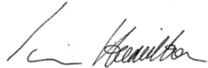


LT521 Bingally 400 / 132 kV Substation and Overhead Line Tie-in

Transport Statement

SSEN Transmission

Quality information

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Revision History

Revision	Revision date	Details	Name	Position
1	18/10/24	Working Draft for SSEN Review	Ryan Blair	Project Manager
2	25/11/24	Draft 2 Responding to SSEN comments	Ryan Blair	Project Manager
3	18/12/24	Draft 3 closing out SSEN comments	Ryan Blair	Project Manager
4	11/02/25	Draft 4 Design update	Ryan Blair	Project Manager
5	14/02/25	Final	Ryan Blair	Project Manager

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Table of Contents

1.	Introduction	1
1.1	Background	1
1.2	Site Location	1
2.	Legislative and Planning Policy Context.....	2
2.1	Introduction	2
2.2	National Transport Policy, Strategy and Guidance	2
2.3	Regional Transport, Policy, Strategy and Guidance	3
2.4	Local Transport Policy, Strategy and Guidance	4
3.	Baseline Transport Characteristics.....	5
3.1	Introduction	5
3.2	Vehicular Conditions	5
3.3	Baseline Traffic Flows	5
3.4	Traffic Growth Forecast.....	5
3.5	Core Paths	6
3.6	Accident History	6
4.	Sensitivity of Receptors	7
4.1	Introduction	7
4.2	Determining Sensitivity of Receptors	7
4.3	Results	7
5.	Proposed Development	9
5.1	Introduction	9
5.2	Proposed Developments.....	9
5.3	Site Access Arrangements	9
5.4	Car Parking	10
5.5	Operational Hours	10
6.	Forecast Travel Demand and Traffic Impacts	11
6.1	Introduction	11
6.2	Construction Programme	11
6.3	Construction Traffic	11
6.4	Traffic Impacts	11
7.	Fear and Intimidation.....	13
7.1	Introduction	13
7.2	Methodology.....	13
7.3	Results	14
8.	Draft Construction Traffic Management Plan.....	15
8.1	Purpose	15
8.2	CTMP Development	15
8.3	Hours of Work	15
8.4	Site Access.....	15
8.5	Construction Traffic Routing.....	16
8.6	Deliveries	16
8.7	Enforcement.....	16
8.8	Speed Limit	16
8.9	Summary	16
9.	Cumulative Development	18
9.1	Introduction	18
9.2	Cumulative Effects	18
9.3	Assumptions.....	18
9.4	Construction Traffic Data.....	19
9.5	Results	20

10. Summary	21
Appendix A Survey Locations	22
Appendix B Traffic Survey Data	23
Appendix C Construction Traffic Programme.....	24
Appendix D Fear and Intimidation.....	25

Figures

Figure 1-1 Site Location Plan.....	1
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Tables

Table 3-1 Bingly ATC Data AADT	5
Table 4-1 Sensitivity of Receptors.....	7
Table 4-2 Sensitivity of Receptors.....	8
Table 6-1 Proposed developments average daily two-way trip generation during peak month of construction	11
Table 6-2 Traffic impact during the peak construction period of the Proposed development	12
Table 7-1 Fear and Intimidation Degree of Hazard Scoring.....	13
Table 7-2 Levels of Fear and Intimidation.....	13
Table 7-3 Fear and Intimidation - Magnitude of Change.....	14
Table 7-4 Fear and Intimidation Magnitude of Change Assessment Summary	14
Table 9-1 Cumulative Developments	18
Table 9-2 Distribution of Cumulative Development Traffic	19
Table 9-3 Traffic Impact of cumulative development.....	20

1. Introduction

1.1 Background

1.1.1 AECOM has been commissioned by Scottish and Southern Electricity Networks Transmission (SSEN Transmission) to assist with the development of the proposed Bingally Substation and proposed Bingally overhead line (OHL) tie-in. These proposed developments form one of the elements of the projects required to be delivered as part of the Accelerated Strategic Transmission Investment (ASTI) project for the upgrade of the existing Beaulay-Denny 275 kV circuit to 400 kV.

1.1.2 This Transport Statement (TS) accompanies the Bingally 400/132 kV Substation Voluntary Environmental Appraisal (EA) (AECOM, 2025) and Bingally 400 kV Overhead Line Tie-In Environmental Assessment (AECOM, 2025).

1.2 Site Location

1.2.1 The Site Location Plan is illustrated in **Figure 1-1** below. The proposed Bingally Substation and proposed Bingally OHL tie-in are located approximately 1.2 km east and 2.2 km south of Tomich, respectively. The nearest residential properties are located approximately 1 km from the proposed developments.

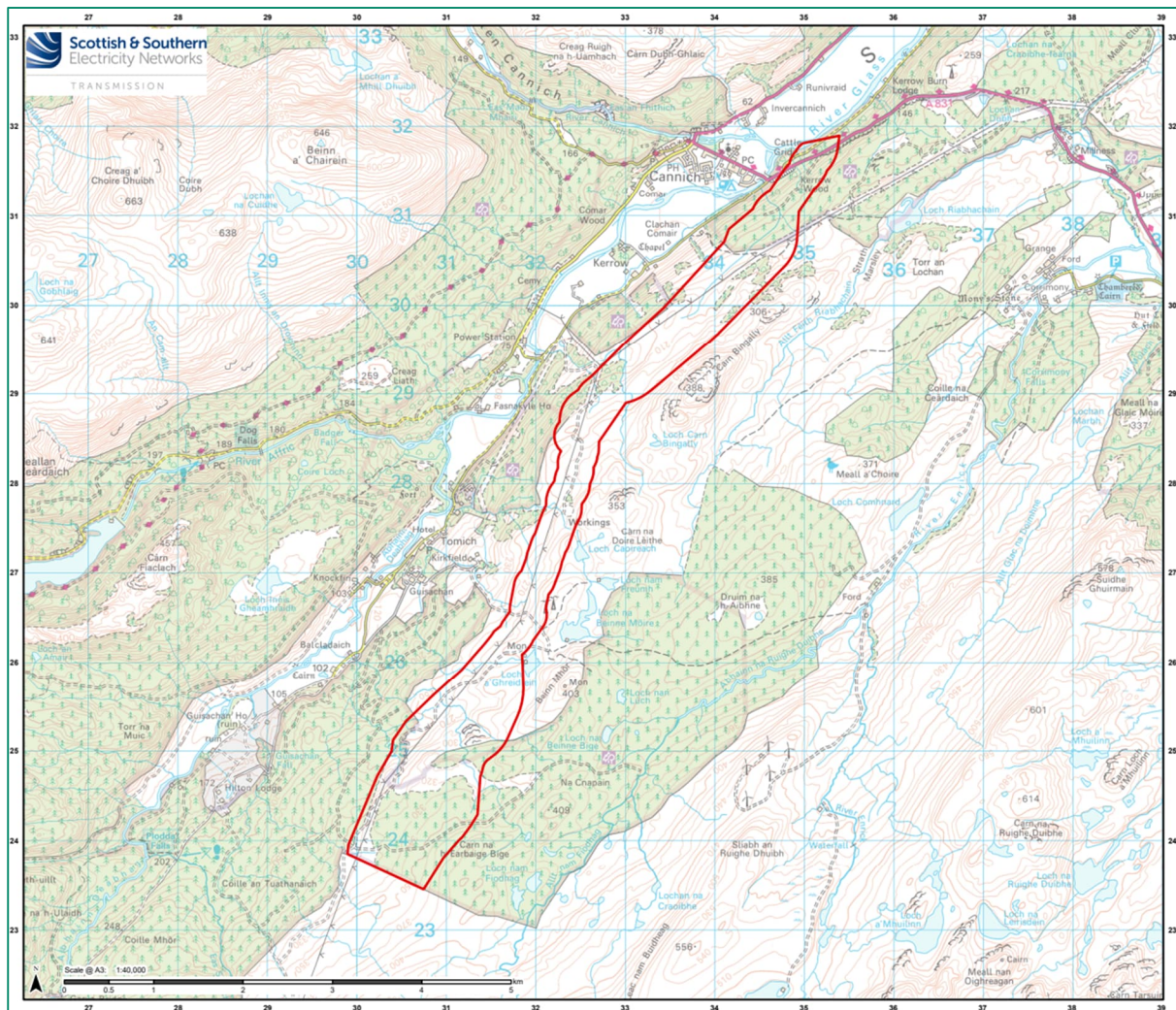


Figure 1-1 Site Location Plan

2. Legislative and Planning Policy Context

2.1 Introduction

- 2.1.1 In accordance with the development planning process, the proposed developments are required to comply with various national, regional and local transport planning policies. This section, therefore, incorporates a brief overview of the relevant policy and strategy documents and highlights how the proposed developments satisfy these policies. In addition to this, relevant aspects of specific transport guidance are also detailed.

2.2 National Transport Policy, Strategy and Guidance

Guidelines for the Environmental Assessment of Traffic and Movement (2023)

- 2.2.1 Guidelines for the Environmental Assessment of Road Traffic were originally published in 1993 by the Institute of Environmental Assessment and were updated in 2023 by the Institute of Environmental Management & Assessment (IEMA), now named the Environmental Assessment of Traffic and Movement. The scope of the guidelines covers the environmental impact of road traffic associated with development and provide a basis for the systematic and consistent appraisal of the environmental impacts of road traffic and provide the basis for this assessment.

National Transport Strategy (NTS2) (2020)

- 2.2.2 NTS2 sets out an ambitious and compelling vision for Scotland's transport system for the next 20 years. The vision is to have a sustainable, inclusive, safe, and accessible transport system, helping to deliver a healthier, fairer, and more prosperous Scotland for communities, businesses, and visitors.

- Four priorities support the vision:
- Reduce inequality;
- Take climate action;
- Help deliver inclusive economic growth; and
- Improve health and wellbeing.

- 2.2.3 This TS has been prepared in line with the objectives of NTS2. A Draft CTMP included within this appendix suggests measures which can be taken to reduce the impacts of construction traffic on local roads, aligning with the aims of the NTS2.

National Planning Framework 4 (2023)

- 2.2.4 The National Planning Framework 4 (NPF4) was adopted by the Scottish Ministers on 13 February 2023, following approval by the Scottish Parliament in January. This replaces National Planning Framework 3 (NPF3) 2014, Scottish Planning Policy (SPP) 2014 and Regional Plans.

- 2.2.5 The NPF4 sets out overarching spatial principles to support the planning and delivery of the three key National Planning Policy areas:

- Sustainable Places;
- Liveable Places; and
- Productive Places.

- 2.2.6 Tackling the climate and nature crises, through climate mitigation and adaptation, sits front and centre within the policies of the NPF4. Sustainable transport (Policy 13) plays a vital role in creating sustainable places and responding to the climate emergency. The proposed developments aim to enable sustainability by increasing resilience in the electricity network supporting all three key policy areas of NPF4.

Transport Assessment Guidance (2012)

- 2.2.7 Transport Assessment Guidance (TAG), produced by Transport Scotland in 2012, provides guidance and information as to the content, methodology and approach of Transport Assessments (TAs), TS and Travel Plans (TPs) produced in support of development sites. It details the importance of establishing the existing transport infrastructure and travel characteristics, as well as the development proposal itself, and the measures which will be included to improve infrastructure and services to encourage sustainable travel to the proposed developments.
- 2.2.8 This TS has been prepared in line with the methodology of TAG.

Planning Advice Note (PAN) 75 – Planning for Transport (2005)

- 2.2.9 Planning Advice Note (PAN) 75 – Planning for Transport is a planning circular produced by the Scottish Government which provides good practice on planning and transport. This includes guidance on integrating transport, transport modelling, policy development, development management, planning agreements and environmental assessment.
- 2.2.10 In terms of TAs and TS, it states in Paragraph 41 that “*all planning applications that involve the generation of person trips should provide information which covers the transport implications of the development.*” It identifies that for smaller developments, “*the information on transport implications will enable local authorities to monitor potential cumulative impact.*”
- 2.2.11 PAN 75 also provides guidance on the preparation of TPs. Paragraph 42 states that they are “*documents that set out a package of positive and complementary measures for the overall delivery of more sustainable travel patterns for a specific development.*” For detailed planning applications, it identifies that the TP produced should “*incorporate a variety of measures and targets to encourage sustainable travel, such as Mode Share Targets, an implementation time scale and an agreed monitoring and review process.*” A Framework Construction Traffic Management Plan has been incorporated within **Section 8** of this report.
- 2.2.12 This TS has been prepared in line with the methodology set out in PAN 75.

2.3 Regional Transport, Policy, Strategy and Guidance

- 2.3.1 The Transport (Scotland) Act 2005 placed a statutory duty on the seven Regional Transport Partnerships (RTPs) in Scotland to produce a Regional Transport Strategy (RTS) for their area. The RTS influences all the future plans and activities of the organisation and informs future national and local transport strategies. The Highlands are within the Highlands and Islands Transport Partnership (HITRANS) region.

HITRANS Regional Transport Strategy Refresh (2018)

- 2.3.2 HITRANS produced a Draft Updated Regional Transport Strategy in May 2017. This remains subject to approval by Scottish Ministers and therefore the RTS produced in 2008 is the currently adopted RTS for the region.
- 2.3.3 HITRANS' RTS 2008 provides a regional policy context for the proposed developments. It sets out a vision to “*enhance the region's viability.*” To deliver the vision, the strategy notes that the critical issue of connectivity needs to be addressed and thus “*improving interconnectivity of the whole region to strategic services and destinations*” is included as a delivery objective. The planning objectives for the strategy are to:
- Enable the region to compete and to support growth;
 - Enable the people of the region to participate in everyday life;
 - Improve the safety and security of travel;
 - Manage the impacts of travel on the region's environmental assets; and
 - Improve the health of the region's people.
- 2.3.4 This TS has been prepared in line with the objectives of the RTS by examining the impact of the proposed developments on the environment in the region and assisting the region to compete and grow economically, supporting use of its natural renewable resources.

2.4 Local Transport Policy, Strategy and Guidance

Highland-Wide Local Development Plan

- 2.4.1 The Highland-Wide Local Development Plan (HwLDP) was adopted by THC in 2012 and sets out the Council's priorities and policies for the delivery of new development across the region. The vision for the HwLDP is that:

"By 2030, Highland will be one of Europe's leading regions. We will have created sustainable communities, balancing population growth, economic development and the safeguarding of the environment across the area and have built a fairer and healthier Highlands."

- 2.4.2 Policy 56 entitled 'travel' sets out the requirements that new developments should adhere to from a transportation perspective. This states that:

"Development proposals that involve travel generation must include sufficient information with the application to enable the Council to consider any likely on- and off-site mitigation measures and should:

- be well served by the most sustainable modes of travel available in the locality from the outset, providing opportunity for modal shift from private car to more sustainable transport modes wherever possible, having regard to key desire lines;*
- ...ensure that opportunities for encouraging walking and cycling are maximised;*
- be designed for the safety and convenience of all potential users;*
- incorporate appropriate mitigation on site and / or off site, provided through developer contributions where necessary, which might include improvements and enhancements to the walking / cycling network and public transport services, road improvements and new roads; and*
- incorporate an appropriate level of parking provision, having regard to the travel modes and services which will be available and key travel desire lines and to the maximum parking standards laid out in Scottish Planning Policy or those sets by the Council".*

- 2.4.3 This TS has been prepared in line with the objectives of the HwLDP.

3. Baseline Transport Characteristics

3.1 Introduction

3.1.1 This section provides an overview of the characteristics of the sites at present as well as the baseline characteristics of the surrounding transport network.

3.2 Vehicular Conditions

3.2.1 Vehicular access to the proposed developments will be via the upgrade and extension of the existing track to accommodate construction traffic. The track is accessed from the public road network at an existing junction with the A831. Study area roads include the A831 and Main Street in Cannich.

3.2.2 The A831 routes past the site access track on an east to west alignment between the A82 at Drumnadrochit and Cannich. To the west of Cannich, the A831 then routes on a north to south alignment between Cannich and Beauly. It is a single carriageway road which is predominantly rural in nature. National speed limits apply to the A831 outside of the urban environs on its route, and a 40 mph speed limit applies through Cannich with a short 30 mph section at the A831/ Main Street junction.

3.2.3 Main Street routes north to south and is parallel to the River Glass providing access to the existing Fasnakyle Power Station. National speed limits apply to the route outside of urban environs on its route which is largely rural in nature.

3.3 Baseline Traffic Flows

3.3.1 Traffic surveys were undertaken at several locations on the local road network. The traffic surveys took the form of automatic traffic counts (ATC) and a junction turning count (JTC) which took place during the 7-day period between 6 June 2024 and 12 June 2024. ATCs were undertaken at seven locations and were recording data for a 7-day period while JTCs were undertaken at three locations and were undertaken on 6 June 2024 and were recording data between the hours of 07:00 – 10:00 and 14:00 – 19:00.

3.3.2 The locations of the traffic surveys are shown in **Appendix A Survey Locations** and are summarised below as follows:

- A831 – 4 Automatic Traffic Counter surveys and 1 junction turning count survey; and
- Main Street – 1 Automatic Traffic Counter survey.

3.3.3 The full output of the data collected and used in the Bingally 400/132 kV Substation Voluntary EA (AECOM, 2025) and Bingally 400 kV Overhead Line Tie-In EA (AECOM, 2025) are presented in **Appendix B Traffic Survey Data**. The results of the ATC surveys are summarised in **Table 3-1** below.

Table 3-1 Bingally ATC Data AADT

ATC	Location	Light Vehicles	Heavy Vehicles	Total Vehicles
ATC1	A831 Site Drumnadrochit to Site Access	634	2	636
ATC2	A831 Site Access - Cannich	645	2	647
ATC3	A831 Cannich Village	647	6	653
ATC4	A831 North of Cannich	413	5	418
ATC5	Main Street Cannich to Fasnakyle Power Station	695	4	699

Source: ATC Surveys

3.4 Traffic Growth Forecast

3.4.1 To provide an appropriate baseline against which to compare forecast construction traffic flows, it has been necessary to apply a growth factor to the 2024 traffic survey data to arrive at anticipated baseline flows during the forecast peak construction period in 2027.

3.4.2 To obtain this, the Trip End Model Presentation Program (TEMPro) version 8.1 has been used. The software uses National Trip End Model (NTEM) data to forecast the percentage increase in traffic flows between two years, in this case 2023 and 2027. Analysis of NTEM data can be made by:

- Geographical area;
- Transport mode;
- Travel time of day;
- Purpose of journey;
- Years of interest; and
- Type of trip.

3.4.3 For the proposed developments, the following details have been applied to obtain the growth factor:

- Dataset version – 80;
- Dataset scenario – Regional;
- Result type – Trip ends by time period;
- Base year – 2024;
- Future year – 2027;
- Trip Purpose Group – All purposes;
- Time Period – Weekday AM peak period;
- Trip End Type – Origin / Destination;
- Area Description – Highlands and Islands; and
- Mode – Car Driver.

3.4.4 The resulting output from the TEMpro calculations was that a growth factor of 1.0285 should be applied to 2024 data to achieve a baseline traffic flow level for 2027.

3.5 Core Paths

3.5.1 Within the study area, there are two core paths which interact with the study area. IN05.02 is a track which routes east-west and crosses the proposed Bingally Substation access track adjacent to Tomich. IN05.03 is a hillside track which passes through the proposed development sites and intersects the proposed Bingally Substation access track south of Tomich.

3.6 Accident History

3.6.1 The Crashmap database² has been reviewed to establish the historical accident record from the last five years on the road network adjacent to the sites. On study area roads in the vicinity of the sites this data shows 0 fatal, 0 serious, and 0 slight injury accidents were reported.

² Crashmap, 2024. *Crashmap* [online]. [Accessed 04 October 2024]. Available from: <https://www.crashmap.co.uk/>

4. Sensitivity of Receptors

4.1 Introduction

- 4.1.1 This section sets out the approach for determining the sensitivity of receptors on each road link assessed within the Bingally 400 / 132 kV Substation Voluntary EA (AECOM, 2025) and Bingally 400 kV Overhead Line Tie-In EA (AECOM, 2025).

4.2 Determining Sensitivity of Receptors

- 4.2.1 Receptors are locations or land-uses categorised by sensitivity or environmental value. **Table 4-1** describes the receptor sensitivity adopted for the assessment of traffic from the proposed developments.

Table 4-1 Sensitivity of Receptors

Receptor Sensitivity	Description
Very High	The receptor has little or no ability to absorb change without fundamentally altering its present character, is of very high environmental value, or of international importance.
High	The receptor has low ability to absorb change without fundamentally altering its present character, is of high environmental value, or of international importance.
Medium	The receptor has moderate capacity to absorb change without significantly altering its present character, has some environmental value or is of regional importance.
Low	The receptor is tolerant of change without detriment to its character, is low environmental value, or local importance.
Negligible	The receptor is resistant to change and is of little environmental value.

- 4.2.2 For the purposes of this assessment, the IEMA Guidelines identify receptors which are:

- People at home;
- People at work;
- Sensitive and / or vulnerable groups (including young age; older age; income; health status; social disadvantage; and access and geographic factors);
- Locations with concentrations of vulnerable users (e.g. hospitals, places of worship, schools);
- Retail areas;
- Recreational areas;
- Tourist attractions;
- Collision clusters and routes with road safety concerns; and
- Junctions and road links at, or over, capacity.

- 4.2.3 Each road link within the study area has been assessed against the criteria above. Professional engineering judgement has been used to assign a rating of Negligible, Low, Medium, High or Very High for each road link against each of the categories above. The overall sensitivity of receptors of the road link has then been determined by taking the most sensitive rating (e.g. if "People at home" is considered of 'Very High' sensitivity, this will be the overall rating for the link).

4.3 Results

- 4.3.1 The full assessment result of the assessment is shown in **Table 4-2** overleaf.

Table 4-2 Sensitivity of Receptors

Link	People at Home	People at Work	Sensitive and / or vulnerable Groups	Locations with concentrations of vulnerable users	Retail Areas	Recreational Areas	Tourist Attractions	Collision Clusters and routes with road safety concerns	Junctions and road links at, or over, capacity	Overall Rating
A831 Site Drumnadrochit to Site Access	Medium	Negligible	Medium	Medium	Medium	Medium	Medium	Negligible	Negligible	Medium
A831 Site Access - Cannich	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible
A831 Cannich Village	Medium	Medium	Low	Medium	Low	Medium	Medium	Negligible	Negligible	Medium
A831 North of Cannich	Low	Negligible	Negligible	Negligible	Negligible	Low	Negligible	Negligible	Negligible	Low
Main Street Cannich to Fasnakyle Power Station	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Negligible	Negligible	Medium

5. Proposed Development

5.1 Introduction

- 5.1.1 This section presents further detail of the proposed developments including proposed access arrangements and car parking facilities.

5.2 Proposed Developments

- 5.2.1 The proposed developments are two separate elements:

- Proposed Bingally Substation; and
- Proposed Bingally OHL tie-in.

- 5.2.2 SSEN Transmission is proposing to upgrade the existing Beaully-Denny 275 kV circuit to 400 kV to mirror the ratings of the existing 400 kV circuit which runs along the route.

- 5.2.3 The proposed Bingally Substation will comprise of a new 400 / 132 kV outdoor Air Insulated Switchgear (AIS) substation. It will also comprise of the following elements:

- Substation platform of approximately 376 m (length) x 271 m (width) with associated earthworks;
- Two 400 / 132 kV Super Grid Transformers (SGTs), two 400 kV future bays, four 132 kV future bays, a new 400 / 132 kV double busbar and ancillary equipment;
- A new control building with dimensions 48 m (width) x 24 m (length) x 7 m (height);
- Establishment of approximately 9.5 km of access track, comprising upgrade of approximately 6.1 km of existing track and approximately 3.4 km of new track; and,
- Permanent drainage systems.

- 5.2.4 The proposed Bingally OHL tie in development consists of:

- Two new permanent towers (Tower 79R and Tower 78R) up to a maximum height above ground level of approximately 64 m located along the existing Beaully-Denny OHL to make the connection into and out of the proposed Bingally Substation, along the north / northwestern boundary;
- Tower 78R will be the terminal tower with downleads connecting to two overhead line gantries within the proposed Bingally Substation. These gantries will sit at 337 m above ordnance datum (AOD), each between 12 and 14 m in height above the finished proposed Bingally Substation level;
- Short term temporary OHL diversions during construction comprising two temporary towers (Tower 79T and Tower 78T) up to a maximum height above ground level of approximately 61 m;
- Temporary works areas including an 80 x 80 m tower laydown for tension towers and 60 x 60 m tower laydown for suspension towers at permanent and temporary tower positions;
- Temporary and permanent access track spurs (branching off the proposed Bingally Substation access track) to facilitate the construction and maintenance of the OHL; and
- Following connection to the proposed Bingally Substation, dismantling of the two redundant temporary towers (Tower 79T and Tower 78T).

5.3 Site Access Arrangements

- 5.3.1 The proposed Bingally Substation access track, from the A831 would be constructed to provide access to the proposed substation site. The proposed Bingally Substation access track would be permanent. This access track would utilise existing access track installed during the construction of the Beaully-Denny OHL (approximately 9.5 km), with the addition of an off-line section where the original Beaully-Denny OHL track was previously reinstated. The existing access track would require necessary earthworks to allow for the transports of abnormal loads and construction vehicle access.

- 5.3.2 Temporary access tracks would be established around the proposed Bingally Substation to allow for the movement of construction workers, plant, equipment and materials between the proposed substation site and the temporary construction compounds.

5.4 Car Parking

- 5.4.1 Car parking at each of the proposed developments will be provided within the proposed Temporary Compound 5 which will contain 188 car parking spaces. Temporary Compound 5 will be constructed during the first 6 months of the construction programme allowing staff to park there for the duration of construction.

5.5 Operational Hours

- 5.5.1 Once operational, the sites will be in use 24 hours per day, however due to it being an unmanned site, it will not require regular staff attendance. Occasional vehicular traffic will be generated to perform regular maintenance, however this is not anticipated to have a material impact on the local road network.

6. Forecast Travel Demand and Traffic Impacts

6.1 Introduction

- 6.1.1 This section provides an overview of the anticipated travel demands to and from the proposed developments during construction. Given that operational traffic to and from the sites is anticipated to be negligible this section focuses on expected travel demand during the construction phase.

6.2 Construction Programme

- 6.2.1 The construction period is expected to last approximately 54 months, beginning in September 2025. The construction of the proposed Bingally Substation is expected to last 56 months between September 2025 and April 2030 while the proposed Bingally OHL construction is expected to last 34 months between September 2026 and June 2029. The peak month for construction is predicted to be September 2027 from the construction programme provided by SSEN Transmission. Details of the construction programme and the anticipated generation of construction vehicles throughout the construction period is included in **Appendix C Construction Traffic Programme**.

6.3 Construction Traffic

- 6.3.1 SSEN Transmission has provided details of the level of construction traffic that would be anticipated for the proposed developments. The vehicular generation to complete construction of the proposed developments is given in **Table 6-1** below. Data for the peak month of construction has been provided to highlight the worst-case period during construction.

Table 6-1 Proposed developments average daily two-way trip generation during peak month of construction

Construction Traffic	Proposed Substation		OHL Tie-ins	
	Cars / LGV	HGV	Cars/ LGV	HGV
Total daily two-way traffic (arrivals plus departures)	604	226	47	4

- 6.3.2 As shown in **Table 6-1** above, the proposed developments are expected to generate a maximum 1,128 daily two-way vehicle trips during the peak construction month of the proposed Bingally Substation. Of these trips, 604 are expected to be cars and LGVs with the remaining 226 trips coming from HGVs.
- 6.3.3 There may be a requirement for abnormal loads to be used for the delivery of plant and equipment to the proposed development sites. This is likely to be in the region of two deliveries through the whole construction period. Measures on how these will be delivered, will be set out in the Construction Traffic Management Plan (CTMP) by the contractor once appointed and agreed with the road authorities in advance.

6.4 Traffic Impacts

- 6.4.1 The construction period is anticipated to last approximately 56 months. The peak period of traffic generation for the proposed developments is predicted to be September 2027 during the construction of the proposed Bingally Substation with **Table 6-1** above presenting the anticipated daily traffic generation during this month.
- 6.4.2 The proposed construction traffic route uses the A831 between the A82 at Drumnadrochit and the proposed Bingally Substation access track. The proposed Bingally Substation access track would consist of an 8 km track to be used exclusively for construction traffic for the proposed developments. It will connect to the A831 via an existing junction. It is proposed that HGV construction traffic will arrive at site from the east and leave to the east. It will therefore bypass the villages of Cannich and Tomich. However, it is possible that car and LGV traffic may use the A831 west of the proposed Bingally Substation access track and it has therefore been assumed to be present on all study area roads.

6.4.3 **Table 6-2** below represents an assessment on the traffic impacts on each road link surveyed during the peak construction phase of the proposed developments. The table below considers the proposed Bingally Substation as this has higher construction traffic forecast compared to the proposed Bingally OHL tie-in as demonstrated in **Table 6-1**. This therefore represents a worst-case scenario.

Table 6-2 Traffic impact during the peak construction period of the Proposed development

Location	2027 Baseline		proposed Bingally Substation		% Total Traffic Increase	% HGV Traffic Increase
	Total	HGV	Total	HGV		
A831 Site Drumnadrochit to Site Access	654	2	604	226	92%	10,987%
A831 Site Access - Cannich	665	2	378	0	57%	0%
A831 Cannich Village	672	6	378	0	56%	0%
A831 North of Cannich	430	5	378	0	88%	0%
Main Street Cannich to Fasnakyle Power Station	719	4	378	0	53%	0%

Source: SSEN

6.4.4 As shown in **Table 6-2** above, the period of estimated peak construction traffic would result in increases in total traffic of between 53% and 92% on the local road network.

7. Fear and Intimidation

7.1 Introduction

1.1 This section sets out the process by which the Fear and Intimidation on and by Road Users assessment was undertaken for the proposed Bingally Substation and proposed Bingally OHL tie-in. This assessment has been undertaken in line with guidance set out in IEMA Guidelines 2023.

7.2 Methodology

7.2.1 IEMA Guidelines 2023 states that fear and intimidation on a given road link is dependent on:

- The total volume of traffic;
- The heavy vehicle composition;
- The speed of vehicles; and
- The proximity of traffic to people.

7.2.2 A weighting system is set out in IEMA Guidelines 2023 to allow assessors to determine the likelihood of fear and intimidation given the characteristics set out above. This is achieved by determining a 'degree of hazard' which allows a score to be provided for each road link within the study area and a resulting 'magnitude of impact' to be determined.

7.2.3 A degree of hazard score for each of total volume of traffic, heavy vehicle flow and average vehicle speed is determined using Table 3.1 in the IEMA Guidelines 2023, replicated below as **Table 7-1**.

Table 7-1 Fear and Intimidation Degree of Hazard Scoring

Average Traffic Flow over 18-hour day – all vehicles/hour 2-way (a)	Total 18-hour heavy vehicle flow (b)	Average vehicle speed (c)	Degree of hazard score
+1,800	+3,000	>40	30
1,200–1,800	2,000–3,000	30-40	20
600–1,200	1,000-2,000	20-30	10
<600	<1,000	<20	0

Source: Table 3.1 IEMA Guidelines 2023

7.2.4 The total degree of hazard score from all three elements (total volume of traffic, heavy vehicle flow and average vehicle speed) is combined to provide a level of fear and intimidation. Table 3.2 in IEMA Guidelines 2023 provides the thresholds that should be used to determine this and this is replicated as **Table 7-2** below.

Table 7-2 Levels of Fear and Intimidation

Level of Fear and Intimidation	Total Degree of Hazard Score (a)+(b)+(c)
Extreme	71+
Great	41-70
Moderate	21-40
Small	0-20

Source: Table 3.2 IEMA Guidelines 2023

7.2.5 The magnitude of change for fear and intimidation for a proposed development is then approximated with reference to the changes in the level of fear and intimidation from baseline conditions. Table 3.3 from the IEMA Guidelines is used to determine the magnitude of change from a given change in level of fear and intimidation. This table is replicated below as **Table 7-3**.

Table 7-3 Fear and Intimidation - Magnitude of Change

Magnitude of Change	Change in Fear and Intimidation Level from Baseline Conditions
High	Two step changes in Fear and Intimidation Level
Medium	One step change in Fear and Intimidation Level, but with: >400 vehicle increase in average 18hr AV two-way all vehicle flow; and / or >500 HV increase in total 18hr HV flow
Low	One step change in Fear and Intimidation Level, but with: <400 vehicle increase in average 18hr AV two-way all vehicle flow; and / or <500 HV increase in total 18hr HV flow
Negligible	No step change in Fear and Intimidation Level

Source: Table 3.3 IEMA Guidelines 2023

7.3 Results

7.3.1 The results of the fear and intimidation assessment for the proposed development are included in **Appendix D Fear and Intimidation** and are summarised in **Table 7-4** below.

Table 7-4 Fear and Intimidation Magnitude of Change Assessment Summary

Road Link	Magnitude of Change	
	Proposed developments	Cumulative Development
A831 Site Drumnadrochit to Site Access	Negligible	Negligible
A831 Site Access - Cannich	Negligible	Negligible
A831 Cannich Village	Negligible	Negligible
A831 North of Cannich	Negligible	Negligible
Main Street Cannich to Fasnakyle Power Station	Negligible	Negligible

8. Draft Construction Traffic Management Plan

8.1 Purpose

- 8.1.1 The purpose of this Draft CTMP is to provide a framework from which a finalised CTMP can be developed post-consent. This framework outlines the measures which could be used during the construction of the proposed developments to mitigate transport-related impacts. Access to the proposed developments by HGVs and construction plant vehicles would be planned, managed and executed by the Principal Contractor to ensure the safety and reliability of deliveries to site, reduce congestion on the local road network and minimise the environmental impact.

8.2 CTMP Development

- 8.2.1 The opportunity to develop, amend and enhance the finalised CTMP in response to comments received on this framework document and through the planning and consultation process should be recognised.
- 8.2.2 The CTMP will consider feedback from residents and community groups and be developed in consultation with THC to establish appropriate methods in which the impact of traffic related to the proposed developments construction can be minimised.
- 8.2.3 This document would be updated as necessary with input from THC following feedback from their consultation and planning process.

8.3 Hours of Work

- 8.3.1 Working hours for construction activities related to the proposed developments would be agreed with THC, but are anticipated to be:
- 07:00 to 19:00 Monday to Friday;
 - Saturday 07:00 to 13:00;
 - No construction should be carried out on Sundays or bank holidays unless in exceptional circumstances; and
 - Any work which is required or intended to take place outside of these hours, except for emergency situations, would be subject to prior agreement or reasonable notice to THC.

8.4 Site Access

- 8.4.1 The site access would be secured by hoarded gates and during working hours would remain under control of an appointed person who would physically control entry to the sites. Traffic entering or exiting the sites would give way to road traffic on the public road network. Vehicles would leave and access the sites via the existing site access junction and site traffic would be managed so that no vehicles would be required to stop on the public road itself when accessing the sites.
- 8.4.2 Construction traffic warning signs will be located and maintained throughout the duration of construction works. These would be situated at agreed locations to warn road users of construction route access junctions, and to warn of construction traffic turning to and from public roads. Away from public roads appropriate warning signs would be located along access tracks used by construction vehicles to identify construction routes to persons exercising their access rights in accordance with the Land Reform (Scotland) Act 2003. The Scottish Outdoor Access Code 2005 stipulates that access rights do not apply to building, civil engineering or demolition sites, and so measures can be put in place to restrict access to the construction site. Temporary diversion of core paths and signage warning the public that construction traffic will be present on these routes will be implemented. Particularly at locations where members of the public exercising their access rights may be more likely to appear, such as core paths or routes that join or cross the construction traffic route. Toolbox talks will ensure construction vehicle drivers behave appropriately should they encounter members of the public exercising access rights. Driving behaviours will be mandated that provide and maintain road safety for all traffic, including the safety of pedestrian and cycle traffic in the environs of construction traffic routes.

8.5 Construction Traffic Routing

- 8.5.1 It will be a key responsibility of the Principal Contractor to ensure that each sub-contractor is aware of the route restrictions prior to any works taking place and to enforce the restrictions stated in the proposed developments' CTMP.
- 8.5.2 The site access gates will be manned and controlled during normal site working hours and any vehicle arriving on site will be guided to the required location for loading or unloading.
- 8.5.3 The Principal Contractor would also be responsible for mitigating, where possible, the cumulative impacts of other construction projects in the area through careful consideration of routing and access timings.
- 8.5.4 Likely routes that HGV construction traffic will follow will be:
- A82; and
 - A831.
- 8.5.5 It is considered that each of these routes can accommodate the additional construction traffic required for the proposed developments. Staff will make their own way via a variety of routes depending on their home location but the impact of staff journeys on the local road network is expected to be negligible.

8.6 Deliveries

- 8.6.1 Disruption imposed on other road users would be minimised due to the scheduling of deliveries and material removal. Where possible, HGV deliveries will be scheduled outside of peak hours on public roads to minimise potential delay on local roads.
- 8.6.2 Construction materials that are delivered will be stored on-site.

8.7 Enforcement

- 8.7.1 All contractors would be required to adhere to the CTMP. Compliance will be monitored by the SSEN Transmission/Principle Contractor's site representative via spot checks to ensure that vehicles follow the measures set out in the CTMP.

8.8 Speed Limit

- 8.8.1 The applicant would ensure that all site traffic abides by local speed limits to maintain the safety of other road users and pedestrians. A site speed limit of 5 mph would be established and enforced throughout the duration of construction works to provide a safe environment for site workers and any pedestrians which pass the proposed developments.
- 8.8.2 Signage would be in place prior to any works taking place which will advise of any permanent speed limits which are in force and all site workers or haulage sub-contractors would be made aware of the speed requirements as part of their site induction and via regular toolbox talks.

8.9 Summary

- 8.9.1 This section discusses the potential traffic management arrangements during construction at the sites and provides an assessment of the impacts on the sites during this period.
- 8.9.2 The hours of work at the site are expected to be 07:00 – 19:00 from Monday to Friday and 07:00 – 13:00 on Saturdays with no work taking place on Sundays and bank holidays.
- 8.9.3 The site access would be secured by hoarded gates and during working hours would remain under control of an appointed person who would physically control entry to site. Traffic entering or exiting the site would give way to road traffic on the public road network. No construction vehicles would be required to stop on the public road.
- 8.9.4 It is anticipated that the likely routes of construction traffic would be via the A82, A831 and proposed Bingally Substation access track. It shall be the responsibility of the Principal Contractor to assess these routes for restrictions and mitigate any cumulative impacts of construction traffic.
- 8.9.5 All construction materials to be stored and secured on site.

8.9.6 All traffic will abide by local speed limits with a 5 mph speed limit enforced within the sites.

9. Cumulative Development

9.1 Introduction

9.1.1 This section sets out the process by which cumulative development traffic was incorporated into the Traffic and Transport assessment in the Bingally 400 / 132 kV Substation Voluntary EA (AECOM, 2025) and Bingally 400 kV Overhead Line Tie-In EA (AECOM, 2025).

9.2 Cumulative Effects

9.2.1 The effects of the proposed developments have been assessed in combination with other projects that have been identified in the vicinity. Three developments have been identified, located adjacent to the substation.

9.2.2 **Table 9-1** lists the details of the developments included in the cumulative assessment.

Table 9-1 Cumulative Developments

Reference	Description	Details
24/01648/SCRE	Proposed Bingally 400/132kV substation	400 kV Substation Comprising New Buildings, Platform, Plant And Machinery, Access, Laydown/Work Compound Area(S), Drainage, Landscaping, And Other Ancillary Works (National Development)
ECU00005145 Bingally OHL	Proposed Bingally 400kv OHL	The installation of two new towers (including a temporary diversion requiring two temporary towers) to facilitate the tie-in of the existing Beaully-Denny overhead line into the proposed Bingally 400/132 kV substation
ECU00001969	Fiodhag Wind Farm	Construction of wind farm comprising of 46 turbines (height to blade tip 149.9 m).
23/04100/FUL	Fasnakyle Energy Storage	Erection and operation of a BESS and associated infrastructure
23/01025/SCRE	Kerrow Farm BESS	Erection and operation of a BESS, multiple containerised storage units, associated infrastructure, control building, switch room, lights and associated works
No Ref	Bingally to Fasnakyle UGC / OHL connection	The installation of an UGC / OHL to connect the proposed Bingally substation to the existing Fasnakyle Substation.
No Ref	Tomchrasky Wind Farm OHL connection	The installation of an OHL connection from Tomchrasky Wind Farm to the proposed Bingally substation.
ECU00004704	Chrathaich Wind Farm	Erection and operation of a wind farm for a period of 30 years, comprising of 14 wind turbines with a maximum blade tip height of 149.9m, access tracks, borrow pits, substation, control building, and ancillary infrastructure
ECU00004569	Erection of OHL	Erection of small two span spur and free standing pole for communications mast on the 33 kVA OHL by Benevean Dam, Tomich
ECU00005214	Cnoc Farasd Wind Farm	A wind farm consisting of 9 turbines up to 220m tip height, battery storage and associated infrastructure.

9.3 Assumptions

9.3.1 The cumulative assessment considers the proposed Bingally Substation, proposed Bingally OHL tie-in and the other cumulative development identified above. The Bingally Substation and OHL tie-in developments will use the same proposed Bingally access track from the A831 and the same study area road network.

9.3.2 Forecast construction data has been obtained from the applicant for both the proposed Bingally Substation and proposed Bingally OHL tie-in. The peak period for traffic from the proposed developments is September 2027.

9.3.3 A cumulative assessment including the developments listed in the Bingally 400 /132 kV Substation Voluntary EA (AECOM, 2025) and Bingally 400 kV Overhead Line Tie-In EA (AECOM, 2025) has been undertaken. A review of these applications shows that many are at Scoping / Screening stage and do not have construction traffic forecasts available. Knowledge of similar projects has been used to make a forecast of construction traffic for each cumulative development site. For the purposes of the cumulative assessment, cumulative development site traffic is also assumed to occur in September 2027.

9.4 Construction Traffic Data

9.4.1 **Table 9-2** shows the cumulative development construction traffic forecasts used for each development and how they have been applied to study area roads.

9.4.2 **Table 9-2** shows that two cumulative developments are forecast to generate no traffic on study area roads: the proposed Bingally OHL development and Tomchrasky Wind Farm OHL Development.

9.4.3 September 2027 was selected as the period of peak construction traffic generation by combining the construction traffic forecasts for the proposed Bingally Substation and proposed Bingally OHL. However, the construction traffic forecast provided by the applicant shows that the proposed Bingally OHL development is not generating any construction traffic during September 2027. September 2027 remains the period of cumulative assessment due to the weight of Bingally Substation traffic during this month.

9.4.4 The Tomchrasky Wind Farm OHL development is located south of the Proposed Development sites. It has been judged that the roads likely to be used by construction traffic for the Tomchrasky Wind Farm OHL would be the A87 and A887 rather than the A831 and therefore is not anticipated to use the same study area roads as the Proposed Development. No construction traffic associated with the Tomchrasky Wind Farm therefore appears on study area roads.

Table 9-2 Distribution of Cumulative Development Traffic

Development	Daily Construction Traffic Forecast		Study Area Roads			
	HGV Total	A831 Drumnadroch hit to Site Access	A831 Site Access to Cannich	A831 Cannich Village	A831 North of Cannich	Main Street Cannich to Fasnakyle Power Station
Bingally OHL	HGV	0	0	0	0	0
	Car / LGV	0	0	0	0	0
	Total	0	0	0	0	0
Proposed Development BESS (23/01025/SCRE)	HGV	226	0	0	0	0
	Car / LGV	378	378	378	378	378
	Total	604	378	378	378	378
Bingally to Fasnakyle UGC / OHL connection	HGV	4	4	4	0	4
	Car / LGV	47	47	47	47	47
	Total	51	51	51	47	51
Tomchrasky Wind Farm OHL Connection	HGV	0	0	0	0	0
	Car / LGV	0	0	0	0	0
	Total	0	0	0	0	0
Fiodhag Wind Farm	HGV	162	0	0	0	0
	Car / LGV	60	60	60	60	60
	Total	222	60	60	60	60
Fasnakyle Energy Storage (23/04100/FUL)	HGV	18	18	18	0	18
	Car / LGV	30	30	30	30	30
	Total	48	48	48	30	48
	HGV	18	18	18	0	18

Development	Daily Construction Traffic Forecast		Study Area Roads			
	HGV Total	A831 Drumnadroch it to Site Access	A831 Site Access to Cannich	A831 Cannich Village	A831 North of Cannich	Main Street Cannich to Fasnakyle Power Station
Kerrow Farm BESS (23/01025/SCRE)	Car / LGV	30	30	30	30	30
	Total	48	48	48	30	48
Chrathaich Wind Farm	HGV	70	0	0	0	0
	Car / LGV	24	24	24	24	24
	Total	94	24	24	24	24
Erection of OHL	HGV	2	2	2	0	2
	Car / LGV	23	23	23	23	23
	Total	25	25	25	23	25
Cnoc Farasd Wind Farm	HGV	70	0	0	0	0
	Car / LGV	24	24	24	24	24
	Total	94	24	24	24	24
Total	HGV	574	42	42	0	42
	Car / LGV	663	663	663	663	663
	Total	1237	705	705	663	705

9.5 Results

9.5.1 **Table 9-3** below shows the anticipated impact that cumulative development would have on study area roads.

Table 9-3 Traffic Impact of cumulative development

Location	2027 Baseline		Cumulative Development		% Total Traffic Increase	% HGV Traffic Increase
	Total	HGV	Total	HGV		
A831 Site Drumnadrochit to Site Access	654	2	1,237	574	181%	27,710%
A831 Site Access - Cannich	665	2	705	42	99%	2,042%
A831 Cannich Village	672	6	705	42	98%	681%
A831 North of Cannich	430	5	663	0	143%	0%
Main Street Cannich to Fasnakyle Power Station	719	4	705	42	92%	1,021%

10. Summary

10.1.1 AECOM has been commissioned by SSEN Transmission, to assist with the development of the proposed Bingally Substation and proposed Bingally OHL tie-in. These proposed developments form one of the elements of the projects required to be delivered as part of the ASTI project for the upgrade of the existing Beaully-Denny 275 kV circuit to 400 kV.

10.1.2 This technical appendix accompanies the Bingally 400 / 132 kV Substation Voluntary EA (AECOM, 2025) and Bingally 400 kV Overhead Line Tie-In EA (AECOM, 2025).

10.1.3 The proposed developments will comprise of the following:

- Proposed Bingally Substation; and
- Proposed Bingally OHL tie-in.

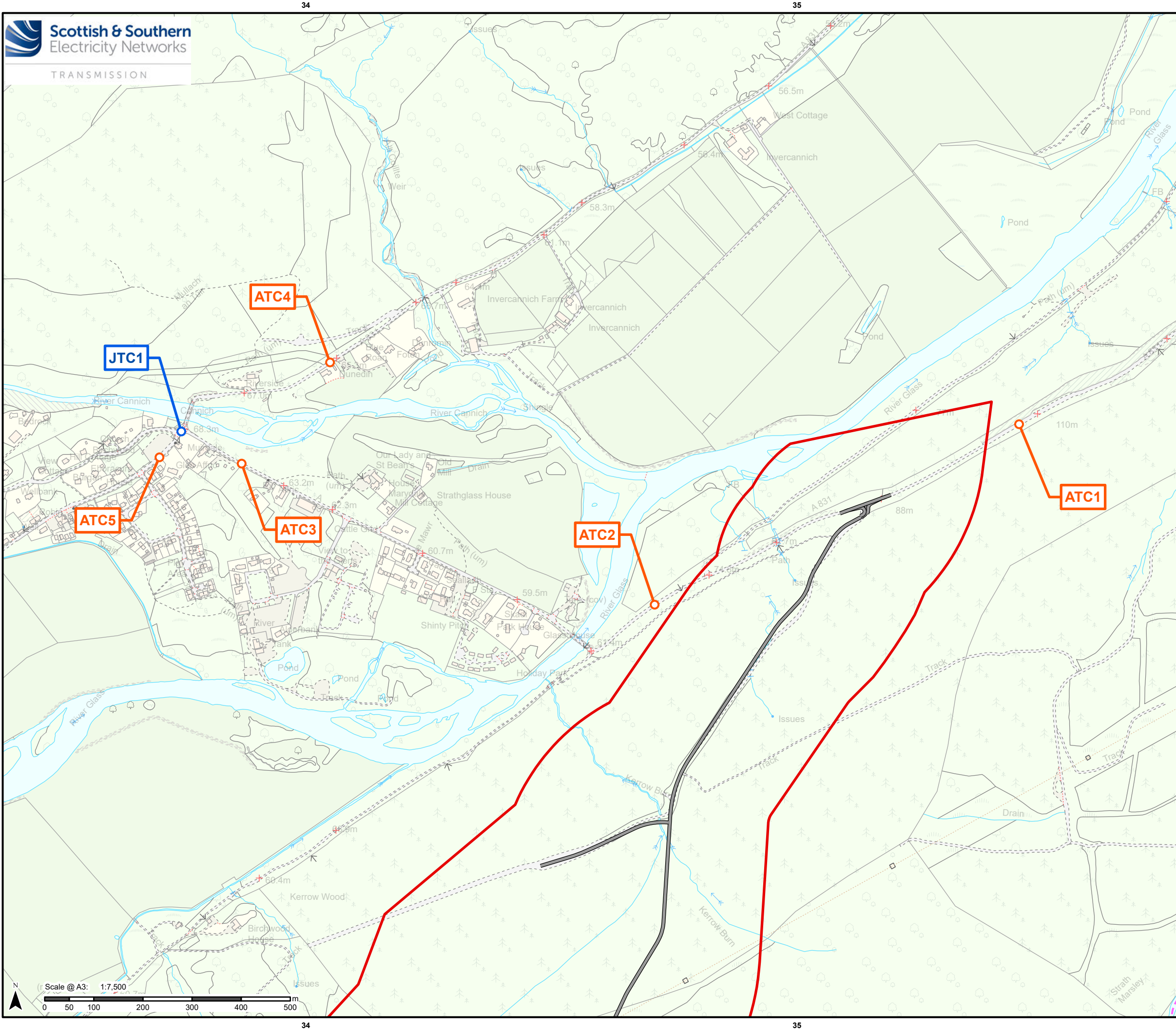
10.1.4 Access to the proposed developments will be via the proposed Bingally Substation access track. The construction traffic route is proposed to be A82, A831 and upgraded access track.

10.1.5 Baseline conditions on the local transport network have been assessed in terms of the existing infrastructure and the sensitivity of receptors.

10.1.6 The period of estimated peak construction traffic would result in anticipated increases in total traffic of between 122% and 203%.

10.1.7 A cumulative assessment was undertaken, considering three other developments in close proximity of the proposed Bingally Substation and proposed Bingally OHL tie-in. The worst-case anticipated impact is between 150% and 242% increases in total traffic on the local road network.

Appendix A Survey Locations



Legend

- Proposed Development Site
- Access Tracks
- JTC Junction Turning Count - 1 day (0700-1000 hrs & 1600-1900 hrs)
- ATC Automatic Traffic Counter (in place for 7 days)

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Project No: LT000521	
Project: Bingally 400kV Substation Upgrade	
Title: Traffic Survey Locations	
Drawn by: JBARR	Date: 04/09/2024
Drawing: Figure A	

Appendix B Traffic Survey Data

Bingally OHL Tie In
LT521
Vehicle Numbers
Site Start
Sep-26
Overall Completion
Jun-29

ESTIMATED NUMBER OF VEHICLES ENTERING THE SITE PER MONTH (PER VISIT)										Overhead Line Tie In						Substation			Cumulative	
Vehicle		Articulated Truck	Crane 200T	Concrete Lorry	30T Lorry	30T Lorry	20T lorry	Vans / Pick Ups	Cars											
Gross Weight - T		45.0	60.0	32.0	30.0	30.0	20.0	3.5	2.0											
Axle Numbers		6	5	4	4	4	2	2	2											
Purpose		Deliveries of Plant and Steel	Tower erection, tower Dismantling, Lifting Accommodation Units	Concrete Deliveries and Concrete Pumping	Stone deliveries, stone and spoil removal	Miscellaneous yard deliveries	MES 4X4 Lorry for transport between Yard and Tower Locations	Personnel travel to/from site locations & compound	Personnel travel to/from site locations & compound											
Kerb to Kerb Turning Radius		18m	12m	12m	12m	12m	12m	8m	8m	OHL HGVs	OHL Total	HGV Two Way	Total Two Way	Daily HGV	Daily Total	HGV	HGV Two-way	Total	HGV	Total
	Programme Acitivity																			
Sep-26	Civils Stoning	2			120	40			180	162	342	324	684	15	31	18	36	122	51	153
Oct-26	Civils Stoning				120	40			180	160	340	320	680	15	31	25	50	136	65	167
Nov-26	Civils Stoning / Foundations	2		120	120	20		45	180	262	487	524	974	24	44	41	82	168	106	212
Dec-26	Civils Stoning / Foundations	2		120	84	20		60	180	226	466	452	932	21	42	41	82	228	103	270
Jan-27	Foundations	2		60		20		30	180	82	292	164	584	7	27	51	102	248	109	275
Feb-27	Mobilisation	13				40	4		180	59	239	118	478	5	22	69	138	284	143	306
Mar-27	Wiring		4			20	4		180	28	208	56	416	3	19	74	148	294	151	313
Apr-27	Wiring					20	4	90	180	24	294	48	588	2	27	74	148	306	150	333
May-27	Wiring / Steelwork					20	4	330	180	24	534	48	1068	2	49	91	182	342	184	391
Jun-27	Wiring / Steelwork		4			20	4	330	180	28	538	56	1076	3	49	86	172	372	175	421
Jul-27	Wiring	5				40	4	330	180	49	559	98	1118	4	51	87	174	374	178	425
Aug-27	Demobbed									0	0	0	0	0	0	82	164	384	164	384
Sep-27	Demobbed									0	0	0	0	0	0	113	226	600	226	600
Oct-27	Demobbed									0	0	0	0	0	0	107	214	588	214	588
Nov-27	Demobbed									0	0	0	0	0	0	101	202	576	202	576
Dec-27	Demobbed									0	0	0	0	0	0	89	178	572	178	572
Jan-28	Demobbed									0	0	0	0	0	0	87	174	568	174	568
Feb-28	Foundations			120		40		30	180	160	370	320	740	15	34	64	128	482	143	516
Mar-28	Foundations	5		120		20		30	180	145	355	290	710	13	32	50	100	454	113	486
Apr-28	Steelwork / wiring		2			20	4	180	180	26	386	52	772	2	35	50	100	436	102	471
May-28	Wiring					40	4	180	180	44	404	88	808	4	37	46	92	486	96	523
Jun-28	Demobbed									0	0	0	0	0	0	36	72	446	72	446
Jul-28	Wiring / Steelwork		2			40	4	180	180	46	406	92	812	4	37	36	72	436	76	473
Aug-28	Steelwork		2			40	4	45	180	46	271	92	542	4	25	36	72	436	76	461
Sep-28	Demobbed									0	0	0	0	0	0	36	72	432	72	432
Oct-28	Demobbed									0	0	0	0	0	0	41	82	440	82	440
Nov-28	Demobbed									0	0	0	0	0	0	41	82	440	82	440
Dec-28	Demobbed									0	0	0	0	0	0	45	90	408	90	408
Jan-29	Demobbed									0	0	0	0	0	0	45	90	366	90	366
Feb-29	Demobbed									0	0	0	0	0	0	7	14	156	14	156
Mar-29	Wiring					40	4	180	180	44	404	88	808	4	37	7	14	136	18	173
Apr-29	Wiring					20	4	180	180	24	384	48	768	2	35	7	14	126	16	161
May-29	Wiring / Reinstatement	5			120	20	4	180	180	149	509	298	1018	14	46	7	14	126	28	172
Jun-29	Reinstatement				60	40		15	180	100	295	200	590	9	27	7	14	124	23	151
										0	0	0	0	0	0		0	124	0	124
										0	0	0	0	0	0		0	124	0	124
TOTAL		36	16	540	624	620	52	2415	3780						43					

Assumptions
HGVs - For plant 5, For steel 2 per tower (4 towers)
Crane - 2 days per tower erection and dismantle
Concrete lorries - Up to 12 lorries per day for foundations
Stone deliveries - Up to 6 per day (14m³ per lorry)
Allows 2x deliveries per day at start and end of each phase and 1x per day during works - Skips, general deliveries, toilets etc.
MES lorry - enters and leaves site once per day
Vans / pick-ups - 11x per gang (Inc. Lines workers 5x vans, 5x CH pickups and foreman 1x pickup) - (Accounts for half vehicles leaving site during breaks - 1.5x per day average)
Staff cars - Up to 6 per day - (Accounts for half vehicles leaving site during breaks - 1.5x per day average)

Appendix C Construction Traffic Programme



TRAFFIC SURVEY REPORT

A831, CANNICH

TRANSURVEYS LIMITED

BLUE SQUARE OFFICES, 272 BATH STRET, GLASGOW, G2 4JR

TRAFFIC SURVEY REPORT

QUALITY MANAGEMENT

CLIENT

PROJECT

REFERENCE

REVISION

AECOM

A831, Cannich

TS-24-057

001

Revision	Date	Prepared by	Signed	Checked by	Signed
001	17/06/2024	Neil Dempsey		Neil Dempsey	

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SURVEY NETWORK

Junction Turning Counts & Queue Surveys

1. A831 / Main Street Staggered Priority / Traffic Signals Junction



Automatic Traffic Counts

1. A831 (North-East)



2. A831 (South-East)



3. A831 (West)



4. A831 (North-West)



5. Main Street

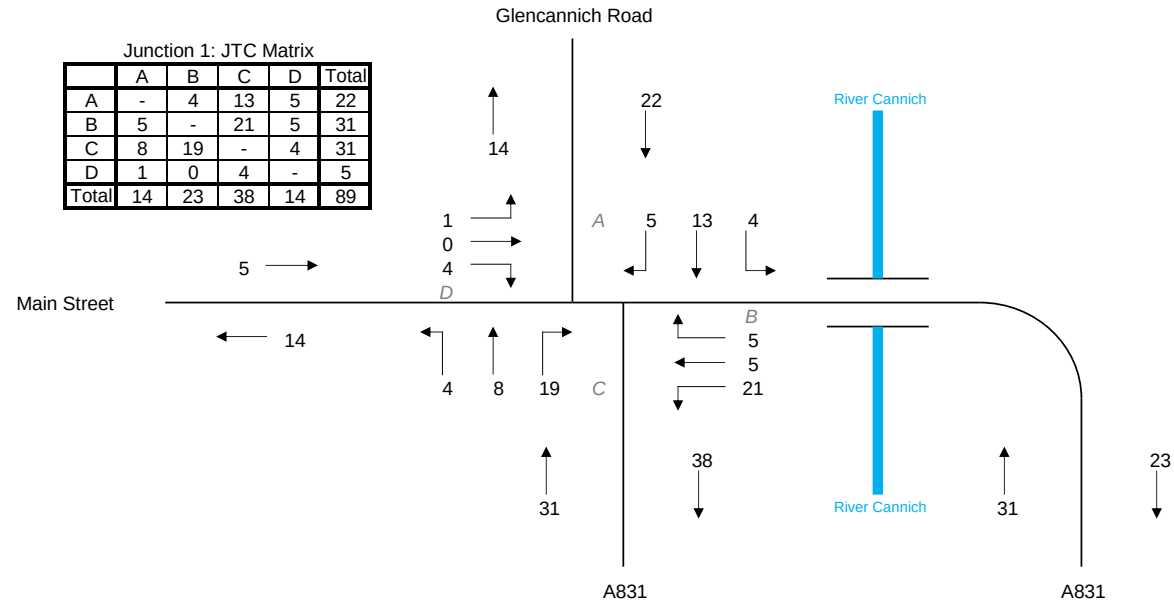


CLASSIFIED JUNCTION TURNING COUNTS

NETWORK TRAFFIC FLOW DIAGRAM

Junction 1: JTC Matrix

	A	B	C	D	Total
A	-	4	13	5	22
B	5	-	21	5	31
C	8	19	-	4	31
D	1	0	4	-	5
Total	14	23	38	14	89



TRANSURVEYS

Project: A831, Cannich

Client: AECOM

Project.Ref: TS-24-057

Weekday AM Hour **Peak Hour**
08:30 - 09:30

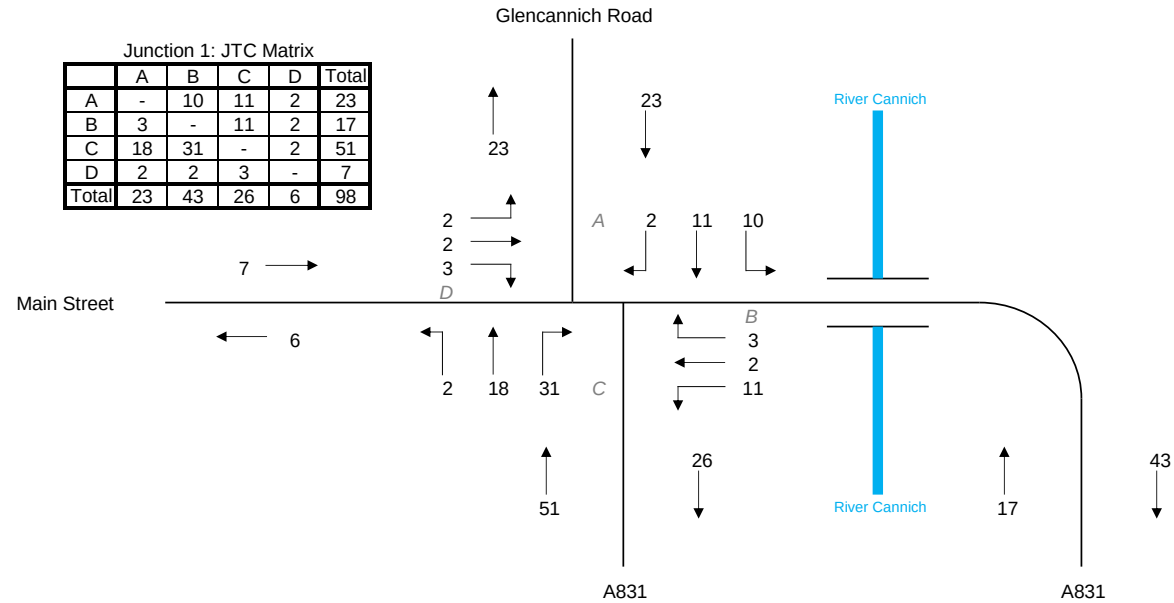
Veh.Classification **TOTAL PCUs**

Date: Thursday 06 June 2024

NETWORK TRAFFIC FLOW DIAGRAM

Junction 1: JTC Matrix

	A	B	C	D	Total
A	-	10	11	2	23
B	3	-	11	2	17
C	18	31	-	2	51
D	2	2	3	-	7
Total	23	43	26	6	98



TRANSURVEYS 

Project: A831, Cannich
Client: AECOM
Project.Ref: TS-24-057

Weekday PM Hour **Peak Hour**
16:00 - 17:00
Veh.Classification **TOTAL PCUs**
Date: Thursday 06 June 2024

CLASSIFIED VEHICLE JUNCTION TURNING COUNT

Project: A831, Cannich

Client: AECOM

Project Ref: TS-24-057

Date: Thursday 06 June 2024

Weather: AM: Dry / Sunny Intervals; PM: Dry / Overcast

Junction 1: A831 / Main Street Staggered Priority / Traffic Signals Junction

Movement 1.1: Glencannich Road to A831 (East) Left Turn (A-B)

TIME	VEHICLE CLASSIFICATION							TOTAL		
	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0.00
07:15 - 07:30	0	0	0	1	0	0	0	1	0	1.00
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0.00
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0.00
08:00 - 08:15	0	0	1	0	0	0	0	1	0	1.00
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0.00
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0.00
08:45 - 09:00	1	0	1	0	0	0	0	2	0	1.20
09:00 - 09:15	0	2	0	0	0	0	0	2	0	0.80
09:15 - 09:30	0	0	2	0	0	0	0	2	0	2.00
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0.00
09:45 - 10:00	0	0	1	1	0	0	0	2	0	2.00
TOTAL	1	2	5	2	0	0	0	10	0	8.00

PEAK	VEHICLE CLASSIFICATION							TOTAL		
JUNCTION	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:30 - 09:30	1	2	3	0	0	0	0	6	0	4.00
NETWORK	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:30 - 09:30	1	2	3	0	0	0	0	6	0	4.00

TIME	VEHICLE CLASSIFICATION							TOTAL		
	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 16:15	0	0	3	1	0	0	0	4	0	4.00
16:15 - 16:30	0	0	0	1	0	0	0	1	0	1.00
16:30 - 16:45	0	0	4	0	0	0	0	4	0	4.00
16:45 - 17:00	0	0	1	0	0	0	0	1	0	1.00
17:00 - 17:15	0	0	1	0	0	0	0	1	0	1.00
17:15 - 17:30	0	0	1	0	0	0	0	1	0	1.00
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0.00
17:45 - 18:00	0	0	2	1	0	0	0	3	0	3.00
18:00 - 18:15	0	2	1	0	0	0	0	3	0	1.80
18:15 - 18:30	0	0	5	0	0	0	0	5	0	5.00
18:30 - 18:45	0	0	1	0	0	0	0	1	0	1.00
18:45 - 19:00	0	0	3	0	0	0	0	3	0	3.00
TOTAL	0	2	22	3	0	0	0	27	0	25.80

PEAK	VEHICLE CLASSIFICATION							TOTAL		
JUNCTION	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 17:00	0	0	8	2	0	0	0	10	0	10.00
NETWORK	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 17:00	0	0	8	2	0	0	0	10	0	10.00

CLASSIFIED VEHICLE JUNCTION TURNING COUNT

Project: A831, Cannich

Client: AECOM

Project Ref: TS-24-057

Date: Thursday 06 June 2024

Weather: AM: Dry / Sunny Intervals; PM: Dry / Overcast

Junction 1: A831 / Main Street Staggered Priority / Traffic Signals Junction

Movement 1.2: Glencannich Road to A831 (South) Ahead (A-C)

TIME	VEHICLE CLASSIFICATION							TOTAL		
	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0.00
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0.00
07:30 - 07:45	0	0	1	2	0	0	0	3	0	3.00
07:45 - 08:00	0	0	2	1	0	0	0	3	0	3.00
08:00 - 08:15	0	0	1	0	0	0	0	1	0	1.00
08:15 - 08:30	0	0	3	0	0	0	0	3	0	3.00
08:30 - 08:45	0	0	5	1	0	0	0	6	0	6.00
08:45 - 09:00	0	0	4	0	0	0	0	4	0	4.00
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0.00
09:15 - 09:30	0	0	1	2	0	0	0	3	0	3.00
09:30 - 09:45	0	0	2	0	1	0	0	3	1	3.50
09:45 - 10:00	0	0	2	2	0	0	0	4	0	4.00
TOTAL	0	0	21	8	1	0	0	30	1	30.50

PEAK	VEHICLE CLASSIFICATION							TOTAL		
JUNCTION	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:30 - 09:30	0	0	10	3	0	0	0	13	0	13.00
NETWORK	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:30 - 09:30	0	0	10	3	0	0	0	13	0	13.00

TIME	VEHICLE CLASSIFICATION							TOTAL		
	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 16:15	0	0	4	0	0	0	0	4	0	4.00
16:15 - 16:30	0	1	3	0	0	0	0	4	0	3.40
16:30 - 16:45	0	0	2	0	0	0	0	2	0	2.00
16:45 - 17:00	0	0	2	0	0	0	0	2	0	2.00
17:00 - 17:15	0	0	3	1	0	0	0	4	0	4.00
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0.00
17:30 - 17:45	0	0	0	1	0	0	0	1	0	1.00
17:45 - 18:00	0	0	1	1	0	0	0	2	0	2.00
18:00 - 18:15	0	0	0	1	0	0	0	1	0	1.00
18:15 - 18:30	0	0	1	0	0	0	0	1	0	1.00
18:30 - 18:45	0	0	1	0	0	0	0	1	0	1.00
18:45 - 19:00	0	0	3	1	0	0	0	4	0	4.00
TOTAL	0	1	20	5	0	0	0	26	0	25.40

PEAK	VEHICLE CLASSIFICATION							TOTAL		
JUNCTION	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 17:00	0	1	11	0	0	0	0	12	0	11.40
NETWORK	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 17:00	0	1	11	0	0	0	0	12	0	11.40

CLASSIFIED VEHICLE JUNCTION TURNING COUNT

Project: A831, Cannich

Client: AECOM

Project Ref: TS-24-057

Date: Thursday 06 June 2024

Weather: AM: Dry / Sunny Intervals; PM: Dry / Overcast

Junction 1: A831 / Main Street Staggered Priority / Traffic Signals Junction

Movement 1.3: Glencannich Road to Main Street Right Turn (A-D)

TIME	VEHICLE CLASSIFICATION							TOTAL		
	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0.00
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0.00
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0.00
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0.00
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0.00
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0.00
08:30 - 08:45	0	0	0	1	0	0	0	1	0	1.00
08:45 - 09:00	0	0	0	3	0	0	0	3	0	3.00
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0.00
09:15 - 09:30	0	0	0	1	0	0	0	1	0	1.00
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0.00
09:45 - 10:00	0	0	1	0	0	0	0	1	0	1.00
TOTAL	0	0	1	5	0	0	0	6	0	6.00

PEAK	VEHICLE CLASSIFICATION							TOTAL		
JUNCTION	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:30 - 09:30	0	0	0	5	0	0	0	5	0	5.00
NETWORK	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:30 - 09:30	0	0	0	5	0	0	0	5	0	5.00

TIME	VEHICLE CLASSIFICATION							TOTAL		
	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0.00
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0.00
16:30 - 16:45	0	0	0	1	0	0	0	1	0	1.00
16:45 - 17:00	0	0	1	0	0	0	0	1	0	1.00
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0.00
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0.00
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0.00
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0.00
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0.00
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0.00
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0.00
18:45 - 19:00	0	0	1	0	0	0	0	1	0	1.00
TOTAL	0	0	2	1	0	0	0	3	0	3.00

PEAK	VEHICLE CLASSIFICATION							TOTAL		
JUNCTION	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 17:00	0	0	1	1	0	0	0	2	0	2.00
NETWORK	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 17:00	0	0	1	1	0	0	0	2	0	2.00

CLASSIFIED VEHICLE JUNCTION TURNING COUNT

Project: A831, Cannich

Client: AECOM

Project Ref: TS-24-057

Date: Thursday 06 June 2024

Weather: AM: Dry / Sunny Intervals; PM: Dry / Overcast

Junction 1: A831 / Main Street Staggered Priority / Traffic Signals Junction

Movement 1.4: A831 (East) to A831 (South) Left Turn (B-C)

TIME	VEHICLE CLASSIFICATION							TOTAL		
	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
07:00 - 07:15	0	0	0	0	0	0	1	1	1	2.00
07:15 - 07:30	0	0	1	0	0	0	0	1	0	1.00
07:30 - 07:45	0	0	1	1	0	0	1	3	1	4.00
07:45 - 08:00	0	0	3	1	0	0	0	4	0	4.00
08:00 - 08:15	0	0	2	1	0	0	0	3	0	3.00
08:15 - 08:30	0	0	1	2	0	0	0	3	0	3.00
08:30 - 08:45	0	0	2	4	0	0	0	6	0	6.00
08:45 - 09:00	0	0	3	0	0	0	0	3	0	3.00
09:00 - 09:15	0	0	2	1	1	0	1	5	2	6.50
09:15 - 09:30	0	0	5	0	0	0	0	5	0	5.00
09:30 - 09:45	0	0	8	0	0	0	0	8	0	8.00
09:45 - 10:00	0	0	2	0	0	0	0	2	0	2.00
TOTAL	0	0	30	10	1	0	3	44	4	47.50

PEAK	VEHICLE CLASSIFICATION							TOTAL		
JUNCTION	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:30 - 09:30	0	0	12	5	1	0	1	19	2	20.50
NETWORK	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:30 - 09:30	0	0	12	5	1	0	1	19	2	20.50

TIME	VEHICLE CLASSIFICATION							TOTAL		
	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 16:15	0	0	4	0	0	0	1	5	1	6.00
16:15 - 16:30	0	0	2	0	0	0	0	2	0	2.00
16:30 - 16:45	0	0	1	0	0	0	0	1	0	1.00
16:45 - 17:00	0	1	2	0	0	0	0	3	0	2.40
17:00 - 17:15	0	0	4	0	0	0	0	4	0	4.00
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0.00
17:30 - 17:45	0	0	3	1	0	0	0	4	0	4.00
17:45 - 18:00	0	0	4	2	0	0	0	6	0	6.00
18:00 - 18:15	0	0	3	0	0	0	0	3	0	3.00
18:15 - 18:30	1	1	3	0	0	0	0	5	0	3.60
18:30 - 18:45	0	0	2	0	0	0	1	3	1	4.00
18:45 - 19:00	3	0	3	0	0	0	0	6	0	3.60
TOTAL	4	2	31	3	0	0	2	42	2	39.60

PEAK	VEHICLE CLASSIFICATION							TOTAL		
JUNCTION	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 17:00	0	1	9	0	0	0	1	11	1	11.40
NETWORK	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 17:00	0	1	9	0	0	0	1	11	1	11.40

CLASSIFIED VEHICLE JUNCTION TURNING COUNT

Project: A831, Cannich

Client: AECOM

Project Ref: TS-24-057

Date: Thursday 06 June 2024

Weather: AM: Dry / Sunny Intervals; PM: Dry / Overcast

Junction 1: A831 / Main Street Staggered Priority / Traffic Signals Junction

Movement 1.5: A831 (East) to Main Street Ahead (B-D)

TIME	VEHICLE CLASSIFICATION							TOTAL		
	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
07:00 - 07:15	0	0	1	0	0	0	0	1	0	1.00
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0.00
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0.00
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0.00
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0.00
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0.00
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0.00
08:45 - 09:00	0	0	1	0	0	0	0	1	0	1.00
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0.00
09:15 - 09:30	0	0	0	4	0	0	0	4	0	4.00
09:30 - 09:45	0	0	0	1	0	0	0	1	0	1.00
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0.00
TOTAL	0	0	2	5	0	0	0	7	0	7.00

PEAK	VEHICLE CLASSIFICATION							TOTAL		
JUNCTION	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:30 - 09:30	0	0	1	4	0	0	0	5	0	5.00
NETWORK	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:30 - 09:30	0	0	1	4	0	0	0	5	0	5.00

TIME	VEHICLE CLASSIFICATION							TOTAL		
	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 16:15	1	0	0	0	0	0	0	1	0	0.20
16:15 - 16:30	0	0	1	0	0	0	0	1	0	1.00
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0.00
16:45 - 17:00	0	0	0	1	0	0	0	1	0	1.00
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0.00
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0.00
17:30 - 17:45	0	0	0	2	0	0	0	2	0	2.00
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0.00
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0.00
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0.00
18:30 - 18:45	0	0	1	0	0	0	0	1	0	1.00
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0.00
TOTAL	1	0	2	3	0	0	0	6	0	5.20

PEAK	VEHICLE CLASSIFICATION							TOTAL		
JUNCTION	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 17:00	1	0	1	1	0	0	0	3	0	2.20
NETWORK	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 17:00	1	0	1	1	0	0	0	3	0	2.20

CLASSIFIED VEHICLE JUNCTION TURNING COUNT

Project: A831, Cannich

Client: AECOM

Project Ref: TS-24-057

Date: Thursday 06 June 2024

Weather: AM: Dry / Sunny Intervals; PM: Dry / Overcast

Junction 1: A831 / Main Street Staggered Priority / Traffic Signals Junction

Movement 1.6: A831 (East) to Glencannich Road Right Turn (B-A)

TIME	VEHICLE CLASSIFICATION							TOTAL		
	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0.00
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0.00
07:30 - 07:45	0	0	1	0	0	0	0	1	0	1.00
07:45 - 08:00	0	0	0	1	0	0	0	1	0	1.00
08:00 - 08:15	0	0	1	0	0	0	0	1	0	1.00
08:15 - 08:30	0	0	2	1	0	0	0	3	0	3.00
08:30 - 08:45	0	0	1	0	0	0	0	1	0	1.00
08:45 - 09:00	0	0	1	1	0	0	0	2	0	2.00
09:00 - 09:15	0	0	1	1	0	0	0	2	0	2.00
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0.00
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0.00
09:45 - 10:00	0	0	1	0	0	0	0	1	0	1.00
TOTAL	0	0	8	4	0	0	0	12	0	12.00

PEAK	VEHICLE CLASSIFICATION							TOTAL		
JUNCTION	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:30 - 09:30	0	0	3	2	0	0	0	5	0	5.00
NETWORK	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:30 - 09:30	0	0	3	2	0	0	0	5	0	5.00

TIME	VEHICLE CLASSIFICATION							TOTAL		
	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0.00
16:15 - 16:30	0	0	0	1	0	0	0	1	0	1.00
16:30 - 16:45	0	0	1	0	0	0	0	1	0	1.00
16:45 - 17:00	0	0	1	0	0	0	0	1	0	1.00
17:00 - 17:15	0	0	0	1	0	0	0	1	0	1.00
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0.00
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0.00
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0.00
18:00 - 18:15	0	0	1	0	0	0	0	1	0	1.00
18:15 - 18:30	0	0	2	0	0	0	0	2	0	2.00
18:30 - 18:45	0	0	1	1	0	0	0	2	0	2.00
18:45 - 19:00	0	0	1	0	0	0	1	2	1	3.00
TOTAL	0	0	7	3	0	0	1	11	1	12.00

PEAK	VEHICLE CLASSIFICATION							TOTAL		
JUNCTION	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 17:00	0	0	2	1	0	0	0	3	0	3.00
NETWORK	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 17:00	0	0	2	1	0	0	0	3	0	3.00

CLASSIFIED VEHICLE JUNCTION TURNING COUNT

Project: A831, Cannich

Client: AECOM

Project Ref: TS-24-057

Date: Thursday 06 June 2024

Weather: AM: Dry / Sunny Intervals; PM: Dry / Overcast

Junction 1: A831 / Main Street Staggered Priority / Traffic Signals Junction

Movement 1.7: A831 (South) to Main Street Left Turn (C-D)

TIME	VEHICLE CLASSIFICATION							TOTAL		
	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
07:00 - 07:15	0	0	0	1	0	0	0	1	0	1.00
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0.00
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0.00
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0.00
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0.00
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0.00
08:30 - 08:45	0	0	1	0	0	0	0	1	0	1.00
08:45 - 09:00	0	0	2	0	0	0	0	2	0	2.00
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0.00
09:15 - 09:30	0	0	1	0	0	0	0	1	0	1.00
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0.00
09:45 - 10:00	0	0	0	1	0	0	0	1	0	1.00
TOTAL	0	0	4	2	0	0	0	6	0	6.00

PEAK	VEHICLE CLASSIFICATION							TOTAL		
JUNCTION	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:30 - 09:30	0	0	4	0	0	0	0	4	0	4.00
NETWORK	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:30 - 09:30	0	0	4	0	0	0	0	4	0	4.00

TIME	VEHICLE CLASSIFICATION							TOTAL		
	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0.00
16:15 - 16:30	0	0	1	0	0	0	0	1	0	1.00
16:30 - 16:45	0	0	1	0	0	0	0	1	0	1.00
16:45 - 17:00	1	0	0	0	0	0	0	1	0	0.20
17:00 - 17:15	0	0	1	0	0	0	0	1	0	1.00
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0.00
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0.00
17:45 - 18:00	0	0	0	1	0	0	0	1	0	1.00
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0.00
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0.00
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0.00
18:45 - 19:00	0	0	0	1	0	0	0	1	0	1.00
TOTAL	1	0	3	2	0	0	0	6	0	5.20

PEAK	VEHICLE CLASSIFICATION							TOTAL		
JUNCTION	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 17:00	1	0	2	0	0	0	0	3	0	2.20
NETWORK	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 17:00	1	0	2	0	0	0	0	3	0	2.20

CLASSIFIED VEHICLE JUNCTION TURNING COUNT

Project: A831, Cannich

Client: AECOM

Project Ref: TS-24-057

Date: Thursday 06 June 2024

Weather: AM: Dry / Sunny Intervals; PM: Dry / Overcast

Junction 1: A831 / Main Street Staggered Priority / Traffic Signals Junction

Movement 1.8: A831 (South) to Glencannich Road Ahead (C-A)

TIME	VEHICLE CLASSIFICATION							TOTAL		
	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0.00
07:15 - 07:30	0	0	1	0	0	0	0	1	0	1.00
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0.00
07:45 - 08:00	0	0	3	0	0	0	0	3	0	3.00
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0.00
08:15 - 08:30	0	0	3	0	0	0	0	3	0	3.00
08:30 - 08:45	0	0	1	1	0	0	0	2	0	2.00
08:45 - 09:00	0	0	1	0	0	0	0	1	0	1.00
09:00 - 09:15	0	0	3	0	0	0	0	3	0	3.00
09:15 - 09:30	0	0	1	1	0	0	0	2	0	2.00
09:30 - 09:45	0	0	3	1	0	0	0	4	0	4.00
09:45 - 10:00	0	0	0	2	0	0	0	2	0	2.00
TOTAL	0	0	16	5	0	0	0	21	0	21.00

PEAK	VEHICLE CLASSIFICATION							TOTAL		
JUNCTION	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:30 - 09:30	0	0	6	2	0	0	0	8	0	8.00
NETWORK	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:30 - 09:30	0	0	6	2	0	0	0	8	0	8.00

TIME	VEHICLE CLASSIFICATION							TOTAL		
	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 16:15	0	0	4	1	0	0	0	5	0	5.00
16:15 - 16:30	0	0	6	0	0	0	0	6	0	6.00
16:30 - 16:45	0	0	4	1	0	0	0	5	0	5.00
16:45 - 17:00	0	0	2	0	0	0	0	2	0	2.00
17:00 - 17:15	0	0	3	0	0	0	0	3	0	3.00
17:15 - 17:30	0	0	3	1	0	0	0	4	0	4.00
17:30 - 17:45	0	0	3	0	0	0	0	3	0	3.00
17:45 - 18:00	0	0	3	1	0	0	0	4	0	4.00
18:00 - 18:15	0	0	0	1	0	0	0	1	0	1.00
18:15 - 18:30	0	0	1	0	0	0	0	1	0	1.00
18:30 - 18:45	0	0	2	0	0	0	0	2	0	2.00
18:45 - 19:00	0	0	1	0	0	0	0	1	0	1.00
TOTAL	0	0	32	5	0	0	0	37	0	37.00

PEAK	VEHICLE CLASSIFICATION							TOTAL		
JUNCTION	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 17:00	0	0	16	2	0	0	0	18	0	18.00
NETWORK	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 17:00	0	0	16	2	0	0	0	18	0	18.00

CLASSIFIED VEHICLE JUNCTION TURNING COUNT

Project: A831, Cannich

Client: AECOM

Project Ref: TS-24-057

Date: Thursday 06 June 2024

Weather: AM: Dry / Sunny Intervals; PM: Dry / Overcast

Junction 1: A831 / Main Street Staggered Priority / Traffic Signals Junction

Movement 1.9: A831 (South) to A831 (East) Right Turn (C-B)

TIME	VEHICLE CLASSIFICATION							TOTAL		
	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0.00
07:15 - 07:30	0	0	1	0	0	0	0	1	0	1.00
07:30 - 07:45	0	1	0	2	0	0	1	4	1	4.40
07:45 - 08:00	0	0	3	1	0	0	1	5	1	6.00
08:00 - 08:15	0	0	5	0	0	0	0	5	0	5.00
08:15 - 08:30	0	0	3	1	0	0	0	4	0	4.00
08:30 - 08:45	0	0	3	0	0	0	0	3	0	3.00
08:45 - 09:00	0	0	3	1	0	0	0	4	0	4.00
09:00 - 09:15	1	0	8	0	0	0	1	10	1	10.20
09:15 - 09:30	0	0	2	0	0	0	0	2	0	2.00
09:30 - 09:45	0	0	1	0	0	0	0	1	0	1.00
09:45 - 10:00	0	0	3	0	0	0	0	3	0	3.00
TOTAL	1	1	32	5	0	0	3	42	3	43.60

PEAK	VEHICLE CLASSIFICATION							TOTAL		
JUNCTION	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:30 - 09:30	1	0	16	1	0	0	1	19	1	19.20
NETWORK	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:30 - 09:30	1	0	16	1	0	0	1	19	1	19.20

TIME	VEHICLE CLASSIFICATION							TOTAL		
	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 16:15	0	0	3	1	0	0	0	4	0	4.00
16:15 - 16:30	0	0	7	1	0	0	2	10	2	12.00
16:30 - 16:45	0	1	4	3	0	0	1	9	1	9.40
16:45 - 17:00	3	0	5	0	0	0	0	8	0	5.60
17:00 - 17:15	0	0	2	0	0	0	0	2	0	2.00
17:15 - 17:30	0	0	4	1	0	0	0	5	0	5.00
17:30 - 17:45	0	0	0	1	0	0	0	1	0	1.00
17:45 - 18:00	0	0	2	1	0	0	0	3	0	3.00
18:00 - 18:15	0	1	3	0	0	0	0	4	0	3.40
18:15 - 18:30	0	0	3	0	0	0	0	3	0	3.00
18:30 - 18:45	0	1	1	0	0	0	0	2	0	1.40
18:45 - 19:00	2	0	3	0	0	0	0	5	0	3.40
TOTAL	5	3	37	8	0	0	3	56	3	53.20

PEAK	VEHICLE CLASSIFICATION							TOTAL		
JUNCTION	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 17:00	3	1	19	5	0	0	3	31	3	31.00
NETWORK	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 17:00	3	1	19	5	0	0	3	31	3	31.00

CLASSIFIED VEHICLE JUNCTION TURNING COUNT

Project: A831, Cannich

Client: AECOM

Project Ref: TS-24-057

Date: Thursday 06 June 2024

Weather: AM: Dry / Sunny Intervals; PM: Dry / Overcast

Junction 1: A831 / Main Street Staggered Priority / Traffic Signals Junction

Movement 1.10: Main Street to Glencannich Road Left Turn (D-A)

TIME	VEHICLE CLASSIFICATION							TOTAL		
	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0.00
07:15 - 07:30	0	0	2	0	0	0	0	2	0	2.00
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0.00
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0.00
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0.00
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0.00
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0.00
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0.00
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0.00
09:15 - 09:30	0	0	0	1	0	0	0	1	0	1.00
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0.00
09:45 - 10:00	0	0	1	0	0	0	0	1	0	1.00
TOTAL	0	0	3	1	0	0	0	4	0	4.00

PEAK	VEHICLE CLASSIFICATION							TOTAL		
JUNCTION	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:30 - 09:30	0	0	0	1	0	0	0	1	0	1.00
NETWORK	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:30 - 09:30	0	0	0	1	0	0	0	1	0	1.00

TIME	VEHICLE CLASSIFICATION							TOTAL		
	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0.00
16:15 - 16:30	0	0	0	2	0	0	0	2	0	2.00
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0.00
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0.00
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0.00
17:15 - 17:30	0	0	0	1	0	0	0	1	0	1.00
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0.00
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0.00
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0.00
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0.00
18:30 - 18:45	0	0	1	0	0	0	0	1	0	1.00
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0.00
TOTAL	0	0	1	3	0	0	0	4	0	4.00

PEAK	VEHICLE CLASSIFICATION							TOTAL		
JUNCTION	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 17:00	0	0	0	2	0	0	0	2	0	2.00
NETWORK	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 17:00	0	0	0	2	0	0	0	2	0	2.00

CLASSIFIED VEHICLE JUNCTION TURNING COUNT

Project: A831, Cannich

Client: AECOM

Project Ref: TS-24-057

Date: Thursday 06 June 2024

Weather: AM: Dry / Sunny Intervals; PM: Dry / Overcast

Junction 1: A831 / Main Street Staggered Priority / Traffic Signals Junction

Movement 1.11: Main Street to A831 (East) Ahead (D-B)

TIME	VEHICLE CLASSIFICATION							TOTAL		
	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0.00
07:15 - 07:30	0	0	1	0	0	0	0	1	0	1.00
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0.00
07:45 - 08:00	0	0	2	1	0	0	0	3	0	3.00
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0.00
08:15 - 08:30	0	0	1	0	0	0	0	1	0	1.00
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0.00
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0.00
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0.00
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0.00
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0.00
09:45 - 10:00	1	0	0	0	0	0	0	1	0	0.20
TOTAL	1	0	4	1	0	0	0	6	0	5.20

PEAK	VEHICLE CLASSIFICATION							TOTAL		
JUNCTION	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:30 - 09:30	0	0	0	0	0	0	0	0	0	0.00
NETWORK	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:30 - 09:30	0	0	0	0	0	0	0	0	0	0.00

TIME	VEHICLE CLASSIFICATION							TOTAL		
	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0.00
16:15 - 16:30	0	0	0	1	0	0	0	1	0	1.00
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0.00
16:45 - 17:00	0	0	1	0	0	0	0	1	0	1.00
17:00 - 17:15	0	0	1	0	0	0	0	1	0	1.00
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0.00
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0.00
17:45 - 18:00	0	0	0	1	0	0	0	1	0	1.00
18:00 - 18:15	0	0	1	0	0	0	0	1	0	1.00
18:15 - 18:30	0	0	1	0	0	0	0	1	0	1.00
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0.00
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0.00
TOTAL	0	0	4	2	0	0	0	6	0	6.00

PEAK	VEHICLE CLASSIFICATION							TOTAL		
JUNCTION	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 17:00	0	0	1	1	0	0	0	2	0	2.00
NETWORK	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 17:00	0	0	1	1	0	0	0	2	0	2.00

CLASSIFIED VEHICLE JUNCTION TURNING COUNT

Project: A831, Cannich

Client: AECOM

Project Ref: TS-24-057

Date: Thursday 06 June 2024

Weather: AM: Dry / Sunny Intervals; PM: Dry / Overcast

Junction 1: A831 / Main Street Staggered Priority / Traffic Signals Junction

Movement 1.12: Main Street to A831 (South) Right Turn (D-C)

TIME	VEHICLE CLASSIFICATION							TOTAL		
	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0.00
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0.00
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0.00
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0.00
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0.00
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0.00
08:30 - 08:45	0	0	0	1	0	0	0	1	0	1.00
08:45 - 09:00	0	0	1	0	0	0	0	1	0	1.00
09:00 - 09:15	0	0	1	0	0	0	0	1	0	1.00
09:15 - 09:30	0	0	1	0	0	0	0	1	0	1.00
09:30 - 09:45	0	0	1	0	0	0	0	1	0	1.00
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0.00
TOTAL	0	0	4	1	0	0	0	5	0	5.00

PEAK	VEHICLE CLASSIFICATION							TOTAL		
JUNCTION	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:30 - 09:30	0	0	3	1	0	0	0	4	0	4.00
NETWORK	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
08:30 - 09:30	0	0	3	1	0	0	0	4	0	4.00

TIME	VEHICLE CLASSIFICATION							TOTAL		
	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0.00
16:15 - 16:30	0	0	1	1	0	0	0	2	0	2.00
16:30 - 16:45	0	0	1	0	0	0	0	1	0	1.00
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0.00
17:00 - 17:15	0	0	0	1	0	0	0	1	0	1.00
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0.00
17:30 - 17:45	0	0	0	1	0	0	0	1	0	1.00
17:45 - 18:00	1	0	0	0	0	0	0	1	0	0.20
18:00 - 18:15	0	0	0	1	0	0	0	1	0	1.00
18:15 - 18:30	0	0	1	0	0	0	0	1	0	1.00
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0.00
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0.00
TOTAL	1	0	3	4	0	0	0	8	0	7.20

PEAK	VEHICLE CLASSIFICATION							TOTAL		
JUNCTION	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 17:00	0	0	2	1	0	0	0	3	0	3.00
NETWORK	B/CYCLE	M/CYCLE	CAR/TAXI	LGV	OGV1	OGV2	BUS/COACH	VEHICLES	HGVs	PCUs
16:00 - 17:00	0	0	2	1	0	0	0	3	0	3.00

VEHICLE QUEUE SURVEYS

STUDY NETWORK MAXIMUM QUEUE COUNT							
Project: A831, Cannich Client: AECOM Project Ref: TS-24-057 Date: Thursday 06 June 2024 Weather: AM: Dry / Sunny Intervals; PM: Dry & Overcast Junction 1: A831 / Main Street Staggered Priority / Traffic Signals Junction							
TIME	VEHICLE MOVEMENT(S) / QUEUE - PCUs / LANE						
	UNNAMED ROAD (GIVE-WAY) (A-BCD)	A831 (EAST) (TRAFFIC SIGNALS)		A831 (SOUTH) (GIVE-WAY) (C-ABD)	MAIN STREET / A831		
		WIBOUND STOPLINE (B-ACD)	E/BOUND STOPLINE (ACD-B)		RIGHT TURN TO A831 (SOUTH) (AD-BC)	RIGHT TURN TO UNNAMED ROAD (BC-AD)	
07:00	07:05	0	0	0	0	0	
07:05	07:10	0	0	0	0	0	
07:10	07:15	0	0	0	0	0	
07:15	07:20	0	0	0	0	0	
07:20	07:25	0	0	0	0	0	
07:25	07:30	0	0	0	0	0	
07:30	07:35	0	1	0	0	0	
07:35	07:40	0	0	0	0	0	
07:40	07:45	0	0	0	0	0	
07:45	07:50	0	1	0	0	0	
07:50	07:55	0	1	0	0	0	
07:55	08:00	0	0	0	0	0	
08:00	08:05	0	0	0	0	0	
08:05	08:10	0	0	0	0	0	
08:10	08:15	0	0	0	0	0	
08:15	08:20	0	0	0	0	0	
08:20	08:25	1	0	0	0	0	
08:25	08:30	0	0	0	1	0	
08:30	08:35	0	1	0	0	0	
08:35	08:40	0	1	0	0	0	
08:40	08:45	0	0	0	1	0	
08:45	08:50	0	1	0	1	0	
08:50	08:55	0	0	0	0	0	
08:55	09:00	0	1	0	0	0	
09:00	09:05	0	0	0	0	0	
09:05	09:10	0	0	0	2	0	
09:10	09:15	0	0	0	1	0	
09:15	09:20	0	0	0	1	0	
09:20	09:25	0	1	0	0	0	
09:25	09:30	0	1	0	0	0	
09:30	09:35	0	0	0	0	0	
09:35	09:40	0	0	0	0	0	
09:40	09:45	0	0	0	0	0	
09:45	09:50	0	1	0	0	0	
09:50	09:55	0	1	1	0	0	
09:55	10:00	0	0	0	0	0	
QUEUE	NETWORK PEAK (08:30-09:30)						
MINIMUM	0	0	0	0	0	0	
AVERAGE	0	1	0	1	0	0	
85th%ILE	0	1	0	1	0	0	
MAXIMUM	0	1	0	2	0	0	

TIME	VEHICLE MOVEMENT(S) / QUEUE - PCUs / LANE						
	UNNAMED ROAD (GIVE-WAY) (A-BCD)	A831 (EAST) (TRAFFIC SIGNALS)		A831 (SOUTH) (GIVE-WAY) (C-ABD)	MAIN STREET / A831		
		WIBOUND STOPLINE (B-ACD)	E/BOUND STOPLINE (ACD-B)		RIGHT TURN TO A831 (SOUTH) (AD-BC)	RIGHT TURN TO UNNAMED ROAD (BC-AD)	
16:00	16:05	0	0	0	0	0	
16:05	16:10	0	0	0	0	0	
16:10	16:15	0	1	0	0	0	
16:15	16:20	0	1	0	0	0	
16:20	16:25	1	0	0	0	0	
16:25	16:30	0	0	0	1	0	
16:30	16:35	0	2	0	0	0	
16:35	16:40	0	0	0	0	0	
16:40	16:45	1	1	1	0	0	
16:45	16:50	0	0	0	1	0	
16:50	16:55	0	0	0	0	0	
16:55	17:00	0	0	0	0	0	
17:00	17:05	0	0	0	0	0	
17:05	17:10	0	0	0	0	0	
17:10	17:15	0	0	0	0	0	
17:15	17:20	0	0	0	0	0	
17:20	17:25	1	0	0	0	0	
17:25	17:30	0	0	0	0	0	
17:30	17:35	0	0	0	1	0	
17:35	17:40	0	0	0	0	0	
17:40	17:45	0	0	0	0	0	
17:45	17:50	0	1	0	0	0	
17:50	17:55	0	0	0	0	0	
17:55	18:00	0	0	0	0	0	
18:00	18:05	0	0	0	0	0	
18:05	18:10	0	0	0	0	0	
18:10	18:15	0	0	0	0	0	
18:15	18:20	0	1	0	1	0	
18:20	18:25	0	2	0	0	0	
18:25	18:30	1	0	0	2	0	
18:30	18:35	0	0	0	0	0	
18:35	18:40	0	0	0	0	0	
18:40	18:45	0	0	0	0	0	
18:45	18:50	0	0	0	0	0	
18:50	18:55	0	4	0	0	0	
18:55	19:00	0	0	0	0	0	
QUEUE	NETWORK PEAK (16:00-17:00)						
MINIMUM	0	0	0	0	0	0	
AVERAGE	0	0	0	0	0	0	
85th%ILE	0	1	0	0	0	0	
MAXIMUM	1	2	1	1	1	0	

AUTOMATIC TRAFFIC COUNTS

[illegible]

TIME	TOTAL	AR VEHICLE CLASSIFICATIONS												SPEED BIN TOTALS																SPEED STATISTICS											
		LIGHT				MEDIUM				HEAVY				SPEED BIN TOTALS																ALL VEHICLES				FREE FLOW CONDITIONS (All new HOV=2)							
		1	2	3	4	5	6	7	8	9	10	11	12	5-5 mph	5-10mph	10-15mph	15-20mph	20-25mph	25-30mph	30-35mph	35-40mph	40-45mph	45-50mph	50-55mph	55-60mph	60-65mph	65-70mph	70-75mph	75-80mph	80-85mph	85-90mph	90-95mph	95-100mph	MEAN	MINIMUM	MAXIMUM	MODE	MEAN	MINIMUM	MAXIMUM	MODE
00:00-00:05	284	4	244	5	23	1	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.9	4.2	88.0	97.1	48.1	4.2	88.0	97.0
00:05-00:10	281	4	240	5	23	1	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.9	4.2	88.0	97.1	48.1	4.2	88.0	97.0
1 Day		4	248	2	23	1	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.7	4.0	88.0	97.1	48.7	4.0	88.0	97.0
00:10-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.7	4.0	88.0	97.1	48.7	4.0	88.0	97.0
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	
02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	
04:00-05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58.7	48.2	87.6	58.7	48.2	87.6	58.7	48.2	
05:00-06:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58.7	48.2	87.6	58.7	48.2	87.6	58.7	48.2	
06:00-07:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58.7	48.2	87.6	58.7	48.2	87.6	58.7	48.2
07:00-08:00	24	0	18	2	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58.7	48.2	87.6	58.7	48.2	87.6	58.7	48.2
08:00-09:00	16	0	14	2	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58.7	48.2	87.6	58.7	48.2	87.6	58.7	48.2
09:00-10:00	19	0	16	0	2	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58.7	48.2	87.6	58.7	48.2	87.6	58.7	48.2
10:00-11:00	30	4	19	0	5	1	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.7	38.7	87.6	48.7	38.7	87.6	48.7	38.7
11:00-12:00	26	0	19	0	5	1	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.7	38.7	87.6	48.7	38.7	87.6	48.7	38.7
12:00-13:00	19	0	16	0	3	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.7	38.7	87.6	48.7	38.7	87.6	48.7	38.7
13:00-14:00	20	0	18	0	3	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.7	38.7	87.6	48.7	38.7	87.6	48.7	38.7
14:00-15:00	20	0	18	0	4	0	0	0	0	0	0	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.7	38.7	87.6	48.7	38.7	87.6	48.7	38.7
15:00-16:00	27	0	21	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.7	38.7	87.6	48.7	38.7	87.6	48.7	38.7
16:00-17:00	27	0	19	0	6	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.7	38.7	87.6	48.7	38.7	87.6	48.7	38.7
17:00-18:00	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.7	38.7	87.6	48.7	38.7	87.6	48.7	38.7
18:00-19:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.7	38.7	87.6	48.7	38.7	87.6	48.7	38.7
19:00-20:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.7	38.7	87.6	48.7	38.7	87.6	48.7	38.7
20:00-21:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.7	38.7	87.6	48.7	38.7	87.6	48.7	38.7
21:00-22:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.7	38.7	87.6	48.7	38.7	87.6	48.7	38.7
22:00-23:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.7	38.7	87.6	48.7	38.7	87.6	48.7	38.7
23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.7	38.7	87.6	48.7	38.7	87.6	48.7	38.7
00:00-01:00	280	4	276	2	26	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.9	27.9	71.6	47.9	27.9	71.6	47.9	27.9
01:00-02:00	280	4	276	2	26	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.9	27.9	71.6	47.9	27.9	71.6	47.9	27.9
02:00-03:00	280	4	276	2	26	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.9	27.9	71.6	47.9	27.9	71.6	47.9	27.9
03:00-04:00	280	4	276	2	26	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.9	27.9	71.6	47.9	27.9	71.6	47.9	27.9
1 Day		4	280	2	26	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.0	27.9	71.6	47.9	27.9	71.6	48.0	27.9
00:00-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	
02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	
03:00-04:00																																									

[illegible]

ATC CLASSIFIED LINK & SPEED SURVEY					
Project:	A831, Cannich				
Client:	AECOM				
Project Ref.	TS-24-057				
Site Ref.	Site 1				
Location:	A831 (North-East)				
Direction:	Southbound				

[illegible]

[illegible]

TIME	TOTAL	AIR VEHICLE CLASSIFICATIONS												SPEED BY TOY TYPE																SPEED STATISTICS							
		LIGHT			MEDIUM			HEAVY																						ALL VEHICLES							
		1	2	3	4	5	6	7	8	9	10	11	12	0-5 mph	5-10 mph	10-15 mph	15-20 mph	20-25 mph	25-30 mph	30-35 mph	35-40 mph	40-45 mph	45-50 mph	50-55 mph	55-60 mph	60-65 mph	65-70 mph	70-75 mph	75-80 mph	80-85 mph	85-90 mph	90-95 mph	MEAN	MINIMUM	MAXIMUM	MODE	
		FREE FLOW CONDITIONS (14 mph HEADWIND)																																MEAN	MINIMUM	MAXIMUM	MODE
0400	2500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	0700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	0900	15	0	11	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	4	3	1	0	0	0	0	0	0	0	0	
0900	1000	20	0	17	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	4	4	2	0	0	0	0	0	0	0	0	
1000	1100	22	1	19	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	6	3	1	0	0	0	0	0	0	0	0	
1100	1200	30	1	26	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	6	3	2	1	0	0	0	0	0	0	0	
1200	1300	26	0	22	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	7	6	4	2	1	0	0	0	0	0	0	0	
1300	1400	24	1	18	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	7	8	3	1	0	0	0	0	0	0	0	
1400	1500	22	0	19	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	5	7	4	2	0	0	0	0	0	0	0	0	
1500	1600	24	1	21	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	6	7	4	3	0	0	0	0	0	0	0	0	
1600	1700	23	1	18	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	7	4	3	0	0	0	0	0	0	0	0	
1700	1800	27	0	24	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	5	9	6	3	1	0	0	0	0	0	0	0	
1800	1900	25	1	22	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	5	6	6	3	1	0	0	0	0	0	0	0	
1900	2000	16	1	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	5	3	1	1	0	0	0	0	0	0		
2000	2100	8	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	1	1	0	0	0	0	0	0	0		
2100	2200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	1	1	0	0	0	0	0	0	0		
2200	2300	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0		
2300	0000	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0		
0000-0100	250	7	0	23	4	32	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	12	37	61	75	46	25	5	2	1	0	0	0	0	0	
0100-0200	300	3	250	4	34	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	4	13	40	66	30	20	0	0	0	0	0		
0200-0300	200	3	207	4	30	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	4	13	40	67	30	20	0	0	0	0	0		
0300-0400	200	3	209	4	30	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	4	13	41	66	30	20	0	0	0	0	0		

TIME	TOTAL	VEHICLE CLASSIFICATIONS												SPEED BIN TOTALS														SPEED STATISTICS											
		VEHICLE CLASSIFICATIONS												SPEED BIN TOTALS														SPEED STATISTICS											
		1	2	3	4	5	6	7	8	9	10	11	12	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-84	85-89	90-94	95-99	MEAN	MINIMUM	MAXIMUM	MODE	MEAN	MINIMUM	MAXIMUM	MODE	
00:00-00:05	540	11	473	18	40	2	6	8	8	8	8	0	0	0	2	1	6	3	2	13	16	76	107	106	80	38	18	3	0	0	56.2	8.2	88.8	86.4	58.8	8.2	88.8	86.4	
00:05-00:10	540	11	484	18	41	2	6	8	8	8	8	0	0	0	2	1	6	3	2	13	16	77	110	101	81	40	19	3	0	0	56.3	8.2	89.0	86.4	59.0	8.2	89.0	86.4	
Date: 10 June 2024																																							
00:10-01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	46.7	46.7	46.7	-	46.7	46.7	46.7		
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-		
02:00-03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-		
03:00-04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.1	46.1	46.1	-	46.1	46.1	46.1		
04:00-05:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58.8	58.8	58.8	-	58.8	58.8	58.8		
05:00-06:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54.1	54.1	54.1	-	54.1	54.1	54.1		
06:00-07:00	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53.1	44.8	58.8	-	53.1	44.8	58.8		
07:00-08:00	27	0	20	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	8	1	0	0	0	50.9	36.2	66.3	57.4	50.9	36.2	66.3		
08:00-09:00	27	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	11	7	0	0	0	0	0	0	51.9	38.8	61.2	61.2	51.9	38.8	61.2		
09:00-10:00	38	0	32	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	11	7	0	0	0	0	0	0	48.1	32.6	69.3	56.8	48.4	32.6	69.3		
10:00-11:00	36	4	40	2	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12	8	7	7	10	7	0	0	0	48.3	34.3	65.3	57.4	48.8	34.3	65.3			
11:00-12:00	49	1	49	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10	16	5	10	1	0	0	0	48.3	36.7	71.1	57.4	48.8	36.7	71.1			
12:00-13:00	48	0	45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	17	8	2	3	2	0	0	0	50.2	34.9	76.7	61.8	50.8	34.9	76.7			
13:00-14:00	50	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	10	16	5	10	1	0	0	48.3	36.7	71.1	57.4	48.8	36.7	71.1			
14:00-15:00	50	0	42	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	5	12	9	12	4	0	0	47.8	29.7	75.9	56.8	48.2	29.7	75.9			
15:00-16:00	40	0	40	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	3	10	13	6	0	0	0	48.9	36.4	62.2	56.8	49.2	36.4	62.2		
16:00-17:00	45	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	11	1	7	0	0	0	0	47.2	43.9	46.8	57.4	47.6	43.9	46.8			
17:00-18:00	45	0	45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	7	1	12	16	7	0	0	0	50.4	36.1	64.6	56.8	50.5	36.1	64.6			
18:00-19:00	39	0	38	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	7	10	9	0	1	1	0	54.7	36.5	61.1	61.8	54.7	36.5	61.1			
19:00-20:00	40	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50.9	35.9	66.3	57.4	50.9	35.9	66.3			
20:00-21:00	15	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	7	4	0	0	0	0	54.3	47.1	65.8	59.0	54.7	47.1	65.8			
21:00-22:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.4	38.4	61.4	-	45.4	38.4	61.4			
22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.4	47.4	62.3	-	45.4	47.4	62.3			
23:00-00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.4	47.4	62.3	-	45.4	47.4	62.3			
Date: 11 June 2024																																							
00:10-01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-		
01:00-02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																								

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AECOM CLASSIFIED LINK & SPEED SURVEY																																																				
Project: AS31, Camnith Client: AECOM Project Ref: TS-24-057 Site Ref: Site 2 Location: AS31 (South-East) Direction: Bidirectional (2-Way)																																																				
TIME	TOTAL	AVE VEHICLE CLASSIFICATIONS												SPEED BIN TOTALS																																						
		LIGHT						MEDIUM						HEAVY																																						
		1	2	3	4	5	6	7	8	9	10	11	12	0-4 mph	5-9 mph	10-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph	80-84 mph	85-89 mph	90-94 mph	95-99 mph	100+ mph	ALL VEHICLES				FREE FLOW CONDITIONS (4+ lane HEDWAY)				MEAN	MINIMUM	MAXIMUM	DISABLE						
Date: 18 June 2024																																																				
0000-0100	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0100-0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200-0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0300-0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400-0500	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500-0600	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0600-0700	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700-0800	20	1	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0800-0900	47	10	36	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0900-1000	47	3	33	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1000-1100	76	3	57	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1100-1200	45	1	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1200-1300	42	2	32	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1300-1400	40	0	38	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1400-1500	50	0	29	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1500-1600	57	0	52	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1600-1700	54	3	38	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1700-1800	40	1	33	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1800-1900	27	4	20	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1900-2000	20	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2000-2100	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2100-2200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																						

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TIME	TOTAL	AIR VEHICLE CLASSIFICATIONS												SPEED BY TOTALS												SPEED STATISTICS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
		LIGHT						HEAVY						0-4 mph		5-9 mph		10-14 mph		15-24 mph		25-29 mph		30-39 mph		40-49 mph		50-59 mph		60-69 mph		70-79 mph		75-84 mph		85-89 mph		90-99 mph		100+ mph		ALL WINDS				FAIR WEATHER CONDITIONS (4 or less HEADWIND)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400																																																																																																																																																																																																																																																																																																
0400	0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TIME	TOTAL	AR VEHICLE CLASSIFICATIONS												SPEED BIN TOTALS														SPEED STATISTICS															
		LIGHT				MEDIUM				HEAVY				SPEED BIN TOTALS														ALL VEHICLES				FREE FLOW CONDITIONS (4 min HEADWAY)											
		1	2	3	4	5	6	7	8	9	10	11	12	5-5 mph	5-10 mph	10-15 mph	15-20 mph	20-25 mph	25-30 mph	30-35 mph	35-40 mph	40-45 mph	45-50 mph	50-55 mph	55-60 mph	60-65 mph	65-70 mph	70-75 mph	75-80 mph	80-85 mph	85-90 mph	90-95 mph	MEAN	MIN	MAX	MODE	MEAN	MIN	MAX	MODE			
00:00:00:00	786	16	222	5	21	0	0	0	0	0	0	1	0	0	0	1	4	23	46	94	66	24	3	1	0	0	0	0	0	0	0	0	0	27.6	8.9	46.0	31.4	27.3	8.9	46.0	31.3		
00:00:00:00	786	16	224	5	21	0	0	0	0	0	0	1	0	0	0	1	4	23	46	95	66	27	3	1	0	0	0	0	0	0	0	0	0	27.7	9.0	46.0	31.5	27.4	9.0	46.0	31.4		
Date: 10 June 2024																																											
00:00:01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:00:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:00:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:00:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:00:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:00:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:00:00:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:00:00:00	10	0	8	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:00:00:00	14	0	11	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:00:00:00	22	1	18	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:00:00:00	26	4	15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00:00:00	26	0	27	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00:00:00	23	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
13:00:00:00	27	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
14:00:00:00	27	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
15:00:00:00	26	0	23	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
16:00:00:00	22	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:00:00:00	16	0	16	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
18:00:00:00	19	1	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
19:00:00:00	14	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
20:00:00:00	9	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
21:00:00:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
22:00:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
23:00:00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
00:00:01:00	346	4	263	1	28	3	1	1	0	0	0	0	0	0	0	1	3	18	39	76	72	28	2	0	0	0	0	0	0	0	0	0	0	0	28.3	8.9	45.9	34.4	28.2	8.9	45.9	34.0	
00:00:02:00	346	4	264	1	28	3	1	1	0	0	0	0	0	0	0	1	3	18	39	76	72	28	2	0	0	0	0	0	0	0	0	0	0	0	0	28.3	8.9	45.9	34.4	28.2	8.9	45.9	34.0
00:00:03:00	279	7	207	1	29	0	1	1	0	0	0	0	0	0	0	0	0	12	40	84	84	28	2	0	0	0	0	0	0	0	0	0	0	0	0	28.1	8.9	45.9	33.7	28.1	8.9	45.9	33.7
00:00:04:00	280	7	241	1	29	0	1	1	0	0	0	0	0	0	0	1	0	14	41	84	84	28	2	0	0	0	0	0	0	0	0	0	0	0	0	28.2	8.9	45.9	33.8	28.1	8.9	45.9	33.9
Date: 11 June 2024																																											
00:00:01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:00:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:00:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:00:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:00:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:00:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:00:00:00	1	0	1	0	0	0	0																																				

[illegible]

TIME	TOTAL	RA VELOCITY CLASSIFICATIONS												SPEED MAX TOTALS												SPEED STATISTICS															
		LIGHT				MEDIUM				HEAVY				SPEED MAX TOTALS												ALL WINDS				FREE FLOW CONDITIONS (4+ AAX HEADWAYS)											
		1	2	3	4	5	6	7	8	9	10	11	12	0-4 mph	5-9 mph	10-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph	80-84 mph	85-89 mph	90-94 mph	95-99 mph	MEAN	MIN	MAX	STDEV	MEAN	MIN	MAX	STDEV
04:00	4520	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:05	4640	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:10	4760	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	4880	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:20	5000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:25	5120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	5240	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:35	5360	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:40	5480	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	5600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:50	5720	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:55	5840	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	5960	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05	6080	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:10	6200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	6320	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:20	6440	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:25	6560	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	6680	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:35	6800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40	6920	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	7040	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:50	7160	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55	7280	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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06:10	7640	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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06:20	7880	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:25	8000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	8120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:35	8240	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:40	8360	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	8480	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:50	8600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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mph		10-263 mph		10-264 mph		10-265 mph		10-266 mph		10-267 mph		10-268 mph		10-269 mph		10-270 mph		10-271 mph		10-272 mph		10-273 mph		10-274 mph		10-275 mph		10-276 mph		10-277 mph		10-278 mph		10-279 mph		10-280 mph		10-281 mph		10-282 mph		10-283 mph		10-284 mph		10-285 mph		10-286 mph		10-287 mph		10-288 mph		10-289 mph		10-290 mph		10-291 mph		10-292 mph		10-293 mph		10-294 mph		10-295 mph		10-296 mph		10-297 mph		10-298 mph		10-299 mph		10-300 mph		10-301 mph		10-302 mph		10-303 mph		10-304 mph		10-305 mph		10-306 mph		10-307 mph		10-308 mph		10-309 mph		10-310 mph		10-311 mph		10-312 mph		10-313 mph		10-314 mph		10-315 mph		10-316 mph		10-317 mph		10-318 mph		10-319 mph		10-320 mph		10-321 mph		10-322 mph		10-323 mph		10-324 mph		10-325 mph		10-326 mph		10-327 mph		10-328 mph		10-329 mph		10-330 mph		10-331 mph		10-332 mph		10-333 mph		10-334 mph		10-335 mph		10-336 mph		10-337 mph		10-338 mph		10-339 mph		10-340 mph		10-341 mph		10-342 mph		10-343 mph		10-344 mph		10-345 mph		10-346 mph		10-347 mph		10-348 mph		10-349 mph		10-350 mph		10-351 mph		10-352 mph		10-353 mph		10-354 mph		10-355 mph		10-356 mph		10-357 mph		10-358 mph		10-359 mph		10-360 mph		10-361 mph		10-362 mph		10-363 mph		10-364 mph		10-365 mph		10-366 mph		10-367 mph		10-368 mph		10-369 mph		10-370 mph		10-371 mph		10-372 mph		10-373 mph		10-374 mph		10-375 mph		10-376 mph		10-377 mph		10-378 mph		10-379 mph		10-380 mph		10-381 mph		10-382 mph		10-383 mph		10-384 mph		10-385 mph		10-386 mph		10-387 mph		10-388 mph		10-389 mph		10-390 mph		10-391 mph		10-392 mph		10-393 mph		10-394 mph		10-395 mph		10-396 mph		10-397 mph		10-398 mph		10-399 mph		10-400 mph		10-401 mph		10-402 mph		10-403 mph		10-404 mph		10-405 mph		10-406 mph		10-407 mph		10-408 mph		10-409 mph		10-410 mph		10-411 mph		10-412 mph		10-413 mph		10-414 mph		10-415 mph		10-416 mph		10-417 mph		10-418 mph		10-419 mph		10-420 mph		10-421 mph		10-422 mph		10-423 mph		10-424 mph		10-425 mph		10-426 mph		10-427 mph		10-428 mph		10-429 mph		10-430 mph		10-431 mph		10-432 mph		10-433 mph		10-434 mph		10-435 mph		10-436 mph		10-437 mph		10-438 mph		10-439 mph		10-440 mph		10-441 mph		10-442 mph		10-443 mph		10-444 mph		10-445 mph		10-446 mph		10-447 mph		10-448 mph		10-449 mph		10-450 mph		10-451 mph		10-452 mph		10-453 mph		10-454 mph		10-455 mph		10-456 mph		10-457 mph		10-458 mph		10-459 mph		10-460 mph		10-461 mph		10-462 mph		10-463 mph		10-464 mph		10-465 mph		10-466 mph		10-467 mph		10-468 mph		10-469 mph		10-470 mph		10-471 mph		10-472 mph		10-473 mph		10-474 mph		10-475 mph		10-476 mph		10-477 mph		10-478 mph		10-479 mph		10-480 mph		10-481 mph		10-482 mph		10-483 mph		10-484 mph		10-485 mph		10-486 mph		10-487 mph		10-488 mph		10-489 mph		10-490 mph		10-491 mph		10-492 mph		10-493 mph		10-494 mph		10-495 mph		10-496 mph		10-497 mph		10-498 mph		10-499 mph		10-500 mph		10-501 mph		10-502 mph		10-503 mph		10-504 mph		10-505 mph		10-506 mph		10-507 mph		10-508 mph		10-509 mph		10-510 mph		10-511 mph		10-512 mph		10-513 mph		10-514 mph		10-515 mph		10-516 mph		10-517 mph		10-518 mph		10-519 mph		10-520 mph		10-521 mph		10-522 mph		10-523 mph		10-524 mph		10-525 mph		10-526 mph		10-527 mph		10-528 mph		10-529 mph		10-530 mph		10-531 mph		10-532 mph		10-533 mph		10-534 mph		10-535 mph		10-536 mph		10-537 mph		10-538 mph		10-539 mph		10-540 mph		10-541 mph		10-542 mph		10-543 mph		10-544 mph		10-545 mph		10-546 mph		10-547 mph		10-548 mph		10-549 mph		10-550 mph		10-551 mph		10-552 mph		10-553 mph		10-554 mph		10-555 mph		10-556 mph		10-557 mph		10-558 mph		10-559 mph		10-560 mph		10-561 mph		10-562 mph		10-563 mph		10-564 mph		10-565 mph		10-566 mph		10-567 mph		10-568 mph		10-569 mph		10-570 mph		10-571 mph		10-572 mph		10-573 mph		10-574 mph		10-575 mph		10-576 mph		10-577 mph		10-578 mph		10-579 mph		10-580 mph		10-581 mph		10-582 mph		10-583 mph		10-584 mph		10-585 mph		10-586 mph		10-587 mph		10-588 mph		10-589 mph		10-590 mph		10-591 mph		10-592 mph		10-593 mph		10-594 mph		10-595 mph		10-596 mph		10-597 mph		10-598 mph		10-599 mph		10-600 mph		10-601 mph		10-602 mph		10-603 mph		10-604 mph		10-605 mph		10-606 mph		10-607 mph		10-608 mph		10-609 mph		10-610 mph		10-611 mph		10-612 mph		10-613 mph		10-614 mph		10-615 mph		10-616 mph		10-617 mph		10-618 mph		10-619 mph		10-620 mph		10-621 mph		10-622 mph		10-623 mph		10-624 mph		10-625 mph		10-626 mph		10-627 mph		10-628 mph		10-629 mph		10-630 mph		10-631 mph		10-632 mph		10-633 mph		10-634 mph		10-635 mph		10-636 mph		10-637 mph		10-638 mph		10-639 mph		10-640 mph		10-641 mph		10-642 mph		10-643 mph		10-644 mph		10-645 mph		10-646 mph		10-647 mph		10-648 mph		10-649 mph		10-650 mph		10-651 mph		10-652 mph		10-653 mph		10-654 mph		10-655 mph		10-656 mph		10-657 mph		10-658 mph		10-659 mph		10-660 mph		10-661 mph		10-662 mph		10-663 mph		10-664 mph		10-665 mph		10-666 mph		10-667 mph		10-668 mph		10-669 mph		10-670 mph		10-671 mph		10-672 mph		10-673 mph		10-674 mph		10-675 mph		10-676 mph		10-677 mph		10-678 mph		10-679 mph		10-680 mph		10-681 mph		10-682 mph		10-683 mph		10-684 mph		10-685 mph		10-686 mph		10-687 mph		10-688 mph		10-689 mph		10-690 mph		10-691 mph		10-692 mph		10-693 mph		10-694 mph		10-695 mph		10-696 mph		10-697 mph		10-698 mph		10-699 mph		10-700 mph		10-701 mph		10-702 mph		10-703 mph		10-704 mph		10-705 mph		10-706 mph		10-707 mph		10-708 mph		10-709 mph		10-710 mph		10-711 mph		10-712 mph		10-713 mph		10-714 mph		10-715 mph		10-716 mph		10-717 mph		10-718 mph		10-719 mph		10-720 mph		10-721 mph		10-722 mph		10-723 mph		10-724 mph		10-725 mph		10-726 mph		10-727 mph		10-728 mph		10-729 mph		10-730 mph		10-731 mph		10-732 mph		10-733 mph		10-734 mph		10-735 mph		10-736 mph		10-737 mph		10-738 mph		10-739 mph		10-740 mph		10-741 mph		10-742 mph		10-743 mph		10-744 mph		10-745 mph		10-746 mph		10-747 mph		10-748 mph		10-749 mph		10-750 mph		10-751 mph		10-752 mph		10-753 mph		10-754 mph		10-755 mph		10-756 mph		10-757 mph		10-758 mph		10-759 mph		10-760 mph		10-761 mph		10-762 mph		10-763 mph		10-764 mph		10-765 mph		10-766 mph		10-767 mph		10-768 mph		10-769 mph		10-770 mph		10-771 mph		10-772 mph		10-773 mph		10-774 mph		10-775 mph		10-776 mph		10-777 mph		10-778 mph		10-779 mph		10-780 mph		10-781 mph		10-782 mph		10-783 mph		10-784 mph		10-785 mph		10-786 mph		10-787 mph		10-788 mph		10-789 mph		10-790 mph		10-791 mph		10-792 mph		10-793 mph		10-794 mph		10-795 mph		10-796 mph		10-797 mph		10-798 mph		10-799 mph		10-800 mph		10-801 mph		10-802 mph		10-803 mph		10-804 mph		10-805 mph		10-806 mph		10-807 mph		10-808 mph		10-809 mph		10-810 mph		10-811 mph		10-812 mph		10-813 mph		10-814 mph		10-815 mph		10-816 mph		10-817 mph		10-818 mph		10-819 mph		10-820 mph		10-821 mph		10-822 mph		10-823 mph		10-824 mph		10-825 mph		10-826 mph		10-827 mph	

[illegible]

TIME	TOTAL	AIR VEHICLE CLASSIFICATIONS												SPEED IN TOTALS												SPEED STATISTICS											
		LIGHT						MEDIUM						HEAVY						0-4 mph						ALL WINDS				FAIR WEATHER CONDITIONS (4 mph HEADWIND)							
		1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	MEAN	MIN	MAX	WINDS	MEAN	MIN	MAX	WINDS	MEAN	MIN	MAX	WINDS
04:00	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	426	423	428	-	426	423	428	-				
06:00	07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	288	277	313	-	288	277	313	-				
08:00	09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	417	417	417	-	417	417	417	-				
10:00	11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	342	327	424	-	342	327	424	-				
12:00	13:00	11	8	9	1	0	0	0	0	0	0	0	0	1	2	4	4	2	5	0	0	0	0	0	0	0	333	164	443	402	342	164	443	402			
14:00	15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	334	334	334	319	334	334	334	319				
16:00	17:00	1	13	8	0	0	0	0	0	0	0	0	0	1	2	5	4	3	5	0	0	0	0	0	0	0	318	112	461	459	313	112	473	458			
18:00	19:00	17	1	18	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	312	35	484	384	314	35	484	384			
20:00	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	312	462	314	314	0	0	462	314			
22:00	23:00	1	14	8	0	0	0	0	0	0	0	0	0	0	0	0	1	1	6	4	0	0	0	0	0	0	0	314	314	437	372	317	314	473	370		
00:00	01:00	20	1	10	0	2	0	0	0	0	0	0	0	0	0	0	1	5	7	4	0	0	0	0	0	0	0	318	82	455	377	318	82	455	377		
02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	313	717	418	383	314	717	418	383			
04:00	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	333	144	321	307	332	144	321	307			
06:00	07:00	18	1	15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	327	168	513	454	328	168	513	454			
08:00	09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	342	342	448	403	344	342	448	403			
10:00	11:00	20	7	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	332	184	440	404	184	440	440	404			
12:00	13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	368	261	479	-	368	261	479	-			
14:00	15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	313	521	313	313	0	0	521	313			
16:00	17:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	343	279	431	-	343	278	431	-			
18:00	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	344	344	344	344	344	344	344	344			
20:00	21:00	186	6	157	3	26	1	0	0	0	0	0	0	0	0	0	2	1	11	36	87	46	26	2	0	0	0	328	33	521	369	329	33	521	369		
22:00	23:00	240	7	175	4	26	1	1	0	1	1	0	0	0	0	0	2	4	11	40	73	51	23	2	1	0	0	320	33	528	363	329	33	528	363		
00:00	01:00	240	7	175	4	26	1	1	0	1	1	0	0	0	0	0	2	4	11	40	73	51	23	2	1	0	0	320	33	528	363	329	33	528	363		
02:00	03:00	240	7	175	4	26	1	1	0	1	1	0	0	0	0	0	2	4	11	40	73	51	23	2	1	0	0	320	33	528	363	329	33	528	363		
04:00	05:00	240	7	175	4	26	1	1	0	1	1	0	0	0	0	0	2	4	11	40	73	52	24	2	1	0	0	320	33	528	363	329	33	528	363		

TIME	TOTAL	AR VEHICLE CLASSIFICATIONS												SPEED BIN TOTALS														SPEED STATISTICS														
		LIGHT				MEDIUM				HEAVY				SPEED BIN TOTALS														ALL VEHICLES				FLEET FLOW COMPOSITION BY AGE (YEARS)										
		1	2	3	4	5	6	7	8	9	10	11	12	5-5 mph	5-10mph	10-15mph	15-20mph	20-25mph	25-30mph	30-35mph	35-40mph	40-45mph	45-50mph	50-55mph	55-60mph	60-65mph	65-70mph	70-75mph	75-80mph	80-85mph	85-90mph	90-95mph	MEAN	MINIMUM	MAXIMUM	MODE	MEAN	MIN	MAX	MODE		
00:00:00:00	108	7	2	158	1	13	0	0	0	2	0	0	0	0	0	0	1	3	8	38	56	65	23	4	0	1	0	0	0	0	0	0	0	34.8	15.8	87.3	40.2	34.3	15.8	87.3	40.2	
00:00:00:00	108	7	2	158	1	13	0	0	0	2	0	0	0	0	0	0	1	3	8	38	56	65	23	4	0	1	0	0	0	0	0	0	34.8	15.8	87.3	40.2	34.3	15.8	87.3	40.2		
1 Day (24 hours)																																										
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00	8	0	0	5	1	2	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	37.6	42.7	-	38.8	37.6	42.7	-		
09:00	1000	20	0	13	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	39.3	38.1	43.1	-	39.3	38.1	43.1	-		
10:00	1100	22	0	9	0	1	1	0	0	0	0	0	0	0	0	0	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	34.3	20.3	42.8	40.8	34.1	20.3	42.8	40.8			
11:00	1180	24	0	18	0	0	0	0	0	0	0	0	0	0	0	0	2	16	5	3	0	0	0	0	0	0	0	0	0	0	0	29.2	23.3	36.1	35.3	29.5	23.3	36.1	35.3			
12:00	1200	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	18.4	36.1	34.3	29.5	18.4	36.1	34.3			
13:00	1300	16	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	26.1	39.1	37.5	31.3	26.1	39.1	37.5			
14:00	1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	19.9	40.2	38.2	32.2	19.9	40.2	38.2			
15:00	1500	20	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	26.2	44.0	39.5	32.4	26.2	44.0	39.5			
16:00	1600	16	0	12	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	26.2	44.0	39.5	32.4	26.2	44.0	39.5			
17:00	1700	16	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	4	2	1	0	0	0	0	0	0	0	0	32.1	26.2	44.0	39.5	32.4	26.2	44.0	39.5			
18:00	1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	31.5	37.9	-	34.2	31.5	37.9	-			
19:00	1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	32.0	46.4	-	35.2	32.0	46.4	-			
20:00	2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	31.5	37.9	-	34.2	31.5	37.9	-			
21:00	2100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	32.1	32.1	-	32.1	32.1	32.1	-			
22:00	2200	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	28.4	28.4	-	28.4	28.4	28.4	-			
23:00	2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	28.4	28.4	-	28.4	28.4	28.4	-			
00:00:00:00	108	2	158	0	23	3	1	0	0	0	1	0	0	0	0	0	0	4	13	48	49	46	21	5	0	0	0	0	0	0	0	32.9	18.1	48.1	39.7	32.9	18.1	48.1	39.7			
00:00:00:00	108	2	158	0	23	3	1	0	0	0	1	0	0	0	0	0	0	4	13	48	49	46	21	5	0	0	0	0	0	0	0	32.9	18.1	48.1	39.7	32.9	18.1	48.1	39.7			
00:00:00:00	208	2	206	0	23	3	1	0	0	0	1	0	0	0	0	0	0	4	13	50	50	46	21	5	0	0	0	0	0	0	0	32.9	18.1	48.1	39.4	32.9	18.1	48.1	39.5			
00:00:00:00	208	2	206	0	23	3	1	0	0	0	1	0	0	0	0	0	0	4	13	50	50	46	21	5	0	0	0	0	0	0	0	32.9	18.1	48.1	39.4	32.9	18.1	48.1	39.5			
1 Day (24 hours)																																										
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00	7	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	29.2	37.0	-	32.2	29.2	37.0	-			
09:00	13	0	1																																							

TIME	TOTAL	AIR VEHICLE CLASSIFICATIONS												SPEED IN TOWELS												SPEED STATISTICS													
		LIGHT						MEDIUM						HEAVY																		ALL VEHICLES				FREE FLOW CONDITIONS (4 min HEADWIND)			
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
0400	0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0800	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0900	16	1	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	1000	14	0	11	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	1100	18	1	13	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	1200	19	1	16	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	1300	18	1	15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	1400	19	1	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	1500	16	1	12	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	1600	16	1	12	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	1700	17	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	1800	12	0	10	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	1900	14	0	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	2000	7	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	2100	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	2200	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	2300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0000-0000	156	7	160	4	25	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0000-0100	201	7	162	4	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100-0200	200	7	164	4	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200-0300	204	7	164	4	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300-0400	204	7	164	4	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400-0500	204	7	164	4	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500-0600	204	7	164	4	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600-0700	204	7	164	4	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700-0800	204	7	164	4	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800-0900	204	7	164	4	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900-1000	204	7	164	4	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000-1100	204	7	164	4	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100-1200	204	7	164	4	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200-1300	204	7	164	4	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300-1400	204	7	164	4	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400-1500	204	7	164	4	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500-1600	204	7	164	4	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600-1700	204	7	164	4	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700-1800	204	7	164	4	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

[illegible]

TIME	TOTAL	AIR VEHICLE CLASSIFICATIONS												SPEED BY TOTALS																SPEED STATISTICS											
		LIGHT				MEDIUM				HEAVY																				ALL VEHICLES			FREE FLOW CONDITIONS (14 days HEADWIND)								
		1	2	3	4	5	6	7	8	9	10	11	12	0-5 mph	5-10 mph	10-15 mph	15-20 mph	20-25 mph	25-30 mph	30-35 mph	35-40 mph	40-45 mph	45-50 mph	50-55 mph	55-60 mph	60-65 mph	65-70 mph	70-75 mph	75-80 mph	80-85 mph	85-90 mph	90-95 mph	95-100 mph	MEAN	MINIMUM	MAXIMUM	SEMI-LE	MEAN	MINIMUM	MAXIMUM	SEMI-LE
0400	2500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.3	41.8	42.8	42.3	41.8	42.8	42.3	
0500	0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	27.7	38.8	33.8	27.7	38.8	33.8	
0600	0700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	27.7	55.8	38.8	27.7	55.8	38.8	
0700	0800	13	0	10	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	5	1	2	0	0	0	0	0	0	0	0	0	0	0	34.7	22.7	44.1	34.7	22.7	44.1	40.4	
0800	0900	27	1	20	1	4	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	8	5	2	1	0	0	0	0	0	0	0	0	35.0	15.1	48.4	41.4	34.9	13.1	48.1	41.5
0900	1000	26	0	24	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	4	0	0	0	0	0	0	0	0	0	0	0	33.0	16.2	52.2	40.1	33.2	16.2	52.2	40.1
1000	1100	34	2	26	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	4	1	0	0	0	0	0	0	0	0	0	0	33.9	11.2	49.1	33.9	32.7	11.2	47.6	33.5
1100	1200	36	1	29	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	3	0	0	0	0	0	0	0	0	0	0	0	31.1	1.3	51.2	36.1	31.2	1.3	51.2	37.0
1200	1300	35	1	29	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10	3	0	0	0	0	0	0	0	0	0	0	0	31.6	3.7	48.9	38.1	31.6	3.7	48.9	38.3
1300	1400	37	2	31	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	32.3	11.8	49.1	37.3	32.4	13.9	48.1	38.0
1400	1500	36	1	30	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	8	13	6	3	1	0	0	0	0	0	0	32.2	3.3	52.9	38.3	32.1	8.7	52.9	38.0
1500	1600	37	1	30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	11.3	47.8	38.3	32.2	11.3	47.8	38.2	
1600	1700	38	0	33	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.0	14.6	52.1	38.6	33.0	14.6	52.1	38.8	
1700	1800	35	1	23	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	10.9	52.1	40.3	33.5	10.9	52.1	40.8	
1800	1900	35	1	25	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	10.1	51.9	42.5	34.8	10.1	51.9	42.0	
1900	2000	34	1	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	18.4	49.0	39.9	34.8	18.4	47.1	39.9	
2000	2100	11	0	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.3	16.8	47.8	42.2	36.3	16.8	47.8	42.1	
2100	2200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.4	23.4	52.1	44.4	38.2	23.4	52.1	44.4	
2200	2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.0	27.8	44.4	44.4	35.0	27.8	44.4	44.4	
2300	0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.0	27.8	44.4	44.4	35.0	27.8	44.4	44.4	
0000-0100	0100-0200	376	12	355	7	48	2	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	1.5	57.9	36.3	32.9	1.5	57.9	36.3
0100-0200	0200-0300	498	14	483	8	46	2	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.1	1.5	57.9	36.5	35.1	1.5	57.9	36.8
0200-0300	0300-0400	434	14	420	8	46	2	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	1.5	57.9	36.5	35.2	1.5	57.9	36.8

TIME	TOTAL	AIA VEHICLE CLASSIFICATIONS												SPEED MAX TOTALS																SPEED STATISTICS											
		LIGHT				MEDIUM				HEAVY				SPEED MAX TOTALS																ALL VEHICLES						FREE FLOW CONDITIONS (4+ AAX HEADWAYS)					
		1	2	3	4	5	6	7	8	9	10	11	12	0-4 mph	5-9 mph	10-14 mph	15-24 mph	25-29 mph	30-39 mph	40-49 mph	50-59 mph	60-69 mph	70-79 mph	75-89 mph	90-99 mph	100-109 mph	MEAN	MIN	MAX	MIN	MEAN	MAX	MIN	MEAN	MAX						
04:00	4537	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	222	257	237	237	237	257	237	257	237						
04:05	3640	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	263	173	315	302	173	315	302	173	315						
04:10	4720	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	244	244	244	244	244	244	244	244	244						
04:15	4890	14	1	10	1	3	0	0	0	0	0	0	0	0	0	0	1	2	7	2	1	0	0	0	0	0	220	118	347	267	118	347	267	118	347						
04:20	4880	31	0	18	0	2	0	0	0	0	0	0	0	0	0	0	0	15	5	0	0	0	0	0	0	0	223	143	313	302	223	313	302	143	313						
04:25	5000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	218	218	218	218	218	218	218	218	218						
04:30	1160	24	1	20	8	2	0	0	0	0	0	0	0	0	0	0	1	7	10	4	1	0	0	0	0	0	216	23	304	207	23	304	207	23	304						
04:35	1160	22	0	19	8	2	0	0	0	0	0	0	0	0	0	0	1	7	9	4	1	0	0	0	0	0	212	63	303	265	212	303	265	63	303						
04:40	1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	214	63	267	244	63	267	244	63	267						
04:45	1300	28	0	23	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	217	121	341	248	121	341	248	121	341						
04:50	1300	30	0	26	1	4	0	0	0	0	0	0	0	0	0	0	1	9	13	6	1	0	0	0	0	0	219	90	329	268	219	329	268	90	329						
04:55	1300	30	0	26	0	0	0	0	0	0	0	0	0	0	0	0	2	1	9	11	0	0	0	0	0	0	218	103	318	268	103	318	268	103	318						
05:00	1700	10	0	27	0	4	0	0	0	0	0	0	0	0	0	0	3	12	13	4	1	0	0	0	0	0	208	100	344	248	207	344	248	100	344						
05:05	1700	24	1	21	0	2	0	0	0	0	0	0	0	0	0	0	0	9	12	3	1	0	0	0	0	0	219	100	322	268	219	322	268	100	322						
05:10	1800	20	0	18	0	0	0	0	0	0	0	0	0	0	0	0	1	10	0	0	0	0	0	0	0	0	221	100	344	248	221	344	248	100	344						
05:15	2000	14	0	10	0	0	0	0	0	0	0	0	0	0	0	0	2	0	5	6	1	0	0	0	0	0	204	100	302	239	204	302	239	100	302						
05:20	2100	10	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	215	100	304	248	215	304	248	100	304						
05:25	2100	5	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	210	100	284	248	210	284	248	100	284						
05:30	2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	210	100	284	248	210	284	248	100	284						
05:35	2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	202	143	243	202	143	243	202	143	243						
05:40	2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	202	143	243	202	143	243	202	143	243						
05:45	1300	290	4	298	9	10	1	0	0	1	0	0	0	0	0	0	2	15	39	136	45	8	0	0	0	0	0	215	10	367	261	215	367	261	10	367					
05:50	2200	4	276	5	37	1	0	0	1	0	0	0	0	0	0	1	2	17	98	146	52	9	1	0	0	0	0	215	10	378	269	215	378	269	10	378					
05:55	2200	4	276	5	37	1	0	0	1	0	0	0	0	0	0	1	2	16	117	146	52	9	1	0	0	0	0	215	10	378	269	215	378	269	10	378					
06:00	2200	332	4	284	5	37	1	0	0	1	0	0	0	0	0	1	2	17	98	146	52	10	1	0	0	0	0	215	10	378	269	215	378	269	10	378					

[illegible]

Project: A831, Cannich Client: AECOM Project Ref: TS-24-057 Site Ref: Site 5 Location: Main Street Direction: Bidirectional (2-Way)		ATG CLASSIFIED LINK & SPEED SURVEY
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[illegible]

TIME		TOTAL		AIRCRAFT CLASSIFICATIONS																		SPEED STATISTICS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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018		1019		1020		1021		1022		1023		1024		1025		1026		1027		1028		1029		1030		1031		1032		1033		1034		1035		1036		1037		1038		1039		1040		1041		1042		1043		1044		1045		1046		1047		1048		1049		1050		1051		1052		1053		1054		1055		1056		1057		1058		1059		1060		1061		1062		1063		1064		1065		1066		1067		1068		1069		1070		1071		1072		1073		1074		1075		1076		1077		1078		1079		1080		1081		1082		1083		1084		1085		1086		1087		1088		1089		1090		1091		1092		1093		1094		1095		1096		1097		1098		1099		1100		1101		1102		1103		1104		1105		1106		1107		1108		1109		1110		1111		1112		1113		1114	

TIME	TOTAL	AWV ANALYSIS CLASSIFICATIONS												SPEED MAX TOTALS												SPEED STATISTICS																				
		LIGHT				MEDIUM				HEAVY				SPEED MAX TOTALS												ALL VEHICLES				FREE FLOW CONDITIONS (4+ AAX HEADWAYS)																
		1	2	3	4	5	6	7	8	9	10	11	12	0-4 mph	5-9 mph	10-14 mph	15-20 mph	20-24 mph	25-29 mph	30-34 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-70 mph	70-74 mph	75-80 mph	80-84 mph	85-89 mph	90-94 mph	95-100 mph	MEAN	MIN	MAX	MEAN	MIN	MAX	MEAN	MIN	MAX					
04:00	4537	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	232	257	237	235	227	237									
04:05	33	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	26	173	153	216	178	153								
04:10	1720	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	222	242	234	218	212	233									
04:15	1080	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	215	163	247	254	214	169	247	255							
04:20	1080	48	1	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	225	83	182	170	225	83	182	270						
04:25	1080	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	215	173	214	215	177	215	215	266							
04:30	1160	10	2	43	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	215	25	142	205	215	25	142	265						
04:35	1160	52	1	43	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	215	61	163	264	215	61	163	265						
04:40	1160	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	214	63	214	263	214	63	214	265							
04:45	1400	57	0	49	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	255	77	141	248	255	77	141	247					
04:50	1400	18	1	46	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	216	95	129	261	216	95	129	261					
04:55	1400	17	0	45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	216	25	118	216	25	118	216	265					
05:00	1700	61	1	62	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	267	70	164	247	267	70	164	248					
05:05	1700	180	1	60	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	274	10	132	264	215	105	132	265					
05:10	1900	20	0	39	0	1	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	244	20	144	261	251	244	261	265					
05:15	2000	28	0	23	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	213	103	160	263	212	103	160	263					
05:20	2100	27	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	212	39	154	261	212	39	154	261					
05:25	2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	210	53	153	262	210	53	153	262					
05:30	2300	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	212	142	263	212	142	263	-						
05:35	2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	211	141	262	211	141	262	-						
05:40	2500	100	11	367	9	66	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	214	15	182	257	214	15	182	258					
05:45	2600	684	12	565	9	75	1	0	0	1	1	1	1	0	0	0	1	5	38	290	297	187	15	1	0	0	0	0	0	0	0	0	0	0	214	18	182	256	214	25	182	257				
05:50	2700	1034	18	838	10	101	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	214	20	181	255	214	25	181	257					
05:55	2800	1354	22	1054	13	119	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	214	18	182	254	214	25	182	256					
06:00	2900	870	12	550	10	125	1	0	1	1	1	1	1	0	0	0	1	5	38	290	290	111	16	2	0	0	0	0	0	0	0	0	0	0	214	18	183	253	215	25	182	254				

CLASS	AXLES	AXLE GROUPS	DESCRIPTION	DOMINATE VEHICLE	AGGREGATE
1	2	1 or 2	Very Short - Bicycle or Motorcycle		LIGHT
2	2	1 or 2	Short - Car, 4WD or Light Van		
3	3 / 4 / 5	3	Short Towing - Trailer, Caravan etc.		
4	2	2	2-Axle Truck or Bus		MEDIUM
5	3	2	3-Axle Truck or Bus		
6	>3	2	4-Axle Truck		
7	3	3	3-Axle Articulated Vehicle or Rigid Vehicle & Trailer		HEAVY
8	4	>2	4-Axle Articulated Vehicle or Rigid Vehicle & Trailer		
9	5	>2	5-Axle Articulated Vehicle or Rigid Vehicle & Trailer		
10	>=6	>2	6 (or more) Axle Articulated Vehicle or Rigid Vehicle & Trailer		
11	>6	4	B-Double or Heavy Truck & Trailer		
12	>6	>=5	Double or Triple Heavy Truck & 2 (or more) Trailers		

Appendix D Fear and Intimidation

Baseline Fear and Intimidation Level

Road Link	18 Hour Flow	Average traffic flow over 18 hour day	Total 18-hour heavy vehicle flow	Average Vehicle Speed	Degree of Hazard Score A	Degree of Hazard Score B	Degree of Hazard Score C	Degree of Hazard Score Total	Level of Fear and Intimidiation	Magnitude of Change
ATC1 A831, Noth of Site Access Track	630	35	2	50	0	0	30	30	Moderate	
ATC2 A831, South of Site Access Track	642	36	2	42	0	0	30	30	Moderate	
ATC3 A831, East of A831 / Main Street Junction	648	36	6	28	0	0	10	10	Small	
ATC4 A831, North of A831 / Main Street Junction	416	23	5	33	0	0	20	20	Small	
ATC5 Main Street, South of A831 / Main Street Junction	693	39	4	21	0	0	10	10	Small	

OHL

Road Link	18 Hour Flow	Average traffic flow over 18 hour day	Total 18-hour heavy vehicle flow	Average Vehicle Speed	Degree of Hazard Score A	Degree of Hazard Score B	Degree of Hazard Score C	Degree of Hazard Score Total	Level of Fear and Intimidiation	Magnitude of Change
ATC1 A831, Noth of Site Access Track	681	38	6	50	0	0	30	30	Moderate	Negligible
ATC2 A831, South of Site Access Track	689	38	2	42	0	0	30	30	Moderate	Negligible
ATC3 A831, East of A831 / Main Street Junction	695	39	6	28	0	0	10	10	Small	Negligible
ATC4 A831, North of A831 / Main Street Junction	463	26	5	33	0	0	20	20	Small	Negligible
ATC5 Main Street, South of A831 / Main Street Junction	740	41	4	21	0	0	10	10	Small	Negligible

