	0	0	0
1045	49	0	44	0	3	1	0	0	0	0	1	0	0
1100	30	1	27	0	2	0	0	0	0	0	0	0	0
1115	52	2	42	0	7	1	0	0	0	0	0	0	0
1130	52	0	43	0	8	1	0	0	0	0	0	0	0
1145	41	0	32	3	6	0	0	0	0	0	0	0	0
1200	70	0	58	2	10	0	0	0	0	0	0	0	0
1215	66	1	57	0	7	0	0	0	0	0	1	0	0
1230	50	1	41	0	7	1	0	0	0	0	0	0	0
1245	51	3	44	0	4	0	0	0	0	0	0	0	0
1300	52	1	44	2	5	0	0	0	0	0	0	0	0
1315	52	0	46	0	6	0	0	0	0	0	0	0	0
1330	60	3	51	1	4	1	0	0	0	0	0	0	0
1345	42	0	36	0	6	0	0	0	0	0	0	0	0
1400	49	0	42	0	5	1	0	0	0	1	0	0	0
1415	71	4	57	1	9	0	0	0	0	0	0	0	0
1430	62	0	55	0	6	1	0	0	0	0	0	0	0
1445	79	1	70	1	6	0	0	0	0	1	0	0	0
1500	67	3	57	0	7	0	0	0	0	0	0	0	0
1515	74	1	62	0	10	0	1	0	0	0	0	0	0
1530	83	0	77	1	5	0	0	0	0	0	0	0	0
1545	97	0	87	1	9	0	0	0	0	0	0	0	0
1600	85	0	77	0	7	1	0	0	0	0	0	0	0
1615	71	2	60	0	8	0	0	0	0	0	1	0	0
1630	70	1	61	0	8	0	0	0	0	0	0	0	0
1645	78	2	65	0	11	0	0	0	0	0	0	0	0
1700	79	0	72	1	6	0	0	0	0	0	0	0	0
1715	98	0	88	1	8	0	0	0	0	1	0	0	0
1730	74	1	65	1	6	0	1	0	0	0	0	0	0
1745	70	4	61	0	4	0	0	0	0	0	1	0	0
1800	53	1	45	0	6	0	0	0	0	1	0	0	0
1815	41	1	38	0	1	0	0	0	0	1	0	0	0
1830	41	0	39	0	2	0	0	0	0	0	0	0	0
1845	35	2	29	0	4	0	0	0	0	0	0	0	0
1900	26	0	23	0	3	0	0	0	0	0	0	0	0
1915	33	1	29	0	2	0	0	0	1	0	0	0	0
1930	25	0	24	0	1	0	0	0	0	0	0	0	0
1945	18	0	16	0	2	0	0	0	0	0	0	0	0
2000	29	0	27	0	2	0	0	0	0	0	0	0	0
2015	16	0	14	0	2	0	0	0	0	0	0	0	0
2030	14	0	14	0	0	0	0	0	0	0	0	0	0
2045	14	0	11	0	3	0	0	0	0	0	0	0	0
2100	11	0	11	0	0	0	0	0	0	0	0	0	0
2115	10	0	10	0	0	0	0	0	0	0	0	0	0
2130	6	0	5	0	1	0	0	0	0	0	0	0	0
2145	5	0	5	0	0	0	0	0	0	0	0	0	0
2200	11	0	11	0	0	0	0	0	0	0	0	0	0
2215	12	0	10	0	2	0	0	0	0	0	0	0	0
2230	5	0	4	0	1	0	0	0	0	0	0	0	0
2245	2	0	2	0	0	0	0	0	0	0	0	0	0
2300	2	0	1	0	1	0	0	0	0	0	0	0	0
2315	5	0	3	0	2	0	0	0	0	0	0	0	0
2330	2	0	2	0	0	0	0	0	0	0	0	0	0
2345	2	0	2	0	0	0	0	0	0	0	0	0	0
07-19	3047	46	2619	17	323	19	6	0	3	7	6	0	1
06-22	3354	49	2895	17	348	19	7	0	4	7	7	0	1
06-00	3395	49	2930	17	354	19	7	0	4	7	7	0	1
00-00	3427	50	2953	17	360	19	7	0	4	9	7	0	1

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction West

Virtual Day (7)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	7	0	5	0	2	0	0	0	0	0	0	0	0
0100	6	1	5	0	1	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0
0300	4	0	2	0	1	0	0	0	0	0	0	0	0
0400	4	0	3	0	1	0	0	0	0	0	0	0	0
0500	17	0	14	0	3	0	0	0	0	0	0	0	0
0600	80	1	69	0	9	0	1	0	0	0	0	0	0
0700	256	2	224	0	23	2	1	0	1	1	1	0	0
0800	253	1	221	0	25	2	1	0	1	1	0	0	0
0900	190	3	159	1	24	2	1	0	1	1	0	0	0
1000	209	3	177	1	25	1	1	0	0	0	0	0	0
1100	224	2	195	2	22	1	0	0	1	0	0	0	0
1200	263	2	233	1	22	1	1	0	0	0	1	0	0
1300	246	2	216	1	24	1	2	0	0	1	0	0	0
1400	268	2	240	1	21	1	1	0	1	1	0	0	0
1500	293	3	263	1	24	0	1	0	0	0	0	0	0
1600	293	3	264	1	23	1	0	0	0	0	0	0	0
1700	280	2	255	1	19	0	1	0	0	0	0	0	0
1800	179	2	164	1	12	0	0	0	0	1	0	0	0
1900	121	1	113	0	7	0	0	0	0	0	0	0	0
2000	71	0	66	0	4	0	0	0	0	0	0	0	0
2100	45	1	42	0	2	0	0	0	0	0	0	0	0
2200	29	0	26	0	3	0	0	0	0	0	0	0	0
2300	12	0	11	0	1	0	0	0	0	0	0	0	0
07-19	2954	26	2610	13	266	11	11	1	6	6	4	0	0
06-22	3272	28	2901	14	288	12	11	1	6	6	4	0	0
06-00	3313	29	2937	14	292	12	11	1	6	6	5	0	0
00-00	3354	30	2968	14	298	12	11	1	6	7	5	0	0

Virtual Week (1)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
Mon	3427	50	2953	17	360	19	7	0	4	9	7	0	1
Tue	3574	52	3087	21	352	25	25	1	5	4	2	0	0
Wed	3441	15	3007	10	343	16	17	2	12	11	8	0	0
Thu	3599	22	3188	14	319	12	17	2	7	11	7	0	0
Fri	3973	26	3521	17	371	7	10	2	5	9	5	0	0
Sat	3140	20	2874	15	215	1	1	0	10	2	2	0	0
Sun	2322	26	2148	7	129	2	2	0	1	4	2	0	1
5 Day Ave.	3603	33	3151	16	349	16	15	1	7	9	6	0	0
7 Day Ave.	3354	30	2968	14	298	12	11	1	6	7	5	0	0
--	23476	211	20778	101	2089	82	79	7	44	50	33	0	2

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction West

Tuesday, 16 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	1	1	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	1	0	0	0	1	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	2	0	2	0	0	0	0	0	0	0	0	0	0
0230	2	0	2	0	0	0	0	0	0	0	0	0	0
0245	2	0	1	0	0	0	0	0	0	0	1	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0	0	0
0330	2	0	1	0	0	0	0	0	0	1	0	0	0
0345	2	0	2	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	1	0	0	0	0	0	0	0	0
0415	2	0	2	0	0	0	0	0	0	0	0	0	0
0430	1	0	1	0	0	0	0	0	0	0	0	0	0
0445	2	1	1	0	0	0	0	0	0	0	0	0	0
0500	4	0	3	0	1	0	0	0	0	0	0	0	0
0515	5	0	5	0	0	0	0	0	0	0	0	0	0
0530	5	0	3	0	2	0	0	0	0	0	0	0	0
0545	5	0	3	0	2	0	0	0	0	0	0	0	0
0600	12	0	10	0	1	0	0	0	0	1	0	0	0
0615	18	1	14	1	2	0	0	0	0	0	0	0	0
0630	25	0	22	0	3	0	0	0	0	0	0	0	0
0645	46	0	40	0	5	0	1	0	0	0	0	0	0
0700	64	1	53	1	8	0	1	0	0	0	0	0	0
0715	93	0	87	0	5	0	0	0	1	0	0	0	0
0730	103	0	97	0	6	0	0	0	0	0	0	0	0
0745	81	0	74	0	6	1	0	0	0	0	0	0	0
0800	82	2	67	2	10	1	0	0	0	0	0	0	0
0815	68	0	58	0	10	0	0	0	0	0	0	0	0
0830	81	0	68	0	12	0	1	0	0	0	0	0	0
0845	69	0	60	0	9	0	0	0	0	0	0	0	0
0900	81	1	67	0	11	0	0	0	0	2	0	0	0
0915	57	0	50	0	7	0	0	0	0	0	0	0	0
0930	41	2	31	0	5	1	1	0	1	0	0	0	0
0945	51	0	42	0	9	0	0	0	0	0	0	0	0
1000	46	0	41	0	5	0	0	0	0	0	0	0	0
1015	37	1	31	0	2	2	0	0	0	1	0	0	0
1030	47	0	41	1	3	1	1	0	0	0	0	0	0
1045	61	1	49	0	11	0	0	0	0	0	0	0	0
1100	57	1	48	0	5	1	1	0	0	0	1	0	0
1115	58	0	52	0	6	0	0	0	0	0	0	0	0
1130	55	1	49	0	3	0	0	0	0	1	1	0	0
1145	54	0	42	2	10	0	0	0	0	0	0	0	0
1200	48	1	40	1	5	1	0	0	0	0	0	0	0
1215	58	0	51	0	6	0	0	0	0	0	1	0	0
1230	60	2	52	0	6	0	0	0	0	0	0	0	0
1245	45	0	34	0	11	0	0	0	0	0	0	0	0
1300	69	0	61	1	6	1	0	0	0	0	0	0	0
1315	62	2	57	1	2	0	0	0	0	0	0	0	0
1330	60	0	50	1	8	1	0	0	0	0	0	0	0
1345	49	1	42	0	6	0	0	0	0	0	0	0	0
1400	60	0	47	1	11	0	0	0	0	1	0	0	0
1415	58	0	52	0	6	0	0	0	0	0	0	0	0
1430	60	0	57	0	3	0	0	0	0	0	0	0	0
1445	79	1	70	0	7	1	0	0	0	0	0	0	0
1500	68	0	62	0	5	1	0	0	0	0	0	0	0
1515	72	0	66	0	5	0	1	0	0	0	0	0	0
1530	84	1	73	0	10	0	0	0	0	0	0	0	0
1545	77	2	66	0	9	0	0	0	0	0	0	0	0
1600	79	2	66	0	10	1	0	0	0	0	0	0	0
1615	78	0	69	1	7	0	1	0	0	0	0	0	0
1630	83	4	75	0	4	0	0	0	0	0	0	0	0
1645	92	2	80	0	7	1	0	0	0	0	1	0	0
1700	83	2	73	0	7	0	0	0	1	0	0	0	0
1715	75	0	69	1	5	0	0	0	0	0	0	0	0
1730	67	2	62	0	3	0	0	0	0	0	0	0	0
1745	87	2	75	0	9	0	0	0	0	1	0	0	0
1800	61	0	55	0	6	0	0	0	0	0	0	0	0
1815	53	1	47	0	5	0	0	0	0	0	0	0	0
1830	54	0	51	0	3	0	0	0	0	0	0	0	0
1845	38	0	33	1	4	0	0	0	0	0	0	0	0
1900	40	0	36	0	3	1	0	0	0	0	0	0	0
1915	45	0	43	0	2	0	0	0	0	0	0	0	0
1930	30	2	27	0	1	0	0	0	0	0	0	0	0
1945	29	0	27	0	1	0	1	0	0	0	0	0	0
2000	19	0	16	0	2	0	1	0	0	0	0	0	0
2015	23	0	22	0	1	0	0	0	0	0	0	0	0
2030	22	0	20	0	2	0	0	0	0	0	0	0	0
2045	11	0	9	0	2	0	0	0	0	0	0	0	0
2100	13	0	12	0	0	0	0	0	0	1	0	0	0
2115	11	0	11	0	0	0	0	0	0	0	0	0	0
2130	11	0	9	0	2	0	0	0	0	0	0	0	0
2145	12	0	12	0	0	0	0	0	0	0	0	0	0
2200	11	0	9	0	1	0	1	0	0	0	0	0	0
2215	12	0	11	0	1	0	0	0	0	0	0	0	0
2230	6	0	6	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0	0
2300	5	0	3	0	2	0	0	0	0	0	0	0	0
2315	4	0	3	0	1	0	0	0	0	0	0	0	0
2330	1	0	0	0	1	0	0	0	0	0	0	0	0
2345	2	0	1	0	1	0	0	0	0	0	0	0	0
07-19	3145	35	2742	14	319	14	8	0	3	6	4	0	0
06-22	3512	38	3072	15	346	15	11	0	3	8	4	0	0
06-00	3554	38	3106	15	353	15	12	0	3	8	4	0	0
00-00	3593	40	3134	15	360	15	12	0	3	9	5	0	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction West

Wednesday, 17 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	2	1	1	0	0	0	0	0	0	0	0	0	0
0015	2	0	2	0	0	0	0	0	0	0	0	0	0
0030	1	0	0	0	0	0	1	0	0	0	0	0	0
0045	2	0	0	0	1	0	1	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	2	0	1	0	0	0	1	0	0	0	0	0	0
0145	2	1	1	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	2	0	1	0	0	0	0	0	1	0	0	0	0
0245	2	0	0	0	2	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0	0	0
0430	1	0	0	0	1	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0
0515	1	0	1	0	0	0	0	0	0	0	0	0	0
0530	5	0	4	0	1	0	0	0	0	0	0	0	0
0545	6	0	5	0	1	0	0	0	0	0	0	0	0
0600	14	1	10	0	3	0	0	0	0	0	0	0	0
0615	21	2	17	0	2	0	0	0	0	0	0	0	0
0630	24	0	19	1	4	0	0	0	0	0	0	0	0
0645	46	0	41	0	5	0	0	0	0	0	0	0	0
0700	56	0	52	0	3	0	0	0	0	1	0	0	0
0715	88	0	83	0	4	0	1	0	0	0	0	0	0
0730	114	2	104	1	5	0	0	0	2	0	0	0	0
0745	87	0	79	0	7	0	0	0	1	0	0	0	0
0800	98	2	84	0	11	0	0	0	0	1	0	0	0
0815	72	0	61	0	11	0	0	0	0	0	0	0	0
0830	86	0	74	0	12	0	0	0	0	0	0	0	0
0845	76	0	66	0	9	0	0	1	0	0	0	0	0
0900	67	1	54	0	12	0	0	0	0	0	0	0	0
0915	69	3	57	0	8	0	0	0	0	1	0	0	0
0930	30	0	27	0	1	0	0	1	0	1	0	0	0
0945	48	2	36	1	9	0	0	0	0	0	0	0	0
1000	33	3	24	1	4	0	1	0	0	0	0	0	0
1015	50	1	44	2	3	0	0	0	0	0	0	0	0
1030	46	2	36	0	7	0	1	0	0	0	0	0	0
1045	44	0	37	0	7	0	0	0	0	0	0	0	0
1100	57	3	46	0	6	0	1	0	0	1	0	0	0
1115	54	2	45	0	5	1	0	0	0	1	0	0	0
1130	39	0	32	0	7	0	0	0	0	0	0	0	0
1145	52	1	42	0	9	0	0	0	0	0	0	0	0
1200	63	3	54	1	3	1	0	0	0	1	0	0	0
1215	64	0	57	0	6	0	0	0	0	0	1	0	0
1230	41	1	37	0	3	0	0	0	0	0	0	0	0
1245	61	1	50	1	8	0	0	0	1	0	0	0	0
1300	52	1	42	0	7	0	1	0	1	0	0	0	0
1315	47	0	38	0	9	0	0	0	0	0	0	0	0
1330	54	0	49	0	3	1	0	0	1	0	0	0	0
1345	36	0	30	0	6	0	0	0	0	0	0	0	0
1400	54	0	49	1	3	1	0	0	0	0	0	0	0
1415	61	1	54	0	5	0	0	0	1	0	0	0	0
1430	57	2	49	0	6	0	0	0	0	0	0	0	0
1445	59	0	49	0	8	2	0	0	0	0	0	0	0
1500	78	1	70	0	5	1	1	0	0	0	0	0	0
1515	74	1	57	0	15	1	0	0	0	0	0	0	0
1530	68	1	58	1	8	0	0	0	0	0	0	0	0
1545	90	2	82	0	6	0	0	0	0	0	0	0	0
1600	76	1	66	0	7	1	1	0	0	0	0	0	0
1615	75	0	64	1	8	0	1	1	0	0	0	0	0
1630	70	2	60	3	4	0	1	0	0	0	0	0	0
1645	85	3	73	0	9	0	0	0	0	0	0	0	0
1700	79	1	71	0	6	0	0	0	1	0	0	0	0
1715	100	1	92	1	5	0	0	0	0	0	1	0	0
1730	71	0	59	0	8	0	1	0	2	0	1	0	0
1745	75	2	66	0	7	0	0	0	0	0	0	0	0
1800	75	0	68	0	7	0	0	0	0	0	0	0	0
1815	64	3	57	0	3	0	0	0	1	0	0	0	0
1830	48	2	38	0	8	0	0	0	0	0	0	0	0
1845	44	0	42	0	2	0	0	0	0	0	0	0	0
1900	31	0	30	0	1	0	0	0	0	0	0	0	0
1915	35	0	34	0	1	0	0	0	0	0	0	0	0
1930	17	1	15	0	0	0	1	0	0	0	0	0	0
1945	23	0	20	0	3	0	0	0	0	0	0	0	0
2000	22	0	16	0	5	0	1	0	0	0	0	0	0
2015	23	0	22	0	1	0	0	0	0	0	0	0	0
2030	15	0	15	0	0	0	0	0	0	0	0	0	0
2045	22	1	18	0	1	0	2	0	0	0	0	0	0
2100	17	0	17	0	0	0	0	0	0	0	0	0	0
2115	10	0	10	0	0	0	0	0	0	0	0	0	0
2130	9	0	5	0	3	0	1	0	0	0	0	0	0
2145	9	0	8	0	1	0	0	0	0	0	0	0	0
2200	13	1	11	0	1	0	0	0	0	0	0	0	0
2215	12	0	10	0	1	0	1	0	0	0	0	0	0
2230	8	0	7	0	0	0	1	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0	0
2300	6	0	4	0	2	0	0	0	0	0	0	0	0
2315	3	0	3	0	0	0	0	0	0	0	0	0	0
2330	3	0	2	0	1	0	0	0	0	0	0	0	0
2345	1	0	0	0	1	0	0	0	0	0	0	0	0
07-19	3087	51	2664	14	315	9	10	1	11	4	7	1	0
06-22	3425	56	2961	15	345	9	15	1	11	4	7	1	0
06-00	3472	57	2999	15	351	9	17	1	11	4	7	1	0
00-00	3507	59	3022	15	357	9	20	1	11	5	7	1	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction West

Thursday, 18 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	3	0	3	0	0	0	0	0	0	0	0	0	0
0015	2	0	1	0	0	0	1	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	0	0	0	1	0	0	0	0	0	0
0115	2	0	2	0	0	0	0	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	2	0	0	0	1	0	0	0	1	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	1	0	1	0	0	0	0	0	0	0	0
0415	2	0	2	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	4	0	3	0	1	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0
0515	1	0	1	0	0	0	0	0	0	0	0	0	0
0530	10	0	8	0	1	0	0	0	0	1	0	0	0
0545	8	1	6	0	1	0	0	0	0	0	0	0	0
0600	17	1	12	0	3	1	0	0	0	0	0	0	0
0615	18	1	15	1	1	0	0	0	0	0	0	0	0
0630	25	1	20	0	4	0	0	0	0	0	0	0	0
0645	37	1	29	0	5	2	0	0	0	0	0	0	0
0700	63	1	56	0	5	0	1	0	0	0	0	0	0
0715	85	1	76	1	5	1	1	0	0	0	0	0	0
0730	81	0	77	0	3	1	0	0	0	0	0	0	0
0745	103	1	87	0	13	1	0	0	0	0	1	0	0
0800	67	0	56	0	10	0	0	0	0	1	0	0	0
0815	76	0	63	0	12	1	0	0	0	0	0	0	0
0830	71	0	60	0	9	0	1	0	0	1	0	0	0
0845	80	0	70	0	7	3	0	0	0	0	0	0	0
0900	81	0	70	0	10	1	0	0	0	0	0	0	0
0915	49	1	39	1	8	0	0	0	0	0	0	0	0
0930	49	1	40	0	7	0	1	0	0	0	0	0	0
0945	48	1	37	0	9	0	0	1	0	0	0	0	0
1000	57	2	45	0	9	1	0	0	0	0	0	0	0
1015	54	0	45	0	9	0	0	0	0	0	0	0	0
1030	53	0	42	1	10	0	0	0	0	0	0	0	0
1045	72	1	63	0	8	0	0	0	0	0	0	0	0
1100	55	0	49	0	6	0	0	0	0	0	0	0	0
1115	47	0	43	0	4	0	0	0	0	0	0	0	0
1130	65	0	56	0	8	1	0	0	0	0	0	0	0
1145	58	0	48	2	8	0	0	0	0	0	0	0	0
1200	58	2	46	0	8	1	0	0	1	0	0	0	0
1215	51	0	49	0	2	0	0	0	0	0	0	0	0
1230	52	1	44	0	7	0	0	0	0	0	0	0	0
1245	61	0	58	0	3	0	0	0	0	0	0	0	0
1300	68	0	60	1	7	0	0	0	0	0	0	0	0
1315	65	1	56	0	8	0	0	0	0	0	0	0	0
1330	61	0	50	0	10	0	0	1	0	0	0	0	0
1345	52	2	44	0	5	1	0	0	0	0	0	0	0
1400	51	0	44	0	6	0	0	0	0	1	0	0	0
1415	65	0	58	0	6	0	1	0	0	0	0	0	0
1430	68	1	55	0	9	0	1	0	1	0	1	0	0
1445	68	2	59	0	7	0	0	0	0	0	0	0	0
1500	57	1	51	0	5	0	0	0	0	0	0	0	0
1515	87	0	81	0	6	0	0	0	0	0	0	0	0
1530	64	0	58	1	5	0	0	0	0	0	0	0	0
1545	79	1	69	0	9	0	0	0	0	0	0	0	0
1600	86	0	74	0	11	1	0	0	0	0	0	0	0
1615	77	1	71	0	5	0	0	0	0	0	0	0	0
1630	68	2	59	0	6	0	0	0	1	0	0	0	0
1645	101	1	91	0	9	0	0	0	0	0	0	0	0
1700	77	1	68	0	7	0	0	0	0	1	0	0	0
1715	118	2	111	0	5	0	0	0	0	0	0	0	0
1730	76	1	69	1	5	0	0	0	0	0	0	0	0
1745	81	1	75	0	4	0	0	1	0	0	0	0	0
1800	73	0	67	0	5	0	1	0	0	0	0	0	0
1815	69	1	64	0	2	1	0	0	1	0	0	0	0
1830	44	1	38	1	4	0	0	0	0	0	0	0	0
1845	48	0	45	0	3	0	0	0	0	0	0	0	0
1900	45	0	42	0	3	0	0	0	0	0	0	0	0
1915	47	0	45	1	1	0	0	0	0	0	0	0	0
1930	22	0	20	0	2	0	0	0	0	0	0	0	0
1945	21	0	19	0	2	0	0	0	0	0	0	0	0
2000	39	0	35	0	4	0	0	0	0	0	0	0	0
2015	27	0	27	0	0	0	0	0	0	0	0	0	0
2030	11	0	11	0	0	0	0	0	0	0	0	0	0
2045	19	0	17	0	2	0	0	0	0	0	0	0	0
2100	10	1	9	0	0	0	0	0	0	0	0	0	0
2115	10	1	7	0	1	0	1	0	0	0	0	0	0
2130	13	0	9	0	3	0	1	0	0	0	0	0	0
2145	12	0	11	0	0	0	1	0	0	0	0	0	0
2200	10	0	8	0	1	0	1	0	0	0	0	0	0
2215	11	0	10	0	1	0	0	0	0	0	0	0	0
2230	7	0	7	0	0	0	0	0	0	0	0	0	0
2245	7	0	6	0	0	0	1	0	0	0	0	0	0
2300	4	0	2	0	2	0	0	0	0	0	0	0	0
2315	4	0	4	0	0	0	0	0	0	0	0	0	0
2330	4	0	3	0	1	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3239	31	2836	9	329	14	7	1	4	3	5	0	0
06-22	3612	37	3164	11	360	17	10	1	4	3	5	0	0
06-00	3659	37	3204	11	365	17	12	1	4	3	5	0	0
00-00	3705	38	3240	11	370	17	14	1	4	4	6	0	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction West

Friday, 19 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	3	0	1	0	1	0	0	0	0	1	0	0	0
0015	3	0	2	0	1	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	2	0	2	0	0	0	0	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	2	0	2	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	0	1	0	0	0
0315	2	0	2	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0
0345	1	0	0	0	1	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	2	0	1	0	1	0	0	0	0	0	0	0	0
0430	2	0	2	0	0	0	0	0	0	0	0	0	0
0445	2	0	2	0	0	0	0	0	0	0	0	0	0
0500	3	0	3	0	0	0	0	0	0	0	0	0	0
0515	7	0	6	0	1	0	0	0	0	0	0	0	0
0530	11	0	10	0	1	0	0	0	0	0	0	0	0
0545	5	0	2	0	3	0	0	0	0	0	0	0	0
0600	11	0	10	0	1	0	0	0	0	0	0	0	0
0615	20	1	18	0	1	0	0	0	0	0	0	0	0
0630	20	0	17	0	3	0	0	0	0	0	0	0	0
0645	44	0	37	1	5	0	0	0	1	0	0	0	0
0700	53	2	45	0	5	1	0	0	0	0	0	0	0
0715	101	1	91	1	6	1	0	0	0	1	0	0	0
0730	100	2	89	1	5	1	1	0	0	0	1	0	0
0745	85	0	75	0	10	0	0	0	0	0	0	0	0
0800	82	1	67	0	14	0	0	0	0	0	0	0	0
0815	81	0	65	0	14	1	1	0	0	0	0	0	0
0830	82	1	72	1	8	0	0	0	0	0	0	0	0
0845	81	1	66	0	12	0	0	0	2	0	0	0	0
0900	73	0	67	0	6	0	0	0	0	0	0	0	0
0915	68	2	55	0	9	2	0	0	0	0	0	0	0
0930	61	1	52	0	6	0	1	0	0	1	0	0	0
0945	56	3	46	0	6	0	0	0	0	0	1	0	0
1000	53	1	40	0	11	0	1	0	0	0	0	0	0
1015	70	0	58	1	9	1	1	0	0	0	0	0	0
1030	66	1	54	2	6	1	1	0	0	0	1	0	0
1045	55	2	43	2	7	0	0	0	0	0	1	0	0
1100	53	0	50	0	3	0	0	0	0	0	0	0	0
1115	78	1	69	1	5	1	0	0	0	0	1	0	0
1130	75	0	60	3	12	0	0	0	0	0	0	0	0
1145	72	4	61	0	6	0	1	0	0	0	0	0	0
1200	47	3	37	1	6	0	0	0	0	0	0	0	0
1215	77	2	67	0	7	0	0	1	0	0	0	0	0
1230	87	2	76	0	9	0	0	0	0	0	0	0	0
1245	83	1	68	1	12	0	0	0	0	1	0	0	0
1300	82	2	74	0	6	0	0	0	0	0	0	0	0
1315	86	1	73	2	8	0	1	0	0	0	1	0	0
1330	57	1	50	0	6	0	0	0	0	0	0	0	0
1345	64	0	55	1	7	0	0	0	0	1	0	0	0
1400	60	0	53	0	5	0	0	0	0	2	0	0	0
1415	65	1	59	0	5	0	0	0	0	0	0	0	0
1430	88	0	73	1	8	1	0	0	3	1	1	0	0
1445	99	2	88	1	6	1	1	0	0	0	0	0	0
1500	91	2	78	1	10	0	0	0	0	0	0	0	0
1515	99	1	93	0	5	0	0	0	0	0	0	0	0
1530	87	1	77	0	8	0	0	0	0	1	0	0	0
1545	121	0	113	0	6	1	1	0	0	0	0	0	0
1600	95	0	83	0	11	0	0	0	0	1	0	0	0
1615	79	0	75	1	1	0	0	1	0	1	0	0	0
1630	102	1	93	0	8	0	0	0	0	0	0	0	0
1645	98	1	91	1	4	0	0	0	1	0	0	0	0
1700	68	0	64	1	3	0	0	0	0	0	0	0	0
1715	72	0	68	0	2	0	0	0	1	0	0	1	0
1730	92	0	87	0	4	0	0	0	0	0	1	0	0
1745	83	2	74	0	7	0	0	0	0	0	0	0	0
1800	60	0	55	0	5	0	0	0	0	0	0	0	0
1815	53	3	44	0	6	0	0	0	0	0	0	0	0
1830	50	0	46	1	2	0	0	0	1	0	0	0	0
1845	50	0	44	0	5	1	0	0	0	0	0	0	0
1900	37	0	35	0	2	0	0	0	0	0	0	0	0
1915	37	0	31	0	5	0	1	0	0	0	0	0	0
1930	36	1	35	0	0	0	0	0	0	0	0	0	0
1945	39	0	37	0	1	0	1	0	0	0	0	0	0
2000	29	0	26	0	2	0	1	0	0	0	0	0	0
2015	27	0	26	0	1	0	0	0	0	0	0	0	0
2030	15	1	11	0	2	0	1	0	0	0	0	0	0
2045	20	0	19	0	1	0	0	0	0	0	0	0	0
2100	11	0	10	0	1	0	0	0	0	0	0	0	0
2115	16	1	15	0	0	0	0	0	0	0	0	0	0
2130	11	0	10	0	1	0	0	0	0	0	0	0	0
2145	13	0	12	0	1	0	0	0	0	0	0	0	0
2200	14	0	14	0	0	0	0	0	0	0	0	0	0
2215	8	0	7	0	1	0	0	0	0	0	0	0	0
2230	8	0	8	0	0	0	0	0	0	0	0	0	0
2245	11	1	10	0	0	0	0	0	0	0	0	0	0
2300	8	0	6	0	2	0	0	0	0	0	0	0	0
2315	6	0	6	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	3	0	2	0	0	0	1	0	0	0	0	0	0
07-19	3640	49	3183	24	332	13	10	2	8	10	8	1	0
06-22	4026	53	3532	25	359	13	14	2	9	10	8	1	0
06-00	4084	54	3585	25	362	13	15	2	9	10	8	1	0
00-00	4135	54	3625	25	371	13	15	2	9	12	8	1	0



Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction West

Saturday, 20 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	2	0	2	0	0	0	0	0	0	0	0	0	0
0015	4	0	3	0	0	0	1	0	0	0	0	0	0
0030	3	0	3	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0
0115	3	0	3	0	0	0	0	0	0	0	0	0	0
0130	3	0	3	0	0	0	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	1	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0	0	0
0230	4	0	3	0	1	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	1	0	0	0	0	0	0
0315	2	0	1	0	1	0	0	0	0	0	0	0	0
0330	2	0	2	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	2	0	1	0	1	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	2	0	1	0	1	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0
0515	2	0	1	0	1	0	0	0	0	0	0	0	0
0530	5	0	4	0	1	0	0	0	0	0	0	0	0
0545	4	1	3	0	0	0	0	0	0	0	0	0	0
0600	13	1	10	0	2	0	0	0	0	0	0	0	0
0615	15	0	13	0	2	0	0	0	0	0	0	0	0
0630	8	1	5	0	2	0	0	0	0	0	0	0	0
0645	14	1	10	0	3	0	0	0	0	0	0	0	0
0700	14	0	13	0	1	0	0	0	0	0	0	0	0
0715	29	0	25	0	2	1	1	0	0	0	0	0	0
0730	30	0	26	0	4	0	0	0	0	0	0	0	0
0745	24	2	18	1	2	0	0	0	0	0	1	0	0
0800	31	2	26	0	3	0	0	0	0	0	0	0	0
0815	44	0	36	0	8	0	0	0	0	0	0	0	0
0830	35	0	33	0	1	1	0	0	0	0	0	0	0
0845	41	2	34	0	3	0	1	0	0	1	0	0	0
0900	51	1	39	0	10	1	0	0	0	0	0	0	0
0915	46	1	39	0	4	0	2	0	0	0	0	0	0
0930	51	2	43	0	5	0	0	1	0	0	0	0	0
0945	55	2	47	1	5	0	0	0	0	0	0	0	0
1000	72	2	65	0	4	0	0	1	0	0	0	0	0
1015	65	4	56	0	4	1	0	0	0	0	0	0	0
1030	58	0	55	0	3	0	0	0	0	0	0	0	0
1045	67	4	56	0	5	0	2	0	0	0	0	0	0
1100	62	1	56	1	2	0	0	2	0	0	0	0	0
1115	74	0	65	0	9	0	0	0	0	0	0	0	0
1130	76	1	69	2	4	0	0	0	0	0	0	0	0
1145	67	1	58	1	6	0	0	1	0	0	0	0	0
1200	71	1	67	0	2	0	1	0	0	0	0	0	0
1215	73	0	68	0	4	0	1	0	0	0	0	0	0
1230	80	0	75	0	4	0	0	1	0	0	0	0	0
1245	69	1	64	0	4	0	0	0	0	0	0	0	0
1300	82	2	75	0	5	0	0	0	0	0	0	0	0
1315	81	1	72	0	7	0	1	0	0	0	0	0	0
1330	77	3	69	0	3	0	2	0	0	0	0	0	0
1345	74	0	71	0	3	0	0	0	0	0	0	0	0
1400	75	1	70	0	3	0	0	1	0	0	0	0	0
1415	70	2	65	0	2	0	1	0	0	0	0	0	0
1430	63	2	54	2	4	0	1	0	0	0	0	0	0
1445	67	2	59	2	3	0	0	0	1	0	0	0	0
1500	77	0	72	2	3	0	0	0	0	0	0	0	0
1515	65	1	60	1	3	0	0	0	0	0	0	0	0
1530	70	1	63	0	4	0	1	0	1	0	0	0	0
1545	62	0	59	1	1	0	0	0	0	0	0	0	1
1600	61	0	56	0	4	0	0	0	0	1	0	0	0
1615	60	0	55	0	5	0	0	0	0	0	0	0	0
1630	46	0	43	1	2	0	0	0	0	0	0	0	0
1645	60	0	58	0	2	0	0	0	0	0	0	0	0
1700	49	0	44	0	5	0	0	0	0	0	0	0	0
1715	52	0	49	1	1	0	1	0	0	0	0	0	0
1730	64	1	59	0	4	0	0	0	0	0	0	0	0
1745	38	0	35	0	3	0	0	0	0	0	0	0	0
1800	49	1	43	0	4	0	0	1	0	0	0	0	0
1815	34	0	32	0	2	0	0	0	0	0	0	0	0
1830	38	1	34	0	3	0	0	0	0	0	0	0	0
1845	39	0	35	0	4	0	0	0	0	0	0	0	0
1900	40	0	39	1	0	0	0	0	0	0	0	0	0
1915	25	0	24	0	1	0	0	0	0	0	0	0	0
1930	26	0	22	0	4	0	0	0	0	0	0	0	0
1945	26	0	25	0	1	0	0	0	0	0	0	0	0
2000	24	0	21	0	3	0	0	0	0	0	0	0	0
2015	20	0	18	0	1	0	0	0	0	1	0	0	0
2030	12	0	11	0	1	0	0	0	0	0	0	0	0
2045	9	0	9	0	0	0	0	0	0	0	0	0	0
2100	15	0	15	0	0	0	0	0	0	0	0	0	0
2115	17	0	15	1	1	0	0	0	0	0	0	0	0
2130	11	0	11	0	0	0	0	0	0	0	0	0	0
2145	10	0	10	0	0	0	0	0	0	0	0	0	0
2200	11	0	10	0	1	0	0	0	0	0	0	0	0
2215	8	0	8	0	0	0	0	0	0	0	0	0	0
2230	10	0	9	1	0	0	0	0	0	0	0	0	0
2245	7	0	6	0	1	0	0	0	0	0	0	0	0
2300	5	0	5	0	0	0	0	0	0	0	0	0	0
2315	8	0	8	0	0	0	0	0	0	0	0	0	0
2330	3	0	3	0	0	0	0	0	0	0	0	0	0
2345	2	0	2	0	0	0	0	0	0	0	0	0	0
07-19	2738	45	2465	16	179	4	15	2	7	2	2	0	1
06-22	3023	48	2723	18	200	4	15	2	7	2	3	0	1
06-00	3077	48	2774	19	202	4	15	2	7	2	3	0	1
00-00	3124	49	2811	19	208	4	18	2	7	2	3	0	1



Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction West

Sunday, 21 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	3	0	3	0	0	0	0	0	0	0	0	0	0
0015	2	0	2	0	0	0	0	0	0	0	0	0	0
0030	3	0	3	0	0	0	0	0	0	0	0	0	0
0045	3	0	2	0	0	0	0	0	0	0	1	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0	0	0
0130	2	0	1	1	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0	0	0
0230	1	0	0	0	0	0	0	0	0	0	1	0	0
0245	2	0	1	1	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0
0345	2	0	1	0	0	0	0	0	0	0	1	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0	0	0
0430	1	0	1	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0
0515	2	0	1	0	0	0	0	0	0	0	1	0	0
0530	4	0	4	0	0	0	0	0	0	0	0	0	0
0545	1	0	1	0	0	0	0	0	0	0	0	0	0
0600	6	0	5	0	0	0	0	0	0	0	1	0	0
0615	12	0	12	0	0	0	0	0	0	0	0	0	0
0630	4	0	3	0	1	0	0	0	0	0	0	0	0
0645	13	0	12	0	1	0	0	0	0	0	0	0	0
0700	12	1	10	0	1	0	0	0	0	0	0	0	0
0715	29	5	24	0	0	0	0	0	0	0	0	0	0
0730	16	0	15	0	1	0	0	0	0	0	0	0	0
0745	23	3	18	0	2	0	0	0	0	0	0	0	0
0800	19	1	18	0	0	0	0	0	0	0	0	0	0
0815	24	4	20	0	0	0	0	0	0	0	0	0	0
0830	30	1	28	0	0	0	0	0	0	1	0	0	0
0845	14	2	10	0	2	0	0	0	0	0	0	0	0
0900	34	2	29	1	0	0	2	0	0	0	0	0	0
0915	24	3	18	0	3	0	0	0	0	0	0	0	0
0930	30	4	23	0	3	0	0	0	0	0	0	0	0
0945	29	6	20	0	2	1	0	0	0	0	0	0	0
1000	28	2	24	0	2	0	0	0	0	0	0	0	0
1015	41	1	34	1	5	0	0	0	0	0	0	0	0
1030	27	0	26	0	1	0	0	0	0	0	0	0	0
1045	35	1	31	0	3	0	0	0	0	0	0	0	0
1100	47	3	41	0	2	0	0	0	1	0	0	0	0
1115	49	2	44	0	3	0	0	0	0	0	0	0	0
1130	52	1	46	0	4	0	0	0	1	0	0	0	0
1145	66	5	54	0	6	0	1	0	0	0	0	0	0
1200	53	0	50	0	2	1	0	0	0	0	0	0	0
1215	72	2	65	0	5	0	0	0	0	0	0	0	0
1230	55	0	52	0	3	0	0	0	0	0	0	0	0
1245	70	3	60	0	6	0	0	0	0	0	1	0	0
1300	52	4	48	0	0	0	0	0	0	0	0	0	0
1315	50	1	45	0	4	0	0	0	0	0	0	0	0
1330	53	3	50	0	0	0	0	0	0	0	0	0	0
1345	55	2	48	0	5	0	0	0	0	0	0	0	0
1400	67	1	65	0	1	0	0	0	0	0	0	0	0
1415	70	1	65	0	4	0	0	0	0	0	0	0	0
1430	57	1	54	0	2	0	0	0	0	0	0	0	0
1445	44	5	35	1	3	0	0	0	0	0	0	0	0
1500	53	2	49	0	2	0	0	0	0	0	0	0	0
1515	59	1	53	0	5	0	0	0	0	0	0	0	0
1530	45	1	43	0	1	0	0	0	0	0	0	0	0
1545	44	1	40	0	3	0	0	0	0	0	0	0	0
1600	46	1	41	1	3	0	0	0	0	0	0	0	0
1615	67	0	60	1	5	0	0	0	0	1	0	0	0
1630	46	1	42	1	2	0	0	0	0	0	0	0	0
1645	42	0	41	0	0	0	0	0	0	0	1	0	0
1700	50	0	48	0	2	0	0	0	0	0	0	0	0
1715	34	1	30	0	2	0	0	0	0	0	1	0	0
1730	45	1	42	0	1	0	0	0	1	0	0	0	0
1745	31	0	29	0	2	0	0	0	0	0	0	0	0
1800	30	0	30	0	0	0	0	0	0	0	0	0	0
1815	32	0	29	1	1	0	0	0	0	0	1	0	0
1830	16	0	16	0	0	0	0	0	0	0	0	0	0
1845	14	0	13	0	1	0	0	0	0	0	0	0	0
1900	32	0	31	0	1	0	0	0	0	0	0	0	0
1915	25	1	24	0	0	0	0	0	0	0	0	0	0
1930	27	0	25	0	1	0	0	0	0	0	1	0	0
1945	22	1	16	2	3	0	0	0	0	0	0	0	0
2000	16	0	16	0	0	0	0	0	0	0	0	0	0
2015	18	0	17	0	1	0	0	0	0	0	0	0	0
2030	13	0	12	0	1	0	0	0	0	0	0	0	0
2045	13	0	12	0	1	0	0	0	0	0	0	0	0
2100	7	0	7	0	0	0	0	0	0	0	0	0	0
2115	10	0	10	0	0	0	0	0	0	0	0	0	0
2130	11	0	10	1	0	0	0	0	0	0	0	0	0
2145	10	0	9	0	1	0	0	0	0	0	0	0	0
2200	14	0	12	0	2	0	0	0	0	0	0	0	0
2215	7	0	7	0	0	0	0	0	0	0	0	0	0
2230	7	0	7	0	0	0	0	0	0	0	0	0	0
2245	5	0	4	1	0	0	0	0	0	0	0	0	0
2300	5	0	5	0	0	0	0	0	0	0	0	0	0
2315	5	0	4	0	0	0	0	0	0	0	1	0	0
2330	2	0	2	0	0	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	0	0
07-19	1981	79	1776	7	105	2	3	0	3	2	4	0	0
06-22	2220	81	1997	10	116	2	3	0	3	2	6	0	0
06-00	2266	81	2039	11	118	2	3	0	3	2	7	0	0
00-00	2305	81	2072	13	118	2	3	0	3	2	11	0	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction West

Monday, 22 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	1	0	0	0	0	0	0	0	0	0	1	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	3	0	2	1	0	0	0	0	0	0	0	0	0
0245	3	0	1	0	0	0	0	0	0	1	1	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	2	0	2	0	0	0	0	0	0	0	0	0	0
0345	2	0	2	0	0	0	0	0	0	0	0	0	0
0400	3	0	2	0	1	0	0	0	0	0	0	0	0
0415	2	0	1	0	0	0	0	0	0	1	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	0	1	0	0	0	0	0	0	0	0	0
0500	3	0	3	0	0	0	0	0	0	0	0	0	0
0515	5	1	4	0	0	0	0	0	0	0	0	0	0
0530	4	0	3	0	1	0	0	0	0	0	0	0	0
0545	7	0	5	0	2	0	0	0	0	0	0	0	0
0600	11	3	8	0	0	0	0	0	0	0	0	0	0
0615	17	0	14	0	2	0	0	0	1	0	0	0	0
0630	26	0	25	0	1	0	0	0	0	0	0	0	0
0645	37	0	31	0	5	1	0	0	0	0	0	0	0
0700	52	1	48	0	3	0	0	0	0	0	0	0	0
0715	95	1	84	0	10	0	0	0	0	0	0	0	0
0730	96	0	87	0	8	0	0	0	0	1	0	0	0
0745	108	0	96	0	10	0	0	1	1	0	0	0	0
0800	81	3	66	1	11	0	0	0	0	0	0	0	0
0815	88	0	78	0	8	0	2	0	0	0	0	0	0
0830	70	1	62	0	5	1	1	0	0	0	0	0	0
0845	74	1	58	0	15	0	0	0	0	0	0	0	0
0900	58	0	50	1	5	0	0	0	1	1	0	0	0
0915	54	3	43	0	8	0	0	0	0	0	0	0	0
0930	55	0	43	0	10	0	0	0	0	1	1	0	0
0945	49	2	36	0	9	1	0	1	0	0	0	0	0
1000	54	1	42	1	10	0	0	0	0	0	0	0	0
1015	47	2	42	0	3	0	0	0	0	0	0	0	0
1030	52	1	41	0	9	0	0	0	0	0	1	0	0
1045	43	0	36	0	5	1	0	0	0	1	0	0	0
1100	46	0	39	0	7	0	0	0	0	0	0	0	0
1115	53	0	44	0	9	0	0	0	0	0	0	0	0
1130	53	0	44	1	7	0	0	0	0	1	0	0	0
1145	42	1	33	0	7	0	1	0	0	0	0	0	0
1200	52	0	49	1	2	0	0	0	0	0	0	0	0
1215	50	0	41	1	8	0	0	0	0	0	0	0	0
1230	53	1	44	0	8	0	0	0	0	0	0	0	0
1245	65	1	54	0	6	1	3	0	0	0	0	0	0
1300	55	0	49	0	5	0	1	0	0	0	0	0	0
1315	55	0	48	1	5	0	0	0	0	1	0	0	0
1330	69	2	58	0	8	0	0	0	0	1	0	0	0
1345	49	0	43	0	5	0	0	1	0	0	0	0	0
1400	66	0	57	0	7	1	1	0	0	0	0	0	0
1415	51	0	45	0	3	0	1	0	1	0	1	0	0
1430	73	2	64	0	6	0	0	0	1	0	0	0	0
1445	72	0	68	1	3	0	0	0	0	0	0	0	0
1500	72	0	61	1	9	0	0	0	0	0	0	1	0
1515	84	0	68	0	13	1	1	0	0	0	1	0	0
1530	76	0	64	0	11	0	0	0	0	1	0	0	0
1545	78	0	68	0	9	0	0	1	0	0	0	0	0
1600	90	1	81	1	6	1	0	0	0	0	0	0	0
1615	81	3	70	1	7	0	0	0	0	0	0	0	0
1630	105	1	96	0	8	0	0	0	0	0	0	0	0
1645	87	0	76	0	11	0	0	0	0	0	0	0	0
1700	68	1	60	1	6	0	0	0	0	0	0	0	0
1715	98	0	87	0	10	0	0	0	0	1	0	0	0
1730	100	0	92	0	6	1	0	0	0	1	0	0	0
1745	63	4	54	0	4	0	0	0	1	0	0	0	0
1800	48	2	42	1	3	0	0	0	0	0	0	0	0
1815	32	0	29	0	3	0	0	0	0	0	0	0	0
1830	40	0	35	0	5	0	0	0	0	0	0	0	0
1845	45	1	39	0	4	0	0	0	1	0	0	0	0
1900	36	0	33	0	2	0	0	0	0	0	1	0	0
1915	32	0	30	0	1	0	1	0	0	0	0	0	0
1930	31	1	29	0	1	0	0	0	0	0	0	0	0
1945	24	0	22	0	2	0	0	0	0	0	0	0	0
2000	20	0	18	0	2	0	0	0	0	0	0	0	0
2015	15	0	15	0	0	0	0	0	0	0	0	0	0
2030	15	0	14	0	0	0	1	0	0	0	0	0	0
2045	10	0	8	0	2	0	0	0	0	0	0	0	0
2100	13	0	12	0	0	0	1	0	0	0	0	0	0
2115	11	0	11	0	0	0	0	0	0	0	0	0	0
2130	12	0	9	0	2	0	1	0	0	0	0	0	0
2145	13	1	10	0	2	0	0	0	0	0	0	0	0
2200	11	0	10	0	1	0	0	0	0	0	0	0	0
2215	12	0	9	0	2	0	0	0	0	0	1	0	0
2230	6	0	4	0	2	0	0	0	0	0	0	0	0
2245	6	0	4	1	1	0	0	0	0	0	0	0	0
2300	3	0	2	0	1	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	0	0
07-19	3147	36	2714	13	340	8	11	3	7	7	7	1	0
06-22	3470	41	3003	13	362	9	15	3	8	7	8	1	0
06-00	3511	41	3035	14	369	9	15	3	8	7	9	1	0
00-00	3549	42	3062	16	373	9	15	3	8	9	11	1	0

Site 1
 Location B5248 Dunkirk Lane - 53.693093,-2.738269
 Direction West

Virtual Day (7)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	6	0	5	0	0	0	1	0	0	0	0	0	0
0100	4	0	3	0	0	0	0	0	0	0	0	0	0
0200	5	0	4	0	1	0	0	0	0	0	0	0	0
0300	4	0	3	0	0	0	0	0	0	0	0	0	0
0400	5	0	4	0	1	0	0	0	0	0	0	0	0
0500	17	0	14	0	3	0	0	0	0	0	0	0	0
0600	82	2	68	1	10	1	0	0	0	0	0	0	0
0700	269	3	241	1	20	1	1	0	1	0	1	0	0
0800	258	3	218	1	32	1	1	0	0	0	0	0	0
0900	209	6	171	1	27	1	1	0	1	1	1	0	0
1000	205	5	172	2	24	1	1	0	0	0	0	0	0
1100	231	4	198	2	24	1	1	0	1	0	1	0	0
1200	246	4	216	1	22	1	1	0	0	0	0	0	0
1300	245	4	215	1	22	1	1	0	0	0	0	0	0
1400	261	4	231	1	20	1	1	0	1	1	1	0	0
1500	297	3	265	1	26	1	1	0	0	0	0	0	0
1600	305	4	273	2	24	1	1	0	0	1	0	0	0
1700	285	4	259	1	19	0	0	0	1	1	1	0	0
1800	186	2	167	1	14	0	0	0	1	0	0	0	0
1900	126	1	117	1	6	0	1	0	0	0	0	0	0
2000	76	0	69	0	5	0	1	0	0	0	0	0	0
2100	47	1	42	0	3	0	1	0	0	0	0	0	0
2200	35	0	31	0	2	0	1	0	0	0	0	0	0
2300	13	0	11	0	2	0	0	0	0	0	0	0	0
07-19	2997	47	2626	14	274	9	9	1	6	5	5	0	0
06-22	3327	51	2922	15	298	10	12	1	6	5	6	0	0
06-00	3375	51	2963	16	303	10	13	1	6	5	6	0	0
00-00	3417	52	2995	16	308	10	14	1	6	6	7	0	0

Virtual Week (1)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
Mon	3549	42	3062	16	373	9	15	3	8	9	11	1	0
Tue	3593	40	3134	15	360	15	12	0	3	9	5	0	0
Wed	3507	59	3022	15	357	9	20	1	11	5	7	1	0
Thu	3705	38	3240	11	370	17	14	1	4	4	6	0	0
Fri	4135	54	3625	25	371	13	15	2	9	12	8	1	0
Sat	3124	49	2811	19	208	4	18	2	7	2	3	0	1
Sun	2305	81	2072	13	118	2	3	0	3	2	11	0	0
5 Day Ave.	3698	47	3217	16	366	13	15	1	7	8	7	1	0
7 Day Ave.	3417	52	2995	16	308	10	14	1	6	6	7	0	0
--	23918	363	20966	114	2157	69	97	9	45	43	51	3	1

A.5. ATC Moss Lane

Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction Both Directions
 Tuesday, 2 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	2	0	2	0	0	0	0	0	0	0	0	0	0
0230	2	0	2	0	0	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	1	0	0	1	0	0	0	0	0	0	0	0	0
0530	2	0	2	0	0	0	0	0	0	0	0	0	0
0545	3	0	3	0	0	0	0	0	0	0	0	0	0
0600	3	0	3	0	0	0	0	0	0	0	0	0	0
0615	6	0	5	0	1	0	0	0	0	0	0	0	0
0630	7	0	5	1	1	0	0	0	0	0	0	0	0
0645	9	0	8	1	0	0	0	0	0	0	0	0	0
0700	9	0	7	0	2	0	0	0	0	0	0	0	0
0715	19	0	18	0	2	0	0	0	0	0	0	0	0
0730	12	0	12	0	0	0	0	0	0	0	0	0	0
0745	6	0	6	0	0	0	0	0	0	0	0	0	0
0800	17	0	12	0	5	0	0	0	0	0	0	0	0
0815	6	0	5	0	1	0	0	0	0	0	0	0	0
0830	14	0	12	1	1	0	0	0	0	0	0	0	0
0845	7	0	6	1	0	0	0	0	0	0	0	0	0
0900	7	0	7	0	0	0	0	0	0	0	0	0	0
0915	13	1	9	1	2	0	0	0	0	0	0	0	0
0930	14	1	11	1	1	0	0	0	0	0	0	0	0
0945	14	0	13	0	1	0	0	0	0	0	0	0	0
1000	8	0	8	0	0	0	0	0	0	0	0	0	0
1015	18	0	15	1	2	0	0	0	0	0	0	0	0
1030	7	0	7	0	0	0	0	0	0	0	0	0	0
1045	14	0	11	0	3	0	0	0	0	0	0	0	0
1100	12	0	11	1	0	0	0	0	0	0	0	0	0
1115	12	0	8	0	4	0	0	0	0	0	0	0	0
1130	16	0	16	0	0	0	0	0	0	0	0	0	0
1145	10	0	9	0	0	1	0	0	0	0	0	0	0
1200	10	0	6	0	4	0	0	0	0	0	0	0	0
1215	22	2	16	1	3	0	0	0	0	0	0	0	0
1230	6	1	4	0	1	0	0	0	0	0	0	0	0
1245	17	1	13	0	1	1	1	0	0	0	0	0	0
1300	13	0	13	0	0	0	0	0	0	0	0	0	0
1315	21	0	17	0	4	0	0	0	0	0	0	0	0
1330	14	0	10	0	4	0	0	0	0	0	0	0	0
1345	7	0	5	0	2	0	0	0	0	0	0	0	0
1400	13	0	12	0	1	0	0	0	0	0	0	0	0
1415	6	0	6	0	0	0	0	0	0	0	0	0	0
1430	9	0	7	0	2	0	0	0	0	0	0	0	0
1445	25	1	18	0	6	0	0	0	0	0	0	0	0
1500	11	0	8	0	3	0	0	0	0	0	0	0	0
1515	13	0	11	0	2	0	0	0	0	0	0	0	0
1530	18	0	18	0	0	0	0	0	0	0	0	0	0
1545	13	0	13	0	0	0	0	0	0	0	0	0	0
1600	14	0	13	1	0	0	0	0	0	0	0	0	0
1615	18	1	16	0	1	0	0	0	0	0	0	0	0
1630	13	0	10	1	2	0	0	0	0	0	0	0	0
1645	13	0	12	0	1	0	0	0	0	0	0	0	0
1700	12	0	12	0	0	0	0	0	0	0	0	0	0
1715	17	0	14	0	3	0	0	0	0	0	0	0	0
1730	12	0	10	0	2	0	0	0	0	0	0	0	0
1745	14	0	13	0	1	0	0	0	0	0	0	0	0
1800	18	0	18	0	0	0	0	0	0	0	0	0	0
1815	13	0	13	0	0	0	0	0	0	0	0	0	0
1830	12	0	9	0	3	0	0	0	0	0	0	0	0
1845	4	0	4	0	0	0	0	0	0	0	0	0	0
1900	6	0	6	0	0	0	0	0	0	0	0	0	0
1915	8	0	8	0	0	0	0	0	0	0	0	0	0
1930	10	0	8	0	2	0	0	0	0	0	0	0	0
1945	9	0	9	0	0	0	0	0	0	0	0	0	0
2000	2	0	2	0	0	0	0	0	0	0	0	0	0
2015	4	0	4	0	0	0	0	0	0	0	0	0	0
2030	6	0	6	0	0	0	0	0	0	0	0	0	0
2045	7	0	7	0	0	0	0	0	0	0	0	0	0
2100	2	0	2	0	0	0	0	0	0	0	0	0	0
2115	3	0	3	0	0	0	0	0	0	0	0	0	0
2130	4	0	4	0	0	0	0	0	0	0	0	0	0
2145	4	0	4	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	2	0	2	0	0	0	0	0	0	0	0	0	0
2230	3	0	3	0	0	0	0	0	0	0	0	0	0
2245	2	0	2	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	0	0
2330	2	0	2	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	613	8	524	9	69	2	1	0	0	0	0	0	0
06-22	703	8	608	11	73	2	1	0	0	0	0	0	0
06-00	713	8	618	11	73	2	1	0	0	0	0	0	0
00-00	727	8	631	12	73	2	1	0	0	0	0	0	0



Wednesday, 3 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0	0	0
0145	2	1	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	4	0	4	0	0	0	0	0	0	0	0	0	0
0245	2	0	2	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	2	0	2	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	2	0	2	0	0	0	0	0	0	0	0	0	0
0545	2	0	1	1	0	0	0	0	0	0	0	0	0
0600	2	0	1	0	1	0	0	0	0	0	0	0	0
0615	7	0	3	0	4	0	0	0	0	0	0	0	0
0630	6	0	6	0	0	0	0	0	0	0	0	0	0
0645	12	0	11	1	0	0	0	0	0	0	0	0	0
0700	10	0	8	0	2	0	0	0	0	0	0	0	0
0715	10	0	9	0	1	0	0	0	0	0	0	0	0
0730	10	1	8	0	1	0	0	0	0	0	0	0	0
0745	12	0	10	1	1	0	0	0	0	0	0	0	0
0800	8	0	6	0	2	0	0	0	0	0	0	0	0
0815	11	0	8	1	2	0	0	0	0	0	0	0	0
0830	6	0	5	0	1	0	0	0	0	0	0	0	0
0845	11	0	10	0	1	0	0	0	0	0	0	0	0
0900	9	0	7	0	2	0	0	0	0	0	0	0	0
0915	9	0	6	0	3	0	0	0	0	0	0	0	0
0930	17	0	17	0	0	0	0	0	0	0	0	0	0
0945	12	0	12	0	0	0	0	0	0	0	0	0	0
1000	13	0	12	0	1	0	0	0	0	0	0	0	0
1015	5	0	2	0	3	0	0	0	0	0	0	0	0
1030	11	0	10	0	1	0	0	0	0	0	0	0	0
1045	13	0	8	1	4	0	0	0	0	0	0	0	0
1100	9	0	8	1	0	0	0	0	0	0	0	0	0
1115	10	0	9	0	1	0	0	0	0	0	0	0	0
1130	11	0	8	0	3	0	0	0	0	0	0	0	0
1145	9	0	9	0	0	0	0	0	0	0	0	0	0
1200	14	0	14	0	0	0	0	0	0	0	0	0	0
1215	13	0	11	0	2	0	0	0	0	0	0	0	0
1230	11	0	11	0	0	0	0	0	0	0	0	0	0
1245	11	0	11	0	0	0	0	0	0	0	0	0	0
1300	17	0	17	0	0	0	0	0	0	0	0	0	0
1315	19	0	16	0	3	0	0	0	0	0	0	0	0
1330	15	0	12	0	3	0	0	0	0	0	0	0	0
1345	13	0	13	0	0	0	0	0	0	0	0	0	0
1400	9	0	8	0	1	0	0	0	0	0	0	0	0
1415	11	0	8	0	3	0	0	0	0	0	0	0	0
1430	15	0	14	0	1	0	0	0	0	0	0	0	0
1445	9	0	9	0	0	0	0	0	0	0	0	0	0
1500	14	0	14	0	0	0	0	0	0	0	0	0	0
1515	17	0	15	0	2	0	0	0	0	0	0	0	0
1530	13	0	13	0	0	0	0	0	0	0	0	0	0
1545	14	0	11	0	3	0	0	0	0	0	0	0	0
1600	17	0	16	1	0	0	0	0	0	0	0	0	0
1615	16	0	16	0	0	0	0	0	0	0	0	0	0
1630	11	0	7	1	3	0	0	0	0	0	0	0	0
1645	10	0	7	1	2	0	0	0	0	0	0	0	0
1700	20	0	18	0	2	0	0	0	0	0	0	0	0
1715	15	1	12	0	2	0	0	0	0	0	0	0	0
1730	16	0	13	0	3	0	0	0	0	0	0	0	0
1745	16	0	15	0	1	0	0	0	0	0	0	0	0
1800	12	0	12	0	0	0	0	0	0	0	0	0	0
1815	18	0	15	0	3	0	0	0	0	0	0	0	0
1830	9	0	6	0	3	0	0	0	0	0	0	0	0
1845	12	0	12	0	0	0	0	0	0	0	0	0	0
1900	7	0	7	0	0	0	0	0	0	0	0	0	0
1915	6	0	6	0	0	0	0	0	0	0	0	0	0
1930	5	0	5	0	0	0	0	0	0	0	0	0	0
1945	4	0	4	0	0	0	0	0	0	0	0	0	0
2000	3	0	3	0	0	0	0	0	0	0	0	0	0
2015	4	0	4	0	0	0	0	0	0	0	0	0	0
2030	3	0	3	0	0	0	0	0	0	0	0	0	0
2045	4	0	4	0	0	0	0	0	0	0	0	0	0
2100	2	0	2	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	5	0	5	0	0	0	0	0	0	0	0	0	0
2145	7	0	7	0	0	0	0	0	0	0	0	0	0
2200	5	0	5	0	0	0	0	0	0	0	0	0	0
2215	3	0	3	0	0	0	0	0	0	0	0	0	0
2230	3	0	3	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	593	2	518	7	66	0	0	0	0	0	0	0	0
06-22	670	2	589	8	71	0	0	0	0	0	0	0	0
06-00	683	2	602	8	71	0	0	0	0	0	0	0	0
00-00	703	3	620	9	71	0	0	0	0	0	0	0	0

Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction Both Directions

Thursday, 4 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	2	0	2	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	2	0	2	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	2	0	1	1	0	0	0	0	0	0	0	0	0
0545	2	0	2	0	0	0	0	0	0	0	0	0	0
0600	2	0	1	0	1	0	0	0	0	0	0	0	0
0615	4	0	4	0	0	0	0	0	0	0	0	0	0
0630	9	0	7	0	2	0	0	0	0	0	0	0	0
0645	8	1	5	1	1	0	0	0	0	0	0	0	0
0700	11	0	9	0	2	0	0	0	0	0	0	0	0
0715	14	0	13	0	1	0	0	0	0	0	0	0	0
0730	8	1	7	0	0	0	0	0	0	0	0	0	0
0745	7	0	6	0	1	0	0	0	0	0	0	0	0
0800	9	0	7	0	2	0	0	0	0	0	0	0	0
0815	9	0	9	0	0	0	0	0	0	0	0	0	0
0830	6	0	6	0	0	0	0	0	0	0	0	0	0
0845	10	1	9	0	0	0	0	0	0	0	0	0	0
0900	12	0	9	0	3	0	0	0	0	0	0	0	0
0915	17	0	12	0	5	0	0	0	0	0	0	0	0
0930	12	0	11	0	1	0	0	0	0	0	0	0	0
0945	20	0	19	0	1	0	0	0	0	0	0	0	0
1000	11	0	10	0	1	0	0	0	0	0	0	0	0
1015	22	0	18	0	4	0	0	0	0	0	0	0	0
1030	13	0	10	0	3	0	0	0	0	0	0	0	0
1045	12	0	6	0	6	0	0	0	0	0	0	0	0
1100	11	0	11	0	0	0	0	0	0	0	0	0	0
1115	13	0	6	0	7	0	0	0	0	0	0	0	0
1130	15	0	13	0	2	0	0	0	0	0	0	0	0
1145	13	0	12	1	0	0	0	0	0	0	0	0	0
1200	14	1	12	1	0	0	0	0	0	0	0	0	0
1215	20	0	16	0	3	1	0	0	0	0	0	0	0
1230	8	0	8	0	0	0	0	0	0	0	0	0	0
1245	15	0	13	0	2	0	0	0	0	0	0	0	0
1300	14	0	11	0	3	0	0	0	0	0	0	0	0
1315	11	2	7	0	2	0	0	0	0	0	0	0	0
1330	18	0	14	0	3	1	0	0	0	0	0	0	0
1345	14	1	10	0	3	0	0	0	0	0	0	0	0
1400	16	0	14	0	1	0	0	1	0	0	0	0	0
1415	17	0	14	0	2	0	0	1	0	0	0	0	0
1430	15	1	12	0	2	0	0	0	0	0	0	0	0
1445	14	0	12	0	2	0	0	0	0	0	0	0	0
1500	16	0	14	0	2	0	0	0	0	0	0	0	0
1515	23	0	20	0	3	0	0	0	0	0	0	0	0
1530	13	0	10	0	3	0	0	0	0	0	0	0	0
1545	13	0	12	0	1	0	0	0	0	0	0	0	0
1600	18	0	18	0	0	0	0	0	0	0	0	0	0
1615	13	1	11	0	1	0	0	0	0	0	0	0	0
1630	17	0	14	0	3	0	0	0	0	0	0	0	0
1645	15	0	13	0	2	0	0	0	0	0	0	0	0
1700	12	1	10	0	1	0	0	0	0	0	0	0	0
1715	23	0	22	0	1	0	0	0	0	0	0	0	0
1730	16	0	13	0	3	0	0	0	0	0	0	0	0
1745	16	0	16	0	0	0	0	0	0	0	0	0	0
1800	13	0	13	0	0	0	0	0	0	0	0	0	0
1815	11	0	10	0	1	0	0	0	0	0	0	0	0
1830	19	0	15	0	4	0	0	0	0	0	0	0	0
1845	12	0	12	0	0	0	0	0	0	0	0	0	0
1900	6	0	6	0	0	0	0	0	0	0	0	0	0
1915	8	0	6	0	2	0	0	0	0	0	0	0	0
1930	9	0	9	0	0	0	0	0	0	0	0	0	0
1945	7	0	7	0	0	0	0	0	0	0	0	0	0
2000	3	0	3	0	0	0	0	0	0	0	0	0	0
2015	9	0	9	0	0	0	0	0	0	0	0	0	0
2030	8	0	8	0	0	0	0	0	0	0	0	0	0
2045	5	0	5	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0
2115	2	0	2	0	0	0	0	0	0	0	0	0	0
2130	3	0	3	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0
2215	2	0	2	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	0	0
07-19	671	9	569	2	87	2	0	2	0	0	0	0	0
06-22	755	10	645	3	93	2	0	2	0	0	0	0	0
06-00	765	10	655	3	93	2	0	2	0	0	0	0	0
00-00	777	10	666	4	93	2	0	2	0	0	0	0	0



Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	2	0	2	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0
0115	2	0	2	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	2	0	2	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0
0515	1	0	1	0	0	0	0	0	0	0	0	0	0
0530	1	0	0	1	0	0	0	0	0	0	0	0	0
0545	5	0	5	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0
0615	8	0	7	0	1	0	0	0	0	0	0	0	0
0630	7	0	7	0	0	0	0	0	0	0	0	0	0
0645	6	1	5	0	0	0	0	0	0	0	0	0	0
0700	14	0	11	1	2	0	0	0	0	0	0	0	0
0715	13	0	12	0	1	0	0	0	0	0	0	0	0
0730	11	1	10	0	0	0	0	0	0	0	0	0	0
0745	10	0	10	0	0	0	0	0	0	0	0	0	0
0800	9	0	7	0	2	0	0	0	0	0	0	0	0
0815	9	0	7	1	1	0	0	0	0	0	0	0	0
0830	8	0	7	0	1	0	0	0	0	0	0	0	0
0845	14	0	12	1	1	0	0	0	0	0	0	0	0
0900	10	0	9	1	0	0	0	0	0	0	0	0	0
0915	12	0	9	1	2	0	0	0	0	0	0	0	0
0930	18	0	16	0	2	0	0	0	0	0	0	0	0
0945	14	0	13	0	1	0	0	0	0	0	0	0	0
1000	10	0	8	0	2	0	0	0	0	0	0	0	0
1015	16	0	11	0	5	0	0	0	0	0	0	0	0
1030	9	0	9	0	0	0	0	0	0	0	0	0	0
1045	9	0	8	0	1	0	0	0	0	0	0	0	0
1100	16	0	15	0	1	0	0	0	0	0	0	0	0
1115	9	0	7	0	2	0	0	0	0	0	0	0	0
1130	6	0	6	0	0	0	0	0	0	0	0	0	0
1145	16	0	14	0	2	0	0	0	0	0	0	0	0
1200	15	0	14	0	1	0	0	0	0	0	0	0	0
1215	11	0	6	0	5	0	0	0	0	0	0	0	0
1230	12	0	11	0	1	0	0	0	0	0	0	0	0
1245	11	0	9	0	2	0	0	0	0	0	0	0	0
1300	13	0	13	0	0	0	0	0	0	0	0	0	0
1315	20	1	15	0	4	0	0	0	0	0	0	0	0
1330	11	0	8	0	3	0	0	0	0	0	0	0	0
1345	12	0	11	0	1	0	0	0	0	0	0	0	0
1400	16	1	12	0	3	0	0	0	0	0	0	0	0
1415	12	0	10	0	2	0	0	0	0	0	0	0	0
1430	9	0	9	0	0	0	0	0	0	0	0	0	0
1445	12	0	12	0	0	0	0	0	0	0	0	0	0
1500	10	1	9	0	0	0	0	0	0	0	0	0	0
1515	21	0	19	0	2	0	0	0	0	0	0	0	0
1530	15	0	15	0	0	0	0	0	0	0	0	0	0
1545	19	1	17	1	0	0	0	0	0	0	0	0	0
1600	22	2	19	0	1	0	0	0	0	0	0	0	0
1615	18	0	17	0	1	0	0	0	0	0	0	0	0
1630	12	0	10	0	2	0	0	0	0	0	0	0	0
1645	13	0	13	0	0	0	0	0	0	0	0	0	0
1700	21	1	19	0	1	0	0	0	0	0	0	0	0
1715	21	0	21	0	0	0	0	0	0	0	0	0	0
1730	22	0	18	0	4	0	0	0	0	0	0	0	0
1745	19	0	19	0	0	0	0	0	0	0	0	0	0
1800	15	0	15	0	0	0	0	0	0	0	0	0	0
1815	12	0	12	0	0	0	0	0	0	0	0	0	0
1830	10	0	9	0	1	0	0	0	0	0	0	0	0
1845	10	0	10	0	0	0	0	0	0	0	0	0	0
1900	9	0	8	0	1	0	0	0	0	0	0	0	0
1915	6	0	6	0	0	0	0	0	0	0	0	0	0
1930	8	0	5	0	3	0	0	0	0	0	0	0	0
1945	8	0	8	0	0	0	0	0	0	0	0	0	0
2000	10	0	10	0	0	0	0	0	0	0	0	0	0
2015	14	0	13	0	1	0	0	0	0	0	0	0	0
2030	5	0	4	0	1	0	0	0	0	0	0	0	0
2045	5	0	5	0	0	0	0	0	0	0	0	0	0
2100	4	0	4	0	0	0	0	0	0	0	0	0	0
2115	5	0	5	0	0	0	0	0	0	0	0	0	0
2130	1	0	1	0	0	0	0	0	0	0	0	0	0
2145	5	0	5	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0	0	0
2230	3	0	3	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	647	8	573	6	60	0	0	0	0	0	0	0	0
06-22	749	9	667	6	67	0	0	0	0	0	0	0	0
06-00	756	9	674	6	67	0	0	0	0	0	0	0	0
00-00	777	9	694	7	67	0	0	0	0	0	0	0	0

Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction Both Directions
 Saturday, 6 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	1	0	0	0	1	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	1	0	1	0	0	0	0	0	0	0	0	0	0
0530	1	0	1	0	0	0	0	0	0	0	0	0	0
0545	2	0	2	0	0	0	0	0	0	0	0	0	0
0600	3	0	3	0	0	0	0	0	0	0	0	0	0
0615	1	0	1	0	0	0	0	0	0	0	0	0	0
0630	2	0	1	0	1	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	2	0	2	0	0	0	0	0	0	0	0	0	0
0715	6	1	2	0	3	0	0	0	0	0	0	0	0
0730	6	0	6	0	0	0	0	0	0	0	0	0	0
0745	4	0	4	0	0	0	0	0	0	0	0	0	0
0800	1	0	1	0	0	0	0	0	0	0	0	0	0
0815	10	1	7	0	2	0	0	0	0	0	0	0	0
0830	7	0	7	0	0	0	0	0	0	0	0	0	0
0845	5	0	5	0	0	0	0	0	0	0	0	0	0
0900	9	0	9	0	0	0	0	0	0	0	0	0	0
0915	16	0	12	0	3	0	0	0	1	0	0	0	0
0930	8	0	6	1	1	0	0	0	0	0	0	0	0
0945	12	1	10	0	1	0	0	0	0	0	0	0	0
1000	9	0	8	0	1	0	0	0	0	0	0	0	0
1015	11	1	7	0	3	0	0	0	0	0	0	0	0
1030	11	0	9	0	2	0	0	0	0	0	0	0	0
1045	15	0	14	0	1	0	0	0	0	0	0	0	0
1100	10	1	8	0	1	0	0	0	0	0	0	0	0
1115	13	0	11	0	2	0	0	0	0	0	0	0	0
1130	21	1	20	0	0	0	0	0	0	0	0	0	0
1145	12	0	11	0	1	0	0	0	0	0	0	0	0
1200	18	1	16	0	1	0	0	0	0	0	0	0	0
1215	23	1	19	0	3	0	0	0	0	0	0	0	0
1230	16	1	14	0	1	0	0	0	0	0	0	0	0
1245	13	1	12	0	0	0	0	0	0	0	0	0	0
1300	16	0	16	0	0	0	0	0	0	0	0	0	0
1315	19	0	17	0	2	0	0	0	0	0	0	0	0
1330	13	1	10	0	2	0	0	0	0	0	0	0	0
1345	10	0	9	0	1	0	0	0	0	0	0	0	0
1400	13	0	11	0	2	0	0	0	0	0	0	0	0
1415	20	0	18	0	2	0	0	0	0	0	0	0	0
1430	13	0	13	0	0	0	0	0	0	0	0	0	0
1445	7	0	7	0	0	0	0	0	0	0	0	0	0
1500	13	0	13	0	0	0	0	0	0	0	0	0	0
1515	12	0	10	0	2	0	0	0	0	0	0	0	0
1530	21	3	17	0	1	0	0	0	0	0	0	0	0
1545	18	1	16	0	1	0	0	0	0	0	0	0	0
1600	24	0	21	0	3	0	0	0	0	0	0	0	0
1615	16	0	14	0	2	0	0	0	0	0	0	0	0
1630	8	0	8	0	0	0	0	0	0	0	0	0	0
1645	15	0	15	0	0	0	0	0	0	0	0	0	0
1700	15	0	15	0	0	0	0	0	0	0	0	0	0
1715	11	1	10	0	0	0	0	0	0	0	0	0	0
1730	21	0	17	0	4	0	0	0	0	0	0	0	0
1745	15	0	15	0	0	0	0	0	0	0	0	0	0
1800	9	0	9	0	0	0	0	0	0	0	0	0	0
1815	7	0	7	0	0	0	0	0	0	0	0	0	0
1830	12	0	10	0	2	0	0	0	0	0	0	0	0
1845	8	0	8	0	0	0	0	0	0	0	0	0	0
1900	5	0	5	0	0	0	0	0	0	0	0	0	0
1915	11	0	11	0	0	0	0	0	0	0	0	0	0
1930	6	0	4	0	2	0	0	0	0	0	0	0	0
1945	4	0	4	0	0	0	0	0	0	0	0	0	0
2000	12	0	12	0	0	0	0	0	0	0	0	0	0
2015	6	0	6	0	0	0	0	0	0	0	0	0	0
2030	2	0	2	0	0	0	0	0	0	0	0	0	0
2045	6	0	6	0	0	0	0	0	0	0	0	0	0
2100	4	0	4	0	0	0	0	0	0	0	0	0	0
2115	1	0	1	0	0	0	0	0	0	0	0	0	0
2130	4	0	4	0	0	0	0	0	0	0	0	0	0
2145	2	0	2	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	2	0	2	0	0	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	2	0	2	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	594	16	526	1	50	0	0	0	0	1	0	0	0
06-22	663	16	592	1	53	0	0	0	0	1	0	0	0
06-00	669	16	598	1	53	0	0	0	0	1	0	0	0
00-00	677	16	605	1	54	0	0	0	0	1	0	0	0



Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0	0	0
0045	2	0	2	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	1	0	1	0	0	0	0	0	0	0	0	0	0
0545	1	0	1	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0
0615	3	0	3	0	0	0	0	0	0	0	0	0	0
0630	1	0	1	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	3	0	3	0	0	0	0	0	0	0	0	0	0
0715	2	0	2	0	0	0	0	0	0	0	0	0	0
0730	2	0	2	0	0	0	0	0	0	0	0	0	0
0745	3	0	2	0	1	0	0	0	0	0	0	0	0
0800	1	0	1	0	0	0	0	0	0	0	0	0	0
0815	1	0	1	0	0	0	0	0	0	0	0	0	0
0830	5	0	3	0	2	0	0	0	0	0	0	0	0
0845	8	0	8	0	0	0	0	0	0	0	0	0	0
0900	7	1	6	0	0	0	0	0	0	0	0	0	0
0915	7	0	7	0	0	0	0	0	0	0	0	0	0
0930	9	1	7	0	1	0	0	0	0	0	0	0	0
0945	9	0	9	0	0	0	0	0	0	0	0	0	0
1000	10	0	10	0	0	0	0	0	0	0	0	0	0
1015	8	0	7	0	1	0	0	0	0	0	0	0	0
1030	12	0	11	0	1	0	0	0	0	0	0	0	0
1045	19	0	18	0	1	0	0	0	0	0	0	0	0
1100	15	1	14	0	0	0	0	0	0	0	0	0	0
1115	11	0	11	0	0	0	0	0	0	0	0	0	0
1130	19	0	19	0	0	0	0	0	0	0	0	0	0
1145	17	0	17	0	0	0	0	0	0	0	0	0	0
1200	1	0	1	0	0	0	0	0	0	0	0	0	0
1215	15	1	14	0	0	0	0	0	0	0	0	0	0
1230	7	1	6	0	0	0	0	0	0	0	0	0	0
1245	23	2	21	0	0	0	0	0	0	0	0	0	0
1300	22	0	21	0	1	0	0	0	0	0	0	0	0
1315	15	2	13	0	0	0	0	0	0	0	0	0	0
1330	11	1	10	0	0	0	0	0	0	0	0	0	0
1345	18	0	18	0	0	0	0	0	0	0	0	0	0
1400	13	0	13	0	0	0	0	0	0	0	0	0	0
1415	8	0	8	0	0	0	0	0	0	0	0	0	0
1430	19	0	19	0	0	0	0	0	0	0	0	0	0
1445	7	0	7	0	0	0	0	0	0	0	0	0	0
1500	15	0	14	0	1	0	0	0	0	0	0	0	0
1515	13	0	12	0	1	0	0	0	0	0	0	0	0
1530	16	0	16	0	0	0	0	0	0	0	0	0	0
1545	20	0	20	0	0	0	0	0	0	0	0	0	0
1600	11	0	11	0	0	0	0	0	0	0	0	0	0
1615	18	0	18	0	0	0	0	0	0	0	0	0	0
1630	25	0	23	0	2	0	0	0	0	0	0	0	0
1645	13	2	10	0	1	0	0	0	0	0	0	0	0
1700	6	0	5	1	0	0	0	0	0	0	0	0	0
1715	6	0	6	0	0	0	0	0	0	0	0	0	0
1730	7	0	7	0	0	0	0	0	0	0	0	0	0
1745	5	0	4	1	0	0	0	0	0	0	0	0	0
1800	7	0	7	0	0	0	0	0	0	0	0	0	0
1815	15	0	15	0	0	0	0	0	0	0	0	0	0
1830	11	0	11	0	0	0	0	0	0	0	0	0	0
1845	11	0	11	0	0	0	0	0	0	0	0	0	0
1900	4	0	4	0	0	0	0	0	0	0	0	0	0
1915	6	0	6	0	0	0	0	0	0	0	0	0	0
1930	2	0	2	0	0	0	0	0	0	0	0	0	0
1945	12	0	10	0	2	0	0	0	0	0	0	0	0
2000	2	0	2	0	0	0	0	0	0	0	0	0	0
2015	4	0	4	0	0	0	0	0	0	0	0	0	0
2030	2	0	2	0	0	0	0	0	0	0	0	0	0
2045	5	0	5	0	0	0	0	0	0	0	0	0	0
2100	6	1	5	0	0	0	0	0	0	0	0	0	0
2115	1	0	1	0	0	0	0	0	0	0	0	0	0
2130	1	0	1	0	0	0	0	0	0	0	0	0	0
2145	1	0	1	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	0	0
2245	2	0	2	0	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0
2315	3	0	3	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	526	12	499	2	13	0	0	0	0	0	0	0	0
06-22	577	13	547	2	15	0	0	0	0	0	0	0	0
06-00	588	13	558	2	15	0	0	0	0	0	0	0	0
00-00	599	13	569	2	15	0	0	0	0	0	0	0	0

Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction Both Directions

Virtual Day (6)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	1	0	1	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0
0400	3	0	3	0	0	0	0	0	0	0	0	0	0
0500	5	0	4	1	0	0	0	0	0	0	0	0	0
0600	18	0	15	1	2	0	0	0	0	0	0	0	0
0700	34	1	30	0	3	0	0	0	0	0	0	0	0
0800	32	0	27	1	4	0	0	0	0	0	0	0	0
0900	48	1	41	1	5	0	0	0	0	0	0	0	0
1000	48	0	40	0	8	0	0	0	0	0	0	0	0
1100	51	1	46	1	4	0	0	0	0	0	0	0	0
1200	54	2	46	0	5	0	0	0	0	0	0	0	0
1300	59	1	51	0	7	0	0	0	0	0	0	0	0
1400	51	1	46	0	5	0	0	0	0	0	0	0	0
1500	62	1	56	0	5	0	0	0	0	0	0	0	0
1600	62	1	55	1	5	0	0	0	0	0	0	0	0
1700	60	1	54	0	5	0	0	0	0	0	0	0	0
1800	47	0	44	0	3	0	0	0	0	0	0	0	0
1900	28	0	26	0	2	0	0	0	0	0	0	0	0
2000	22	0	22	0	0	0	0	0	0	0	0	0	0
2100	11	0	11	0	0	0	0	0	0	0	0	0	0
2200	6	0	6	0	0	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0	0	0
07-19	607	9	535	5	58	1	0	0	0	0	0	0	0
06-22	686	10	608	5	62	1	0	0	0	0	0	0	0
06-00	696	10	618	5	62	1	0	0	0	0	0	0	0
00-00	710	10	631	6	62	1	0	0	0	0	0	0	0

Virtual Week (1)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	727	8	631	12	73	2	1	0	0	0	0	0	0
Wed	703	3	620	9	71	0	0	0	0	0	0	0	0
Thu	777	10	666	4	93	2	0	2	0	0	0	0	0
Fri	777	9	694	7	67	0	0	0	0	0	0	0	0
Sat	677	16	605	1	54	0	0	0	0	1	0	0	0
Sun	599	13	569	2	15	0	0	0	0	0	0	0	0
5 Day Ave.	746	8	653	8	76	1	0	1	0	0	0	0	0
7 Day Ave.	710	10	631	6	62	1	0	0	0	0	0	0	0
--	4260	59	3785	35	373	4	1	2	0	1	0	0	0

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	2	0	1	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	3	0	3	0	0	0	0	0	0	0	0	0	0
0545	2	0	2	0	0	0	0	0	0	0	0	0	0
0600	4	0	3	1	0	0	0	0	0	0	0	0	0
0615	5	0	5	0	0	0	0	0	0	0	0	0	0
0630	9	0	8	0	1	0	0	0	0	0	0	0	0
0645	4	0	4	0	0	0	0	0	0	0	0	0	0
0700	14	1	10	1	2	0	0	0	0	0	0	0	0
0715	16	0	15	0	1	0	0	0	0	0	0	0	0
0730	19	1	18	0	0	0	0	0	0	0	0	0	0
0745	12	0	10	0	0	0	2	0	0	0	0	0	0
0800	18	0	16	0	2	0	0	0	0	0	0	0	0
0815	15	0	11	0	4	0	0	0	0	0	0	0	0
0830	15	0	14	1	0	0	0	0	0	0	0	0	0
0845	15	0	15	0	0	0	0	0	0	0	0	0	0
0900	7	0	5	1	1	0	0	0	0	0	0	0	0
0915	9	0	8	0	1	0	0	0	0	0	0	0	0
0930	16	0	15	0	1	0	0	0	0	0	0	0	0
0945	8	0	8	0	0	0	0	0	0	0	0	0	0
1000	15	0	14	0	1	0	0	0	0	0	0	0	0
1015	14	0	10	0	4	0	0	0	0	0	0	0	0
1030	8	0	6	0	2	0	0	0	0	0	0	0	0
1045	13	0	9	0	4	0	0	0	0	0	0	0	0
1100	9	0	7	0	1	0	1	0	0	0	0	0	0
1115	8	0	5	0	3	0	0	0	0	0	0	0	0
1130	13	2	10	0	1	0	0	0	0	0	0	0	0
1145	6	0	5	0	1	0	0	0	0	0	0	0	0
1200	7	0	7	0	0	0	0	0	0	0	0	0	0
1215	17	3	12	0	2	0	0	0	0	0	0	0	0
1230	12	2	9	0	1	0	0	0	0	0	0	0	0
1245	11	0	10	0	1	0	0	0	0	0	0	0	0
1300	16	3	10	1	2	0	0	0	0	0	0	0	0
1315	12	0	9	0	3	0	0	0	0	0	0	0	0
1330	8	0	7	0	0	0	1	0	0	0	0	0	0
1345	15	0	14	0	1	0	0	0	0	0	0	0	0
1400	22	0	17	0	3	0	2	0	0	0	0	0	0
1415	13	0	11	0	2	0	0	0	0	0	0	0	0
1430	12	1	9	0	1	0	0	0	0	1	0	0	0
1445	20	0	18	0	1	0	0	0	0	1	0	0	0
1500	19	1	18	0	0	0	0	0	0	0	0	0	0
1515	21	2	14	0	4	0	0	0	0	1	0	0	0
1530	20	0	19	1	0	0	0	0	0	0	0	0	0
1545	19	0	19	0	0	0	0	0	0	0	0	0	0
1600	22	1	16	2	3	0	0	0	0	0	0	0	0
1615	19	0	15	0	3	0	0	0	0	1	0	0	0
1630	16	0	14	2	0	0	0	0	0	0	0	0	0
1645	11	0	11	0	0	0	0	0	0	0	0	0	0
1700	12	0	12	0	0	0	0	0	0	0	0	0	0
1715	27	2	20	1	3	0	0	0	0	1	0	0	0
1730	22	0	15	2	5	0	0	0	0	0	0	0	0
1745	21	0	20	1	0	0	0	0	0	0	0	0	0
1800	20	0	20	0	0	0	0	0	0	0	0	0	0
1815	18	0	14	0	4	0	0	0	0	0	0	0	0
1830	8	0	6	0	2	0	0	0	0	0	0	0	0
1845	7	0	7	0	0	0	0	0	0	0	0	0	0
1900	5	0	5	0	0	0	0	0	0	0	0	0	0
1915	7	0	7	0	0	0	0	0	0	0	0	0	0
1930	8	0	8	0	0	0	0	0	0	0	0	0	0
1945	9	0	7	0	2	0	0	0	0	0	0	0	0
2000	1	0	1	0	0	0	0	0	0	0	0	0	0
2015	5	0	5	0	0	0	0	0	0	0	0	0	0
2030	5	0	5	0	0	0	0	0	0	0	0	0	0
2045	5	0	4	0	1	0	0	0	0	0	0	0	0
2100	3	0	2	0	1	0	0	0	0	0	0	0	0
2115	1	0	1	0	0	0	0	0	0	0	0	0	0
2130	2	0	2	0	0	0	0	0	0	0	0	0	0
2145	3	0	3	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	2	0	2	0	0	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	0	0
2245	4	0	4	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	697	19	584	13	70	0	6	0	0	5	0	0	0
06-22	773	19	654	14	75	0	6	0	0	5	0	0	0
06-00	781	19	662	14	75	0	6	0	0	5	0	0	0
00-00	795	19	675	14	76	0	6	0	0	5	0	0	0

Wednesday, 10 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	2	1	0	0	0	1	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	2	0	2	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	1	0	1	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	2	0	2	0	0	0	0	0	0	0	0	0	0
0600	2	0	1	1	0	0	0	0	0	0	0	0	0
0615	4	0	4	0	0	0	0	0	0	0	0	0	0
0630	9	0	6	0	3	0	0	0	0	0	0	0	0
0645	5	0	5	0	0	0	0	0	0	0	0	0	0
0700	21	0	18	1	2	0	0	0	0	0	0	0	0
0715	15	0	15	0	0	0	0	0	0	0	0	0	0
0730	13	1	12	0	0	0	0	0	0	0	0	0	0
0745	7	0	7	0	0	0	0	0	0	0	0	0	0
0800	17	0	13	0	4	0	0	0	0	0	0	0	0
0815	15	0	11	0	4	0	0	0	0	0	0	0	0
0830	18	0	18	0	0	0	0	0	0	0	0	0	0
0845	13	0	13	0	0	0	0	0	0	0	0	0	0
0900	9	0	9	0	0	0	0	0	0	0	0	0	0
0915	12	0	10	0	2	0	0	0	0	0	0	0	0
0930	10	0	10	0	0	0	0	0	0	0	0	0	0
0945	9	0	8	1	0	0	0	0	0	0	0	0	0
1000	9	0	7	0	2	0	0	0	0	0	0	0	0
1015	12	0	9	0	3	0	0	0	0	0	0	0	0
1030	15	0	13	0	2	0	0	0	0	0	0	0	0
1045	6	0	6	0	0	0	0	0	0	0	0	0	0
1100	14	0	9	1	4	0	0	0	0	0	0	0	0
1115	14	0	12	0	2	0	0	0	0	0	0	0	0
1130	7	0	6	0	1	0	0	0	0	0	0	0	0
1145	11	0	11	0	0	0	0	0	0	0	0	0	0
1200	11	0	11	0	0	0	0	0	0	0	0	0	0
1215	11	0	9	0	2	0	0	0	0	0	0	0	0
1230	10	0	9	0	1	0	0	0	0	0	0	0	0
1245	11	0	10	0	1	0	0	0	0	0	0	0	0
1300	14	0	11	0	3	0	0	0	0	0	0	0	0
1315	11	0	8	0	3	0	0	0	0	0	0	0	0
1330	6	0	3	0	3	0	0	0	0	0	0	0	0
1345	7	1	5	0	1	0	0	0	0	0	0	0	0
1400	9	0	7	0	2	0	0	0	0	0	0	0	0
1415	12	0	10	0	2	0	0	0	0	0	0	0	0
1430	7	0	6	0	1	0	0	0	0	0	0	0	0
1445	19	0	17	0	2	0	0	0	0	0	0	0	0
1500	12	0	12	0	0	0	0	0	0	0	0	0	0
1515	22	0	18	0	4	0	0	0	0	0	0	0	0
1530	15	0	15	0	0	0	0	0	0	0	0	0	0
1545	9	0	8	0	1	0	0	0	0	0	0	0	0
1600	18	0	16	0	2	0	0	0	0	0	0	0	0
1615	18	1	15	0	2	0	0	0	0	0	0	0	0
1630	10	0	9	0	1	0	0	0	0	0	0	0	0
1645	15	0	15	0	0	0	0	0	0	0	0	0	0
1700	17	0	16	0	1	0	0	0	0	0	0	0	0
1715	18	0	13	0	5	0	0	0	0	0	0	0	0
1730	23	1	20	0	2	0	0	0	0	0	0	0	0
1745	12	0	10	0	2	0	0	0	0	0	0	0	0
1800	19	0	17	0	2	0	0	0	0	0	0	0	0
1815	7	1	6	0	0	0	0	0	0	0	0	0	0
1830	12	1	9	0	2	0	0	0	0	0	0	0	0
1845	6	0	5	0	1	0	0	0	0	0	0	0	0
1900	7	0	6	0	1	0	0	0	0	0	0	0	0
1915	4	0	4	0	0	0	0	0	0	0	0	0	0
1930	5	0	3	0	2	0	0	0	0	0	0	0	0
1945	14	0	14	0	0	0	0	0	0	0	0	0	0
2000	10	0	10	0	0	0	0	0	0	0	0	0	0
2015	3	0	3	0	0	0	0	0	0	0	0	0	0
2030	3	0	3	0	0	0	0	0	0	0	0	0	0
2045	5	0	5	0	0	0	0	0	0	0	0	0	0
2100	6	0	6	0	0	0	0	0	0	0	0	0	0
2115	1	0	1	0	0	0	0	0	0	0	0	0	0
2130	6	0	6	0	0	0	0	0	0	0	0	0	0
2145	1	0	1	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	608	6	527	3	72	0	0	0	0	0	0	0	0
06-22	693	6	605	4	78	0	0	0	0	0	0	0	0
06-00	700	6	612	4	78	0	0	0	0	0	0	0	0
00-00	713	7	623	4	78	1	0	0	0	0	0	0	0

Thursday, 11 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	1	0	1	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	1	0	0	0	1	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	1	1	0	0	0	0	0	0	0	0	0	0	0
0230	2	0	2	0	0	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	1	0	1	0	0	0	0	0	0	0	0	0	0
0530	3	0	3	0	0	0	0	0	0	0	0	0	0
0545	2	0	2	0	0	0	0	0	0	0	0	0	0
0600	3	0	1	1	1	0	0	0	0	0	0	0	0
0615	6	0	6	0	0	0	0	0	0	0	0	0	0
0630	6	0	6	0	0	0	0	0	0	0	0	0	0
0645	10	0	9	0	1	0	0	0	0	0	0	0	0
0700	15	1	12	1	1	0	0	0	0	0	0	0	0
0715	12	0	11	0	1	0	0	0	0	0	0	0	0
0730	13	0	13	0	0	0	0	0	0	0	0	0	0
0745	6	0	4	0	0	0	0	0	0	0	2	0	0
0800	14	0	12	0	2	0	0	0	0	0	0	0	0
0815	17	0	13	0	4	0	0	0	0	0	0	0	0
0830	16	0	15	0	1	0	0	0	0	0	0	0	0
0845	20	0	20	0	0	0	0	0	0	0	0	0	0
0900	13	0	11	0	1	0	0	0	0	0	0	0	0
0915	11	0	6	0	4	0	1	0	0	0	0	0	0
0930	11	0	10	0	1	0	0	0	0	0	0	0	0
0945	14	0	12	0	2	0	0	0	0	0	0	0	0
1000	13	0	10	0	2	1	0	0	0	0	0	0	0
1015	11	0	9	0	2	0	0	0	0	0	0	0	0
1030	8	0	5	0	2	1	0	0	0	0	0	0	0
1045	15	0	15	0	0	0	0	0	0	0	0	0	0
1100	8	0	8	0	0	0	0	0	0	0	0	0	0
1115	8	0	7	0	1	0	0	0	0	0	0	0	0
1130	16	0	15	0	1	0	0	0	0	0	0	0	0
1145	14	0	13	0	1	0	0	0	0	0	0	0	0
1200	23	1	17	0	5	0	0	0	0	0	0	0	0
1215	19	0	15	0	4	0	0	0	0	0	0	0	0
1230	10	0	9	0	1	0	0	0	0	0	0	0	0
1245	18	1	12	0	4	1	0	0	0	0	0	0	0
1300	9	1	5	0	3	0	0	0	0	0	0	0	0
1315	14	0	11	0	3	0	0	0	0	0	0	0	0
1330	10	0	10	0	0	0	0	0	0	0	0	0	0
1345	12	0	10	0	2	0	0	0	0	0	0	0	0
1400	13	0	11	0	2	0	0	0	0	0	0	0	0
1415	16	0	14	0	2	0	0	0	0	0	0	0	0
1430	9	0	9	0	0	0	0	0	0	0	0	0	0
1445	22	0	20	0	2	0	0	0	0	0	0	0	0
1500	18	1	15	0	2	0	0	0	0	0	0	0	0
1515	28	0	24	0	4	0	0	0	0	0	0	0	0
1530	23	0	22	0	1	0	0	0	0	0	0	0	0
1545	18	1	16	0	1	0	0	0	0	0	0	0	0
1600	14	0	13	0	1	0	0	0	0	0	0	0	0
1615	20	0	18	0	2	0	0	0	0	0	0	0	0
1630	16	0	15	0	1	0	0	0	0	0	0	0	0
1645	18	0	17	0	1	0	0	0	0	0	0	0	0
1700	21	0	21	0	0	0	0	0	0	0	0	0	0
1715	5	0	5	0	0	0	0	0	0	0	0	0	0
1730	16	1	12	0	3	0	0	0	0	0	0	0	0
1745	20	0	19	0	1	0	0	0	0	0	0	0	0
1800	14	0	13	0	1	0	0	0	0	0	0	0	0
1815	16	0	15	0	1	0	0	0	0	0	0	0	0
1830	14	0	11	0	3	0	0	0	0	0	0	0	0
1845	8	0	8	0	0	0	0	0	0	0	0	0	0
1900	3	0	3	0	0	0	0	0	0	0	0	0	0
1915	7	0	7	0	0	0	0	0	0	0	0	0	0
1930	2	0	2	0	0	0	0	0	0	0	0	0	0
1945	8	0	6	0	2	0	0	0	0	0	0	0	0
2000	5	0	4	0	1	0	0	0	0	0	0	0	0
2015	8	0	8	0	0	0	0	0	0	0	0	0	0
2030	7	0	7	0	0	0	0	0	0	0	0	0	0
2045	4	0	4	0	0	0	0	0	0	0	0	0	0
2100	3	0	3	0	0	0	0	0	0	0	0	0	0
2115	5	0	5	0	0	0	0	0	0	0	0	0	0
2130	2	0	2	0	0	0	0	0	0	0	0	0	0
2145	6	0	6	0	0	0	0	0	0	0	0	0	0
2200	3	0	3	0	0	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	699	7	608	1	76	3	2	0	0	0	2	0	0
06-22	784	7	687	2	81	3	2	0	0	0	2	0	0
06-00	796	7	699	2	81	3	2	0	0	0	2	0	0
00-00	811	8	712	2	82	3	2	0	0	0	2	0	0

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	1	0	1	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	2	0	2	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	2	0	2	0	0	0	0	0	0	0	0	0	0
0530	2	0	1	1	0	0	0	0	0	0	0	0	0
0545	5	0	5	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0	0
0615	4	0	3	0	1	0	0	0	0	0	0	0	0
0630	7	0	7	0	0	0	0	0	0	0	0	0	0
0645	4	0	3	0	1	0	0	0	0	0	0	0	0
0700	12	1	9	1	1	0	0	0	0	0	0	0	0
0715	12	0	11	0	1	0	0	0	0	0	0	0	0
0730	13	1	12	0	0	0	0	0	0	0	0	0	0
0745	12	0	10	0	2	0	0	0	0	0	0	0	0
0800	17	0	13	0	4	0	0	0	0	0	0	0	0
0815	11	0	8	0	3	0	0	0	0	0	0	0	0
0830	20	0	19	0	1	0	0	0	0	0	0	0	0
0845	20	0	20	0	0	0	0	0	0	0	0	0	0
0900	15	0	15	0	0	0	0	0	0	0	0	0	0
0915	10	0	5	1	4	0	0	0	0	0	0	0	0
0930	12	0	11	0	1	0	0	0	0	0	0	0	0
0945	8	0	6	1	1	0	0	0	0	0	0	0	0
1000	12	0	10	0	2	0	0	0	0	0	0	0	0
1015	9	0	7	0	2	0	0	0	0	0	0	0	0
1030	10	0	10	0	0	0	0	0	0	0	0	0	0
1045	13	0	11	0	2	0	0	0	0	0	0	0	0
1100	16	0	13	0	0	0	2	0	0	1	0	0	0
1115	8	0	6	0	2	0	0	0	0	0	0	0	0
1130	8	0	7	0	1	0	0	0	0	0	0	0	0
1145	14	0	12	0	2	0	0	0	0	0	0	0	0
1200	20	0	18	0	2	0	0	0	0	0	0	0	0
1215	17	0	16	0	1	0	0	0	0	0	0	0	0
1230	10	1	6	0	3	0	0	0	0	0	0	0	0
1245	15	0	14	0	1	0	0	0	0	0	0	0	0
1300	13	0	11	0	2	0	0	0	0	0	0	0	0
1315	12	0	10	0	2	0	0	0	0	0	0	0	0
1330	13	1	11	0	1	0	0	0	0	0	0	0	0
1345	14	0	14	0	0	0	0	0	0	0	0	0	0
1400	13	0	13	0	0	0	0	0	0	0	0	0	0
1415	14	0	12	0	2	0	0	0	0	0	0	0	0
1430	24	0	23	0	1	0	0	0	0	0	0	0	0
1445	13	0	11	0	2	0	0	0	0	0	0	0	0
1500	17	0	16	0	1	0	0	0	0	0	0	0	0
1515	29	0	25	0	4	0	0	0	0	0	0	0	0
1530	16	1	15	0	0	0	0	0	0	0	0	0	0
1545	15	0	15	0	0	0	0	0	0	0	0	0	0
1600	20	0	18	0	2	0	0	0	0	0	0	0	0
1615	11	0	8	0	3	0	0	0	0	0	0	0	0
1630	12	0	12	0	0	0	0	0	0	0	0	0	0
1645	15	0	14	0	1	0	0	0	0	0	0	0	0
1700	14	0	14	0	0	0	0	0	0	0	0	0	0
1715	11	0	10	0	1	0	0	0	0	0	0	0	0
1730	23	1	18	0	4	0	0	0	0	0	0	0	0
1745	17	0	16	0	1	0	0	0	0	0	0	0	0
1800	28	1	26	0	1	0	0	0	0	0	0	0	0
1815	16	0	16	0	0	0	0	0	0	0	0	0	0
1830	5	0	3	0	2	0	0	0	0	0	0	0	0
1845	16	0	16	0	0	0	0	0	0	0	0	0	0
1900	6	0	6	0	0	0	0	0	0	0	0	0	0
1915	8	0	8	0	0	0	0	0	0	0	0	0	0
1930	10	0	10	0	0	0	0	0	0	0	0	0	0
1945	9	0	7	0	2	0	0	0	0	0	0	0	0
2000	11	0	9	0	2	0	0	0	0	0	0	0	0
2015	11	0	11	0	0	0	0	0	0	0	0	0	0
2030	7	0	7	0	0	0	0	0	0	0	0	0	0
2045	4	0	4	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0
2115	5	0	5	0	0	0	0	0	0	0	0	0	0
2130	1	0	1	0	0	0	0	0	0	0	0	0	0
2145	3	0	3	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	0	0
2245	2	0	2	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	3	0	3	0	0	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	0	0
07-19	695	7	616	3	66	0	2	0	0	1	0	0	0
06-22	788	7	703	3	72	0	2	0	0	1	0	0	0
06-00	798	7	713	3	72	0	2	0	0	1	0	0	0
00-00	813	7	727	4	72	0	2	0	0	1	0	0	0

Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction Both Directions
 Saturday, 13 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0
0515	1	0	1	0	0	0	0	0	0	0	0	0	0
0530	1	0	1	0	0	0	0	0	0	0	0	0	0
0545	1	0	1	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0	0
0615	2	0	2	0	0	0	0	0	0	0	0	0	0
0630	2	0	2	0	0	0	0	0	0	0	0	0	0
0645	1	0	1	0	0	0	0	0	0	0	0	0	0
0700	4	0	2	0	2	0	0	0	0	0	0	0	0
0715	5	0	3	0	2	0	0	0	0	0	0	0	0
0730	10	0	7	0	3	0	0	0	0	0	0	0	0
0745	4	0	4	0	0	0	0	0	0	0	0	0	0
0800	3	0	3	0	0	0	0	0	0	0	0	0	0
0815	5	0	3	0	2	0	0	0	0	0	0	0	0
0830	6	0	6	0	0	0	0	0	0	0	0	0	0
0845	10	0	9	0	1	0	0	0	0	0	0	0	0
0900	6	0	6	0	0	0	0	0	0	0	0	0	0
0915	15	0	12	0	3	0	0	0	0	0	0	0	0
0930	12	0	8	0	4	0	0	0	0	0	0	0	0
0945	13	0	12	0	1	0	0	0	0	0	0	0	0
1000	15	0	13	0	2	0	0	0	0	0	0	0	0
1015	15	0	12	0	3	0	0	0	0	0	0	0	0
1030	13	0	11	0	2	0	0	0	0	0	0	0	0
1045	15	0	15	0	0	0	0	0	0	0	0	0	0
1100	18	0	17	0	1	0	0	0	0	0	0	0	0
1115	15	0	13	0	2	0	0	0	0	0	0	0	0
1130	14	0	14	0	0	0	0	0	0	0	0	0	0
1145	18	0	18	0	0	0	0	0	0	0	0	0	0
1200	15	0	14	0	1	0	0	0	0	0	0	0	0
1215	21	0	18	0	3	0	0	0	0	0	0	0	0
1230	16	0	15	0	1	0	0	0	0	0	0	0	0
1245	13	1	12	0	0	0	0	0	0	0	0	0	0
1300	19	1	17	0	1	0	0	0	0	0	0	0	0
1315	18	0	14	0	4	0	0	0	0	0	0	0	0
1330	17	1	15	0	1	0	0	0	0	0	0	0	0
1345	18	1	16	0	1	0	0	0	0	0	0	0	0
1400	13	0	11	1	1	0	0	0	0	0	0	0	0
1415	18	0	14	0	4	0	0	0	0	0	0	0	0
1430	13	0	13	0	0	0	0	0	0	0	0	0	0
1445	14	0	14	0	0	0	0	0	0	0	0	0	0
1500	17	0	16	0	1	0	0	0	0	0	0	0	0
1515	14	0	13	0	1	0	0	0	0	0	0	0	0
1530	20	0	16	1	3	0	0	0	0	0	0	0	0
1545	15	0	13	0	2	0	0	0	0	0	0	0	0
1600	16	0	15	1	0	0	0	0	0	0	0	0	0
1615	14	0	11	0	3	0	0	0	0	0	0	0	0
1630	15	0	15	0	0	0	0	0	0	0	0	0	0
1645	17	0	17	0	0	0	0	0	0	0	0	0	0
1700	11	0	10	0	1	0	0	0	0	0	0	0	0
1715	8	0	6	0	2	0	0	0	0	0	0	0	0
1730	20	0	17	0	3	0	0	0	0	0	0	0	0
1745	8	0	8	0	0	0	0	0	0	0	0	0	0
1800	15	0	15	0	0	0	0	0	0	0	0	0	0
1815	13	0	13	0	0	0	0	0	0	0	0	0	0
1830	9	0	8	0	1	0	0	0	0	0	0	0	0
1845	6	0	5	0	1	0	0	0	0	0	0	0	0
1900	6	0	6	0	0	0	0	0	0	0	0	0	0
1915	7	0	7	0	0	0	0	0	0	0	0	0	0
1930	10	0	8	0	2	0	0	0	0	0	0	0	0
1945	15	0	15	0	0	0	0	0	0	0	0	0	0
2000	7	0	7	0	0	0	0	0	0	0	0	0	0
2015	3	0	3	0	0	0	0	0	0	0	0	0	0
2030	3	0	2	0	1	0	0	0	0	0	0	0	0
2045	7	0	6	0	1	0	0	0	0	0	0	0	0
2100	2	0	2	0	0	0	0	0	0	0	0	0	0
2115	6	0	6	0	0	0	0	0	0	0	0	0	0
2130	2	0	2	0	0	0	0	0	0	0	0	0	0
2145	3	0	3	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	0
2215	2	0	2	0	0	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	0	0
2245	3	0	3	0	0	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0	0	0
2315	3	0	3	0	0	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	629	4	559	3	63	0	0	0	0	0	0	0	0
06-22	707	4	633	3	67	0	0	0	0	0	0	0	0
06-00	721	4	647	3	67	0	0	0	0	0	0	0	0
00-00	727	4	653	3	67	0	0	0	0	0	0	0	0



Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	1	0	1	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	2	0	2	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	2	0	1	0	1	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0	0	0
0330	2	0	0	0	2	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	1	0	1	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	1	0	1	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	2	0	2	0	0	0	0	0	0	0	0	0	0
0645	1	0	1	0	0	0	0	0	0	0	0	0	0
0700	2	0	2	0	0	0	0	0	0	0	0	0	0
0715	2	0	2	0	0	0	0	0	0	0	0	0	0
0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0745	3	0	3	0	0	0	0	0	0	0	0	0	0
0800	5	1	4	0	0	0	0	0	0	0	0	0	0
0815	3	0	3	0	0	0	0	0	0	0	0	0	0
0830	1	0	1	0	0	0	0	0	0	0	0	0	0
0845	3	0	3	0	0	0	0	0	0	0	0	0	0
0900	7	0	6	1	0	0	0	0	0	0	0	0	0
0915	9	0	9	0	0	0	0	0	0	0	0	0	0
0930	15	0	15	0	0	0	0	0	0	0	0	0	0
0945	11	1	10	0	0	0	0	0	0	0	0	0	0
1000	8	0	8	0	0	0	0	0	0	0	0	0	0
1015	8	0	8	0	0	0	0	0	0	0	0	0	0
1030	15	1	14	0	0	0	0	0	0	0	0	0	0
1045	11	0	11	0	0	0	0	0	0	0	0	0	0
1100	13	0	12	1	0	0	0	0	0	0	0	0	0
1115	12	0	11	1	0	0	0	0	0	0	0	0	0
1130	13	0	13	0	0	0	0	0	0	0	0	0	0
1145	15	0	15	0	0	0	0	0	0	0	0	0	0
1200	12	1	9	1	1	0	0	0	0	0	0	0	0
1215	15	0	14	0	1	0	0	0	0	0	0	0	0
1230	17	0	17	0	0	0	0	0	0	0	0	0	0
1245	20	0	19	0	1	0	0	0	0	0	0	0	0
1300	20	0	20	0	0	0	0	0	0	0	0	0	0
1315	16	0	15	0	1	0	0	0	0	0	0	0	0
1330	22	0	21	0	1	0	0	0	0	0	0	0	0
1345	8	0	8	0	0	0	0	0	0	0	0	0	0
1400	14	1	12	0	1	0	0	0	0	0	0	0	0
1415	18	0	16	0	2	0	0	0	0	0	0	0	0
1430	15	0	14	0	1	0	0	0	0	0	0	0	0
1445	12	0	12	0	0	0	0	0	0	0	0	0	0
1500	10	0	10	0	0	0	0	0	0	0	0	0	0
1515	7	0	7	0	0	0	0	0	0	0	0	0	0
1530	14	0	14	0	0	0	0	0	0	0	0	0	0
1545	11	0	10	0	1	0	0	0	0	0	0	0	0
1600	16	0	15	0	1	0	0	0	0	0	0	0	0
1615	11	0	11	0	0	0	0	0	0	0	0	0	0
1630	13	0	11	0	2	0	0	0	0	0	0	0	0
1645	11	0	10	0	1	0	0	0	0	0	0	0	0
1700	7	0	7	0	0	0	0	0	0	0	0	0	0
1715	16	0	15	0	1	0	0	0	0	0	0	0	0
1730	16	0	14	0	2	0	0	0	0	0	0	0	0
1745	11	0	11	0	0	0	0	0	0	0	0	0	0
1800	10	0	10	0	0	0	0	0	0	0	0	0	0
1815	13	0	12	0	1	0	0	0	0	0	0	0	0
1830	8	0	8	0	0	0	0	0	0	0	0	0	0
1845	7	0	7	0	0	0	0	0	0	0	0	0	0
1900	10	0	10	0	0	0	0	0	0	0	0	0	0
1915	14	0	14	0	0	0	0	0	0	0	0	0	0
1930	9	0	9	0	0	0	0	0	0	0	0	0	0
1945	4	0	2	0	2	0	0	0	0	0	0	0	0
2000	7	0	7	0	0	0	0	0	0	0	0	0	0
2015	6	0	6	0	0	0	0	0	0	0	0	0	0
2030	3	0	3	0	0	0	0	0	0	0	0	0	0
2045	2	0	2	0	0	0	0	0	0	0	0	0	0
2100	4	0	4	0	0	0	0	0	0	0	0	0	0
2115	5	0	5	0	0	0	0	0	0	0	0	0	0
2130	5	0	5	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	3	0	3	0	0	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	5	0	5	0	0	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	0	0
07-19	526	5	499	4	18	0	0	0	0	0	0	0	0
06-22	598	5	569	4	20	0	0	0	0	0	0	0	0
06-00	609	5	580	4	20	0	0	0	0	0	0	0	0
00-00	624	5	592	4	23	0	0	0	0	0	0	0	0

Monday, 15 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	3	0	3	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	2	0	2	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	2	0	2	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	1	0	1	0	0	0	0	0	0	0	0	0	0
0530	2	0	2	0	0	0	0	0	0	0	0	0	0
0545	3	0	3	0	0	0	0	0	0	0	0	0	0
0600	5	0	5	0	0	0	0	0	0	0	0	0	0
0615	5	0	4	0	1	0	0	0	0	0	0	0	0
0630	6	0	6	0	0	0	0	0	0	0	0	0	0
0645	8	0	7	0	1	0	0	0	0	0	0	0	0
0700	19	0	18	0	1	0	0	0	0	0	0	0	0
0715	14	1	12	0	1	0	0	0	0	0	0	0	0
0730	10	0	10	0	0	0	0	0	0	0	0	0	0
0745	11	0	11	0	0	0	0	0	0	0	0	0	0
0800	21	0	17	0	4	0	0	0	0	0	0	0	0
0815	22	0	17	0	5	0	0	0	0	0	0	0	0
0830	18	0	18	0	0	0	0	0	0	0	0	0	0
0845	20	0	20	0	0	0	0	0	0	0	0	0	0
0900	13	0	12	0	1	0	0	0	0	0	0	0	0
0915	11	0	9	0	2	0	0	0	0	0	0	0	0
0930	8	0	8	0	0	0	0	0	0	0	0	0	0
0945	12	0	11	0	1	0	0	0	0	0	0	0	0
1000	11	0	10	0	1	0	0	0	0	0	0	0	0
1015	10	0	8	0	2	0	0	0	0	0	0	0	0
1030	9	0	9	0	0	0	0	0	0	0	0	0	0
1045	6	0	6	0	0	0	0	0	0	0	0	0	0
1100	6	1	4	0	1	0	0	0	0	0	0	0	0
1115	11	0	6	0	5	0	0	0	0	0	0	0	0
1130	8	0	7	0	1	0	0	0	0	0	0	0	0
1145	12	0	11	0	1	0	0	0	0	0	0	0	0
1200	12	1	10	0	1	0	0	0	0	0	0	0	0
1215	12	0	8	0	4	0	0	0	0	0	0	0	0
1230	13	0	12	0	1	0	0	0	0	0	0	0	0
1245	8	0	8	0	0	0	0	0	0	0	0	0	0
1300	11	0	10	0	1	0	0	0	0	0	0	0	0
1315	13	0	11	0	2	0	0	0	0	0	0	0	0
1330	7	0	4	0	3	0	0	0	0	0	0	0	0
1345	11	0	11	0	0	0	0	0	0	0	0	0	0
1400	5	0	4	1	0	0	0	0	0	0	0	0	0
1415	12	0	8	1	3	0	0	0	0	0	0	0	0
1430	17	0	17	0	0	0	0	0	0	0	0	0	0
1445	20	0	18	0	1	1	0	0	0	0	0	0	0
1500	15	0	15	0	0	0	0	0	0	0	0	0	0
1515	15	0	12	0	2	1	0	0	0	0	0	0	0
1530	17	0	15	0	2	0	0	0	0	0	0	0	0
1545	21	0	18	0	3	0	0	0	0	0	0	0	0
1600	20	0	15	0	5	0	0	0	0	0	0	0	0
1615	16	1	13	0	2	0	0	0	0	0	0	0	0
1630	23	0	21	0	2	0	0	0	0	0	0	0	0
1645	19	1	18	0	0	0	0	0	0	0	0	0	0
1700	17	0	14	0	3	0	0	0	0	0	0	0	0
1715	12	0	10	0	2	0	0	0	0	0	0	0	0
1730	18	0	15	0	3	0	0	0	0	0	0	0	0
1745	18	0	15	0	3	0	0	0	0	0	0	0	0
1800	12	0	10	0	2	0	0	0	0	0	0	0	0
1815	9	0	9	0	0	0	0	0	0	0	0	0	0
1830	10	0	7	0	3	0	0	0	0	0	0	0	0
1845	3	0	3	0	0	0	0	0	0	0	0	0	0
1900	11	0	11	0	0	0	0	0	0	0	0	0	0
1915	4	0	4	0	0	0	0	0	0	0	0	0	0
1930	9	0	8	0	1	0	0	0	0	0	0	0	0
1945	3	0	2	0	1	0	0	0	0	0	0	0	0
2000	8	0	8	0	0	0	0	0	0	0	0	0	0
2015	2	0	2	0	0	0	0	0	0	0	0	0	0
2030	3	0	3	0	0	0	0	0	0	0	0	0	0
2045	3	0	3	0	0	0	0	0	0	0	0	0	0
2100	8	0	8	0	0	0	0	0	0	0	0	0	0
2115	2	0	2	0	0	0	0	0	0	0	0	0	0
2130	2	0	2	0	0	0	0	0	0	0	0	0	0
2145	2	0	2	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	2	0	2	0	0	0	0	0	0	0	0	0	0
2245	2	0	2	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	638	5	555	2	74	2	0	0	0	0	0	0	0
06-22	719	5	632	2	78	2	0	0	0	0	0	0	0
06-00	727	5	640	2	78	2	0	0	0	0	0	0	0
00-00	742	5	655	2	78	2	0	0	0	0	0	0	0

Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction Both Directions
 Virtual Day (7)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	1	0	1	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0
0300	2	0	1	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0
0500	5	0	5	0	0	0	0	0	0	0	0	0	0
0600	17	0	15	0	1	0	0	0	0	0	0	0	0
0700	42	1	37	1	3	0	0	0	0	0	0	0	0
0800	54	0	48	0	6	0	0	0	0	0	0	0	0
0900	44	0	38	1	4	0	0	0	0	0	0	0	0
1000	46	0	39	0	6	0	0	0	0	0	0	0	0
1100	47	0	41	0	5	0	0	0	0	0	0	0	0
1200	57	2	49	0	6	0	0	0	0	0	0	0	0
1300	52	1	44	0	6	0	0	0	0	0	0	0	0
1400	58	0	52	0	5	0	0	0	0	0	0	0	0
1500	68	1	61	0	5	0	0	0	0	0	0	0	0
1600	64	1	57	1	5	0	0	0	0	0	0	0	0
1700	63	1	55	1	7	0	0	0	0	0	0	0	0
1800	47	0	43	0	4	0	0	0	0	0	0	0	0
1900	31	0	28	0	2	0	0	0	0	0	0	0	0
2000	21	0	20	0	1	0	0	0	0	0	0	0	0
2100	13	0	13	0	0	0	0	0	0	0	0	0	0
2200	6	0	6	0	0	0	0	0	0	0	0	0	0
2300	4	0	4	0	0	0	0	0	0	0	0	0	0
07-19	642	8	564	4	63	1	1	0	0	1	0	0	0
06-22	723	8	640	5	67	1	1	0	0	1	0	0	0
06-00	733	8	650	5	67	1	1	0	0	1	0	0	0
00-00	746	8	662	5	68	1	1	0	0	1	0	0	0

Virtual Week (1)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
Mon	742	5	655	2	78	2	0	0	0	0	0	0	0
Tue	795	19	675	14	76	0	6	0	0	5	0	0	0
Wed	713	7	623	4	78	1	0	0	0	0	0	0	0
Thu	811	8	712	2	82	3	2	0	0	0	2	0	0
Fri	813	7	727	4	72	0	2	0	0	1	0	0	0
Sat	727	4	653	3	67	0	0	0	0	0	0	0	0
Sun	624	5	592	4	23	0	0	0	0	0	0	0	0
5 Day Ave.	775	9	678	5	77	1	2	0	0	1	0	0	0
7 Day Ave.	746	8	662	5	68	1	1	0	0	1	0	0	0
--	5225	55	4637	33	476	6	10	0	0	6	2	0	0

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	2	0	2	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	2	0	2	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	1	0	0	0	0	0	0	0	0	0
0515	4	0	4	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	3	0	3	0	0	0	0	0	0	0	0	0	0
0600	3	0	3	0	0	0	0	0	0	0	0	0	0
0615	5	0	4	1	0	0	0	0	0	0	0	0	0
0630	7	0	6	0	1	0	0	0	0	0	0	0	0
0645	2	0	2	0	0	0	0	0	0	0	0	0	0
0700	19	0	16	0	3	0	0	0	0	0	0	0	0
0715	13	0	13	0	0	0	0	0	0	0	0	0	0
0730	10	0	10	0	0	0	0	0	0	0	0	0	0
0745	13	0	13	0	0	0	0	0	0	0	0	0	0
0800	16	0	12	0	2	2	0	0	0	0	0	0	0
0815	24	2	19	0	3	0	0	0	0	0	0	0	0
0830	16	0	15	0	1	0	0	0	0	0	0	0	0
0845	12	0	12	0	0	0	0	0	0	0	0	0	0
0900	17	0	16	0	1	0	0	0	0	0	0	0	0
0915	9	0	6	0	3	0	0	0	0	0	0	0	0
0930	17	0	15	0	2	0	0	0	0	0	0	0	0
0945	15	0	14	0	1	0	0	0	0	0	0	0	0
1000	13	0	12	0	1	0	0	0	0	0	0	0	0
1015	10	0	5	0	5	0	0	0	0	0	0	0	0
1030	6	0	6	0	0	0	0	0	0	0	0	0	0
1045	7	0	6	0	1	0	0	0	0	0	0	0	0
1100	9	0	9	0	0	0	0	0	0	0	0	0	0
1115	12	0	11	0	1	0	0	0	0	0	0	0	0
1130	12	0	10	0	2	0	0	0	0	0	0	0	0
1145	15	0	14	0	1	0	0	0	0	0	0	0	0
1200	11	0	9	0	2	0	0	0	0	0	0	0	0
1215	16	1	10	0	5	0	0	0	0	0	0	0	0
1230	11	1	6	0	4	0	0	0	0	0	0	0	0
1245	12	0	12	0	0	0	0	0	0	0	0	0	0
1300	16	0	15	0	1	0	0	0	0	0	0	0	0
1315	12	2	7	0	3	0	0	0	0	0	0	0	0
1330	12	1	9	0	1	0	1	0	0	0	0	0	0
1345	10	2	8	0	0	0	0	0	0	0	0	0	0
1400	11	2	8	0	1	0	0	0	0	0	0	0	0
1415	10	0	8	0	2	0	0	0	0	0	0	0	0
1430	25	2	22	0	1	0	0	0	0	0	0	0	0
1445	19	0	17	0	2	0	0	0	0	0	0	0	0
1500	13	0	12	0	1	0	0	0	0	0	0	0	0
1515	17	0	13	0	4	0	0	0	0	0	0	0	0
1530	18	0	17	0	0	0	0	1	0	0	0	0	0
1545	18	0	18	0	0	0	0	0	0	0	0	0	0
1600	20	0	16	0	4	0	0	0	0	0	0	0	0
1615	18	0	15	0	3	0	0	0	0	0	0	0	0
1630	12	0	11	0	1	0	0	0	0	0	0	0	0
1645	20	0	16	0	4	0	0	0	0	0	0	0	0
1700	19	0	19	0	0	0	0	0	0	0	0	0	0
1715	22	1	21	0	0	0	0	0	0	0	0	0	0
1730	21	1	15	0	5	0	0	0	0	0	0	0	0
1745	15	1	13	0	1	0	0	0	0	0	0	0	0
1800	10	0	10	0	0	0	0	0	0	0	0	0	0
1815	19	0	18	0	1	0	0	0	0	0	0	0	0
1830	13	0	11	0	2	0	0	0	0	0	0	0	0
1845	8	0	8	0	0	0	0	0	0	0	0	0	0
1900	9	0	9	0	0	0	0	0	0	0	0	0	0
1915	9	0	9	0	0	0	0	0	0	0	0	0	0
1930	12	0	10	0	2	0	0	0	0	0	0	0	0
1945	4	1	2	0	1	0	0	0	0	0	0	0	0
2000	2	0	2	0	0	0	0	0	0	0	0	0	0
2015	1	0	1	0	0	0	0	0	0	0	0	0	0
2030	4	0	4	0	0	0	0	0	0	0	0	0	0
2045	6	0	5	0	1	0	0	0	0	0	0	0	0
2100	4	0	3	0	1	0	0	0	0	0	0	0	0
2115	7	1	6	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	3	0	3	0	0	0	0	0	0	0	0	0	0
2200	3	0	3	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	0	0
2245	2	0	2	0	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	693	16	598	0	75	2	1	1	0	0	0	0	0
06-22	771	18	667	1	81	2	1	1	0	0	0	0	0
06-00	779	18	675	1	81	2	1	1	0	0	0	0	0
00-00	794	18	689	2	81	2	1	1	0	0	0	0	0

Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction Both Directions

Wednesday, 17 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	2	0	2	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	2	0	2	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0
0515	1	0	1	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	4	0	3	1	0	0	0	0	0	0	0	0	0
0600	3	0	3	0	0	0	0	0	0	0	0	0	0
0615	3	0	3	0	0	0	0	0	0	0	0	0	0
0630	12	0	8	1	3	0	0	0	0	0	0	0	0
0645	6	0	6	0	0	0	0	0	0	0	0	0	0
0700	16	0	14	0	2	0	0	0	0	0	0	0	0
0715	20	0	18	0	1	0	1	0	0	0	0	0	0
0730	17	1	15	0	0	0	1	0	0	0	0	0	0
0745	12	0	12	0	0	0	0	0	0	0	0	0	0
0800	14	0	11	0	3	0	0	0	0	0	0	0	0
0815	18	0	14	0	4	0	0	0	0	0	0	0	0
0830	23	1	19	0	3	0	0	0	0	0	0	0	0
0845	17	0	16	1	0	0	0	0	0	0	0	0	0
0900	12	0	11	0	1	0	0	0	0	0	0	0	0
0915	16	0	13	1	2	0	0	0	0	0	0	0	0
0930	13	0	11	0	2	0	0	0	0	0	0	0	0
0945	10	0	9	0	1	0	0	0	0	0	0	0	0
1000	8	0	5	0	3	0	0	0	0	0	0	0	0
1015	11	0	7	0	4	0	0	0	0	0	0	0	0
1030	7	1	6	0	0	0	0	0	0	0	0	0	0
1045	8	0	6	0	2	0	0	0	0	0	0	0	0
1100	18	1	12	1	4	0	0	0	0	0	0	0	0
1115	10	1	7	0	2	0	0	0	0	0	0	0	0
1130	14	0	13	0	1	0	0	0	0	0	0	0	0
1145	12	1	10	0	1	0	0	0	0	0	0	0	0
1200	16	0	15	1	0	0	0	0	0	0	0	0	0
1215	11	0	6	1	4	0	0	0	0	0	0	0	0
1230	10	0	9	0	1	0	0	0	0	0	0	0	0
1245	8	0	6	1	1	0	0	0	0	0	0	0	0
1300	19	0	18	0	1	0	0	0	0	0	0	0	0
1315	14	0	11	0	3	0	0	0	0	0	0	0	0
1330	11	0	9	0	2	0	0	0	0	0	0	0	0
1345	16	1	14	0	1	0	0	0	0	0	0	0	0
1400	10	0	9	0	1	0	0	0	0	0	0	0	0
1415	9	0	7	0	2	0	0	0	0	0	0	0	0
1430	12	0	11	0	1	0	0	0	0	0	0	0	0
1445	17	0	17	0	0	0	0	0	0	0	0	0	0
1500	24	0	21	0	3	0	0	0	0	0	0	0	0
1515	16	0	12	0	4	0	0	0	0	0	0	0	0
1530	19	0	18	0	1	0	0	0	0	0	0	0	0
1545	26	0	25	0	1	0	0	0	0	0	0	0	0
1600	21	1	19	0	1	0	0	0	0	0	0	0	0
1615	13	1	7	0	5	0	0	0	0	0	0	0	0
1630	18	0	11	0	7	0	0	0	0	0	0	0	0
1645	16	0	14	0	2	0	0	0	0	0	0	0	0
1700	16	1	11	0	2	0	0	2	0	0	0	0	0
1715	22	0	20	0	2	0	0	0	0	0	0	0	0
1730	29	1	23	0	4	0	0	0	0	1	0	0	0
1745	23	0	22	0	0	0	0	0	0	1	0	0	0
1800	18	0	18	0	0	0	0	0	0	0	0	0	0
1815	10	0	10	0	0	0	0	0	0	0	0	0	0
1830	12	0	11	0	1	0	0	0	0	0	0	0	0
1845	6	0	5	0	1	0	0	0	0	0	0	0	0
1900	5	0	5	0	0	0	0	0	0	0	0	0	0
1915	11	0	11	0	0	0	0	0	0	0	0	0	0
1930	9	0	8	0	1	0	0	0	0	0	0	0	0
1945	15	1	11	0	3	0	0	0	0	0	0	0	0
2000	11	0	11	0	0	0	0	0	0	0	0	0	0
2015	5	0	5	0	0	0	0	0	0	0	0	0	0
2030	6	0	4	0	0	2	0	0	0	0	0	0	0
2045	5	0	5	0	0	0	0	0	0	0	0	0	0
2100	5	0	5	0	0	0	0	0	0	0	0	0	0
2115	1	0	1	0	0	0	0	0	0	0	0	0	0
2130	4	0	4	0	0	0	0	0	0	0	0	0	0
2145	1	0	1	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	4	0	4	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	718	11	608	6	87	0	2	0	2	0	2	0	0
06-22	820	12	699	7	94	0	4	0	2	0	2	0	0
06-00	827	12	706	7	94	0	4	0	2	0	2	0	0
00-00	841	12	719	8	94	0	4	0	2	0	2	0	0



Thursday, 18 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	4	0	4	0	0	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	2	0	2	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	2	0	1	1	0	0	0	0	0	0	0	0	0
0530	1	0	1	0	0	0	0	0	0	0	0	0	0
0545	3	0	3	0	0	0	0	0	0	0	0	0	0
0600	5	0	5	0	0	0	0	0	0	0	0	0	0
0615	8	0	6	1	1	0	0	0	0	0	0	0	0
0630	4	0	4	0	0	0	0	0	0	0	0	0	0
0645	6	0	6	0	0	0	0	0	0	0	0	0	0
0700	12	0	9	0	3	0	0	0	0	0	0	0	0
0715	13	0	13	0	0	0	0	0	0	0	0	0	0
0730	14	1	13	0	0	0	0	0	0	0	0	0	0
0745	12	0	12	0	0	0	0	0	0	0	0	0	0
0800	15	0	13	0	2	0	0	0	0	0	0	0	0
0815	17	0	14	0	3	0	0	0	0	0	0	0	0
0830	15	0	13	0	1	0	1	0	0	0	0	0	0
0845	18	0	17	0	0	0	1	0	0	0	0	0	0
0900	13	0	11	0	1	0	0	0	0	0	0	0	0
0915	15	0	10	0	3	1	1	0	0	0	0	0	0
0930	13	0	11	0	2	0	0	0	0	0	0	0	0
0945	12	1	11	0	0	0	0	0	0	0	0	0	0
1000	7	0	6	1	0	0	0	0	0	0	0	0	0
1015	15	0	10	1	4	0	0	0	0	0	0	0	0
1030	15	0	15	0	0	0	0	0	0	0	0	0	0
1045	6	0	4	0	1	0	1	0	0	0	0	0	0
1100	11	0	11	0	0	0	0	0	0	0	0	0	0
1115	11	0	7	2	2	0	0	0	0	0	0	0	0
1130	16	0	16	0	0	0	0	0	0	0	0	0	0
1145	15	0	14	0	0	1	0	0	0	0	0	0	0
1200	13	0	12	0	1	0	0	0	0	0	0	0	0
1215	16	0	13	0	3	0	0	0	0	0	0	0	0
1230	16	0	11	0	4	1	0	0	0	0	0	0	0
1245	11	0	9	0	2	0	0	0	0	0	0	0	0
1300	12	0	12	0	0	0	0	0	0	0	0	0	0
1315	10	0	8	0	2	0	0	0	0	0	0	0	0
1330	13	1	11	0	1	0	0	0	0	0	0	0	0
1345	12	0	10	0	2	0	0	0	0	0	0	0	0
1400	9	1	6	0	2	0	0	0	0	0	0	0	0
1415	12	1	9	0	2	0	0	0	0	0	0	0	0
1430	16	0	15	0	1	0	0	0	0	0	0	0	0
1445	20	0	17	0	3	0	0	0	0	0	0	0	0
1500	28	1	25	0	2	0	0	0	0	0	0	0	0
1515	17	0	12	0	5	0	0	0	0	0	0	0	0
1530	18	0	17	0	1	0	0	0	0	0	0	0	0
1545	20	0	18	0	2	0	0	0	0	0	0	0	0
1600	16	0	14	0	2	0	0	0	0	0	0	0	0
1615	25	1	21	0	3	0	0	0	0	0	0	0	0
1630	17	0	16	0	1	0	0	0	0	0	0	0	0
1645	18	0	15	0	3	0	0	0	0	0	0	0	0
1700	22	0	19	0	3	0	0	0	0	0	0	0	0
1715	21	0	19	0	2	0	0	0	0	0	0	0	0
1730	23	1	20	0	2	0	0	0	0	0	0	0	0
1745	17	0	17	0	0	0	0	0	0	0	0	0	0
1800	12	1	11	0	0	0	0	0	0	0	0	0	0
1815	16	0	16	0	0	0	0	0	0	0	0	0	0
1830	12	0	10	0	2	0	0	0	0	0	0	0	0
1845	10	0	8	0	2	0	0	0	0	0	0	0	0
1900	4	0	4	0	0	0	0	0	0	0	0	0	0
1915	13	0	13	0	0	0	0	0	0	0	0	0	0
1930	15	0	12	0	3	0	0	0	0	0	0	0	0
1945	6	0	6	0	0	0	0	0	0	0	0	0	0
2000	7	0	7	0	0	0	0	0	0	0	0	0	0
2015	10	0	10	0	0	0	0	0	0	0	0	0	0
2030	7	0	7	0	0	0	0	0	0	0	0	0	0
2045	6	0	6	0	0	0	0	0	0	0	0	0	0
2100	7	0	7	0	0	0	0	0	0	0	0	0	0
2115	1	0	1	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	1	0	1	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0	0	0
2230	2	0	2	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0
2315	5	1	3	0	1	0	0	0	0	0	0	0	0
2330	3	0	3	0	0	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	0	0
07-19	717	9	621	4	75	4	4	0	0	0	0	0	0
06-22	817	9	716	5	79	4	4	0	0	0	0	0	0
06-00	831	10	728	5	80	4	4	0	0	0	0	0	0
00-00	849	10	745	6	80	4	4	0	0	0	0	0	0

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	2	0	2	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	2	0	1	1	0	0	0	0	0	0	0	0	0
0530	2	0	2	0	0	0	0	0	0	0	0	0	0
0545	5	0	5	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0
0615	5	0	4	0	1	0	0	0	0	0	0	0	0
0630	8	0	7	0	1	0	0	0	0	0	0	0	0
0645	4	0	4	0	0	0	0	0	0	0	0	0	0
0700	11	0	8	1	2	0	0	0	0	0	0	0	0
0715	13	1	10	0	1	0	1	0	0	0	0	0	0
0730	14	0	14	0	0	0	0	0	0	0	0	0	0
0745	17	1	16	0	0	0	0	0	0	0	0	0	0
0800	20	0	16	0	4	0	0	0	0	0	0	0	0
0815	21	0	16	0	4	0	1	0	0	0	0	0	0
0830	17	1	16	0	0	0	0	0	0	0	0	0	0
0845	15	0	15	0	0	0	0	0	0	0	0	0	0
0900	15	0	13	0	2	0	0	0	0	0	0	0	0
0915	22	0	19	0	3	0	0	0	0	0	0	0	0
0930	12	0	11	0	1	0	0	0	0	0	0	0	0
0945	11	0	11	0	0	0	0	0	0	0	0	0	0
1000	11	0	9	0	2	0	0	0	0	0	0	0	0
1015	9	0	6	0	3	0	0	0	0	0	0	0	0
1030	15	1	12	0	2	0	0	0	0	0	0	0	0
1045	14	1	12	0	1	0	0	0	0	0	0	0	0
1100	19	2	13	0	4	0	0	0	0	0	0	0	0
1115	9	1	6	0	2	0	0	0	0	0	0	0	0
1130	16	0	16	0	0	0	0	0	0	0	0	0	0
1145	7	0	7	0	0	0	0	0	0	0	0	0	0
1200	20	1	19	0	0	0	0	0	0	0	0	0	0
1215	13	0	11	0	2	0	0	0	0	0	0	0	0
1230	9	0	7	0	2	0	0	0	0	0	0	0	0
1245	13	0	13	0	0	0	0	0	0	0	0	0	0
1300	21	1	19	0	1	0	0	0	0	0	0	0	0
1315	12	0	10	0	2	0	0	0	0	0	0	0	0
1330	16	0	15	0	1	0	0	0	0	0	0	0	0
1345	19	0	18	0	1	0	0	0	0	0	0	0	0
1400	15	0	14	0	1	0	0	0	0	0	0	0	0
1415	16	0	11	0	5	0	0	0	0	0	0	0	0
1430	27	1	25	0	1	0	0	0	0	0	0	0	0
1445	16	1	13	0	2	0	0	0	0	0	0	0	0
1500	17	0	15	0	2	0	0	0	0	0	0	0	0
1515	22	0	18	0	4	0	0	0	0	0	0	0	0
1530	19	0	19	0	0	0	0	0	0	0	0	0	0
1545	21	0	19	0	2	0	0	0	0	0	0	0	0
1600	21	0	18	0	3	0	0	0	0	0	0	0	0
1615	10	0	9	0	1	0	0	0	0	0	0	0	0
1630	17	0	13	0	4	0	0	0	0	0	0	0	0
1645	21	0	19	1	1	0	0	0	0	0	0	0	0
1700	24	0	21	0	3	0	0	0	0	0	0	0	0
1715	17	0	16	1	0	0	0	0	0	0	0	0	0
1730	21	0	19	0	2	0	0	0	0	0	0	0	0
1745	14	0	12	0	2	0	0	0	0	0	0	0	0
1800	20	0	20	0	0	0	0	0	0	0	0	0	0
1815	19	0	18	0	1	0	0	0	0	0	0	0	0
1830	14	0	13	0	1	0	0	0	0	0	0	0	0
1845	16	0	14	0	2	0	0	0	0	0	0	0	0
1900	12	0	12	0	0	0	0	0	0	0	0	0	0
1915	8	0	8	0	0	0	0	0	0	0	0	0	0
1930	9	0	7	0	2	0	0	0	0	0	0	0	0
1945	7	0	7	0	0	0	0	0	0	0	0	0	0
2000	5	0	5	0	0	0	0	0	0	0	0	0	0
2015	7	0	7	0	0	0	0	0	0	0	0	0	0
2030	5	0	5	0	0	0	0	0	0	0	0	0	0
2045	6	0	6	0	0	0	0	0	0	0	0	0	0
2100	5	0	5	0	0	0	0	0	0	0	0	0	0
2115	5	0	5	0	0	0	0	0	0	0	0	0	0
2130	6	0	6	0	0	0	0	0	0	0	0	0	0
2145	2	0	2	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	0
2215	3	0	3	0	0	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	0	0
2245	2	0	2	0	0	0	0	0	0	0	0	0	0
2300	2	0	1	1	0	0	0	0	0	0	0	0	0
2315	3	0	3	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	0	0
07-19	778	12	684	3	77	0	2	0	0	0	0	0	0
06-22	873	12	775	3	81	0	2	0	0	0	0	0	0
06-00	886	12	787	4	81	0	2	0	0	0	0	0	0
00-00	902	12	802	5	81	0	2	0	0	0	0	0	0

Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction Both Directions
 Saturday, 20 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	2	0	2	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	2	0	2	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0
0515	1	0	1	0	0	0	0	0	0	0	0	0	0
0530	2	0	2	0	0	0	0	0	0	0	0	0	0
0545	2	0	2	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0
0615	3	0	3	0	0	0	0	0	0	0	0	0	0
0630	1	0	0	0	1	0	0	0	0	0	0	0	0
0645	4	0	1	0	3	0	0	0	0	0	0	0	0
0700	1	0	1	0	0	0	0	0	0	0	0	0	0
0715	7	0	5	0	2	0	0	0	0	0	0	0	0
0730	7	0	6	0	1	0	0	0	0	0	0	0	0
0745	5	0	2	2	1	0	0	0	0	0	0	0	0
0800	12	0	9	1	2	0	0	0	0	0	0	0	0
0815	9	0	5	1	3	0	0	0	0	0	0	0	0
0830	13	0	12	1	0	0	0	0	0	0	0	0	0
0845	7	1	6	0	0	0	0	0	0	0	0	0	0
0900	12	0	12	0	0	0	0	0	0	0	0	0	0
0915	7	0	5	0	2	0	0	0	0	0	0	0	0
0930	11	0	10	0	1	0	0	0	0	0	0	0	0
0945	14	0	11	0	3	0	0	0	0	0	0	0	0
1000	16	1	13	1	1	0	0	0	0	0	0	0	0
1015	14	0	10	0	4	0	0	0	0	0	0	0	0
1030	14	0	11	0	3	0	0	0	0	0	0	0	0
1045	14	0	12	1	1	0	0	0	0	0	0	0	0
1100	13	0	12	1	0	0	0	0	0	0	0	0	0
1115	19	0	15	0	4	0	0	0	0	0	0	0	0
1130	27	1	23	0	3	0	0	0	0	0	0	0	0
1145	14	0	12	1	1	0	0	0	0	0	0	0	0
1200	16	0	13	0	2	0	0	0	1	0	0	0	0
1215	21	0	19	0	2	0	0	0	0	0	0	0	0
1230	23	0	19	0	4	0	0	0	0	0	0	0	0
1245	16	0	16	0	0	0	0	0	0	0	0	0	0
1300	21	0	20	0	1	0	0	0	0	0	0	0	0
1315	15	0	14	0	1	0	0	0	0	0	0	0	0
1330	15	0	14	0	1	0	0	0	0	0	0	0	0
1345	12	0	12	0	0	0	0	0	0	0	0	0	0
1400	19	0	19	0	0	0	0	0	0	0	0	0	0
1415	15	0	13	0	2	0	0	0	0	0	0	0	0
1430	12	0	11	0	1	0	0	0	0	0	0	0	0
1445	16	0	16	0	0	0	0	0	0	0	0	0	0
1500	15	0	15	0	0	0	0	0	0	0	0	0	0
1515	13	0	11	0	2	0	0	0	0	0	0	0	0
1530	12	0	11	0	1	0	0	0	0	0	0	0	0
1545	13	0	13	0	0	0	0	0	0	0	0	0	0
1600	18	2	14	0	2	0	0	0	0	0	0	0	0
1615	13	0	10	0	3	0	0	0	0	0	0	0	0
1630	12	0	12	0	0	0	0	0	0	0	0	0	0
1645	9	1	8	0	0	0	0	0	0	0	0	0	0
1700	12	0	12	0	0	0	0	0	0	0	0	0	0
1715	13	1	12	0	0	0	0	0	0	0	0	0	0
1730	10	0	8	0	2	0	0	0	0	0	0	0	0
1745	14	0	14	0	0	0	0	0	0	0	0	0	0
1800	8	0	8	0	0	0	0	0	0	0	0	0	0
1815	12	0	12	0	0	0	0	0	0	0	0	0	0
1830	11	0	9	0	2	0	0	0	0	0	0	0	0
1845	12	0	12	0	0	0	0	0	0	0	0	0	0
1900	6	0	6	0	0	0	0	0	0	0	0	0	0
1915	5	0	5	0	0	0	0	0	0	0	0	0	0
1930	7	0	5	0	2	0	0	0	0	0	0	0	0
1945	4	0	4	0	0	0	0	0	0	0	0	0	0
2000	5	0	4	0	1	0	0	0	0	0	0	0	0
2015	6	0	6	0	0	0	0	0	0	0	0	0	0
2030	6	0	6	0	0	0	0	0	0	0	0	0	0
2045	2	0	2	0	0	0	0	0	0	0	0	0	0
2100	4	0	4	0	0	0	0	0	0	0	0	0	0
2115	4	0	4	0	0	0	0	0	0	0	0	0	0
2130	3	0	3	0	0	0	0	0	0	0	0	0	0
2145	2	0	2	0	0	0	0	0	0	0	0	0	0
2200	3	0	3	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	634	7	559	9	58	0	0	0	1	0	0	0	0
06-22	697	7	615	9	65	0	0	0	1	0	0	0	0
06-00	705	7	623	9	65	0	0	0	1	0	0	0	0
00-00	717	7	635	9	65	0	0	0	1	0	0	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction Both Directions
 Sunday, 21 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	2	0	2	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	1	0	1	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	1	0	1	0	0	0	0	0	0	0	0	0	0
0645	1	0	1	0	0	0	0	0	0	0	0	0	0
0700	3	0	3	0	0	0	0	0	0	0	0	0	0
0715	3	0	3	0	0	0	0	0	0	0	0	0	0
0730	3	0	3	0	0	0	0	0	0	0	0	0	0
0745	6	0	5	1	0	0	0	0	0	0	0	0	0
0800	1	0	1	0	0	0	0	0	0	0	0	0	0
0815	2	0	2	0	0	0	0	0	0	0	0	0	0
0830	2	0	2	0	0	0	0	0	0	0	0	0	0
0845	7	1	6	0	0	0	0	0	0	0	0	0	0
0900	8	1	4	2	1	0	0	0	0	0	0	0	0
0915	12	0	12	0	0	0	0	0	0	0	0	0	0
0930	13	0	12	0	1	0	0	0	0	0	0	0	0
0945	10	0	10	0	0	0	0	0	0	0	0	0	0
1000	9	0	8	1	0	0	0	0	0	0	0	0	0
1015	11	0	10	0	1	0	0	0	0	0	0	0	0
1030	14	0	12	0	2	0	0	0	0	0	0	0	0
1045	14	0	14	0	0	0	0	0	0	0	0	0	0
1100	13	1	11	1	0	0	0	0	0	0	0	0	0
1115	15	0	14	0	1	0	0	0	0	0	0	0	0
1130	10	0	9	0	1	0	0	0	0	0	0	0	0
1145	9	0	7	0	2	0	0	0	0	0	0	0	0
1200	17	1	15	1	0	0	0	0	0	0	0	0	0
1215	15	0	13	1	1	0	0	0	0	0	0	0	0
1230	11	0	11	0	0	0	0	0	0	0	0	0	0
1245	16	0	16	0	0	0	0	0	0	0	0	0	0
1300	20	0	20	0	0	0	0	0	0	0	0	0	0
1315	18	0	16	1	1	0	0	0	0	0	0	0	0
1330	15	0	15	0	0	0	0	0	0	0	0	0	0
1345	10	0	10	0	0	0	0	0	0	0	0	0	0
1400	11	0	11	0	0	0	0	0	0	0	0	0	0
1415	24	0	21	0	3	0	0	0	0	0	0	0	0
1430	13	0	13	0	0	0	0	0	0	0	0	0	0
1445	12	0	11	1	0	0	0	0	0	0	0	0	0
1500	23	1	20	0	2	0	0	0	0	0	0	0	0
1515	12	0	11	0	1	0	0	0	0	0	0	0	0
1530	13	1	12	0	0	0	0	0	0	0	0	0	0
1545	14	0	13	0	1	0	0	0	0	0	0	0	0
1600	12	0	9	0	2	1	0	0	0	0	0	0	0
1615	15	1	14	0	0	0	0	0	0	0	0	0	0
1630	19	0	15	0	4	0	0	0	0	0	0	0	0
1645	6	0	6	0	0	0	0	0	0	0	0	0	0
1700	7	0	7	0	0	0	0	0	0	0	0	0	0
1715	3	0	3	0	0	0	0	0	0	0	0	0	0
1730	10	0	10	0	0	0	0	0	0	0	0	0	0
1745	10	0	10	0	0	0	0	0	0	0	0	0	0
1800	9	0	8	1	0	0	0	0	0	0	0	0	0
1815	12	0	12	0	0	0	0	0	0	0	0	0	0
1830	3	0	3	0	0	0	0	0	0	0	0	0	0
1845	1	0	1	0	0	0	0	0	0	0	0	0	0
1900	7	0	7	0	0	0	0	0	0	0	0	0	0
1915	2	0	2	0	0	0	0	0	0	0	0	0	0
1930	7	0	7	0	0	0	0	0	0	0	0	0	0
1945	5	0	3	1	1	0	0	0	0	0	0	0	0
2000	13	0	12	0	1	0	0	0	0	0	0	0	0
2015	6	0	6	0	0	0	0	0	0	0	0	0	0
2030	4	0	4	0	0	0	0	0	0	0	0	0	0
2045	4	0	4	0	0	0	0	0	0	0	0	0	0
2100	4	0	4	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	1	0	1	0	0	0	0	0	0	0	0	0	0
2145	1	0	1	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	2	0	2	0	0	0	0	0	0	0	0	0	0
07-19	516	7	474	10	24	1	0	0	0	0	0	0	0
06-22	574	7	529	11	26	1	0	0	0	0	0	0	0
06-00	582	7	537	11	26	1	0	0	0	0	0	0	0
00-00	589	7	544	11	26	1	0	0	0	0	0	0	0



Monday, 22 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	2	0	2	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0	0	0
0430	2	0	2	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	3	0	3	0	0	0	0	0	0	0	0	0	0
0545	3	0	3	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0	0
0615	6	0	5	0	1	0	0	0	0	0	0	0	0
0630	10	1	7	0	2	0	0	0	0	0	0	0	0
0645	4	0	4	0	0	0	0	0	0	0	0	0	0
0700	17	0	14	0	3	0	0	0	0	0	0	0	0
0715	18	0	18	0	0	0	0	0	0	0	0	0	0
0730	14	0	14	0	0	0	0	0	0	0	0	0	0
0745	9	0	8	0	1	0	0	0	0	0	0	0	0
0800	21	0	19	0	2	0	0	0	0	0	0	0	0
0815	16	0	10	0	6	0	0	0	0	0	0	0	0
0830	14	0	14	0	0	0	0	0	0	0	0	0	0
0845	21	0	20	0	1	0	0	0	0	0	0	0	0
0900	15	0	13	0	2	0	0	0	0	0	0	0	0
0915	16	1	11	0	4	0	0	0	0	0	0	0	0
0930	17	0	14	1	2	0	0	0	0	0	0	0	0
0945	13	1	12	0	0	0	0	0	0	0	0	0	0
1000	10	0	9	0	1	0	0	0	0	0	0	0	0
1015	11	1	5	0	5	0	0	0	0	0	0	0	0
1030	8	0	6	0	2	0	0	0	0	0	0	0	0
1045	13	0	13	0	0	0	0	0	0	0	0	0	0
1100	3	0	3	0	0	0	0	0	0	0	0	0	0
1115	13	0	11	0	2	0	0	0	0	0	0	0	0
1130	12	0	10	0	2	0	0	0	0	0	0	0	0
1145	15	0	12	0	3	0	0	0	0	0	0	0	0
1200	15	0	13	0	2	0	0	0	0	0	0	0	0
1215	11	0	7	0	4	0	0	0	0	0	0	0	0
1230	11	0	10	0	1	0	0	0	0	0	0	0	0
1245	8	0	8	0	0	0	0	0	0	0	0	0	0
1300	7	0	4	0	3	0	0	0	0	0	0	0	0
1315	12	0	9	0	3	0	0	0	0	0	0	0	0
1330	9	0	6	0	3	0	0	0	0	0	0	0	0
1345	8	0	7	0	1	0	0	0	0	0	0	0	0
1400	7	0	7	0	0	0	0	0	0	0	0	0	0
1415	9	1	6	0	2	0	0	0	0	0	0	0	0
1430	13	0	13	0	0	0	0	0	0	0	0	0	0
1445	17	1	14	0	2	0	0	0	0	0	0	0	0
1500	18	0	16	0	2	0	0	0	0	0	0	0	0
1515	21	0	16	0	5	0	0	0	0	0	0	0	0
1530	16	0	12	0	4	0	0	0	0	0	0	0	0
1545	16	2	12	0	2	0	0	0	0	0	0	0	0
1600	14	1	12	0	1	0	0	0	0	0	0	0	0
1615	19	0	11	0	8	0	0	0	0	0	0	0	0
1630	19	0	13	0	6	0	0	0	0	0	0	0	0
1645	22	1	17	0	4	0	0	0	0	0	0	0	0
1700	16	0	15	0	1	0	0	0	0	0	0	0	0
1715	20	0	19	1	0	0	0	0	0	0	0	0	0
1730	23	0	19	1	2	0	0	0	0	0	1	0	0
1745	17	0	16	0	1	0	0	0	0	0	0	0	0
1800	17	0	17	0	0	0	0	0	0	0	0	0	0
1815	15	0	14	0	0	0	0	0	0	1	0	0	0
1830	12	0	10	0	2	0	0	0	0	0	0	0	0
1845	4	0	4	0	0	0	0	0	0	0	0	0	0
1900	9	0	9	0	0	0	0	0	0	0	0	0	0
1915	13	0	12	0	0	0	0	0	0	1	0	0	0
1930	7	0	6	0	1	0	0	0	0	0	0	0	0
1945	4	0	3	0	1	0	0	0	0	0	0	0	0
2000	4	0	4	0	0	0	0	0	0	0	0	0	0
2015	7	0	7	0	0	0	0	0	0	0	0	0	0
2030	3	0	3	0	0	0	0	0	0	0	0	0	0
2045	8	0	8	0	0	0	0	0	0	0	0	0	0
2100	7	0	7	0	0	0	0	0	0	0	0	0	0
2115	1	0	1	0	0	0	0	0	0	0	0	0	0
2130	4	0	4	0	0	0	0	0	0	0	0	0	0
2145	1	0	1	0	0	0	0	0	0	0	0	0	0
2200	3	0	3	0	0	0	0	0	0	0	0	0	0
2215	2	0	2	0	0	0	0	0	0	0	0	0	0
2230	2	0	2	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0
2315	3	0	3	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	672	9	563	3	95	0	0	0	0	1	1	0	0
06-22	762	10	646	3	100	0	0	0	0	2	1	0	0
06-00	773	10	657	3	100	0	0	0	0	2	1	0	0
00-00	785	10	669	3	100	0	0	0	0	2	1	0	0

Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction Both Directions
 Virtual Day (7)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	1	0	1	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0
0500	6	0	5	1	0	0	0	0	0	0	0	0	0
0600	17	0	14	0	2	0	0	0	0	0	0	0	0
0700	46	1	41	1	3	0	0	0	0	0	0	0	0
0800	58	1	49	1	6	0	0	0	0	0	0	0	0
0900	53	1	45	1	6	0	0	0	0	0	0	0	0
1000	44	1	36	1	7	0	0	0	0	0	0	0	0
1100	53	1	45	1	6	0	0	0	0	0	0	0	0
1200	55	1	47	1	7	0	0	0	0	0	0	0	0
1300	55	1	49	0	5	0	0	0	0	0	0	0	0
1400	59	1	52	0	5	0	0	0	0	0	0	0	0
1500	71	1	63	0	7	0	0	0	0	0	0	0	0
1600	66	1	54	0	11	0	0	0	0	0	0	0	0
1700	69	1	62	0	5	0	0	0	0	0	0	0	0
1800	47	0	44	0	2	0	0	0	0	0	0	0	0
1900	32	0	29	0	2	0	0	0	0	0	0	0	0
2000	23	0	22	0	0	0	0	0	0	0	0	0	0
2100	12	0	12	0	0	0	0	0	0	0	0	0	0
2200	5	0	5	0	0	0	0	0	0	0	0	0	0
2300	5	0	4	0	0	0	0	0	0	0	0	0	0
07-19	675	10	587	5	70	1	1	0	0	0	0	0	0
06-22	759	11	664	6	75	1	2	0	0	0	0	0	0
06-00	769	11	673	6	75	1	2	0	0	0	0	0	0
00-00	782	11	686	6	75	1	2	0	0	0	0	0	0

Virtual Week (1)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
Mon	785	10	669	3	100	0	0	0	0	2	1	0	0
Tue	794	18	689	2	81	2	1	1	0	0	0	0	0
Wed	841	12	719	8	94	0	4	0	2	0	2	0	0
Thu	849	10	745	6	80	4	4	0	0	0	0	0	0
Fri	902	12	802	5	81	0	2	0	0	0	0	0	0
Sat	717	7	635	9	65	0	0	0	1	0	0	0	0
Sun	589	7	544	11	26	1	0	0	0	0	0	0	0
5 Day Ave.	834	12	725	5	87	1	2	0	0	0	1	0	0
7 Day Ave.	782	11	686	6	75	1	2	0	0	0	0	0	0
--	5477	76	4803	44	527	7	11	1	3	2	3	0	0

Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction North

Tuesday, 2 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0	0	0
0230	2	0	2	0	0	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	2	0	1	1	0	0	0	0	0	0	0	0	0
0645	2	0	2	0	0	0	0	0	0	0	0	0	0
0700	1	0	0	0	1	0	0	0	0	0	0	0	0
0715	6	0	6	0	0	0	0	0	0	0	0	0	0
0730	2	0	2	0	0	0	0	0	0	0	0	0	0
0745	4	0	4	0	0	0	0	0	0	0	0	0	0
0800	7	0	4	0	3	0	0	0	0	0	0	0	0
0815	3	0	2	0	1	0	0	0	0	0	0	0	0
0830	4	0	3	1	0	0	0	0	0	0	0	0	0
0845	5	0	4	1	0	0	0	0	0	0	0	0	0
0900	2	0	2	0	0	0	0	0	0	0	0	0	0
0915	7	1	5	0	1	0	0	0	0	0	0	0	0
0930	6	0	4	1	1	0	0	0	0	0	0	0	0
0945	11	0	10	0	1	0	0	0	0	0	0	0	0
1000	4	0	4	0	0	0	0	0	0	0	0	0	0
1015	6	0	5	0	1	0	0	0	0	0	0	0	0
1030	2	0	2	0	0	0	0	0	0	0	0	0	0
1045	6	0	5	0	1	0	0	0	0	0	0	0	0
1100	5	0	5	0	0	0	0	0	0	0	0	0	0
1115	3	0	2	0	1	0	0	0	0	0	0	0	0
1130	10	0	10	0	0	0	0	0	0	0	0	0	0
1145	5	0	4	0	0	1	0	0	0	0	0	0	0
1200	5	0	3	0	2	0	0	0	0	0	0	0	0
1215	12	1	9	1	1	0	0	0	0	0	0	0	0
1230	4	1	3	0	0	0	0	0	0	0	0	0	0
1245	6	1	4	0	1	0	0	0	0	0	0	0	0
1300	6	0	6	0	0	0	0	0	0	0	0	0	0
1315	9	0	8	0	1	0	0	0	0	0	0	0	0
1330	8	0	5	0	3	0	0	0	0	0	0	0	0
1345	3	0	2	0	1	0	0	0	0	0	0	0	0
1400	6	0	6	0	0	0	0	0	0	0	0	0	0
1415	2	0	2	0	0	0	0	0	0	0	0	0	0
1430	5	0	4	0	1	0	0	0	0	0	0	0	0
1445	15	1	11	0	3	0	0	0	0	0	0	0	0
1500	5	0	4	0	1	0	0	0	0	0	0	0	0
1515	8	0	7	0	1	0	0	0	0	0	0	0	0
1530	12	0	12	0	0	0	0	0	0	0	0	0	0
1545	9	0	9	0	0	0	0	0	0	0	0	0	0
1600	8	0	8	0	0	0	0	0	0	0	0	0	0
1615	13	0	12	0	1	0	0	0	0	0	0	0	0
1630	9	0	7	1	1	0	0	0	0	0	0	0	0
1645	6	0	5	0	1	0	0	0	0	0	0	0	0
1700	7	0	7	0	0	0	0	0	0	0	0	0	0
1715	8	0	6	0	2	0	0	0	0	0	0	0	0
1730	9	0	8	0	1	0	0	0	0	0	0	0	0
1745	10	0	9	0	1	0	0	0	0	0	0	0	0
1800	9	0	9	0	0	0	0	0	0	0	0	0	0
1815	7	0	7	0	0	0	0	0	0	0	0	0	0
1830	10	0	8	0	2	0	0	0	0	0	0	0	0
1845	3	0	3	0	0	0	0	0	0	0	0	0	0
1900	4	0	4	0	0	0	0	0	0	0	0	0	0
1915	4	0	4	0	0	0	0	0	0	0	0	0	0
1930	5	0	4	0	1	0	0	0	0	0	0	0	0
1945	3	0	3	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0
2015	3	0	3	0	0	0	0	0	0	0	0	0	0
2030	4	0	4	0	0	0	0	0	0	0	0	0	0
2045	4	0	4	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0
2115	1	0	1	0	0	0	0	0	0	0	0	0	0
2130	1	0	1	0	0	0	0	0	0	0	0	0	0
2145	3	0	3	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0	0	0
2230	2	0	2	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	313	5	267	5	35	1	0	0	0	0	0	0	0
06-22	351	5	303	6	36	1	0	0	0	0	0	0	0
06-00	357	5	309	6	36	1	0	0	0	0	0	0	0
00-00	363	5	315	6	36	1	0	0	0	0	0	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction North

Wednesday, 3 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0	0	0
0145	1	1	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	2	0	2	0	0	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	1	0	1	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	1	0	0	0	1	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	4	0	3	1	0	0	0	0	0	0	0	0	0
0700	4	0	3	0	1	0	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0730	5	0	4	0	1	0	0	0	0	0	0	0	0
0745	4	0	4	0	0	0	0	0	0	0	0	0	0
0800	1	0	0	0	1	0	0	0	0	0	0	0	0
0815	6	0	4	1	1	0	0	0	0	0	0	0	0
0830	4	0	3	0	1	0	0	0	0	0	0	0	0
0845	5	0	5	0	0	0	0	0	0	0	0	0	0
0900	6	0	4	0	2	0	0	0	0	0	0	0	0
0915	6	0	5	0	1	0	0	0	0	0	0	0	0
0930	6	0	6	0	0	0	0	0	0	0	0	0	0
0945	3	0	3	0	0	0	0	0	0	0	0	0	0
1000	7	0	7	0	0	0	0	0	0	0	0	0	0
1015	1	0	0	0	1	0	0	0	0	0	0	0	0
1030	5	0	4	0	1	0	0	0	0	0	0	0	0
1045	8	0	6	1	1	0	0	0	0	0	0	0	0
1100	2	0	2	0	0	0	0	0	0	0	0	0	0
1115	5	0	4	0	1	0	0	0	0	0	0	0	0
1130	6	0	5	0	1	0	0	0	0	0	0	0	0
1145	5	0	5	0	0	0	0	0	0	0	0	0	0
1200	7	0	7	0	0	0	0	0	0	0	0	0	0
1215	3	0	2	0	1	0	0	0	0	0	0	0	0
1230	5	0	5	0	0	0	0	0	0	0	0	0	0
1245	9	0	9	0	0	0	0	0	0	0	0	0	0
1300	7	0	7	0	0	0	0	0	0	0	0	0	0
1315	10	0	9	0	1	0	0	0	0	0	0	0	0
1330	7	0	5	0	2	0	0	0	0	0	0	0	0
1345	6	0	6	0	0	0	0	0	0	0	0	0	0
1400	6	0	6	0	0	0	0	0	0	0	0	0	0
1415	9	0	7	0	2	0	0	0	0	0	0	0	0
1430	7	0	7	0	0	0	0	0	0	0	0	0	0
1445	4	0	4	0	0	0	0	0	0	0	0	0	0
1500	3	0	3	0	0	0	0	0	0	0	0	0	0
1515	11	0	10	0	1	0	0	0	0	0	0	0	0
1530	7	0	7	0	0	0	0	0	0	0	0	0	0
1545	10	0	8	0	2	0	0	0	0	0	0	0	0
1600	9	0	8	1	0	0	0	0	0	0	0	0	0
1615	7	0	7	0	0	0	0	0	0	0	0	0	0
1630	8	0	6	0	2	0	0	0	0	0	0	0	0
1645	6	0	5	0	1	0	0	0	0	0	0	0	0
1700	14	0	13	0	1	0	0	0	0	0	0	0	0
1715	10	1	8	0	1	0	0	0	0	0	0	0	0
1730	10	0	8	0	2	0	0	0	0	0	0	0	0
1745	11	0	10	0	1	0	0	0	0	0	0	0	0
1800	6	0	6	0	0	0	0	0	0	0	0	0	0
1815	10	0	8	0	2	0	0	0	0	0	0	0	0
1830	6	0	4	0	2	0	0	0	0	0	0	0	0
1845	10	0	10	0	0	0	0	0	0	0	0	0	0
1900	4	0	4	0	0	0	0	0	0	0	0	0	0
1915	4	0	4	0	0	0	0	0	0	0	0	0	0
1930	2	0	2	0	0	0	0	0	0	0	0	0	0
1945	3	0	3	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0
2015	3	0	3	0	0	0	0	0	0	0	0	0	0
2030	1	0	1	0	0	0	0	0	0	0	0	0	0
2045	2	0	2	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	3	0	3	0	0	0	0	0	0	0	0	0	0
2145	4	0	4	0	0	0	0	0	0	0	0	0	0
2200	3	0	3	0	0	0	0	0	0	0	0	0	0
2215	2	0	2	0	0	0	0	0	0	0	0	0	0
2230	2	0	2	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	307	1	269	3	34	0	0	0	0	0	0	0	0
06-22	339	1	299	4	35	0	0	0	0	0	0	0	0
06-00	347	1	307	4	35	0	0	0	0	0	0	0	0
00-00	357	2	316	4	35	0	0	0	0	0	0	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction North

Thursday, 4 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	1	0	1	0	0	0	0	0	0	0	0	0	0
0645	1	0	0	1	0	0	0	0	0	0	0	0	0
0700	3	0	2	0	1	0	0	0	0	0	0	0	0
0715	2	0	1	0	1	0	0	0	0	0	0	0	0
0730	3	0	3	0	0	0	0	0	0	0	0	0	0
0745	1	0	1	0	0	0	0	0	0	0	0	0	0
0800	3	0	2	0	1	0	0	0	0	0	0	0	0
0815	3	0	3	0	0	0	0	0	0	0	0	0	0
0830	3	0	3	0	0	0	0	0	0	0	0	0	0
0845	6	1	5	0	0	0	0	0	0	0	0	0	0
0900	7	0	4	0	3	0	0	0	0	0	0	0	0
0915	7	0	6	0	1	0	0	0	0	0	0	0	0
0930	6	0	6	0	0	0	0	0	0	0	0	0	0
0945	7	0	6	0	1	0	0	0	0	0	0	0	0
1000	3	0	3	0	0	0	0	0	0	0	0	0	0
1015	11	0	8	0	3	0	0	0	0	0	0	0	0
1030	8	0	6	0	2	0	0	0	0	0	0	0	0
1045	5	0	3	0	2	0	0	0	0	0	0	0	0
1100	3	0	3	0	0	0	0	0	0	0	0	0	0
1115	5	0	3	0	2	0	0	0	0	0	0	0	0
1130	7	0	6	0	1	0	0	0	0	0	0	0	0
1145	10	0	9	1	0	0	0	0	0	0	0	0	0
1200	9	0	9	0	0	0	0	0	0	0	0	0	0
1215	5	0	2	0	2	1	0	0	0	0	0	0	0
1230	6	0	6	0	0	0	0	0	0	0	0	0	0
1245	7	0	6	0	1	0	0	0	0	0	0	0	0
1300	5	0	4	0	1	0	0	0	0	0	0	0	0
1315	4	1	2	0	1	0	0	0	0	0	0	0	0
1330	9	0	7	0	2	0	0	0	0	0	0	0	0
1345	7	1	5	0	1	0	0	0	0	0	0	0	0
1400	9	0	7	0	1	0	0	1	0	0	0	0	0
1415	10	0	9	0	1	0	0	0	0	0	0	0	0
1430	6	0	6	0	0	0	0	0	0	0	0	0	0
1445	8	0	7	0	1	0	0	0	0	0	0	0	0
1500	8	0	7	0	1	0	0	0	0	0	0	0	0
1515	16	0	15	0	1	0	0	0	0	0	0	0	0
1530	8	0	6	0	2	0	0	0	0	0	0	0	0
1545	6	0	6	0	0	0	0	0	0	0	0	0	0
1600	12	0	12	0	0	0	0	0	0	0	0	0	0
1615	12	1	10	0	1	0	0	0	0	0	0	0	0
1630	10	0	8	0	2	0	0	0	0	0	0	0	0
1645	12	0	11	0	1	0	0	0	0	0	0	0	0
1700	11	1	9	0	1	0	0	0	0	0	0	0	0
1715	14	0	14	0	0	0	0	0	0	0	0	0	0
1730	11	0	9	0	2	0	0	0	0	0	0	0	0
1745	9	0	9	0	0	0	0	0	0	0	0	0	0
1800	8	0	8	0	0	0	0	0	0	0	0	0	0
1815	7	0	6	0	1	0	0	0	0	0	0	0	0
1830	12	0	11	0	1	0	0	0	0	0	0	0	0
1845	6	0	6	0	0	0	0	0	0	0	0	0	0
1900	3	0	3	0	0	0	0	0	0	0	0	0	0
1915	4	0	3	0	1	0	0	0	0	0	0	0	0
1930	4	0	4	0	0	0	0	0	0	0	0	0	0
1945	4	0	4	0	0	0	0	0	0	0	0	0	0
2000	1	0	1	0	0	0	0	0	0	0	0	0	0
2015	4	0	4	0	0	0	0	0	0	0	0	0	0
2030	2	0	2	0	0	0	0	0	0	0	0	0	0
2045	2	0	2	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0
2115	2	0	2	0	0	0	0	0	0	0	0	0	0
2130	2	0	2	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	350	5	300	1	42	1	0	1	0	0	0	0	0
06-22	381	5	329	2	43	1	0	1	0	0	0	0	0
06-00	387	5	335	2	43	1	0	1	0	0	0	0	0
00-00	392	5	340	2	43	1	0	1	0	0	0	0	0



Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	2	0	2	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	1	0	1	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	2	0	2	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	7	0	5	1	1	0	0	0	0	0	0	0	0
0715	5	0	5	0	0	0	0	0	0	0	0	0	0
0730	2	0	2	0	0	0	0	0	0	0	0	0	0
0745	4	0	4	0	0	0	0	0	0	0	0	0	0
0800	2	0	1	0	1	0	0	0	0	0	0	0	0
0815	3	0	2	1	0	0	0	0	0	0	0	0	0
0830	2	0	1	0	1	0	0	0	0	0	0	0	0
0845	7	0	6	0	1	0	0	0	0	0	0	0	0
0900	3	0	3	0	0	0	0	0	0	0	0	0	0
0915	8	0	6	1	1	0	0	0	0	0	0	0	0
0930	10	0	9	0	1	0	0	0	0	0	0	0	0
0945	5	0	5	0	0	0	0	0	0	0	0	0	0
1000	5	0	4	0	1	0	0	0	0	0	0	0	0
1015	7	0	5	0	2	0	0	0	0	0	0	0	0
1030	3	0	3	0	0	0	0	0	0	0	0	0	0
1045	4	0	3	0	1	0	0	0	0	0	0	0	0
1100	4	0	4	0	0	0	0	0	0	0	0	0	0
1115	6	0	5	0	1	0	0	0	0	0	0	0	0
1130	5	0	5	0	0	0	0	0	0	0	0	0	0
1145	5	0	4	0	1	0	0	0	0	0	0	0	0
1200	9	0	8	0	1	0	0	0	0	0	0	0	0
1215	3	0	1	0	2	0	0	0	0	0	0	0	0
1230	10	0	9	0	1	0	0	0	0	0	0	0	0
1245	4	0	3	0	1	0	0	0	0	0	0	0	0
1300	9	0	9	0	0	0	0	0	0	0	0	0	0
1315	8	0	6	0	2	0	0	0	0	0	0	0	0
1330	3	0	2	0	1	0	0	0	0	0	0	0	0
1345	6	0	6	0	0	0	0	0	0	0	0	0	0
1400	10	1	7	0	2	0	0	0	0	0	0	0	0
1415	8	0	7	0	1	0	0	0	0	0	0	0	0
1430	5	0	5	0	0	0	0	0	0	0	0	0	0
1445	4	0	4	0	0	0	0	0	0	0	0	0	0
1500	5	1	4	0	0	0	0	0	0	0	0	0	0
1515	14	0	13	0	1	0	0	0	0	0	0	0	0
1530	7	0	7	0	0	0	0	0	0	0	0	0	0
1545	14	1	12	1	0	0	0	0	0	0	0	0	0
1600	12	1	10	0	1	0	0	0	0	0	0	0	0
1615	12	0	11	0	1	0	0	0	0	0	0	0	0
1630	4	0	3	0	1	0	0	0	0	0	0	0	0
1645	10	0	10	0	0	0	0	0	0	0	0	0	0
1700	16	1	14	0	1	0	0	0	0	0	0	0	0
1715	11	0	11	0	0	0	0	0	0	0	0	0	0
1730	11	0	9	0	2	0	0	0	0	0	0	0	0
1745	12	0	12	0	0	0	0	0	0	0	0	0	0
1800	10	0	10	0	0	0	0	0	0	0	0	0	0
1815	6	0	6	0	0	0	0	0	0	0	0	0	0
1830	6	0	5	0	1	0	0	0	0	0	0	0	0
1845	5	0	5	0	0	0	0	0	0	0	0	0	0
1900	5	0	4	0	1	0	0	0	0	0	0	0	0
1915	3	0	3	0	0	0	0	0	0	0	0	0	0
1930	4	0	3	0	1	0	0	0	0	0	0	0	0
1945	6	0	6	0	0	0	0	0	0	0	0	0	0
2000	7	0	7	0	0	0	0	0	0	0	0	0	0
2015	8	0	7	0	1	0	0	0	0	0	0	0	0
2030	1	0	1	0	0	0	0	0	0	0	0	0	0
2045	2	0	2	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0
2115	3	0	3	0	0	0	0	0	0	0	0	0	0
2130	1	0	1	0	0	0	0	0	0	0	0	0	0
2145	4	0	4	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	2	0	2	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	331	5	291	4	31	0	0	0	0	0	0	0	0
06-22	378	5	335	4	34	0	0	0	0	0	0	0	0
06-00	383	5	340	4	34	0	0	0	0	0	0	0	0
00-00	391	5	348	4	34	0	0	0	0	0	0	0	0

Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction North
 Saturday, 6 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	1	0	1	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	2	0	2	0	0	0	0	0	0	0	0	0	0
0715	2	0	1	0	1	0	0	0	0	0	0	0	0
0730	2	0	2	0	0	0	0	0	0	0	0	0	0
0745	1	0	1	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0
0815	4	0	3	0	1	0	0	0	0	0	0	0	0
0830	2	0	2	0	0	0	0	0	0	0	0	0	0
0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	5	0	5	0	0	0	0	0	0	0	0	0	0
0915	11	0	9	0	1	0	0	0	1	0	0	0	0
0930	5	0	4	0	1	0	0	0	0	0	0	0	0
0945	6	1	4	0	1	0	0	0	0	0	0	0	0
1000	3	0	3	0	0	0	0	0	0	0	0	0	0
1015	2	0	1	0	1	0	0	0	0	0	0	0	0
1030	5	0	4	0	1	0	0	0	0	0	0	0	0
1045	6	0	6	0	0	0	0	0	0	0	0	0	0
1100	3	0	2	0	1	0	0	0	0	0	0	0	0
1115	9	0	8	0	1	0	0	0	0	0	0	0	0
1130	13	1	12	0	0	0	0	0	0	0	0	0	0
1145	5	0	4	0	1	0	0	0	0	0	0	0	0
1200	11	1	9	0	1	0	0	0	0	0	0	0	0
1215	12	1	9	0	2	0	0	0	0	0	0	0	0
1230	5	0	5	0	0	0	0	0	0	0	0	0	0
1245	3	0	3	0	0	0	0	0	0	0	0	0	0
1300	12	0	12	0	0	0	0	0	0	0	0	0	0
1315	7	0	6	0	1	0	0	0	0	0	0	0	0
1330	7	1	4	0	2	0	0	0	0	0	0	0	0
1345	6	0	6	0	0	0	0	0	0	0	0	0	0
1400	6	0	6	0	0	0	0	0	0	0	0	0	0
1415	11	0	10	0	1	0	0	0	0	0	0	0	0
1430	10	0	10	0	0	0	0	0	0	0	0	0	0
1445	4	0	4	0	0	0	0	0	0	0	0	0	0
1500	5	0	5	0	0	0	0	0	0	0	0	0	0
1515	8	0	7	0	1	0	0	0	0	0	0	0	0
1530	11	1	9	0	1	0	0	0	0	0	0	0	0
1545	12	1	10	0	1	0	0	0	0	0	0	0	0
1600	14	0	13	0	1	0	0	0	0	0	0	0	0
1615	5	0	4	0	1	0	0	0	0	0	0	0	0
1630	4	0	4	0	0	0	0	0	0	0	0	0	0
1645	8	0	8	0	0	0	0	0	0	0	0	0	0
1700	10	0	10	0	0	0	0	0	0	0	0	0	0
1715	6	0	6	0	0	0	0	0	0	0	0	0	0
1730	12	0	10	0	2	0	0	0	0	0	0	0	0
1745	9	0	9	0	0	0	0	0	0	0	0	0	0
1800	6	0	6	0	0	0	0	0	0	0	0	0	0
1815	2	0	2	0	0	0	0	0	0	0	0	0	0
1830	3	0	2	0	1	0	0	0	0	0	0	0	0
1845	4	0	4	0	0	0	0	0	0	0	0	0	0
1900	2	0	2	0	0	0	0	0	0	0	0	0	0
1915	7	0	7	0	0	0	0	0	0	0	0	0	0
1930	3	0	2	0	1	0	0	0	0	0	0	0	0
1945	3	0	3	0	0	0	0	0	0	0	0	0	0
2000	6	0	6	0	0	0	0	0	0	0	0	0	0
2015	5	0	5	0	0	0	0	0	0	0	0	0	0
2030	1	0	1	0	0	0	0	0	0	0	0	0	0
2045	3	0	3	0	0	0	0	0	0	0	0	0	0
2100	2	0	2	0	0	0	0	0	0	0	0	0	0
2115	1	0	1	0	0	0	0	0	0	0	0	0	0
2130	4	0	4	0	0	0	0	0	0	0	0	0	0
2145	1	0	1	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	299	7	266	0	25	0	0	0	0	1	0	0	0
06-22	338	7	304	0	26	0	0	0	1	0	0	0	0
06-00	341	7	307	0	26	0	0	0	1	0	0	0	0
00-00	344	7	310	0	26	0	0	0	1	0	0	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction North

Sunday, 7 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	1	0	1	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	1	0	0	0	0	0	0	0	0	0	0
0715	2	0	2	0	0	0	0	0	0	0	0	0	0
0730	1	0	1	0	0	0	0	0	0	0	0	0	0
0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1	0	1	0	0	0	0	0	0	0	0	0	0
0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0830	2	0	1	0	1	0	0	0	0	0	0	0	0
0845	6	0	6	0	0	0	0	0	0	0	0	0	0
0900	3	0	3	0	0	0	0	0	0	0	0	0	0
0915	5	0	5	0	0	0	0	0	0	0	0	0	0
0930	3	0	2	0	1	0	0	0	0	0	0	0	0
0945	1	0	1	0	0	0	0	0	0	0	0	0	0
1000	4	0	4	0	0	0	0	0	0	0	0	0	0
1015	4	0	3	0	1	0	0	0	0	0	0	0	0
1030	4	0	4	0	0	0	0	0	0	0	0	0	0
1045	7	0	7	0	0	0	0	0	0	0	0	0	0
1100	7	1	6	0	0	0	0	0	0	0	0	0	0
1115	6	0	6	0	0	0	0	0	0	0	0	0	0
1130	11	0	11	0	0	0	0	0	0	0	0	0	0
1145	8	0	8	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	6	0	6	0	0	0	0	0	0	0	0	0	0
1230	3	1	2	0	0	0	0	0	0	0	0	0	0
1245	9	1	8	0	0	0	0	0	0	0	0	0	0
1300	10	0	10	0	0	0	0	0	0	0	0	0	0
1315	11	1	10	0	0	0	0	0	0	0	0	0	0
1330	9	1	8	0	0	0	0	0	0	0	0	0	0
1345	6	0	6	0	0	0	0	0	0	0	0	0	0
1400	7	0	7	0	0	0	0	0	0	0	0	0	0
1415	5	0	5	0	0	0	0	0	0	0	0	0	0
1430	11	0	11	0	0	0	0	0	0	0	0	0	0
1445	4	0	4	0	0	0	0	0	0	0	0	0	0
1500	8	0	8	0	0	0	0	0	0	0	0	0	0
1515	11	0	11	0	0	0	0	0	0	0	0	0	0
1530	7	0	7	0	0	0	0	0	0	0	0	0	0
1545	8	0	8	0	0	0	0	0	0	0	0	0	0
1600	5	0	5	0	0	0	0	0	0	0	0	0	0
1615	9	0	9	0	0	0	0	0	0	0	0	0	0
1630	15	0	13	0	2	0	0	0	0	0	0	0	0
1645	5	1	3	0	1	0	0	0	0	0	0	0	0
1700	3	0	3	0	0	0	0	0	0	0	0	0	0
1715	3	0	3	0	0	0	0	0	0	0	0	0	0
1730	4	0	4	0	0	0	0	0	0	0	0	0	0
1745	3	0	2	1	0	0	0	0	0	0	0	0	0
1800	2	0	2	0	0	0	0	0	0	0	0	0	0
1815	12	0	12	0	0	0	0	0	0	0	0	0	0
1830	6	0	6	0	0	0	0	0	0	0	0	0	0
1845	4	0	4	0	0	0	0	0	0	0	0	0	0
1900	1	0	1	0	0	0	0	0	0	0	0	0	0
1915	5	0	5	0	0	0	0	0	0	0	0	0	0
1930	1	0	1	0	0	0	0	0	0	0	0	0	0
1945	4	0	3	0	1	0	0	0	0	0	0	0	0
2000	2	0	2	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0	0
2030	1	0	1	0	0	0	0	0	0	0	0	0	0
2045	3	0	3	0	0	0	0	0	0	0	0	0	0
2100	2	1	1	0	0	0	0	0	0	0	0	0	0
2115	1	0	1	0	0	0	0	0	0	0	0	0	0
2130	1	0	1	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	262	6	249	1	6	0	0	0	0	0	0	0	0
06-22	284	7	269	1	7	0	0	0	0	0	0	0	0
06-00	291	7	276	1	7	0	0	0	0	0	0	0	0
00-00	295	7	280	1	7	0	0	0	0	0	0	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction North

Virtual Day (6)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	1	0	1	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0
0600	3	0	2	1	0	0	0	0	0	0	0	0	0
0700	11	0	9	0	1	0	0	0	0	0	0	0	0
0800	13	0	10	1	2	0	0	0	0	0	0	0	0
0900	23	0	20	0	3	0	0	0	0	0	0	0	0
1000	20	0	17	0	3	0	0	0	0	0	0	0	0
1100	25	0	22	0	2	0	0	0	0	0	0	0	0
1200	26	1	21	0	3	0	0	0	0	0	0	0	0
1300	29	1	25	0	3	0	0	0	0	0	0	0	0
1400	29	0	26	0	2	0	0	0	0	0	0	0	0
1500	36	1	33	0	2	0	0	0	0	0	0	0	0
1600	36	1	32	0	3	0	0	0	0	0	0	0	0
1700	37	1	34	0	3	0	0	0	0	0	0	0	0
1800	27	0	25	0	2	0	0	0	0	0	0	0	0
1900	15	0	14	0	1	0	0	0	0	0	0	0	0
2000	11	0	11	0	0	0	0	0	0	0	0	0	0
2100	7	0	7	0	0	0	0	0	0	0	0	0	0
2200	4	0	4	0	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0
07-19	310	5	274	2	29	0	0	0	0	0	0	0	0
06-22	345	5	307	3	30	0	0	0	0	0	0	0	0
06-00	351	5	312	3	30	0	0	0	0	0	0	0	0
00-00	357	5	318	3	30	0	0	0	0	0	0	0	0

Virtual Week (1)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	363	5	315	6	36	1	0	0	0	0	0	0	0
Wed	357	2	316	4	35	0	0	0	0	0	0	0	0
Thu	392	5	340	2	43	1	0	1	0	0	0	0	0
Fri	391	5	348	4	34	0	0	0	0	0	0	0	0
Sat	344	7	310	0	26	0	0	0	0	1	0	0	0
Sun	295	7	280	1	7	0	0	0	0	0	0	0	0
5 Day Ave.	376	4	330	4	37	1	0	0	0	0	0	0	0
7 Day Ave.	357	5	318	3	30	0	0	0	0	0	0	0	0
--	2142	31	1909	17	181	2	0	1	0	1	0	0	0

Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction North

Tuesday, 9 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	1	0	1	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	1	0	1	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	1	0	1	0	0	0	0	0	0	0	0	0	0
0700	3	0	1	1	1	0	0	0	0	0	0	0	0
0715	2	0	2	0	0	0	0	0	0	0	0	0	0
0730	5	0	5	0	0	0	0	0	0	0	0	0	0
0745	5	0	4	0	0	0	1	0	0	0	0	0	0
0800	6	0	5	0	1	0	0	0	0	0	0	0	0
0815	5	0	3	0	2	0	0	0	0	0	0	0	0
0830	3	0	2	1	0	0	0	0	0	0	0	0	0
0845	9	0	9	0	0	0	0	0	0	0	0	0	0
0900	4	0	3	0	1	0	0	0	0	0	0	0	0
0915	4	0	4	0	0	0	0	0	0	0	0	0	0
0930	7	0	7	0	0	0	0	0	0	0	0	0	0
0945	3	0	3	0	0	0	0	0	0	0	0	0	0
1000	7	0	6	0	1	0	0	0	0	0	0	0	0
1015	5	0	3	0	2	0	0	0	0	0	0	0	0
1030	4	0	4	0	0	0	0	0	0	0	0	0	0
1045	10	0	7	0	3	0	0	0	0	0	0	0	0
1100	5	0	4	0	0	0	1	0	0	0	0	0	0
1115	5	0	3	0	2	0	0	0	0	0	0	0	0
1130	6	1	5	0	0	0	0	0	0	0	0	0	0
1145	4	0	4	0	0	0	0	0	0	0	0	0	0
1200	6	0	6	0	0	0	0	0	0	0	0	0	0
1215	12	3	8	0	1	0	0	0	0	0	0	0	0
1230	7	1	5	0	1	0	0	0	0	0	0	0	0
1245	2	0	2	0	0	0	0	0	0	0	0	0	0
1300	6	0	4	1	1	0	0	0	0	0	0	0	0
1315	5	0	3	0	2	0	0	0	0	0	0	0	0
1330	4	0	3	0	0	0	1	0	0	0	0	0	0
1345	8	0	7	0	1	0	0	0	0	0	0	0	0
1400	5	0	5	0	0	0	0	0	0	0	0	0	0
1415	5	0	4	0	1	0	0	0	0	0	0	0	0
1430	6	0	4	0	1	0	0	0	0	1	0	0	0
1445	6	0	6	0	0	0	0	0	0	0	0	0	0
1500	9	0	9	0	0	0	0	0	0	0	0	0	0
1515	15	1	11	0	2	0	0	0	0	1	0	0	0
1530	13	0	13	0	0	0	0	0	0	0	0	0	0
1545	9	0	9	0	0	0	0	0	0	0	0	0	0
1600	15	1	10	2	2	0	0	0	0	0	0	0	0
1615	14	0	11	0	2	0	0	0	0	1	0	0	0
1630	6	0	6	0	0	0	0	0	0	0	0	0	0
1645	10	0	10	0	0	0	0	0	0	0	0	0	0
1700	7	0	7	0	0	0	0	0	0	0	0	0	0
1715	19	1	16	0	1	0	0	0	0	1	0	0	0
1730	12	0	8	1	3	0	0	0	0	0	0	0	0
1745	14	0	14	0	0	0	0	0	0	0	0	0	0
1800	14	0	14	0	0	0	0	0	0	0	0	0	0
1815	11	0	9	0	2	0	0	0	0	0	0	0	0
1830	4	0	3	0	1	0	0	0	0	0	0	0	0
1845	5	0	5	0	0	0	0	0	0	0	0	0	0
1900	2	0	2	0	0	0	0	0	0	0	0	0	0
1915	2	0	2	0	0	0	0	0	0	0	0	0	0
1930	4	0	4	0	0	0	0	0	0	0	0	0	0
1945	7	0	6	0	1	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0
2015	4	0	4	0	0	0	0	0	0	0	0	0	0
2030	1	0	1	0	0	0	0	0	0	0	0	0	0
2045	4	0	3	0	1	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0
2115	1	0	1	0	0	0	0	0	0	0	0	0	0
2130	1	0	1	0	0	0	0	0	0	0	0	0	0
2145	2	0	2	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	2	0	2	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	2	0	2	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	351	8	296	6	34	0	3	0	0	4	0	0	0
06-22	382	8	325	6	36	0	3	0	0	4	0	0	0
06-00	387	8	330	6	36	0	3	0	0	4	0	0	0
00-00	394	8	336	6	37	0	3	0	0	4	0	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction North

Wednesday, 10 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	1	0	1	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	2	1	0	0	0	1	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	1	0	0	0	1	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	7	0	5	1	1	0	0	0	0	0	0	0	0
0715	2	0	2	0	0	0	0	0	0	0	0	0	0
0730	3	0	3	0	0	0	0	0	0	0	0	0	0
0745	3	0	3	0	0	0	0	0	0	0	0	0	0
0800	5	0	3	0	2	0	0	0	0	0	0	0	0
0815	4	0	2	0	2	0	0	0	0	0	0	0	0
0830	5	0	5	0	0	0	0	0	0	0	0	0	0
0845	5	0	5	0	0	0	0	0	0	0	0	0	0
0900	6	0	6	0	0	0	0	0	0	0	0	0	0
0915	9	0	8	0	1	0	0	0	0	0	0	0	0
0930	2	0	2	0	0	0	0	0	0	0	0	0	0
0945	4	0	4	0	0	0	0	0	0	0	0	0	0
1000	4	0	3	0	1	0	0	0	0	0	0	0	0
1015	7	0	6	0	1	0	0	0	0	0	0	0	0
1030	7	0	6	0	1	0	0	0	0	0	0	0	0
1045	6	0	6	0	0	0	0	0	0	0	0	0	0
1100	9	0	6	1	2	0	0	0	0	0	0	0	0
1115	5	0	4	0	1	0	0	0	0	0	0	0	0
1130	3	0	3	0	0	0	0	0	0	0	0	0	0
1145	5	0	5	0	0	0	0	0	0	0	0	0	0
1200	5	0	5	0	0	0	0	0	0	0	0	0	0
1215	4	0	3	0	1	0	0	0	0	0	0	0	0
1230	4	0	3	0	1	0	0	0	0	0	0	0	0
1245	5	0	4	0	1	0	0	0	0	0	0	0	0
1300	8	0	6	0	2	0	0	0	0	0	0	0	0
1315	6	0	5	0	1	0	0	0	0	0	0	0	0
1330	3	0	1	0	2	0	0	0	0	0	0	0	0
1345	1	0	1	0	0	0	0	0	0	0	0	0	0
1400	5	0	4	0	1	0	0	0	0	0	0	0	0
1415	4	0	3	0	1	0	0	0	0	0	0	0	0
1430	3	0	2	0	1	0	0	0	0	0	0	0	0
1445	5	0	5	0	0	0	0	0	0	0	0	0	0
1500	8	0	8	0	0	0	0	0	0	0	0	0	0
1515	14	0	12	0	2	0	0	0	0	0	0	0	0
1530	7	0	7	0	0	0	0	0	0	0	0	0	0
1545	6	0	6	0	0	0	0	0	0	0	0	0	0
1600	11	0	10	0	1	0	0	0	0	0	0	0	0
1615	14	1	12	0	1	0	0	0	0	0	0	0	0
1630	8	0	7	0	1	0	0	0	0	0	0	0	0
1645	12	0	12	0	0	0	0	0	0	0	0	0	0
1700	9	0	8	0	1	0	0	0	0	0	0	0	0
1715	12	0	10	0	2	0	0	0	0	0	0	0	0
1730	16	1	14	0	1	0	0	0	0	0	0	0	0
1745	10	0	9	0	1	0	0	0	0	0	0	0	0
1800	10	0	9	0	1	0	0	0	0	0	0	0	0
1815	4	0	4	0	0	0	0	0	0	0	0	0	0
1830	6	1	4	0	1	0	0	0	0	0	0	0	0
1845	4	0	3	0	1	0	0	0	0	0	0	0	0
1900	4	0	4	0	0	0	0	0	0	0	0	0	0
1915	3	0	3	0	0	0	0	0	0	0	0	0	0
1930	4	0	3	0	1	0	0	0	0	0	0	0	0
1945	6	0	6	0	0	0	0	0	0	0	0	0	0
2000	5	0	5	0	0	0	0	0	0	0	0	0	0
2015	2	0	2	0	0	0	0	0	0	0	0	0	0
2030	1	0	1	0	0	0	0	0	0	0	0	0	0
2045	3	0	3	0	0	0	0	0	0	0	0	0	0
2100	3	0	3	0	0	0	0	0	0	0	0	0	0
2115	1	0	1	0	0	0	0	0	0	0	0	0	0
2130	2	0	2	0	0	0	0	0	0	0	0	0	0
2145	1	0	1	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	305	3	264	2	36	0	0	0	0	0	0	0	0
06-22	341	3	298	2	38	0	0	0	0	0	0	0	0
06-00	348	3	305	2	38	0	0	0	0	0	0	0	0
00-00	356	4	311	2	38	1	0	0	0	0	0	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction North

Thursday, 11 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	1	0	1	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	1	0	0	0	1	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	1	1	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	2	0	2	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	1	0	1	0	0	0	0	0	0	0	0	0	0
0645	3	0	2	0	1	0	0	0	0	0	0	0	0
0700	2	0	1	1	0	0	0	0	0	0	0	0	0
0715	2	0	2	0	0	0	0	0	0	0	0	0	0
0730	3	0	3	0	0	0	0	0	0	0	0	0	0
0745	1	0	0	0	0	0	0	0	0	0	1	0	0
0800	6	0	5	0	1	0	0	0	0	0	0	0	0
0815	5	0	3	0	2	0	0	0	0	0	0	0	0
0830	2	0	2	0	0	0	0	0	0	0	0	0	0
0845	12	0	12	0	0	0	0	0	0	0	0	0	0
0900	8	0	6	0	1	0	1	0	0	0	0	0	0
0915	4	0	2	0	2	0	0	0	0	0	0	0	0
0930	4	0	3	0	1	0	0	0	0	0	0	0	0
0945	3	0	3	0	0	0	0	0	0	0	0	0	0
1000	6	0	4	0	1	1	0	0	0	0	0	0	0
1015	7	0	6	0	1	0	0	0	0	0	0	0	0
1030	2	0	2	0	0	0	0	0	0	0	0	0	0
1045	6	0	6	0	0	0	0	0	0	0	0	0	0
1100	6	0	6	0	0	0	0	0	0	0	0	0	0
1115	3	0	2	0	1	0	0	0	0	0	0	0	0
1130	8	0	8	0	0	0	0	0	0	0	0	0	0
1145	10	0	9	0	1	0	0	0	0	0	0	0	0
1200	12	0	8	0	4	0	0	0	0	0	0	0	0
1215	10	0	9	0	1	0	0	0	0	0	0	0	0
1230	7	0	7	0	0	0	0	0	0	0	0	0	0
1245	8	0	5	0	3	0	0	0	0	0	0	0	0
1300	1	1	0	0	0	0	0	0	0	0	0	0	0
1315	9	0	8	0	1	0	0	0	0	0	0	0	0
1330	6	0	6	0	0	0	0	0	0	0	0	0	0
1345	7	0	5	0	2	0	0	0	0	0	0	0	0
1400	4	0	3	0	1	0	0	0	0	0	0	0	0
1415	9	0	8	0	1	0	0	0	0	0	0	0	0
1430	7	0	7	0	0	0	0	0	0	0	0	0	0
1445	7	0	7	0	0	0	0	0	0	0	0	0	0
1500	10	1	7	0	2	0	0	0	0	0	0	0	0
1515	17	0	15	0	2	0	0	0	0	0	0	0	0
1530	16	0	15	0	1	0	0	0	0	0	0	0	0
1545	6	0	6	0	0	0	0	0	0	0	0	0	0
1600	7	0	7	0	0	0	0	0	0	0	0	0	0
1615	16	0	14	0	2	0	0	0	0	0	0	0	0
1630	11	0	11	0	0	0	0	0	0	0	0	0	0
1645	12	0	11	0	1	0	0	0	0	0	0	0	0
1700	11	0	11	0	0	0	0	0	0	0	0	0	0
1715	3	0	3	0	0	0	0	0	0	0	0	0	0
1730	13	1	10	0	2	0	0	0	0	0	0	0	0
1745	15	0	14	0	1	0	0	0	0	0	0	0	0
1800	10	0	10	0	0	0	0	0	0	0	0	0	0
1815	12	0	11	0	1	0	0	0	0	0	0	0	0
1830	4	0	3	0	1	0	0	0	0	0	0	0	0
1845	5	0	5	0	0	0	0	0	0	0	0	0	0
1900	3	0	3	0	0	0	0	0	0	0	0	0	0
1915	6	0	6	0	0	0	0	0	0	0	0	0	0
1930	1	0	1	0	0	0	0	0	0	0	0	0	0
1945	2	0	1	0	1	0	0	0	0	0	0	0	0
2000	3	0	3	0	0	0	0	0	0	0	0	0	0
2015	4	0	4	0	0	0	0	0	0	0	0	0	0
2030	4	0	4	0	0	0	0	0	0	0	0	0	0
2045	1	0	1	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0
2115	1	0	1	0	0	0	0	0	0	0	0	0	0
2130	2	0	2	0	0	0	0	0	0	0	0	0	0
2145	3	0	3	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	355	3	311	1	37	1	1	0	0	0	1	0	0
06-22	390	3	344	1	39	1	1	0	0	0	1	0	0
06-00	398	3	352	1	39	1	1	0	0	0	1	0	0
00-00	407	4	359	1	40	1	1	0	0	0	1	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction North

Friday, 12 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	1	0	1	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	1	0	1	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	1	0	0	0	1	0	0	0	0	0	0	0	0
0700	3	0	2	1	0	0	0	0	0	0	0	0	0
0715	2	0	2	0	0	0	0	0	0	0	0	0	0
0730	4	0	4	0	0	0	0	0	0	0	0	0	0
0745	4	0	2	0	2	0	0	0	0	0	0	0	0
0800	7	0	6	0	1	0	0	0	0	0	0	0	0
0815	3	0	1	0	2	0	0	0	0	0	0	0	0
0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	12	0	12	0	0	0	0	0	0	0	0	0	0
0900	9	0	9	0	0	0	0	0	0	0	0	0	0
0915	6	0	4	0	2	0	0	0	0	0	0	0	0
0930	5	0	5	0	0	0	0	0	0	0	0	0	0
0945	5	0	3	1	1	0	0	0	0	0	0	0	0
1000	4	0	3	0	1	0	0	0	0	0	0	0	0
1015	2	0	1	0	1	0	0	0	0	0	0	0	0
1030	6	0	6	0	0	0	0	0	0	0	0	0	0
1045	7	0	6	0	1	0	0	0	0	0	0	0	0
1100	7	0	5	0	0	0	1	0	0	1	0	0	0
1115	4	0	3	0	1	0	0	0	0	0	0	0	0
1130	3	0	3	0	0	0	0	0	0	0	0	0	0
1145	8	0	7	0	1	0	0	0	0	0	0	0	0
1200	10	0	9	0	1	0	0	0	0	0	0	0	0
1215	9	0	8	0	1	0	0	0	0	0	0	0	0
1230	5	1	3	0	1	0	0	0	0	0	0	0	0
1245	9	0	8	0	1	0	0	0	0	0	0	0	0
1300	7	0	6	0	1	0	0	0	0	0	0	0	0
1315	7	0	6	0	1	0	0	0	0	0	0	0	0
1330	7	1	6	0	0	0	0	0	0	0	0	0	0
1345	11	0	11	0	0	0	0	0	0	0	0	0	0
1400	9	0	9	0	0	0	0	0	0	0	0	0	0
1415	3	0	2	0	1	0	0	0	0	0	0	0	0
1430	7	0	6	0	1	0	0	0	0	0	0	0	0
1445	1	0	0	0	1	0	0	0	0	0	0	0	0
1500	11	0	11	0	0	0	0	0	0	0	0	0	0
1515	14	0	12	0	2	0	0	0	0	0	0	0	0
1530	14	1	13	0	0	0	0	0	0	0	0	0	0
1545	13	0	13	0	0	0	0	0	0	0	0	0	0
1600	14	0	12	0	2	0	0	0	0	0	0	0	0
1615	7	0	6	0	1	0	0	0	0	0	0	0	0
1630	8	0	8	0	0	0	0	0	0	0	0	0	0
1645	9	0	8	0	1	0	0	0	0	0	0	0	0
1700	8	0	8	0	0	0	0	0	0	0	0	0	0
1715	7	0	6	0	1	0	0	0	0	0	0	0	0
1730	16	0	14	0	2	0	0	0	0	0	0	0	0
1745	12	0	11	0	1	0	0	0	0	0	0	0	0
1800	14	1	12	0	1	0	0	0	0	0	0	0	0
1815	6	0	6	0	0	0	0	0	0	0	0	0	0
1830	3	0	2	0	1	0	0	0	0	0	0	0	0
1845	10	0	10	0	0	0	0	0	0	0	0	0	0
1900	4	0	4	0	0	0	0	0	0	0	0	0	0
1915	5	0	5	0	0	0	0	0	0	0	0	0	0
1930	5	0	5	0	0	0	0	0	0	0	0	0	0
1945	4	0	3	0	1	0	0	0	0	0	0	0	0
2000	5	0	4	0	1	0	0	0	0	0	0	0	0
2015	6	0	6	0	0	0	0	0	0	0	0	0	0
2030	6	0	6	0	0	0	0	0	0	0	0	0	0
2045	1	0	1	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0
2115	4	0	4	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	3	0	3	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	2	0	2	0	0	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	0	0
07-19	352	4	310	2	34	0	1	0	0	1	0	0	0
06-22	396	4	351	2	37	0	1	0	0	1	0	0	0
06-00	404	4	359	2	37	0	1	0	0	1	0	0	0
00-00	409	4	364	2	37	0	1	0	0	1	0	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction North

Saturday, 13 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	1	0	1	0	0	0	0	0	0	0	0	0	0
0700	2	0	1	0	1	0	0	0	0	0	0	0	0
0715	2	0	1	0	1	0	0	0	0	0	0	0	0
0730	2	0	2	0	0	0	0	0	0	0	0	0	0
0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	2	0	2	0	0	0	0	0	0	0	0	0	0
0815	3	0	2	0	1	0	0	0	0	0	0	0	0
0830	4	0	4	0	0	0	0	0	0	0	0	0	0
0845	5	0	4	0	1	0	0	0	0	0	0	0	0
0900	3	0	3	0	0	0	0	0	0	0	0	0	0
0915	7	0	5	0	2	0	0	0	0	0	0	0	0
0930	4	0	2	0	2	0	0	0	0	0	0	0	0
0945	4	0	4	0	0	0	0	0	0	0	0	0	0
1000	6	0	5	0	1	0	0	0	0	0	0	0	0
1015	7	0	6	0	1	0	0	0	0	0	0	0	0
1030	10	0	9	0	1	0	0	0	0	0	0	0	0
1045	4	0	4	0	0	0	0	0	0	0	0	0	0
1100	11	0	10	0	1	0	0	0	0	0	0	0	0
1115	6	0	5	0	1	0	0	0	0	0	0	0	0
1130	9	0	9	0	0	0	0	0	0	0	0	0	0
1145	9	0	9	0	0	0	0	0	0	0	0	0	0
1200	9	0	8	0	1	0	0	0	0	0	0	0	0
1215	13	0	11	0	2	0	0	0	0	0	0	0	0
1230	6	0	6	0	0	0	0	0	0	0	0	0	0
1245	5	1	4	0	0	0	0	0	0	0	0	0	0
1300	8	0	8	0	0	0	0	0	0	0	0	0	0
1315	12	0	9	0	3	0	0	0	0	0	0	0	0
1330	8	0	8	0	0	0	0	0	0	0	0	0	0
1345	10	1	9	0	0	0	0	0	0	0	0	0	0
1400	7	0	5	1	1	0	0	0	0	0	0	0	0
1415	12	0	10	0	2	0	0	0	0	0	0	0	0
1430	7	0	7	0	0	0	0	0	0	0	0	0	0
1445	8	0	8	0	0	0	0	0	0	0	0	0	0
1500	11	0	11	0	0	0	0	0	0	0	0	0	0
1515	5	0	4	0	1	0	0	0	0	0	0	0	0
1530	10	0	9	0	1	0	0	0	0	0	0	0	0
1545	3	0	2	0	1	0	0	0	0	0	0	0	0
1600	12	0	11	1	0	0	0	0	0	0	0	0	0
1615	10	0	8	0	2	0	0	0	0	0	0	0	0
1630	7	0	7	0	0	0	0	0	0	0	0	0	0
1645	6	0	6	0	0	0	0	0	0	0	0	0	0
1700	6	0	5	0	1	0	0	0	0	0	0	0	0
1715	3	0	2	0	1	0	0	0	0	0	0	0	0
1730	9	0	8	0	1	0	0	0	0	0	0	0	0
1745	6	0	6	0	0	0	0	0	0	0	0	0	0
1800	8	0	8	0	0	0	0	0	0	0	0	0	0
1815	5	0	5	0	0	0	0	0	0	0	0	0	0
1830	5	0	4	0	1	0	0	0	0	0	0	0	0
1845	4	0	4	0	0	0	0	0	0	0	0	0	0
1900	2	0	2	0	0	0	0	0	0	0	0	0	0
1915	3	0	3	0	0	0	0	0	0	0	0	0	0
1930	8	0	7	0	1	0	0	0	0	0	0	0	0
1945	8	0	8	0	0	0	0	0	0	0	0	0	0
2000	4	0	4	0	0	0	0	0	0	0	0	0	0
2015	1	0	1	0	0	0	0	0	0	0	0	0	0
2030	2	0	1	0	1	0	0	0	0	0	0	0	0
2045	4	0	4	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0
2115	2	0	2	0	0	0	0	0	0	0	0	0	0
2130	2	0	2	0	0	0	0	0	0	0	0	0	0
2145	3	0	3	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	0	0
2245	2	0	2	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	315	2	280	2	31	0	0	0	0	0	0	0	0
06-22	356	2	319	2	33	0	0	0	0	0	0	0	0
06-00	364	2	327	2	33	0	0	0	0	0	0	0	0
00-00	366	2	329	2	33	0	0	0	0	0	0	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction North

Sunday, 14 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	1	0	1	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	2	0	1	0	1	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	1	0	1	0	0	0	0	0	0	0	0	0	0
0700	1	0	1	0	0	0	0	0	0	0	0	0	0
0715	1	0	1	0	0	0	0	0	0	0	0	0	0
0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0745	1	0	1	0	0	0	0	0	0	0	0	0	0
0800	1	0	1	0	0	0	0	0	0	0	0	0	0
0815	2	0	2	0	0	0	0	0	0	0	0	0	0
0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	2	0	2	0	0	0	0	0	0	0	0	0	0
0900	1	0	1	0	0	0	0	0	0	0	0	0	0
0915	4	0	4	0	0	0	0	0	0	0	0	0	0
0930	5	0	5	0	0	0	0	0	0	0	0	0	0
0945	2	0	2	0	0	0	0	0	0	0	0	0	0
1000	5	0	5	0	0	0	0	0	0	0	0	0	0
1015	5	0	5	0	0	0	0	0	0	0	0	0	0
1030	6	1	5	0	0	0	0	0	0	0	0	0	0
1045	4	0	4	0	0	0	0	0	0	0	0	0	0
1100	11	0	10	1	0	0	0	0	0	0	0	0	0
1115	9	0	9	0	0	0	0	0	0	0	0	0	0
1130	7	0	7	0	0	0	0	0	0	0	0	0	0
1145	5	0	5	0	0	0	0	0	0	0	0	0	0
1200	8	0	7	1	0	0	0	0	0	0	0	0	0
1215	7	0	6	0	1	0	0	0	0	0	0	0	0
1230	10	0	10	0	0	0	0	0	0	0	0	0	0
1245	6	0	6	0	0	0	0	0	0	0	0	0	0
1300	9	0	9	0	0	0	0	0	0	0	0	0	0
1315	7	0	6	0	1	0	0	0	0	0	0	0	0
1330	8	0	8	0	0	0	0	0	0	0	0	0	0
1345	4	0	4	0	0	0	0	0	0	0	0	0	0
1400	7	1	6	0	0	0	0	0	0	0	0	0	0
1415	14	0	13	0	1	0	0	0	0	0	0	0	0
1430	4	0	4	0	0	0	0	0	0	0	0	0	0
1445	7	0	7	0	0	0	0	0	0	0	0	0	0
1500	5	0	5	0	0	0	0	0	0	0	0	0	0
1515	3	0	3	0	0	0	0	0	0	0	0	0	0
1530	9	0	9	0	0	0	0	0	0	0	0	0	0
1545	5	0	4	0	1	0	0	0	0	0	0	0	0
1600	10	0	10	0	0	0	0	0	0	0	0	0	0
1615	6	0	6	0	0	0	0	0	0	0	0	0	0
1630	7	0	6	0	1	0	0	0	0	0	0	0	0
1645	6	0	5	0	1	0	0	0	0	0	0	0	0
1700	3	0	3	0	0	0	0	0	0	0	0	0	0
1715	9	0	8	0	1	0	0	0	0	0	0	0	0
1730	6	0	6	0	0	0	0	0	0	0	0	0	0
1745	5	0	5	0	0	0	0	0	0	0	0	0	0
1800	8	0	8	0	0	0	0	0	0	0	0	0	0
1815	8	0	8	0	0	0	0	0	0	0	0	0	0
1830	2	0	2	0	0	0	0	0	0	0	0	0	0
1845	3	0	3	0	0	0	0	0	0	0	0	0	0
1900	8	0	8	0	0	0	0	0	0	0	0	0	0
1915	6	0	6	0	0	0	0	0	0	0	0	0	0
1930	1	0	1	0	0	0	0	0	0	0	0	0	0
1945	2	0	1	0	1	0	0	0	0	0	0	0	0
2000	5	0	5	0	0	0	0	0	0	0	0	0	0
2015	5	0	5	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0	0
2045	2	0	2	0	0	0	0	0	0	0	0	0	0
2100	2	0	2	0	0	0	0	0	0	0	0	0	0
2115	3	0	3	0	0	0	0	0	0	0	0	0	0
2130	3	0	3	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	2	0	2	0	0	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	3	0	3	0	0	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	0	0
07-19	258	2	247	2	7	0	0	0	0	0	0	0	0
06-22	296	2	284	2	8	0	0	0	0	0	0	0	0
06-00	304	2	292	2	8	0	0	0	0	0	0	0	0
00-00	311	2	298	2	9	0	0	0	0	0	0	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction North

Monday, 15 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	1	0	1	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	1	0	1	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	3	0	2	0	1	0	0	0	0	0	0	0	0
0700	5	0	5	0	0	0	0	0	0	0	0	0	0
0715	3	0	3	0	0	0	0	0	0	0	0	0	0
0730	2	0	2	0	0	0	0	0	0	0	0	0	0
0745	2	0	2	0	0	0	0	0	0	0	0	0	0
0800	6	0	4	0	2	0	0	0	0	0	0	0	0
0815	8	0	5	0	3	0	0	0	0	0	0	0	0
0830	7	0	7	0	0	0	0	0	0	0	0	0	0
0845	6	0	6	0	0	0	0	0	0	0	0	0	0
0900	9	0	9	0	0	0	0	0	0	0	0	0	0
0915	5	0	4	0	1	0	0	0	0	0	0	0	0
0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0945	7	0	6	0	1	0	0	0	0	0	0	0	0
1000	3	0	3	0	0	0	0	0	0	0	0	0	0
1015	5	0	4	0	1	0	0	0	0	0	0	0	0
1030	5	0	5	0	0	0	0	0	0	0	0	0	0
1045	4	0	4	0	0	0	0	0	0	0	0	0	0
1100	6	1	4	0	1	0	0	0	0	0	0	0	0
1115	6	0	4	0	2	0	0	0	0	0	0	0	0
1130	3	0	2	0	1	0	0	0	0	0	0	0	0
1145	6	0	5	0	1	0	0	0	0	0	0	0	0
1200	4	0	4	0	0	0	0	0	0	0	0	0	0
1215	7	0	5	0	2	0	0	0	0	0	0	0	0
1230	4	0	4	0	0	0	0	0	0	0	0	0	0
1245	2	0	2	0	0	0	0	0	0	0	0	0	0
1300	6	0	5	0	1	0	0	0	0	0	0	0	0
1315	7	0	6	0	1	0	0	0	0	0	0	0	0
1330	4	0	3	0	1	0	0	0	0	0	0	0	0
1345	6	0	6	0	0	0	0	0	0	0	0	0	0
1400	4	0	4	0	0	0	0	0	0	0	0	0	0
1415	6	0	3	1	2	0	0	0	0	0	0	0	0
1430	5	0	5	0	0	0	0	0	0	0	0	0	0
1445	6	0	5	0	0	1	0	0	0	0	0	0	0
1500	9	0	9	0	0	0	0	0	0	0	0	0	0
1515	9	0	8	0	1	0	0	0	0	0	0	0	0
1530	13	0	12	0	1	0	0	0	0	0	0	0	0
1545	14	0	12	0	2	0	0	0	0	0	0	0	0
1600	12	0	10	0	2	0	0	0	0	0	0	0	0
1615	10	1	8	0	1	0	0	0	0	0	0	0	0
1630	14	0	13	0	1	0	0	0	0	0	0	0	0
1645	12	0	12	0	0	0	0	0	0	0	0	0	0
1700	11	0	8	0	3	0	0	0	0	0	0	0	0
1715	5	0	5	0	0	0	0	0	0	0	0	0	0
1730	14	0	12	0	2	0	0	0	0	0	0	0	0
1745	14	0	13	0	1	0	0	0	0	0	0	0	0
1800	7	0	6	0	1	0	0	0	0	0	0	0	0
1815	5	0	5	0	0	0	0	0	0	0	0	0	0
1830	4	0	3	0	1	0	0	0	0	0	0	0	0
1845	2	0	2	0	0	0	0	0	0	0	0	0	0
1900	7	0	7	0	0	0	0	0	0	0	0	0	0
1915	4	0	4	0	0	0	0	0	0	0	0	0	0
1930	8	0	7	0	1	0	0	0	0	0	0	0	0
1945	1	0	1	0	0	0	0	0	0	0	0	0	0
2000	4	0	4	0	0	0	0	0	0	0	0	0	0
2015	2	0	2	0	0	0	0	0	0	0	0	0	0
2030	3	0	3	0	0	0	0	0	0	0	0	0	0
2045	1	0	1	0	0	0	0	0	0	0	0	0	0
2100	2	0	2	0	0	0	0	0	0	0	0	0	0
2115	2	0	2	0	0	0	0	0	0	0	0	0	0
2130	1	0	1	0	0	0	0	0	0	0	0	0	0
2145	2	0	2	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	2	0	2	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	314	2	274	1	36	1	0	0	0	0	0	0	0
06-22	354	2	312	1	38	1	0	0	0	0	0	0	0
06-00	359	2	317	1	38	1	0	0	0	0	0	0	0
00-00	362	2	320	1	38	1	0	0	0	0	0	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction North

Virtual Day (7)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	1	0	1	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0
0600	2	0	1	0	1	0	0	0	0	0	0	0	0
0700	10	0	9	1	1	0	0	0	0	0	0	0	0
0800	19	0	16	0	3	0	0	0	0	0	0	0	0
0900	19	0	17	0	2	0	0	0	0	0	0	0	0
1000	22	0	19	0	3	0	0	0	0	0	0	0	0
1100	26	0	22	0	2	0	0	0	0	0	0	0	0
1200	28	1	24	0	3	0	0	0	0	0	0	0	0
1300	26	0	23	0	3	0	0	0	0	0	0	0	0
1400	25	0	22	0	2	0	0	0	0	0	0	0	0
1500	40	0	36	0	3	0	0	0	0	0	0	0	0
1600	41	0	37	0	3	0	0	0	0	0	0	0	0
1700	39	0	35	0	4	0	0	0	0	0	0	0	0
1800	26	0	24	0	2	0	0	0	0	0	0	0	0
1900	17	0	16	0	1	0	0	0	0	0	0	0	0
2000	12	0	11	0	0	0	0	0	0	0	0	0	0
2100	7	0	7	0	0	0	0	0	0	0	0	0	0
2200	4	0	4	0	0	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0	0	0
07-19	321	3	283	2	31	0	1	0	0	1	0	0	0
06-22	359	3	319	2	33	0	1	0	0	1	0	0	0
06-00	366	3	326	2	33	0	1	0	0	1	0	0	0
00-00	372	4	331	2	33	0	1	0	0	1	0	0	0

Virtual Week (1)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
Mon	362	2	320	1	38	1	0	0	0	0	0	0	0
Tue	394	8	336	6	37	0	3	0	0	4	0	0	0
Wed	356	4	311	2	38	1	0	0	0	0	0	0	0
Thu	407	4	359	1	40	1	1	0	0	0	1	0	0
Fri	409	4	364	2	37	0	1	0	0	1	0	0	0
Sat	366	2	329	2	33	0	0	0	0	0	0	0	0
Sun	311	2	298	2	9	0	0	0	0	0	0	0	0
5 Day Ave.	386	4	338	2	38	1	1	0	0	1	0	0	0
7 Day Ave.	372	4	331	2	33	0	1	0	0	1	0	0	0
--	2605	26	2317	16	232	3	5	0	0	5	1	0	0

Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction North

Tuesday, 16 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	1	0	1	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	1	0	0	1	0	0	0	0	0	0	0	0	0
0630	1	0	1	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	4	0	3	0	1	0	0	0	0	0	0	0	0
0715	3	0	3	0	0	0	0	0	0	0	0	0	0
0730	2	0	2	0	0	0	0	0	0	0	0	0	0
0745	2	0	2	0	0	0	0	0	0	0	0	0	0
0800	5	0	3	0	1	1	0	0	0	0	0	0	0
0815	7	1	4	0	2	0	0	0	0	0	0	0	0
0830	3	0	3	0	0	0	0	0	0	0	0	0	0
0845	7	0	7	0	0	0	0	0	0	0	0	0	0
0900	11	0	10	0	1	0	0	0	0	0	0	0	0
0915	4	0	3	0	1	0	0	0	0	0	0	0	0
0930	10	0	8	0	2	0	0	0	0	0	0	0	0
0945	8	0	8	0	0	0	0	0	0	0	0	0	0
1000	7	0	6	0	1	0	0	0	0	0	0	0	0
1015	3	0	2	0	1	0	0	0	0	0	0	0	0
1030	2	0	2	0	0	0	0	0	0	0	0	0	0
1045	6	0	5	0	1	0	0	0	0	0	0	0	0
1100	5	0	5	0	0	0	0	0	0	0	0	0	0
1115	8	0	7	0	1	0	0	0	0	0	0	0	0
1130	6	0	5	0	1	0	0	0	0	0	0	0	0
1145	6	0	6	0	0	0	0	0	0	0	0	0	0
1200	6	0	4	0	2	0	0	0	0	0	0	0	0
1215	8	0	6	0	2	0	0	0	0	0	0	0	0
1230	6	1	3	0	2	0	0	0	0	0	0	0	0
1245	5	0	5	0	0	0	0	0	0	0	0	0	0
1300	7	0	7	0	0	0	0	0	0	0	0	0	0
1315	5	1	2	0	2	0	0	0	0	0	0	0	0
1330	7	1	6	0	0	0	0	0	0	0	0	0	0
1345	5	1	4	0	0	0	0	0	0	0	0	0	0
1400	4	1	3	0	0	0	0	0	0	0	0	0	0
1415	7	0	6	0	1	0	0	0	0	0	0	0	0
1430	9	0	8	0	1	0	0	0	0	0	0	0	0
1445	5	0	4	0	1	0	0	0	0	0	0	0	0
1500	7	0	7	0	0	0	0	0	0	0	0	0	0
1515	8	0	6	0	2	0	0	0	0	0	0	0	0
1530	13	0	12	0	0	0	0	1	0	0	0	0	0
1545	10	0	10	0	0	0	0	0	0	0	0	0	0
1600	12	0	10	0	2	0	0	0	0	0	0	0	0
1615	12	0	11	0	1	0	0	0	0	0	0	0	0
1630	7	0	7	0	0	0	0	0	0	0	0	0	0
1645	11	0	9	0	2	0	0	0	0	0	0	0	0
1700	16	0	16	0	0	0	0	0	0	0	0	0	0
1715	15	0	15	0	0	0	0	0	0	0	0	0	0
1730	15	1	11	0	3	0	0	0	0	0	0	0	0
1745	11	1	9	0	1	0	0	0	0	0	0	0	0
1800	6	0	6	0	0	0	0	0	0	0	0	0	0
1815	10	0	10	0	0	0	0	0	0	0	0	0	0
1830	9	0	8	0	1	0	0	0	0	0	0	0	0
1845	3	0	3	0	0	0	0	0	0	0	0	0	0
1900	6	0	6	0	0	0	0	0	0	0	0	0	0
1915	6	0	6	0	0	0	0	0	0	0	0	0	0
1930	6	0	4	0	2	0	0	0	0	0	0	0	0
1945	2	1	1	0	0	0	0	0	0	0	0	0	0
2000	1	0	1	0	0	0	0	0	0	0	0	0	0
2015	1	0	1	0	0	0	0	0	0	0	0	0	0
2030	2	0	2	0	0	0	0	0	0	0	0	0	0
2045	4	0	3	0	1	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0
2115	5	1	4	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	1	0	1	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	348	8	302	0	36	1	0	1	0	0	0	0	0
06-22	385	10	333	1	39	1	0	1	0	0	0	0	0
06-00	391	10	339	1	39	1	0	1	0	0	0	0	0
00-00	396	10	344	1	39	1	0	1	0	0	0	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction North

Wednesday, 17 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	4	0	2	1	1	0	0	0	0	0	0	0	0
0645	1	0	1	0	0	0	0	0	0	0	0	0	0
0700	4	0	3	0	1	0	0	0	0	0	0	0	0
0715	5	0	4	0	0	0	1	0	0	0	0	0	0
0730	7	0	7	0	0	0	0	0	0	0	0	0	0
0745	3	0	3	0	0	0	0	0	0	0	0	0	0
0800	6	0	4	0	2	0	0	0	0	0	0	0	0
0815	6	0	4	0	2	0	0	0	0	0	0	0	0
0830	9	1	8	0	0	0	0	0	0	0	0	0	0
0845	9	0	9	0	0	0	0	0	0	0	0	0	0
0900	9	0	8	0	1	0	0	0	0	0	0	0	0
0915	10	0	8	1	1	0	0	0	0	0	0	0	0
0930	4	0	3	0	1	0	0	0	0	0	0	0	0
0945	6	0	5	0	1	0	0	0	0	0	0	0	0
1000	7	0	5	0	2	0	0	0	0	0	0	0	0
1015	4	0	3	0	1	0	0	0	0	0	0	0	0
1030	2	0	2	0	0	0	0	0	0	0	0	0	0
1045	5	0	3	0	2	0	0	0	0	0	0	0	0
1100	8	1	6	0	1	0	0	0	0	0	0	0	0
1115	7	1	5	0	1	0	0	0	0	0	0	0	0
1130	5	0	4	0	1	0	0	0	0	0	0	0	0
1145	5	0	4	0	1	0	0	0	0	0	0	0	0
1200	11	0	10	1	0	0	0	0	0	0	0	0	0
1215	5	0	4	0	1	0	0	0	0	0	0	0	0
1230	6	0	5	0	1	0	0	0	0	0	0	0	0
1245	2	0	1	1	0	0	0	0	0	0	0	0	0
1300	6	0	6	0	0	0	0	0	0	0	0	0	0
1315	8	0	6	0	2	0	0	0	0	0	0	0	0
1330	7	0	6	0	1	0	0	0	0	0	0	0	0
1345	8	0	7	0	1	0	0	0	0	0	0	0	0
1400	5	0	5	0	0	0	0	0	0	0	0	0	0
1415	6	0	5	0	1	0	0	0	0	0	0	0	0
1430	3	0	2	0	1	0	0	0	0	0	0	0	0
1445	5	0	5	0	0	0	0	0	0	0	0	0	0
1500	14	0	13	0	1	0	0	0	0	0	0	0	0
1515	11	0	9	0	2	0	0	0	0	0	0	0	0
1530	12	0	11	0	1	0	0	0	0	0	0	0	0
1545	13	0	13	0	0	0	0	0	0	0	0	0	0
1600	11	1	10	0	0	0	0	0	0	0	0	0	0
1615	11	1	7	0	3	0	0	0	0	0	0	0	0
1630	10	0	6	0	4	0	0	0	0	0	0	0	0
1645	11	0	11	0	0	0	0	0	0	0	0	0	0
1700	13	1	10	0	1	0	0	0	1	0	0	0	0
1715	13	0	11	0	2	0	0	0	0	0	0	0	0
1730	21	1	18	0	1	0	0	0	0	0	1	0	0
1745	13	0	13	0	0	0	0	0	0	0	0	0	0
1800	7	0	7	0	0	0	0	0	0	0	0	0	0
1815	8	0	8	0	0	0	0	0	0	0	0	0	0
1830	4	0	3	0	1	0	0	0	0	0	0	0	0
1845	1	0	1	0	0	0	0	0	0	0	0	0	0
1900	4	0	4	0	0	0	0	0	0	0	0	0	0
1915	9	0	9	0	0	0	0	0	0	0	0	0	0
1930	6	0	5	0	1	0	0	0	0	0	0	0	0
1945	9	1	7	0	1	0	0	0	0	0	0	0	0
2000	6	0	6	0	0	0	0	0	0	0	0	0	0
2015	3	0	3	0	0	0	0	0	0	0	0	0	0
2030	3	0	2	0	0	0	1	0	0	0	0	0	0
2045	1	0	1	0	0	0	0	0	0	0	0	0	0
2100	4	0	4	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	2	0	2	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	2	0	2	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	366	7	311	3	42	0	1	0	1	0	1	0	0
06-22	418	8	357	4	45	0	2	0	1	0	1	0	0
06-00	423	8	362	4	45	0	2	0	1	0	1	0	0
00-00	427	8	366	4	45	0	2	0	1	0	1	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction North

Thursday, 18 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	2	0	2	0	0	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0
0615	2	0	1	1	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	3	0	2	0	1	0	0	0	0	0	0	0	0
0715	1	0	1	0	0	0	0	0	0	0	0	0	0
0730	4	0	4	0	0	0	0	0	0	0	0	0	0
0745	5	0	5	0	0	0	0	0	0	0	0	0	0
0800	4	0	3	0	1	0	0	0	0	0	0	0	0
0815	4	0	2	0	2	0	0	0	0	0	0	0	0
0830	3	0	3	0	0	0	0	0	0	0	0	0	0
0845	9	0	8	0	0	0	1	0	0	0	0	0	0
0900	10	0	9	0	0	1	0	0	0	0	0	0	0
0915	8	0	6	0	2	0	0	0	0	0	0	0	0
0930	5	0	4	0	1	0	0	0	0	0	0	0	0
0945	3	1	2	0	0	0	0	0	0	0	0	0	0
1000	5	0	4	1	0	0	0	0	0	0	0	0	0
1015	5	0	2	1	2	0	0	0	0	0	0	0	0
1030	8	0	8	0	0	0	0	0	0	0	0	0	0
1045	4	0	2	0	1	0	1	0	0	0	0	0	0
1100	5	0	5	0	0	0	0	0	0	0	0	0	0
1115	3	0	2	0	1	0	0	0	0	0	0	0	0
1130	8	0	8	0	0	0	0	0	0	0	0	0	0
1145	8	0	7	0	0	1	0	0	0	0	0	0	0
1200	7	0	6	0	1	0	0	0	0	0	0	0	0
1215	6	0	4	0	2	0	0	0	0	0	0	0	0
1230	7	0	5	0	2	0	0	0	0	0	0	0	0
1245	4	0	3	0	1	0	0	0	0	0	0	0	0
1300	6	0	6	0	0	0	0	0	0	0	0	0	0
1315	7	0	6	0	1	0	0	0	0	0	0	0	0
1330	9	1	8	0	0	0	0	0	0	0	0	0	0
1345	5	0	4	0	1	0	0	0	0	0	0	0	0
1400	6	1	4	0	1	0	0	0	0	0	0	0	0
1415	7	0	6	0	1	0	0	0	0	0	0	0	0
1430	8	0	8	0	0	0	0	0	0	0	0	0	0
1445	8	0	6	0	2	0	0	0	0	0	0	0	0
1500	15	0	14	0	1	0	0	0	0	0	0	0	0
1515	9	0	7	0	2	0	0	0	0	0	0	0	0
1530	12	0	11	0	1	0	0	0	0	0	0	0	0
1545	10	0	9	0	1	0	0	0	0	0	0	0	0
1600	12	0	11	0	1	0	0	0	0	0	0	0	0
1615	17	1	14	0	2	0	0	0	0	0	0	0	0
1630	11	0	11	0	0	0	0	0	0	0	0	0	0
1645	13	0	11	0	2	0	0	0	0	0	0	0	0
1700	15	0	14	0	1	0	0	0	0	0	0	0	0
1715	12	0	11	0	1	0	0	0	0	0	0	0	0
1730	15	0	14	0	1	0	0	0	0	0	0	0	0
1745	10	0	10	0	0	0	0	0	0	0	0	0	0
1800	7	1	6	0	0	0	0	0	0	0	0	0	0
1815	12	0	12	0	0	0	0	0	0	0	0	0	0
1830	7	0	5	0	2	0	0	0	0	0	0	0	0
1845	6	0	6	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0
1915	8	0	8	0	0	0	0	0	0	0	0	0	0
1930	7	0	6	0	1	0	0	0	0	0	0	0	0
1945	1	0	1	0	0	0	0	0	0	0	0	0	0
2000	5	0	5	0	0	0	0	0	0	0	0	0	0
2015	5	0	5	0	0	0	0	0	0	0	0	0	0
2030	5	0	5	0	0	0	0	0	0	0	0	0	0
2045	3	0	3	0	0	0	0	0	0	0	0	0	0
2100	3	0	3	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	1	0	1	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0
2315	4	1	2	0	1	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	0	0
07-19	368	5	319	2	38	2	2	0	0	0	0	0	0
06-22	409	5	358	3	39	2	2	0	0	0	0	0	0
06-00	419	6	366	3	40	2	2	0	0	0	0	0	0
00-00	426	6	373	3	40	2	2	0	0	0	0	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction North

Friday, 19 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	1	0	1	0	0	0	0	0	0	0	0	0	0
0530	1	0	1	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	1	0	1	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	4	0	2	1	1	0	0	0	0	0	0	0	0
0715	2	0	2	0	0	0	0	0	0	0	0	0	0
0730	2	0	2	0	0	0	0	0	0	0	0	0	0
0745	4	0	4	0	0	0	0	0	0	0	0	0	0
0800	9	0	7	0	2	0	0	0	0	0	0	0	0
0815	7	0	4	0	2	0	1	0	0	0	0	0	0
0830	4	1	3	0	0	0	0	0	0	0	0	0	0
0845	8	0	8	0	0	0	0	0	0	0	0	0	0
0900	11	0	9	0	2	0	0	0	0	0	0	0	0
0915	10	0	9	0	1	0	0	0	0	0	0	0	0
0930	8	0	7	0	1	0	0	0	0	0	0	0	0
0945	4	0	4	0	0	0	0	0	0	0	0	0	0
1000	5	0	4	0	1	0	0	0	0	0	0	0	0
1015	5	0	4	0	1	0	0	0	0	0	0	0	0
1030	8	1	6	0	1	0	0	0	0	0	0	0	0
1045	9	0	8	0	1	0	0	0	0	0	0	0	0
1100	7	1	4	0	2	0	0	0	0	0	0	0	0
1115	4	0	3	0	1	0	0	0	0	0	0	0	0
1130	9	0	9	0	0	0	0	0	0	0	0	0	0
1145	5	0	5	0	0	0	0	0	0	0	0	0	0
1200	12	1	11	0	0	0	0	0	0	0	0	0	0
1215	5	0	4	0	1	0	0	0	0	0	0	0	0
1230	5	0	4	0	1	0	0	0	0	0	0	0	0
1245	4	0	4	0	0	0	0	0	0	0	0	0	0
1300	9	1	8	0	0	0	0	0	0	0	0	0	0
1315	5	0	4	0	1	0	0	0	0	0	0	0	0
1330	9	0	8	0	1	0	0	0	0	0	0	0	0
1345	11	0	10	0	1	0	0	0	0	0	0	0	0
1400	10	0	10	0	0	0	0	0	0	0	0	0	0
1415	7	0	5	0	2	0	0	0	0	0	0	0	0
1430	10	0	9	0	1	0	0	0	0	0	0	0	0
1445	6	1	3	0	2	0	0	0	0	0	0	0	0
1500	9	0	9	0	0	0	0	0	0	0	0	0	0
1515	16	0	14	0	2	0	0	0	0	0	0	0	0
1530	16	0	16	0	0	0	0	0	0	0	0	0	0
1545	12	0	11	0	1	0	0	0	0	0	0	0	0
1600	14	0	13	0	1	0	0	0	0	0	0	0	0
1615	5	0	4	0	1	0	0	0	0	0	0	0	0
1630	8	0	6	0	2	0	0	0	0	0	0	0	0
1645	13	0	11	1	1	0	0	0	0	0	0	0	0
1700	16	0	15	0	1	0	0	0	0	0	0	0	0
1715	11	0	11	0	0	0	0	0	0	0	0	0	0
1730	13	0	12	0	1	0	0	0	0	0	0	0	0
1745	10	0	9	0	1	0	0	0	0	0	0	0	0
1800	6	0	6	0	0	0	0	0	0	0	0	0	0
1815	11	0	11	0	0	0	0	0	0	0	0	0	0
1830	4	0	3	0	1	0	0	0	0	0	0	0	0
1845	13	0	12	0	1	0	0	0	0	0	0	0	0
1900	7	0	7	0	0	0	0	0	0	0	0	0	0
1915	5	0	5	0	0	0	0	0	0	0	0	0	0
1930	6	0	5	0	1	0	0	0	0	0	0	0	0
1945	4	0	4	0	0	0	0	0	0	0	0	0	0
2000	3	0	3	0	0	0	0	0	0	0	0	0	0
2015	4	0	4	0	0	0	0	0	0	0	0	0	0
2030	3	0	3	0	0	0	0	0	0	0	0	0	0
2045	2	0	2	0	0	0	0	0	0	0	0	0	0
2100	4	0	4	0	0	0	0	0	0	0	0	0	0
2115	4	0	4	0	0	0	0	0	0	0	0	0	0
2130	3	0	3	0	0	0	0	0	0	0	0	0	0
2145	2	0	2	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	0
2215	2	0	2	0	0	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0	0
2300	2	0	1	1	0	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	395	6	347	2	39	0	1	0	0	0	0	0	0
06-22	443	6	394	2	40	0	1	0	0	0	0	0	0
06-00	451	6	401	3	40	0	1	0	0	0	0	0	0
00-00	456	6	406	3	40	0	1	0	0	0	0	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction North

Saturday, 20 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	1	0	1	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	1	0	1	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	1	0	0	0	1	0	0	0	0	0	0	0	0
0645	1	0	0	0	1	0	0	0	0	0	0	0	0
0700	1	0	1	0	0	0	0	0	0	0	0	0	0
0715	3	0	2	0	1	0	0	0	0	0	0	0	0
0730	1	0	1	0	0	0	0	0	0	0	0	0	0
0745	3	0	1	1	1	0	0	0	0	0	0	0	0
0800	5	0	4	0	1	0	0	0	0	0	0	0	0
0815	4	0	2	1	1	0	0	0	0	0	0	0	0
0830	6	0	6	0	0	0	0	0	0	0	0	0	0
0845	4	1	3	0	0	0	0	0	0	0	0	0	0
0900	5	0	5	0	0	0	0	0	0	0	0	0	0
0915	6	0	5	0	1	0	0	0	0	0	0	0	0
0930	4	0	3	0	1	0	0	0	0	0	0	0	0
0945	8	0	7	0	1	0	0	0	0	0	0	0	0
1000	3	0	3	0	0	0	0	0	0	0	0	0	0
1015	6	0	4	0	2	0	0	0	0	0	0	0	0
1030	6	0	5	0	1	0	0	0	0	0	0	0	0
1045	6	0	4	1	1	0	0	0	0	0	0	0	0
1100	9	0	8	1	0	0	0	0	0	0	0	0	0
1115	12	0	10	0	2	0	0	0	0	0	0	0	0
1130	19	1	15	0	3	0	0	0	0	0	0	0	0
1145	3	0	2	1	0	0	0	0	0	0	0	0	0
1200	11	0	9	0	2	0	0	0	0	0	0	0	0
1215	9	0	8	0	1	0	0	0	0	0	0	0	0
1230	8	0	7	0	1	0	0	0	0	0	0	0	0
1245	9	0	9	0	0	0	0	0	0	0	0	0	0
1300	12	0	11	0	1	0	0	0	0	0	0	0	0
1315	7	0	7	0	0	0	0	0	0	0	0	0	0
1330	6	0	5	0	1	0	0	0	0	0	0	0	0
1345	4	0	4	0	0	0	0	0	0	0	0	0	0
1400	13	0	13	0	0	0	0	0	0	0	0	0	0
1415	9	0	8	0	1	0	0	0	0	0	0	0	0
1430	6	0	6	0	0	0	0	0	0	0	0	0	0
1445	9	0	9	0	0	0	0	0	0	0	0	0	0
1500	3	0	3	0	0	0	0	0	0	0	0	0	0
1515	8	0	7	0	1	0	0	0	0	0	0	0	0
1530	6	0	5	0	1	0	0	0	0	0	0	0	0
1545	8	0	8	0	0	0	0	0	0	0	0	0	0
1600	10	1	7	0	2	0	0	0	0	0	0	0	0
1615	7	0	6	0	1	0	0	0	0	0	0	0	0
1630	4	0	4	0	0	0	0	0	0	0	0	0	0
1645	9	1	8	0	0	0	0	0	0	0	0	0	0
1700	7	0	7	0	0	0	0	0	0	0	0	0	0
1715	7	1	6	0	0	0	0	0	0	0	0	0	0
1730	7	0	6	0	1	0	0	0	0	0	0	0	0
1745	5	0	5	0	0	0	0	0	0	0	0	0	0
1800	3	0	3	0	0	0	0	0	0	0	0	0	0
1815	6	0	6	0	0	0	0	0	0	0	0	0	0
1830	6	0	5	0	1	0	0	0	0	0	0	0	0
1845	6	0	6	0	0	0	0	0	0	0	0	0	0
1900	3	0	3	0	0	0	0	0	0	0	0	0	0
1915	3	0	3	0	0	0	0	0	0	0	0	0	0
1930	3	0	2	0	1	0	0	0	0	0	0	0	0
1945	2	0	2	0	0	0	0	0	0	0	0	0	0
2000	3	0	3	0	0	0	0	0	0	0	0	0	0
2015	2	0	2	0	0	0	0	0	0	0	0	0	0
2030	3	0	3	0	0	0	0	0	0	0	0	0	0
2045	1	0	1	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0
2115	4	0	4	0	0	0	0	0	0	0	0	0	0
2130	2	0	2	0	0	0	0	0	0	0	0	0	0
2145	2	0	2	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	319	5	279	5	30	0	0	0	0	0	0	0	0
06-22	350	5	307	5	33	0	0	0	0	0	0	0	0
06-00	357	5	314	5	33	0	0	0	0	0	0	0	0
00-00	362	5	319	5	33	0	0	0	0	0	0	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction North

Sunday, 21 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	1	0	0	0	0	0	0	0	0	0	0
0715	2	0	2	0	0	0	0	0	0	0	0	0	0
0730	2	0	2	0	0	0	0	0	0	0	0	0	0
0745	3	0	2	1	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0
0815	1	0	1	0	0	0	0	0	0	0	0	0	0
0830	2	0	2	0	0	0	0	0	0	0	0	0	0
0845	4	0	4	0	0	0	0	0	0	0	0	0	0
0900	4	1	2	1	0	0	0	0	0	0	0	0	0
0915	5	0	5	0	0	0	0	0	0	0	0	0	0
0930	4	0	4	0	0	0	0	0	0	0	0	0	0
0945	2	0	2	0	0	0	0	0	0	0	0	0	0
1000	4	0	4	0	0	0	0	0	0	0	0	0	0
1015	5	0	4	0	1	0	0	0	0	0	0	0	0
1030	8	0	6	0	2	0	0	0	0	0	0	0	0
1045	7	0	7	0	0	0	0	0	0	0	0	0	0
1100	9	0	8	1	0	0	0	0	0	0	0	0	0
1115	6	0	5	0	1	0	0	0	0	0	0	0	0
1130	3	0	3	0	0	0	0	0	0	0	0	0	0
1145	3	0	3	0	0	0	0	0	0	0	0	0	0
1200	6	1	5	0	0	0	0	0	0	0	0	0	0
1215	8	0	6	1	1	0	0	0	0	0	0	0	0
1230	5	0	5	0	0	0	0	0	0	0	0	0	0
1245	11	0	11	0	0	0	0	0	0	0	0	0	0
1300	9	0	9	0	0	0	0	0	0	0	0	0	0
1315	10	0	10	0	0	0	0	0	0	0	0	0	0
1330	5	0	5	0	0	0	0	0	0	0	0	0	0
1345	4	0	4	0	0	0	0	0	0	0	0	0	0
1400	8	0	8	0	0	0	0	0	0	0	0	0	0
1415	15	0	13	0	2	0	0	0	0	0	0	0	0
1430	8	0	8	0	0	0	0	0	0	0	0	0	0
1445	6	0	5	1	0	0	0	0	0	0	0	0	0
1500	10	1	9	0	0	0	0	0	0	0	0	0	0
1515	7	0	7	0	0	0	0	0	0	0	0	0	0
1530	9	1	8	0	0	0	0	0	0	0	0	0	0
1545	8	0	7	0	1	0	0	0	0	0	0	0	0
1600	8	0	6	0	1	1	0	0	0	0	0	0	0
1615	7	0	7	0	0	0	0	0	0	0	0	0	0
1630	9	0	7	0	2	0	0	0	0	0	0	0	0
1645	2	0	2	0	0	0	0	0	0	0	0	0	0
1700	5	0	5	0	0	0	0	0	0	0	0	0	0
1715	2	0	2	0	0	0	0	0	0	0	0	0	0
1730	5	0	5	0	0	0	0	0	0	0	0	0	0
1745	7	0	7	0	0	0	0	0	0	0	0	0	0
1800	3	0	3	0	0	0	0	0	0	0	0	0	0
1815	10	0	10	0	0	0	0	0	0	0	0	0	0
1830	1	0	1	0	0	0	0	0	0	0	0	0	0
1845	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	4	0	4	0	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	0	0
1930	4	0	4	0	0	0	0	0	0	0	0	0	0
1945	2	0	0	1	1	0	0	0	0	0	0	0	0
2000	5	0	5	0	0	0	0	0	0	0	0	0	0
2015	3	0	3	0	0	0	0	0	0	0	0	0	0
2030	1	0	1	0	0	0	0	0	0	0	0	0	0
2045	2	0	2	0	0	0	0	0	0	0	0	0	0
2100	3	0	3	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	1	0	1	0	0	0	0	0	0	0	0	0	0
2145	1	0	1	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	0	0
07-19	263	4	242	5	11	1	0	0	0	0	0	0	0
06-22	289	4	266	6	12	1	0	0	0	0	0	0	0
06-00	293	4	270	6	12	1	0	0	0	0	0	0	0
00-00	296	4	273	6	12	1	0	0	0	0	0	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction North

Monday, 22 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	1	0	1	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	3	0	2	0	1	0	0	0	0	0	0	0	0
0630	1	1	0	0	0	0	0	0	0	0	0	0	0
0645	2	0	2	0	0	0	0	0	0	0	0	0	0
0700	3	0	2	0	1	0	0	0	0	0	0	0	0
0715	5	0	5	0	0	0	0	0	0	0	0	0	0
0730	3	0	3	0	0	0	0	0	0	0	0	0	0
0745	4	0	3	0	1	0	0	0	0	0	0	0	0
0800	6	0	5	0	1	0	0	0	0	0	0	0	0
0815	4	0	1	0	3	0	0	0	0	0	0	0	0
0830	2	0	2	0	0	0	0	0	0	0	0	0	0
0845	11	0	10	0	1	0	0	0	0	0	0	0	0
0900	10	0	9	0	1	0	0	0	0	0	0	0	0
0915	11	1	7	0	3	0	0	0	0	0	0	0	0
0930	7	0	6	1	0	0	0	0	0	0	0	0	0
0945	2	1	1	0	0	0	0	0	0	0	0	0	0
1000	5	0	4	0	1	0	0	0	0	0	0	0	0
1015	5	0	3	0	2	0	0	0	0	0	0	0	0
1030	2	0	1	0	1	0	0	0	0	0	0	0	0
1045	6	0	6	0	0	0	0	0	0	0	0	0	0
1100	1	0	1	0	0	0	0	0	0	0	0	0	0
1115	9	0	7	0	2	0	0	0	0	0	0	0	0
1130	7	0	6	0	1	0	0	0	0	0	0	0	0
1145	5	0	4	0	1	0	0	0	0	0	0	0	0
1200	9	0	9	0	0	0	0	0	0	0	0	0	0
1215	5	0	3	0	2	0	0	0	0	0	0	0	0
1230	5	0	4	0	1	0	0	0	0	0	0	0	0
1245	2	0	2	0	0	0	0	0	0	0	0	0	0
1300	3	0	1	0	2	0	0	0	0	0	0	0	0
1315	4	0	3	0	1	0	0	0	0	0	0	0	0
1330	6	0	5	0	1	0	0	0	0	0	0	0	0
1345	3	0	2	0	1	0	0	0	0	0	0	0	0
1400	3	0	3	0	0	0	0	0	0	0	0	0	0
1415	4	0	3	0	1	0	0	0	0	0	0	0	0
1430	6	0	6	0	0	0	0	0	0	0	0	0	0
1445	5	1	3	0	1	0	0	0	0	0	0	0	0
1500	11	0	9	0	2	0	0	0	0	0	0	0	0
1515	13	0	10	0	3	0	0	0	0	0	0	0	0
1530	13	0	10	0	3	0	0	0	0	0	0	0	0
1545	10	1	8	0	1	0	0	0	0	0	0	0	0
1600	9	0	8	0	1	0	0	0	0	0	0	0	0
1615	13	0	8	0	5	0	0	0	0	0	0	0	0
1630	9	0	8	0	1	0	0	0	0	0	0	0	0
1645	13	1	12	0	0	0	0	0	0	0	0	0	0
1700	11	0	10	0	1	0	0	0	0	0	0	0	0
1715	15	0	14	1	0	0	0	0	0	0	0	0	0
1730	16	0	14	1	1	0	0	0	0	0	0	0	0
1745	11	0	10	0	1	0	0	0	0	0	0	0	0
1800	12	0	12	0	0	0	0	0	0	0	0	0	0
1815	8	0	7	0	0	0	0	0	0	1	0	0	0
1830	9	0	8	0	1	0	0	0	0	0	0	0	0
1845	1	0	1	0	0	0	0	0	0	0	0	0	0
1900	3	0	3	0	0	0	0	0	0	0	0	0	0
1915	5	0	5	0	0	0	0	0	0	0	0	0	0
1930	6	0	5	0	1	0	0	0	0	0	0	0	0
1945	3	0	3	0	0	0	0	0	0	0	0	0	0
2000	3	0	3	0	0	0	0	0	0	0	0	0	0
2015	3	0	3	0	0	0	0	0	0	0	0	0	0
2030	1	0	1	0	0	0	0	0	0	0	0	0	0
2045	4	0	4	0	0	0	0	0	0	0	0	0	0
2100	3	0	3	0	0	0	0	0	0	0	0	0	0
2115	1	0	1	0	0	0	0	0	0	0	0	0	0
2130	4	0	4	0	0	0	0	0	0	0	0	0	0
2145	1	0	1	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0
2215	2	0	2	0	0	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	337	5	279	3	49	0	0	0	0	1	0	0	0
06-22	380	6	319	3	51	0	0	0	0	1	0	0	0
06-00	388	6	327	3	51	0	0	0	0	1	0	0	0
00-00	390	6	329	3	51	0	0	0	0	1	0	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction North

Virtual Day (7)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0
0600	3	0	2	0	1	0	0	0	0	0	0	0	0
0700	12	0	11	0	1	0	0	0	0	0	0	0	0
0800	21	1	17	0	3	0	0	0	0	0	0	0	0
0900	27	1	23	0	3	0	0	0	0	0	0	0	0
1000	21	0	17	0	4	0	0	0	0	0	0	0	0
1100	26	1	22	0	3	0	0	0	0	0	0	0	0
1200	27	0	22	0	3	0	0	0	0	0	0	0	0
1300	27	1	23	0	3	0	0	0	0	0	0	0	0
1400	28	1	25	0	3	0	0	0	0	0	0	0	0
1500	42	0	38	0	4	0	0	0	0	0	0	0	0
1600	40	1	34	0	5	0	0	0	0	0	0	0	0
1700	45	1	41	0	3	0	0	0	0	0	0	0	0
1800	26	0	24	0	1	0	0	0	0	0	0	0	0
1900	18	0	16	0	1	0	0	0	0	0	0	0	0
2000	12	0	11	0	0	0	0	0	0	0	0	0	0
2100	8	0	7	0	0	0	0	0	0	0	0	0	0
2200	4	0	4	0	0	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0	0	0
07-19	342	6	297	3	35	1	1	0	0	0	0	0	0
06-22	382	6	333	3	37	1	1	0	0	0	0	0	0
06-00	389	6	340	4	37	1	1	0	0	0	0	0	0
00-00	393	6	344	4	37	1	1	0	0	0	0	0	0

Virtual Week (1)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
Mon	390	6	329	3	51	0	0	0	0	1	0	0	0
Tue	396	10	344	1	39	1	0	1	0	0	0	0	0
Wed	427	8	366	4	45	0	2	0	1	0	1	0	0
Thu	426	6	373	3	40	2	2	0	0	0	0	0	0
Fri	456	6	406	3	40	0	1	0	0	0	0	0	0
Sat	362	5	319	5	33	0	0	0	0	0	0	0	0
Sun	296	4	273	6	12	1	0	0	0	0	0	0	0
5 Day Ave.	419	7	364	3	43	1	1	0	0	0	0	0	0
7 Day Ave.	393	6	344	4	37	1	1	0	0	0	0	0	0
--	2753	45	2410	25	260	4	5	1	1	1	1	0	0

Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction South

Tuesday, 2 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	1	0	1	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	1	0	0	1	0	0	0	0	0	0	0	0	0
0530	2	0	2	0	0	0	0	0	0	0	0	0	0
0545	3	0	3	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0	0
0615	6	0	5	0	1	0	0	0	0	0	0	0	0
0630	5	0	4	0	1	0	0	0	0	0	0	0	0
0645	7	0	6	1	0	0	0	0	0	0	0	0	0
0700	8	0	7	0	1	0	0	0	0	0	0	0	0
0715	13	0	12	0	1	0	0	0	0	0	0	0	0
0730	10	0	10	0	0	0	0	0	0	0	0	0	0
0745	2	0	2	0	0	0	0	0	0	0	0	0	0
0800	10	0	8	0	2	0	0	0	0	0	0	0	0
0815	3	0	3	0	0	0	0	0	0	0	0	0	0
0830	10	0	9	0	1	0	0	0	0	0	0	0	0
0845	2	0	2	0	0	0	0	0	0	0	0	0	0
0900	5	0	5	0	0	0	0	0	0	0	0	0	0
0915	6	0	4	1	1	0	0	0	0	0	0	0	0
0930	8	1	7	0	0	0	0	0	0	0	0	0	0
0945	3	0	3	0	0	0	0	0	0	0	0	0	0
1000	4	0	4	0	0	0	0	0	0	0	0	0	0
1015	12	0	10	1	1	0	0	0	0	0	0	0	0
1030	5	0	5	0	0	0	0	0	0	0	0	0	0
1045	8	0	6	0	2	0	0	0	0	0	0	0	0
1100	7	0	6	1	0	0	0	0	0	0	0	0	0
1115	9	0	6	0	3	0	0	0	0	0	0	0	0
1130	6	0	6	0	0	0	0	0	0	0	0	0	0
1145	5	0	5	0	0	0	0	0	0	0	0	0	0
1200	5	0	3	0	2	0	0	0	0	0	0	0	0
1215	10	1	7	0	2	0	0	0	0	0	0	0	0
1230	2	0	1	0	1	0	0	0	0	0	0	0	0
1245	11	0	9	0	0	1	1	0	0	0	0	0	0
1300	7	0	7	0	0	0	0	0	0	0	0	0	0
1315	12	0	9	0	3	0	0	0	0	0	0	0	0
1330	6	0	5	0	1	0	0	0	0	0	0	0	0
1345	4	0	3	0	1	0	0	0	0	0	0	0	0
1400	7	0	6	0	1	0	0	0	0	0	0	0	0
1415	4	0	4	0	0	0	0	0	0	0	0	0	0
1430	4	0	3	0	1	0	0	0	0	0	0	0	0
1445	10	0	7	0	3	0	0	0	0	0	0	0	0
1500	6	0	4	0	2	0	0	0	0	0	0	0	0
1515	5	0	4	0	1	0	0	0	0	0	0	0	0
1530	6	0	6	0	0	0	0	0	0	0	0	0	0
1545	4	0	4	0	0	0	0	0	0	0	0	0	0
1600	6	0	5	1	0	0	0	0	0	0	0	0	0
1615	5	1	4	0	0	0	0	0	0	0	0	0	0
1630	4	0	3	0	1	0	0	0	0	0	0	0	0
1645	7	0	7	0	0	0	0	0	0	0	0	0	0
1700	5	0	5	0	0	0	0	0	0	0	0	0	0
1715	9	0	8	0	1	0	0	0	0	0	0	0	0
1730	3	0	2	0	1	0	0	0	0	0	0	0	0
1745	4	0	4	0	0	0	0	0	0	0	0	0	0
1800	9	0	9	0	0	0	0	0	0	0	0	0	0
1815	6	0	6	0	0	0	0	0	0	0	0	0	0
1830	2	0	1	0	1	0	0	0	0	0	0	0	0
1845	1	0	1	0	0	0	0	0	0	0	0	0	0
1900	2	0	2	0	0	0	0	0	0	0	0	0	0
1915	4	0	4	0	0	0	0	0	0	0	0	0	0
1930	5	0	4	0	1	0	0	0	0	0	0	0	0
1945	6	0	6	0	0	0	0	0	0	0	0	0	0
2000	2	0	2	0	0	0	0	0	0	0	0	0	0
2015	1	0	1	0	0	0	0	0	0	0	0	0	0
2030	2	0	2	0	0	0	0	0	0	0	0	0	0
2045	3	0	3	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0
2115	2	0	2	0	0	0	0	0	0	0	0	0	0
2130	3	0	3	0	0	0	0	0	0	0	0	0	0
2145	1	0	1	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	300	3	257	4	34	1	1	0	0	0	0	0	0
06-22	352	3	305	5	37	1	1	0	0	0	0	0	0
06-00	356	3	309	5	37	1	1	0	0	0	0	0	0
00-00	364	3	316	6	37	1	1	0	0	0	0	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction South

Wednesday, 3 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	2	0	2	0	0	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	1	0	1	0	0	0	0	0	0	0	0	0	0
0545	2	0	1	1	0	0	0	0	0	0	0	0	0
0600	2	0	1	0	1	0	0	0	0	0	0	0	0
0615	6	0	3	0	3	0	0	0	0	0	0	0	0
0630	6	0	6	0	0	0	0	0	0	0	0	0	0
0645	8	0	8	0	0	0	0	0	0	0	0	0	0
0700	6	0	5	0	1	0	0	0	0	0	0	0	0
0715	10	0	9	0	1	0	0	0	0	0	0	0	0
0730	5	1	4	0	0	0	0	0	0	0	0	0	0
0745	8	0	6	1	1	0	0	0	0	0	0	0	0
0800	7	0	6	0	1	0	0	0	0	0	0	0	0
0815	5	0	4	0	1	0	0	0	0	0	0	0	0
0830	2	0	2	0	0	0	0	0	0	0	0	0	0
0845	6	0	5	0	1	0	0	0	0	0	0	0	0
0900	3	0	3	0	0	0	0	0	0	0	0	0	0
0915	3	0	1	0	2	0	0	0	0	0	0	0	0
0930	11	0	11	0	0	0	0	0	0	0	0	0	0
0945	9	0	9	0	0	0	0	0	0	0	0	0	0
1000	6	0	5	0	1	0	0	0	0	0	0	0	0
1015	4	0	2	0	2	0	0	0	0	0	0	0	0
1030	6	0	6	0	0	0	0	0	0	0	0	0	0
1045	5	0	2	0	3	0	0	0	0	0	0	0	0
1100	7	0	6	1	0	0	0	0	0	0	0	0	0
1115	5	0	5	0	0	0	0	0	0	0	0	0	0
1130	5	0	3	0	2	0	0	0	0	0	0	0	0
1145	4	0	4	0	0	0	0	0	0	0	0	0	0
1200	7	0	7	0	0	0	0	0	0	0	0	0	0
1215	10	0	9	0	1	0	0	0	0	0	0	0	0
1230	6	0	6	0	0	0	0	0	0	0	0	0	0
1245	2	0	2	0	0	0	0	0	0	0	0	0	0
1300	10	0	10	0	0	0	0	0	0	0	0	0	0
1315	9	0	7	0	2	0	0	0	0	0	0	0	0
1330	8	0	7	0	1	0	0	0	0	0	0	0	0
1345	7	0	7	0	0	0	0	0	0	0	0	0	0
1400	3	0	2	0	1	0	0	0	0	0	0	0	0
1415	2	0	1	0	1	0	0	0	0	0	0	0	0
1430	8	0	7	0	1	0	0	0	0	0	0	0	0
1445	5	0	5	0	0	0	0	0	0	0	0	0	0
1500	11	0	11	0	0	0	0	0	0	0	0	0	0
1515	6	0	5	0	1	0	0	0	0	0	0	0	0
1530	6	0	6	0	0	0	0	0	0	0	0	0	0
1545	4	0	3	0	1	0	0	0	0	0	0	0	0
1600	8	0	8	0	0	0	0	0	0	0	0	0	0
1615	9	0	9	0	0	0	0	0	0	0	0	0	0
1630	3	0	1	1	1	0	0	0	0	0	0	0	0
1645	4	0	2	1	1	0	0	0	0	0	0	0	0
1700	6	0	5	0	1	0	0	0	0	0	0	0	0
1715	5	0	4	0	1	0	0	0	0	0	0	0	0
1730	6	0	5	0	1	0	0	0	0	0	0	0	0
1745	5	0	5	0	0	0	0	0	0	0	0	0	0
1800	6	0	6	0	0	0	0	0	0	0	0	0	0
1815	8	0	7	0	1	0	0	0	0	0	0	0	0
1830	3	0	2	0	1	0	0	0	0	0	0	0	0
1845	2	0	2	0	0	0	0	0	0	0	0	0	0
1900	3	0	3	0	0	0	0	0	0	0	0	0	0
1915	2	0	2	0	0	0	0	0	0	0	0	0	0
1930	3	0	3	0	0	0	0	0	0	0	0	0	0
1945	1	0	1	0	0	0	0	0	0	0	0	0	0
2000	3	0	3	0	0	0	0	0	0	0	0	0	0
2015	1	0	1	0	0	0	0	0	0	0	0	0	0
2030	2	0	2	0	0	0	0	0	0	0	0	0	0
2045	2	0	2	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	2	0	2	0	0	0	0	0	0	0	0	0	0
2145	3	0	3	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	286	1	249	4	32	0	0	0	0	0	0	0	0
06-22	331	1	290	4	36	0	0	0	0	0	0	0	0
06-00	336	1	295	4	36	0	0	0	0	0	0	0	0
00-00	346	1	304	5	36	0	0	0	0	0	0	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction South

Thursday, 4 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	2	0	1	1	0	0	0	0	0	0	0	0	0
0545	2	0	2	0	0	0	0	0	0	0	0	0	0
0600	2	0	1	0	1	0	0	0	0	0	0	0	0
0615	4	0	4	0	0	0	0	0	0	0	0	0	0
0630	8	0	6	0	2	0	0	0	0	0	0	0	0
0645	7	1	5	0	1	0	0	0	0	0	0	0	0
0700	8	0	7	0	1	0	0	0	0	0	0	0	0
0715	12	0	12	0	0	0	0	0	0	0	0	0	0
0730	5	1	4	0	0	0	0	0	0	0	0	0	0
0745	6	0	5	0	1	0	0	0	0	0	0	0	0
0800	6	0	5	0	1	0	0	0	0	0	0	0	0
0815	6	0	6	0	0	0	0	0	0	0	0	0	0
0830	3	0	3	0	0	0	0	0	0	0	0	0	0
0845	4	0	4	0	0	0	0	0	0	0	0	0	0
0900	5	0	5	0	0	0	0	0	0	0	0	0	0
0915	10	0	6	0	4	0	0	0	0	0	0	0	0
0930	6	0	5	0	1	0	0	0	0	0	0	0	0
0945	13	0	13	0	0	0	0	0	0	0	0	0	0
1000	8	0	7	0	1	0	0	0	0	0	0	0	0
1015	11	0	10	0	1	0	0	0	0	0	0	0	0
1030	5	0	4	0	1	0	0	0	0	0	0	0	0
1045	7	0	3	0	4	0	0	0	0	0	0	0	0
1100	8	0	8	0	0	0	0	0	0	0	0	0	0
1115	8	0	3	0	5	0	0	0	0	0	0	0	0
1130	8	0	7	0	1	0	0	0	0	0	0	0	0
1145	3	0	3	0	0	0	0	0	0	0	0	0	0
1200	5	1	3	1	0	0	0	0	0	0	0	0	0
1215	15	0	14	0	1	0	0	0	0	0	0	0	0
1230	2	0	2	0	0	0	0	0	0	0	0	0	0
1245	8	0	7	0	1	0	0	0	0	0	0	0	0
1300	9	0	7	0	2	0	0	0	0	0	0	0	0
1315	7	1	5	0	1	0	0	0	0	0	0	0	0
1330	9	0	7	0	1	1	0	0	0	0	0	0	0
1345	7	0	5	0	2	0	0	0	0	0	0	0	0
1400	7	0	7	0	0	0	0	0	0	0	0	0	0
1415	7	0	5	0	1	0	0	1	0	0	0	0	0
1430	9	1	6	0	2	0	0	0	0	0	0	0	0
1445	6	0	5	0	1	0	0	0	0	0	0	0	0
1500	8	0	7	0	1	0	0	0	0	0	0	0	0
1515	7	0	5	0	2	0	0	0	0	0	0	0	0
1530	5	0	4	0	1	0	0	0	0	0	0	0	0
1545	7	0	6	0	1	0	0	0	0	0	0	0	0
1600	6	0	6	0	0	0	0	0	0	0	0	0	0
1615	1	0	1	0	0	0	0	0	0	0	0	0	0
1630	7	0	6	0	1	0	0	0	0	0	0	0	0
1645	3	0	2	0	1	0	0	0	0	0	0	0	0
1700	1	0	1	0	0	0	0	0	0	0	0	0	0
1715	9	0	8	0	1	0	0	0	0	0	0	0	0
1730	5	0	4	0	1	0	0	0	0	0	0	0	0
1745	7	0	7	0	0	0	0	0	0	0	0	0	0
1800	5	0	5	0	0	0	0	0	0	0	0	0	0
1815	4	0	4	0	0	0	0	0	0	0	0	0	0
1830	7	0	4	0	3	0	0	0	0	0	0	0	0
1845	6	0	6	0	0	0	0	0	0	0	0	0	0
1900	3	0	3	0	0	0	0	0	0	0	0	0	0
1915	4	0	3	0	1	0	0	0	0	0	0	0	0
1930	5	0	5	0	0	0	0	0	0	0	0	0	0
1945	3	0	3	0	0	0	0	0	0	0	0	0	0
2000	2	0	2	0	0	0	0	0	0	0	0	0	0
2015	5	0	5	0	0	0	0	0	0	0	0	0	0
2030	6	0	6	0	0	0	0	0	0	0	0	0	0
2045	3	0	3	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	1	0	1	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	2	0	2	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	0	0
07-19	321	4	269	1	45	1	0	1	0	0	0	0	0
06-22	374	5	316	1	50	1	0	1	0	0	0	0	0
06-00	378	5	320	1	50	1	0	1	0	0	0	0	0
00-00	385	5	326	2	50	1	0	1	0	0	0	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction South

Friday, 5 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	1	0	1	0	0	0	0	0	0	0	0	0	0
0530	1	0	0	1	0	0	0	0	0	0	0	0	0
0545	4	0	4	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0
0615	6	0	5	0	1	0	0	0	0	0	0	0	0
0630	7	0	7	0	0	0	0	0	0	0	0	0	0
0645	6	1	5	0	0	0	0	0	0	0	0	0	0
0700	7	0	6	0	1	0	0	0	0	0	0	0	0
0715	8	0	7	0	1	0	0	0	0	0	0	0	0
0730	9	1	8	0	0	0	0	0	0	0	0	0	0
0745	6	0	6	0	0	0	0	0	0	0	0	0	0
0800	7	0	6	0	1	0	0	0	0	0	0	0	0
0815	6	0	5	0	1	0	0	0	0	0	0	0	0
0830	6	0	6	0	0	0	0	0	0	0	0	0	0
0845	7	0	6	1	0	0	0	0	0	0	0	0	0
0900	7	0	6	1	0	0	0	0	0	0	0	0	0
0915	4	0	3	0	1	0	0	0	0	0	0	0	0
0930	8	0	7	0	1	0	0	0	0	0	0	0	0
0945	9	0	8	0	1	0	0	0	0	0	0	0	0
1000	5	0	4	0	1	0	0	0	0	0	0	0	0
1015	9	0	6	0	3	0	0	0	0	0	0	0	0
1030	6	0	6	0	0	0	0	0	0	0	0	0	0
1045	5	0	5	0	0	0	0	0	0	0	0	0	0
1100	12	0	11	0	1	0	0	0	0	0	0	0	0
1115	3	0	2	0	1	0	0	0	0	0	0	0	0
1130	1	0	1	0	0	0	0	0	0	0	0	0	0
1145	11	0	10	0	1	0	0	0	0	0	0	0	0
1200	6	0	6	0	0	0	0	0	0	0	0	0	0
1215	8	0	5	0	3	0	0	0	0	0	0	0	0
1230	2	0	2	0	0	0	0	0	0	0	0	0	0
1245	7	0	6	0	1	0	0	0	0	0	0	0	0
1300	4	0	4	0	0	0	0	0	0	0	0	0	0
1315	12	1	9	0	2	0	0	0	0	0	0	0	0
1330	8	0	6	0	2	0	0	0	0	0	0	0	0
1345	6	0	5	0	1	0	0	0	0	0	0	0	0
1400	6	0	5	0	1	0	0	0	0	0	0	0	0
1415	4	0	3	0	1	0	0	0	0	0	0	0	0
1430	4	0	4	0	0	0	0	0	0	0	0	0	0
1445	8	0	8	0	0	0	0	0	0	0	0	0	0
1500	5	0	5	0	0	0	0	0	0	0	0	0	0
1515	7	0	6	0	1	0	0	0	0	0	0	0	0
1530	8	0	8	0	0	0	0	0	0	0	0	0	0
1545	5	0	5	0	0	0	0	0	0	0	0	0	0
1600	10	1	9	0	0	0	0	0	0	0	0	0	0
1615	6	0	6	0	0	0	0	0	0	0	0	0	0
1630	8	0	7	0	1	0	0	0	0	0	0	0	0
1645	3	0	3	0	0	0	0	0	0	0	0	0	0
1700	5	0	5	0	0	0	0	0	0	0	0	0	0
1715	10	0	10	0	0	0	0	0	0	0	0	0	0
1730	11	0	9	0	2	0	0	0	0	0	0	0	0
1745	7	0	7	0	0	0	0	0	0	0	0	0	0
1800	5	0	5	0	0	0	0	0	0	0	0	0	0
1815	6	0	6	0	0	0	0	0	0	0	0	0	0
1830	4	0	4	0	0	0	0	0	0	0	0	0	0
1845	5	0	5	0	0	0	0	0	0	0	0	0	0
1900	4	0	4	0	0	0	0	0	0	0	0	0	0
1915	3	0	3	0	0	0	0	0	0	0	0	0	0
1930	4	0	2	0	2	0	0	0	0	0	0	0	0
1945	2	0	2	0	0	0	0	0	0	0	0	0	0
2000	3	0	3	0	0	0	0	0	0	0	0	0	0
2015	6	0	6	0	0	0	0	0	0	0	0	0	0
2030	4	0	3	0	1	0	0	0	0	0	0	0	0
2045	3	0	3	0	0	0	0	0	0	0	0	0	0
2100	3	0	3	0	0	0	0	0	0	0	0	0	0
2115	2	0	2	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	1	0	1	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	316	3	282	2	29	0	0	0	0	0	0	0	0
06-22	371	4	332	2	33	0	0	0	0	0	0	0	0
06-00	373	4	334	2	33	0	0	0	0	0	0	0	0
00-00	386	4	346	3	33	0	0	0	0	0	0	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction South

Saturday, 6 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	1	0	0	0	1	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	1	0	1	0	0	0	0	0	0	0	0	0	0
0530	1	0	1	0	0	0	0	0	0	0	0	0	0
0545	1	0	1	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0	0
0615	1	0	1	0	0	0	0	0	0	0	0	0	0
0630	2	0	1	0	1	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	4	1	1	0	2	0	0	0	0	0	0	0	0
0730	4	0	4	0	0	0	0	0	0	0	0	0	0
0745	3	0	3	0	0	0	0	0	0	0	0	0	0
0800	1	0	1	0	0	0	0	0	0	0	0	0	0
0815	6	1	4	0	1	0	0	0	0	0	0	0	0
0830	5	0	5	0	0	0	0	0	0	0	0	0	0
0845	5	0	5	0	0	0	0	0	0	0	0	0	0
0900	4	0	4	0	0	0	0	0	0	0	0	0	0
0915	5	0	3	0	2	0	0	0	0	0	0	0	0
0930	3	0	2	1	0	0	0	0	0	0	0	0	0
0945	6	0	6	0	0	0	0	0	0	0	0	0	0
1000	6	0	5	0	1	0	0	0	0	0	0	0	0
1015	9	1	6	0	2	0	0	0	0	0	0	0	0
1030	6	0	5	0	1	0	0	0	0	0	0	0	0
1045	9	0	8	0	1	0	0	0	0	0	0	0	0
1100	7	1	6	0	0	0	0	0	0	0	0	0	0
1115	4	0	3	0	1	0	0	0	0	0	0	0	0
1130	8	0	8	0	0	0	0	0	0	0	0	0	0
1145	7	0	7	0	0	0	0	0	0	0	0	0	0
1200	7	0	7	0	0	0	0	0	0	0	0	0	0
1215	11	0	10	0	1	0	0	0	0	0	0	0	0
1230	11	1	9	0	1	0	0	0	0	0	0	0	0
1245	10	1	9	0	0	0	0	0	0	0	0	0	0
1300	4	0	4	0	0	0	0	0	0	0	0	0	0
1315	12	0	11	0	1	0	0	0	0	0	0	0	0
1330	6	0	6	0	0	0	0	0	0	0	0	0	0
1345	4	0	3	0	1	0	0	0	0	0	0	0	0
1400	7	0	5	0	2	0	0	0	0	0	0	0	0
1415	9	0	8	0	1	0	0	0	0	0	0	0	0
1430	3	0	3	0	0	0	0	0	0	0	0	0	0
1445	3	0	3	0	0	0	0	0	0	0	0	0	0
1500	8	0	8	0	0	0	0	0	0	0	0	0	0
1515	4	0	3	0	1	0	0	0	0	0	0	0	0
1530	10	2	8	0	0	0	0	0	0	0	0	0	0
1545	6	0	6	0	0	0	0	0	0	0	0	0	0
1600	10	0	8	0	2	0	0	0	0	0	0	0	0
1615	11	0	10	0	1	0	0	0	0	0	0	0	0
1630	4	0	4	0	0	0	0	0	0	0	0	0	0
1645	7	0	7	0	0	0	0	0	0	0	0	0	0
1700	5	0	5	0	0	0	0	0	0	0	0	0	0
1715	5	1	4	0	0	0	0	0	0	0	0	0	0
1730	9	0	7	0	2	0	0	0	0	0	0	0	0
1745	6	0	6	0	0	0	0	0	0	0	0	0	0
1800	3	0	3	0	0	0	0	0	0	0	0	0	0
1815	5	0	5	0	0	0	0	0	0	0	0	0	0
1830	9	0	8	0	1	0	0	0	0	0	0	0	0
1845	4	0	4	0	0	0	0	0	0	0	0	0	0
1900	3	0	3	0	0	0	0	0	0	0	0	0	0
1915	4	0	4	0	0	0	0	0	0	0	0	0	0
1930	3	0	2	0	1	0	0	0	0	0	0	0	0
1945	1	0	1	0	0	0	0	0	0	0	0	0	0
2000	6	0	6	0	0	0	0	0	0	0	0	0	0
2015	1	0	1	0	0	0	0	0	0	0	0	0	0
2030	1	0	1	0	0	0	0	0	0	0	0	0	0
2045	3	0	3	0	0	0	0	0	0	0	0	0	0
2100	2	0	2	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	1	0	1	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	295	9	260	1	25	0	0	0	0	0	0	0	0
06-22	325	9	288	1	27	0	0	0	0	0	0	0	0
06-00	328	9	291	1	27	0	0	0	0	0	0	0	0
00-00	333	9	295	1	28	0	0	0	0	0	0	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction South

Sunday, 7 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	1	0	1	0	0	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	1	0	1	0	0	0	0	0	0	0	0	0	0
0545	1	0	1	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0
0615	2	0	2	0	0	0	0	0	0	0	0	0	0
0630	1	0	1	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	2	0	2	0	0	0	0	0	0	0	0	0	0
0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0730	1	0	1	0	0	0	0	0	0	0	0	0	0
0745	3	0	2	0	1	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0
0815	1	0	1	0	0	0	0	0	0	0	0	0	0
0830	3	0	2	0	1	0	0	0	0	0	0	0	0
0845	2	0	2	0	0	0	0	0	0	0	0	0	0
0900	4	1	3	0	0	0	0	0	0	0	0	0	0
0915	2	0	2	0	0	0	0	0	0	0	0	0	0
0930	6	1	5	0	0	0	0	0	0	0	0	0	0
0945	8	0	8	0	0	0	0	0	0	0	0	0	0
1000	6	0	6	0	0	0	0	0	0	0	0	0	0
1015	4	0	4	0	0	0	0	0	0	0	0	0	0
1030	8	0	7	0	1	0	0	0	0	0	0	0	0
1045	12	0	11	0	1	0	0	0	0	0	0	0	0
1100	8	0	8	0	0	0	0	0	0	0	0	0	0
1115	5	0	5	0	0	0	0	0	0	0	0	0	0
1130	8	0	8	0	0	0	0	0	0	0	0	0	0
1145	9	0	9	0	0	0	0	0	0	0	0	0	0
1200	1	0	1	0	0	0	0	0	0	0	0	0	0
1215	9	1	8	0	0	0	0	0	0	0	0	0	0
1230	4	0	4	0	0	0	0	0	0	0	0	0	0
1245	14	1	13	0	0	0	0	0	0	0	0	0	0
1300	12	0	11	0	1	0	0	0	0	0	0	0	0
1315	4	1	3	0	0	0	0	0	0	0	0	0	0
1330	2	0	2	0	0	0	0	0	0	0	0	0	0
1345	12	0	12	0	0	0	0	0	0	0	0	0	0
1400	6	0	6	0	0	0	0	0	0	0	0	0	0
1415	3	0	3	0	0	0	0	0	0	0	0	0	0
1430	8	0	8	0	0	0	0	0	0	0	0	0	0
1445	3	0	3	0	0	0	0	0	0	0	0	0	0
1500	7	0	6	0	1	0	0	0	0	0	0	0	0
1515	2	0	1	0	1	0	0	0	0	0	0	0	0
1530	9	0	9	0	0	0	0	0	0	0	0	0	0
1545	12	0	12	0	0	0	0	0	0	0	0	0	0
1600	6	0	6	0	0	0	0	0	0	0	0	0	0
1615	9	0	9	0	0	0	0	0	0	0	0	0	0
1630	10	0	10	0	0	0	0	0	0	0	0	0	0
1645	8	1	7	0	0	0	0	0	0	0	0	0	0
1700	3	0	2	1	0	0	0	0	0	0	0	0	0
1715	3	0	3	0	0	0	0	0	0	0	0	0	0
1730	3	0	3	0	0	0	0	0	0	0	0	0	0
1745	2	0	2	0	0	0	0	0	0	0	0	0	0
1800	5	0	5	0	0	0	0	0	0	0	0	0	0
1815	3	0	3	0	0	0	0	0	0	0	0	0	0
1830	5	0	5	0	0	0	0	0	0	0	0	0	0
1845	7	0	7	0	0	0	0	0	0	0	0	0	0
1900	3	0	3	0	0	0	0	0	0	0	0	0	0
1915	1	0	1	0	0	0	0	0	0	0	0	0	0
1930	1	0	1	0	0	0	0	0	0	0	0	0	0
1945	8	0	7	0	1	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0
2015	4	0	4	0	0	0	0	0	0	0	0	0	0
2030	1	0	1	0	0	0	0	0	0	0	0	0	0
2045	2	0	2	0	0	0	0	0	0	0	0	0	0
2100	4	0	4	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	1	0	1	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	2	0	2	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	264	6	250	1	7	0	0	0	0	0	0	0	0
06-22	293	6	278	1	8	0	0	0	0	0	0	0	0
06-00	297	6	282	1	8	0	0	0	0	0	0	0	0
00-00	304	6	287	1	8	0	0	0	0	0	0	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction South

Virtual Day (6)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	1	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	1	0	0	0	0	0	0	0	0	0
0600	15	0	13	0	2	0	0	0	0	0	0	0	0
0700	23	1	21	0	2	0	0	0	0	0	0	0	0
0800	19	0	17	0	2	0	0	0	0	0	0	0	0
0900	25	1	22	1	2	0	0	0	0	0	0	0	0
1000	28	0	23	0	5	0	0	0	0	0	0	0	0
1100	26	0	23	0	3	0	0	0	0	0	0	0	0
1200	29	1	25	0	2	0	0	0	0	0	0	0	0
1300	30	1	26	0	4	0	0	0	0	0	0	0	0
1400	23	0	20	0	3	0	0	0	0	0	0	0	0
1500	26	0	24	0	2	0	0	0	0	0	0	0	0
1600	26	1	23	1	2	0	0	0	0	0	0	0	0
1700	22	0	20	0	2	0	0	0	0	0	0	0	0
1800	20	0	19	0	1	0	0	0	0	0	0	0	0
1900	13	0	12	0	1	0	0	0	0	0	0	0	0
2000	11	0	11	0	0	0	0	0	0	0	0	0	0
2100	5	0	5	0	0	0	0	0	0	0	0	0	0
2200	3	0	3	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0
07-19	297	4	261	2	29	0	0	0	0	0	0	0	0
06-22	341	5	302	2	32	0	0	0	0	0	0	0	0
06-00	345	5	305	2	32	0	0	0	0	0	0	0	0
00-00	353	5	313	3	32	0	0	0	0	0	0	0	0

Virtual Week (1)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
Mon	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	364	3	316	6	37	1	1	0	0	0	0	0	0
Wed	346	1	304	5	36	0	0	0	0	0	0	0	0
Thu	385	5	326	2	50	1	0	1	0	0	0	0	0
Fri	386	4	346	3	33	0	0	0	0	0	0	0	0
Sat	333	9	295	1	28	0	0	0	0	0	0	0	0
Sun	304	6	289	1	8	0	0	0	0	0	0	0	0
5 Day Ave.	370	3	323	4	39	1	0	0	0	0	0	0	0
7 Day Ave.	353	5	313	3	32	0	0	0	0	0	0	0	0
--	2118	28	1876	18	192	2	1	1	0	0	0	0	0

Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction South

Tuesday, 9 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	3	0	3	0	0	0	0	0	0	0	0	0	0
0545	2	0	2	0	0	0	0	0	0	0	0	0	0
0600	4	0	3	1	0	0	0	0	0	0	0	0	0
0615	4	0	4	0	0	0	0	0	0	0	0	0	0
0630	9	0	8	0	1	0	0	0	0	0	0	0	0
0645	3	0	3	0	0	0	0	0	0	0	0	0	0
0700	11	1	9	0	1	0	0	0	0	0	0	0	0
0715	14	0	13	0	1	0	0	0	0	0	0	0	0
0730	14	1	13	0	0	0	0	0	0	0	0	0	0
0745	7	0	6	0	0	0	1	0	0	0	0	0	0
0800	12	0	11	0	1	0	0	0	0	0	0	0	0
0815	10	0	8	0	2	0	0	0	0	0	0	0	0
0830	12	0	12	0	0	0	0	0	0	0	0	0	0
0845	6	0	6	0	0	0	0	0	0	0	0	0	0
0900	3	0	2	1	0	0	0	0	0	0	0	0	0
0915	5	0	4	0	1	0	0	0	0	0	0	0	0
0930	9	0	8	0	1	0	0	0	0	0	0	0	0
0945	5	0	5	0	0	0	0	0	0	0	0	0	0
1000	8	0	8	0	0	0	0	0	0	0	0	0	0
1015	9	0	7	0	2	0	0	0	0	0	0	0	0
1030	4	0	2	0	2	0	0	0	0	0	0	0	0
1045	3	0	2	0	1	0	0	0	0	0	0	0	0
1100	4	0	3	0	1	0	0	0	0	0	0	0	0
1115	3	0	2	0	1	0	0	0	0	0	0	0	0
1130	7	1	5	0	1	0	0	0	0	0	0	0	0
1145	2	0	1	0	1	0	0	0	0	0	0	0	0
1200	1	0	1	0	0	0	0	0	0	0	0	0	0
1215	5	0	4	0	1	0	0	0	0	0	0	0	0
1230	5	1	4	0	0	0	0	0	0	0	0	0	0
1245	9	0	8	0	1	0	0	0	0	0	0	0	0
1300	10	3	6	0	1	0	0	0	0	0	0	0	0
1315	7	0	6	0	1	0	0	0	0	0	0	0	0
1330	4	0	4	0	0	0	0	0	0	0	0	0	0
1345	7	0	7	0	0	0	0	0	0	0	0	0	0
1400	17	0	12	0	3	0	2	0	0	0	0	0	0
1415	8	0	7	0	1	0	0	0	0	0	0	0	0
1430	6	1	5	0	0	0	0	0	0	0	0	0	0
1445	14	0	12	0	1	0	0	0	1	0	0	0	0
1500	10	1	9	0	0	0	0	0	0	0	0	0	0
1515	6	1	3	0	2	0	0	0	0	0	0	0	0
1530	7	0	6	1	0	0	0	0	0	0	0	0	0
1545	10	0	10	0	0	0	0	0	0	0	0	0	0
1600	7	0	6	0	1	0	0	0	0	0	0	0	0
1615	5	0	4	0	1	0	0	0	0	0	0	0	0
1630	10	0	8	2	0	0	0	0	0	0	0	0	0
1645	1	0	1	0	0	0	0	0	0	0	0	0	0
1700	5	0	5	0	0	0	0	0	0	0	0	0	0
1715	8	1	4	1	2	0	0	0	0	0	0	0	0
1730	10	0	7	1	2	0	0	0	0	0	0	0	0
1745	7	0	6	1	0	0	0	0	0	0	0	0	0
1800	6	0	6	0	0	0	0	0	0	0	0	0	0
1815	7	0	5	0	2	0	0	0	0	0	0	0	0
1830	4	0	3	0	1	0	0	0	0	0	0	0	0
1845	2	0	2	0	0	0	0	0	0	0	0	0	0
1900	3	0	3	0	0	0	0	0	0	0	0	0	0
1915	5	0	5	0	0	0	0	0	0	0	0	0	0
1930	4	0	4	0	0	0	0	0	0	0	0	0	0
1945	2	0	1	0	1	0	0	0	0	0	0	0	0
2000	1	0	1	0	0	0	0	0	0	0	0	0	0
2015	1	0	1	0	0	0	0	0	0	0	0	0	0
2030	4	0	4	0	0	0	0	0	0	0	0	0	0
2045	1	0	1	0	0	0	0	0	0	0	0	0	0
2100	2	0	1	0	1	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	1	0	1	0	0	0	0	0	0	0	0	0	0
2145	1	0	1	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	0	0
2245	2	0	2	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	346	11	288	7	36	0	3	0	0	1	0	0	0
06-22	391	11	329	8	39	0	3	0	0	1	0	0	0
06-00	394	11	332	8	39	0	3	0	0	1	0	0	0
00-00	401	11	339	8	39	0	3	0	0	1	0	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction South

Wednesday, 10 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	1	0	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	1	0	1	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	2	0	2	0	0	0	0	0	0	0	0	0	0
0600	2	0	1	1	0	0	0	0	0	0	0	0	0
0615	4	0	4	0	0	0	0	0	0	0	0	0	0
0630	8	0	6	0	2	0	0	0	0	0	0	0	0
0645	5	0	5	0	0	0	0	0	0	0	0	0	0
0700	14	0	13	0	1	0	0	0	0	0	0	0	0
0715	13	0	13	0	0	0	0	0	0	0	0	0	0
0730	10	1	9	0	0	0	0	0	0	0	0	0	0
0745	4	0	4	0	0	0	0	0	0	0	0	0	0
0800	12	0	10	0	2	0	0	0	0	0	0	0	0
0815	11	0	9	0	2	0	0	0	0	0	0	0	0
0830	13	0	13	0	0	0	0	0	0	0	0	0	0
0845	8	0	8	0	0	0	0	0	0	0	0	0	0
0900	3	0	3	0	0	0	0	0	0	0	0	0	0
0915	3	0	2	0	1	0	0	0	0	0	0	0	0
0930	8	0	8	0	0	0	0	0	0	0	0	0	0
0945	5	0	4	1	0	0	0	0	0	0	0	0	0
1000	5	0	4	0	1	0	0	0	0	0	0	0	0
1015	5	0	3	0	2	0	0	0	0	0	0	0	0
1030	8	0	7	0	1	0	0	0	0	0	0	0	0
1045	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	5	0	3	0	2	0	0	0	0	0	0	0	0
1115	9	0	8	0	1	0	0	0	0	0	0	0	0
1130	4	0	3	0	1	0	0	0	0	0	0	0	0
1145	6	0	6	0	0	0	0	0	0	0	0	0	0
1200	6	0	6	0	0	0	0	0	0	0	0	0	0
1215	7	0	6	0	1	0	0	0	0	0	0	0	0
1230	6	0	6	0	0	0	0	0	0	0	0	0	0
1245	6	0	6	0	0	0	0	0	0	0	0	0	0
1300	6	0	5	0	1	0	0	0	0	0	0	0	0
1315	5	0	3	0	2	0	0	0	0	0	0	0	0
1330	3	0	2	0	1	0	0	0	0	0	0	0	0
1345	6	1	4	0	1	0	0	0	0	0	0	0	0
1400	4	0	3	0	1	0	0	0	0	0	0	0	0
1415	8	0	7	0	1	0	0	0	0	0	0	0	0
1430	4	0	4	0	0	0	0	0	0	0	0	0	0
1445	14	0	12	0	2	0	0	0	0	0	0	0	0
1500	4	0	4	0	0	0	0	0	0	0	0	0	0
1515	8	0	6	0	2	0	0	0	0	0	0	0	0
1530	8	0	8	0	0	0	0	0	0	0	0	0	0
1545	3	0	2	0	1	0	0	0	0	0	0	0	0
1600	7	0	6	0	1	0	0	0	0	0	0	0	0
1615	4	0	3	0	1	0	0	0	0	0	0	0	0
1630	2	0	2	0	0	0	0	0	0	0	0	0	0
1645	3	0	3	0	0	0	0	0	0	0	0	0	0
1700	8	0	8	0	0	0	0	0	0	0	0	0	0
1715	6	0	3	0	3	0	0	0	0	0	0	0	0
1730	7	0	6	0	1	0	0	0	0	0	0	0	0
1745	2	0	1	0	1	0	0	0	0	0	0	0	0
1800	9	0	8	0	1	0	0	0	0	0	0	0	0
1815	3	1	2	0	0	0	0	0	0	0	0	0	0
1830	6	0	5	0	1	0	0	0	0	0	0	0	0
1845	2	0	2	0	0	0	0	0	0	0	0	0	0
1900	3	0	2	0	1	0	0	0	0	0	0	0	0
1915	1	0	1	0	0	0	0	0	0	0	0	0	0
1930	1	0	0	0	1	0	0	0	0	0	0	0	0
1945	8	0	8	0	0	0	0	0	0	0	0	0	0
2000	5	0	5	0	0	0	0	0	0	0	0	0	0
2015	1	0	1	0	0	0	0	0	0	0	0	0	0
2030	2	0	2	0	0	0	0	0	0	0	0	0	0
2045	2	0	2	0	0	0	0	0	0	0	0	0	0
2100	3	0	3	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	4	0	4	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	1	0	0	0	0	0	0	0	0	0
07-19	303	3	263	1	36	0	0	0	0	0	0	0	0
06-22	352	3	307	2	40	0	0	0	0	0	0	0	0
06-00	352	3	307	2	40	0	0	0	0	0	0	0	0
00-00	357	3	312	2	40	0	0	0	0	0	0	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction South

Thursday, 11 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	1	0	1	0	0	0	0	0	0	0	0	0	0
0530	1	0	1	0	0	0	0	0	0	0	0	0	0
0545	2	0	2	0	0	0	0	0	0	0	0	0	0
0600	3	0	1	1	1	0	0	0	0	0	0	0	0
0615	6	0	6	0	0	0	0	0	0	0	0	0	0
0630	5	0	5	0	0	0	0	0	0	0	0	0	0
0645	7	0	7	0	0	0	0	0	0	0	0	0	0
0700	13	1	11	0	1	0	0	0	0	0	0	0	0
0715	10	0	9	0	1	0	0	0	0	0	0	0	0
0730	10	0	10	0	0	0	0	0	0	0	0	0	0
0745	5	0	4	0	0	0	0	0	0	0	1	0	0
0800	8	0	7	0	1	0	0	0	0	0	0	0	0
0815	12	0	10	0	2	0	0	0	0	0	0	0	0
0830	14	0	13	0	1	0	0	0	0	0	0	0	0
0845	8	0	8	0	0	0	0	0	0	0	0	0	0
0900	5	0	5	0	0	0	0	0	0	0	0	0	0
0915	7	0	4	0	2	0	1	0	0	0	0	0	0
0930	7	0	7	0	0	0	0	0	0	0	0	0	0
0945	11	0	9	0	2	0	0	0	0	0	0	0	0
1000	7	0	6	0	1	0	0	0	0	0	0	0	0
1015	4	0	3	0	1	0	0	0	0	0	0	0	0
1030	6	0	3	0	2	1	0	0	0	0	0	0	0
1045	9	0	9	0	0	0	0	0	0	0	0	0	0
1100	2	0	2	0	0	0	0	0	0	0	0	0	0
1115	5	0	5	0	0	0	0	0	0	0	0	0	0
1130	8	0	7	0	1	0	0	0	0	0	0	0	0
1145	4	0	4	0	0	0	0	0	0	0	0	0	0
1200	11	1	9	0	1	0	0	0	0	0	0	0	0
1215	9	0	6	0	3	0	0	0	0	0	0	0	0
1230	3	0	2	0	1	0	0	0	0	0	0	0	0
1245	10	1	7	0	1	1	0	0	0	0	0	0	0
1300	8	0	5	0	3	0	0	0	0	0	0	0	0
1315	5	0	3	0	2	0	0	0	0	0	0	0	0
1330	4	0	4	0	0	0	0	0	0	0	0	0	0
1345	5	0	5	0	0	0	0	0	0	0	0	0	0
1400	9	0	8	0	1	0	0	0	0	0	0	0	0
1415	7	0	6	0	1	0	0	0	0	0	0	0	0
1430	2	0	2	0	0	0	0	0	0	0	0	0	0
1445	15	0	13	0	2	0	0	0	0	0	0	0	0
1500	8	0	8	0	0	0	0	0	0	0	0	0	0
1515	11	0	9	0	2	0	0	0	0	0	0	0	0
1530	7	0	7	0	0	0	0	0	0	0	0	0	0
1545	12	1	10	0	1	0	0	0	0	0	0	0	0
1600	7	0	6	0	1	0	0	0	0	0	0	0	0
1615	4	0	4	0	0	0	0	0	0	0	0	0	0
1630	5	0	4	0	1	0	0	0	0	0	0	0	0
1645	6	0	6	0	0	0	0	0	0	0	0	0	0
1700	10	0	10	0	0	0	0	0	0	0	0	0	0
1715	2	0	2	0	0	0	0	0	0	0	0	0	0
1730	3	0	2	0	1	0	0	0	0	0	0	0	0
1745	5	0	5	0	0	0	0	0	0	0	0	0	0
1800	4	0	3	0	1	0	0	0	0	0	0	0	0
1815	4	0	4	0	0	0	0	0	0	0	0	0	0
1830	10	0	8	0	2	0	0	0	0	0	0	0	0
1845	3	0	3	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0
1915	1	0	1	0	0	0	0	0	0	0	0	0	0
1930	1	0	1	0	0	0	0	0	0	0	0	0	0
1945	6	0	5	0	1	0	0	0	0	0	0	0	0
2000	2	0	1	0	1	0	0	0	0	0	0	0	0
2015	4	0	4	0	0	0	0	0	0	0	0	0	0
2030	3	0	3	0	0	0	0	0	0	0	0	0	0
2045	3	0	3	0	0	0	0	0	0	0	0	0	0
2100	2	0	2	0	0	0	0	0	0	0	0	0	0
2115	4	0	4	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	3	0	3	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	344	4	297	0	39	2	1	0	0	0	1	0	0
06-22	394	4	343	1	42	2	1	0	0	0	1	0	0
06-00	398	4	347	1	42	2	1	0	0	0	1	0	0
00-00	404	4	353	1	42	2	1	0	0	0	1	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction South

Friday, 12 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	2	0	2	0	0	0	0	0	0	0	0	0	0
0530	1	0	0	1	0	0	0	0	0	0	0	0	0
0545	5	0	5	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0	0
0615	4	0	3	0	1	0	0	0	0	0	0	0	0
0630	7	0	7	0	0	0	0	0	0	0	0	0	0
0645	3	0	3	0	0	0	0	0	0	0	0	0	0
0700	9	1	7	0	1	0	0	0	0	0	0	0	0
0715	10	0	9	0	1	0	0	0	0	0	0	0	0
0730	9	1	8	0	0	0	0	0	0	0	0	0	0
0745	8	0	8	0	0	0	0	0	0	0	0	0	0
0800	10	0	7	0	3	0	0	0	0	0	0	0	0
0815	8	0	7	0	1	0	0	0	0	0	0	0	0
0830	20	0	19	0	1	0	0	0	0	0	0	0	0
0845	8	0	8	0	0	0	0	0	0	0	0	0	0
0900	6	0	6	0	0	0	0	0	0	0	0	0	0
0915	4	0	1	1	2	0	0	0	0	0	0	0	0
0930	7	0	6	0	1	0	0	0	0	0	0	0	0
0945	3	0	3	0	0	0	0	0	0	0	0	0	0
1000	8	0	7	0	1	0	0	0	0	0	0	0	0
1015	7	0	6	0	1	0	0	0	0	0	0	0	0
1030	4	0	4	0	0	0	0	0	0	0	0	0	0
1045	6	0	5	0	1	0	0	0	0	0	0	0	0
1100	9	0	8	0	0	0	1	0	0	0	0	0	0
1115	4	0	3	0	1	0	0	0	0	0	0	0	0
1130	5	0	4	0	1	0	0	0	0	0	0	0	0
1145	6	0	5	0	1	0	0	0	0	0	0	0	0
1200	10	0	9	0	1	0	0	0	0	0	0	0	0
1215	8	0	8	0	0	0	0	0	0	0	0	0	0
1230	5	0	3	0	2	0	0	0	0	0	0	0	0
1245	6	0	6	0	0	0	0	0	0	0	0	0	0
1300	6	0	5	0	1	0	0	0	0	0	0	0	0
1315	5	0	4	0	1	0	0	0	0	0	0	0	0
1330	6	0	5	0	1	0	0	0	0	0	0	0	0
1345	3	0	3	0	0	0	0	0	0	0	0	0	0
1400	4	0	4	0	0	0	0	0	0	0	0	0	0
1415	11	0	10	0	1	0	0	0	0	0	0	0	0
1430	17	0	17	0	0	0	0	0	0	0	0	0	0
1445	12	0	11	0	1	0	0	0	0	0	0	0	0
1500	6	0	5	0	1	0	0	0	0	0	0	0	0
1515	15	0	13	0	2	0	0	0	0	0	0	0	0
1530	2	0	2	0	0	0	0	0	0	0	0	0	0
1545	2	0	2	0	0	0	0	0	0	0	0	0	0
1600	6	0	6	0	0	0	0	0	0	0	0	0	0
1615	4	0	2	0	2	0	0	0	0	0	0	0	0
1630	4	0	4	0	0	0	0	0	0	0	0	0	0
1645	6	0	6	0	0	0	0	0	0	0	0	0	0
1700	6	0	6	0	0	0	0	0	0	0	0	0	0
1715	4	0	4	0	0	0	0	0	0	0	0	0	0
1730	7	1	4	0	2	0	0	0	0	0	0	0	0
1745	5	0	5	0	0	0	0	0	0	0	0	0	0
1800	14	0	14	0	0	0	0	0	0	0	0	0	0
1815	10	0	10	0	0	0	0	0	0	0	0	0	0
1830	2	0	1	0	1	0	0	0	0	0	0	0	0
1845	6	0	6	0	0	0	0	0	0	0	0	0	0
1900	2	0	2	0	0	0	0	0	0	0	0	0	0
1915	3	0	3	0	0	0	0	0	0	0	0	0	0
1930	5	0	5	0	0	0	0	0	0	0	0	0	0
1945	5	0	4	0	1	0	0	0	0	0	0	0	0
2000	6	0	5	0	1	0	0	0	0	0	0	0	0
2015	5	0	5	0	0	0	0	0	0	0	0	0	0
2030	1	0	1	0	0	0	0	0	0	0	0	0	0
2045	3	0	3	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0
2115	1	0	1	0	0	0	0	0	0	0	0	0	0
2130	1	0	1	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	343	3	306	1	32	0	1	0	0	0	0	0	0
06-22	392	3	352	1	35	0	1	0	0	0	0	0	0
06-00	394	3	354	1	35	0	1	0	0	0	0	0	0
00-00	404	3	363	2	35	0	1	0	0	0	0	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction South

Saturday, 13 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0
0515	1	0	1	0	0	0	0	0	0	0	0	0	0
0530	1	0	1	0	0	0	0	0	0	0	0	0	0
0545	1	0	1	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0	0
0615	2	0	2	0	0	0	0	0	0	0	0	0	0
0630	2	0	2	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	2	0	1	0	1	0	0	0	0	0	0	0	0
0715	3	0	2	0	1	0	0	0	0	0	0	0	0
0730	8	0	5	0	3	0	0	0	0	0	0	0	0
0745	4	0	4	0	0	0	0	0	0	0	0	0	0
0800	1	0	1	0	0	0	0	0	0	0	0	0	0
0815	2	0	1	0	1	0	0	0	0	0	0	0	0
0830	2	0	2	0	0	0	0	0	0	0	0	0	0
0845	5	0	5	0	0	0	0	0	0	0	0	0	0
0900	3	0	3	0	0	0	0	0	0	0	0	0	0
0915	8	0	7	0	1	0	0	0	0	0	0	0	0
0930	8	0	6	0	2	0	0	0	0	0	0	0	0
0945	9	0	8	0	1	0	0	0	0	0	0	0	0
1000	9	0	8	0	1	0	0	0	0	0	0	0	0
1015	8	0	6	0	2	0	0	0	0	0	0	0	0
1030	3	0	2	0	1	0	0	0	0	0	0	0	0
1045	11	0	11	0	0	0	0	0	0	0	0	0	0
1100	7	0	7	0	0	0	0	0	0	0	0	0	0
1115	9	0	8	0	1	0	0	0	0	0	0	0	0
1130	5	0	5	0	0	0	0	0	0	0	0	0	0
1145	9	0	9	0	0	0	0	0	0	0	0	0	0
1200	6	0	6	0	0	0	0	0	0	0	0	0	0
1215	8	0	7	0	1	0	0	0	0	0	0	0	0
1230	10	0	9	0	1	0	0	0	0	0	0	0	0
1245	8	0	8	0	0	0	0	0	0	0	0	0	0
1300	11	1	9	0	1	0	0	0	0	0	0	0	0
1315	6	0	5	0	1	0	0	0	0	0	0	0	0
1330	9	1	7	0	1	0	0	0	0	0	0	0	0
1345	8	0	7	0	1	0	0	0	0	0	0	0	0
1400	6	0	6	0	0	0	0	0	0	0	0	0	0
1415	6	0	4	0	2	0	0	0	0	0	0	0	0
1430	6	0	6	0	0	0	0	0	0	0	0	0	0
1445	6	0	6	0	0	0	0	0	0	0	0	0	0
1500	6	0	5	0	1	0	0	0	0	0	0	0	0
1515	9	0	9	0	0	0	0	0	0	0	0	0	0
1530	10	0	7	1	2	0	0	0	0	0	0	0	0
1545	12	0	11	0	1	0	0	0	0	0	0	0	0
1600	4	0	4	0	0	0	0	0	0	0	0	0	0
1615	4	0	3	0	1	0	0	0	0	0	0	0	0
1630	8	0	8	0	0	0	0	0	0	0	0	0	0
1645	11	0	11	0	0	0	0	0	0	0	0	0	0
1700	5	0	5	0	0	0	0	0	0	0	0	0	0
1715	5	0	4	0	1	0	0	0	0	0	0	0	0
1730	11	0	9	0	2	0	0	0	0	0	0	0	0
1745	2	0	2	0	0	0	0	0	0	0	0	0	0
1800	7	0	7	0	0	0	0	0	0	0	0	0	0
1815	8	0	8	0	0	0	0	0	0	0	0	0	0
1830	4	0	4	0	0	0	0	0	0	0	0	0	0
1845	2	0	1	0	1	0	0	0	0	0	0	0	0
1900	4	0	4	0	0	0	0	0	0	0	0	0	0
1915	4	0	4	0	0	0	0	0	0	0	0	0	0
1930	2	0	1	0	1	0	0	0	0	0	0	0	0
1945	7	0	7	0	0	0	0	0	0	0	0	0	0
2000	3	0	3	0	0	0	0	0	0	0	0	0	0
2015	2	0	2	0	0	0	0	0	0	0	0	0	0
2030	1	0	1	0	0	0	0	0	0	0	0	0	0
2045	3	0	2	0	1	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0
2115	4	0	4	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	0	0
2330	1	0	1	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	314	2	279	1	32	0	0	0	0	0	0	0	0
06-22	351	2	314	1	34	0	0	0	0	0	0	0	0
06-00	357	2	320	1	34	0	0	0	0	0	0	0	0
00-00	361	2	324	1	34	0	0	0	0	0	0	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction South

Sunday, 14 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	1	0	1	0	0	0	0	0	0	0	0	0	0
0330	2	0	0	0	2	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	1	0	1	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	1	0	1	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	2	0	2	0	0	0	0	0	0	0	0	0	0
0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	1	0	0	0	0	0	0	0	0	0	0
0715	1	0	1	0	0	0	0	0	0	0	0	0	0
0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0745	2	0	2	0	0	0	0	0	0	0	0	0	0
0800	4	1	3	0	0	0	0	0	0	0	0	0	0
0815	1	0	1	0	0	0	0	0	0	0	0	0	0
0830	1	0	1	0	0	0	0	0	0	0	0	0	0
0845	1	0	1	0	0	0	0	0	0	0	0	0	0
0900	6	0	5	1	0	0	0	0	0	0	0	0	0
0915	5	0	5	0	0	0	0	0	0	0	0	0	0
0930	10	0	10	0	0	0	0	0	0	0	0	0	0
0945	9	1	8	0	0	0	0	0	0	0	0	0	0
1000	3	0	3	0	0	0	0	0	0	0	0	0	0
1015	3	0	3	0	0	0	0	0	0	0	0	0	0
1030	9	0	9	0	0	0	0	0	0	0	0	0	0
1045	7	0	7	0	0	0	0	0	0	0	0	0	0
1100	2	0	2	0	0	0	0	0	0	0	0	0	0
1115	3	0	2	1	0	0	0	0	0	0	0	0	0
1130	6	0	6	0	0	0	0	0	0	0	0	0	0
1145	10	0	10	0	0	0	0	0	0	0	0	0	0
1200	4	1	2	0	1	0	0	0	0	0	0	0	0
1215	8	0	8	0	0	0	0	0	0	0	0	0	0
1230	7	0	7	0	0	0	0	0	0	0	0	0	0
1245	14	0	13	0	1	0	0	0	0	0	0	0	0
1300	11	0	11	0	0	0	0	0	0	0	0	0	0
1315	9	0	9	0	0	0	0	0	0	0	0	0	0
1330	14	0	13	0	1	0	0	0	0	0	0	0	0
1345	4	0	4	0	0	0	0	0	0	0	0	0	0
1400	7	0	6	0	1	0	0	0	0	0	0	0	0
1415	4	0	3	0	1	0	0	0	0	0	0	0	0
1430	11	0	10	0	1	0	0	0	0	0	0	0	0
1445	5	0	5	0	0	0	0	0	0	0	0	0	0
1500	5	0	5	0	0	0	0	0	0	0	0	0	0
1515	4	0	4	0	0	0	0	0	0	0	0	0	0
1530	5	0	5	0	0	0	0	0	0	0	0	0	0
1545	6	0	6	0	0	0	0	0	0	0	0	0	0
1600	6	0	5	0	1	0	0	0	0	0	0	0	0
1615	5	0	5	0	0	0	0	0	0	0	0	0	0
1630	6	0	5	0	1	0	0	0	0	0	0	0	0
1645	5	0	5	0	0	0	0	0	0	0	0	0	0
1700	4	0	4	0	0	0	0	0	0	0	0	0	0
1715	7	0	7	0	0	0	0	0	0	0	0	0	0
1730	10	0	8	0	2	0	0	0	0	0	0	0	0
1745	6	0	6	0	0	0	0	0	0	0	0	0	0
1800	2	0	2	0	0	0	0	0	0	0	0	0	0
1815	5	0	4	0	1	0	0	0	0	0	0	0	0
1830	6	0	6	0	0	0	0	0	0	0	0	0	0
1845	4	0	4	0	0	0	0	0	0	0	0	0	0
1900	2	0	2	0	0	0	0	0	0	0	0	0	0
1915	8	0	8	0	0	0	0	0	0	0	0	0	0
1930	8	0	8	0	0	0	0	0	0	0	0	0	0
1945	2	0	1	0	1	0	0	0	0	0	0	0	0
2000	2	0	2	0	0	0	0	0	0	0	0	0	0
2015	1	0	1	0	0	0	0	0	0	0	0	0	0
2030	3	0	3	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	2	0	2	0	0	0	0	0	0	0	0	0	0
2115	2	0	2	0	0	0	0	0	0	0	0	0	0
2130	2	0	2	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	268	3	252	2	11	0	0	0	0	0	0	0	0
06-22	302	3	285	2	12	0	0	0	0	0	0	0	0
06-00	305	3	288	2	12	0	0	0	0	0	0	0	0
00-00	313	3	294	2	14	0	0	0	0	0	0	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction South

Monday, 15 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	2	0	2	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	2	0	2	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	1	0	1	0	0	0	0	0	0	0	0	0	0
0530	1	0	1	0	0	0	0	0	0	0	0	0	0
0545	3	0	3	0	0	0	0	0	0	0	0	0	0
0600	5	0	5	0	0	0	0	0	0	0	0	0	0
0615	5	0	4	0	1	0	0	0	0	0	0	0	0
0630	6	0	6	0	0	0	0	0	0	0	0	0	0
0645	5	0	5	0	0	0	0	0	0	0	0	0	0
0700	14	0	13	0	1	0	0	0	0	0	0	0	0
0715	11	1	9	0	1	0	0	0	0	0	0	0	0
0730	8	0	8	0	0	0	0	0	0	0	0	0	0
0745	9	0	9	0	0	0	0	0	0	0	0	0	0
0800	15	0	13	0	2	0	0	0	0	0	0	0	0
0815	14	0	12	0	2	0	0	0	0	0	0	0	0
0830	11	0	11	0	0	0	0	0	0	0	0	0	0
0845	14	0	14	0	0	0	0	0	0	0	0	0	0
0900	4	0	3	0	1	0	0	0	0	0	0	0	0
0915	6	0	5	0	1	0	0	0	0	0	0	0	0
0930	8	0	8	0	0	0	0	0	0	0	0	0	0
0945	5	0	5	0	0	0	0	0	0	0	0	0	0
1000	8	0	7	0	1	0	0	0	0	0	0	0	0
1015	5	0	4	0	1	0	0	0	0	0	0	0	0
1030	4	0	4	0	0	0	0	0	0	0	0	0	0
1045	2	0	2	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0
1115	5	0	2	0	3	0	0	0	0	0	0	0	0
1130	5	0	5	0	0	0	0	0	0	0	0	0	0
1145	6	0	6	0	0	0	0	0	0	0	0	0	0
1200	8	1	6	0	1	0	0	0	0	0	0	0	0
1215	5	0	3	0	2	0	0	0	0	0	0	0	0
1230	9	0	8	0	1	0	0	0	0	0	0	0	0
1245	6	0	6	0	0	0	0	0	0	0	0	0	0
1300	5	0	5	0	0	0	0	0	0	0	0	0	0
1315	6	0	5	0	1	0	0	0	0	0	0	0	0
1330	3	0	1	0	2	0	0	0	0	0	0	0	0
1345	5	0	5	0	0	0	0	0	0	0	0	0	0
1400	1	0	0	1	0	0	0	0	0	0	0	0	0
1415	6	0	5	0	1	0	0	0	0	0	0	0	0
1430	12	0	12	0	0	0	0	0	0	0	0	0	0
1445	14	0	13	0	1	0	0	0	0	0	0	0	0
1500	6	0	6	0	0	0	0	0	0	0	0	0	0
1515	6	0	4	0	1	1	0	0	0	0	0	0	0
1530	4	0	3	0	1	0	0	0	0	0	0	0	0
1545	7	0	6	0	1	0	0	0	0	0	0	0	0
1600	8	0	5	0	3	0	0	0	0	0	0	0	0
1615	6	0	5	0	1	0	0	0	0	0	0	0	0
1630	9	0	8	0	1	0	0	0	0	0	0	0	0
1645	7	1	6	0	0	0	0	0	0	0	0	0	0
1700	6	0	6	0	0	0	0	0	0	0	0	0	0
1715	7	0	5	0	2	0	0	0	0	0	0	0	0
1730	4	0	3	0	1	0	0	0	0	0	0	0	0
1745	4	0	2	0	2	0	0	0	0	0	0	0	0
1800	5	0	4	0	1	0	0	0	0	0	0	0	0
1815	4	0	4	0	0	0	0	0	0	0	0	0	0
1830	6	0	4	0	2	0	0	0	0	0	0	0	0
1845	1	0	1	0	0	0	0	0	0	0	0	0	0
1900	4	0	4	0	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	0	0
1930	1	0	1	0	0	0	0	0	0	0	0	0	0
1945	2	0	1	0	1	0	0	0	0	0	0	0	0
2000	4	0	4	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0	0
2045	2	0	2	0	0	0	0	0	0	0	0	0	0
2100	6	0	6	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	1	0	1	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	324	3	281	1	38	1	0	0	0	0	0	0	0
06-22	365	3	320	1	40	1	0	0	0	0	0	0	0
06-00	368	3	323	1	40	1	0	0	0	0	0	0	0
00-00	380	3	335	1	40	1	0	0	0	0	0	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction South

Virtual Day (7)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0
0600	15	0	14	0	1	0	0	0	0	0	0	0	0
0700	32	1	29	0	2	0	0	0	0	0	0	0	0
0800	35	0	32	0	3	0	0	0	0	0	0	0	0
0900	25	0	21	1	2	0	0	0	0	0	0	0	0
1000	24	0	20	0	3	0	0	0	0	0	0	0	0
1100	21	0	19	0	2	0	0	0	0	0	0	0	0
1200	29	1	25	0	3	0	0	0	0	0	0	0	0
1300	26	1	22	0	3	0	0	0	0	0	0	0	0
1400	34	0	30	0	3	0	0	0	0	0	0	0	0
1500	28	0	25	0	3	0	0	0	0	0	0	0	0
1600	23	0	20	0	2	0	0	0	0	0	0	0	0
1700	24	0	20	0	3	0	0	0	0	0	0	0	0
1800	21	0	19	0	2	0	0	0	0	0	0	0	0
1900	13	0	12	0	1	0	0	0	0	0	0	0	0
2000	9	0	9	0	0	0	0	0	0	0	0	0	0
2100	6	0	6	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0
07-19	320	4	281	2	32	0	1	0	0	0	0	0	0
06-22	364	4	321	2	35	0	1	0	0	0	0	0	0
06-00	367	4	324	2	35	0	1	0	0	0	0	0	0
00-00	374	4	331	2	35	0	1	0	0	0	0	0	0

Virtual Week (1)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
Mon	380	3	335	1	40	1	0	0	0	0	0	0	0
Tue	401	11	339	8	39	0	3	0	0	1	0	0	0
Wed	357	3	312	2	40	0	0	0	0	0	0	0	0
Thu	404	4	353	1	42	2	1	0	0	0	1	0	0
Fri	404	3	363	2	35	0	1	0	0	0	0	0	0
Sat	361	2	324	1	34	0	0	0	0	0	0	0	0
Sun	313	3	294	2	14	0	0	0	0	0	0	0	0
5 Day Ave.	389	5	340	3	39	1	1	0	0	0	0	0	0
7 Day Ave.	374	4	331	2	35	0	1	0	0	0	0	0	0
--	2620	29	2320	17	244	3	5	0	0	1	1	0	0

Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction South

Tuesday, 16 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	1	0	0	0	0	0	0	0	0	0
0515	3	0	3	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	3	0	3	0	0	0	0	0	0	0	0	0	0
0600	3	0	3	0	0	0	0	0	0	0	0	0	0
0615	4	0	4	0	0	0	0	0	0	0	0	0	0
0630	6	0	5	0	1	0	0	0	0	0	0	0	0
0645	2	0	2	0	0	0	0	0	0	0	0	0	0
0700	15	0	13	0	2	0	0	0	0	0	0	0	0
0715	10	0	10	0	0	0	0	0	0	0	0	0	0
0730	8	0	8	0	0	0	0	0	0	0	0	0	0
0745	11	0	11	0	0	0	0	0	0	0	0	0	0
0800	11	0	9	0	1	1	0	0	0	0	0	0	0
0815	17	1	15	0	1	0	0	0	0	0	0	0	0
0830	13	0	12	0	1	0	0	0	0	0	0	0	0
0845	5	0	5	0	0	0	0	0	0	0	0	0	0
0900	6	0	6	0	0	0	0	0	0	0	0	0	0
0915	5	0	3	0	2	0	0	0	0	0	0	0	0
0930	7	0	7	0	0	0	0	0	0	0	0	0	0
0945	7	0	6	0	1	0	0	0	0	0	0	0	0
1000	6	0	6	0	0	0	0	0	0	0	0	0	0
1015	7	0	3	0	4	0	0	0	0	0	0	0	0
1030	4	0	4	0	0	0	0	0	0	0	0	0	0
1045	1	0	1	0	0	0	0	0	0	0	0	0	0
1100	4	0	4	0	0	0	0	0	0	0	0	0	0
1115	4	0	4	0	0	0	0	0	0	0	0	0	0
1130	6	0	5	0	1	0	0	0	0	0	0	0	0
1145	9	0	8	0	1	0	0	0	0	0	0	0	0
1200	5	0	5	0	0	0	0	0	0	0	0	0	0
1215	8	1	4	0	3	0	0	0	0	0	0	0	0
1230	5	0	3	0	2	0	0	0	0	0	0	0	0
1245	7	0	7	0	0	0	0	0	0	0	0	0	0
1300	9	0	8	0	1	0	0	0	0	0	0	0	0
1315	7	1	5	0	1	0	0	0	0	0	0	0	0
1330	5	0	3	0	1	0	1	0	0	0	0	0	0
1345	5	1	4	0	0	0	0	0	0	0	0	0	0
1400	7	1	5	0	1	0	0	0	0	0	0	0	0
1415	3	0	2	0	1	0	0	0	0	0	0	0	0
1430	16	2	14	0	0	0	0	0	0	0	0	0	0
1445	14	0	13	0	1	0	0	0	0	0	0	0	0
1500	6	0	5	0	1	0	0	0	0	0	0	0	0
1515	9	0	7	0	2	0	0	0	0	0	0	0	0
1530	5	0	5	0	0	0	0	0	0	0	0	0	0
1545	8	0	8	0	0	0	0	0	0	0	0	0	0
1600	8	0	6	0	2	0	0	0	0	0	0	0	0
1615	6	0	4	0	2	0	0	0	0	0	0	0	0
1630	5	0	4	0	1	0	0	0	0	0	0	0	0
1645	9	0	7	0	2	0	0	0	0	0	0	0	0
1700	3	0	3	0	0	0	0	0	0	0	0	0	0
1715	7	1	6	0	0	0	0	0	0	0	0	0	0
1730	6	0	4	0	2	0	0	0	0	0	0	0	0
1745	4	0	4	0	0	0	0	0	0	0	0	0	0
1800	4	0	4	0	0	0	0	0	0	0	0	0	0
1815	9	0	8	0	1	0	0	0	0	0	0	0	0
1830	4	0	3	0	1	0	0	0	0	0	0	0	0
1845	5	0	5	0	0	0	0	0	0	0	0	0	0
1900	3	0	3	0	0	0	0	0	0	0	0	0	0
1915	3	0	3	0	0	0	0	0	0	0	0	0	0
1930	6	0	6	0	0	0	0	0	0	0	0	0	0
1945	2	0	1	0	1	0	0	0	0	0	0	0	0
2000	1	0	1	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0	0
2030	2	0	2	0	0	0	0	0	0	0	0	0	0
2045	2	0	2	0	0	0	0	0	0	0	0	0	0
2100	3	0	2	0	1	0	0	0	0	0	0	0	0
2115	2	0	2	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	2	0	2	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	345	8	296	0	39	1	1	0	0	0	0	0	0
06-22	386	8	334	0	42	1	1	0	0	0	0	0	0
06-00	388	8	336	0	42	1	1	0	0	0	0	0	0
00-00	398	8	345	1	42	1	1	0	0	0	0	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction South

Wednesday, 17 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	1	0	1	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0
0515	1	0	1	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	4	0	3	1	0	0	0	0	0	0	0	0	0
0600	3	0	3	0	0	0	0	0	0	0	0	0	0
0615	3	0	3	0	0	0	0	0	0	0	0	0	0
0630	8	0	6	0	2	0	0	0	0	0	0	0	0
0645	5	0	5	0	0	0	0	0	0	0	0	0	0
0700	12	0	11	0	1	0	0	0	0	0	0	0	0
0715	15	0	14	0	1	0	0	0	0	0	0	0	0
0730	10	1	8	0	0	0	1	0	0	0	0	0	0
0745	9	0	9	0	0	0	0	0	0	0	0	0	0
0800	8	0	7	0	1	0	0	0	0	0	0	0	0
0815	12	0	10	0	2	0	0	0	0	0	0	0	0
0830	14	0	11	0	3	0	0	0	0	0	0	0	0
0845	8	0	7	1	0	0	0	0	0	0	0	0	0
0900	3	0	3	0	0	0	0	0	0	0	0	0	0
0915	6	0	5	0	1	0	0	0	0	0	0	0	0
0930	9	0	8	0	1	0	0	0	0	0	0	0	0
0945	4	0	4	0	0	0	0	0	0	0	0	0	0
1000	1	0	0	0	1	0	0	0	0	0	0	0	0
1015	7	0	4	0	3	0	0	0	0	0	0	0	0
1030	5	1	4	0	0	0	0	0	0	0	0	0	0
1045	3	0	3	0	0	0	0	0	0	0	0	0	0
1100	10	0	6	1	3	0	0	0	0	0	0	0	0
1115	3	0	2	0	1	0	0	0	0	0	0	0	0
1130	9	0	9	0	0	0	0	0	0	0	0	0	0
1145	7	1	6	0	0	0	0	0	0	0	0	0	0
1200	5	0	5	0	0	0	0	0	0	0	0	0	0
1215	6	0	2	1	3	0	0	0	0	0	0	0	0
1230	4	0	4	0	0	0	0	0	0	0	0	0	0
1245	6	0	5	0	1	0	0	0	0	0	0	0	0
1300	13	0	12	0	1	0	0	0	0	0	0	0	0
1315	6	0	5	0	1	0	0	0	0	0	0	0	0
1330	4	0	3	0	1	0	0	0	0	0	0	0	0
1345	8	1	7	0	0	0	0	0	0	0	0	0	0
1400	5	0	4	0	1	0	0	0	0	0	0	0	0
1415	3	0	2	0	1	0	0	0	0	0	0	0	0
1430	9	0	9	0	0	0	0	0	0	0	0	0	0
1445	12	0	12	0	0	0	0	0	0	0	0	0	0
1500	10	0	8	0	2	0	0	0	0	0	0	0	0
1515	5	0	3	0	2	0	0	0	0	0	0	0	0
1530	7	0	7	0	0	0	0	0	0	0	0	0	0
1545	13	0	12	0	1	0	0	0	0	0	0	0	0
1600	10	0	9	0	1	0	0	0	0	0	0	0	0
1615	2	0	0	0	2	0	0	0	0	0	0	0	0
1630	8	0	5	0	3	0	0	0	0	0	0	0	0
1645	5	0	3	0	2	0	0	0	0	0	0	0	0
1700	3	0	1	0	1	0	0	0	1	0	0	0	0
1715	9	0	9	0	0	0	0	0	0	0	0	0	0
1730	8	0	5	0	3	0	0	0	0	0	0	0	0
1745	10	0	9	0	0	0	0	0	0	0	1	0	0
1800	11	0	11	0	0	0	0	0	0	0	0	0	0
1815	2	0	2	0	0	0	0	0	0	0	0	0	0
1830	8	0	8	0	0	0	0	0	0	0	0	0	0
1845	5	0	4	0	1	0	0	0	0	0	0	0	0
1900	1	0	1	0	0	0	0	0	0	0	0	0	0
1915	2	0	2	0	0	0	0	0	0	0	0	0	0
1930	3	0	3	0	0	0	0	0	0	0	0	0	0
1945	6	0	4	0	2	0	0	0	0	0	0	0	0
2000	5	0	5	0	0	0	0	0	0	0	0	0	0
2015	2	0	2	0	0	0	0	0	0	0	0	0	0
2030	3	0	2	0	0	0	1	0	0	0	0	0	0
2045	4	0	4	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0
2115	1	0	1	0	0	0	0	0	0	0	0	0	0
2130	2	0	2	0	0	0	0	0	0	0	0	0	0
2145	1	0	1	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	2	0	2	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	352	4	297	3	45	0	1	0	1	0	1	0	0
06-22	402	4	342	3	49	0	2	0	1	0	1	0	0
06-00	404	4	344	3	49	0	2	0	1	0	1	0	0
00-00	414	4	353	4	49	0	2	0	1	0	1	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction South

Thursday, 18 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	2	0	2	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	2	0	1	1	0	0	0	0	0	0	0	0	0
0530	1	0	1	0	0	0	0	0	0	0	0	0	0
0545	3	0	3	0	0	0	0	0	0	0	0	0	0
0600	4	0	4	0	0	0	0	0	0	0	0	0	0
0615	6	0	5	0	1	0	0	0	0	0	0	0	0
0630	4	0	4	0	0	0	0	0	0	0	0	0	0
0645	6	0	6	0	0	0	0	0	0	0	0	0	0
0700	9	0	7	0	2	0	0	0	0	0	0	0	0
0715	12	0	12	0	0	0	0	0	0	0	0	0	0
0730	10	1	9	0	0	0	0	0	0	0	0	0	0
0745	7	0	7	0	0	0	0	0	0	0	0	0	0
0800	11	0	10	0	1	0	0	0	0	0	0	0	0
0815	13	0	12	0	1	0	0	0	0	0	0	0	0
0830	12	0	10	0	1	0	1	0	0	0	0	0	0
0845	9	0	9	0	0	0	0	0	0	0	0	0	0
0900	3	0	2	0	1	0	0	0	0	0	0	0	0
0915	7	0	4	0	1	1	1	0	0	0	0	0	0
0930	8	0	7	0	1	0	0	0	0	0	0	0	0
0945	9	0	9	0	0	0	0	0	0	0	0	0	0
1000	2	0	2	0	0	0	0	0	0	0	0	0	0
1015	10	0	8	0	2	0	0	0	0	0	0	0	0
1030	7	0	7	0	0	0	0	0	0	0	0	0	0
1045	2	0	2	0	0	0	0	0	0	0	0	0	0
1100	6	0	6	0	0	0	0	0	0	0	0	0	0
1115	8	0	5	2	1	0	0	0	0	0	0	0	0
1130	8	0	8	0	0	0	0	0	0	0	0	0	0
1145	7	0	7	0	0	0	0	0	0	0	0	0	0
1200	6	0	6	0	0	0	0	0	0	0	0	0	0
1215	10	0	9	0	1	0	0	0	0	0	0	0	0
1230	9	0	6	0	2	1	0	0	0	0	0	0	0
1245	7	0	6	0	1	0	0	0	0	0	0	0	0
1300	6	0	6	0	0	0	0	0	0	0	0	0	0
1315	3	0	2	0	1	0	0	0	0	0	0	0	0
1330	4	0	3	0	1	0	0	0	0	0	0	0	0
1345	7	0	6	0	1	0	0	0	0	0	0	0	0
1400	3	0	2	0	1	0	0	0	0	0	0	0	0
1415	5	1	3	0	1	0	0	0	0	0	0	0	0
1430	8	0	7	0	1	0	0	0	0	0	0	0	0
1445	12	0	11	0	1	0	0	0	0	0	0	0	0
1500	13	1	11	0	1	0	0	0	0	0	0	0	0
1515	8	0	5	0	3	0	0	0	0	0	0	0	0
1530	6	0	6	0	0	0	0	0	0	0	0	0	0
1545	10	0	9	0	1	0	0	0	0	0	0	0	0
1600	4	0	3	0	1	0	0	0	0	0	0	0	0
1615	8	0	7	0	1	0	0	0	0	0	0	0	0
1630	6	0	5	0	1	0	0	0	0	0	0	0	0
1645	5	0	4	0	1	0	0	0	0	0	0	0	0
1700	7	0	5	0	2	0	0	0	0	0	0	0	0
1715	9	0	8	0	1	0	0	0	0	0	0	0	0
1730	8	1	6	0	1	0	0	0	0	0	0	0	0
1745	7	0	7	0	0	0	0	0	0	0	0	0	0
1800	5	0	5	0	0	0	0	0	0	0	0	0	0
1815	4	0	4	0	0	0	0	0	0	0	0	0	0
1830	5	0	5	0	0	0	0	0	0	0	0	0	0
1845	4	0	2	0	2	0	0	0	0	0	0	0	0
1900	4	0	4	0	0	0	0	0	0	0	0	0	0
1915	5	0	5	0	0	0	0	0	0	0	0	0	0
1930	8	0	6	0	2	0	0	0	0	0	0	0	0
1945	5	0	5	0	0	0	0	0	0	0	0	0	0
2000	2	0	2	0	0	0	0	0	0	0	0	0	0
2015	5	0	5	0	0	0	0	0	0	0	0	0	0
2030	2	0	2	0	0	0	0	0	0	0	0	0	0
2045	3	0	3	0	0	0	0	0	0	0	0	0	0
2100	4	0	4	0	0	0	0	0	0	0	0	0	0
2115	1	0	1	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	0	0
2330	2	0	2	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	349	4	302	2	37	2	2	0	0	0	0	0	0
06-22	408	4	358	2	40	2	2	0	0	0	0	0	0
06-00	412	4	362	2	40	2	2	0	0	0	0	0	0
00-00	423	4	372	3	40	2	2	0	0	0	0	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction South

Friday, 19 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	1	0	1	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	1	0	0	1	0	0	0	0	0	0	0	0	0
0530	1	0	1	0	0	0	0	0	0	0	0	0	0
0545	5	0	5	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0
0615	4	0	3	0	1	0	0	0	0	0	0	0	0
0630	8	0	7	0	1	0	0	0	0	0	0	0	0
0645	4	0	4	0	0	0	0	0	0	0	0	0	0
0700	7	0	6	0	1	0	0	0	0	0	0	0	0
0715	11	1	8	0	1	0	1	0	0	0	0	0	0
0730	12	0	12	0	0	0	0	0	0	0	0	0	0
0745	13	1	12	0	0	0	0	0	0	0	0	0	0
0800	11	0	9	0	2	0	0	0	0	0	0	0	0
0815	14	0	12	0	2	0	0	0	0	0	0	0	0
0830	13	0	13	0	0	0	0	0	0	0	0	0	0
0845	7	0	7	0	0	0	0	0	0	0	0	0	0
0900	4	0	4	0	0	0	0	0	0	0	0	0	0
0915	12	0	10	0	2	0	0	0	0	0	0	0	0
0930	4	0	4	0	0	0	0	0	0	0	0	0	0
0945	7	0	7	0	0	0	0	0	0	0	0	0	0
1000	6	0	5	0	1	0	0	0	0	0	0	0	0
1015	4	0	2	0	2	0	0	0	0	0	0	0	0
1030	7	0	6	0	1	0	0	0	0	0	0	0	0
1045	5	1	4	0	0	0	0	0	0	0	0	0	0
1100	12	1	9	0	2	0	0	0	0	0	0	0	0
1115	5	1	3	0	1	0	0	0	0	0	0	0	0
1130	7	0	7	0	0	0	0	0	0	0	0	0	0
1145	2	0	2	0	0	0	0	0	0	0	0	0	0
1200	8	0	8	0	0	0	0	0	0	0	0	0	0
1215	8	0	7	0	1	0	0	0	0	0	0	0	0
1230	4	0	3	0	1	0	0	0	0	0	0	0	0
1245	9	0	9	0	0	0	0	0	0	0	0	0	0
1300	12	0	11	0	1	0	0	0	0	0	0	0	0
1315	7	0	6	0	1	0	0	0	0	0	0	0	0
1330	7	0	7	0	0	0	0	0	0	0	0	0	0
1345	8	0	8	0	0	0	0	0	0	0	0	0	0
1400	5	0	4	0	1	0	0	0	0	0	0	0	0
1415	9	0	6	0	3	0	0	0	0	0	0	0	0
1430	17	1	16	0	0	0	0	0	0	0	0	0	0
1445	10	0	10	0	0	0	0	0	0	0	0	0	0
1500	8	0	6	0	2	0	0	0	0	0	0	0	0
1515	6	0	4	0	2	0	0	0	0	0	0	0	0
1530	3	0	3	0	0	0	0	0	0	0	0	0	0
1545	9	0	8	0	1	0	0	0	0	0	0	0	0
1600	7	0	5	0	2	0	0	0	0	0	0	0	0
1615	5	0	5	0	0	0	0	0	0	0	0	0	0
1630	9	0	7	0	2	0	0	0	0	0	0	0	0
1645	8	0	8	0	0	0	0	0	0	0	0	0	0
1700	8	0	6	0	2	0	0	0	0	0	0	0	0
1715	6	0	5	1	0	0	0	0	0	0	0	0	0
1730	8	0	7	0	1	0	0	0	0	0	0	0	0
1745	4	0	3	0	1	0	0	0	0	0	0	0	0
1800	14	0	14	0	0	0	0	0	0	0	0	0	0
1815	8	0	7	0	1	0	0	0	0	0	0	0	0
1830	10	0	10	0	0	0	0	0	0	0	0	0	0
1845	3	0	2	0	1	0	0	0	0	0	0	0	0
1900	5	0	5	0	0	0	0	0	0	0	0	0	0
1915	3	0	3	0	0	0	0	0	0	0	0	0	0
1930	3	0	2	0	1	0	0	0	0	0	0	0	0
1945	3	0	3	0	0	0	0	0	0	0	0	0	0
2000	2	0	2	0	0	0	0	0	0	0	0	0	0
2015	3	0	3	0	0	0	0	0	0	0	0	0	0
2030	2	0	2	0	0	0	0	0	0	0	0	0	0
2045	4	0	4	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0
2115	1	0	1	0	0	0	0	0	0	0	0	0	0
2130	3	0	3	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	1	0	1	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	2	0	2	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	0	0
07-19	383	6	337	1	38	0	1	0	0	0	0	0	0
06-22	430	6	381	1	41	0	1	0	0	0	0	0	0
06-00	435	6	386	1	41	0	1	0	0	0	0	0	0
00-00	446	6	396	2	41	0	1	0	0	0	0	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction South

Saturday, 20 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	1	0	1	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	1	0	1	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	2	0	2	0	0	0	0	0	0	0	0	0	0
0545	2	0	2	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0
0615	3	0	3	0	0	0	0	0	0	0	0	0	0
0630	0	0	0	0	0	0	0	0	0	0	0	0	0
0645	3	0	1	0	2	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0
0715	4	0	3	0	1	0	0	0	0	0	0	0	0
0730	6	0	5	0	1	0	0	0	0	0	0	0	0
0745	2	0	1	1	0	0	0	0	0	0	0	0	0
0800	7	0	5	1	1	0	0	0	0	0	0	0	0
0815	5	0	3	0	2	0	0	0	0	0	0	0	0
0830	7	0	6	1	0	0	0	0	0	0	0	0	0
0845	3	0	3	0	0	0	0	0	0	0	0	0	0
0900	7	0	7	0	0	0	0	0	0	0	0	0	0
0915	1	0	0	0	1	0	0	0	0	0	0	0	0
0930	7	0	7	0	0	0	0	0	0	0	0	0	0
0945	6	0	4	0	2	0	0	0	0	0	0	0	0
1000	13	1	10	1	1	0	0	0	0	0	0	0	0
1015	8	0	6	0	2	0	0	0	0	0	0	0	0
1030	8	0	6	0	2	0	0	0	0	0	0	0	0
1045	8	0	8	0	0	0	0	0	0	0	0	0	0
1100	4	0	4	0	0	0	0	0	0	0	0	0	0
1115	7	0	5	0	2	0	0	0	0	0	0	0	0
1130	8	0	8	0	0	0	0	0	0	0	0	0	0
1145	11	0	10	0	1	0	0	0	0	0	0	0	0
1200	5	0	4	0	0	0	0	0	1	0	0	0	0
1215	12	0	11	0	1	0	0	0	0	0	0	0	0
1230	15	0	12	0	3	0	0	0	0	0	0	0	0
1245	7	0	7	0	0	0	0	0	0	0	0	0	0
1300	9	0	9	0	0	0	0	0	0	0	0	0	0
1315	8	0	7	0	1	0	0	0	0	0	0	0	0
1330	9	0	9	0	0	0	0	0	0	0	0	0	0
1345	8	0	8	0	0	0	0	0	0	0	0	0	0
1400	6	0	6	0	0	0	0	0	0	0	0	0	0
1415	6	0	5	0	1	0	0	0	0	0	0	0	0
1430	6	0	5	0	1	0	0	0	0	0	0	0	0
1445	7	0	7	0	0	0	0	0	0	0	0	0	0
1500	12	0	12	0	0	0	0	0	0	0	0	0	0
1515	5	0	4	0	1	0	0	0	0	0	0	0	0
1530	6	0	6	0	0	0	0	0	0	0	0	0	0
1545	5	0	5	0	0	0	0	0	0	0	0	0	0
1600	8	1	7	0	0	0	0	0	0	0	0	0	0
1615	6	0	4	0	2	0	0	0	0	0	0	0	0
1630	8	0	8	0	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	5	0	5	0	0	0	0	0	0	0	0	0	0
1715	6	0	6	0	0	0	0	0	0	0	0	0	0
1730	3	0	2	0	1	0	0	0	0	0	0	0	0
1745	9	0	9	0	0	0	0	0	0	0	0	0	0
1800	5	0	5	0	0	0	0	0	0	0	0	0	0
1815	6	0	6	0	0	0	0	0	0	0	0	0	0
1830	5	0	4	0	1	0	0	0	0	0	0	0	0
1845	6	0	6	0	0	0	0	0	0	0	0	0	0
1900	3	0	3	0	0	0	0	0	0	0	0	0	0
1915	2	0	2	0	0	0	0	0	0	0	0	0	0
1930	4	0	3	0	1	0	0	0	0	0	0	0	0
1945	2	0	2	0	0	0	0	0	0	0	0	0	0
2000	2	0	1	0	1	0	0	0	0	0	0	0	0
2015	4	0	4	0	0	0	0	0	0	0	0	0	0
2030	3	0	3	0	0	0	0	0	0	0	0	0	0
2045	1	0	1	0	0	0	0	0	0	0	0	0	0
2100	3	0	3	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	1	0	1	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	315	2	280	4	28	0	0	0	1	0	0	0	0
06-22	347	2	308	4	32	0	0	0	1	0	0	0	0
06-00	348	2	309	4	32	0	0	0	1	0	0	0	0
00-00	355	2	316	4	32	0	0	0	1	0	0	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction South

Sunday, 21 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	1	0	1	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	1	0	1	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	0	0	0	0	0	0	0	0	0	0	0	0	0
0545	1	0	1	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0	0
0615	0	0	0	0	0	0	0	0	0	0	0	0	0
0630	1	0	1	0	0	0	0	0	0	0	0	0	0
0645	1	0	1	0	0	0	0	0	0	0	0	0	0
0700	2	0	2	0	0	0	0	0	0	0	0	0	0
0715	1	0	1	0	0	0	0	0	0	0	0	0	0
0730	1	0	1	0	0	0	0	0	0	0	0	0	0
0745	3	0	3	0	0	0	0	0	0	0	0	0	0
0800	1	0	1	0	0	0	0	0	0	0	0	0	0
0815	1	0	1	0	0	0	0	0	0	0	0	0	0
0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0845	3	1	2	0	0	0	0	0	0	0	0	0	0
0900	4	0	2	1	1	0	0	0	0	0	0	0	0
0915	7	0	7	0	0	0	0	0	0	0	0	0	0
0930	9	0	8	0	1	0	0	0	0	0	0	0	0
0945	8	0	8	0	0	0	0	0	0	0	0	0	0
1000	5	0	4	1	0	0	0	0	0	0	0	0	0
1015	6	0	6	0	0	0	0	0	0	0	0	0	0
1030	6	0	6	0	0	0	0	0	0	0	0	0	0
1045	7	0	7	0	0	0	0	0	0	0	0	0	0
1100	4	1	3	0	0	0	0	0	0	0	0	0	0
1115	9	0	9	0	0	0	0	0	0	0	0	0	0
1130	7	0	6	0	1	0	0	0	0	0	0	0	0
1145	6	0	4	0	2	0	0	0	0	0	0	0	0
1200	11	0	10	1	0	0	0	0	0	0	0	0	0
1215	7	0	7	0	0	0	0	0	0	0	0	0	0
1230	6	0	6	0	0	0	0	0	0	0	0	0	0
1245	5	0	5	0	0	0	0	0	0	0	0	0	0
1300	11	0	11	0	0	0	0	0	0	0	0	0	0
1315	8	0	6	1	1	0	0	0	0	0	0	0	0
1330	10	0	10	0	0	0	0	0	0	0	0	0	0
1345	6	0	6	0	0	0	0	0	0	0	0	0	0
1400	3	0	3	0	0	0	0	0	0	0	0	0	0
1415	9	0	8	0	1	0	0	0	0	0	0	0	0
1430	5	0	5	0	0	0	0	0	0	0	0	0	0
1445	6	0	6	0	0	0	0	0	0	0	0	0	0
1500	13	0	11	0	2	0	0	0	0	0	0	0	0
1515	5	0	4	0	1	0	0	0	0	0	0	0	0
1530	4	0	4	0	0	0	0	0	0	0	0	0	0
1545	6	0	6	0	0	0	0	0	0	0	0	0	0
1600	4	0	3	0	1	0	0	0	0	0	0	0	0
1615	8	1	7	0	0	0	0	0	0	0	0	0	0
1630	10	0	8	0	2	0	0	0	0	0	0	0	0
1645	4	0	4	0	0	0	0	0	0	0	0	0	0
1700	2	0	2	0	0	0	0	0	0	0	0	0	0
1715	1	0	1	0	0	0	0	0	0	0	0	0	0
1730	5	0	5	0	0	0	0	0	0	0	0	0	0
1745	3	0	3	0	0	0	0	0	0	0	0	0	0
1800	6	0	5	1	0	0	0	0	0	0	0	0	0
1815	2	0	2	0	0	0	0	0	0	0	0	0	0
1830	2	0	2	0	0	0	0	0	0	0	0	0	0
1845	1	0	1	0	0	0	0	0	0	0	0	0	0
1900	3	0	3	0	0	0	0	0	0	0	0	0	0
1915	2	0	2	0	0	0	0	0	0	0	0	0	0
1930	3	0	3	0	0	0	0	0	0	0	0	0	0
1945	3	0	3	0	0	0	0	0	0	0	0	0	0
2000	8	0	7	0	1	0	0	0	0	0	0	0	0
2015	3	0	3	0	0	0	0	0	0	0	0	0	0
2030	3	0	3	0	0	0	0	0	0	0	0	0	0
2045	2	0	2	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	1	0	1	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	1	0	1	0	0	0	0	0	0	0	0	0	0
07-19	253	3	232	5	13	0	0	0	0	0	0	0	0
06-22	285	3	263	5	14	0	0	0	0	0	0	0	0
06-00	289	3	267	5	14	0	0	0	0	0	0	0	0
00-00	293	3	271	5	14	0	0	0	0	0	0	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction South

Monday, 22 March 2021

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	1	0	1	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	1	0	1	0	0	0	0	0	0	0	0	0	0
0430	1	0	1	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	0	0	0	0	0	0	0	0	0	0
0530	3	0	3	0	0	0	0	0	0	0	0	0	0
0545	3	0	3	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0	0
0615	3	0	3	0	0	0	0	0	0	0	0	0	0
0630	9	0	7	0	2	0	0	0	0	0	0	0	0
0645	2	0	2	0	0	0	0	0	0	0	0	0	0
0700	14	0	12	0	2	0	0	0	0	0	0	0	0
0715	13	0	13	0	0	0	0	0	0	0	0	0	0
0730	11	0	11	0	0	0	0	0	0	0	0	0	0
0745	5	0	5	0	0	0	0	0	0	0	0	0	0
0800	15	0	14	0	1	0	0	0	0	0	0	0	0
0815	12	0	9	0	3	0	0	0	0	0	0	0	0
0830	12	0	12	0	0	0	0	0	0	0	0	0	0
0845	10	0	10	0	0	0	0	0	0	0	0	0	0
0900	5	0	4	0	1	0	0	0	0	0	0	0	0
0915	5	0	4	0	1	0	0	0	0	0	0	0	0
0930	10	0	8	0	2	0	0	0	0	0	0	0	0
0945	11	0	11	0	0	0	0	0	0	0	0	0	0
1000	5	0	5	0	0	0	0	0	0	0	0	0	0
1015	6	1	2	0	3	0	0	0	0	0	0	0	0
1030	6	0	5	0	1	0	0	0	0	0	0	0	0
1045	7	0	7	0	0	0	0	0	0	0	0	0	0
1100	2	0	2	0	0	0	0	0	0	0	0	0	0
1115	4	0	4	0	0	0	0	0	0	0	0	0	0
1130	5	0	4	0	1	0	0	0	0	0	0	0	0
1145	10	0	8	0	2	0	0	0	0	0	0	0	0
1200	6	0	4	0	2	0	0	0	0	0	0	0	0
1215	6	0	4	0	2	0	0	0	0	0	0	0	0
1230	6	0	6	0	0	0	0	0	0	0	0	0	0
1245	6	0	6	0	0	0	0	0	0	0	0	0	0
1300	4	0	3	0	1	0	0	0	0	0	0	0	0
1315	8	0	6	0	2	0	0	0	0	0	0	0	0
1330	3	0	1	0	2	0	0	0	0	0	0	0	0
1345	5	0	5	0	0	0	0	0	0	0	0	0	0
1400	4	0	4	0	0	0	0	0	0	0	0	0	0
1415	5	1	3	0	1	0	0	0	0	0	0	0	0
1430	7	0	7	0	0	0	0	0	0	0	0	0	0
1445	12	0	11	0	1	0	0	0	0	0	0	0	0
1500	7	0	7	0	0	0	0	0	0	0	0	0	0
1515	8	0	6	0	2	0	0	0	0	0	0	0	0
1530	3	0	2	0	1	0	0	0	0	0	0	0	0
1545	6	1	4	0	1	0	0	0	0	0	0	0	0
1600	5	1	4	0	0	0	0	0	0	0	0	0	0
1615	6	0	3	0	3	0	0	0	0	0	0	0	0
1630	10	0	5	0	5	0	0	0	0	0	0	0	0
1645	9	0	5	0	4	0	0	0	0	0	0	0	0
1700	5	0	5	0	0	0	0	0	0	0	0	0	0
1715	5	0	5	0	0	0	0	0	0	0	0	0	0
1730	7	0	5	0	1	0	0	0	0	1	0	0	0
1745	6	0	6	0	0	0	0	0	0	0	0	0	0
1800	5	0	5	0	0	0	0	0	0	0	0	0	0
1815	7	0	7	0	0	0	0	0	0	0	0	0	0
1830	3	0	2	0	1	0	0	0	0	0	0	0	0
1845	3	0	3	0	0	0	0	0	0	0	0	0	0
1900	6	0	6	0	0	0	0	0	0	0	0	0	0
1915	8	0	7	0	0	0	0	0	1	0	0	0	0
1930	1	0	1	0	0	0	0	0	0	0	0	0	0
1945	1	0	0	0	1	0	0	0	0	0	0	0	0
2000	1	0	1	0	0	0	0	0	0	0	0	0	0
2015	4	0	4	0	0	0	0	0	0	0	0	0	0
2030	2	0	2	0	0	0	0	0	0	0	0	0	0
2045	4	0	4	0	0	0	0	0	0	0	0	0	0
2100	4	0	4	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	1	0	1	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	1	0	1	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	335	4	284	0	46	0	0	0	0	1	0	0	0
06-22	382	4	327	0	49	0	0	0	1	1	0	0	0
06-00	385	4	330	0	49	0	0	0	1	1	0	0	0
00-00	395	4	340	0	49	0	0	0	0	1	1	0	0



Site 2
 Location Moss Lane - 53.67765, -2.745569
 Direction South

Virtual Day (7)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	5	0	5	1	0	0	0	0	0	0	0	0	0
0600	14	0	13	0	1	0	0	0	0	0	0	0	0
0700	33	1	31	0	2	0	0	0	0	0	0	0	0
0800	36	0	32	0	3	0	0	0	0	0	0	0	0
0900	26	0	23	0	3	0	0	0	0	0	0	0	0
1000	23	1	19	0	3	0	0	0	0	0	0	0	0
1100	26	1	23	0	3	0	0	0	0	0	0	0	0
1200	28	0	24	0	3	0	0	0	0	0	0	0	0
1300	29	0	25	0	3	0	0	0	0	0	0	0	0
1400	31	1	27	0	3	0	0	0	0	0	0	0	0
1500	29	0	25	0	4	0	0	0	0	0	0	0	0
1600	26	0	20	0	6	0	0	0	0	0	0	0	0
1700	23	0	20	0	2	0	0	0	0	0	0	0	0
1800	22	0	20	0	1	0	0	0	0	0	0	0	0
1900	14	0	13	0	1	0	0	0	0	0	0	0	0
2000	11	0	11	0	0	0	0	0	0	0	0	0	0
2100	4	0	4	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0
07-19	333	4	290	2	35	0	1	0	0	0	0	0	0
06-22	377	4	330	2	38	0	1	0	0	0	0	0	0
06-00	380	4	333	2	38	0	1	0	0	0	0	0	0
00-00	389	4	342	3	38	0	1	0	0	0	0	0	0

Virtual Week (1)

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
Mon	395	4	340	0	49	0	0	0	0	1	1	0	0
Tue	398	8	345	1	42	1	1	0	0	0	0	0	0
Wed	414	4	353	4	49	0	2	0	1	0	1	0	0
Thu	423	4	372	3	40	2	2	0	0	0	0	0	0
Fri	446	6	396	2	41	0	1	0	0	0	0	0	0
Sat	355	2	316	4	32	0	0	0	1	0	0	0	0
Sun	293	3	271	5	14	0	0	0	0	0	0	0	0
5 Day Ave.	415	5	361	2	44	1	1	0	0	0	0	0	0
7 Day Ave.	389	4	342	3	38	0	1	0	0	0	0	0	0
--	2724	31	2393	19	267	3	6	0	2	1	2	0	0

Appendix B. LCC 2013 Historic ATC A581 Southport Road

Location	Grid Ref:	Dates:	Direction:	5 Day Average Volume:**	7 Day Average Volume:**	Mean Speed (mph):	85th %ile	Speed Limit	Max Speed Date	Max Speed Hr	Max Speed (mph)
A581 Southport Road, E of Ulmes Walton Lane at LC45, Ulmes Walton	351107	28/11/13-04/12/13	Eastbound	6143	5727	31	36	30	30/11/2013	13:00	90
	418758		Westbound	6418	5983	31	36		30/11/2013	13:00	90

Direction:	Av. No. HGV†	% HGV
Eastbound	205	4%
Westbound	246	4%

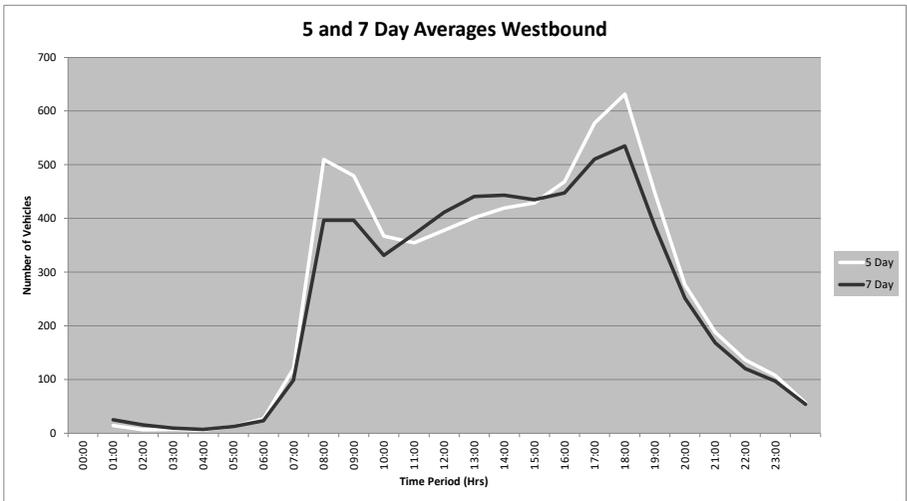
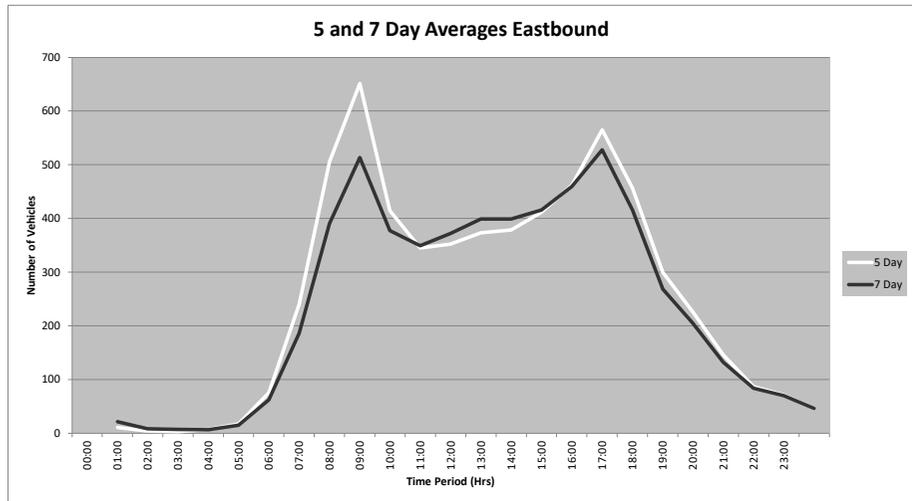
External influences known to have affected this data (road works, adverse weather etc.): None known

*Or average of all data collected on Mondays, Tuesdays, Wednesdays, Thursdays or Fridays.

**Or average of all data collected if greater or lesser than 7 days.

† Includes R2X, R3X, R4X, A3X, A4X, A5+X

Please be aware that this data was collected for a specific purpose and therefore may not be suitable for your needs.



Location: A581 Southport Road, E of Ulmes Walton Lane at LC45, Ulmes Walton
 Grid Ref: 351107 418758
 Dates: 28/11/13-04/12/13
 Direction: Eastbound

Average Day

Time	Total	Speed (mph)																Average Speed	85th %ile	
		< 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85			> 85
00:00	21	0	0	0	1	1	5	7	4	2	1	0	0	0	0	0	0	0	37.9	44.7
01:00	8	0	0	0	0	1	2	2	1	1	0	0	0	0	0	0	0	0	38.1	43.3
02:00	7	0	0	0	0	1	2	1	1	1	0	0	0	0	0	0	0	0	37.9	42.3
03:00	6	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	41.4	46.9
04:00	15	0	0	0	1	2	2	3	4	2	1	0	0	0	0	0	0	0	39.8	47.4
05:00	62	0	0	0	2	4	8	20	16	8	3	0	0	0	0	0	0	0	39.1	46.3
06:00	186	0	0	2	8	25	43	55	35	16	2	0	0	0	0	0	0	0	36.4	44.0
07:00	390	1	2	2	26	112	164	68	11	3	1	0	0	0	0	0	0	0	32.4	37.6
08:00	513	1	4	9	48	185	184	67	14	1	0	0	0	0	0	0	0	0	31.0	36.4
09:00	377	1	3	8	25	109	142	72	17	2	0	0	0	0	0	0	0	0	31.4	36.9
10:00	349	1	3	7	22	95	143	64	13	2	0	0	0	0	0	0	0	0	31.4	36.1
11:00	372	2	4	6	33	105	146	60	14	1	0	0	0	0	0	0	0	0	30.8	36.2
12:00	399	0	3	6	33	117	163	64	10	2	0	0	0	0	0	0	0	0	30.9	35.7
13:00	399	1	3	7	26	136	163	50	10	2	0	0	0	0	0	0	0	0	30.6	35.0
14:00	415	1	4	7	31	141	169	53	8	1	0	0	0	0	0	0	0	0	30.4	34.9
15:00	459	0	2	6	39	175	172	57	8	1	0	0	0	0	0	0	0	0	30.2	34.8
16:00	528	1	3	10	97	231	147	34	4	1	0	0	0	0	0	0	0	0	28.6	33.1
17:00	415	0	3	5	50	161	137	49	9	2	0	0	0	0	0	0	0	0	30.1	34.9
18:00	268	0	1	2	22	73	100	51	16	2	1	0	0	0	0	0	0	0	31.9	37.4
19:00	205	0	0	2	19	54	70	43	12	3	1	0	0	0	0	0	0	0	32.1	37.9
20:00	132	0	1	0	7	28	41	34	15	4	1	1	0	0	0	0	0	0	33.9	40.2
21:00	84	0	0	0	4	16	24	21	10	5	2	0	0	0	0	0	0	0	34.8	41.2
22:00	70	0	0	0	3	12	23	18	9	3	1	0	0	0	0	0	0	0	35.2	41.3
23:00	46	0	0	0	1	5	16	14	7	2	1	0	0	0	0	0	0	0	36.4	42.0
0700 - 1900	4885	8	33	75	453	1639	1830	689	135	21	3	1	0	0	0	0	0	0	30.7	35.6
0600 - 2200	5492	9	35	79	491	1762	2008	843	206	48	9	2	1	0	0	0	0	0	31.1	36.2
0600 - 0000	5607	9	35	79	494	1779	2046	875	222	53	11	3	1	0	0	0	0	0	31.2	36.3
0000 - 0000	5727	9	35	80	498	1787	2066	910	250	68	17	4	2	0	0	0	0	0	31.3	36.5

Location: A581 Southport Road, E of Ulnes Walton Lane at LC45, Ulnes Walton
 Grid Ref: 351107 418758
 Dates: 28/11/13-04/12/13
 Direction Eastbound
 28/11/2013

Time	Total	Speed (mph)																	Average	85th
		< 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	> 85	Speed	%ile
00:00	8	0	0	0	1	1	0	3	3	0	0	0	0	0	0	0	0	0	36.0	41.9
01:00	7	0	0	0	0	1	2	0	0	3	1	0	0	0	0	0	0	0	41.5	49.4
02:00	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	30.0	33.3
03:00	6	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	39.8	44.7
04:00	16	0	0	0	1	2	1	3	3	2	3	1	0	0	0	0	0	0	41.6	53.9
05:00	71	0	1	0	3	3	6	30	14	9	4	0	1	0	0	0	0	0	39.0	46.1
06:00	251	0	0	3	9	21	64	82	45	25	0	1	1	0	0	0	0	0	36.5	43.3
07:00	520	1	1	3	44	171	228	63	6	3	0	0	0	0	0	0	0	0	30.6	34.8
08:00	682	1	4	10	79	282	216	77	11	2	0	0	0	0	0	0	0	0	29.6	34.6
09:00	391	3	6	6	22	108	146	74	25	1	0	0	0	0	0	0	0	0	31.4	37.6
10:00	344	0	1	5	17	119	145	48	6	2	1	0	0	0	0	0	0	0	31.0	35.1
11:00	342	0	6	3	35	116	118	54	8	2	0	0	0	0	0	0	0	0	30.5	35.5
12:00	357	0	6	6	41	104	150	44	6	0	0	0	0	0	0	0	0	0	30.0	34.6
13:00	347	0	3	4	16	119	149	47	6	3	0	0	0	0	0	0	0	0	30.9	35.0
14:00	422	0	4	4	43	148	179	37	7	0	0	0	0	0	0	0	0	0	29.9	33.9
15:00	455	1	0	7	43	180	162	52	9	1	0	0	0	0	0	0	0	0	30.0	34.4
16:00	562	2	2	6	96	272	152	28	4	0	0	0	0	0	0	0	0	0	28.4	32.6
17:00	476	0	1	5	62	207	160	34	7	0	0	0	0	0	0	0	0	0	29.4	33.5
18:00	306	0	1	2	29	79	125	58	11	0	1	0	0	0	0	0	0	0	31.3	36.2
19:00	238	0	0	2	29	61	79	46	18	2	1	0	0	0	0	0	0	0	31.9	37.8
20:00	161	0	3	0	6	34	58	39	14	4	3	0	0	0	0	0	0	0	33.5	39.5
21:00	96	0	0	0	4	22	32	23	9	5	1	0	0	0	0	0	0	0	34.2	40.1
22:00	67	0	0	0	1	8	27	12	12	5	2	0	0	0	0	0	0	0	35.8	42.3
23:00	60	0	1	0	2	5	26	15	6	4	0	1	0	0	0	0	0	0	35.1	40.3
0700 - 1900	5204	8	35	61	527	1905	1930	616	106	14	2	0	0	0	0	0	0	0	30.1	34.7
0600 - 2200	5950	8	38	66	575	2043	2163	806	192	50	7	1	1	0	0	0	0	0	30.6	35.4
0600 - 0000	6077	8	39	66	578	2056	2216	833	210	59	9	2	1	0	0	0	0	0	30.7	35.5
0000 - 0000	6187	8	40	66	583	2064	2227	871	232	74	17	3	2	0	0	0	0	0	30.9	35.7

Location: A581 Southport Road, E of Ulnes Walton Lane at LC45, Ulnes Walton
 Grid Ref: 351107 418758
 Dates: 28/11/13-04/12/13
 Direction Eastbound
 29/11/2013

Time	Total	Speed (mph)																	Average	85th
		< 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	> 85	Speed	%ile
00:00	18	0	0	0	1	1	6	6	2	2	0	0	0	0	0	0	0	0	36.1	42.8
01:00	3	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	34.1	41.2
02:00	9	0	0	0	0	1	5	1	0	1	1	0	0	0	0	0	0	0	36.4	47.1
03:00	6	0	0	0	0	0	1	2	1	1	0	1	0	0	0	0	0	0	43.4	50.6
04:00	11	0	0	0	0	1	0	1	6	2	1	0	0	0	0	0	0	0	43.2	49.1
05:00	78	0	0	0	3	3	12	30	16	7	6	0	1	0	0	0	0	0	39.5	47.0
06:00	236	0	1	2	14	34	59	60	45	15	5	0	1	0	0	0	0	0	35.7	42.9
07:00	490	0	1	0	20	108	219	125	15	2	0	0	0	0	0	0	0	0	32.5	37.0
08:00	584	3	3	13	44	207	199	99	16	0	0	0	0	0	0	0	0	0	30.5	36.1
09:00	425	1	1	3	19	166	162	65	7	1	0	0	0	0	0	0	0	0	30.9	35.3
10:00	333	0	1	5	14	76	158	67	11	1	0	0	0	0	0	0	0	0	31.9	35.8
11:00	384	4	3	5	40	95	157	56	22	2	0	0	0	0	0	0	0	0	30.9	36.7
12:00	382	0	2	5	35	134	128	60	16	2	0	0	0	0	0	0	0	0	30.7	36.4
13:00	437	2	0	11	25	137	176	67	15	2	1	1	0	0	0	0	0	0	31.0	35.6
14:00	442	0	1	6	43	162	163	62	5	0	0	0	0	0	0	0	0	0	30.3	35.0
15:00	451	1	2	10	55	172	144	58	6	3	0	0	0	0	0	0	0	0	29.7	34.9
16:00	467	0	11	23	77	187	132	34	3	0	0	0	0	0	0	0	0	0	28.0	33.5
17:00	399	0	5	3	45	129	133	69	13	2	0	0	0	0	0	0	0	0	30.7	36.4
18:00	304	0	1	2	25	90	104	65	13	4	0	0	0	0	0	0	0	0	31.6	37.3
19:00	228	0	0	1	18	64	85	50	7	3	0	0	0	0	0	0	0	0	31.9	37.3
20:00	176	0	0	1	7	37	54	50	18	7	1	1	0	0	0	0	0	0	34.2	40.0
21:00	89	0	0	1	8	13	19	33	8	6	1	0	0	0	0	0	0	0	34.7	40.0
22:00	95	0	0	0	7	22	31	23	11	1	0	0	0	0	0	0	0	0	33.1	39.3
23:00	85	0	0	0	1	12	24	27	15	2	2	2	0	0	0	0	0	0	36.3	41.7
0700 - 1900	5098	11	31	86	442	1663	1875	827	142	19	1	1	0	0	0	0	0	0	30.7	35.8
0600 - 2200	5827	11	32	91	489	1811	2092	1020	220	50	8	2	1	0	0	0	0	0	31.1	36.3
0600 - 0000	6007	11	32	91	497	1845	2147	1070	246	53	10	4	1	0	0	0	0	0	31.2	36.4
0000 - 0000	6132	11	32	91	501	1853	2171	1110	271	67	18	5	2	0	0	0	0	0	31.4	36.6

Location: A581 Southport Road, E of Ulnes Walton Lane at LC45, Ulnes Walton
 Grid Ref: 351107 418758
 Dates: 28/11/13-04/12/13
 Direction Eastbound
 30/11/2013

Time	Total	Speed (mph)																	Average	85th
		< 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	> 85	Speed	%ile
00:00	51	0	0	1	4	4	11	15	11	2	3	0	0	0	0	0	0	0	36.7	43.1
01:00	17	0	0	0	1	3	0	7	4	2	0	0	0	0	0	0	0	0	36.8	42.2
02:00	15	0	0	0	0	3	2	4	5	0	0	1	0	0	0	0	0	0	37.8	43.1
03:00	6	0	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	39.7	42.5
04:00	9	0	0	0	0	1	2	1	2	3	0	0	0	0	0	0	0	0	39.2	47.0
05:00	33	0	0	0	1	1	6	8	9	5	3	0	0	0	0	0	0	0	40.2	49.3
06:00	64	0	0	1	5	5	11	15	14	10	0	0	1	1	0	0	0	0	38.4	47.1
07:00	137	0	0	0	10	21	37	35	23	9	1	0	1	0	0	0	0	0	35.2	42.0
08:00	233	0	2	3	13	48	80	58	27	2	0	0	0	0	0	0	0	0	33.3	39.4
09:00	349	0	6	16	22	59	130	75	34	7	0	0	0	0	0	0	0	0	32.3	38.9
10:00	382	1	3	19	25	88	140	81	22	3	0	0	0	0	0	0	0	0	31.5	37.1
11:00	467	1	9	13	32	144	179	78	10	1	0	0	0	0	0	0	0	0	30.4	35.8
12:00	478	0	0	15	31	151	194	72	12	3	0	0	0	0	0	0	0	0	31.0	35.5
13:00	453	2	3	6	26	153	185	62	12	3	0	0	0	0	0	0	0	1	30.9	35.2
14:00	411	1	3	2	19	120	180	72	10	4	0	0	0	0	0	0	0	0	31.6	36.1
15:00	457	0	1	5	31	158	183	72	7	0	0	0	0	0	0	0	0	0	30.7	35.3
16:00	454	0	2	1	47	173	173	48	9	1	0	0	0	0	0	0	0	0	30.2	34.6
17:00	306	0	1	1	25	98	121	46	11	3	0	0	0	0	0	0	0	0	31.3	36.0
18:00	192	0	1	1	15	52	68	38	13	2	2	0	0	0	0	0	0	0	32.2	38.3
19:00	173	1	0	2	9	28	63	58	6	4	1	0	1	0	0	0	0	0	33.2	38.1
20:00	100	1	0	0	7	13	29	30	17	2	1	0	0	0	0	0	0	0	34.6	41.1
21:00	91	1	0	0	7	25	29	17	10	1	1	0	0	0	0	0	0	0	32.5	39.0
22:00	85	0	0	0	2	20	32	21	5	2	1	2	0	0	0	0	0	0	34.0	39.2
23:00	66	0	0	0	0	8	24	24	9	0	1	0	0	0	0	0	0	0	35.6	40.1
0700 - 1900	4319	5	31	82	296	1265	1670	737	190	38	3	0	1	0	0	0	0	1	31.4	36.4
0600 - 2200	4747	8	31	85	324	1336	1802	857	237	55	6	0	3	1	1	0	0	1	31.6	36.8
0600 - 0000	4898	8	31	85	326	1364	1858	902	251	57	8	2	3	1	1	0	0	1	31.7	36.9
0000 - 0000	5029	8	31	86	332	1376	1879	940	284	70	14	3	3	1	1	0	0	1	31.9	37.1

Location: A581 Southport Road, E of Ulnes Walton Lane at LC45, Ulnes Walton
 Grid Ref: 351107 418758
 Dates: 28/11/13-04/12/13
 Direction Eastbound
 01/12/2013

Time	Total	Speed (mph)																	Average	85th
		< 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	> 85	Speed	%ile
00:00	46	0	0	0	1	2	14	13	8	4	1	2	0	0	1	0	0	0	38.6	45.6
01:00	20	0	0	0	0	2	8	6	2	1	1	0	0	0	0	0	0	0	36.9	43.3
02:00	17	0	0	1	1	2	5	2	3	1	1	1	0	0	0	0	0	0	35.9	45.1
03:00	4	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	38.6	42.3
04:00	11	0	0	0	0	2	2	3	2	2	0	0	0	0	0	0	0	0	37.0	43.7
05:00	23	0	0	0	1	2	7	6	4	2	1	0	0	0	0	0	0	0	37.2	44.4
06:00	36	0	0	1	5	3	5	9	5	6	2	0	0	0	0	0	0	0	36.0	45.8
07:00	69	0	0	0	5	15	11	24	5	6	3	0	0	0	0	0	0	0	35.5	43.1
08:00	105	1	2	3	5	12	36	26	15	2	2	1	0	0	0	0	0	0	34.1	41.5
09:00	220	1	4	10	17	42	78	55	12	1	0	0	0	0	0	0	0	0	31.3	37.6
10:00	336	1	5	5	8	76	154	67	18	2	0	0	0	0	0	0	0	0	32.1	36.5
11:00	377	2	7	8	32	85	174	57	11	1	0	0	0	0	0	0	0	0	30.8	35.9
12:00	449	0	3	7	25	129	221	59	4	1	0	0	0	0	0	0	0	0	30.8	34.7
13:00	448	0	3	5	28	141	208	48	14	1	0	0	0	0	0	0	0	0	30.8	34.8
14:00	441	2	5	9	27	148	188	55	7	0	0	0	0	0	0	0	0	0	30.3	34.8
15:00	449	1	5	5	20	151	193	62	10	2	0	0	0	0	0	0	0	0	30.8	35.3
16:00	419	0	1	1	45	171	155	38	8	0	0	0	0	0	0	0	0	0	29.9	34.3
17:00	320	0	2	1	24	104	112	62	13	2	0	0	0	0	0	0	0	0	31.4	36.6
18:00	187	0	0	1	11	45	70	34	20	5	1	0	0	0	0	0	0	0	33.1	38.9
19:00	132	0	0	2	8	34	57	20	10	1	0	0	0	0	0	0	0	0	32.0	37.1
20:00	95	1	0	1	3	18	23	30	11	7	0	1	0	0	0	0	0	0	34.9	41.9
21:00	61	0	0	0	3	11	13	18	9	4	1	1	0	1	0	0	0	0	36.0	41.2
22:00	49	0	0	0	2	6	16	11	9	4	1	0	0	0	0	0	0	0	35.9	43.2
23:00	29	0	0	0	1	3	5	8	6	4	1	0	1	0	0	0	0	0	39.0	47.5
0700 - 1900	3820	8	37	55	247	1119	1600	587	137	23	6	1	0	0	0	0	0	0	31.1	35.9
0600 - 2200	4144	9	37	59	266	1185	1698	664	172	41	9	3	0	1	0	0	0	0	31.4	36.2
0600 - 0000	4222	9	37	59	269	1194	1719	683	187	49	11	3	1	1	0	0	0	0	31.5	36.4
0000 - 0000	4343	9	37	60	272	1204	1756	714	208	59	15	6	1	1	1	0	0	0	31.6	36.6

Location: A581 Southport Road, E of Ulnes Walton Lane at LC45, Ulnes Walton
 Grid Ref: 351107 418758
 Dates: 28/11/13-04/12/13
 Direction Eastbound
 02/12/2013

Time	Total	Speed (mph)																	Average	85th
		< 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	> 85	Speed	%ile
00:00	9	0	0	0	0	0	1	4	1	0	3	0	0	0	0	0	0	0	42.5	52.1
01:00	4	0	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	35.7	40.4
02:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	38.1	38.1
03:00	6	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	38.8	42.0
04:00	24	0	0	0	2	2	6	5	6	2	1	0	0	0	0	0	0	0	36.8	42.7
05:00	87	0	1	0	2	5	9	28	28	11	3	0	0	0	0	0	0	0	38.9	45.1
06:00	244	0	0	1	10	35	49	70	58	20	1	0	0	0	0	0	0	0	36.4	43.8
07:00	510	1	2	8	41	150	219	83	4	1	1	0	0	0	0	0	0	0	30.7	35.5
08:00	633	0	1	7	39	249	267	61	8	1	0	0	0	0	0	0	0	0	30.4	34.2
09:00	397	0	0	0	13	106	158	104	13	2	0	1	0	0	0	0	0	0	32.7	37.6
10:00	310	1	6	2	18	85	131	55	12	0	0	0	0	0	0	0	0	0	31.2	36.2
11:00	315	1	2	8	18	97	124	52	11	2	0	0	0	0	0	0	0	0	30.9	36.2
12:00	359	0	2	2	31	97	145	64	14	4	0	0	0	0	0	0	0	0	31.5	36.7
13:00	362	0	1	9	33	129	138	42	9	0	1	0	0	0	0	0	0	0	30.2	34.6
14:00	373	3	2	8	20	123	163	41	12	1	0	0	0	0	0	0	0	0	30.7	34.9
15:00	426	0	1	3	34	187	149	42	9	1	0	0	0	0	0	0	0	0	30.1	34.4
16:00	588	1	1	9	132	250	149	41	4	1	0	0	0	0	0	0	0	0	28.2	32.6
17:00	433	2	2	12	49	163	137	60	6	2	0	0	0	0	0	0	0	0	29.8	35.0
18:00	265	0	2	0	17	65	99	58	23	1	0	0	0	0	0	0	0	0	32.4	37.9
19:00	194	0	0	2	15	53	59	35	23	4	3	0	0	0	0	0	0	0	32.8	40.2
20:00	132	0	0	0	11	27	44	33	13	1	1	2	0	0	0	0	0	0	33.7	39.4
21:00	73	0	0	1	2	10	19	20	14	6	1	0	0	0	0	0	0	0	35.8	42.5
22:00	42	0	0	0	1	10	7	14	7	1	2	0	0	0	0	0	0	0	35.6	41.1
23:00	23	0	0	0	1	1	9	5	4	2	1	0	0	0	0	0	0	0	37.0	42.7
0700 - 1900	4971	9	22	68	445	1701	1879	703	125	16	2	1	0	0	0	0	0	0	30.5	35.2
0600 - 2200	5614	9	22	72	483	1826	2050	861	233	47	8	3	0	0	0	0	0	0	31.0	36.0
0600 - 0000	5679	9	22	72	485	1837	2066	880	244	50	11	3	0	0	0	0	0	0	31.1	36.0
0000 - 0000	5810	9	23	72	490	1844	2083	922	283	63	18	3	0	0	0	0	0	0	31.2	36.2

Location: A581 Southport Road, E of Ulnes Walton Lane at LC45, Ulnes Walton
 Grid Ref: 351107 418758
 Dates: 28/11/13-04/12/13
 Direction Eastbound
 03/12/2013

Time	Total	Speed (mph)																Average	85th	
		< 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	> 85	Speed	%ile
00:00	4	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	37.4	43.4
01:00	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	44.4	47.4
02:00	3	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	44.3	47.0
03:00	7	0	0	0	0	0	2	0	3	0	1	1	0	0	0	0	0	0	43.8	53.9
04:00	17	0	0	0	1	1	2	1	5	4	2	0	1	0	0	0	0	0	42.2	49.9
05:00	64	0	0	1	1	3	8	15	20	12	3	1	0	0	0	0	0	0	39.9	46.5
06:00	232	0	0	1	7	35	55	74	38	17	4	0	0	0	0	1	0	0	36.1	42.8
07:00	523	1	5	1	28	165	233	81	9	0	0	0	0	0	0	0	0	0	31.1	35.5
08:00	680	2	12	17	77	243	260	64	5	0	0	0	0	0	0	0	0	0	29.3	33.8
09:00	436	1	2	6	39	150	148	79	10	1	0	0	0	0	0	0	0	0	30.7	36.0
10:00	344	0	1	3	23	82	158	61	13	3	0	0	0	0	0	0	0	0	31.7	36.2
11:00	340	3	1	3	25	84	144	61	19	0	0	0	0	0	0	0	0	0	31.5	36.9
12:00	362	2	3	2	17	73	154	92	13	5	1	0	0	0	0	0	0	0	32.3	37.2
13:00	347	0	1	6	22	125	136	43	12	2	0	0	0	0	0	0	0	0	30.8	35.3
14:00	390	0	10	17	37	134	142	39	8	3	0	0	0	0	0	0	0	0	29.5	34.3
15:00	501	0	2	6	44	196	185	58	10	0	0	0	0	0	0	0	0	0	30.1	34.6
16:00	571	0	1	9	125	264	142	27	0	1	2	0	0	0	0	0	0	0	28.1	32.6
17:00	451	0	1	3	45	181	169	43	8	1	0	0	0	0	0	0	0	0	30.1	34.2
18:00	312	0	2	5	34	89	120	48	10	3	0	1	0	0	0	0	0	0	30.8	35.9
19:00	244	0	0	2	25	66	75	54	19	2	0	1	0	0	0	0	0	0	32.0	38.1
20:00	113	0	1	0	6	29	29	28	14	4	1	0	1	0	0	0	0	0	33.8	40.2
21:00	96	0	1	0	5	19	32	18	7	7	6	0	1	0	0	0	0	0	35.3	43.4
22:00	76	0	1	0	5	13	20	18	12	5	2	0	0	0	0	0	0	0	35.4	43.0
23:00	22	0	0	1	0	2	6	8	2	3	0	0	0	0	0	0	0	0	36.3	42.3
0700 - 1900	5257	9	41	78	516	1786	1991	696	117	19	3	1	0	0	0	0	0	0	30.3	35.0
0600 - 2200	5942	9	43	81	559	1935	2182	870	195	49	14	2	2	0	0	1	0	0	30.8	35.7
0600 - 0000	6040	9	44	82	564	1950	2208	896	209	57	16	2	2	0	0	1	0	0	30.8	35.8
0000 - 0000	6137	9	44	83	566	1954	2222	914	238	77	22	4	3	0	0	1	0	0	31.0	36.0

Location: A581 Southport Road, E of Ulnes Walton Lane at LC45, Ulnes Walton
 Grid Ref: 351107 418758
 Dates: 28/11/13-04/12/13
 Direction Eastbound
 04/12/2013

Time	Total	Speed (mph)																	Average	85th
		< 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	> 85	Speed	%ile
00:00	14	0	0	0	1	1	1	6	3	2	0	0	0	0	0	0	0	0	37.8	44.2
01:00	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	37.5	39.3
02:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	42.7	42.7
03:00	10	0	0	0	0	0	0	3	2	3	0	1	1	0	0	0	0	0	45.5	52.7
04:00	16	0	0	0	1	2	1	5	4	2	0	1	0	0	0	0	0	0	38.4	46.0
05:00	77	0	0	0	2	8	11	24	18	11	3	0	0	0	0	0	0	0	38.6	45.7
06:00	238	0	1	3	6	39	55	72	39	16	5	2	0	0	0	0	0	0	35.7	42.7
07:00	483	1	2	3	37	155	198	67	18	2	0	0	0	0	0	0	0	0	31.0	35.3
08:00	676	0	3	10	79	255	228	87	14	0	0	0	0	0	0	0	0	0	29.9	34.9
09:00	424	0	0	12	45	130	169	51	16	1	0	0	0	0	0	0	0	0	30.4	35.1
10:00	393	1	2	8	47	140	116	68	7	3	1	0	0	0	0	0	0	0	30.1	35.8
11:00	379	0	3	4	52	113	125	62	19	0	1	0	0	0	0	0	0	0	30.7	36.2
12:00	404	1	2	8	48	129	150	58	7	1	0	0	0	0	0	0	0	0	30.2	35.1
13:00	399	2	7	9	31	151	150	43	5	1	0	0	0	0	0	0	0	0	29.7	34.5
14:00	429	0	2	2	29	155	169	63	7	2	0	0	0	0	0	0	0	0	30.6	35.1
15:00	474	0	2	3	45	179	185	53	7	0	0	0	0	0	0	0	0	0	30.0	34.6
16:00	635	1	2	22	156	297	129	23	3	2	0	0	0	0	0	0	0	0	27.3	31.4
17:00	523	0	8	13	102	242	128	26	2	2	0	0	0	0	0	0	0	0	27.9	32.5
18:00	309	0	3	0	25	88	115	56	20	2	0	0	0	0	0	0	0	0	31.7	37.2
19:00	225	0	1	2	28	72	73	41	4	4	0	0	0	0	0	0	0	0	30.7	36.7
20:00	148	0	1	0	8	38	53	30	15	1	1	1	0	0	0	0	0	0	32.9	39.0
21:00	79	0	0	0	2	15	23	21	11	7	0	0	0	0	0	0	0	0	35.2	42.3
22:00	76	0	0	1	1	5	27	27	9	4	2	0	0	0	0	0	0	0	36.3	40.8
23:00	35	0	0	0	0	3	17	10	4	0	1	0	0	0	0	0	0	0	35.4	39.5
0700 - 1900	5528	6	36	94	696	2034	1862	657	125	16	2	0	0	0	0	0	0	0	29.8	34.6
0600 - 2200	6218	6	39	99	740	2198	2066	821	194	44	8	3	0	0	0	0	0	0	30.2	35.2
0600 - 0000	6329	6	39	100	741	2206	2110	858	207	48	11	3	0	0	0	0	0	0	30.3	35.3
0000 - 0000	6449	6	39	100	745	2217	2124	896	236	66	14	5	1	0	0	0	0	0	30.4	35.5

Location: A581 Southport Road, E of Ulmes Walton Lane at LC45, Ulmes Walton
 Grid Ref: 351107 418758
 Dates: 28/11/13-04/12/13
 Direction: Westbound

Average Day

Time	Total	Speed (mph)																Average Speed	85th %ile	
		< 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85			> 85
00:00	25	0	0	0	0	2	6	8	5	2	1	0	0	0	0	0	0	0	38.6	45.4
01:00	15	0	0	0	0	1	3	4	4	2	0	0	0	0	0	0	0	0	39.5	45.6
02:00	9	0	0	0	1	1	2	1	2	2	0	0	0	0	0	0	0	0	38.0	45.0
03:00	7	0	0	0	0	0	2	2	1	1	1	0	0	0	0	0	0	0	41.7	49.5
04:00	13	0	0	0	0	3	3	3	2	1	0	0	0	0	0	0	0	0	35.5	41.8
05:00	23	0	0	0	1	4	5	5	5	1	1	0	0	0	0	0	0	0	37.2	44.5
06:00	98	0	1	0	5	20	32	23	12	4	1	0	0	0	0	0	0	0	34.4	41.1
07:00	396	5	20	36	71	140	86	28	8	1	1	0	0	0	0	0	0	0	28.4	34.2
08:00	397	3	10	22	50	134	122	44	9	2	0	0	0	0	0	0	0	0	29.4	35.0
09:00	331	2	6	12	29	87	132	52	9	2	0	0	0	0	0	0	0	0	30.4	35.9
10:00	370	1	6	13	26	97	163	51	10	2	1	0	0	0	0	0	0	0	30.6	35.3
11:00	411	2	7	14	29	124	165	57	11	2	0	0	0	0	0	0	0	0	30.3	35.3
12:00	440	1	6	15	28	127	191	61	10	2	0	0	0	0	0	0	0	0	30.5	35.2
13:00	443	2	7	15	38	150	165	52	11	2	0	0	0	0	0	0	0	0	29.8	34.8
14:00	435	2	7	12	36	135	173	56	11	2	0	0	0	0	0	0	0	0	30.2	35.2
15:00	448	1	5	14	33	134	188	59	12	2	0	0	0	0	0	0	0	0	30.5	35.2
16:00	510	2	7	20	53	170	197	50	9	2	1	0	0	0	0	0	0	0	29.8	34.5
17:00	535	2	8	11	53	168	207	68	15	2	0	0	0	0	0	0	0	0	30.6	35.2
18:00	385	1	2	3	13	93	166	81	21	5	1	0	0	0	0	0	0	0	32.7	37.5
19:00	252	1	1	1	9	54	103	55	20	4	2	0	0	0	0	0	0	0	33.3	38.7
20:00	168	0	1	1	3	26	66	45	18	5	1	1	0	0	0	0	0	0	34.5	40.1
21:00	120	0	1	1	1	19	40	33	16	6	2	0	0	0	0	0	0	0	35.2	41.2
22:00	97	0	0	1	2	13	33	27	13	6	2	0	0	0	0	0	0	0	35.8	42.0
23:00	53	0	0	0	1	8	15	15	10	3	1	1	0	0	0	0	0	0	36.4	42.8
0700 - 1900	5102	24	92	187	457	1560	1955	660	136	24	5	1	0	0	0	0	0	0	30.3	35.3
0600 - 2200	5740	26	95	190	476	1680	2197	816	201	43	12	3	1	1	0	0	0	0	30.7	35.8
0600 - 0000	5890	26	95	190	479	1700	2245	858	224	52	14	4	1	1	0	0	0	0	30.8	35.9
0000 - 0000	5983	26	95	191	481	1711	2266	881	244	61	19	5	2	1	0	0	0	0	30.9	36.1

Location: A581 Southport Road, E of Ulmes Walton Lane at LC45, Ulmes Walton
 Grid Ref: 351107 418758
 Dates: 28/11/13-04/12/13
 Direction Westbound
 28/11/2013

Time	Total	Speed (mph)																	Average	85th
		< 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	> 85	Speed	%ile
00:00	16	0	0	0	0	1	3	3	7	0	1	0	0	0	0	1	0	41.3	43.8	
01:00	6	0	0	0	0	0	1	1	1	2	1	0	0	0	0	0	0	42.8	49.1	
02:00	4	0	0	0	1	0	1	0	1	1	0	0	0	0	0	0	0	35.6	43.7	
03:00	4	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	41.4	47.8	
04:00	9	0	0	0	1	1	3	2	2	0	0	0	0	0	0	0	0	34.0	39.8	
05:00	24	0	0	0	0	2	7	7	6	1	1	0	0	0	0	0	0	37.4	43.3	
06:00	113	0	1	0	4	21	41	23	15	6	1	0	0	1	0	0	0	34.5	41.1	
07:00	506	6	20	34	92	214	106	30	2	2	0	0	0	0	0	0	0	26.9	32.2	
08:00	480	7	21	24	56	159	155	49	6	3	0	0	0	0	0	0	0	28.4	34.4	
09:00	383	3	7	11	23	98	154	73	14	0	0	0	0	0	0	0	0	30.9	36.2	
10:00	346	0	5	7	27	121	144	39	1	1	1	0	0	0	0	0	0	30.0	34.1	
11:00	358	0	6	8	32	133	127	45	6	1	0	0	0	0	0	0	0	29.9	34.6	
12:00	383	0	8	18	41	146	134	29	7	0	0	0	0	0	0	0	0	28.9	33.5	
13:00	435	3	6	8	35	153	147	64	13	5	1	0	0	0	0	0	0	30.4	35.7	
14:00	414	2	7	6	42	109	175	62	11	0	0	0	0	0	0	0	0	30.5	35.6	
15:00	459	3	8	21	37	137	185	64	4	0	0	0	0	0	0	0	0	29.7	34.9	
16:00	539	5	12	32	43	181	199	56	10	1	0	0	0	0	0	0	0	29.1	34.4	
17:00	645	3	21	23	94	285	176	33	8	2	0	0	0	0	0	0	0	27.9	32.9	
18:00	497	0	2	4	19	136	222	90	17	6	0	0	0	1	0	0	0	32.0	36.5	
19:00	318	1	3	4	20	63	150	62	11	3	1	0	0	0	0	0	0	32.0	36.9	
20:00	219	0	1	1	6	26	81	79	21	2	2	0	0	0	0	0	0	34.4	39.0	
21:00	147	0	1	1	3	22	55	40	20	3	2	0	0	0	0	0	0	34.5	40.3	
22:00	113	0	1	0	2	14	36	35	14	4	3	1	1	0	1	1	0	36.7	41.9	
23:00	59	0	0	0	1	6	15	27	8	1	0	0	1	0	0	0	0	36.3	40.3	
0700 - 1900	5445	32	123	196	541	1872	1924	634	99	21	2	0	0	1	0	0	0	29.4	34.5	
0600 - 2200	6242	33	129	202	574	2004	2251	838	166	35	8	0	0	2	0	0	0	30.0	35.1	
0600 - 0000	6414	33	130	202	577	2024	2302	900	188	40	11	1	2	2	1	1	0	30.1	35.2	
0000 - 0000	6477	33	130	202	579	2028	2318	914	206	44	15	1	2	2	1	1	1	30.2	35.3	

Location: A581 Southport Road, E of Ulnes Walton Lane at LC45, Ulnes Walton
 Grid Ref: 351107 418758
 Dates: 28/11/13-04/12/13
 Direction Westbound
 29/11/2013

Time	Total	Speed (mph)																Average	85th	
		< 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	> 85	Speed	%ile
00:00	18	1	0	1	0	0	2	8	2	1	2	0	0	1	0	0	0	0	38.0	48.2
01:00	10	0	0	0	0	1	2	1	3	1	1	1	0	0	0	0	0	0	41.2	50.7
02:00	9	0	0	0	1	1	1	1	1	2	2	0	0	0	0	0	0	0	39.7	49.6
03:00	9	0	0	0	0	0	2	2	1	2	2	0	0	0	0	0	0	0	42.3	50.0
04:00	14	0	0	0	1	4	4	3	2	0	0	0	0	0	0	0	0	0	33.6	38.7
05:00	27	0	0	0	0	3	9	5	7	2	1	0	0	0	0	0	0	0	38.0	43.7
06:00	109	1	1	0	7	24	31	28	14	2	1	0	0	0	0	0	0	0	33.4	40.5
07:00	471	5	19	66	97	164	92	23	5	0	0	0	0	0	0	0	0	0	25.8	31.9
08:00	412	2	8	23	47	139	119	60	12	2	0	0	0	0	0	0	0	0	29.4	35.5
09:00	359	2	1	3	32	94	170	49	6	2	0	0	0	0	0	0	0	0	30.8	35.1
10:00	327	2	3	5	25	77	147	49	15	2	1	1	0	0	0	0	0	0	31.3	35.8
11:00	381	4	6	5	19	110	157	61	17	2	0	0	0	0	0	0	0	0	31.0	36.2
12:00	416	0	6	13	26	121	172	67	9	2	0	0	0	0	0	0	0	0	30.8	35.8
13:00	400	3	5	19	22	126	149	61	14	1	0	0	0	0	0	0	0	0	30.3	35.7
14:00	464	1	3	6	25	138	209	70	8	3	1	0	0	0	0	0	0	0	31.1	35.4
15:00	493	2	3	11	41	151	206	58	18	2	0	0	1	0	0	0	0	0	30.6	35.0
16:00	608	1	6	24	65	184	242	71	15	0	0	0	0	0	0	0	0	0	29.9	34.7
17:00	639	2	10	14	51	157	274	98	33	0	0	0	0	0	0	0	0	0	30.9	35.8
18:00	412	0	0	1	6	94	196	88	22	4	0	1	0	0	0	0	0	0	32.9	37.3
19:00	289	2	0	1	8	67	111	70	27	0	2	1	0	0	0	0	0	0	33.2	38.3
20:00	167	0	1	2	1	29	72	39	12	9	2	0	0	0	0	0	0	0	34.2	39.4
21:00	143	0	2	1	1	24	50	44	10	9	2	0	0	0	0	0	0	0	34.6	39.8
22:00	110	0	0	0	5	16	37	25	19	6	2	0	0	0	0	0	0	0	35.5	43.3
23:00	81	0	0	0	1	10	25	18	19	5	1	2	0	0	0	0	0	0	37.1	44.1
0700 - 1900	5382	24	70	190	456	1555	2133	755	174	20	2	2	1	0	0	0	0	0	30.3	35.3
0600 - 2200	6090	27	74	194	473	1699	2397	936	237	40	9	3	1	0	0	0	0	0	30.7	35.7
0600 - 0000	6281	27	74	194	479	1725	2459	979	275	51	12	5	1	0	0	0	0	0	30.9	36.0
0000 - 0000	6368	28	74	195	481	1734	2479	999	291	59	20	6	1	1	0	0	0	0	31.0	36.1

Location: A581 Southport Road, E of Ulmes Walton Lane at LC45, Ulmes Walton
 Grid Ref: 351107 418758
 Dates: 28/11/13-04/12/13
 Direction Westbound
 30/11/2013

Time	Total	Speed (mph)																Average	85th	
		< 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	> 85	Speed	%ile
00:00	53	1	0	0	0	6	16	16	9	4	0	0	1	0	0	0	0	0	36.3	42.7
01:00	37	0	0	0	0	4	8	14	6	5	0	0	0	0	0	0	0	0	38.0	44.4
02:00	19	0	0	0	0	2	4	3	6	3	1	0	0	0	0	0	0	0	38.9	45.2
03:00	7	0	0	0	0	2	0	1	2	1	1	0	0	0	0	0	0	0	39.8	46.4
04:00	11	0	0	0	0	3	1	3	3	1	0	0	0	0	0	0	0	0	36.1	44.1
05:00	14	0	0	0	1	1	1	3	5	1	2	0	0	0	0	0	0	0	40.5	49.8
06:00	46	0	1	0	0	12	13	5	10	2	2	1	0	0	0	0	0	0	35.7	44.1
07:00	153	0	2	1	2	28	59	38	16	4	2	1	0	0	0	0	0	0	34.1	39.9
08:00	234	0	4	6	14	65	81	51	9	1	3	0	0	0	0	0	0	0	31.5	37.5
09:00	289	2	3	16	27	63	106	61	6	4	0	1	0	0	0	0	0	0	30.7	36.5
10:00	460	1	3	19	22	110	227	67	9	2	0	0	0	0	0	0	0	0	30.9	35.3
11:00	515	3	10	35	40	163	197	57	7	3	0	0	0	0	0	0	0	0	29.3	34.3
12:00	540	0	5	17	25	134	261	82	13	3	0	0	0	0	0	0	0	0	31.2	35.5
13:00	510	2	12	24	36	163	201	58	13	0	0	0	0	0	0	0	0	1	29.8	34.8
14:00	466	2	11	19	30	137	186	54	22	5	0	0	0	0	0	0	0	0	30.4	36.2
15:00	394	1	1	10	29	123	169	50	10	1	0	0	0	0	0	0	0	0	30.7	35.0
16:00	359	0	0	1	18	106	158	62	7	4	3	0	0	0	0	0	0	0	31.9	35.8
17:00	333	0	2	1	8	55	156	86	21	3	1	0	0	0	0	0	0	0	33.3	37.4
18:00	262	0	1	0	3	43	117	70	21	6	1	0	0	0	0	0	0	0	33.9	38.6
19:00	200	2	0	1	9	40	80	42	15	7	3	0	1	0	0	0	0	0	33.3	39.5
20:00	127	0	0	1	1	17	56	29	20	1	1	1	0	0	0	0	0	0	34.7	40.8
21:00	94	0	1	1	0	15	28	30	11	5	2	0	1	0	0	0	0	0	35.4	40.7
22:00	80	1	0	1	2	14	32	16	9	3	2	0	0	0	0	0	0	0	33.8	40.0
23:00	67	1	0	1	0	17	21	16	9	2	0	0	0	0	0	0	0	0	33.8	40.9
0700 - 1900	4515	11	54	149	254	1190	1918	736	154	36	10	2	0	0	0	0	1	31.1	36.0	
0600 - 2200	4982	13	56	152	264	1274	2095	842	210	51	18	4	2	0	0	0	1	31.4	36.4	
0600 - 0000	5129	15	56	154	266	1305	2148	874	228	56	20	4	2	0	0	0	1	31.5	36.5	
0000 - 0000	5270	16	56	154	267	1323	2178	914	259	71	24	4	3	0	0	0	1	31.7	36.7	

Location: A581 Southport Road, E of Ulnes Walton Lane at LC45, Ulnes Walton
 Grid Ref: 351107 418758
 Dates: 28/11/13-04/12/13
 Direction: Westbound
 01/12/2013

Time	Total	Speed (mph)																	Average	85th
		< 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	> 85	Speed	%ile
00:00	53	0	0	0	0	4	13	18	11	4	1	1	0	0	0	0	0	0	38.4	44.1
01:00	37	0	0	0	2	3	8	8	8	5	0	2	0	0	0	1	0	0	39.6	47.9
02:00	14	0	0	0	2	0	5	3	2	2	0	0	0	0	0	0	0	0	35.5	43.0
03:00	16	0	0	0	0	0	5	3	4	4	0	0	0	0	0	0	0	0	39.5	45.3
04:00	17	0	0	0	0	1	5	8	1	2	0	0	0	0	0	0	0	0	36.8	40.0
05:00	16	0	0	0	0	3	1	1	5	3	2	1	0	0	0	0	0	0	41.6	50.5
06:00	42	0	1	0	1	6	14	9	7	1	3	0	0	0	0	0	0	0	35.4	42.1
07:00	73	0	2	0	4	14	24	20	6	1	1	0	1	0	0	0	0	0	33.6	38.8
08:00	146	1	1	2	10	24	65	31	9	3	0	0	0	0	0	0	0	0	32.3	37.4
09:00	192	2	11	17	11	45	64	30	9	3	0	0	0	0	0	0	0	0	29.7	37.6
10:00	362	0	8	13	16	80	165	64	13	2	1	0	0	0	0	0	0	0	31.3	36.4
11:00	475	1	5	27	38	127	204	62	10	1	0	0	0	0	0	0	0	0	30.1	35.1
12:00	538	1	7	16	20	157	254	74	8	1	0	0	0	0	0	0	0	0	30.7	35.0
13:00	494	1	6	15	53	180	185	50	3	1	0	0	0	0	0	0	0	0	29.5	34.1
14:00	436	3	6	11	27	142	190	46	10	1	0	0	0	0	0	0	0	0	30.2	34.3
15:00	398	0	6	9	28	123	164	53	13	2	0	0	0	0	0	0	0	0	30.7	35.4
16:00	326	0	0	1	11	94	152	53	11	2	2	0	0	0	0	0	0	0	31.7	36.0
17:00	256	2	2	1	5	66	95	65	14	5	0	0	1	0	0	0	0	0	32.8	37.6
18:00	195	1	3	0	1	31	88	48	18	3	2	0	0	0	0	0	0	0	33.8	38.6
19:00	177	0	1	1	6	33	65	43	17	9	0	2	0	0	0	0	0	0	34.3	40.3
20:00	110	0	0	1	1	7	44	36	16	4	1	0	0	0	0	0	0	0	35.6	41.0
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22:00	58	0	0	0	0	6	18	19	8	6	1	0	0	0	0	0	0	0	36.7	44.0
23:00	28	0	1	0	0	1	10	9	5	2	0	0	0	0	0	0	0	0	36.1	43.4
0700 - 1900	3891	12	57	112	224	1083	1650	596	124	25	6	0	2	0	0	0	0	0	30.9	35.7
0600 - 2200	4282	13	59	114	233	1135	1794	698	176	41	15	2	2	0	0	0	0	0	31.3	36.2
0600 - 0000	4368	13	60	114	233	1142	1822	726	189	49	16	2	2	0	0	0	0	0	31.4	36.4
0000 - 0000	4521	13	60	114	237	1153	1859	767	220	69	19	6	3	0	0	1	0	0	31.6	36.7

Location: A581 Southport Road, E of Ulnes Walton Lane at LC45, Ulnes Walton
 Grid Ref: 351107 418758
 Dates: 28/11/13-04/12/13
 Direction Westbound
 02/12/2013

Time	Total	Speed (mph)																Average	85th	
		< 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	> 85	Speed	%ile
00:00	13	0	0	0	0	1	3	4	3	1	1	0	0	0	0	0	0	0	39.0	45.3
01:00	5	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	41.6	43.0
02:00	3	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	40.0	44.5
03:00	6	0	0	0	0	0	0	3	1	0	0	2	0	0	0	0	0	0	44.0	56.0
04:00	16	0	0	0	1	2	3	2	3	3	1	0	1	0	0	0	0	0	39.4	47.2
05:00	29	0	2	0	0	6	6	10	4	1	0	0	0	0	0	0	0	0	33.8	40.0
06:00	118	0	1	0	4	18	41	33	14	6	1	0	0	0	0	0	0	0	34.9	40.6
07:00	506	12	40	50	81	178	104	31	9	0	1	0	0	0	0	0	0	0	26.0	32.7
08:00	475	5	10	24	47	184	153	41	11	0	0	0	0	0	0	0	0	0	28.8	34.0
09:00	322	0	6	7	19	89	130	58	10	1	2	0	0	0	0	0	0	0	31.1	36.2
10:00	344	1	7	16	26	83	155	41	13	2	0	0	0	0	0	0	0	0	30.3	35.3
11:00	373	2	6	9	20	102	149	64	17	2	0	2	0	0	0	0	0	0	31.3	36.6
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19:00	229	0	0	0	3	40	91	60	25	4	6	0	0	0	0	0	0	0	34.5	39.9
20:00	192	0	0	1	8	38	60	50	23	8	1	2	0	1	0	0	0	0	34.7	41.5
21:00	120	1	0	2	2	18	33	32	20	9	2	1	0	0	0	0	0	0	35.7	43.0
22:00	76	0	0	0	1	9	18	24	16	6	1	1	0	0	0	0	0	0	37.2	43.5
23:00	39	0	0	0	0	5	11	12	5	3	1	1	0	0	1	0	0	0	37.7	44.3
0700 - 1900	5206	29	100	178	452	1629	1978	646	157	27	7	3	0	0	0	0	0	0	30.0	35.0
0600 - 2200	5865	30	101	181	469	1743	2203	821	239	54	17	6	0	1	0	0	0	0	30.6	35.7
0600 - 0000	5980	30	101	181	470	1757	2232	857	260	63	19	8	0	1	1	0	0	0	30.7	35.9
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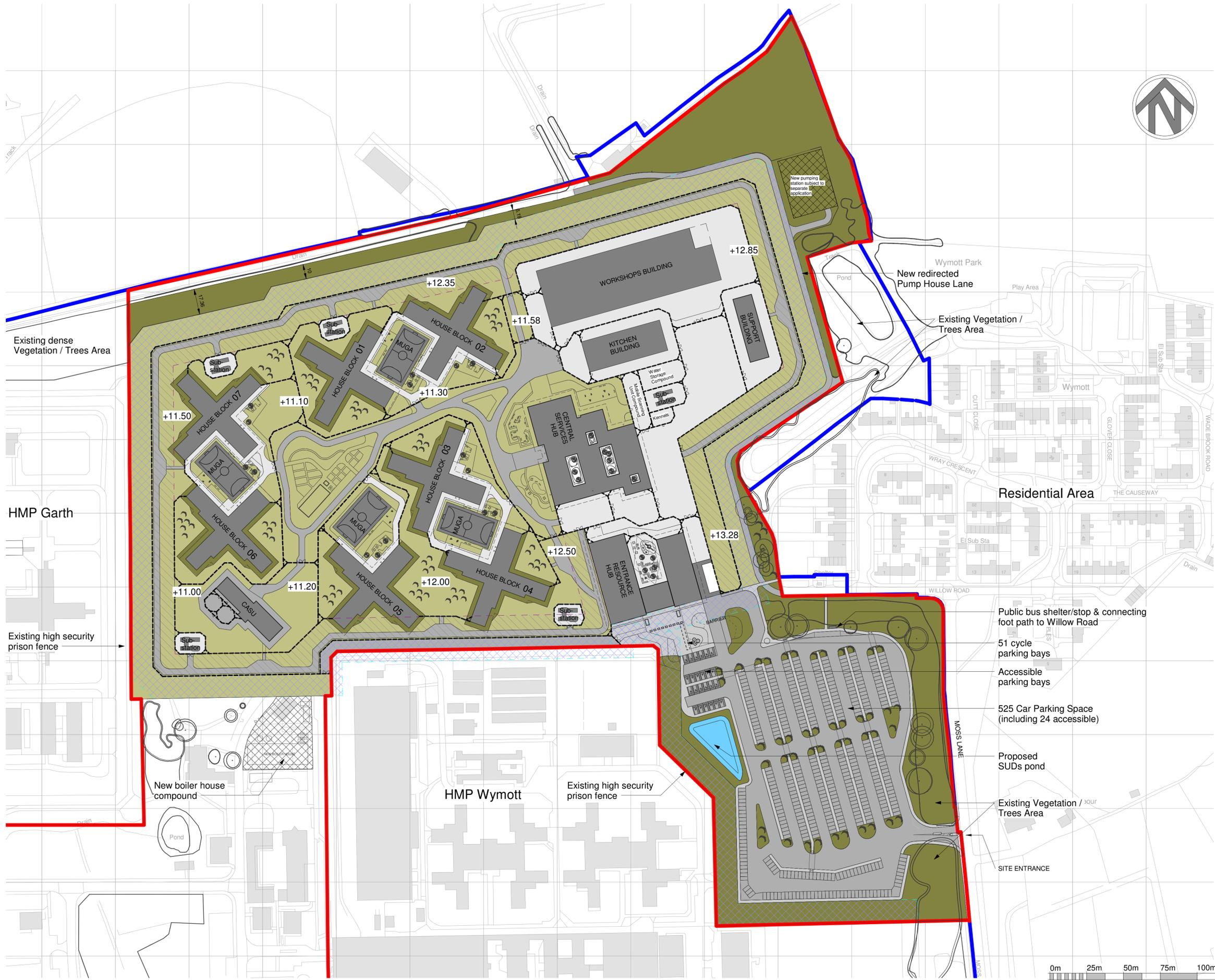
Location: A581 Southport Road, E of Ulnes Walton Lane at LC45, Ulnes Walton
 Grid Ref: 351107 418758
 Dates: 28/11/13-04/12/13
 Direction Westbound
 03/12/2013

Time	Total	Speed (mph)																Average	85th	
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01:00	4	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	36.5	43.0
02:00	8	0	0	0	1	2	2	1	1	1	0	0	0	0	0	0	0	0	33.9	41.0
03:00	4	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	44.5	53.6
04:00	10	0	0	0	0	2	2	3	2	0	1	0	0	0	0	0	0	0	37.1	43.1
05:00	24	0	0	0	2	5	9	3	2	1	2	0	0	0	0	0	0	0	34.4	43.1
06:00	122	0	1	0	4	27	39	32	9	7	0	2	0	0	1	0	0	0	34.5	40.1
07:00	510	8	38	47	91	172	116	31	5	2	0	0	0	0	0	0	0	0	26.1	32.3
08:00	502	4	16	34	64	163	158	47	14	2	0	0	0	0	0	0	0	0	28.5	34.2
09:00	373	2	3	14	26	83	170	59	13	3	0	0	0	0	0	0	0	0	31.1	36.1
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13:00	423	0	2	12	42	147	163	46	8	3	0	0	0	0	0	0	0	0	30.0	34.6
14:00	419	2	12	23	64	151	120	41	5	0	1	0	0	0	0	0	0	0	28.3	33.6
15:00	479	0	5	14	32	127	213	74	9	4	1	0	0	0	0	0	0	0	30.8	35.7
16:00	602	1	9	25	79	228	219	33	6	1	1	0	0	0	0	0	0	0	28.8	33.3
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19:00	252	0	0	1	2	71	103	49	20	5	1	0	0	0	0	0	0	0	33.2	38.2
20:00	175	0	0	1	3	28	66	45	23	7	1	1	0	0	0	0	0	0	34.9	41.5
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Location: A581 Southport Road, E of Ulnes Walton Lane at LC45, Ulnes Walton
 Grid Ref: 351107 418758
 Dates: 28/11/13-04/12/13
 Direction Westbound
 04/12/2013

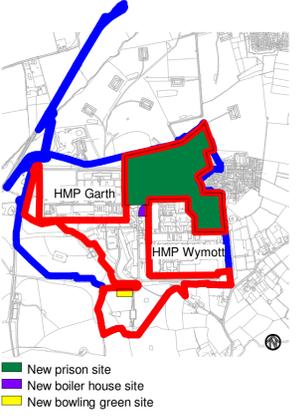
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01:00	7	0	0	0	0	1	1	2	3	0	0	0	0	0	0	0	0	0	36.9	40.9
02:00	9	0	0	0	0	0	1	2	2	4	0	0	0	0	0	0	0	0	42.5	48.2
03:00	6	0	0	0	0	0	2	1	1	1	1	0	0	0	0	0	0	0	40.5	47.4
04:00	11	0	0	1	0	5	2	2	1	0	0	0	0	0	0	0	0	0	31.3	39.6
05:00	29	0	0	0	3	7	4	7	7	0	1	0	0	0	0	0	0	0	34.9	41.2
06:00	138	0	0	0	15	33	44	28	14	2	2	0	0	0	0	0	0	0	32.6	39.0
07:00	555	7	22	51	127	213	98	26	10	0	1	0	0	0	0	0	0	0	26.1	31.8
08:00	527	4	12	43	109	202	121	30	5	1	0	0	0	0	0	0	0	0	27.1	32.2
09:00	399	3	14	14	65	134	133	31	5	0	0	0	0	0	0	0	0	0	28.3	33.7
10:00	424	1	15	25	52	129	146	46	9	0	1	0	0	0	0	0	0	0	28.8	34.1
11:00	415	3	12	8	26	141	171	44	9	1	0	0	0	0	0	0	0	0	29.9	34.6
12:00	416	3	6	15	35	117	174	59	6	1	0	0	0	0	0	0	0	0	30.1	35.2
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16:00	568	4	15	38	74	188	208	34	4	2	0	0	0	1	0	0	0	0	28.3	33.6
17:00	670	5	9	20	105	241	234	48	7	1	0	0	0	0	0	0	0	0	28.6	33.2
18:00	443	0	1	4	12	142	174	79	28	3	0	0	0	0	0	0	0	0	32.2	37.3
19:00	296	2	1	0	15	67	124	60	23	3	1	0	0	0	0	0	0	0	32.5	37.7
20:00	187	0	2	0	3	38	86	38	13	5	2	0	0	0	0	0	0	0	33.3	37.7
21:00	127	0	2	1	2	23	41	31	19	5	2	0	1	0	0	0	0	0	34.7	40.9
22:00	112	0	0	2	3	12	42	33	11	8	1	0	0	0	0	0	0	0	35.1	40.2
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Appendix C. Proposed Site Masterplan



- Road
- MUGA (Multi Use Games Area)
- Building Footprint
- 15m inner open space
- 15m outer open space
- Application Red Line Boundary
- Ownership Boundary
- Security Fence
- Vegetation / Trees

For proposed & existing hard and soft landscaping please refer to drawing: 608623-0000-PEV-GHX0011-XX-DR-L-0301_Comprensive Landscape Masterplan



Rev	Date	Description
P06	13.07.2021	Amendments following review
P05	09.07.2021	Amendments following review
P04	05.07.2021	Amendments following review
P03	25.06.2021	Amendments following review
P02	13.05.2021	Minor amendments following review
P01	14.04.2021	First Issue

This document references the following linked files

File Reference	Status	Revision
608623-0000-PEV-GHX0011-ZZ-M3-A-0001-D0200	S1	P 00

Project Status
RIBA Stage 2

Client Project
New Prisons Programme
 Ministry of Justice, 102 Petty France, London, SW1H 9AJ

Project Description / Site
 New Prisons Programme
 Garth Wymott 2

Project Address
 Site Adjacent to HMP Garth & HMP Wymott

Building Type
 Site Infrastructure

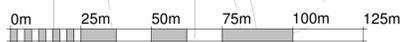
Drawing Title
 Site-Block Plan-Proposed-PLANNING

	Drawn By	MDA	Date	14.04.2021
	Checked By	RPP	Date	14.04.2021
	Approved By	RPP	Date	14.04.2021

Drawing Number
 608623-0000-PEV-GHX0011-ZZ-DR-A-9100 Delref
 B0700

Sheet No. 1 of 1 Scale As indicated Orig. Sheet Size @ A1 Rev. P06

Data Security Classification OFFICIAL Suitability S3



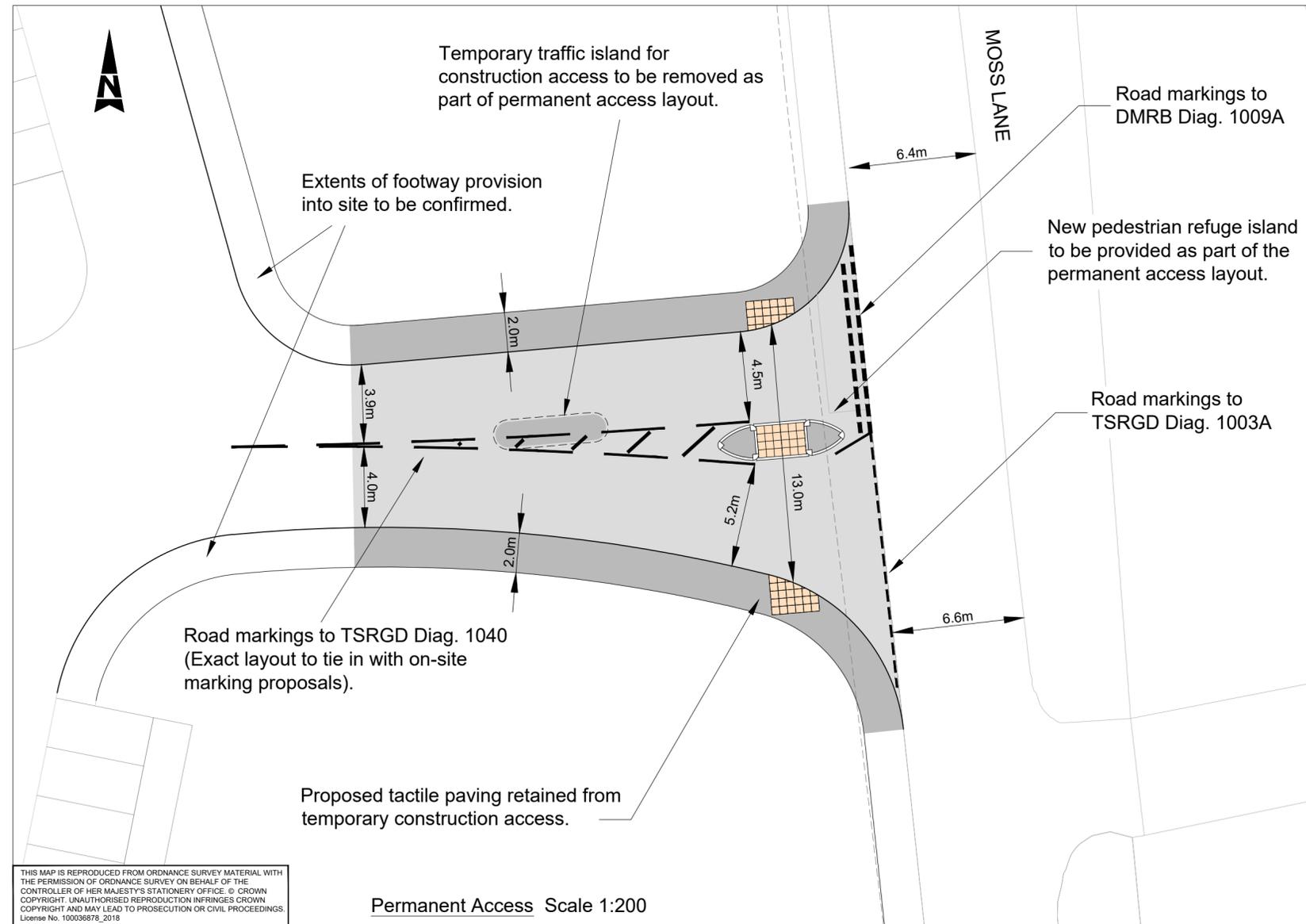
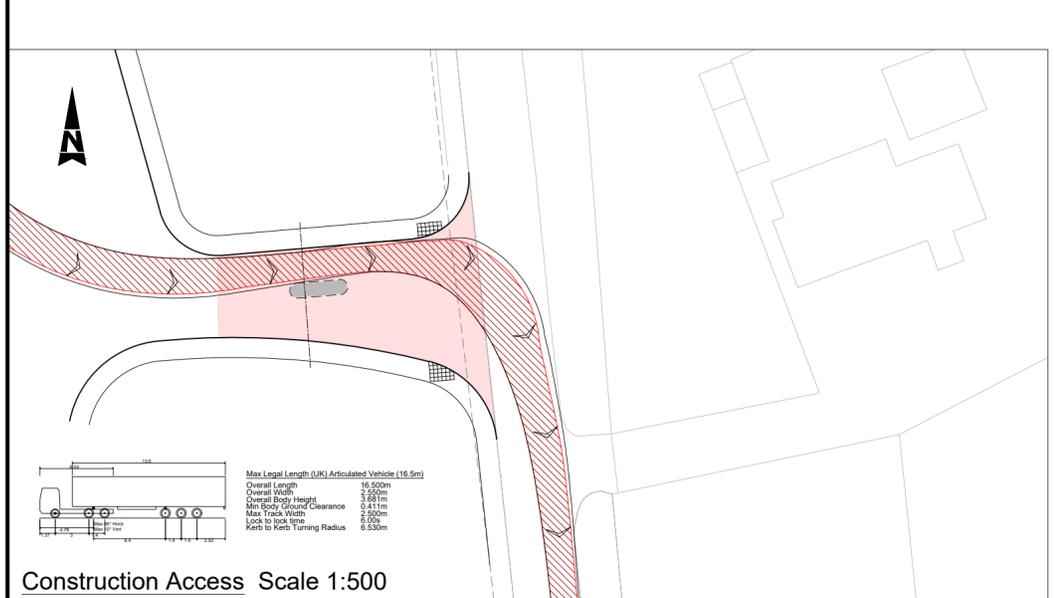
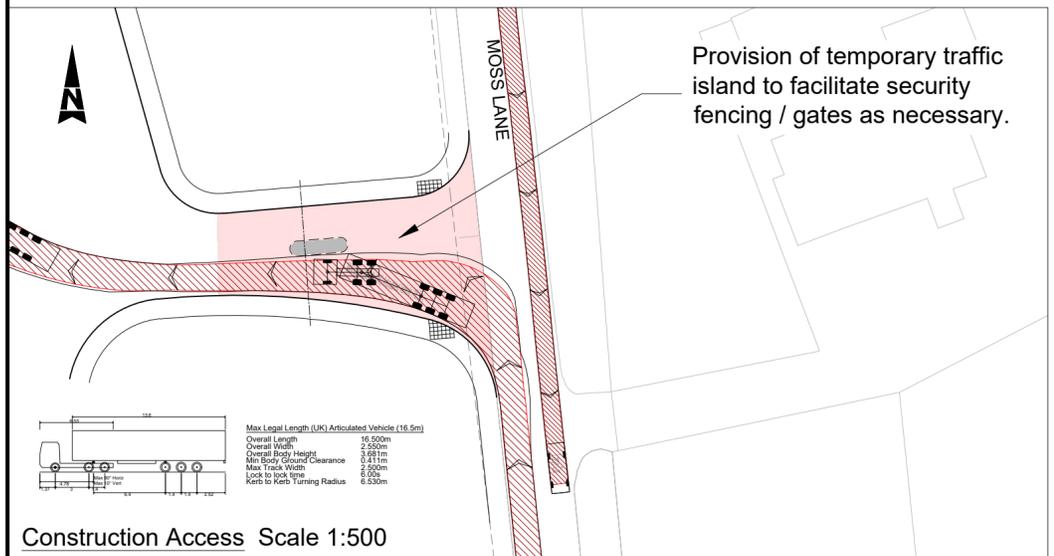
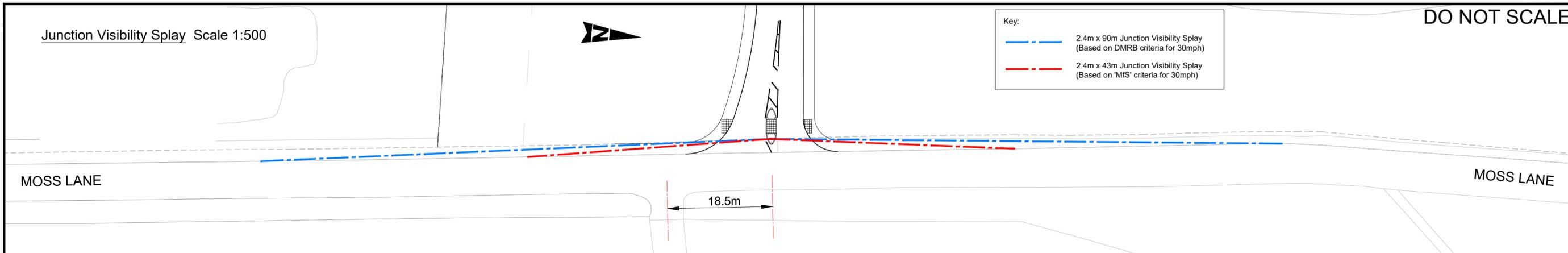
VISUAL SCALE 1:1250 @ A1

Appendix D. Site Access Design

D.1. Garth Wymott 2 Site Access

100
Millimetres
10
0

Junction Visibility Splay Scale 1:500



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Key:

- Temporary construction surfacing
- Permanent carriageway surfacing
- Permanent Footway surfacing
- Tactile paving
- Vehicle Swept Path

Notes:

- Layout is preliminary design 'for information' only and subject to approval from Highway Authority.
- Layout is based on Ordnance Survey. Subject to detailed design on Topographical Survey base.
- Proposed junction visibility splays to be checked against existing Highway boundary information to confirm minimum standards are achieved.
- All proposed road markings and temporary signage to be in accordance with the 'Traffic Signs Regulations and General Directions 2016'.
- On completion of works all affected infrastructure including hedging, fencing, ditches, footways, kerbing, verges and road surfacing shall be reinstated in accordance with the Overseeing Organisation's requirements.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:					
CONSTRUCTION NONE					
MAINTENANCE/CLEANING NONE					
DECOMMISSIONING/DEMOLITION NONE					
It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement					
Rev.	Date	Description	By	Chkd	App'd
P2	21.06.21	90m VISIBILITY REMOVED		AE	PDE
P1	30.03.21	DRAWING CREATED		AE	PDE

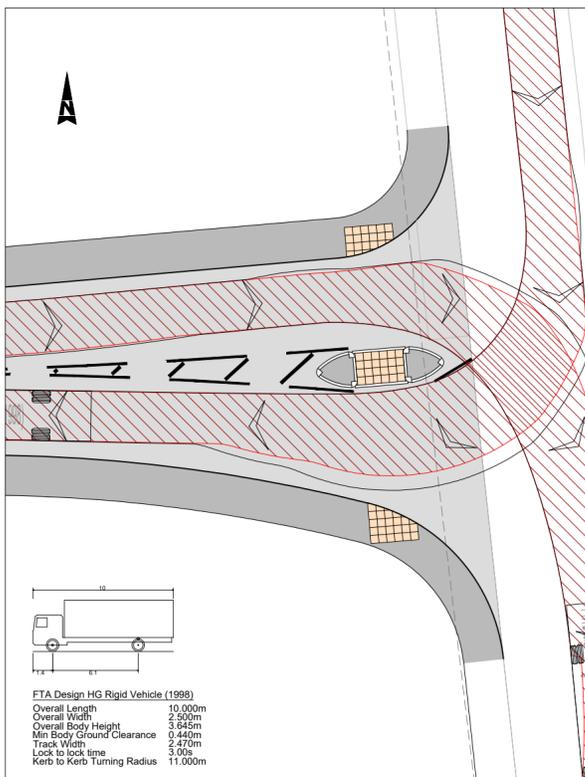
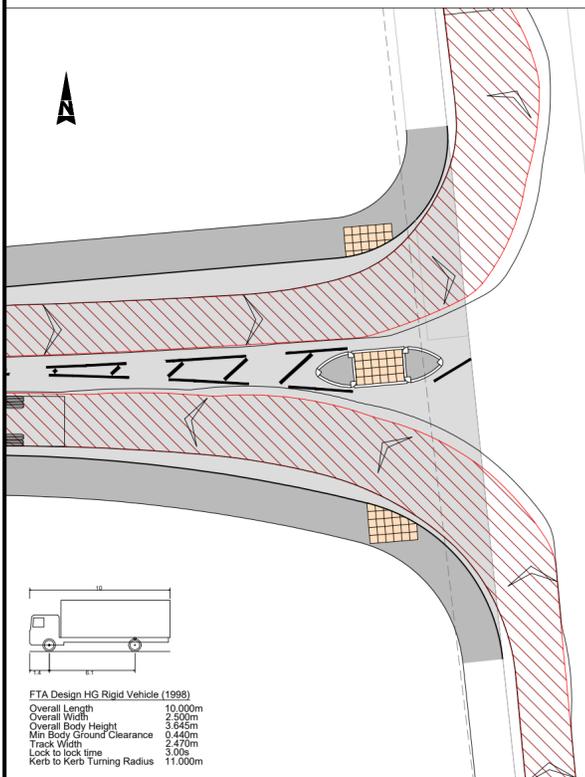
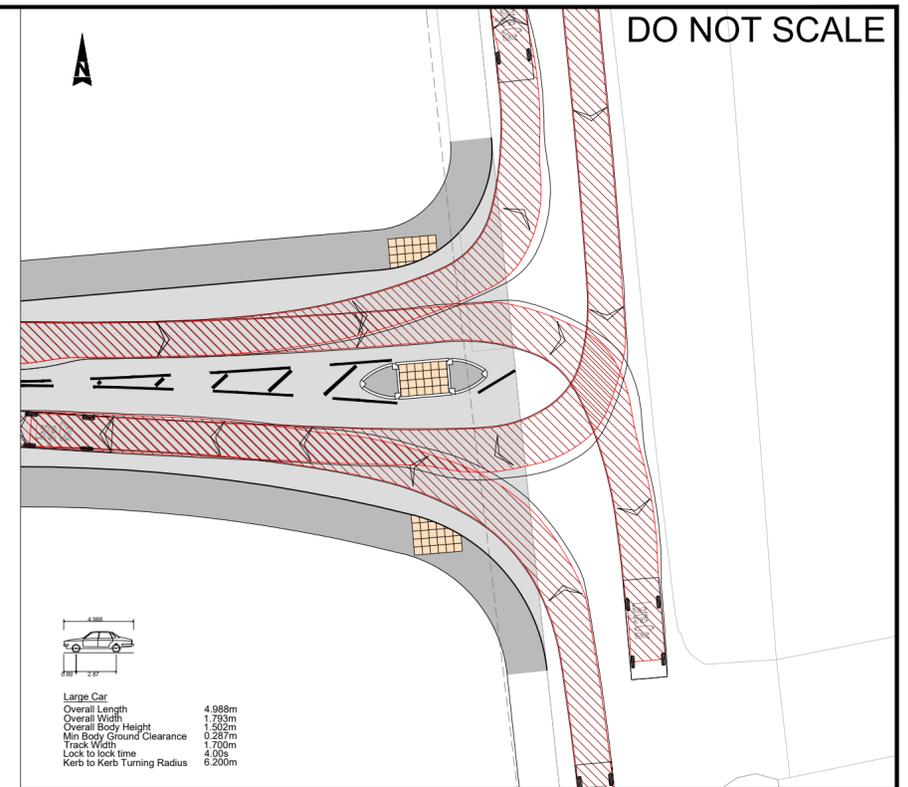
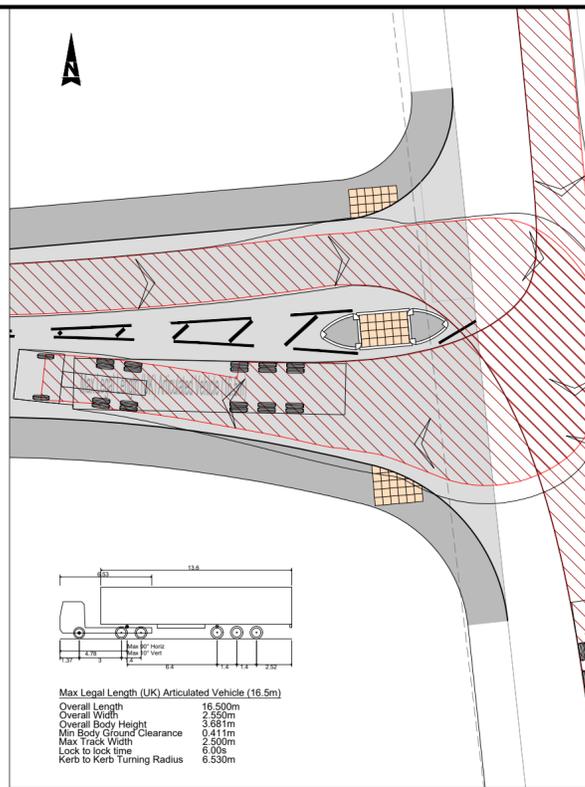
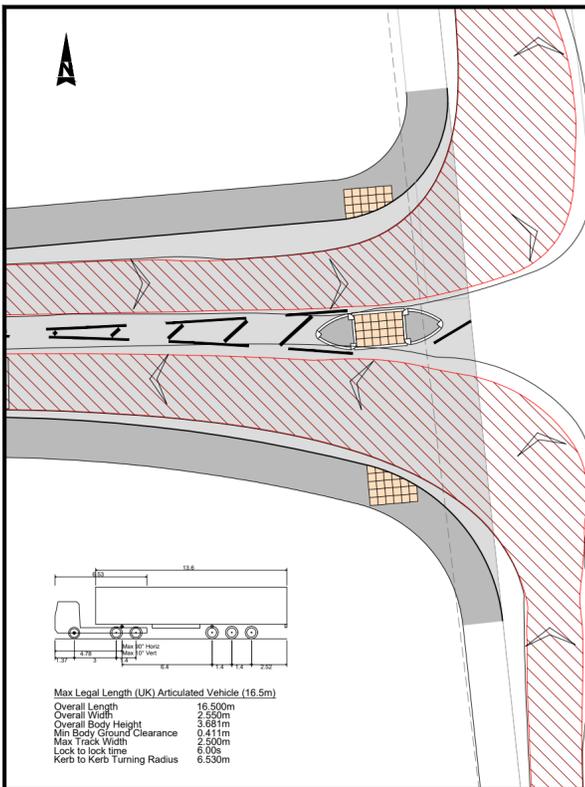
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MINISTRY OF JUSTICE

Project Title HMP GARTH	
Drawing Title PROPOSED NEW ACCESS	
Scale AS SHOWN	Designed AE
Date 30.03.21	Drawn AE
Date 30.03.21	Checked PDE
Date 30.03.21	Authorised
Original Size A2	Date
Drawing Number HA PIN GARTH	Originator - ATK -
MOSS	Volume - HGN -
Location	Revision - DR - D - 0001
Type	Number P2

100
Millimetres
10
0

DO NOT SCALE



Key:
 Vehicle Swept Path

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- Notes:**
- Layout is preliminary design 'for information' only and subject to approval from Highway Authority.
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 - All proposed road markings and temporary signage to be in accordance with the 'Traffic Signs Regulations and General Directions 2016'.
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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION			
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:			
CONSTRUCTION			
NONE			
MAINTENANCE/CLEANING			
NONE			
DECOMMISSIONING/DEMOLITION			
NONE			
It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement			
Rev.	Date	Description	By
P1	30.03.21	DRAWING CREATED	AE PDE

Drawing Status: **FIT FOR INFORMATION**

ATKINS

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10 Holliday Street
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West Midlands
B1 1TF

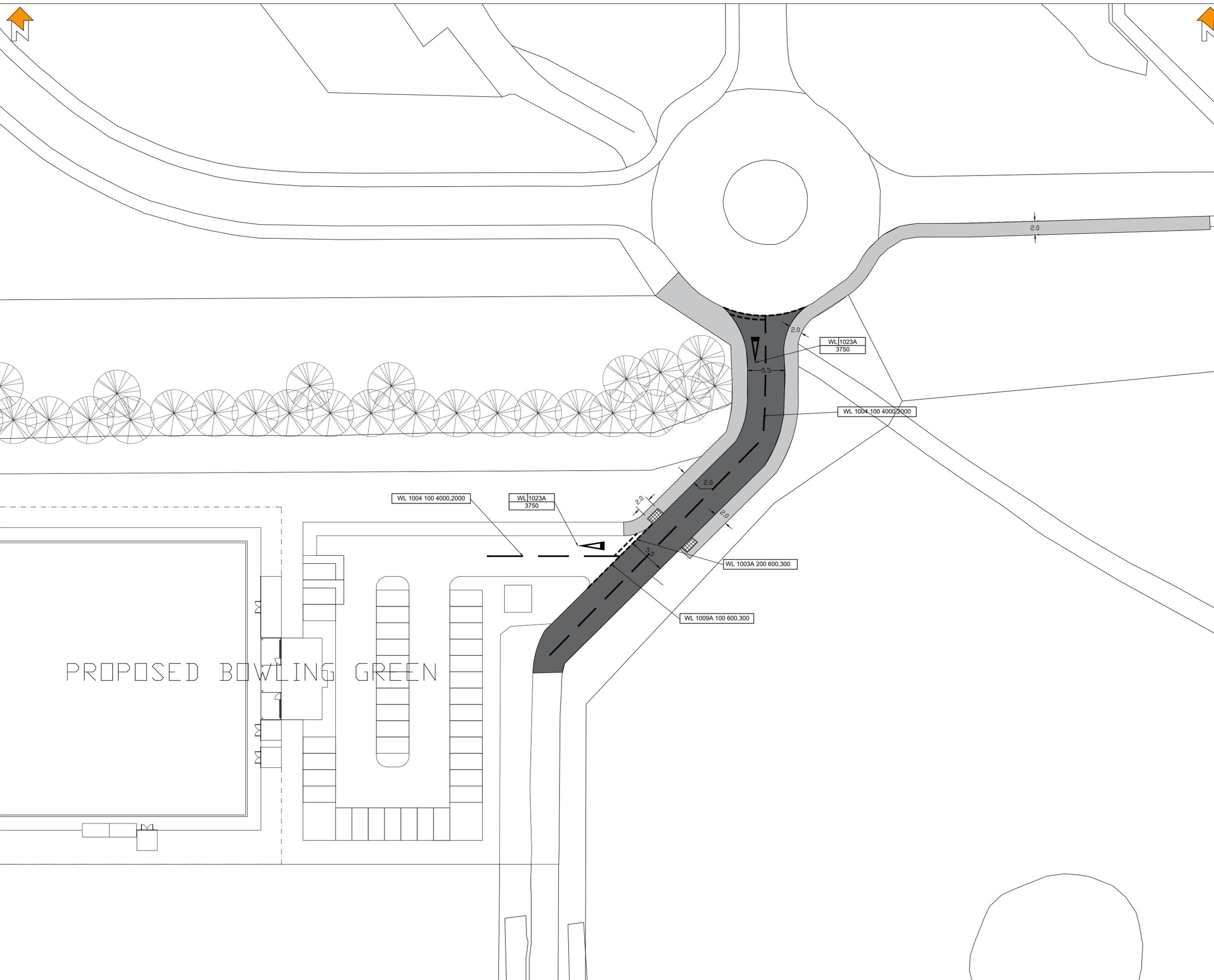
Tel: +44 (0)1214 835000
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Client: **MINISTRY OF JUSTICE**

Project Title		HMP GARTH			
Drawing Title		PROPOSED NEW ACCESS SWEPT PATH ANALYSIS			
Scale	Designed	Drawn	Checked	Authorised	
1:250	AE	AE	PDE		
Original Size	Date	Date	Date	Date	
A2	30.03.21	30.03.21	30.03.21		
Drawing Number	Originator	Volume	Project Ref. No.		
HMP GARTH	- ATK -	- SPA -	5200124		
MOSS	- DR -	- D -	Revision		
			P1		

D.2. Relocated Bowling Green and Club House Site Access



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This symbol identifies a Residual Risk that is recorded on the Design Risk Register and is relevant to this drawing.
 This drawing must be read in conjunction with the following project CDM documents:
 608623-0000-PEV-GHX0011-XX-HS-C-0002_Design Risk Assessment

This symbol identifies a Derogation that is recorded on the Derogation Schedule and is relevant to this drawing.
 This drawing must be read in conjunction with the following project Derogation documents:
 N/A

The above symbols can only be read when this drawing is in colour print

PRINT IN COLOUR

- NOTES:**
- DO NOT SCALE FROM THIS DRAWING
 - ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED
 - ALL ROAD MARKINGS TO COMPLY WITH TRAFFIC SIGNS MANUAL (TSM) CHAPTER 5 AND THE TRAFFIC SIGNS AND GENERAL DIRECTIONS (TSRGD) 2016
 - PROPOSED ROAD MARKING TO TIE WITH THE EXISTING ROAD MARKINGS

- KEY:**
- PROPOSED CARRIAGEWAY
 - PROPOSED FOOTWAY
 - PROPOSED TACTILE PAVING AND DROPPED KERBS

Rev	Date	Description
P02	02021.07.08	UPDATED TO MACE COMMENTS
P01	2021.07.01	FIRST ISSUE

Project Status
 RIBA Stage 2

 Ministry of Justice	Client
	Project
New Prisons Programme Ministry of Justice, 102 Petty France, London, SW1H 9AJ	

Project Description / Site
 New Prisons Programme
 Garth Wymott 2

Project Address
 Site Adjacent to HMP Garth & HMP Wymott

Building Type
 Bowls Club - Site Infrastructure

Drawing Title
 Proposed Highways-General Arrangement Plan

	Originator Logo	Drawn By	KJD	Date	30.06.21
		Checked By	SRW	Date	30.06.21
		Approved By	SRW	Date	30.06.21

Drawing Number
 608623-0000-PEV-GHX0031-ZZ-DR-C-0700
Delref
 D0100

Sheet No.	Scale	Orig. Sheet Size	Rev.
01 of 01	1:250	@ A1	P02

Data Security Classification
 OFFICIAL
Suitability
 S3

PROPOSED BOWLING GREEN



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This drawing must be read in conjunction with the following project CDM documents:
608623-0000-PEV-GHX0011-XX-HS-C-0002_Design Risk Assessment

 This symbol identifies a Derogation that is recorded on the Derogation Schedule and is relevant to this drawing.
This drawing must be read in conjunction with the following project Derogation documents:
N/A

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NOTES:
1. VISIBILITY SPLAYS CALCULATED FROM LANCASHIRE COUNTY COUNCIL CREATING CIVILIZED STREETS TECHNICAL NOTE AND THE DESIGN MANUAL FOR STREETS
2. ASSUMED 85TH PERCENTILE SPEEDS ARE 15mph WHICH REQUIRE A VISIBILITY DISTANCE OF 17m

 JUNCTION VISIBILITY SIGHT LINES
2.4m x 17m (15mph)

Rev	Date	Description
P01	2021.06.10	FIRST ISSUE

This document references the following linked files

File Reference	Status	Revision
N/A	N/A	N/A

Project Status
RIBA Stage 2

 Ministry of Justice	Client
	Project
New Prisons Programme	
Ministry of Justice, 102 Petty France, London, SW1H 9AJ	

Project Description / Site
New Prisons Programme
Garth Wymott 2

Project Address
Site Adjacent to HMP Garth & HMP Wymott

Building Type
Bowls Club - Site Infrastructure

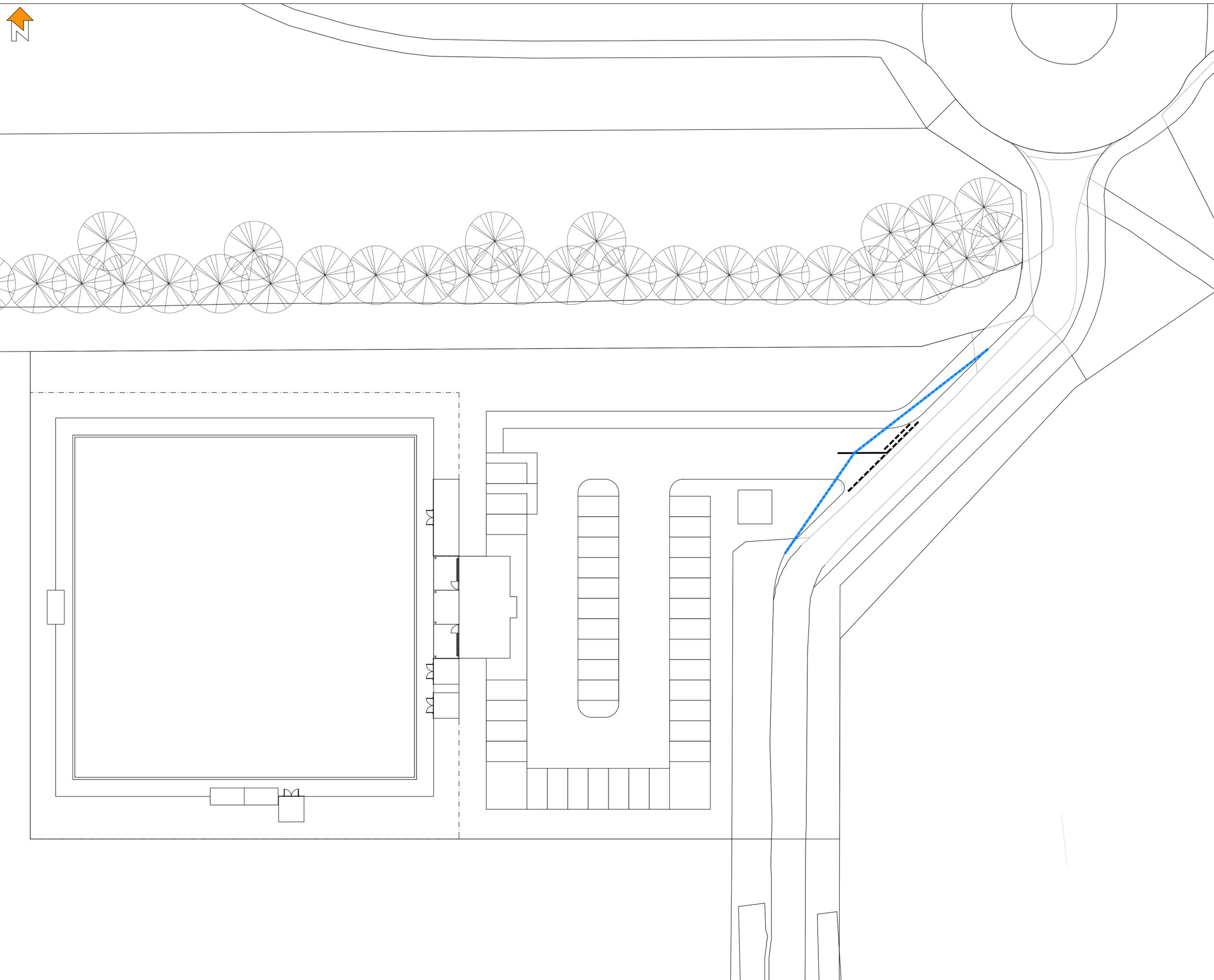
Drawing Title
Visibility Splay Plan

	Originator Logo	Drawn By	MHA	Date	10.06.2021
		Checked By	PCA	Date	10.06.2021
		Approved By	PCA	Date	10.06.2021

Drawing Number
608623-0000-PEV-GHX0031-ZZ-DR-C-2600
Delref D0100

Sheet No.	Scale	Orig. Sheet Size	Rev.
01 of 01	1:200	@ A1	P01

Data Security Classification
OFFICIAL
Suitability S3



Appendix E. Trip Generation Assumptions

Technical Note

Project:	Prison Sites	
Subject:	Trip Generation Assumptions – Category C Prisons	
Author:	Atkins	
Date:	21/08/2020	

Given the nature of the land use, there is limited publicly available information about trip generation at prison sites. This technical note summarises the proposed trip generation assumptions for Category C prisons. It is based on the information previously used for planning applications at HMP Berwyn in Wrexham, HMP Full Sutton in York and HMP Glen Parva in Leicester.

Staff Numbers

- The prisoner to staff ratio is assumed to be 0.50.
- It is understood that 74% of the staff will be on site.
- Staff types would be split using the following proportions:
 - Uniform / Operational 60%; and
 - Non-uniform 40%.

Table 1 presents the proposed staff patterns.

Table 1 Staff Shift Patterns

Title	Time Period	Proportion of Staff (%)
Uniformed Staff		
Early Shift	07:00 to 12:30	22%
Main Shift	08:00 to 17:30	48%
Late Shift	13:30 to 20:30	23%
Nights	20:00 to 07:00	6%
Non-uniformed Staff (Flexible Working)		
Early Shift	08:30 to 16:30	48%
Main Shift	09:30 to 17:00	52%

- It is assumed that staff arrive throughout the hour prior to the start of their shift and leave throughout the hour after a shift finishing.
- Due to operational processes, staff usually have a longer lead in time to allow them to go through security and hand-over shifts.
- Therefore, it is estimated that staff will arrive between 07:00-08:00 and leave between 17:30-18:30 for 'Main' uniform shift, and arrive between 07:30-08:30, and leave between 16:30-17:30 for the 'Early' non-uniform shift.

Staff Modal Split

- Journey to Work data from the 2011 Census for the area within which the prison development is proposed is used to understand likely travel modes of staff.
- Journey to Work modal splits from the 2011 Census can be applied to daytime staff but are amended for those working late shifts as it is considered that these staff are not likely to walk, cycle, or use public transport.

Visitor Numbers

The following sets out the methodology used to estimate the visitor numbers at the proposed prison.

- Assume prisoners receive two visits per month- this has been determined from prison visitation rates from other similar prisons.
- Assume visits are spread evenly across the month.
- There are morning visiting periods Monday to Thursday, 09:30-12:30 (2 x 90 minute slots), one afternoon period 14:30-16:30, and one visiting period on Friday and Saturday between the hours of 09:30-12:30.
- Evening visits take place twice a week between the hours of 17:00-19:00.
- For a typical weekday, this results in four visiting periods each day.
- It is assumed daily visits are spread evenly across these visiting periods.
- Each prisoner can be visited by a maximum of three people. It is assumed that the visitors of each individual prisoner will all travel together. Therefore, each prisoner will only generate a single 'Visiting Trip'.
- We have assumed visitors will arrive in the hour before the start time of the visiting period.
- In addition to the social visits, there will also be ad-hoc legal visits utilising five legal visit rooms. In reality, these trips are unlikely to generate material traffic volumes or occur during the peak hour. For robustness these trips have been added to the social visits.

Visitor Modal Split

- It is considered that all visitor trips and legal visits will be made by private car, given the limited choices for other transport modes.
- If sites are located in areas of good existing sustainable transport provision, there might be a case to include a proportion of sustainable travel for visitor trips.
- However, legal visits are always assumed to be undertaken by private car.

Table 2 - Modal Split for Visitors and Legal Visits

Mode	Visitor Trips	Legal Visits
Car	100%	100%
Taxi/ Public Transport	0%	0%

Appendix F. Garth Wymott 2 Trip Generation Calculations

Introduction sheet

Client name	Ministry of Justice
Project / purpose	Garth Wymott 2
Date of issue	11/05/2021
File Name	Garth Wymott 2 Trip Distribution and Trip Generation
Primary contact name	
Primary contact email	
Project number	5200124

Date	Contents/Changes	Version	Modeller
15/10/2020	First Issue	1	CR
11/05/2021	Updated to reflect revised prison inmate numbers	2	CR

Sheet Name	Description
Staff Generation	Details the staff trip generation and mode splits
Shift Operation and Parking Accumulation	Staff Parking Accumulation by car and person trips
Visitor Generation	Visitor trip generation
Parking Accumulation	Parking Accumulation by visitor and staff
Traffic Generation	Summary of traffic generation during peak hours, staff and visitors.
Trip Distribution %	Trip Distribution by MSOA showing % distribution using each route
Trip Distribution	Trip Distribution by MSOA showing number of trips using each route
Trip Distribution Map	Map showing two way trip distribution
2011 Census Data	Raw Data downloaded from nomis for Chorley 007 MSOA

Notes:

MSOA Middle Super Output Area - the lowest geographical scale at which journey to work data is available

Staff Generation

Staff Numbers

It is anticipated that the prison will accommodate 1,715 prisoners. The prisoner to staff ratio is assumed to be 0.50*. On this basis the number of staff at the prison will be 858. It is understood that 74% of staff will be on site 635.

1,715	prisoners
0.50	*
858	
635	

The MoJ have provided advice indicating that the staff types would be split using the following proportions:

Uniform/Operational	60%
Non-uniform	40%

The following tables provide a summary of the staff numbers:

Uniform Staff	381
Non-Uniform Support Staff	254
Total Staff	635

Existing Modal Splits

The 2011 census data has been interrogated for the modal splits of Chorley. It is considered appropriate that this data is applied to the daytime staff. However, the splits have been amended for those working evening shifts as they are less likely to walk, cycle, or use public transport.

	Census Data	Day Shift	Late Shift
Car Driver	73.6%	-	-
Taxi	0.3%	-	-
Motorcycle	0.7%	-	-
Car Passenger	7.1%	-	-
Bus**	4.0%	-	-
Train**	1.2%	-	-
Cycle**	1.7%	-	-
Walk**	11.2%	-	-
Total	100%	0	0%

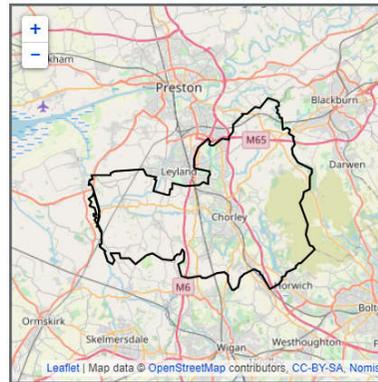
	Amended Census Data	Day Shift	Late Shift
Car Driver	83.0%	83.0%	90.0%
Taxi	0.4%	0.4%	0.4%
Motorcycle	0.8%	0.8%	0.9%
Car Passenger	8.0%	8.0%	8.7%
Bus**	4.5%	4.5%	-
Train**	1.3%	1.3%	-
Cycle**	1.9%	1.9%	-
Walk**	0.0%	0.0%	-
Total	100.0%	100.0%	100.0%

* based on existing study into the staff and prisoner ratio.

** modes excluded from late/night shift due to being undesirable or unavailable

Key:

- To fill in
- Calculated Value



Chorley

Shift Operation and Parking Accumulation - Car Driver

Key: Arrival Departure Shift

PERSON TRIPS																											
Uniformed Staff																											
Shift Title	Period	Shift (%)		00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
Early Shift	07:00 to 12:30	22%	84							84																	
Main Shift	08:00 to 17:30	48%	183								183										183						
Late Shift	13:30 to 20:30	23%	88													88											
Nights	20:00 to 07:00	6%	23								23												23				
Total		99%	377																								
Non-Uniformed Staff																											
Early Shift	08:30 to 16:30	48%	122																		122						
Main Shift	09:30 to 17:00	52%	132									132									132						
Total		100%	254																								

Note: Shifts based on Table 3.1 HMP Oakwood Travel Plan (Atkins) 2009

Total	631
--------------	-----

CAR TRIPS																											
Uniformed Staff																											
Shift Title	Period	Single Car Occupancy (%)		00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
Early Shift	07:00 to 12:30	83%	70							70							70										
Main Shift	08:00 to 17:30	83%	152								152										152						
Late Shift	13:30 to 20:30	90%	79													79									79		
Nights	20:00 to 07:00	90%	21								21												21				
Total			321																								
Non-Uniformed Staff																											
Early Shift	08:30 to 16:30	83%	101									101									101						
Main Shift	09:30 to 17:00	83%	110										110									110					
Total			101																								

Total	422
--------------	-----

Traffic Generation

Vehicle Trips per hour						
	AM Peak (07:00 to 08:00)		PM Peak (17:00 to 18:00)		Daily	
	IN	OUT	IN	OUT	IN	OUT
Staff	202	21	0	236	531	531
Visitors	0	0	0	17	134	134
Total	202	21	0	253	666	666

*Visiting start/end times do not coincide with peak hours

Route	Distribution	AM		PM		Daily	
		IN	OUT	IN	OUT	IN	OUT
A	13%	26	3	0	33	86	86
B	31%	63	6	0	79	207	207
C	37%	76	8	0	95	250	250
D	18%	37	4	0	47	123	123
Total	100%	202	21	0	253	666	666

Appendix G. Garth Wymott 2 Distribution Plan and Calculations

Trip Distribution

MSOA		Number of Car Drivers	Routes			
			B5248 (West)	B5248 (East)	A581 (East)	A581 (West)
			A	B	C	D
E02005195 : Chorley 007	8.3%	179	25%			75%
E02005199 : Chorley 011	5.4%	117			100%	
E02005300 : South Ribble 014	3.3%	71	50%	50%		
E02005303 : South Ribble 017	3.3%	71		100%		
E02005193 : Chorley 005	2.7%	59			100%	
E02005304 : West Lancashire 001	2.6%	57	50%			50%
E02005308 : West Lancashire 005	2.4%	51			60%	40%
E02005297 : South Ribble 011	2.2%	48	100%			
E02005200 : Chorley 012	2.1%	45			100%	
E02005201 : Chorley 013	2.1%	45			100%	
E02005299 : South Ribble 013	2.0%	44		100%		
E02005196 : Chorley 008	1.8%	38		40%	60%	
E02005301 : South Ribble 015	1.8%	38		100%		
E02005302 : South Ribble 016	1.8%	38		100%		
E02005305 : West Lancashire 002	1.8%	38	50%			50%
E02005194 : Chorley 006	1.6%	35			100%	
E02005298 : South Ribble 012	1.6%	35		100%		
E02005295 : South Ribble 009	1.6%	34		100%		
E02005197 : Chorley 009	1.5%	33			100%	
E02005191 : Chorley 003	1.5%	32		70%	30%	
E02005198 : Chorley 010	1.5%	32			100%	
E02005192 : Chorley 004	1.4%	31		50%	50%	
E02005202 : Chorley 014	1.3%	29			100%	
E02005307 : West Lancashire 004	1.2%	25				100%
E02005290 : South Ribble 004	1.1%	24		100%		
E02001289 : Wigan 003	0.9%	19			100%	
E02005189 : Chorley 001	0.8%	18		70%	30%	
E02005265 : Preston 013	0.8%	17	50%	50%		
E02005190 : Chorley 002	0.7%	16		50%	50%	
E02005311 : West Lancashire 008	0.7%	16				100%
E02001290 : Wigan 004	0.7%	15			100%	
E02005292 : South Ribble 006	0.7%	15	30%	70%		

MSOA		Number of Car Drivers	Routes			
			B5248 (West)	B5248 (East)	A581 (East)	A581 (West)
			A	B	C	D
E02005287 : South Ribble 001	0.6%	14	30%	70%		
E02005289 : South Ribble 003	0.6%	13	30%	70%		
E02005293 : South Ribble 007	0.6%	13		100%		
E02005296 : South Ribble 010	0.6%	13	50%	50%		
E02005306 : West Lancashire 003	0.6%	13				100%
E02005309 : West Lancashire 006	0.6%	13				100%
E02005288 : South Ribble 002	0.6%	12		100%		
E02001288 : Wigan 002	0.5%	11			100%	
E02005260 : Preston 008	0.5%	11	50%	50%		
E02005291 : South Ribble 005	0.5%	11	30%	70%		
E02005294 : South Ribble 008	0.5%	11		100%		
E02002615 : Blackburn with Darwen 001	0.5%	10		100%		
E02001305 : Wigan 019	0.5%	10			100%	
E02005269 : Preston 017	0.5%	10	50%	50%		
E02001430 : Sefton 002	0.5%	10	50%			50%
E02001304 : Wigan 018	0.4%	9			100%	
E02005204 : Fylde 002	0.4%	9	80%	20%		
E02005255 : Preston 003	0.4%	9	50%	50%		
E02005318 : West Lancashire 015	0.4%	9			70%	30%
E02001433 : Sefton 005	0.4%	9				100%
E02000992 : Bolton 009	0.4%	8			100%	
E02001287 : Wigan 001	0.4%	8			100%	
E02001300 : Wigan 014	0.4%	8			100%	
E02005264 : Preston 012	0.4%	8	50%	50%		
E02005314 : West Lancashire 011	0.4%	8				100%
E02005315 : West Lancashire 012	0.4%	8				100%
E02001435 : Sefton 007	0.4%	8				100%
E02005257 : Preston 005	0.3%	7	50%	50%		
E02005312 : West Lancashire 009	0.3%	7				100%
E02001432 : Sefton 004	0.3%	7				100%
E02001437 : Sefton 009	0.3%	7				100%
E02000990 : Bolton 007	0.3%	6			100%	
E02001297 : Wigan 011	0.3%	6			100%	
E02001326 : Wigan 040	0.3%	6			100%	
E02005212 : Hyndburn 001	0.3%	6		50%	50%	
E02005256 : Preston 004	0.3%	6	50%	50%		
E02005268 : Preston 016	0.3%	6	30%	70%		

MSOA		Number of Car Drivers	Routes			
			B5248 (West) A	B5248 (East) B	A581 (East) C	A581 (West) D
E02005313 : West Lancashire 010	0.3%	6				100%
E02001431 : Sefton 003	0.3%	6				100%
E02001296 : Wigan 010	0.2%	5			100%	
E02001301 : Wigan 015	0.2%	5			100%	
E02005266 : Preston 014	0.2%	5	30%	70%		
E02005277 : Ribble Valley 008	0.2%	5		100%		
E02005310 : West Lancashire 007	0.2%	5				100%
E02005317 : West Lancashire 014	0.2%	5				100%
E02001436 : Sefton 008	0.2%	5				100%
E02001438 : Sefton 010	0.2%	5				100%
E02001406 : St. Helens 001	0.2%	5			50%	50%
E02002616 : Blackburn with Darwen 002	0.2%	4		100%		
E02002624 : Blackburn with Darwen 010	0.2%	4		100%		
E02002625 : Blackburn with Darwen 011	0.2%	4		100%		
E02002636 : Blackpool 004	0.2%	4	100%			
E02001007 : Bolton 024	0.2%	4			100%	
E02001011 : Bolton 028	0.2%	4			100%	
E02001163 : Salford 007	0.2%	4			100%	
E02001299 : Wigan 013	0.2%	4			100%	
E02001307 : Wigan 021	0.2%	4			100%	
E02001319 : Wigan 033	0.2%	4			100%	
E02001323 : Wigan 037	0.2%	4			100%	
E02001324 : Wigan 038	0.2%	4			100%	
E02005209 : Fylde 007	0.2%	4	100%			
E02005218 : Hyndburn 007	0.2%	4		100%		
E02005253 : Preston 001	0.2%	4		100%		
E02005254 : Preston 002	0.2%	4	50%	50%		
E02005258 : Preston 006	0.2%	4		100%		
E02005259 : Preston 007	0.2%	4		100%		
E02005261 : Preston 009	0.2%	4		100%		
E02005262 : Preston 010	0.2%	4	100%			
E02005263 : Preston 011	0.2%	4		100%		
E02001440 : Sefton 012	0.2%	4				100%
E02001445 : Sefton 017	0.2%	4				100%
E02002628 : Blackburn with Darwen 014	0.1%	3		100%		
E02002598 : Warrington 009	0.1%	3			100%	
E02000984 : Bolton 001	0.1%	3			100%	

MSOA		Number of Car Drivers	Routes			
			B5248 (West) A	B5248 (East) B	A581 (East) C	A581 (West) D
E02001018 : Bolton 035	0.1%	3			100%	
E02001040 : Bury 022	0.1%	3			100%	
E02001293 : Wigan 007	0.1%	3			100%	
E02001302 : Wigan 016	0.1%	3			100%	
E02001314 : Wigan 028	0.1%	3			100%	
E02001318 : Wigan 032	0.1%	3			100%	
E02005180 : Burnley 005	0.1%	3		100%		
E02005231 : Lancaster 011	0.1%	3		100%		
E02005271 : Ribble Valley 002	0.1%	3		100%		
E02005323 : Wyre 005	0.1%	3	30%	70%		
E02005327 : Wyre 009	0.1%	3	30%	70%		
E02001353 : Liverpool 007	0.1%	3			50%	50%
E02001429 : Sefton 001	0.1%	3	50%			50%
E02001439 : Sefton 011	0.1%	3	50%			50%
E02001442 : Sefton 014	0.1%	3	25%		50%	25%
E02001455 : Sefton 027	0.1%	3			50%	50%
E02001415 : St. Helens 010	0.1%	3			50%	50%
E02002617 : Blackburn with Darwen 003	0.1%	2		100%		
E02002623 : Blackburn with Darwen 009	0.1%	2		100%		
E02002631 : Blackburn with Darwen 017	0.1%	2		100%		
E02002634 : Blackpool 002	0.1%	2	30%	70%		
E02002644 : Blackpool 012	0.1%	2	30%	70%		
E02003794 : Cheshire West and Chester 022	0.1%	2			100%	
E02002606 : Warrington 017	0.1%	2			100%	
E02004024 : South Lakeland 010	0.1%	2		100%		
E02000987 : Bolton 004	0.1%	2			100%	
E02000993 : Bolton 010	0.1%	2			100%	
E02000997 : Bolton 014	0.1%	2			100%	
E02001020 : Bury 002	0.1%	2			100%	
E02001030 : Bury 012	0.1%	2			100%	
E02001099 : Oldham 002	0.1%	2			100%	
E02001177 : Salford 021	0.1%	2			100%	
E02001250 : Tameside 022	0.1%	2			100%	
E02001291 : Wigan 005	0.1%	2			100%	
E02001294 : Wigan 008	0.1%	2			100%	
E02001298 : Wigan 012	0.1%	2			100%	
E02001306 : Wigan 020	0.1%	2			100%	

MSOA		Number of Car Drivers	Routes			
			B5248 (West) A	B5248 (East) B	A581 (East) C	A581 (West) D
E02001310 : Wigan 024	0.1%	2			100%	
E02001313 : Wigan 027	0.1%	2			100%	
E02001322 : Wigan 036	0.1%	2			100%	
E02001325 : Wigan 039	0.1%	2			100%	
E02005176 : Burnley 001	0.1%	2		100%		
E02005203 : Fylde 001	0.1%	2	30%	70%		
E02005205 : Fylde 003	0.1%	2	30%	70%		
E02005207 : Fylde 005	0.1%	2	30%	70%		
E02005225 : Lancaster 005	0.1%	2		100%		
E02005230 : Lancaster 010	0.1%	2		100%		
E02005244 : Pendle 005	0.1%	2		100%		
E02005273 : Ribble Valley 004	0.1%	2		100%		
E02005275 : Ribble Valley 006	0.1%	2		100%		
E02005276 : Ribble Valley 007	0.1%	2		100%		
E02005279 : Rossendale 002	0.1%	2		100%		
E02005285 : Rossendale 008	0.1%	2		100%		
E02005316 : West Lancashire 013	0.1%	2			100%	
E02005320 : Wyre 002	0.1%	2	30%	70%		
E02005321 : Wyre 003	0.1%	2	30%	70%		
E02005328 : Wyre 010	0.1%	2	30%	70%		
E02005332 : Wyre 014	0.1%	2	30%	70%		
E02001338 : Knowsley 012	0.1%	2			50%	50%
E02001363 : Liverpool 017	0.1%	2			50%	50%
E02001381 : Liverpool 035	0.1%	2			50%	50%
E02001395 : Liverpool 049	0.1%	2			50%	50%
E02001402 : Liverpool 056	0.1%	2			50%	50%
E02001434 : Sefton 006	0.1%	2	50%			50%
E02001448 : Sefton 020	0.1%	2				100%
E02001451 : Sefton 023	0.1%	2			50%	50%
E02001420 : St. Helens 015	0.1%	2			100%	
E02001423 : St. Helens 018	0.1%	2			100%	
E02002790 : York 019	0.1%	2		30%	70%	
E02002420 : Leeds 091	0.1%	2		30%	70%	
E02005708 : Northumberland 003	0.0%	1		100%		
E02002620 : Blackburn with Darwen 006	0.0%	1		100%		
E02002626 : Blackburn with Darwen 012	0.0%	1		100%		
E02002627 : Blackburn with Darwen 013	0.0%	1		100%		

MSOA		Number of Car Drivers	Routes			
			B5248 (West) A	B5248 (East) B	A581 (East) C	A581 (West) D
E02002629 : Blackburn with Darwen 015	0.0%	1		100%		
E02002630 : Blackburn with Darwen 016	0.0%	1		100%		
E02002633 : Blackpool 001	0.0%	1	30%	70%		
E02002635 : Blackpool 003	0.0%	1	30%	70%		
E02002640 : Blackpool 008	0.0%	1	30%	70%		
E02002647 : Blackpool 015	0.0%	1	30%	70%		
E02002651 : Blackpool 019	0.0%	1	30%	70%		
E02003853 : Cheshire East 001	0.0%	1			100%	
E02003841 : Cheshire West and Chester 001	0.0%	1			100%	
E02003847 : Cheshire West and Chester 009	0.0%	1			100%	
E02003879 : Cheshire West and Chester 018	0.0%	1			100%	
E02003891 : Cheshire West and Chester 045	0.0%	1			100%	
E02002575 : Halton 002	0.0%	1			100%	
E02002584 : Halton 011	0.0%	1			100%	
E02002591 : Warrington 002	0.0%	1			100%	
E02002597 : Warrington 008	0.0%	1			100%	
E02002601 : Warrington 012	0.0%	1			100%	
E02002603 : Warrington 014	0.0%	1			100%	
E02002604 : Warrington 015	0.0%	1			100%	
E02002611 : Warrington 022	0.0%	1			100%	
E02002612 : Warrington 023	0.0%	1			100%	
E02002614 : Warrington 025	0.0%	1			100%	
E02000986 : Bolton 003	0.0%	1			100%	
E02000988 : Bolton 005	0.0%	1			100%	
E02000989 : Bolton 006	0.0%	1			100%	
E02000991 : Bolton 008	0.0%	1			100%	
E02000995 : Bolton 012	0.0%	1			100%	
E02000999 : Bolton 016	0.0%	1			100%	
E02001000 : Bolton 017	0.0%	1			100%	
E02001012 : Bolton 029	0.0%	1			100%	
E02001019 : Bury 001	0.0%	1			100%	
E02001036 : Bury 018	0.0%	1			100%	
E02001038 : Bury 020	0.0%	1			100%	
E02001039 : Bury 021	0.0%	1			100%	
E02001041 : Bury 023	0.0%	1			100%	
E02001078 : Manchester 034	0.0%	1			100%	
E02006912 : Manchester 055	0.0%	1			100%	

MSOA		Number of Car Drivers	Routes			
			B5248 (West) A	B5248 (East) B	A581 (East) C	A581 (West) D
E02006917 : Manchester 060	0.0%	1			100%	
E02001102 : Oldham 005	0.0%	1			100%	
E02001103 : Oldham 006	0.0%	1			100%	
E02001112 : Oldham 015	0.0%	1			100%	
E02001115 : Oldham 018	0.0%	1			100%	
E02001123 : Oldham 026	0.0%	1			100%	
E02001129 : Oldham 032	0.0%	1			100%	
E02001133 : Rochdale 002	0.0%	1			100%	
E02001143 : Rochdale 012	0.0%	1			100%	
E02001150 : Rochdale 019	0.0%	1			100%	
E02001167 : Salford 011	0.0%	1			100%	
E02001194 : Stockport 008	0.0%	1			100%	
E02001204 : Stockport 018	0.0%	1			100%	
E02001213 : Stockport 027	0.0%	1			100%	
E02001229 : Tameside 001	0.0%	1			100%	
E02001230 : Tameside 002	0.0%	1			100%	
E02001239 : Tameside 011	0.0%	1			100%	
E02001255 : Tameside 027	0.0%	1			100%	
E02001257 : Tameside 029	0.0%	1			100%	
E02001267 : Trafford 009	0.0%	1			100%	
E02001268 : Trafford 010	0.0%	1			100%	
E02001269 : Trafford 011	0.0%	1			100%	
E02001272 : Trafford 014	0.0%	1			100%	
E02001277 : Trafford 019	0.0%	1			100%	
E02001284 : Trafford 026	0.0%	1			100%	
E02001292 : Wigan 006	0.0%	1			100%	
E02001308 : Wigan 022	0.0%	1			100%	
E02001309 : Wigan 023	0.0%	1			100%	
E02001317 : Wigan 031	0.0%	1			100%	
E02001321 : Wigan 035	0.0%	1			100%	
E02005177 : Burnley 002	0.0%	1		100%		
E02005179 : Burnley 004	0.0%	1		100%		
E02005183 : Burnley 008	0.0%	1		100%		
E02005184 : Burnley 009	0.0%	1		100%		
E02005186 : Burnley 011	0.0%	1		100%		
E02005206 : Fylde 004	0.0%	1	30%	70%		
E02005208 : Fylde 006	0.0%	1	30%	70%		

MSOA		Number of Car Drivers	Routes			
			B5248 (West)	B5248 (East)	A581 (East)	A581 (West)
			A	B	C	D
E02005210 : Fylde 008	0.0%	1		70%		
E02005211 : Fylde 009	0.0%	1	30%	70%		
E02005213 : Hyndburn 002	0.0%	1		100%		
E02005214 : Hyndburn 003	0.0%	1		100%		
E02005216 : Hyndburn 005	0.0%	1		100%		
E02005220 : Hyndburn 009	0.0%	1		100%		
E02005223 : Lancaster 003	0.0%	1		100%		
E02005224 : Lancaster 004	0.0%	1		100%		
E02005229 : Lancaster 009	0.0%	1		100%		
E02005233 : Lancaster 013	0.0%	1		100%		
E02005236 : Lancaster 016	0.0%	1		100%		
E02005237 : Lancaster 017	0.0%	1		100%		
E02005238 : Lancaster 018	0.0%	1		100%		
E02005239 : Lancaster 019	0.0%	1		100%		
E02005240 : Pendle 001	0.0%	1		100%		
E02005241 : Pendle 002	0.0%	1		100%		
E02005246 : Pendle 007	0.0%	1		100%		
E02005247 : Pendle 008	0.0%	1		100%		
E02005252 : Pendle 013	0.0%	1		100%		
E02005270 : Ribble Valley 001	0.0%	1		100%		
E02005272 : Ribble Valley 003	0.0%	1		100%		
E02005274 : Ribble Valley 005	0.0%	1		100%		
E02005281 : Rossendale 004	0.0%	1		100%		
E02005324 : Wyre 006	0.0%	1	30%	70%		
E02005325 : Wyre 007	0.0%	1	30%	70%		
E02005326 : Wyre 008	0.0%	1	30%	70%		
E02005329 : Wyre 011	0.0%	1	30%	70%		
E02005331 : Wyre 013	0.0%	1	30%	70%		
E02001351 : Liverpool 005	0.0%	1			50%	50%
E02001357 : Liverpool 011	0.0%	1			50%	50%
E02001367 : Liverpool 021	0.0%	1			50%	50%
E02001387 : Liverpool 041	0.0%	1			50%	50%
E02001441 : Sefton 013	0.0%	1	50%			50%
E02001443 : Sefton 015	0.0%	1	50%			50%
E02001444 : Sefton 016	0.0%	1	50%			50%
E02001446 : Sefton 018	0.0%	1	50%			50%
E02001449 : Sefton 021	0.0%	1	25%		50%	25%

MSOA		Number of Car Drivers	Routes			
			B5248 (West)	B5248 (East)	A581 (East)	A581 (West)
			A	B	C	D
E02001452 : Sefton 024	0.0%	1	25%		50%	25%
E02001454 : Sefton 026	0.0%	1			50%	50%
E02001456 : Sefton 028	0.0%	1			50%	50%
E02001458 : Sefton 030	0.0%	1			50%	50%
E02001459 : Sefton 031	0.0%	1			50%	50%
E02001460 : Sefton 032	0.0%	1			50%	50%
E02001462 : Sefton 034	0.0%	1			50%	50%
E02001407 : St. Helens 002	0.0%	1			100%	
E02001408 : St. Helens 003	0.0%	1			100%	
E02001409 : St. Helens 004	0.0%	1			100%	
E02001414 : St. Helens 009	0.0%	1			100%	
E02001416 : St. Helens 011	0.0%	1			100%	
E02001421 : St. Helens 016	0.0%	1			100%	
E02001424 : St. Helens 019	0.0%	1			100%	
E02001427 : St. Helens 022	0.0%	1			100%	
E02001489 : Wirral 023	0.0%	1			100%	
E02001493 : Wirral 027	0.0%	1			100%	
E02005744 : Craven 003	0.0%	1		100%		
E02005462 : North Kesteven 010	0.0%	1			100%	
E02006013 : Shropshire 034	0.0%	1			100%	
E02006127 : Cannock Chase 010	0.0%	1			100%	
E02006740 : Worcester 007	0.0%	1			100%	
E02004598 : Uttlesford 008	0.0%	1			100%	
W02000044 : Denbighshire 003	0.0%	1			100%	
	100.0%	2159.00				

Trip Distribution

MSOA		Number of Car Drivers	Routes			
			B5248 (West)	B5248 (East)	A581 (East)	A581 (West)
			A	B	C	D
E02005195 : Chorley 007	8.3%	179	45	0	0	134
E02005199 : Chorley 011	5.4%	117	0	0	117	0
E02005300 : South Ribble 014	3.3%	71	36	36	0	0
E02005303 : South Ribble 017	3.3%	71	0	71	0	0
E02005193 : Chorley 005	2.7%	59	0	0	59	0
E02005304 : West Lancashire 001	2.6%	57	29	0	0	29
E02005308 : West Lancashire 005	2.4%	51	0	0	31	20
E02005297 : South Ribble 011	2.2%	48	48	0	0	0
E02005200 : Chorley 012	2.1%	45	0	0	45	0
E02005201 : Chorley 013	2.1%	45	0	0	45	0
E02005299 : South Ribble 013	2.0%	44	0	44	0	0
E02005196 : Chorley 008	1.8%	38	0	15	23	0
E02005301 : South Ribble 015	1.8%	38	0	38	0	0
E02005302 : South Ribble 016	1.8%	38	0	38	0	0
E02005305 : West Lancashire 002	1.8%	38	19	0	0	19
E02005194 : Chorley 006	1.6%	35	0	0	35	0
E02005298 : South Ribble 012	1.6%	35	0	35	0	0
E02005295 : South Ribble 009	1.6%	34	0	34	0	0
E02005197 : Chorley 009	1.5%	33	0	0	33	0
E02005191 : Chorley 003	1.5%	32	0	22	10	0
E02005198 : Chorley 010	1.5%	32	0	0	32	0
E02005192 : Chorley 004	1.4%	31	0	16	16	0
E02005202 : Chorley 014	1.3%	29	0	0	29	0
E02005307 : West Lancashire 004	1.2%	25	0	0	0	25
E02005290 : South Ribble 004	1.1%	24	0	24	0	0
E02001289 : Wigan 003	0.9%	19	0	0	19	0
E02005189 : Chorley 001	0.8%	18	0	13	5	0
E02005265 : Preston 013	0.8%	17	9	9	0	0
E02005190 : Chorley 002	0.7%	16	0	8	8	0
E02005311 : West Lancashire 008	0.7%	16	0	0	0	16
E02001290 : Wigan 004	0.7%	15	0	0	15	0
E02005292 : South Ribble 006	0.7%	15	5	11	0	0

MSOA		Number of Car Drivers	Routes			
			B5248 (West)	B5248 (East)	A581 (East)	A581 (West)
			A	B	C	D
E02005287 : South Ribble 001	0.6%	14	4	10	0	0
E02005289 : South Ribble 003	0.6%	13	4	9	0	0
E02005293 : South Ribble 007	0.6%	13	0	13	0	0
E02005296 : South Ribble 010	0.6%	13	7	7	0	0
E02005306 : West Lancashire 003	0.6%	13	0	0	0	13
E02005309 : West Lancashire 006	0.6%	13	0	0	0	13
E02005288 : South Ribble 002	0.6%	12	0	12	0	0
E02001288 : Wigan 002	0.5%	11	0	0	11	0
E02005260 : Preston 008	0.5%	11	6	6	0	0
E02005291 : South Ribble 005	0.5%	11	3	8	0	0
E02005294 : South Ribble 008	0.5%	11	0	11	0	0
E02002615 : Blackburn with Darwen 001	0.5%	10	0	10	0	0
E02001305 : Wigan 019	0.5%	10	0	0	10	0
E02005269 : Preston 017	0.5%	10	5	5	0	0
E02001430 : Sefton 002	0.5%	10	5	0	0	5
E02001304 : Wigan 018	0.4%	9	0	0	9	0
E02005204 : Fylde 002	0.4%	9	7	2	0	0
E02005255 : Preston 003	0.4%	9	5	5	0	0
E02005318 : West Lancashire 015	0.4%	9	0	0	6	3
E02001433 : Sefton 005	0.4%	9	0	0	0	9
E02000992 : Bolton 009	0.4%	8	0	0	8	0
E02001287 : Wigan 001	0.4%	8	0	0	8	0
E02001300 : Wigan 014	0.4%	8	0	0	8	0
E02005264 : Preston 012	0.4%	8	4	4	0	0
E02005314 : West Lancashire 011	0.4%	8	0	0	0	8
E02005315 : West Lancashire 012	0.4%	8	0	0	0	8
E02001435 : Sefton 007	0.4%	8	0	0	0	8
E02005257 : Preston 005	0.3%	7	4	4	0	0
E02005312 : West Lancashire 009	0.3%	7	0	0	0	7
E02001432 : Sefton 004	0.3%	7	0	0	0	7
E02001437 : Sefton 009	0.3%	7	0	0	0	7
E02000990 : Bolton 007	0.3%	6	0	0	6	0
E02001297 : Wigan 011	0.3%	6	0	0	6	0
E02001326 : Wigan 040	0.3%	6	0	0	6	0
E02005212 : Hyndburn 001	0.3%	6	0	3	3	0
E02005256 : Preston 004	0.3%	6	3	3	0	0
E02005268 : Preston 016	0.3%	6	2	4	0	0

MSOA		Number of Car Drivers	Routes			
			B5248 (West)	B5248 (East)	A581 (East)	A581 (West)
			A	B	C	D
E02005313 : West Lancashire 010	0.3%	6	0	0	0	6
E02001431 : Sefton 003	0.3%	6	0	0	0	6
E02001296 : Wigan 010	0.2%	5	0	0	5	0
E02001301 : Wigan 015	0.2%	5	0	0	5	0
E02005266 : Preston 014	0.2%	5	2	4	0	0
E02005277 : Ribble Valley 008	0.2%	5	0	5	0	0
E02005310 : West Lancashire 007	0.2%	5	0	0	0	5
E02005317 : West Lancashire 014	0.2%	5	0	0	0	5
E02001436 : Sefton 008	0.2%	5	0	0	0	5
E02001438 : Sefton 010	0.2%	5	0	0	0	5
E02001406 : St. Helens 001	0.2%	5	0	0	3	3
E02002616 : Blackburn with Darwen 002	0.2%	4	0	4	0	0
E02002624 : Blackburn with Darwen 010	0.2%	4	0	4	0	0
E02002625 : Blackburn with Darwen 011	0.2%	4	0	4	0	0
E02002636 : Blackpool 004	0.2%	4	4	0	0	0
E02001007 : Bolton 024	0.2%	4	0	0	4	0
E02001011 : Bolton 028	0.2%	4	0	0	4	0
E02001163 : Salford 007	0.2%	4	0	0	4	0
E02001299 : Wigan 013	0.2%	4	0	0	4	0
E02001307 : Wigan 021	0.2%	4	0	0	4	0
E02001319 : Wigan 033	0.2%	4	0	0	4	0
E02001323 : Wigan 037	0.2%	4	0	0	4	0
E02001324 : Wigan 038	0.2%	4	0	0	4	0
E02005209 : Fylde 007	0.2%	4	4	0	0	0
E02005218 : Hyndburn 007	0.2%	4	0	4	0	0
E02005253 : Preston 001	0.2%	4	0	4	0	0
E02005254 : Preston 002	0.2%	4	2	2	0	0
E02005258 : Preston 006	0.2%	4	0	4	0	0
E02005259 : Preston 007	0.2%	4	0	4	0	0
E02005261 : Preston 009	0.2%	4	0	4	0	0
E02005262 : Preston 010	0.2%	4	4	0	0	0
E02005263 : Preston 011	0.2%	4	0	4	0	0
E02001440 : Sefton 012	0.2%	4	0	0	0	4
E02001445 : Sefton 017	0.2%	4	0	0	0	4
E02002628 : Blackburn with Darwen 014	0.1%	3	0	3	0	0
E02002598 : Warrington 009	0.1%	3	0	0	3	0
E02000984 : Bolton 001	0.1%	3	0	0	3	0

MSOA		Number of Car Drivers	Routes			
			B5248 (West)	B5248 (East)	A581 (East)	A581 (West)
			A	B	C	D
E02001018 : Bolton 035	0.1%	3	0	0	3	0
E02001040 : Bury 022	0.1%	3	0	0	3	0
E02001293 : Wigan 007	0.1%	3	0	0	3	0
E02001302 : Wigan 016	0.1%	3	0	0	3	0
E02001314 : Wigan 028	0.1%	3	0	0	3	0
E02001318 : Wigan 032	0.1%	3	0	0	3	0
E02005180 : Burnley 005	0.1%	3	0	3	0	0
E02005231 : Lancaster 011	0.1%	3	0	3	0	0
E02005271 : Ribble Valley 002	0.1%	3	0	3	0	0
E02005323 : Wyre 005	0.1%	3	1	2	0	0
E02005327 : Wyre 009	0.1%	3	1	2	0	0
E02001353 : Liverpool 007	0.1%	3	0	0	2	2
E02001429 : Sefton 001	0.1%	3	2	0	0	2
E02001439 : Sefton 011	0.1%	3	2	0	0	2
E02001442 : Sefton 014	0.1%	3	1	0	2	1
E02001455 : Sefton 027	0.1%	3	0	0	2	2
E02001415 : St. Helens 010	0.1%	3	0	0	2	2
E02002617 : Blackburn with Darwen 003	0.1%	2	0	2	0	0
E02002623 : Blackburn with Darwen 009	0.1%	2	0	2	0	0
E02002631 : Blackburn with Darwen 017	0.1%	2	0	2	0	0
E02002634 : Blackpool 002	0.1%	2	1	1	0	0
E02002644 : Blackpool 012	0.1%	2	1	1	0	0
E02003794 : Cheshire West and Chester 022	0.1%	2	0	0	2	0
E02002606 : Warrington 017	0.1%	2	0	0	2	0
E02004024 : South Lakeland 010	0.1%	2	0	2	0	0
E02000987 : Bolton 004	0.1%	2	0	0	2	0
E02000993 : Bolton 010	0.1%	2	0	0	2	0
E02000997 : Bolton 014	0.1%	2	0	0	2	0
E02001020 : Bury 002	0.1%	2	0	0	2	0
E02001030 : Bury 012	0.1%	2	0	0	2	0
E02001099 : Oldham 002	0.1%	2	0	0	2	0
E02001177 : Salford 021	0.1%	2	0	0	2	0
E02001250 : Tameside 022	0.1%	2	0	0	2	0
E02001291 : Wigan 005	0.1%	2	0	0	2	0
E02001294 : Wigan 008	0.1%	2	0	0	2	0
E02001298 : Wigan 012	0.1%	2	0	0	2	0
E02001306 : Wigan 020	0.1%	2	0	0	2	0

MSOA		Number of Car Drivers	Routes			
			B5248 (West)	B5248 (East)	A581 (East)	A581 (West)
			A	B	C	D
E02001310 : Wigan 024	0.1%	2	0	0	2	0
E02001313 : Wigan 027	0.1%	2	0	0	2	0
E02001322 : Wigan 036	0.1%	2	0	0	2	0
E02001325 : Wigan 039	0.1%	2	0	0	2	0
E02005176 : Burnley 001	0.1%	2	0	2	0	0
E02005203 : Fylde 001	0.1%	2	1	1	0	0
E02005205 : Fylde 003	0.1%	2	1	1	0	0
E02005207 : Fylde 005	0.1%	2	1	1	0	0
E02005225 : Lancaster 005	0.1%	2	0	2	0	0
E02005230 : Lancaster 010	0.1%	2	0	2	0	0
E02005244 : Pendle 005	0.1%	2	0	2	0	0
E02005273 : Ribble Valley 004	0.1%	2	0	2	0	0
E02005275 : Ribble Valley 006	0.1%	2	0	2	0	0
E02005276 : Ribble Valley 007	0.1%	2	0	2	0	0
E02005279 : Rossendale 002	0.1%	2	0	2	0	0
E02005285 : Rossendale 008	0.1%	2	0	2	0	0
E02005316 : West Lancashire 013	0.1%	2	0	0	2	0
E02005320 : Wyre 002	0.1%	2	1	1	0	0
E02005321 : Wyre 003	0.1%	2	1	1	0	0
E02005328 : Wyre 010	0.1%	2	1	1	0	0
E02005332 : Wyre 014	0.1%	2	1	1	0	0
E02001338 : Knowsley 012	0.1%	2	0	0	1	1
E02001363 : Liverpool 017	0.1%	2	0	0	1	1
E02001381 : Liverpool 035	0.1%	2	0	0	1	1
E02001395 : Liverpool 049	0.1%	2	0	0	1	1
E02001402 : Liverpool 056	0.1%	2	0	0	1	1
E02001434 : Sefton 006	0.1%	2	1	0	0	1
E02001448 : Sefton 020	0.1%	2	0	0	0	2
E02001451 : Sefton 023	0.1%	2	0	0	1	1
E02001420 : St. Helens 015	0.1%	2	0	0	2	0
E02001423 : St. Helens 018	0.1%	2	0	0	2	0
E02002790 : York 019	0.1%	2	0	1	1	0
E02002420 : Leeds 091	0.1%	2	0	1	1	0
E02005708 : Northumberland 003	0.0%	1	0	1	0	0
E02002620 : Blackburn with Darwen 006	0.0%	1	0	1	0	0
E02002626 : Blackburn with Darwen 012	0.0%	1	0	1	0	0
E02002627 : Blackburn with Darwen 013	0.0%	1	0	1	0	0

MSOA		Number of Car Drivers	Routes			
			B5248 (West)	B5248 (East)	A581 (East)	A581 (West)
			A	B	C	D
E02002629 : Blackburn with Darwen 015	0.0%	1	0	1	0	0
E02002630 : Blackburn with Darwen 016	0.0%	1	0	1	0	0
E02002633 : Blackpool 001	0.0%	1	0	1	0	0
E02002635 : Blackpool 003	0.0%	1	0	1	0	0
E02002640 : Blackpool 008	0.0%	1	0	1	0	0
E02002647 : Blackpool 015	0.0%	1	0	1	0	0
E02002651 : Blackpool 019	0.0%	1	0	1	0	0
E02003853 : Cheshire East 001	0.0%	1	0	0	1	0
E02003841 : Cheshire West and Chester 001	0.0%	1	0	0	1	0
E02003847 : Cheshire West and Chester 009	0.0%	1	0	0	1	0
E02003879 : Cheshire West and Chester 018	0.0%	1	0	0	1	0
E02003891 : Cheshire West and Chester 045	0.0%	1	0	0	1	0
E02002575 : Halton 002	0.0%	1	0	0	1	0
E02002584 : Halton 011	0.0%	1	0	0	1	0
E02002591 : Warrington 002	0.0%	1	0	0	1	0
E02002597 : Warrington 008	0.0%	1	0	0	1	0
E02002601 : Warrington 012	0.0%	1	0	0	1	0
E02002603 : Warrington 014	0.0%	1	0	0	1	0
E02002604 : Warrington 015	0.0%	1	0	0	1	0
E02002611 : Warrington 022	0.0%	1	0	0	1	0
E02002612 : Warrington 023	0.0%	1	0	0	1	0
E02002614 : Warrington 025	0.0%	1	0	0	1	0
E02000986 : Bolton 003	0.0%	1	0	0	1	0
E02000988 : Bolton 005	0.0%	1	0	0	1	0
E02000989 : Bolton 006	0.0%	1	0	0	1	0
E02000991 : Bolton 008	0.0%	1	0	0	1	0
E02000995 : Bolton 012	0.0%	1	0	0	1	0
E02000999 : Bolton 016	0.0%	1	0	0	1	0
E02001000 : Bolton 017	0.0%	1	0	0	1	0
E02001012 : Bolton 029	0.0%	1	0	0	1	0
E02001019 : Bury 001	0.0%	1	0	0	1	0
E02001036 : Bury 018	0.0%	1	0	0	1	0
E02001038 : Bury 020	0.0%	1	0	0	1	0
E02001039 : Bury 021	0.0%	1	0	0	1	0
E02001041 : Bury 023	0.0%	1	0	0	1	0
E02001078 : Manchester 034	0.0%	1	0	0	1	0
E02006912 : Manchester 055	0.0%	1	0	0	1	0

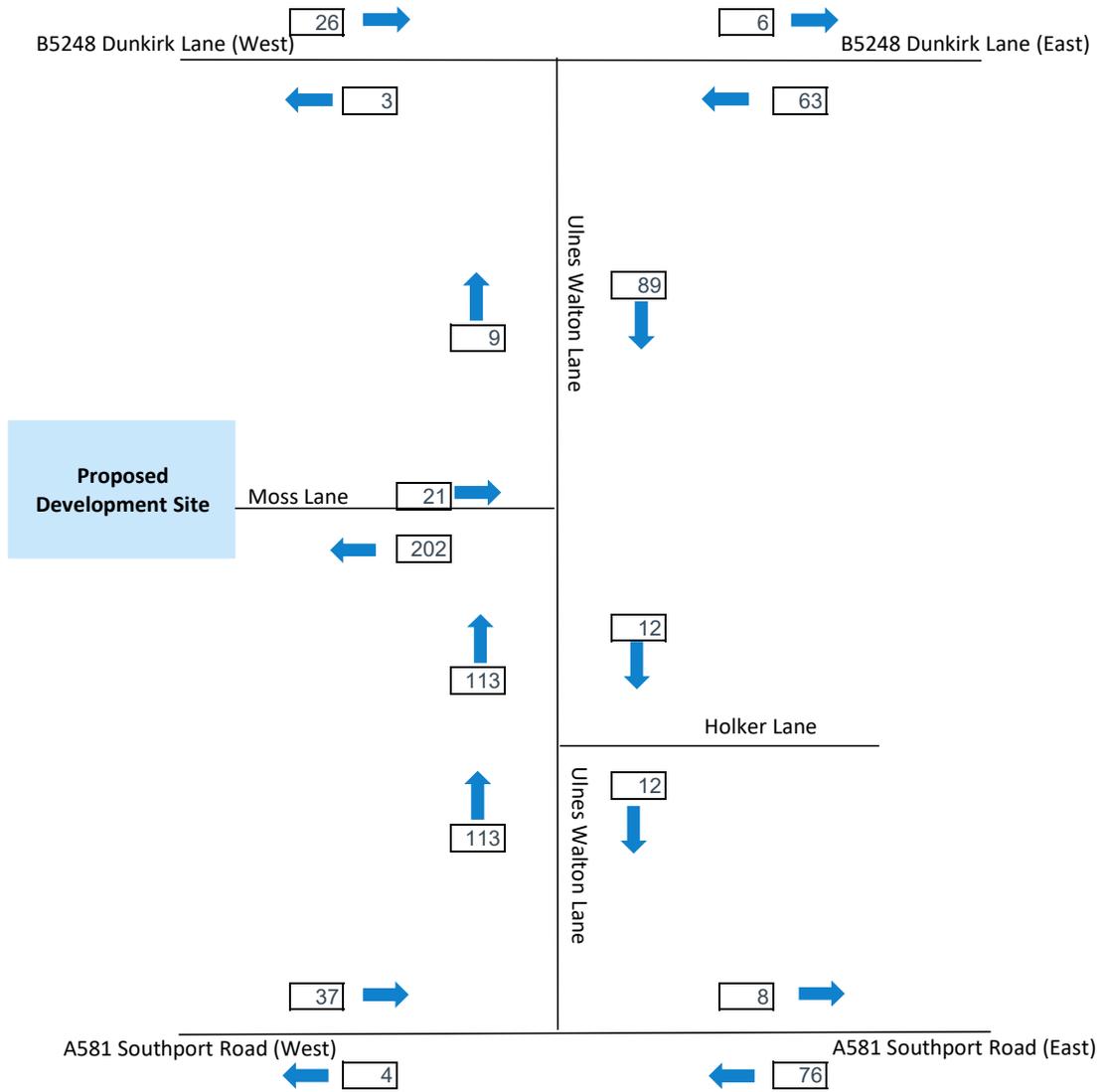
MSOA		Number of Car Drivers	Routes			
			B5248 (West)	B5248 (East)	A581 (East)	A581 (West)
			A	B	C	D
E02006917 : Manchester 060	0.0%	1	0	0	1	0
E02001102 : Oldham 005	0.0%	1	0	0	1	0
E02001103 : Oldham 006	0.0%	1	0	0	1	0
E02001112 : Oldham 015	0.0%	1	0	0	1	0
E02001115 : Oldham 018	0.0%	1	0	0	1	0
E02001123 : Oldham 026	0.0%	1	0	0	1	0
E02001129 : Oldham 032	0.0%	1	0	0	1	0
E02001133 : Rochdale 002	0.0%	1	0	0	1	0
E02001143 : Rochdale 012	0.0%	1	0	0	1	0
E02001150 : Rochdale 019	0.0%	1	0	0	1	0
E02001167 : Salford 011	0.0%	1	0	0	1	0
E02001194 : Stockport 008	0.0%	1	0	0	1	0
E02001204 : Stockport 018	0.0%	1	0	0	1	0
E02001213 : Stockport 027	0.0%	1	0	0	1	0
E02001229 : Tameside 001	0.0%	1	0	0	1	0
E02001230 : Tameside 002	0.0%	1	0	0	1	0
E02001239 : Tameside 011	0.0%	1	0	0	1	0
E02001255 : Tameside 027	0.0%	1	0	0	1	0
E02001257 : Tameside 029	0.0%	1	0	0	1	0
E02001267 : Trafford 009	0.0%	1	0	0	1	0
E02001268 : Trafford 010	0.0%	1	0	0	1	0
E02001269 : Trafford 011	0.0%	1	0	0	1	0
E02001272 : Trafford 014	0.0%	1	0	0	1	0
E02001277 : Trafford 019	0.0%	1	0	0	1	0
E02001284 : Trafford 026	0.0%	1	0	0	1	0
E02001292 : Wigan 006	0.0%	1	0	0	1	0
E02001308 : Wigan 022	0.0%	1	0	0	1	0
E02001309 : Wigan 023	0.0%	1	0	0	1	0
E02001317 : Wigan 031	0.0%	1	0	0	1	0
E02001321 : Wigan 035	0.0%	1	0	0	1	0
E02005177 : Burnley 002	0.0%	1	0	1	0	0
E02005179 : Burnley 004	0.0%	1	0	1	0	0
E02005183 : Burnley 008	0.0%	1	0	1	0	0
E02005184 : Burnley 009	0.0%	1	0	1	0	0
E02005186 : Burnley 011	0.0%	1	0	1	0	0
E02005206 : Fylde 004	0.0%	1	0	1	0	0
E02005208 : Fylde 006	0.0%	1	0	1	0	0

MSOA		Number of Car Drivers	Routes			
			B5248 (West)	B5248 (East)	A581 (East)	A581 (West)
			A	B	C	D
E02005210 : Fylde 008	0.0%	1	0	1	0	0
E02005211 : Fylde 009	0.0%	1	0	1	0	0
E02005213 : Hyndburn 002	0.0%	1	0	1	0	0
E02005214 : Hyndburn 003	0.0%	1	0	1	0	0
E02005216 : Hyndburn 005	0.0%	1	0	1	0	0
E02005220 : Hyndburn 009	0.0%	1	0	1	0	0
E02005223 : Lancaster 003	0.0%	1	0	1	0	0
E02005224 : Lancaster 004	0.0%	1	0	1	0	0
E02005229 : Lancaster 009	0.0%	1	0	1	0	0
E02005233 : Lancaster 013	0.0%	1	0	1	0	0
E02005236 : Lancaster 016	0.0%	1	0	1	0	0
E02005237 : Lancaster 017	0.0%	1	0	1	0	0
E02005238 : Lancaster 018	0.0%	1	0	1	0	0
E02005239 : Lancaster 019	0.0%	1	0	1	0	0
E02005240 : Pendle 001	0.0%	1	0	1	0	0
E02005241 : Pendle 002	0.0%	1	0	1	0	0
E02005246 : Pendle 007	0.0%	1	0	1	0	0
E02005247 : Pendle 008	0.0%	1	0	1	0	0
E02005252 : Pendle 013	0.0%	1	0	1	0	0
E02005270 : Ribble Valley 001	0.0%	1	0	1	0	0
E02005272 : Ribble Valley 003	0.0%	1	0	1	0	0
E02005274 : Ribble Valley 005	0.0%	1	0	1	0	0
E02005281 : Rossendale 004	0.0%	1	0	1	0	0
E02005324 : Wyre 006	0.0%	1	0	1	0	0
E02005325 : Wyre 007	0.0%	1	0	1	0	0
E02005326 : Wyre 008	0.0%	1	0	1	0	0
E02005329 : Wyre 011	0.0%	1	0	1	0	0
E02005331 : Wyre 013	0.0%	1	0	1	0	0
E02001351 : Liverpool 005	0.0%	1	0	0	1	1
E02001357 : Liverpool 011	0.0%	1	0	0	1	1
E02001367 : Liverpool 021	0.0%	1	0	0	1	1
E02001387 : Liverpool 041	0.0%	1	0	0	1	1
E02001441 : Sefton 013	0.0%	1	1	0	0	1
E02001443 : Sefton 015	0.0%	1	1	0	0	1
E02001444 : Sefton 016	0.0%	1	1	0	0	1
E02001446 : Sefton 018	0.0%	1	1	0	0	1
E02001449 : Sefton 021	0.0%	1	0	0	1	0

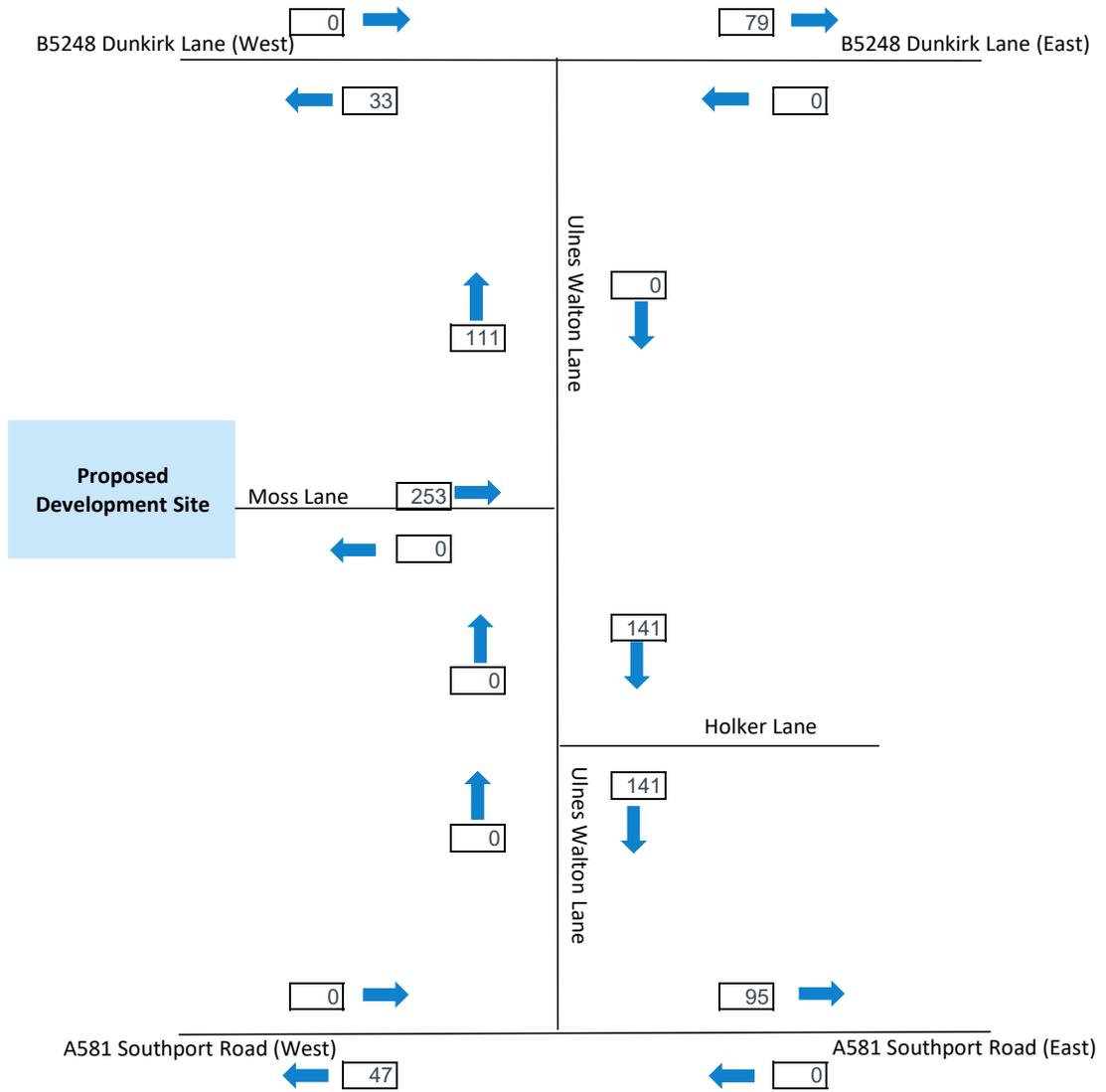
MSOA		Number of Car Drivers	Routes			
			B5248 (West)	B5248 (East)	A581 (East)	A581 (West)
			A	B	C	D
E02001452 : Sefton 024	0.0%	1	0	0	1	0
E02001454 : Sefton 026	0.0%	1	0	0	1	1
E02001456 : Sefton 028	0.0%	1	0	0	1	1
E02001458 : Sefton 030	0.0%	1	0	0	1	1
E02001459 : Sefton 031	0.0%	1	0	0	1	1
E02001460 : Sefton 032	0.0%	1	0	0	1	1
E02001462 : Sefton 034	0.0%	1	0	0	1	1
E02001407 : St. Helens 002	0.0%	1	0	0	1	0
E02001408 : St. Helens 003	0.0%	1	0	0	1	0
E02001409 : St. Helens 004	0.0%	1	0	0	1	0
E02001414 : St. Helens 009	0.0%	1	0	0	1	0
E02001416 : St. Helens 011	0.0%	1	0	0	1	0
E02001421 : St. Helens 016	0.0%	1	0	0	1	0
E02001424 : St. Helens 019	0.0%	1	0	0	1	0
E02001427 : St. Helens 022	0.0%	1	0	0	1	0
E02001489 : Wirral 023	0.0%	1	0	0	1	0
E02001493 : Wirral 027	0.0%	1	0	0	1	0
E02005744 : Craven 003	0.0%	1	0	1	0	0
E02005462 : North Kesteven 010	0.0%	1	0	0	1	0
E02006013 : Shropshire 034	0.0%	1	0	0	1	0
E02006127 : Cannock Chase 010	0.0%	1	0	0	1	0
E02006740 : Worcester 007	0.0%	1	0	0	1	0
E02004598 : Uttlesford 008	0.0%	1	0	0	1	0
W02000044 : Denbighshire 003	0.0%	1	0	0	1	0
			280	671	810	398
	100%	2159	13%	31%	37%	18%

Appendix H. Garth Wymott 2 Traffic Flow Diagrams

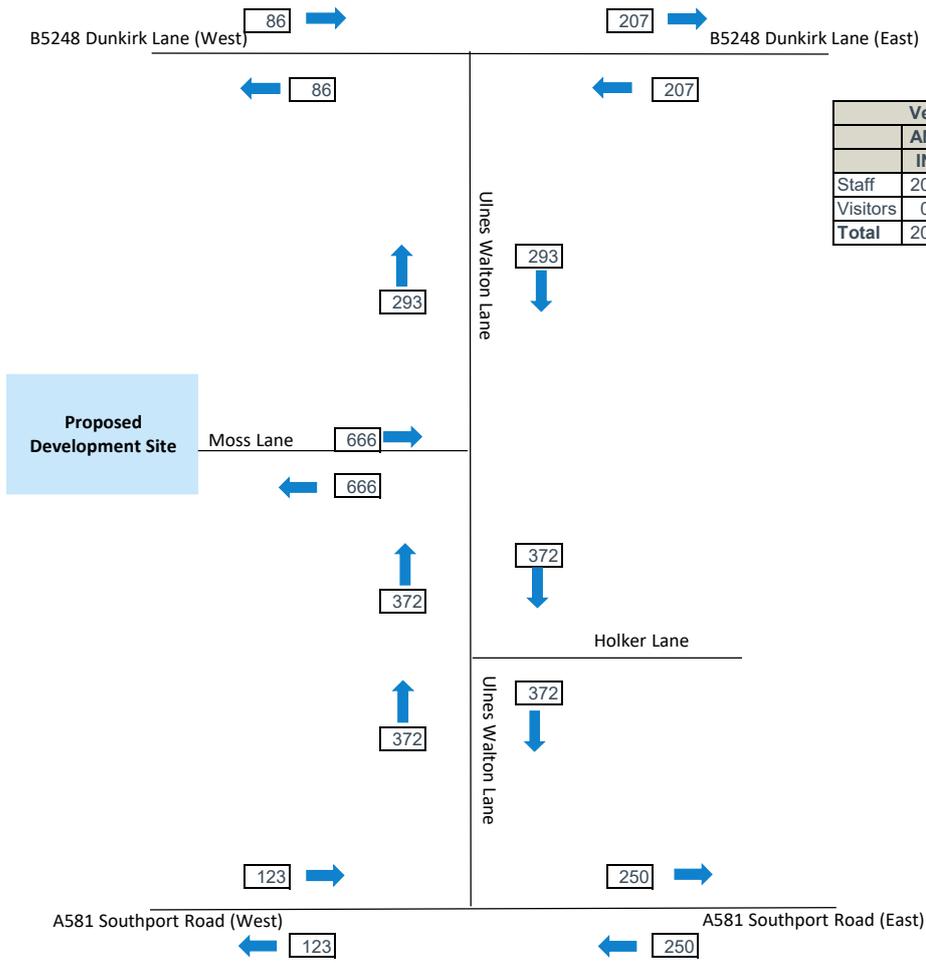
Project: Garth Wymott 2
Scenario: Development Trips
Time Period: AM Peak



Project: Garth Wymott 2
Scenario: Development Trips
Time Period: PM Peak



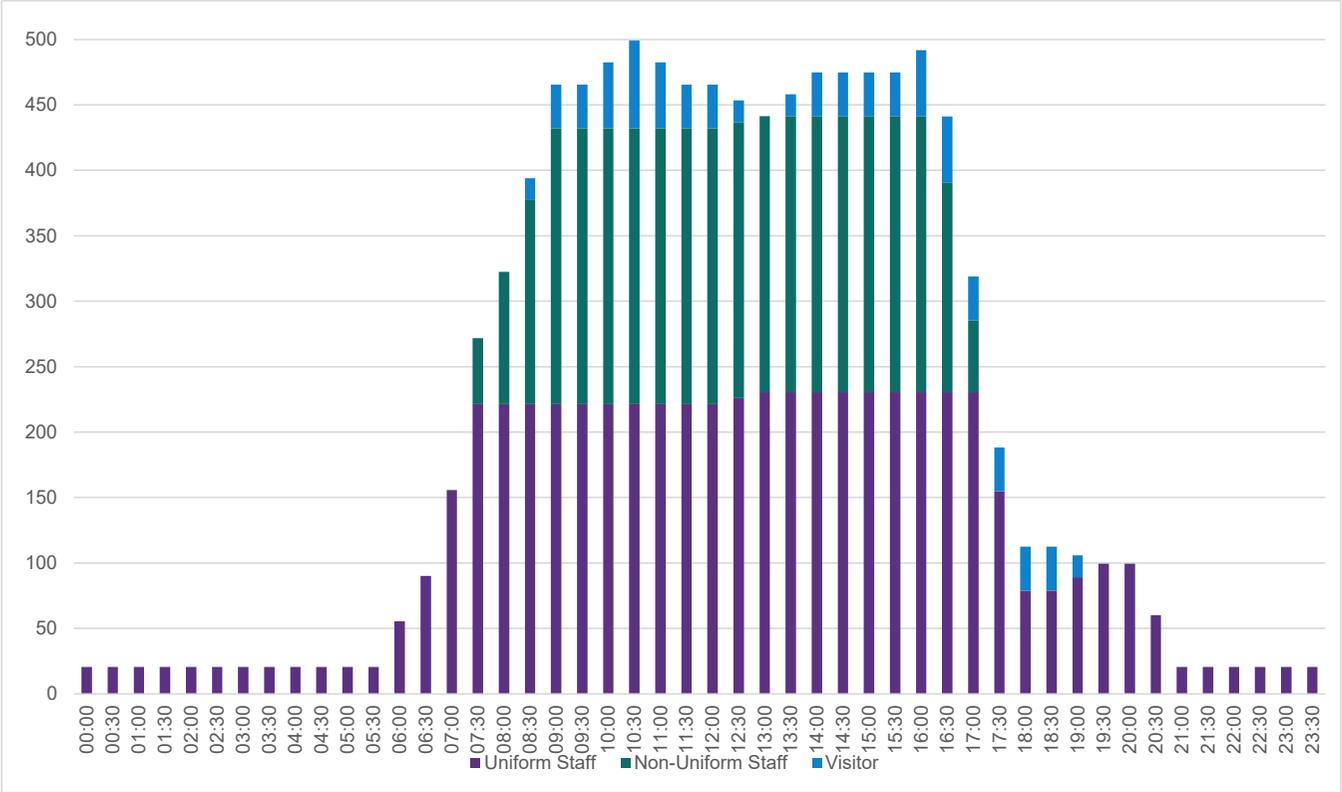
Project: Garth Wymott 2
Scenario: Development Trips
Time Period: Daily



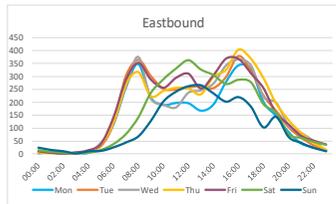
	Vehicle Trips per hour					
	AM Peak		PM Peak		Daily	
	IN	OUT	IN	OUT	IN	OUT
Staff	202	21	0	236	531	531
Visitors	0	0	0	17	134	134
Total	202	21	0	253	666	666

Appendix I. Garth Wymott 2 Parking Accumulation

Bar Chart Showing Parking Accumulation for Garth Wymott 2 (up to 1715 inmate provision)



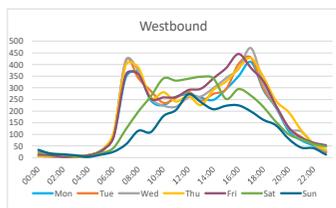
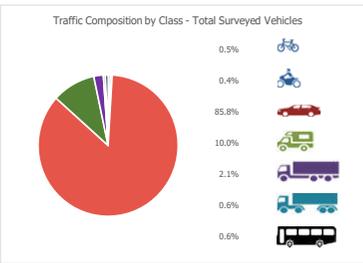
Appendix J. LCC 2019 Historic ATC B5248 Dunkirk Lane



Direction	7-Day Average Speed	7-Day 85th %ile Speed	On a 7-day average		
Eastbound	27.2	30.2	16.5%	1.5%	0.1%
Westbound	28.5	32.3	32.7%	5.6%	0.2%
Combined	27.9	31.4	25.1%	3.7%	0.2%

30 mph mph

of vehicles are travelling over posted speed limit (PSL) of vehicles are traveling 10% +2 over PSL (35mph) of vehicles are 15mph over PSL (45mph)



Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Eastbound	3939	3684	25786
Westbound	4482	4127	28887
Combined	8420	7810	54673



Incidents/Observations
No observations or incidents during the survey period.

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

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

Eastbound ▼

Time	Eastbound							5 Day Avg	7 Day Avg
	Mon 07-Oct	Tue 08-Oct	Wed 09-Oct	Thu 10-Oct	Fri 11-Oct	Sat 12-Oct	Sun 13-Oct		
00:00	1	0	0	0	4	6	10	1	3
00:15	1	1	0	1	2	2	6	1	2
00:30	0	1	2	4	1	3	7	2	3
00:45	1	1	1	0	3	3	1	1	1
01:00	2	1	2	0	2	2	6	1	2
01:15	1	3	2	1	0	1	2	1	1
01:30	2	1	2	1	1	3	1	1	2
01:45	0	1	0	1	1	2	7	1	2
02:00	0	0	0	0	2	2	3	0	1
02:15	0	0	0	0	0	1	1	0	0
02:30	0	1	1	0	0	3	4	0	1
02:45	2	0	0	4	0	0	2	1	1
03:00	2	1	0	0	0	1	0	1	1
03:15	1	0	2	1	2	2	0	1	1
03:30	0	1	1	1	1	0	1	1	1
03:45	2	1	1	1	3	0	1	2	1
04:00	0	1	0	1	0	0	3	0	1
04:15	4	2	3	1	1	2	2	2	2
04:30	0	1	3	2	5	0	2	2	2
04:45	0	8	1	6	8	3	3	5	4
05:00	8	3	10	7	6	3	1	7	5
05:15	6	5	2	6	6	3	1	5	4
05:30	16	12	18	17	11	5	5	15	12
05:45	10	11	13	7	16	4	5	11	9
06:00	14	16	16	19	23	8	5	18	14
06:15	26	25	30	17	24	5	3	24	19
06:30	34	33	33	38	47	12	8	37	29
06:45	41	42	35	48	47	13	9	43	34
07:00	55	52	50	46	54	13	9	51	40
07:15	47	62	61	54	61	11	9	57	44
07:30	79	95	67	89	79	25	13	82	64
07:45	75	93	81	78	92	28	13	84	66
08:00	88	75	104	82	86	23	16	87	68
08:15	72	79	86	77	88	29	11	80	63
08:30	87	97	86	76	90	41	21	87	71
08:45	101	113	99	81	88	48	20	96	79
09:00	48	76	67	59	76	59	23	65	58
09:15	50	82	54	57	65	73	23	62	58
09:30	57	74	44	47	79	45	31	60	54
09:45	63	69	49	60	68	59	50	62	60
10:00	38	66	56	71	72	65	42	61	59
10:15	52	64	32	59	73	74	45	56	57
10:30	45	57	48	61	48	74	50	52	55
10:45	54	65	54	53	63	76	66	58	62
11:00	43	61	43	46	78	84	58	54	59
11:15	58	55	57	85	60	82	65	63	66
11:30	46	58	38	65	83	93	55	58	63

Eastbound									
Time	Mon 07-Oct	Tue 08-Oct	Wed 09-Oct	Thu 10-Oct	Fri 11-Oct	Sat 12-Oct	Sun 13-Oct	5 Day Avg	7 Day Avg
11:45	50	75	42	59	73	71	63	60	62
12:00	51	61	60	69	75	95	67	63	68
12:15	44	63	60	63	96	86	73	65	69
12:30	55	76	60	63	71	80	51	65	65
12:45	46	57	57	58	68	101	71	57	65
13:00	41	67	68	57	58	80	68	58	63
13:15	45	69	48	64	61	69	56	57	59
13:30	41	82	68	58	62	90	63	62	66
13:45	40	44	61	51	72	87	78	54	62
14:00	34	56	57	66	79	74	45	58	59
14:15	37	64	72	74	67	75	56	63	64
14:30	49	74	57	78	62	88	70	64	68
14:45	71	60	85	80	96	68	63	78	75
15:00	78	71	87	90	83	59	54	82	75
15:15	78	62	93	72	99	70	51	81	75
15:30	64	91	79	83	91	76	59	82	78
15:45	59	74	83	80	95	65	38	78	71
16:00	86	96	73	89	90	58	65	87	80
16:15	83	104	94	98	88	84	56	93	87
16:30	90	93	96	124	94	73	46	99	88
16:45	84	85	102	92	95	72	53	92	83
17:00	105	89	117	129	95	85	38	107	94
17:15	78	81	85	98	81	68	52	85	78
17:30	82	70	73	83	74	59	49	76	70
17:45	63	80	66	57	62	64	43	66	62
18:00	59	59	74	86	74	60	33	70	64
18:15	39	63	50	79	64	42	26	59	52
18:30	52	44	49	55	55	45	23	51	46
18:45	51	59	48	73	61	45	20	58	51
19:00	37	37	44	42	45	45	33	41	40
19:15	41	46	42	62	36	51	34	45	45
19:30	44	49	68	48	50	30	37	52	47
19:45	25	35	44	44	27	34	39	35	35
20:00	19	24	37	30	41	25	20	30	28
20:15	23	30	28	24	26	21	18	26	24
20:30	22	24	23	36	21	18	13	25	22
20:45	20	25	21	40	26	11	14	26	22
21:00	9	18	23	26	17	18	13	19	18
21:15	11	18	20	19	19	16	7	17	16
21:30	11	13	16	21	26	11	12	17	16
21:45	9	14	22	15	8	17	11	14	14
22:00	7	15	20	16	17	16	5	15	14
22:15	8	8	10	13	11	11	7	10	10
22:30	7	7	10	11	10	8	9	9	9
22:45	4	3	10	4	13	11	2	7	7
23:00	4	5	6	5	13	10	4	7	7
23:15	5	3	1	5	15	13	3	6	6
23:30	2	5	3	4	3	5	2	3	3
23:45	2	2	1	2	6	7	2	3	3
07-19	2913	3462	3240	3474	3644	3091	2150	3347	3139
06-22	3299	3911	3742	4003	4127	3426	2426	3816	3562
06-00	3338	3959	3803	4063	4215	3507	2460	3876	3621
00-00	3397	4015	3867	4125	4290	3558	2534	3939	3684

Westbound ▼

Time	Westbound							5 Day Avg	7 Day Avg
	Mon 07-Oct	Tue 08-Oct	Wed 09-Oct	Thu 10-Oct	Fri 11-Oct	Sat 12-Oct	Sun 13-Oct		
00:00	4	0	1	3	0	11	10	2	4
00:15	2	2	3	2	8	7	8	3	5
00:30	1	2	3	1	1	4	5	2	2
00:45	4	2	0	1	4	2	10	2	3
01:00	3	2	1	3	4	4	3	3	3
01:15	0	2	0	0	3	5	3	1	2
01:30	3	1	1	0	1	5	6	1	2
01:45	1	1	0	3	2	4	4	1	2
02:00	0	1	0	1	0	2	6	0	1
02:15	0	1	1	2	3	5	6	1	3
02:30	1	0	0	0	0	4	2	0	1
02:45	0	2	0	2	0	1	0	1	1
03:00	0	1	0	0	1	0	1	0	0
03:15	0	0	0	0	0	2	3	0	1
03:30	2	1	3	1	2	3	3	2	2
03:45	3	1	4	0	1	1	2	2	2
04:00	2	1	0	3	3	2	1	2	2
04:15	4	3	5	3	2	0	0	3	2
04:30	1	1	3	3	2	1	2	2	2
04:45	2	2	0	2	2	0	0	2	1
05:00	3	5	5	4	6	0	1	5	3
05:15	10	7	3	7	8	5	4	7	6
05:30	8	8	12	11	10	7	5	10	9
05:45	9	6	5	7	4	6	2	6	6
06:00	9	8	10	10	15	9	2	10	9
06:15	21	24	21	17	16	14	6	20	17
06:30	24	26	26	25	21	8	9	24	20
06:45	33	37	35	52	34	10	8	38	30
07:00	47	57	62	50	52	14	7	54	41
07:15	80	100	109	92	85	29	18	93	73
07:30	113	139	125	134	114	39	12	125	97
07:45	106	119	123	123	106	39	19	115	91
08:00	106	87	88	92	79	41	26	90	74
08:15	82	107	98	113	99	54	32	100	84
08:30	96	70	94	86	88	48	24	87	72
08:45	84	77	94	96	92	55	33	89	76
09:00	63	85	78	77	65	49	21	74	63
09:15	70	55	70	57	62	72	22	63	58
09:30	55	76	43	61	71	65	34	61	58
09:45	58	70	64	62	55	77	32	62	60
10:00	62	59	61	71	69	87	49	64	65
10:15	41	53	50	60	57	74	51	52	55
10:30	63	60	59	72	55	86	44	62	63
10:45	59	63	53	77	77	93	35	66	65
11:00	59	59	54	50	66	79	46	58	59
11:15	70	69	58	60	74	79	53	66	66
11:30	67	69	48	46	61	87	44	58	60

Westbound									
Time	Mon 07-Oct	Tue 08-Oct	Wed 09-Oct	Thu 10-Oct	Fri 11-Oct	Sat 12-Oct	Sun 13-Oct	5 Day Avg	7 Day Avg
11:45	65	60	59	85	59	85	61	66	68
12:00	70	67	59	70	66	89	65	66	69
12:15	68	73	68	72	70	105	65	70	74
12:30	69	78	65	58	81	66	66	70	69
12:45	65	64	66	65	73	79	76	67	70
13:00	71	84	66	68	68	97	59	71	73
13:15	77	66	78	70	74	99	71	73	76
13:30	48	44	69	56	71	81	59	58	61
13:45	61	51	50	32	83	70	49	55	57
14:00	43	63	58	74	77	96	48	63	66
14:15	64	75	57	78	72	76	53	69	68
14:30	62	66	82	64	100	86	57	75	74
14:45	79	70	101	74	91	82	50	83	78
15:00	59	69	83	79	86	73	57	75	72
15:15	78	84	81	95	97	56	61	87	79
15:30	69	71	90	73	100	67	54	81	75
15:45	88	70	88	80	102	56	51	86	76
16:00	78	99	92	93	108	63	54	94	84
16:15	90	89	90	101	118	69	64	98	89
16:30	91	106	87	89	106	80	45	96	86
16:45	91	108	112	102	113	82	61	105	96
17:00	90	124	108	97	103	63	57	104	92
17:15	117	102	136	115	105	62	59	115	99
17:30	113	108	115	118	81	72	49	107	94
17:45	91	94	111	97	95	69	33	98	84
18:00	74	84	88	102	102	47	44	90	77
18:15	89	81	89	101	87	65	38	89	79
18:30	79	64	76	74	76	47	41	74	65
18:45	48	67	63	68	62	58	39	62	58
19:00	59	76	63	86	70	36	32	71	60
19:15	66	64	63	60	56	58	40	62	58
19:30	55	43	59	52	54	31	37	53	47
19:45	34	36	35	46	43	28	29	39	36
20:00	32	41	34	61	42	31	27	42	38
20:15	30	37	24	47	36	31	20	35	32
20:30	31	26	35	57	29	24	15	36	31
20:45	20	24	31	30	22	14	18	25	23
21:00	21	22	30	38	21	22	15	26	24
21:15	20	18	32	27	24	24	9	24	22
21:30	15	26	27	32	18	16	10	24	21
21:45	18	22	23	20	22	17	9	21	19
22:00	13	18	24	16	20	15	13	18	17
22:15	15	19	15	21	20	20	9	18	17
22:30	9	10	8	14	13	13	8	11	11
22:45	14	8	11	9	11	10	10	11	10
23:00	12	10	7	12	16	16	4	11	11
23:15	3	5	8	10	17	5	2	9	7
23:30	2	4	8	5	9	11	3	6	6
23:45	6	3	4	6	10	15	3	6	7
07-19	3568	3755	3818	3829	3953	3307	2188	3785	3488
06-22	4056	4285	4366	4489	4476	3680	2474	4334	3975
06-00	4130	4362	4451	4582	4592	3785	2526	4423	4061
00-00	4193	4414	4501	4641	4659	3866	2613	4482	4127

Combined ▼

Time	Combined								5 Day Avg	7 Day Avg
	Mon 07-Oct	Tue 08-Oct	Wed 09-Oct	Thu 10-Oct	Fri 11-Oct	Sat 12-Oct	Sun 13-Oct			
00:00	5	0	1	3	4	17	20	3	7	
00:15	3	3	3	3	10	9	14	4	6	
00:30	1	3	5	5	2	7	12	3	5	
00:45	5	3	1	1	7	5	11	3	5	
01:00	5	3	3	3	6	6	9	4	5	
01:15	1	5	2	1	3	6	5	2	3	
01:30	5	2	3	1	2	8	7	3	4	
01:45	1	2	0	4	3	6	11	2	4	
02:00	0	1	0	1	2	4	9	1	2	
02:15	0	1	1	2	3	6	7	1	3	
02:30	1	1	1	0	0	7	6	1	2	
02:45	2	2	0	6	0	1	2	2	2	
03:00	2	2	0	0	1	1	1	1	1	
03:15	1	0	2	1	2	4	3	1	2	
03:30	2	2	4	2	3	3	4	3	3	
03:45	5	2	5	1	4	1	3	3	3	
04:00	2	2	0	4	3	2	4	2	2	
04:15	8	5	8	4	3	2	2	6	5	
04:30	1	2	6	5	7	1	4	4	4	
04:45	2	10	1	8	10	3	3	6	5	
05:00	11	8	15	11	12	3	2	11	9	
05:15	16	12	5	13	14	8	5	12	10	
05:30	24	20	30	28	21	12	10	25	21	
05:45	19	17	18	14	20	10	7	18	15	
06:00	23	24	26	29	38	17	7	28	23	
06:15	47	49	51	34	40	19	9	44	36	
06:30	58	59	59	63	68	20	17	61	49	
06:45	74	79	70	100	81	23	17	81	63	
07:00	102	109	112	96	106	27	16	105	81	
07:15	127	162	170	146	146	40	27	150	117	
07:30	192	234	192	223	193	64	25	207	160	
07:45	181	212	204	201	198	67	32	199	156	
08:00	194	162	192	174	165	64	42	177	142	
08:15	154	186	184	190	187	83	43	180	147	
08:30	183	167	180	162	178	89	45	174	143	
08:45	185	190	193	177	180	103	53	185	154	
09:00	111	161	145	136	141	108	44	139	121	
09:15	120	137	124	114	127	145	45	124	116	
09:30	112	150	87	108	150	110	65	121	112	
09:45	121	139	113	122	123	136	82	124	119	
10:00	100	125	117	142	141	152	91	125	124	
10:15	93	117	82	119	130	148	96	108	112	
10:30	108	117	107	133	103	160	94	114	117	
10:45	113	128	107	130	140	169	101	124	127	
11:00	102	120	97	96	144	163	104	112	118	
11:15	128	124	115	145	134	161	118	129	132	
11:30	113	127	86	111	144	180	99	116	123	

Time	Combined							5 Day Avg	7 Day Avg
	Mon 07-Oct	Tue 08-Oct	Wed 09-Oct	Thu 10-Oct	Fri 11-Oct	Sat 12-Oct	Sun 13-Oct		
11:45	115	135	101	144	132	156	124	125	130
12:00	121	128	119	139	141	184	132	130	138
12:15	112	136	128	135	166	191	138	135	144
12:30	124	154	125	121	152	146	117	135	134
12:45	111	121	123	123	141	180	147	124	135
13:00	112	151	134	125	126	177	127	130	136
13:15	122	135	126	134	135	168	127	130	135
13:30	89	126	137	114	133	171	122	120	127
13:45	101	95	111	83	155	157	127	109	118
14:00	77	119	115	140	156	170	93	121	124
14:15	101	139	129	152	139	151	109	132	131
14:30	111	140	139	142	162	174	127	139	142
14:45	150	130	186	154	187	150	113	161	153
15:00	137	140	170	169	169	132	111	157	147
15:15	156	146	174	167	196	126	112	168	154
15:30	133	162	169	156	191	143	113	162	152
15:45	147	144	171	160	197	121	89	164	147
16:00	164	195	165	182	198	121	119	181	163
16:15	173	193	184	199	206	153	120	191	175
16:30	181	199	183	213	200	153	91	195	174
16:45	175	193	214	194	208	154	114	197	179
17:00	195	213	225	226	198	148	95	211	186
17:15	195	183	221	213	186	130	111	200	177
17:30	195	178	188	201	155	131	98	183	164
17:45	154	174	177	154	157	133	76	163	146
18:00	133	143	162	188	176	107	77	160	141
18:15	128	144	139	180	151	107	64	148	130
18:30	131	108	125	129	131	92	64	125	111
18:45	99	126	111	141	123	103	59	120	109
19:00	96	113	107	128	115	81	65	112	101
19:15	107	110	105	122	92	109	74	107	103
19:30	99	92	127	100	104	61	74	104	94
19:45	59	71	79	90	70	62	68	74	71
20:00	51	65	71	91	83	56	47	72	66
20:15	53	67	52	71	62	52	38	61	56
20:30	53	50	58	93	50	42	28	61	53
20:45	40	49	52	70	48	25	32	52	45
21:00	30	40	53	64	38	40	28	45	42
21:15	31	36	52	46	43	40	16	42	38
21:30	26	39	43	53	44	27	22	41	36
21:45	27	36	45	35	30	34	20	35	32
22:00	20	33	44	32	37	31	18	33	31
22:15	23	27	25	34	31	31	16	28	27
22:30	16	17	18	25	23	21	17	20	20
22:45	18	11	21	13	24	21	12	17	17
23:00	16	15	13	17	29	26	8	18	18
23:15	8	8	9	15	32	18	5	14	14
23:30	4	9	11	9	12	16	5	9	9
23:45	8	5	5	8	16	22	5	8	10
07-19	6481	7217	7058	7303	7597	6398	4338	7131	6627
06-22	7355	8196	8108	8492	8603	7106	4900	8151	7537
06-00	7468	8321	8254	8645	8807	7292	4986	8299	7682
00-00	7590	8429	8368	8766	8949	7424	5147	8420	7810

Appendix K. Proposed Site Access / Moss Lane Junction Model Outputs

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk
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Filename: Site Access PICADY v0.4.j9
Path: C:\Users\PATE2211\OneDrive Corp\OneDrive - Atkins Ltd\Desktop\Prison Models
Report generation date: 16/06/2021 17:09:02

- »2025 Opening Year with Development, AM
- »2025 Opening Year with Development, PM
- »2026 with Development (Sensitivity Test), AM
- »2026 with Development (Sensitivity Test), PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2025 Opening Year with Development								
Stream B-AC	0.0	6.29	0.04	A	0.8	10.91	0.46	B
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
2026 with Development (Sensitivity Test)								
Stream B-AC	0.0	6.29	0.04	A	0.8	10.91	0.46	B
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Garth Wymott 2
Location	Proposed Site Access Junction
Site number	
Date	26/03/2021
Version	
Status	(new file)
Identifier	CR
Client	MACE / MoJ
Jobnumber	5200124
Enumerator	WSATKINSCART5172
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Opening Year with Development	AM	ONE HOUR	06:45	08:15	15
D2	2025 Opening Year with Development	PM	ONE HOUR	16:45	18:15	15
D3	2026 with Development (Sensitivity Test)	AM	ONE HOUR	06:45	08:15	15
D4	2026 with Development (Sensitivity Test)	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 Opening Year with Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Moss Lane (S)		Major
B	Prison Site Access		Minor
C	Moss Lane (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Moss Lane (N)	6.40			90.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Prison Site Access	One lane	4.50	90	90

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	635	0.114	0.287	0.181	0.410
1	B-C	783	0.118	0.298	-	-
1	C-B	626	0.238	0.238	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Opening Year with Development	AM	ONE HOUR	06:45	08:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Moss Lane (S)		✓	219	100.000
B - Prison Site Access		✓	21	100.000
C - Moss Lane (N)		✓	47	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Moss Lane (S)	B - Prison Site Access	C - Moss Lane (N)
From	A - Moss Lane (S)	0	202	17
	B - Prison Site Access	21	0	0
	C - Moss Lane (N)	47	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Moss Lane (S)	B - Prison Site Access	C - Moss Lane (N)
From	A - Moss Lane (S)	0	0	10
	B - Prison Site Access	0	0	0
	C - Moss Lane (N)	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	6.29	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	608	0.026	16	0.0	6.081	A
C-AB	0	587	0.000	0	0.0	0.000	A
C-A	35			35			
A-B	152			152			
A-C	13			13			

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	602	0.031	19	0.0	6.168	A
C-AB	0	579	0.000	0	0.0	0.000	A
C-A	42			42			
A-B	182			182			
A-C	15			15			

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	595	0.039	23	0.0	6.293	A
C-AB	0	569	0.000	0	0.0	0.000	A
C-A	52			52			
A-B	222			222			
A-C	19			19			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	595	0.039	23	0.0	6.293	A
C-AB	0	569	0.000	0	0.0	0.000	A
C-A	52			52			
A-B	222			222			
A-C	19			19			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	602	0.031	19	0.0	6.169	A
C-AB	0	579	0.000	0	0.0	0.000	A
C-A	42			42			
A-B	182			182			
A-C	15			15			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	608	0.026	16	0.0	6.083	A
C-AB	0	587	0.000	0	0.0	0.000	A
C-A	35			35			
A-B	152			152			
A-C	13			13			

2025 Opening Year with Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		7.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025 Opening Year with Development	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Moss Lane (S)		✓	63	100.000
B - Prison Site Access		✓	253	100.000
C - Moss Lane (N)		✓	34	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Moss Lane (S)	B - Prison Site Access	C - Moss Lane (N)
From	A - Moss Lane (S)	0	0	63
	B - Prison Site Access	253	0	0
	C - Moss Lane (N)	34	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Moss Lane (S)	B - Prison Site Access	C - Moss Lane (N)
From	A - Moss Lane (S)	0	0	8
	B - Prison Site Access	0	0	0
	C - Moss Lane (N)	13	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.46	10.91	0.8	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	190	617	0.309	189	0.4	8.375	A
C-AB	0	615	0.000	0	0.0	0.000	A
C-A	26			26			
A-B	0			0			
A-C	47			47			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	227	613	0.371	227	0.6	9.302	A
C-AB	0	613	0.000	0	0.0	0.000	A
C-A	31			31			
A-B	0			0			
A-C	57			57			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	279	608	0.458	278	0.8	10.847	B
C-AB	0	610	0.000	0	0.0	0.000	A
C-A	37			37			
A-B	0			0			
A-C	69			69			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	279	608	0.458	279	0.8	10.909	B
C-AB	0	610	0.000	0	0.0	0.000	A
C-A	37			37			
A-B	0			0			
A-C	69			69			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	227	613	0.371	228	0.6	9.375	A
C-AB	0	613	0.000	0	0.0	0.000	A
C-A	31			31			
A-B	0			0			
A-C	57			57			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	190	617	0.309	191	0.5	8.468	A
C-AB	0	615	0.000	0	0.0	0.000	A
C-A	26			26			
A-B	0			0			
A-C	47			47			

2026 with Development (Sensitivity Test), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 with Development (Sensitivity Test)	AM	ONE HOUR	06:45	08:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Moss Lane (S)		✓	219	100.000
B - Prison Site Access		✓	21	100.000
C - Moss Lane (N)		✓	47	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Moss Lane (S)	B - Prison Site Access	C - Moss Lane (N)
From	A - Moss Lane (S)	0	202	17
	B - Prison Site Access	21	0	0
	C - Moss Lane (N)	47	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Moss Lane (S)	B - Prison Site Access	C - Moss Lane (N)
From	A - Moss Lane (S)	0	0	10
	B - Prison Site Access	0	0	0
	C - Moss Lane (N)	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	6.29	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	608	0.026	16	0.0	6.081	A
C-AB	0	587	0.000	0	0.0	0.000	A
C-A	35			35			
A-B	152			152			
A-C	13			13			

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	602	0.031	19	0.0	6.168	A
C-AB	0	579	0.000	0	0.0	0.000	A
C-A	42			42			
A-B	182			182			
A-C	15			15			

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	595	0.039	23	0.0	6.293	A
C-AB	0	569	0.000	0	0.0	0.000	A
C-A	52			52			
A-B	222			222			
A-C	19			19			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	595	0.039	23	0.0	6.293	A
C-AB	0	569	0.000	0	0.0	0.000	A
C-A	52			52			
A-B	222			222			
A-C	19			19			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	602	0.031	19	0.0	6.169	A
C-AB	0	579	0.000	0	0.0	0.000	A
C-A	42			42			
A-B	182			182			
A-C	15			15			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	608	0.026	16	0.0	6.083	A
C-AB	0	587	0.000	0	0.0	0.000	A
C-A	35			35			
A-B	152			152			
A-C	13			13			

2026 with Development (Sensitivity Test), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		7.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 with Development (Sensitivity Test)	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Moss Lane (S)		✓	63	100.000
B - Prison Site Access		✓	253	100.000
C - Moss Lane (N)		✓	34	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Moss Lane (S)	B - Prison Site Access	C - Moss Lane (N)
From	A - Moss Lane (S)	0	0	63
	B - Prison Site Access	253	0	0
	C - Moss Lane (N)	34	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Moss Lane (S)	B - Prison Site Access	C - Moss Lane (N)
From	A - Moss Lane (S)	0	0	8
	B - Prison Site Access	0	0	0
	C - Moss Lane (N)	13	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.46	10.91	0.8	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	190	617	0.309	189	0.4	8.375	A
C-AB	0	615	0.000	0	0.0	0.000	A
C-A	26			26			
A-B	0			0			
A-C	47			47			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	227	613	0.371	227	0.6	9.302	A
C-AB	0	613	0.000	0	0.0	0.000	A
C-A	31			31			
A-B	0			0			
A-C	57			57			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	279	608	0.458	278	0.8	10.847	B
C-AB	0	610	0.000	0	0.0	0.000	A
C-A	37			37			
A-B	0			0			
A-C	69			69			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	279	608	0.458	279	0.8	10.909	B
C-AB	0	610	0.000	0	0.0	0.000	A
C-A	37			37			
A-B	0			0			
A-C	69			69			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	227	613	0.371	228	0.6	9.375	A
C-AB	0	613	0.000	0	0.0	0.000	A
C-A	31			31			
A-B	0			0			
A-C	57			57			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	190	617	0.309	191	0.5	8.468	A
C-AB	0	615	0.000	0	0.0	0.000	A
C-A	26			26			
A-B	0			0			
A-C	47			47			

Appendix L. B5248 Dunkirk Lane / School Lane Junction Model Outputs

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
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Filename: Dunkirk School Ln PICADY v0.4.j9
Path: C:\Users\PATE2211\OneDrive Corp\OneDrive - Atkins Ltd\Desktop\Prison Models
Report generation date: 16/06/2021 16:54:36

- »2021 Baseline, AM
- »2021 Baseline, PM
- »2025 Opening Year without Development, AM
- »2025 Opening Year without Development, PM
- »2025 Opening Year with Development, AM
- »2025 Opening Year with Development, PM
- »2026 with Development (Sensitivity Test), AM
- »2026 with Development (Sensitivity Test), PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2021 Baseline								
Stream B-C	0.3	7.63	0.20	A	0.3	9.44	0.23	A
Stream B-A	0.2	11.35	0.16	B	0.7	17.13	0.42	C
Stream C-AB	0.5	7.10	0.26	A	0.6	7.20	0.30	A
2025 Opening Year without Development								
Stream B-C	0.3	7.80	0.21	A	0.3	9.94	0.25	A
Stream B-A	0.2	11.71	0.17	B	0.8	18.44	0.45	C
Stream C-AB	0.5	7.20	0.27	A	0.7	7.33	0.32	A
2025 Opening Year with Development								
Stream B-C	0.3	8.07	0.22	A	0.9	20.26	0.47	C
Stream B-A	0.2	12.66	0.20	B	2.5	37.98	0.73	E
Stream C-AB	0.7	8.18	0.35	A	0.7	7.33	0.32	A
2026 with Development (Sensitivity Test)								
Stream B-C	0.3	8.09	0.22	A	0.9	20.98	0.48	C
Stream B-A	0.2	12.30	0.19	B	2.6	39.16	0.73	E
Stream C-AB	0.6	7.46	0.28	A	0.7	7.36	0.32	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Garth Wymott 2
Location	Dunkirk Lane / School Lane
Site number	
Date	26/03/2021
Version	
Status	(new file)
Identifier	CR
Client	MACE / MoJ
Jobnumber	5200124
Enumerator	WSATKINSCART5172
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 Baseline	AM	ONE HOUR	06:45	08:15	15
D2	2021 Baseline	PM	ONE HOUR	16:45	18:15	15
D3	2025 Opening Year without Development	AM	ONE HOUR	06:45	08:15	15
D4	2025 Opening Year without Development	PM	ONE HOUR	16:45	18:15	15
D5	2025 Opening Year with Development	AM	ONE HOUR	06:45	08:15	15
D6	2025 Opening Year with Development	PM	ONE HOUR	16:45	18:15	15
D7	2026 with Development (Sensitivity Test)	AM	ONE HOUR	06:45	08:15	15
D8	2026 with Development (Sensitivity Test)	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - School Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B5248 Dunkirk Lane (E)		Major
B	School Lane		Minor
C	B5248 Dunkirk Lane (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - B5248 Dunkirk Lane (W)	6.60			104.2	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - School Lane	One lane plus flare	8.60	3.70	3.50	3.50	3.30	✓	1.00	25	36

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	534	0.095	0.239	0.151	0.342
1	B-C	698	0.104	0.264	-	-
1	C-B	634	0.239	0.239	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 Baseline	AM	ONE HOUR	06:45	08:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B5248 Dunkirk Lane (E)		✓	388	100.000
B - School Lane		✓	163	100.000
C - B5248 Dunkirk Lane (W)		✓	329	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B5248 Dunkirk Lane (E)	B - School Lane	C - B5248 Dunkirk Lane (W)
From	A - B5248 Dunkirk Lane (E)	0	211	177
	B - School Lane	55	0	108
	C - B5248 Dunkirk Lane (W)	222	107	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B5248 Dunkirk Lane (E)	B - School Lane	C - B5248 Dunkirk Lane (W)
From	A - B5248 Dunkirk Lane (E)	0	5	7
	B - School Lane	2	0	1
	C - B5248 Dunkirk Lane (W)	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.20	7.63	0.3	A
B-A	0.16	11.35	0.2	B
C-AB	0.26	7.10	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	631	0.129	81	0.1	6.606	A
B-A	41	433	0.096	41	0.1	9.355	A
C-AB	107	679	0.157	106	0.2	6.463	A
C-A	141			141			
A-B	159			159			
A-C	133			133			

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	97	616	0.158	97	0.2	7.002	A
B-A	49	413	0.120	49	0.1	10.102	B
C-AB	136	689	0.197	135	0.3	6.694	A
C-A	160			160			
A-B	190			190			
A-C	159			159			

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	119	595	0.200	119	0.2	7.627	A
B-A	61	384	0.158	60	0.2	11.326	B
C-AB	181	705	0.257	180	0.5	7.081	A
C-A	181			181			
A-B	232			232			
A-C	195			195			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	119	595	0.200	119	0.3	7.635	A
B-A	61	384	0.158	61	0.2	11.346	B
C-AB	181	705	0.257	181	0.5	7.095	A
C-A	181			181			
A-B	232			232			
A-C	195			195			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	97	616	0.158	97	0.2	7.016	A
B-A	49	412	0.120	50	0.1	10.128	B
C-AB	136	690	0.197	137	0.3	6.717	A
C-A	160			160			
A-B	190			190			
A-C	159			159			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	630	0.129	81	0.2	6.629	A
B-A	41	433	0.096	42	0.1	9.391	A
C-AB	107	679	0.158	108	0.3	6.495	A
C-A	141			141			
A-B	159			159			
A-C	133			133			

2021 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - School Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		4.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2021 Baseline	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B5248 Dunkirk Lane (E)		✓	349	100.000
B - School Lane		✓	247	100.000
C - B5248 Dunkirk Lane (W)		✓	378	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B5248 Dunkirk Lane (E)	B - School Lane	C - B5248 Dunkirk Lane (W)
From	A - B5248 Dunkirk Lane (E)	0	96	253
	B - School Lane	140	0	107
	C - B5248 Dunkirk Lane (W)	252	126	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B5248 Dunkirk Lane (E)	B - School Lane	C - B5248 Dunkirk Lane (W)
From	A - B5248 Dunkirk Lane (E)	0	7	2
	B - School Lane	1	0	2
	C - B5248 Dunkirk Lane (W)	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.23	9.44	0.3	A
B-A	0.42	17.13	0.7	C
C-AB	0.30	7.20	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	588	0.137	80	0.2	7.212	A
B-A	105	425	0.248	104	0.3	11.276	B
C-AB	130	701	0.186	129	0.3	6.428	A
C-A	155			155			
A-B	72			72			
A-C	190			190			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	559	0.172	96	0.2	7.933	A
B-A	126	401	0.314	125	0.5	13.162	B
C-AB	166	716	0.232	166	0.4	6.701	A
C-A	174			174			
A-B	86			86			
A-C	227			227			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	118	508	0.232	117	0.3	9.384	A
B-A	154	366	0.421	153	0.7	16.957	C
C-AB	223	737	0.303	223	0.6	7.175	A
C-A	193			193			
A-B	106			106			
A-C	279			279			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	118	507	0.232	118	0.3	9.437	A
B-A	154	366	0.421	154	0.7	17.132	C
C-AB	224	737	0.303	224	0.6	7.202	A
C-A	193			193			
A-B	106			106			
A-C	279			279			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	96	557	0.173	97	0.2	7.987	A
B-A	126	401	0.314	127	0.5	13.324	B
C-AB	167	716	0.233	167	0.4	6.735	A
C-A	173			173			
A-B	86			86			
A-C	227			227			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	586	0.137	81	0.2	7.266	A
B-A	105	425	0.248	106	0.3	11.421	B
C-AB	131	701	0.186	131	0.3	6.471	A
C-A	154			154			
A-B	72			72			
A-C	190			190			

2025 Opening Year without Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - School Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2025 Opening Year without Development	AM	ONE HOUR	06:45	08:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B5248 Dunkirk Lane (E)		✓	406	100.000
B - School Lane		✓	170	100.000
C - B5248 Dunkirk Lane (W)		✓	343	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B5248 Dunkirk Lane (E)	B - School Lane	C - B5248 Dunkirk Lane (W)
From	A - B5248 Dunkirk Lane (E)	0	221	185
	B - School Lane	58	0	112
	C - B5248 Dunkirk Lane (W)	232	111	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B5248 Dunkirk Lane (E)	B - School Lane	C - B5248 Dunkirk Lane (W)
From	A - B5248 Dunkirk Lane (E)	0	5	7
	B - School Lane	2	0	1
	C - B5248 Dunkirk Lane (W)	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.21	7.80	0.3	A
B-A	0.17	11.71	0.2	B
C-AB	0.27	7.20	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	84	627	0.134	84	0.2	6.685	A
B-A	44	429	0.102	43	0.1	9.520	A
C-AB	112	681	0.165	111	0.3	6.498	A
C-A	146			146			
A-B	166			166			
A-C	139			139			

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101	612	0.165	101	0.2	7.110	A
B-A	52	407	0.128	52	0.1	10.335	B
C-AB	143	692	0.207	143	0.4	6.751	A
C-A	165			165			
A-B	199			199			
A-C	166			166			

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123	589	0.209	123	0.3	7.790	A
B-A	64	378	0.169	64	0.2	11.688	B
C-AB	192	708	0.271	191	0.5	7.179	A
C-A	186			186			
A-B	243			243			
A-C	204			204			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123	589	0.209	123	0.3	7.802	A
B-A	64	377	0.169	64	0.2	11.711	B
C-AB	192	708	0.271	192	0.5	7.197	A
C-A	186			186			
A-B	243			243			
A-C	204			204			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101	612	0.165	101	0.2	7.123	A
B-A	52	407	0.128	52	0.2	10.360	B
C-AB	143	693	0.207	144	0.4	6.776	A
C-A	165			165			
A-B	199			199			
A-C	166			166			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	84	627	0.135	84	0.2	6.706	A
B-A	44	428	0.102	44	0.1	9.558	A
C-AB	113	682	0.165	113	0.3	6.534	A
C-A	145			145			
A-B	166			166			
A-C	139			139			

2025 Opening Year without Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - School Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2025 Opening Year without Development	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B5248 Dunkirk Lane (E)		✓	364	100.000
B - School Lane		✓	258	100.000
C - B5248 Dunkirk Lane (W)		✓	394	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B5248 Dunkirk Lane (E)	B - School Lane	C - B5248 Dunkirk Lane (W)
From	A - B5248 Dunkirk Lane (E)	0	100	264
	B - School Lane	146	0	112
	C - B5248 Dunkirk Lane (W)	263	131	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B5248 Dunkirk Lane (E)	B - School Lane	C - B5248 Dunkirk Lane (W)
From	A - B5248 Dunkirk Lane (E)	0	7	2
	B - School Lane	1	0	2
	C - B5248 Dunkirk Lane (W)	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.25	9.94	0.3	A
B-A	0.45	18.44	0.8	C
C-AB	0.32	7.33	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	84	583	0.145	84	0.2	7.345	A
B-A	110	420	0.262	109	0.4	11.619	B
C-AB	137	704	0.195	136	0.3	6.473	A
C-A	159			159			
A-B	75			75			
A-C	199			199			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101	551	0.183	100	0.2	8.154	A
B-A	131	395	0.333	131	0.5	13.747	B
C-AB	176	720	0.244	175	0.4	6.772	A
C-A	178			178			
A-B	90			90			
A-C	237			237			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123	495	0.249	123	0.3	9.867	A
B-A	161	358	0.449	160	0.8	18.201	C
C-AB	237	742	0.320	237	0.7	7.303	A
C-A	196			196			
A-B	110			110			
A-C	291			291			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	123	493	0.250	123	0.3	9.941	A
B-A	161	358	0.449	161	0.8	18.437	C
C-AB	238	742	0.320	238	0.7	7.333	A
C-A	196			196			
A-B	110			110			
A-C	291			291			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101	548	0.184	101	0.2	8.220	A
B-A	131	394	0.333	132	0.5	13.950	B
C-AB	176	720	0.245	177	0.5	6.810	A
C-A	178			178			
A-B	90			90			
A-C	237			237			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	84	581	0.145	85	0.2	7.403	A
B-A	110	420	0.262	111	0.4	11.787	B
C-AB	138	705	0.195	138	0.3	6.516	A
C-A	159			159			
A-B	75			75			
A-C	199			199			

2025 Opening Year with Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - School Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2025 Opening Year with Development	AM	ONE HOUR	06:45	08:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B5248 Dunkirk Lane (E)		✓	468	100.000
B - School Lane		✓	179	100.000
C - B5248 Dunkirk Lane (W)		✓	369	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B5248 Dunkirk Lane (E)	B - School Lane	C - B5248 Dunkirk Lane (W)
From	A - B5248 Dunkirk Lane (E)	0	283	185
	B - School Lane	64	0	115
	C - B5248 Dunkirk Lane (W)	232	137	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B5248 Dunkirk Lane (E)	B - School Lane	C - B5248 Dunkirk Lane (W)
From	A - B5248 Dunkirk Lane (E)	0	3	7
	B - School Lane	2	0	1
	C - B5248 Dunkirk Lane (W)	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.22	8.07	0.3	A
B-A	0.20	12.66	0.2	B
C-AB	0.35	8.18	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	620	0.140	86	0.2	6.801	A
B-A	48	417	0.115	48	0.1	9.918	A
C-AB	139	671	0.208	138	0.3	6.943	A
C-A	138			138			
A-B	213			213			
A-C	139			139			

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	603	0.172	103	0.2	7.279	A
B-A	58	394	0.146	57	0.2	10.912	B
C-AB	178	681	0.262	178	0.5	7.377	A
C-A	154			154			
A-B	254			254			
A-C	166			166			

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	127	577	0.219	126	0.3	8.061	A
B-A	70	361	0.195	70	0.2	12.626	B
C-AB	240	694	0.345	238	0.7	8.144	A
C-A	167			167			
A-B	312			312			
A-C	204			204			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	127	577	0.219	127	0.3	8.074	A
B-A	70	360	0.196	70	0.2	12.664	B
C-AB	240	695	0.345	240	0.7	8.181	A
C-A	166			166			
A-B	312			312			
A-C	204			204			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	103	602	0.172	104	0.2	7.297	A
B-A	58	393	0.146	58	0.2	10.954	B
C-AB	178	681	0.262	179	0.5	7.420	A
C-A	153			153			
A-B	254			254			
A-C	166			166			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	620	0.140	87	0.2	6.826	A
B-A	48	417	0.116	48	0.1	9.970	A
C-AB	140	672	0.208	140	0.4	6.995	A
C-A	138			138			
A-B	213			213			
A-C	139			139			

2025 Opening Year with Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - School Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		11.47	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2025 Opening Year with Development	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B5248 Dunkirk Lane (E)		✓	364	100.000
B - School Lane		✓	369	100.000
C - B5248 Dunkirk Lane (W)		✓	394	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B5248 Dunkirk Lane (E)	B - School Lane	C - B5248 Dunkirk Lane (W)
From	A - B5248 Dunkirk Lane (E)	0	100	264
	B - School Lane	225	0	144
	C - B5248 Dunkirk Lane (W)	263	131	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B5248 Dunkirk Lane (E)	B - School Lane	C - B5248 Dunkirk Lane (W)
From	A - B5248 Dunkirk Lane (E)	0	7	2
	B - School Lane	1	0	2
	C - B5248 Dunkirk Lane (W)	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.47	20.26	0.9	C
B-A	0.73	37.98	2.5	E
C-AB	0.32	7.33	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	108	530	0.204	107	0.3	8.663	A
B-A	169	417	0.406	167	0.7	14.359	B
C-AB	137	704	0.195	136	0.3	6.473	A
C-A	159			159			
A-B	75			75			
A-C	199			199			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	129	469	0.276	129	0.4	10.766	B
B-A	202	388	0.521	201	1.1	19.234	C
C-AB	176	720	0.244	175	0.4	6.772	A
C-A	178			178			
A-B	90			90			
A-C	237			237			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	159	350	0.453	157	0.8	18.861	C
B-A	248	343	0.723	243	2.3	34.643	D
C-AB	237	742	0.320	237	0.7	7.303	A
C-A	196			196			
A-B	110			110			
A-C	291			291			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	159	339	0.467	158	0.9	20.265	C
B-A	248	341	0.726	247	2.5	37.978	E
C-AB	238	742	0.320	238	0.7	7.333	A
C-A	196			196			
A-B	110			110			
A-C	291			291			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	129	460	0.282	131	0.4	11.242	B
B-A	202	387	0.523	208	1.2	20.830	C
C-AB	176	720	0.245	177	0.5	6.813	A
C-A	178			178			
A-B	90			90			
A-C	237			237			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	108	526	0.206	109	0.3	8.822	A
B-A	169	416	0.407	171	0.7	14.928	B
C-AB	138	705	0.195	138	0.3	6.518	A
C-A	159			159			
A-B	75			75			
A-C	199			199			

2026 with Development (Sensitivity Test), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - School Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2026 with Development (Sensitivity Test)	AM	ONE HOUR	06:45	08:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B5248 Dunkirk Lane (E)		✓	471	100.000
B - School Lane		✓	180	100.000
C - B5248 Dunkirk Lane (W)		✓	346	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B5248 Dunkirk Lane (E)	B - School Lane	C - B5248 Dunkirk Lane (W)
From	A - B5248 Dunkirk Lane (E)	0	285	186
	B - School Lane	64	0	116
	C - B5248 Dunkirk Lane (W)	234	112	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B5248 Dunkirk Lane (E)	B - School Lane	C - B5248 Dunkirk Lane (W)
From	A - B5248 Dunkirk Lane (E)	0	3	7
	B - School Lane	2	0	1
	C - B5248 Dunkirk Lane (W)	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.22	8.09	0.3	A
B-A	0.19	12.30	0.2	B
C-AB	0.28	7.46	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	620	0.141	87	0.2	6.811	A
B-A	48	423	0.114	48	0.1	9.766	A
C-AB	114	672	0.170	113	0.3	6.631	A
C-A	146			146			
A-B	215			215			
A-C	140			140			

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	104	603	0.173	104	0.2	7.291	A
B-A	58	401	0.144	57	0.2	10.690	B
C-AB	146	681	0.214	146	0.4	6.927	A
C-A	165			165			
A-B	256			256			
A-C	167			167			

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	128	578	0.221	127	0.3	8.072	A
B-A	70	369	0.191	70	0.2	12.267	B
C-AB	197	695	0.283	196	0.6	7.434	A
C-A	184			184			
A-B	314			314			
A-C	205			205			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	128	577	0.221	128	0.3	8.085	A
B-A	70	369	0.191	70	0.2	12.297	B
C-AB	197	695	0.283	197	0.6	7.456	A
C-A	184			184			
A-B	314			314			
A-C	205			205			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	104	602	0.173	105	0.2	7.306	A
B-A	58	400	0.144	58	0.2	10.725	B
C-AB	146	682	0.215	147	0.4	6.959	A
C-A	165			165			
A-B	256			256			
A-C	167			167			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	619	0.141	88	0.2	6.839	A
B-A	48	423	0.114	48	0.1	9.813	A
C-AB	115	672	0.171	115	0.3	6.667	A
C-A	146			146			
A-B	215			215			
A-C	140			140			

2026 with Development (Sensitivity Test), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - School Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		11.80	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2026 with Development (Sensitivity Test)	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - B5248 Dunkirk Lane (E)		✓	366	100.000
B - School Lane		✓	371	100.000
C - B5248 Dunkirk Lane (W)		✓	397	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B5248 Dunkirk Lane (E)	B - School Lane	C - B5248 Dunkirk Lane (W)
From	A - B5248 Dunkirk Lane (E)	0	100	266
	B - School Lane	226	0	145
	C - B5248 Dunkirk Lane (W)	265	132	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B5248 Dunkirk Lane (E)	B - School Lane	C - B5248 Dunkirk Lane (W)
From	A - B5248 Dunkirk Lane (E)	0	7	2
	B - School Lane	1	0	2
	C - B5248 Dunkirk Lane (W)	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.48	20.98	0.9	C
B-A	0.73	39.16	2.6	E
C-AB	0.32	7.36	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	109	529	0.206	108	0.3	8.705	A
B-A	170	416	0.409	167	0.7	14.455	B
C-AB	139	705	0.197	137	0.3	6.481	A
C-A	160			160			
A-B	75			75			
A-C	200			200			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	130	467	0.279	130	0.4	10.868	B
B-A	203	387	0.525	202	1.1	19.450	C
C-AB	178	721	0.247	177	0.5	6.785	A
C-A	179			179			
A-B	90			90			
A-C	239			239			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	160	345	0.462	158	0.8	19.407	C
B-A	249	341	0.730	244	2.4	35.519	E
C-AB	240	743	0.323	239	0.7	7.327	A
C-A	197			197			
A-B	110			110			
A-C	293			293			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	160	334	0.478	159	0.9	20.976	C
B-A	249	339	0.733	248	2.6	39.156	E
C-AB	241	743	0.324	241	0.7	7.355	A
C-A	197			197			
A-B	110			110			
A-C	293			293			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	130	457	0.285	132	0.4	11.381	B
B-A	203	386	0.527	209	1.2	21.155	C
C-AB	178	721	0.247	179	0.5	6.827	A
C-A	179			179			
A-B	90			90			
A-C	239			239			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	109	524	0.208	110	0.3	8.871	A
B-A	170	415	0.410	172	0.7	15.042	C
C-AB	139	705	0.197	140	0.3	6.527	A
C-A	160			160			
A-B	75			75			
A-C	200			200			

Appendix M. Ulnes Walton Lane / Moss Lane Junction Model Outputs

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk
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Filename: Moss Ln Ulnes Ln PICADY v0.4 Tempro Lockdown Test.j9
Path: C:\Users\PATE2211\OneDrive Corp\OneDrive - Atkins Ltd\Desktop\Prison Models
Report generation date: 16/06/2021 16:59:51

- »2021 Baseline, AM
- »2021 Baseline, PM
- »2025 Opening Year without Development, AM
- »2025 Opening Year without Development, PM
- »2025 Opening Year with Development, AM
- »2025 Opening Year with Development, PM
- »2026 with Development (Sensitivity Test), AM
- »2026 with Development (Sensitivity Test), PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2021 Baseline								
Stream B-C	0.1	5.99	0.06	A	0.2	7.12	0.17	A
Stream B-A	0.1	10.65	0.07	B	0.3	9.71	0.22	A
Stream C-AB	1.4	15.02	0.57	C	0.1	6.06	0.05	A
2025 Opening Year without Development								
Stream B-C	0.1	6.00	0.06	A	0.2	7.13	0.17	A
Stream B-A	0.1	10.69	0.07	B	0.3	9.76	0.22	A
Stream C-AB	1.4	15.06	0.57	C	0.1	6.04	0.05	A
2025 Opening Year with Development								
Stream B-C	0.1	6.34	0.07	A	0.9	14.92	0.48	B
Stream B-A	0.1	12.68	0.12	B	1.4	19.25	0.58	C
Stream C-AB	4.4	36.02	0.82	E	0.1	6.04	0.05	A
2026 with Development (Sensitivity Test)								
Stream B-C	0.1	6.35	0.07	A	0.9	14.95	0.48	B
Stream B-A	0.1	12.69	0.12	B	1.4	19.30	0.58	C
Stream C-AB	4.4	36.11	0.82	E	0.1	6.04	0.05	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Garth Wymott 2
Location	Ulnes Walton Lane / Moss Lane Junction
Site number	
Date	19/05/2021
Version	
Status	(new file)
Identifier	CR
Client	MACE / MoJ
Jobnumber	5200124
Enumerator	WSATKINSCART5172
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 Baseline	AM	ONE HOUR	06:45	08:15	15
D2	2021 Baseline	PM	ONE HOUR	16:45	18:15	15
D3	2025 Opening Year without Development	AM	ONE HOUR	06:45	08:15	15
D4	2025 Opening Year without Development	PM	ONE HOUR	16:45	18:15	15
D5	2025 Opening Year with Development	AM	ONE HOUR	06:45	08:15	15
D6	2025 Opening Year with Development	PM	ONE HOUR	16:45	18:15	15
D7	2026 with Development (Sensitivity Test)	AM	ONE HOUR	06:45	08:15	15
D8	2026 with Development (Sensitivity Test)	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Ulnes Walton Lane (S)		Major
B	Moss Lane		Minor
C	Ulnes Walton Lane (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Ulnes Walton Lane (N)	6.70			28.8	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Moss Lane	One lane plus flare	9.40	5.40	4.10	3.30	3.10	✓	1.00	25	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	521	0.092	0.233	0.146	0.332
1	B-C	720	0.107	0.270	-	-
1	C-B	591	0.222	0.222	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 Baseline	AM	ONE HOUR	06:45	08:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Ulnes Walton Lane (S)		✓	327	100.000
B - Moss Lane		✓	56	100.000
C - Ulnes Walton Lane (N)		✓	321	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Ulnes Walton Lane (S)	B - Moss Lane	C - Ulnes Walton Lane (N)
From	A - Ulnes Walton Lane (S)	0	246	81
	B - Moss Lane	23	0	33
	C - Ulnes Walton Lane (N)	68	253	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ulnes Walton Lane (S)	B - Moss Lane	C - Ulnes Walton Lane (N)
From	A - Ulnes Walton Lane (S)	0	0	1
	B - Moss Lane	2	0	3
	C - Ulnes Walton Lane (N)	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	5.99	0.1	A
B-A	0.07	10.65	0.1	B
C-AB	0.57	15.02	1.4	C
C-A				
A-B				
A-C				

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	677	0.037	25	0.0	5.686	A
B-A	17	419	0.041	17	0.0	9.134	A
C-AB	209	572	0.366	207	0.6	9.883	A
C-A	32			32			
A-B	185			185			
A-C	61			61			

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	668	0.044	30	0.0	5.812	A
B-A	21	398	0.052	21	0.1	9.717	A
C-AB	255	569	0.448	254	0.9	11.512	B
C-A	33			33			
A-B	221			221			
A-C	73			73			

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	655	0.055	36	0.1	5.992	A
B-A	25	371	0.068	25	0.1	10.625	B
C-AB	322	565	0.570	319	1.4	14.746	B
C-A	32			32			
A-B	271			271			
A-C	89			89			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	655	0.055	36	0.1	5.993	A
B-A	25	370	0.068	25	0.1	10.648	B
C-AB	322	565	0.570	322	1.4	15.024	C
C-A	32			32			
A-B	271			271			
A-C	89			89			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	667	0.044	30	0.0	5.817	A
B-A	21	398	0.052	21	0.1	9.748	A
C-AB	255	569	0.449	258	0.9	11.786	B
C-A	33			33			
A-B	221			221			
A-C	73			73			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	676	0.037	25	0.0	5.692	A
B-A	17	418	0.041	17	0.0	9.168	A
C-AB	210	572	0.366	211	0.6	10.091	B
C-A	32			32			
A-B	185			185			
A-C	61			61			

2021 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2021 Baseline	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Ulnes Walton Lane (S)		✓	126	100.000
B - Moss Lane		✓	190	100.000
C - Ulnes Walton Lane (N)		✓	138	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Ulnes Walton Lane (S)	B - Moss Lane	C - Ulnes Walton Lane (N)
From	A - Ulnes Walton Lane (S)	0	23	103
	B - Moss Lane	94	0	96
	C - Ulnes Walton Lane (N)	113	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ulnes Walton Lane (S)	B - Moss Lane	C - Ulnes Walton Lane (N)
From	A - Ulnes Walton Lane (S)	0	10	2
	B - Moss Lane	1	0	2
	C - Ulnes Walton Lane (N)	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.17	7.12	0.2	A
B-A	0.22	9.71	0.3	A
C-AB	0.05	6.06	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	649	0.111	72	0.1	6.354	A
B-A	71	498	0.142	70	0.2	8.481	A
C-AB	22	628	0.035	22	0.0	6.056	A
C-A	82			82			
A-B	17			17			
A-C	78			78			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	638	0.135	86	0.2	6.652	A
B-A	85	490	0.172	84	0.2	8.961	A
C-AB	27	635	0.042	27	0.1	6.037	A
C-A	97			97			
A-B	21			21			
A-C	93			93			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	106	622	0.170	106	0.2	7.112	A
B-A	103	478	0.217	103	0.3	9.701	A
C-AB	34	646	0.053	34	0.1	6.004	A
C-A	118			118			
A-B	25			25			
A-C	113			113			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	106	622	0.170	106	0.2	7.117	A
B-A	103	478	0.217	103	0.3	9.714	A
C-AB	34	646	0.053	34	0.1	6.006	A
C-A	118			118			
A-B	25			25			
A-C	113			113			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	638	0.135	86	0.2	6.667	A
B-A	85	490	0.172	85	0.2	8.978	A
C-AB	27	635	0.042	27	0.1	6.037	A
C-A	97			97			
A-B	21			21			
A-C	93			93			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	648	0.111	72	0.1	6.375	A
B-A	71	498	0.142	71	0.2	8.511	A
C-AB	22	628	0.035	22	0.0	6.063	A
C-A	82			82			
A-B	17			17			
A-C	78			78			

2025 Opening Year without Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2025 Opening Year without Development	AM	ONE HOUR	06:45	08:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Ulnes Walton Lane (S)		✓	330	100.000
B - Moss Lane		✓	56	100.000
C - Ulnes Walton Lane (N)		✓	324	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Ulnes Walton Lane (S)	B - Moss Lane	C - Ulnes Walton Lane (N)
From	A - Ulnes Walton Lane (S)	0	246	84
	B - Moss Lane	23	0	33
	C - Ulnes Walton Lane (N)	71	253	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ulnes Walton Lane (S)	B - Moss Lane	C - Ulnes Walton Lane (N)
From	A - Ulnes Walton Lane (S)	0	0	1
	B - Moss Lane	2	0	3
	C - Ulnes Walton Lane (N)	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	6.00	0.1	A
B-A	0.07	10.69	0.1	B
C-AB	0.57	15.06	1.4	C
C-A				
A-B				
A-C				

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	676	0.037	25	0.0	5.691	A
B-A	17	418	0.041	17	0.0	9.154	A
C-AB	210	573	0.367	208	0.6	9.880	A
C-A	34			34			
A-B	185			185			
A-C	63			63			

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	667	0.044	30	0.0	5.818	A
B-A	21	397	0.052	21	0.1	9.744	A
C-AB	256	570	0.450	255	0.9	11.514	B
C-A	35			35			
A-B	221			221			
A-C	76			76			

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	654	0.056	36	0.1	6.001	A
B-A	25	369	0.069	25	0.1	10.664	B
C-AB	324	566	0.572	322	1.4	14.775	B
C-A	33			33			
A-B	271			271			
A-C	92			92			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	654	0.056	36	0.1	6.002	A
B-A	25	369	0.069	25	0.1	10.688	B
C-AB	324	567	0.572	324	1.4	15.058	C
C-A	33			33			
A-B	271			271			
A-C	92			92			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	667	0.045	30	0.0	5.821	A
B-A	21	397	0.052	21	0.1	9.775	A
C-AB	257	571	0.450	259	0.9	11.794	B
C-A	35			35			
A-B	221			221			
A-C	76			76			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	676	0.037	25	0.0	5.697	A
B-A	17	417	0.042	17	0.0	9.186	A
C-AB	210	573	0.367	212	0.6	10.090	B
C-A	34			34			
A-B	185			185			
A-C	63			63			

2025 Opening Year without Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2025 Opening Year without Development	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Ulnes Walton Lane (S)		✓	130	100.000
B - Moss Lane		✓	190	100.000
C - Ulnes Walton Lane (N)		✓	143	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Ulnes Walton Lane (S)	B - Moss Lane	C - Ulnes Walton Lane (N)
From	A - Ulnes Walton Lane (S)	0	23	107
	B - Moss Lane	94	0	96
	C - Ulnes Walton Lane (N)	118	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ulnes Walton Lane (S)	B - Moss Lane	C - Ulnes Walton Lane (N)
From	A - Ulnes Walton Lane (S)	0	10	2
	B - Moss Lane	1	0	2
	C - Ulnes Walton Lane (N)	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.17	7.13	0.2	A
B-A	0.22	9.76	0.3	A
C-AB	0.05	6.04	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	648	0.111	72	0.1	6.363	A
B-A	71	497	0.142	70	0.2	8.506	A
C-AB	22	630	0.035	22	0.0	6.038	A
C-A	86			86			
A-B	17			17			
A-C	81			81			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	637	0.136	86	0.2	6.665	A
B-A	85	488	0.173	84	0.2	8.995	A
C-AB	27	638	0.042	27	0.1	6.016	A
C-A	102			102			
A-B	21			21			
A-C	96			96			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	106	621	0.170	106	0.2	7.130	A
B-A	103	476	0.217	103	0.3	9.750	A
C-AB	34	648	0.053	34	0.1	5.982	A
C-A	123			123			
A-B	25			25			
A-C	118			118			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	106	620	0.170	106	0.2	7.135	A
B-A	103	476	0.217	103	0.3	9.763	A
C-AB	34	649	0.053	34	0.1	5.983	A
C-A	123			123			
A-B	25			25			
A-C	118			118			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	637	0.136	86	0.2	6.676	A
B-A	85	488	0.173	85	0.2	9.014	A
C-AB	27	638	0.042	27	0.1	6.016	A
C-A	102			102			
A-B	21			21			
A-C	96			96			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	648	0.112	72	0.1	6.384	A
B-A	71	497	0.142	71	0.2	8.535	A
C-AB	22	630	0.035	22	0.0	6.045	A
C-A	86			86			
A-B	17			17			
A-C	81			81			

2025 Opening Year with Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		15.86	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2025 Opening Year with Development	AM	ONE HOUR	06:45	08:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Ulnes Walton Lane (S)		✓	443	100.000
B - Moss Lane		✓	77	100.000
C - Ulnes Walton Lane (N)		✓	413	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Ulnes Walton Lane (S)	B - Moss Lane	C - Ulnes Walton Lane (N)
From	A - Ulnes Walton Lane (S)	0	359	84
	B - Moss Lane	35	0	42
	C - Ulnes Walton Lane (N)	71	342	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ulnes Walton Lane (S)	B - Moss Lane	C - Ulnes Walton Lane (N)
From	A - Ulnes Walton Lane (S)	0	0	1
	B - Moss Lane	1	0	2
	C - Ulnes Walton Lane (N)	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	6.34	0.1	A
B-A	0.12	12.68	0.1	B
C-AB	0.82	36.02	4.4	E
C-A				
A-B				
A-C				

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	655	0.048	31	0.1	5.883	A
B-A	26	392	0.067	26	0.1	9.924	A
C-AB	285	555	0.514	281	1.1	13.070	B
C-A	26			26			
A-B	270			270			
A-C	63			63			

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	643	0.059	38	0.1	6.065	A
B-A	31	365	0.086	31	0.1	10.897	B
C-AB	348	549	0.635	346	1.8	17.722	C
C-A	23			23			
A-B	323			323			
A-C	76			76			

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	625	0.074	46	0.1	6.339	A
B-A	39	328	0.118	38	0.1	12.549	B
C-AB	441	540	0.817	432	4.1	31.686	D
C-A	13			13			
A-B	395			395			
A-C	92			92			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	625	0.074	46	0.1	6.343	A
B-A	39	325	0.118	39	0.1	12.681	B
C-AB	443	541	0.818	441	4.4	36.018	E
C-A	12			12			
A-B	395			395			
A-C	92			92			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	643	0.059	38	0.1	6.074	A
B-A	31	361	0.087	32	0.1	11.044	B
C-AB	350	550	0.636	360	2.0	20.158	C
C-A	21			21			
A-B	323			323			
A-C	76			76			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	655	0.048	32	0.1	5.891	A
B-A	26	390	0.068	26	0.1	10.001	B
C-AB	286	555	0.514	289	1.2	13.859	B
C-A	25			25			
A-B	270			270			
A-C	63			63			

2025 Opening Year with Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		10.90	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2025 Opening Year with Development	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Ulnes Walton Lane (S)		✓	130	100.000
B - Moss Lane		✓	442	100.000
C - Ulnes Walton Lane (N)		✓	143	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Ulnes Walton Lane (S)	B - Moss Lane	C - Ulnes Walton Lane (N)
From	A - Ulnes Walton Lane (S)	0	23	107
	B - Moss Lane	235	0	207
	C - Ulnes Walton Lane (N)	118	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ulnes Walton Lane (S)	B - Moss Lane	C - Ulnes Walton Lane (N)
From	A - Ulnes Walton Lane (S)	0	10	2
	B - Moss Lane	0	0	1
	C - Ulnes Walton Lane (N)	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.48	14.92	0.9	B
B-A	0.58	19.25	1.4	C
C-AB	0.05	6.04	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	156	575	0.271	154	0.4	8.617	A
B-A	177	499	0.355	175	0.5	11.049	B
C-AB	22	630	0.035	22	0.0	6.038	A
C-A	86			86			
A-B	17			17			
A-C	81			81			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	186	538	0.346	185	0.5	10.295	B
B-A	211	480	0.440	210	0.8	13.298	B
C-AB	27	638	0.042	27	0.1	6.016	A
C-A	102			102			
A-B	21			21			
A-C	96			96			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	228	474	0.481	226	0.9	14.584	B
B-A	259	446	0.580	257	1.3	18.751	C
C-AB	34	648	0.053	34	0.1	5.979	A
C-A	123			123			
A-B	25			25			
A-C	118			118			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	228	471	0.484	228	0.9	14.918	B
B-A	259	445	0.581	259	1.4	19.254	C
C-AB	34	649	0.053	34	0.1	5.981	A
C-A	123			123			
A-B	25			25			
A-C	118			118			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	186	535	0.348	188	0.5	10.515	B
B-A	211	479	0.441	213	0.8	13.652	B
C-AB	27	638	0.042	27	0.1	6.016	A
C-A	102			102			
A-B	21			21			
A-C	96			96			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	156	572	0.272	157	0.4	8.759	A
B-A	177	498	0.355	178	0.6	11.280	B
C-AB	22	630	0.035	22	0.0	6.045	A
C-A	86			86			
A-B	17			17			
A-C	81			81			

2026 with Development (Sensitivity Test), AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		15.88	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2026 with Development (Sensitivity Test)	AM	ONE HOUR	06:45	08:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Ulnes Walton Lane (S)		✓	444	100.000
B - Moss Lane		✓	77	100.000
C - Ulnes Walton Lane (N)		✓	413	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Ulnes Walton Lane (S)	B - Moss Lane	C - Ulnes Walton Lane (N)
From	A - Ulnes Walton Lane (S)	0	359	85
	B - Moss Lane	35	0	42
	C - Ulnes Walton Lane (N)	71	342	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ulnes Walton Lane (S)	B - Moss Lane	C - Ulnes Walton Lane (N)
From	A - Ulnes Walton Lane (S)	0	0	1
	B - Moss Lane	1	0	2
	C - Ulnes Walton Lane (N)	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	6.35	0.1	A
B-A	0.12	12.69	0.1	B
C-AB	0.82	36.11	4.4	E
C-A				
A-B				
A-C				

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	655	0.048	31	0.1	5.885	A
B-A	26	392	0.067	26	0.1	9.929	A
C-AB	285	555	0.514	281	1.1	13.078	B
C-A	26			26			
A-B	270			270			
A-C	64			64			

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	643	0.059	38	0.1	6.067	A
B-A	31	365	0.086	31	0.1	10.903	B
C-AB	349	548	0.635	346	1.8	17.738	C
C-A	23			23			
A-B	323			323			
A-C	76			76			

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	625	0.074	46	0.1	6.342	A
B-A	39	328	0.118	38	0.1	12.561	B
C-AB	441	540	0.818	432	4.1	31.751	D
C-A	13			13			
A-B	395			395			
A-C	94			94			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	625	0.074	46	0.1	6.346	A
B-A	39	325	0.119	39	0.1	12.693	B
C-AB	443	541	0.818	441	4.4	36.107	E
C-A	12			12			
A-B	395			395			
A-C	94			94			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	642	0.059	38	0.1	6.076	A
B-A	31	361	0.087	32	0.1	11.051	B
C-AB	350	550	0.636	360	2.0	20.188	C
C-A	21			21			
A-B	323			323			
A-C	76			76			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	655	0.048	32	0.1	5.893	A
B-A	26	390	0.068	26	0.1	10.006	B
C-AB	286	555	0.515	289	1.2	13.869	B
C-A	25			25			
A-B	270			270			
A-C	64			64			

2026 with Development (Sensitivity Test), PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		10.90	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2026 with Development (Sensitivity Test)	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Ulnes Walton Lane (S)		✓	131	100.000
B - Moss Lane		✓	442	100.000
C - Ulnes Walton Lane (N)		✓	144	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Ulnes Walton Lane (S)	B - Moss Lane	C - Ulnes Walton Lane (N)
From	A - Ulnes Walton Lane (S)	0	23	108
	B - Moss Lane	235	0	207
	C - Ulnes Walton Lane (N)	119	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ulnes Walton Lane (S)	B - Moss Lane	C - Ulnes Walton Lane (N)
From	A - Ulnes Walton Lane (S)	0	10	2
	B - Moss Lane	0	0	1
	C - Ulnes Walton Lane (N)	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.48	14.95	0.9	B
B-A	0.58	19.30	1.4	C
C-AB	0.05	6.04	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	156	575	0.271	154	0.4	8.622	A
B-A	177	498	0.355	175	0.5	11.059	B
C-AB	22	630	0.035	22	0.0	6.035	A
C-A	86			86			
A-B	17			17			
A-C	81			81			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	186	538	0.346	185	0.5	10.304	B
B-A	211	480	0.440	210	0.8	13.316	B
C-AB	27	638	0.042	27	0.1	6.010	A
C-A	102			102			
A-B	21			21			
A-C	97			97			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	228	474	0.481	226	0.9	14.613	B
B-A	259	446	0.580	257	1.3	18.795	C
C-AB	35	649	0.053	34	0.1	5.977	A
C-A	124			124			
A-B	25			25			
A-C	119			119			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	228	471	0.484	228	0.9	14.951	B
B-A	259	445	0.582	259	1.4	19.303	C
C-AB	35	649	0.053	35	0.1	5.976	A
C-A	124			124			
A-B	25			25			
A-C	119			119			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	186	535	0.348	188	0.5	10.527	B
B-A	211	479	0.441	213	0.8	13.673	B
C-AB	27	638	0.042	27	0.1	6.012	A
C-A	102			102			
A-B	21			21			
A-C	97			97			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	156	572	0.272	157	0.4	8.763	A
B-A	177	498	0.355	178	0.6	11.294	B
C-AB	22	630	0.035	22	0.0	6.039	A
C-A	86			86			
A-B	17			17			
A-C	81			81			

Appendix N. A581 / Ulnes Walton Lane Junction Model Outputs

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk
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Filename: A581 Ulmes Ln PICADY v0.4.j9
Path: C:\Users\PATE2211\OneDrive Corp\OneDrive - Atkins Ltd\Desktop\Prison Models
Report generation date: 16/06/2021 16:48:10

- »2021 Baseline, AM
- »2021 Baseline, PM
- »2025 Opening Year without Development, AM
- »2025 Opening Year without Development, PM
- »2025 Opening Year with Development, AM
- »2025 Opening Year with Development, PM
- »2026 with Development (Sensitivity Test), AM
- »2026 with Development (Sensitivity Test), PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2021 Baseline								
Stream B-C	0.2	8.64	0.17	A	0.7	11.84	0.41	B
Stream B-A	0.1	19.98	0.06	C	0.3	19.95	0.25	C
Stream C-AB	6.5	31.84	0.84	D	0.8	5.77	0.29	A
2025 Opening Year without Development								
Stream B-C	0.2	8.86	0.19	A	0.8	12.60	0.43	B
Stream B-A	0.1	21.46	0.07	C	0.4	21.51	0.28	C
Stream C-AB	9.5	45.36	0.90	E	0.9	5.86	0.31	A
2025 Opening Year with Development								
Stream B-C	0.3	9.29	0.20	A	3.1	37.11	0.78	E
Stream B-A	0.1	29.28	0.12	D	1.7	58.16	0.66	F
Stream C-AB	46.4	198.02	1.10	F	0.9	5.86	0.31	A
2026 with Development (Sensitivity Test)								
Stream B-C	0.3	9.36	0.21	A	3.3	39.46	0.79	E
Stream B-A	0.1	30.13	0.12	D	1.9	62.23	0.68	F
Stream C-AB	49.7	210.49	1.11	F	0.9	5.88	0.32	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Garth Wymott 2
Location	A581 Southport Road / Ulnes Walton Lane
Site number	
Date	26/03/2021
Version	
Status	(new file)
Identifier	CR
Client	MACE /MoJ
Jobnumber	5200124
Enumerator	WSATKINSCART5172
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 Baseline	AM	ONE HOUR	06:45	08:15	15
D2	2021 Baseline	PM	ONE HOUR	16:45	18:15	15
D3	2025 Opening Year without Development	AM	ONE HOUR	06:45	08:15	15
D4	2025 Opening Year without Development	PM	ONE HOUR	16:45	18:15	15
D5	2025 Opening Year with Development	AM	ONE HOUR	06:45	08:15	15
D6	2025 Opening Year with Development	PM	ONE HOUR	16:45	18:15	15
D7	2026 with Development (Sensitivity Test)	AM	ONE HOUR	06:45	08:15	15
D8	2026 with Development (Sensitivity Test)	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Ulnes Walton Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	A581 Southport Road / Ulnes Walton Lane	T-Junction	Two-way		14.70	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A581 Southport Road (W)		Major
B	Ulnes Walton Lane		Minor
C	A581 Southport Road (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A581 Southport Road (E)	6.60			90.3	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Ulnes Walton Lane	One lane plus flare	7.00	3.80	3.20	2.90	2.70	✓	1.00	17	15

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	441	0.078	0.198	0.125	0.283
2	B-C	666	0.099	0.251	-	-
2	C-B	626	0.236	0.236	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 Baseline	AM	ONE HOUR	06:45	08:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A581 Southport Road (W)		✓	480	100.000
B - Ulmes Walton Lane		✓	96	100.000
C - A581 Southport Road (E)		✓	612	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A581 Southport Road (W)	B - Ulmes Walton Lane	C - A581 Southport Road (E)
From	A - A581 Southport Road (W)	0	62	418
	B - Ulmes Walton Lane	11	0	85
	C - A581 Southport Road (E)	303	309	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A581 Southport Road (W)	B - Ulmes Walton Lane	C - A581 Southport Road (E)
From	A - A581 Southport Road (W)	0	0	5
	B - Ulmes Walton Lane	5	0	6
	C - A581 Southport Road (E)	7	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.17	8.64	0.2	A
B-A	0.06	19.98	0.1	C
C-AB	0.84	31.84	6.5	D
C-A				
A-B				
A-C				

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	64	578	0.111	63	0.1	7.405	A
B-A	8	281	0.029	8	0.0	13.852	B
C-AB	345	700	0.493	340	1.2	10.201	B
C-A	116			116			
A-B	47			47			
A-C	315			315			

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	560	0.136	76	0.2	7.878	A
B-A	10	248	0.040	10	0.0	15.837	C
C-AB	450	718	0.626	446	2.2	13.612	B
C-A	100			100			
A-B	56			56			
A-C	376			376			

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	94	535	0.175	93	0.2	8.629	A
B-A	12	204	0.059	12	0.1	19.656	C
C-AB	623	744	0.837	608	5.8	26.483	D
C-A	51			51			
A-B	68			68			
A-C	460			460			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	94	535	0.175	94	0.2	8.641	A
B-A	12	201	0.060	12	0.1	19.984	C
C-AB	631	750	0.841	628	6.5	31.836	D
C-A	43			43			
A-B	68			68			
A-C	460			460			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	560	0.136	77	0.2	7.894	A
B-A	10	244	0.041	10	0.0	16.150	C
C-AB	458	726	0.631	474	2.5	16.041	C
C-A	92			92			
A-B	56			56			
A-C	376			376			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	64	578	0.111	64	0.1	7.428	A
B-A	8	279	0.030	8	0.0	13.981	B
C-AB	348	703	0.495	353	1.3	10.816	B
C-A	113			113			
A-B	47			47			
A-C	315			315			

2021 Baseline, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Ulnes Walton Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	A581 Southport Road / Ulnes Walton Lane	T-Junction	Two-way		3.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2021 Baseline	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A581 Southport Road (W)		✓	394	100.000
B - Ulnes Walton Lane		✓	247	100.000
C - A581 Southport Road (E)		✓	589	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A581 Southport Road (W)	B - Ulnes Walton Lane	C - A581 Southport Road (E)
From	A - A581 Southport Road (W)	0	33	361
	B - Ulnes Walton Lane	56	0	191
	C - A581 Southport Road (E)	493	96	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A581 Southport Road (W)	B - Ulnes Walton Lane	C - A581 Southport Road (E)
From	A - A581 Southport Road (W)	0	8	4
	B - Ulnes Walton Lane	2	0	1
	C - A581 Southport Road (E)	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.41	11.84	0.7	B
B-A	0.25	19.95	0.3	C
C-AB	0.29	5.77	0.8	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	144	574	0.251	142	0.3	8.409	A
B-A	42	314	0.134	42	0.2	13.428	B
C-AB	133	813	0.164	132	0.3	5.445	A
C-A	310			310			
A-B	25			25			
A-C	272			272			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	172	552	0.311	171	0.4	9.543	A
B-A	50	287	0.176	50	0.2	15.506	C
C-AB	181	853	0.212	180	0.5	5.522	A
C-A	349			349			
A-B	30			30			
A-C	325			325			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	210	518	0.406	209	0.7	11.756	B
B-A	62	246	0.251	61	0.3	19.810	C
C-AB	264	909	0.290	263	0.8	5.752	A
C-A	384			384			
A-B	36			36			
A-C	397			397			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	210	517	0.407	210	0.7	11.845	B
B-A	62	246	0.251	62	0.3	19.952	C
C-AB	265	910	0.291	265	0.8	5.771	A
C-A	384			384			
A-B	36			36			
A-C	397			397			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	172	551	0.312	173	0.5	9.626	A
B-A	50	286	0.176	51	0.2	15.633	C
C-AB	181	854	0.212	183	0.5	5.552	A
C-A	348			348			
A-B	30			30			
A-C	325			325			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	144	573	0.251	144	0.3	8.491	A
B-A	42	314	0.134	42	0.2	13.543	B
C-AB	134	813	0.165	135	0.4	5.478	A
C-A	310			310			
A-B	25			25			
A-C	272			272			

2025 Opening Year without Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Ulnes Walton Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	A581 Southport Road / Ulnes Walton Lane	T-Junction	Two-way		21.17	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2025 Opening Year without Development	AM	ONE HOUR	06:45	08:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A581 Southport Road (W)		✓	501	100.000
B - Ulnes Walton Lane		✓	101	100.000
C - A581 Southport Road (E)		✓	638	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A581 Southport Road (W)	B - Ulnes Walton Lane	C - A581 Southport Road (E)
From	A - A581 Southport Road (W)	0	65	436
	B - Ulnes Walton Lane	12	0	89
	C - A581 Southport Road (E)	316	322	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A581 Southport Road (W)	B - Ulnes Walton Lane	C - A581 Southport Road (E)
From	A - A581 Southport Road (W)	0	0	5
	B - Ulnes Walton Lane	5	0	6
	C - A581 Southport Road (E)	7	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.19	8.86	0.2	A
B-A	0.07	21.46	0.1	C
C-AB	0.90	45.36	9.5	E
C-A				
A-B				
A-C				

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	574	0.117	66	0.1	7.509	A
B-A	9	274	0.033	9	0.0	14.250	B
C-AB	366	704	0.520	361	1.4	10.700	B
C-A	114			114			
A-B	49			49			
A-C	328			328			

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80	555	0.144	80	0.2	8.021	A
B-A	11	240	0.045	11	0.0	16.481	C
C-AB	480	723	0.664	475	2.5	14.940	B
C-A	94			94			
A-B	58			58			
A-C	392			392			

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	98	529	0.185	98	0.2	8.849	A
B-A	13	194	0.068	13	0.1	20.909	C
C-AB	669	751	0.891	647	8.0	33.692	D
C-A	33			33			
A-B	72			72			
A-C	480			480			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	98	528	0.185	98	0.2	8.864	A
B-A	13	189	0.070	13	0.1	21.456	C
C-AB	681	759	0.897	675	9.5	45.357	E
C-A	21			21			
A-B	72			72			
A-C	480			480			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80	555	0.144	80	0.2	8.039	A
B-A	11	233	0.046	11	0.1	16.994	C
C-AB	493	735	0.670	519	3.0	19.755	C
C-A	81			81			
A-B	58			58			
A-C	392			392			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	574	0.117	67	0.1	7.531	A
B-A	9	271	0.033	9	0.0	14.416	B
C-AB	370	708	0.523	376	1.5	11.526	B
C-A	110			110			
A-B	49			49			
A-C	328			328			

2025 Opening Year without Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Ulnes Walton Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	A581 Southport Road / Ulnes Walton Lane	T-Junction	Two-way		3.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2025 Opening Year without Development	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A581 Southport Road (W)		✓	410	100.000
B - Ulnes Walton Lane		✓	258	100.000
C - A581 Southport Road (E)		✓	614	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A581 Southport Road (W)	B - Ulnes Walton Lane	C - A581 Southport Road (E)
From	A - A581 Southport Road (W)	0	34	376
	B - Ulnes Walton Lane	59	0	199
	C - A581 Southport Road (E)	514	100	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A581 Southport Road (W)	B - Ulnes Walton Lane	C - A581 Southport Road (E)
From	A - A581 Southport Road (W)	0	8	4
	B - Ulnes Walton Lane	2	0	1
	C - A581 Southport Road (E)	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.43	12.60	0.8	B
B-A	0.28	21.51	0.4	C
C-AB	0.31	5.86	0.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	150	569	0.263	148	0.4	8.619	A
B-A	44	309	0.144	44	0.2	13.828	B
C-AB	142	821	0.173	141	0.4	5.447	A
C-A	320			320			
A-B	26			26			
A-C	283			283			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	179	546	0.328	178	0.5	9.889	A
B-A	53	279	0.190	53	0.2	16.186	C
C-AB	195	863	0.225	194	0.5	5.550	A
C-A	357			357			
A-B	31			31			
A-C	338			338			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	219	508	0.431	218	0.7	12.485	B
B-A	65	236	0.275	64	0.4	21.307	C
C-AB	287	923	0.311	285	0.9	5.832	A
C-A	389			389			
A-B	37			37			
A-C	414			414			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	219	507	0.432	219	0.8	12.602	B
B-A	65	236	0.276	65	0.4	21.506	C
C-AB	287	924	0.311	287	0.9	5.859	A
C-A	389			389			
A-B	37			37			
A-C	414			414			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	179	545	0.328	180	0.5	9.992	A
B-A	53	279	0.190	54	0.2	16.350	C
C-AB	195	864	0.226	197	0.6	5.582	A
C-A	357			357			
A-B	31			31			
A-C	338			338			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	150	568	0.264	150	0.4	8.715	A
B-A	44	308	0.144	45	0.2	13.964	B
C-AB	143	822	0.174	144	0.4	5.485	A
C-A	319			319			
A-B	26			26			
A-C	283			283			

2025 Opening Year with Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Ulnes Walton Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	A581 Southport Road / Ulnes Walton Lane	T-Junction	Two-way		100.01	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2025 Opening Year with Development	AM	ONE HOUR	06:45	08:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A581 Southport Road (W)		✓	538	100.000
B - Ulnes Walton Lane		✓	112	100.000
C - A581 Southport Road (E)		✓	714	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A581 Southport Road (W)	B - Ulnes Walton Lane	C - A581 Southport Road (E)
From	A - A581 Southport Road (W)	0	102	436
	B - Ulnes Walton Lane	16	0	96
	C - A581 Southport Road (E)	316	398	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A581 Southport Road (W)	B - Ulnes Walton Lane	C - A581 Southport Road (E)
From	A - A581 Southport Road (W)	0	0	5
	B - Ulnes Walton Lane	4	0	6
	C - A581 Southport Road (E)	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.20	9.29	0.3	A
B-A	0.12	29.28	0.1	D
C-AB	1.10	198.02	46.4	F
C-A				
A-B				
A-C				

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	569	0.127	72	0.2	7.659	A
B-A	12	256	0.047	12	0.1	15.349	C
C-AB	454	698	0.651	445	2.3	14.280	B
C-A	83			83			
A-B	77			77			
A-C	328			328			

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	549	0.157	86	0.2	8.243	A
B-A	14	217	0.066	14	0.1	18.447	C
C-AB	598	717	0.833	585	5.4	26.938	D
C-A	44			44			
A-B	92			92			
A-C	392			392			

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	106	519	0.204	105	0.3	9.226	A
B-A	18	164	0.107	17	0.1	25.477	D
C-AB	786	717	1.096	696	27.9	98.579	F
C-A	0			0			
A-B	112			112			
A-C	480			480			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	106	516	0.205	106	0.3	9.294	A
B-A	18	145	0.121	18	0.1	29.284	D
C-AB	786	718	1.094	712	46.4	198.021	F
C-A	0			0			
A-B	112			112			
A-C	480			480			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	546	0.158	87	0.2	8.303	A
B-A	14	180	0.080	15	0.1	22.676	C
C-AB	642	749	0.857	728	24.9	176.431	F
C-A	0			0			
A-B	92			92			
A-C	392			392			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	568	0.127	72	0.2	7.699	A
B-A	12	234	0.051	12	0.1	16.858	C
C-AB	488	729	0.670	577	2.9	38.740	E
C-A	49			49			
A-B	77			77			
A-C	328			328			

2025 Opening Year with Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Ulnes Walton Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	A581 Southport Road / Ulnes Walton Lane	T-Junction	Two-way		12.89	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2025 Opening Year with Development	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A581 Southport Road (W)		✓	410	100.000
B - Ulnes Walton Lane		✓	399	100.000
C - A581 Southport Road (E)		✓	614	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A581 Southport Road (W)	B - Ulnes Walton Lane	C - A581 Southport Road (E)
From	A - A581 Southport Road (W)	0	34	376
	B - Ulnes Walton Lane	105	0	294
	C - A581 Southport Road (E)	514	100	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A581 Southport Road (W)	B - Ulnes Walton Lane	C - A581 Southport Road (E)
From	A - A581 Southport Road (W)	0	8	4
	B - Ulnes Walton Lane	1	0	0
	C - A581 Southport Road (E)	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.78	37.11	3.1	E
B-A	0.66	58.16	1.7	F
C-AB	0.31	5.86	0.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	221	542	0.408	219	0.7	11.044	B
B-A	79	295	0.268	78	0.4	16.617	C
C-AB	142	821	0.173	141	0.4	5.447	A
C-A	320			320			
A-B	26			26			
A-C	283			283			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	264	502	0.526	263	1.1	14.930	B
B-A	94	253	0.372	94	0.6	22.602	C
C-AB	195	863	0.225	194	0.5	5.550	A
C-A	357			357			
A-B	31			31			
A-C	338			338			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	324	425	0.761	317	2.8	31.417	D
B-A	116	182	0.636	112	1.5	49.473	E
C-AB	287	923	0.311	285	0.9	5.832	A
C-A	389			389			
A-B	37			37			
A-C	414			414			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	324	417	0.777	322	3.1	37.113	E
B-A	116	176	0.658	115	1.7	58.158	F
C-AB	287	924	0.311	287	0.9	5.857	A
C-A	389			389			
A-B	37			37			
A-C	414			414			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	264	495	0.534	272	1.2	16.707	C
B-A	94	248	0.380	99	0.6	24.964	C
C-AB	195	864	0.226	197	0.6	5.582	A
C-A	357			357			
A-B	31			31			
A-C	338			338			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	221	539	0.410	223	0.7	11.452	B
B-A	79	293	0.270	80	0.4	17.143	C
C-AB	143	822	0.174	144	0.4	5.485	A
C-A	319			319			
A-B	26			26			
A-C	283			283			

2026 with Development (Sensitivity Test), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Ulmes Walton Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	A581 Southport Road / Ulmes Walton Lane	T-Junction	Two-way		106.49	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2026 with Development (Sensitivity Test)	AM	ONE HOUR	06:45	08:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A581 Southport Road (W)		✓	543	100.000
B - Ulmes Walton Lane		✓	113	100.000
C - A581 Southport Road (E)		✓	719	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A581 Southport Road (W)	B - Ulmes Walton Lane	C - A581 Southport Road (E)
From	A - A581 Southport Road (W)	0	103	440
	B - Ulmes Walton Lane	16	0	97
	C - A581 Southport Road (E)	318	401	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A581 Southport Road (W)	B - Ulmes Walton Lane	C - A581 Southport Road (E)
From	A - A581 Southport Road (W)	0	0	5
	B - Ulmes Walton Lane	4	0	6
	C - A581 Southport Road (E)	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.21	9.36	0.3	A
B-A	0.12	30.13	0.1	D
C-AB	1.11	210.49	49.7	F
C-A				
A-B				
A-C				

Main Results for each time segment

06:45 - 07:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	568	0.128	72	0.2	7.685	A
B-A	12	254	0.047	12	0.1	15.444	C
C-AB	459	699	0.657	450	2.3	14.516	B
C-A	82			82			
A-B	78			78			
A-C	331			331			

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	548	0.159	87	0.2	8.281	A
B-A	14	215	0.067	14	0.1	18.615	C
C-AB	605	718	0.843	591	5.7	28.011	D
C-A	41			41			
A-B	93			93			
A-C	396			396			

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	107	517	0.206	107	0.3	9.283	A
B-A	18	162	0.109	17	0.1	25.906	D
C-AB	792	716	1.106	696	29.6	103.688	F
C-A	0			0			
A-B	113			113			
A-C	484			484			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	107	515	0.208	107	0.3	9.358	A
B-A	18	142	0.124	18	0.1	30.129	D
C-AB	792	716	1.105	711	49.7	210.487	F
C-A	0			0			
A-B	113			113			
A-C	484			484			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	545	0.160	87	0.2	8.342	A
B-A	14	175	0.082	15	0.1	23.319	C
C-AB	646	748	0.864	728	29.3	194.822	F
C-A	0			0			
A-B	93			93			
A-C	396			396			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	567	0.129	73	0.2	7.725	A
B-A	12	229	0.053	12	0.1	17.267	C
C-AB	500	735	0.680	605	3.1	50.098	F
C-A	41			41			
A-B	78			78			
A-C	331			331			

2026 with Development (Sensitivity Test), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Ulnes Walton Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	A581 Southport Road / Ulnes Walton Lane	T-Junction	Two-way		13.67	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2026 with Development (Sensitivity Test)	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A581 Southport Road (W)		✓	413	100.000
B - Ulnes Walton Lane		✓	401	100.000
C - A581 Southport Road (E)		✓	619	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A581 Southport Road (W)	B - Ulnes Walton Lane	C - A581 Southport Road (E)
From	A - A581 Southport Road (W)	0	34	379
	B - Ulnes Walton Lane	106	0	295
	C - A581 Southport Road (E)	518	101	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - A581 Southport Road (W)	B - Ulnes Walton Lane	C - A581 Southport Road (E)
From	A - A581 Southport Road (W)	0	8	4
	B - Ulnes Walton Lane	1	0	0
	C - A581 Southport Road (E)	3	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.79	39.46	3.3	E
B-A	0.68	62.23	1.9	F
C-AB	0.32	5.88	0.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	222	541	0.411	219	0.7	11.117	B
B-A	80	294	0.272	78	0.4	16.770	C
C-AB	145	823	0.176	143	0.4	5.451	A
C-A	321			321			
A-B	26			26			
A-C	285			285			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	265	500	0.531	264	1.1	15.124	C
B-A	95	252	0.379	94	0.6	22.978	C
C-AB	198	865	0.228	197	0.5	5.557	A
C-A	359			359			
A-B	31			31			
A-C	341			341			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	325	421	0.772	317	2.9	32.758	D
B-A	117	179	0.652	113	1.6	51.885	F
C-AB	292	926	0.315	291	0.9	5.858	A
C-A	390			390			
A-B	37			37			
A-C	417			417			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	325	411	0.790	323	3.3	39.459	E
B-A	117	172	0.677	116	1.9	62.231	F
C-AB	293	926	0.316	293	0.9	5.884	A
C-A	389			389			
A-B	37			37			
A-C	417			417			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	265	491	0.540	274	1.2	17.124	C
B-A	95	246	0.387	100	0.7	25.666	D
C-AB	199	866	0.229	200	0.6	5.590	A
C-A	358			358			
A-B	31			31			
A-C	341			341			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	222	538	0.413	224	0.7	11.541	B
B-A	80	292	0.273	81	0.4	17.326	C
C-AB	146	824	0.177	146	0.4	5.490	A
C-A	320			320			
A-B	26			26			
A-C	285			285			

Appendix O. Public Footpath Diversion Plan

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