**Chesterfield Borough Council**

# Hady Hill, Chesterfield

## Transport Statement

**FINAL**
February 2024

## Revision Schedule

Hady Hill, Chesterfield

Transport Statement

February 2024

Doc Ref: CBC-1702-01-TS-001

| REV | DATE | STATUS | PREPARED BY | REVIEWED BY | APPROVED BY |
|---|---|---|---|---|---|
| - | 29th June 2023 | First Issue | Calum Reford, BSc (Hons), MSc. | Lee Barnes, BSc (Hons), MCIHT | Lee Barnes, BSc (Hons), MCIHT |
| P1 | 1st February 2023 | First Revision | Calum Reford, BSc (Hons), MSc. | Lee Barnes, BSc (Hons), MCIHT | Lee Barnes, BSc (Hons), MCIHT |
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| REVISION NOTES | |
|---|---|
| P1 | Updated to accord with NPPF December 2023. |
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Inspire Design & Development Ltd
Unit 2A
Church View Business Park
Coney Green Road
Chesterfield
Derbyshire
S45 9HA

Tel: 01246 864467

www.inspiredesigngroup.co.uk

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# 1.0 INTRODUCTION

## Instructions

1.1 This report has been prepared in accordance with instructions from Chesterfield Borough Council to support and outline planning application for the proposed residential development for up to 20no. dwellings on land to the south of Hady Hill, Chesterfield, S41 0BL.

1.2 The purpose of this Transport Statement is to provide an assessment of the proposed development in relation to Paragraph 115 (formerly 111) of the National Planning Policy Framework. The report will examine the effects of the development proposals within the local highway network and provide an overview of the public transport provision and active travel.

## Guidance

1.3 This transport statement has been prepared in accordance with the Derbyshire County Council *Delivering Streets and Places* design guide, Manual for Streets, the Chesterfield Local Plan, and the National Planning Policy Guidance for the *Preparation of Transport Assessments and Statements*.

1.4 Paragraph 115 of the National Planning Policy Framework states *"Development should only be prevented or refused on highways ground if there would be an unacceptable impact on highway safety, of the residual cumulative impacts on the road network would be severe*.

## 2.0 EXISTING NETWORK

### Site Location and Current Use

2.1 The site is located immediately to the south of Hady Hill, and to the east of the property of 221 Hady Hill and to the west of the property of 281 Hady Hill. The site was previously subject to agricultural operations for grazing but has more recently fallen into disuse. The site has a total area of 0.5ha.

Figure 1 – Site Location (*Contains OS Data*).

2.2 The site is located approximately 1.2km to the east of Chesterfield Railway Station, and 1.7km to the east of Chesterfield Town Centre. Chesterfield Royal Hospital sits 340m to the northeast of the development site. The site sits within an established residential area, and could be considered infill development.

### Existing Traffic Conditions

2.3 Hady Hill forms part of the A632 strategic route between Chesterfield and Bolsover, connecting with Chesterfield Royal Hospital and Calow. It is considered to be a heavily

trafficked route. As the main entrance to Chesterfield Royal Hospital is located 330m to the east of the site, Hady Hill is considered to be a 'blue light route'.

2.4 Hady Lane is a residential distributor route. Its main use is to provide access to surrounding residential area of Hady and Spital. It is considered to be mildly trafficked due to the location of Hady Primary School just off Hady Lane.

2.5 The site is currently accessed via a private drive off Hady Lane. A right of access exists over the private drive. However, should the site be developed for residential development, the existing access would be considered substandard.

**Accident History**

2.6 Recent accident records for the last 5-years within 300m section of Hady Hill was analysed using the *CrashMap* (www.crashmap.co.uk) web application. The results provided a total of 3 accidents within the 300m section. The incidents are summarised below, with the full accident reports available in Appendix A.

- Accident Reference 2017301701626 occurred at 19:41 on the 28th September 2017 when a vehicle in the act of turning left collided with a motorcycle proceeding along Hady Hill, causing injury to the motorcycle rider. The accident was categorised as 'serious'.

- Accident Reference 2018301800861 occurred at 20:30 on 21st June 2018 when a vehicle executing an overtake on a cyclist did not leave enough space between itself and the cyclist. The accident resulted in injury to the cyclist and was categorised as 'slight'.

- Accident Reference 20193019011371 occurred at 14:30 on 1st October 2019 when when a vehicle moving off collided with another vehicle on its nearside while proceeding normally along the carriageway. The accident was categorised as 'slight'.

2.7 From the information provided by the accident reports, all incidents appear to be typical accidents which could occur on any urban road of this nature. There is no evidence to suggest that the accident rate would increase as a result of the proposed development.

## 3.0 PROPOSED DEVELOPMENT

### Land Use

3.1 The proposed development site seeks outline planning permission for up to 20no. dwellings on land to the south of Hady Hill, Chesterfield. As the proposed development only seeks outline permission, all matters will be reserved save for access.

### Access Arrangements

3.2 As the existing access via the private drive off Hady Lane is not considered a sustainable option for future development, a new access is proposed off A632 Hady Hill. A general arrangement drawing will be prepared to demonstrate a suitable access off Hady Hill, which can operate safely in accordance with Paragraph 115 of the NPPF.

3.3 The drawing will demonstrate visibility splays in accordance with the 85%ile speed from a speed survey (Appendix E) conducted on Hady Hill, and Manual for Streets guidance. Swept path analysis for a standard refuse collection vehicle will also be shown on the drawing.

3.4 As the proposed development seeks outline permission, no parking arrangements are shown at present. However, reserved matters designs will need to consider the parking requirements contained within Derbyshire County Council's guidance *Delivering Streets and Places*, 'Highways Requirements Part 4'.

## 4.0 TRAFFIC ASSESSMENT

### Development Generated Traffic

4.1 The predicted traffic generated by the proposed development has been calculated from typical trip rates from the TRICS database during the AM and PM peak periods. The trips derived are shown in the below tables, with a full report of trip rates available within Appendix C.

4.2 To refine the database search, it was determined that the selection criteria should include privately owned residential homes, within mainland UK, and within outer urban areas, excluding London. The results are shown in the Tables below.

Table 1 - Development Trip Generation.

| Use | AM Peak | | | PM Peak | | |
|---|---|---|---|---|---|---|
| | Arr. | Dep. | 2-Way | Arr. | Dep. | 2-Way |
| Residential (Per Dwelling) | 0.125 | 0.355 | 0.483 | 0.340 | 0.147 | 0.487 |
| 54no. Residential Dwellings[1] | 3 | 7 | 10 | 7 | 3 | 10 |

4.3 The residential trip rates used are typical figures for large dwellings with 3 or more bedrooms and parking spaces for two or more vehicles. The proposed development is for up 20no. dwellings and therefore the figures are considered to be representative of the proposed development.

4.4 Based on the above trip generation, the proposed development would likely generate a total of 10 two-way trips in the peak periods, equating to around 1 vehicle every 10-minutes, and a total 2-way daily trip rate of 84. Given these flows, the site is unlikely to have any material impact on hourly traffic flows. The overall volume of traffic in any

[1] *Any arithmetic errors are due to rounding*.

given hour does not warrant the need for junction capacity assessments, and as such, these have not been conducted.

4.5 Given the location of the site, the modal split of the proposed trips acknowledges the opportunities for trips for local everyday goods and services. Therefore, a number of daily trips can be undertaken by foot, as well as a small number of trips by bicycle. This will be explored further in the following sections of this report.

## 5.0 SUSTAINABLE TRAVEL

5.1 Paragraph 114 of the NPPF requires development to ensure sustainable transport modes are promoted, and that the development provides safe and suitable access for all users. Therefore, review of the accessibility of the site by various sustainable modes has been undertaken.

### Walking

5.2 The thresholds for walking distances to/from key services and amenities is identified in Planning Policy Guidance 13: Transport, although superseded by the NPPF and the Guidelines for Providing Journeys on Foot (CIHT, 2000) are still relevant. The CIHT publication identifies preferred maximum acceptable walking distances for different destination types, which are summarised below.

Table 2 - Suggested Acceptable Walking Distances (m) (CIHT, 2000).

| | Town Centre | Commuting | Elsewhere |
|---|---|---|---|
| **Desirable** | 200m | 500m | 400m |
| **Acceptable** | 400m | 1000m | 800m |
| **Preferred Maximum** | 800m | 2000m | 1200m |

5.3 It should be noted that distances identified should be regarded as guidance and that there should also be emphasis places upon the quality, attractiveness, and directness of pedestrian facilities/routes. The geographical areas that are within the acceptable walking distance of the proposed development are illustrated below. More important than distance, the time to travel to locations from the development must be considered.

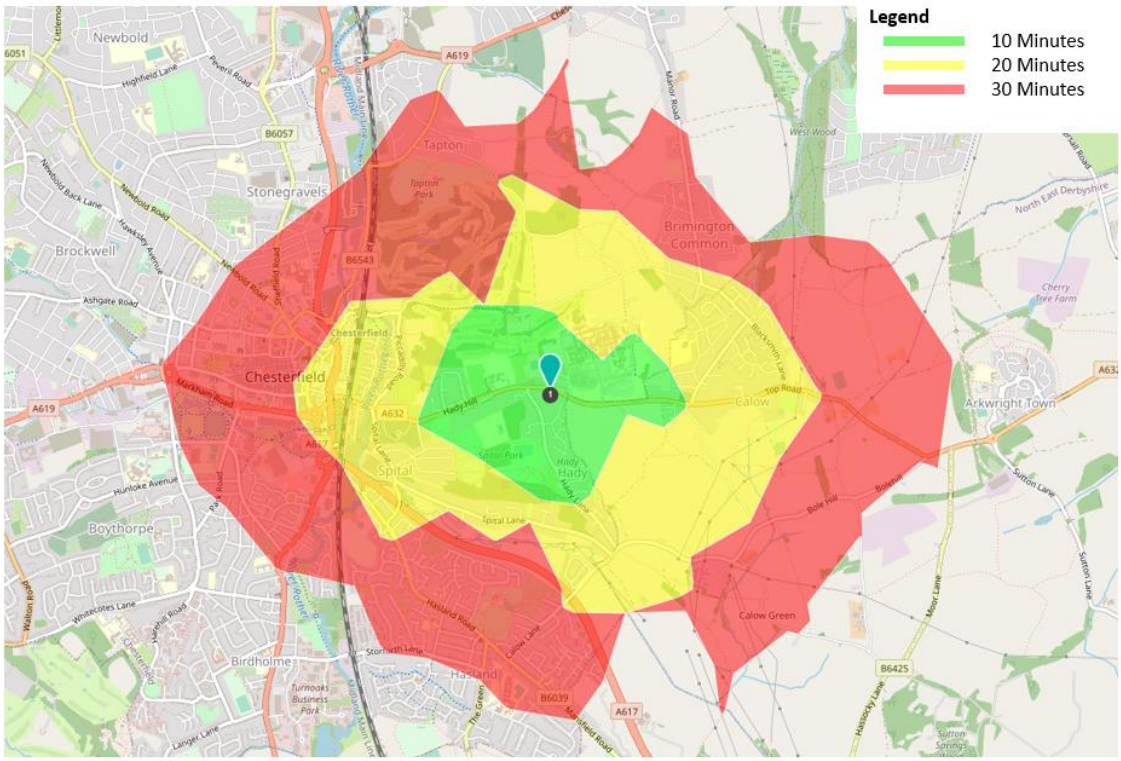



Figure 2 - Walking Isochrones

5.4 As can be seen within Figure 2, Chesterfield Royal Hospital and the surrounding area of Hady, are accessible via a 10-minute walk. Numerous services available within a 10-minute walk include:

- St Peter and St Paul School & Nursery
- Hady Primary School
- Chesterfield Royal Hospital
- Co-Operative Food, Calow

Chesterfield Town Centre and Chesterfield Railway Station are also within a 20-minute walk from the development site.

**Cycling**

5.5 Cycling is an effective mode of travel for medium distances that practically preclude walking. It provides fast, direct access and has no limitations upon arrival and departure times. It is due to this flexibility that cycling has seen a resurgence and is the mode of

choice for many commuters. It also enables riders to get some exercise as part of their daily commute.

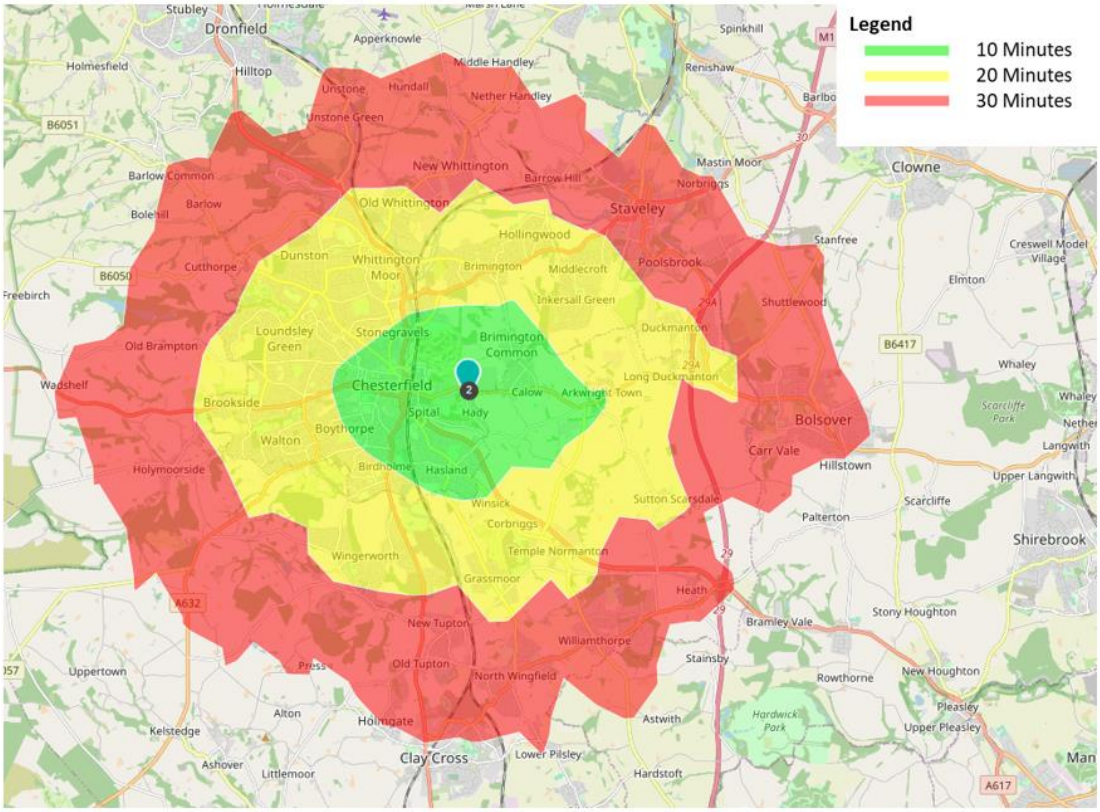



Figure 3 - Cycling Isochrones

5.6 As can bee seen from Figure 3, Chesterfield and much of the surrounding area can be accessed within a 30-minute cycle, including Chesterfield Railway Station and Chesterfield Town Centre accessible within a 10-minute cycle journey.

**Public Transport**

5.7 The closest bus stop is located on Hady Hill, directly adjacent to the development site. Bus Services serving this stop are summarised in the table below. Timetables are attached in Appendix C.

Table 3 - List of Bus Services from Hady Hill

| Route | Terminus | Days | Frequency | Operator |
|---|---|---|---|---|
| 1 | Langwith - Newbold | Mon-Fri<br>Sat<br>Sun | Hourly<br>Hourly<br>Hourly | Stagecoach |
| 1A | Hillstown – Newbold | Mon-Fri<br>Sat<br>Sun | 30-Minutes<br>30-Minutes<br>Hourly | Stagecoach |
| 48A (School Service) | Clay Cross - Hasland | Mon-Fri | 1-Service per day | Hulleys of Baslow |
| 512 (School Service) | Middlecroft - Chesterfield | Mon-Fri | 1-Service per day | TM Travel |
| 55 | Cotes Park - Calow | Mon-Fri<br>Sat<br>Sun | Hourly<br>Hourly<br>Hourly | Hulleys of Baslow |
| 80 | Sheffield City Centre - Chesterfield | Mon-Fri<br>Sat<br>Sun | Hourly<br>Hourly<br>Hourly (PM Only) | Stagecoach |
| 80A | Sheffield City Centre - Chesterfield | Mon-Fri<br>Sat<br>Sun | Hourly (PM)<br>Hourly (PM)<br>Hourly | Stagecoach |

5.8 It is considered that the services listed above provide an acceptable level of public transport to and from the development, and provided good coverage between Chesterfield, Chesterfield Royal Hospital, Calow, Bolsover, Shirebrook, Clay Cross, Alfreton and Sheffield City Centre.

5.9 In addition to bus services, Chesterfield Railway Station is accessible by active travel means. The railway station is served by numerous mainline services, connecting Chesterfield to Leeds, Sheffield, Nottingham, Derby, London, Manchester, and Edinburgh, as well as intermediate stations.

**Sustainable Transport Summary**

5.10 As can be seen from the above, the site is well serviced by public transport, leading to the potential practical use as an alternative to the private car. The proposed development is within adequate walking distance to many services, including Chesterfield Royal Hospital and Hady Primary School. Subsequently, it can be concluded that numerous sustainable transport opportunities exist from the site, and the proposed development accords with Paragraph 114.

## 6.0 CONCLUSIONS AND RECOMMENTATIONS

6.1 It may be concluded from this report that the existing highway network will operate satisfactorily in providing access to the proposed development. In particular:

- The proposed two-way trips are not considered to have any material impact on hourly traffic flows. The overall volume of traffic in any given hour does not warrant the need for junction capacity assessments, and as such, are not required.

- In view of the relatively low accident records on the nearby highway network and the estimated minimal traffic impact, the proposed development will not be detrimental to highway safety, and thus is compliant with Paragraph 115 of the NPPF

- The site is well served by public transport, and many local services can be accessed by walking and cycling, in accordance with Paragraph 114 of the NPPF.

6.2 With reference to the policy statement in Paragraph 115 of the NPPF, any residual cumulative effect on the proposed development on the highway network could in no way be considered 'severe', nor would there be any 'unacceptable impact on highway safety'.

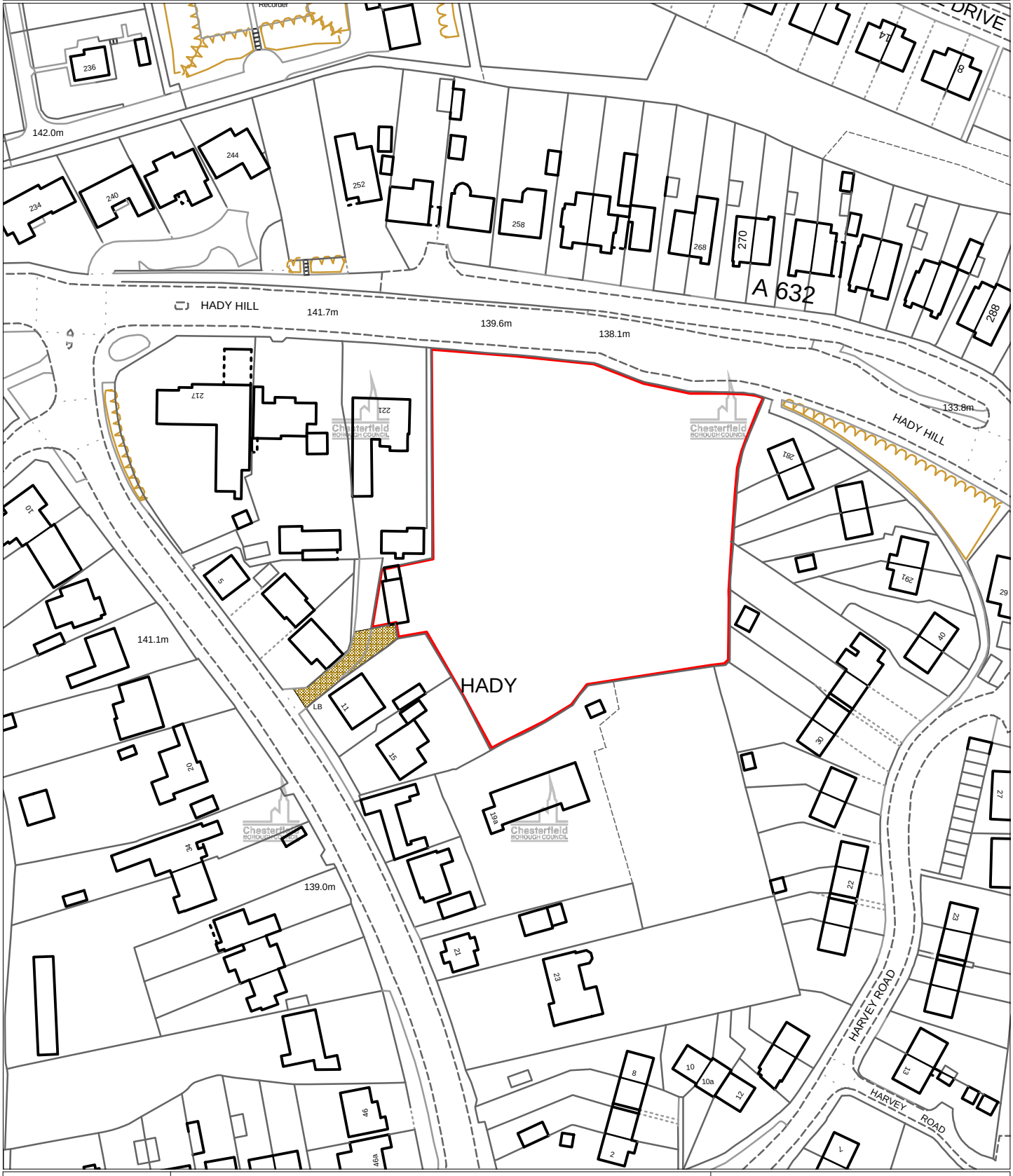
6.3 Overall, the proposed development will be adequately served in terms of access and public transport without creating any perceptible impact on the existing local network in terms of traffic flow or highway safety.

# APPENDIX A LOCATION PLAN

# Grazing land off Hady Lane

Area edged red

1.39 ac / 0.6 ha




Chesterfield BOROUGH COUNCIL

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Scale 1:1250 Date Plotted 7/1/2022

Plot centred at 439948 370942

hy.estates.hy.grazing.hadylane

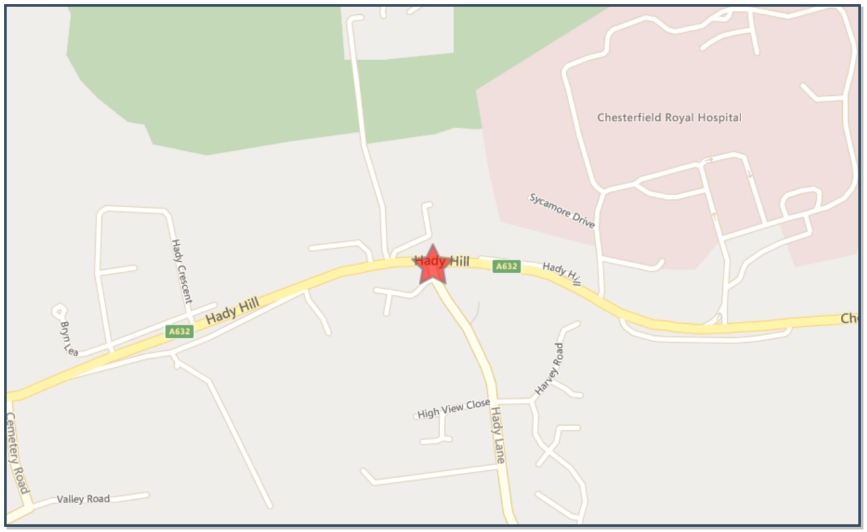
# APPENDIX B ACCIDENT RECORDS

crashmap.co.uk

**Validated Data**

| | | | | | |
|---|---|---|---|---|---|
| **Crash Date:** | Thursday, September 28, 2017 | **Time of Crash:** | 7:41:00 PM | **Crash Reference:** | **2017301701626** |

| | | | | | |
|---|---|---|---|---|---|
| **Highest Injury Severity:** | Serious | **Road Number:** | A632 | **Number of Casualties:** | 1 |
| **Highway Authority:** | Derbyshire | | | **Number of Vehicles:** | 2 |
| **Local Authority:** | Chesterfield Borough | | | **OS Grid Reference:** | 439844 371009 |
| **Weather Description:** | Fine without high winds | | | | |
| **Road Surface Description:** | Dry | | | | |
| **Speed Limit:** | 40 | | | | |
| **Light Conditions:** | Darkness: street lights present and lit | | | | |
| **Carriageway Hazards:** | None | | | | |
| **Junction Detail:** | T or staggered junction | | | | |
| **Junction Pedestrian Crossing:** | No physical crossing facility within 50 metres | | | | |
| **Road Type:** | Single carriageway | | | | |
| **Junction Control:** | Give way or uncontrolled | | | | |




For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*



powered by agilysis

**Validated Data**

## Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneouvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Car (excluding private hire) | 15 | Male | 46 - 55 | Vehicle is in the act of turning left | Front | Unknown | None | None |
| 2 | Motorcycle over 500cc | 16 | Male | 66 - 75 | Vehicle proceeding normally along the carriageway, not on a bend | Nearside | Unknown | None | None |

## Casualties

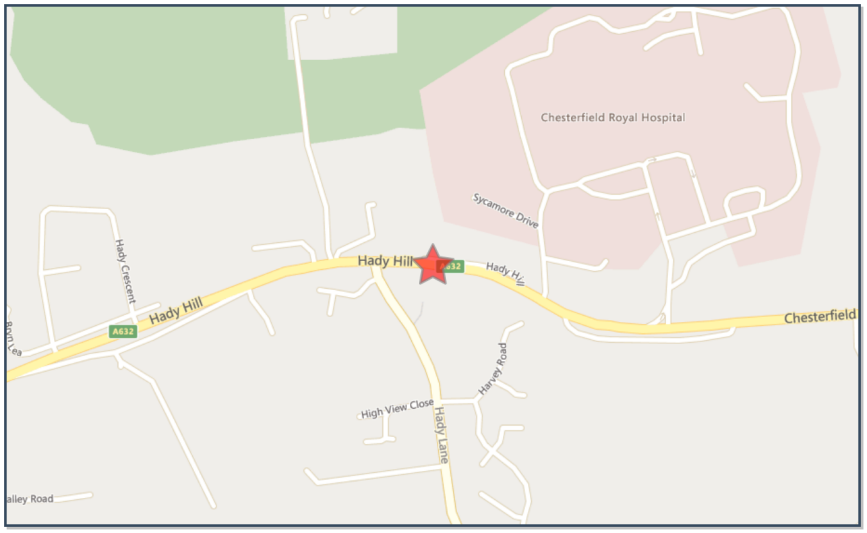
| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|---|---|---|---|---|---|---|---|
| 2 | 1 | Serious | Driver or rider | Male | 66 - 75 | Unknown or other | Unknown or other |

crashmap.co.uk

**Validated Data**

| | | | | | |
|---|---|---|---|---|---|
| **Crash Date:** | Thursday, June 21, 2018 | **Time of Crash:** | 8:30:00 PM | **Crash Reference:** | **2018301800861** |

| | | | | | |
|---|---|---|---|---|---|
| **Highest Injury Severity:** | Slight | **Road Number:** | A632 | **Number of Casualties:** | 1 |
| **Highway Authority:** | Derbyshire | | | **Number of Vehicles:** | 2 |
| **Local Authority:** | Chesterfield Borough | | | **OS Grid Reference:** | 439931 371005 |
| **Weather Description:** | Unknown | | | | |
| **Road Surface Description:** | Dry | | | | |
| **Speed Limit:** | 30 | | | | |
| **Light Conditions:** | Daylight: regardless of presence of streetlights | | | | |
| **Carriageway Hazards:** | None | | | | |
| **Junction Detail:** | Not at or within 20 metres of junction | | | | |
| **Junction Pedestrian Crossing:** | No physical crossing facility within 50 metres | | | | |
| **Road Type:** | Single carriageway | | | | |
| **Junction Control:** | Not Applicable | | | | |

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**Validated Data**

## Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneouvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Car (excluding private hire) | -1 | Unknown | Unknown | Vehicle is passing another moving vehicle on its offside | Nearside | Unknown | None | None |
| 2 | Pedal cycle | -1 | Male | 46 - 55 | Vehicle proceeding normally along the carriageway, not on a bend | Offside | Unknown | None | None |

## Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|---|---|---|---|---|---|---|---|
| 2 | 1 | Slight | Driver or rider | Male | 46 - 55 | Unknown or other | Unknown or other |

crashmap.co.uk

**Validated Data**

| | | | | | |
|---|---|---|---|---|---|
| **Crash Date:** | Tuesday, October 01, 2019 | **Time of Crash:** | 2:30:00 PM | **Crash Reference:** | **2019301901371** |

| | | | | | |
|---|---|---|---|---|---|
| **Highest Injury Severity:** | Slight | **Road Number:** | A632 | **Number of Casualties:** | 2 |
| **Highway Authority:** | Derbyshire | | | **Number of Vehicles:** | 2 |
| **Local Authority:** | North East Derbyshire District | | | **OS Grid Reference:** | 440131 370932 |
| **Weather Description:** | Unknown | | | | |
| **Road Surface Description:** | Wet or Damp | | | | |
| **Speed Limit:** | 40 | | | | |
| **Light Conditions:** | Daylight: regardless of presence of streetlights | | | | |
| **Carriageway Hazards:** | None | | | | |
| **Junction Detail:** | Not at or within 20 metres of junction | | | | |
| **Junction Pedestrian Crossing:** | No physical crossing facility within 50 metres | | | | |
| **Road Type:** | Single carriageway | | | | |
| **Junction Control:** | Not Applicable | | | | |

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To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*



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**Validated Data**

## Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneouvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Van or goods vehicle 3.5 tonnes mgw and under | 5 | Male | 26 - 35 | Vehicle proceeding normally along the carriageway, not on a bend | Nearside | Unknown | None | None |
| 2 | Car (excluding private hire) | 11 | Male | 36 - 45 | Vehicle is moving off | Nearside | Unknown | None | None |

## Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|---|---|---|---|---|---|---|---|
| 1 | 1 | Slight | Driver or rider | Male | 26 - 35 | Unknown or other | Unknown or other |
| 2 | 2 | Slight | Driver or rider | Male | 36 - 45 | Unknown or other | Unknown or other |

# APPENDIX C TRIP RATE DATA

TRICS 7.7.4
Trip Rate P No of Dwellings

Filtering Summary
Land Use 03/A RESIDENTIAL/HOUSES PRIVATELY OWNED

Selected Tr 6-1817 DWELLS

Actual Trip 7-1817 DWELLS

Date Range Minimum: Maximum: 08/10/20

Parking Sp: All Surveys Included

Parking Sp: All Surveys Included

Bedrooms All Surveys Included

Percentage All Surveys Included

| | | |
|---|---|---|
| Days of the | Tuesday | 17 |
| | Wednesda | 16 |
| | Thursday | 18 |

| | | |
|---|---|---|
| Main Locat | Suburban A | 20 |
| | Edge of To | 24 |
| | Neighbourl | 7 |

Population All Surveys Included

| | | | | |
|---|---|---|---|---|
| Population | 1 | 001 to 5 | 0 | 8 |
| | 5 | 001 to 10 | 0 | 14 |
| | 10 | 001 to 15 | 0 | 10 |
| | 15 | 001 to 20 | 0 | 10 |
| | 20 | 001 to 25 | 0 | 6 |
| | 25 | 001 to 50 | 0 | 3 |

| | | | | |
|---|---|---|---|---|
| Population | 5 | 001 to 25 | 0 | 2 |
| | 25 | 001 to 50 | 0 | 9 |
| | 50 | 001 to 75 | 0 | 10 |
| | 75 | 001 to 100 | 0 | 13 |
| | 100 | 001 to 125 | 0 | 3 |
| | 125 | 001 to 250 | 0 | 12 |
| | 250 | 001 to 500 | 0 | 2 |

| | | |
|---|---|---|
| Car Owner | 0.6 to 1.0 | 12 |
| | 1.1 to 1.5 | 37 |
| | 1.6 to 2.0 | 2 |

| | | |
|---|---|---|
| PTAL Ratin | No PTAL Pr | 51 |

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 03 - RESIDENTIAL
Category A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

| | | | |
|---|---|---|---|
| 2 | SOUTH EAST | | |
| | ES | EAST SUSSI | 1 days |
| | HC | HAMPSHIR | 4 days |
| | KC | KENT | 4 days |
| | SC | SURREY | 2 days |
| | WS | WEST SUSS | 7 days |
| 3 | SOUTH WEST | | |
| | DV | DEVON | 1 days |
| | SM | SOMERSET | 3 days |
| | WL | WILTSHIRE | 1 days |
| 4 | EAST ANGLIA | | |
| | NF | NORFOLK | 6 days |
| | SF | SUFFOLK | 3 days |
| 5 | EAST MIDLANDS | | |
| | DS | DERBYSHIF | 1 days |
| | LE | LEICESTERS | 1 days |

| | | | |
|---|---|---|---|
| | LN | LINCOLNSH | 1 days |
| 6 | WEST MIDLANDS | | |
| | SH | SHROPSHIF | 2 days |
| | ST | STAFFORDS | 1 days |
| | WK | WARWICKS | 1 days |
| 7 | YORKSHIRE & NORTH LINCOLNSHIRE | | |
| | NY | NORTH YO | 3 days |
| | SY | SOUTH YOI | 1 days |
| 8 | NORTH WEST | | |
| | CH | CHESHIRE | 3 days |
| 9 | NORTH | | |
| | DH | DURHAM | 1 days |
| 11 | SCOTLAND | | |
| | AG | ANGUS | 1 days |
| | FA | FALKIRK | 2 days |
| | HI | HIGHLAND | 1 days |

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

| | |
|---|---|
| Parameter: | No of Dwellings |
| Actual Ran | 7 to 1817 (units: ) |
| Range Sele | 6 to 1817 (units: ) |

Public Transport Provision:
Selection b Include all surveys

Date Range 01/01/12 to 08/10/20

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

| | |
|---|---|
| Tuesday | 17 days |
| Wednesda | 16 days |
| Thursday | 18 days |

This data displays the number of selected surveys by day of the week.

Selected survey types:

| | |
|---|---|
| Manual co | 51 days |
| Directional | 0 days |

This data d the total a whilst ATC surveys are undertaking using machines.

Selected Locations:

| | |
|---|---|
| Town Cent | 0 |
| Edge of To | 0 |
| Suburban A | 20 |
| Edge of To | 24 |
| Neighbourl | 7 |
| Free Stand | 0 |
| Not Known | 0 |

This data d Edge of To Suburban Neighbour Edge of To Town Centre and Not Known.

Selected Location Sub Categories:

| | |
|---|---|
| Industrial Z | 0 |
| Commercia | 0 |
| Developme | 0 |
| Residential | 43 |
| Retail Zone | 0 |
| Built-Up Zo | 0 |
| Village | 7 |
| Out of Tow | 0 |
| High Street | 0 |
| No Sub Cat | 1 |

This data d Industrial Z Developm Residentia Retail Zon Built-Up Z Village Out of Tov High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

| | |
|---|---|
| C3 | 51 days |

This data d which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Population within 1 mile:
1,001 to 5, 8 days
5,001 to 1( 14 days
10,001 to 1 10 days
15,001 to 2 10 days
20,001 to 2 6 days
25,001 to 5 3 days
This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
5,001 to 2 2 days
25,001 to 9 days
50,001 to 10 days
75,001 to 13 days
100,001 to 3 days
125,001 to 12 days
250,001 to 2 days
This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
0.6 to 1.0 12 days
1.1 to 1.5 37 days
1.6 to 2.0 2 days
This data d within a radius of 5-miles of selected survey sites.

Travel Plan:
Yes 18 days
No 33 days
This data d and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:
No PTAL Pr 51 days
This data displays the number of selected surveys with PTAL Ratings.

Covid-19 R Yes
At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions.

LIST OF SITES relevant to selection parameters

| | | | |
|---|---|---|---|
| Site(1): | AG-03-A-0: | Site area: | 0.68 hect |
| Developme | BUNGALO\ | No of Dwel | 7 |
| Location: | ARBROATH | Housing de | 13 |
| Postcode: | DD11 2EG | Total Bedrc | 24 |
| Main Locat | Suburban / | Survey Dat | ######## |
| Sub-Locatic | Residential | Survey Day | Tuesday |
| PTAL: | n/a | Parking Spa | 19 |
| Site(2): | CH-03-A-0{ | Site area: | 0.48 hect |
| Developme | DETACHED | No of Dwel | 11 |
| Location: | CHESTER | Housing de | 37 |
| Postcode: | CH3 5JZ | Total Bedrc | 44 |
| Main Locat | Suburban / | Survey Dat | ######## |
| Sub-Locatic | Residential | Survey Day | Tuesday |
| PTAL: | n/a | Parking Spa | 52 |
| Site(3): | CH-03-A-1( | Site area: | 0.91 hect |
| Developme | SEMI-DETA | No of Dwel | 40 |
| Location: | NORTHWIC | Housing de | 50 |
| Postcode: | CW8 4WA | Total Bedrc | 102 |
| Main Locat | Edge of To\ | Survey Dat | ######## |
| Sub-Locatic | Residential | Survey Day | Tuesday |
| PTAL: | n/a | Parking Spa | 74 |
| Site(4): | CH-03-A-1: | Site area: | 0.50 hect |
| Developme | TOWN HOI | No of Dwel | 24 |
| Location: | NORTHWIC | Housing de | 55 |
| Postcode: | CW9 8RZ | Total Bedrc | 92 |
| Main Locat | Suburban / | Survey Dat | ######## |
| Sub-Locatic | Residential | Survey Day | Thursday |
| PTAL: | n/a | Parking Spa | 47 |
| Site(5): | DH-03-A-0: | Site area: | 0.90 hect |
| Developme | SEMI DETA | No of Dwel | 50 |
| Location: | BISHOP AU | Housing de | 94 |
| Postcode: | DL14 6RH | Total Bedrc | 150 |
| Main Locat | Suburban / | Survey Dat | ######## |
| Sub-Locatic | Residential | Survey Day | Tuesday |
| PTAL: | n/a | Parking Spa | 87 |

| | | | |
|---|---|---|---|
| Site(6): | DS-03-A-02 | Site area: | 16.45 hect |
| Developme | MIXED HOI | No of Dwel | 371 |
| Location: | DERBY | Housing de | 36 |
| Postcode: | DE22 4HH | Total Bedrc | 1402 |
| Main Locat | Edge of To | Survey Dat | ######## |
| Sub-Locatic | Residential | Survey Day | Tuesday |
| PTAL: | n/a | Parking Spa | 1083 |
| Site(7): | DV-03-A-0 | Site area: | 1.25 hect |
| Developme | TERRACED | No of Dwel | 37 |
| Location: | TORQUAY | Housing de | 53 |
| Postcode: | TQ1 3HR | Total Bedrc | 111 |
| Main Locat | Suburban / | Survey Dat | ######## |
| Sub-Locatic | Residential | Survey Day | Wednesday |
| PTAL: | n/a | Parking Spa | 103 |
| Site(8): | ES-03-A-05 | Site area: | 3.40 hect |
| Developme | MIXED HOI | No of Dwel | 99 |
| Location: | NEAR EAST | Housing de | 45 |
| Postcode: | BN24 5GD | Total Bedrc | 296 |
| Main Locat | Edge of To | Survey Dat | ######## |
| Sub-Locatic | Residential | Survey Day | Wednesday |
| PTAL: | n/a | Parking Spa | 197 |
| Site(9): | FA-03-A-01 | Site area: | 0.84 hect |
| Developme | SEMI-DETA | No of Dwel | 37 |
| Location: | FALKIRK | Housing de | 65 |
| Postcode: | FK2 7FL | Total Bedrc | 94 |
| Main Locat | Suburban / | Survey Dat | ######## |
| Sub-Locatic | Residential | Survey Day | Thursday |
| PTAL: | n/a | Parking Spa | 52 |
| Site(10): | FA-03-A-02 | Site area: | 4.69 hect |
| Developme | MIXED HOI | No of Dwel | 161 |
| Location: | FALKIRK | Housing de | 49 |
| Postcode: | FK1 5JR | Total Bedrc | 314 |
| Main Locat | Suburban / | Survey Dat | ######## |
| Sub-Locatic | Residential | Survey Day | Wednesday |
| PTAL: | n/a | Parking Spa | 267 |
| Site(11): | HC-03-A-18 | Site area: | 1.40 hect |
| Developme | HOUSES & | No of Dwel | 62 |
| Location: | LIPHOOK | Housing de | 46 |
| Postcode: | GU30 7TG | Total Bedrc | 205 |
| Main Locat | Suburban / | Survey Dat | ######## |
| Sub-Locatic | Residential | Survey Day | Tuesday |
| PTAL: | n/a | Parking Spa | 136 |
| Site(12): | HC-03-A-21 | Site area: | 1.20 hect |
| Developme | TERRACED | No of Dwel | 39 |
| Location: | BASINGSTC | Housing de | 57 |
| Postcode: | RG24 9AF | Total Bedrc | 134 |
| Main Locat | Edge of To | Survey Dat | ######## |
| Sub-Locatic | Residential | Survey Day | Tuesday |
| PTAL: | n/a | Parking Spa | 98 |
| Site(13): | HC-03-A-22 | Site area: | 1.69 hect |
| Developme | MIXED HOI | No of Dwel | 40 |
| Location: | NEAR EAST | Housing de | 32 |
| Postcode: | SO50 6JL | Total Bedrc | 114 |
| Main Locat | Edge of To | Survey Dat | ######## |
| Sub-Locatic | Residential | Survey Day | Wednesday |
| PTAL: | n/a | Parking Spa | 101 |
| Site(14): | HC-03-A-23 | Site area: | 1.40 hect |
| Developme | HOUSES & | No of Dwel | 62 |
| Location: | LIPHOOK | Housing de | 46 |
| Postcode: | GU30 7TG | Total Bedrc | 205 |
| Main Locat | Suburban / | Survey Dat | ######## |
| Sub-Locatic | Residential | Survey Day | Tuesday |
| PTAL: | n/a | Parking Spa | 136 |
| Site(15): | HI-03-A-14 | Site area: | 1.48 hect |
| Developme | SEMI-DETA | No of Dwel | 40 |
| Location: | INVERNESS | Housing de | 36 |
| Postcode: | IV3 8LX | Total Bedrc | 121 |
| Main Locat | Suburban / | Survey Dat | ######## |
| Sub-Locatic | Residential | Survey Day | Wednesday |
| PTAL: | n/a | Parking Spa | 89 |
| Site(16): | KC-03-A-03 | Site area: | 1.38 hect |
| Developme | MIXED HOI | No of Dwel | 51 |
| Location: | ASHFORD | Housing de | 66 |
| Postcode: | TN24 0FR | Total Bedrc | 157 |

| | | | |
|---|---|---|---|
| Main Locat | Suburban / | Survey Dat | ######## |
| Sub-Locatio | Residential | Survey Day | Thursday |
| PTAL: | n/a | Parking Spa | 110 |
| Site(17): | KC-03-A-06 | Site area: | 8.00 hect |
| Developme | MIXED HOI | No of Dwel | 363 |
| Location: | HERNE BAY | Housing de | 73 |
| Postcode: | CT6 6DF | Total Bedro | 1007 |
| Main Locat | Suburban / | Survey Dat | ######## |
| Sub-Locatio | Residential | Survey Day | Wednesday |
| PTAL: | n/a | Parking Spa | 789 |
| Site(18): | KC-03-A-07 | Site area: | 9.46 hect |
| Developme | MIXED HOI | No of Dwel | 288 |
| Location: | HERNE BAY | Housing de | 40 |
| Postcode: | CT6 6HZ | Total Bedro | 934 |
| Main Locat | Edge of To | Survey Dat | ######## |
| Sub-Locatio | Residential | Survey Day | Wednesday |
| PTAL: | n/a | Parking Spa | 891 |
| Site(19): | KC-03-A-08 | Site area: | 0.86 hect |
| Developme | MIXED HOI | No of Dwel | 159 |
| Location: | CHARING | Housing de | 418 |
| Postcode: | TN27 0GX | Total Bedro | 569 |
| Main Locat | Neighbourl | Survey Dat | ######## |
| Sub-Locatio | Village | Survey Day | Tuesday |
| PTAL: | n/a | Parking Spa | 480 |
| Site(20): | LE-03-A-02 | Site area: | 3.30 hect |
| Developme | DETACHED | No of Dwel | 85 |
| Location: | IBSTOCK | Housing de | 40 |
| Postcode: | LE67 6PG | Total Bedro | 308 |
| Main Locat | Neighbourl | Survey Dat | ######## |
| Sub-Locatio | Village | Survey Day | Thursday |
| PTAL: | n/a | Parking Spa | 363 |
| Site(21): | LN-03-A-03 | Site area: | 0.77 hect |
| Developme | SEMI DETA | No of Dwel | 22 |
| Location: | LINCOLN | Housing de | 29 |
| Postcode: | LN6 7PL | Total Bedro | 58 |
| Main Locat | Suburban / | Survey Dat | ######## |
| Sub-Locatio | Residential | Survey Day | Tuesday |
| PTAL: | n/a | Parking Spa | 24 |
| Site(22): | NF-03-A-01 | Site area: | 1.49 hect |
| Developme | SEMI DET. | No of Dwel | 27 |
| Location: | CAISTER-O | Housing de | 19 |
| Postcode: | NR30 5BX | Total Bedro | 66 |
| Main Locat | Suburban / | Survey Dat | ######## |
| Sub-Locatio | Residential | Survey Day | Tuesday |
| PTAL: | n/a | Parking Spa | 64 |
| Site(23): | NF-03-A-03 | Site area: | 0.63 hect |
| Developme | DETACHED | No of Dwel | 10 |
| Location: | THETFORD | Housing de | 20 |
| Postcode: | IP24 1EY | Total Bedro | 40 |
| Main Locat | Edge of To | Survey Dat | ######## |
| Sub-Locatio | Residential | Survey Day | Wednesday |
| PTAL: | n/a | Parking Spa | 37 |
| Site(24): | NF-03-A-04 | Site area: | 1.98 hect |
| Developme | MIXED HOI | No of Dwel | 70 |
| Location: | NORTH WA | Housing de | 40 |
| Postcode: | NR28 0FW | Total Bedro | 223 |
| Main Locat | Edge of To | Survey Dat | ######## |
| Sub-Locatio | Residential | Survey Day | Wednesday |
| PTAL: | n/a | Parking Spa | 165 |
| Site(25): | NF-03-A-05 | Site area: | 1.57 hect |
| Developme | MIXED HOI | No of Dwel | 40 |
| Location: | HOLT | Housing de | 26 |
| Postcode: | NR25 6GA | Total Bedro | 116 |
| Main Locat | Edge of To | Survey Dat | ######## |
| Sub-Locatio | Residential | Survey Day | Thursday |
| PTAL: | n/a | Parking Spa | 100 |
| Site(26): | NF-03-A-08 | Site area: | 48.07 hect |
| Developme | MIXED HOI | No of Dwel | 1817 |
| Location: | NEAR NOR | Housing de | 49 |
| Postcode: | NR8 5ET | Total Bedro | 5396 |
| Main Locat | Neighbourl | Survey Dat | ######## |
| Sub-Locatio | Village | Survey Day | Thursday |
| PTAL: | n/a | Parking Spa | 2604 |
| Site(27): | NF-03-A-09 | Site area: | 44.51 hect |

| | | | |
|---|---|---|---|
| Developme | MIXED HOI | No of Dwel | 984 |
| Location: | NORWICH | Housing de | 32 |
| Postcode: | NR4 7JR | Total Bedrc | 3087 |
| Main Locat | Edge of To | Survey Dat | ######## |
| Sub-Locatio | Residential | Survey Day | Tuesday |
| PTAL: | n/a | Parking Spa | 2315 |
| Site(28): | NY-03-A-1( | Site area: | 2.21 hect |
| Developme | HOUSES AI | No of Dwel | 71 |
| Location: | RIPON | Housing de | 48 |
| Postcode: | HG4 1UH | Total Bedrc | 138 |
| Main Locat | Edge of To | Survey Dat | ######## |
| Sub-Locatio | No Sub Cat | Survey Day | Tuesday |
| PTAL: | n/a | Parking Spa | 59 |
| Site(29): | NY-03-A-1 | Site area: | 1.79 hect |
| Developme | PRIVATE H | No of Dwel | 23 |
| Location: | BOROUGH | Housing de | 15 |
| Postcode: | YO51 9LQ | Total Bedrc | 101 |
| Main Locat | Edge of To | Survey Dat | ######## |
| Sub-Locatio | Residential | Survey Day | Wednesday |
| PTAL: | n/a | Parking Spa | 144 |
| Site(30): | NY-03-A-1 | Site area: | 0.30 hect |
| Developme | TERRACED | No of Dwel | 10 |
| Location: | CATTERICK | Housing de | 33 |
| Postcode: | DL9 4SB | Total Bedrc | 32 |
| Main Locat | Suburban / | Survey Dat | ######## |
| Sub-Locatio | Residential | Survey Day | Wednesday |
| PTAL: | n/a | Parking Spa | 19 |
| Site(31): | SC-03-A-04 | Site area: | 3.20 hect |
| Developme | DETACHED | No of Dwel | 71 |
| Location: | BYFLEET | Housing de | 25 |
| Postcode: | KT14 7BY | Total Bedrc | 202 |
| Main Locat | Edge of To | Survey Dat | ######## |
| Sub-Locatio | Residential | Survey Day | Thursday |
| PTAL: | n/a | Parking Spa | 177 |
| Site(32): | SC-03-A-06 | Site area: | 13.30 hect |
| Developme | MIXED HOI | No of Dwel | 116 |
| Location: | CRANLEIGH | Housing de | 26 |
| Postcode: | GU6 7FX | Total Bedrc | 301 |
| Main Locat | Neighbourl | Survey Dat | ######## |
| Sub-Locatio | Village | Survey Day | Thursday |
| PTAL: | n/a | Parking Spa | 254 |
| Site(33): | SF-03-A-04 | Site area: | 0.59 hect |
| Developme | DETACHED | No of Dwel | 7 |
| Location: | LOWESTOF | Housing de | 15 |
| Postcode: | NR32 2PQ | Total Bedrc | 7 |
| Main Locat | Suburban / | Survey Dat | ######## |
| Sub-Locatio | Residential | Survey Day | Tuesday |
| PTAL: | n/a | Parking Spa | 31 |
| Site(34): | SF-03-A-05 | Site area: | 1.15 hect |
| Developme | DETACHED | No of Dwel | 18 |
| Location: | BURY ST EI | Housing de | 19 |
| Postcode: | IP33 2SN | Total Bedrc | 78 |
| Main Locat | Edge of To | Survey Dat | ######## |
| Sub-Locatio | Residential | Survey Day | Wednesday |
| PTAL: | n/a | Parking Spa | 75 |
| Site(35): | SF-03-A-07 | Site area: | 3.70 hect |
| Developme | MIXED HOI | No of Dwel | 73 |
| Location: | IPSWICH | Housing de | 33 |
| Postcode: | IP3 8XL | Total Bedrc | 215 |
| Main Locat | Suburban / | Survey Dat | ######## |
| Sub-Locatio | Residential | Survey Day | Thursday |
| PTAL: | n/a | Parking Spa | 169 |
| Site(36): | SH-03-A-05 | Site area: | 1.32 hect |
| Developme | SEMI-DETA | No of Dwel | 54 |
| Location: | TELFORD | Housing de | 56 |
| Postcode: | TF7 4JE | Total Bedrc | 162 |
| Main Locat | Edge of To | Survey Dat | ######## |
| Sub-Locatio | Residential | Survey Day | Thursday |
| PTAL: | n/a | Parking Spa | 63 |
| Site(37): | SH-03-A-06 | Site area: | 0.80 hect |
| Developme | BUNGALO\ | No of Dwel | 16 |
| Location: | SHREWSBU | Housing de | 24 |
| Postcode: | SY1 2RB | Total Bedrc | 34 |
| Main Locat | Edge of To | Survey Dat | ######## |

| | | | |
|---|---|---|---|
| Sub-Locatio | Residential | Survey Day | Thursday |
| PTAL: | n/a | Parking Spa | 32 |
| Site(38): | SM-03-A-0 | Site area: | 1.40 hect |
| Developme | DETACHED | No of Dwel | 33 |
| Location: | BRIDGWAT | Housing de | 28 |
| Postcode: | TA6 7PL | Total Bedro | 107 |
| Main Locat | Edge of To | Survey Dat | ######## |
| Sub-Locatio | Residential | Survey Day | Thursday |
| PTAL: | n/a | Parking Spa | 131 |
| Site(39): | SM-03-A-0 | Site area: | 2.87 hect |
| Developme | MIXED HOI | No of Dwel | 42 |
| Location: | NEAR TAUI | Housing de | 27 |
| Postcode: | TA3 5FG | Total Bedro | 160 |
| Main Locat | Neighbourl | Survey Dat | ######## |
| Sub-Locatio | Village | Survey Day | Tuesday |
| PTAL: | n/a | Parking Spa | 142 |
| Site(40): | SM-03-A-0 | Site area: | 2.65 hect |
| Developme | MIXED HOI | No of Dwel | 41 |
| Location: | NEAR TAUI | Housing de | 42 |
| Postcode: | TA3 5FB | Total Bedro | 137 |
| Main Locat | Neighbourl | Survey Dat | ######## |
| Sub-Locatio | Village | Survey Day | Tuesday |
| PTAL: | n/a | Parking Spa | 118 |
| Site(41): | ST-03-A-07 | Site area: | 9.00 hect |
| Developme | DETACHED | No of Dwel | 248 |
| Location: | STAFFORD | Housing de | 173 |
| Postcode: | ST16 1GZ | Total Bedro | 821 |
| Main Locat | Edge of To | Survey Dat | ######## |
| Sub-Locatio | Residential | Survey Day | Wednesday |
| PTAL: | n/a | Parking Spa | 881 |
| Site(42): | SY-03-A-01 | Site area: | 1.73 hect |
| Developme | SEMI DETA | No of Dwel | 54 |
| Location: | DONCASTE | Housing de | 34 |
| Postcode: | DN5 9TD | Total Bedro | 162 |
| Main Locat | Suburban / | Survey Dat | ######## |
| Sub-Locatio | Residential | Survey Day | Wednesday |
| PTAL: | n/a | Parking Spa | 61 |
| Site(43): | WK-03-A-0 | Site area: | 0.47 hect |
| Developme | BUNGALO\ | No of Dwel | 17 |
| Location: | COVENTRY | Housing de | 50 |
| Postcode: | CV2 2NT | Total Bedro | 29 |
| Main Locat | Edge of To | Survey Dat | ######## |
| Sub-Locatio | Residential | Survey Day | Thursday |
| PTAL: | n/a | Parking Spa | 35 |
| Site(44): | WL-03-A-0 | Site area: | 1.16 hect |
| Developme | SEMI DETA | No of Dwel | 27 |
| Location: | SWINDON | Housing de | 25 |
| Postcode: | SN2 7HT | Total Bedro | 91 |
| Main Locat | Suburban / | Survey Dat | ######## |
| Sub-Locatio | Residential | Survey Day | Thursday |
| PTAL: | n/a | Parking Spa | 122 |
| Site(45): | WS-03-A-0 | Site area: | 5.45 hect |
| Developme | MIXED HOI | No of Dwel | 151 |
| Location: | HORSHAM | Housing de | 46 |
| Postcode: | RH12 1EP | Total Bedro | 465 |
| Main Locat | Edge of To | Survey Dat | ######## |
| Sub-Locatio | Residential | Survey Day | Thursday |
| PTAL: | n/a | Parking Spa | 345 |
| Site(46): | WS-03-A-0 | Site area: | 1.61 hect |
| Developme | TERRACED | No of Dwel | 48 |
| Location: | SHOREHAM | Housing de | 50 |
| Postcode: | BN43 6TQ | Total Bedro | 129 |
| Main Locat | Suburban / | Survey Dat | ######## |
| Sub-Locatio | Residential | Survey Day | Wednesday |
| PTAL: | n/a | Parking Spa | 132 |
| Site(47): | WS-03-A-0 | Site area: | 3.25 hect |
| Developme | BUNGALO\ | No of Dwel | 57 |
| Location: | NEAR HOR | Housing de | 27 |
| Postcode: | RH13 0TR | Total Bedro | 118 |
| Main Locat | Neighbourl | Survey Dat | ######## |
| Sub-Locatio | Village | Survey Day | Thursday |
| PTAL: | n/a | Parking Spa | 108 |
| Site(48): | WS-03-A-0 | Site area: | 8.86 hect |
| Developme | MIXED HOI | No of Dwel | 180 |

| | | | |
|---|---|---|---|
| Location: | ANGMERIN | Housing de | 41 |
| Postcode: | BN16 4PQ | Total Bedrc | 586 |
| Main Locat | Edge of To | Survey Dat | ######## |
| Sub-Locatic | Residential | Survey Day | Thursday |
| PTAL: | n/a | Parking Spa | 527 |
| Site(49): | WS-03-A-0 | Site area: | 5.36 hect |
| Developme | MIXED HOI | No of Dwel | 197 |
| Location: | WORTHINC | Housing de | 52 |
| Postcode: | BN12 6FE | Total Bedrc | 591 |
| Main Locat | Edge of To | Survey Dat | ######## |
| Sub-Locatic | Residential | Survey Day | Thursday |
| PTAL: | n/a | Parking Spa | 380 |
| Site(50): | WS-03-A-1 | Site area: | 2.27 hect |
| Developme | MIXED HOI | No of Dwel | 79 |
| Location: | LITTLEHAV | Housing de | 51 |
| Postcode: | BN17 7PL | Total Bedrc | 249 |
| Main Locat | Edge of To | Survey Dat | ######## |
| Sub-Locatic | Residential | Survey Day | Wednesday |
| PTAL: | n/a | Parking Spa | 190 |
| Site(51): | WS-03-A-1 | Site area: | 50.00 hect |
| Developme | MIXED HOI | No of Dwel | 918 |
| Location: | WEST HOR | Housing de | 50 |
| Postcode: | RH12 3LN | Total Bedrc | 2865 |
| Main Locat | Edge of To | Survey Dat | ######## |
| Sub-Locatic | Residential | Survey Day | Tuesday |
| PTAL: | n/a | Parking Spa | 1894 |

This sectio it displays the selecte the day of and whether the survey was a manual classified count or an ATC count.

| Trip Rates for Key Peri | Trips per 1 dwells DWELLS | | |
|---|---|---|---|
| Period | Inbound | Outbound | Total |
| 0800-0900 | 0.198 | 0.746 | 0.944 |
| 1700-1800 | 0.6 | 0.251 | 0.851 |

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: TOTAL VEHICLES

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Rang | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00-01:00 | | | | | | | | | |
| 01:00-02:00 | | | | | | | | | |
| 02:00-03:00 | | | | | | | | | |
| 03:00-04:00 | | | | | | | | | |
| 04:00-05:00 | | | | | | | | | |
| 05:00-06:00 | | | | | | | | | |
| 06:00-07:00 | | | | | | | | | |
| 07:00-08:0 | 51 | 148 | 0.067 | 51 | 148 | 0.319 | 51 | 148 | 0.386 |
| 08:00-09:0 | 51 | 148 | 0.125 | 51 | 148 | 0.355 | 51 | 148 | 0.48 |
| 09:00-10:0 | 51 | 148 | 0.136 | 51 | 148 | 0.162 | 51 | 148 | 0.298 |
| 10:00-11:0 | 51 | 148 | 0.113 | 51 | 148 | 0.134 | 51 | 148 | 0.247 |
| 11:00-12:0 | 51 | 148 | 0.117 | 51 | 148 | 0.122 | 51 | 148 | 0.239 |
| 12:00-13:0 | 51 | 148 | 0.137 | 51 | 148 | 0.133 | 51 | 148 | 0.27 |
| 13:00-14:0 | 51 | 148 | 0.145 | 51 | 148 | 0.138 | 51 | 148 | 0.283 |
| 14:00-15:0 | 51 | 148 | 0.151 | 51 | 148 | 0.16 | 51 | 148 | 0.311 |
| 15:00-16:0 | 51 | 148 | 0.213 | 51 | 148 | 0.155 | 51 | 148 | 0.368 |
| 16:00-17:0 | 51 | 148 | 0.253 | 51 | 148 | 0.146 | 51 | 148 | 0.399 |
| 17:00-18:0 | 51 | 148 | 0.34 | 51 | 148 | 0.147 | 51 | 148 | 0.487 |
| 18:00-19:0 | 51 | 148 | 0.292 | 51 | 148 | 0.154 | 51 | 148 | 0.446 |
| 19:00-20:00 | | | | | | | | | |
| 20:00-21:00 | | | | | | | | | |
| 21:00-22:00 | | | | | | | | | |
| 22:00-23:00 | | | | | | | | | |
| 23:00-24:00 | | | | | | | | | |
| Daily Trip Rates: | | | 2.089 | | | 2.125 | | | 4.214 |

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: TAXIS

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| | No. | Ave. | Trip | No. | Ave. | Trip | No. | Ave. | Trip |

| Time Rang | Days | DWELLS | Rate | Days | DWELLS | Rate | Days | DWELLS | Rate |
|---|---|---|---|---|---|---|---|---|---|
| 00:00-01:00 | | | | | | | | | |
| 01:00-02:00 | | | | | | | | | |
| 02:00-03:00 | | | | | | | | | |
| 03:00-04:00 | | | | | | | | | |
| 04:00-05:00 | | | | | | | | | |
| 05:00-06:00 | | | | | | | | | |
| 06:00-07:00 | | | | | | | | | |
| 07:00-08:0 | 51 | 148 | 0.002 | 51 | 148 | 0.002 | 51 | 148 | 0.004 |
| 08:00-09:0 | 51 | 148 | 0.003 | 51 | 148 | 0.003 | 51 | 148 | 0.006 |
| 09:00-10:0 | 51 | 148 | 0.002 | 51 | 148 | 0.001 | 51 | 148 | 0.003 |
| 10:00-11:0 | 51 | 148 | 0.001 | 51 | 148 | 0.001 | 51 | 148 | 0.002 |
| 11:00-12:0 | 51 | 148 | 0.001 | 51 | 148 | 0.001 | 51 | 148 | 0.002 |
| 12:00-13:0 | 51 | 148 | 0.001 | 51 | 148 | 0.001 | 51 | 148 | 0.002 |
| 13:00-14:0 | 51 | 148 | 0.001 | 51 | 148 | 0.001 | 51 | 148 | 0.002 |
| 14:00-15:0 | 51 | 148 | 0.001 | 51 | 148 | 0.001 | 51 | 148 | 0.002 |
| 15:00-16:0 | 51 | 148 | 0.003 | 51 | 148 | 0.002 | 51 | 148 | 0.005 |
| 16:00-17:0 | 51 | 148 | 0.002 | 51 | 148 | 0.002 | 51 | 148 | 0.004 |
| 17:00-18:0 | 51 | 148 | 0.002 | 51 | 148 | 0.002 | 51 | 148 | 0.004 |
| 18:00-19:0 | 51 | 148 | 0.002 | 51 | 148 | 0.002 | 51 | 148 | 0.004 |
| 19:00-20:00 | | | | | | | | | |
| 20:00-21:00 | | | | | | | | | |
| 21:00-22:00 | | | | | | | | | |
| 22:00-23:00 | | | | | | | | | |
| 23:00-24:00 | | | | | | | | | |
| Daily Trip Rates: | | | 0.021 | | | 0.019 | | | 0.04 |

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: OGVS

| | | | ARRIVALS | | | DEPARTURES | | | TOTALS |
|---|---|---|---|---|---|---|---|---|---|
| | No. | Ave. | Trip | No. | Ave. | Trip | No. | Ave. | Trip |
| Time Rang | Days | DWELLS | Rate | Days | DWELLS | Rate | Days | DWELLS | Rate |
| 00:00-01:00 | | | | | | | | | |
| 01:00-02:00 | | | | | | | | | |
| 02:00-03:00 | | | | | | | | | |
| 03:00-04:00 | | | | | | | | | |
| 04:00-05:00 | | | | | | | | | |
| 05:00-06:00 | | | | | | | | | |
| 06:00-07:00 | | | | | | | | | |
| 07:00-08:0 | 51 | 148 | 0.001 | 51 | 148 | 0.002 | 51 | 148 | 0.003 |
| 08:00-09:0 | 51 | 148 | 0.003 | 51 | 148 | 0.002 | 51 | 148 | 0.005 |
| 09:00-10:0 | 51 | 148 | 0.003 | 51 | 148 | 0.003 | 51 | 148 | 0.006 |
| 10:00-11:0 | 51 | 148 | 0.002 | 51 | 148 | 0.002 | 51 | 148 | 0.004 |
| 11:00-12:0 | 51 | 148 | 0.003 | 51 | 148 | 0.002 | 51 | 148 | 0.005 |
| 12:00-13:0 | 51 | 148 | 0.002 | 51 | 148 | 0.003 | 51 | 148 | 0.005 |
| 13:00-14:0 | 51 | 148 | 0.002 | 51 | 148 | 0.002 | 51 | 148 | 0.004 |
| 14:00-15:0 | 51 | 148 | 0.002 | 51 | 148 | 0.002 | 51 | 148 | 0.004 |
| 15:00-16:0 | 51 | 148 | 0.001 | 51 | 148 | 0.002 | 51 | 148 | 0.003 |
| 16:00-17:0 | 51 | 148 | 0.001 | 51 | 148 | 0.002 | 51 | 148 | 0.003 |
| 17:00-18:0 | 51 | 148 | 0.001 | 51 | 148 | 0.001 | 51 | 148 | 0.002 |
| 18:00-19:0 | 51 | 148 | 0.001 | 51 | 148 | 0 | 51 | 148 | 0.001 |
| 19:00-20:00 | | | | | | | | | |
| 20:00-21:00 | | | | | | | | | |
| 21:00-22:00 | | | | | | | | | |
| 22:00-23:00 | | | | | | | | | |
| 23:00-24:00 | | | | | | | | | |
| Daily Trip Rates: | | | 0.022 | | | 0.023 | | | 0.045 |

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: PSVS

| | | | ARRIVALS | | | DEPARTURES | | | TOTALS |
|---|---|---|---|---|---|---|---|---|---|
| | No. | Ave. | Trip | No. | Ave. | Trip | No. | Ave. | Trip |
| Time Rang | Days | DWELLS | Rate | Days | DWELLS | Rate | Days | DWELLS | Rate |
| 00:00-01:00 | | | | | | | | | |
| 01:00-02:00 | | | | | | | | | |
| 02:00-03:00 | | | | | | | | | |
| 03:00-04:00 | | | | | | | | | |
| 04:00-05:00 | | | | | | | | | |
| 05:00-06:00 | | | | | | | | | |
| 06:00-07:00 | | | | | | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 07:00-08:0 | 51 | 148 | 0.001 | 51 | 148 | 0.001 | 51 | 148 | 0.002 |
| 08:00-09:0 | 51 | 148 | 0.001 | 51 | 148 | 0.001 | 51 | 148 | 0.002 |
| 09:00-10:0 | 51 | 148 | 0.001 | 51 | 148 | 0.001 | 51 | 148 | 0.002 |
| 10:00-11:0 | 51 | 148 | 0 | 51 | 148 | 0 | 51 | 148 | 0 |
| 11:00-12:0 | 51 | 148 | 0.001 | 51 | 148 | 0.001 | 51 | 148 | 0.002 |
| 12:00-13:0 | 51 | 148 | 0 | 51 | 148 | 0 | 51 | 148 | 0 |
| 13:00-14:0 | 51 | 148 | 0.001 | 51 | 148 | 0.001 | 51 | 148 | 0.002 |
| 14:00-15:0 | 51 | 148 | 0.001 | 51 | 148 | 0.001 | 51 | 148 | 0.002 |
| 15:00-16:0 | 51 | 148 | 0.001 | 51 | 148 | 0.002 | 51 | 148 | 0.003 |
| 16:00-17:0 | 51 | 148 | 0.001 | 51 | 148 | 0.001 | 51 | 148 | 0.002 |
| 17:00-18:0 | 51 | 148 | 0.001 | 51 | 148 | 0.001 | 51 | 148 | 0.002 |
| 18:00-19:0 | 51 | 148 | 0 | 51 | 148 | 0 | 51 | 148 | 0 |
| 19:00-20:00 | | | | | | | | | |
| 20:00-21:00 | | | | | | | | | |
| 21:00-22:00 | | | | | | | | | |
| 22:00-23:00 | | | | | | | | | |
| 23:00-24:00 | | | | | | | | | |
| Daily Trip Rates: | | | 0.009 | | | 0.01 | | | 0.019 |

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: CYCLISTS

| | | | ARRIVALS | | | DEPARTURES | | | TOTALS |
|---|---|---|---|---|---|---|---|---|---|
| | No. | Ave. | Trip | No. | Ave. | Trip | No. | Ave. | Trip |
| Time Rang | Days | DWELLS | Rate | Days | DWELLS | Rate | Days | DWELLS | Rate |
| 00:00-01:00 | | | | | | | | | |
| 01:00-02:00 | | | | | | | | | |
| 02:00-03:00 | | | | | | | | | |
| 03:00-04:00 | | | | | | | | | |
| 04:00-05:00 | | | | | | | | | |
| 05:00-06:00 | | | | | | | | | |
| 06:00-07:00 | | | | | | | | | |
| 07:00-08:0 | 51 | 148 | 0.003 | 51 | 148 | 0.006 | 51 | 148 | 0.009 |
| 08:00-09:0 | 51 | 148 | 0.003 | 51 | 148 | 0.013 | 51 | 148 | 0.016 |
| 09:00-10:0 | 51 | 148 | 0.001 | 51 | 148 | 0.004 | 51 | 148 | 0.005 |
| 10:00-11:0 | 51 | 148 | 0.002 | 51 | 148 | 0.003 | 51 | 148 | 0.005 |
| 11:00-12:0 | 51 | 148 | 0.002 | 51 | 148 | 0.003 | 51 | 148 | 0.005 |
| 12:00-13:0 | 51 | 148 | 0.003 | 51 | 148 | 0.003 | 51 | 148 | 0.006 |
| 13:00-14:0 | 51 | 148 | 0.002 | 51 | 148 | 0.001 | 51 | 148 | 0.003 |
| 14:00-15:0 | 51 | 148 | 0.003 | 51 | 148 | 0.001 | 51 | 148 | 0.004 |
| 15:00-16:0 | 51 | 148 | 0.007 | 51 | 148 | 0.002 | 51 | 148 | 0.009 |
| 16:00-17:0 | 51 | 148 | 0.007 | 51 | 148 | 0.004 | 51 | 148 | 0.011 |
| 17:00-18:0 | 51 | 148 | 0.009 | 51 | 148 | 0.005 | 51 | 148 | 0.014 |
| 18:00-19:0 | 51 | 148 | 0.008 | 51 | 148 | 0.006 | 51 | 148 | 0.014 |
| 19:00-20:0 | 1 | 7 | 0 | 1 | 7 | 0 | 1 | 7 | 0 |
| 20:00-21:0 | 1 | 7 | 0 | 1 | 7 | 0 | 1 | 7 | 0 |
| 21:00-22:0 | 1 | 7 | 0 | 1 | 7 | 0 | 1 | 7 | 0 |
| 22:00-23:00 | | | | | | | | | |
| 23:00-24:00 | | | | | | | | | |
| Daily Trip Rates: | | | 0.05 | | | 0.051 | | | 0.101 |

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: VEHICLE OCCUPANTS

| | | | ARRIVALS | | | DEPARTURES | | | TOTALS |
|---|---|---|---|---|---|---|---|---|---|
| | No. | Ave. | Trip | No. | Ave. | Trip | No. | Ave. | Trip |
| Time Rang | Days | DWELLS | Rate | Days | DWELLS | Rate | Days | DWELLS | Rate |
| 00:00-01:00 | | | | | | | | | |
| 01:00-02:00 | | | | | | | | | |
| 02:00-03:00 | | | | | | | | | |
| 03:00-04:00 | | | | | | | | | |
| 04:00-05:00 | | | | | | | | | |
| 05:00-06:00 | | | | | | | | | |
| 06:00-07:00 | | | | | | | | | |
| 07:00-08:0 | 51 | 148 | 0.085 | 51 | 148 | 0.488 | 51 | 148 | 0.573 |
| 08:00-09:0 | 51 | 148 | 0.165 | 51 | 148 | 0.613 | 51 | 148 | 0.778 |
| 09:00-10:0 | 51 | 148 | 0.182 | 51 | 148 | 0.242 | 51 | 148 | 0.424 |
| 10:00-11:0 | 51 | 148 | 0.16 | 51 | 148 | 0.199 | 51 | 148 | 0.359 |
| 11:00-12:0 | 51 | 148 | 0.169 | 51 | 148 | 0.174 | 51 | 148 | 0.343 |
| 12:00-13:0 | 51 | 148 | 0.196 | 51 | 148 | 0.187 | 51 | 148 | 0.383 |
| 13:00-14:0 | 51 | 148 | 0.207 | 51 | 148 | 0.192 | 51 | 148 | 0.399 |
| 14:00-15:0 | 51 | 148 | 0.232 | 51 | 148 | 0.215 | 51 | 148 | 0.447 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 15:00-16:0 | 51 | 148 | 0.376 | 51 | 148 | 0.221 | 51 | 148 | 0.597 |
| 16:00-17:0 | 51 | 148 | 0.425 | 51 | 148 | 0.219 | 51 | 148 | 0.644 |
| 17:00-18:0 | 51 | 148 | 0.537 | 51 | 148 | 0.217 | 51 | 148 | 0.754 |
| 18:00-19:0 | 51 | 148 | 0.443 | 51 | 148 | 0.241 | 51 | 148 | 0.684 |
| 19:00-20:00 | | | | | | | | | |
| 20:00-21:00 | | | | | | | | | |
| 21:00-22:00 | | | | | | | | | |
| 22:00-23:00 | | | | | | | | | |
| 23:00-24:00 | | | | | | | | | |
| Daily Trip Rates: | | | 3.177 | | | 3.208 | | | 6.385 |

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: PEDESTRIANS

| | | | ARRIVALS | | | DEPARTURES | | | TOTALS |
|---|---|---|---|---|---|---|---|---|---|
| | No. | Ave. | Trip | No. | Ave. | Trip | No. | Ave. | Trip |
| Time Rang | Days | DWELLS | Rate | Days | DWELLS | Rate | Days | DWELLS | Rate |
| 00:00-01:00 | | | | | | | | | |
| 01:00-02:00 | | | | | | | | | |
| 02:00-03:00 | | | | | | | | | |
| 03:00-04:00 | | | | | | | | | |
| 04:00-05:00 | | | | | | | | | |
| 05:00-06:00 | | | | | | | | | |
| 06:00-07:00 | | | | | | | | | |
| 07:00-08:0 | 51 | 148 | 0.012 | 51 | 148 | 0.033 | 51 | 148 | 0.045 |
| 08:00-09:0 | 51 | 148 | 0.027 | 51 | 148 | 0.091 | 51 | 148 | 0.118 |
| 09:00-10:0 | 51 | 148 | 0.025 | 51 | 148 | 0.026 | 51 | 148 | 0.051 |
| 10:00-11:0 | 51 | 148 | 0.018 | 51 | 148 | 0.022 | 51 | 148 | 0.04 |
| 11:00-12:0 | 51 | 148 | 0.018 | 51 | 148 | 0.018 | 51 | 148 | 0.036 |
| 12:00-13:0 | 51 | 148 | 0.022 | 51 | 148 | 0.015 | 51 | 148 | 0.037 |
| 13:00-14:0 | 51 | 148 | 0.018 | 51 | 148 | 0.018 | 51 | 148 | 0.036 |
| 14:00-15:0 | 51 | 148 | 0.022 | 51 | 148 | 0.023 | 51 | 148 | 0.045 |
| 15:00-16:0 | 51 | 148 | 0.072 | 51 | 148 | 0.028 | 51 | 148 | 0.1 |
| 16:00-17:0 | 51 | 148 | 0.039 | 51 | 148 | 0.021 | 51 | 148 | 0.06 |
| 17:00-18:0 | 51 | 148 | 0.033 | 51 | 148 | 0.022 | 51 | 148 | 0.055 |
| 18:00-19:0 | 51 | 148 | 0.033 | 51 | 148 | 0.027 | 51 | 148 | 0.06 |
| 19:00-20:00 | | | | | | | | | |
| 20:00-21:00 | | | | | | | | | |
| 21:00-22:00 | | | | | | | | | |
| 22:00-23:00 | | | | | | | | | |
| 23:00-24:00 | | | | | | | | | |
| Daily Trip Rates: | | | 0.339 | | | 0.344 | | | 0.683 |

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: BUS/TRAM PASSENGERS

| | | | ARRIVALS | | | DEPARTURES | | | TOTALS |
|---|---|---|---|---|---|---|---|---|---|
| | No. | Ave. | Trip | No. | Ave. | Trip | No. | Ave. | Trip |
| Time Rang | Days | DWELLS | Rate | Days | DWELLS | Rate | Days | DWELLS | Rate |
| 00:00-01:00 | | | | | | | | | |
| 01:00-02:00 | | | | | | | | | |
| 02:00-03:00 | | | | | | | | | |
| 03:00-04:00 | | | | | | | | | |
| 04:00-05:00 | | | | | | | | | |
| 05:00-06:00 | | | | | | | | | |
| 06:00-07:00 | | | | | | | | | |
| 07:00-08:0 | 51 | 148 | 0.001 | 51 | 148 | 0.019 | 51 | 148 | 0.02 |
| 08:00-09:0 | 51 | 148 | 0.002 | 51 | 148 | 0.021 | 51 | 148 | 0.023 |
| 09:00-10:0 | 51 | 148 | 0.004 | 51 | 148 | 0.011 | 51 | 148 | 0.015 |
| 10:00-11:0 | 51 | 148 | 0.005 | 51 | 148 | 0.007 | 51 | 148 | 0.012 |
| 11:00-12:0 | 51 | 148 | 0.004 | 51 | 148 | 0.007 | 51 | 148 | 0.011 |
| 12:00-13:0 | 51 | 148 | 0.006 | 51 | 148 | 0.007 | 51 | 148 | 0.013 |
| 13:00-14:0 | 51 | 148 | 0.006 | 51 | 148 | 0.004 | 51 | 148 | 0.01 |
| 14:00-15:0 | 51 | 148 | 0.009 | 51 | 148 | 0.004 | 51 | 148 | 0.013 |
| 15:00-16:0 | 51 | 148 | 0.015 | 51 | 148 | 0.008 | 51 | 148 | 0.023 |
| 16:00-17:0 | 51 | 148 | 0.019 | 51 | 148 | 0.004 | 51 | 148 | 0.023 |
| 17:00-18:0 | 51 | 148 | 0.014 | 51 | 148 | 0.004 | 51 | 148 | 0.018 |
| 18:00-19:0 | 51 | 148 | 0.015 | 51 | 148 | 0.004 | 51 | 148 | 0.019 |
| 19:00-20:00 | | | | | | | | | |
| 20:00-21:00 | | | | | | | | | |
| 21:00-22:00 | | | | | | | | | |
| 22:00-23:00 | | | | | | | | | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 23:00-24:00 | | | | | | | | | |
| Daily Trip Rates: | | | 0.1 | | | 0.1 | | | 0.2 |

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: TOTAL RAIL PASSENGERS

| | | | ARRIVALS | | | DEPARTURES | | | TOTALS |
|---|---|---|---|---|---|---|---|---|---|
| | No. | Ave. | Trip | No. | Ave. | Trip | No. | Ave. | Trip |
| Time Rang | Days | DWELLS | Rate | Days | DWELLS | Rate | Days | DWELLS | Rate |
| 00:00-01:00 | | | | | | | | | |
| 01:00-02:00 | | | | | | | | | |
| 02:00-03:00 | | | | | | | | | |
| 03:00-04:00 | | | | | | | | | |
| 04:00-05:00 | | | | | | | | | |
| 05:00-06:00 | | | | | | | | | |
| 06:00-07:00 | | | | | | | | | |
| 07:00-08:0 | 51 | 148 | 0.001 | 51 | 148 | 0.006 | 51 | 148 | 0.007 |
| 08:00-09:0 | 51 | 148 | 0 | 51 | 148 | 0.008 | 51 | 148 | 0.008 |
| 09:00-10:0 | 51 | 148 | 0.001 | 51 | 148 | 0.004 | 51 | 148 | 0.005 |
| 10:00-11:0 | 51 | 148 | 0.001 | 51 | 148 | 0.001 | 51 | 148 | 0.002 |
| 11:00-12:0 | 51 | 148 | 0.001 | 51 | 148 | 0.001 | 51 | 148 | 0.002 |
| 12:00-13:0 | 51 | 148 | 0.002 | 51 | 148 | 0.001 | 51 | 148 | 0.003 |
| 13:00-14:0 | 51 | 148 | 0.001 | 51 | 148 | 0 | 51 | 148 | 0.001 |
| 14:00-15:0 | 51 | 148 | 0.001 | 51 | 148 | 0.001 | 51 | 148 | 0.002 |
| 15:00-16:0 | 51 | 148 | 0.002 | 51 | 148 | 0 | 51 | 148 | 0.002 |
| 16:00-17:0 | 51 | 148 | 0.003 | 51 | 148 | 0 | 51 | 148 | 0.003 |
| 17:00-18:0 | 51 | 148 | 0.007 | 51 | 148 | 0.001 | 51 | 148 | 0.008 |
| 18:00-19:0 | 51 | 148 | 0.008 | 51 | 148 | 0.001 | 51 | 148 | 0.009 |
| 19:00-20:00 | | | | | | | | | |
| 20:00-21:00 | | | | | | | | | |
| 21:00-22:00 | | | | | | | | | |
| 22:00-23:00 | | | | | | | | | |
| 23:00-24:00 | | | | | | | | | |
| Daily Trip Rates: | | | 0.028 | | | 0.024 | | | 0.052 |

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: COACH PASSENGERS

| | | | ARRIVALS | | | DEPARTURES | | | TOTALS |
|---|---|---|---|---|---|---|---|---|---|
| | No. | Ave. | Trip | No. | Ave. | Trip | No. | Ave. | Trip |
| Time Rang | Days | DWELLS | Rate | Days | DWELLS | Rate | Days | DWELLS | Rate |
| 00:00-01:00 | | | | | | | | | |
| 01:00-02:00 | | | | | | | | | |
| 02:00-03:00 | | | | | | | | | |
| 03:00-04:00 | | | | | | | | | |
| 04:00-05:00 | | | | | | | | | |
| 05:00-06:00 | | | | | | | | | |
| 06:00-07:00 | | | | | | | | | |
| 07:00-08:0 | 51 | 148 | 0 | 51 | 148 | 0 | 51 | 148 | 0 |
| 08:00-09:0 | 51 | 148 | 0 | 51 | 148 | 0.001 | 51 | 148 | 0.001 |
| 09:00-10:0 | 51 | 148 | 0 | 51 | 148 | 0 | 51 | 148 | 0 |
| 10:00-11:0 | 51 | 148 | 0 | 51 | 148 | 0 | 51 | 148 | 0 |
| 11:00-12:0 | 51 | 148 | 0 | 51 | 148 | 0 | 51 | 148 | 0 |
| 12:00-13:0 | 51 | 148 | 0 | 51 | 148 | 0 | 51 | 148 | 0 |
| 13:00-14:0 | 51 | 148 | 0 | 51 | 148 | 0 | 51 | 148 | 0 |
| 14:00-15:0 | 51 | 148 | 0 | 51 | 148 | 0 | 51 | 148 | 0 |
| 15:00-16:0 | 51 | 148 | 0.001 | 51 | 148 | 0.001 | 51 | 148 | 0.002 |
| 16:00-17:0 | 51 | 148 | 0 | 51 | 148 | 0 | 51 | 148 | 0 |
| 17:00-18:0 | 51 | 148 | 0.001 | 51 | 148 | 0.001 | 51 | 148 | 0.002 |
| 18:00-19:0 | 51 | 148 | 0 | 51 | 148 | 0 | 51 | 148 | 0 |
| 19:00-20:00 | | | | | | | | | |
| 20:00-21:00 | | | | | | | | | |
| 21:00-22:00 | | | | | | | | | |
| 22:00-23:00 | | | | | | | | | |
| 23:00-24:00 | | | | | | | | | |
| Daily Trip Rates: | | | 0.002 | | | 0.003 | | | 0.005 |

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: PUBLIC TRANSPORT USERS

| | | | ARRIVALS | | | DEPARTURES | | | TOTALS |
|---|---|---|---|---|---|---|---|---|---|

| Time Rang | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
|---|---|---|---|---|---|---|---|---|---|
| 00:00-01:00 | | | | | | | | | |
| 01:00-02:00 | | | | | | | | | |
| 02:00-03:00 | | | | | | | | | |
| 03:00-04:00 | | | | | | | | | |
| 04:00-05:00 | | | | | | | | | |
| 05:00-06:00 | | | | | | | | | |
| 06:00-07:00 | | | | | | | | | |
| 07:00-08:0 | 51 | 148 | 0.002 | 51 | 148 | 0.026 | 51 | 148 | 0.028 |
| 08:00-09:0 | 51 | 148 | 0.002 | 51 | 148 | 0.03 | 51 | 148 | 0.032 |
| 09:00-10:0 | 51 | 148 | 0.005 | 51 | 148 | 0.015 | 51 | 148 | 0.02 |
| 10:00-11:0 | 51 | 148 | 0.006 | 51 | 148 | 0.008 | 51 | 148 | 0.014 |
| 11:00-12:0 | 51 | 148 | 0.005 | 51 | 148 | 0.008 | 51 | 148 | 0.013 |
| 12:00-13:0 | 51 | 148 | 0.008 | 51 | 148 | 0.009 | 51 | 148 | 0.017 |
| 13:00-14:0 | 51 | 148 | 0.006 | 51 | 148 | 0.004 | 51 | 148 | 0.01 |
| 14:00-15:0 | 51 | 148 | 0.01 | 51 | 148 | 0.005 | 51 | 148 | 0.015 |
| 15:00-16:0 | 51 | 148 | 0.018 | 51 | 148 | 0.008 | 51 | 148 | 0.026 |
| 16:00-17:0 | 51 | 148 | 0.023 | 51 | 148 | 0.004 | 51 | 148 | 0.027 |
| 17:00-18:0 | 51 | 148 | 0.022 | 51 | 148 | 0.005 | 51 | 148 | 0.027 |
| 18:00-19:0 | 51 | 148 | 0.023 | 51 | 148 | 0.005 | 51 | 148 | 0.028 |
| 19:00-20:00 | | | | | | | | | |
| 20:00-21:00 | | | | | | | | | |
| 21:00-22:00 | | | | | | | | | |
| 22:00-23:00 | | | | | | | | | |
| 23:00-24:00 | | | | | | | | | |
| Daily Trip Rates: | | | 0.13 | | | 0.127 | | | 0.257 |

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: TOTAL PEOPLE

| | | | ARRIVALS | | | DEPARTURES | | | TOTALS |
|---|---|---|---|---|---|---|---|---|---|
| Time Rang | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00-01:00 | | | | | | | | | |
| 01:00-02:00 | | | | | | | | | |
| 02:00-03:00 | | | | | | | | | |
| 03:00-04:00 | | | | | | | | | |
| 04:00-05:00 | | | | | | | | | |
| 05:00-06:00 | | | | | | | | | |
| 06:00-07:00 | | | | | | | | | |
| 07:00-08:0 | 51 | 148 | 0.101 | 51 | 148 | 0.553 | 51 | 148 | 0.654 |
| 08:00-09:0 | 51 | 148 | 0.198 | 51 | 148 | 0.746 | 51 | 148 | 0.944 |
| 09:00-10:0 | 51 | 148 | 0.213 | 51 | 148 | 0.287 | 51 | 148 | 0.5 |
| 10:00-11:0 | 51 | 148 | 0.186 | 51 | 148 | 0.232 | 51 | 148 | 0.418 |
| 11:00-12:0 | 51 | 148 | 0.194 | 51 | 148 | 0.202 | 51 | 148 | 0.396 |
| 12:00-13:0 | 51 | 148 | 0.228 | 51 | 148 | 0.214 | 51 | 148 | 0.442 |
| 13:00-14:0 | 51 | 148 | 0.234 | 51 | 148 | 0.215 | 51 | 148 | 0.449 |
| 14:00-15:0 | 51 | 148 | 0.267 | 51 | 148 | 0.244 | 51 | 148 | 0.511 |
| 15:00-16:0 | 51 | 148 | 0.473 | 51 | 148 | 0.259 | 51 | 148 | 0.732 |
| 16:00-17:0 | 51 | 148 | 0.495 | 51 | 148 | 0.248 | 51 | 148 | 0.743 |
| 17:00-18:0 | 51 | 148 | 0.6 | 51 | 148 | 0.251 | 51 | 148 | 0.851 |
| 18:00-19:0 | 51 | 148 | 0.507 | 51 | 148 | 0.279 | 51 | 148 | 0.786 |
| 19:00-20:0 | 1 | 7 | 0 | 1 | 7 | 0 | 1 | 7 | 0 |
| 20:00-21:0 | 1 | 7 | 0 | 1 | 7 | 0 | 1 | 7 | 0 |
| 21:00-22:0 | 1 | 7 | 0 | 1 | 7 | 0 | 1 | 7 | 0 |
| 22:00-23:00 | | | | | | | | | |
| 23:00-24:00 | | | | | | | | | |
| Daily Trip Rates: | | | 3.696 | | | 3.73 | | | 7.426 |

# APPENDIX D BUS TIMETABLES

# 1 Langwith - Newbold

*Stagecoach Yorkshire*

Mondays to Fridays

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Langwith, opp Welfitt Grove | *dep* | | | | | | | 06:18 | 07:09 | 08:09 | 09:13 | 10:13 | 11:13 | 12:13 | 13:13 | 14:13 | 15:13 | 16:17 | 17:22 |
| Whaley Thorns, Opp West Street Turning Circle | | | | | | | | 06:22 | 07:13 | 08:14 | 09:18 | 10:18 | 11:18 | 12:18 | 13:18 | 14:18 | 15:19 | 16:22 | 17:26 |
| Langwith Junction, Adj Station Road Top | | | | | | | | 06:28 | 07:19 | 08:21 | 09:25 | 10:25 | 11:25 | 12:25 | 13:25 | 14:25 | 15:26 | 16:29 | 17:34 |
| Shirebrook, Market Place (Stop 2) | | | | | | | | 06:34 | 07:26 | 08:29 | 09:32 | 10:32 | 11:32 | 12:32 | 13:32 | 14:32 | 15:35 | 16:37 | 17:41 |
| Scarcliffe, Opp Church | | | | | | | | 06:45 | 07:38 | 08:41 | 09:44 | 10:44 | 11:44 | 12:44 | 13:44 | 14:44 | 15:47 | 16:48 | 17:52 |
| Hillstown, adj Water Tower | *dep* | 04:55 | | | 05:32 | | | \| | \| | \| | \| | \| | \| | \| | \| | \| | \| | \| | \| |
| Hillstown, Opp Langwith Road | | 04:57 | | | 05:34 | | | 06:50 | 07:43 | 08:46 | 09:49 | 10:49 | 11:49 | 12:49 | 13:49 | 14:49 | 15:52 | 16:53 | 17:57 |
| Bolsover, Market Place (Stop 3) | | 05:01 | | | 05:39 | | | 06:55 | 07:49 | 08:52 | 09:55 | 10:55 | 11:55 | 12:55 | 13:55 | 14:55 | 15:58 | 16:59 | 18:04 |
| Bolsover, opp Quiet Woman | | 05:03 | | | 05:42 | | | 06:59 | 07:53 | 08:55 | 09:58 | 10:58 | 11:58 | 12:58 | 13:58 | 14:58 | 16:01 | 17:02 | 18:07 |
| Duckmanton, Opp The Duckmanton Hotel | | 05:12 | | | 05:53 | | | 07:10 | 08:04 | 09:06 | 10:08 | 11:08 | 12:08 | 13:08 | 14:08 | 15:09 | 16:12 | 17:13 | 18:17 |
| Arkwright Town, adj Rosling Way | | 05:17 | | | 05:58 | | | \| | \| | \| | \| | \| | \| | \| | \| | \| | \| | \| | \| |
| Calow, adj Chesterfield Royal Hospital Stop 1 | | 05:25 | | | 06:07 | | | 07:23 | 08:20 | 09:20 | 10:20 | 11:20 | 12:20 | 13:20 | 14:20 | 15:22 | 16:25 | 17:25 | 18:29 |
| Chesterfield, Church Way (W-bound) | | 05:32 | | | 06:15 | | | 07:31 | 08:31 | 09:29 | 10:29 | 11:29 | 12:29 | 13:29 | 14:29 | 15:32 | 16:37 | 17:38 | 18:38 |
| Chesterfield, Elder Way (Stop S1) | *arr* | | | | 06:17 | | | 07:33 | 08:33 | 09:31 | 10:31 | 11:31 | 12:31 | 13:31 | 14:31 | 15:34 | 16:39 | 17:41 | 18:40 |
| Chesterfield, Elder Way (Stop S1) | *dep* | | 05:07 | 06:00 | 06:20 | 06:39 | 06:59 | 07:38 | 08:38 | 09:38 | 10:38 | 11:38 | 12:38 | 13:38 | 14:38 | 15:39 | 16:43 | 17:47 | 18:59 |
| Newbold, opp Littlemoor Shops | *arr* | | 05:14 | 06:07 | 06:27 | 06:47 | 07:07 | 07:47 | 08:47 | 09:47 | 10:47 | 11:47 | 12:47 | 13:47 | 14:47 | 15:49 | 16:53 | 17:56 | 19:07 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Langwith, opp Welfitt Grove | *dep* | 18:22 | 19:09 | 20:09 | 21:09 | 22:09 |
| Whaley Thorns, Opp West Street Turning Circle | | 18:25 | 19:12 | 20:12 | 21:12 | 22:12 |
| Langwith Junction, Adj Station Road Top | | 18:31 | 19:18 | 20:18 | 21:18 | 22:18 |
| Shirebrook, Market Place (Stop 2) | | 18:38 | 19:25 | 20:25 | 21:25 | 22:25 |
| Scarcliffe, Opp Church | | 18:49 | 19:36 | 20:36 | 21:36 | 22:36 |
| Hillstown, Opp Langwith Road | | 18:54 | 19:41 | 20:41 | 21:41 | 22:41 |
| Bolsover, Market Place (Stop 3) | | 18:59 | 19:46 | 20:46 | 21:46 | 22:46 |
| Bolsover, opp Quiet Woman | | 19:02 | 19:49 | 20:49 | 21:49 | 22:49 |
| Duckmanton, Opp The Duckmanton Hotel | | 19:11 | 19:58 | 20:58 | 21:58 | 22:58 |
| Arkwright Town, adj Rosling Way | | \| | 20:03 | 21:03 | 22:03 | 23:03 |
| Calow, adj Chesterfield Royal Hospital Stop 1 | | 19:22 | 20:11 | 21:11 | 22:11 | 23:11 |
| Chesterfield, Church Way (W-bound) | | 19:30 | 20:19 | 21:19 | 22:19 | 23:18 |
| Chesterfield, Elder Way (Stop S1) | *arr* | | 20:21 | 21:21 | 22:21 | |
| Chesterfield, Elder Way (Stop S1) | *dep* | | 20:30 | 21:30 | 22:30 | |
| Newbold, opp Littlemoor Shops | *arr* | | 20:37 | 21:37 | 22:37 | |

*Compiled from data for the period Fri 23-Jun-2023 to Thu 29-Jun-2023.*

# 1 Langwith - Newbold

*Stagecoach Yorkshire*

## Saturdays

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Langwith, opp Welfitt Grove | *dep* | | | | 07:08 | 08:13 | 09:13 | 10:13 | 11:13 | 12:13 | 13:13 | 14:13 | 15:13 | 16:13 | 17:13 | 18:16 | 19:09 | 20:09 | 21:09 |
| Whaley Thorns, Opp West Street Turning Circle | | | | | 07:11 | 08:18 | 09:18 | 10:18 | 11:18 | 12:18 | 13:18 | 14:18 | 15:18 | 16:18 | 17:18 | 18:19 | 19:12 | 20:12 | 21:12 |
| Langwith Junction, Adj Station Road Top | | | | | 07:17 | 08:24 | 09:24 | 10:25 | 11:25 | 12:25 | 13:25 | 14:25 | 15:25 | 16:25 | 17:24 | 18:25 | 19:18 | 20:18 | 21:18 |
| Shirebrook, Market Place (Stop 2) | | | | | 07:23 | 08:31 | 09:31 | 10:32 | 11:32 | 12:32 | 13:32 | 14:32 | 15:32 | 16:32 | 17:31 | 18:31 | 19:25 | 20:25 | 21:25 |
| Scarcliffe, Opp Church | | | | | 07:34 | 08:42 | 09:42 | 10:44 | 11:44 | 12:44 | 13:44 | 14:44 | 15:44 | 16:44 | 17:42 | 18:42 | 19:36 | 20:36 | 21:36 |
| Hillstown, adj Water Tower | *dep* | 05:42 | | 06:38 | \| | \| | \| | \| | \| | \| | \| | \| | \| | \| | \| | \| | \| | \| | \| |
| Hillstown, Opp Langwith Road | | 05:44 | | 06:40 | 07:38 | 08:46 | 09:47 | 10:49 | 11:49 | 12:49 | 13:49 | 14:49 | 15:48 | 16:48 | 17:47 | 18:47 | 19:41 | 20:41 | 21:41 |
| Bolsover, Market Place (Stop 3) | | 05:48 | | 06:44 | 07:43 | 08:52 | 09:54 | 10:55 | 11:55 | 12:54 | 13:54 | 14:54 | 15:54 | 16:54 | 17:52 | 18:52 | 19:46 | 20:46 | 21:46 |
| Bolsover, opp Quiet Woman | | 05:51 | | 06:47 | 07:47 | 08:55 | 09:57 | 10:58 | 11:58 | 12:57 | 13:57 | 14:57 | 15:57 | 16:57 | 17:55 | 18:55 | 19:49 | 20:49 | 21:49 |
| Duckmanton, Opp The Duckmanton Hotel | | 06:01 | | 06:57 | 07:57 | 09:06 | 10:08 | 11:08 | 12:08 | 13:08 | 14:08 | 15:08 | 16:08 | 17:08 | 18:06 | 19:04 | 19:58 | 20:58 | 21:58 |
| Arkwright Town, adj Rosling Way | | 06:06 | | \| | \| | \| | \| | \| | \| | \| | \| | \| | \| | \| | \| | \| | \| | 20:03 | 21:03 | 22:03 |
| Calow, adj Chesterfield Royal Hospital Stop 1 | | 06:15 | | 07:08 | 08:08 | 09:18 | 10:20 | 11:20 | 12:20 | 13:20 | 14:20 | 15:20 | 16:20 | 17:19 | 18:15 | 19:15 | 20:11 | 21:11 | 22:11 |
| Chesterfield, Church Way (W-bound) | | 06:22 | | 07:16 | 08:16 | 09:26 | 10:29 | 11:29 | 12:29 | 13:28 | 14:28 | 15:28 | 16:28 | 17:27 | 18:23 | 19:23 | 20:19 | 21:19 | 22:19 |
| Chesterfield, Elder Way (Stop S1) | *arr* | | | 07:18 | 08:18 | 09:28 | 10:31 | 11:31 | 12:31 | 13:30 | 14:30 | 15:30 | 16:30 | 17:29 | 18:25 | 19:25 | 20:21 | 21:21 | 22:21 |
| Chesterfield, Elder Way (Stop S1) | *dep* | | 06:50 | 07:20 | 08:20 | 09:38 | 10:38 | 11:38 | 12:38 | 13:38 | 14:38 | 15:38 | 16:38 | 17:30 | 18:30 | 19:30 | 20:30 | 21:30 | 22:30 |
| Newbold, opp Littlemoor Shops | *arr* | | 06:57 | 07:27 | 08:27 | 09:47 | 10:47 | 11:47 | 12:47 | 13:47 | 14:47 | 15:47 | 16:47 | 17:37 | 18:37 | 19:37 | 20:37 | 21:37 | 22:37 |

| | | |
|---|---|---|
| Langwith, opp Welfitt Grove | *dep* | 22:09 |
| Whaley Thorns, Opp West Street Turning Circle | | 22:12 |
| Langwith Junction, Adj Station Road Top | | 22:18 |
| Shirebrook, Market Place (Stop 2) | | 22:25 |
| Scarcliffe, Opp Church | | 22:36 |
| Hillstown, Opp Langwith Road | | 22:41 |
| Bolsover, Market Place (Stop 3) | | 22:46 |
| Bolsover, opp Quiet Woman | | 22:49 |
| Duckmanton, Opp The Duckmanton Hotel | | 22:58 |
| Arkwright Town, adj Rosling Way | | 23:03 |
| Calow, adj Chesterfield Royal Hospital Stop 1 | | 23:11 |
| Chesterfield, Church Way (W-bound) | | 23:18 |

*Compiled from data for the period Fri 23-Jun-2023 to Thu 29-Jun-2023.*

# 1 Langwith - Newbold

*Stagecoach Yorkshire*

## Sundays

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Langwith, opp Welfitt Grove | *dep* | | | 09:09 | 10:09 | 11:09 | 12:09 | 13:09 | 14:09 | 15:09 | 16:09 | 17:09 | 18:09 | 19:09 | | | | |
| Whaley Thorns, Opp West Street Turning Circle | | | | 09:12 | 10:12 | 11:12 | 12:12 | 13:12 | 14:12 | 15:12 | 16:12 | 17:12 | 18:12 | 19:12 | | | | |
| Langwith Junction, Adj Station Road Top | | | | 09:18 | 10:18 | 11:18 | 12:18 | 13:18 | 14:18 | 15:18 | 16:18 | 17:18 | 18:18 | 19:18 | | | | |
| Shirebrook, Market Place (Stop 2) | | | | 09:24 | 10:24 | 11:24 | 12:24 | 13:24 | 14:24 | 15:24 | 16:24 | 17:24 | 18:24 | 19:24 | | | | |
| Scarcliffe, Opp Church | | | | 09:35 | 10:35 | 11:35 | 12:35 | 13:35 | 14:35 | 15:35 | 16:35 | 17:35 | 18:35 | 19:35 | | | | |
| Hillstown, adj Water Tower | *dep* | | 08:40 | \| | \| | \| | \| | \| | \| | \| | \| | \| | \| | \| | 20:38 | 21:38 | 22:38 |
| Hillstown, Opp Langwith Road | | | 08:42 | 09:40 | 10:40 | 11:40 | 12:40 | 13:40 | 14:40 | 15:40 | 16:40 | 17:40 | 18:40 | 19:40 | 20:40 | 21:40 | 22:40 | |
| Bolsover, Market Place (Stop 3) | | | 08:46 | 09:45 | 10:45 | 11:45 | 12:45 | 13:45 | 14:45 | 15:45 | 16:45 | 17:45 | 18:45 | 19:45 | 20:45 | 21:45 | 22:45 | |
| Bolsover, opp Quiet Woman | | | 08:49 | 09:48 | 10:48 | 11:48 | 12:48 | 13:48 | 14:48 | 15:48 | 16:48 | 17:48 | 18:48 | 19:48 | 20:48 | 21:48 | 22:48 | |
| Duckmanton, Opp The Duckmanton Hotel | | | 08:59 | 09:58 | 10:58 | 11:58 | 12:58 | 13:58 | 14:58 | 15:58 | 16:58 | 17:58 | 18:58 | 19:58 | 20:58 | 21:57 | 22:57 | |
| Arkwright Town, adj Rosling Way | | | 09:03 | 10:03 | 11:03 | 12:03 | 13:03 | 14:03 | 15:03 | 16:03 | 17:03 | 18:03 | 19:03 | 20:03 | 21:03 | 22:02 | 23:02 | |
| Calow, adj Chesterfield Royal Hospital Stop 1 | | | 09:10 | 10:11 | 11:11 | 12:11 | 13:11 | 14:11 | 15:11 | 16:11 | 17:11 | 18:11 | 19:11 | 20:11 | 21:11 | 22:09 | 23:09 | |
| Chesterfield, Church Way (W-bound) | | | 09:18 | 10:19 | 11:19 | 12:19 | 13:19 | 14:19 | 15:19 | 16:19 | 17:19 | 18:19 | 19:19 | 20:19 | 21:19 | 22:17 | 23:16 | |
| Chesterfield, Elder Way (Stop S1) | *arr* | | 09:20 | 10:21 | 11:21 | 12:21 | 13:21 | 14:21 | 15:21 | 16:21 | 17:21 | 18:21 | 19:21 | 20:21 | 21:21 | 22:19 | | |
| Chesterfield, Elder Way (Stop S1) | *dep* | 09:01 | 09:30 | 10:30 | 11:30 | 12:30 | 13:30 | 14:30 | 15:30 | 16:30 | 17:30 | 18:30 | 19:30 | 20:30 | 21:30 | 22:30 | | |
| Newbold, opp Littlemoor Shops | *arr* | 09:07 | 09:37 | 10:37 | 11:37 | 12:37 | 13:37 | 14:37 | 15:37 | 16:37 | 17:37 | 18:37 | 19:37 | 20:37 | 21:37 | 22:37 | | |

*Compiled from data for the period Fri 23-Jun-2023 to Thu 29-Jun-2023.*

# 1 Newbold - Hillstown

*Stagecoach Yorkshire*

Mondays to Fridays

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Newbold, opp Littlemoor Shops | *dep* | | | 06:27 | 07:27 | 08:27 | 09:27 | 10:27 | 11:27 | 12:27 | 13:27 | 14:27 | 15:27 | 16:32 | 17:34 | 18:16 | 18:37 | 19:37 | 20:37 |
| Newbold, Adj Cartmel Crescent | | | | 06:32 | 07:33 | 08:33 | 09:33 | 10:33 | 11:33 | 12:33 | 13:33 | 14:33 | 15:33 | 16:38 | 17:40 | 18:21 | 18:42 | 19:42 | 20:42 |
| Newbold, Wythburn Road (E-bound) | | | | 06:38 | 07:39 | 08:39 | 09:39 | 10:39 | 11:39 | 12:39 | 13:39 | 14:39 | 15:39 | 16:44 | 17:46 | 18:26 | 18:47 | 19:47 | 20:47 |
| Newbold, adj Littlemoor Shops | | | | 06:42 | 07:44 | 08:44 | 09:44 | 10:44 | 11:44 | 12:44 | 13:44 | 14:44 | 15:44 | 16:49 | 17:51 | 18:30 | 18:51 | 19:50 | 20:50 |
| Chesterfield, Stephenson Place (Stop K2) | *arr* | | | 06:52 | 07:55 | 08:56 | 09:55 | 10:55 | 11:55 | 12:55 | 13:55 | 14:55 | 15:55 | 17:01 | 18:02 | 18:40 | 19:01 | 19:59 | 20:59 |
| Chesterfield, Stephenson Place (Stop K2) | *dep* | 04:55 | 06:10 | 07:00 | 08:00 | 09:04 | 10:04 | 11:04 | 12:04 | 13:04 | 14:04 | 15:04 | 16:04 | 17:07 | 18:07 | | 19:05 | 20:05 | 21:05 |
| Calow, adj Chesterfield Royal Hospital Stop 2 | | 05:01 | 06:17 | 07:09 | 08:11 | 09:12 | 10:12 | 11:12 | 12:12 | 13:12 | 14:12 | 15:13 | 16:14 | 17:18 | 18:15 | | 19:12 | 20:12 | 21:12 |
| Arkwright Town, Adj Community Centre | | 05:07 | \| | \| | \| | \| | \| | \| | \| | \| | \| | \| | \| | \| | \| | | 19:18 | 20:18 | 21:18 |
| Duckmanton, Adj The Duckmanton Hotel | | 05:12 | 06:27 | 07:19 | 08:21 | 09:22 | 10:22 | 11:22 | 12:22 | 13:22 | 14:22 | 15:24 | 16:25 | 17:31 | 18:25 | | 19:23 | 20:23 | 21:23 |
| Bolsover, Adj Quiet Woman | | 05:21 | 06:37 | 07:31 | 08:32 | 09:31 | 10:31 | 11:31 | 12:31 | 13:31 | 14:31 | 15:34 | 16:35 | 17:41 | 18:33 | | 19:31 | 20:31 | 21:31 |
| Bolsover, Market Place (Stop 1) | | 05:24 | 06:40 | 07:35 | 08:38 | 09:35 | 10:35 | 11:35 | 12:35 | 13:35 | 14:35 | 15:38 | 16:39 | 17:45 | 18:36 | | 19:35 | 20:35 | 21:35 |
| Hillstown, Adj Langwith Road | | \| | 06:43 | 07:40 | 08:42 | 09:39 | 10:39 | 11:39 | 12:39 | 13:39 | 14:39 | 15:43 | 16:44 | 17:49 | 18:40 | | 19:39 | 20:39 | 21:39 |
| Scarcliffe, Adj Church | | \| | \| | 07:45 | 08:47 | 09:44 | 10:44 | 11:44 | 12:44 | 13:44 | 14:44 | 15:48 | 16:49 | 17:54 | 18:45 | | 19:44 | 20:44 | 21:44 |
| Shirebrook, Market Place (Stop 3) | | \| | 06:55 | 07:56 | 09:00 | 09:57 | 10:58 | 11:58 | 12:58 | 13:58 | 14:58 | 16:01 | 17:04 | 18:07 | 18:58 | | 19:56 | 20:56 | 21:56 |
| Langwith Junction, Opp Station Road Top | | \| | 06:59 | 08:00 | 09:04 | 10:00 | 11:02 | 12:02 | 13:02 | 14:02 | 15:02 | 16:06 | 17:08 | 18:11 | 19:02 | | 19:59 | 20:59 | 21:59 |
| Langwith, opp Welfitt Grove | | \| | 07:06 | 08:07 | 09:11 | 10:09 | 11:11 | 12:11 | 13:11 | 14:11 | 15:11 | 16:14 | 17:16 | 18:18 | 19:08 | | 20:06 | 21:06 | 22:06 |
| Hillstown, adj Water Tower | *arr* | 05:27 | | | | | | | | | | | | | | | | | |

| | | | | | |
|---|---|---|---|---|---|
| Newbold, opp Littlemoor Shops | *dep* | 21:37 | 22:07 | 22:37 | 23:07 |
| Newbold, Adj Cartmel Crescent | | 21:42 | 22:12 | 22:42 | 23:12 |
| Newbold, Wythburn Road (E-bound) | | 21:46 | 22:16 | 22:46 | 23:16 |
| Newbold, adj Littlemoor Shops | | 21:50 | 22:20 | 22:50 | 23:20 |
| Chesterfield, Stephenson Place (Stop K2) | *arr* | 21:59 | 22:29 | 22:59 | 23:29 |
| Chesterfield, Stephenson Place (Stop K2) | *dep* | 22:05 | | 23:05 | |
| Calow, adj Chesterfield Royal Hospital Stop 2 | | 22:12 | | 23:12 | |
| Arkwright Town, Adj Community Centre | | 22:18 | | 23:18 | |
| Duckmanton, Adj The Duckmanton Hotel | | 22:23 | | 23:23 | |
| Bolsover, Adj Quiet Woman | | 22:31 | | 23:31 | |
| Bolsover, Market Place (Stop 1) | | 22:35 | | 23:35 | |
| Hillstown, Adj Langwith Road | | 22:39 | | \| | |
| Scarcliffe, Adj Church | | 22:44 | | \| | |
| Shirebrook, Market Place (Stop 3) | | 22:56 | | \| | |
| Langwith Junction, Opp Station Road Top | | 22:59 | | \| | |
| Langwith, opp Welfitt Grove | | 23:06 | | \| | |
| Whaley Thorns, Opp West Street Turning Circle | *arr* | 23:10 | | \| | |
| Hillstown, adj Water Tower | *arr* | | | 23:38 | |

*Compiled from data for the period Fri 23-Jun-2023 to Thu 29-Jun-2023.*

# 1 Newbold - Hillstown

*Stagecoach Yorkshire*

## Saturdays

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Newbold, opp Littlemoor Shops | *dep* | | | 07:27 | 08:27 | 09:27 | 10:27 | 11:27 | 12:27 | 13:27 | 14:27 | 15:27 | 16:27 | 16:47 | 17:37 | 18:37 | 19:37 | 20:37 | 21:37 |
| Newbold, Adj Cartmel Crescent | | | | 07:32 | 08:33 | 09:33 | 10:33 | 11:33 | 12:33 | 13:33 | 14:33 | 15:33 | 16:33 | 16:53 | 17:43 | 18:42 | 19:42 | 20:42 | 21:42 |
| Newbold, Wythburn Road (E-bound) | | | | 07:37 | 08:38 | 09:38 | 10:39 | 11:39 | 12:39 | 13:39 | 14:39 | 15:39 | 16:38 | 16:58 | 17:48 | 18:47 | 19:47 | 20:47 | 21:46 |
| Newbold, adj Littlemoor Shops | | | | 07:41 | 08:43 | 09:43 | 10:44 | 11:44 | 12:44 | 13:44 | 14:44 | 15:44 | 16:43 | 17:02 | 17:52 | 18:50 | 19:50 | 20:50 | 21:50 |
| Chesterfield, Stephenson Place (Stop K2) | *arr* | | | 07:51 | 08:54 | 09:54 | 10:55 | 11:55 | 12:55 | 13:55 | 14:55 | 15:55 | 16:54 | 17:12 | 18:02 | 19:00 | 19:59 | 20:59 | 21:59 |
| Chesterfield, Stephenson Place (Stop K2) | *dep* | 05:09 | 07:13 | 08:05 | 09:05 | 10:04 | 11:04 | 12:04 | 13:04 | 14:04 | 15:04 | 16:04 | | 17:14 | 18:05 | 19:05 | 20:05 | 21:05 | 22:05 |
| Calow, adj Chesterfield Royal Hospital Stop 2 | | 05:15 | 07:19 | 08:13 | 09:13 | 10:12 | 11:12 | 12:12 | 13:12 | 14:12 | 15:13 | 16:13 | | 17:22 | 18:12 | 19:12 | 20:12 | 21:12 | 22:12 |
| Arkwright Town, Adj Community Centre | | 05:21 | \| | \| | \| | \| | \| | \| | \| | \| | \| | \| | | \| | \| | 19:18 | 20:18 | 21:18 | 22:18 |
| Duckmanton, Adj The Duckmanton Hotel | | 05:26 | 07:28 | 08:23 | 09:23 | 10:22 | 11:22 | 12:22 | 13:22 | 14:22 | 15:23 | 16:23 | | 17:31 | 18:21 | 19:23 | 20:23 | 21:23 | 22:23 |
| Bolsover, Adj Quiet Woman | | 05:35 | 07:37 | 08:32 | 09:32 | 10:31 | 11:31 | 12:31 | 13:31 | 14:31 | 15:32 | 16:32 | | 17:40 | 18:30 | 19:32 | 20:32 | 21:32 | 22:32 |
| Bolsover, Market Place (Stop 1) | | 05:38 | 07:40 | 08:36 | 09:36 | 10:35 | 11:35 | 12:35 | 13:35 | 14:35 | 15:36 | 16:36 | | 17:43 | 18:33 | 19:35 | 20:35 | 21:35 | 22:35 |
| Hillstown, Adj Langwith Road | | \| | 07:44 | 08:40 | 09:40 | 10:39 | 11:39 | 12:39 | 13:39 | 14:39 | 15:40 | 16:40 | | 17:47 | 18:37 | 19:39 | 20:39 | 21:39 | 22:39 |
| Scarcliffe, Adj Church | | \| | 07:48 | 08:45 | 09:45 | 10:44 | 11:44 | 12:44 | 13:44 | 14:44 | 15:45 | 16:45 | | 17:52 | 18:42 | 19:44 | 20:44 | 21:44 | 22:44 |
| Shirebrook, Market Place (Stop 3) | | \| | 08:00 | 08:59 | 09:59 | 10:58 | 11:58 | 12:58 | 13:58 | 14:58 | 15:59 | 16:58 | | 18:05 | 18:55 | 19:56 | 20:56 | 21:56 | 22:56 |
| Langwith Junction, Opp Station Road Top | | \| | 08:03 | 09:03 | 10:03 | 11:02 | 12:02 | 13:02 | 14:02 | 15:02 | 16:03 | 17:02 | | 18:08 | 18:58 | 20:00 | 21:00 | 22:00 | 23:00 |
| Langwith, opp Welfitt Grove | | \| | 08:10 | 09:10 | 10:11 | 11:11 | 12:11 | 13:11 | 14:11 | 15:11 | 16:11 | 17:10 | | 18:15 | 19:05 | 20:06 | 21:06 | 22:06 | 23:06 |
| Whaley Thorns, Opp West Street Turning Circle | *arr* | \| | | | | | | | | | | | | | | | | | 23:10 |
| Hillstown, adj Water Tower | *arr* | 05:40 | | | | | | | | | | | | | | | | | |

| | | | | |
|---|---|---|---|---|
| Newbold, opp Littlemoor Shops | *dep* | 22:07 | 22:37 | 23:07 |
| Newbold, Adj Cartmel Crescent | | 22:12 | 22:42 | 23:12 |
| Newbold, Wythburn Road (E-bound) | | 22:16 | 22:46 | 23:16 |
| Newbold, adj Littlemoor Shops | | 22:20 | 22:50 | 23:20 |
| Chesterfield, Stephenson Place (Stop K2) | *arr* | 22:29 | 22:59 | 23:29 |
| Chesterfield, Stephenson Place (Stop K2) | *dep* | | 23:05 | |
| Calow, adj Chesterfield Royal Hospital Stop 2 | | | 23:12 | |
| Arkwright Town, Adj Community Centre | | | 23:18 | |
| Duckmanton, Adj The Duckmanton Hotel | | | 23:23 | |
| Bolsover, Adj Quiet Woman | | | 23:31 | |
| Bolsover, Market Place (Stop 1) | | | 23:34 | |
| Hillstown, adj Water Tower | *arr* | | 23:37 | |

*Compiled from data for the period Fri 23-Jun-2023 to Thu 29-Jun-2023.*

# 1 Newbold - Langwith

*Stagecoach Yorkshire*

## Sundays

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Newbold, opp Littlemoor Shops | *dep* | | | 09:37 | 10:37 | 11:37 | 12:37 | 13:37 | 14:37 | 15:37 | 16:37 | 17:37 | 18:37 | 19:37 | 20:37 | 21:37 | 22:07 | 22:37 | 23:07 |
| Newbold, Adj Cartmel Crescent | | | | 09:42 | 10:42 | 11:42 | 12:42 | 13:42 | 14:42 | 15:42 | 16:42 | 17:42 | 18:42 | 19:42 | 20:42 | 21:42 | 22:12 | 22:42 | 23:12 |
| Newbold, Wythburn Road (E-bound) | | | | 09:47 | 10:47 | 11:47 | 12:47 | 13:47 | 14:47 | 15:47 | 16:47 | 17:47 | 18:47 | 19:47 | 20:46 | 21:46 | 22:16 | 22:46 | 23:16 |
| Newbold, adj Littlemoor Shops | | | | 09:51 | 10:51 | 11:51 | 12:51 | 13:51 | 14:51 | 15:51 | 16:51 | 17:51 | 18:51 | 19:51 | 20:50 | 21:50 | 22:20 | 22:50 | 23:20 |
| Chesterfield, Stephenson Place (Stop K2) | *arr* | | | 10:01 | 11:01 | 12:01 | 13:01 | 14:01 | 15:01 | 16:01 | 17:00 | 18:00 | 19:00 | 20:00 | 20:59 | 21:59 | 22:29 | 22:59 | 23:29 |
| Chesterfield, Stephenson Place (Stop K2) | *dep* | 08:05 | 09:05 | 10:05 | 11:05 | 12:05 | 13:05 | 14:05 | 15:05 | 16:05 | 17:05 | 18:05 | 19:05 | 20:05 | 21:05 | 22:05 | | 23:05 | |
| Calow, adj Chesterfield Royal Hospital Stop 2 | | 08:12 | 09:12 | 10:12 | 11:12 | 12:12 | 13:12 | 14:12 | 15:12 | 16:12 | 17:12 | 18:12 | 19:12 | 20:12 | 21:12 | 22:12 | | 23:12 | |
| Arkwright Town, Adj Community Centre | | 08:18 | 09:18 | 10:18 | 11:18 | 12:18 | 13:18 | 14:18 | 15:18 | 16:18 | 17:18 | 18:18 | 19:18 | 20:18 | 21:18 | 22:18 | | 23:18 | |
| Duckmanton, Adj The Duckmanton Hotel | | 08:23 | 09:23 | 10:23 | 11:23 | 12:23 | 13:23 | 14:23 | 15:23 | 16:23 | 17:23 | 18:23 | 19:23 | 20:23 | 21:23 | 22:23 | | 23:23 | |
| Bolsover, Adj Quiet Woman | | 08:31 | 09:31 | 10:32 | 11:32 | 12:32 | 13:32 | 14:32 | 15:32 | 16:32 | 17:32 | 18:32 | 19:32 | 20:32 | 21:32 | 22:31 | | 23:32 | |
| Bolsover, Market Place (Stop 1) | | 08:34 | 09:34 | 10:35 | 11:35 | 12:35 | 13:35 | 14:35 | 15:35 | 16:35 | 17:35 | 18:35 | 19:35 | 20:35 | 21:35 | 22:34 | | 23:35 | |
| Hillstown, adj Water Tower | | | \| | \| | \| | \| | \| | \| | \| | \| | \| | \| | \| | \| | 19:38 | 20:38 | 21:38 | 22:37 | | 23:38 | |
| Hillstown, Opp Langwith Road | *arr* | | \| | \| | \| | \| | \| | \| | \| | \| | \| | \| | \| | 19:39 | | | | | |
| Hillstown, Adj Langwith Road | | 08:37 | 09:38 | 10:39 | 11:39 | 12:39 | 13:39 | 14:39 | 15:39 | 16:39 | 17:39 | 18:39 | | | | | | | |
| Scarcliffe, Adj Church | | 08:42 | 09:45 | 10:44 | 11:44 | 12:44 | 13:44 | 14:44 | 15:44 | 16:43 | 17:43 | 18:43 | | | | | | | |
| Shirebrook, Market Place (Stop 3) | | 08:54 | 09:55 | 10:56 | 11:56 | 12:56 | 13:56 | 14:56 | 15:56 | 16:55 | 17:55 | 18:55 | | | | | | | |
| Langwith Junction, Opp Station Road Top | | 08:58 | 09:59 | 11:00 | 12:00 | 13:00 | 14:00 | 15:00 | 16:00 | 16:59 | 17:59 | 18:59 | | | | | | | |
| Langwith, opp Welfitt Grove | *arr* | 09:04 | 10:05 | 11:06 | 12:06 | 13:06 | 14:06 | 15:06 | 16:06 | 17:05 | 18:05 | 19:05 | | | | | | | |

*Compiled from data for the period Fri 23-Jun-2023 to Thu 29-Jun-2023.*

# 1A Hillstown - Newbold

*Stagecoach Yorkshire*

Mondays to Fridays

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hillstown, adj Water Tower | *dep* | 06:27 | 07:04 | 07:21 | 07:58 | 08:20 | 09:05 | 09:25 | 10:05 | 10:25 | 11:05 | 11:25 | 12:05 | 12:25 | 13:05 | 13:25 | 14:05 | 14:25 | 15:05 |
| Hillstown, Opp Langwith Road | | 06:29 | 07:06 | 07:23 | 08:00 | 08:22 | 09:07 | 09:27 | 10:07 | 10:27 | 11:07 | 11:27 | 12:07 | 12:27 | 13:07 | 13:27 | 14:07 | 14:27 | 15:07 |
| Bolsover, Market Place (Stop 3) | | 06:34 | 07:12 | 07:29 | 08:06 | 08:28 | 09:13 | 09:33 | 10:13 | 10:33 | 11:13 | 11:33 | 12:13 | 12:33 | 13:13 | 13:33 | 14:13 | 14:33 | 15:13 |
| Carr Vale, opp Sutton Hall Road | | 06:42 | 07:20 | 07:37 | 08:14 | 08:36 | 09:21 | 09:41 | 10:21 | 10:41 | 11:21 | 11:41 | 12:21 | 12:41 | 13:21 | 13:41 | 14:21 | 14:41 | 15:21 |
| Carr Vale, Chapel Road (N-bound) | | 06:44 | 07:22 | 07:39 | 08:16 | 08:38 | 09:23 | 09:43 | 10:23 | 10:43 | 11:23 | 11:43 | 12:23 | 12:43 | 13:23 | 13:43 | 14:23 | 14:43 | 15:23 |
| Arkwright Town, adj Rosling Way | | 06:54 | 07:32 | 07:48 | 08:28 | 08:49 | 09:31 | 09:51 | 10:31 | 10:51 | 11:31 | 11:51 | 12:31 | 12:51 | 13:31 | 13:51 | 14:31 | 14:51 | 15:31 |
| Calow, adj Chesterfield Royal Hospital Stop 1 | | 07:03 | 07:41 | 08:00 | 08:40 | 08:59 | 09:40 | 10:00 | 10:40 | 11:00 | 11:40 | 12:00 | 12:40 | 13:00 | 13:40 | 14:00 | 14:40 | 15:01 | 15:41 |
| Chesterfield, Elder Way (Stop S1) | *arr* | 07:13 | 07:53 | 08:13 | 08:53 | 09:11 | 09:51 | 10:11 | 10:51 | 11:11 | 11:51 | 12:11 | 12:51 | 13:11 | 13:51 | 14:11 | 14:51 | 15:12 | 15:53 |
| Chesterfield, Elder Way (Stop S1) | *dep* | 07:19 | 07:58 | 08:18 | 08:58 | 09:18 | 09:58 | 10:18 | 10:58 | 11:18 | 11:58 | 12:18 | 12:58 | 13:18 | 13:58 | 14:18 | 14:58 | 15:17 | 16:00 |
| Newbold, opp Littlemoor Shops | *arr* | 07:27 | 08:07 | 08:27 | 09:07 | 09:27 | 10:07 | 10:27 | 11:07 | 11:27 | 12:07 | 12:27 | 13:07 | 13:27 | 14:07 | 14:27 | 15:07 | 15:27 | 16:10 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hillstown, adj Water Tower | *dep* | 15:25 | 16:07 | 16:27 | 17:15 | 17:35 | 18:20 | 18:40 | 19:10 | 20:10 | 21:10 | 22:10 | 23:38 | |
| Hillstown, Opp Langwith Road | | 15:27 | 16:09 | 16:29 | 17:17 | 17:37 | 18:22 | 18:42 | 19:12 | 20:12 | 21:12 | 22:12 | 23:39 | |
| Bolsover, Market Place (Stop 3) | | 15:33 | 16:15 | 16:35 | 17:23 | 17:43 | 18:27 | 18:47 | 19:17 | 20:17 | 21:17 | 22:17 | 23:44 | |
| Carr Vale, opp Sutton Hall Road | | 15:41 | 16:23 | 16:43 | \| | \| | \| | \| | \| | \| | \| | \| | \| | |
| Carr Vale, Chapel Road (N-bound) | | 15:43 | 16:25 | 16:45 | 17:31 | 17:51 | 18:34 | 18:54 | 19:24 | 20:24 | 21:24 | 22:24 | 23:49 | |
| Arkwright Town, adj Rosling Way | | 15:51 | 16:34 | 16:54 | 17:40 | 18:00 | 18:42 | 19:02 | 19:32 | 20:32 | 21:32 | 22:32 | \| | |
| Calow, adj Chesterfield Royal Hospital Stop 1 | | 16:01 | 16:44 | 17:04 | 17:49 | 18:09 | 18:50 | 19:10 | 19:40 | 20:40 | 21:40 | 22:40 | 00:00 | (ND) |
| Chesterfield, Church Way (W-bound) | | 16:12 | 16:57 | 17:18 | 17:58 | 18:18 | 18:58 | 19:18 | 19:48 | 20:48 | 21:48 | 22:48 | 00:06 | (ND) |
| Chesterfield, Elder Way (Stop S1) | *arr* | 16:14 | 17:00 | 17:21 | 18:00 | 18:20 | | 19:20 | 19:50 | 20:50 | 21:50 | 22:50 | | |
| Chesterfield, Elder Way (Stop S1) | *dep* | 16:22 | 17:04 | 17:24 | 18:08 | 18:29 | | 19:30 | 20:00 | 21:00 | 22:00 | 23:00 | | |
| Newbold, opp Littlemoor Shops | *arr* | 16:32 | 17:14 | 17:34 | 18:16 | 18:37 | | 19:37 | 20:07 | 21:07 | 22:07 | 23:07 | | |

*Compiled from data for the period Fri 23-Jun-2023 to Thu 29-Jun-2023.*

# 1A Hillstown - Newbold

*Stagecoach Yorkshire*

## Saturdays

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hillstown, adj Water Tower | *dep* | 07:08 | 08:03 | 08:23 | 09:05 | 09:25 | 10:05 | 10:25 | 11:05 | 11:25 | 12:05 | 12:25 | 13:05 | 13:25 | 14:05 | 14:25 | 15:05 | 15:25 | 16:05 |
| Hillstown, Opp Langwith Road | | 07:10 | 08:05 | 08:25 | 09:07 | 09:27 | 10:07 | 10:27 | 11:07 | 11:27 | 12:07 | 12:27 | 13:07 | 13:27 | 14:07 | 14:27 | 15:07 | 15:27 | 16:07 |
| Bolsover, Market Place (Stop 3) | | 07:14 | 08:11 | 08:31 | 09:13 | 09:33 | 10:13 | 10:33 | 11:13 | 11:33 | 12:13 | 12:33 | 13:13 | 13:33 | 14:13 | 14:32 | 15:12 | 15:32 | 16:12 |
| Carr Vale, opp Sutton Hall Road | | \| | 08:19 | 08:39 | 09:21 | 09:41 | 10:21 | 10:41 | 11:21 | 11:41 | 12:21 | 12:41 | 13:21 | 13:41 | 14:21 | 14:40 | 15:20 | 15:40 | 16:20 |
| Carr Vale, Chapel Road (N-bound) | | 07:21 | 08:21 | 08:41 | 09:23 | 09:43 | 10:23 | 10:43 | 11:23 | 11:43 | 12:23 | 12:43 | 13:23 | 13:43 | 14:23 | 14:42 | 15:22 | 15:42 | 16:22 |
| Arkwright Town, adj Rosling Way | | 07:30 | 08:29 | 08:49 | 09:31 | 09:51 | 10:31 | 10:51 | 11:31 | 11:51 | 12:31 | 12:51 | 13:31 | 13:51 | 14:31 | 14:51 | 15:30 | 15:50 | 16:30 |
| Calow, adj Chesterfield Royal Hospital Stop 1 | | 07:38 | 08:38 | 08:58 | 09:40 | 10:02 | 10:40 | 11:00 | 11:40 | 12:00 | 12:40 | 13:00 | 13:40 | 14:00 | 14:40 | 15:00 | 15:40 | 16:00 | 16:40 |
| Chesterfield, Elder Way (Stop S1) | *arr* | 07:48 | 08:48 | 09:08 | 09:50 | 10:13 | 10:51 | 11:11 | 11:51 | 12:11 | 12:51 | 13:10 | 13:50 | 14:10 | 14:50 | 15:10 | 15:50 | 16:10 | 16:50 |
| Chesterfield, Elder Way (Stop S1) | *dep* | 07:50 | 08:50 | 09:18 | 09:58 | 10:18 | 10:58 | 11:18 | 11:58 | 12:18 | 12:58 | 13:18 | 13:58 | 14:18 | 14:58 | 15:18 | 15:58 | 16:18 | 16:58 |
| Newbold, opp Littlemoor Shops | *arr* | 07:57 | 08:57 | 09:27 | 10:07 | 10:27 | 11:07 | 11:27 | 12:07 | 12:27 | 13:07 | 13:27 | 14:07 | 14:27 | 15:07 | 15:27 | 16:07 | 16:27 | 17:07 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Hillstown, adj Water Tower | *dep* | 16:25 | 17:07 | 17:27 | 18:17 | 19:10 | 20:10 | 21:10 | 22:10 | 23:38 |
| Hillstown, Opp Langwith Road | | 16:27 | 17:09 | 17:29 | 18:19 | 19:12 | 20:12 | 21:12 | 22:12 | 23:39 |
| Bolsover, Market Place (Stop 3) | | 16:32 | 17:14 | 17:34 | 18:24 | 19:17 | 20:17 | 21:17 | 22:17 | 23:44 |
| Carr Vale, opp Sutton Hall Road | | 16:40 | \| | \| | \| | \| | \| | \| | \| | \| |
| Carr Vale, Chapel Road (N-bound) | | 16:42 | 17:22 | 17:41 | 18:31 | 19:24 | 20:24 | 21:24 | 22:24 | 23:49 |
| Arkwright Town, adj Rosling Way | | 16:50 | 17:30 | 17:49 | 18:39 | 19:32 | 20:32 | 21:32 | 22:32 | \| |
| Calow, adj Chesterfield Royal Hospital Stop 1 | | 17:00 | 17:40 | 17:58 | 18:47 | 19:40 | 20:40 | 21:40 | 22:40 | 00:00 (ND) |
| Chesterfield, Church Way (W-bound) | | 17:07 | 17:48 | 18:05 | 18:55 | 19:48 | 20:48 | 21:48 | 22:48 | 00:06 (ND) |
| Chesterfield, Elder Way (Stop S1) | *arr* | | 17:50 | | 18:57 | 19:50 | 20:50 | 21:50 | 22:50 | |
| Chesterfield, Elder Way (Stop S1) | *dep* | | 18:00 | | 19:00 | 20:00 | 21:00 | 22:00 | 23:00 | |
| Newbold, opp Littlemoor Shops | *arr* | | 18:07 | | 19:07 | 20:07 | 21:07 | 22:07 | 23:07 | |

*Compiled from data for the period Fri 23-Jun-2023 to Thu 29-Jun-2023.*

# 1A Hillstown - Newbold

*Stagecoach Yorkshire*

## Sundays

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hillstown, adj Water Tower | *dep* | 09:10 | 10:10 | 11:10 | 12:10 | 13:10 | 14:10 | 15:10 | 16:10 | 17:10 | 18:10 | 19:10 | 20:10 | 21:10 | 22:10 | 23:38 |
| Hillstown, Opp Langwith Road | | 09:12 | 10:12 | 11:12 | 12:12 | 13:12 | 14:12 | 15:12 | 16:12 | 17:12 | 18:12 | 19:12 | 20:12 | 21:12 | 22:12 | 23:39 |
| Bolsover, Market Place (Stop 3) | | 09:17 | 10:17 | 11:17 | 12:17 | 13:17 | 14:17 | 15:17 | 16:17 | 17:17 | 18:17 | 19:17 | 20:17 | 21:17 | 22:17 | 23:44 |
| Carr Vale, Chapel Road (N-bound) | | 09:24 | 10:24 | 11:24 | 12:24 | 13:24 | 14:24 | 15:24 | 16:24 | 17:24 | 18:24 | 19:24 | 20:24 | 21:24 | 22:24 | 23:49 |
| Arkwright Town, adj Rosling Way | | 09:32 | 10:33 | 11:33 | 12:33 | 13:33 | 14:33 | 15:33 | 16:33 | 17:33 | 18:33 | 19:33 | 20:33 | 21:33 | 22:33 | \| |
| Calow, adj Chesterfield Royal Hospital Stop 1 | | 09:40 | 10:41 | 11:41 | 12:41 | 13:41 | 14:41 | 15:41 | 16:41 | 17:41 | 18:41 | 19:41 | 20:41 | 21:41 | 22:40 | 00:00 (ND) |
| Chesterfield, Church Way (W-bound) | | 09:48 | 10:49 | 11:49 | 12:49 | 13:49 | 14:49 | 15:49 | 16:49 | 17:49 | 18:49 | 19:49 | 20:49 | 21:49 | 22:48 | 00:06 (ND) |
| Chesterfield, Elder Way (Stop S1) | *arr* | 09:50 | 10:51 | 11:51 | 12:51 | 13:51 | 14:51 | 15:51 | 16:51 | 17:51 | 18:51 | 19:51 | 20:51 | 21:51 | 22:50 | |
| Chesterfield, Elder Way (Stop S1) | *dep* | 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 | |
| Newbold, opp Littlemoor Shops | *arr* | 10:07 | 11:07 | 12:07 | 13:07 | 14:07 | 15:07 | 16:07 | 17:07 | 18:07 | 19:07 | 20:07 | 21:07 | 22:07 | 23:07 | |

*Compiled from data for the period Fri 23-Jun-2023 to Thu 29-Jun-2023.*

# 1A Newbold - Hillstown

*Stagecoach Yorkshire*

Mondays to Fridays

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Newbold, opp Littlemoor Shops | *dep* | 05:14 | 06:07 | 06:47 | 07:07 | 07:47 | 08:07 | 08:47 | 09:07 | 09:47 | 10:07 | 10:47 | 11:07 | 11:47 | 12:07 | 12:47 | 13:07 | 13:47 | 14:07 |
| Newbold, Adj Cartmel Crescent | | 05:19 | 06:12 | 06:52 | 07:13 | 07:53 | 08:13 | 08:53 | 09:13 | 09:53 | 10:13 | 10:53 | 11:13 | 11:53 | 12:13 | 12:53 | 13:13 | 13:53 | 14:13 |
| Newbold, Wythburn Road (E-bound) | | 05:24 | 06:17 | 06:58 | 07:19 | 07:59 | 08:19 | 08:59 | 09:19 | 09:59 | 10:19 | 10:59 | 11:19 | 11:59 | 12:19 | 12:59 | 13:19 | 13:59 | 14:19 |
| Newbold, adj Littlemoor Shops | | 05:28 | 06:21 | 07:02 | 07:24 | 08:04 | 08:24 | 09:04 | 09:24 | 10:04 | 10:24 | 11:04 | 11:24 | 12:04 | 12:24 | 13:04 | 13:24 | 14:04 | 14:24 |
| Chesterfield, Stephenson Place (Stop K2) | *arr* | 05:38 | 06:31 | 07:12 | 07:34 | 08:16 | 08:36 | 09:15 | 09:35 | 10:15 | 10:35 | 11:15 | 11:35 | 12:15 | 12:35 | 13:15 | 13:35 | 14:15 | 14:35 |
| Chesterfield, Stephenson Place (Stop K2) | *dep* | 05:40 | 06:35 | 07:17 | 07:38 | 08:19 | 08:41 | 09:24 | 09:44 | 10:24 | 10:44 | 11:24 | 11:44 | 12:24 | 12:44 | 13:24 | 13:44 | 14:24 | 14:44 |
| Calow, adj Chesterfield Royal Hospital Stop 2 | | 05:47 | 06:42 | 07:26 | 07:48 | 08:30 | 08:53 | 09:32 | 09:52 | 10:32 | 10:52 | 11:32 | 11:52 | 12:32 | 12:52 | 13:32 | 13:52 | 14:32 | 14:52 |
| Arkwright Town, Adj Community Centre | | 05:53 | 06:49 | 07:31 | 07:53 | 08:36 | 09:00 | 09:39 | 09:59 | 10:39 | 10:59 | 11:39 | 11:59 | 12:39 | 12:59 | 13:39 | 13:59 | 14:39 | 14:59 |
| Carr Vale, opp Sutton Hall Road | | \| | \| | 07:44 | 08:07 | 08:50 | 09:12 | 09:51 | 10:11 | 10:51 | 11:11 | 11:51 | 12:11 | 12:51 | 13:11 | 13:51 | 14:11 | 14:51 | 15:11 |
| Carr Vale, Carr Vale Road (NE-bound) | | 06:02 | 07:00 | 07:45 | 08:08 | 08:51 | 09:13 | 09:52 | 10:12 | 10:52 | 11:12 | 11:52 | 12:12 | 12:52 | 13:12 | 13:52 | 14:12 | 14:52 | 15:12 |
| Bolsover, Market Place (Stop 1) | | 06:10 | 07:08 | 07:52 | 08:15 | 08:58 | 09:20 | 10:00 | 10:20 | 11:00 | 11:20 | 12:00 | 12:20 | 13:00 | 13:20 | 14:00 | 14:20 | 15:00 | 15:20 |
| Hillstown, adj Water Tower | *arr* | 06:13 | 07:11 | 07:55 | 08:18 | 09:01 | 09:23 | 10:03 | 10:23 | 11:03 | 11:23 | 12:03 | 12:23 | 13:03 | 13:23 | 14:03 | 14:23 | 15:03 | 15:23 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Newbold, opp Littlemoor Shops | *dep* | 14:47 | 15:07 | 15:49 | 16:10 | 16:53 | 17:14 | 17:56 | 19:07 | 20:07 | 21:07 |
| Newbold, Adj Cartmel Crescent | | 14:53 | 15:13 | 15:55 | 16:16 | 16:59 | 17:20 | 18:02 | 19:12 | 20:12 | 21:12 |
| Newbold, Wythburn Road (E-bound) | | 14:59 | 15:19 | 16:01 | 16:22 | 17:05 | 17:26 | 18:07 | 19:17 | 20:17 | 21:17 |
| Newbold, adj Littlemoor Shops | | 15:04 | 15:24 | 16:06 | 16:27 | 17:10 | 17:31 | 18:11 | 19:20 | 20:20 | 21:20 |
| Chesterfield, Stephenson Place (Stop K2) | *arr* | 15:16 | 15:36 | 16:17 | 16:38 | 17:22 | 17:43 | 18:21 | 19:29 | 20:29 | 21:29 |
| Chesterfield, Stephenson Place (Stop K2) | *dep* | 15:24 | 15:44 | 16:24 | 16:44 | 17:27 | 17:47 | 18:35 | 19:35 | 20:35 | 21:35 |
| Calow, adj Chesterfield Royal Hospital Stop 2 | | 15:33 | 15:53 | 16:34 | 16:55 | 17:38 | 17:57 | 18:42 | 19:42 | 20:42 | 21:42 |
| Arkwright Town, Adj Community Centre | | 15:40 | 16:00 | 16:42 | 17:03 | 17:47 | 18:05 | 18:48 | 19:48 | 20:48 | 21:48 |
| Carr Vale, opp Sutton Hall Road | | 15:52 | 16:12 | 16:56 | 17:17 | \| | \| | \| | \| | \| | \| |
| Carr Vale, Carr Vale Road (NE-bound) | | 15:53 | 16:13 | 16:57 | 17:18 | 17:59 | 18:15 | 18:58 | 19:57 | 20:57 | 21:57 |
| Bolsover, Market Place (Stop 1) | | 16:01 | 16:21 | 17:06 | 17:27 | 18:07 | 18:23 | 19:05 | 20:04 | 21:04 | 22:04 |
| Hillstown, adj Water Tower | *arr* | 16:04 | 16:24 | 17:09 | 17:30 | 18:10 | 18:26 | 19:08 | 20:07 | 21:07 | 22:07 |

*Compiled from data for the period Fri 23-Jun-2023 to Thu 29-Jun-2023.*

# 1A Newbold - Hillstown

*Stagecoach Yorkshire*

## Saturdays

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Newbold, opp Littlemoor Shops | *dep* | | 06:57 | 07:57 | 08:57 | 09:47 | 10:07 | 10:47 | 11:07 | 11:47 | 12:07 | 12:47 | 13:07 | 13:47 | 14:07 | 14:47 | 15:07 | 15:47 | 16:07 |
| Newbold, Adj Cartmel Crescent | | | 07:02 | 08:03 | 09:03 | 09:53 | 10:13 | 10:53 | 11:13 | 11:53 | 12:13 | 12:53 | 13:13 | 13:53 | 14:13 | 14:53 | 15:13 | 15:53 | 16:13 |
| Newbold, Wythburn Road (E-bound) | | | 07:07 | 08:08 | 09:08 | 09:59 | 10:19 | 10:59 | 11:19 | 11:59 | 12:19 | 12:59 | 13:19 | 13:59 | 14:19 | 14:59 | 15:19 | 15:59 | 16:18 |
| Newbold, adj Littlemoor Shops | | | 07:11 | 08:13 | 09:13 | 10:04 | 10:24 | 11:04 | 11:24 | 12:04 | 12:24 | 13:04 | 13:24 | 14:04 | 14:24 | 15:04 | 15:24 | 16:04 | 16:23 |
| Chesterfield, Stephenson Place (Stop K2) | *arr* | | 07:21 | 08:24 | 09:24 | 10:15 | 10:35 | 11:15 | 11:35 | 12:15 | 12:35 | 13:15 | 13:35 | 14:15 | 14:35 | 15:15 | 15:35 | 16:15 | 16:34 |
| Chesterfield, Stephenson Place (Stop K2) | *dep* | 06:33 | 07:35 | 08:35 | 09:35 | 10:24 | 10:44 | 11:24 | 11:44 | 12:24 | 12:44 | 13:24 | 13:44 | 14:24 | 14:44 | 15:24 | 15:44 | 16:24 | 16:44 |
| Calow, adj Chesterfield Royal Hospital Stop 2 | | 06:39 | 07:42 | 08:43 | 09:43 | 10:32 | 10:52 | 11:32 | 11:52 | 12:32 | 12:52 | 13:32 | 13:52 | 14:32 | 14:52 | 15:33 | 15:53 | 16:33 | 16:53 |
| Arkwright Town, Adj Community Centre | | 06:45 | 07:48 | 08:50 | 09:50 | 10:39 | 10:59 | 11:39 | 11:59 | 12:39 | 12:59 | 13:39 | 13:59 | 14:39 | 14:59 | 15:40 | 16:00 | 16:40 | 17:00 |
| Carr Vale, opp Sutton Hall Road | | \| | \| | 09:01 | 10:01 | 10:51 | 11:11 | 11:51 | 12:11 | 12:51 | 13:11 | 13:51 | 14:11 | 14:51 | 15:11 | 15:52 | 16:12 | 16:52 | \| |
| Carr Vale, Carr Vale Road (NE-bound) | | 06:54 | 07:58 | 09:02 | 10:02 | 10:52 | 11:12 | 11:52 | 12:12 | 12:52 | 13:12 | 13:52 | 14:12 | 14:52 | 15:12 | 15:53 | 16:13 | 16:53 | 17:11 |
| Bolsover, Market Place (Stop 1) | | 07:01 | 08:05 | 09:10 | 10:10 | 11:00 | 11:20 | 12:00 | 12:20 | 13:00 | 13:20 | 14:00 | 14:20 | 15:00 | 15:20 | 16:01 | 16:21 | 17:01 | 17:19 |
| Hillstown, adj Water Tower | *arr* | 07:04 | 08:08 | 09:13 | 10:13 | 11:03 | 11:23 | 12:03 | 12:23 | 13:03 | 13:23 | 14:03 | 14:23 | 15:03 | 15:23 | 16:04 | 16:24 | 17:04 | 17:22 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Newbold, opp Littlemoor Shops | *dep* | 17:07 | 18:07 | 19:07 | 20:07 | 21:07 |
| Newbold, Adj Cartmel Crescent | | 17:13 | 18:12 | 19:12 | 20:12 | 21:12 |
| Newbold, Wythburn Road (E-bound) | | 17:18 | 18:17 | 19:17 | 20:17 | 21:17 |
| Newbold, adj Littlemoor Shops | | 17:22 | 18:20 | 19:20 | 20:20 | 21:20 |
| Chesterfield, Stephenson Place (Stop K2) | *arr* | 17:32 | 18:30 | 19:30 | 20:29 | 21:29 |
| Chesterfield, Stephenson Place (Stop K2) | *dep* | 17:38 | 18:35 | 19:35 | 20:35 | 21:35 |
| Calow, adj Chesterfield Royal Hospital Stop 2 | | 17:45 | 18:42 | 19:42 | 20:42 | 21:42 |
| Arkwright Town, Adj Community Centre | | 17:52 | 18:48 | 19:48 | 20:48 | 21:48 |
| Carr Vale, Carr Vale Road (NE-bound) | | 18:02 | 18:57 | 19:57 | 20:57 | 21:57 |
| Bolsover, Market Place (Stop 1) | | 18:09 | 19:04 | 20:04 | 21:04 | 22:04 |
| Hillstown, adj Water Tower | *arr* | 18:12 | 19:07 | 20:07 | 21:07 | 22:07 |

*Compiled from data for the period Fri 23-Jun-2023 to Thu 29-Jun-2023.*

# 1A Newbold - Hillstown

*Stagecoach Yorkshire*

## Sundays

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Newbold, opp Littlemoor Shops | *dep* | 09:07 | 10:07 | 11:07 | 12:07 | 13:07 | 14:07 | 15:07 | 16:07 | 17:07 | 18:07 | 19:07 | 20:07 | 21:07 |
| Newbold, Adj Cartmel Crescent | | 09:12 | 10:12 | 11:12 | 12:12 | 13:12 | 14:12 | 15:12 | 16:12 | 17:12 | 18:12 | 19:12 | 20:12 | 21:12 |
| Newbold, Wythburn Road (E-bound) | | 09:17 | 10:17 | 11:17 | 12:17 | 13:17 | 14:17 | 15:17 | 16:17 | 17:17 | 18:17 | 19:17 | 20:17 | 21:16 |
| Newbold, adj Littlemoor Shops | | 09:21 | 10:21 | 11:21 | 12:21 | 13:21 | 14:21 | 15:21 | 16:21 | 17:21 | 18:21 | 19:21 | 20:21 | 21:20 |
| Chesterfield, Stephenson Place (Stop K2) | *arr* | 09:30 | 10:31 | 11:31 | 12:31 | 13:31 | 14:31 | 15:31 | 16:31 | 17:30 | 18:30 | 19:30 | 20:30 | 21:29 |
| Chesterfield, Stephenson Place (Stop K2) | *dep* | 09:35 | 10:35 | 11:35 | 12:35 | 13:35 | 14:35 | 15:35 | 16:35 | 17:35 | 18:35 | 19:35 | 20:35 | 21:35 |
| Calow, adj Chesterfield Royal Hospital Stop 2 | | 09:42 | 10:42 | 11:42 | 12:42 | 13:42 | 14:42 | 15:42 | 16:42 | 17:42 | 18:42 | 19:42 | 20:42 | 21:42 |
| Arkwright Town, Adj Community Centre | | 09:48 | 10:48 | 11:48 | 12:48 | 13:48 | 14:48 | 15:48 | 16:48 | 17:48 | 18:48 | 19:48 | 20:48 | 21:48 |
| Carr Vale, Carr Vale Road (NE-bound) | | 09:58 | 10:58 | 11:58 | 12:58 | 13:58 | 14:58 | 15:58 | 16:58 | 17:58 | 18:58 | 19:57 | 20:57 | 21:57 |
| Bolsover, Market Place (Stop 1) | | 10:05 | 11:05 | 12:05 | 13:05 | 14:05 | 15:05 | 16:05 | 17:05 | 18:05 | 19:05 | 20:04 | 21:04 | 22:04 |
| Hillstown, adj Water Tower | *arr* | 10:08 | 11:08 | 12:08 | 13:08 | 14:08 | 15:08 | 16:08 | 17:08 | 18:08 | 19:08 | 20:07 | 21:07 | 22:07 |

*Compiled from data for the period Fri 23-Jun-2023 to Thu 29-Jun-2023.*

# 48A Clay Cross - Hasland

*Hulleys of Baslow*

## Mondays to Fridays

| | | |
|---|---|---|
| Clay Cross, Bus Station (Stand 2) | *dep* | 07:20 |
| North Wingfield, Adj Miners Welfare | | 07:24 |
| Holmewood, Adj Churchland Avenue | | 07:28 |
| Holmewood, adj Devonshire Terrace | | 07:31 |
| Heath, Opp Church | | 07:36 |
| Sutton Lane after Sutton Lane Junction, Sutton Scarsdale | | 07:39 |
| Calow, Opp Lawn Villas | | 07:45 |
| Calow, Adj Allpits Road | | 07:50 |
| Hady, Adj Houldsworth Drive | | 07:56 |
| Hasland, adj Outwood Academy Hasland Hall | *arr* | 08:00 |

*Compiled from data for the period Fri 23-Jun-2023 to Thu 29-Jun-2023.*

# 48A Hasland - Sutton Lane before Sutton Lane Junction

*Hulleys of Baslow*

## Mondays to Fridays

| | | |
|---|---|---|
| Hasland, adj Outwood Academy Hasland Hall | *dep* | 14:40 |
| Hady, Opp Houldsworth Drive | | 14:44 |
| Calow, Adj Allpits Road | | 14:48 |
| Calow, Adj Lawn Villas | | 14:50 |
| Arkwright Town, Opp Deepsick Bungalow | | 14:55 |
| Sutton Lane before Sutton Lane Junction, Sutton Scarsdale | *arr* | 14:58 |

*Compiled from data for the period Fri 23-Jun-2023 to Thu 29-Jun-2023.*

# 512 Middlecroft - Chesterfield

*TM Travel*

## Mondays to Fridays

| | | | |
|---|---|---|---|
| Middlecroft, Opp Springwell School | *dep* | 14:45 | 15:15 |
| Brimington, Hall Road (W-bound) | | 14:55 | 15:25 |
| Calow, opp Church | | 15:05 | 15:35 |
| Chesterfield, Adj Clayton Street | *arr* | 15:10 | 15:40 |
| Notes | | [1] | [2] |

*[1] Only runs on Friday (Fri 23-Jun-2023)*
*[2] Doesn't run on Friday (Fri 23-Jun-2023)*
*Compiled from data for the period Fri 23-Jun-2023 to Thu 29-Jun-2023.*

# 512 Chesterfield - Middlecroft

*TM Travel*

## Mondays to Fridays

| | | |
|---|---|---|
| Chesterfield, Opp Clayton Street | *dep* | 07:45 |
| Calow, adj Church | | 07:50 |
| Brimington, Hall Road (W-bound) | | 08:00 |
| Middlecroft, Opp Springwell School | *arr* | 08:22 |

*Compiled from data for the period Fri 23-Jun-2023 to Thu 29-Jun-2023.*

# 55 Cotes Park - Calow

*Hulleys of Baslow*

Mondays to Fridays

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cotes Park, Adj Wimsey Way | *dep* | | | | | | | | | | | 16:35 | 17:35 | 18:35 | | |
| Alfreton, Bus Station (Bay 4) | | 06:30 | 07:30 | 08:30 | 09:30 | 10:30 | 11:30 | 12:30 | 13:30 | 14:30 | 15:30 | 16:45 | 17:45 | 18:45 | 20:15 | 22:15 |
| Shirland, Adj Common Lane | | 06:38 | 07:38 | 08:38 | 09:38 | 10:38 | 11:38 | 12:38 | 13:38 | 14:38 | 15:38 | 16:53 | 17:53 | 18:53 | 20:21 | 22:21 |
| Stonebroom, Kingsley Crescent (E-bound) | | 06:43 | 07:43 | 08:43 | 09:43 | 10:43 | 11:43 | 12:43 | 13:43 | 14:43 | 15:43 | 16:58 | 17:58 | 18:58 | 20:24 | 22:24 |
| Morton, Opp Sitwell Villas | | 06:50 | 07:50 | 08:50 | 09:50 | 10:50 | 11:50 | 12:50 | 13:50 | 14:50 | 15:50 | 17:05 | 18:05 | 19:05 | 20:29 | 22:29 |
| Tibshelf, White Hart Inn (N-bound) | | 07:00 | 08:00 | 09:00 | 10:00 | 11:00 | 12:00 | 13:00 | 14:00 | 15:00 | 16:00 | 17:15 | 18:15 | 19:15 | 20:35 | 22:35 |
| Pilsley, Church Street (NW-bound) | | 07:05 | 08:05 | 09:05 | 10:05 | 11:05 | 12:05 | 13:05 | 14:05 | 15:05 | 16:05 | 17:20 | 18:20 | 19:20 | 20:40 | 22:40 |
| North Wingfield, Adj Chatsworth Drive | | 07:11 | 08:11 | 09:11 | 10:11 | 11:11 | 12:11 | 13:11 | 14:11 | 15:11 | 16:11 | 17:26 | 18:26 | 19:26 | 20:46 | 22:46 |
| Clay Cross, Bus Station (Stand 5) | | 07:16 | 08:16 | 09:16 | 10:16 | 11:16 | 12:16 | 13:16 | 14:16 | 15:16 | 16:16 | 17:31 | 18:31 | 19:31 | 20:50 | 22:50 |
| Wingerworth, Deerlands Road Bottom (NE-bound) | | 07:23 | 08:23 | 09:23 | 10:23 | 11:23 | 12:23 | 13:23 | 14:23 | 15:23 | 16:23 | 17:38 | 18:38 | 19:38 | 20:57 | 22:57 |
| Wingerworth, Adj Allendale Road Shops | | 07:26 | 08:26 | 09:26 | 10:26 | 11:26 | 12:26 | 13:26 | 14:26 | 15:26 | 16:26 | 17:41 | 18:41 | 19:41 | 20:59 | 22:59 |
| Birdholme, Adj Turning Circle | | 07:29 | 08:29 | 09:29 | 10:29 | 11:29 | 12:29 | 13:29 | 14:29 | 15:29 | 16:29 | 17:44 | 18:44 | 19:44 | 21:02 | 23:02 |
| Chesterfield, New Beetwell Street (Stop B12) | | 07:40 | 08:40 | 09:40 | 10:40 | 11:40 | 12:40 | 13:40 | 14:40 | 15:40 | 16:40 | 17:55 | 18:55 | 19:55 | 21:10 | 23:10 |
| Chesterfield, Adj Railway Station | | | 08:45 | 09:45 | 10:45 | 11:45 | 12:45 | 13:45 | | 15:45 | 16:45 | 18:00 | 19:00 | | | |
| Calow, adj Chesterfield Royal Hospital Stop 1 | *arr* | | 08:50 | 09:50 | 10:50 | 11:50 | 12:50 | 13:50 | | 15:50 | 16:50 | 18:05 | 19:05 | | | |

*Compiled from data for the period Fri 23-Jun-2023 to Thu 29-Jun-2023.*

# 55 Cotes Park - Calow

*Hulleys of Baslow*

## Saturdays

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cotes Park, Adj Wimsey Way | *dep* | | | | | | | | | | | | 16:35 | 17:35 | 18:35 | | |
| Alfreton, Bus Station (Bay 4) | | 06:30 | 07:30 | 08:30 | 09:30 | 10:30 | 11:30 | 12:30 | 13:30 | 14:30 | 15:30 | 16:45 | 17:45 | 18:45 | 20:15 | 22:15 |
| Shirland, Adj Common Lane | | 06:38 | 07:38 | 08:38 | 09:38 | 10:38 | 11:38 | 12:38 | 13:38 | 14:38 | 15:38 | 16:53 | 17:53 | 18:53 | 20:21 | 22:21 |
| Stonebroom, Kingsley Crescent (E-bound) | | 06:43 | 07:43 | 08:43 | 09:43 | 10:43 | 11:43 | 12:43 | 13:43 | 14:43 | 15:43 | 16:58 | 17:58 | 18:58 | 20:24 | 22:24 |
| Morton, Opp Sitwell Villas | | 06:50 | 07:50 | 08:50 | 09:50 | 10:50 | 11:50 | 12:50 | 13:50 | 14:50 | 15:50 | 17:05 | 18:05 | 19:05 | 20:29 | 22:29 |
| Tibshelf, White Hart Inn (N-bound) | | 07:00 | 08:00 | 09:00 | 10:00 | 11:00 | 12:00 | 13:00 | 14:00 | 15:00 | 16:00 | 17:15 | 18:15 | 19:15 | 20:35 | 22:35 |
| Pilsley, Church Street (NW-bound) | | 07:05 | 08:05 | 09:05 | 10:05 | 11:05 | 12:05 | 13:05 | 14:05 | 15:05 | 16:05 | 17:20 | 18:20 | 19:20 | 20:40 | 22:40 |
| North Wingfield, Adj Chatsworth Drive | | 07:11 | 08:11 | 09:11 | 10:11 | 11:11 | 12:11 | 13:11 | 14:11 | 15:11 | 16:11 | 17:26 | 18:26 | 19:26 | 20:46 | 22:46 |
| Clay Cross, Bus Station (Stand 5) | | 07:16 | 08:16 | 09:16 | 10:16 | 11:16 | 12:16 | 13:16 | 14:16 | 15:16 | 16:16 | 17:31 | 18:31 | 19:31 | 20:50 | 22:50 |
| Wingerworth, Deerlands Road Bottom (NE-bound) | | 07:23 | 08:23 | 09:23 | 10:23 | 11:23 | 12:23 | 13:23 | 14:23 | 15:23 | 16:23 | 17:38 | 18:38 | 19:38 | 20:57 | 22:57 |
| Wingerworth, Adj Allendale Road Shops | | 07:26 | 08:26 | 09:26 | 10:26 | 11:26 | 12:26 | 13:26 | 14:26 | 15:26 | 16:26 | 17:41 | 18:41 | 19:41 | 20:59 | 22:59 |
| Birdholme, Adj Turning Circle | | 07:29 | 08:29 | 09:29 | 10:29 | 11:29 | 12:29 | 13:29 | 14:29 | 15:29 | 16:29 | 17:44 | 18:44 | 19:44 | 21:02 | 23:02 |
| Chesterfield, New Beetwell Street (Stop B12) | | 07:40 | 08:40 | 09:40 | 10:40 | 11:40 | 12:40 | 13:40 | 14:40 | 15:40 | 16:40 | 17:55 | 18:55 | 19:55 | 21:10 | 23:10 |
| Chesterfield, Adj Railway Station | | | 08:45 | 09:45 | 10:45 | 11:45 | 12:45 | 13:45 | 14:45 | 15:45 | 16:45 | 18:00 | 19:00 | | | |
| Calow, adj Chesterfield Royal Hospital Stop 1 | *arr* | | 08:50 | 09:50 | 10:50 | 11:50 | 12:50 | 13:50 | 14:50 | 15:50 | 16:50 | 18:05 | 19:05 | | | |

*Compiled from data for the period Fri 23-Jun-2023 to Thu 29-Jun-2023.*

# 55 Alfreton - Chesterfield

*Hulleys of Baslow*

## Sundays

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Alfreton, Bus Station (Bay 4) | *dep* | 08:15 | 09:15 | 10:15 | 11:15 | 12:15 | 13:15 | 14:15 | 15:15 | 16:15 | 17:15 | 18:15 | 20:15 | 22:15 |
| Shirland, Adj Common Lane | | 08:21 | 09:21 | 10:21 | 11:21 | 12:21 | 13:21 | 14:21 | 15:21 | 16:21 | 17:21 | 18:21 | 20:21 | 22:21 |
| Stonebroom, Kingsley Crescent (E-bound) | | 08:24 | 09:24 | 10:24 | 11:24 | 12:24 | 13:24 | 14:24 | 15:24 | 16:24 | 17:24 | 18:24 | 20:24 | 22:24 |
| Morton, Opp Church Lane | | 08:29 | 09:29 | 10:29 | 11:29 | 12:29 | 13:29 | 14:29 | 15:29 | 16:29 | 17:29 | 18:29 | 20:29 | 22:29 |
| Tibshelf, White Hart Inn (N-bound) | | 08:35 | 09:35 | 10:35 | 11:35 | 12:35 | 13:35 | 14:35 | 15:35 | 16:35 | 17:35 | 18:35 | 20:35 | 22:35 |
| Pilsley, Church Street (NW-bound) | | 08:40 | 09:40 | 10:40 | 11:40 | 12:40 | 13:40 | 14:40 | 15:40 | 16:40 | 17:40 | 18:40 | 20:40 | 22:40 |
| North Wingfield, Adj Chatsworth Drive | | 08:46 | 09:46 | 10:46 | 11:46 | 12:46 | 13:46 | 14:46 | 15:46 | 16:46 | 17:46 | 18:46 | 20:46 | 22:46 |
| Clay Cross, Bus Station (Stand 5) | | 08:50 | 09:50 | 10:50 | 11:50 | 12:50 | 13:50 | 14:50 | 15:50 | 16:50 | 17:50 | 18:50 | 20:50 | 22:50 |
| Wingerworth, Deerlands Road Bottom (NE-bound) | | 08:57 | 09:57 | 10:57 | 11:57 | 12:57 | 13:57 | 14:57 | 15:57 | 16:57 | 17:57 | 18:57 | 20:57 | 22:57 |
| Wingerworth, Adj Allendale Road Shops | | 08:59 | 09:59 | 10:59 | 11:59 | 12:59 | 13:59 | 14:59 | 15:59 | 16:59 | 17:59 | 18:59 | 20:59 | 22:59 |
| Birdholme, Adj Turning Circle | | 09:02 | 10:02 | 11:02 | 12:02 | 13:02 | 14:02 | 15:02 | 16:02 | 17:02 | 18:02 | 19:02 | 21:02 | 23:02 |
| Chesterfield, New Beetwell Street (Stop B12) | *arr* | 09:10 | 10:10 | 11:10 | 12:10 | 13:10 | 14:10 | 15:10 | 16:10 | 17:10 | 18:10 | 19:10 | 21:10 | 23:10 |

*Compiled from data for the period Fri 23-Jun-2023 to Thu 29-Jun-2023.*

# 55 Calow - Cotes Park

*Hulleys of Baslow*

Mondays to Fridays

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Calow, adj Chesterfield Royal Hospital Stop 1 | *dep* | | | | 09:00 | 10:00 | 11:00 | 12:00 | 13:00 | 14:00 | 15:00 | 16:00 | 17:00 | 18:05 | 19:05 | | |
| Chesterfield, Adj Railway Station | | | | | 09:05 | 10:05 | 11:05 | 12:05 | 13:05 | 14:05 | 15:05 | 16:05 | 17:05 | 18:10 | 19:10 | | |
| Chesterfield, New Beetwell Street (Stop B12) | | 06:00 | 07:00 | 08:15 | 09:15 | 10:15 | 11:15 | 12:15 | 13:15 | 14:15 | 15:15 | 16:15 | 17:15 | 18:15 | 19:15 | 21:15 | 23:15 |
| Birdholme, opp Turning Circle | | 06:08 | 07:08 | 08:23 | 09:23 | 10:23 | 11:23 | 12:23 | 13:23 | 14:23 | 15:23 | 16:23 | 17:23 | 18:22 | 19:22 | 21:22 | 23:22 |
| Wingerworth, Opp Allendale Road Shops | | 06:11 | 07:11 | 08:26 | 09:26 | 10:26 | 11:26 | 12:26 | 13:26 | 14:26 | 15:26 | 16:26 | 17:26 | 18:25 | 19:25 | 21:25 | 23:25 |
| Wingerworth, Deerlands Road Bottom (SW-bound) | | 06:14 | 07:14 | 08:29 | 09:29 | 10:29 | 11:29 | 12:29 | 13:29 | 14:29 | 15:29 | 16:29 | 17:29 | 18:27 | 19:27 | 21:27 | 23:27 |
| Clay Cross, Opp New Inn | | 06:22 | 07:22 | 08:37 | 09:37 | 10:37 | 11:37 | 12:37 | 13:37 | 14:37 | 15:37 | 16:37 | 17:37 | 18:34 | 19:34 | 21:34 | 23:34 |
| North Wingfield, Opp Chatsworth Drive | | 06:26 | 07:26 | 08:41 | 09:41 | 10:41 | 11:41 | 12:41 | 13:41 | 14:41 | 15:41 | 16:41 | 17:41 | 18:37 | 19:37 | 21:37 | 23:37 |
| Pilsley, Church Street (SE-bound) | | 06:32 | 07:32 | 08:47 | 09:47 | 10:47 | 11:47 | 12:47 | 13:47 | 14:47 | 15:47 | 16:47 | 17:47 | 18:42 | 19:42 | 21:42 | 23:42 |
| Tibshelf, Opp White Hart Inn | | 06:38 | 07:38 | 08:53 | 09:53 | 10:53 | 11:53 | 12:53 | 13:53 | 14:53 | 15:53 | 16:53 | 17:53 | 18:47 | 19:47 | 21:47 | 23:47 |
| Morton, Opp Sitwell Villas | | 06:46 | 07:46 | 09:01 | 10:01 | 11:01 | 12:01 | 13:01 | 14:01 | 15:01 | 16:01 | 17:01 | 18:01 | 18:53 | 19:53 | 21:53 | 23:53 |
| Stonebroom, Kingsley Crescent (W-bound) | | 06:53 | 07:53 | 09:08 | 10:08 | 11:08 | 12:08 | 13:08 | 14:08 | 15:08 | 16:08 | 17:08 | 18:08 | 18:58 | 19:58 | 21:58 | 23:58 |
| Shirland, Opp Common Lane | | 06:59 | 07:59 | 09:14 | 10:14 | 11:14 | 12:14 | 13:14 | 14:14 | 15:14 | 16:14 | 17:14 | 18:14 | 19:03 | 20:03 | 22:03 | 00:03 (ND) |
| Alfreton, Bus Station (Bay 4) | | 07:10 | 08:10 | 09:25 | 10:25 | 11:25 | 12:25 | 13:25 | 14:25 | 15:25 | 16:25 | 17:25 | 18:25 | 19:10 | 20:10 | 22:10 | 00:10 (ND) |
| Cotes Park, Adj Wimsey Way | *arr* | 07:20 | 08:20 | | | | | | | | | | | | | | |

*Compiled from data for the period Fri 23-Jun-2023 to Thu 29-Jun-2023.*

# 55 Calow - Cotes Park

*Hulleys of Baslow*

## Saturdays

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Calow, adj Chesterfield Royal Hospital Stop 1 | *dep* | | | | 09:00 | 10:00 | 11:00 | 12:00 | 13:00 | 14:00 | 15:00 | 16:00 | 17:00 | 18:05 | 19:05 | | |
| Chesterfield, Adj Railway Station | | | | | 09:05 | 10:05 | 11:05 | 12:05 | 13:05 | 14:05 | 15:05 | 16:05 | 17:05 | 18:10 | 19:10 | | |
| Chesterfield, New Beetwell Street (Stop B12) | | 06:00 | 07:00 | 08:15 | 09:15 | 10:15 | 11:15 | 12:15 | 13:15 | 14:15 | 15:15 | 16:15 | 17:15 | 18:15 | 19:15 | 21:15 | 23:15 |
| Birdholme, opp Turning Circle | | 06:08 | 07:08 | 08:23 | 09:23 | 10:23 | 11:23 | 12:23 | 13:23 | 14:23 | 15:23 | 16:23 | 17:23 | 18:22 | 19:22 | 21:22 | 23:22 |
| Wingerworth, Opp Allendale Road Shops | | 06:11 | 07:11 | 08:26 | 09:26 | 10:26 | 11:26 | 12:26 | 13:26 | 14:26 | 15:26 | 16:26 | 17:26 | 18:25 | 19:25 | 21:25 | 23:25 |
| Wingerworth, Deerlands Road Bottom (SW-bound) | | 06:14 | 07:14 | 08:29 | 09:29 | 10:29 | 11:29 | 12:29 | 13:29 | 14:29 | 15:29 | 16:29 | 17:29 | 18:27 | 19:27 | 21:27 | 23:27 |
| Clay Cross, Opp New Inn | | 06:22 | 07:22 | 08:37 | 09:37 | 10:37 | 11:37 | 12:37 | 13:37 | 14:37 | 15:37 | 16:37 | 17:37 | 18:34 | 19:34 | 21:34 | 23:34 |
| North Wingfield, Opp Chatsworth Drive | | 06:26 | 07:26 | 08:41 | 09:41 | 10:41 | 11:41 | 12:41 | 13:41 | 14:41 | 15:41 | 16:41 | 17:41 | 18:37 | 19:37 | 21:37 | 23:37 |
| Pilsley, Church Street (SE-bound) | | 06:32 | 07:32 | 08:47 | 09:47 | 10:47 | 11:47 | 12:47 | 13:47 | 14:47 | 15:47 | 16:47 | 17:47 | 18:42 | 19:42 | 21:42 | 23:42 |
| Tibshelf, Opp White Hart Inn | | 06:38 | 07:38 | 08:53 | 09:53 | 10:53 | 11:53 | 12:53 | 13:53 | 14:53 | 15:53 | 16:53 | 17:53 | 18:47 | 19:47 | 21:47 | 23:47 |
| Morton, Opp Sitwell Villas | | 06:46 | 07:46 | 09:01 | 10:01 | 11:01 | 12:01 | 13:01 | 14:01 | 15:01 | 16:01 | 17:01 | 18:01 | 18:53 | 19:53 | 21:53 | 23:53 |
| Stonebroom, Kingsley Crescent (W-bound) | | 06:53 | 07:53 | 09:08 | 10:08 | 11:08 | 12:08 | 13:08 | 14:08 | 15:08 | 16:08 | 17:08 | 18:08 | 18:58 | 19:58 | 21:58 | 23:58 |
| Shirland, Opp Common Lane | | 06:59 | 07:59 | 09:14 | 10:14 | 11:14 | 12:14 | 13:14 | 14:14 | 15:14 | 16:14 | 17:14 | 18:14 | 19:03 | 20:03 | 22:03 | 00:03 (ND) |
| Alfreton, Bus Station (Bay 4) | | 07:10 | 08:10 | 09:25 | 10:25 | 11:25 | 12:25 | 13:25 | 14:25 | 15:25 | 16:25 | 17:25 | 18:25 | 19:10 | 20:10 | 22:10 | 00:10 (ND) |
| Cotes Park, Adj Wimsey Way | *arr* | 07:20 | 08:20 | | | | | | | | | | | | | | |

*Compiled from data for the period Fri 23-Jun-2023 to Thu 29-Jun-2023.*

# 55 Chesterfield - Alfreton

*Hulleys of Baslow*

## Sundays

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chesterfield, New Beetwell Street (Stop B12) | *dep* | 08:15 | 09:15 | 10:15 | 11:15 | 12:15 | 13:15 | 14:15 | 15:15 | 16:15 | 17:15 | 19:15 | 21:15 | 23:15 |
| Birdholme, opp Turning Circle | | 08:22 | 09:22 | 10:22 | 11:22 | 12:22 | 13:22 | 14:22 | 15:22 | 16:22 | 17:22 | 19:22 | 21:22 | 23:22 |
| Wingerworth, Opp Allendale Road Shops | | 08:25 | 09:25 | 10:25 | 11:25 | 12:25 | 13:25 | 14:25 | 15:25 | 16:25 | 17:25 | 19:25 | 21:25 | 23:25 |
| Wingerworth, Deerlands Road Bottom (SW-bound) | | 08:27 | 09:27 | 10:27 | 11:27 | 12:27 | 13:27 | 14:27 | 15:27 | 16:27 | 17:27 | 19:27 | 21:27 | 23:27 |
| Clay Cross, Opp New Inn | | 08:34 | 09:34 | 10:34 | 11:34 | 12:34 | 13:34 | 14:34 | 15:34 | 16:34 | 17:34 | 19:34 | 21:34 | 23:34 |
| North Wingfield, Opp Chatsworth Drive | | 08:37 | 09:37 | 10:37 | 11:37 | 12:37 | 13:37 | 14:37 | 15:37 | 16:37 | 17:37 | 19:37 | 21:37 | 23:37 |
| Pilsley, Church Street (SE-bound) | | 08:42 | 09:42 | 10:42 | 11:42 | 12:42 | 13:42 | 14:42 | 15:42 | 16:42 | 17:42 | 19:42 | 21:42 | 23:42 |
| Tibshelf, Opp White Hart Inn | | 08:47 | 09:47 | 10:47 | 11:47 | 12:47 | 13:47 | 14:47 | 15:47 | 16:47 | 17:47 | 19:47 | 21:47 | 23:47 |
| Morton, Opp Church Lane | | 08:53 | 09:53 | 10:53 | 11:53 | 12:53 | 13:53 | 14:53 | 15:53 | 16:53 | 17:53 | 19:53 | 21:53 | 23:53 |
| Stonebroom, Kingsley Crescent (W-bound) | | 08:58 | 09:58 | 10:58 | 11:58 | 12:58 | 13:58 | 14:58 | 15:58 | 16:58 | 17:58 | 19:58 | 21:58 | 23:58 |
| Shirland, Opp Common Lane | | 09:03 | 10:03 | 11:03 | 12:03 | 13:03 | 14:03 | 15:03 | 16:03 | 17:03 | 18:03 | 20:03 | 22:03 | 00:03 (ND) |
| Alfreton, Bus Station (Bay 4) | *arr* | 09:10 | 10:10 | 11:10 | 12:10 | 13:10 | 14:10 | 15:10 | 16:10 | 17:10 | 18:10 | 20:10 | 22:10 | 00:10 (ND) |

*Compiled from data for the period Fri 23-Jun-2023 to Thu 29-Jun-2023.*

# 80 Sheffield Centre - Chesterfield

*Stagecoach Yorkshire*

Mondays to Fridays

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sheffield Centre, Eyre Street/Moor Market ES3 (ES3) | *dep* | | | 07:44 | 08:47 | 09:47 | 10:47 | 11:17 | 12:17 | 13:17 | 14:17 | 15:17 | 16:17 | 16:59 | 17:59 | 19:00 |
| Handsworth, opp Handsworth Road/Richmond Road | | | | 07:57 | 09:00 | 10:00 | 11:00 | 11:30 | 12:30 | 13:30 | 14:30 | 15:30 | 16:31 | 17:14 | 18:14 | 19:12 |
| Cross Street at Cross Street/Tannery Street, Woodhouse | | | | 08:06 | 09:09 | 10:09 | 11:09 | 11:39 | 12:39 | 13:39 | 14:40 | 15:40 | 16:41 | 17:24 | 18:23 | 19:21 |
| Beighton, Adj Queens Road/Robin Lane | | | | 08:12 | 09:15 | 10:15 | 11:15 | 11:45 | 12:45 | 13:45 | 14:46 | 15:46 | 16:48 | 17:31 | 18:29 | 19:27 |
| Crystal Peaks, Crystal Peaks/CP2 (CP2) | | | | 08:19 | 09:22 | 10:22 | 11:22 | 11:52 | 12:52 | 13:52 | 14:53 | 15:53 | 16:55 | 17:38 | 18:36 | 19:34 |
| Sothall, opp Hartland Avenue/Delamere Close | | | | 08:26 | 09:28 | 10:28 | 11:28 | 11:58 | 12:58 | 13:58 | 14:59 | 15:59 | 17:01 | 17:44 | 18:42 | 19:39 |
| Killamarsh, opp Mulberry Way | | | 06:28 | 08:34 | 09:36 | 10:36 | 11:36 | 12:06 | 13:06 | 14:06 | 15:08 | 16:08 | 17:10 | 17:52 | 18:50 | 19:47 |
| Killamarsh, adj Bridge Street setting down | | | 06:33 | 08:40 | 09:42 | 10:42 | 11:42 | 12:12 | 13:12 | 14:12 | 15:14 | 16:14 | 17:16 | 17:59 | 18:57 | 19:53 |
| Killamarsh, Opp Bridge Street | | | 06:34 | 08:41 | 09:43 | 10:43 | 11:43 | 12:13 | 13:13 | 14:13 | 15:15 | 16:15 | 17:17 | 18:00 | 18:58 | |
| Norwood, Adj Rotherham Road Roundabout | | | 06:37 | 08:44 | 09:46 | 10:46 | 11:46 | 12:16 | 13:16 | 14:16 | 15:18 | 16:18 | 17:20 | 18:03 | 19:01 | |
| High Moor, Adj Woodall Road | | | 06:40 | 08:47 | 09:49 | 10:49 | 11:49 | 12:19 | 13:19 | 14:19 | 15:21 | 16:21 | 17:23 | 18:06 | 19:04 | |
| Spinkhill, Adj Turning Circle | | | 06:44 | 08:51 | 09:53 | 10:53 | 11:53 | 12:23 | 13:23 | 14:23 | 15:25 | 16:25 | 17:27 | 18:10 | 19:08 | |
| Renishaw, adj Community Hall | | | 06:48 | 08:55 | 09:57 | 10:57 | 11:57 | 12:27 | 13:27 | 14:27 | 15:29 | 16:29 | 17:31 | 18:14 | 19:12 | |
| Mastin Moor, adj Miners Welfare | | | 06:53 | 09:01 | 10:03 | 11:03 | 12:03 | 12:33 | 13:33 | 14:33 | 15:35 | 16:35 | 17:37 | 18:19 | 19:17 | |
| Staveley, Market Street (Stop 3) | | | 07:02 | 09:10 | 10:12 | 11:12 | 12:12 | 12:42 | 13:42 | 14:43 | 15:45 | 16:45 | 17:47 | 18:28 | 19:26 | |
| Brimington, Hall Road (W-bound) | | 06:25 | 07:14 | 09:20 | 10:20 | 11:20 | 12:20 | 12:50 | 13:50 | 14:52 | 15:54 | 16:54 | 17:56 | 18:36 | 19:34 | |
| Calow, adj Chesterfield Royal Hospital Stop 1 | | 06:37 | 07:26 | 09:32 | 10:32 | 11:32 | 12:32 | 13:02 | 14:02 | 15:05 | 16:07 | 17:07 | 18:09 | 18:48 | 19:46 | |
| Hady, Adj Houldsworth Drive | | 06:40 | 07:29 | 09:35 | 10:35 | 11:35 | 12:35 | 13:05 | 14:05 | 15:08 | 16:10 | 17:10 | 18:12 | 18:51 | 19:49 | |
| Spital, Opp Taylor Crescent | | 06:43 | 07:32 | 09:38 | 10:38 | 11:38 | 12:38 | 13:08 | 14:08 | 15:11 | 16:13 | 17:13 | 18:15 | 18:54 | 19:52 | |
| Chesterfield, New Beetwell Street (Stop B5) | *arr* | 06:50 | 07:40 | 09:45 | 10:45 | 11:45 | 12:45 | 13:15 | 14:15 | 15:20 | 16:23 | 17:23 | 18:24 | 19:01 | 19:59 | |

*Compiled from data for the period Fri 23-Jun-2023 to Thu 29-Jun-2023.*

# 80 Sheffield Centre - Chesterfield

*Stagecoach Yorkshire*

## Saturdays

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sheffield Centre, Eyre Street/Moor Market ES3 (ES3) | *dep* | | 07:27 | 08:23 | 09:20 | 10:18 | 11:18 | 12:18 | 13:18 | 14:18 | 15:18 | 16:18 | 17:18 | 18:15 | 19:10 |
| Handsworth, opp Handsworth Road/Richmond Road | | | 07:39 | 08:35 | 09:32 | 10:31 | 11:31 | 12:31 | 13:31 | 14:31 | 15:31 | 16:31 | 17:31 | 18:27 | 19:22 |
| Cross Street at Cross Street/Tannery Street, Woodhouse | | | 07:47 | 08:43 | 09:40 | 10:40 | 11:40 | 12:40 | 13:40 | 14:40 | 15:40 | 16:40 | 17:40 | 18:36 | 19:31 |
| Beighton, Adj Queens Road/Robin Lane | | | 07:53 | 08:49 | 09:46 | 10:46 | 11:46 | 12:46 | 13:46 | 14:46 | 15:46 | 16:46 | 17:46 | 18:42 | 19:37 |
| Crystal Peaks, Crystal Peaks/CP2 (CP2) | | | 07:59 | 08:55 | 09:53 | 10:53 | 11:53 | 12:53 | 13:53 | 14:53 | 15:53 | 16:53 | 17:53 | 18:49 | 19:43 |
| Sothall, opp Hartland Avenue/Delamere Close | | | 08:04 | 09:00 | 09:59 | 10:59 | 11:59 | 12:59 | 13:59 | 14:59 | 15:59 | 16:59 | 17:58 | 18:54 | 19:48 |
| Killamarsh, opp Mulberry Way | | 07:14 | 08:12 | 09:08 | 10:07 | 11:07 | 12:07 | 13:07 | 14:07 | 15:07 | 16:07 | 17:07 | 18:05 | 19:01 | 19:55 |
| Killamarsh, adj Bridge Street setting down | | 07:19 | 08:17 | 09:13 | 10:13 | 11:13 | 12:13 | 13:13 | 14:13 | 15:13 | 16:13 | 17:13 | 18:10 | 19:06 | 20:00 |
| Killamarsh, Opp Bridge Street | | 07:20 | 08:18 | 09:14 | 10:14 | 11:14 | 12:14 | 13:14 | 14:14 | 15:14 | 16:14 | 17:14 | 18:11 | 19:07 | |
| Norwood, Adj Rotherham Road Roundabout | | 07:23 | 08:21 | 09:17 | 10:17 | 11:17 | 12:17 | 13:17 | 14:17 | 15:17 | 16:17 | 17:17 | 18:14 | 19:10 | |
| High Moor, Adj Woodall Road | | 07:26 | 08:24 | 09:20 | 10:20 | 11:20 | 12:20 | 13:20 | 14:20 | 15:20 | 16:20 | 17:20 | 18:17 | 19:13 | |
| Spinkhill, Adj Turning Circle | | 07:29 | 08:27 | 09:24 | 10:24 | 11:24 | 12:24 | 13:24 | 14:24 | 15:24 | 16:24 | 17:24 | 18:20 | 19:16 | |
| Renishaw, adj Community Hall | | 07:32 | 08:30 | 09:28 | 10:28 | 11:28 | 12:28 | 13:28 | 14:28 | 15:28 | 16:28 | 17:28 | 18:23 | 19:19 | |
| Mastin Moor, adj Miners Welfare | | 07:37 | 08:35 | 09:34 | 10:34 | 11:34 | 12:34 | 13:34 | 14:34 | 15:34 | 16:34 | 17:34 | 18:28 | 19:24 | |
| Staveley, Market Street (Stop 3) | | 07:44 | 08:43 | 09:43 | 10:43 | 11:43 | 12:43 | 13:43 | 14:43 | 15:43 | 16:43 | 17:42 | 18:36 | 19:32 | |
| Brimington, Hall Road (W-bound) | | 07:52 | 08:51 | 09:51 | 10:51 | 11:51 | 12:51 | 13:51 | 14:51 | 15:51 | 16:51 | 17:50 | 18:44 | 19:40 | |
| Calow, adj Chesterfield Royal Hospital Stop 1 | | 08:04 | 09:03 | 10:03 | 11:03 | 12:03 | 13:03 | 14:03 | 15:03 | 16:03 | 17:03 | 18:02 | 18:56 | 19:52 | |
| Hady, Adj Houldsworth Drive | | 08:07 | 09:06 | 10:06 | 11:06 | 12:06 | 13:06 | 14:06 | 15:06 | 16:06 | 17:06 | 18:05 | 18:59 | 19:55 | |
| Spital, Opp Taylor Crescent | | 08:10 | 09:09 | 10:09 | 11:09 | 12:09 | 13:09 | 14:09 | 15:09 | 16:09 | 17:09 | 18:08 | 19:02 | 19:58 | |
| Chesterfield, New Beetwell Street (Stop B5) | *arr* | 08:16 | 09:16 | 10:16 | 11:16 | 12:16 | 13:16 | 14:16 | 15:16 | 16:16 | 17:16 | 18:14 | 19:08 | 20:04 | |

*Compiled from data for the period Fri 23-Jun-2023 to Thu 29-Jun-2023.*

# 80 Brimington - Chesterfield

*Stagecoach Yorkshire*

## Sundays

| | | | | |
|---|---|---|---|---|
| Brimington, Hall Road (W-bound) | *dep* | 19:50 | 20:50 | 21:50 |
| Calow, adj Chesterfield Royal Hospital Stop 1 | | 20:02 | 21:02 | 22:02 |
| Hady, Adj Houldsworth Drive | | 20:05 | 21:05 | 22:05 |
| Spital, Opp Taylor Crescent | | 20:08 | 21:08 | 22:08 |
| Chesterfield, New Beetwell Street (Stop B5) | *arr* | 20:14 | 21:14 | 22:14 |

*Compiled from data for the period Fri 23-Jun-2023 to Thu 29-Jun-2023.*

# 80 Chesterfield - Sheffield Centre

*Stagecoach Yorkshire*

Mondays to Fridays

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chesterfield, New Beetwell Street (Stop B5) | *dep* | | 06:28 | 07:32 | 08:33 | 09:03 | 10:03 | 11:03 | 12:03 | 13:03 | 13:33 | 14:38 | 15:38 | 16:44 | 17:34 |
| Chesterfield, Stephenson Place (Stop K2) | | 05:39 | 06:33 | 07:37 | 08:38 | 09:08 | 10:08 | 11:08 | 12:08 | 13:08 | 13:38 | 14:43 | 15:43 | 16:49 | 17:39 |
| Spital, Adj Taylor Crescent | | 05:45 | 06:39 | 07:43 | 08:44 | 09:14 | 10:14 | 11:14 | 12:14 | 13:14 | 13:44 | 14:49 | 15:50 | 16:56 | 17:46 |
| Hady, Opp Houldsworth Drive | | 05:48 | 06:42 | 07:46 | 08:47 | 09:17 | 10:17 | 11:17 | 12:17 | 13:17 | 13:47 | 14:52 | 15:53 | 16:59 | 17:49 |
| Calow, adj Chesterfield Royal Hospital Stop 2 | | 05:52 | 06:46 | 07:50 | 08:51 | 09:21 | 10:21 | 11:21 | 12:21 | 13:21 | 13:51 | 14:56 | 15:57 | 17:03 | 17:53 |
| Hollingwood, opp Ringwood Hall | | 06:04 | 06:58 | 08:03 | 09:04 | 09:34 | 10:34 | 11:34 | 12:34 | 13:34 | 14:04 | 15:09 | 16:11 | 17:18 | 18:06 |
| Staveley, Market Street (Stop 2) | | 06:09 | 07:04 | 08:10 | 09:10 | 09:40 | 10:40 | 11:40 | 12:40 | 13:40 | 14:10 | 15:16 | 16:18 | 17:25 | 18:13 |
| Mastin Moor, opp Miners Welfare | | 06:15 | 07:10 | 08:16 | 09:16 | 09:46 | 10:46 | 11:46 | 12:46 | 13:46 | 14:16 | 15:23 | 16:25 | 17:33 | 18:20 |
| Renishaw, opp Community Hall | | 06:20 | 07:15 | 08:21 | 09:21 | 09:51 | 10:51 | 11:51 | 12:51 | 13:51 | 14:21 | 15:28 | 16:30 | 17:38 | 18:25 |
| Spinkhill, Adj Turning Circle | | 06:26 | 07:21 | 08:27 | 09:27 | 09:57 | 10:57 | 11:57 | 12:57 | 13:57 | 14:27 | 15:34 | 16:36 | 17:44 | 18:31 |
| High Moor, Opp Woodall Road | | 06:30 | 07:25 | 08:31 | 09:31 | 10:01 | 11:01 | 12:01 | 13:01 | 14:01 | 14:31 | 15:38 | 16:40 | 17:47 | 18:34 |
| Norwood, opp Rotherham Road Roundabout | | 06:32 | 07:28 | 08:34 | 09:34 | 10:04 | 11:04 | 12:04 | 13:04 | 14:04 | 14:34 | 15:41 | 16:43 | 17:50 | 18:37 |
| Killamarsh, Bridge Street (SE-bound) | | 06:35 | 07:32 | 08:38 | 09:38 | 10:08 | 11:08 | 12:08 | 13:08 | 14:08 | 14:38 | 15:46 | 16:48 | 17:55 | 18:42 |
| Killamarsh, adj Mulberry Way | | 06:41 | 07:38 | 08:44 | 09:44 | 10:14 | 11:14 | 12:14 | 13:14 | 14:14 | 14:44 | 15:52 | 16:54 | 18:01 | 18:47 |
| Sothall, adj Hartland Avenue/Delamere Close | | 06:50 | 07:47 | 08:53 | 09:53 | 10:23 | 11:23 | 12:23 | 13:23 | 14:23 | 14:53 | 16:01 | 17:03 | 18:09 | 18:55 |
| Crystal Peaks, Crystal Peaks/CP7 (CP7) | | 06:57 | 07:54 | 09:00 | 10:00 | 10:30 | 11:30 | 12:30 | 13:30 | 14:30 | 15:00 | 16:09 | 17:11 | 18:16 | 19:02 |
| Beighton, Adj Robin Lane/Woodhouse Crescent | | 07:04 | 08:01 | 09:07 | 10:07 | 10:37 | 11:37 | 12:37 | 13:37 | 14:37 | 15:07 | 16:16 | 17:18 | 18:22 | |
| Woodhouse, adj Tannery Street/Tannery Close | | 07:10 | 08:07 | 09:13 | 10:13 | 10:43 | 11:43 | 12:43 | 13:43 | 14:43 | 15:13 | 16:22 | 17:24 | 18:28 | |
| Handsworth, adj Handsworth Road/Richmond Road | | 07:19 | 08:19 | 09:23 | 10:23 | 10:53 | 11:53 | 12:53 | 13:53 | 14:53 | 15:24 | 16:32 | 17:34 | 18:37 | |
| Sheffield Centre, Eyre Street/Moor Market ES3 (ES3) | *arr* | 07:34 | 08:37 | 09:37 | 10:37 | 11:07 | 12:07 | 13:07 | 14:07 | 15:08 | 15:39 | 16:47 | 17:49 | 18:51 | |

*Compiled from data for the period Fri 23-Jun-2023 to Thu 29-Jun-2023.*

# 80 Chesterfield - Sheffield Centre

*Stagecoach Yorkshire*

## Saturdays

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chesterfield, New Beetwell Street (Stop B5) | *dep* | | 07:21 | 08:14 | 09:11 | 10:08 | 11:08 | 12:08 | 13:08 | 14:08 | 15:08 | 16:08 | 17:11 |
| Chesterfield, Stephenson Place (Stop K2) | | 06:29 | 07:26 | 08:19 | 09:16 | 10:13 | 11:13 | 12:13 | 13:13 | 14:13 | 15:13 | 16:13 | 17:16 |
| Spital, Adj Taylor Crescent | | 06:34 | 07:31 | 08:24 | 09:21 | 10:19 | 11:19 | 12:19 | 13:19 | 14:19 | 15:19 | 16:19 | 17:22 |
| Hady, Opp Houldsworth Drive | | 06:37 | 07:34 | 08:27 | 09:24 | 10:22 | 11:22 | 12:22 | 13:22 | 14:22 | 15:22 | 16:22 | 17:25 |
| Calow, adj Chesterfield Royal Hospital Stop 2 | | 06:40 | 07:37 | 08:30 | 09:27 | 10:26 | 11:26 | 12:26 | 13:26 | 14:26 | 15:26 | 16:26 | 17:29 |
| Hollingwood, opp Ringwood Hall | | 06:52 | 07:49 | 08:42 | 09:39 | 10:39 | 11:39 | 12:39 | 13:39 | 14:39 | 15:39 | 16:39 | 17:42 |
| Staveley, Market Street (Stop 2) | | 06:58 | 07:55 | 08:48 | 09:45 | 10:45 | 11:45 | 12:45 | 13:45 | 14:45 | 15:45 | 16:45 | 17:48 |
| Mastin Moor, opp Miners Welfare | | 07:04 | 08:01 | 08:54 | 09:51 | 10:51 | 11:51 | 12:51 | 13:51 | 14:51 | 15:51 | 16:51 | 17:54 |
| Renishaw, opp Community Hall | | 07:09 | 08:06 | 08:59 | 09:56 | 10:56 | 11:56 | 12:56 | 13:56 | 14:56 | 15:56 | 16:56 | 17:59 |
| Spinkhill, Adj Turning Circle | | 07:14 | 08:11 | 09:04 | 10:02 | 11:02 | 12:02 | 13:02 | 14:02 | 15:02 | 16:02 | 17:02 | 18:04 |
| High Moor, Opp Woodall Road | | 07:17 | 08:14 | 09:07 | 10:06 | 11:06 | 12:06 | 13:06 | 14:06 | 15:06 | 16:06 | 17:06 | 18:07 |
| Norwood, opp Rotherham Road Roundabout | | 07:20 | 08:17 | 09:10 | 10:09 | 11:09 | 12:09 | 13:09 | 14:09 | 15:09 | 16:09 | 17:09 | 18:10 |
| Killamarsh, Bridge Street (SE-bound) | | 07:24 | 08:21 | 09:14 | 10:13 | 11:13 | 12:13 | 13:13 | 14:13 | 15:13 | 16:13 | 17:13 | 18:13 |
| Killamarsh, adj Mulberry Way | | 07:29 | 08:26 | 09:19 | 10:19 | 11:19 | 12:19 | 13:19 | 14:19 | 15:19 | 16:19 | 17:19 | 18:18 |
| Sothall, adj Hartland Avenue/Delamere Close | | 07:37 | 08:34 | 09:28 | 10:28 | 11:28 | 12:28 | 13:28 | 14:28 | 15:28 | 16:28 | 17:28 | 18:26 |
| Crystal Peaks, Crystal Peaks/CP7 (CP7) | | 07:44 | 08:41 | 09:35 | 10:35 | 11:35 | 12:35 | 13:35 | 14:35 | 15:35 | 16:35 | 17:35 | 18:32 |
| Beighton, Adj Robin Lane/Woodhouse Crescent | | 07:50 | 08:47 | 09:42 | 10:42 | 11:42 | 12:42 | 13:42 | 14:42 | 15:42 | 16:42 | 17:42 | 18:38 |
| Woodhouse, adj Tannery Street/Tannery Close | | 07:56 | 08:53 | 09:48 | 10:48 | 11:48 | 12:48 | 13:48 | 14:48 | 15:48 | 16:48 | 17:48 | 18:43 |
| Handsworth, adj Handsworth Road/Richmond Road | | 08:05 | 09:02 | 09:58 | 10:58 | 11:58 | 12:58 | 13:58 | 14:58 | 15:58 | 16:58 | 17:57 | 18:52 |
| Sheffield Centre, Eyre Street/Moor Market ES3 (ES3) | *arr* | 08:18 | 09:15 | 10:12 | 11:12 | 12:12 | 13:12 | 14:12 | 15:12 | 16:12 | 17:12 | 18:10 | 19:05 |

*Compiled from data for the period Fri 23-Jun-2023 to Thu 29-Jun-2023.*

*Stagecoach Yorkshire*

## Sundays

| | | | | | |
|---|---|---|---|---|---|
| Chesterfield, New Beetwell Street (Stop B5) | *dep* | 19:24 | 20:24 | 21:24 | 22:24 |
| Chesterfield, Stephenson Place (Stop K2) | | 19:27 | 20:27 | 21:27 | 22:27 |
| Spital, Adj Taylor Crescent | | 19:33 | 20:33 | 21:33 | 22:33 |
| Hady, Opp Houldsworth Drive | | 19:36 | 20:36 | 21:36 | 22:36 |
| Calow, adj Chesterfield Royal Hospital Stop 2 | | 19:39 | 20:39 | 21:39 | 22:39 |
| Brimington, Hall Road (W-bound) | *arr* | 19:49 | 20:49 | 21:49 | 22:49 |

*Compiled from data for the period Fri 23-Jun-2023 to Thu 29-Jun-2023.*

# 80A Sheffield Centre - Chesterfield

*Stagecoach Yorkshire*

## Mondays to Fridays

| | | | | | |
|---|---|---|---|---|---|
| Sheffield Centre, Eyre Street/Moor Market ES3 (ES3) | *dep* | 06:50 | | | |
| Sheffield Centre, Sheffield Interchange/D5 (D5) | *dep* | \| | 19:40 | 20:40 | 21:40 |
| City Road at City Road/Elm Tree, Manor Top | | 07:08 | 19:50 | 20:50 | 21:50 |
| Frecheville, opp Birley Moor Road/Heathfield Road | | 07:13 | 19:55 | 20:55 | 21:55 |
| Mosborough, adj Station Road/High Street | | 07:19 | 20:01 | 21:01 | 22:01 |
| Halfway, adj Station Road/Eckington Way | | 07:22 | 20:04 | 21:04 | 22:04 |
| Killamarsh, opp Mulberry Way | | 07:26 | 20:09 | 21:09 | 22:09 |
| Killamarsh, Opp Bridge Street | | 07:33 | 20:15 | 21:15 | 22:15 |
| Norwood, Adj Rotherham Road Roundabout | | 07:36 | 20:18 | 21:18 | 22:18 |
| High Moor, Adj Woodall Road | | 07:39 | 20:21 | 21:21 | 22:21 |
| Spinkhill, Adj Turning Circle | | 07:43 | 20:24 | 21:24 | 22:24 |
| Renishaw, adj Community Hall | | 07:48 | 20:27 | 21:27 | 22:27 |
| Mastin Moor, adj Miners Welfare | | 07:54 | \| | \| | \| |
| Mastin Moor, Opp Post Office | | \| | 20:31 | 21:31 | 22:31 |
| Woodthorpe, Norbriggs Road (N-bound) | | \| | 20:35 | 21:35 | 22:35 |
| Staveley, Market Street (Stop 3) | | 08:05 | 20:42 | 21:42 | 22:42 |
| Brimington, Hall Road (W-bound) | | 08:16 | 20:50 | 21:50 | 22:50 |
| Calow, adj Chesterfield Royal Hospital Stop 1 | | 08:29 | 21:02 | 22:02 | 23:02 |
| Hady, Adj Houldsworth Drive | | 08:32 | 21:05 | 22:05 | 23:05 |
| Spital, Opp Taylor Crescent | | 08:35 | 21:08 | 22:08 | 23:08 |
| Chesterfield, New Beetwell Street (Stop B5) | *arr* | 08:45 | 21:14 | 22:14 | 23:14 |

*Compiled from data for the period Fri 23-Jun-2023 to Thu 29-Jun-2023.*

# 80A Sheffield Centre - Chesterfield

*Stagecoach Yorkshire*

## Saturdays

| | | | | |
|---|---|---|---|---|
| Sheffield Centre, Sheffield Interchange/D5 (D5) | *dep* | 19:40 | 20:40 | 21:40 |
| City Road at City Road/Elm Tree, Manor Top | | 19:50 | 20:50 | 21:50 |
| Frecheville, opp Birley Moor Road/Heathfield Road | | 19:55 | 20:55 | 21:55 |
| Mosborough, adj Station Road/High Street | | 20:01 | 21:01 | 22:01 |
| Halfway, adj Station Road/Eckington Way | | 20:04 | 21:04 | 22:04 |
| Killamarsh, opp Mulberry Way | | 20:09 | 21:09 | 22:09 |
| Killamarsh, Opp Bridge Street | | 20:15 | 21:15 | 22:15 |
| Norwood, Adj Rotherham Road Roundabout | | 20:18 | 21:18 | 22:18 |
| High Moor, Adj Woodall Road | | 20:21 | 21:21 | 22:21 |
| Spinkhill, Adj Turning Circle | | 20:24 | 21:24 | 22:24 |
| Renishaw, adj Community Hall | | 20:27 | 21:27 | 22:27 |
| Mastin Moor, Opp Post Office | | 20:31 | 21:31 | 22:31 |
| Woodthorpe, Norbriggs Road (N-bound) | | 20:35 | 21:35 | 22:35 |
| Staveley, Market Street (Stop 3) | | 20:42 | 21:42 | 22:42 |
| Brimington, Hall Road (W-bound) | | 20:50 | 21:50 | 22:50 |
| Calow, adj Chesterfield Royal Hospital Stop 1 | | 21:02 | 22:02 | 23:02 |
| Hady, Adj Houldsworth Drive | | 21:05 | 22:05 | 23:05 |
| Spital, Opp Taylor Crescent | | 21:08 | 22:08 | 23:08 |
| Chesterfield, New Beetwell Street (Stop B5) | *arr* | 21:14 | 22:14 | 23:14 |

*Compiled from data for the period Fri 23-Jun-2023 to Thu 29-Jun-2023.*

# 80A Sheffield Centre - Chesterfield

*Stagecoach Yorkshire*

## Sundays

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sheffield Centre, Sheffield Interchange/D5 (D5) | *dep* | | | | 10:40 | 11:40 | 12:40 | 13:40 | 14:40 | 15:40 | 16:40 | 17:40 | 18:40 |
| City Road at City Road/Elm Tree, Manor Top | | | | | 10:50 | 11:50 | 12:50 | 13:50 | 14:50 | 15:50 | 16:50 | 17:50 | 18:50 |
| Frecheville, opp Birley Moor Road/Heathfield Road | | | | | 10:55 | 11:55 | 12:55 | 13:55 | 14:55 | 15:55 | 16:55 | 17:55 | 18:55 |
| Mosborough, adj Station Road/High Street | | | | | 11:01 | 12:01 | 13:01 | 14:01 | 15:01 | 16:01 | 17:01 | 18:01 | 19:01 |
| Halfway, adj Station Road/Eckington Way | | | | | 11:04 | 12:04 | 13:04 | 14:04 | 15:04 | 16:04 | 17:04 | 18:04 | 19:04 |
| Killamarsh, opp Mulberry Way | | 08:09 | | 10:09 | 11:09 | 12:09 | 13:09 | 14:09 | 15:09 | 16:09 | 17:09 | 18:09 | 19:09 |
| Killamarsh, Opp Bridge Street | | 08:15 | | 10:15 | 11:15 | 12:15 | 13:15 | 14:15 | 15:15 | 16:15 | 17:15 | 18:15 | 19:15 |
| Norwood, Adj Rotherham Road Roundabout | | 08:18 | | 10:18 | 11:18 | 12:18 | 13:18 | 14:18 | 15:18 | 16:18 | 17:18 | 18:18 | 19:18 |
| High Moor, Adj Woodall Road | | 08:21 | | 10:21 | 11:21 | 12:21 | 13:21 | 14:21 | 15:21 | 16:21 | 17:21 | 18:21 | 19:21 |
| Spinkhill, Adj Turning Circle | | 08:24 | | 10:24 | 11:24 | 12:24 | 13:24 | 14:24 | 15:24 | 16:24 | 17:24 | 18:24 | 19:24 |
| Renishaw, adj Community Hall | | 08:27 | 09:27 | 10:27 | 11:27 | 12:27 | 13:27 | 14:27 | 15:27 | 16:27 | 17:27 | 18:27 | |
| Mastin Moor, Opp Post Office | | 08:31 | 09:31 | 10:31 | 11:31 | 12:31 | 13:31 | 14:31 | 15:31 | 16:31 | 17:31 | 18:31 | |
| Woodthorpe, Norbriggs Road (N-bound) | | 08:35 | 09:35 | 10:35 | 11:35 | 12:35 | 13:35 | 14:35 | 15:35 | 16:35 | 17:35 | 18:35 | |
| Staveley, Market Street (Stop 3) | | 08:42 | 09:42 | 10:42 | 11:42 | 12:42 | 13:42 | 14:42 | 15:42 | 16:42 | 17:42 | 18:42 | |
| Brimington, Hall Road (W-bound) | | 08:50 | 09:50 | 10:50 | 11:50 | 12:50 | 13:50 | 14:50 | 15:50 | 16:50 | 17:50 | 18:50 | |
| Calow, adj Chesterfield Royal Hospital Stop 1 | | 09:02 | 10:02 | 11:02 | 12:02 | 13:02 | 14:02 | 15:02 | 16:02 | 17:02 | 18:02 | 19:02 | |
| Hady, Adj Houldsworth Drive | | 09:05 | 10:05 | 11:05 | 12:05 | 13:05 | 14:05 | 15:05 | 16:05 | 17:05 | 18:05 | 19:05 | |
| Spital, Opp Taylor Crescent | | 09:08 | 10:08 | 11:08 | 12:08 | 13:08 | 14:08 | 15:08 | 16:08 | 17:08 | 18:08 | 19:08 | |
| Chesterfield, New Beetwell Street (Stop B5) | *arr* | 09:14 | 10:14 | 11:14 | 12:14 | 13:14 | 14:14 | 15:14 | 16:14 | 17:14 | 18:14 | 19:14 | |

*Compiled from data for the period Fri 23-Jun-2023 to Thu 29-Jun-2023.*

# 80A Chesterfield - Sheffield Centre

*Stagecoach Yorkshire*

## Mondays to Fridays

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Chesterfield, New Beetwell Street (Stop B5) | *dep* | | 18:24 | 19:24 | 20:24 | 21:24 | 22:24 |
| Chesterfield, Stephenson Place (Stop K2) | | | 18:27 | 19:27 | 20:27 | 21:27 | 22:27 |
| Spital, Adj Taylor Crescent | | | 18:33 | 19:33 | 20:33 | 21:33 | 22:33 |
| Hady, Opp Houldsworth Drive | | | 18:36 | 19:36 | 20:36 | 21:36 | 22:36 |
| Calow, adj Chesterfield Royal Hospital Stop 2 | | | 18:39 | 19:39 | 20:39 | 21:39 | 22:39 |
| Hollingwood, opp Ringwood Hall | | | 18:51 | 19:51 | 20:51 | 21:51 | 22:51 |
| Staveley, Market Street (Stop 2) | | | 18:58 | 19:58 | 20:58 | 21:58 | 22:58 |
| Woodthorpe, Norbriggs Road (SE-bound) | | | 19:03 | 20:03 | 21:03 | 22:03 | 23:03 |
| Mastin Moor, Adj Post Office | | | 19:06 | 20:06 | 21:06 | 22:06 | 23:06 |
| Renishaw, opp Community Hall | | | 19:11 | 20:11 | 21:11 | 22:11 | 23:11 |
| Spinkhill, Adj Turning Circle | | | 19:16 | 20:16 | 21:16 | 22:16 | 23:16 |
| High Moor, Opp Woodall Road | | | 19:19 | 20:19 | 21:19 | 22:19 | 23:19 |
| Norwood, opp Rotherham Road Roundabout | | 05:47 | 19:22 | 20:22 | 21:22 | 22:22 | 23:22 |
| Killamarsh, Bridge Street (SE-bound) | | 05:49 | 19:25 | 20:25 | 21:25 | 22:25 | 23:25 |
| Killamarsh, adj Mulberry Way | | 05:53 | 19:30 | 20:30 | 21:30 | 22:30 | 23:30 |
| Halfway, nr Station Road/Rotherham Road | | 05:59 | 19:35 | 20:35 | 21:35 | 22:35 | 23:35 |
| Mosborough, adj High Street/Queen Street | | 06:04 | 19:40 | 20:40 | | | |
| Birley, adj Birley Moor Road/Birley Moor Close | | 06:09 | 19:45 | 20:45 | | | |
| Manor Top, adj City Road/Eastern Avenue | | 06:15 | 19:51 | 20:51 | | | |
| Sheffield Centre, Sheffield Interchange/D5 (D5) | *arr* | \| | 20:01 | 21:01 | | | |
| Sheffield Centre, Eyre Street/Moor Market ES3 (ES3) | *arr* | 06:32 | | | | | |

*Compiled from data for the period Fri 23-Jun-2023 to Thu 29-Jun-2023.*

# 80A Chesterfield - Sheffield Centre

*Stagecoach Yorkshire*

## Saturdays

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Chesterfield, New Beetwell Street (Stop B5) | *dep* | | 18:24 | 19:24 | 20:24 | 21:24 | 22:24 |
| Chesterfield, Stephenson Place (Stop K2) | | | 18:27 | 19:27 | 20:27 | 21:27 | 22:27 |
| Spital, Adj Taylor Crescent | | | 18:33 | 19:33 | 20:33 | 21:33 | 22:33 |
| Hady, Opp Houldsworth Drive | | | 18:36 | 19:36 | 20:36 | 21:36 | 22:36 |
| Calow, adj Chesterfield Royal Hospital Stop 2 | | | 18:39 | 19:39 | 20:39 | 21:39 | 22:39 |
| Hollingwood, opp Ringwood Hall | | | 18:51 | 19:51 | 20:51 | 21:51 | 22:51 |
| Staveley, Market Street (Stop 2) | | | 18:58 | 19:58 | 20:58 | 21:58 | 22:58 |
| Woodthorpe, Norbriggs Road (SE-bound) | | | 19:03 | 20:03 | 21:03 | 22:03 | 23:03 |
| Mastin Moor, Adj Post Office | | | 19:06 | 20:06 | 21:06 | 22:06 | 23:06 |
| Renishaw, opp Community Hall | | | 19:11 | 20:11 | 21:11 | 22:11 | 23:11 |
| Spinkhill, Adj Turning Circle | | | 19:16 | 20:16 | 21:16 | 22:16 | 23:16 |
| High Moor, Opp Woodall Road | | | 19:19 | 20:19 | 21:19 | 22:19 | 23:19 |
| Norwood, opp Rotherham Road Roundabout | | 06:35 | 19:22 | 20:22 | 21:22 | 22:22 | 23:22 |
| Killamarsh, Bridge Street (SE-bound) | | 06:38 | 19:25 | 20:25 | 21:25 | 22:25 | 23:25 |
| Killamarsh, adj Mulberry Way | | 06:43 | 19:30 | 20:30 | 21:30 | 22:30 | 23:30 |
| Halfway, nr Station Road/Rotherham Road | | 06:49 | 19:35 | 20:35 | 21:35 | 22:35 | 23:35 |
| Mosborough, adj High Street/Queen Street | | 06:54 | 19:40 | 20:40 | | | |
| Birley, adj Birley Moor Road/Birley Moor Close | | 06:59 | 19:45 | 20:45 | | | |
| Manor Top, adj City Road/Eastern Avenue | | 07:05 | 19:51 | 20:51 | | | |
| Sheffield Centre, Sheffield Interchange/D5 (D5) | *arr* | \| | 20:01 | 21:01 | | | |
| Sheffield Centre, Eyre Street/Moor Market ES3 (ES3) | *arr* | 07:22 | | | | | |

*Compiled from data for the period Fri 23-Jun-2023 to Thu 29-Jun-2023.*

# 80A Chesterfield - Sheffield Centre

*Stagecoach Yorkshire*

## Sundays

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chesterfield, New Beetwell Street (Stop B5) | *dep* | | 09:24 | 10:24 | 11:24 | 12:24 | 13:24 | 14:24 | 15:24 | 16:24 | 17:24 | 18:24 |
| Chesterfield, Stephenson Place (Stop K2) | | | 09:27 | 10:27 | 11:27 | 12:27 | 13:27 | 14:27 | 15:27 | 16:27 | 17:27 | 18:27 |
| Spital, Adj Taylor Crescent | | | 09:33 | 10:33 | 11:33 | 12:33 | 13:33 | 14:33 | 15:33 | 16:33 | 17:33 | 18:33 |
| Hady, Opp Houldsworth Drive | | | 09:36 | 10:36 | 11:36 | 12:36 | 13:36 | 14:36 | 15:36 | 16:36 | 17:36 | 18:36 |
| Calow, adj Chesterfield Royal Hospital Stop 2 | | | 09:39 | 10:39 | 11:39 | 12:39 | 13:39 | 14:39 | 15:39 | 16:39 | 17:39 | 18:39 |
| Hollingwood, opp Ringwood Hall | | | 09:51 | 10:51 | 11:51 | 12:51 | 13:51 | 14:51 | 15:51 | 16:51 | 17:51 | 18:51 |
| Staveley, Market Street (Stop 2) | | | 09:58 | 10:58 | 11:58 | 12:58 | 13:58 | 14:58 | 15:58 | 16:58 | 17:58 | 18:58 |
| Woodthorpe, Norbriggs Road (SE-bound) | | | 10:03 | 11:03 | 12:03 | 13:03 | 14:03 | 15:03 | 16:03 | 17:03 | 18:03 | 19:03 |
| Mastin Moor, Adj Post Office | | | 10:06 | 11:06 | 12:06 | 13:06 | 14:06 | 15:06 | 16:06 | 17:06 | 18:06 | 19:06 |
| Renishaw, opp Community Hall | | | 10:11 | 11:11 | 12:11 | 13:11 | 14:11 | 15:11 | 16:11 | 17:11 | 18:11 | 19:11 |
| Spinkhill, Adj Turning Circle | | 09:16 | 10:16 | 11:16 | 12:16 | 13:16 | 14:16 | 15:16 | 16:16 | 17:16 | 18:16 | 19:16 |
| High Moor, Opp Woodall Road | | 09:19 | 10:19 | 11:19 | 12:19 | 13:19 | 14:19 | 15:19 | 16:19 | 17:19 | 18:19 | 19:19 |
| Norwood, opp Rotherham Road Roundabout | | 09:22 | 10:22 | 11:22 | 12:22 | 13:22 | 14:22 | 15:22 | 16:22 | 17:22 | 18:22 | 19:22 |
| Killamarsh, Bridge Street (SE-bound) | | 09:25 | 10:25 | 11:25 | 12:25 | 13:25 | 14:25 | 15:25 | 16:25 | 17:25 | 18:25 | 19:25 |
| Killamarsh, adj Mulberry Way | | 09:30 | 10:30 | 11:30 | 12:30 | 13:30 | 14:30 | 15:30 | 16:30 | 17:30 | 18:30 | 19:30 |
| Halfway, nr Station Road/Rotherham Road | | 09:35 | 10:35 | 11:35 | 12:35 | 13:35 | 14:35 | 15:35 | 16:35 | 17:35 | 18:35 | 19:35 |
| Mosborough, adj High Street/Queen Street | | 09:40 | 10:40 | 11:40 | 12:40 | 13:40 | 14:40 | 15:40 | 16:40 | 17:40 | 18:40 | |
| Birley, adj Birley Moor Road/Birley Moor Close | | 09:45 | 10:45 | 11:45 | 12:45 | 13:45 | 14:45 | 15:45 | 16:45 | 17:45 | 18:45 | |
| Manor Top, adj City Road/Eastern Avenue | | 09:51 | 10:51 | 11:51 | 12:51 | 13:51 | 14:51 | 15:51 | 16:51 | 17:51 | 18:51 | |
| Sheffield Centre, Sheffield Interchange/D5 (D5) | *arr* | 10:01 | 11:01 | 12:01 | 13:01 | 14:01 | 15:01 | 16:01 | 17:01 | 18:01 | 19:01 | |

*Compiled from data for the period Fri 23-Jun-2023 to Thu 29-Jun-2023.*

# APPENDIX E TRAFFIC SURVEY ON HADY HILL

## Hady Hill, Chesterfield ATC

**Report Id** 306/23
**Site Name** Site 1 of 1
**Description** A632 Hady Hill, 110m east of Hady Lane
**Direction** Eastbound

**Wednesday 28 June 2023**

| Time | Hourly Totals | 15 Minute Bin Drops 00-15 | 15-30 | 30-45 | 45-00 | Number Vehicle Classes ARX Scheme Cycles | Motor Cycles | Car Van | Car Van Towing | 2 Axle Van Lorry | 3 Axle Rigid | 4 Axle Rigid | 3 Axle Artic | 4 Axle Artic | 5 Axle Artic | 6 Axle Artic | Double Road Train | Triple Road Train | Vehicle Speed MPH 0 <10mph | MPH 10 <15mph | MPH 15 <20mph | MPH 20 <25mph | MPH 25 <30mph | MPH 30 <35mph | MPH 35 <40mph | MPH 40 <45mph | MPH 45 <50mph | MPH 50 <55mph | MPH 55 <60mph | MPH 60 <65mph | MPH 65 <140mph | P-Tile 85% | Average Speed | Standard Deviation |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0000 - 0100 | 29 | 9 | 11 | 5 | 4 | 1 | 0 | 25 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 9 | 9 | 6 | 0 | 0 | 1 | 0 | 0 | 41.3 | 36.1 | 7.3 |
| 0100 - 0200 | 16 | 6 | 3 | 4 | 3 | 0 | 0 | 13 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 6 | 4 | 3 | 0 | 0 | 0 | 0 | 46.4 | 39.3 | 5.7 |
| 0200 - 0300 | 11 | 5 | 2 | 1 | 3 | 0 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 42.3 | 35.3 | 6 |
| 0300 - 0400 | 15 | 3 | 3 | 4 | 5 | 0 | 0 | 11 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 39.3 | 34.2 | 5.5 |
| 0400 - 0500 | 28 | 8 | 5 | 6 | 9 | 0 | 0 | 23 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 11 | 5 | 1 | 1 | 0 | 0 | 0 | 43.5 | 37.2 | 6.1 |
| 0500 - 0600 | 92 | 14 | 18 | 33 | 27 | 0 | 3 | 81 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 23 | 45 | 18 | 5 | 0 | 0 | 0 | 0 | 41.8 | 37.7 | 3.9 |
| 0600 - 0700 | 324 | 24 | 51 | 103 | 146 | 0 | 2 | 303 | 2 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 20 | 151 | 131 | 18 | 1 | 1 | 0 | 0 | 0 | 38.4 | 34.8 | 3.5 |
| 0700 - 0800 | 843 | 141 | 185 | 234 | 283 | 0 | 0 | 792 | 11 | 36 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 6 | 17 | 54 | 174 | 411 | 163 | 17 | 0 | 1 | 0 | 0 | 0 | 35.9 | 31.6 | 4.8 |
| 0800 - 0900 | 858 | 224 | 201 | 239 | 194 | 1 | 4 | 810 | 7 | 29 | 1 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 11 | 11 | 35 | 297 | 403 | 97 | 1 | 0 | 0 | 0 | 0 | 0 | 34.3 | 30.5 | 4.4 |
| 0900 - 1000 | 532 | 146 | 117 | 134 | 135 | 0 | 0 | 481 | 5 | 40 | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 10 | 109 | 327 | 83 | 3 | 0 | 0 | 0 | 0 | 0 | 35.1 | 32.2 | 3.2 |
| 1000 - 1100 | 496 | 129 | 107 | 118 | 142 | 0 | 1 | 456 | 3 | 31 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 89 | 278 | 112 | 11 | 0 | 0 | 0 | 0 | 0 | 36.2 | 32.9 | 3.4 |
| 1100 - 1200 | 476 | 116 | 117 | 123 | 120 | 0 | 1 | 431 | 3 | 38 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 74 | 249 | 139 | 10 | 0 | 0 | 0 | 0 | 0 | 36.6 | 33.2 | 3.5 |
| 1200 - 1300 | 511 | 118 | 139 | 125 | 129 | 1 | 1 | 462 | 2 | 38 | 1 | 3 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 2 | 10 | 21 | 85 | 275 | 109 | 7 | 0 | 0 | 0 | 0 | 0 | 36 | 32.1 | 4.5 |
| 1300 - 1400 | 560 | 129 | 137 | 139 | 155 | 0 | 1 | 518 | 5 | 34 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 365 | 82 | 10 | 1 | 0 | 0 | 0 | 0 | 35.2 | 32.6 | 3 |
| 1400 - 1500 | 599 | 182 | 147 | 120 | 150 | 0 | 4 | 553 | 2 | 37 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 4 | 74 | 346 | 156 | 16 | 2 | 0 | 0 | 0 | 0 | 36.6 | 33.4 | 3.3 |
| 1500 - 1600 | 611 | 145 | 151 | 144 | 171 | 0 | 3 | 573 | 1 | 31 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 7 | 71 | 369 | 148 | 10 | 1 | 0 | 0 | 0 | 0 | 36.1 | 33.1 | 3.5 |
| 1600 - 1700 | 633 | 171 | 152 | 160 | 150 | 0 | 6 | 580 | 6 | 40 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 10 | 16 | 96 | 355 | 140 | 10 | 2 | 1 | 0 | 0 | 0 | 36 | 32.4 | 4.3 |
| 1700 - 1800 | 567 | 147 | 130 | 158 | 132 | 0 | 3 | 548 | 2 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 8 | 30 | 93 | 287 | 127 | 12 | 3 | 0 | 0 | 0 | 0 | 36.6 | 32 | 5.2 |
| 1800 - 1900 | 545 | 144 | 136 | 148 | 117 | 0 | 0 | 520 | 1 | 23 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 69 | 287 | 168 | 11 | 2 | 0 | 0 | 0 | 0 | 37 | 33.6 | 3.5 |
| 1900 - 2000 | 373 | 106 | 108 | 75 | 84 | 0 | 1 | 354 | 1 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 178 | 128 | 18 | 2 | 0 | 1 | 0 | 0 | 38.1 | 34.3 | 3.8 |
| 2000 - 2100 | 267 | 73 | 71 | 69 | 54 | 0 | 1 | 255 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 31 | 100 | 114 | 16 | 4 | 0 | 0 | 0 | 0 | 38.9 | 35 | 4.1 |
| 2100 - 2200 | 181 | 59 | 47 | 31 | 44 | 0 | 2 | 168 | 1 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21 | 97 | 47 | 13 | 2 | 0 | 0 | 0 | 0 | 38.5 | 34.1 | 3.9 |
| 2200 - 2300 | 89 | 22 | 32 | 13 | 22 | 0 | 2 | 81 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 5 | 27 | 31 | 16 | 5 | 1 | 0 | 0 | 0 | 41.8 | 36.1 | 6.4 |
| 2300 - 0000 | 61 | 21 | 13 | 14 | 13 | 0 | 0 | 58 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 20 | 27 | 8 | 0 | 0 | 0 | 0 | 0 | 39.8 | 35.7 | 4.4 |
| **0700 - 1900** | **7231** | **1792** | **1719** | **1842** | **1878** | **2** | **24** | **6724** | **48** | **390** | **5** | **16** | **2** | **6** | **4** | **8** | **1** | **1** | **8** | **26** | **66** | **193** | **1331** | **3952** | **1524** | **118** | **11** | **2** | **0** | **0** | **0** | **36.0** | **32.3** | **4.1** |
| **0600 - 2200** | **8376** | **2054** | **1996** | **2120** | **2206** | **2** | **30** | **7804** | **52** | **443** | **7** | **16** | **2** | **6** | **4** | **8** | **1** | **1** | **8** | **26** | **66** | **198** | **1449** | **4478** | **1944** | **183** | **20** | **3** | **1** | **0** | **0** | **36.5** | **32.6** | **4.1** |
| **0600 - 0000** | **8526** | **2097** | **2041** | **2147** | **2241** | **2** | **32** | **7943** | **52** | **452** | **7** | **16** | **2** | **6** | **4** | **8** | **1** | **1** | **8** | **27** | **68** | **200** | **1459** | **4525** | **2002** | **207** | **25** | **4** | **1** | **0** | **0** | **36.6** | **32.7** | **4.2** |
| **0000 - 0000** | **8717** | **2142** | **2083** | **2200** | **2292** | **3** | **35** | **8106** | **52** | **476** | **7** | **16** | **2** | **6** | **4** | **8** | **1** | **1** | **8** | **27** | **69** | **202** | **1474** | **4568** | **2084** | **244** | **34** | **5** | **2** | **0** | **0** | **36.7** | **32.8** | **4.3** |

Thursday 29 June 2023

| Time | Hourly Totals | 15 Minute Bin Drops 00-15 | 15-30 | 30-45 | 45-00 | Number Vehicle Classes ARX Scheme Cycles | Motor Cycles | Car Van | Car Van Towing | 2 Axle Van Lorry | 3 Axle Rigid | 4 Axle Rigid | 3 Axle Artic | 4 Axle Artic | 5 Axle Artic | 6 Axle Artic | Double Road Train | Triple Road Train | Vehicle Speed MPH 0 <10mph | MPH 10 <15mph | MPH 15 <20mph | MPH 20 <25mph | MPH 25 <30mph | MPH 30 <35mph | MPH 35 <40mph | MPH 40 <45mph | MPH 45 <50mph | MPH 50 <55mph | MPH 55 <60mph | MPH 60 <65mph | MPH 65 <140mph | P-Tile 85% | Average Speed | Standard Deviation |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0000 - 0100 | 35 | 10 | 8 | 10 | 7 | 0 | 0 | 33 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 14 | 7 | 2 | 0 | 0 | 0 | 0 | 43 | 36.6 | 5.1 |
| 0100 - 0200 | 19 | 10 | 2 | 4 | 3 | 0 | 0 | 12 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 8 | 4 | 2 | 0 | 0 | 0 | 0 | 41.5 | 36.6 | 6.1 |
| 0200 - 0300 | 18 | 6 | 3 | 3 | 6 | 0 | 0 | 13 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 42.2 | 36.7 | 4.8 |
| 0300 - 0400 | 12 | 5 | 1 | 2 | 4 | 0 | 0 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 39.2 | 35.9 | 4.5 |
| 0400 - 0500 | 25 | 2 | 4 | 8 | 11 | 0 | 0 | 19 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 9 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 39.9 | 35.8 | 4.9 |
| 0500 - 0600 | 87 | 11 | 16 | 31 | 29 | 0 | 1 | 76 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16 | 35 | 24 | 6 | 0 | 0 | 0 | 0 | 0 | 43 | 38 | 4.7 |
| 0600 - 0700 | 345 | 31 | 56 | 112 | 146 | 0 | 1 | 322 | 0 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 27 | 147 | 143 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 38.7 | 34.8 | 3.9 |
| 0700 - 0800 | 809 | 128 | 192 | 215 | 274 | 0 | 3 | 776 | 1 | 21 | 2 | 3 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 4 | 39 | 145 | 425 | 190 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 35.9 | 32.2 | 3.9 |
| 0800 - 0900 | 874 | 242 | 212 | 212 | 208 | 2 | 2 | 814 | 3 | 48 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 19 | 23 | 238 | 459 | 122 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 31.2 | 4.1 |
| 0900 - 1000 | 560 | 133 | 139 | 158 | 130 | 0 | 0 | 515 | 6 | 32 | 2 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 2 | 73 | 311 | 157 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 36.4 | 33.3 | 3.5 |
| 1000 - 1100 | 510 | 112 | 128 | 128 | 142 | 0 | 1 | 474 | 3 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 84 | 321 | 99 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 35.7 | 32.8 | 3 |
| 1100 - 1200 | 501 | 138 | 114 | 119 | 130 | 0 | 4 | 458 | 5 | 32 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 7 | 70 | 295 | 117 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 36.1 | 32.8 | 3.5 |
| 1200 - 1300 | 511 | 119 | 120 | 126 | 146 | 0 | 3 | 476 | 2 | 26 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 109 | 291 | 100 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 35.8 | 32.6 | 3.3 |
| 1300 - 1400 | 618 | 146 | 131 | 181 | 160 | 0 | 2 | 582 | 2 | 31 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 92 | 389 | 124 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 35.8 | 32.7 | 3 |
| 1400 - 1500 | 603 | 144 | 164 | 140 | 155 | 1 | 2 | 557 | 6 | 32 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 5 | 69 | 367 | 138 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 36.4 | 33 | 3.6 |
| 1500 - 1600 | 573 | 124 | 157 | 165 | 127 | 0 | 6 | 518 | 8 | 32 | 1 | 4 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 3 | 7 | 3 | 77 | 294 | 180 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 36.8 | 33.1 | 4 |
| 1600 - 1700 | 631 | 151 | 131 | 179 | 170 | 0 | 4 | 591 | 3 | 30 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 3 | 5 | 4 | 94 | 314 | 193 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 36.9 | 33 | 4.6 |
| 1700 - 1800 | 535 | 139 | 138 | 138 | 120 | 0 | 5 | 510 | 3 | 16 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 2 | 3 | 7 | 55 | 248 | 198 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 37.1 | 33.5 | 4.6 |
| 1800 - 1900 | 512 | 123 | 129 | 146 | 114 | 0 | 7 | 481 | 2 | 18 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 232 | 227 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 38.3 | 35.1 | 3.1 |
| 1900 - 2000 | 382 | 116 | 94 | 89 | 83 | 0 | 2 | 360 | 4 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 4 | 37 | 149 | 164 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 38.7 | 34.8 | 4.1 |
| 2000 - 2100 | 241 | 64 | 53 | 63 | 61 | 1 | 1 | 228 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 107 | 114 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 37.8 | 35.1 | 3.5 |
| 2100 - 2200 | 199 | 63 | 47 | 50 | 39 | 0 | 4 | 184 | 1 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 97 | 70 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 38.7 | 35.2 | 3.6 |
| 2200 - 2300 | 130 | 45 | 32 | 25 | 28 | 0 | 2 | 119 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 10 | 43 | 59 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 39.4 | 35.5 | 4.6 |
| 2300 - 0000 | 68 | 19 | 11 | 16 | 22 | 0 | 1 | 58 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 24 | 27 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 40.6 | 35.7 | 4.3 |
| **0700 - 1900** | **7237** | **1699** | **1755** | **1907** | **1876** | **3** | **39** | **6752** | **44** | **349** | **10** | **20** | **4** | **7** | **2** | **7** | **0** | **0** | **12** | **17** | **49** | **99** | **1128** | **3946** | **1845** | **134** | **6** | **1** | **0** | **0** | **0** | **36.4** | **32.8** | **3.9** |
| **0600 - 2200** | **8404** | **1973** | **2005** | **2221** | **2205** | **4** | **47** | **7846** | **49** | **404** | **13** | **20** | **4** | **7** | **2** | **8** | **0** | **0** | **12** | **17** | **52** | **110** | **1204** | **4446** | **2336** | **212** | **12** | **3** | **0** | **0** | **0** | **36.7** | **33.1** | **3.9** |
| **0600 - 0000** | **8602** | **2037** | **2048** | **2262** | **2255** | **4** | **50** | **8023** | **50** | **421** | **13** | **20** | **4** | **7** | **2** | **8** | **0** | **0** | **12** | **17** | **53** | **114** | **1216** | **4513** | **2422** | **236** | **16** | **3** | **0** | **0** | **0** | **36.8** | **33.2** | **4.0** |
| **0000 - 0000** | **8798** | **2081** | **2082** | **2320** | **2315** | **4** | **51** | **8184** | **50** | **454** | **13** | **20** | **5** | **7** | **2** | **8** | **0** | **0** | **12** | **17** | **53** | **116** | **1231** | **4560** | **2500** | **278** | **28** | **3** | **0** | **0** | **0** | **37.0** | **33.3** | **4.0** |

**Friday 30 June 2023**

| Time | Hourly Totals | 15 Minute Bin Drops 00-15 | 15-30 | 30-45 | 45-00 | Number Vehicle Classes ARX Scheme Cycles | Motor Cycles | Car Van | Car Van Towing | 2 Axle Van Lorry | 3 Axle Rigid | 4 Axle Rigid | 3 Axle Artic | 4 Axle Artic | 5 Axle Artic | 6 Axle Artic | Double Road Train | Triple Road Train | Vehicle Speed MPH 0 <10mph | MPH 10 <15mph | MPH 15 <20mph | MPH 20 <25mph | MPH 25 <30mph | MPH 30 <35mph | MPH 35 <40mph | MPH 40 <45mph | MPH 45 <50mph | MPH 50 <55mph | MPH 55 <60mph | MPH 60 <65mph | MPH 65 <140mph | P-Tile 85% | Average Speed | Standard Deviation |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0000 - 0100 | 44 | 11 | 14 | 4 | 15 | 0 | 0 | 39 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 21 | 12 | 4 | 1 | 1 | 0 | 0 | 0 | 40.2 | 35 | 5.1 |
| 0100 - 0200 | 25 | 3 | 9 | 10 | 3 | 0 | 0 | 22 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 11 | 6 | 1 | 0 | 0 | 0 | 0 | 42.3 | 37.7 | 3.8 |
| 0200 - 0300 | 15 | 2 | 4 | 4 | 5 | 0 | 1 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 7 | 5 | 0 | 0 | 1 | 0 | 0 | 43.6 | 39.8 | 5.7 |
| 0300 - 0400 | 18 | 6 | 4 | 1 | 7 | 0 | 0 | 16 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 41.1 | 36.7 | 4.3 |
| 0400 - 0500 | 26 | 5 | 2 | 7 | 12 | 0 | 0 | 21 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 7 | 12 | 0 | 1 | 0 | 0 | 0 | 43.4 | 38.5 | 5.6 |
| 0500 - 0600 | 86 | 14 | 17 | 26 | 29 | 0 | 2 | 73 | 0 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 36 | 27 | 5 | 2 | 0 | 0 | 0 | 43.2 | 38.8 | 4.7 |
| 0600 - 0700 | 330 | 26 | 48 | 122 | 134 | 0 | 2 | 305 | 1 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 25 | 154 | 127 | 21 | 1 | 0 | 0 | 0 | 0 | 38.1 | 34.7 | 3.5 |
| 0700 - 0800 | 639 | 125 | 143 | 187 | 184 | 0 | 2 | 607 | 5 | 22 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 4 | 14 | 103 | 355 | 158 | 4 | 0 | 0 | 0 | 0 | 0 | 36.1 | 32.7 | 3.6 |
| 0800 - 0900 | 757 | 185 | 192 | 188 | 192 | 0 | 1 | 708 | 8 | 38 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 12 | 12 | 206 | 429 | 79 | 13 | 0 | 1 | 0 | 0 | 0 | 34.7 | 31.4 | 4 |
| 0900 - 1000 | 537 | 146 | 139 | 128 | 124 | 0 | 2 | 488 | 4 | 40 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 7 | 12 | 159 | 289 | 63 | 3 | 0 | 0 | 0 | 0 | 0 | 34.7 | 31.2 | 4 |
| 1000 - 1100 | 507 | 118 | 126 | 131 | 132 | 1 | 2 | 468 | 3 | 31 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 109 | 289 | 98 | 5 | 0 | 0 | 0 | 0 | 0 | 35.7 | 32.4 | 3.3 |
| 1100 - 1200 | 494 | 133 | 113 | 136 | 112 | 1 | 2 | 453 | 3 | 33 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 7 | 8 | 103 | 283 | 86 | 5 | 0 | 0 | 0 | 0 | 0 | 35.4 | 32 | 3.9 |
| 1200 - 1300 | 544 | 128 | 125 | 136 | 155 | 0 | 1 | 494 | 6 | 40 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 15 | 116 | 318 | 80 | 6 | 0 | 0 | 0 | 0 | 0 | 35.2 | 31.7 | 3.7 |
| 1300 - 1400 | 638 | 167 | 156 | 146 | 169 | 1 | 4 | 595 | 3 | 32 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 10 | 17 | 106 | 347 | 144 | 12 | 1 | 0 | 0 | 0 | 0 | 36.4 | 32.5 | 4 |
| 1400 - 1500 | 608 | 163 | 144 | 154 | 147 | 0 | 4 | 572 | 4 | 27 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 1 | 64 | 326 | 189 | 20 | 2 | 0 | 0 | 0 | 0 | 37.1 | 33.8 | 3.7 |
| 1500 - 1600 | 534 | 151 | 115 | 161 | 107 | 0 | 1 | 492 | 6 | 31 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 66 | 314 | 126 | 16 | 3 | 0 | 0 | 1 | 0 | 36.9 | 33.5 | 3.8 |
| 1600 - 1700 | 548 | 138 | 125 | 141 | 144 | 0 | 1 | 508 | 7 | 31 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 6 | 75 | 287 | 166 | 13 | 0 | 0 | 0 | 0 | 0 | 37.2 | 33.6 | 3.5 |
| 1700 - 1800 | 568 | 140 | 146 | 131 | 151 | 0 | 6 | 531 | 7 | 23 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 78 | 305 | 167 | 14 | 0 | 0 | 0 | 1 | 0 | 37 | 33.6 | 3.5 |
| 1800 - 1900 | 473 | 115 | 112 | 126 | 120 | 0 | 1 | 449 | 6 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 49 | 237 | 171 | 7 | 0 | 0 | 0 | 0 | 0 | 37.6 | 33.8 | 3.5 |
| 1900 - 2000 | 363 | 112 | 88 | 91 | 72 | 0 | 3 | 341 | 2 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 33 | 135 | 161 | 24 | 9 | 0 | 0 | 0 | 0 | 39 | 35.2 | 4 |
| 2000 - 2100 | 209 | 64 | 54 | 41 | 50 | 0 | 2 | 197 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 90 | 81 | 23 | 1 | 1 | 0 | 0 | 0 | 39.4 | 35.3 | 3.9 |
| 2100 - 2200 | 182 | 44 | 53 | 44 | 41 | 0 | 2 | 166 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 87 | 55 | 16 | 3 | 0 | 0 | 0 | 0 | 38.8 | 34.6 | 4 |
| 2200 - 2300 | 134 | 41 | 39 | 34 | 20 | 0 | 0 | 125 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 58 | 47 | 13 | 2 | 0 | 0 | 0 | 0 | 39.2 | 34.9 | 4.1 |
| 2300 - 0000 | 89 | 35 | 21 | 14 | 19 | 0 | 0 | 84 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 31 | 39 | 11 | 1 | 1 | 1 | 0 | 0 | 40.2 | 36.2 | 4.9 |
| **0700 - 1900** | **6847** | **1709** | **1636** | **1765** | **1737** | **3** | **27** | **6365** | **62** | **365** | **4** | **6** | **4** | **5** | **1** | **4** | **0** | **1** | **2** | **14** | **56** | **108** | **1234** | **3779** | **1527** | **118** | **6** | **1** | **0** | **2** | **0** | **36.2** | **32.6** | **3.8** |
| **0600 - 2200** | **7931** | **1955** | **1879** | **2063** | **2034** | **3** | **36** | **7374** | **65** | **424** | **8** | **6** | **4** | **5** | **1** | **4** | **0** | **1** | **2** | **15** | **57** | **110** | **1325** | **4245** | **1951** | **202** | **20** | **2** | **0** | **2** | **0** | **36.7** | **33.0** | **3.9** |
| **0600 - 0000** | **8154** | **2031** | **1939** | **2111** | **2073** | **3** | **36** | **7583** | **65** | **437** | **8** | **7** | **4** | **5** | **1** | **4** | **0** | **1** | **2** | **15** | **57** | **111** | **1343** | **4334** | **2037** | **226** | **23** | **3** | **1** | **2** | **0** | **36.8** | **33.0** | **4.0** |
| **0000 - 0000** | **8368** | **2072** | **1989** | **2163** | **2144** | **3** | **39** | **7767** | **65** | **463** | **8** | **8** | **4** | **5** | **1** | **4** | **0** | **1** | **2** | **15** | **57** | **112** | **1353** | **4386** | **2117** | **285** | **30** | **7** | **2** | **2** | **0** | **36.9** | **33.1** | **4.1** |

**Saturday 01 July 2023**

| Time | Hourly Totals | 15 Minute Bin Drops 00-15 | 15-30 | 30-45 | 45-00 | Number Vehicle Classes ARX Scheme Cycles | Motor Cycles | Car Van | Car Van Towing | 2 Axle Van Lorry | 3 Axle Rigid | 4 Axle Rigid | 3 Axle Artic | 4 Axle Artic | 5 Axle Artic | 6 Axle Artic | Double Road Train | Triple Road Train | Vehicle Speed MPH 0 <10mph | MPH 10 <15mph | MPH 15 <20mph | MPH 20 <25mph | MPH 25 <30mph | MPH 30 <35mph | MPH 35 <40mph | MPH 40 <45mph | MPH 45 <50mph | MPH 50 <55mph | MPH 55 <60mph | MPH 60 <65mph | MPH 65 <140mph | P-Tile 85% | Average Speed | Standard Deviation |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0000 - 0100 | 61 | 21 | 19 | 11 | 10 | 0 | 2 | 53 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 16 | 22 | 16 | 4 | 0 | 0 | 0 | 0 | 43 | 37.6 | 4.8 |
| 0100 - 0200 | 28 | 7 | 6 | 9 | 6 | 0 | 0 | 25 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 10 | 11 | 0 | 0 | 0 | 0 | 0 | 43 | 37.7 | 4.9 |
| 0200 - 0300 | 28 | 4 | 6 | 12 | 6 | 0 | 1 | 26 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11 | 13 | 1 | 0 | 0 | 0 | 0 | 42.3 | 39.5 | 3.1 |
| 0300 - 0400 | 17 | 3 | 7 | 4 | 3 | 0 | 0 | 15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 44.9 | 38.3 | 5.1 |
| 0400 - 0500 | 25 | 5 | 6 | 4 | 10 | 0 | 0 | 22 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 11 | 5 | 1 | 0 | 0 | 0 | 0 | 42.5 | 36.5 | 5.8 |
| 0500 - 0600 | 49 | 8 | 9 | 15 | 17 | 0 | 0 | 43 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 21 | 12 | 3 | 1 | 0 | 0 | 0 | 43.2 | 38.4 | 5.2 |
| 0600 - 0700 | 174 | 16 | 23 | 64 | 71 | 0 | 0 | 161 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 64 | 72 | 14 | 2 | 0 | 0 | 0 | 0 | 38.8 | 34.8 | 3.9 |
| 0700 - 0800 | 248 | 49 | 67 | 60 | 72 | 1 | 1 | 238 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 16 | 96 | 109 | 22 | 3 | 0 | 0 | 0 | 0 | 39 | 35.3 | 3.9 |
| 0800 - 0900 | 273 | 45 | 70 | 73 | 85 | 0 | 6 | 241 | 2 | 22 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 20 | 104 | 125 | 21 | 0 | 0 | 0 | 0 | 0 | 38.1 | 35 | 4 |
| 0900 - 1000 | 281 | 59 | 71 | 69 | 82 | 0 | 2 | 259 | 2 | 17 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 14 | 128 | 113 | 19 | 1 | 0 | 0 | 0 | 0 | 38.1 | 34.7 | 3.8 |
| 1000 - 1100 | 399 | 87 | 110 | 91 | 111 | 1 | 5 | 366 | 4 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 3 | 31 | 191 | 147 | 18 | 2 | 0 | 0 | 0 | 0 | 37.7 | 34.1 | 4.2 |
| 1100 - 1200 | 417 | 94 | 99 | 109 | 115 | 0 | 3 | 392 | 6 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21 | 188 | 191 | 15 | 1 | 0 | 0 | 0 | 0 | 37.8 | 34.9 | 3.1 |
| 1200 - 1300 | 509 | 120 | 139 | 123 | 127 | 0 | 7 | 475 | 6 | 20 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 34 | 239 | 200 | 27 | 2 | 0 | 0 | 0 | 0 | 38 | 34.5 | 3.6 |
| 1300 - 1400 | 495 | 114 | 125 | 120 | 136 | 0 | 5 | 462 | 6 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 34 | 216 | 206 | 35 | 1 | 0 | 0 | 0 | 0 | 38.4 | 34.9 | 3.7 |
| 1400 - 1500 | 512 | 131 | 126 | 143 | 112 | 0 | 2 | 488 | 3 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 31 | 255 | 200 | 16 | 4 | 0 | 0 | 0 | 0 | 37.7 | 34.5 | 3.6 |
| 1500 - 1600 | 464 | 117 | 115 | 113 | 119 | 0 | 6 | 438 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 30 | 209 | 199 | 23 | 0 | 0 | 0 | 0 | 0 | 37.8 | 34.7 | 3.4 |
| 1600 - 1700 | 412 | 105 | 104 | 106 | 97 | 0 | 2 | 387 | 4 | 18 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 165 | 196 | 33 | 3 | 1 | 0 | 0 | 0 | 38.9 | 35.7 | 3.4 |
| 1700 - 1800 | 400 | 106 | 95 | 97 | 102 | 0 | 5 | 378 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 4 | 13 | 170 | 177 | 27 | 2 | 0 | 0 | 0 | 1 | 38.3 | 35.1 | 4.5 |
| 1800 - 1900 | 439 | 107 | 105 | 106 | 121 | 0 | 5 | 410 | 2 | 20 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 16 | 174 | 206 | 33 | 3 | 0 | 0 | 0 | 0 | 38.5 | 35.2 | 3.9 |
| 1900 - 2000 | 358 | 86 | 96 | 82 | 94 | 0 | 1 | 339 | 5 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 | 122 | 169 | 42 | 7 | 1 | 0 | 0 | 0 | 39.6 | 36.1 | 3.8 |
| 2000 - 2100 | 311 | 90 | 75 | 79 | 67 | 0 | 2 | 290 | 2 | 15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 25 | 112 | 156 | 14 | 2 | 0 | 0 | 0 | 0 | 37.8 | 35 | 3.4 |
| 2100 - 2200 | 220 | 58 | 62 | 47 | 53 | 0 | 2 | 206 | 0 | 10 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 101 | 87 | 17 | 2 | 0 | 0 | 0 | 1 | 38.7 | 35.4 | 4.7 |
| 2200 - 2300 | 247 | 64 | 63 | 65 | 55 | 1 | 1 | 235 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 24 | 99 | 95 | 22 | 2 | 0 | 1 | 1 | 0 | 39.1 | 35.1 | 4.7 |
| 2300 - 0000 | 136 | 29 | 51 | 29 | 27 | 0 | 2 | 126 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 52 | 56 | 14 | 4 | 1 | 1 | 0 | 0 | 40 | 36 | 4.8 |
| **0700 - 1900** | **4849** | **1134** | **1226** | **1210** | **1279** | **2** | **49** | **4534** | **36** | **220** | **2** | **3** | **0** | **0** | **2** | **1** | **0** | **0** | **2** | **6** | **23** | **28** | **273** | **2135** | **2069** | **289** | **22** | **1** | **0** | **0** | **1** | **38.1** | **34.9** | **3.7** |
| **0600 - 2200** | **5912** | **1384** | **1482** | **1482** | **1564** | **2** | **54** | **5530** | **43** | **268** | **3** | **4** | **3** | **1** | **2** | **2** | **0** | **0** | **2** | **6** | **23** | **31** | **348** | **2534** | **2553** | **376** | **35** | **2** | **0** | **0** | **2** | **38.3** | **35.0** | **3.8** |
| **0600 - 0000** | **6295** | **1477** | **1596** | **1576** | **1646** | **3** | **57** | **5891** | **43** | **283** | **3** | **5** | **3** | **1** | **2** | **4** | **0** | **0** | **2** | **6** | **24** | **34** | **379** | **2685** | **2704** | **412** | **41** | **3** | **2** | **1** | **2** | **38.3** | **35.0** | **3.9** |
| **0000 - 0000** | **6503** | **1525** | **1649** | **1631** | **1698** | **3** | **60** | **6075** | **43** | **303** | **4** | **5** | **3** | **1** | **2** | **4** | **0** | **0** | **2** | **6** | **24** | **34** | **392** | **2726** | **2785** | **473** | **52** | **4** | **2** | **1** | **2** | **38.5** | **35.1** | **3.9** |

**Sunday 02 July 2023**

| Time | Hourly Totals | 15 Minute Bin Drops 00-15 | 15-30 | 30-45 | 45-00 | Number Vehicle Classes ARX Scheme Cycles | Motor Cycles | Car Van | Car Van Towing | 2 Axle Van Lorry | 3 Axle Rigid | 4 Axle Rigid | 3 Axle Artic | 4 Axle Artic | 5 Axle Artic | 6 Axle Artic | Double Road Train | Triple Road Train | Vehicle Speed MPH 0 <10mph | MPH 10 <15mph | MPH 15 <20mph | MPH 20 <25mph | MPH 25 <30mph | MPH 30 <35mph | MPH 35 <40mph | MPH 40 <45mph | MPH 45 <50mph | MPH 50 <55mph | MPH 55 <60mph | MPH 60 <65mph | MPH 65 <140mph | P-Tile 85% | Average Speed | Standard Deviation |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0000 - 0100 | 138 | 24 | 38 | 39 | 37 | 0 | 0 | 130 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 51 | 58 | 21 | 4 | 0 | 0 | 0 | 0 | 40.8 | 36.4 | 4.1 |
| 0100 - 0200 | 83 | 29 | 24 | 22 | 8 | 0 | 0 | 79 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 24 | 41 | 14 | 2 | 0 | 0 | 0 | 0 | 41.4 | 36.8 | 4.1 |
| 0200 - 0300 | 36 | 12 | 11 | 7 | 6 | 0 | 1 | 33 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 20 | 8 | 2 | 1 | 0 | 0 | 0 | 43.2 | 38.7 | 4.6 |
| 0300 - 0400 | 37 | 10 | 7 | 15 | 5 | 0 | 0 | 31 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 12 | 14 | 2 | 0 | 1 | 0 | 0 | 44.5 | 39 | 5.6 |
| 0400 - 0500 | 25 | 4 | 9 | 3 | 9 | 0 | 0 | 20 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 11 | 6 | 1 | 0 | 0 | 0 | 0 | 43 | 37.2 | 5.3 |
| 0500 - 0600 | 35 | 7 | 7 | 8 | 13 | 0 | 0 | 33 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 13 | 11 | 0 | 1 | 0 | 0 | 0 | 41.8 | 38.2 | 4.2 |
| 0600 - 0700 | 158 | 8 | 20 | 59 | 71 | 0 | 1 | 151 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 68 | 69 | 17 | 2 | 0 | 0 | 0 | 0 | 39.5 | 35.8 | 3.4 |
| 0700 - 0800 | 227 | 43 | 65 | 57 | 62 | 1 | 0 | 217 | 1 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 89 | 109 | 18 | 1 | 0 | 0 | 0 | 0 | 38.9 | 35.6 | 3.6 |
| 0800 - 0900 | 162 | 43 | 23 | 47 | 49 | 0 | 0 | 152 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 57 | 75 | 21 | 1 | 3 | 0 | 0 | 0 | 40.2 | 36.3 | 4 |
| 0900 - 1000 | 206 | 31 | 48 | 58 | 69 | 0 | 2 | 190 | 1 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 27 | 67 | 95 | 11 | 3 | 0 | 0 | 0 | 0 | 38.1 | 34.7 | 4.2 |
| 1000 - 1100 | 281 | 55 | 76 | 67 | 83 | 0 | 3 | 256 | 2 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 | 99 | 144 | 18 | 4 | 0 | 0 | 0 | 0 | 38.7 | 35.6 | 3.6 |
| 1100 - 1200 | 367 | 77 | 86 | 114 | 90 | 0 | 0 | 353 | 2 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 17 | 168 | 151 | 28 | 0 | 1 | 0 | 0 | 38.7 | 35.1 | 3.6 |
| 1200 - 1300 | 435 | 87 | 112 | 120 | 116 | 1 | 4 | 413 | 3 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 30 | 191 | 190 | 18 | 0 | 0 | 0 | 0 | 0 | 38 | 34.7 | 3.4 |
| 1300 - 1400 | 470 | 106 | 132 | 99 | 133 | 0 | 3 | 456 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 28 | 213 | 210 | 16 | 2 | 0 | 0 | 0 | 0 | 37.6 | 34.7 | 3.1 |
| 1400 - 1500 | 467 | 142 | 125 | 94 | 106 | 0 | 1 | 449 | 1 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 22 | 186 | 224 | 28 | 0 | 0 | 0 | 0 | 0 | 38.4 | 35.1 | 3.5 |
| 1500 - 1600 | 411 | 111 | 94 | 104 | 102 | 0 | 5 | 388 | 3 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 | 152 | 196 | 39 | 5 | 1 | 0 | 0 | 0 | 39.3 | 35.8 | 3.5 |
| 1600 - 1700 | 382 | 110 | 113 | 76 | 83 | 1 | 1 | 364 | 4 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 24 | 137 | 195 | 22 | 1 | 0 | 0 | 0 | 0 | 39 | 35.2 | 3.8 |
| 1700 - 1800 | 306 | 73 | 76 | 71 | 86 | 0 | 2 | 293 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 123 | 151 | 17 | 1 | 0 | 0 | 0 | 0 | 38.8 | 35.4 | 3.3 |
| 1800 - 1900 | 327 | 82 | 73 | 91 | 81 | 0 | 2 | 310 | 3 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 112 | 164 | 21 | 2 | 0 | 0 | 1 | 0 | 38.8 | 35.5 | 3.7 |
| 1900 - 2000 | 277 | 75 | 79 | 66 | 57 | 0 | 1 | 259 | 1 | 13 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 13 | 80 | 156 | 21 | 4 | 0 | 0 | 0 | 0 | 39.1 | 35.7 | 4 |
| 2000 - 2100 | 162 | 57 | 40 | 37 | 28 | 1 | 0 | 153 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 6 | 53 | 66 | 25 | 2 | 1 | 1 | 0 | 0 | 40.2 | 35.5 | 5.8 |
| 2100 - 2200 | 124 | 34 | 43 | 24 | 23 | 0 | 2 | 116 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 52 | 45 | 14 | 1 | 0 | 0 | 0 | 0 | 39.6 | 35.1 | 4 |
| 2200 - 2300 | 100 | 33 | 29 | 21 | 17 | 0 | 0 | 93 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 9 | 32 | 41 | 11 | 2 | 1 | 0 | 0 | 0 | 39.9 | 35.1 | 5.6 |
| 2300 - 0000 | 72 | 25 | 17 | 16 | 14 | 0 | 1 | 63 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 29 | 29 | 7 | 4 | 0 | 0 | 0 | 0 | 40.1 | 36 | 4.8 |
| **0700 - 1900** | **4041** | **960** | **1023** | **998** | **1060** | **3** | **23** | **3841** | **22** | **147** | **2** | **2** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **2** | **2** | **22** | **234** | **1594** | **1904** | **257** | **20** | **5** | **0** | **1** | **0** | **38.6** | **35.3** | **3.6** |
| **0600 - 2200** | **4762** | **1134** | **1205** | **1184** | **1239** | **4** | **27** | **4520** | **24** | **179** | **2** | **2** | **1** | **2** | **0** | **1** | **0** | **0** | **0** | **4** | **6** | **28** | **266** | **1847** | **2240** | **334** | **29** | **6** | **1** | **1** | **0** | **38.7** | **35.3** | **3.7** |
| **0600 - 0000** | **4934** | **1192** | **1251** | **1221** | **1270** | **4** | **28** | **4676** | **24** | **194** | **2** | **2** | **1** | **2** | **0** | **1** | **0** | **0** | **0** | **4** | **9** | **30** | **277** | **1908** | **2310** | **352** | **35** | **7** | **1** | **1** | **0** | **38.8** | **35.3** | **3.8** |
| **0000 - 0000** | **5288** | **1278** | **1347** | **1315** | **1348** | **4** | **29** | **5002** | **24** | **220** | **3** | **2** | **1** | **2** | **0** | **1** | **0** | **0** | **0** | **4** | **9** | **31** | **289** | **2006** | **2465** | **426** | **46** | **9** | **2** | **1** | **0** | **38.9** | **35.4** | **3.9** |

**Monday 03 July 2023**

| Time | Hourly Totals | 15 Minute Bin Drops 00-15 | 15-30 | 30-45 | 45-00 | Number Vehicle Classes ARX Scheme Cycles | Motor Cycles | Car | Car Van Towing | 2 Axle Van Lorry | 3 Axle Rigid | 4 Axle Rigid | 3 Axle Artic | 4 Axle Artic | 5 Axle Artic | 6 Axle Artic | Double Road Train | Triple Road Train | Vehicle Speed MPH 0 <10mph | MPH 10 <15mph | MPH 15 <20mph | MPH 20 <25mph | MPH 25 <30mph | MPH 30 <35mph | MPH 35 <40mph | MPH 40 <45mph | MPH 45 <50mph | MPH 50 <55mph | MPH 55 <60mph | MPH 60 <65mph | MPH 65 <140mph | P-Tile 85% | Average Speed | Standard Deviation |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0000 - 0100 | 30 | 9 | 8 | 6 | 7 | 0 | 0 | 26 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 14 | 6 | 1 | 1 | 1 | 0 | 0 | 43.3 | 38.4 | 6.1 |
| 0100 - 0200 | 17 | 4 | 5 | 5 | 3 | 0 | 0 | 14 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 43.6 | 37.5 | 4.5 |
| 0200 - 0300 | 9 | 2 | 3 | 1 | 3 | 0 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | - | 33.4 | 3.6 |
| 0300 - 0400 | 8 | 0 | 2 | 2 | 4 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | - | 41.3 | 7.2 |
| 0400 - 0500 | 26 | 2 | 6 | 6 | 12 | 0 | 0 | 22 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 10 | 7 | 2 | 1 | 1 | 0 | 0 | 45.6 | 39.6 | 6.2 |
| 0500 - 0600 | 86 | 21 | 18 | 21 | 26 | 0 | 0 | 71 | 0 | 13 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 11 | 41 | 23 | 5 | 0 | 1 | 0 | 0 | 42.8 | 38.1 | 4.9 |
| 0600 - 0700 | 346 | 26 | 55 | 112 | 153 | 0 | 1 | 323 | 0 | 20 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 24 | 134 | 153 | 21 | 4 | 2 | 0 | 0 | 0 | 38.7 | 34.9 | 4.5 |
| 0700 - 0800 | 774 | 129 | 172 | 215 | 258 | 1 | 2 | 723 | 4 | 38 | 2 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 18 | 37 | 30 | 20 | 92 | 347 | 216 | 14 | 0 | 0 | 0 | 0 | 0 | 36.7 | 31 | 7.3 |
| 0800 - 0900 | 822 | 222 | 225 | 207 | 168 | 0 | 0 | 782 | 12 | 24 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 18 | 10 | 26 | 190 | 467 | 102 | 5 | 0 | 0 | 0 | 0 | 0 | 34.8 | 31 | 4.9 |
| 0900 - 1000 | 555 | 136 | 162 | 127 | 130 | 0 | 3 | 511 | 5 | 33 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 13 | 100 | 310 | 120 | 6 | 0 | 0 | 0 | 0 | 0 | 36 | 32.5 | 3.7 |
| 1000 - 1100 | 497 | 114 | 121 | 109 | 153 | 0 | 1 | 465 | 4 | 25 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 4 | 18 | 97 | 278 | 96 | 2 | 0 | 0 | 0 | 0 | 0 | 35.6 | 31.9 | 3.8 |
| 1100 - 1200 | 491 | 131 | 128 | 111 | 121 | 0 | 3 | 445 | 7 | 34 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 10 | 85 | 290 | 94 | 7 | 1 | 0 | 0 | 0 | 0 | 35.8 | 32.3 | 3.7 |
| 1200 - 1300 | 483 | 102 | 118 | 124 | 139 | 0 | 2 | 443 | 2 | 32 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 88 | 289 | 90 | 9 | 0 | 0 | 0 | 0 | 0 | 35.8 | 32.6 | 3.4 |
| 1300 - 1400 | 649 | 144 | 175 | 187 | 143 | 0 | 3 | 606 | 3 | 32 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 12 | 102 | 394 | 131 | 7 | 1 | 0 | 0 | 0 | 0 | 35.7 | 32.5 | 3.3 |
| 1400 - 1500 | 549 | 141 | 149 | 134 | 125 | 0 | 1 | 507 | 6 | 33 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 92 | 301 | 135 | 14 | 0 | 0 | 0 | 0 | 0 | 36.3 | 33 | 3.5 |
| 1500 - 1600 | 568 | 133 | 127 | 142 | 166 | 0 | 4 | 527 | 5 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 49 | 320 | 173 | 16 | 5 | 0 | 0 | 0 | 0 | 36.9 | 34 | 3.4 |
| 1600 - 1700 | 540 | 144 | 135 | 119 | 142 | 0 | 0 | 512 | 1 | 23 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 14 | 32 | 34 | 21 | 81 | 249 | 97 | 12 | 0 | 0 | 0 | 0 | 0 | 35.8 | 29.8 | 7.8 |
| 1700 - 1800 | 432 | 91 | 90 | 127 | 124 | 2 | 2 | 403 | 6 | 17 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 78 | 60 | 18 | 24 | 38 | 112 | 93 | 8 | 1 | 0 | 0 | 0 | 0 | 36.6 | 24.9 | 11.6 |
| 1800 - 1900 | 451 | 95 | 119 | 116 | 121 | 0 | 4 | 432 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 198 | 200 | 21 | 3 | 0 | 0 | 0 | 0 | 38.1 | 35 | 3.3 |
| 1900 - 2000 | 319 | 93 | 88 | 71 | 67 | 0 | 2 | 307 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 19 | 130 | 131 | 34 | 2 | 0 | 0 | 0 | 0 | 38.7 | 35.2 | 3.9 |
| 2000 - 2100 | 201 | 56 | 56 | 54 | 35 | 1 | 1 | 189 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 87 | 83 | 15 | 3 | 1 | 0 | 0 | 0 | 39 | 35.2 | 3.9 |
| 2100 - 2200 | 184 | 54 | 50 | 40 | 40 | 0 | 2 | 174 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 22 | 82 | 57 | 19 | 2 | 1 | 0 | 0 | 0 | 38.5 | 34.8 | 4.3 |
| 2200 - 2300 | 98 | 34 | 26 | 21 | 17 | 0 | 1 | 92 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 29 | 46 | 9 | 0 | 1 | 0 | 0 | 0 | 39.2 | 35.3 | 4.2 |
| 2300 - 0000 | 54 | 17 | 20 | 12 | 5 | 0 | 0 | 48 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 12 | 25 | 7 | 5 | 0 | 0 | 0 | 0 | 42.9 | 37 | 5.4 |
| **0700 - 1900** | **6811** | **1582** | **1721** | **1718** | **1790** | **3** | **25** | **6356** | **56** | **337** | **11** | **13** | **3** | **2** | **1** | **3** | **1** | **0** | **114** | **152** | **110** | **158** | **1043** | **3555** | **1547** | **121** | **11** | **0** | **0** | **0** | **0** | **36.2** | **31.7** | **5.9** |
| **0600 - 2200** | **7861** | **1811** | **1970** | **1995** | **2085** | **4** | **31** | **7349** | **57** | **383** | **12** | **14** | **4** | **2** | **1** | **3** | **1** | **0** | **114** | **152** | **118** | **163** | **1119** | **3988** | **1971** | **210** | **22** | **4** | **0** | **0** | **0** | **36.7** | **32.2** | **5.8** |
| **0600 - 0000** | **8013** | **1862** | **2016** | **2028** | **2107** | **4** | **32** | **7489** | **57** | **394** | **12** | **14** | **4** | **2** | **1** | **3** | **1** | **0** | **114** | **152** | **118** | **164** | **1136** | **4029** | **2042** | **226** | **27** | **5** | **0** | **0** | **0** | **36.7** | **32.3** | **5.8** |
| **0000 - 0000** | **8189** | **1900** | **2058** | **2069** | **2162** | **4** | **32** | **7636** | **57** | **420** | **12** | **15** | **4** | **3** | **2** | **3** | **1** | **0** | **114** | **152** | **118** | **164** | **1144** | **4059** | **2123** | **268** | **36** | **8** | **3** | **0** | **0** | **36.9** | **32.4** | **5.9** |

**Tuesday 04 July 2023**

| Time | Hourly Totals | 15 Minute Bin Drops 00-15 | 15-30 | 30-45 | 45-00 | Number Vehicle Classes ARX Scheme Cycles | Motor Cycles | Car | Car Van Towing | 2 Axle Van Lorry | 3 Axle Rigid | 4 Axle Rigid | 3 Axle Artic | 4 Axle Artic | 5 Axle Artic | 6 Axle Artic | Double Road Train | Triple Road Train | Vehicle Speed MPH 0 <10mph | MPH 10 <15mph | MPH 15 <20mph | MPH 20 <25mph | MPH 25 <30mph | MPH 30 <35mph | MPH 35 <40mph | MPH 40 <45mph | MPH 45 <50mph | MPH 50 <55mph | MPH 55 <60mph | MPH 60 <65mph | MPH 65 <140mph | P-Tile 85% | Average Speed | Standard Deviation |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0000 - 0100 | 23 | 9 | 6 | 2 | 6 | 0 | 0 | 21 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 6 | 5 | 2 | 1 | 0 | 0 | 0 | 44.6 | 37.5 | 6.3 |
| 0100 - 0200 | 18 | 4 | 6 | 4 | 4 | 0 | 0 | 13 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 40.1 | 36.4 | 4.7 |
| 0200 - 0300 | 18 | 4 | 1 | 10 | 3 | 0 | 0 | 14 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 41.2 | 35.5 | 5.3 |
| 0300 - 0400 | 12 | 1 | 3 | 5 | 3 | 0 | 0 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 43.4 | 35.1 | 5.3 |
| 0400 - 0500 | 33 | 6 | 3 | 14 | 10 | 0 | 0 | 23 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 8 | 15 | 6 | 0 | 0 | 0 | 0 | 0 | 41.5 | 36.1 | 4.4 |
| 0500 - 0600 | 84 | 19 | 19 | 25 | 21 | 0 | 0 | 67 | 1 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 21 | 37 | 17 | 4 | 3 | 0 | 0 | 0 | 43.1 | 38.1 | 4.7 |
| 0600 - 0700 | 359 | 34 | 61 | 109 | 155 | 0 | 2 | 331 | 2 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 27 | 115 | 168 | 37 | 6 | 0 | 0 | 0 | 0 | 39.6 | 35.5 | 4.2 |
| 0700 - 0800 | 791 | 135 | 181 | 223 | 252 | 1 | 2 | 745 | 8 | 30 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 12 | 111 | 408 | 234 | 18 | 1 | 0 | 0 | 0 | 0 | 36.9 | 33.2 | 3.8 |
| 0800 - 0900 | 860 | 203 | 230 | 249 | 178 | 0 | 2 | 806 | 8 | 39 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 19 | 183 | 515 | 122 | 12 | 2 | 0 | 0 | 0 | 0 | 35.1 | 32 | 3.6 |
| 0900 - 1000 | 527 | 150 | 120 | 132 | 125 | 0 | 1 | 477 | 4 | 43 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 46 | 321 | 142 | 12 | 1 | 0 | 0 | 1 | 0 | 36.6 | 33.6 | 3.2 |
| 1000 - 1100 | 518 | 128 | 110 | 134 | 146 | 0 | 1 | 468 | 2 | 42 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 4 | 11 | 71 | 272 | 146 | 14 | 0 | 0 | 0 | 0 | 0 | 36.8 | 33.3 | 3.7 |
| 1100 - 1200 | 469 | 117 | 116 | 117 | 119 | 0 | 2 | 425 | 3 | 38 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 | 51 | 242 | 155 | 12 | 1 | 0 | 0 | 0 | 0 | 36.6 | 33.5 | 3.8 |
| 1200 - 1300 | 477 | 117 | 94 | 126 | 140 | 0 | 1 | 453 | 3 | 19 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 42 | 281 | 143 | 6 | 0 | 0 | 0 | 0 | 0 | 36.5 | 33.6 | 3 |
| 1300 - 1400 | 607 | 125 | 152 | 173 | 157 | 0 | 5 | 561 | 5 | 35 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 76 | 360 | 155 | 8 | 1 | 0 | 0 | 0 | 0 | 36.1 | 33.2 | 3.1 |
| 1400 - 1500 | 575 | 136 | 146 | 140 | 153 | 0 | 4 | 527 | 5 | 33 | 1 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 5 | 93 | 318 | 139 | 14 | 2 | 0 | 0 | 0 | 0 | 36.5 | 32.9 | 3.7 |
| 1500 - 1600 | 546 | 116 | 144 | 137 | 149 | 0 | 6 | 507 | 2 | 30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 82 | 298 | 139 | 12 | 1 | 1 | 0 | 0 | 0 | 36.7 | 33.1 | 3.7 |
| 1600 - 1700 | 611 | 161 | 138 | 168 | 144 | 0 | 2 | 565 | 5 | 37 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 6 | 8 | 87 | 368 | 121 | 17 | 0 | 0 | 0 | 0 | 0 | 36 | 32.7 | 4 |
| 1700 - 1800 | 538 | 132 | 126 | 147 | 133 | 0 | 4 | 511 | 3 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 6 | 8 | 59 | 280 | 157 | 20 | 2 | 1 | 1 | 0 | 0 | 37.5 | 33.3 | 4.7 |
| 1800 - 1900 | 480 | 110 | 126 | 113 | 131 | 0 | 3 | 464 | 2 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 55 | 243 | 161 | 18 | 1 | 0 | 0 | 0 | 0 | 37.5 | 33.9 | 3.5 |
| 1900 - 2000 | 358 | 110 | 84 | 85 | 79 | 0 | 1 | 342 | 2 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 31 | 150 | 152 | 22 | 0 | 0 | 0 | 0 | 0 | 38 | 34.8 | 3.5 |
| 2000 - 2100 | 233 | 66 | 58 | 53 | 56 | 0 | 2 | 223 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21 | 76 | 114 | 17 | 4 | 0 | 0 | 0 | 0 | 39.3 | 35.5 | 3.9 |
| 2100 - 2200 | 194 | 47 | 42 | 53 | 52 | 0 | 5 | 174 | 1 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 17 | 88 | 65 | 21 | 0 | 0 | 0 | 0 | 0 | 38.8 | 34.5 | 3.8 |
| 2200 - 2300 | 140 | 52 | 37 | 31 | 20 | 0 | 2 | 131 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 55 | 61 | 14 | 1 | 0 | 0 | 0 | 0 | 39.2 | 35.6 | 3.6 |
| 2300 - 0000 | 67 | 24 | 14 | 12 | 17 | 0 | 0 | 59 | 0 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 22 | 27 | 8 | 1 | 1 | 0 | 0 | 0 | 40.6 | 35.9 | 5.1 |
| **0700 - 1900** | **6999** | **1630** | **1683** | **1859** | **1827** | **1** | **33** | **6509** | **50** | **376** | **9** | **10** | **5** | **1** | **1** | **3** | **0** | **1** | **6** | **7** | **35** | **96** | **956** | **3906** | **1814** | **163** | **12** | **2** | **1** | **1** | **0** | **36.5** | **33.1** | **3.7** |
| **0600 - 2200** | **8143** | **1887** | **1928** | **2159** | **2169** | **1** | **43** | **7579** | **56** | **431** | **12** | **10** | **5** | **1** | **1** | **3** | **0** | **1** | **6** | **7** | **37** | **107** | **1052** | **4335** | **2313** | **260** | **22** | **2** | **1** | **1** | **0** | **36.9** | **33.4** | **3.8** |
| **0600 - 0000** | **8350** | **1963** | **1979** | **2202** | **2206** | **1** | **45** | **7769** | **56** | **445** | **12** | **10** | **5** | **1** | **2** | **3** | **0** | **1** | **6** | **7** | **37** | **109** | **1067** | **4412** | **2401** | **282** | **24** | **3** | **1** | **1** | **0** | **37.0** | **33.4** | **3.8** |
| **0000 - 0000** | **8538** | **2006** | **2017** | **2262** | **2253** | **1** | **45** | **7915** | **57** | **484** | **13** | **10** | **5** | **1** | **3** | **3** | **0** | **1** | **6** | **7** | **37** | **109** | **1083** | **4461** | **2478** | **316** | **32** | **7** | **1** | **1** | **0** | **37.1** | **33.5** | **3.9** |

**Virtual Day (7.00)**

| Time | Hourly Totals | 15 Minute Bin Drops 00-15 | 15-30 | 30-45 | 45-00 | Number Vehicle Classes ARX Scheme Cycles | Motor Cycles | Car Van | Car Van Towing | 2 Axle Van Lorry | 3 Axle Rigid | 4 Axle Rigid | 3 Axle Artic | 4 Axle Artic | 5 Axle Artic | 6 Axle Artic | Double Road Train | Triple Road Train | Vehicle Speed MPH 0 <10mph | MPH 10 <15mph | MPH 15 <20mph | MPH 20 <25mph | MPH 25 <30mph | MPH 30 <35mph | MPH 35 <40mph | MPH 40 <45mph | MPH 45 <50mph | MPH 50 <55mph | MPH 55 <60mph | MPH 60 <65mph | MPH 65 <140mph | P-Tile 85% | Average Speed | Standard Deviation |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0000 - 0100 | 51 | 13 | 15 | 11 | 12 | 0 | 0 | 47 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 17 | 19 | 9 | 2 | 0 | 0 | 0 | 0 | 41.9 | 36.7 | 5.1 |
| 0100 - 0200 | 29 | 9 | 8 | 8 | 4 | 0 | 0 | 25 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 14 | 6 | 1 | 0 | 0 | 0 | 0 | 42.1 | 37.2 | 4.6 |
| 0200 - 0300 | 19 | 5 | 4 | 5 | 5 | 0 | 0 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 42.2 | 37.7 | 5 |
| 0300 - 0400 | 17 | 4 | 4 | 5 | 4 | 0 | 0 | 14 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 43.8 | 37.4 | 5.6 |
| 0400 - 0500 | 27 | 5 | 5 | 7 | 10 | 0 | 0 | 21 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 11 | 6 | 1 | 0 | 0 | 0 | 0 | 42.5 | 37.2 | 5.5 |
| 0500 - 0600 | 74 | 13 | 15 | 23 | 23 | 0 | 1 | 63 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 15 | 33 | 19 | 4 | 1 | 0 | 0 | 0 | 42.8 | 38.2 | 4.6 |
| 0600 - 0700 | 291 | 24 | 45 | 97 | 125 | 0 | 1 | 271 | 1 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 21 | 119 | 123 | 22 | 3 | 0 | 0 | 0 | 0 | 38.7 | 35 | 3.9 |
| 0700 - 0800 | 619 | 107 | 144 | 170 | 198 | 1 | 1 | 585 | 4 | 23 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 9 | 20 | 93 | 304 | 168 | 14 | 1 | 0 | 0 | 0 | 0 | 36.7 | 32.5 | 4.9 |
| 0800 - 0900 | 658 | 166 | 165 | 174 | 153 | 0 | 2 | 616 | 6 | 30 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 9 | 16 | 163 | 348 | 103 | 12 | 0 | 1 | 0 | 0 | 0 | 35.5 | 31.6 | 4.4 |
| 0900 - 1000 | 457 | 114 | 114 | 115 | 114 | 0 | 1 | 417 | 4 | 31 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 7 | 75 | 250 | 110 | 10 | 1 | 0 | 0 | 0 | 0 | 36.4 | 32.9 | 3.8 |
| 1000 - 1100 | 458 | 106 | 111 | 111 | 130 | 0 | 2 | 422 | 3 | 29 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 6 | 71 | 247 | 120 | 10 | 1 | 0 | 0 | 0 | 0 | 36.7 | 33.1 | 3.7 |
| 1100 - 1200 | 459 | 115 | 110 | 118 | 115 | 0 | 2 | 422 | 4 | 29 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 60 | 245 | 133 | 12 | 0 | 0 | 0 | 0 | 0 | 36.9 | 33.3 | 3.7 |
| 1200 - 1300 | 496 | 113 | 121 | 126 | 136 | 0 | 3 | 459 | 3 | 27 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 72 | 269 | 130 | 12 | 0 | 0 | 0 | 0 | 0 | 36.6 | 33.1 | 3.7 |
| 1300 - 1400 | 577 | 133 | 144 | 149 | 150 | 0 | 3 | 540 | 4 | 28 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 77 | 326 | 150 | 14 | 1 | 0 | 0 | 0 | 0 | 36.6 | 33.2 | 3.5 |
| 1400 - 1500 | 559 | 148 | 143 | 132 | 135 | 0 | 3 | 522 | 4 | 28 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 64 | 300 | 169 | 18 | 2 | 0 | 0 | 0 | 0 | 37 | 33.6 | 3.6 |
| 1500 - 1600 | 530 | 128 | 129 | 138 | 134 | 0 | 4 | 492 | 4 | 27 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 56 | 279 | 166 | 18 | 2 | 0 | 0 | 0 | 0 | 37.1 | 33.8 | 3.7 |
| 1600 - 1700 | 537 | 140 | 128 | 136 | 133 | 0 | 2 | 501 | 4 | 27 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 6 | 8 | 8 | 67 | 268 | 158 | 17 | 1 | 0 | 0 | 0 | 0 | 37.1 | 33 | 5.1 |
| 1700 - 1800 | 478 | 118 | 114 | 124 | 121 | 0 | 4 | 453 | 3 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 10 | 6 | 11 | 50 | 218 | 153 | 16 | 1 | 0 | 0 | 0 | 0 | 37.2 | 32.5 | 6.6 |
| 1800 - 1900 | 461 | 111 | 114 | 121 | 115 | 0 | 3 | 438 | 2 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 38 | 212 | 185 | 20 | 2 | 0 | 0 | 0 | 0 | 37.9 | 34.5 | 3.6 |
| 1900 - 2000 | 347 | 100 | 91 | 80 | 77 | 0 | 2 | 329 | 2 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 28 | 135 | 152 | 27 | 4 | 0 | 0 | 0 | 0 | 38.7 | 35.1 | 3.9 |
| 2000 - 2100 | 232 | 67 | 58 | 57 | 50 | 0 | 1 | 219 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 16 | 89 | 104 | 17 | 3 | 1 | 0 | 0 | 0 | 38.7 | 35.2 | 4 |
| 2100 - 2200 | 183 | 51 | 49 | 41 | 42 | 0 | 3 | 170 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 | 86 | 61 | 17 | 1 | 0 | 0 | 0 | 0 | 38.7 | 34.8 | 4.1 |
| 2200 - 2300 | 134 | 42 | 37 | 30 | 26 | 0 | 1 | 125 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 12 | 49 | 54 | 14 | 2 | 0 | 0 | 0 | 0 | 39.5 | 35.3 | 4.7 |
| 2300 - 0000 | 78 | 24 | 21 | 16 | 17 | 0 | 1 | 71 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 27 | 33 | 10 | 2 | 0 | 0 | 0 | 0 | 40.3 | 36 | 4.8 |
| **0700 - 1900** | **6288** | **1501** | **1538** | **1614** | **1635** | **2** | **31** | **5869** | **45** | **312** | **6** | **10** | **3** | **3** | **2** | **4** | **0** | **0** | **21** | **32** | **49** | **101** | **886** | **3267** | **1747** | **171** | **13** | **2** | **0** | **1** | **0** | **36.9** | **33.0** | **4.4** |
| **0600 - 2200** | **7341** | **1743** | **1781** | **1889** | **1929** | **3** | **38** | **6857** | **49** | **362** | **8** | **10** | **3** | **3** | **2** | **4** | **0** | **0** | **21** | **32** | **51** | **107** | **966** | **3696** | **2187** | **254** | **23** | **3** | **0** | **1** | **0** | **37.1** | **33.3** | **4.4** |
| **0600 - 0000** | **7553** | **1808** | **1839** | **1935** | **1971** | **3** | **40** | **7053** | **50** | **375** | **8** | **11** | **3** | **3** | **2** | **4** | **0** | **0** | **21** | **33** | **52** | **109** | **982** | **3772** | **2274** | **277** | **27** | **4** | **1** | **1** | **0** | **37.2** | **33.4** | **4.4** |
| **0000 - 0000** | **7772** | **1858** | **1889** | **1994** | **2030** | **3** | **42** | **7241** | **50** | **403** | **9** | **11** | **3** | **4** | **2** | **4** | **0** | **0** | **21** | **33** | **52** | **110** | **995** | **3824** | **2365** | **327** | **37** | **6** | **2** | **1** | **0** | **37.4** | **33.5** | **4.5** |

**Virtual Week (1.00)**

| Time | Hourly Totals | 15 Minute Bin Drops | | | | Number Vehicle Classes ARX Scheme | | | | | | | | | | | | Vehicle Speed | | | | | | | | | | | |

## Hady Hill, Chesterfield ATC

**Report Id** 306/23
**Site Name** Site 1 of 1
**Description** A632 Hady Hill, 110m east of Hady Lane
**Direction** Westbound

**Wednesday 28 June 2023**

| Time | Hourly Totals | 15 Minute Bin Drops 00-15 | 15-30 | 30-45 | 45-00 | Number Vehicle Classes ARX Scheme Cycles | Motor Cycles | Car Van | Car Van Towing | 2 Axle Van Lorry | 3 Axle Rigid | 4 Axle Rigid | 3 Axle Artic | 4 Axle Artic | 5 Axle Artic | 6 Axle Artic | Double Road Train | Triple Road Train | Vehicle Speed MPH 0 <10mph | MPH 10 <15mph | MPH 15 <20mph | MPH 20 <25mph | MPH 25 <30mph | MPH 30 <35mph | MPH 35 <40mph | MPH 40 <45mph | MPH 45 <50mph | MPH 50 <55mph | MPH 55 <60mph | MPH 60 <65mph | MPH 65 <140mph | P-Tile 85% | Average Speed | Standard Deviation |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0000 - 0100 | 36 | 10 | 9 | 9 | 8 | 0 | 0 | 29 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 9 | 11 | 4 | 1 | 2 | 0 | 0 | 0 | 43 | 35.3 | 7.7 |
| 0100 - 0200 | 23 | 5 | 9 | 9 | 0 | 0 | 0 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 11 | 5 | 0 | 3 | 1 | 0 | 0 | 0 | 46.1 | 35.4 | 7.7 |
| 0200 - 0300 | 18 | 7 | 2 | 4 | 5 | 0 | 0 | 15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 37.3 | 32.2 | 4.4 |
| 0300 - 0400 | 20 | 5 | 7 | 5 | 3 | 0 | 0 | 15 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 39.5 | 32.5 | 6.1 |
| 0400 - 0500 | 30 | 9 | 8 | 9 | 4 | 0 | 0 | 25 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 12 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 40.3 | 34 | 6.3 |
| 0500 - 0600 | 79 | 11 | 16 | 29 | 23 | 0 | 1 | 70 | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 32 | 29 | 3 | 0 | 1 | 0 | 0 | 0 | 37.9 | 34.3 | 4.3 |
| 0600 - 0700 | 181 | 29 | 37 | 50 | 65 | 0 | 3 | 162 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 25 | 96 | 46 | 8 | 1 | 1 | 0 | 0 | 0 | 37.6 | 33.4 | 4.2 |
| 0700 - 0800 | 467 | 81 | 91 | 156 | 139 | 0 | 1 | 437 | 2 | 25 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 24 | 142 | 207 | 83 | 10 | 1 | 0 | 0 | 0 | 0 | 35.7 | 31.7 | 4 |
| 0800 - 0900 | 622 | 166 | 150 | 153 | 153 | 0 | 1 | 579 | 3 | 36 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 8 | 8 | 21 | 199 | 319 | 53 | 7 | 0 | 0 | 0 | 0 | 0 | 33.8 | 30.2 | 4.8 |
| 0900 - 1000 | 517 | 151 | 112 | 120 | 134 | 0 | 1 | 473 | 1 | 36 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 37 | 171 | 250 | 54 | 4 | 0 | 0 | 0 | 0 | 0 | 34.3 | 30.7 | 3.7 |
| 1000 - 1100 | 449 | 117 | 123 | 104 | 105 | 0 | 0 | 411 | 4 | 28 | 1 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 11 | 171 | 202 | 57 | 8 | 0 | 0 | 0 | 0 | 0 | 35 | 31.3 | 3.7 |
| 1100 - 1200 | 489 | 115 | 116 | 144 | 114 | 0 | 2 | 444 | 3 | 37 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 30 | 206 | 202 | 46 | 1 | 0 | 0 | 0 | 0 | 0 | 34.2 | 30.2 | 3.7 |
| 1200 - 1300 | 545 | 135 | 142 | 142 | 126 | 0 | 4 | 501 | 6 | 27 | 3 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 3 | 51 | 237 | 196 | 52 | 4 | 0 | 0 | 0 | 0 | 0 | 33.6 | 29.8 | 4 |
| 1300 - 1400 | 597 | 135 | 140 | 146 | 176 | 0 | 4 | 530 | 3 | 43 | 5 | 6 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 9 | 49 | 251 | 226 | 53 | 4 | 2 | 1 | 1 | 1 | 0 | 34 | 30 | 4.6 |
| 1400 - 1500 | 691 | 172 | 195 | 165 | 159 | 0 | 4 | 634 | 12 | 32 | 6 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 15 | 25 | 326 | 275 | 49 | 1 | 0 | 0 | 0 | 0 | 0 | 33.3 | 29.7 | 3.6 |
| 1500 - 1600 | 643 | 149 | 147 | 167 | 180 | 0 | 2 | 606 | 2 | 30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 8 | 45 | 266 | 255 | 55 | 4 | 0 | 0 | 0 | 0 | 0 | 34 | 29.8 | 4.3 |
| 1600 - 1700 | 753 | 192 | 188 | 198 | 175 | 1 | 1 | 717 | 10 | 15 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 48 | 48 | 87 | 283 | 212 | 37 | 3 | 1 | 0 | 0 | 0 | 0 | 32.5 | 26.3 | 7.3 |
| 1700 - 1800 | 710 | 211 | 159 | 175 | 165 | 1 | 2 | 676 | 2 | 23 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 25 | 41 | 86 | 288 | 204 | 56 | 3 | 0 | 0 | 0 | 0 | 0 | 33.1 | 27.9 | 5.9 |
| 1800 - 1900 | 494 | 145 | 131 | 100 | 118 | 0 | 0 | 471 | 3 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 155 | 258 | 59 | 7 | 0 | 0 | 0 | 0 | 0 | 34.6 | 31.4 | 3.5 |
| 1900 - 2000 | 433 | 88 | 108 | 118 | 119 | 1 | 0 | 406 | 4 | 14 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 18 | 159 | 178 | 63 | 10 | 2 | 0 | 0 | 0 | 0 | 35.2 | 31.2 | 4.3 |
| 2000 - 2100 | 327 | 122 | 91 | 53 | 61 | 0 | 1 | 316 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 111 | 160 | 33 | 11 | 1 | 0 | 0 | 0 | 0 | 34.9 | 31.5 | 4 |
| 2100 - 2200 | 184 | 44 | 66 | 41 | 33 | 0 | 2 | 176 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 41 | 88 | 34 | 9 | 0 | 2 | 0 | 0 | 0 | 36.6 | 32.5 | 4.9 |
| 2200 - 2300 | 88 | 26 | 22 | 21 | 19 | 0 | 2 | 78 | 0 | 5 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 24 | 40 | 16 | 4 | 2 | 0 | 0 | 0 | 0 | 37.7 | 32.6 | 4.8 |
| 2300 - 0000 | 71 | 23 | 20 | 17 | 11 | 0 | 0 | 64 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 24 | 24 | 14 | 4 | 1 | 0 | 0 | 0 | 0 | 37.2 | 32 | 5.1 |
| **0700 - 1900** | **6977** | **1769** | **1694** | **1770** | **1744** | **2** | **22** | **6479** | **51** | **348** | **25** | **32** | **1** | **4** | **7** | **5** | **1** | **0** | **50** | **91** | **138** | **480** | **2695** | **2806** | **654** | **56** | **4** | **1** | **1** | **1** | **0** | **34.0** | **29.7** | **5.0** |
| **0600 - 2200** | **8102** | **2052** | **1996** | **2032** | **2022** | **3** | **28** | **7539** | **56** | **392** | **30** | **36** | **1** | **4** | **7** | **5** | **1** | **0** | **50** | **91** | **143** | **521** | **3031** | **3328** | **830** | **94** | **8** | **4** | **1** | **1** | **0** | **34.3** | **30.0** | **4.9** |
| **0600 - 0000** | **8261** | **2101** | **2038** | **2070** | **2052** | **3** | **30** | **7681** | **56** | **402** | **33** | **37** | **1** | **4** | **8** | **5** | **1** | **0** | **50** | **91** | **143** | **527** | **3079** | **3392** | **860** | **102** | **11** | **4** | **1** | **1** | **0** | **34.4** | **30.0** | **4.9** |
| **0000 - 0000** | **8467** | **2148** | **2089** | **2135** | **2095** | **3** | **31** | **7857** | **56** | **428** | **33** | **37** | **1** | **4** | **11** | **5** | **1** | **0** | **50** | **91** | **145** | **533** | **3117** | **3472** | **917** | **116** | **15** | **9** | **1** | **1** | **0** | **34.6** | **30.1** | **5.0** |

**Thursday 29 June 2023**

| Time | Hourly Totals | 15 Minute Bin Drops 00-15 | 15-30 | 30-45 | 45-00 | Number Vehicle Classes ARX Scheme Cycles | Motor Cycles | Car Van | Car Van Towing | 2 Axle Van Lorry | 3 Axle Rigid | 4 Axle Rigid | 3 Axle Artic | 4 Axle Artic | 5 Axle Artic | 6 Axle Artic | Double Road Train | Triple Road Train | Vehicle Speed MPH 0 <10mph | MPH 10 <15mph | MPH 15 <20mph | MPH 20 <25mph | MPH 25 <30mph | MPH 30 <35mph | MPH 35 <40mph | MPH 40 <45mph | MPH 45 <50mph | MPH 50 <55mph | MPH 55 <60mph | MPH 60 <65mph | MPH 65 <140mph | P-Tile 85% | Average Speed | Standard Deviation |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0000 - 0100 | 37 | 12 | 12 | 4 | 9 | 0 | 0 | 32 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 14 | 12 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 35.7 | 30.7 | 4.8 |
| 0100 - 0200 | 23 | 4 | 4 | 6 | 9 | 0 | 0 | 17 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 3 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 39.4 | 32.6 | 6.1 |
| 0200 - 0300 | 23 | 9 | 6 | 3 | 5 | 0 | 0 | 17 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 7 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 42 | 33.5 | 8.1 |
| 0300 - 0400 | 20 | 5 | 5 | 6 | 4 | 0 | 0 | 15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 9 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 39.8 | 33.8 | 6 |
| 0400 - 0500 | 28 | 4 | 10 | 10 | 4 | 0 | 0 | 24 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 9 | 7 | 5 | 2 | 3 | 0 | 0 | 0 | 46.7 | 38.2 | 7.8 |
| 0500 - 0600 | 68 | 5 | 15 | 25 | 23 | 0 | 0 | 61 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 33 | 22 | 7 | 2 | 0 | 0 | 0 | 0 | 39.9 | 35.2 | 4.3 |
| 0600 - 0700 | 219 | 39 | 37 | 59 | 84 | 1 | 3 | 196 | 2 | 11 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 25 | 102 | 75 | 10 | 2 | 0 | 0 | 0 | 0 | 38 | 34.1 | 4 |
| 0700 - 0800 | 486 | 83 | 113 | 146 | 144 | 0 | 2 | 453 | 2 | 24 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 142 | 229 | 84 | 4 | 1 | 1 | 0 | 0 | 0 | 35.6 | 31.5 | 3.9 |
| 0800 - 0900 | 588 | 148 | 156 | 147 | 137 | 0 | 1 | 546 | 3 | 31 | 2 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 3 | 6 | 38 | 193 | 281 | 60 | 4 | 1 | 0 | 0 | 0 | 0 | 34.3 | 30.5 | 4.3 |
| 0900 - 1000 | 577 | 167 | 146 | 125 | 139 | 0 | 1 | 528 | 3 | 40 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 15 | 193 | 300 | 56 | 1 | 1 | 0 | 0 | 0 | 0 | 34.1 | 30.7 | 3.6 |
| 1000 - 1100 | 547 | 144 | 142 | 136 | 125 | 0 | 2 | 507 | 3 | 34 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 47 | 273 | 200 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 32.7 | 29.5 | 3.3 |
| 1100 - 1200 | 522 | 130 | 143 | 131 | 118 | 1 | 2 | 486 | 1 | 23 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 25 | 219 | 236 | 34 | 4 | 1 | 0 | 0 | 0 | 0 | 33.7 | 30.2 | 3.6 |
| 1200 - 1300 | 525 | 139 | 115 | 140 | 131 | 0 | 0 | 485 | 3 | 32 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 32 | 229 | 215 | 41 | 4 | 1 | 0 | 0 | 0 | 0 | 33.7 | 30.2 | 3.7 |
| 1300 - 1400 | 504 | 135 | 127 | 114 | 128 | 0 | 0 | 468 | 4 | 22 | 5 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 22 | 197 | 219 | 59 | 4 | 0 | 0 | 0 | 0 | 0 | 34.1 | 30.7 | 3.8 |
| 1400 - 1500 | 596 | 148 | 150 | 155 | 143 | 0 | 4 | 562 | 2 | 25 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 30 | 229 | 269 | 58 | 7 | 0 | 0 | 0 | 0 | 0 | 34.4 | 30.7 | 3.8 |
| 1500 - 1600 | 703 | 197 | 160 | 164 | 182 | 0 | 3 | 655 | 3 | 36 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 61 | 282 | 304 | 46 | 4 | 0 | 0 | 0 | 0 | 0 | 33.6 | 29.9 | 3.7 |
| 1600 - 1700 | 754 | 195 | 191 | 192 | 176 | 2 | 3 | 703 | 7 | 27 | 7 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 167 | 117 | 68 | 97 | 149 | 131 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 31.4 | 20.3 | 9.9 |
| 1700 - 1800 | 643 | 200 | 161 | 117 | 165 | 0 | 2 | 615 | 4 | 15 | 4 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 79 | 99 | 34 | 49 | 168 | 155 | 55 | 4 | 0 | 0 | 0 | 0 | 0 | 33.4 | 24 | 9.6 |
| 1800 - 1900 | 492 | 153 | 115 | 117 | 107 | 2 | 6 | 461 | 3 | 14 | 3 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 2 | 24 | 135 | 241 | 78 | 10 | 1 | 0 | 0 | 0 | 0 | 35.6 | 31.5 | 4 |
| 1900 - 2000 | 472 | 114 | 122 | 120 | 116 | 1 | 3 | 449 | 0 | 14 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 13 | 141 | 218 | 89 | 6 | 3 | 0 | 0 | 0 | 0 | 36.1 | 31.8 | 4.2 |
| 2000 - 2100 | 287 | 104 | 71 | 57 | 55 | 0 | 2 | 271 | 1 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 17 | 65 | 131 | 62 | 7 | 1 | 0 | 1 | 0 | 0 | 36.7 | 32.1 | 4.8 |
| 2100 - 2200 | 172 | 58 | 32 | 46 | 36 | 0 | 3 | 161 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 30 | 83 | 39 | 9 | 4 | 0 | 0 | 0 | 0 | 37.6 | 33.3 | 4.6 |
| 2200 - 2300 | 119 | 41 | 29 | 23 | 26 | 0 | 0 | 108 | 0 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 27 | 50 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | 37.2 | 32.1 | 4.8 |
| 2300 - 0000 | 72 | 27 | 24 | 9 | 12 | 0 | 0 | 59 | 0 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 23 | 33 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 35.2 | 31.4 | 4.7 |
| **0700 - 1900** | **6937** | **1839** | **1719** | **1684** | **1695** | **5** | **26** | **6469** | **38** | **323** | **39** | **23** | **2** | **2** | **4** | **5** | **1** | **0** | **249** | **224** | **135** | **465** | **2409** | **2780** | **618** | **50** | **6** | **1** | **0** | **0** | **0** | **33.9** | **28.8** | **6.6** |
| **0600 - 2200** | **8087** | **2154** | **1981** | **1966** | **1986** | **7** | **37** | **7546** | **41** | **362** | **53** | **25** | **2** | **3** | **4** | **6** | **1** | **0** | **249** | **225** | **139** | **507** | **2670** | **3314** | **883** | **82** | **16** | **1** | **1** | **0** | **0** | **34.4** | **29.3** | **6.4** |
| **0600 - 0000** | **8278** | **2222** | **2034** | **1998** | **2024** | **7** | **37** | **7713** | **41** | **374** | **64** | **26** | **2** | **3** | **4** | **6** | **1** | **0** | **249** | **226** | **142** | **516** | **2720** | **3397** | **922** | **88** | **16** | **1** | **1** | **0** | **0** | **34.4** | **29.4** | **6.4** |
| **0000 - 0000** | **8477** | **2261** | **2086** | **2052** | **2078** | **7** | **37** | **7879** | **41** | **397** | **71** | **27** | **2** | **3** | **6** | **6** | **1** | **0** | **249** | **226** | **144** | **526** | **2753** | **3470** | **973** | **109** | **21** | **5** | **1** | **0** | **0** | **34.7** | **29.5** | **6.5** |

**Friday 30 June 2023**

| Time | Hourly Totals | 15 Minute Bin Drops 00-15 | 15-30 | 30-45 | 45-00 | Number Vehicle Classes ARX Scheme Cycles | Motor Cycles | Car Van | Car Van Towing | 2 Axle Van Lorry | 3 Axle Rigid | 4 Axle Rigid | 3 Axle Artic | 4 Axle Artic | 5 Axle Artic | 6 Axle Artic | Double Road Train | Triple Road Train | Vehicle Speed MPH 0 <10mph | MPH 10 <15mph | MPH 15 <20mph | MPH 20 <25mph | MPH 25 <30mph | MPH 30 <35mph | MPH 35 <40mph | MPH 40 <45mph | MPH 45 <50mph | MPH 50 <55mph | MPH 55 <60mph | MPH 60 <65mph | MPH 65 <140mph | P-Tile 85% | Average Speed | Standard Deviation |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0000 - 0100 | 46 | 12 | 14 | 10 | 10 | 0 | 1 | 37 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16 | 13 | 7 | 1 | 1 | 0 | 1 | 0 | 1 | 38.6 | 32.3 | 8.5 |
| 0100 - 0200 | 30 | 5 | 3 | 15 | 7 | 0 | 0 | 27 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 10 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 40.3 | 34.6 | 5.4 |
| 0200 - 0300 | 27 | 7 | 9 | 5 | 6 | 0 | 0 | 24 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 11 | 8 | 1 | 2 | 1 | 0 | 0 | 0 | 41.7 | 34.6 | 6.5 |
| 0300 - 0400 | 20 | 5 | 5 | 4 | 6 | 0 | 1 | 15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 3 | 7 | 2 | 0 | 0 | 0 | 0 | 42.4 | 36.9 | 5.8 |
| 0400 - 0500 | 40 | 7 | 15 | 9 | 9 | 0 | 1 | 32 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 16 | 14 | 8 | 0 | 0 | 0 | 0 | 0 | 41.6 | 35.9 | 4.6 |
| 0500 - 0600 | 68 | 8 | 18 | 26 | 16 | 0 | 1 | 54 | 0 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 30 | 19 | 8 | 3 | 1 | 0 | 0 | 0 | 40.6 | 35.5 | 5.6 |
| 0600 - 0700 | 190 | 37 | 33 | 43 | 77 | 0 | 3 | 171 | 0 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 24 | 95 | 53 | 8 | 5 | 1 | 1 | 0 | 0 | 38.8 | 34.2 | 5 |
| 0700 - 0800 | 431 | 71 | 102 | 121 | 137 | 0 | 2 | 399 | 1 | 15 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 90 | 238 | 80 | 8 | 0 | 0 | 0 | 0 | 0 | 35.8 | 32.3 | 3.6 |
| 0800 - 0900 | 531 | 123 | 148 | 130 | 130 | 1 | 1 | 495 | 0 | 21 | 10 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 46 | 26 | 21 | 43 | 142 | 212 | 37 | 4 | 0 | 0 | 0 | 0 | 0 | 33.8 | 27 | 8.6 |
| 0900 - 1000 | 546 | 149 | 133 | 130 | 134 | 0 | 1 | 511 | 0 | 23 | 8 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 71 | 34 | 19 | 34 | 164 | 178 | 41 | 5 | 0 | 0 | 0 | 0 | 0 | 33.7 | 25.9 | 9.3 |
| 1000 - 1100 | 519 | 103 | 127 | 148 | 141 | 0 | 4 | 473 | 1 | 33 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 26 | 192 | 257 | 42 | 1 | 0 | 0 | 0 | 0 | 0 | 33.8 | 30.5 | 3.3 |
| 1100 - 1200 | 510 | 119 | 116 | 137 | 138 | 1 | 3 | 469 | 2 | 16 | 9 | 8 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 44 | 231 | 195 | 35 | 3 | 1 | 0 | 0 | 0 | 0 | 33.4 | 29.8 | 3.7 |
| 1200 - 1300 | 623 | 168 | 153 | 161 | 141 | 1 | 0 | 587 | 4 | 21 | 5 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 8 | 44 | 293 | 233 | 40 | 3 | 1 | 0 | 0 | 0 | 0 | 33.4 | 29.6 | 3.9 |
| 1300 - 1400 | 528 | 150 | 122 | 120 | 136 | 0 | 3 | 492 | 3 | 27 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 3 | 45 | 183 | 221 | 68 | 6 | 0 | 0 | 0 | 0 | 0 | 34.8 | 30.6 | 4.2 |
| 1400 - 1500 | 614 | 150 | 141 | 159 | 164 | 0 | 2 | 576 | 2 | 28 | 0 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 3 | 33 | 238 | 272 | 61 | 5 | 0 | 2 | 0 | 0 | 0 | 34.3 | 30.7 | 3.8 |
| 1500 - 1600 | 639 | 165 | 153 | 146 | 175 | 0 | 0 | 588 | 4 | 43 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 4 | 44 | 248 | 276 | 60 | 4 | 1 | 0 | 0 | 0 | 0 | 34 | 30.3 | 4 |
| 1600 - 1700 | 747 | 213 | 174 | 192 | 168 | 0 | 5 | 716 | 2 | 21 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 13 | 57 | 312 | 288 | 73 | 3 | 0 | 0 | 0 | 0 | 0 | 33.8 | 29.9 | 4 |
| 1700 - 1800 | 603 | 174 | 138 | 145 | 146 | 0 | 1 | 571 | 4 | 22 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 15 | 179 | 307 | 88 | 10 | 2 | 0 | 0 | 0 | 0 | 35.2 | 31.6 | 3.7 |
| 1800 - 1900 | 445 | 137 | 104 | 104 | 100 | 0 | 2 | 424 | 1 | 15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 112 | 222 | 84 | 10 | 0 | 0 | 0 | 0 | 0 | 36 | 32.1 | 3.8 |
| 1900 - 2000 | 456 | 110 | 98 | 133 | 115 | 0 | 2 | 442 | 0 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 24 | 123 | 199 | 88 | 18 | 2 | 0 | 0 | 0 | 0 | 36.2 | 31.8 | 4.5 |
| 2000 - 2100 | 303 | 109 | 69 | 64 | 61 | 0 | 3 | 287 | 1 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 71 | 149 | 62 | 8 | 2 | 0 | 0 | 0 | 0 | 36.5 | 32.4 | 4.1 |
| 2100 - 2200 | 173 | 41 | 50 | 44 | 38 | 0 | 1 | 164 | 0 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 45 | 69 | 36 | 7 | 1 | 1 | 0 | 0 | 0 | 37.7 | 32.2 | 5.1 |
| 2200 - 2300 | 143 | 53 | 31 | 35 | 24 | 0 | 1 | 133 | 0 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 34 | 59 | 31 | 9 | 3 | 1 | 1 | 0 | 0 | 37.8 | 33.2 | 5.6 |
| 2300 - 0000 | 72 | 26 | 14 | 13 | 19 | 0 | 0 | 64 | 0 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16 | 25 | 18 | 6 | 1 | 0 | 0 | 0 | 0 | 38.8 | 33 | 5.6 |
| **0700 - 1900** | **6736** | **1722** | **1611** | **1693** | **1710** | **3** | **24** | **6301** | **24** | **285** | **55** | **28** | **1** | **3** | **4** | **7** | **1** | **0** | **118** | **65** | **76** | **416** | **2384** | **2899** | **709** | **62** | **5** | **2** | **0** | **0** | **0** | **34.3** | **30.0** | **5.3** |
| **0600 - 2200** | **7858** | **2019** | **1861** | **1977** | **2001** | **3** | **33** | **7365** | **25** | **315** | **69** | **32** | **1** | **3** | **4** | **7** | **1** | **0** | **118** | **66** | **80** | **463** | **2647** | **3411** | **950** | **103** | **15** | **4** | **1** | **0** | **0** | **34.7** | **30.3** | **5.3** |
| **0600 - 0000** | **8073** | **2098** | **1906** | **2025** | **2044** | **3** | **34** | **7562** | **25** | **326** | **73** | **34** | **1** | **3** | **4** | **7** | **1** | **0** | **118** | **66** | **81** | **473** | **2697** | **3495** | **999** | **118** | **19** | **5** | **2** | **0** | **0** | **34.8** | **30.4** | **5.3** |
| **0000 - 0000** | **8304** | **2142** | **1970** | **2094** | **2098** | **3** | **38** | **7751** | **25** | **352** | **82** | **36** | **1** | **3** | **5** | **7** | **1** | **0** | **118** | **66** | **81** | **482** | **2731** | **3580** | **1061** | **146** | **28** | **7** | **3** | **0** | **1** | **35.0** | **30.5** | **5.4** |

**Saturday 01 July 2023**

| Time | Hourly Totals | 15 Minute Bin Drops 00-15 | 15-30 | 30-45 | 45-00 | Number Vehicle Classes ARX Scheme Cycles | Motor Cycles | Car Van | Car Van Towing | 2 Axle Van Lorry | 3 Axle Rigid | 4 Axle Rigid | 3 Axle Artic | 4 Axle Artic | 5 Axle Artic | 6 Axle Artic | Double Road Train | Triple Road Train | Vehicle Speed MPH 0 <10mph | MPH 10 <15mph | MPH 15 <20mph | MPH 20 <25mph | MPH 25 <30mph | MPH 30 <35mph | MPH 35 <40mph | MPH 40 <45mph | MPH 45 <50mph | MPH 50 <55mph | MPH 55 <60mph | MPH 60 <65mph | MPH 65 <140mph | P-Tile 85% | Average Speed | Standard Deviation |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0000 - 0100 | 68 | 29 | 12 | 12 | 15 | 0 | 0 | 64 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 | 32 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 36.9 | 32.2 | 4.3 |
| 0100 - 0200 | 28 | 6 | 9 | 8 | 5 | 0 | 0 | 27 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 10 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 39.4 | 33 | 5.9 |
| 0200 - 0300 | 23 | 7 | 5 | 4 | 7 | 0 | 0 | 20 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 7 | 4 | 5 | 2 | 0 | 0 | 0 | 0 | 42.3 | 35.4 | 7.2 |
| 0300 - 0400 | 22 | 8 | 1 | 8 | 5 | 0 | 0 | 18 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 7 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 41.2 | 34.7 | 6 |
| 0400 - 0500 | 28 | 8 | 4 | 6 | 10 | 0 | 0 | 26 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 11 | 6 | 6 | 2 | 0 | 0 | 0 | 0 | 43 | 35.7 | 5.9 |
| 0500 - 0600 | 60 | 16 | 6 | 15 | 23 | 0 | 0 | 54 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 25 | 16 | 7 | 3 | 0 | 0 | 0 | 0 | 41 | 35.1 | 5 |
| 0600 - 0700 | 115 | 16 | 24 | 37 | 38 | 0 | 1 | 99 | 1 | 7 | 5 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 15 | 65 | 26 | 5 | 1 | 0 | 0 | 0 | 0 | 37.3 | 33.2 | 4.3 |
| 0700 - 0800 | 277 | 50 | 65 | 69 | 93 | 0 | 1 | 259 | 0 | 9 | 5 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 6 | 54 | 139 | 69 | 6 | 2 | 0 | 0 | 0 | 0 | 36.4 | 32.7 | 4 |
| 0800 - 0900 | 356 | 64 | 83 | 98 | 111 | 0 | 1 | 342 | 3 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 60 | 182 | 89 | 15 | 0 | 0 | 0 | 0 | 0 | 37.2 | 33.1 | 4 |
| 0900 - 1000 | 403 | 73 | 119 | 112 | 99 | 1 | 2 | 371 | 4 | 21 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 85 | 227 | 66 | 9 | 2 | 0 | 0 | 0 | 0 | 35.6 | 32.1 | 3.8 |
| 1000 - 1100 | 402 | 100 | 103 | 87 | 112 | 1 | 1 | 378 | 5 | 16 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 3 | 17 | 91 | 215 | 64 | 10 | 0 | 0 | 0 | 0 | 0 | 35.6 | 31.9 | 4.2 |
| 1100 - 1200 | 461 | 100 | 97 | 123 | 141 | 0 | 4 | 435 | 4 | 16 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 147 | 227 | 68 | 4 | 0 | 1 | 0 | 0 | 0 | 35.2 | 31.5 | 3.7 |
| 1200 - 1300 | 489 | 116 | 132 | 134 | 107 | 0 | 2 | 454 | 9 | 21 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 132 | 275 | 67 | 6 | 1 | 0 | 0 | 0 | 0 | 35.1 | 31.7 | 3.4 |
| 1300 - 1400 | 432 | 122 | 118 | 100 | 92 | 0 | 7 | 396 | 2 | 22 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 9 | 123 | 220 | 70 | 6 | 0 | 0 | 0 | 0 | 0 | 35.3 | 31.5 | 3.8 |
| 1400 - 1500 | 452 | 122 | 114 | 120 | 96 | 0 | 2 | 425 | 0 | 22 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 127 | 230 | 69 | 9 | 1 | 2 | 0 | 0 | 0 | 35.5 | 32 | 3.9 |
| 1500 - 1600 | 418 | 105 | 99 | 116 | 98 | 0 | 5 | 386 | 2 | 20 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 118 | 209 | 71 | 9 | 0 | 0 | 0 | 0 | 0 | 35.7 | 31.8 | 3.7 |
| 1600 - 1700 | 399 | 110 | 92 | 94 | 103 | 0 | 6 | 376 | 3 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 90 | 217 | 68 | 10 | 2 | 0 | 0 | 0 | 0 | 36 | 32.3 | 3.9 |
| 1700 - 1800 | 362 | 77 | 91 | 108 | 86 | 0 | 4 | 332 | 2 | 20 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 81 | 183 | 73 | 7 | 0 | 1 | 0 | 0 | 1 | 36.2 | 32.1 | 4.7 |
| 1800 - 1900 | 364 | 101 | 89 | 89 | 85 | 0 | 5 | 342 | 4 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 94 | 189 | 67 | 6 | 0 | 0 | 0 | 0 | 0 | 36 | 32.1 | 3.9 |
| 1900 - 2000 | 370 | 92 | 107 | 97 | 74 | 0 | 4 | 357 | 0 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 86 | 180 | 79 | 11 | 1 | 0 | 1 | 0 | 0 | 36.3 | 32.5 | 4.1 |
| 2000 - 2100 | 268 | 92 | 60 | 51 | 65 | 0 | 1 | 255 | 1 | 7 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 8 | 72 | 121 | 56 | 4 | 2 | 0 | 0 | 0 | 0 | 36.2 | 32 | 4.6 |
| 2100 - 2200 | 170 | 44 | 48 | 51 | 27 | 0 | 0 | 161 | 1 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 37 | 77 | 41 | 9 | 3 | 0 | 0 | 0 | 0 | 38 | 33.3 | 4.5 |
| 2200 - 2300 | 135 | 36 | 33 | 31 | 35 | 0 | 2 | 124 | 0 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 28 | 45 | 42 | 9 | 1 | 2 | 0 | 0 | 0 | 38.9 | 33.4 | 5.5 |
| 2300 - 0000 | 102 | 26 | 36 | 21 | 19 | 0 | 0 | 94 | 0 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 20 | 40 | 28 | 6 | 3 | 1 | 0 | 0 | 0 | 37.9 | 33.8 | 5.4 |
| **0700 - 1900** | **4815** | **1140** | **1202** | **1250** | **1223** | **2** | **40** | **4496** | **38** | **199** | **17** | **17** | **0** | **3** | **1** | **2** | **0** | **0** | **1** | **3** | **14** | **131** | **1202** | **2513** | **841** | **97** | **8** | **4** | **0** | **0** | **1** | **35.8** | **32.0** | **3.9** |
| **0600 - 2200** | **5738** | **1384** | **1441** | **1486** | **1427** | **2** | **46** | **5368** | **41** | **221** | **31** | **22** | **0** | **3** | **1** | **3** | **0** | **0** | **1** | **3** | **21** | **155** | **1412** | **2956** | **1043** | **126** | **15** | **4** | **1** | **0** | **1** | **35.9** | **32.1** | **4.0** |
| **0600 - 0000** | **5975** | **1446** | **1510** | **1538** | **1481** | **2** | **48** | **5586** | **41** | **225** | **42** | **24** | **0** | **3** | **1** | **3** | **0** | **0** | **1** | **3** | **21** | **167** | **1460** | **3041** | **1113** | **141** | **19** | **7** | **1** | **0** | **1** | **36.0** | **32.2** | **4.1** |
| **0000 - 0000** | **6204** | **1520** | **1547** | **1591** | **1546** | **2** | **48** | **5795** | **41** | **236** | **49** | **25** | **0** | **3** | **1** | **4** | **0** | **0** | **1** | **3** | **22** | **175** | **1502** | **3133** | **1163** | **168** | **28** | **7** | **1** | **0** | **1** | **36.1** | **32.2** | **4.2** |

**Sunday 02 July 2023**

| Time | Hourly Totals | 15 Minute Bin Drops 00-15 | 15-30 | 30-45 | 45-00 | Number Vehicle Classes ARX Scheme Cycles | Motor Cycles | Car Van | Car Van Towing | 2 Axle Van Lorry | 3 Axle Rigid | 4 Axle Rigid | 3 Axle Artic | 4 Axle Artic | 5 Axle Artic | 6 Axle Artic | Double Road Train | Triple Road Train | Vehicle Speed MPH 0 <10mph | MPH 10 <15mph | MPH 15 <20mph | MPH 20 <25mph | MPH 25 <30mph | MPH 30 <35mph | MPH 35 <40mph | MPH 40 <45mph | MPH 45 <50mph | MPH 50 <55mph | MPH 55 <60mph | MPH 60 <65mph | MPH 65 <140mph | P-Tile 85% | Average Speed | Standard Deviation |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0000 - 0100 | 58 | 19 | 18 | 11 | 10 | 0 | 2 | 54 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 29 | 12 | 7 | 1 | 0 | 2 | 1 | 0 | 41.6 | 35.6 | 6.5 |
| 0100 - 0200 | 55 | 16 | 18 | 11 | 10 | 0 | 0 | 49 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 17 | 17 | 15 | 5 | 0 | 0 | 0 | 0 | 39.5 | 33.2 | 5 |
| 0200 - 0300 | 29 | 10 | 7 | 5 | 7 | 0 | 0 | 25 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 8 | 11 | 1 | 1 | 0 | 0 | 0 | 38.3 | 33.7 | 5.4 |
| 0300 - 0400 | 30 | 9 | 8 | 6 | 7 | 0 | 0 | 25 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 9 | 6 | 5 | 1 | 1 | 0 | 0 | 41.2 | 34.1 | 7.1 |
| 0400 - 0500 | 29 | 9 | 5 | 9 | 6 | 0 | 0 | 24 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 20 | 3 | 0 | 0 | 0 | 0 | 39.8 | 36.5 | 3.7 |
| 0500 - 0600 | 37 | 10 | 6 | 11 | 10 | 0 | 0 | 33 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 18 | 4 | 5 | 0 | 0 | 0 | 44.9 | 37.2 | 5.2 |
| 0600 - 0700 | 83 | 16 | 9 | 29 | 29 | 0 | 0 | 73 | 2 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 48 | 15 | 4 | 3 | 0 | 0 | 0 | 36.7 | 33.2 | 4.6 |
| 0700 - 0800 | 182 | 27 | 54 | 64 | 37 | 1 | 0 | 171 | 0 | 1 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 38 | 79 | 48 | 9 | 2 | 0 | 0 | 0 | 37.4 | 32.9 | 4.7 |
| 0800 - 0900 | 168 | 39 | 35 | 43 | 51 | 0 | 0 | 157 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 34 | 84 | 37 | 7 | 2 | 1 | 0 | 0 | 36.9 | 33.2 | 4.5 |
| 0900 - 1000 | 253 | 33 | 60 | 64 | 96 | 0 | 2 | 239 | 0 | 9 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 54 | 119 | 60 | 4 | 5 | 2 | 0 | 0 | 36.5 | 33 | 4.6 |
| 1000 - 1100 | 353 | 87 | 90 | 94 | 82 | 0 | 4 | 333 | 1 | 12 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 88 | 185 | 60 | 8 | 0 | 0 | 0 | 0 | 36 | 32.1 | 3.7 |
| 1100 - 1200 | 348 | 74 | 88 | 86 | 100 | 1 | 3 | 329 | 3 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 94 | 162 | 77 | 5 | 0 | 0 | 0 | 0 | 36 | 32 | 3.7 |
| 1200 - 1300 | 406 | 106 | 114 | 101 | 85 | 0 | 3 | 373 | 4 | 24 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 92 | 206 | 88 | 6 | 0 | 0 | 0 | 0 | 36.1 | 32.2 | 3.9 |
| 1300 - 1400 | 407 | 89 | 97 | 114 | 107 | 0 | 6 | 384 | 4 | 11 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 115 | 212 | 64 | 3 | 2 | 0 | 0 | 0 | 35.2 | 31.8 | 3.6 |
| 1400 - 1500 | 428 | 98 | 121 | 117 | 92 | 0 | 2 | 403 | 7 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 19 | 119 | 228 | 50 | 8 | 2 | 0 | 0 | 0 | 34.9 | 31.4 | 4 |
| 1500 - 1600 | 354 | 94 | 101 | 95 | 64 | 0 | 5 | 331 | 2 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 78 | 182 | 74 | 5 | 0 | 0 | 0 | 0 | 35.9 | 32.1 | 3.8 |
| 1600 - 1700 | 348 | 92 | 86 | 79 | 91 | 0 | 5 | 331 | 3 | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 98 | 151 | 71 | 17 | 2 | 0 | 0 | 0 | 36.8 | 32.5 | 4.2 |
| 1700 - 1800 | 328 | 83 | 91 | 69 | 85 | 0 | 10 | 300 | 4 | 11 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 7 | 83 | 165 | 62 | 7 | 1 | 1 | 0 | 0 | 35.9 | 32.2 | 4.1 |
| 1800 - 1900 | 293 | 81 | 71 | 65 | 76 | 0 | 4 | 275 | 1 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 64 | 151 | 56 | 7 | 2 | 1 | 0 | 0 | 36.5 | 32.2 | 4.2 |
| 1900 - 2000 | 350 | 81 | 89 | 110 | 70 | 0 | 0 | 330 | 4 | 11 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 97 | 167 | 63 | 9 | 2 | 0 | 0 | 1 | 0 | 36.2 | 32.2 | 4.5 |
| 2000 - 2100 | 221 | 93 | 56 | 39 | 33 | 0 | 2 | 203 | 1 | 9 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 14 | 53 | 106 | 33 | 10 | 1 | 0 | 0 | 0 | 0 | 36.2 | 31.7 | 4.9 |
| 2100 - 2200 | 141 | 46 | 23 | 38 | 34 | 0 | 2 | 132 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 29 | 68 | 27 | 7 | 1 | 0 | 0 | 0 | 1 | 36.8 | 32.6 | 5.4 |
| 2200 - 2300 | 85 | 29 | 21 | 18 | 17 | 0 | 0 | 81 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 23 | 36 | 14 | 7 | 2 | 0 | 0 | 0 | 0 | 38.7 | 32.7 | 5.3 |
| 2300 - 0000 | 45 | 18 | 10 | 7 | 10 | 0 | 0 | 43 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 14 | 15 | 6 | 2 | 0 | 0 | 0 | 0 | 40.2 | 34.6 | 5.6 |
| **0700 - 1900** | **3868** | **903** | **1008** | **991** | **966** | **2** | **44** | **3626** | **29** | **129** | **26** | **10** | **0** | **1** | **1** | **0** | **0** | **0** | **0** | **5** | **3** | **123** | **957** | **1924** | **747** | **86** | **18** | **5** | **0** | **0** | **0** | **36.1** | **32.2** | **4.0** |
| **0600 - 2200** | **4663** | **1139** | **1185** | **1207** | **1132** | **2** | **48** | **4364** | **36** | **157** | **38** | **14** | **0** | **1** | **2** | **1** | **0** | **0** | **0** | **5** | **8** | **156** | **1148** | **2313** | **885** | **116** | **25** | **5** | **0** | **1** | **1** | **36.1** | **32.2** | **4.2** |
| **0600 - 0000** | **4793** | **1186** | **1216** | **1232** | **1159** | **2** | **48** | **4488** | **36** | **158** | **43** | **14** | **0** | **1** | **2** | **1** | **0** | **0** | **0** | **5** | **9** | **161** | **1176** | **2363** | **914** | **129** | **29** | **5** | **0** | **1** | **1** | **36.2** | **32.2** | **4.2** |
| **0000 - 0000** | **5031** | **1259** | **1278** | **1285** | **1209** | **2** | **50** | **4698** | **37** | **170** | **54** | **15** | **0** | **1** | **2** | **2** | **0** | **0** | **0** | **5** | **10** | **165** | **1215** | **2438** | **996** | **154** | **37** | **6** | **2** | **2** | **1** | **36.4** | **32.4** | **4.3** |

**Monday 03 July 2023**

| Time | Hourly Totals | 15 Minute Bin Drops 00-15 | 15-30 | 30-45 | 45-00 | Number Vehicle Classes ARX Scheme Cycles | Motor Cycles | Car | Car Van Towing | 2 Axle Van Lorry | 3 Axle Rigid | 4 Axle Rigid | 3 Axle Artic | 4 Axle Artic | 5 Axle Artic | 6 Axle Artic | Double Road Train | Triple Road Train | Vehicle Speed MPH 0 <10mph | MPH 10 <15mph | MPH 15 <20mph | MPH 20 <25mph | MPH 25 <30mph | MPH 30 <35mph | MPH 35 <40mph | MPH 40 <45mph | MPH 45 <50mph | MPH 50 <55mph | MPH 55 <60mph | MPH 60 <65mph | MPH 65 <140mph | P-Tile 85% | Average Speed | Standard Deviation |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0000 - 0100 | 27 | 8 | 10 | 5 | 4 | 0 | 0 | 20 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 7 | 7 | 4 | 1 | 0 | 0 | 1 | 0 | 41.3 | 35.4 | 7.8 |
| 0100 - 0200 | 20 | 4 | 10 | 3 | 3 | 0 | 0 | 17 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 35.8 | 31.2 | 4.1 |
| 0200 - 0300 | 9 | 0 | 6 | 0 | 3 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | - | 31.9 | 5.5 |
| 0300 - 0400 | 14 | 5 | 4 | 3 | 2 | 0 | 0 | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 44.3 | 37 | 6 |
| 0400 - 0500 | 37 | 6 | 10 | 13 | 8 | 0 | 0 | 29 | 0 | 6 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 14 | 17 | 3 | 1 | 0 | 0 | 0 | 0 | 38.3 | 35.6 | 3.9 |
| 0500 - 0600 | 71 | 15 | 18 | 18 | 20 | 0 | 0 | 64 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 24 | 33 | 7 | 4 | 0 | 0 | 0 | 0 | 40.2 | 36.4 | 4.3 |
| 0600 - 0700 | 188 | 32 | 36 | 42 | 78 | 0 | 1 | 167 | 0 | 14 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 19 | 76 | 69 | 16 | 3 | 0 | 0 | 0 | 38.5 | 34.7 | 4.6 |
| 0700 - 0800 | 456 | 81 | 105 | 136 | 134 | 0 | 4 | 423 | 1 | 24 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 24 | 108 | 227 | 83 | 11 | 0 | 0 | 0 | 0 | 0 | 35.7 | 31.8 | 4.3 |
| 0800 - 0900 | 569 | 150 | 146 | 146 | 127 | 0 | 2 | 531 | 0 | 30 | 0 | 2 | 1 | 1 | 0 | 2 | 0 | 0 | 13 | 5 | 16 | 37 | 201 | 246 | 47 | 3 | 1 | 0 | 0 | 0 | 0 | 34 | 29.5 | 5.6 |
| 0900 - 1000 | 562 | 138 | 129 | 158 | 137 | 0 | 2 | 515 | 1 | 34 | 4 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 6 | 39 | 238 | 222 | 55 | 1 | 0 | 0 | 0 | 0 | 0 | 34.3 | 30.2 | 3.9 |
| 1000 - 1100 | 531 | 129 | 147 | 133 | 122 | 0 | 0 | 492 | 5 | 25 | 6 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 5 | 36 | 297 | 179 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 32.1 | 28.9 | 3.3 |
| 1100 - 1200 | 534 | 135 | 125 | 148 | 126 | 0 | 3 | 495 | 0 | 24 | 7 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 44 | 266 | 193 | 25 | 2 | 1 | 0 | 0 | 0 | 0 | 32.8 | 29.4 | 3.6 |
| 1200 - 1300 | 510 | 122 | 137 | 138 | 113 | 0 | 3 | 472 | 3 | 23 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 32 | 216 | 216 | 38 | 2 | 2 | 1 | 0 | 0 | 0 | 34 | 30.2 | 3.8 |
| 1300 - 1400 | 482 | 108 | 96 | 136 | 142 | 1 | 0 | 443 | 5 | 22 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 174 | 226 | 48 | 3 | 0 | 0 | 0 | 0 | 0 | 34 | 30.5 | 3.8 |
| 1400 - 1500 | 610 | 141 | 149 | 158 | 162 | 0 | 1 | 562 | 3 | 28 | 8 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 8 | 7 | 31 | 241 | 265 | 53 | 4 | 0 | 0 | 0 | 0 | 0 | 34.1 | 30.1 | 4.4 |
| 1500 - 1600 | 587 | 155 | 128 | 151 | 153 | 1 | 1 | 545 | 1 | 33 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 9 | 43 | 224 | 246 | 58 | 4 | 0 | 0 | 0 | 0 | 0 | 34.2 | 30.2 | 4.3 |
| 1600 - 1700 | 832 | 236 | 200 | 197 | 199 | 1 | 2 | 789 | 6 | 32 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 132 | 42 | 69 | 232 | 197 | 31 | 2 | 0 | 0 | 0 | 0 | 0 | 32.1 | 22.7 | 9.6 |
| 1700 - 1800 | 655 | 216 | 159 | 150 | 130 | 7 | 1 | 621 | 3 | 21 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 135 | 116 | 35 | 50 | 139 | 128 | 42 | 9 | 1 | 0 | 0 | 0 | 0 | 32.8 | 21.5 | 10.7 |
| 1800 - 1900 | 511 | 160 | 115 | 123 | 113 | 1 | 3 | 480 | 4 | 19 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 28 | 117 | 265 | 86 | 13 | 0 | 0 | 0 | 0 | 0 | 35.7 | 31.8 | 4 |
| 1900 - 2000 | 478 | 108 | 107 | 134 | 129 | 0 | 1 | 457 | 4 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 41 | 160 | 186 | 83 | 6 | 0 | 1 | 0 | 0 | 0 | 35.6 | 30.9 | 4.4 |
| 2000 - 2100 | 300 | 111 | 89 | 58 | 42 | 0 | 2 | 289 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 15 | 82 | 145 | 50 | 6 | 0 | 0 | 0 | 0 | 0 | 35.6 | 31.4 | 4 |
| 2100 - 2200 | 133 | 39 | 20 | 46 | 28 | 0 | 1 | 118 | 0 | 5 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 36 | 58 | 28 | 3 | 0 | 0 | 0 | 0 | 0 | 36 | 31.6 | 4.4 |
| 2200 - 2300 | 96 | 33 | 20 | 19 | 24 | 0 | 0 | 88 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 16 | 41 | 28 | 3 | 2 | 0 | 0 | 0 | 0 | 37.6 | 32.9 | 5.2 |
| 2300 - 0000 | 56 | 17 | 14 | 11 | 14 | 0 | 0 | 51 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 15 | 19 | 7 | 2 | 0 | 0 | 0 | 1 | 40.5 | 35.3 | 6.8 |
| **0700 - 1900** | **6839** | **1771** | **1636** | **1774** | **1658** | **11** | **22** | **6368** | **32** | **315** | **48** | **24** | **4** | **4** | **8** | **3** | **0** | **0** | **277** | **268** | **128** | **464** | **2453** | **2610** | **579** | **54** | **5** | **1** | **0** | **0** | **0** | **34.0** | **28.5** | **6.9** |
| **0600 - 2200** | **7938** | **2061** | **1888** | **2054** | **1935** | **11** | **27** | **7399** | **38** | **350** | **67** | **26** | **4** | **4** | **8** | **4** | **0** | **0** | **277** | **268** | **133** | **531** | **2750** | **3075** | **809** | **85** | **8** | **2** | **0** | **0** | **0** | **34.3** | **28.9** | **6.7** |
| **0600 - 0000** | **8090** | **2111** | **1922** | **2084** | **1973** | **11** | **27** | **7538** | **38** | **356** | **73** | **26** | **4** | **4** | **8** | **5** | **0** | **0** | **277** | **268** | **134** | **538** | **2776** | **3131** | **856** | **95** | **12** | **2** | **0** | **0** | **1** | **34.4** | **29.0** | **6.7** |
| **0000 - 0000** | **8268** | **2149** | **1980** | **2126** | **2013** | **11** | **27** | **7688** | **38** | **373** | **81** | **27** | **4** | **4** | **9** | **6** | **0** | **0** | **277** | **268** | **134** | **544** | **2794** | **3192** | **924** | **112** | **19** | **2** | **0** | **1** | **1** | **34.6** | **29.2** | **6.8** |

**Tuesday 04 July 2023**

| Time | Hourly Totals | 15 Minute Bin Drops 00-15 | 15-30 | 30-45 | 45-00 | Number Vehicle Classes ARX Scheme Cycles | Motor Cycles | Car | Car Van Towing | 2 Axle Van Lorry | 3 Axle Rigid | 4 Axle Rigid | 3 Axle Artic | 4 Axle Artic | 5 Axle Artic | 6 Axle Artic | Double Road Train | Triple Road Train | Vehicle Speed MPH 0 <10mph | MPH 10 <15mph | MPH 15 <20mph | MPH 20 <25mph | MPH 25 <30mph | MPH 30 <35mph | MPH 35 <40mph | MPH 40 <45mph | MPH 45 <50mph | MPH 50 <55mph | MPH 55 <60mph | MPH 60 <65mph | MPH 65 <140mph | P-Tile 85% | Average Speed | Standard Deviation |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0000 - 0100 | 30 | 16 | 7 | 4 | 3 | 0 | 1 | 24 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 6 | 6 | 3 | 2 | 2 | 0 | 0 | 0 | 44 | 34.9 | 7.8 |
| 0100 - 0200 | 21 | 7 | 4 | 3 | 7 | 0 | 0 | 18 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 6 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 39.7 | 33.4 | 6.5 |
| 0200 - 0300 | 20 | 8 | 2 | 3 | 7 | 0 | 0 | 15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 39.6 | 32.3 | 5.8 |
| 0300 - 0400 | 16 | 4 | 5 | 4 | 3 | 0 | 0 | 12 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 44.7 | 36.4 | 6 |
| 0400 - 0500 | 36 | 6 | 9 | 13 | 8 | 0 | 0 | 30 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 6 | 11 | 5 | 3 | 2 | 1 | 0 | 0 | 46.4 | 37.3 | 7.6 |
| 0500 - 0600 | 78 | 18 | 11 | 26 | 23 | 0 | 0 | 71 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 18 | 37 | 9 | 0 | 1 | 1 | 0 | 0 | 39.9 | 35.7 | 5.5 |
| 0600 - 0700 | 204 | 36 | 36 | 61 | 71 | 0 | 3 | 183 | 0 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 32 | 95 | 56 | 14 | 1 | 0 | 0 | 0 | 0 | 37.6 | 33.6 | 4.4 |
| 0700 - 0800 | 435 | 71 | 120 | 126 | 118 | 0 | 2 | 402 | 4 | 23 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 94 | 232 | 86 | 13 | 1 | 0 | 0 | 0 | 0 | 36.5 | 32.5 | 3.8 |
| 0800 - 0900 | 447 | 94 | 101 | 117 | 135 | 1 | 1 | 410 | 3 | 29 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21 | 155 | 184 | 74 | 11 | 0 | 1 | 0 | 0 | 0 | 35.8 | 31.5 | 4.2 |
| 0900 - 1000 | 573 | 136 | 152 | 145 | 140 | 0 | 1 | 529 | 2 | 34 | 1 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 36 | 208 | 265 | 52 | 5 | 0 | 0 | 0 | 0 | 0 | 33.9 | 30.3 | 4.2 |
| 1000 - 1100 | 497 | 136 | 104 | 135 | 122 | 0 | 1 | 458 | 0 | 37 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 35 | 219 | 190 | 46 | 4 | 0 | 0 | 0 | 0 | 0 | 34.1 | 30.1 | 3.8 |
| 1100 - 1200 | 489 | 119 | 122 | 120 | 128 | 1 | 1 | 451 | 0 | 32 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 40 | 185 | 205 | 50 | 3 | 0 | 0 | 0 | 0 | 0 | 34.1 | 30.2 | 4.2 |
| 1200 - 1300 | 497 | 127 | 123 | 122 | 125 | 0 | 4 | 454 | 2 | 32 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 4 | 12 | 30 | 176 | 205 | 60 | 7 | 1 | 2 | 0 | 0 | 0 | 34.8 | 30.4 | 4.7 |
| 1300 - 1400 | 468 | 121 | 110 | 113 | 124 | 0 | 2 | 433 | 2 | 28 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 20 | 171 | 218 | 50 | 7 | 1 | 0 | 0 | 0 | 0 | 34.7 | 30.9 | 3.8 |
| 1400 - 1500 | 547 | 132 | 115 | 154 | 146 | 0 | 4 | 497 | 4 | 40 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 28 | 210 | 243 | 63 | 1 | 1 | 0 | 0 | 0 | 0 | 34.4 | 30.7 | 3.7 |
| 1500 - 1600 | 657 | 160 | 173 | 165 | 159 | 0 | 1 | 607 | 4 | 39 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 51 | 270 | 292 | 36 | 2 | 0 | 0 | 0 | 0 | 0 | 33.3 | 29.8 | 3.6 |
| 1600 - 1700 | 832 | 214 | 211 | 211 | 196 | 0 | 1 | 792 | 4 | 23 | 4 | 5 | 1 | 0 | 1 | 1 | 0 | 0 | 82 | 33 | 23 | 109 | 331 | 217 | 33 | 4 | 0 | 0 | 0 | 0 | 0 | 31.9 | 25.7 | 7.8 |
| 1700 - 1800 | 717 | 212 | 185 | 176 | 144 | 1 | 4 | 682 | 6 | 21 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 40 | 22 | 67 | 203 | 251 | 58 | 3 | 1 | 0 | 0 | 0 | 0 | 33.7 | 26.5 | 8.6 |
| 1800 - 1900 | 480 | 151 | 105 | 103 | 121 | 0 | 5 | 450 | 2 | 19 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 18 | 162 | 213 | 74 | 9 | 1 | 0 | 0 | 0 | 0 | 35.8 | 31.4 | 4.1 |
| 1900 - 2000 | 461 | 100 | 152 | 107 | 102 | 0 | 3 | 444 | 1 | 7 | 2 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 18 | 128 | 217 | 86 | 11 | 0 | 0 | 0 | 0 | 0 | 35.9 | 31.8 | 4 |
| 2000 - 2100 | 298 | 115 | 84 | 47 | 52 | 0 | 1 | 284 | 1 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 7 | 74 | 143 | 61 | 10 | 0 | 0 | 0 | 0 | 0 | 36.3 | 32.3 | 4.3 |
| 2100 - 2200 | 171 | 52 | 33 | 40 | 46 | 0 | 0 | 157 | 1 | 9 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 42 | 79 | 35 | 3 | 3 | 1 | 0 | 0 | 0 | 36.4 | 32.4 | 4.9 |
| 2200 - 2300 | 104 | 32 | 26 | 26 | 20 | 0 | 2 | 95 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 22 | 42 | 28 | 6 | 1 | 1 | 0 | 0 | 0 | 37.5 | 33.3 | 5.2 |
| 2300 - 0000 | 66 | 21 | 14 | 13 | 18 | 0 | 1 | 55 | 0 | 5 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 12 | 21 | 22 | 3 | 3 | 0 | 0 | 0 | 0 | 37.5 | 33.2 | 6 |
| **0700 - 1900** | **6639** | **1673** | **1621** | **1687** | **1658** | **3** | **27** | **6165** | **33** | **357** | **18** | **26** | **2** | **3** | **2** | **2** | **1** | **0** | **157** | **85** | **75** | **463** | **2384** | **2715** | **682** | **69** | **6** | **3** | **0** | **0** | **0** | **34.2** | **29.6** | **5.7** |
| **0600 - 2200** | **7773** | **1976** | **1926** | **1942** | **1929** | **3** | **34** | **7233** | **36** | **396** | **29** | **30** | **2** | **3** | **2** | **4** | **1** | **0** | **157** | **87** | **78** | **501** | **2660** | **3249** | **920** | **107** | **10** | **4** | **0** | **0** | **0** | **34.8** | **30.0** | **5.6** |
| **0600 - 0000** | **7943** | **2029** | **1966** | **1981** | **1967** | **3** | **37** | **7383** | **36** | **405** | **36** | **30** | **2** | **3** | **3** | **4** | **1** | **0** | **157** | **87** | **82** | **506** | **2694** | **3312** | **970** | **116** | **14** | **5** | **0** | **0** | **0** | **34.8** | **30.1** | **5.6** |
| **0000 - 0000** | **8144** | **2088** | **2004** | **2034** | **2018** | **3** | **38** | **7553** | **36** | **419** | **51** | **31** | **2** | **3** | **3** | **4** | **1** | **0** | **157** | **87** | **82** | **513** | **2738** | **3357** | **1038** | **139** | **20** | **11** | **2** | **0** | **0** | **35.0** | **30.2** | **5.7** |

**Virtual Day (7.00)**

| Time | Hourly Totals | 15 Minute Bin Drops | | | | Number Vehicle Classes ARX Scheme | | | | | | | | | | | | Vehicle Speed | | | | | | | | | | | | | | | P-Tile | Average | Standard |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 00-15 | 15-30 | 30-45 | 45-00 | Cycles | Motor Cycles | Car Van | Car Van Towing | 2 Axle Van Lorry | 3 Axle Rigid | 4 Axle Rigid | 3 Axle Artic | 4 Axle Artic | 5 Axle Artic | 6 Axle Artic | Double Road Train | Triple Road Train | MPH 0 <10mph | MPH 10 <15mph | MPH 15 <20mph | MPH 20 <25mph | MPH 25 <30mph | MPH 30 <35mph | MPH 35 <40mph | MPH 40 <45mph | MPH 45 <50mph | MPH 50 <55mph | MPH 55 <60mph | MPH 60 <65mph | MPH 65 <140mph | 85% | Speed | Deviation |
| 0000 - 0100 | 43 | 15 | 12 | 8 | 8 | 0 | 1 | 37 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 15 | 9 | 3 | 1 | 1 | 0 | 0 | 0 | 39.7 | 33.6 | 6.8 |
| 0100 - 0200 | 29 | 7 | 8 | 8 | 6 | 0 | 0 | 25 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 10 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 39.5 | 33.4 | 5.8 |
| 0200 - 0300 | 21 | 7 | 5 | 3 | 6 | 0 | 0 | 18 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 7 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 39.7 | 33.6 | 6.3 |
| 0300 - 0400 | 20 | 6 | 5 | 5 | 4 | 0 | 0 | 16 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 6 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 41.4 | 34.9 | 6.3 |
| 0400 - 0500 | 33 | 7 | 9 | 10 | 7 | 0 | 0 | 27 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 10 | 11 | 5 | 1 | 1 | 0 | 0 | 0 | 41.3 | 36.2 | 5.9 |
| 0500 - 0600 | 66 | 12 | 13 | 21 | 20 | 0 | 0 | 58 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 24 | 25 | 6 | 2 | 0 | 0 | 0 | 0 | 39.8 | 35.5 | 4.9 |
| 0600 - 0700 | 169 | 29 | 30 | 46 | 63 | 0 | 2 | 150 | 1 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 22 | 82 | 49 | 9 | 2 | 0 | 0 | 0 | 0 | 37.9 | 33.9 | 4.5 |
| 0700 - 0800 | 391 | 66 | 93 | 117 | 115 | 0 | 2 | 363 | 1 | 17 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 | 95 | 193 | 76 | 9 | 1 | 0 | 0 | 0 | 0 | 36 | 32.1 | 4 |
| 0800 - 0900 | 469 | 112 | 117 | 119 | 121 | 0 | 1 | 437 | 2 | 23 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 10 | 6 | 7 | 25 | 141 | 215 | 57 | 7 | 1 | 0 | 0 | 0 | 0 | 34.8 | 30.3 | 5.8 |
| 0900 - 1000 | 490 | 121 | 122 | 122 | 126 | 0 | 1 | 452 | 2 | 28 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 10 | 6 | 5 | 26 | 159 | 223 | 55 | 4 | 1 | 0 | 0 | 0 | 0 | 34.6 | 30.1 | 5.5 |
| 1000 - 1100 | 471 | 117 | 119 | 120 | 116 | 0 | 2 | 436 | 3 | 26 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 26 | 190 | 204 | 44 | 5 | 0 | 0 | 0 | 0 | 0 | 34.2 | 30.5 | 3.8 |
| 1100 - 1200 | 479 | 113 | 115 | 127 | 124 | 1 | 3 | 444 | 2 | 23 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 29 | 193 | 203 | 48 | 3 | 0 | 0 | 0 | 0 | 0 | 34.1 | 30.4 | 3.8 |
| 1200 - 1300 | 514 | 130 | 131 | 134 | 118 | 0 | 2 | 475 | 4 | 26 | 3 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 30 | 196 | 221 | 55 | 5 | 1 | 0 | 0 | 0 | 0 | 34.4 | 30.5 | 4 |
| 1300 - 1400 | 488 | 123 | 116 | 120 | 129 | 0 | 3 | 449 | 3 | 25 | 3 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 2 | 27 | 173 | 220 | 59 | 5 | 1 | 0 | 0 | 0 | 0 | 34.7 | 30.8 | 4 |
| 1400 - 1500 | 563 | 138 | 141 | 147 | 137 | 0 | 3 | 523 | 4 | 27 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 26 | 213 | 255 | 58 | 5 | 1 | 1 | 0 | 0 | 0 | 34.4 | 30.6 | 3.9 |
| 1500 - 1600 | 572 | 146 | 137 | 143 | 144 | 0 | 2 | 531 | 3 | 31 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 38 | 212 | 252 | 57 | 5 | 0 | 0 | 0 | 0 | 0 | 34.2 | 30.4 | 4 |
| 1600 - 1700 | 666 | 179 | 163 | 166 | 158 | 1 | 3 | 632 | 5 | 20 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 47 | 28 | 63 | 214 | 202 | 48 | 6 | 1 | 0 | 0 | 0 | 0 | 33.3 | 26.1 | 8.6 |
| 1700 - 1800 | 574 | 168 | 141 | 134 | 132 | 1 | 3 | 542 | 4 | 19 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 40 | 20 | 41 | 163 | 199 | 62 | 6 | 1 | 0 | 0 | 0 | 0 | 34.3 | 27.3 | 8.5 |
| 1800 - 1900 | 440 | 133 | 104 | 100 | 103 | 0 | 4 | 415 | 3 | 15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 | 120 | 220 | 72 | 9 | 1 | 0 | 0 | 0 | 0 | 35.7 | 31.8 | 4 |
| 1900 - 2000 | 431 | 99 | 112 | 117 | 104 | 0 | 2 | 412 | 2 | 10 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 | 128 | 192 | 79 | 10 | 1 | 0 | 0 | 0 | 0 | 35.9 | 31.7 | 4.3 |
| 2000 - 2100 | 286 | 107 | 74 | 53 | 53 | 0 | 2 | 272 | 1 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 75 | 136 | 51 | 8 | 1 | 0 | 0 | 0 | 0 | 36 | 31.9 | 4.4 |
| 2100 - 2200 | 163 | 46 | 39 | 44 | 35 | 0 | 1 | 153 | 0 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 37 | 75 | 35 | 7 | 2 | 1 | 0 | 0 | 0 | 36.9 | 32.6 | 4.8 |
| 2200 - 2300 | 110 | 36 | 26 | 25 | 24 | 0 | 1 | 101 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 25 | 45 | 27 | 6 | 2 | 1 | 0 | 0 | 0 | 37.7 | 32.9 | 5.2 |
| 2300 - 0000 | 69 | 23 | 19 | 13 | 15 | 0 | 0 | 61 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 16 | 25 | 18 | 5 | 2 | 0 | 0 | 0 | 0 | 38.3 | 33.2 | 5.6 |
| **0700 - 1900** | **6116** | **1545** | **1499** | **1550** | **1522** | **4** | **29** | **5701** | **35** | **279** | **33** | **23** | **1** | **3** | **4** | **3** | **1** | **0** | **122** | **106** | **81** | **363** | **2069** | **2607** | **690** | **68** | **7** | **2** | **0** | **0** | **0** | **34.6** | **29.9** | **5.7** |
| **0600 - 2200** | **7166** | **1826** | **1754** | **1809** | **1776** | **4** | **36** | **6688** | **39** | **313** | **45** | **26** | **1** | **3** | **4** | **4** | **1** | **0** | **122** | **106** | **86** | **405** | **2331** | **3092** | **903** | **102** | **14** | **3** | **1** | **0** | **0** | **34.9** | **30.2** | **5.6** |
| **0600 - 0000** | **7345** | **1885** | **1799** | **1847** | **1814** | **4** | **37** | **6850** | **39** | **321** | **52** | **27** | **1** | **3** | **4** | **4** | **1** | **0** | **122** | **107** | **87** | **413** | **2372** | **3162** | **948** | **113** | **17** | **4** | **1** | **0** | **0** | **34.9** | **30.3** | **5.6** |
| **0000 - 0000** | **7556** | **1938** | **1851** | **1902** | **1865** | **4** | **38** | **7032** | **39** | **339** | **60** | **28** | **1** | **3** | **5** | **5** | **1** | **0** | **122** | **107** | **88** | **420** | **2407** | **3235** | **1010** | **135** | **24** | **7** | **1** | **1** | **1** | **35.1** | **30.4** | **5.7** |

**Virtual Week (1.00)**

| Time | Hourly Totals | 15 Minute Bin Drops | | | | Number Vehicle Classes ARX Scheme | | | | | | | | | | | | Vehicle Speed | | | | | | | | | | | |