Frodsham Solar
Transport Assessment

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1.0 INTRODUCTION

1.1 Purpose of this Report

1.1.1 Axis has been appointed by Frodsham Solar Limited, hereafter referred to as 'the Applicant', to provide transport planning and highways advice in relation to a Development Consent Order (DCO) application for a solar energy generating station and an associated on-site Battery Energy Storage System (BESS) ('the 'Proposed Development') on land at Frodsham Marshes, Frodsham, Cheshire West and Chester (the 'Site').

1.1.2 The purpose of this Transport Assessment (TA) is to inform the Examining Authority, Secretary of State and Statutory Consultees, in particular Cheshire West and Chester Council (CWaCC), which is the Local Planning Authority (LPA) and Local Highway Authority (LHA), of the anticipated highways and transportation matters associated with the Proposed Development.

1.1.3 This TA has been prepared to accompany the Environmental Statement (ES) for the Proposed Development and should be read in conjunction with the main text of the ES.

1.2 Pre-Application and Scoping

1.2.1 An Environmental Impact Assessment (EIA) Scoping Report for the Proposed Development was submitted to the Planning Inspectorate (PINS) in May 2023 (PINS Case Reference EN010153). Consultation responses were subsequently received from the LHA statutory consultees at CWaCC and National Highways.

1.2.2 Within the EIA Scoping Report, it was proposed that the traffic and transport impacts of the Proposed Development would not result in significant environmental effects, and therefore the topic could be scoped out of further detailed assessment, not requiring a separate chapter within the ES.

1.2.3 It was proposed that the transport impacts of the Proposed Development would instead be assessed within this standalone TA, which will form part of the DCO application. This approach was accepted by PINS, subject to agreement from CWaCC and National Highways in relation to the assessment of impacts relating to:

i) Driver and passenger delay;
ii) Pedestrian and Cyclist Amenity / Fear and Intimidation;
iii) Cumulative effects.

1.2.4 The key points raised by CWaCC in response to the ES Scoping Report were as follows:

i) Given the scale of the construction traffic and the overlap it would have with other schemes coming forward in that area in that timeframe, such as the Hynet Carbon Dioxide and Hydrogen Pipeline schemes, build out and occupation of the units at Protos, expansion at Encirc, there is likely to be significant cumulative impact that would need to be assessed as part of this proposal. A more detailed Transport Assessment, to include junction modelling, is expected to assess the traffic and transport impacts;
ii) The study area presented in the ES Scoping report proposes that the construction traffic would approach the site from either J14 of the M56 or J10 of the M53. Clarification is needed on how this would be controlled;
iii) CWaCC's Highway Officer queries the comment that the impact from construction would be largely experienced on the local unclassified roads between the A5117 and the Site. Detailed modelling would be expected to justify / confirm this. This will need to take on board all of the committed developments, or other developments what may have been decided upon by the time of this application; and
iv) It must be taken into account that the Protos site has a cap on levels of HGV movement and that any HGV movement attached to this project either through the construction stage or the subsequent operational stage

would be expected to demonstrate that it falls below that capped overall level as it would be using the same road network.

1.2.5 With regard to this last point, it should be noted that the Proposed Development would be independent of the Protos site and as such this TA seeks to demonstrate the acceptability generally of the Proposed Development with regard to traffic and transport impacts, not in the context of an existing cap. However, it is also demonstrated within **Section 7.5** that Proposed Development trip generation would in any case fall within the number of currently 'unused' traffic movements as permitted by the Protos HGV movement cap.

1.2.6 Subsequent to the consultation responses provided by CWaCC and National Highways to the ES Scoping Report, Axis undertook follow-up correspondence with both parties in August and September 2023 to address the ES Scoping responses received from stakeholders, and agree the scope of assessment that would be included within the TA in order that the traffic and transport impacts of the Proposed Development would be adequately appraised to enable this element to be scoped out of further assessment as a separate chapter within the ES.

1.2.7 The key points arising from this correspondence with regard the required scope of the TA are as follows:

i) In addition to the proposed study area set out in the ES Scoping Report, the assessment should take into account the roundabout junctions at M56 Junction 14 and M53 Junction 10, and the A5117 / Thornton Green Lane junction; and

ii) The cumulative assessment should take into account that the build-out of the Protos site, the development of both pipelines of the HyNet project, and the consented expansion of the Encirc glass factory. No other committed developments were identified for inclusion in the assessment.

1.2.8 Following this initial correspondence, a formal TA Scoping Note was then issued in April 2024 to National Highways and CWaCC. This provided a summary of the scoping discussions to date with regard to the proposed scope of assessment, setting out that the scope of the TA would address the stakeholder comments as summarised in paragraphs 1.2.3, 1.2.4 and 1.2.6 above. It also included some initial analysis of the forecast cumulative impacts of the Proposed Development.

1.2.9 The scope of the TA was agreed by CWaCC in an email dated 26th July 2024. The TA Scoping Note and associated correspondence are included as **Appendix A**.

1.3 Stakeholder Engagement

1.3.1 As part of the DCO application process, following the submission of the Preliminary Environmental Information Report (PEIR) in October 2024, under Section 42 of the Planning Act 2008, consultation responses were received from statutory consultees.

1.3.2 A full report on the consultation comments received, and the Applicant's responses to these comments, is provided within the **Consultation Report [EN010153/DR/5.1]**. However, **Table 1.1** provides a summary of the comments made by relevant stakeholders in relation to traffic, transport and access, and sets out how these responses have been addressed in this TA and the accompanying documents which will form part of the DCO application.

Table 1.1 – Section 42 Consultation Responses – Traffic, Transport & Access

Respondent	Comment	Response
National Highways	Further information is requested regarding the following points: • Detailed breakdown of construction traffic volumes to assess the impact on the SRN, particularly during the weekday peaks as well as Saturdays, considering the existing weekend traffic associated with Cheshire Oaks.	These comments are a summary of the more detailed comments set out in the remainder of this table. These comments have been noted and addressed as per the responses set out below.

	• Clearer information on worker travel plans, especially the use of minibuses and measures to mitigate traffic congestion resulting from staff vehicle movements. • Comprehensive data on the anticipated number and timing of Abnormal Indivisible Load (AIL) deliveries to evaluate their impact on SRN traffic flow.	
National Highways	The TA states that the overall cap on movements for the Protos site was established when the CF Fertilisers site was operational. This site ceased operation in 2022 and the TA doesn't clarify whether the traffic cap has been revised. If the former CF Fertilisers site is re-occupied, it is highly likely to generate substantial HGV traffic, further compounding the cumulative impact on the SRN.	The Protos HGV movement cap is independent of any HGV movements associated with the CF Fertilisers site. Further information is provided within Section 7.2 and Para 7.5.32.
National Highways	Further information is needed regarding the volume of construction traffic on Saturdays, considering the potential for congestion at M53 J10 due to traffic associated with the Cheshire Oaks retail park. This is particularly relevant because the proposed construction schedule includes work on Saturdays. The TA acknowledges the potential for weekend congestion but does not provide specific data on the expected traffic volumes on Saturdays.	Further information on forecast weekend construction traffic movements is provided as requested, within Section 5.3, Table 5.4, and Figure 13. Consideration of impact of weekend construction traffic in relation to Cheshire Oaks is included in Section 6.6.
National Highways	More information is required on the number of staff trips and the potential use of minibuses, including routing and pick-up arrangements.	Exact details of number of minibuses routeing and pick-up arrangements are not known at this stage but would likely use pre-arranged drop collection / drop-off locations including nearby public transport hubs and/or local accommodation. Further information will be set out in the final CTMP that would be prepared by the contractor. Further information is provided within oCTMP Section 4.4 [EN010153/DR/7.4]
National Highways	The TA indicates a peak workforce of 290 staff per weekday during months 12-18 of the construction phase. However, it also suggests a maximum of 308 two-way staff vehicle movements per day during the same period. This discrepancy needs clarification, especially considering that the two proposed car parks at the main compound provide only 208 spaces in total.	The construction programme indicated a maximum of 308 staff per weekday, therefore 308 two-way movements equates to 154 vehicle arrivals and 154 vehicle departures, assuming 2 staff per vehicle. Proposed car parking capacity is therefore adequate, notwithstanding any further reduction in staff vehicle trips resulting from proposed use of minibuses. Updated construction programme indicates a peak workforce of 243 staff per weekday (approx. 122 vehicle arrivals and 154 vehicle departures per day,

		assuming 2 staff per vehicle). Further information is provided within Section 5.2.
National Highways	A more detailed explanation of how worker travel will be managed is crucial, including a clear breakdown of anticipated vehicle trips and any strategies to mitigate the impact on local roads and the SRN.	Indicative measures that would be implemented to encourage sustainable travel to and from the Site are set out within the oCTMP. Full details of the measures to encourage sustainable travel will be set out in the final CTMP that would be prepared by the contractor. Further information is provided within oCTMP Section 4.4 [EN010153/DR/7.4]
National Highways	We request further details about the anticipated number and timing of AIL deliveries to the site to assess potential impacts on the SRN. The TA mentions the need for AIL deliveries… noting that the proposed access route has been used for similar deliveries in the past. However, it lacks details about the number of deliveries, their timing, and proposed routes, making it challenging to evaluate their impact on the SRN.	The exact number of AIL movements required is unknown at this stage. All abnormal load movements will be arranged in accordance with the Road Vehicles (Authorisation of Special Types) (General Order) 2003 (STGO), in consultation with National Highways. Further information is provided within oCTMP Section 5.5 [EN010153/DR/7.4]
National Highways	We request consultation on the development of the Outline Construction Traffic Management Plan (oCTMP) and the Construction Worker Travel Plan during the pre-application stage to provide input and address any concerns. This will allow us to proactively engage in the planning process and understand the potential mitigation for any adverse effects on the SRN.	Comment noted. National Highways will be consulted on the development of the oCTMP.
National Highways	National Highways does not accept a percentage difference between base and the impacts of development as a suitable measure to determine safety of congestion implications. We therefore require operational assessments of the relevant junctions to fully understand the implications of development traffic.	Additional analysis of the impact of Proposed Development on queue lengths at the M56 J14 and M53 J10 roundabouts has been undertaken. Further information is provided within Section 6.7 and Appendix G.

1.4 Report Structure

1.4.1 The remainder of this report is structured as follows:

i) **Section 2** sets out the transport planning policy that is relevant to the proposals;

ii) **Section 3** describes the existing conditions on and around the Site, including the Site location, the local highway network, and a review of the accident data on the local highway network;

iii) **Section 4** sets out the development proposals in detail, during both the construction and operational phases, including the Site access arrangements, operating hours and construction programme;

iv) **Section 5** presents a forecast of the likely traffic generating potential of the Proposed Development and sets out the proposed routeing of construction-related traffic on the local highway network;

v) **Section 6** provides a percentage impact assessment of the forecast peak construction traffic generation against the baseline traffic flows on the key links and junctions in the local highway network;

vi) **Section 7** assesses the cumulative impact of the Proposed Development in conjunction with known committed developments;

vii) **Section 8** outlines the mitigation measures which would be put in place to manage any adverse effects of construction traffic and

viii) **Section 9** summarises and concludes the report.

2.0 NATIONAL AND LOCAL PLANNING POLICY

2.1 Introduction

2.1.1 This section of the TA reviews the transportation planning policy that is relevant to the Proposed Development, with reference to the following documents:

i) Overarching National Policy Statement for Energy (NPS EN-1);
ii) National Policy Statement for Renewable Energy Infrastructure (NPS EN-3);
iii) National Planning Policy Framework;
iv) CWaCC Local Plan (Part One) Strategic Policies; and
v) CWaCC Local Plan (Part Two) Land Allocations and Detailed Policies.

2.2 Overarching National Policy Statement for Energy (NPS EN-1)

2.2.1 The consideration and mitigation of transport impacts is an essential part of Government's wider policy objectives for sustainable development as set out in paragraph 5.14.4 of NPS EN-1.

2.2.2 Paragraph 5.14.5 identifies that if significant transport effects are likely the Environmental Statement should include a transport appraisal. The paragraph goes on to set out the relevant Department for Transport (DfT) guidance. Likely significant transport effects have been scoped out of the ES for the Proposed Development, but this TA has been provided to provide information on transport related effects on highways capacity and safety.

2.2.3 Paragraph 5.14.6 notes that the transport appraisal should be developed in consultation with National Highways and Highways Authorities – this has been done as noted in section 1.2 above.

2.2.4 Paragraph 5.14.14 stipulates that where substantial HGV traffic is likely to occur, requirements to consent to control the movement and parking of HGVs to avoid abnormal disruption during the construction phase may be attached

to a consent. It is also stated in paragraph 5.14.20 that development should not be withheld provided the applicant is willing to enter into planning obligations or requirements to adequately mitigate any transport impacts identified. This TA refers to a number of management plans to be produced which will allow the management and mitigation of traffic impacts. Compliance with these plans will be secured by DCO Requirement.

2.3 National Policy Statement for Renewable Energy Infrastructure (NPS EN-3)

2.3.1 Paragraphs 2.10.120 to 2.10.126 of NPS EN-3 addresses issues to be covered in assessing the transport impacts specific to solar farm construction. Subsequently, paragraphs 2.10.139 to 2.10.144 identify potential mitigation options.

2.4 National Planning Policy Framework

2.4.1 The National Planning Policy Framework (NPPF) was initially published by the Ministry of Housing, Communities and Local Government in 2012 and was most recently revised in December 2024.

2.4.2 At the heart of the NPPF is a presumption in favour of sustainable development. In this context, it is fundamental that sustainable transport is promoted. Section 9 of the NPPF sets out policies for promoting sustainable transport, and the relevant policies for the Proposed Development are set out below:

2.4.3 Paragraph 109 of the NPPF states:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;

e) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;

f) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

g) identifying, addressing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."

2.4.4 The NPPF sets out a key test for the acceptability of planning applications in terms of transport and highways matters at paragraphs 115 and 116. Paragraph 115 of the NPPF states that, when assessing planning applications, it should be ensured that:

"a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."

2.4.5 At paragraph 116 of the NPPF it is stated:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the local highway network would be severe."

2.5 CWaCC Local Plan

2.5.1 The CWaCC Local Plan forms part of the statutory development plan for Chester West and Cheshire and is in two parts which are set out as follows.

Part One: Strategic Policies

2.5.2 The Local Plan (Part One) was adopted in January 2015. The purpose of this plan is to set out the overall vision, strategic objectives, spatial strategy, and strategic planning policies that aim to ensure the sustainable development of the borough for a period up to 2030.

2.5.3 Of most relevance to the Proposed Development, from a highways perspective, is Policy STRAT 10, which relates specifically to the theme of transport and accessibility. It sets out that new development will be required to demonstrate that *"additional traffic can be accommodated safely and satisfactorily within the existing, or proposed, highway network"*, and that *"satisfactory arrangements can be made to accommodate the additional traffic before the development is brought into use"*.

2.5.4 Policy STRAT 10 also states:

"Developments that would generate significant amounts of movement should be accompanied by a Transport Assessment and Travel Plan, in accordance with Council guidance."

Part Two: Land Allocations and Detailed Policies

2.5.5 Part Two of the CWaCC Local Plan was adopted in July 2019. It provides further detailed policies which support the strategic objectives and policies included within the Local Plan (Part One).

2.5.6 Chapter 8 of the Local Plan (Part Two) builds upon STRAT 10 contained within the Local Plan (Part One). Of particular relevance to this planning application is Policy T 5 which states:

"In order to ensure that appropriate provision is made for access and parking, development proposals will be supported which meet the requirements of Local Plan (Part One) policy STRAT 10 and which:

1. *make safe provision for access to and from the site for all users of the development, including the provision of access to adopted highways, visibility splays and accompanying signage where necessary;*

2. *allow for safe movement within the site, having regard to the requirements of the emergency services and service providers, including sufficient manoeuvring and standing space for the appropriate number and size of vehicles likely to serve the development at any one time;*

3. *will not create any unacceptable impacts on amenity or road safety that cannot be satisfactorily mitigated by routeing controls or other highways improvements;*

4. *are designed to incorporate measures to assist access to and around the site by pedestrians, cyclists and to meet the needs of people with disabilities;*

5. *provide sufficient parking facilities to serve the needs of the development and have regard to the Council's latest adopted parking standards for cars and other vehicles as necessary, including cycles;*

6. *provide appropriate charging infrastructure for electric vehicles in new developments."*

2.6 Ince Neighbourhood Plan

2.6.1 The Ince Neighbourhood Plan, which was formally made by CWaCC in October 2023, sets out the local vision and objectives for the village of Ince, and the policies which seek to deliver these objectives. With specific regard to traffic and transport matters, the Neighbourhood Plan policies of relevance to this TA are summarised below.

2.6.2 Policy CC3 – Sustainable Transport states that:

"*Development will not be supported where there would be an unacceptable impact on highway safety, or the residual impacts on the road network would be severe.*

In order to improve the sustainability of travel, transport and road safety, all developments that are likely to generate significant amounts of movement shall be accompanied by a Transport Assessment. This should include an assessment of the impact that any increase in traffic would have on the roads in the Neighbourhood Plan area."

2.6.3 Policy FBC1 – Footpaths, Bridleways and Cycleways states that:

"*Any development that leads to the loss or degradation of any PROW or cycleway will not be permitted in other than very special circumstances, and then only if a suitable alternative can be provided. Proposals to divert PROWS or cycleways should provide clear and demonstrable benefits for the wider community.*

Any new development must provide easy, accessible traffic-free routes for non-motorised users to the nearby countryside. The provision of such additional routes will be supported. The needs of non-motorised users must be taken into account in all traffic planning, but especially in relation to rural

lanes and roads. Any proposal to create new links or routes, whether footpaths, bridleways or cycleways will be supported."

2.7 Compliance with Policy

2.7.1 The subsequent sections of this TA report will therefore seek to demonstrate that the Proposed Development would be delivered with due regard to the relevant national and local policies detailed above.

2.7.2 Additionally, in the context of a DCO application, this TA report seeks to demonstrate that the proposals comply with NPS EN-1 and EN-3, specifically the policy test set out in EN-1 which prevents refusal on highway grounds unless there would be an unacceptable impact on highway safety or of the residual cumulative impacts on the highway network would be '*severe*'.

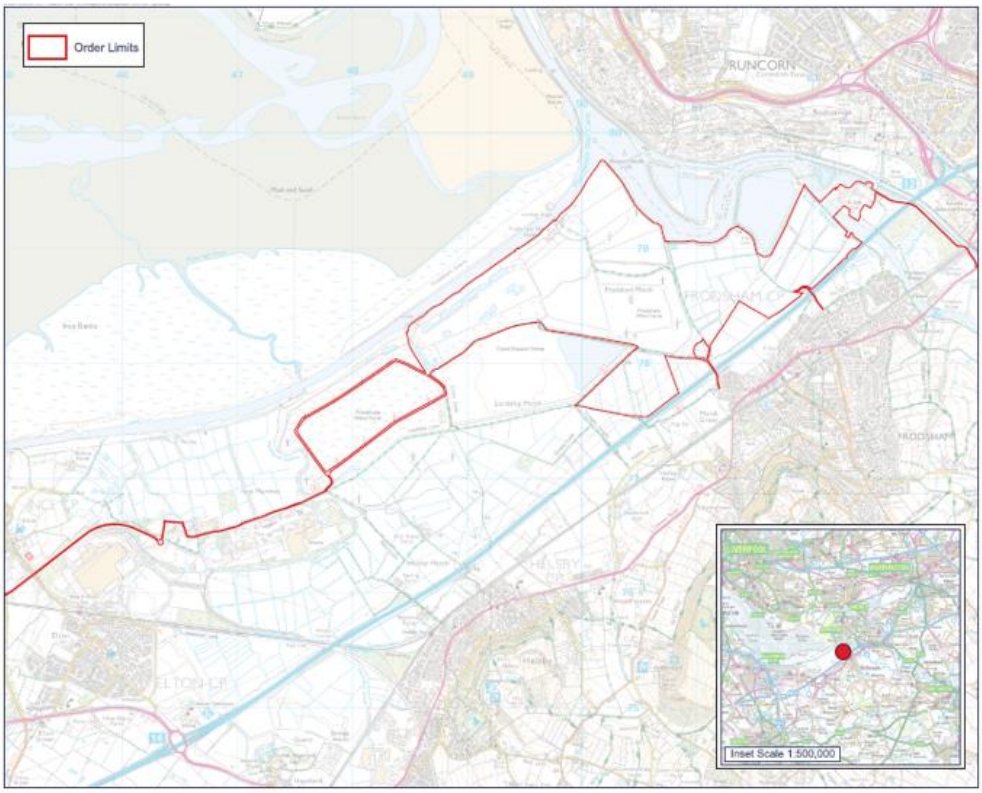
3.0 EXISTING CONDITIONS

3.1 Site Location

3.1.1 The Site is located approximately 500m to the north of the centre of Frodsham Town Centre within the administrative area of CWaCC.

3.1.2 The Site location and Proposed Development Area are illustrated in **Image 3.1**.

Image 3.1 – Site Location and Proposed Development Area



3.1.3 The Site contains all of the following principal elements of the Proposed Development, which are described in more detail within **ES Vol 1 Chapter 2: Proposed Development [EN010153/DR/6.1]**:

i) Solar Array Development Area that would include solar photovoltaic (PV) modules and support frames, internal access tracks, cabling, inverters, transformers, the solar array substation (known as the 'Frodsham Solar Substation') and the BESS;

ii) Main Site Access Route;

iii) SPEN Grid Connection linking Frodsham Solar Substation to the SP Energy Networks (SPEN) Frodsham Substation;
iv) Private Wire Connection to local businesses;
v) Non Breeding Bird Mitigation Area; and
vi) Skylark Mitigation Area.

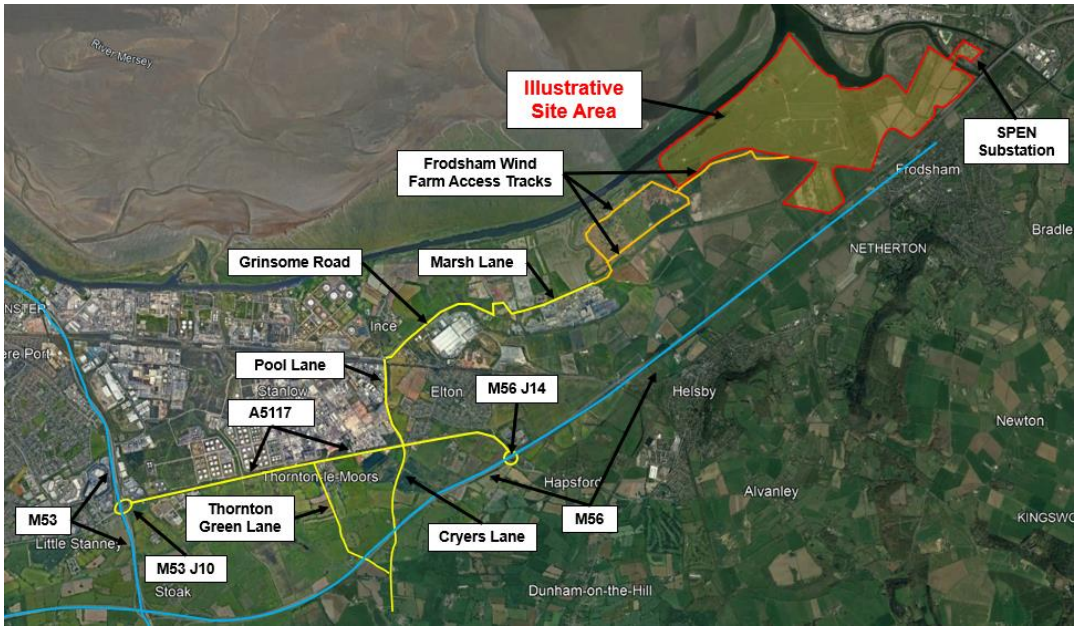
3.1.4 The Solar Array Development Area (that would include solar photovoltaic (PV) panels, internal access tracks, cabling, solar array substation compound (known as the 'Frodsham Solar Substation compound') and BESS Compound) would be located at the eastern extent of Frodsham Marsh, an area of land between the Mersey Estuary and the M56. The Solar Array Development Area will comprise of three areas:

i) Part of Frodsham Wind Farm (approximately 152 ha). The land forms part of the former Manchester Ship Canal Dredging Company Deposit Ground, and has been restored to agricultural land used for sheep / cattle grazing;
ii) Former agricultural land used by Frodsham Wildfowlers (approximately 36 ha). This area has been left fallow and is currently used for recreational shooting by Frodsham Wildfowlers; and
iii) Agricultural land (approximately 61 ha), currently used for growing crops and silage.

3.1.5 These areas are illustrated in the Solar Array Development Area Site Context Plan included as **Volume 3 Figure 1-4 of the ES [EN010153/DR/6.3]**.

3.1.6 The location of the Site in the context of the local highway network is shown in **Image 3.2**.

Image 3.2 – Local Highway Network



3.2 Existing Site Access Arrangements

3.2.1 Access to the Site is currently achieved via the network of access tracks created as part of the Frodsham Wind Farm project.

3.2.2 The primary vehicular access to the Site is via Marsh Lane. Marsh Lane is accessed from the strategic road network (SRN) via the A5117, Pool Lane, and Grinsome Road.

3.2.3 Marsh Lane can also be accessed from Frodsham to the east along Lordship Lane, via Straight Length, Hare's Lane or Moorditch Lane, or from Helsby to the south via Rake Lane. The Site area can also be accessed from Frodsham via Brook Furlong and Weaver Lane. However, all of these routes are classified as restricted byways, and as such only permit access by non-motorised forms of transport. As such, none of these routes are proposed to be used for Site access during the construction phase, other than for construction staff travelling by non-car modes. There would also be no use of these routes for vehicular access during the operational phase, other than as a possible emergency access route.

3.2.4 The Proposed Development will also include the construction of a grid connection to the existing SPEN Frodsham Substation located to the north of the River Weaver. Access to the SPEN Substation during construction of the grid connection would be from Junction 12 of the M56 via the A557 and A56 and then using the existing SPEN Substation access road. However, these highway links have been scoped out of further detailed assessment within this TA due to the minimal level of traffic generation associated with the grid connection works. As set out in the indicative resourcing schedule in **Appendix B**, the grid connection works are forecast to generate a total of 15 HGV deliveries which would be spread across an 8-month period, as well as 22 construction staff trips spread across the full 30-month construction programme.

3.3 Local Highway Network

3.3.1 The A5117 east of Pool Lane is a two-lane dual carriageway road subject to the national speed limit (70mph). It features a carriageway width of approximately 6.6m in the westbound direction, and 7m in the eastbound direction. The A5117 forms signalised junctions with Pool Lane and Ince Lane, which provides access to Elton village, as well as a grade-separated roundabout junction with the M56 J14. A short length of segregated footway is present adjacent to the eastbound carriageway between Pool Lane and School Lane, but otherwise there are no footways present along this section of the A5117. The road is well lit with street lighting.

3.3.2 West of Pool Lane, the A5117 is a two-way single carriageway road with a carriageway width of approximately 8.4m and is subject to the national speed limit (60mph). The road forms a signalised junction with Thornton Green Lane and a grade-separated signalised roundabout junction with the M53 J10. On-carriageway cycle lanes are present in both directions, and there is also a shared foot/cycleway present along the northern side of the carriageway. Street lighting is only present for approximately 1.2km to the west of Pool Lane.

3.3.3 There are a small number of properties located along the A5117 (approximately 19 in total). The majority of these are located immediately north-east of the A5117 / Pool Lane junction.

3.3.4 Pool Lane runs in a general north-south alignment from the signalised junction with the A5117, forming a signalised junction with the Stanlow Refinery access road, and roundabout junctions with Meadow View and Grinsome Road / Oil Site Road. Pool Lane is subject to a 50mph speed limit.

3.3.5 Between the A5117 and the Meadow View roundabout Pool Lane is a two-lane single carriageway road with a carriageway width of approximately 14.5m. Street lighting is present, and a footway is present along the western side of the carriageway. North of the Meadow View roundabout, Pool Lane is a two-way, single carriageway road with a carriageway width of approximately 6.4m, although narrowing to approximately 5.5m as it crosses the Ellesmere Port – Helsby railway line. Signage is present to warn drivers of this carriageway narrowing. Intermittent street lighting is present although there are no footways along this stretch of Pool Lane. There are no residential properties located directly on Pool Lane. Pool Lane is used by local bus services and bus stop facilities are present on the northbound side of the road, immediately south of the Meadow View roundabout.

3.3.6 Grinsome Road is an unadopted private link road that runs in a general east-west alignment and provides access to the former CF Fertilisers and Protos sites. It is a two-way single carriageway road with a carriageway width of approximately 7m, subject to a 30mph speed limit. There is a footway along the southern side of the carriageway, although no street lighting is present. There are no residential properties located directly on Grinsome Road.

3.3.7 The eastern end of Grinsome Road terminates at a roundabout junction with Ash Road, Marsh Lane and the former CF Fertilisers site access road. To the north and east of this roundabout Marsh Lane acts as the main access road for the Protos site, and comprises a two-way, single carriageway road with a carriageway width of approximately 7m. Footways are present along this

section of Marsh Lane, but there is no street lighting. To the south and east of the Protos site, Marsh Lane continues in an easterly direction along the northern side of the former CF Fertilisers site as a narrow, two-way, single carriageway track, with a varying width of between 3.5m and 4m. The track is unadopted with a loose surface. No street lighting is present. This section of Marsh Lane is a restricted byway and designated cycle route, forming part of National Cycle Network (NCN) Route 5.

3.3.8 To the east of the wind farm access road, Marsh Lane continues as Lordship Lane, which provides a connection to Frodsham via Moorditch Lane, Hare's Lane and Straight Length. As noted above, all of these roads are restricted byways, and would not be used for access to the Site by construction traffic. All construction traffic would be required to access the Site to / from Marsh Lane via Grinsome Road and Pool Lane and not utilise routes through Frodsham, Helsby or Elton villages. This proposed routeing strategy is secured within the **Outline Construction Traffic Management Plan (oCTMP) [EN010153/DR/7.4]**. The proposed access route for construction traffic is described in further detail in **Section 4.5**.

3.4 Highway Safety

3.4.1 The road safety record of the local highway network along the proposed access route to the Site has been examined for the most recently available five-year period.

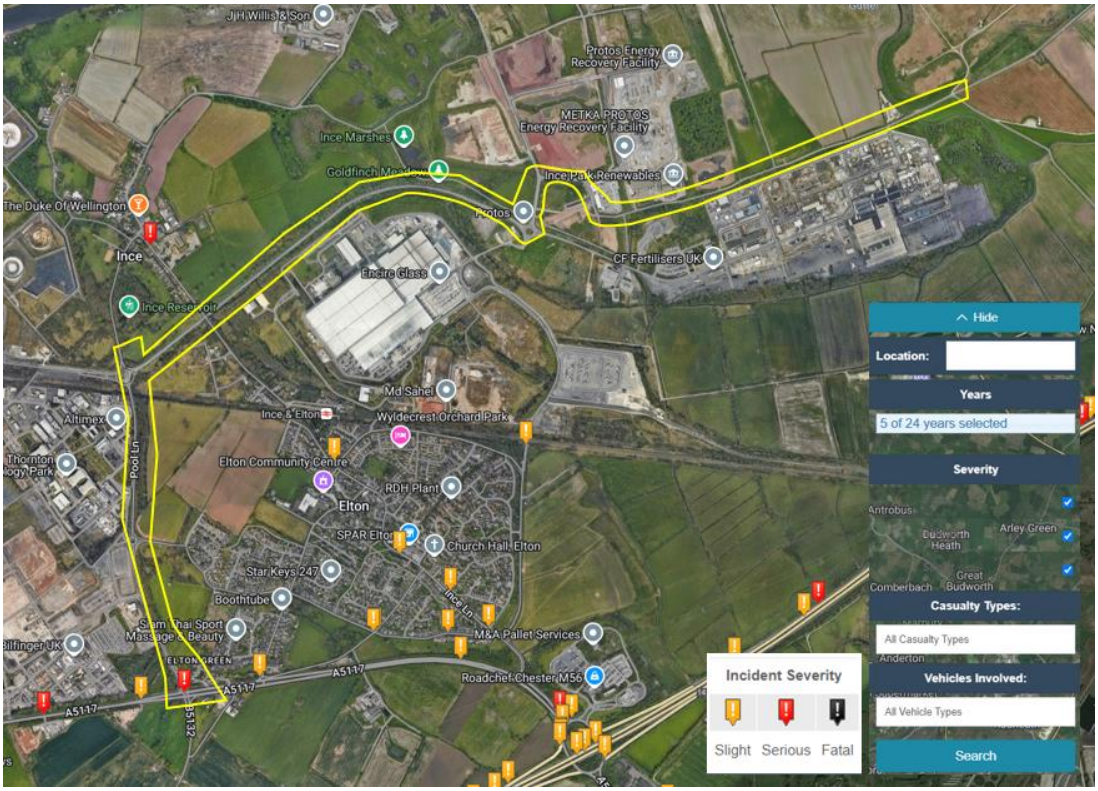
3.4.2 The extent of the study area comprises the length of the A5117 between the M56 Junction 14 and M53 Junction 10, including the two motorway junctions, Pool Lane as far as the junction with Grinsome Road and Oil Sites Road, Grinsome Road and Marsh Lane.

3.4.3 Personal injury accident (PIA) data for the A5117 has been obtained from CWaCC, for the period 14th August 2019 – 13th August 2024 inclusive. The location and severity of the accidents are shown on Image 3.3. The full accident data is included as **Appendix C**.

Image 3.3 – Road Safety Record along A5117 (2019-2024 Inclusive) (Source: CWaCC)

3.4.4 The online Crashmap resource (www.crashmap.co.uk) has been used to obtain personal injury accident (PIA) data on the highway network local to the Site, along Pool Lane, Grinsome Road and Marsh Lane, for the most recently available complete five-year period (2019-2023 inclusive). This is shown on **Image 3.4**.

Image 3.4 – Road Safety Record along Pool Lane, Grinsome Road, Marsh Lane (2019-2023 Inclusive) (Source: CrashMap)



3.4.5 **Table 3.1** provides a summary, by year and severity, of the PIAs which have occurred within the identified study area during the most recent five-year period, as illustrated in **Image 3.3**.

Table 3.2 – Accident Data Summary by Year and Severity

Year	Accident Severity			Total
	Slight	Serious	Fatal	
2019	2	0	0	2
2020	6	0	0	6
2021	6	4	1	11
2022	5	1	0	6
2023	7	0	0	7
2024	5	1	1	7
Total	31	6	2	39

3.4.6 **Image 3.3** and **Table 3.1** indicate that a total of 39 accidents have been recorded within the identified study area between August 2019 and August 2024 inclusive. Of these, 6 resulted in serious injury, with two accidents

regrettably recorded as fatal. The remaining 31 accidents were classified as 'slight'.

3.4.7 All of the recorded accidents occurred along the A5117 and at the M56 J14 and M53 J10 roundabouts. No accidents were recorded during this period along Pool Lane, Grinsome Road or Marsh Lane within the study area.

3.4.8 **Table 3.2** provides a summary of the accidents and details of the accident rate per million vehicle kilometres, which is a means of assessing the number of accidents against national statistics. Estimated annual flows have been calculated by using the 24-hour Average Annual Daily Traffic (AADT) flow for each link multiplied by 365 days of the year.

Table 3.2 – Accident Data Summary by Link

Link	Accident Severity			Total	PIA p/a	Link Length (km)	Estimated Annual Flow	PIA p/a per million vehicle km
	Slight	Serious	Fatal					
M56 J14	9	2	0	11	2.2	0.75	12,698,300	0.17
A5117 bet. M56 J14 & Pool Lane	2	1	1	4	0.8	1.36	4,671,270	0.13
M53 J10	13	0	0	13	2.6	0.75	19,152,085	0.14
A5117 bet. M53 J10 & Pool Lane	7	3	1	11	2.2	3.43	4,817,635	0.13
Pool Lane	0	0	0	0	0.0	1.08	1,099,015	0.00
Grinsome Road	0	0	0	0	0.0	1.56	366,460	0.00
Marsh Lane	0	0	0	0	0.0	1.72	10,950	0.00

3.4.9 From the Department for Transport (DfT) reported road casualties for Great Britain (2022), as presented in table RAS0302, the national accident rates per million vehicle kms by road classification were as follows:

i) Urban A Road – 0.30;
ii) Rural A Road – 0.11;
iii) Urban other roads – 0.37; and
iv) Rural other roads – 0.19.

3.4.10 A comparison of the national average accident rates presented above against the average accident rates for the study area, as set out in **Table 3.2**,

indicates that on all of the links within the study area, the average annual accident rate falls below the national average for the road type.

3.4.11 For the M53 Junction 10 roundabout, 6 of the total 13 accidents on this link occurred in 2023, with 4 occurring in 2020. The data indicates that the majority of these accidents (8no.) involved poor lane change manoeuvres. Only three accidents involved collisions with HGVs, and none of the accidents were caused by HGVs. Furthermore,9 of the accidents at this junction occurred between 16:00 and 18:00, when Proposed Development traffic would be minimal.

3.4.12 At the M56 Junction 14 roundabout, the majority of accidents involved rear end shunt collisions (9no.). However, 3 of these collisions occurred on the M56 rather than on the circulatory carriageway of the roundabout. Of the accidents which occurred on the roundabout, only 1 was caused by an HGV. Both of the serious injury accidents at this junction involved collisions with motorcycles, one of which was a single-vehicle loss of control accident. Furthermore, 4 of the 8 accidents which occurred on the roundabout occurred at weekends, when Proposed Development traffic would be limited.

3.4.13 Of the accidents which occurred along the A5117 within the study area, almost half (7no.) occurred in a single year, in 2021. The majority of accidents (10no.) were rear end shunt collisions. None of the accidents along the A5117 involved HGVs, and one occurred off the carriageway, involving a collision between cyclists on the adjacent cycle path.

3.4.14 A total of 3 accidents occurred between 16:00 and 18:00, with 2 occurring at weekend, when Proposed Development traffic would be limited. Although 2 accidents resulted in fatalities, one of these resulted from a loss of control caused by a driver impaired by alcohol, with the other being caused by a driver travelling too fast and using a mobile phone while driving.

3.4.15 As such, while it is regrettable that fatal accidents occurred within the study area, the PIA data demonstrates that there are no existing highway safety concerns which are likely to be exacerbated by the Proposed Development.

3.5 Existing Public Transport Facilities

3.5.1 There are no bus stops or routes along Marsh Lane or Grinsome Road. The 2/2A bus service, which provides an hourly frequency service between Chester and Runcorn, runs along the A5117 and Pool Lane. The nearest served stops are located on Pool Lane and Meadow View approximately 3.25km south-west of the Site. The nearest railway station is Ince & Elton, located approximately 2.5km south-west of the Site. The station is served by a Parliamentary service providing two trains per day in each direction to Ellesmere Port and Warrington Bank Quay.

3.6 Non-Motorised User Networks

Pedestrian, Cycle and Equestrian Facilities

3.6.1 The Site is accessible on foot via Grinsome Road and Marsh Lane to the west, and several unadopted lanes and bridleways from the east. These are generally unlit tracks. As noted above, there is intermittent footway provision along the majority of the key highway links within the study area, although access from Frodsham could be achieved via the National Cycle Network (NCN) and Public Right of Way (PRoW) routes described below.

3.6.2 NCN Route 5 runs along Marsh Lane along the southern boundary of the Site, and routes along the shared foot/cycleway along the northern side of the A5117.

3.6.3 There are various rights of way suitable for equestrian use within the vicinity of the Site, as discussed further in the PRoW section below.

Public Right of Way (PRoW) Network

3.6.4 There are a number of PRoW which either cross the Site or pass close to the Site boundary, as follows (illustrated on **ES Vol 3 Figure 1-5: Public Rights of Way [EN010153/DR/6.3]**):

Within the Site:

i) Ellesmere Port and Neston Restricted Byway (RB) 40, adjacent to Grinsome Road and along Marsh Lane;
ii) Frodsham RB103, between Lordship Lane and Manchester Ship Canal Pools Nature Reserve;
iii) Frodsham RB98, between Moorditch Lane and Manchester Ship Canal Pools Nature Reserve;
iv) Frodsham RB99, along Brook Furlong;
v) Frodsham RB108, along Brook Furlong and Alder Lane;
vi) Frodsham Footpath (FP) 91, between RB99 and FP81;
vii) Frodsham FP81, between Frodsham and River Weaver; and
viii) Frodsham FP93, alongside River Weaver along eastern boundary of site.

Close to the Site:

ix) Frodsham RB106, along Lordship Lane;
x) Frodsham RB97, along Lordship Lane; and
xi) Frodsham RB101, along Moorditch Lane.

3.6.5 It is not anticipated that any of these routes would require permanent closure as a result of either the construction or operation of the Proposed Development, but some user management may be required for health and safety purposes during construction. Further detail on proposed management of the PRoW network is included in **Section 8**, and within Table 2-10 within Chapter 2.0 of the ES. An **Outline Public Right of Way Management Plan [EN010153/DR/7.9]** has also been prepared as part of the DCO application.

4.0 DEVELOPMENT PROPOSALS

4.1 Overview

4.1.1 The Proposed Development comprises a new solar energy generating station and an associated on-site BESS, including the associated development for connection to the local electricity distribution network, as well as a private wire electricity connection that would enable local businesses to utilise the renewable energy generated by the Proposed Development.

4.1.2 The Proposed Development would be capable of generating approximately 130 megawatts (MW) of electricity[1], as well as the storage of up to 100 MW of electricity within the on-site BESS.

4.1.3 The construction of the Proposed Development is likely to be split into different work packages to enable the development to be delivered in the most efficient manner. Construction of the solar PV array is likely to be split into two sub-projects – the western array (western section of the Site to the west of Brook Furlong) and the eastern array (central and eastern sections of the Site to the east of Brook Furlong). There are also likely to be separate work packages for the Frodsham Solar Substation and BESS, the 132kV connection to the SPEN Frodsham Substation and the 132kV Private Wire Connection, and the creation of Skylark Mitigation Plot and a Non Breeding Bird Mitigation Area.

4.1.4 For the purpose of this assessment, it has been assumed that construction would proceed in line with the indicative resourcing schedule in **Appendix B**. In order to present a robust assessment of the potential impacts of the Proposed Development, the resourcing schedule assumes some overlap between the construction programmes for the main scheme elements.

[1] *AC -Alternating Current*

4.1.5 Based on this assumption, construction would commence in early 2028, The peak period for construction traffic is forecast to occur between months 2 and 19, peaking in month 12. The assessment will therefore consider a peak construction year of 2028.

4.1.6 The principal work packages would comprise the following:

i) Enabling Works
   a. Establishment of temporary welfare facility;
   b. Liaison with key utility companies to implement necessary safeguarding measures;
   c. Set up of any temporary Public Right of Way Management requirements;
   d. Improvement works to main access route into Site from Grinsome Road.

ii) Construction of Western Array of Solar Development Area
   a. Establishment of construction compounds and car parking;
   b. Construction of internal access roads, crossings, fencing and surfacing;
   c. Undertake necessary earthworks to create development platforms;
   d. Delivery of solar PV modules and structures
   e. Erection of solar PV mounting structures;
   f. Installation of the solar PV modules and associated cabling;
   g. Construction of the Power Conversion Unit (PCU) foundations;
   h. Interconnecting 33kV trenching works and cabling;
   i. PCU Installation;
   j. Commissioning works; and
   k. Establishment of other minor ancillary works and landscaping.

iii) Construction of Eastern Array of Solar Development Area
   a. Establishment of construction compounds and car parking;
   b. Construction of internal access roads, crossings, fencing and surfacing;
   c. Undertake necessary earthworks to create development platforms;

d. Delivery of solar PV modules and structures
e. Erection of solar PV mounting structures;
f. Installation of the solar PV modules and associated cabling;
g. Construction of the PCU foundations;
h. Interconnecting 33kV trenching works and cabling;
i. PCU Installation;
j. Commissioning works; and
k. Establishment of other minor ancillary works and landscaping.

iv) Construction of the BESS and Frodsham Solar Substation
   a. Establish construction compound and welfare facilities;
   b. Construction of internal access roads, fencing and surfacing;
   c. Construction of foundations and drainage works;
   d. Erection of buildings;
   e. BESS container and balance of plant installation;
   f. Cabling;
   g. HV equipment installation works;
   h. Testing and commissioning; and
   i. Establishment of other minor ancillary works e.g. lighting, security systems, final external works and landscaping.

v) Construction of the 123kV SPEN Substation Grid Connection
   a. Establish construction compound and welfare facilities;
   b. Trident pole foundations and erection;
   c. Trenching works on terminal ends of 132kV Frodsham SPEN Substation connection;
   d. Stringing of 132kV on Trident poles;
   e. HV equipment installation in SPEN Substation; and
   f. Testing and commissioning.

vi) Construction of the 132kV Private Wire Grid Connection
   a. Excavation of trench in sections;
   b. Excavation and construction of Jointing Chambers in sections;
   c. Cable pulling between Jointing Chambers;
   d. Connecting of cables within Jointing Chambers; and

e. Testing and commissioning of connection.

4.1.7 A full description of the development proposals is contained in **ES Vol 1 Chapter 2: Proposed Development [EN010153/DR/6.1]**.

4.2 Construction Programme

4.2.1 The construction of the Proposed Development is anticipated to commence in early 2028. It is anticipated that it would take approximately 30 months to complete construction. It is therefore expected that the Proposed Development would not be fully operational until mid-2029, with construction of the private wire connections being completed in mid-2030.

4.2.2 Construction activities would take place 5.5 days per week (Monday – Saturday), during the following hours:

i) Monday to Friday 08:00-18:00;
ii) Saturday 08:00-13:00; and
iii) No construction would occur on Sundays and Bank Holidays.

4.2.3 There may be instances where operations are required outside the above times e.g. delivery of abnormal loads, fit out of internal equipment within the substations, other quiet non-intrusive works such as electrical testing, commissioning and inspection. In such instances it would be necessary to agree a modification to the working hours with CWaCC.

4.3 Construction Staff

4.3.1 It is anticipated that the average number of workers on Site across the Construction Phase would be 110 per day, with a peak workforce of approximately 243 staff per weekday in month 12. The workforce would be distributed across the Site with work happening in parallel across the sub-projects / packages described above.

4.4 Construction Compounds

4.4.1 It is anticipated that there would be two main construction compounds and four smaller secondary compounds to facilitate the construction works. Two additional compounds would be provided to the north of the River Weaver for the purposes of the 132kV Frodsham SPEN Substation works.

4.4.2 The main compounds would include the main site offices, site security, employee parking and the main site welfare, together with a fenced laydown area for storing plant, material, equipment and components. Dedicated waste storage, fuel and oil chemical stores, concrete washout areas and refuelling stations would be provided within the main compounds. Temporary buildings, potentially double stacked to reduce footprint, would be installed to provide:

i) Site office space
ii) Toilets and showers
iii) Canteen facilities
iv) Drying room
v) Storage and security offices

4.4.3 The smaller satellite construction compounds would include areas for storing plant, material, equipment and components. Additionally, it is expected that there would be multiple mobile welfare units (toilets, drying rooms and canteen units) that would move around the Site as work progresses.

4.4.4 A car parking area for construction staff would be provided adjacent to the main site compound in both the Western Array and the Eastern Array. Both of these parking areas would provide parking spaces for up to 104 vehicles each.

4.5 Proposed Site Access Arrangements

4.5.1 During both the construction and operation of the Proposed Development, vehicular access to the Site would be via Marsh Lane, utilising the existing network of access tracks which were created as part of the Frodsham Wind

Farm development. Access to the Site from the adopted highway network would be from Pool Lane via a series of private access roads which lead to the Site, specifically Grinsome Road and Marsh Lane. Pool Lane provides access via the A5117 to Junction 14 of the M56 and Junction 10 of the M53.

4.5.2 As far as Marsh Lane, the proposed access route for construction traffic is comprised of roads with a carriageway width of at least 6m, capable of facilitating two-way movement of HGVs. The roads leading to the Site are all designed to a standard to accommodate HGV and currently provide access to the east side of Stanlow Refinery, Protos and Encirc. No HGVs would be routed though the villages of Frodsham, Ince or Elton.

4.5.3 The access to the SPEN Frodsham Substation would be via the A56 Chester Road, where a dedicated private access road leads to the substation complex. All construction traffic would be directed east along the A56, where onwards connections to the strategic highway network, including Junction 12 of the M56, can be made. No construction traffic would be permitted to route through Frodsham.

4.5.4 The two proposed access points described above are of a high standard and are regularly used by HGVs, with the main access into the Site designed for the construction and maintenance of the Frodsham Solar Farm. As such there is no requirement for any works to be undertaken to the public highway to facilitate access to the Site. Some minor repair works, such as repair of potholes, may be required along the unsurfaced section of the route leading from Marsh Lane to the Site.

4.5.5 Marsh Lane is generally around 3 – 4 m in width for the majority of its length, and therefore not wide enough to permit HGVs to safely pass in opposite directions. However, the road is primarily used as an access track for Frodsham Wind Farm, and is otherwise very lightly trafficked, with an average daily two-way flow of approximately 30 vehicles.

4.5.6 Abnormal Indivisible Loads (AIL) are considered loads that cannot be delivered using traditional vehicles i.e. 40ft artic truck with road haulage limits of 44T. The exact machinery and equipment required for the construction works would be updated at the detailed design stage. However, it is anticipated there would be a need for AIL deliveries for items such as high voltage transformers, cable drums and cranes. Further consideration of AIL access is included in **Section 8.4**.

4.5.7 An **Outline Construction Traffic Management Plan (oCTMP) [EN010153/DR/7.4]** has also been prepared as part of the DCO application. The oCTMP sets out the proposed measures that would be implemented to minimise the impact of construction traffic on local communities by defining the routes that construction traffic must take, any timing restrictions in relation to the use of certain routes, and the penalties to contractors if the oCTMP is not adhered to. Post-consent, this outline plan will be developed into a detailed plan which must be in substantial accordance with the outline, and the Proposed Development must be constructed in accordance with that detailed plan. This is secured via a Requirement in Schedule 2 of the draft DCO.

4.6 Operational Phase

4.6.1 During the operational phase, access to the Site would principally be to the Frodsham Solar Substation and the BESS, and to the wider site for routine maintenance operations, replacement of faulty equipment, habitat management, and farming activities. It is expected that there would be 10 full time equivalent (FTE) roles during the Operational Phase covering site maintenance, management and administrative roles, and land management including landscape maintenance and agriculture.

4.6.2 Maintenance access to the Site would be by a small van or similar. An operations / spares building would be provided within the Frodsham Solar Substation compound. It would contain changing rooms and welfare facilities for site operatives, offices and storage areas for spare parts and maintenance

equipment. Where necessary temporary welfare units may be used across the site to service specific maintenance activities.

4.6.3 Vehicular access to the Site during the operational phase would be the same as that described in **Section 4.5** for the construction phase, i.e. access would be from the west via Pool Lane, Grinsome Road and the Frodsham Wind Farm access track along Marsh Lane. Vehicles would not access the Site via Frodsham. An emergency access route would be provided from Frodsham via Brook Furlong and Marsh Lane. This access would only be used by emergency service vehicles. This would be secured by the **Outline Operational Environmental Management Plan (OEMP) [EN010153/DR/7.6]**

4.6.4 At times when routine replacement or major repairs are required, such as the replacement of transformers, more staff and specialist equipment (cranes and low loaders) would be required. Such activities are likely to only occur once every 5-10 years and would use the same access routes as for construction. There would be no requirement for any regular HGV access, with the vast majority of the routine maintenance, and associated deliveries, undertaken by LGV. Further detail on the indicative operational lifespan of key individual components of the Proposed Development is included within Table 2-12 in **ES Vol 1 Chapter 2: Proposed Development [EN010153/DR/6.1]**.

4.7 Decommissioning Phase

4.7.1 When the operational phase ends the Proposed Development would require decommissioning. All solar PV modules, mounting poles, above ground cabling, inverters, transformers, BESS equipment, the Frodsham Solar Substation, and fencing would be removed from the Site and recycled or disposed of in accordance with good practice and market conditions at that time. It is also likely that below ground cabling would be removed from Site and recycled. The Site would be returned to a condition suitable for return to its original use after decommissioning.

4.7.2 An **Outline Decommissioning Environmental Management Plan (oDEMP) [EN010153/DR/7.7]** has been prepared to support the DCO application. It will provide a framework for the management of environmental impacts during the decommissioning phase of the Proposed Development, including transport impacts. The oDEMP will also set out monitoring and auditing activities which would be used to ensure mitigation measures are carried out, recorded and effective. Post-consent, this outline plan will be developed into a detailed plan which must be in substantial accordance with the outline, and the Proposed Development must be decommissioned in accordance with that detailed plan. This is secured via a Requirement in Schedule 2 of the draft DCO.

4.7.3 Decommissioning is expected to take between 12 and 24 months and would be undertaken in phases. The effects of decommissioning are often similar to, or to a lesser magnitude than, the construction effects. For the purposes of this TA, it is assumed impacts during construction are representative of reasonable worst case impacts during decommissioning, with the same HGV numbers and routing assumed.

5.0 TRAFFIC GENERATION AND DISTRIBUTION

5.1 Introduction

5.1.1 This section of the TA sets out the methodology used to forecast the trip generating potential of each phase of the Proposed Development and how these trips would be distributed across the local highway network.

5.1.2 The anticipated trip generation associated with the Proposed Development has been derived utilising industry knowledge and information supplied by the Applicant.

5.1.3 During the operational phase there would be a nominal number of staff on site at any one time (approximately 10 FTE staff per day), primarily undertaking maintenance tasks, along with a small number of visitor trips per week for deliveries and maintenance activities. As agreed at the ES Scoping stage, the transport impacts of the operational phase have therefore been scoped out of further detailed assessment within this TA. As described further in **Section 5.4**, any maintenance or replacement activities that may require intense periods of traffic generation would not involve the intensity of construction required at the outset of the project, and would in any event be controlled by the measures set out in the **Outline Operational Environmental Management Plan (OEMP) [EN010153/DR/7.6]**. As such, any impacts would be less than those assessed for construction below.

5.1.4 The traffic generation forecasts presented in this TA primarily relate to the construction period. For clarity, the trip generation forecasts are described as two-way movements, covering both the arrivals to and departures from the Site; 1 arrival and 1 departure therefore equates to 2 two-way movements.

5.2 Trip Generation during the Construction Period

5.2.1 As identified in **Section 4.2**, the construction of the Proposed Development is expected for approximately 30 months (120 weeks), and this is the assessed period of the purposes of the TA. Construction activities would occur over 5.5

days per week, between 08:00 – 18:00 Monday to Friday, and 08:00 – 13:00 on Saturday.

5.2.2 Trip rates cannot be obtained from the industry standard TRICS database as solar developments are not accounted for within the database. The traffic-generating potential of the Proposed Development has therefore been calculated utilising industry knowledge and information supplied by the Applicant regarding the Proposed Development.

HGV Traffic Generation

5.2.3 As described in **Section 4.1**, the construction programme would be split into a series of work packages. The construction deliveries required for the various construction activities within each work package would predominantly require the use of the following vehicle types:

i) 26-tonne 16.5m articulated HGV;
ii) 30-tonne 6- or 8-wheel tipper; and
iii) 6m^3 concrete mixer truck.

5.2.4 **Table 5.1** summarises the forecast total numbers of each vehicle type that are anticipated to be required for each work package during the 30-month construction period.

Table 5.1 – Estimated Construction Traffic Generation (for duration of Construction Phase)

Work Package	Number of Loads
Construction of Western Array	
- 16.5m Artic	604
- 30t Tipper	1,300
- Concrete Truck	20
Total	*1,924*
Construction of Eastern Array	
16.5m Artic	320
30t Tipper	922
Concrete Truck	15
Total	*1,257*
Construction of BESS / Substation	
16.5m Artic	233

30t Tipper	510
Concrete Truck	321
Total	*1,064*
Grid Connection to SPEN Substation	
16.5m Artic	14
30t Tipper	0
Concrete Truck	0
Total	*14*
Private Wire Grid Connection	
16.5m Artic	8
30t Tipper	0
Concrete Truck	0
Total	8
Misc. Deliveries (Welfare, Fuel, Water, Refuse)	1,089
TOTAL (one-way deliveries)	**5,355**
TOTAL (two-way vehicle movements)	**10,710**

5.2.5 It should be noted that there would also be some vehicle trip generation associated with the construction of a Non-Breeding Bird Mitigation Area (NBBMA). This would primarily involve movement of soils within, and adjacent to Cell 3 of the Manchester Ship Canal Dredging Grounds. As such there would be very limited construction traffic on the highway network associated with this phase, which would primarily comprise approximately 20 staff trips per day. This phase of the works would also require approximately 2 HGV deliveries per day (50 deliveries per month), comprising miscellaneous delivery trips for consumables, fuel and other items needed for the works. This accounts for the need for chemical remediation of soils within the NBBMA which would involve more HGV movements than the alternative scenario (i.e. no remediation required), hence providing a robust assessment.

5.2.6 The construction of the NBBMA would need to be completed prior to commencing construction of the western array. As such, this phase is expected to be undertaken as preliminary works ahead of the main construction period. On this basis this phase is not presented separately in the above table. However, for robustness, for the purpose of this assessment it has been assumed that construction of the NBBMA would occur within months 3 to 8 of the construction programme. The anticipated HGV trips associated with this phase have therefore been included within the total

miscellaneous delivery trips in both **Table 5.1** and the indicative resourcing schedule in **Appendix B**.

5.2.7 As summarised in **Table 5.1**, it is anticipated that the total number of deliveries requiring access to the Proposed Development would be 5,355 one-way delivery trips (10,710 two-way movements) across the full 30-month construction period. This equates to an average of 179 deliveries per month (358 two-way movements).

5.2.8 It is acknowledged that the HGV delivery schedule is unlikely to follow a 'flat' profile throughout the construction phase and that there are likely to be peaks and troughs of HGV deliveries. As noted in **Section 4.1**, the construction period would be structured such that the various work packages would run concurrently where practicable. The indicative resourcing schedule included in **Appendix B** sets out the forecast breakdown of construction deliveries across the construction programme.

5.2.9 This indicates that the majority of delivery trips would occur across the 18-month period between months 2 and 19, when the bulk of deliveries for the construction of the eastern and western arrays and the BESS / Frodsham Solar Substation would occur.

5.2.10 During this 18-month period there would be approximately 288 HGV delivery trips per month, on average (576 two-way movements), peaking at 497 deliveries (994 two-way movements) during month 13.

5.2.11 With regards to the above, **Table 5.2** sets out the assumptions and associated traffic generation forecasts for the forecast number of construction-related deliveries (excluding staff) on a daily basis.

Table 5.2 – Assumptions and Trip Generation Forecasts for Daily HGV Deliveries

Breakdown of Trip Generation Proportions
There would be 55 operating hours per week (5 x 10-hour weekdays and 1 x 5-hour Saturday)
As a proportion of the weekly operating hours, weekdays would account for 91% of weekly trips (over 5 weekdays)

This equates to 18.2% of weekly trips per weekday (i.e. 91% / 5)	
As a proportion of the weekly operating hours, Saturdays would account for 9% of weekly trips	
Traffic Generation	
Deliveries (Months 2-19)	
Within Months 2-19 of the construction period, there would be:	10,378 two-way delivery-related movements, in total
This equates to:	144 two-way delivery-related movements per week (on average)*
Based on the proportional breakdown of operational hours above, this equals	26 two-way HGV movement per weekday, on average*
And,	13 two-way HGV movements per Saturday, on average*
Deliveries (Peak, Month 13)	
During Month 13 of the construction period, there would be:	994 two-way delivery related movements, in total
This equates to:	248 two-way delivery-related movements per week (on average)*
Based on the proportional breakdown of operational hours above, this equals	46 two-way HGV movement per weekday, on average*
And,	22 two-way HGV movements per Saturday, on average*

* Rounded up, for robustness.

5.2.12 As set out in **Table 5.2**, during the peak phase of construction (months 2 – 19) there is expected to be a total of approximately 26 two-way delivery-related movements per day on weekdays and 13 on Saturdays, on average. This is expected to peak during month 13, when there is expected to be up to 46 two-way delivery-related movements per day on weekdays and 22 on Saturdays, on average.

5.2.13 This level of traffic generation is considered to be de minimis in nature, equating to approximately 4 two-way movements per hour, on average, across the period between months 2 and 19. During the peak of period in month 13 there would be a maximum of approximately 6 two-way movements per hour.

Construction Staff Trips

5.2.14 In addition to the above HGV movements associated with deliveries of materials, around 110 construction-related staff would require access to the Site per day, on average, across the full 30-month construction programme.

5.2.15 The indicative resourcing schedule in **Appendix B** indicates that during the period of peak construction activity, between months 2 and 19, there could be a need for approximately 165 staff on-site on weekdays, on average, and 83 staff on Saturdays. The indicative resourcing schedule also indicates that the period of activity requiring the maximum number of staff on site would occur in month 12 when there would be a maximum of approximately 243 staff per weekday, and 122 staff at weekends.

5.2.16 Through the implementation of measures to be set out within the Construction Traffic Management Plan, secured in the DCO, aimed at encouraging construction workers to consider ways of travelling to the Site via means other than individual private car, it is anticipated that a significant number of staff would participate in a car share, thereby reducing the number of trips to the Site. This has been the case on a number of large schemes, which would likely result in a much-reduced daily staff trip generation.

5.2.17 For the purpose of this assessment, therefore, an average car/van occupancy of 2 has been assumed for construction staff trips. As such, the proposed construction phase is forecast to result in approximately 165 two-way vehicle movements per day, on average, between months 2 and 19 of the construction programme. During the peak of construction activity in month 12, there would be a maximum of around 243 two-way movements per day. It is considered that this represents a conservative assumption, as there is potential for this level of traffic to be further reduced through the Applicant's commitment to explore the provision of staff minibuses where appropriate during peak periods of construction activity.

5.2.18 It is forecast that the majority of staff trips would arrive in the hourly period prior to construction activities commencing and depart in the hourly period after the construction operating hours. As per the anticipated daily hours of construction set out in **Section 4.2** above, staff would therefore arrive at the Site before 08:00 and depart after 18:00. Staff trips would therefore generally take place outside of the network AM and PM peak hours.

5.3 Total Construction-Related Traffic Generation

5.3.1 In total, the Proposed Development is forecast to generate approximately 126 two-way movements per weekday on average throughout the full 30-month construction period (inclusive of 16 two-way HGV movements).

5.3.2 During the period of peak construction activity between months 2-19 this would increase to approximately 192 two-way movements per weekday on average (inclusive of 26 two-way HGV movements), with approximately 98 two-way trips on Saturdays (inclusive of 14 two-way HGV movements).

5.3.3 The maximum number of construction trips is expected to occur in month 12, when there would be approximately 284 two-way trips on weekdays (inclusive of 40 two-way HGV movements), and 142 two-way trips on Saturdays (inclusive of 20 two-way HGV movements).

5.3.4 It is anticipated there would be a single shift per day, with all construction staff arriving at the site in the hour prior to the start of shift at 08:00 and departing in the hour following the end of the working day at 18:00. It is also anticipated that HGV deliveries would be managed so as to be evenly spread throughout the working day, and to avoid highway peak hours where possible.

5.3.5 Accordingly, **Table 5.3** and **Table 5.4** present the forecast daily trip generation profile, based on the average trip generation across the period of peak construction activity between months 2-19, for weekdays and Saturdays, respectively.

Table 5.3 – Total Peak Construction Trip Generation – Weekdays (Months 2-19)

Trip Generation Profile (Typical Weekday)										
Hour Begin	Hour End	HGVs			Staff (One Shift)			TOTAL		
		Arrive	Depart	Two-Way	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
00:00	01:00			0			0	0	0	0
01:00	02:00			0			0	0	0	0
02:00	03:00			0			0	0	0	0
03:00	04:00			0			0	0	0	0
04:00	05:00			0			0	0	0	0
05:00	06:00			0			0	0	0	0
06:00	07:00			0			0	0	0	0
07:00	08:00			0	83	0	83	83	0	83
08:00	09:00	0	0	0			0	0	0	0
09:00	10:00	1	1	2			0	1	1	2
10:00	11:00	2	2	4			0	2	2	4
11:00	12:00	2	2	4			0	2	2	4
12:00	13:00	2	2	4			0	2	2	4
13:00	14:00	2	2	4			0	2	2	4
14:00	15:00	2	2	4			0	2	2	4
15:00	16:00	2	2	4			0	2	2	4
16:00	17:00	0	0	0			0	0	0	0
17:00	18:00	0	0	0			0	0	0	0
18:00	19:00			0	0	83	83	0	83	83
19:00	20:00			0			0	0	0	0
20:00	21:00			0			0	0	0	0
21:00	22:00			0			0	0	0	0
22:00	23:00			0			0	0	0	0
23:00	00:00			0			0	0	0	0
Daily Total		**13**	**13**	**26**	**83**	**83**	**166**	**96**	**96**	**192**

Table 5.4 – Total Peak Construction Trip Generation – Saturdays (Months 2-19)

Trip Generation Profile (Typical Saturday)										
Hour Begin	Hour End	HGVs			Staff (One Shift)			TOTAL		
		Arrive	Depart	Two-Way	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
00:00	01:00			0			0	0	0	0
01:00	02:00			0			0	0	0	0
02:00	03:00			0			0	0	0	0
03:00	04:00			0			0	0	0	0
04:00	05:00			0			0	0	0	0
05:00	06:00			0			0	0	0	0
06:00	07:00			0			0	0	0	0
07:00	08:00			0	42	0	42	42	0	42

08:00	09:00	1	1	2			0	1	1	2
09:00	10:00	2	2	4			0	2	2	4
10:00	11:00	2	2	4			0	2	2	4
11:00	12:00	1	1	2			0	1	1	2
12:00	13:00	1	1	2			0	1	1	2
13:00	14:00			0	0	42	42	0	42	42
14:00	15:00			0			0	0	0	0
15:00	16:00			0			0	0	0	0
16:00	17:00			0			0	0	0	0
17:00	18:00			0			0	0	0	0
18:00	19:00			0			0	0	0	0
19:00	20:00			0			0	0	0	0
20:00	21:00			0			0	0	0	0
21:00	22:00			0			0	0	0	0
22:00	23:00			0			0	0	0	0
23:00	00:00			0			0	0	0	0
Daily Total		**7**	**7**	**14**	**42**	**42**	**84**	**49**	**49**	**98**

5.4 Operational Phase

5.4.1 During the operational phase, there would be a nominal number of staff on site at any one time, primarily undertaking maintenance tasks, along with a small number of visitor trips per week for deliveries and servicing of equipment. It is anticipated that vehicle numbers would not exceed 20 two-way movements per day during periods of routine maintenance, comprising cars and light goods vehicles / vans. There would be no regular HGV movements during the operational phase, only occasional visits.

5.4.2 This level of traffic generation is low in absolute terms and would not be expected to result in any material impact on highway safety or the free flow of traffic on the surrounding highway.

5.4.3 There would be a requirement for ad hoc replacement of components that fail or reach the end of their lifespan. The replacement of components would be periodic throughout the lifetime of the Proposed Development and would not involve the intensity of construction required at the outset of the project. For example, there would be no significant requirement for the import of aggregate, installation of cabling, or replacement of PV frames.

5.4.4 As such, the magnitude of effect experienced during the replacement and maintenance works would be less than that assessed for the construction phase. Once operational it is not anticipated that there would be any requirement for below ground works that lie outside the areas impacted by the initial construction works.

5.4.5 Such replacement activities would in any case be phased, and traffic generation related to maintenance and replacement activities will be controlled by the measures set out in the **oOEMP [EN010153/DR/7.6]**, which will include the requirement for a traffic management plan covering those periods; noting that the impacts to be managed are minimal, as discussed below.

5.5 Decommissioning Phase

5.5.1 At this stage, the number of vehicle movements required during the decommissioning phase is not known, and as such the level of potential significant effects cannot be identified at this time. However, it is predicted to be similar, or less, than the construction phase, since there would be certain elements of the decommissioning works which would be less vehicle-intensive compared to the construction phase, e.g. concrete foundations and access tracks could be left in situ.

5.5.2 An **Outline Decommissioning Environmental Management Plan (oDEMP) [EN010153/DR/7.7]** has been prepared, detailing management and mitigation measures and setting out the general principles to be followed in the decommissioning of the Proposed Development, including in relation to managing traffic impacts. This will be submitted with the DCO application. Post-consent, this outline plan will be developed into a detailed plan which must be in substantial accordance with the outline, and the Proposed Development must be decommissioned in accordance with that detailed plan. This is secured via a Requirement in Schedule 2 of the draft DCO. It is expected that the principles agreed to minimise the impact of development-

related traffic during the construction phase would be reviewed and applied during decommissioning.

5.6 Trip Distribution

HGV Trip Distribution

5.6.1 The exact origin of development-related HGV trips is uncertain at this stage and would be determined by the sourcing of materials and plant by the appointed contractor. However, HGVs would nonetheless be routed along the strategic road network as far as possible, to avoid residential areas and any statutory limits on HGV movements (such as weight restrictions).

5.6.2 As described in **Section 4.5**, all traffic would be required to access the Site to / from Marsh Lane via Grinsome Road and Pool Lane and not utilise routes through Frodsham, Helsby or Elton villages as set out in the **Outline Construction Traffic Management Plan [EN010153/DR/7.4]**.

5.6.3 To reach Pool Lane, in order to spread out the number of HGV trips and dilute the associated traffic-related impacts across the local highway network, it is proposed (to be secured through the Construction Traffic Management Plan) that, unless road closures preclude it, 50% of HGVs would be travel to / from the east along the A5117 from the M56 Junction 14. The remaining 50% of HGVs would be directed to / from the west along the A5117 from the M53 Junction 10.

Staff Trip Distribution

5.6.4 The commuting travel patterns of staff at the Proposed Development are expected to be similar to those of people who currently work in the local industrial area.

5.6.5 The Site is located within the Middle Super Output Area (MSOA) of ‘Cheshire West and Chester 011’ and the staff trips that would be generated by the Proposed Development have therefore been distributed and assigned on the wider surrounding highway network using the 2011 census ‘journey to work’ statistics (census dataset WU03EW) for this MSOA. The resultant distribution model is contained in **Appendix D** and is summarised in **Table 5.5**.

Table 5.5 – Staff Car Distribution

Route (To/From the Site)	% Distribution
M56 (east)	12%
A5117 (east)	5%
B5132 (south)	3%
M53 (south)	6%
A5117, A494 (west)	42%
M53 (north)	32%
Total	**100 %**

5.6.6 The resultant combined Proposed Development trip assignment is illustrated in **Figure 9**, **Figure 10**, **Figure 11**, **Figure 12** and **Figure 13** for the weekday AM, weekday PM, 12-hour AAWT, 24-hour AADT and Saturday Construction Hour periods, respectively.

6.0 TRAFFIC IMPACT

6.1 Introduction

6.1.1 This chapter of the TA forecasts the trip-generating potential of the Proposed Development and predicts the likely traffic related impact of the proposal on the local highway network.

6.2 Baseline Traffic Data

6.2.1 To provide an indication of local network operating conditions for the likely routes of development related traffic (see **Section 4.5**), baseline traffic counts were undertaken in March 2024. Manual Classified Count (MCC) traffic surveys undertaken at the following key network locations:

i) M56 Junction 14 Hapsford Interchange;
ii) M53 Junction 10 Stanlow Halt Interchange;
iii) A5117 / Pool Lane signalised junction; and
iv) A5117 / Thornton Green Lane priority junction.

6.2.2 The above surveys were undertaken on Wednesday 20th March 2024, covering a 12-hour period from 07:00 – 19:00. Queue length surveys were also undertaken at these junctions at the same time. The full junction turning count data is included as **Appendix E**.

6.2.3 Additional Automatic Traffic Counters (ATCs) were also installed on the following links:

i) A5117 between Pool Lane & M56 Junction 14;
ii) A5117 between Pool Lane & Thornton Green Lane;
iii) A5117 between Thornton Green Lane & M53 Junction 10;
iv) Pool Lane between A5117 & Oil Sites Road;
v) Grinsome Road; and
vi) Marsh Lane.

6.2.4 The ATC data was collected over a 7-day period between 18th and 24th March 2024. The full link flow data is included as **Appendix F**.

6.2.5 Interrogation of the traffic survey data indicates that the network peak hours for the surrounding highway network are 07:30 – 08:30 and 16:30 – 17:30 in the AM and PM, respectively.

6.2.6 **Figures 1, 2, 3 & 4** summarise the recorded traffic flows on the immediate local highway network for the AM (07:30 – 08:30) and PM (16:30 – 17:30) network peak hours, the traffic flow across the core construction hours (08:00 – 18:00) for the Annual Average Weekday Traffic (AAWT) and the 24-hour Annual Average Daily Traffic (AADT), respectively.

6.2.7 The 2024 baseline traffic flows are further illustrated in **Table 6.1**.

Table 6.1 – Summary of 2024 Baseline Traffic Flows

Link	Description	AM		PM		12hr AAWT		24hr AADT	
		Vehs	HGVs	Vehs	HGVs	Vehs	HGVs	Vehs	HGVs
1	A5117 bet. Pool Lane & M56 J14	1138	46	1152	42	10185	442	12725	649
2	A5117 bet. Pool Lane & Thornton Green Lane	1519	78	1226	27	10248	542	12797	919
3	A5117 bet. Thornton Green Lane & M53 J10	1116	16	1193	18	10677	216	13118	467
4	Pool Lane bet. A5117 & Oil Sites Road	288	27	259	23	2898	319	2990	355
5	Grinsome Road	104	4	91	3	924	41	994	31
6	Marsh Lane	1	0	2	0	33	2	37	2
Junction	**Description**	**Vehs**	**HGVs**	**Vehs**	**HGVs**	**Vehs**	**HGVs**	**Vehs**	**HGVs**
1	M56 J14 Hapsford Interchange	3004	278	2515	158	24832	2980	31796	5052
2	M53 J10 Stanlow Halt Interchange	4001	222	4348	120	34253	2198	42957	3726
3	A5117 / Pool Lane	1996	120	1626	61	13597	1029	17126	144
4	A5117 / Thornton Green Lane	1580	80	1293	27	10770	548	13440	929

6.2.8 In addition to the above traffic count data, baseline traffic flows for the Pool Lane / Oil Sites Road / Grinsome Road roundabout and the Grinsome Road / Marsh Lane roundabout were obtained from the Transport Statement prepared by i-Transport in support of the planning application for the proposed Protos ERF Carbon Capture Facility (see **Section 7.2**), dated January 2024.

6.2.9 That TA included turning count data for these two junctions which was obtained in July 2023, covering the 3-hour periods between 07:00 – 10:00 and 16:00 – 19:00 in the AM and PM, respectively.

6.2.10 TEMPRO-adjusted growth factors were then applied to convert this 2023 count data into 2024 baseline traffic flows, as summarised in **Table 6.2 below**.

6.3 Assessment Time Periods

6.3.1 A review of background daily traffic patterns derived from the March 2024 traffic surveys suggests that maximum background traffic levels over the local highway network are experienced during the following time periods:

i) Local highway network AM Peak hour: 07:30 - 08:30; and
ii) Local highway network PM Peak hour: 16:30 - 17:30.

6.3.2 Additionally, the weekday operational delivery hours (08:00 – 18:00) (referred to as the AAWT in this report), and the average daily traffic allowing for Saturday construction trips (referred to as the AADT in this report) have also been considered.

6.3.3 Accordingly, these time periods have been utilised for the percentage impact assessment included in this TA (see **Section 6.6**).

6.4 Future Year Traffic Growth Assumptions

6.4.1 As described in **Section 4.2**, the construction programme is anticipated to commence in early 2028 and last for 30 months. The peak period for construction traffic is forecast to occur between months 2 and 19, peaking in month 12. The assessment has therefore been undertaken for a future baseline year of 2028.

6.4.2 Guidance published by the DfT identifies that future estimates of traffic should be made through the application of regional growth factors derived from the National Transport Model (NTM). NTM forecasts give traffic growth by region, road type and whether the area is built up or not.

6.4.3 Accordingly, the 2024 baseline traffic flow data has been factored up to a 2028 future baseline using regional growth factors derived from the NTM using the TEMPRO v8.1 database. Growth factors for the Cheshire West and Chester middle super output areas (MSOA) 022 (E02003794) and 011 (E02003849) have been obtained for an average weekday, and for the weekday AM and PM peak periods, using the 2022 NTM Core scenario, as summarised in **Table 6.2**. This also summarises the growth factors applied to the 2023 traffic count data obtained from the i-Transport TS as described above.

Table 6.2 – TEMPRO Adjusted NTM Growth Factors

MSOA	Applicable Links	Road Type	Period	Factor	
				2023 – 2024	2024 – 2028
022 (E02003794)	A5117, Pool Lane	A-Road	Weekday AM	1.0045	1.0337
			Weekday PM	1.0041	1.0329
			Average Weekday	1.0038	1.0329
			Average Day	1.0039	1.0331
011 (E02003849)	Grinsome Road, Marsh Lane	Minor	Weekday AM	1.0073	1.0422
			Weekday PM	1.0066	1.0401
			Average Weekday	1.0064	1.0400
			Average Day	1.0064	1.0401

6.4.4 The TEMPRO adjusted NTM growth factors have been applied to the 2024 baseline traffic flows presented in **Figures 1**, **Figure 2, Figure 3** and **Figure 4** to produce the 2028 future year baseline traffic flows illustrated at **Figures 5** to **8**.

6.5 Percentage Impact Assessment

6.5.1 The guidance on critical thresholds for percentage traffic impacts within The Institute of Environmental Management and Assessment (IEMA) publication '*Guidelines for the Environmental Assessment of Traffic and Movement*' (July 2023) has been considered in the assessment of the results. Although intended to identify highway links that should be included in an environmental impact assessment, it nonetheless offers a useful reference guide for the

thresholds at which a development might be considered to cause a material impact on the local highway network.

6.5.2 Paragraph 2.16 of the guidelines states:

"*Following the determination of a study area, it is recommended the competent traffic and movement expert applies two broad rules of thumb as criteria to assist in delimiting the scale and extent of the environmental assessment:*

Rule 1 *include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%)*

Rule 2 *include highway links of high sensitivity where traffic flows have increased by 10% or more*."

6.5.3 Paragraph 2.18 states that:

"*Traffic forecasting is not an exact science and the accuracy of projections is open to debate. It is generally accepted that accuracies greater than 10% are not achievable. It should also be noted that the day-to-day variation of traffic on a road is frequently at least some + or –10%. At a basic level, it should therefore be assumed that projected changes in traffic of less than 10% create no discernible environmental impact.*"

6.5.4 Paragraph 3.12 sets out:

"for many effects, there are no simple rules or formulae that define appropriate assessment thresholds and therefore there is a need for interpretation and judgement on the part of the competent traffic and movement expert, backed up by data or quantified information wherever possible."

6.5.5 With regard to the above, a link impact of less than 10% can be considered nominal as the daily fluctuations of traffic may frequently exceed this figure. A

30% impact is therefore generally taken as the threshold at which a development might begin to cause material adverse environmental effects.

6.5.6 An increase in traffic of greater than 10% can be deemed to be significant with regard to environmental impacts. This judgement is based on the relative magnitude of the impact in relation to the perceived sensitivity of a highway link. The link sensitivity is influenced by specific factors such as the presence of sensitive receptors, background traffic levels and status of the road. However, the IEMA guidance states that there is no specific definition of a 'significant effect' within the EIA Regulations, and that "*therefore there is a need for interpretation and judgement on the part of the competent traffic and movement expert, backed up by data or quantified information wherever possible*".

6.5.7 The general approach adopted for evaluating the significance of effects is determined by correlating the magnitude of the impact and the sensitivity of the receptor, as outlined in **Table 6.3**.

Table 6.3 – Significance of Environmental Effects Matrix (Traffic and Transport)

Impact Magnitude	Receptor Sensitivity				
	Negligible	Low	Medium	High	Very High
High	Minor	Moderate	Moderate	Major	Major
Medium	Negligible	Minor	Moderate	Moderate	Major
Low	Negligible	Negligible	Negligible	Moderate	Moderate
Negligible	Negligible	Negligible	Negligible	Minor	Minor

6.5.8 With regard to appraising the environmental significance of the impacts resulting from Proposed Development traffic, for the purpose of this assessment effects predicted to be 'major' or 'moderate' would be considered to be significant in environmental terms, whilst effects predicted to be 'minor' or negligible' are not considered significant in environmental terms.

6.5.9 In terms of receptor sensitivity, paragraph 1.3 of the IEMA guidance explains that groups or locations that may be sensitive to changes in traffic conditions could include people at home, people in workplaces, sensitive groups such as children, the elderly or the disabled, or sensitive locations such as

hospitals, churches and schools. All of the links and junctions within the study area, as summarised in paragraph 6.5.10 below, are designed for the purpose of facilitating HGV access to and from the Stanlow Refinery and the Protos site, with no properties fronting directly onto any of the highway links and are therefore considered to be of low sensitivity in environmental terms. As such, the resultant effect of Proposed Development traffic would only be considered to be significant in environmental terms where the magnitude of impact is judged to be 'high' (i.e. where there would be a fundamental change to the baseline condition).

6.5.10 In accordance with the IEMA guidelines, the percentage traffic impact assessment of the Proposed Development considers the following key links and junctions within the local highway network.

i) Links:

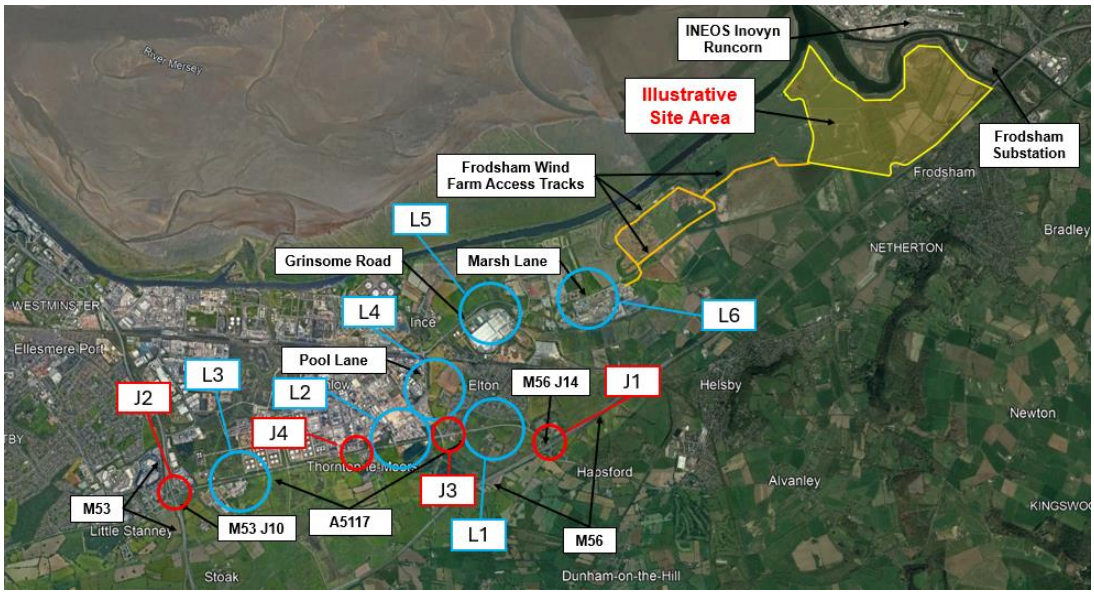
1. A5117 (E) between Pool Lane and M56 Junction 14 Hapsford Interchange roundabout;
2. A5117 (W) between Pool Lane and Thornton Green Lane;
3. A5117 (W) between Thornton Green Lane and M53 Junction 10 Stanlow Halt Interchange roundabout;
4. Pool Lane between A5117 and Oil Sites Road / Grinsome Road;
5. Grinsome Road between Pool Lane and Ince Resource Recovery Park (Protos); and
6. Marsh Lane between Protos and Proposed Development site.

ii) Junctions:

1. M56 Junction 14 Hapsford Interchange roundabout;
2. M53 Junction 10 Stanlow Halt Interchange roundabout;
3. A5117 / Pool Lane signalised junction; and
4. A5117 / Thornton Green Lane priority junction.

6.5.11 The links and junctions that have been considered are illustrated on **Image 6.1**.

Image 6.1 – Assessed Link Locations



6.5.12 None of the highway links within the study area directly serve any residential dwellings or any highly sensitive receptors. All of these roads have the characteristics of links which have the singular function of carrying vehicular road traffic. As such, the percentage impact of Proposed Development traffic has been assessed against the IEMA 'Rule 1' threshold (>30% increase in traffic flow) for all links.

6.5.13 As noted previously, the percentage traffic impact assessment of the Proposed Development has been considered for an assessment year of 2028. The assessment will provide an appraisal of the potential impacts resulting from the Proposed Development on the TEMPRO-adjusted baseline in isolation, followed by a cumulative assessment that accounts for committed developments as set out in **Section 7** below.

6.5.14 A large proportion of traffic associated with the cumulative development sites is related to the respective construction phases. The timing of the construction periods for the various cumulative projects is uncertain, in part because several of the schemes are still in the planning process, and also because of the inherent uncertainty on the timing of future development projects. As such, while it is considered exceptionally unlikely that the construction periods of all of the cumulative schemes would coincide, in particular peak periods of

deliveries / trips, it is possible that there could be some overlap with some of the cumulative schemes. However, in order to present a conservative robust appraisal of the potential impacts, the assessment considers the effect of cumulative development traffic both with and without trips related to construction activity.

6.5.15 The remainder of this section considers the assessment of peak construction traffic against the 2028 baseline for the Proposed Development in isolation. The cumulative impact of the Proposed Development in conjunction with committed developments is considered within **Section 7**.

6.5.16 As summarised in paragraph 1.2.3, other than cumulative impacts the principal concerns of the LHA were in respect of the transport impacts of the Proposed Development in relation to driver delay and pedestrian and cyclist amenity/fear and intimidation. The analysis of the impacts therefore is therefore focused on these specific factors.

2028 Baseline + Proposed Development Link Impact Assessment

6.5.17 **Table 6.4** summarises the anticipated percentage impact of development related traffic on the key links within the local highway network during the network AM and PM peak hours of 07:30 – 08:30 and 16:30 – 17:30, the 12-hour annual average weekday flow during the hours of construction (07:00 – 19:00) (denoted as AAWT – Annual Average Weekday Traffic), as well as the 24-hour Annual Average Daily Traffic Flow (AADT), to provide additional context to the AAWT figures.

6.5.18 As set out previously in **Table 5.3**, the majority of construction trips are likely to occur outside of the main network peak hours, particularly in the PM peak. However, for robustness it has been assumed that all construction staff would arrive during the AM peak hour and depart during the PM peak hour.

Table 6.4 – Link Percentage Impact Assessment Summary (2028)

2028 AM Peak Hour Scenario						
Link	**Base vehicles**	**Base HGVs**	**Development vehicles**	**Development HGVs**	**% Impact vehicles**	**% Impact HGVs**
1	1177	48	15	0	1.24	0.00
2	1581	81	66	0	4.18	0.00
3	1154	17	66	0	5.73	0.00
4	298	28	83	0	27.70	0.00
5	107	4	83	0	77.15	0.00
6	1	0	83	0	13325.76	n/a
2028 PM Peak Hour Scenario						
Link	**Base vehicles**	**Base HGVs**	**Development vehicles**	**Development HGVs**	**% Impact vehicles**	**% Impact HGVs**
1	1190	44	14	0	1.20	0.00
2	1266	28	66	0	5.22	0.00
3	1233	19	66	0	5.36	0.00
4	267	24	83	0	30.92	0.00
5	94	3	83	0	88.11	0.00
6	2	0	83	0	3634.82	n/a
2028 12hr AAWT Scenario						
Link	**Base vehicles**	**Base HGVs**	**Development vehicles**	**Development HGVs**	**% Impact vehicles**	**% Impact HGVs**
1	13716	457	41	13	0.30	2.85
2	10573	561	145	13	1.37	2.32
3	11029	223	145	13	1.32	5.83
4	2993	330	191	26	6.39	7.89
5	961	42	191	26	19.90	61.57
6	34	2	191	26	557.39	1041.62
2028 AADT Scenario						
Link	**Base vehicles**	**Base HGVs**	**Development vehicles**	**Development HGVs**	**% Impact vehicles**	**% Impact HGVs**
1	13930	671	32	10	0.23	1.49
2	13207	952	114	10	0.86	1.05
3	13553	482	114	10	0.84	2.07
4	3089	367	150	20	4.85	5.45
5	1034	32	150	20	14.50	62.03
6	38	2	150	20	389.47	961.45

Link 1: A5117 between Pool Lane & M56 J14;

Link 2: A5117 between Pool Lane & Thornton Green Lane;

Link 3: A5117 between Thornton Green Lane & M53 J10;

Link 4: Pool Lane between A5117 & Oil Site Road;

Link 5: Grinsome Road; and

Link 6: Marsh Lane.

6.5.19 **Table 6.4** shows that during the AM and PM peak hours the development-related traffic impact (total vehicles) would be less than the IEMA 30% impact threshold on links 1, 2 and 3, which cover the length of the A5117 between the motorway junctions. The impact is also indicated to be below 30% on link 4 (Pool Lane) in the AM peak, and only slightly above 30% in the PM peak. The impact is only indicated to be above the 30% threshold along links 5 and 6 during the highway peak hours.

6.5.20 In the AAWT and AADT scenarios, the percentage impact is below the IEMA 30% threshold on links 1 to 5, with the increase in traffic on links 1 to 4 being less than 10% in terms of both total vehicles and HGVs. The impact is indicated to exceed the IEMA 30% threshold on link 5 in terms of the increase in HGVs, and on link 6 with regard to both total vehicles and HGVs.

2028 Baseline + Proposed Development Junction Impact Assessment

6.5.21 **Table 6.5** summarises the anticipated percentage impact of development related traffic on the key junctions within the local highway network during the network AM and PM peak hours of 07:30 – 08:30 and 16:30 – 17:30, the average 2028 weekday operating hours of 07:00 – 19:00 (denoted as AAWT – Annual Average Weekday Traffic), as well as the 24-hour Annual Average Daily Traffic Flow (AADT), to provide additional context to the AAWT figures.

Table 6.5 – Junction Percentage Impact Assessment Summary (2028)

2028 AM Peak Hour Scenario						
Link	**Base vehicles**	**Base HGVs**	**Development vehicles**	**Development HGVs**	**% Impact vehicles**	**% Impact HGVs**
1	3004	278	14	0	0.47	0.00
2	4001	222	66	0	1.65	0.00
3	1996	80	83	0	4.14	0.00
4	1580	80	66	0	4.18	0.00
2028 PM Peak Hour Scenario						
Link	**Base vehicles**	**Base HGVs**	**Development vehicles**	**Development HGVs**	**% Impact vehicles**	**% Impact HGVs**
1	2515	158	14	0	0.57	0.00
2	4348	120	66	0	1.52	0.00

3	1626	61	83	0	5.08	0.00
4	1293	27	66	0	5.11	0.00
2028 12hr AAWT Scenario						
Link	**Base vehicles**	**Base HGVs**	**Development vehicles**	**Development HGVs**	**% Impact vehicles**	**% Impact HGVs**
1	24832	2980	41	13	0.17	0.44
2	34253	2198	145	13	0.42	0.59
3	13597	1029	191	26	1.41	2.53
4	10770	548	145	13	1.35	2.37
2028 AADT Scenario						
Link	**Base vehicles**	**Base HGVs**	**Development vehicles**	**Development HGVs**	**% Impact vehicles**	**% Impact HGVs**
1	31796	5052	32	130	0.10	0.20
2	42957	3726	114	10	0.27	0.27
3	17126	1744	150	20	0.88	1.15
4	13440	929	114	10	0.85	1.08

Junction 1: M56 J14 Hapsford Interchange;

Junction 2: M53 J10 Stanlow Halt Interchange;

Junction 3: A5117 / Pool Lane; and

Junction 4: A5117 / Thornton Green Lane.

6.5.22 The guidelines for Traffic Impact Assessment, published by the Institution of Highways and Transportation (IHT) in 1994, referred to assessment thresholds of 10% and 5% levels of development traffic relative to background growth with regard to identifying thresholds for material impact. Whilst later guidance published in the Department for Transport's Guidance on Transport Assessment (GoTA) (2007) identifies that this is no longer deemed an acceptable mechanism, it is still a useful point of reference.

6.5.23 **Table 6.5** shows that the development related traffic impact (total vehicles) would be less than 1% at the M56 J14 roundabout, and less than 2% at the M53 J10 roundabout in both the AM and PM peak hours.

6.5.24 The impact is also indicated to be at or below 5% at both the Pool Lane and Thornton Green Lane junctions in both peak hours.

6.5.25 In the AAWT and AADT scenarios the percentage impact is indicated to be less than 1.5% at all junctions and would be below 0.5% at each of the motorway junctions. There would be fewer than 30 two-way trips per hour at

all times other than during the periods in which construction staff would arrive at and depart the Site. However, even during the peak hours the overall increase in traffic as a result of the Proposed Development is forecast to largely fall within the accepted level of day-to-day traffic variation. As such, it is considered that no further detailed capacity assessments of the key junctions are required.

Significance of Impact on Driver and Passenger Delay

6.5.26 The percentage impact assessment should be viewed in the context of the low baseline traffic flows observed on links 5 and 6. Whilst these are ostensibly large increases from a percentage impact perspective on these links in the AM and PM peak hours, and when compared against daily HGV traffic flows on links 5 and 6 and on link 6 in terms of the increase in all vehicles, this is due to the fact that the future baseline traffic flows are low to begin with. Furthermore, links 5 and 6 do not form part of the adopted highway network.

6.5.27 Both Pool Lane (link 4) and Grinsome Road (link 5) are designed to be fully capable of carrying significant HGV flows and are both designed to modern Design Manual for Roads and Bridges (DMRB) standards. Based on guidance within what are now withdrawn sections of DMRB, but which still have utility in this context, both roads should be capable of carrying up to 13,000 two-way movements per day[2]. In the peak hours, Pool Lane should be capable of carrying some 3,050 vehicles per hour in the busiest direction between the A5117 and Link Road[3], and 1,020 vehicles per hour between Link Road and the Oil Sites Road / Grinsome Road roundabout[4]. Grinsome

[2] Table 2.1 of DMRB TA46/97 refers – for an 'S2' standard road like Pool Lane & Grinsome Road
[3] Table 2 of DMRB TA79/99 refers – for a 4-lane 14.6m wide 'UAP1' road, based on a 60/40 directional split with 3,050 as the dominant flow
[4] Table 2 of DMRB TA79/99 refers – for a 6.1m wide 'UAP1' road, based on a 60/40 directional split with 1,020 as the dominant flow

Road is designed for a capacity of up to 1,590 vehicles in the busiest direction[5].

6.5.28 As such, it can be seen that the total flows along these links, including Proposed Development traffic, do not come close to exceeding these theoretical link capacities, either in the peak hours or in terms of daily traffic flows. There is no suggestion that either Pool Lane or Grinsome Road is currently experiencing delay or congestion effects, or that the development-related traffic would change this situation.

6.5.29 With regard to Marsh Lane (link 6), the baseline level of traffic flow along this link is negligible, with only around 2-3 two-way movements per hour throughout the day. This reflects the fact that the baseline traffic count was undertaken along the restricted byway section of Marsh Lane. Along the Protos access road section of Marsh Lane, the design, and therefore the capacity, of the road is the same as Grinsome Road, and the baseline traffic flows will also be approximately the same as observed along Grinsome Road. There is no suggestion that Marsh Lane is currently experiencing delay or congestion effects, or that the development-related traffic would change this situation.

6.5.30 As such, it is not considered that the impacts of the Proposed Development would result in any appreciable effect on the operation of the assessed road links, and therefore the overall magnitude of impact is considered to be Low Adverse. As the sensitivity of all highway links within the study area is considered to be Low, with reference to the significance of effects matrix at **Table 6.3** it is concluded that the effect of the Proposed Development on Driver Delay would be negligible in EIA terms.

[5] Table 2 of DMRB TA79/99 refers – for a 7.3m wide 'UAP1' road, based on a 60/40 directional split with 1,590 as the dominant flow

Significance of Impact on Pedestrian and Cyclist Amenity / Fear and Intimidation

6.5.31 The IEMA guidelines suggest that "*a tentative threshold for judging the significance of the effects of traffic on pedestrian and cycle amenity would be where the traffic flow is halved or doubled*".

6.5.32 The Proposed Development would only result in a doubling of vehicle flow along link 6, and on link 5 in the AM peak period. Link 5 (Grinsome Road) features a continuous footway alongside the carriageway. Furthermore, the NCN Route 5, which provides a non-motorised user connection between Ince and Frodsham, is segregated from Grinsome Road. It is therefore considered that the impact of Proposed Development traffic on pedestrian and cyclist amenity / fear and intimidation on Grinsome Road would not be significant.

6.5.33 On Marsh Lane (link 6), as noted above the high percentage impact is a result of the low baseline traffic flows along the restricted byway section of the road. In absolute terms, outside of the periods when construction staff are arriving / departing, the Proposed Development would only result in approximately 4 additional two-way HGV movements per hour on average throughout the working day, or around 1 movement every 15 minutes. However, there would be some impact on pedestrian / cyclist amenity along this link, as it would be necessary to implement a traffic management system in order to facilitate two-way movement of construction traffic.

6.5.34 As set out within the **Outline Public Rights of Way Plan (PROW) Management Plan [EN010153/DR/7.9]**, this will be managed by stationing banksmen at each end of the narrow section of Marsh Lane to control the movement of traffic. This would require Marsh Lane to be temporarily closed to pedestrians and equestrians during construction hours, although cyclists would be permitted to pass during periods when there are no HGV movements taking place.

6.5.35 Tables 3.1, 3.2 and 3.3 in the IEMA guidelines set out a scoring system to help appraise the magnitude of impact with regard to fear and intimidation. Table 3.1 identifies that links with an average 18-hour traffic flow of less than 600 vehicles and less than 1,000 HGVs, and an average vehicle speed of less than 20mph, equates to a degree of hazard score of 0. Table 3.2 identifies that a hazard score of 0-20 equates to a small level of fear and intimidation.

6.5.36 Along the impacted section of NCN 5 along Marsh Lane, both with and without Proposed Development traffic the degree of hazard score is 0, which equates to a small level of fear and intimidation. As per Table 3.3 in the IMEA guidelines, as there is no change in the level of fear and intimidation, the magnitude of impact is classified as negligible.

6.6 Assessment of Impact of Weekend Trip Generation

6.6.1 As summarised in **Table 1.1**, National Highways raised concerns within their Section 42 consultation response regarding the potential impact of the Proposed Development at weekends, specifically in relation to the potential for cumulative impacts in relation to the Cheshire Oaks retail park.

6.6.2 As set out within **Table 5.4**, the Proposed Development is forecast to generate approximately 96 two-way trips on Saturdays on average during months 2 – 19 of the construction period (inclusive of 12 two-way HGV movements).

6.6.3 This level of trip generation is relatively minor, equating to 42 arrivals and 42 departures for construction staff trips. These trips would all arrive prior to the start of weekend construction hours at 08:00 and would depart following the end of weekend construction hours at 13:00. The HGV movements would be spread throughout the weekend construction hours, resulting in approximately 2-4 HGV movements per hour, on average.

6.6.4 However, as illustrated in **Figure 13**, the majority of development trips at weekends are forecast to distribute to/from the west along the A5117, through M53 Junction 10. This therefore creates the potential for adverse impacts at

M53 Junction 10 resulting from traffic associated with the Cheshire Oaks Retail Park.

6.6.5 As such, the oCTMP will include a commitment to liaise with the management team at Cheshire Oaks, including obtaining a copy of the Cheshire Oaks Peak Traffic Management Plan, to ensure that construction traffic is routed away from Cheshire Oaks, during periods of peak retail park trip generation.

6.7 Assessment of Impacts at M56 J14 and M53 J10

6.7.1 Further to consultation comments received from National Highways, additional analysis has been undertaken to consider the forecast impact of Proposed Development traffic at the M56 Junction 14 and M53 Junction 10 roundabouts during the construction phase.

6.7.2 This additional analysis is presented within **Appendix G** and demonstrates that Proposed Development trips will only directly impact on the queues on the motorway exit slip roads at each junction during the AM peak period.

6.7.3 The analysis considers a 'worst-case' scenario whereby all staff trips are made two to a car, with all staff arriving in the half-hour period immediately prior to the start of daily construction hours. It shows that even in this 'worst-case' scenario, the Proposed Development would only result in an increase in the average maximum queue length of approximately 10m on the M56 J14 westbound off-slip, and approximately 26m on the M53 J10 southbound off-slip.

6.7.4 The observed baseline average maximum queue length on the M56 J14 westbound off-slip is approximately 36m, with a slip road length of approximately 400m. On the M53 J10 southbound off-slip the observed baseline average maximum queue length is approximately 60m, with a slip road length of approximately 250m. This therefore demonstrates that the additional traffic associated with the Proposed Development is highly unlikely to result in a level of queuing which would impact on the mainline carriageways of either the M56 or M53 motorways.

6.8 Summary of Impact

6.8.1 The results indicate that across the adopted highway network, even during the peak of the construction phase, the impact of the Proposed Development would generally be below the IEMA Rule 1 Threshold level and would largely fall within the accepted level of day-to-day traffic variation.

6.8.2 The higher percentage impacts during the AM and PM peak hours reflects the fact that the trip generation assumes that all construction staff would travel to and from the site in individual vehicles, albeit with the assumed adoption of car sharing practices equating to an average car occupancy of 2 persons per vehicle. In reality, during the busiest periods of construction activity it is likely that the impact of trips would be able to be further mitigated through the measures to be contained within a Construction Workers Travel Plan, such as the use of minibuses to transport staff to and from the construction site from nearby transport hubs, or facilitating staff trips to and from the site by cycle, where appropriate.

6.8.3 Furthermore, this level of trip generation and the resultant magnitude of impact would be relatively short-term, comprising a maximum of 18 months out of the total 30-month construction programme. Outside of this period the number of daily construction trips would be significantly lower.

6.8.4 The impact of Proposed Development traffic at the key junctions within the study area is not considered to be significant and based on the results of the percentage impact assessment, and additional analysis of queue lengths at the M56 J14 and M53 J10 roundabouts, it is not considered that any further detailed junction capacity modelling is necessary.

6.8.5 The impact of the Proposed Development with regard to Pedestrian and Cyclist Amenity and Fear and Intimidation is considered to be of negligible significance in environmental terms. There would, however, be some impact on pedestrian and cycle movements along Marsh Lane during construction hours due to the need to implement a traffic management system along this

link. The proposed measures that would be introduced to mitigate this impact are discussed further in **Section 8**.

7.0 ASSESSMENT OF CUMULATIVE IMPACTS

7.1 Overview

7.1.1 From the EIA Scoping Opinion, it was agreed by PINS that, in isolation, the majority of environmental impacts associated with construction traffic generated by the Proposed Development would be at a level that would not result in significant effects. However, it was noted that there could be potential for significant cumulative effects when considered in conjunction with other schemes that could generate traffic within the study area during the proposed construction period of the Proposed Development. This view was endorsed by the Highway Officer at CWaCC.

7.1.2 As such, the focus of the impact assessment presented within this TA would be to present an assessment of the cumulative impacts of the construction phase of the Proposed Development.

7.1.3 Subsequent to the EIA Scoping Opinion, in an email exchange with the CWaCC's Highway Officer, Paul Parry, in August 2023 it was established that the cumulative impact assessment should take account of the following committed developments:

i) Ince Resource Recovery Park (Protos);
ii) HyNet North West Project; and
iii) Proposed construction of Encirc automated warehouse.

7.1.4 The following sections describe the proposed approach to how each of the above committed developments has been accounted for within this assessment. The assumptions set out have been reviewed through scoping discussions with CWaCC and National Highways, and it was agreed that the cumulative traffic impacts could be scoped out of further assessment within a separate chapter of the ES.

7.2 Protos

Protos RRP

7.2.1 An overarching planning permission for the Ince Resource Recovery Park (Protos) site was granted in 2009 following a planning appeal (ref. APP/Z0645/A/07/2059609). It was subsequently subject to two new permissions granted under Section 73 in 2010 (ref. 10/01488/FUL) and 2015 (ref. 14/02277/S73). The permissions provide for:

i) An Integrated Waste Management Facility, comprising Waste Transfer Station and In-Vessel Composting Facility, Materials Recovery Facility and Mechanical Biological Treatment Plant (Plot 5 and 11);
ii) Soil Treatment Facility (Plot 2);
iii) Waste and Electrical and Electronics Facility (Plot 3);
iv) Wood and Timber Recycling Facility (Plot 4);
v) Plastics Village (Plot 6):
vi) Water Treatment Plan (Plot 7);
vii) Ethanol Production Facility (Plot 9);
viii) Block Making Facility (Plot 14);
ix) Resource Recovery Village and Business Centre (Plot 10A, 10A, 12 and 13);
x) Dry cargo Facility (Plot 1); and
xi) Rail line and rail head, access, acoustic barriers, ecological mitigation and areas.

7.2.2 Together, these plots comprise the Protos RRP site. The 2015 S.73 consent established a cap on overall daily HGV numbers for the Protos RRP site. Specifically, planning conditions 8 and 9 set out the maximum permitted HGV numbers and the need to implement a monitoring regime to ensure the HGV movements are adhered to.

7.2.3 Under condition 9, an overall daily cap of 718 daily two-way HGV movements was established (i.e. 718 in and 718 out, or 1,416 two-way movements in the

context of the Proposed Development trip generation presented in **Table 3.4**), with specific limits and permitted exceedances established for each individual plot. Subsequent planning applications have since been submitted which affect the approved HGV movements from various plots. As such, in 2021 an application under S.96A of the Town and County Planning Act 1990 (ref. 21/04478/NMA) was approved to amend condition 9 of planning application 14/02277/S73 with regard to the maximum daily HGV movements permitted for each plot.

7.2.4 The maximum permitted daily HGV movements in each direction (i.e. arrivals and departures) for each plot, and the permitted exceedance, is summarised in **Table 7.1**.

Table 7.1 – Protos Maximum Daily HGV Movements granted under 21/04477/NMA

Plot	Facility	Daily HGV Movements (Each Way)	Permitted exceedance
1	Dry Cargo Facility	14	1
2	Soil Treatment Facility	54	3
3	Waste Electrical and Electronics Equipment (WEEE) Recycling Facility	72	4
4	Food / Timber Recycling	84	5
5	Integrated Waste Management Facility (WMF)	216	11
6	Plastics Recycling Facility	30	2
7	Waste Treatment Plant	0	0
9a	Ethanol Production Facility	36	2
9b	Ethanol Production Facility	22	1
10a	Resource Recovery Business Centre	37	2
10b	Resource Recovery Business Centre	10	1
11	Commercial/Industrial Waste Transfer Station	78	4
12	Resource Recovery Village	36	2
13	Resource Recovery Village	9	1
14	Block Making Facility	20	1
		718	**40**

*Subsequent permission for different developments has been granted on some of the plots but the HGV limits set out in this table have been applied to those permissions.

7.2.5 While there have been a number of reserved matters planning applications for the development of various plots within the Protos site, it is understood

that to date only Plots 2 (Soil Treatment Facility), Plot 3 (Waste Wood Recycling Facility) and Plot 9 (Biomass Energy Facility) have been constructed and are operational.

7.2.6 Planning permission for the construction of a hydrogen production facility on Plot 10a (ref. 19/03489/FUL), a Plastics Recycling Facility (PRF) on Plot 13 (ref. 20/04396/FUL), and a Materials Recycling Facility (MRF), polymer laminate recycling facility and hydrogen refuelling station on Plots 9a, 10a, 11 and 12 (re. 21/04076/FUL) were approved in 2020, 2021 and 2022, respectively. While construction is yet to commence on any of these developments, there is the potential that development of these plots could coincide with construction of the Proposed Development. It is worth noting that the vehicle movements associated with the aforementioned permission are conditioned to ensure the traffic movements to not exceed the approved traffic movements under 21/04477/NMA.

Protos ERF

7.2.7 Planning consent for an Energy from Waste (EfW) facility on plot 8 of the Protos site was granted in 2017 (ref. 16/03074/FUL). Condition 6 of this consent established a cap of 202 two-way heavy commercial vehicle movements (101 in and 101 out) per day on average in any given month, with an absolute maximum of 222 two-way movements on any given day (111 in and 111 out). This cap is additional to the cap for the wider Protos site summarised above. The Plot 8 EfW facility, now known as Protos ERF (Energy Recovery Facility), is currently under construction, and it is assumed that this would be operational by the time construction of the Proposed Development commences.

Protos CCF

7.2.8 A planning application for a Carbon Capture Facility (CCF) was submitted in January 2024 and was granted planning permission in September 2024. This would be located to the south-east of the Protos ERF site and is intended to

capture CO_2 from the flue gases diverted from the ERF. The intention is that these gases would then be transferred to the Ince Above Ground Installation which is to be constructed as part of the HyNet project.

7.2.9 The Transport Statement submitted with the Protos CCF planning application identifies that the site would generate a minimal amount of traffic during the operational phase, with 1 two-way HGV movement per day on average, and a maximum of 6 two-way HGV movements (3 in and 3 out) on any given day.

7.2.10 The Protos CCF TS also states that the construction programme for the site is anticipated to last for approximately 39 months, commencing in 2025 with completion in early 2028. The construction period is forecast to generate a total of 100 two-way movements (50 in and 50 out), including 4 two-way HGV movements, per day on average during the construction period, with a maximum of 162 two-way movements (81 in and 81 out), including 8 two-way HGV movements, per day during peak construction activities.

7.2.11 As there is the potential for the anticipated construction period to overlap with that of the Proposed Development, in order to present a robust assessment of the potential cumulative impacts, the assessment would take into account the forecast maximum Protos CCF construction traffic flows summarised above.

Summary of Protos Cumulative Effects

7.2.12 It is therefore proposed that the cumulative impact assessment will take into account the operational traffic associated with the maximum permitted HGV trips for the elements of the Protos RRP which are currently operational, or for which reserved matters applications have been submitted. When considering the results of the assessment, the following should be taken into account:

i) Based on the historic build out rate, it is unlikely that the full extent of the Protos RRP site would be built out prior to completion of construction of the Proposed Development;

ii) The Protos RRP plots that have either been developed or committed have only 'utilised' a proportion of the overall permitted cap on HGV movements; and

iii) Forecast construction traffic associated with the Proposed Development on top of the maximum permitted number of HGV trips for each Protos RRP plot currently developed or committed is considered unlikely to exceed the overall permitted cap on movements for the full Protos RRP site.

7.2.13 The assessment also takes into account the operational traffic associated with the maximum permitted HGV trips for the Protos ERF site, and the forecast peak construction traffic associated with the Protos CCF site.

7.3 HyNet

7.3.1 The HyNet North West project is a large-scale project to develop hydrogen production, transport and storage infrastructure across the North West and North Wales, as well as infrastructure to capture, transport and lock away carbon dioxide emissions from industry. The project includes:

i) Hydrogen Production Plant;
ii) Hydrogen Pipeline;
iii) Hydrogen Storage Facility;
iv) CO2 Pipeline;
v) CO2 Undersea Storage Facility; and
vi) Runcorn Spur Pipeline.

Hydrogen Production Plant

7.3.2 A planning application for the proposed Hydrogen Production Plant (HPP) was submitted to CWaCC in October 2021 (ref. 21/04091/FUL) and approved in January 2024. This would be located on a currently disused area of land within the Stanlow Refinery site, immediately to the west of Pool Lane and

north of the A5117. The HPP would be accessed via the existing Stanlow Refinery access signalised junction on Pool Lane.

7.3.3 The Transport Assessment submitted with the HPP planning application identifies that the facility would generate a maximum of 12 two-way staff trips and up to 4 two-way HGV movements per day when operational.

7.3.4 The HPP TA also identifies that the construction period would last for approximately 56 months. This was anticipated to commence in 2022, with completion in early 2027. During peak period of construction activity, there would be a maximum of 448 two-way staff trips and 39 two-way delivery trips (including 29 HGV movements) per day.

The HyNet North West Hydrogen Pipeline scheme

7.3.5 The HyNet Hydrogen Pipeline scheme is currently progressing through the DCO process with the application expected to be submitted in 2025. A PEIR for this scheme was published in September 2022. Following statutory consultation, the subsequent ES was published in September 2024. This identifies that the Hydrogen Pipeline Network would comprise four corridors across the North West region. Of these, the West Corridor, connecting to the Stanlow Hydrogen Production Plant, is the principal area of interest in terms of the interaction with the Proposed Development.

7.3.6 Chapter 11 of the Hydrogen Pipeline PEIR covers the anticipated traffic and transport impacts of the project. This identifies that the HyNet project would interact with the study area for the Proposed Development only in relation to the A5117 between the M56 Junction 14 and Pool Lane.

7.3.7 The Hydrogen Pipeline PEIR identifies that the proposed construction programme for the HyNet project would cover a 30-month period between October 2026 and August 2029, with the peak construction traffic generation along the A5117 occurring in March and April 2028. Although the timescales for the full DCO application for the scheme are such that construction is unlikely to commence before 2027, it can be extrapolated that peak

construction traffic along the A5117 generated by the HyNet scheme is likely to occur in early 2028. In contrast the construction period for the Proposed Development is forecast to be between 2028 and 2029, peaking in late 2028 / early 2029.

7.3.8 The Hydrogen Pipeline PEIR forecasts a total of 31,398 two-way construction vehicle movements, inclusive of 7,850 two-way HGV movements, along the A5117 across a total of 330 construction days. This equates to an average of 95 two-way vehicle movements per day (24 two-way HGV movements per day). The maximum traffic generation on any given day was forecast to be 390 two-way movements (inclusive of 96 two-way HGV movements).

Hydrogen Storage Facility

7.3.9 The HyNet Hydrogen Storage Facility seeks to amend a DCO natural gas storage consent granted in March 2017 to allow for the storage of hydrogen. This facility would primarily be located at the Holford Brinefield to the south-east of Rudheath, approximately 22km south-east of the Proposed Development. It is therefore considered that there would be no cumulative effects associated with this element of the HyNet project.

CO_2 Pipeline

7.3.10 The HyNet CO_2 Pipeline DCO application was approved by the Secretary of State in March 2024. The Transport Assessment and Environmental Statement that accompanied the DCO application assumed a 16-month construction period between April 2024 and July 2025. The TA identified that along the A5117 between M56 J14 and Pool Lane there would be 118 two-way construction trips per day (inclusive of 24 two-way HGV movements) on average during the busiest 12-month period, with 135 two-way trips per day (27 two-way HGV movements) during the busiest month. There were also forecast to be an average of 15 two-way construction trips per day (3 two-way HGV movements) along Pool Lane, with a maximum of 85 daily two-way trips (17 two-way HGV movements) during the busiest month.

7.3.11 The CO_2 pipeline will also include a spur pipeline connecting to the Protos CCF site. Planning consent for this scheme is expected to be granted shortly by CWaCC. Vehicle movements associated with the construction of this spur are included within the number of construction trips estimated for the Protos CCF site, as set out in paragraph 7.2.10 above.

CO_2 Undersea Storage Facility

7.3.12 The HyNet CO_2 Undersea Storage Facility would comprise undersea pipelines connecting the land-based CO_2 Pipeline network to undersea gas storage reservoirs in the Bay of Liverpool, via the Point of Ayr Gas Terminal near Prestatyn. This scheme is still under development; however, it is considered that there would be no specific cumulative environmental effects associated with this element of the HyNet project.

Runcorn Spur Pipeline

7.3.13 The Runcorn Carbon Dioxide Spur Pipeline is a proposed pipeline connection between the carbon capture plant based at the Viriodor Energy from Waste facility in Runcorn and the main HyNet CO_2 pipeline.

7.3.14 The construction of the Runcorn CO_2 Spur pipeline would be subject to a TCPA application. As of March 2025, the project is at the pre-planning application phase, with the applicant undertaking initial engagement with local stakeholders. The current anticipated timeline for construction is between 2026 and 2028 and the route of the pipeline would run along the northern edge of the Proposed Development before crossing the Frodsham Wind Farm site and connecting to the HyNet pipeline to the south of the Protos site. The potential access routes to the pipeline construction site could include access from the A5117 via Pool Lane, Grinsome Road and Marsh Lane.

7.3.15 At present there are no planning application documents available setting out the forecast traffic generation during the construction phase or the proposed distribution of construction traffic along each of the potential access routes to

the construction site. As such, there is no available data for inclusion in this assessment.

Summary of HyNet Cumulative Effects

7.3.16 It is therefore proposed that the cumulative impact assessment in this report will take into account the construction traffic associated with the HyNet HPP, Hydrogen Pipeline and CO_2 Pipeline elements of the HyNet project. As noted above, the collective construction periods for these elements are all forecast to be complete prior to commencement of the Proposed Development. Even taking account of the delayed submission of the Hynet Hydrogen Pipeline DCO application, it is unlikely that there would be any overlap between the construction periods. However, while it is not considered that there would be any significant cumulative impacts associated with the HyNet project, in order to present a robust appraisal of the potential impacts, the assessment consideration of the impact of the peak construction traffic associated with each of these elements occurring at the same time as the Proposed Development.

7.3.17 Based on the summaries presented above, in the unlikely event that the peak construction periods for all strands of the HyNet project were to overlap, this would result in a combined increase of 1,280 two-way vehicle movements per day, including 294 two-way HGV movements, along the A5117 to the east of Pool Lane; 552 two-way vehicle movements per day, including 6 two-way HGV movements, along the A5117 to the west of Pool Lane; and 1,830 two-way vehicle movements, including 276 two-way HGV movements, along the southern section of Pool Lane.

7.4 Encirc

7.4.1 The Encirc Glass packaging glass manufacturing facility, accessed via the southern arm of the Protos roundabout on Grinsome Road, was originally granted planning consent in 2009 (ref. 08/00200/FUL). This permission

included a planning condition requiring the progressive reduction in the number of HGV movements to and from the facility over a ten-year period.

7.4.2 This requirement was subsequently amended through a S.73 application in 2017 (ref. 17/03130/S73), which instead established a cap on HGV movements of 468 movements per day on weekdays and 194 at weekend. This cap was then increased through a further S.73 application in 2018 (ref. 18/04948/S73). This permitted a maximum of 912 daily two-way HGV movements on each day of the week, including weekends, with up to 750 two-way HGV movements between 07:00 and 19:00.

7.4.3 A planning application for the expansion of the existing Encirc packaging glass manufacturing facility, comprising a fully automated warehouse, HGV marshalling yard and ancillary infrastructure, was submitted in February 2023 (ref. 22/03693/FUL) and at the time of authoring this TA it is awaiting a decision.

7.4.4 The Transport Statement submitted with this application identified that the total forecast HGV trip generation of the full Encirc site, including the automated warehouse and the growth associated with a five-year business plan, would equate to 904 daily two-way HGV movements, and would therefore fall within the permitted cap established under planning application 18/04948/S73.

7.4.5 In order to present a robust appraisal of potential cumulative effects, the assessment will therefore assume that the Encirc site is operating at its maximum permitted capacity during the construction period of the Proposed Development.

7.5 Percentage Impact Assessment of Cumulative Developments

7.5.1 As noted previously, the percentage traffic impact assessment of the proposal has been considered for an assessment year of 2028. As previously described, a large proportion of traffic associated with the cumulative development schemes is related to the respective construction phases.

7.5.2 It is extremely unlikely that the construction periods of all the schemes would overlap concurrently. In fact, it is possible than none, or a very limited number, of the construction periods would overlap with the Proposed Development construction phase. However, in order to present a robust appraisal of the potential impacts, the assessment will consider the effect of cumulative development traffic both with and without trips generated by the construction of the various strands of the HyNet North West project, the Protos site and the Enric site.

7.5.3 The cumulative impact assessment has been therefore undertaken for the following scenarios:

i) 2028 Baseline + Proposed Development Peak Construction Traffic + All Cumulative Development Traffic; and
ii) 2028 Baseline + Proposed Development Peak Construction Traffic + Cumulative Development Traffic (excluding cumulative development construction trips) (i.e. cumulative development operational traffic only).

7.5.4 The total combined committed development flows for the 2028 opening year for each of the developments summarised below are shown on **Figures 14** to **16** for the weekday AM, weekday PM and 12-hour AAWT periods, respectively. The AAWT data has also been used as a proxy for the AADT period as insufficient traffic data was available within all of the submitted committed development TA documents to be able to derive an AADT figure for every committed development scheme.

7.5.5 The total combined committed development flows for operational trip generation associated with the Protos ERF and Encirc sites, and excluding those associated with construction traffic generated by the HyNet project and construction of the Protos CCF, are illustrated in **Figures 17** to **19**.

2028 Baseline + Proposed Development + All Cumulative Development Traffic

7.5.6 **Table 7.2** and **Table 7.3** summarise the anticipated percentage impact of development related traffic on the key links and junctions, respectively, for the 2028 Baseline + Proposed Development + Cumulative Development Traffic scenario, during the network AM and PM peak hours of 07:30 – 08:30 and 16:30 – 17:30 respectively, the average 2028 weekday operating hours of 07:00 – 19:00 (denoted as AAWT – Annual Average Weekday Traffic), as well as the 24-hour Annual Average Daily Traffic Flow (AADT), to provide additional context to the AAWT figures.

7.5.7 As set out in **Table 5.3**, the majority of construction staff trips generated by the Proposed Development are likely to occur outside of the main network AM and PM peak hours. However, for the purpose of this assessment it has been assumed that all Proposed Development construction staff would arrive during the AM peak hour and depart during the PM peak hour.

Table 7.2 – Link Percentage Impact Assessment Summary (2028 with All Cumulative Developments)

2028 AM Peak Hour Scenario						
Link	**Base vehicles**	**Base HGVs**	**Development vehicles**	**Development HGVs**	**% Impact vehicles**	**% Impact HGVs**
1	1177	48	248	36	21.08	74.65
2	1581	81	429	18	27.11	22.29
3	1154	17	429	18	37.16	106.62
4	298	28	208	28	69.60	100.25
5	107	4	208	28	193.83	693.70
6	1	0	83	0	13325.76	n/a
2028 PM Peak Hour Scenario						
Link	**Base vehicles**	**Base HGVs**	**Development vehicles**	**Development HGVs**	**% Impact vehicles**	**% Impact HGVs**
1	1190	44	248	36	20.84	81.89
2	1266	28	429	18	33.86	65.30
3	1233	19	429	18	34.77	94.05
4	267	24	208	28	77.69	119.11
5	94	3	208	28	221.35	1035.36
6	2	0	83	0	3634.82	n/a

2028 12hr AAWT Scenario						
Link	**Base vehicles**	**Base HGVs**	**Development vehicles**	**Development HGVs**	**% Impact vehicles**	**% Impact HGVs**
1	13716	457	1564	544	11.40	119.14
2	10573	561	1147	256	10.85	45.58
3	11029	223	1147	256	10.40	114.65
4	2993	330	675	244	22.56	74.05
5	961	42	675	244	70.26	577.85
6	34	2	191	26	557.39	1041.62
2026 AADT Scenario						
Link	**Base vehicles**	**Base HGVs**	**Development vehicles**	**Development HGVs**	**% Impact vehicles**	**% Impact HGVs**
1	13930	671	1555	541	11.16	80.71
2	13207	952	1115	253	8.45	26.56
3	13553	482	1115	253	8.23	52.40
4	3089	367	634	238	20.52	64.89
5	1034	32	634	238	61.31	738.15
6	38	2	150	20	389.47	961.45

Link 1: A5117 between Pool Lane & M56 J14;

Link 2: A5117 between Pool Lane & Thornton Green Lane;

Link 3: A5117 between Thornton Green Lane & M53 J10;

Link 4: Pool Lane between A5117 & Oil Site Road;

Link 5: Grinsome Road; and

Link 6: Marsh Lane.

Table 7.3 – Junction Percentage Impact Assessment Summary (2028 with All Cumulative Developments)

2028 AM Peak Hour Scenario						
Link	**Base vehicles**	**Base HGVs**	**Development vehicles**	**Development HGVs**	**% Impact vehicles**	**% Impact HGVs**
1	3004	278	276	60	9.19	21.56
2	4001	222	430	20	10.75	8.81
3	1996	120	758	50	38.00	41.62
4	1580	80	429	18	27.16	22.50
2028 PM Peak Hour Scenario						
Link	**Base vehicles**	**Base HGVs**	**Development vehicles**	**Development HGVs**	**% Impact vehicles**	**% Impact HGVs**
1	2515	158	271	55	10.78	34.77
2	4348	120	429	18	9.86	14.89
3	1626	61	760	50	46.77	81.88
4	1293	27	729	18	33.16	66.67
2028 12hr AAWT Scenario						
Link	**Base vehicles**	**Base HGVs**	**Development vehicles**	**Development HGVs**	**% Impact vehicles**	**% Impact HGVs**

1	24832	2980	2397	1286	9.65	43.17
2	34253	2198	1147	256	3.35	11.64
3	13597	1029	2757	672	20.28	65.33
4	10770	548	1147	256	10.65	46.66
2028 AADT Scenario						
Link	**Base vehicles**	**Base HGVs**	**Development vehicles**	**Development HGVs**	**% Impact vehicles**	**% Impact HGVs**
1	31796	5052	2388	1283	7.51	25.40
2	42957	3726	1115	253	2.60	6.78
3	17126	1744	2716	666	15.86	38.19
4	13440	929	1115	253	8.30	27.20

Junction 1: M56 J14 Hapsford Interchange;

Junction 2: M53 J10 Stanlow Halt Interchange;

Junction 3: A5117 / Pool Lane; and

Junction 4: A5117 / Thornton Green Lane.

7.5.8 **Table 7.2** shows that the during the AM and PM peak hours the impact of development-related traffic plus cumulative developments would be greater than the IEMA 30% impact threshold on all links, other than links 1 and 2 in the AM peak, and link 1 in the PM peak.

7.5.9 In the AAWT and AADT scenarios, the percentage impact in terms of total vehicles is below the IEMA 30% threshold on links 1, 2, 3 and 4. The impact is indicated to exceed the 30% threshold on links 5 and 6 in terms of total vehicles, and on all links except link 2 in the AADT time period with regard to the increase in HGVs.

7.5.10 **Table 7.3** shows that the during the AM and PM peak hours impact on the key junctions within the study area is indicated to be greater than 10% at junctions 2, 3 and 4 in the AM peak, and at junction 1, 3 and 4 in the PM peak. The impact is indicated to be greater than 30% at junction 3 in the AM peak, and junctions 3 and 4 in the PM peak. In the AAWT and AADT scenarios the percentage impact is indicated to be below 5% at junction 2, but there would be a greater than 5% increase in traffic at junctions 1, 3 and 4.

7.5.11 It should be reiterated that the above figures represent the potential impact on the highway network in the unlikely event that the peak construction periods for the various Protos and HyNet schemes should coincide with that

of the Proposed Development. As per the results of the percentage impact assessment set out in **Section 6.5**, the proportion of the total cumulative impact that would be a direct result of the Proposed Development would be minimal. The total increase in traffic generated by the Proposed Development would largely fall within the accepted level of day-to-day traffic variation, and the Proposed Development would not generate any HGV trips at all during the AM and PM peak hour periods.

2028 Baseline + Proposed Development + Cumulative Development Traffic (excluding Cumulative Development Construction Trips)

7.5.12 As previously noted, it is highly unlikely that the peak construction periods for the committed developments listed above would coincide with that of the Proposed Development. As such, **Table 7.4** and **Table 7.5** summarise the anticipated percentage impact of development-related traffic on the key links and junctions, respectively, for the 2028 Baseline + Proposed Development + Cumulative Development Traffic (excluding committed development construction trips) scenario.

Table 7.4 – Link Percentage Impact Assessment Summary ((2028 with Cumulative Developments (excluding Cumulative Development Construction Trips))

2028 AM Peak Hour Scenario						
Link	**Base vehicles**	**Base HGVs**	**Development vehicles**	**Development HGVs**	**% Impact vehicles**	**% Impact HGVs**
1	1189	48	39	14	3.31	29.08
2	1581	81	99	14	6.28	17.33
3	1154	17	99	14	8.61	82.92
4	298	28	127	20	42.45	71.61
5	107	4	127	20	118.22	479.77
6	1	0	83	0	13325.76	n/a
2028 PM Peak Hour Scenario						
Link	**Base vehicles**	**Base HGVs**	**Development vehicles**	**Development HGVs**	**% Impact vehicles**	**% Impact HGVs**
1	1190	44	39	14	3.27	31.89
2	1266	28	99	14	7.84	50.79
3	1233	19	99	14	8.06	73.15
4	267	24	127	20	47.39	85.08
5	94	3	127	20	135.01	739.54
6	2	0	83	0	3634.82	n/a
2028 12hr AAWT Scenario						
Link	**Base vehicles**	**Base HGVs**	**Development vehicles**	**Development HGVs**	**% Impact vehicles**	**% Impact HGVs**
1	13716	457	412	242	2.97	52.98
2	10573	561	470	242	4.45	43.13
3	11029	223	470	242	4.26	108.46
4	2993	330	513	228	17.15	69.19
5	961	42	513	228	53.40	539.95
6	34	2	191	26	557.39	1041.62
2026 AADT Scenario						
Link	**Base vehicles**	**Base HGVs**	**Development vehicles**	**Development HGVs**	**% Impact vehicles**	**% Impact HGVs**
1	13930	671	402	239	2.84	35.64
2	13207	952	439	239	3.32	25.11
3	13553	482	439	239	3.24	49.54
4	3089	367	472	222	15.28	60.53
5	1034	32	472	222	45.64	688.52
6	38	2	150	20	389.47	961.45

Link 1: A5117 between Pool Lane & M56 J14;

Link 2: A5117 between Pool Lane & Thornton Green Lane;

Link 3: A5117 between Thornton Green Lane & M53 J10;

Link 4: Pool Lane between A5117 & Oil Site Road;

Link 5: Grinsome Road; and

Link 6: Marsh Lane.

Table 7.5 – Junction Percentage Impact Assessment Summary ((2028 with Cumulative Developments (excluding Cumulative Development Construction Trips))

2028 AM Peak Hour Scenario						
Link	**Base vehicles**	**Base HGVs**	**Development vehicles**	**Development HGVs**	**% Impact vehicles**	**% Impact HGVs**
1	3004	278	56	38	1.88	13.67
2	4001	222	99	14	2.47	6.11
3	1996	120	130	24	6.53	20.00
4	1580	80	99	14	6.29	17.50
2028 PM Peak Hour Scenario						
Link	**Base vehicles**	**Base HGVs**	**Development vehicles**	**Development HGVs**	**% Impact vehicles**	**% Impact HGVs**
1	2515	158	51	33	2.04	20.89
2	4348	120	99	14	2.28	11.55
3	1626	61	130	24	8.01	39.34
4	1293	27	99	14	7.68	51.85
2028 12hr AAWT Scenario						
Link	**Base vehicles**	**Base HGVs**	**Development vehicles**	**Development HGVs**	**% Impact vehicles**	**% Impact HGVs**
1	24832	2980	1021	972	4.11	32.62
2	34253	2198	470	242	1.37	11.01
3	13597	1029	640	356	4.70	34.61
4	10770	548	470	242	4.37	44.15
2028 AADT Scenario						
Link	**Base vehicles**	**Base HGVs**	**Development vehicles**	**Development HGVs**	**% Impact vehicles**	**% Impact HGVs**
1	31796	5052	1012	969	3.18	19.18
2	42957	3726	439	239	1.02	6.41
3	17126	1744	598	350	3.49	20.07
4	13440	929	439	239	3.27	25.71

Junction 1: M56 J14 Hapsford Interchange;

Junction 2: M53 J10 Stanlow Halt Interchange;

Junction 3: A5117 / Pool Lane; and

Junction 4: A5117 / Thornton Green Lane.

7.5.13 **Table 7.4** shows that the during the AM and PM peak hours the impact of development-related traffic plus cumulative developments (excluding committed development construction trips) would be below the IEMA 30% impact threshold on links 1, 2 and 3, but would exceed this threshold on links 4, 5 and 6. The impact in terms of HGVs is indicated to be greater than 30% on all links in all time periods, other than link 2 in the AM peak and AADT time

periods. However, there would be no HGV movements associated with the Proposed Development during the AM and PM peak hours.

7.5.14 In the AAWT and AADT scenarios, the percentage impact with regard to total vehicles is below the IEMA 30% threshold on links 1, 2, 3 and 4. The impact is indicated to exceed the 30% threshold on links 5 and 6 in terms of total vehicles, and on all links except link 2 in the AADT time period with regard to the increase in HGVs. Noting that links 5 and 6 are private access road to Protos.

7.5.15 **Table 7.5** shows that the during the AM and PM peak hours impact on the key junctions within the study area is indicated to be less than 5% at junctions 1 and 2 and there would also be less than a 10% increase at junctions 3 and 4. In the AAWT and AADT scenarios, however, the percentage impact is indicated to be below 5% at all junctions.

7.5.16 With regard to the impact in terms of total vehicles, even when the Proposed Development traffic is assessed in conjunction with committed development traffic, the increase in traffic in terms of total vehicles is indicated to largely fall within the accepted level of day-to-day traffic variation at all of the key junctions and on links 1, 2 and 3.

7.5.17 With reference to the IEMA assessment methodology summarised in paragraphs 6.5.1 to 6.5.9, the overall impact on the individual links along the A5117, and at all of the key junctions within the study area, is of minor significance in environmental assessment terms, and falls within the parameters of day-to-day traffic flow variation with regard to link and junction capacity and the operation of the highway network. The impact on Pool Lane also remains below the IEMA 30% threshold in both the AAWT and AADT assessment periods.

7.5.18 On links 4, 5 and 6, as described in **Section 6.5** the percentage impact assessment should be viewed in the context of the low baseline traffic flows. Whilst there are ostensibly large increases from a percentage impact

perspective on these links in all time periods, this is because the future baseline traffic flows are low to begin with. It should also be noted that links 5 and 6 do not form part of the adopted highway network.

7.5.19 Furthermore, as previously stated both Pool Lane (link 4) and Grinsome Road (link 5) are designed to be fully capable of carrying significant HGV flows and are both designed to modern DMRB standards. Even with the inclusion of cumulative development traffic and trips generated by the Proposed Development, the total flows along these links do not come close to exceeding the theoretical capacities of these links, either in the peak hours or in terms of daily traffic flows. There is no suggestion that either Pool Lane or Grinsome Road is currently experiencing delay or congestion effects, or that the development-related traffic would change this situation.

7.5.20 With regard to Marsh Lane (link 6), the baseline level of traffic flow along this link is negligible, with only around 2-3 two-way movements per hour throughout the day.

7.5.21 The percentage impact assessment is based on the assumption that all construction staff for all of the committed developments would travel to and from the site in individual vehicles, other than the Proposed Development, for which the adoption of car sharing practices equating to an average car occupancy of 2 persons per vehicle has been assumed. In reality, during the busiest periods of construction activity it is likely that the impact of development trips would be further mitigated through the measures in the respective travel plans associated with those schemes such as car sharing, modal shift targets, and use of minibuses.

7.5.22 With regard to the cumulative impact in terms of pedestrian and cyclist amenity / fear and intimidation, committed development traffic would only result in an impact on Grinsome Road. As noted in paragraph 6.5.28, Grinsome Road features a continuous footway alongside the carriageway, while the NCN Route 5 is segregated from Grinsome Road. It is therefore

considered that the cumulative impact on pedestrian and cyclist amenity / fear and intimidation on Grinsome Road would not be significant.

7.5.23 There would be no impact from committed development trips along Marsh Lane. As such, cumulative impact on pedestrian and cyclist amenity / fear and intimidation along this link would be the same as described in paragraphs 6.5.29 to 6.5.32.

7.5.24 It should also be reiterated that construction staff trips would generally occur outside of the highway peak hours. In addition, this level of trip generation and the resultant magnitude of impact would be relatively short-term, comprising a maximum of 18 months out of the total 30-month construction programme. Outside of this period the number of daily construction trips would be significantly lower.

7.5.25 The impact of cumulative development traffic does result in a large increase in the number of HGV trips on the local highway network when viewed against the current traffic flows. However, the Proposed Development would not result in any HGV movements during the AM and PM highway peak hours. Furthermore, as described in **Section 7.2**, the Protos site has a permitted cap on HGV movements of 718 arrivals and 718 departures per day for the Resource Recovery Park, and 101 arrivals and 101 departures per day for the Protos ERF site. These have been deemed acceptable by virtue of having been granted planning permission previously.

7.5.26 In this context, the junction turning count undertaken at the Grinsome Road / Protos Site Access roundabout in July 2023 in support of the Protos CCF planning application identified a total of only 104 two-way HGV movements (53 arrivals and 51 departures) to and from the Protos site across a 6-hour period during the AM and PM peak periods. An ATC survey undertaken along Grinsome Road to the east of the Protos roundabout at the same time indicated a total of 248 two-way HGV movements (128 arrivals and 120 departures) per day on average across the 4-day survey period, which includes trips to the Encirc facility.

7.5.27 Furthermore, the ATC survey undertaken on Grinsome Road in March 2024 recorded an average of only around 30 HGV movements in each direction on an average weekday. This clearly demonstrates that the Protos site is currently generating a volume of HGV traffic which is significantly below the permitted cap.

7.5.28 Based on the 2024 baseline flows, the forecast total number of daily HGV movements in the 2028 assessment year comprises a maximum of 218 two-way trips along Grinsome Road (141 arrivals and 141 departures), which is inclusive of Proposed Development traffic, existing Protos trips, and committed Protos trips associated with the Plot 8 ERF site. As such, the forecast daily cumulative number of HGV trips in the 2028 assessment year, including Proposed Development traffic, is significantly below the agreed cap.

7.5.29 It is acknowledged that the assessment does not take into account potential additional traffic associated with the ongoing development of the wider Protos site. However, at present the only extant reserved matters applications are for 9a, 10a, 11, 12 and 13. As per **Table 7.1**, these plots have a combined permitted cap on HGV movements of 196 arrivals + 196 departures per day.

7.5.30 Even accounting for the committed developments, it can be seen that the Protos site is currently generating a level of HGV traffic which is significantly below the agreed cap. The number of 'unused' traffic movements associated with the plots which have not been developed is therefore significantly greater than the forecast construction traffic movements associated with the Proposed Development.

7.5.31 As previously stated, the maximum forecast Proposed Development trip generation and the resultant magnitude of impact would last for a maximum of 18 months out of the total 30-month construction programme. Outside of this period the number of daily construction trips would be significantly lower. As such, any construction traffic associated with the development of remaining Protos plots is also likely to fall within the overall cap.

7.5.32 It should also be noted that when the permitted overall cap on Protos RRP HGV movements was set, the adjacent CF Fertilisers plant was also operational. This site historically had an annual production capacity of 990,000 tonnes of fertiliser and associated compounds, and as such gave rise to a significant number of HGV movements associated with the import of raw materials and export of fertiliser. These movements were additional to the permitted overall cap on Protos HGV movements. However, this plant ceased operation in 2022, and as such the HGV movements previously generated by it are no longer present on the local highway network.

Summary of Effects from Cumulative Impacts Assessment

7.5.33 In light of the above factors, the cumulative level of vehicle movements set out above are considered very unlikely to have an adverse impact on the local highway network in EIA terms, particularly given the conservative nature of the assumptions i.e. that all the developments would occur at the same time.

8.0 PROPOSED MITIGATION

8.1 Introduction

8.1.1 This section of the TA sets out the proposed measures which would be put in place to mitigate the transport impacts of the Proposed Development. This includes embedded mitigation measures which would be incorporated into the design of the Proposed Development, as well as any necessary measures as identified through the assessment process.

8.2 Construction Staff Sustainable Travel Considerations

8.2.1 As set out in **Sections 6** and **7**, the main impact would result from the movement of construction staff to and from the Site during the peak period of construction activity. The DCO application includes both an **Outline Construction Traffic Management Plan (oCTMP) [EN010153/DR/7.4]** and an **Outline Construction Environmental Management Plan (oCEMP) [EN010153/DR/7.5]** for the Proposed Development.

8.2.2 To reduce the potential impact of vehicles associated with construction staff, the oCTMP includes measures to encourage construction workers to consider ways of travelling to the Site via means other than individual private car.

8.2.3 Given the relative lack of sustainable transport connectivity due to the nature of the Site, construction personnel would be encouraged to lift share with colleagues to reduce the number of vehicles travelling to and from the Site each day.

8.2.4 To reinforce this, the main car parking areas at the Site would have a provision for a maximum of 208 vehicles, comprising 104 parking spaces located adjacent to each of the Main Site Compounds within Western Array and the Eastern Array, respectively.

8.2.5 During the periods of maximum construction activity, the number of staff vehicle trips could be further reduced through the provision of minibuses to transport staff to the Site from nearby transport hubs, town centres and/or

local accommodation (although no assumptions have been made with regards to this for the purposes of assessment).

8.2.6 Assuming the use of 15-seat minibuses, if used to transport 50% of the peak workforce a total of 8 minibuses would be required, if full. This would in turn reduce the overall number of construction staff trips during the peak period of construction activity by approximately 40%, compared to the forecast trip generation based on car sharing alone.

8.2.7 Considering the start/finish times of staff, the hours of construction would mean that any staff vehicle movements / minibus trips on the local highway network are expected to largely occur outside of the identified network highway peak hours, particularly in the PM peak.

8.3 HGV Access and Routeing

8.3.1 The proposed access route to the Site for HGVs has been identified in order to minimise the impact of construction traffic on the surrounding residential areas. The roads that would be used for access are of a high standard and are regularly used by HGVs, with the main access into the Site designed for the construction and maintenance of the Frodsham Solar Farm. Roads through nearby villages would be avoided.

8.3.2 A booking system would be set up to manage arrivals and departures to the Site, so that vehicles are not required to pass in opposite directions along Marsh Lane. Construction deliveries by HGVs would be co-ordinated to avoid the highway peak hours.

8.4 Abnormal Loads

8.4.1 It is anticipated that the Proposed Development would require the delivery of certain loads that could not be delivered using standard 16.5m, 44T HGVs, including items such as high voltage transformers, cable drums and cranes. Such items would therefore need to be delivered to site as AILs. Movement

of AILs to the Site would be managed subject to the Road Vehicle Authorisation of Special Types Order 2003.

8.4.2 The proposed access route to the Site was used by AIL traffic during the construction of the Frodsham Wind Farm and continues to be used for maintenance of the Wind Farm. It is therefore considered to be of a suitable standard to accommodate AIL access, and as such no further specific mitigation is proposed to facilitate AIL access to the Site.

8.5 PRoW Network

8.5.1 One of the design principles of the Proposed Development is to maintain access to the PRoW network wherever practicable and safe to do so. As such, where practicable, the construction works would be designed to minimise disruption to PRoW routes within the Site. Management of the PRoW network within the Site area is therefore likely to involve the use of mesh fencing or Heras fencing as appropriate in order to clearly demarcate and separate PRoWs from construction traffic and activities. Where necessary, banksmen would be utilised during construction where construction traffic is required to cross a PRoW.

8.5.2 A traffic management system would need to be implemented along Marsh Lane to facilitate the two-way movement of construction traffic. This is likely to involve the stationing of banksmen at each end of the impacted section to control the movement of traffic. In order to ensure safety, it is likely to be necessary for Marsh Lane between the Protos site and the Wind Farm access to be closed to pedestrian and equestrian movements during construction hours. However, cyclists would be permitted to travel along the impacted section during periods when there are no HGV movements taking place. A summary of the indicative management measures required for each PRoW within the Site is provided in **Table 8.1**.

Table 8.1 – PRoW Management Measures

PRoW Reference	Impact on PRoW	Management Measures Proposed
Frodsham FP93	Frodsham FP93 runs along the easterly border of the Site but lies outside the construction perimeter fence line. As such no construction traffic would use this route. However, the proposed 132kV overhead line to Frodsham SPEN Substation would cross the PRoW. As such there would be a need to protect users during the stringing of the 132kV lines.	The PRoW would be closed for a period of up to 2 weeks (during the construction working hours) during the stringing of the high voltage cables for the 132kV overhead line construction into the SPEN substation. Appropriate signage warning in advance of closures, and during the closures, would be displayed alongside fencing and gates to prevent access to the area.
Frodsham FP81	A single construction access crossing point would be required across FP81.	Gated access would be provided preventing construction vehicles / plant from crossing the PRoW. In order for construction vehicles / plant to cross the PRoW, the gates would need to be reversed, preventing temporary access along the PRoW whilst vehicles make the crossing. After crossing the PRoW, the gates would be returned and locked into their original position.
Frodsham RB99	A single crossing point would be required across RB99.	A similar 2-gate system to Frodsham FP81 would be implemented, to be operated by a banksman.
Frodsham RB108	A 190m section of Frodsham RB108 would be used as a construction access road to the western half of the SADA (to the west of Brook Furlong). As such it would be necessary to implement measures to avoid conflicts between users of the PRoW and construction traffic.	During construction working hours, construction traffic would be managed using banksmen along this section of Frodsham RB108. Banksmen would halt construction traffic when users need to access this section of PRoW. Outside construction working hours the route would be re-opened for use.
Frodsham RB102	A 190m section of Frodsham RB102 would be used as a construction access road. As such it would be necessary to implement measures to avoid conflicts between users of the PRoW and construction traffic.	During construction working hours, construction traffic would be managed using banksmen along this section of Frodsham RB102. Banksmen would halt construction traffic when users need to access this section of PRoW. Outside construction working hours the route would be re-opened for use.
Frodsham RB98	Temporary closure for the duration of the construction works	Users would be directed along the PRoW Frodsham RB97 and Frodsham RB101.

PRoW Reference	Impact on PRoW	Management Measures Proposed
Frodsham RB103	Temporary closure for the duration of the construction works	Users would be directed along the PRoW Frodsham RB97 and Frodsham RB101.
Ellesmere Port and Neston RB40 / Frodsham RB 106 / NCN 5	A 1km section of Ellesmere Port and Neston RB 40, as well as a 150m section at the western end of Frodsham RB106 (which forms part of the National Cycle Network), would be used as a construction access road. As such it would be necessary to implement measures to avoid conflicts between users of the PRoW and construction traffic.	Pedestrians and equestrians would be prohibited from accessing this section of Ellesmere Port and Neston RB40 / Frodsham RB106 during construction working hours. Banksmen would be used to ensure safe passage of cyclists. Cyclists wanting to access this section of NCN 5 would be held until construction traffic has been halted, they would then be allowed to proceed. Outside construction working hours the route would be re-opened for use to all users.

8.5.3 The Proposed Development also provides for a potential new car parking area off Moorditch Lane at the southern edge of the Site for use by visitors using the PRoW network. This would form an enhancement to the current use of Moorditch Lane for informal on-street parking. Further details are set out in the **outline Landscape and Ecology Management Plan [EN010153/DR/7.13]**.

8.5.4 The outline PRoW Management Plan document sets out the principles by which PRoW would be managed during the construction, operation and decommissioning phases, with detailed measures produced following grant of the DCO and prior to the start of construction.

8.6 Management of Cumulative Development Impacts

8.6.1 As identified within **Section 7**, there are several infrastructure projects proposed in the vicinity of the Proposed Development which are likely to generate construction traffic along the same extent of local highway network that would be utilised for the Proposed Development, in particular the various strands of the HyNet North West project. As such, there is the potential for significant traffic impacts in the unlikely event that the construction periods of these projects should overlap with that of the Proposed Development.

8.6.2 As such, the **oCTMP [EN010153/DR/7.4]** includes a commitment for the applicant to maintain ongoing communications with the project delivery team for the HyNet scheme, as well as for other major developments deemed necessary by the LHA, to liaise on managing any potential cumulative impacts. It is assumed that the other developers will also work pro-actively with Frodsham Solar.

8.6.3 In the event that there would be any significant overlap between the schemes with regard to construction traffic movements, a Construction Traffic Management Plan Working Group would be established in order to manage and co-ordinate the delivery of the schemes in order to minimise and mitigate the combined impact of construction traffic. These measures are set out in the **oCTMP [EN010153/DR/7.4]** which is secured via a Requirement in Schedule 2 of the draft DCO.

8.7 Construction Traffic Management Plan

8.7.1 As noted previously, an oCTMP has been prepared as part of the DCO application. This provides further detail of the suggested mitigation measures outlined above, along with additional procedures which would be put in place to manage any adverse effects of construction. It covers matters such as:

i) restrictions on vehicle delivery hours;
ii) on-site construction vehicle parking & manoeuvring arrangements;
iii) HGV routing strategy;
iv) staff parking arrangements;
v) liaison with developers of other developments to encourage co-ordinated management of HGV movements e.g. via a joint Traffic Management Group as discussed above;
vi) management and procedures for access by abnormal loads; and
vii) local signage strategy.

9.0 SUMMARY AND CONCLUSIONS

9.1.1 This Transport Assessment (TA) has been prepared by Axis on behalf of Frodsham Solar Ltd to consider the highways and transport matters associated with a Development Consent Order (DCO) application for a solar energy generating station and an associated on-site Battery Energy Storage System (BESS) on land at Frodsham Marshes, Frodsham, Cheshire West and Chester.

9.1.2 The Solar Array Development Area would be located at the eastern extent of Frodsham Marsh, an area of land between the Mersey Estuary and the M56 which is occupied by the Frodsham Wind Farm, approximately 500m to the north of Frodsham Town Centre at the closest boundary. The Solar Array Development Area would cover a total area of approximately 250 ha across three relatively distinct areas.

9.1.3 The Proposed Development comprises a new solar energy generating station and an associated on-site BESS, including the associated infrastructure for connection to the local electricity distribution network, as well as a private wire electricity connection that would enable local businesses to utilise the renewable energy generated by the Proposed Development. The Proposed Development would be capable of generating approximately 130 megawatts (MW) of electricity, as well as the storage of up to 100 MW of electricity within the on-site BESS.

9.1.4 A review of the transport-related planning policy has been reviewed including the overarching National Policy Statement for Energy (EN-1) and the National Policy Statement for Renewable Energy (EN-3), the NPPF, and the Cheshire West and Chester Local Plan Part One (2015) and Part Two (2019). This report has been prepared with due regard to the relevant national and local policies.

9.1.5 The road safety record of the local highway network has been examined within the most recently available 5-year period (2018 - 2022). The analysis

does not indicate that there are any existing highway safety issues that could be worsened by the Proposed Development.

9.1.6 During both the construction and operation of the Proposed Development, vehicular access to the Site would be via Marsh Lane, utilising the existing network of access tracks which were created as part of the Frodsham Wind Farm development. Access to Marsh Lane from the adopted highway network would be from Pool Lane via a series of private access roads which lead to the Site, specifically Grinsome Road. Pool Lane provides access via the A5117 to Junction 14 of the M56 and Junction 10 of the M53.

9.1.7 As far as Marsh Lane, the proposed access route for construction traffic is comprised of roads with a carriageway width of at least 6m, capable of facilitating two-way movement of HGVs. The roads leading to the Site are all designed to a standard to accommodate HGV.

9.1.8 This TA assesses the traffic impacts associated with the construction phase of the Proposed Development, which is scheduled to last for approximately 30 months. The peak period of traffic generation would comprise a period of approximately 18 months. Outside of this period the number of daily construction trips would be significantly lower. Once operational, trips to the Site would comprise a maximum of 20 two-way movements per day during periods of routine maintenance, comprising cars and light goods vehicles / vans. There would be no regular HGV movements during the operational phase, only occasional visits.

9.1.9 The trip generation of the construction period has been forecast using a ‘first principles’ approach based on experience of promoting other solar parks nationally and from information supplied by the Applicant.

9.1.10 In total, the development is forecast to generate approximately 126 two-way movements (63 arrivals and 63 departures) per weekday on average throughout construction period, increasing to approximately 190 two-way movements per day on average during period of peak activity between

months 2-19 (95 arrivals and 95 departures). This is inclusive of delivery-related movements and staff trips. The peak number of construction trips is expected to occur in month 12, when there would be approximately 284 two-way trips on weekdays (inclusive of 40 two-way HGV movements), and 142 two-way trips on Saturdays (inclusive of 20 two-way HGV movements).

9.1.11 These trip generation forecasts are based on the assumption that a significant number of staff would participate in a car share, thereby reducing the number of trips to the Site. For the purpose of this assessment, therefore, a conservative assumption of an average car/van occupancy of 2 has been assumed for construction staff trips. There is potential for this level of traffic to be further reduced through the provision of staff minibuses where appropriate during peak periods of construction activity, but the assessment does not rely on this.

9.1.12 A percentage impact assessment has been undertaken, which compares the forecast peak traffic-generating potential during the construction phase against the baseline traffic flows for an assessment year of 2028, which is when the peak period of construction activity is anticipated to occur.

9.1.13 In EIA terms, the impact of the Proposed Development on the adopted highway network would be **low**. The results of the percentage impact assessment indicate that across the adopted highway network, even during the peak of the construction phase the impact of the Proposed Development would generally be below the IEMA Rule 1 Threshold level and would largely fall within the accepted level of day-to-day traffic variation. The impact of Proposed Development traffic at the key junctions within the study area is not considered to be significant in EIA terms. Based on the results of the percentage impact assessment, it is not considered that any further detailed junction capacity modelling is necessary.

9.1.14 An assessment of cumulative impacts has also been undertaken, to take into account a number of committed developments which would potentially create additional traffic on the local highway network within the study area during the

construction phase of the Proposed Development. These include the development of the Protos site, the expansion of the existing Encirc factory, and a number of strands of the HyNet North West scheme.

9.1.15 The assessment indicates that the cumulative impacts of all committed schemes would be significant with regard to both environmental effects and the operation of the highway network. However, the proportion of the total cumulative impact that would be a direct result of the Proposed Development would be minimal. Furthermore, this is based on the assumption that traffic associated with the respective construction phases of the HyNet North West projects would coincide with that of the Proposed Development. It is unlikely that the collective construction periods for these committed developments would overlap concurrently, even when taking into account the delayed submission of the DCO application for the HyNet scheme. In fact, it is possible than none, or a very limited number, of the construction periods would overlap with the Proposed Development construction phase.

9.1.16 An assessment has therefore also been undertaken to appraise the cumulative effects excluding committed development construction traffic. The results indicate that across the adopted highway network, even during the peak of the construction phase the impact of the Proposed Development plus cumulative development traffic would generally be below the IEMA Rule 1 Threshold level and would largely fall within the accepted level of day-to-day traffic variation.

9.1.17 The impact of cumulative development traffic does result in large increases in the number of HGV trips on the local highway network. However, the forecast cumulative total number of HGV movements in the 2028 assessment year, including Proposed Development traffic, is significantly below the agreed daily cap on HGV movements attached to the Protos site.

9.1.18 Furthermore, the percentage impact assessment is based on the assumption that all construction staff would travel to and from the site in individual vehicles during the highway peak hours, albeit with the assumed adoption of car

sharing practices equating to an average car occupancy of 2 persons per vehicle. In reality, during the busiest periods of construction activity it is likely that the impact of development trips would be further mitigated through the use of minibuses to transport staff to and from the construction site from nearby transport hubs or facilitating staff trips to and from the site by cycle, where appropriate. The daily hours of construction would also mean that staff would largely travel to and from the Site outside of the main highway peak hours, particularly in the PM peak.

9.1.19 Additional analysis has also been undertaken to appraise the specific impacts of Proposed Development traffic movements in conjunction with cumulative development construction trips at the M56 Junction 14 and M53 Junction 10 roundabouts. This demonstrated that in the highly unlikely event that construction traffic associated with each of the cumulative development schemes were to be present on the local highway network concurrently, the Proposed Development would comprise only a small proportion of the total number of additional vehicles. In addition, even in this ‘worst-case’ scenario the combined cumulative traffic flows would be highly unlikely to result in any queue lengths extending back onto the mainline carriageways of either the M56 or M53 motorways.

9.1.20 The impact of construction traffic would be mitigated through the implementation of a CTMP. This would include measures aimed at encouraging construction workers to consider ways of travelling to the Site via means other than individual private car. As noted above, given the relative lack of sustainable transport connectivity due to the nature of the Site, it is expected that construction personnel would be encouraged to lift share with colleagues to reduce the number of vehicles travelling to and from the Site each day. During periods of maximum construction activity, the number of staff vehicle trips could be further reduced through the provision of minibuses to transport staff to the Site from nearby transport hubs.

9.1.21 The maximum forecast Proposed Development trip generation and the resultant magnitude of impact would last for a maximum of 18 months out of the total 30-month construction programme. Outside of this period the number of daily construction trips would be significantly lower.

9.1.22 Paragraph 5.14.21 of the Overarching National Policy Statement for Energy (EN-1) states that:

"The Secretary of State should only consider refusing development on highways grounds if there would be an unacceptable impact on highway safety, residual cumulative impacts on the road network would be severe, or it does not show how consideration has been given to the provision of adequate active public or shared transport access and provision".

9.1.23 Based on the evidence presented in this TA, in the context of EN-1 there would be no unacceptable impact on highway safety, and no severe residual cumulative impacts on the road network would be created by the Proposed Development.

FIGURES

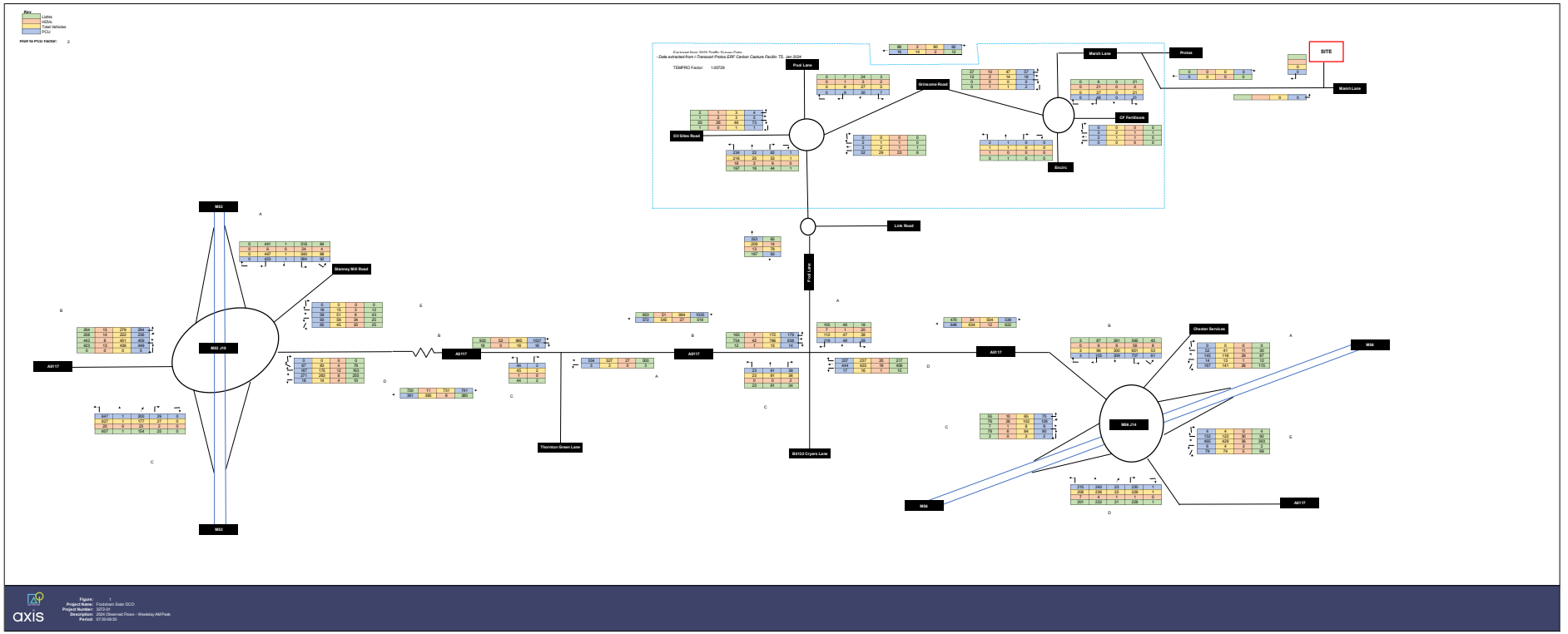


Figure: 1
Project Name: Fiddlers Solar DCO
Project Number: 3272-01
Description: 2024 Observed Flows - Weekday AM Peak
Period: 07:30-08:30

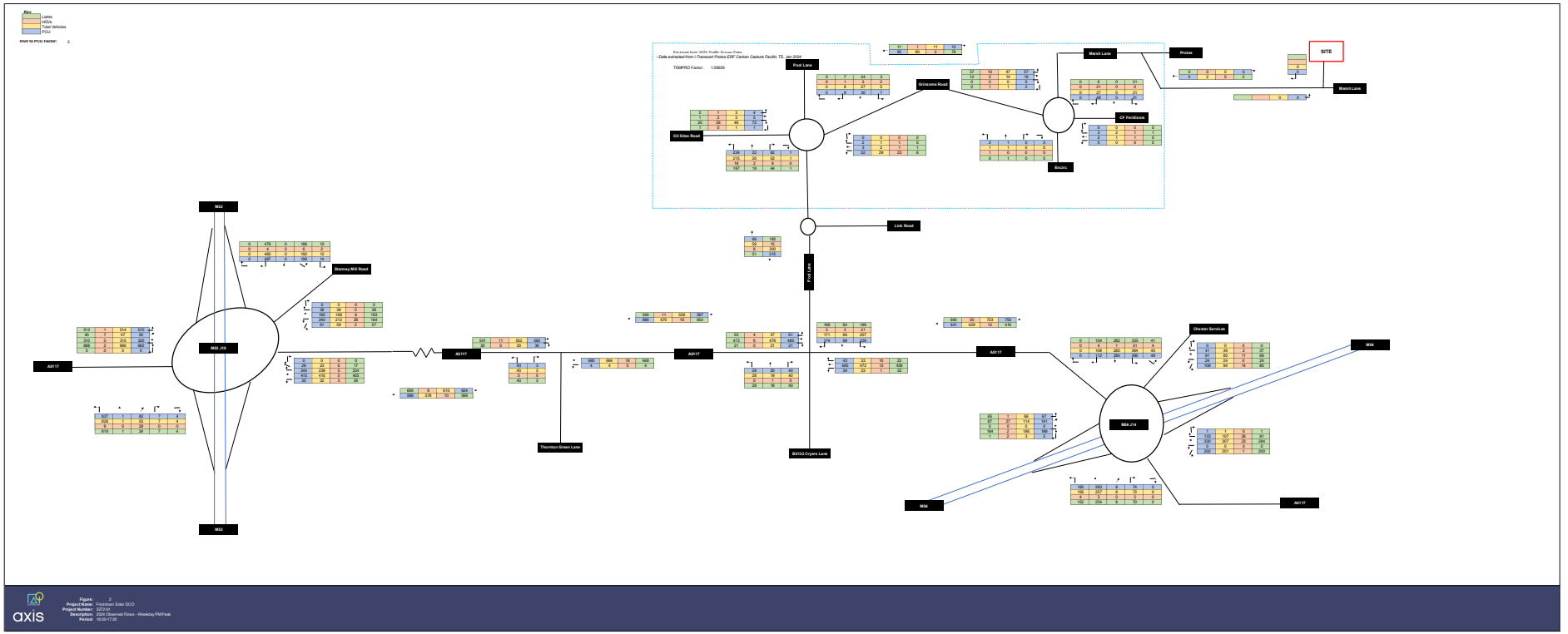
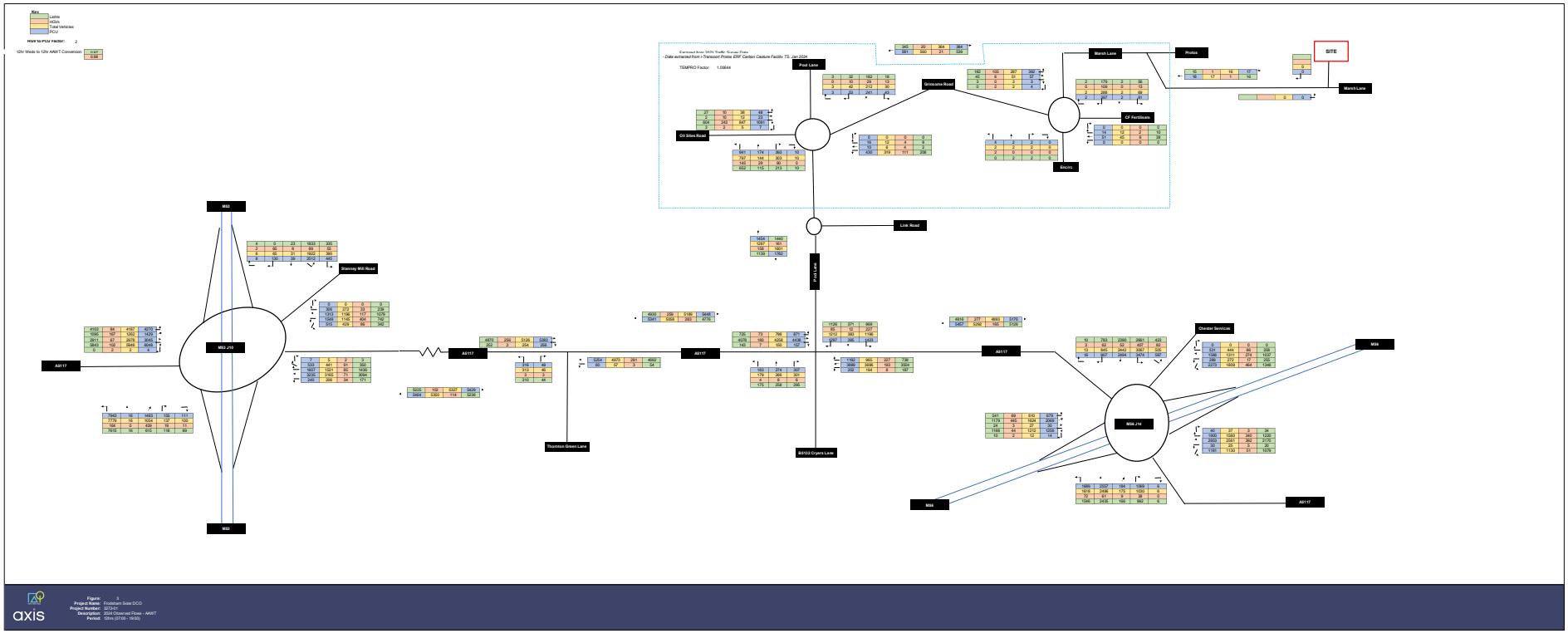


Figure: 2
Project Name: Fiskham Solar DCO
Project Number: 3272-01
Description: 2024 Observed Flows - Weekday PM Peak
Period: 16:30-17:30



axis

Figure: 3
Project Name: Finkhorn Solar DCO
Project Number: 5072-04
Description: 2024 Observed Flows - AWAT
Period: 12hrs (07:00 - 19:00)

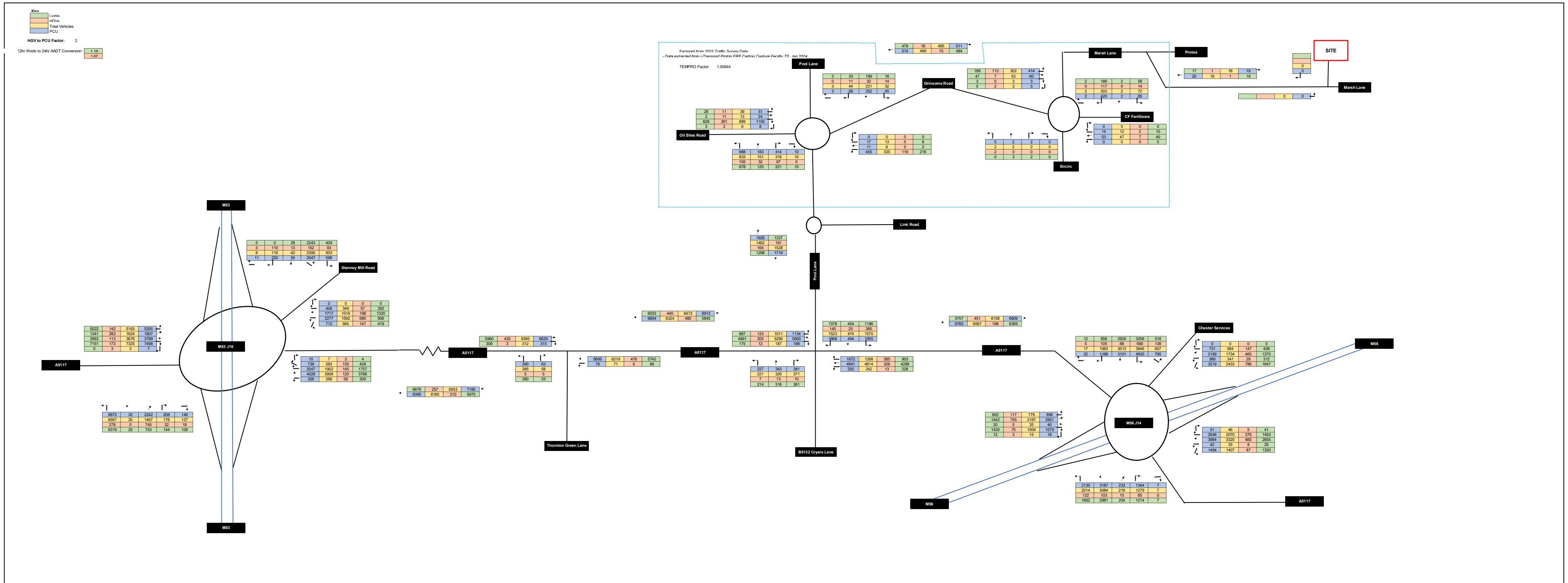
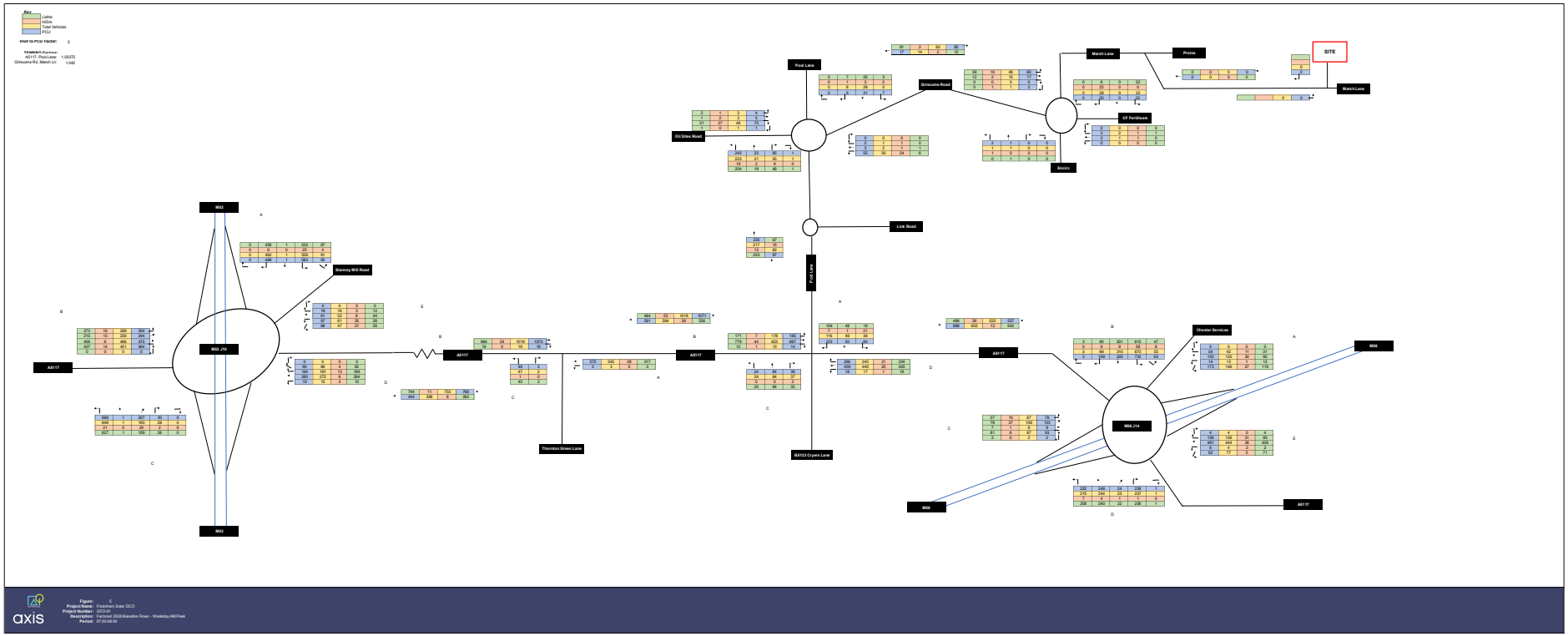


Figure: 4
Project Name: Frodsham Solar DCO
Project Number: 3272-01
Description: 2024 Observed Flows - AADT
Period: 24hrs



axis

Figure: 6
Project Name: Fiskerton Solar DCO
Project Number: 2272-01
Description: Factored 2026 Baseline Flows - Weekday AM Peak
Period: 07:30-08:30

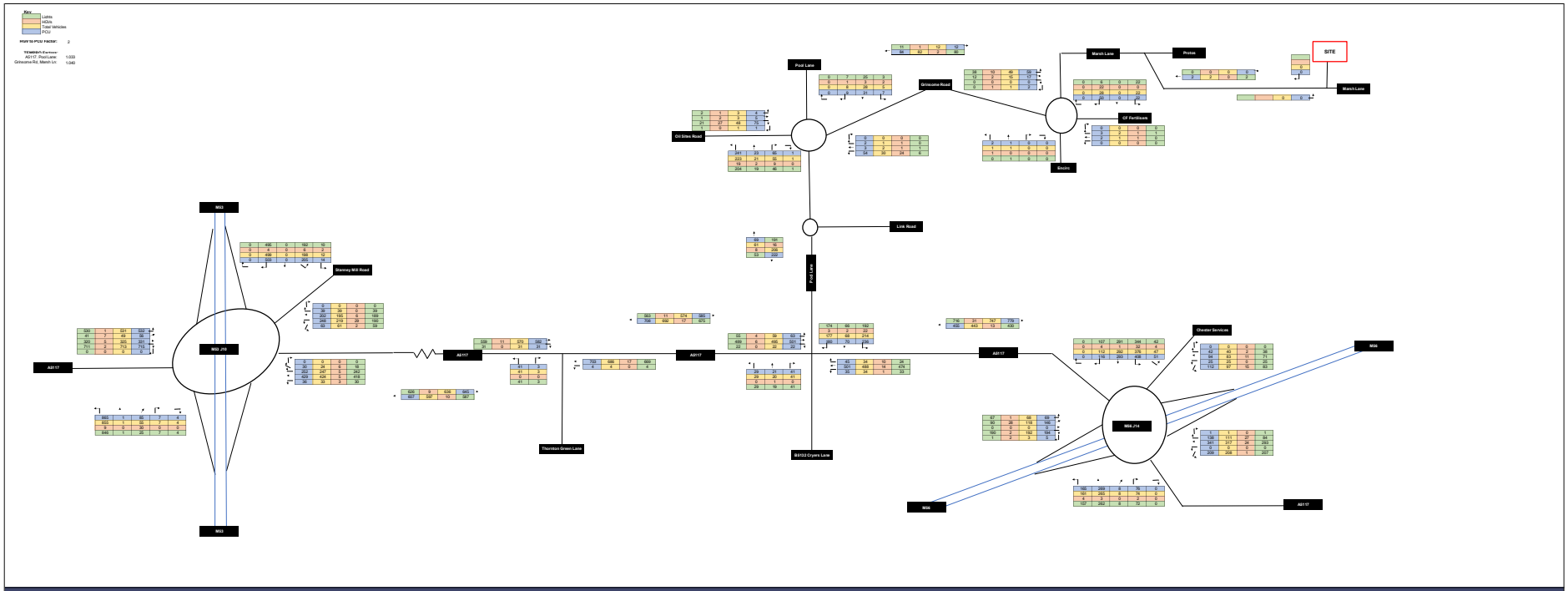


Figure: 6
Project Name: Fiddlham Solar DCO
Project Number: 2272-01
Description: Factored 2026 Baseline Flows - Weekday PM Peak
Period: 1630-1730

Key

- Lights
- HGVs
- Total Vehicles
- PCU

HGV to PCU Factor: 2

TEMPRO Factors:
A5117, Pool Lane: 1.033
Grinsome Rd, Marsh Ln: 1.040

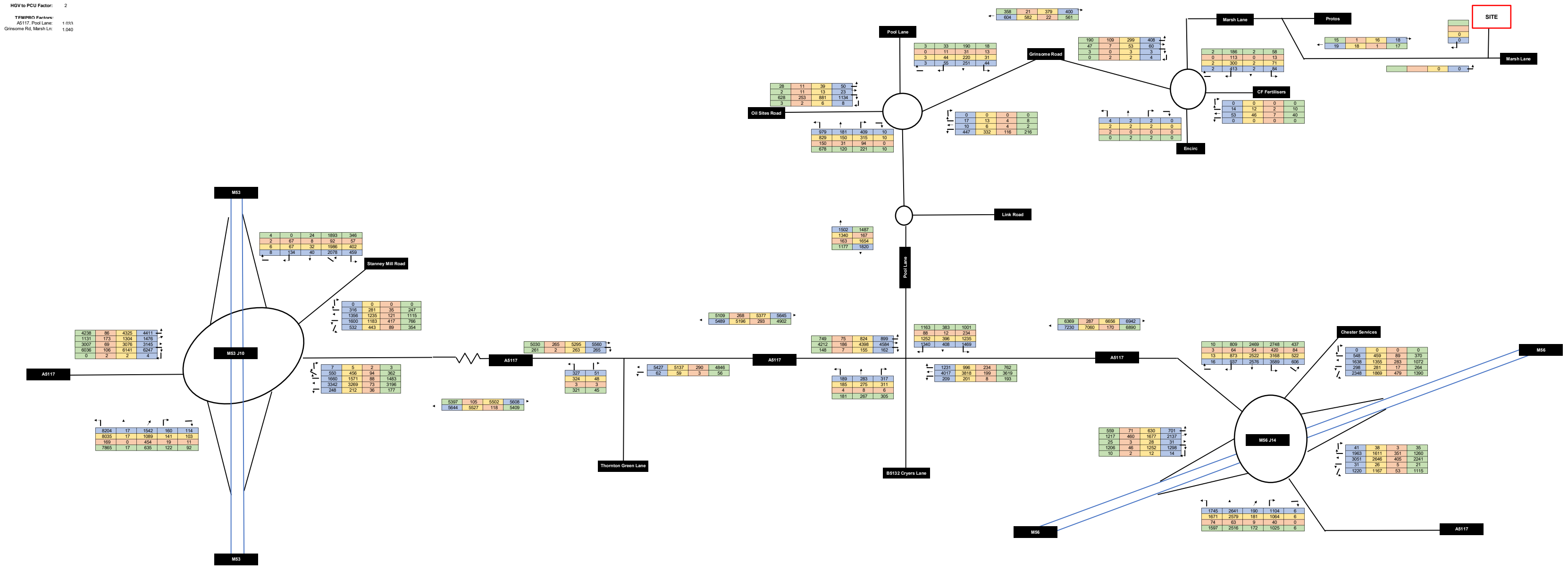


Figure: 7
Project Name: Frodsham Solar DCO
Project Number: 3272-01
Description: Factored 2028 Baseline Flows - AAWT
Period: 12hrs (07:00 - 19:00)

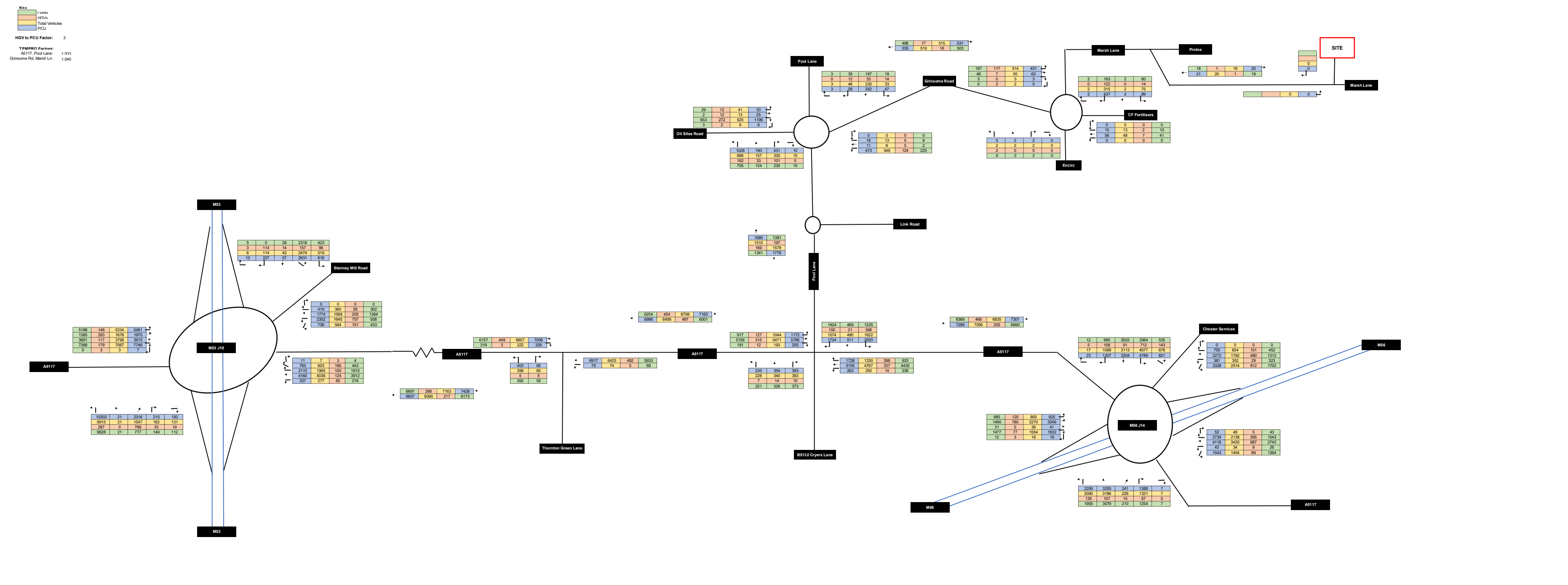


Figure: 8
Project Name: Frodsham Solar DCO
Project Number: 3272-01
Description: Factored 2028 Baseline Flows - AADT
Period: 24hrs

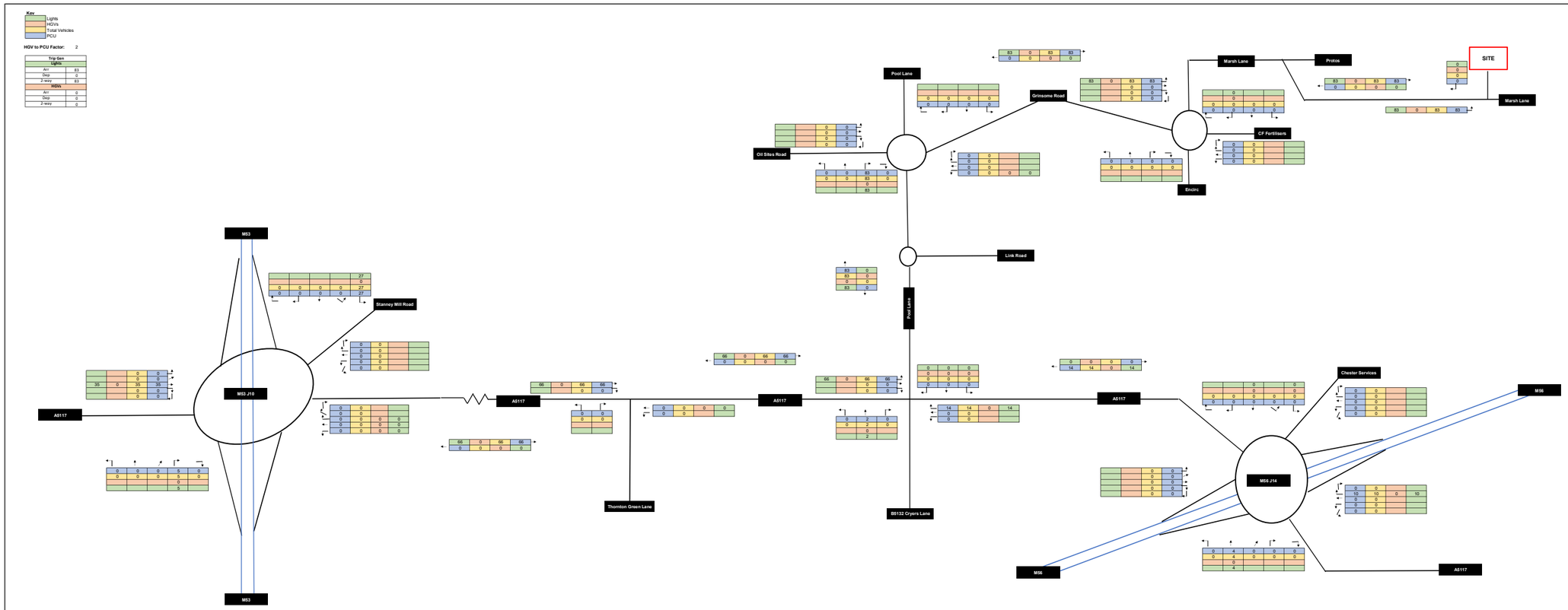


Figure: 9
Project Name: Frodsham Solar DCO
Project Number: 3272-01
Description: Frodsham Solar Construction Trips - Weekday AM Peak - Peak Workforce (Months 2-19)
Period: 07:30-08:30

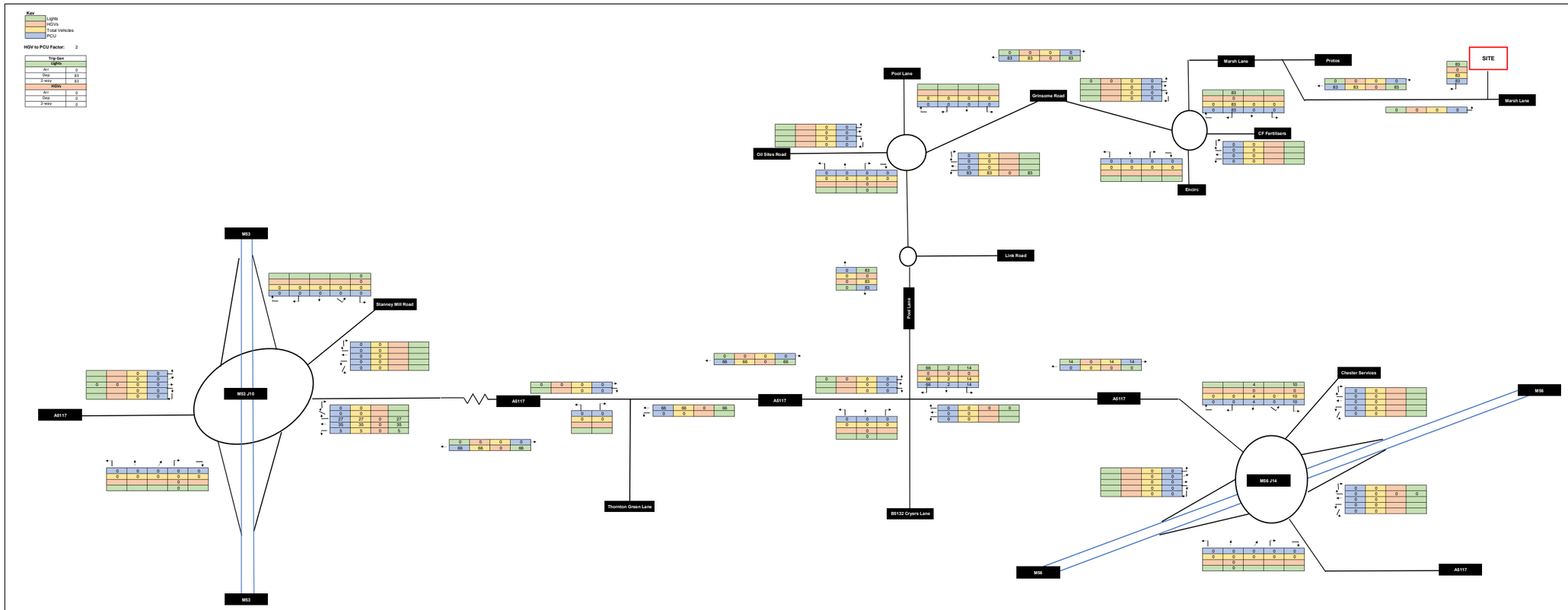


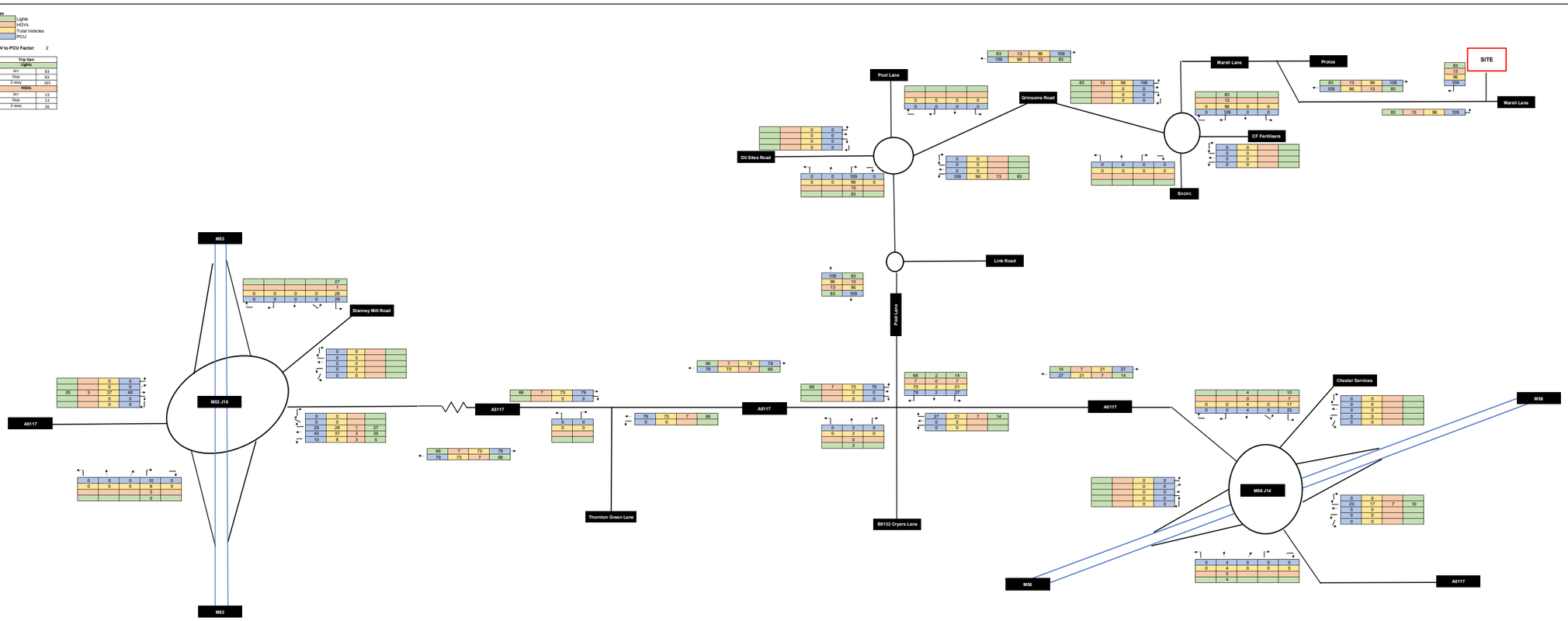
Figure: 10
Project Name: Frodsham Solar DCO
Project Number: 3272-01
Description: Frodsham Solar Construction Trips - Weekday PM Peak - Peak Workforce (Months 2-19)
Period: 16:30-17:30

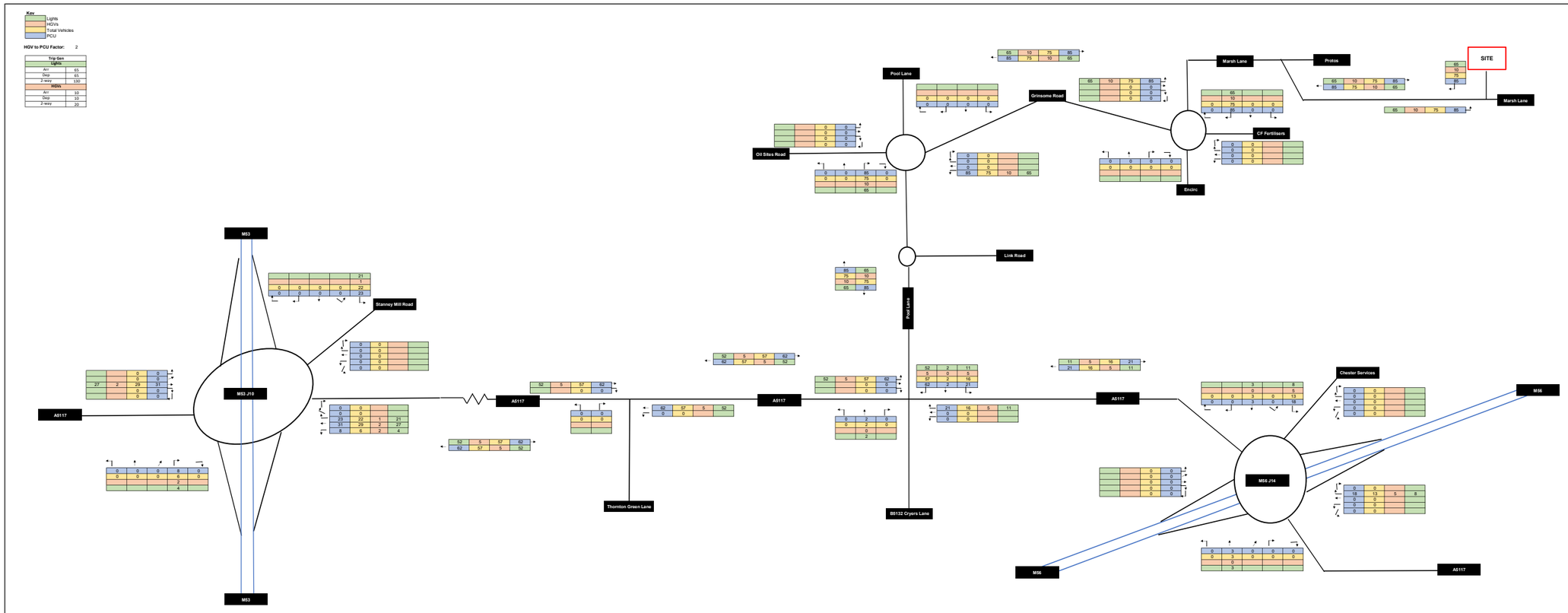
Key

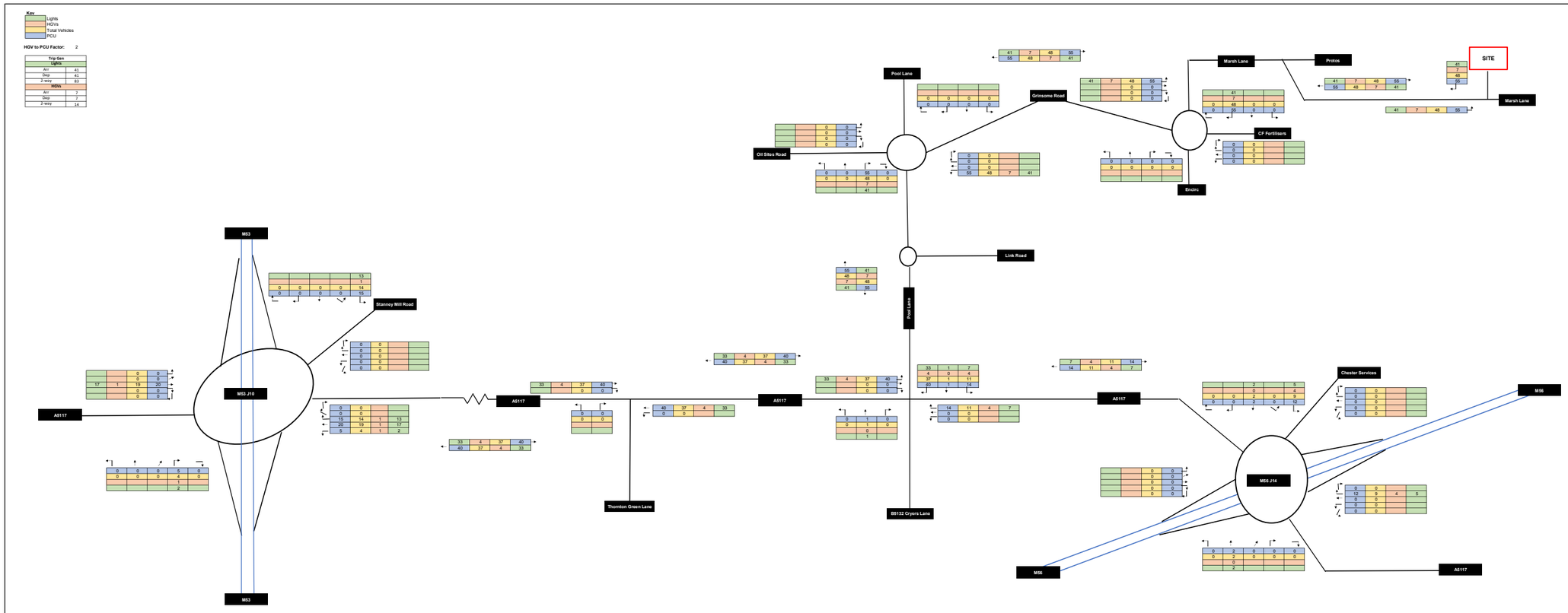
- Lights
- HGVs
- Total Vehicles
- PCU

HGV to PCU Factor: 2

Trip Gen	
Lights	
Arr	83
Dep	83
2-way	165
HGVs	
Arr	13
Dep	13
2-way	26




Key
Lights
HGVs
Total Vehicles
PCU
HGV to PCU Factor: 2
Trip Gen
Lights
Arr 65
Dep 65
2-way 130
HGVs
Arr 10
Dep 10
2-way 20
M53
M53 J10
A5117
Stanney Mill Road
Thornton Green Lane
Pool Lane
Grinsome Road
Oil Sites Road
Link Road
B5132 Cryers Lane
Marsh Lane
Protos
SITE
CF Fertilisers
Encirc
Chester Services
M56 J14
M56


Key
Lights
HGVs
Total Vehicles
PCU
HGV to PCU Factor: 2
Trip Gen
Lights
Arr 41
Dep 41
2-way 83
HGVs
Arr 7
Dep 7
2-way 14
M53
M53 J10
A5117
Stanney Mill Road
Thornton Green Lane
Pool Lane
Grinsome Road
Oil Sites Road
Link Road
B5132 Cryers Lane
Marsh Lane
Protos
SITE
CF Fertilisers
Encirc
Chester Services
M56
M56 J14

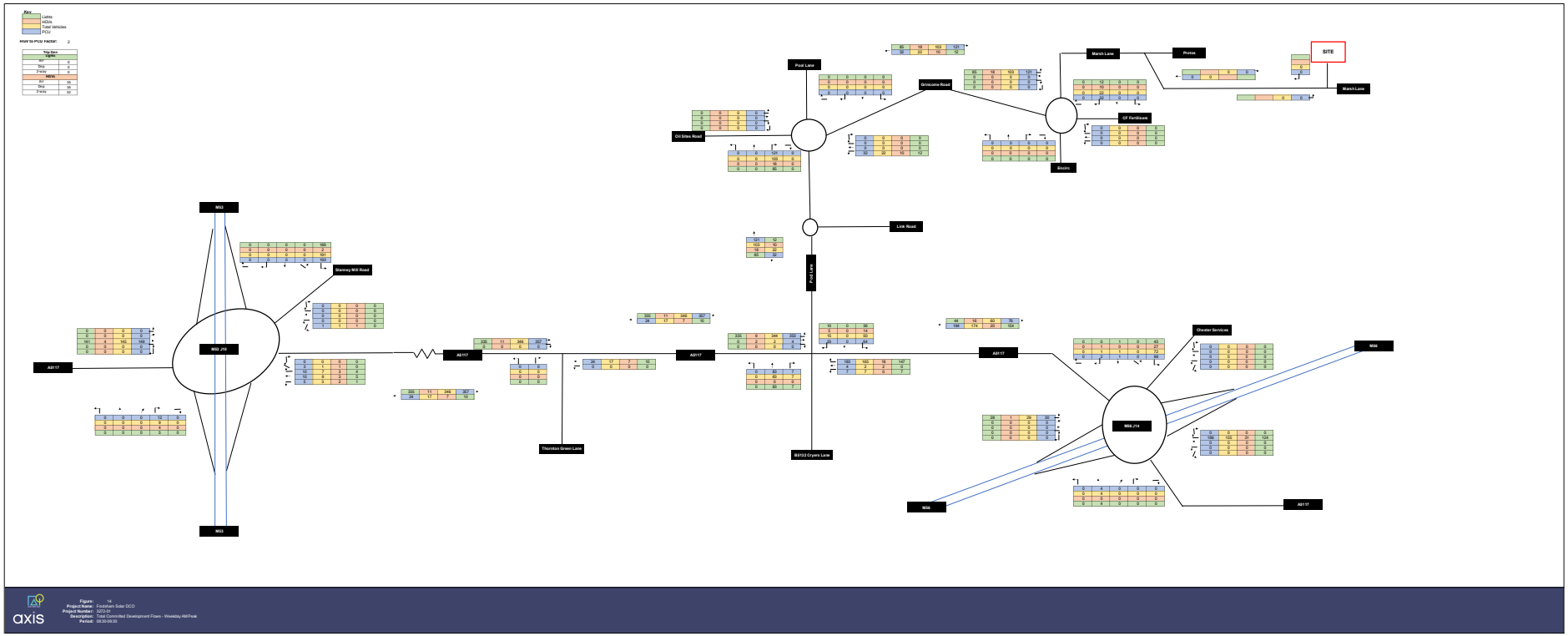
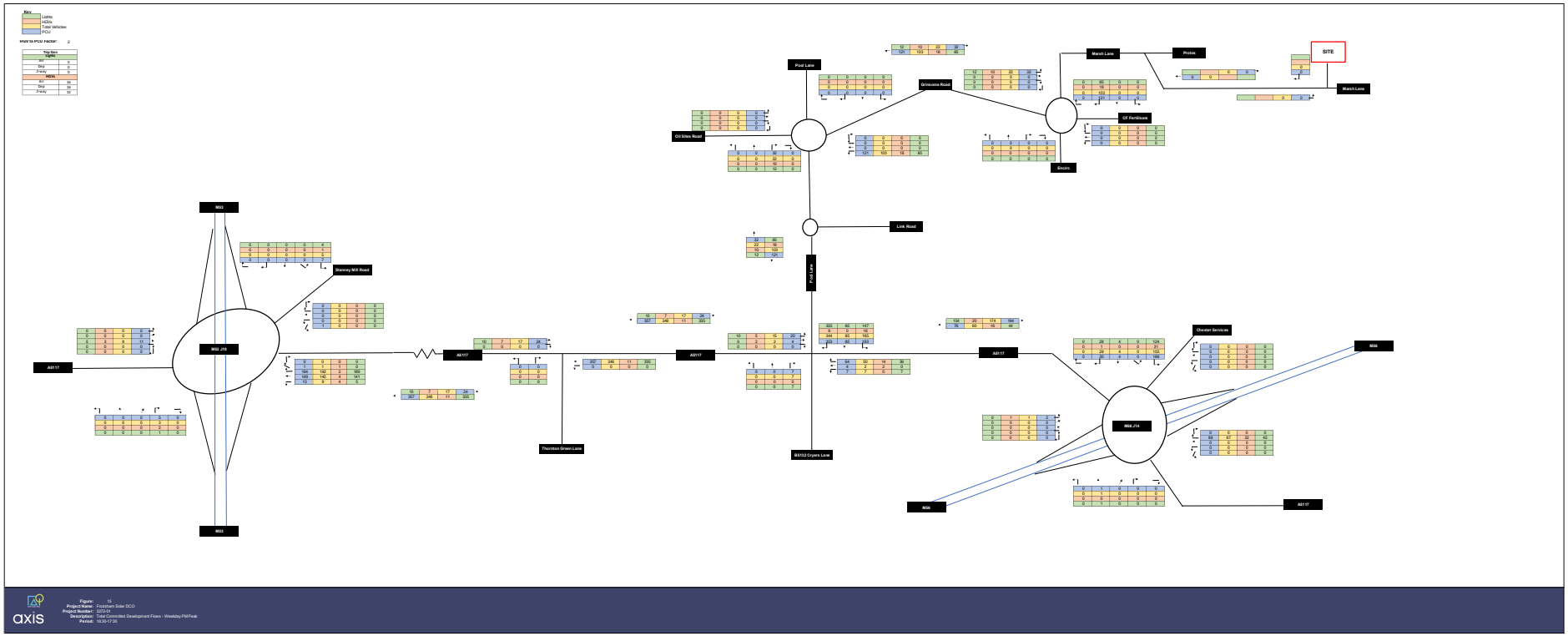


Figure: 14
Project Name: Fieldham Solar DCO
Project Number: 2272-01
Description: Total Committed Development Flows - Weekday AM/Peak
Period: 08:00-09:00



axis

Figure: 16
Project Name: Fiddlham Solar DCO
Project Number: 2272-01
Description: Total Committed Development Flows - Weekday PM Peak
Period: 16:30-17:30

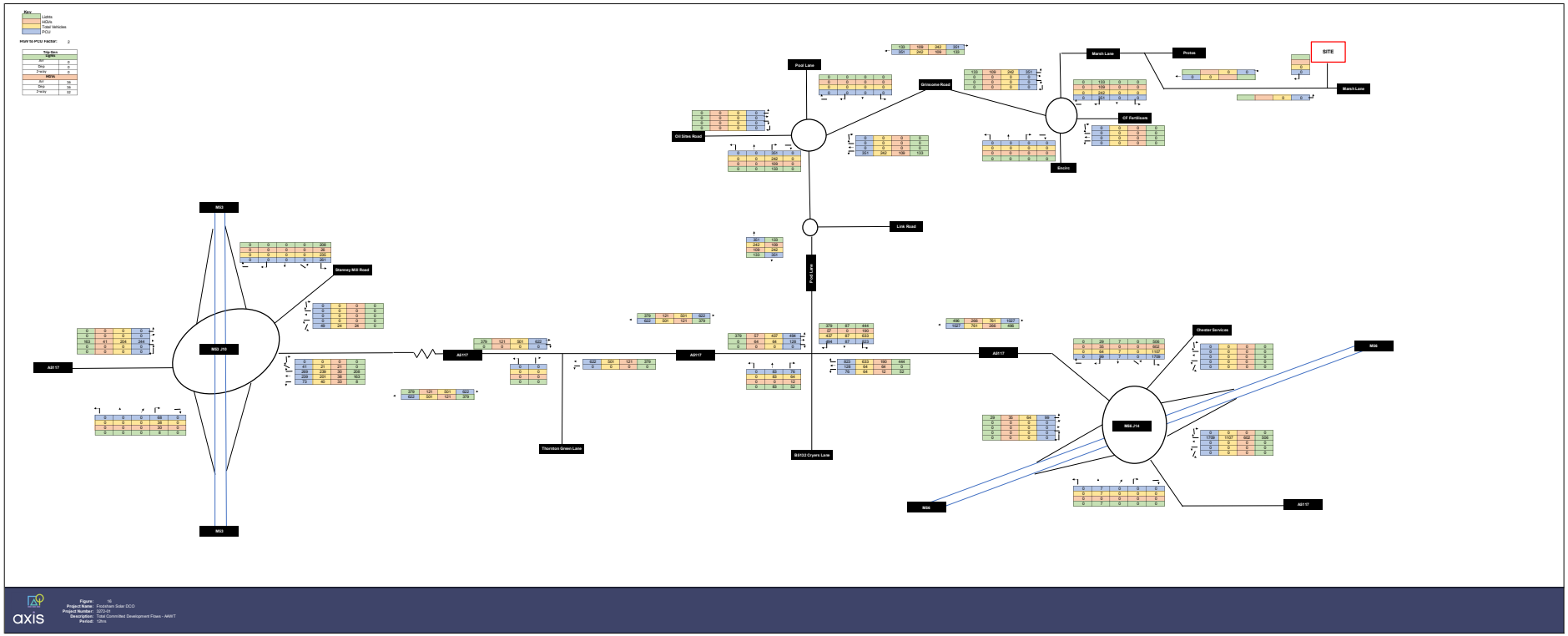


Figure: 16
Project Name: Fiskerton Solar DCO
Project Number: 2272-01
Description: Total Committed Development Flows - AM/IT
Period: 12hrs

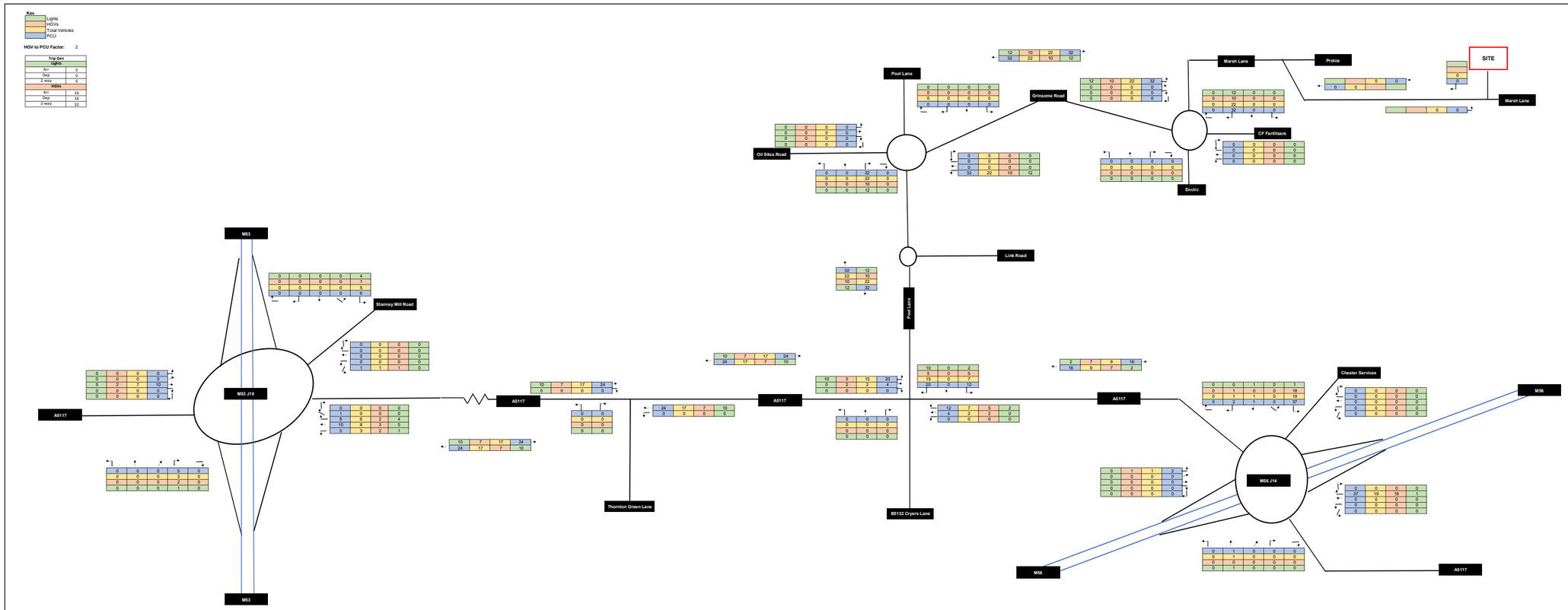


Figure: 17
Project Name: Frodsham Solar DCO
Project Number: 3272-01
Description: Total Committed Development Flows (excluding construction traffic) - Weekday AM Peak
Period: 08:30-09:30

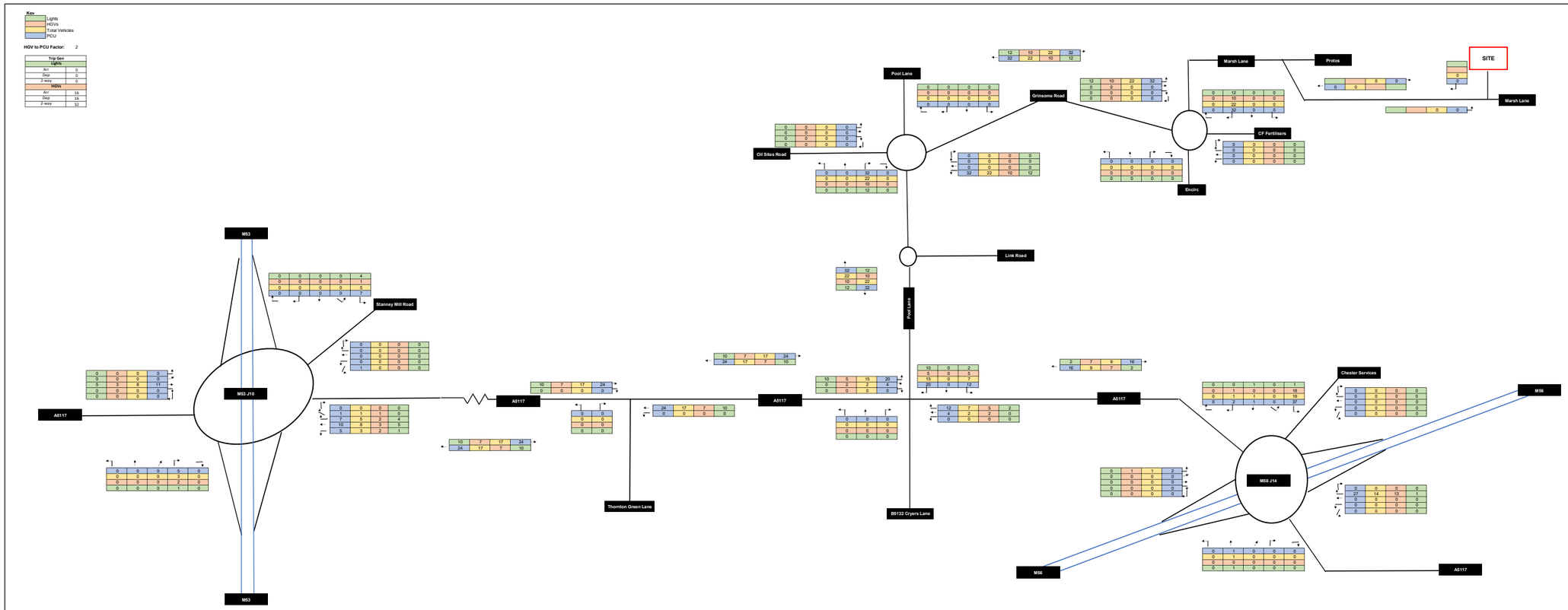


Figure: 18
Project Name: Frodsham Solar DCO
Project Number: 3272-01
Description: Total Committed Development Flows (excluding construction traffic) - Weekday PM Peak
Period: 16:30-17:30

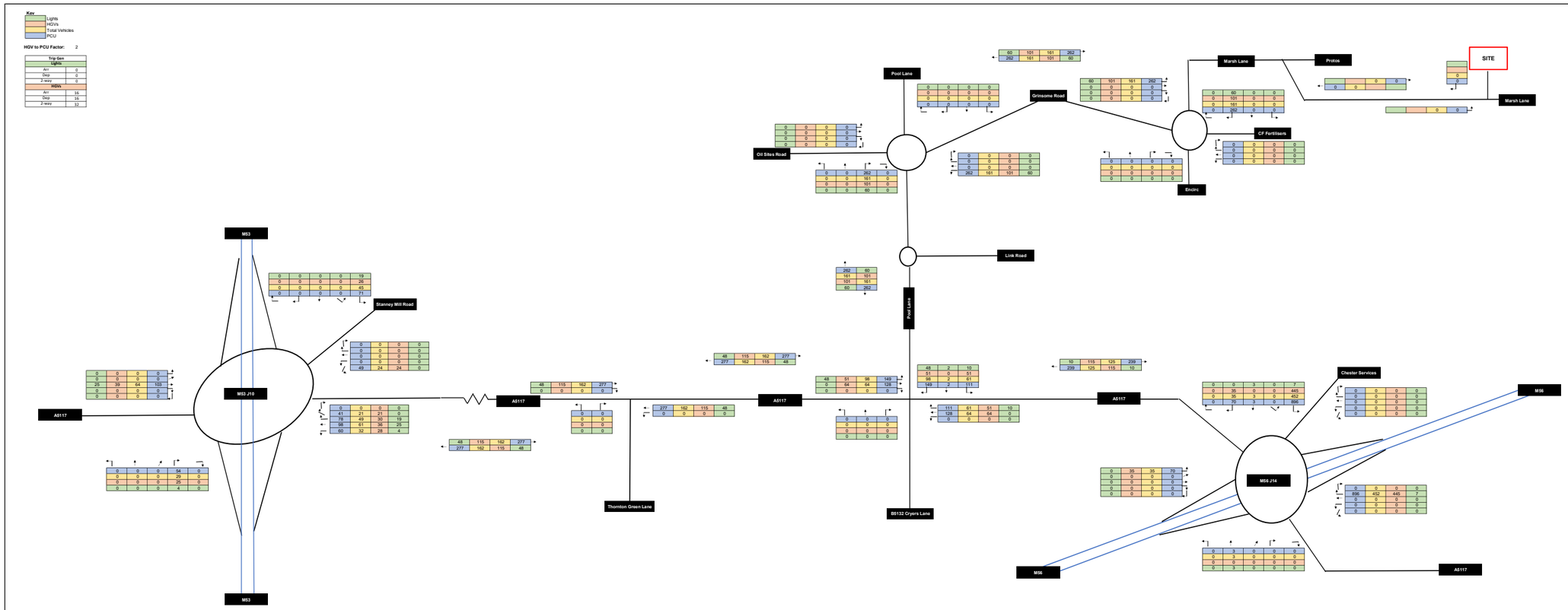


Figure: 19
Project Name: Frodsham Solar DCO
Project Number: 3272-01
Description: Total Committed Development Flows (excluding construction traffic) - AAWT
Period: 12hrs

Appendix A – TA Scoping Correspondence

Frodsham Solar

Transport Assessment Scoping Note 01

Prepared for: Frodsham Solar Ltd

April 2024

3272-01-HSN01

1.0 INTRODUCTION

1.1 General

1.1.1 Axis has been commissioned by Frodsham Solar Ltd, hereafter referred to as 'the Applicant,' to provide transport planning and highways advice in relation to a Development Consent Order (DCO) application for a solar energy generating station and an associated on-site Battery Energy Storage System (BESS) (the 'Proposed Development') on land at Frodsham Marsh, Frodsham, Cheshire West and Chester (the 'Site').

1.1.2 An Environmental Impact Assessment (EIA) Scoping Report for the proposed scheme was submitted to the Planning Inspectorate (PINS) in May 2023 (PINS Case Reference EN010153). Consultation responses were subsequently received from the Local Highway Authority (LHA) statutory consultees at Cheshire West and Chester (CWACC) and National Highways.

1.1.3 Within the EIA Scoping Report, it was proposed that the traffic and transport impacts of the Proposed Development would not result in significant environmental effects, and therefore the topic could be scoped out of further detailed assessment as a separate chapter within the Environmental Statement (ES). It was proposed that the transport impacts of the Proposed Development would instead be assessed within a standalone Transport Assessment (TA) which would be submitted as part of the DCO application. This approach was broadly accepted by PINS, subject to agreement from the CWACC and National Highways in relation to a small number of points.

1.1.4 Further to follow-up correspondence between Axis and CWACC / National Highways, this Transport Assessment Scoping Note presents the suggested scope of the transport-related work that will accompany the DCO application and sets out the possible impact of the Proposed Development on the local highway network. This note has been prepared based on information provided by the Applicant and a desktop-based review of the application site.

1.1.5 CWACC and National Highways are invited to review this report and to comment on the proposed scope of work, which will be presented within the TA report.

1.1.6 Specifically, advice is sought that the proposed scope of assessment will adequately appraise the likely traffic and transport impacts of the Proposed Development to the satisfaction of CWACC and National Highways, and that it is agreed that this element can be scoped out of further assessment as a separate chapter within the ES.

1.2 Site Location and Proposed Development

1.2.1 The Solar Array Development Area would be located at the eastern extent of Frodsham Marsh, an area of land between the Mersey Estuary and the M56. The Proposed Development would enable the generation of approximately 150MW of electricity, as well as the storage of between 50-100MW of electricity in a BESS. The Solar Array Development Area would comprise three relatively distinct areas:

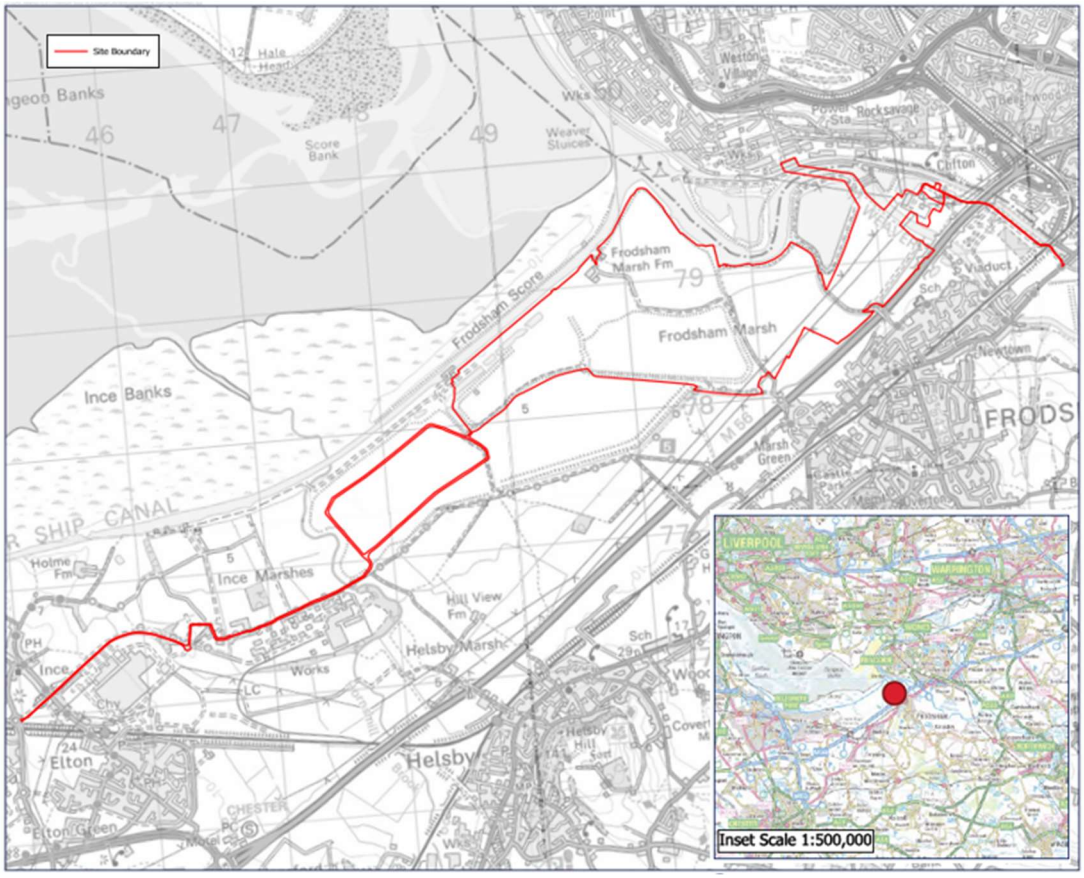
i) The Eastern Cluster of Frodsham Wind Farm (approximately 152 ha). The land forms part of the former Manchester Ship Canal Dredging Deposit Ground, and has been restored to agricultural land used for sheep / cattle grazing;
ii) Former agricultural land used by Frodsham Wildfowlers (approximately 36 ha). This area has been left fallow and is currently used for recreational shooting by Frodsham Wildfowlers; and
iii) Agricultural land (approximately 61 ha), currently used for growing crops and silage.

1.2.2 Electricity will be exported to the local distribution network via the Frodsham SPEN sub-station on the northern bank of the River Weaver. As such there would be an overhead connection from the main site to the substation.

1.2.3 There would also be two private wire connections which would provide electricity to local businesses. One connection would to INEOS Inovyn's Runcorn Site on the northern bank of the Weaver Navigation. This connection would be via an overhead line. The second connection would be to Protos, a major development site to the west of the Proposed Development, this connection would be below ground.

1.2.4 The Site location and Proposed Development Area are illustrated in **Image 1.1** below.

Image 1.1 – Site Location and Proposed Development Area



1.2.5 Vehicular access to the Site will be from the west, leading from Pool Lane roundabout. Vehicles accessing the site would turn onto Grinsome Road (a private road) and travel east towards the Protos site for approximately 1.5km, routeing north at Grinsome Road roundabout along Road 2 of Protos. Vehicles would then turn east along Marsh Lane which provides access to Frodsham Wind Farm. The Frodsham Wind Farm access tracks provide access to the Solar Array Development Area.

1.2.6 The proposed HGV routeing strategy is discussed in more detail in section 3 of this scoping note. There would be no vehicular access proposed from Frodsham.

1.3 Proposed Scope of Assessment

Elements Scoped Out

1.3.1 The nature of the Proposed Development is such that the Site will not generate any significant level of development-related traffic once operational. Trip generation during the operational phase will be limited to one or two trips per week for maintenance purposes.

1.3.2 The Proposed Development would have an operational lifespan of up to 40 years. As such, decommissioning activities are not anticipated to occur for a significant length of time. While it is likely that decommissioning activities would generate a level of vehicular traffic in line with or less than the construction phase, it is not possible for traffic and transport baseline conditions over this time period to be robustly understood.

1.3.3 As such, the impacts associated with the operational and decommissioning phases will be scoped out of detailed assessment within the TA, and the traffic impact associated with the Proposed Development will therefore be limited to the construction phase only. This would last for a period of approximately 15 months, anticipated to commence in 2027.

Report Structure

1.3.4 The TA report will therefore consider the following:

i) Review of existing conditions pertaining to the Site, including description of the Site location, existing use and the local highway network, including a review of the recent accident record;
ii) Description of development proposals including access arrangements and HGV routeing;
iii) Review of the traffic generating potential of the Proposed Development during both the construction and operational phases, including staff trips. This would be based either upon information provided by the applicant, or derived from similar projects undertaken previously by Axis;
iv) Distribution and assignment of construction trips on the local highway network;
v) Appraisal of impact of construction trips on local highway network;
vi) Appraisal of the potential cumulative effects associated with other committed and proposed major developments within the study area;
vii) Proposed Mitigation; and
viii) Summary and conclusions.

1.3.5 The following sections provide greater detail as to the proposed scope of assessment to be included within the TA, in so far as the Proposed Development relates to the local highway network.

2.0 BASELINE CONDITIONS

2.1 Study Area

2.1.1 As described in the EIA Scoping Report, the study area for the assessment of traffic and transport related impacts of the Proposed Development has been identified based on the proposed route to the Site for construction traffic from the Strategic Road Network (SRN).

2.1.2 It is proposed that construction traffic will approach the Site via the A5117 from either Junction 14 of the M56 or Junction 10 of the M53, depending on the origin of materials being delivered to site. This routeing will be set out within the accompanying Construction Traffic Management Plan (CTMP), to ensure that HGV drivers are aware of the proposed HGV routeing strategy and avoid the use of any roads outside of the proposed study area.

2.1.3 Following submission of the EIA Scoping Report, the proposed study area has been refined based on the comments received from officers at both CWACC (Paul Parry) and National Highways (Adam Johnson). Consequently, the extent of the local highway network that is considered relevant to potential traffic and transport impacts is:

i) Links:
   1. A5117 (E) between Pool Lane and M56 Junction 14 Hapsford Interchange roundabout;
   2. A5117 (W) between Pool Lane and M53 Junction 10 Stanlow Halt Interchange roundabout;
   3. Pool Lane between A5117 and Grinsome Road;
   4. Grinsome Road between Pool Lane and Ince Resource Recovery Park (Protos); and
   5. Marsh Lane between Protos site and Proposed Development site.

ii) Junctions:
   1. M56 Junction 14 Hapsford Interchange roundabout;
   2. M53 Junction 10 Stanlow Halt Interchange roundabout;
   3. A5117 / Pool Lane signalised junction; and
   4. A5117 / Thornton Green Lane priority junction.

2.1.4 The TA will include a description of the local highway network within this study area, including a review of the recent accident record. The TA will also consider the existing public transport facilities relevant to the Site, as well as the non-motorised user network. This will take into account pedestrian, cycle and equestrian facilities in the vicinity of the Site, including the extent of the public right of way (PRoW) network which either crosses or passes close to the Site boundary.

2.2 Sources of Baseline Information and Consultation

2.2.1 To inform the assessment of the Proposed Development, baseline traffic count surveys have been undertaken at key locations on the local highway network within the study area. These include the following counts:

i) 7-day classified Automatic Traffic Count (ATC) surveys undertaken between 18th – 25th March 2024 along:
   1. A5117 approximately 640m north-west of M56 Junction 14 Hapsford Interchange roundabout;
   2. A5117 approximately 400m west of Thornton Green Road;
   3. Pool Lane approximately 170m north of Link Road;
   4. Grinsome Road approximately 700m north-east of Pool Lane; and
   5. Marsh Lane approximately 240m south-east of Protos access road.

ii) 12-hour weekday classified turning count / queue length surveys undertaken on Wednesday 20th March 2024 at:
   1. M56 Junction 14 Hapsford Interchange roundabout;
   2. M53 Junction 10 Stanlow Halt Interchange roundabout;
   3. A5117 / Pool Lane signalised junction; and
   4. A5117 / Thornton Green Lane priority junction.

2.2.2 These counts will be further supplemented using recent traffic count data obtained along Pool Lane and Grinsome Road in July 2023, which was used in preparation of a TA submitted in support of a planning application for the proposed Protos ERF Carbon Capture Facility (see section 4.2).

3.0 TRAFFIC GENERATION

3.1 Introduction

3.1.1 The following sections provide an initial estimate of the anticipated trip generation associated with the development proposals. This has been derived based on experience of having promoted other solar farm facilities nationally and from information supplied by the applicant.

3.1.2 As noted above, the traffic impact of the Proposed Development will be limited to the construction period. The traffic generation forecasts therefore relate to the construction period only. For clarity the trip generation forecasts are described as two-way movements, covering both arrivals to and departures from the Site; 1 arrival and 1 departure therefore equates to 2 two-way movements.

3.1.3 During the operational phase there will be a nominal number of staff on site at any one time, primarily undertaking maintenance tasks, along with a small number of visitor trips per week for deliveries and servicing of equipment. It is anticipated that vehicle numbers would not exceed 16 two-way movements per day during periods of routine maintenance, comprising cars and light goods vehicles / vans. There would be no regular HGV movements during the operational phase, only occasional visits.

3.2 Trip Generation during the Construction Period

3.2.1 In total, the construction schedule of the Proposed Development is expected to last for 15 months. Construction activities would take place 5.5 days per week (Monday – Saturday), during the following hours:

i) Monday to Friday 07:30 – 18:00;
ii) Saturday 08:30 – 13:00; and,
iii) No construction would occur on Sundays and Bank Holidays.

3.2.2 **Table 3.1** summarises the number and type of deliveries that are anticipated to be generated during the 15-month construction period.

Table 3.1 – Estimated Construction Traffic Generation (for duration of Construction Phase)

Description of Temporary / Ancillary Works and Equipment	Details of Load	Number of Loads
Welfare and Waste Management	Mixed	140
Fencing / CCTV	16.5m HGV	20

Aggregate for roadways	30T Tipper	1,760
Trenching	Mixed	130
Foundations	30T Tipper	150
Compounds / Laydowns	30T Tipper	200
Construction Support Total		**2,400**
PV modules	16.5m HGV	550
PV structures	16.5m HGV	350
Cabling	Mixed	50
Inverters & transformers	Mixed	40
BESS Containers	Mixed	100
Substation (including cranes)	Mixed	30
Other (Misc.)	Mixed	110
PV Equipment / Components Total		**1,230**
TOTAL (one-way deliveries)		**3,630**
TOTAL (two-way vehicle movements)		**7,260**

3.2.3 As summarised in **Table 3.1**, it is anticipated that the total number of deliveries requiring access to the Proposed Development would be some 3,630 one-way delivery trips (7,260 two-way movements) across the full 15-month construction period.

3.2.4 In addition to the above, typically around 100-150 construction-related staff will require access to the Site per day on average. During peak activities, the number of construction-related staff may rise to around 240. It is anticipated that a significant number of staff would participate in a car share, with staff minibuses also being provided from nearby transport hubs, thereby reducing the number of trips to the Site. Assuming a conservative average occupancy of 2.5 per vehicle, this would equate to a maximum of approximately 200 two-way staff vehicle movements per day during peak activities.

3.2.5 The following subsections of this report set out the 'first principles' assumptions and trip generation forecasts of the delivery and staff movements that might be expected to occur on a daily basis.

HGV Deliveries

3.2.6 The construction period would be split into two distinct phases: weeks 1 – 20 comprising the site establishing works and weeks 21 – 60 comprising the main construction phase.

3.2.7 With regards to the above, **Tables 3.2** set out the 'first principles' assumptions and associated traffic generation forecasts for the construction-related deliveries (excluding staff) for both phases.

Table 3.2 – 'First Principles' Assumptions and Trip Generation Forecasts for Deliveries

Breakdown of Trip Generation Proportions per Operating Day	
There would be 67 operating hours per week (5 x 12.5 hour weekdays and 1 x 4.5 hour Saturday)	
As a proportion of the weekly operating hours, weekdays would account for 93% of weekly trips (over 5 weekdays)	
This equates to 18.6% of weekly trips per weekday (i.e. 93% / 5)	
As a proportion of the weekly operating hours, Saturdays would account for 7% of weekly trips	
Traffic Generation	
Deliveries Week 1-20	
Within the first 20 weeks of the construction period, there will be:	4,838 two-way delivery-related movements, in total
This equates to:	242 two-way delivery-related movements per week (on average)*
Based on the proportional breakdown of operational hours above, this equals	46 two-way HGV movement per weekday, on average*
And,	16 two-way HGV movements per Saturday, on average*
Deliveries Weeks 21-60	
For the remaining 40 weeks, there will be:	2,422 two-way delivery related movements, in total
This equates to:	61 two-way delivery-related movements per week (on average)*
Based on the proportional breakdown of operational hours above, this equals	12 two-way HGV movement per weekday, on average*
And,	4 two-way HGV movements per Saturday, on average*

* Rounded up, for robustness.

3.2.8 As set out in **Table 3.2**, during the phase of establishing works (weeks 1 – 20) there is expected to be a total of approximately 46 two-way delivery-related movements per day on weekdays and 16 on Saturdays, on average. During the main construction phase there is expected to be 12 two-way delivery-related movements per day on weekdays and 4 on Saturdays, on average, over the 40-week period. This level of traffic generation is considered to be de minimis in nature with regard to the capacity of the local highway network.

3.2.9 It is acknowledged that the HGV delivery schedule is unlikely to follow a 'flat' profile throughout the construction phase and that there are likely to be peaks and troughs

of HGV deliveries. The most intensive phase of activity is anticipated to relate to the delivery of aggregate for the construction of the access tracks. As noted above, this would occur over the initial 20 weeks of the construction period. During this period there would be an average of 46 daily two-way HGV movements, as stated above, During the busiest single week construction trips are forecast to peak at approximately 66 daily two-way HGV movements (33 in and 33 out).

Construction Staff Trips

3.2.10 In addition to trips associated with deliveries, and as mentioned earlier, there will also be a number of movements associated with staff trips. The 'first principles' assumptions and associated trip generation relating to construction staff are set out in **Table 3.3**.

Table 3.3 – 'First Principles' Assumptions and Trip Generation Forecasts for Staff

Staff Trips	
On average there will be:	100 – 150 construction staff on site per day
During peak activities this could rise to:	240 construction staff on site per day
This equates to:	80 – 120 two-way staff trips per day on average
Or:	192 two-way staff trips per day during peak activities

3.2.11 As set out in **Table 3.3**, typically between 100 and 150 construction-related staff will require access to the site per day on average, with a maximum of around 240 staff during peak activities. The proposed construction phase can therefore be expected to result in between 80 – 120 two-way vehicle movements per day, on average, with a maximum peak demand during more intensive construction of around 192 two-way movements per day.

3.2.12 These figures are based on the assumption that a significant number of construction staff will partake in car sharing, thereby reducing the number of trips to the Site accordingly. Based on experience of similar construction projects nationally, the above trip generation forecasts assume a conservative average occupancy of 2.5 per vehicle. Parking for vehicles making trips to the Site would be provided in a temporary car park provided as part of the on-site construction compound.

3.2.13 It is possible that staff may be transported to and from the construction site from nearby transport hubs via bus or minibus. The use of buses to transport staff will result in a much-reduced daily staff trip generation.

3.3 Total Construction-Related Traffic Generation

3.3.1 In total, the development is forecast to generate between 92 and 132 two-way movements per weekday on average throughout the main construction period, with a traffic generation of approximately 238 two-way movements per day on average during the initial 20-week construction period. This is inclusive of delivery-related movements and staff trips.

3.3.2 The total average daily two-way trips, comprising both construction staff and HGV deliveries, are summarised in **Table 3.4**.

Table 3.4 – Total average daily two-way trips

Daily Trips (2-way)		
Vehicle Type	**Weeks 1 – 20 (Average)**	**Weeks 21 – 60 (Average)**
HGV	46 (23 in, 23 out)	12 (6 in, 6 out)
Lights	192 (96 in, 96 out)	Up to 120 (60 in, 60 out)
Total Trips per day (2-way)	**238 (119 in, 119 out)**	**Up to 132 (66 in, 66 out)**

3.3.3 This level of traffic generation is low in absolute terms and would not be expected to result in any material impact on highway safety or the free flow of traffic on the surrounding highway. However, it is proposed that the TA will include a review of the existing level of use of the local highway network within the study area and will include a percentage impact assessment to appraise the likely impact of the forecast Scheme construction traffic.

3.3.4 It should also be reiterated here that this level of traffic generation is temporary in nature and any trips to the site, once operational, will be limited to the occasional LGV for maintenance purposes and would be insignificant in nature.

3.4 HGV Routeing

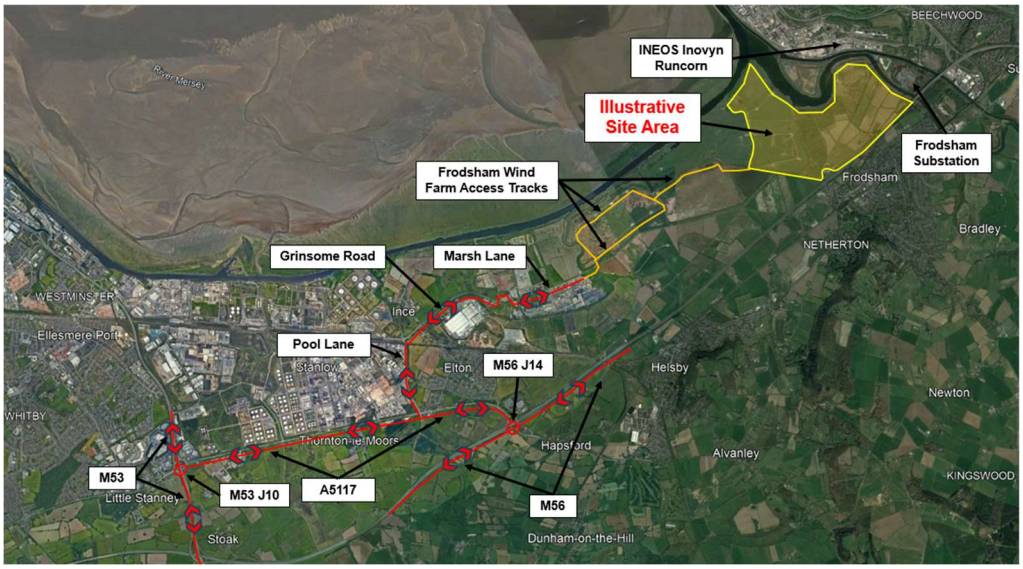
3.4.1 As noted previously, it is proposed that access to the Site during both the construction and operational phases will be obtained from either the M56 or M53, via the A5117, Pool Lane, Grinsome Road and Marsh Lane.

3.4.2 The Site would be accessed from the strategic road network via roads of a good standard, which are used by HGV traffic travelling to and from the Protos site, and which were used for construction traffic access during construction of the Frodsham

Wind Farm. As such, it is not anticipated that the proposed access route to the Site would present any issues with regard to access for HGVs.

3.4.3 The proposed access route to the Site is illustrated on **Image 3.1** following.

Image 3.1 – Proposed Construction Traffic Access Route



3.4.4 It is proposed that a robust Construction Traffic Management Plan (CTMP)will be prepared to safely manage construction vehicle movements to and from the Site. An Outline CTMP will be prepared to accompany the DCO application. This will include measures to manage the perceived impact of construction traffic, for example scheduling HGV deliveries outside of the peak highway and school drop-off / pick-up periods.

3.4.5 It should also be noted that the proposed grid connection strategy will include a 132kV cable grid connection to the SPEN substation on the northern bank of the River Weaver. The proposals also include for potential provision of two private wire connections, one to the Protos site, and one to the INEOS Inovyn Runcorn site on the northern bank of the River Weaver / Weaver Navigation.

3.4.6 As such, there would be some construction traffic associated with the Proposed Development along the Frodsham Substation access road from the A56, and along Weaver Way from Junction 12 of the M56. However, the level of construction traffic associated with these cable connection activities is expected to be minimal, likely to be in the region of 20 HGV movements in total. As such, it is not proposed to include any further detailed assessment of the traffic and transport impacts associated with this element of the Proposed Development construction.

4.0 ASSESSMENT METHODOLOGY

4.1 Assessment of Traffic Impacts of Proposed Development

Percentage Impact Assessment

4.1.1 In order to assess the potential traffic impacts of the Proposed Development during the construction phase, a percentage impact assessment will be undertaken for each of the key links and junctions within the study area, as identified in paragraph 3.1.3 above.

4.1.2 The link impact assessment will consider the impact of development traffic against the baseline Annual Average Daily Traffic (AADT) flows along each link.

4.1.3 The significance of the identified impact on each link will be assessed in accordance with the 'rules' identified within Institute of Environmental Management and Assessment (IEMA) Guidelines for the Environmental Assessment of Traffic and Movement (2023). These 'rules' help to determine if more detailed assessment or mitigation of the impact of development traffic is required, and are as follows:

i) **Rule 1:** Include highway links where the traffic flows would increase by more than 30% (or the number of heavy goods vehicles would increase by more than 30%); and

ii) **Rule 2:** Include any other specifically sensitive areas where traffic flows have increased by 10% or more.

4.1.4 As set out within the EIA Scoping Report, an initial appraisal of the likely traffic-related environmental effects of the proposed Scheme, using baseline traffic data extracted from the HyNet Hydrogen Production Plant planning application, indicated that the forecast construction traffic would not breach these thresholds along the adopted highway network within the study area (A5117 and Pool Lane), and as such proposed that the topic could be scoped out of further detailed assessment within the ES.

4.1.5 The assessment presented within the TA would present a comparison of development traffic against updated baseline traffic flows obtained from the up-to-date traffic survey data described above. It would seek to demonstrate that the conclusions drawn from the indicative appraisal set out in the EIA Scoping Report

remain valid, and that no further consideration as a separate chapter within the ES is required.

4.1.6 The TA will also provide a percentage impact assessment of the likely impact of development traffic on the operation of the key junctions within the study area. This will consider the impact of development traffic against existing baseline traffic flows in the AM and PM peak hour periods.

4.1.7 This assessment will seek to demonstrate that the increase in traffic at each junction as a result of the Proposed Development would be within the limits of general day-to-day traffic flow fluctuations (+ or – 10% as identified within the IEMA guidelines). In the event that the assessment identifies an impact above this threshold on a given approach to a junction, a detailed capacity assessment will be undertaken using the appropriate modelling software (e.g. Junctions10 or LinSig).

Future Year Growth Assumptions

4.1.8 As noted above, baseline traffic flows within the study area will be obtained from traffic counts undertaken in March 2024. It is anticipated that construction of the Proposed Development would commence in 2027 and would last for approximately 15 months. As set out in Table 4.6 above, the peak period of construction activity would occur within the initial 20 weeks of the construction period. The assessment will therefore be undertaken for a future baseline year of 2027.

4.1.9 The 2024 baseline traffic flow data will be factored up to a 2027 future baseline using regional growth factors derived from the National Traffic Model (NTM), using the TEMPRO v8.1 database. Growth factors for the Cheshire West and Chester middle super output areas (MSOA) 022 (E02003794) and 011 (E02003849) have been obtained for an average weekday, and for the weekday AM and PM peak periods, using the 2022 NTM Core scenario, as summarised in **Table 4.1**.

Table 4.1 – TEMPRO Adjusted NTM Growth Factors (2024 to 2027)

MSOA	Applicable Links	Period	Factor
022 (E02003794)	A5117, Pool Lane	Weekday AM	1.028961
		Weekday PM	1.028155
		Average Weekday	1.027904
011 (E02003849)	Grinsome Road, Marsh Lane	Weekday AM	1.035502
		Weekday PM	1.033791
		Average Weekday	1.033640

4.2 Assessment of Cumulative Impacts

4.2.1 From the EIA Scoping Opinion, it was agreed by PINS that, in isolation, the majority of environmental impacts associated with construction traffic generated by the proposed development would be at a level that would not result in significant effects. However, it was noted that there was potential for significant cumulative effects when considered in conjunction with other schemes that could generate traffic within the study area during the proposed construction period of the Scheme. This view was endorsed by the Highway Officer at CWACC.

4.2.2 As such, the focus of the impact assessment presented within the TA will be to present an assessment of the cumulative impacts of the Scheme.

4.2.3 Subsequent to the EIA Scoping Opinion, in an email exchange with Paul Parry at CWACC in August 2023 it was established that the cumulative impact assessment should take account of the following cumulative developments:

i) Ince Resource Recovery Park (Protos);
ii) HyNet North West Project; and
iii) Proposed construction of Encirc automated warehouse.

4.2.4 The following sections describe the proposed approach to how each of the above developments will be accounted for within the assessment. This includes an indicative high-level appraisal for each cumulative development to demonstrate that the cumulative environmental effects would not be significant, and as such would not require separate assessment within an ES chapter. The assumptions set out below will be reviewed in further detail with CWACC and National Highways in advance of the application to agree that the cumulative traffic impacts can be scoped out of the ES.

Protos

Protos RRP

4.2.5 An overarching planning permission for the Ince Resource Recovery Park (Protos) site was granted in 2009 following a planning appeal (ref. APP/Z0645/A/07/2059609). It was subsequently subject to two new permissions granted under Section 73 in 2010 (ref. 10/01488/FUL) and 2015 (ref. 14/02277/S73). The permissions provide for:

i) An Integrated Waste Management Facility, comprising Waste Transfer Station and In-Vessel Composting Facility, Materials Recovery Facility and Mechanical Biological Treatment Plant (Plot 5 and 11);
ii) Soil Treatment Facility (Plot 2);
iii) Waste and Electrical and Electronics Facility (Plot 3);
iv) Wood and Timber Recycling Facility (Plot 4);
v) Plastics Village (Plot 6):
vi) Water Treatment Plan (Plot 7);
vii) Ethanol Production Facility (Plot 9);
viii) Block Making Facility (Plot 14);
ix) Resource Recovery Village and Business Centre (Plot 10A, 10A, 12 and 13);
x) Dry cargo Facility (Plot 1); and
xi) Rail line and rail head, access, acoustic barriers, ecological mitigation and areas.

4.2.6 Together, these plots comprise the Protos RRP site. The 2015 S.73 consent established a cap on overall daily HGV numbers for the Protos RRP site. Specifically, planning conditions 8 and 9 set out the maximum permitted HGV numbers and the need to implement a monitoring regime to ensure the HGV movements are adhered to.

4.2.7 Under condition 9, an overall daily cap of 718 daily two-way HGV movements was established (i.e. 718 in and 718 out, or 1,416 two-way movements in the context of the Proposed Development trip generation presented in **Table 3.4** above), with specific limits and permitted exceedances established for each individual plot. Subsequent planning applications have since been submitted which affect the approved HGV movements from various plots. As such, in 2021 an application under S.96A of the Town and County Planning Act 1990 (ref. 21/04478/NMA) was approved to amend condition 9 of planning application 14/02277/S73 with regard to the maximum daily HGV movements permitted for each plot.

4.2.8 The maximum permitted daily two-way HGV movements, and the permitted exceedance, for each plot is summarised in **Table 4.2**.

Table 4.2 – Protos Daily 2-way HGV Movements granted under 21/04477/NMA

Plot	Facility	Daily HGV Movements	Permitted exceedance
1	Dry Cargo Facility	14	1
2	Soil Treatment Facility	54	3
3	Waste Electrical and Electronics Equipment (WEEE) Recycling Facility	72	4
4	Food / Timber Recycling	84	5
5	Integrated Waste Management Facility (WMF)	216	11
6	Plastics Recycling Facility	30	2
7	Waste Treatment Plant	0	0
9a	Ethanol Production Facility	36	2
9b	Ethanol Production Facility	22	1
10a	Resource Recovery Business Centre	37	2
10b	Resource Recovery Business Centre	10	1
11	Commercial/Industrial Waste Transfer Station	78	4
12	Resource Recovery Village	36	2
13	Resource Recovery Village	9	1
14	Block Making Facility	20	1
		718	**40**

*Subsequent permission for different developments have been granted on some of the plots but the HGV limits set out in this table have been applied to those permissions.

4.2.9 While there have been a number of reserved matters planning applications for the development of various plots within the Protos site, it is understood that to date only Plots 2 (Soil Treatment Facility), Plot 3 (Waste Wood Recycling Facility) and Plot 9 (Biomass Energy Facility) have been constructed and are operational.

4.2.10 Reserved matters applications for the construction of a hydrogen production facility on Plot 10a (ref. 19/03489/FUL), a Plastics Recycling Facility (PRF) on Plot 13 (ref. 20/04396/FUL), and a Materials Recycling Facility (MRF), polymer laminate recycling facility and hydrogen refuelling station on Plots 9a, 10a, 11 and 12 (re. 21/04076/FUL) were approved in 2020, 2021 and 2022, respectively. While construction is yet to commence on any of these developments, there is the potential that development of these plots could coincide with construction of the proposed Scheme.

Protos ERF

4.2.11 Planning consent for an Energy from Waste (EfW) facility on plot 8 of the Protos site was granted in 2017 (ref. 16/03074/FUL). Condition 6 of this consent established a

cap of 101 two-way heavy commercial vehicle movements (101 in and 101 out) per day on average in any given month, with an absolute maximum of 111 two-way movements on any given day. This cap is extra to the cap for the wider Protos site summarised above. The Plot 8 EfW facility, now known as Protos ERF (Energy Recovery Facility), is currently under construction, and it is assumed that this will be operational by the time construction of the proposed Scheme commences.

Protos CCF

4.2.12 A planning application for a Carbon Capture Facility (CCF) was submitted in January 2024. This will be located to the south-east of the Protos ERF site and is intended to capture CO2 from the flue gases diverted from the ERF. The intention is that these gases will then be transferred to the Ince Above Ground Installation which is to be constructed as part of the HyNet project.

4.2.13 The Transport Statement submitted with the Protos CCF planning application identifies that the site would generate a minimal amount of traffic during the operational phase, with 1 two-way HGV movement per day on average, and a maximum of 3 two-way HGV movements (3 in and 3 out) on any given day.

4.2.14 The Protos CCF TS also states that the construction programme for the site is anticipated to last for approximately 39 months, commencing in 2025 with completion in early 2028. The construction period is forecast to generate a total of 50 two-way movements (including 2 HGV movements) per day (50 in and 50 out) on average during the construction period, with a maximum of 81 two-way movements (including 8 HGV movements) per day (81 in and 81 out) during peak construction activities.

4.2.15 This planning application is yet to be determined. However, as there is the potential for the anticipated construction period to overlap with that of the proposed Scheme, in order to present a robust assessment of the potential cumulative impacts, the TS will take into account the forecast maximum Protos CCF construction traffic flows summarised above.

Summary of Protos Cumulative Effects

4.2.16 It is therefore proposed that the cumulative impact assessment will take into account the operational traffic associated with the maximum permitted HGV trips for the elements of the Protos RRP which are currently operational, or for which reserved

matters applications have been submitted. Specifically, the assessment will seek to demonstrate that:

i) Based on the historic build out rate, it is unlikely that the full extent of the Protos RRP site would be built out prior to completion of the proposed Scheme;
ii) That the Protos RRP plots that have either been developed or committed have only 'utilised' a proportion of the overall permitted cap on HGV movements; and
iii) That forecast construction traffic associated with the proposed Scheme on top of the maximum permitted number of HGV trips for each Protos RRP plot currently developed or committed would not exceed the overall permitted cap on movements for the full Protos RRP site.

4.2.17 The assessment will also take into account the operational traffic associated with the maximum permitted HGV trips for the Protos ERF site, and the forecast peak construction traffic associated with the Protos CCF site.

4.2.18 A junction turning count undertaken at the Grinsome Road / Protos Site Access roundabout in July 2023 in support of the Protos CCF planning application identified a total of 104 two-way HGV movements (53 arrivals and 51 departures) to and from the Protos site across a 6-hour period during the AM and PM peak periods. An automatic traffic count undertaken along Grinsome Road to the east of the Protos roundabout at the same time indicated a total of 248 two-way HGV movements (128 arrivals and 120 departures) per day on average across the 4-day survey period, which includes trips to the Encirc facility.

4.2.19 This therefore indicates that the Protos site is currently generating a volume of HGV movements which is significantly below the permitted cap. Even accounting for the committed developments on Plots 9a, 10a, 11 and 12, which have a combined permitted cap of 187 arrivals and 187 departures per day, it can be seen that number of 'unused' traffic movements associated with the plots which have not been developed is significantly greater than the forecast construction traffic movements associated with the Proposed Development.

4.2.20 Based on the currently 'unused' traffic movements from the plots which have not been developed, it is considered that any construction traffic associated with the development of remaining plots is also likely to fall within the overall cap.

4.2.21 It should also be noted that when the permitted overall cap on Protos RRP HGV movements was set, the adjacent CF Fertilisers plant was also operational. This site historically had an annual production capacity of 990,000 tonnes of fertiliser and associated compounds, and as such gave rise to a significant number of HGV movements associated with the import of raw materials and export of fertiliser. However, this plant ceased operation in 2022, and as such the HGV movements previously generated by it are no longer present on the local highway network.

HyNet

4.2.22 The HyNet North West project is a large-scale project to develop hydrogen production, transport and storage infrastructure across the North West and North Wales, as well as infrastructure to capture, transport and lock away carbon dioxide emissions from industry. The project includes:

i) Hydrogen Production Plant;
ii) Hydrogen Pipeline;
iii) Hydrogen Storage Facility;
iv) CO2 Pipeline; and
v) CO2 Undersea Storage Facility.

Hydrogen Production Plant

4.2.23 A planning application for the proposed Hydrogen Production Plant (HPP) was submitted to CWACC in October 2021 (ref. 21/04091/FUL). This would be located on a currently disused area of land within the Stanlow Refinery site, immediately to the west of Pool Lane and north of the A5117. The HPP would be accessed via the existing Stanlow Refinery access signalised junction on Pool Lane.

4.2.24 The Transport Assessment submitted with the HPP planning application identifies that the facility would generate a maximum of 12 two-way staff trips and up to 4 two-way HGV movements per day when operational.

4.2.25 The TA also identifies that the construction period would last for approximately 56 months. This was anticipated to commence in 2022, with completion in early 2027.

During peak period of construction activity, there would be a maximum of 448 two-way staff trips and 39 two-way delivery trips (including 29 HGV movements) per day.

Hydrogen Pipeline

4.2.26 The HyNet Hydrogen Pipeline scheme is currently progressing through the DCO process. A Preliminary Environmental Information Report (PEIR) was submitted in September 2022. This identifies that the Hydrogen Pipeline Network will comprise four corridors across the North West region. Of these, the West Corridor, connecting to the Stanlow Hydrogen Production Plant, is principal area of interest in terms of the interaction with the proposed Scheme.

4.2.27 Chapter 11 of the PEIR covers the anticipated traffic and transport impacts of the project. This identifies that the HyNet project will interact with the study area for the proposed Scheme only in relation to the A5117 between the M56 Junction 14 and Pool Lane.

4.2.28 The PEIR identifies that the proposed construction programme for the HyNet project would cover a 12-month period between October 2024 and October 2025, with the peak construction traffic generation along the A5117 occurring in March and April 2025. The construction period for the proposed Scheme is likely to be between 2028 and 2030. The PEIR forecasts a total of 33,764 two-way construction vehicle movements, inclusive of 13,296 two-way HGV movements, along the A5117 across a total of 317 construction days. This equates to an average of 107 two-way vehicle movements per day (42 two-way HGV movements per day). The maximum traffic generation on any given day was forecast to be 516 two-way movements (inclusive of 214 two-way HGV movements).

Hydrogen Storage Facility

4.2.29 The HyNet Hydrogen Storage Facility was granted DCO consent in March 2017. This facility will primarily be located at the Holford Brinefield to the south-east of Rudheath, approximately 22km south-east of the proposed Scheme. It is therefore considered that there would be no cumulative effects associated with this element of the HyNet project.

CO_2 Pipeline

4.2.30 The HyNet CO_2 Pipeline DCO application was approved by the Secretary of State in March 2024. The Transport Assessment and Environmental Statement that accompanied the DCO application assumed a 16-month construction period, which was assumed to run between April 2024 and July 2025. The TA identified that along the A5117 between M56 J14 and Pool Lane there would be 118 two-way construction trips per day (inclusive of 24 two-way HGV movements) on average during the busiest 12-month period, with 135 two-way trips per day (27 two-way HGV movements) during the busiest month. There were also forecast to be an average of 15 two-way construction trips per day (3 two-way HGV movements) along Pool Lane, with a maximum of 85 daily two-way trips (17 two-way HGV movements) during the busiest month.

CO_2 Undersea Storage Facility

4.2.31 The HyNet CO_2 Undersea Storage Facility would comprise undersea pipelines connecting the land-based CO_2 Pipeline network to undersea gas storage reservoirs in the Bay of Liverpool, via the Point of Ayr Gas Terminal near Prestatyn. This scheme is still under development; however, it is considered that there would be no specific cumulative environmental effects associate with this element of the HyNet project.

Summary of HyNet Cumulative Effects

4.2.32 It is therefore proposed that the cumulative impact assessment will take into account the construction traffic associated with the HyNet HPP, Hydrogen Pipeline and CO_2 Pipeline elements of the HyNet project. As noted above, the collective construction periods for these elements are all forecast to be complete prior to commencement of the Proposed Development. It is therefore highly unlikely that there would be any overlap between the construction periods. However, while it is not considered that there will be any significant cumulative impacts associated with the HyNet project, in order to present a robust appraisal of the potential impacts, the assessment will include an assessment of the peak construction traffic associated with each of these elements.

4.2.33 Based on the summaries presented above, **Table 4.3** outlines an indicative appraisal of the potential cumulative impacts in the unlikely event that the peak construction

periods for all strands of the HyNet project were to overlap with construction of the Proposed Development. This is based on 2024 baseline traffic data for the A5117 and Pool Lane as presented in the HyNet CO_2 Pipeline ES (Appendix 17.9, Table 1).

Table 4.3 – Indicative Appraisal of Cumulative Impacts of HyNet Project

Link	2024 Baseline			HyNet Cumulative Trips (2-Way 24hr AADT)		Proposed Development Trips (2-way 24hr AADT)		% AADT Increase	% HGV Increase
	24hr AADT	24hr HGV AADT	%HGV	Total Vehicles	Total HGVs	Total Vehicles	Total HGVs		
A5117 east of Pool Lane	8,682	654	7.5%	729	98	238	46	11.1%	22.0%
Pool Lane bet. A5117 & Essar Site Access	4,144	514	12.4%	572	46	238	46	19.5%	17.9%

4.2.34 This demonstrates that even in the worst-case scenario of all schemes being constructed at the same time, the increase in traffic would not be sufficient to breach the thresholds identified in the IEMA guidance which would result in significant environmental effects.

Encirc

4.2.35 The Encirc Glass packaging glass manufacturing facility, accessed via the southern arm of the Protos roundabout on Grinsome Road, was originally granted planning consent in 2009 (ref. 08/00200/FUL). This permission included a planning condition requiring the progressive reduction in the number of HGV movements to and from the facility over a ten-year period.

4.2.36 This requirement was subsequently amended through a S.73 application in 2017 (ref. 17/03130/S73), which instead established a cap on HGV movements of 468 movements per day on weekdays and 194 at weekend. This cap was then increased through a further S.73 application in 2018 (ref. 18/04948/S73). This permitted a maximum of 912 daily two-way HGV movements on each day of the week, including weekends, with up to 750 two-way HGV movements between 07:00 and 19:00.

4.2.37 A planning application for the expansion of the existing Encirc packaging glass manufacturing facility, comprising a fully automated warehouse, HGV marshalling

yard and ancillary infrastructure, was submitted in February 2023 (ref. 22/03693/FUL).

4.2.38 The Transport Statement submitted with this application identified that the total forecast HGV trip generation of the full Encirc site, including the automated warehouse and the growth associated with a five-year business plan, would equate to 904 daily two-way HGV movements, and would therefore fall within the permitted cap established under planning application 18/04948/S73.

4.2.39 In order to present a robust appraisal of potential cumulative effects, the assessment will therefore assume that the Encirc site is operating at its maximum permitted capacity during the construction period of the Proposed Development.

5.0 PROPOSED MITIGATION

5.1.1 This section of the TA will describe any mitigation proposed to facilitate the Proposed Development. This will include embedded mitigation measures which would be incorporated into the design of the Proposed Development, as well as any necessary measures that may be required as identified through the assessment process.

5.1.2 The mitigation measures will include reference to the Outline Construction Traffic Management Plan (CTMP) and associated Interim Travel Plan (TP), which will be prepared as part of the overall Construction Environmental Management Plan (CEMP) to be submitted with the DCO application.

[redacted]

From: [redacted]@cheshirewestandchester.gov.uk>
Sent: 02 August 2023 12:55
To: [redacted]
Cc:
Subject: RE: Proposed Frodsham Solar - ES Scoping
Attachments: CWaCC Scoping Reponse.pdf

Hi [redacted]

Yes I did input into the scoping response.

In term of study area/modelling I'd suggest it needs to include the actual motorway roundabouts on the M56/M53 as well as the A5117 between them, particularly given the Hynet, Protos and Encirc projects. A lot of it will come down the various timescales of impacts from those development but I think there is likely to be a fair bit of overlap on the various timescales.

I don't know if National Highways provided any feedback on their thoughts and what they want to see? I haven't been party to anything from them.

So the scope should be that A5117 corridor and the 2 roundabout and then the other junctions you've picked out. I would also want to see Thornton Green Lane/A5117 junction included as I would potentially expect that to be raised as an issue in terms of the increase in vehicles along the A5117 impacting on the ability exit that junction. It is an issue that has come up on other projects in that area.

Apart from the Hynet projects and Protos and Encirc I don't think there are any other developments/proposals that you need to account for at this point in time.

Hope that helps.

Regards

[redacted]

[redacted]
Principal Development Officer - Team Leader, Highways Development Management
Cheshire West and Chester Council

To report a new service request, please use one of the following methods:

- Via the website
- Via Cheshire West and Chester reporting app

You can also check the status of your report or log another fault using our status checker

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From: [redacted]@axis.co.uk>
Sent: 02 August 2023 12:33
To: [redacted]@cheshirewestandchester.gov.uk>
Subject: RE: Proposed Frodsham Solar - ES Scoping

Apologies, now with relevant document attached.

Regards

[redacted]
Associate

E: [redacted]@axis.co.uk www.axis.co.uk
[redacted]
[redacted]

From: [redacted]
Sent: Wednesday, August 2, 2023 12:31 PM
To: [redacted]@cheshirewestandchester.gov.uk>
Subject: Proposed Frodsham Solar - ES Scoping

Hi [redacted]

With regard to the proposed solar farm at Frodsham Marshes, we've received the ES scoping opinion back from PINS. I presume the consultation response from CWaCC in relation to the Traffic and Transport chapter was prepared by yourself (extract attached for ease of reference)?

I just wanted to clarify a few points with you so we can firm up the required scope of assessment for the TS/TA and the ES.

Extent of study area
We had envisaged that the study area would consider the impact of construction traffic on the following highway links, for which fresh traffic data will be collected:

- A5117 (E) between Pool Lane and M56 Junction 14 Hapsford Interchange roundabout;
- A5117 (W) between Pool Lane and M53 Junction 10 Stanlow Halt Interchange roundabout;
- Pool Lane between A5117 and Grinsome Road;
- Grinsome Road between Pool Lane and Ince Resource Recovery Park (Protos); and
- Marsh Lane between Protos site and Proposed Development site.

The scoping response also refers to the need for junction modelling. As such, we would propose also collecting turning count data at the A5117 / Pool Lane junction. Would that be acceptable, or would you require any additional junctions/links to be included in the assessment?

Cumulative Development
The scoping response refers to the need to assess the cumulative impacts relating to the Hynet developments, Protos, and expansion at the Encirc site. Are there any other specific developments that we would need to take into account?

Please let me know if there are any other specific matters that you would want to see included in the assessment.

Regards

[redacted]
Associate

E: [redacted]@axis.co.uk www.axis.co.uk
[redacted]
[redacted]

Chester Office: Well House Barns, Bretton, Chester, CH4 0DH (Registered Office)
Manchester Office: Camellia House, 76 Water Lane, Wilmslow, SK9 5BB
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[redacted]

From: [redacted]@cheshirewest.gov.uk>
Sent: 26 July 2024 09:08
To: [redacted]
Cc: [redacted]
Subject: 21/01780/SCO: Frodsham Solar DCO - (Transport Scoping)
Attachments: Frodsham Solar DCO TA Scoping Note; 3272-01-HSN01 Scoping_April24.pdf

Hi [redacted],

Further to [redacted] email back on 5th April 2024, and the accompanying Transport Assessment Scoping Note 01, Jon Parry (Highways) has confirmed that he is comfortable with the proposed scope of the Transport Assessment, although he would like clarity over the working hours/shift pattern of construction staff, given that this will be the dominant generator of site traffic.

I aim to get the Landscape comments back to you next week, apologies for the delay on that too.

Regards

[redacted]

From: [redacted]
Sent: Tuesday, July 23, 2024 9:48 AM
To: [redacted]@axis.co.uk>
Cc: [redacted]@cheshirewest.gov.uk>; [redacted]@cheshirewestandchester.gov.uk>; [redacted]@cubicoinvest.com>; [redacted]@avianecology.co.uk>
Subject: RE: Frodsham Solar DCO - CWACC catch up (new link)

Hi [redacted],

Thanks for the meeting minutes. *(On highways, small point –* [redacted]*)*

I have attached the comments from the Lead Local Flood Authority on the Water Framework Directive Assessment. [redacted] (Natural Environment) may have further comments, but I thought it best to let you have these now.

In terms of the ecology SV with [redacted], I will let [redacted] confirm, but currently the best days would seem to be:

Wed 7th Aug (PM)
Friday 9th (PM) (all day)

(*I think* [redacted] *is off on Mon 5th Aug, and 13th – 16th August*).

I haven't forgotten I need to get you the Landscape comments, and I will forward [redacted] highway comments when I receive them.

Regards

[redacted]

From: [redacted]@axis.co.uk>
Sent: Monday, July 22, 2024 3:11 PM
To: [redacted]@cheshirewestandchester.gov.uk>; [redacted]@cheshirewestandchester.gov.uk>; [redacted]@cubicoinvest.com>
Subject: RE: Frodsham Solar DCO - CWACC catch up (new link)

[redacted],

Please find attached the minutes from the meeting last week.

Regards

[redacted]
Director

E: [redacted]@axis.co.uk
www.axis.co.uk
[redacted]
[redacted]

-----Original Appointment-----
From: [redacted]
Sent: Wednesday, June 12, 2024 3:45 PM
To: [redacted]
Cc: [redacted]
Subject: Frodsham Solar DCO - CWACC catch up (new link)
When: 17 July 2024 15:30-16:30 (UTC+00:00) Dublin, Edinburgh, Lisbon, London.
Where: Microsoft Teams Meeting

Microsoft Teams Need help?

Join the meeting now

Meeting ID: 335 117 402 011

Passcode: ANgygF

For organizers: Meeting options

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FRODSHAM SOLAR FARM

DATE:	24 April 2024	**CONFIDENTIALITY:**	Restricted
SUBJECT:	Frodsham Solar Farm Development Consent Order Documents Review		
PROJECT:	NW 012 Frodsham Solar Farm	**AUTHOR:**	NT
CHECKED:	AJF	**APPROVED:**	NMK

PREAMBLE

National Highways have been appointed by the Secretary of State as a strategic highway company under the provisions of the Infrastructure Act 2015. National Highways is responsible for operating, maintaining, and improving the Strategic Road Network (SRN) in England, in accordance with the License issued by the Secretary of State for Transport (April 2015) and Government policies and objectives.

National Highways' approach to engaging with the planning system is governed by the advice set out in:

- DfT Circular 01/2022 The Strategic Road Network and the Delivery of Sustainable Development ("the Circular).

The document is written in the context of statutory responsibilities as set out in National Highways' License, and in light of Government policy and regulation, including the:

- National Planning Policy Framework (NPPF); and
- Town and Country Planning Development Management (Procedure) Order (England) 2015 (DMPO).

As a statutory consultee in the planning system, National Highways have a regulatory duty to co-operate. Consequently, National Highways are obliged to consider all proposals received and to provide appropriate, timely and substantive responses.

National Highways' desire to be a proactive planning partner goes beyond the statutory role, but follows the spirit of the license which stipulates that National Highways should:

"Support local and national economic growth and regeneration."

National Highways encourages all parties promoting and preparing Plans that may have an impact on the SRN to engage with it as early as possible, to enable collaborative working and to deliver positive outcomes as quickly as possible.

National Highways are committed to working with local authorities and plan-making bodies prior to and between formal consultation periods to contribute to the thinking and support the analysis of options and development of strong plans and proposals that take full account of highways issues.

BACKGROUND

Axis have been appointed by Frodsham Solar Ltd to produce provide transport planning and highways advice in relation to the Development Consent Order (DCO) application for a solar energy generating station and an associated on-site Battery Energy Storage System on land at Frodsham Marsh, Frodsham, Cheshire.

National Highways approached the Frodsham Solar team on 28th September 2023 regarding pre-application discussions as no previous consultation had been undertaken to date. Subsequently, a brief phone call was held with Adam Johnson (National Highways) and Duncan Carter (Axis) on 9th October 2023 to discuss the EIA Scoping Report associated with the application (Document Ref: SCP1.1). No

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formal minutes of this call were recorded, however, Adam noted that the initial trip generation from construction appeared to be minimal, and requested sight of the Transport Assessment scoping note once produced in order to confirm National Highways were content in terms of traffic impact.

National Highways have asked WSP to review the latest information available on the project website and comment on the likely impacts of the proposed scheme on the strategic road network.

WSP Comment: It is noted that the PINS website has listed National Highways as being contacted in their role as a statutory consultee. However, it would appear that the consultation request is overstated as National Highways have no formal record of the project team or PINS initiating contact before Adam Johnson approached the project team.

It is important that going forward, the project team ensure that all information is sent to the correct team(s) at National Highways because consultation will likely involve multiple teams within the organisation to review the proposals and undertake any legal review processes that may be required.

SCOPE OF REVIEW

National Highways have provided WSP with the following information:

- Email correspondence between National Highways and Axis.
- Transport Assessment Scoping Note 01 (Document Ref: 3272-01-HSN01) dated April 2024.
- Embedded link to Environmental Impact Assessment Scoping Report on PINS website (Document Ref: SCP1.1) dated May 2023.

In addition to the information supplied by National Highways, a review has been undertaken of the documents on the PINS website relating to the DCO application, which can be found at: Frodsham Solar Project Information (planninginspectorate.gov.uk).

The available information is as follows:

- Scoping Opinion dated 10th July 2023.
- Scoping Report submitted to the Secretary of State on 30th May 2023.

The project information page provides a link to developer's website (Frodsham Solar). The project website includes various statutory consultation documents including:

- Statement of Community Consultation (SoCC).
- Community Consultation Leaflet.
- Frodsham Solar Scoping Report.
- Section 47 Notice.
- Postcard providing information on the Phase One Community Consultation.
- Events Display Boards.
- Concept Plan.
- Feedback Form.
- Community Webinar Link.

FRODSHAM SOLAR FARM

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WSP Comment: A high-level review has been undertaken of available information on the PINS website and the project website noting that a Section 46 Notice has not been uploaded to the PINS website. It would be beneficial to understand the timescales for submission of the project to ensure that National Highways and the project team can work collaboratively and in conjunction with other statutory consultees, such as Cheshire West and Chester Council (CWaCC).

TRANSPORT ASSESSMENT SCOPING NOTE

Introduction

A Transport Scoping Note (Document Ref: 3272-01-HSN01) has been produced by Axis in response to correspondence had between CWaCC including a phone call had with National Highways, as outlined above. The scoping note presents the suggested scope of the transport-related work that will accompany the DCO application and sets out the possible impact of the proposed development on the local highway network.

It is noted that within the scoping note at 1.3.1 in Section 1 that the following statement is made regarding elements of the assessment to be scoped, with particular consideration given to Traffic and Access:

The nature of the Proposed Development is such that the Site will not generate any significant level of development-related traffic once operational. Trip generation during the operational phase will be limited to one or two trips per week for maintenance purposes.

The Proposed Development would have an operational lifespan of up to 40 years. As such, decommissioning activities are not anticipated to occur for a significant length of time. While it is likely that decommissioning activities would generate a level of vehicular traffic in line with or less than the construction phase, it is not possible for traffic and transport baseline conditions over this time period to be robustly understood.

As such, the impacts associated with the operational and decommissioning phases will be scoped out of detailed assessment within the TA, and the traffic impact associated with the Proposed Development will therefore be limited to the construction phase only. This would last for a period of approximately 15 months, anticipated to commence in 2027.

The note outlines that the TA report will consider the following:

- Review of existing conditions including description of site location, existing use and local highway network including a review of recent accident record.
- Description of development proposals including access arrangements and HGV routing.
- Review of traffic generating potential of proposed development during construction and operational phases, including staff trips.
- Distribution and assignment of construction trips.
- Appraisal of impact of construction trips.

FRODSHAM SOLAR FARM

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- Appraisal of potential cumulative effects associated with other committed and proposed major developments.
- Proposed mitigation.

WSP Comment: It should be highlighted that the level of scoping discussions held with National Highways has been overstated within the document. However, it is welcomed that Axis is now in direct contact with National Highways to ensure that information is provided to the correct team(s) and the information contained within the note can be agreed.

The proposed scope of the TA appears reasonable and it is agreed that the operational and decommissioning phases can be scoped out of the Transport Assessment. However, a policy section should be included with due regard given to DfT Circular 01/2022 that sets out National Highways 'Vision-Led' approach using a vision and validate approach.

Baseline Conditions

The scoping note identifies the proposed study area, which has been refined based on comments received from CWaCC. The study area is defined as follows:

Links
- A5117 (E) between Pool Lane and M56 J14 Hapsford Interchange Roundabout.
- A5117 (W) between Pool Lane and M53 J10 Stanlow Halt Interchange Roundabout.
- Pool Lane between A5117 and Grinsome Road.
- Grinsome Road between Pool Lane and Ince Resource Recovery Park (Protos).
- Marsh Lane between Protos and proposed development site.

Junctions
- M56 J14 Hapsford Interchange roundabout.
- M53 J10 Stanlow Halt Interchange roundabout.
- A5117/Pool Lane signalised junction.
- A5117/Thornton Green Lane priority junction.

Traffic counts have been undertaken including 7-day Automated Traffic Count surveys between 18th – 25th March 2024 and 12-hour weekday classified turning count/queue length surveys on 20th March 2024.

In addition, the scoping note confirms that the TA will include a description of the local highway network within the study area including a review of recent accident record. The TA will also consider the existing public transport facilities close to the site and non-motorised user network taking into account pedestrians, cyclists and equestrian facilities.

WSP Comment: The study area aligns with the SRN junctions recommended by CWaCC although it is noted that the scoping note also states that the study area has been agreed with National Highways. The level of scoping with National Highways has been somewhat overstated in the note; no formal record of any scoping discussions are included. However, the proposed study area is acceptable and includes the SRN junctions that would be utilised by development traffic. As noted

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CHECKED:	AJF	**APPROVED:**	NMK

in further comments below, it may also be beneficial to consider M56 J12, where construction traffic associated with the national grid connection will access the SRN.

It is noted that the TA will include a review of recent accident records and it is recommended that the most recent 5-year data is reviewed using STATS19 data including causality analysis on any collisions that occurred during this period.

Traffic Generation

An initial estimate of anticipated trip generation associated with the proposed development has been derived based on information supplied by the Applicant and Axis' experience promoting other solar farm developments. The traffic forecasts and impact assessment will be limited to the construction period only.

The construction of the proposed development is anticipated to last 15 months with activities taking place 5.5 days per week (Monday – Saturday), as follows:

- Monday to Friday 07:30 – 18:00.
- Saturday 08:30 – 13:00.
- No construction on Sundays or Bank Holidays.

Construction Traffic

The scoping note includes a summary of the number and type of deliveries anticipated to be generated during the 15-month construction period:

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Figure 1 – Estimated Construction Traffic Generation (Construction Phase)

Description of Temporary / Ancillary Works and Equipment	Details of Load	Number of Loads
Welfare and Waste Management	Mixed	140
Fencing / CCTV	16.5m HGV	20
Aggregate for roadways	30T Tipper	1,760
Trenching	Mixed	130
Foundations	30T Tipper	150
Compounds / Laydowns	30T Tipper	200
Construction Support Total		**2,400**
PV modules	16.5m HGV	550
PV structures	16.5m HGV	350
Cabling	Mixed	50
Inverters & transformers	Mixed	40
BESS Containers	Mixed	100
Substation (including cranes)	Mixed	30
Other (Misc.)	Mixed	110
PV Equipment / Components Total		**1,230**
TOTAL (one-way deliveries)		**3,630**
TOTAL (two-way vehicle movements)		**7,260**

Across the construction period, a total of 3,630 deliveries (7,260 two-way movements) is expected. The construction period will be split into two distinct phases, as follows:

- Weeks 1 – 20 comprising site establishing works.
- Weeks 21 – 60 comprising main construction phase.

A first principles approach has been applied to the construction-related deliveries (excluding staff) for both phases, as follows:

Figure 2 – 'First Principles' Assumptions and Trip Generation Forecasts for Deliveries

Breakdown of Trip Generation Proportions per Operating Day	
There would be 67 operating hours per week (5 x 12.5 hour weekdays and 1 x 4.5 hour Saturday)	
As a proportion of the weekly operating hours, weekdays would account for 93% of weekly trips (over 5 weekdays)	
This equates to 18.6% of weekly trips per weekday (i.e. 93% / 5)	
As a proportion of the weekly operating hours, Saturdays would account for 7% of weekly trips	
Traffic Generation	
Deliveries Week 1-20	
Within the first 20 weeks of the construction period, there will be:	4,838 two-way delivery-related movements, in total
This equates to:	242 two-way delivery-related movements per week (on average)*
Based on the proportional breakdown of operational hours above, this equals	46 two-way HGV movement per weekday, on average*
And,	16 two-way HGV movements per Saturday, on average*
Deliveries Weeks 21-60	
For the remaining 40 weeks, there will be:	2,422 two-way delivery related movements, in total
This equates to:	61 two-way delivery-related movements per week (on average)*
Based on the proportional breakdown of operational hours above, this equals	12 two-way HGV movement per weekday, on average*
And,	4 two-way HGV movements per Saturday, on average*

* Rounded up, for robustness.

The scoping note states that this level of traffic is considered to be de minimis in nature with regard to the capacity of the local highway network although acknowledges that the HGV delivery schedule is unlikely to follow a 'flat' profile throughout the construction phase and there is likely to be peaks and troughs.

Staff Movements

On average, around 100 – 150 construction-related staff are also anticipated to require access to the site and during peak activities, this may rise to around 240 staff. The transport scoping note states that a significant number of staff will car share or use staff minibuses provided from nearby transport hubs. Assuming an average of 2.5 occupancy per vehicle, this would equate to a maximum of approximately 200 two-way vehicle movements per day during peak activities. Parking will be provided in a temporary car park.

FRODSHAM SOLAR FARM

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SUBJECT:	Frodsham Solar Farm Development Consent Order Documents Review		
PROJECT:	NW 012 Frodsham Solar Farm	**AUTHOR:**	NT
CHECKED:	AJF	**APPROVED:**	NMK

Total Daily Trips

The table contained in Figure 3, which has been taken from the scoping note, outlines the total average daily two-way trips for both construction staff and HGV deliveries.

Figure 3 – Total Average Daily Two-Way Trips

Daily Trips (2-way)		
Vehicle Type	**Weeks 1 – 20 (Average)**	**Weeks 21 – 60 (Average)**
HGV	46 (23 in, 23 out)	12 (6 in, 6 out)
Lights	192 (96 in, 96 out)	Up to 120 (60 in, 60 out)
Total Trips per day (2-way)	**238 (119 in, 119 out)**	**Up to 132 (66 in, 66 out)**

The scoping note states hat this level of traffic generation is low in absolute terms and would not be expected to result in any material impact on highway safety or the free flow of traffic on the surrounding highway network.

Operational Phase

During the operational phase, it is anticipated that vehicle numbers would not exceed 16 two-way movements per day during periods of routing maintenance comprising cars and light goods vehicles. Only occasional HGV movements during the operational phase are expected.

The scoping note concludes that this level of traffic generation in absolute terms would not be expected to result in any material impact on highway safety or the free flow of traffic on the surrounding highway. The note also comments that the level of traffic generation is temporary in nature and any trips, to the site once operational will be limited.

HGV Routing

Access to the site during construction and operational phases will be from either the M53 or M56 via the A5117, Pool Lane, Grinsome Road and Marsh Lane. The proposed access route is as follows:

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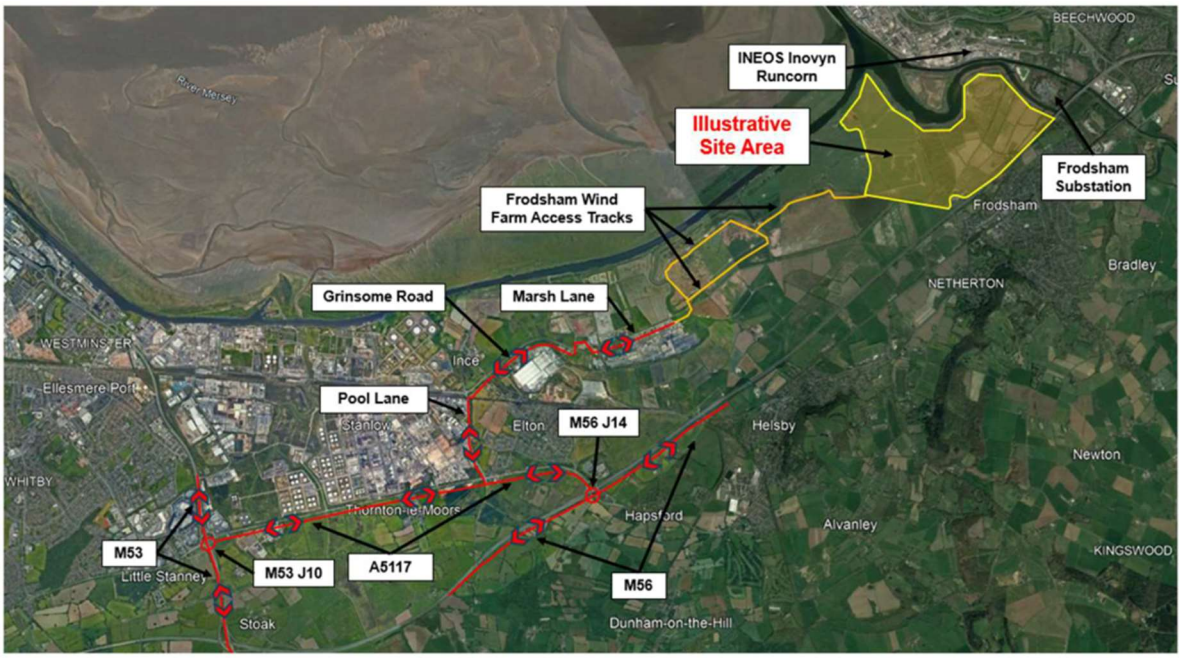
CHECKED:	AJF	**APPROVED:**	NMK

Figure 4 – Proposed Construction Traffic Access Route (from scoping note)



The scoping note states that a robust Construction Traffic Management Plan (CTMP) will be prepared to safely manage construction vehicles to and from the site. An outline CTMP will be prepared to accompany the DCO application and will include measures to manage the perceived impact of construction traffic.

The note also provides information regarding the proposed grid connection strategy, which will include a 132KV cable grid connection to the SPEN substation on the northern bank of the River Weaver. This will involve construction traffic along the Frodsham Substation access road from the A56 and along the A557 to M56 J12. The level of construction traffic associated with these cable connection activities is expected to be minimal, in the region of 20 HGV movements in total and the scoping note confirms that no further detailed assessment of the traffic and transport impacts associated with this element of the proposed development construction will be considered.

WSP Comment: The methodology applied using a 'first principles' approach appears reasonable at this stage. Further detail is requested on how the maximum and average staff numbers have been derived, and also the assumed vehicle occupancy.

It is also requested that information is included in the TA confirming the location of transport hubs for staff pick-up/drop-off and likely routes the minibuses will take including capacity. Further information on the internal parking arrangements is requested to ensure that the area is sufficient to accommodate staff driving to the site.

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The level of daily trips, particularly for staff, could impact on junctions within the study area. It is acknowledged that staff will travel to site outside of the typical peak hours, however, it is known that the SRN junctions within the study area suffers from moderate congestion and it is requested that details of shifts patterns are included within the TA to understand if all staff vehicle movements arrive and depart at the same time and how this would operate alongside minibus provision.

It is noted that a CTMP will be prepared to accompany the DCO application.

It is acknowledged that the level of HGV construction traffic related to the proposed grid connection activity is in the region of 20 HGVs and no further assessment will be provided, however, confirmation on staffing numbers accessing the site is requested, for clarity.

It is also requested that confirmation is provided if any Abnormal Indivisible Loads are anticipated during any phases of construction for the proposed development including the cable connection at Frodsham Substation.

Assessment Methodology

The Transport Scoping Note states that the TA will assess the potential traffic impacts of the proposed development during each construction phase through a percentage impact assessment undertaken for each of the key links and junctions within the study area. The assessment will consider the impact of development traffic against the baseline Annual Average Daily Traffic (AADT) flows along each link and assessed in accordance with the rules identified within the Institute of Environmental Management and Assessment (IEMA) Guidelines for the Environmental Assessment of Traffic and Movement (2023).

The TA will present a comparison of development traffic against updated baseline traffic flows obtained from traffic survey data, outlined above. The assessment will also provide a percentage impact assessment of development traffic at each junction with a capacity assessment to be undertaken if the impact exceeds the threshold identified within the IEMA guidelines. It will seek to demonstrate that the conclusions drawn from the appraisal set out in the PEIR remain valid and no further consideration is required as a separate chapter within the ES.

Development will commence in 2027 for a period of approximately 15 months. TEMPro will be interrogated to derive regional growth factors for the Cheshire West and Chester middle super output areas 022 and 011 for an average weekday and weekday AM and PM peak periods, as presented at Figure 5 (taken from the scoping note).

Figure 5 – TEMPro Growth Factors

MSOA	Applicable Links	Period	Factor
022 (E02003794)	A5117, Pool Lane	Weekday AM	1.028961
		Weekday PM	1.028155
		Average Weekday	1.027904
011 (E02003849)	Grinsome Road, Marsh Lane	Weekday AM	1.035502
		Weekday PM	1.033791
		Average Weekday	1.033640

Assessment of Cumulative Impacts

The scoping note states that in isolation, the majority of environmental impacts associated with the construction traffic would be at a level that would not result in significant effects, which was agreed by PINS. However, there is potential for significant cumulative effects when considered in conjunction with other schemes that could generate traffic within the study area during the construction period. This was endorsed by the Highway Officer at CWaCC, who confirmed the following should be taken into account:

- Ince Resource Recovery Park (Protos).
- HyNet North West Project.
- Proposed construction of Encirc automated warehouse.

A summary of the cumulative effects of each development, as outlined in the transport scoping note, is below:

Protos

- The cumulative impact assessment will take into account the operational traffic associated with the maximum permitted HGV trips for the elements of the Protos Resource Recovery Park that are currently operational or included in the reserved matters planning applications that have been submitted.
- The assessment will also take into account the operational traffic associated with the maximum permitted HGV trips for the Protos ERF site and forecast peak construction traffic associated with the Protos CCF site.

HyNet

- The cumulative impact assessment will take into account the construction traffic associated with the HyNet project, specifically HyNet HPP, Hydrogen Pipeline and CO_2 Pipeline. The collective construction periods for these elements are all forecast to be complete prior to commencement of the proposed development.
- However, it is not considered that there will be any significant cumulative impacts associated with the HyNet project. In order to present to robust appraisal of potential impacts, the assessment will include an assessment of the peak construction traffic associated with each element.

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Encirc

- The assessment will assume that the site is operating at maximum permitted capacity during the construction period of the proposed development.

WSP Comment: It is acknowledged that a percentage impact assessment will be included in-line with IEMA guidelines. However, National Highways request that information is also provided on the baseline operation of the SRN junctions, including queueing. It is also requested that the quantum of trips which will route through each SRN junction is confirmed. This will enable National Highways to form a view on whether junction capacity assessment would be required.

The TEMPro factors derived looks reasonable, noting that 002 (E02003874), which covers the development site, has not been utilised due to the demographic of the output area. Further information to clarify the approach taken is requested.

It is noted that construction traffic will be present on the network on Saturdays. This time period should be considered within the TA, especially given the proximity to the Cheshire Oaks retail park, which is known to cause congestion at M53 Junction 10 at weekends.

National Highways note that PINS agree that in isolation the construction traffic would be at a level to not result in significant effects. It is important to understand that the impact assessment includes all relevant and committed developments and recommend that further liaison is undertaken with CWaCC to ensure that any developments that have come forward since initial contact, from August 2023, are included.

Proposed Mitigation

The TA Scoping Note states that the TA will describe any mitigation proposed to facilitate the development. This will include embedded mitigation measures such as those incorporates into the design of the proposals as well as any necessary measures that may be identified through the assessment process.

The note states that an Outline Construction Traffic Management Plan (OCTMP) and Interim Travel Plan will be prepared as part of the overall Construction Environmental Management Plan and will be submitted with the DCO application.

WSP Comment: The purpose of the OCTMP is to provide a framework for the measures to be implemented within the final CTMP to mitigate for the impacts of construction generated traffic. National Highways should be consulted on the development of the OCTMP as early as possible to

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ensure that vehicle movements on the SRN are mitigated appropriately and reduced, where possible.

Whilst the below is not an exhaustive list, it is expected that the OCTMP will include the following:

- Details of deliveries including times.
- Confirmation if any Abnormal Indivisible Loads are anticipated.
- Routing Plan including identification of sensitive receptors.
- Number of vehicles per day including staff numbers.
- Waiting areas for deliveries at site and along the route.
- Details of Booking Management System and protocol if deliveries are delayed.

SUMMARY AND CONCLUSION

WSP have undertaken a review of available documents of the PINS website and project website relating to the Frodsham Solar Farm DCO application. Further information and clarification is requested on a number of points at this stage of the scoping discussions notwithstanding that National Highways welcomes continuing engagement with Axis and other statutory bodies:

- The TA to include a policy section with due regard to DfT Circular 01/2022.
- Accident data to utilise STATS19 data and include causality analysis.
- Confirmation how the maximum and average staff numbers have been derived.
- Confirmation regarding minibus routing and location of transport hubs including internal parking arrangements.
- Shift patterns of staff to be provided.
- Baseline conditions at M53 Junction 10 and M56 Junction 14 including traffic flows and queue lengths should be presented, along with the predicted construction trips using these junctions in order for National Highways to understand the impact of the proposed development on the SRN and form a view on whether junction capacity assessments would be required. It may also be beneficial to consider M56 J12, where construction traffic associated with the national grid connection will access the SRN.
- It is requested that confirmation be provided if any Abnormal Indivisible Loads are anticipated during any phases of construction for the proposed development including the cable connection at Frodsham Substation.
- Saturday time periods should be considered as well as weekdays, especially given the known congestion in the area relating to the Cheshire Oaks retail park.
- Further liaison with CWaCC Highways Officer to confirm the committed and relevant developments included in a cumulative impact assessment are appropriate.
- OCTMP to be produced and liaison with National Highways to be undertaken during the preparation of the document.

Appendix B – Indicative Construction Resourcing Schedule

		Programme by Month																																
		Jan-28	Feb-28	Mar-28	Apr-28	May-28	Jun-28	Jul-28	Aug-28	Sep-28	Oct-28	Nov-28	Dec-28	Jan-29	Feb-29	Mar-29	Apr-29	May-29	Jun-29	Jul-29	Aug-29	Sep-29	Oct-29	Nov-29	Dec-29	Jan-30	Feb-30	Mar-30	Apr-30	May-30	Jun-30
	Month	**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**
Solar Array Development Area West	**Total HGVs (per month)**										18	232	293	348	282	232	189	216	81	48											
	26 tonne artic											40	55	69	74	75	70	94	81	48											
	30 tonne tipper										19	193	238	279	199	138	117	117													
	Concrete truck														9	9	2														
Solar Array Development Area West	**Personnel (per day)**									26	68	116	156	124	142	142	142	141	135	101	14										
Solar Array Development Area East	**Total HGVs (per month)**		32	251	141	153	120	52	106	102	110	56																			
	26 tonne artic			4	7	29	49	48	53	51	53	28																			
	30 tonne tipper		32	246	135	124	120	52	53	51	53	56																			
	Concrete truck										7	8																			
Solar Array Development Area East	**Personnel (per day)**	21	68	43	64	74	109	135	135	135	133	56	41																		
BESS / Frodsham Solar Substation	**Total HGVs (per month)**									28	73	140	103	57	88	108	113	113	102	119	46										
	26 tonne artic														11	40	41	41	36	47	17										
	30 tonne tipper									28	73	140	81	35	28	23	24	24	22	24	8										
	Concrete truck												22	22	27	46	48	48	45	48	15										
BESS / Frodsham Solar Substation	**Personnel (per day)**									5	40	44	47	42	40	47	47	47	47	31	29	29	29	29	29	28	28	28	28	28	28
SPEN Substation Grid Connection - OHL	**Total HGVs (per month)**									1	1	0	0	2	5	5	1														
	26 tonne artic									1	1	0	0	2	5	5	1														
	30 tonne tipper																														
	Concrete truck																														
SPEN Substation Grid Connection - OHL	**Personnel (per day)**									0	0	0	0	2	7	7	1	0	0	0	0	0	0	0	0	0	0	0	4	1	
Grid Connection - Private Wire	**Total HGVs (per month)**																						1	1	1	1	1	1	1		
	26 tonne artic																						1	1	1	1	1	1	1		
	30 tonne tipper																														
	Concrete truck																														
Grid Connection - Private Wire	**Personnel (per day)**																					4	12	8	8	8	8	8	8	1	4
NBBMA	**Total HGVs (per month)**			67	64	40	30	25	37																						
	26 tonne artic			33	34	40	30	25	37																						
	30 tonne tipper			50	50																										
	Concrete truck																														
NBBMA	**Personnel (per day)**			20	20	20	20	20	20																						
Welfare	**Welfare**	15	10	15	15	15		5			10				10					10		5					5				5
Fuel	**Fuel**	12	12	14	14	14	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	2	2	
Water	**Water**	13	13	15	20	20	10	10	10	10	10	10	20	20	20	20	20	20	20	10	5	5	5	5	5	5	5	5	5	5	3
Refuse	**Refuse**	10	10	13	13	13	5	5	5	5	10	10	10	10	10	10	10	5	5	5	4										
Total	**Total HGVs (per month)**	**50**	**77**	**391**	**287**	**283**	**291**	**288**	**264**	**178**	**232**	**458**	**440**	**497**	**433**	**380**	**264**	**239**	**110**	**77**	**13**	**14**	**10**	**10**	**10**	**10**	**15**	**10**	**8**	**7**	**8**
	Total Personnel (per day)	**21**	**68**	**63**	**84**	**99**	**169**	**199**	**202**	**203**	**241**	**218**	**243**	**173**	**196**	**180**	**173**	**170**	**164**	**130**	**43**	**32**	**40**	**36**	**36**	**36**	**36**	**8**	**13**	**2**	**4**

axis

Figure: Appendix B
Project Name: Frodsham Solar DCO
Project Number: 3272-01
Description: Forecast Construction Resourcing Schedule

Appendix C – Cheshire West and Chester Accident Data Report

1	SEVERITY **SLIGHT**	District Cheshire West and Chester Ref.No 19100465440	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 346416 / 374728 Police Officer Attend: Yes

Date 20/08/2019 Day Tuesday
Time 12:40
Weather Fine without high winds
Road Surface Dry
Street Lighting Daylight

Road M56 Location

Description of Accident Description removed.

SITE DETAILS

Speed Limit 60 MPH
Carriageway Roundabout
Junction Detail Roundabout
Junction Control Give way or uncontrolled
2nd Road Number A5117
Pedestrian Facilities None within 50 metres
No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS	PARTICIPANT	PROBABILITY
406 Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	A

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Goods > 7.5t Make Model
Manoeuvre Moving off
Veh. direction from South to North Towing? Articulated vehicle
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 44 yrs Sex Male Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type Car Make Model
Manoeuvre Moving off
Veh. direction from South to North Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 37 yrs Sex Male Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Other

CASUALTIES INVOLVED 2

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 37 yrs Sex Male Post code
Car Passenger? Not a passenger PSV Passenger? Not a passenger
Seat Belt Unknown Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Cas No 2 Cas Class Passenger Veh ref No 2
Severity SLIGHT Age 7 yrs Sex Male Post code
Car Passenger? Rear seat passenger PSV Passenger? Not a passenger
Seat Belt Unknown Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Other Details

2	SEVERITY **SLIGHT**	District Cheshire West and Chester Ref.No 19100699267	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 346498 / 374689 Police Officer Attend: Yes

Date 29/11/2019 Day Friday
Time 14:25
Weather Fine without high winds
Road Surface Dry
Street Lighting Daylight

Road M56 Location

Description of Accident Description removed.

SITE DETAILS

Speed Limit 70 MPH
Carriageway Dual carriageway
Junction Detail Not at or within 20 metres of junction
Junction Control
2nd Road Number
Pedestrian Facilities None within 50 metres
No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS	PARTICIPANT	PROBABILITY
308 Following too close (Driver/Rider - Injudicious)	Vehicle 001	A
405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	A
408 Sudden braking (Driver/Rider - Error)	Vehicle 002	A

VEHICLES INVOLVED 3

Veh.No. 1 Vehicle type Car Make Model
Manoeuvre Slowing or stopping
Veh. direction from Southwest to Northeast Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Not at or within 20m of junction
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 27 yrs Sex Male Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Commuting to/from work

Veh.No. 2 Vehicle type Car Make Model
Manoeuvre Slowing or stopping
Veh. direction from Southwest to Northeast Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Not at or within 20m of junction
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 26 yrs Sex Female Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Not Known

CASUALTIES INVOLVED 4

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 26 yrs Sex Female Post code
Car Passenger? Not a passenger PSV Passenger? Not a passenger
Seat Belt Worn but not indepenc Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Cas No 2 Cas Class Driver or Rider Veh ref No 3
Severity SLIGHT Age 39 yrs Sex Male Post code
Car Passenger? Not a passenger PSV Passenger? Not a passenger
Seat Belt Worn but not indepenc Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Veh.No.	3	Vehicle type	Car	Make	Model
Manoeuvre		Going ahead other			
Veh. direction from		Southwest to Northeast	Towing?	No tow or articulation	
Skidded		No skidding, jack-knifing or overturning			
Veh location at impact (restricted lane)		On main carriageway not in restricted lane			
Junct. location of veh. at 1st impact		Not at or within 20m of junction			
Veh left carriageway?		Did not leave carriageway			
Hit object in c'way?		None			
Hit object off c'way?		None			
First point of impact		Back			
Veh registration no.		Other veh.hit (ref.no)	0	Hit and run	Not hit and run
Drivers age	39 yrs	Sex	Male	Breath test	Negative	Driving Lic	
Left Hand Drive		Unknown	Foreign veh.	Not foreign registered vehicle		
Journey purpose		Not Known			

Cas No	3	Cas Class	Passenger		Veh ref No 3
Severity	SLIGHT	Age	39 yrs	Sex Female	Post code
Car Passenger?		Front seat passenger	PSV Passenger?	Not a passenger	
Seat Belt		Worn but not indepenc	Cycle Helmet		
Ped Movement		Not applicable			
Ped Location		Not applicable			
Ped Direction to		Not applicable			
School Pupil		Other			
Roadworker injured		Not applicable			

Cas No	4	Cas Class	Passenger		Veh ref No 3
Severity	SLIGHT	Age	60 yrs	Sex Female	Post code
Car Passenger?		Rear seat passenger	PSV Passenger?	Not a passenger	
Seat Belt		Worn but not indepenc	Cycle Helmet		
Ped Movement		Not applicable			
Ped Location		Not applicable			
Ped Direction to		Not applicable			
School Pupil		Other			
Roadworker injured		Not applicable			

Other Details

3	SEVERITY **SLIGHT**	District Cheshire West and Chester Ref.No 20000026470	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 346534 / 374713 Police Officer Attend: Yes

Date 13/01/2020 Day Monday
Time 08:05
Weather Fine without high winds
Road Surface Dry
Street Lighting Daylight

Road M56 Location

Description of Accident: Description removed.

SITE DETAILS

Speed Limit 70 MPH
Carriageway Dual carriageway
Junction Detail Not at or within 20 metres of junction
Junction Control
2nd Road Number
Pedestrian Facilities None within 50 metres
No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS	PARTICIPANT	PROBABILITY
308 Following too close (Driver/Rider - Injudicious)	Vehicle 001	A
405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	A
509 Distraction in vehicle (Driver/Rider - Impairment)	Vehicle 001	B

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car Make Model
Manoeuvre Going ahead other
Veh. direction from Southwest to Northeast Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Not at or within 20m of junction
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 35 yrs Sex Female Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Other

Veh.No. 2 Vehicle type Car Make Model
Manoeuvre Going ahead other
Veh. direction from Southwest to Northeast Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Not at or within 20m of junction
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age ? yrs Sex Male Breath test Not requested Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Journey as part of work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity SLIGHT Age 35 yrs Sex Female Post code
Car Passenger? Not a passenger PSV Passenger? Not a passenger
Seat Belt Worn but not indepenc Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Other Details

4	SEVERITY **SLIGHT**	District Cheshire West and Chester Ref.No 20000118340	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 342326 / 374442 Police Officer Attend: Yes

Date 24/02/2020 Day Monday
Time 08:00
Weather Fine without high winds
Road Surface Wet/Damp
Street Lighting Daylight

Road A5117 Location

Description of Accident: Description removed.

SITE DETAILS

Speed Limit 60 MPH
Carriageway Single carriageway
Junction Detail Not at or within 20 metres of junction
Junction Control
2nd Road Number
Pedestrian Facilities None within 50 metres
No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS

	PARTICIPANT	PROBABILITY
405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	A
406 Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	A

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car Make Model
Manoeuvre Slowing or stopping
Veh. direction from East to West Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Not at or within 20m of junction
Veh left carriageway? Left carriageway nearside
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 59 yrs Sex Female Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Commuting to/from work

Veh.No. 2 Vehicle type Car Make Model
Manoeuvre Waiting to go ahead but held up
Veh. direction from East to West Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Not at or within 20m of junction
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 45 yrs Sex Female Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Journey as part of work

CASUALTIES INVOLVED 2

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity SLIGHT Age 59 yrs Sex Female Post code
Car Passenger? Not a passenger PSV Passenger? Not a passenger
Seat Belt Worn but not indepenc Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Cas No 2 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 45 yrs Sex Female Post code
Car Passenger? Not a passenger PSV Passenger? Not a passenger
Seat Belt Worn but not indepenc Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Other Details

5	SEVERITY **SLIGHT**	District Cheshire East Ref.No 20000382378	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 341586 / 374361 Police Officer Attend: Yes

Date 30/06/2020 Day Tuesday
Time 16:30
Weather Fine without high winds
Road Surface Dry
Street Lighting Daylight

Road A5117 Location

Description of Accident: Description removed.

SITE DETAILS

Speed Limit 40 MPH
Carriageway Roundabout
Junction Detail Roundabout
Junction Control Automatic traffic signal
2nd Road Number M53
Pedestrian Facilities None within 50 metres
No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS	PARTICIPANT	PROBABILITY
403 Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car Make Model
Manoeuvre Changing lane to left
Veh. direction from Southwest to North Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Mid junction - on roundabout or main road
Veh left carriageway? Left carriageway offside
Hit object in c'way? None
Hit object off c'way? Road sign/traffic signal
First point of impact Nearside
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 35 yrs Sex Female Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Other

Veh.No. 2 Vehicle type Goods > 7.5t Make Model
Manoeuvre Going ahead other
Veh. direction from Southwest to Northeast Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Mid junction - on roundabout or main road
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 31 yrs Sex Male Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Journey as part of work

CASUALTIES INVOLVED 2

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity SLIGHT Age 35 yrs Sex Female Post code
Car Passenger? Not a passenger PSV Passenger? Not a passenger
Seat Belt Worn and independen Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Cas No 2 Cas Class Passenger Veh ref No 1
Severity SLIGHT Age 35 yrs Sex Female Post code
Car Passenger? Front seat passenger PSV Passenger? Not a passenger
Seat Belt Worn and independen Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Other Details

6	SEVERITY **SLIGHT**	District Cheshire West and Chester Ref.No 20000389508	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 341562 / 374267 Police Officer Attend: No - reported over the counter

Date 03/07/2020 Day Friday
Time 16:15
Weather Fine without high winds
Road Surface Dry
Street Lighting Daylight

Road A5117 Location

Description of Accident: Description removed.

SITE DETAILS

Speed Limit 30 MPH
Carriageway Roundabout
Junction Detail Roundabout
Junction Control Give way or uncontrolled
2nd Road Number M53
Pedestrian Facilities None within 50 metres
No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS

	PARTICIPANT	PROBABILITY
405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	A
406 Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	A
403 Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	A

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car Make Model
Manoeuvre Waiting to go ahead but held up
Veh. direction from West to North Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Hit and Run
Drivers age 40 yrs Sex Female Breath test Driver not contacted Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Not Known

Veh.No. 2 Vehicle type Car Make Model
Manoeuvre Waiting to go ahead but held up
Veh. direction from West to North Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 23 yrs Sex Female Breath test Driver not contacted Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Not Known

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 23 yrs Sex Female Post code
Car Passenger? Not a passenger PSV Passenger? Not a passenger
Seat Belt Worn but not indepenc Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Other Details

7	SEVERITY **SLIGHT**	District Cheshire West and Chester Ref.No 20000648534	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 341566 / 374284 Police Officer Attend: No - reported over the counter

Date 25/10/2020 Day Sunday
Time 17:30
Weather Fine without high winds
Road Surface Dry
Street Lighting Dark: street lights present and lit

Road M53 Location

Description of Accident Description removed.

SITE DETAILS

Speed Limit 30 MPH
Carriageway Roundabout
Junction Detail Roundabout
Junction Control Automatic traffic signal
2nd Road Number A5117
Pedestrian Facilities None within 50 metres
No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS

	PARTICIPANT	PROBABILITY
405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	B
406 Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	B

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car Make Model
Manoeuvre Changing lane to right
Veh. direction from Northwest to East Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Leaving roundabout
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Hit and Run
Drivers age ? yrs Sex Not known Breath test Not requested Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Not Known

Veh.No. 2 Vehicle type Car Make Model
Manoeuvre Changing lane to left
Veh. direction from West to Northeast Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Leaving roundabout
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 59 yrs Sex Male Breath test Not requested Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Not Known

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 59 yrs Sex Male Post code
Car Passenger? Not a passenger PSV Passenger? Not a passenger
Seat Belt Worn but not indepenc Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Other Details

8	SEVERITY **SLIGHT**	District Cheshire West and Chester Ref.No 20000667762	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 341730 / 374274 Police Officer Attend: Yes

Date 03/11/2020 Day Tuesday
Time 16:15
Weather Raining without high winds
Road Surface Wet/Damp
Street Lighting Daylight

Road A5117 Location

Description of Accident: Description removed.

SITE DETAILS

Speed Limit 50 MPH
Carriageway Roundabout
Junction Detail Roundabout
Junction Control Give way or uncontrolled
2nd Road Number M53
Pedestrian Facilities None within 50 metres
No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS

	PARTICIPANT	PROBABILITY
404 Failed to signal/misleading signal (Driver/Rider - Error)	Vehicle 001	B
405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	B
302 Disobeyed give way or stop sign markings (Driver/Rider - Injudic	Vehicle 001	A

VEHICLES INVOLVED 3

Veh.No. 1 Vehicle type Car Make Model
Manoeuvre Going ahead other
Veh. direction from Northeast to Southwest Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Mid junction - on roundabout or main road
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 31 yrs Sex Male Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Commuting to/from work

Veh.No. 2 Vehicle type Car Make Model
Manoeuvre Turning left
Veh. direction from Northeast to South Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Leaving roundabout
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 48 yrs Sex Male Breath test Driver not contacted Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Not Known

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Passenger Veh ref No 3
Severity SLIGHT Age 16 yrs Sex Male Post code
Car Passenger? Front seat passenger PSV Passenger? Not a passenger
Seat Belt Worn but not indepenc Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Other Details

Veh.No.	3	Vehicle type	Car			Make	Model
Manoeuvre		Going ahead other					
Veh. direction from		East to Southwest		Towing?	No tow or articulation		
Skidded	No skidding, jack-knifing or overturning						
Veh location at impact (restricted lane)		On main carriageway not in restricted lane					
Junct. location of veh. at 1st impact		Mid junction - on roundabout or main road					
Veh left carriageway?		Did not leave carriageway					
Hit object in c'way?		None					
Hit object off c'way?		None					
First point of impact		Nearside					
Veh registration no.			Other veh.hit (ref.no)	0		Hit and run	Not hit and run
Drivers age	58 yrs	Sex	Male	Breath test	Negative	Driving Lic	
Left Hand Drive		Unknown		Foreign veh.	Not foreign registered vehicle		
Journey purpose		Not Known					

9	SEVERITY **SLIGHT**	District Cheshire West and Chester Ref.No 21000241468	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 343803 / 374694 Police Officer Attend: Yes

Date 16/04/2021 Day Friday
Time 13:16
Weather Fine without high winds
Road Surface Dry
Street Lighting Daylight

Road A5117 Location

Description of Accident: Description removed.

SITE DETAILS

Speed Limit 60 MPH
Carriageway Single carriageway
Junction Detail Not at or within 20 metres of junction
Junction Control
2nd Road Number
Pedestrian Facilities None within 50 metres
No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

Roadworks

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS	PARTICIPANT	PROBABILITY
406 Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	A

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car Make Model
Manoeuvre Moving off
Veh. direction from East to West Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Not at or within 20m of junction
Veh left carriageway? Did not leave carriageway
Hit object in c'way? Roadworks
Hit object off c'way? None
First point of impact Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 33 yrs Sex Female Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Other

Veh.No. 2 Vehicle type Car Make Model
Manoeuvre Waiting to go ahead but held up
Veh. direction from East to West Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Not at or within 20m of junction
Veh left carriageway? Did not leave carriageway
Hit object in c'way? Roadworks
Hit object off c'way? None
First point of impact Back
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 42 yrs Sex Female Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Other

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 42 yrs Sex Female Post code
Car Passenger? Not a passenger PSV Passenger? Not a passenger
Seat Belt Worn but not indepenc Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Other Details

10	SEVERITY **SERIOUS**	District Cheshire West and Chester Ref.No 21000243982	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 344673 / 374833 Police Officer Attend: Yes

Date 17/04/2021 Day Saturday
Time 14:21
Weather Fine without high winds
Road Surface Dry
Street Lighting Daylight

Road A5117 Location

Description of Accident: Description removed.

SITE DETAILS

Speed Limit 60 MPH
Carriageway Dual carriageway
Junction Detail Other junction
Junction Control Give way or uncontrolled
2nd Road Number U
Pedestrian Facilities None within 50 metres
No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS	PARTICIPANT	PROBABILITY
403 Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	B
405 Failed to look properly (Driver/Rider - Error)	Vehicle 002	B

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car Make Model
Manoeuvre Turning right
Veh. direction from West to South Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Mid junction - on roundabout or main road
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 37 yrs Sex Female Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Other

Veh.No. 2 Vehicle type M/cycle > 500cc Make Model
Manoeuvre Going ahead other
Veh. direction from West to East Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Mid junction - on roundabout or main road
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 61 yrs Sex Male Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Other

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SERIOUS Age 61 yrs Sex Male Post code
Car Passenger? Not a passenger PSV Passenger? Not a passenger
Seat Belt Not applicable Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Other Details

11	SEVERITY **SERIOUS**	District Cheshire West and Chester Ref.No 21000342337	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 343607 / 374661 Police Officer Attend: Yes

Date 27/05/2021 Day Thursday
Time 16:46
Weather Fine without high winds
Road Surface Dry
Street Lighting Daylight

Road A5117 Location

Description of Accident: Description removed.

SITE DETAILS

Speed Limit 60 MPH
Carriageway Single carriageway
Junction Detail Not at or within 20 metres of junction
Junction Control
2nd Road Number
Pedestrian Facilities None within 50 metres
No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

Roadworks

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS

	PARTICIPANT	PROBABILITY
999 Other (Special Codes)	Vehicle 001	A

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type M/cycle 50 - 125cc Make Model
Manoeuvre Going ahead other
Veh. direction from Southwest to East Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Not at or within 20m of junction
Veh left carriageway? Did not leave carriageway
Hit object in c'way? Roadworks
Hit object off c'way? None
First point of impact Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 19 yrs Sex Male Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type Van/Goods < 3.5t Make Model
Manoeuvre Waiting to go ahead but held up
Veh. direction from Southwest to East Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Not at or within 20m of junction
Veh left carriageway? Did not leave carriageway
Hit object in c'way? Roadworks
Hit object off c'way? None
First point of impact Back
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age ? yrs Sex Male Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Journey as part of work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity SERIOUS Age 19 yrs Sex Male Post code
Car Passenger? Not a passenger PSV Passenger? Not a passenger
Seat Belt Not applicable Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Other Details

12	SEVERITY **SERIOUS**	District Cheshire West and Chester Ref.No 21000345419	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 343467 / 374638 Police Officer Attend: Yes

Date 28/05/2021 Day Friday
Time 18:30
Weather Fine without high winds
Road Surface Dry
Street Lighting Daylight

Road A5117 Location

Description of Accident: Description removed.

SITE DETAILS

Speed Limit 30 MPH
Carriageway Single carriageway
Junction Detail Not at or within 20 metres of junction
Junction Control
2nd Road Number
Pedestrian Facilities None within 50 metres
No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

Roadworks

CARRIAGEWAY HAZARDS

Dislodged vehicle load in carriagew

CONTRIBUTORY FACTORS

	PARTICIPANT	PROBABILITY
107 Temporary road (Road Environment Contrib)	Vehicle 001	B

VEHICLES INVOLVED 3

Veh.No. 1 Vehicle type Car Make Model
Manoeuvre Going ahead other
Veh. direction from South to North Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Not at or within 20m of junction
Veh left carriageway? Did not leave carriageway
Hit object in c'way? Roadworks
Hit object off c'way? None
First point of impact Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 84 yrs Sex Female Breath test Not requested Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Not Known

Veh.No. 2 Vehicle type Car Make Model
Manoeuvre Slowing or stopping
Veh. direction from South to North Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Not at or within 20m of junction
Veh left carriageway? Did not leave carriageway
Hit object in c'way? Roadworks
Hit object off c'way? None
First point of impact Back
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 48 yrs Sex Female Breath test Not requested Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Not Known

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity SERIOUS Age 84 yrs Sex Female Post code
Car Passenger? Not a passenger PSV Passenger? Not a passenger
Seat Belt Worn but not indepenc Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Other Details

Veh.No.	3	Vehicle type	Car			Make	Model
Manoeuvre		Slowing or stopping					
Veh. direction from		South to North		Towing?	No tow or articulation		
Skidded		No skidding, jack-knifing or overturning					
Veh location at impact (restricted lane)		On main carriageway not in restricted lane					
Junct. location of veh. at 1st impact		Not at or within 20m of junction					
Veh left carriageway?		Did not leave carriageway					
Hit object in c'way?		Roadworks					
Hit object off c'way?		None					
First point of impact		Back					
Veh registration no.			Other veh.hit (ref.no)	0	Hit and run	Not hit and run	
Drivers age	37 yrs	Sex	Male	Breath test	Not requested	Driving Lic	
Left Hand Drive		Unknown		Foreign veh.	Not foreign registered vehicle		
Journey purpose		Not Known					

13	SEVERITY **SLIGHT**	District Cheshire West and Chester Ref.No 21000548094	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 343521 / 374657 Police Officer Attend: Yes

Date 06/08/2021 Day Friday
Time 17:40
Weather Fine without high winds
Road Surface Dry
Street Lighting Daylight

Road A5117 Location

Description of Accident: Description removed.

SITE DETAILS

Speed Limit 30 MPH
Carriageway Single carriageway
Junction Detail Not at or within 20 metres of junction
Junction Control
2nd Road Number
Pedestrian Facilities None within 50 metres
No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

Roadworks

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS	PARTICIPANT	PROBABILITY
408 Sudden braking (Driver/Rider - Error)	Vehicle 001	A
308 Following too close (Driver/Rider - Injudicious)	Vehicle 002	A
308 Following too close (Driver/Rider - Injudicious)	Vehicle 003	A
308 Following too close (Driver/Rider - Injudicious)	Vehicle 004	A

VEHICLES INVOLVED 4

Veh.No. 1 Vehicle type Car Make Model
Manoeuvre Slowing or stopping
Veh. direction from West to East Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Not at or within 20m of junction
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 34 yrs Sex Male Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Other

Veh.No. 2 Vehicle type Car Make Model
Manoeuvre Slowing or stopping
Veh. direction from West to East Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Not at or within 20m of junction
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 55 yrs Sex Female Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Other

CASUALTIES INVOLVED 2

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 55 yrs Sex Female Post code
Car Passenger? Not a passenger PSV Passenger? Not a passenger
Seat Belt Worn but not indepenc Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Cas No 2 Cas Class Passenger Veh ref No 3
Severity SLIGHT Age 69 yrs Sex Female Post code
Car Passenger? Rear seat passenger PSV Passenger? Not a passenger
Seat Belt Worn but not indepenc Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Other Details

Veh.No.	3	Vehicle type	Car		Make	Model	
Manoeuvre		Slowing or stopping					
Veh. direction from		West to East		Towing?	No tow or articulation		
Skidded		No skidding, jack-knifing or overturning					
Veh location at impact (restricted lane)		On main carriageway not in restricted lane					
Junct. location of veh. at 1st impact		Not at or within 20m of junction					
Veh left carriageway?		Did not leave carriageway					
Hit object in c'way?		None					
Hit object off c'way?		None					
First point of impact		Front					
Veh registration no.			Other veh.hit (ref.no)	0	Hit and run	Not hit and run	
Drivers age	67 yrs	Sex	Male	Breath test	Negative	Driving Lic	
Left Hand Drive		Unknown		Foreign veh.	Not foreign registered vehicle		
Journey purpose		Other					

Veh.No.	4	Vehicle type	Car		Make	Model	
Manoeuvre		Slowing or stopping					
Veh. direction from		West to East		Towing?	No tow or articulation		
Skidded		No skidding, jack-knifing or overturning					
Veh location at impact (restricted lane)		On main carriageway not in restricted lane					
Junct. location of veh. at 1st impact		Not at or within 20m of junction					
Veh left carriageway?		Did not leave carriageway					
Hit object in c'way?		None					
Hit object off c'way?		None					
First point of impact		Front					
Veh registration no.			Other veh.hit (ref.no)	0	Hit and run	Not hit and run	
Drivers age	38 yrs	Sex	Male	Breath test	Negative	Driving Lic	
Left Hand Drive		Unknown		Foreign veh.	Not foreign registered vehicle		
Journey purpose		Other					

14	SEVERITY **SLIGHT**	District Cheshire West and Chester Ref.No 21000577378	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 346416 / 374711 Police Officer Attend: Yes

Date 19/08/2021 Day Thursday
Time 10:45
Weather Raining without high winds
Road Surface Wet/Damp
Street Lighting Daylight

Road M56 Location

Description of Accident: Description removed.

SITE DETAILS

Speed Limit 60 MPH
Carriageway Roundabout
Junction Detail Roundabout
Junction Control Give way or uncontrolled
2nd Road Number A5117
Pedestrian Facilities None within 50 metres
No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS

	PARTICIPANT	PROBABILITY
405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	A
406 Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	A

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car Make Model
Manoeuvre Going ahead other
Veh. direction from West to East Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Approaching junction or waiting
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 64 yrs Sex Male Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Not Known

Veh.No. 2 Vehicle type Car Make Model
Manoeuvre Waiting to go ahead but held up
Veh. direction from West to East Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Approaching junction or waiting
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 72 yrs Sex Male Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Not Known

CASUALTIES INVOLVED 2

Cas No 1 Cas Class Passenger Veh ref No 1
Severity SLIGHT Age 54 yrs Sex Female Post code
Car Passenger? Front seat passenger PSV Passenger? Not a passenger
Seat Belt Worn but not indepenc Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Cas No 2 Cas Class Passenger Veh ref No 1
Severity SLIGHT Age 38 yrs Sex Female Post code
Car Passenger? Rear seat passenger PSV Passenger? Not a passenger
Seat Belt Worn but not indepenc Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Other Details

15	SEVERITY **SLIGHT**	District Cheshire West and Chester Ref.No 21000588911	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 344243 / 374742 Police Officer Attend: No - reported over the counter

Date	23/08/2021	Day Monday	
Time	17:46		
Weather	Fine without high winds		
Road Surface	Dry		
Street Lighting	Daylight		

Road U Location

Description of Accident: Description removed.

SITE DETAILS

Speed Limit	30 MPH
Carriageway	Single carriageway
Junction Detail	Not at or within 20 metres of junction
Junction Control	
2nd Road Number	
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS	PARTICIPANT	PROBABILITY
406 Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	B

VEHICLES INVOLVED 1

Veh.No. 1	Vehicle type Car		Make	Model
Manoeuvre	Going ahead other			
Veh. direction from	West to East	Towing?	No tow or articulation	
Skidded	No skidding, jack-knifing or overturning			
Veh location at impact (restricted lane)	On main carriageway not in restricted lane			
Junct. location of veh. at 1st impact	Not at or within 20m of junction			
Veh left carriageway?	Did not leave carriageway			
Hit object in c'way?	None			
Hit object off c'way?	None			
First point of impact	Front			
Veh registration no.		Other veh.hit (ref.no)	0	Hit and run Hit and Run
Drivers age ? yrs	Sex Male	Breath test	Driver not contacted	Driving Lic
Left Hand Drive	Unknown	Foreign veh.	Not foreign registered vehicle	
Journey purpose	Not Known			

CASUALTIES INVOLVED 1

Cas No 1	Cas Class Pedestrian			Veh ref No	1
Severity SLIGHT	Age 52 yrs	Sex Male		Post code	
Car Passenger?	Not a passenger	PSV Passenger?	Not a passenger		
Seat Belt	Not applicable	Cycle Helmet			
Ped Movement	In carriageway - not crossing				
Ped Location	In carriageway, not crossing				
Ped Direction to	Standing still				
School Pupil	Other				
Roadworker injured	Not applicable				

Other Details

16	SEVERITY **SLIGHT**	District Cheshire West and Chester Ref.No 21000613854	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 346473 / 374679 Police Officer Attend: Yes

Date 03/09/2021 Day Friday
Time 16:14
Weather Fine without high winds
Road Surface Dry
Street Lighting Daylight

Road M56 Location

Description of Accident: Description removed.

SITE DETAILS

Speed Limit 70 MPH
Carriageway Dual carriageway
Junction Detail Not at or within 20 metres of junction
Junction Control
2nd Road Number
Pedestrian Facilities None within 50 metres
No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS

	PARTICIPANT	PROBABILITY
405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	A
406 Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	A

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car Make Model
Manoeuvre Going ahead other
Veh. direction from Southwest to Northeast Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Not at or within 20m of junction
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 22 yrs Sex Female Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Other

Veh.No. 2 Vehicle type Car Make Model
Manoeuvre Going ahead other
Veh. direction from Southwest to Northeast Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Not at or within 20m of junction
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 52 yrs Sex Male Breath test Not requested Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Other

CASUALTIES INVOLVED 2

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 52 yrs Sex Male Post code
Car Passenger? Not a passenger PSV Passenger? Not a passenger
Seat Belt Unknown Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Cas No 2 Cas Class Passenger Veh ref No 2
Severity SLIGHT Age 32 yrs Sex Male Post code
Car Passenger? Rear seat passenger PSV Passenger? Not a passenger
Seat Belt Unknown Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Other Details

17	SEVERITY **SLIGHT**	District Cheshire West and Chester Ref.No 21000677712	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 341578 / 374247 Police Officer Attend: Yes

Date 29/09/2021 Day Wednesday
Time 17:02
Weather Fine without high winds
Road Surface Dry
Street Lighting Daylight

Road A5117 Location

Description of Accident: Description removed.

SITE DETAILS

Speed Limit 30 MPH
Carriageway Roundabout
Junction Detail Roundabout
Junction Control Give way or uncontrolled
2nd Road Number M53
Pedestrian Facilities None within 50 metres
No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS

	PARTICIPANT	PROBABILITY
403 Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	B
406 Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	B

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car Make Model
Manoeuvre Changing lane to right
Veh. direction from North to East Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Leaving roundabout
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 19 yrs Sex Male Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Not Known

Veh.No. 2 Vehicle type Car Make Model
Manoeuvre Moving off
Veh. direction from North to East Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Leaving roundabout
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 68 yrs Sex Female Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Not Known

CASUALTIES INVOLVED 2

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity SLIGHT Age 19 yrs Sex Male Post code
Car Passenger? Not a passenger PSV Passenger? Not a passenger
Seat Belt Unknown Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Cas No 2 Cas Class Passenger Veh ref No 1
Severity SLIGHT Age 19 yrs Sex Female Post code
Car Passenger? Front seat passenger PSV Passenger? Not a passenger
Seat Belt Unknown Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Other Details

18	SEVERITY **FATAL**	District Cheshire West and Chester Ref.No 21000770113	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 342357 / 374457 Police Officer Attend: Yes

Date 05/11/2021 Day Friday
Time 14:50
Weather Fine without high winds
Road Surface Dry
Street Lighting Daylight

Road A5117 Location

Description of Accident: Description removed.

SITE DETAILS

Speed Limit 60 MPH
Carriageway Single carriageway
Junction Detail Not at or within 20 metres of junction
Junction Control
2nd Road Number
Pedestrian Facilities None within 50 metres
No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS	PARTICIPANT	PROBABILITY
403 Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	B
405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	B

VEHICLES INVOLVED 3

Veh.No. 1 Vehicle type Car Make Model
Manoeuvre Going ahead other
Veh. direction from East to West Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Not at or within 20m of junction
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Did not impact
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Hit and Run
Drivers age 64 yrs Sex Female Breath test Positive Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Taking pupil to/from school

Veh.No. 2 Vehicle type Car Make Model
Manoeuvre Going ahead other
Veh. direction from West to East Towing? No tow or articulation
Skidded Skidded
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Not at or within 20m of junction
Veh left carriageway? Left carriageway nearside
Hit object in c'way? None
Hit object off c'way? Tree
First point of impact Offside
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 59 yrs Sex Male Breath test Not provided (medical reas Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Not Known

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity FATAL Age 59 yrs Sex Male Post code
Car Passenger? Not a passenger PSV Passenger? Not a passenger
Seat Belt Not applicable Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Other Details

Veh.No.	3	Vehicle type	Van/Goods < 3.5t		Make	Model	
Manoeuvre		Going ahead other					
Veh. direction from		East to West		Towing?	Single trailer		
Skidded		No skidding, jack-knifing or overturning					
Veh location at impact (restricted lane)		On main carriageway not in restricted lane					
Junct. location of veh. at 1st impact		Not at or within 20m of junction					
Veh left carriageway?		Did not leave carriageway					
Hit object in c'way?		None					
Hit object off c'way?		None					
First point of impact		Did not impact					
Veh registration no.			Other veh.hit (ref.no)	0	Hit and run	Not hit and run	
Drivers age	36 yrs	Sex	Male	Breath test	Not requested	Driving Lic	
Left Hand Drive		Unknown		Foreign veh.	Not foreign registered vehicle		
Journey purpose		Journey as part of work					

19	SEVERITY **SERIOUS**	District Cheshire West and Chester Ref.No 21000799965	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 346416 / 374815 Police Officer Attend: Yes

Date 17/11/2021 Day Wednesday
Time 14:20
Weather Fine without high winds
Road Surface Dry
Street Lighting Daylight

Road A5117 Location

Description of Accident: Description removed.

SITE DETAILS

Speed Limit 70 MPH
Carriageway Dual carriageway
Junction Detail Not at or within 20 metres of junction
Junction Control
2nd Road Number
Pedestrian Facilities None within 50 metres
No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS

	PARTICIPANT	PROBABILITY
403 Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	A
406 Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	A
602 Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	B

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car Make Model
Manoeuvre Overtaking moving veh on its offside
Veh. direction from Northwest to Southeast Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Not at or within 20m of junction
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Did not impact
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Non-stop vehicle,
Drivers age ? yrs Sex Not known Breath test Not requested Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Not Known

Veh.No. 2 Vehicle type M/cycle 50 - 125cc Make Model
Manoeuvre Going ahead right hand bend
Veh. direction from Northwest to Southeast Towing? No tow or articulation
Skidded Overturned
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Not at or within 20m of junction
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Did not impact
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Non-stop vehicle,
Drivers age 32 yrs Sex Male Breath test Not requested Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Commuting to/from work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SERIOUS Age 32 yrs Sex Male Post code
Car Passenger? Not a passenger PSV Passenger? Not a passenger
Seat Belt Not applicable Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Other Details

20	SEVERITY **SLIGHT**	District Cheshire West and Chester Ref.No 22000180280	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 345002 / 374881 Police Officer Attend: Yes

Date 15/03/2022 Day Tuesday
Time 07:15
Weather Fine without high winds
Road Surface Dry
Street Lighting Daylight

Road A5117 Location

Description of Accident: Description removed.

SITE DETAILS

Speed Limit 50 MPH
Carriageway Single carriageway
Junction Detail Not at or within 20 metres of junction
Junction Control
2nd Road Number
Pedestrian Facilities None within 50 metres
No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

Any animal in carriageway (except r

CONTRIBUTORY FACTORS	PARTICIPANT	PROBABILITY
408 Sudden braking (Driver/Rider - Error)	Vehicle 001	A
408 Sudden braking (Driver/Rider - Error)	Vehicle 002	A
408 Sudden braking (Driver/Rider - Error)	Vehicle 003	A

VEHICLES INVOLVED 3

Veh.No. 1 Vehicle type Car Make Model
Manoeuvre Going ahead other
Veh. direction from Southwest to East Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Not at or within 20m of junction
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 27 yrs Sex Male Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Commuting to/from work

Veh.No. 2 Vehicle type Car Make Model
Manoeuvre Going ahead other
Veh. direction from Southwest to East Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Not at or within 20m of junction
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 35 yrs Sex Male Breath test Not requested Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Commuting to/from work

CASUALTIES INVOLVED 2

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 35 yrs Sex Male Post code
Car Passenger? Not a passenger PSV Passenger? Not a passenger
Seat Belt Unknown Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Cas No 2 Cas Class Driver or Rider Veh ref No 1
Severity SLIGHT Age 27 yrs Sex Male Post code
Car Passenger? Not a passenger PSV Passenger? Not a passenger
Seat Belt Unknown Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Other Details

Veh.No.	3	Vehicle type	Car		Make	Model	
Manoeuvre		Going ahead other					
Veh. direction from		Southwest to East		Towing?	No tow or articulation		
Skidded		No skidding, jack-knifing or overturning					
Veh location at impact (restricted lane)		On main carriageway not in restricted lane					
Junct. location of veh. at 1st impact		Not at or within 20m of junction					
Veh left carriageway?		Did not leave carriageway					
Hit object in c'way?		None					
Hit object off c'way?		None					
First point of impact		Back					
Veh registration no.			Other veh.hit (ref.no)	0	Hit and run	Not hit and run	
Drivers age	58 yrs	Sex	Male	Breath test	Not requested	Driving Lic	
Left Hand Drive		Unknown		Foreign veh.	Not foreign registered vehicle		
Journey purpose		Commuting to/from work					

21	SEVERITY **SERIOUS**	District Cheshire West and Chester Ref.No 22000407501	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 345148 / 374903 Police Officer Attend: Yes

Date 13/06/2022 Day Monday
Time 06:45
Weather Fine without high winds
Road Surface Dry
Street Lighting Daylight

Road A5117 Location

Description of Accident: Description removed.

SITE DETAILS

Speed Limit 50 MPH
Carriageway Single carriageway
Junction Detail Crossroads
Junction Control Automatic traffic signal
2nd Road Number B5132
Pedestrian Facilities None within 50 metres
Pelican, puffin, toucan or similar

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

Object in carriageway

CONTRIBUTORY FACTORS

	PARTICIPANT	PROBABILITY
405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	A
107 Temporary road (Road Environment Contrib)	Vehicle 001	A

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car Make Model
Manoeuvre Turning right
Veh. direction from East to North Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Mid junction - on roundabout or main road
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 27 yrs Sex Male Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type Car Make Model
Manoeuvre Going ahead other
Veh. direction from West to East Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Mid junction - on roundabout or main road
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 50 yrs Sex Male Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Journey as part of work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Passenger Veh ref No 2
Severity SERIOUS Age 30 yrs Sex Female Post code
Car Passenger? Front seat passenger PSV Passenger? Not a passenger
Seat Belt Worn and independen Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Other Details

22	SEVERITY **SLIGHT**	District Cheshire West and Chester Ref.No 22000411368	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 341583 / 374334 Police Officer Attend: Yes

Date 14/06/2022 Day Tuesday
Time 14:58
Weather Fine without high winds
Road Surface Dry
Street Lighting Daylight

Road A5117 Location

Description of Accident: Description removed.

SITE DETAILS

Speed Limit 40 MPH
Carriageway Roundabout
Junction Detail Roundabout
Junction Control Give way or uncontrolled
2nd Road Number M53
Pedestrian Facilities None within 50 metres
No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS	PARTICIPANT	PROBABILITY
403 Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	A
405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	A

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Van/Goods < 3.5t Make Model
Manoeuvre Going ahead right hand bend
Veh. direction from West to North Towing? No tow or articulation
Skidded Overturned
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Mid junction - on roundabout or main road
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 42 yrs Sex Male Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type Goods > 7.5t Make Model
Manoeuvre Going ahead right hand bend
Veh. direction from West to East Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Mid junction - on roundabout or main road
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 52 yrs Sex Male Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Journey as part of work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity SLIGHT Age 42 yrs Sex Male Post code
Car Passenger? Not a passenger PSV Passenger? Not a passenger
Seat Belt Worn and independen Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Other Details

23	SEVERITY **SLIGHT**	District Cheshire West and Chester Ref.No 22000451061	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 345405 / 374953 Police Officer Attend: No - reported over the counter

Date 27/06/2022 Day Monday
Time 16:30
Weather Fine without high winds
Road Surface Dry
Street Lighting Daylight

Road A5117 Location

Description of Accident Description removed.

SITE DETAILS

Speed Limit 30 MPH
Carriageway Single carriageway
Junction Detail T or staggered junction
Junction Control Give way or uncontrolled
2nd Road Number U
Pedestrian Facilities None within 50 metres
No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS PARTICIPANT PROBABILITY

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Pedal Cycle Make Model
Manoeuvre Going ahead other
Veh. direction from North to West Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) Cycleway or shared use footway
Junct. location of veh. at 1st impact Mid junction - on roundabout or main road
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Hit and Run
Drivers age ? yrs Sex Male Breath test Not Applicable Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Not Known

Veh.No. 2 Vehicle type Pedal Cycle Make Model
Manoeuvre Going ahead other
Veh. direction from North to East Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) Cycleway or shared use footway
Junct. location of veh. at 1st impact Mid junction - on roundabout or main road
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 38 yrs Sex Male Breath test Not Applicable Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Commuting to/from work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 38 yrs Sex Male Post code
Car Passenger? Not a passenger PSV Passenger? Not a passenger
Seat Belt Not applicable Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Other Details

24	SEVERITY **SLIGHT**	District Cheshire West and Chester Ref.No 22000490192	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 346567 / 374668 Police Officer Attend: Yes

Date	10/07/2022	Day Sunday	Road M56 Location
Time	15:21		
Weather	Fine without high winds		Description of Accident: Description removed.
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS

Speed Limit	70 MPH
Carriageway	Slip road
Junction Detail	Roundabout
Junction Control	Give way or uncontrolled
2nd Road Number	A5117
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS

	PARTICIPANT	PROBABILITY
509 Distraction in vehicle (Driver/Rider - Impairment)	Vehicle 001	B
406 Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	A
503 Fatigue (Driver/Rider - Impairment)	Vehicle 001	A

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car Make Model
Manoeuvre: Going ahead other
Veh. direction from: East to West Towing? No tow or articulation
Skidded: No skidding, jack-knifing or overturning
Veh location at impact (restricted lane): On main carriageway not in restricted lane
Junct. location of veh. at 1st impact: Approaching junction or waiting
Veh left carriageway?: Did not leave carriageway
Hit object in c'way?: None
Hit object off c'way?: None
First point of impact: Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 34 yrs Sex Female Breath test Negative Driving Lic
Left Hand Drive: Unknown Foreign veh. Not foreign registered vehicle
Journey purpose: Other

Veh.No. 2 Vehicle type Goods > 7.5t Make Model
Manoeuvre: Going ahead other
Veh. direction from: East to West Towing? Single trailer
Skidded: No skidding, jack-knifing or overturning
Veh location at impact (restricted lane): On main carriageway not in restricted lane
Junct. location of veh. at 1st impact: Approaching junction or waiting
Veh left carriageway?: Did not leave carriageway
Hit object in c'way?: None
Hit object off c'way?: None
First point of impact: Back
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 65 yrs Sex Male Breath test Not requested Driving Lic
Left Hand Drive: Unknown Foreign veh. Not foreign registered vehicle
Journey purpose: Journey as part of work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity SLIGHT Age 34 yrs Sex Female Post code
Car Passenger?: Not a passenger PSV Passenger?: Not a passenger
Seat Belt: Worn but not indepenc Cycle Helmet
Ped Movement: Not applicable
Ped Location: Not applicable
Ped Direction to: Not applicable
School Pupil: Other
Roadworker injured: Not applicable

Other Details

25	SEVERITY **SLIGHT**	District Cheshire West and Chester Ref.No 22000761177	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 346418 / 374724 Police Officer Attend: No - reported over the counter

Date 15/10/2022 Day Saturday
Time 20:02
Weather Fine without high winds
Road Surface Dry
Street Lighting Daylight

Road M56 Location

Description of Accident: Description removed.

SITE DETAILS

Speed Limit 70 MPH
Carriageway Slip road
Junction Detail Other junction
Junction Control Give way or uncontrolled
2nd Road Number A5117
Pedestrian Facilities None within 50 metres
No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS	PARTICIPANT	PROBABILITY
402 Junction restart (Driver/Rider - Error)	Vehicle 001	B

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car Make Model
Manoeuvre Going ahead other
Veh. direction from West to East Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Leaving main road
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 30 yrs Sex Male Breath test Driver not contacted Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Not Known

Veh.No. 2 Vehicle type Car Make Model
Manoeuvre Going ahead other
Veh. direction from West to East Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Leaving main road
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 22 yrs Sex Female Breath test Driver not contacted Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Not Known

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 22 yrs Sex Female Post code
Car Passenger? Not a passenger PSV Passenger? Not a passenger
Seat Belt Worn but not indepenc Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Other Details

26	SEVERITY **SLIGHT**	District Cheshire West and Chester Ref.No 23000007798	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 341721 / 374270 Police Officer Attend: Yes

Date 02/01/2023 Day Monday
Time 17:20
Weather Fine without high winds
Road Surface Dry
Street Lighting Dark: street lights present and lit

Road M53 Location

Description of Accident: Description removed.

SITE DETAILS

Speed Limit 70 MPH
Carriageway Slip road
Junction Detail Slip road
Junction Control Give way or uncontrolled
2nd Road Number A5117
Pedestrian Facilities None within 50 metres
No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS	PARTICIPANT	PROBABILITY
406 Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	B
406 Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 002	B

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car Make Model
Manoeuvre Going ahead other
Veh. direction from North to South Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Leaving roundabout
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? Nearside or offside crash barrier
First point of impact Nearside
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 61 yrs Sex Female Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Other

Veh.No. 2 Vehicle type Car Make Model
Manoeuvre Going ahead other
Veh. direction from North to South Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Leaving roundabout
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 29 yrs Sex Female Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Other

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Passenger Veh ref No 1
Severity SLIGHT Age 8 yrs Sex Male Post code
Car Passenger? Front seat passenger PSV Passenger? Not a passenger
Seat Belt Worn but not indepenc Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Other Details

27	SEVERITY **SLIGHT**	District Cheshire West and Chester Ref.No 23000207779	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 341588 / 374233 Police Officer Attend: Yes

Date 11/03/2023 Day Saturday
Time 15:13
Weather Raining without high winds
Road Surface Wet/Damp
Street Lighting Daylight

Road A5117 Location

Description of Accident: Description removed.

SITE DETAILS

Speed Limit 40 MPH
Carriageway Roundabout
Junction Detail Roundabout
Junction Control Automatic traffic signal
2nd Road Number M53
Pedestrian Facilities None within 50 metres
No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS

	PARTICIPANT	PROBABILITY
403 Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	A
405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	B

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car Make Model
Manoeuvre Going ahead other
Veh. direction from East to Northwest Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Leaving roundabout
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 59 yrs Sex Male Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type Car Make Model
Manoeuvre Changing lane to right
Veh. direction from East to West Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Leaving roundabout
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 27 yrs Sex Male Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Other

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Passenger Veh ref No 2
Severity SLIGHT Age 26 yrs Sex Female Post code
Car Passenger? Front seat passenger PSV Passenger? Not a passenger
Seat Belt Worn but not indepenc Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Other Details

28	SEVERITY **SLIGHT**	District Cheshire West and Chester Ref.No 23000321148	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 346084 / 375003 Police Officer Attend: No - reported over the counter

Date 14/04/2023 Day Friday
Time 15:40
Weather Fine without high winds
Road Surface Dry
Street Lighting Daylight

Road A5117 Location

Description of Accident Description removed.

SITE DETAILS

Speed Limit 60 MPH
Carriageway Single carriageway
Junction Detail Not at or within 20 metres of junction
Junction Control
2nd Road Number
Pedestrian Facilities None within 50 metres
No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS | **PARTICIPANT** | **PROBABILITY**

VEHICLES INVOLVED 3

Veh.No. 1 Vehicle type Car Make Model
Manoeuvre Going ahead other
Veh. direction from West to East Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Not at or within 20m of junction
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age ? yrs Sex Not known Breath test Not requested Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Not Known

Veh.No. 2 Vehicle type Car Make Model
Manoeuvre Waiting to go ahead but held up
Veh. direction from West to East Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Not at or within 20m of junction
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 49 yrs Sex Female Breath test Not requested Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Other

CASUALTIES INVOLVED 5

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 49 yrs Sex Female Post code
Car Passenger? Not a passenger PSV Passenger? Not a passenger
Seat Belt Worn but not indepenc Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Cas No 2 Cas Class Passenger Veh ref No 2
Severity SLIGHT Age 30 yrs Sex Female Post code
Car Passenger? Front seat passenger PSV Passenger? Not a passenger
Seat Belt Worn but not indepenc Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Veh.No.	3	Vehicle type	Car	Make	Model
Manoeuvre	Waiting to go ahead but held up				
Veh. direction from	West to East	Towing?	No tow or articulation		
Skidded	No skidding, jack-knifing or overturning				
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				
Junct. location of veh. at 1st impact	Not at or within 20m of junction				
Veh left carriageway?	Did not leave carriageway				
Hit object in c'way?	None				
Hit object off c'way?	None				
First point of impact	Back				
Veh registration no.		Other veh.hit (ref.no)	0	Hit and run	Not hit and run
Drivers age	? yrs	Sex	Not known	Breath test	Not requested	Driving Lic	
Left Hand Drive	Unknown	Foreign veh.	Not foreign registered vehicle		
Journey purpose	Not Known				

Cas No	3	Cas Class	Passenger		Veh ref No	2
Severity	SLIGHT	Age	31 yrs	Sex	Male	Post code	
Car Passenger?	Rear seat passenger	PSV Passenger?	Not a passenger		
Seat Belt	Worn but not indepenc	Cycle Helmet			
Ped Movement	Not applicable				
Ped Location	Not applicable				
Ped Direction to	Not applicable				
School Pupil	Other				
Roadworker injured	Not applicable				

Cas No	4	Cas Class	Passenger		Veh ref No	2
Severity	SLIGHT	Age	7 yrs	Sex	Female	Post code	
Car Passenger?	Rear seat passenger	PSV Passenger?	Not a passenger		
Seat Belt	Worn but not indepenc	Cycle Helmet			
Ped Movement	Not applicable				
Ped Location	Not applicable				
Ped Direction to	Not applicable				
School Pupil	Other				
Roadworker injured	Not applicable				

Cas No	5	Cas Class	Passenger		Veh ref No	2
Severity	SLIGHT	Age	1 yrs	Sex	Male	Post code	
Car Passenger?	Rear seat passenger	PSV Passenger?	Not a passenger		
Seat Belt	Worn but not indepenc	Cycle Helmet			
Ped Movement	Not applicable				
Ped Location	Not applicable				
Ped Direction to	Not applicable				
School Pupil	Other				
Roadworker injured	Not applicable				

Other Details

29	SEVERITY **SLIGHT**	District Cheshire West and Chester Ref.No 23000432980	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 341713 / 374221 Police Officer Attend: Yes

Date 21/05/2023 Day Sunday
Time 18:28
Weather Fine without high winds
Road Surface Dry
Street Lighting Daylight

Road M53 Location

Description of Accident: Description removed.

SITE DETAILS

Speed Limit 70 MPH
Carriageway Dual carriageway
Junction Detail Slip road
Junction Control Give way or uncontrolled
2nd Road Number A5117
Pedestrian Facilities None within 50 metres
No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS	PARTICIPANT	PROBABILITY
403 Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	B
403 Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 002	B

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car Make Model
Manoeuvre Going ahead left hand bend
Veh. direction from North to South Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Cleared junction or waiting
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 38 yrs Sex Male Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Other

Veh.No. 2 Vehicle type Car Make Model
Manoeuvre Going ahead left hand bend
Veh. direction from North to South Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Cleared junction or waiting
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 42 yrs Sex Male Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Other

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity SLIGHT Age 38 yrs Sex Male Post code
Car Passenger? Not a passenger PSV Passenger? Not a passenger
Seat Belt Worn but not indepenc Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Other Details

30	SEVERITY **SLIGHT**	District Cheshire West and Chester Ref.No 23000463257	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 341582 / 374334 Police Officer Attend: Yes

Date 30/05/2023 Day Tuesday
Time 17:30
Weather Fine without high winds
Road Surface Dry
Street Lighting Daylight

Road A5117 Location

Description of Accident: Description removed.

SITE DETAILS

Speed Limit 50 MPH
Carriageway Roundabout
Junction Detail Roundabout
Junction Control Automatic traffic signal
2nd Road Number M53
Pedestrian Facilities None within 50 metres
No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS

	PARTICIPANT	PROBABILITY
403 Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 002	A
406 Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 002	B
305 Illegal turn or direction of travel (Driver/Rider - Injudicious)	Vehicle 002	B
601 Aggressive driving (Driver/Rider - Behaviour)	Vehicle 002	B

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Goods > 7.5t Make Model
Manoeuvre Going ahead other
Veh. direction from Southwest to Northeast Towing? Articulated vehicle
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Mid junction - on roundabout or main road
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 31 yrs Sex Male Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type Van/Goods < 3.5t Make Model
Manoeuvre Overtaking moving veh on its offside
Veh. direction from Southwest to North Towing? No tow or articulation
Skidded Skidded and overturned
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Leaving roundabout
Veh left carriageway? Left carriageway nearside
Hit object in c'way? Kerb
Hit object off c'way? None
First point of impact Back
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 28 yrs Sex Male Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Journey as part of work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Passenger Veh ref No 2
Severity SLIGHT Age 39 yrs Sex Male Post code
Car Passenger? Front seat passenger PSV Passenger? Not a passenger
Seat Belt Worn but not indepenc Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Other Details

31	SEVERITY **SLIGHT**	District Cheshire West and Chester Ref.No 23001201897	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 341562 / 374241 Police Officer Attend: No - reported over the counter

Date 27/11/2023 Day Monday
Time 17:35
Weather Fine without high winds
Road Surface Dry
Street Lighting Dark: street lights present and lit

Road A5117 Location

Description of Accident: Description removed.

SITE DETAILS

Speed Limit 30 MPH
Carriageway Roundabout
Junction Detail Roundabout
Junction Control Automatic traffic signal
2nd Road Number M53
Pedestrian Facilities None within 50 metres
No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS — PARTICIPANT — PROBABILITY

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car Make Model
Manoeuvre Slowing or stopping
Veh. direction from Southwest to Northeast Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Approaching junction or waiting
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 35 yrs Sex Female Breath test Not requested Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Not Known

Veh.No. 2 Vehicle type Car Make Model
Manoeuvre Waiting to go ahead but held up
Veh. direction from Southwest to Northeast Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Approaching junction or waiting
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 69 yrs Sex Male Breath test Not requested Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Not Known

CASUALTIES INVOLVED 2

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 69 yrs Sex Male Post code
Car Passenger? Not a passenger PSV Passenger? Not a passenger
Seat Belt Worn but not indepenc Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Cas No 2 Cas Class Passenger Veh ref No 2
Severity SLIGHT Age 35 yrs Sex Male Post code
Car Passenger? Front seat passenger PSV Passenger? Not a passenger
Seat Belt Worn but not indepenc Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Other Details

32	SEVERITY **SLIGHT**	District Cheshire West and Chester Ref.No 23001217219	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 341720 / 374380 Police Officer Attend: No - reported over the counter

Date	01/12/2023	Day Friday	Road U Location
Time	15:25		
Weather	Fine without high winds		Description of Accident: Description removed.
Road Surface	Wet/Damp		
Street Lighting	Daylight		

SITE DETAILS

Speed Limit	40 MPH
Carriageway	Single carriageway
Junction Detail	Roundabout
Junction Control	Give way or uncontrolled
2nd Road Number	A5117
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS	PARTICIPANT	PROBABILITY
405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	A

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Van/Goods < 3.5t Make Model

Manoeuvre	Reversing		
Veh. direction from	Northeast to Southwest	Towing?	No tow or articulation
Skidded	No skidding, jack-knifing or overturning		
Veh location at impact (restricted lane)	On main carriageway not in restricted lane		
Junct. location of veh. at 1st impact	Entering roundabout		
Veh left carriageway?	Did not leave carriageway		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Back		
Veh registration no.		Other veh.hit (ref.no) 0	Hit and run Not hit and run
Drivers age ? yrs	Sex Male	Breath test Not requested	Driving Lic
Left Hand Drive	Unknown	Foreign veh. Not foreign registered vehicle	
Journey purpose	Not Known		

Veh.No. 2 Vehicle type Car Make Model

Manoeuvre	Waiting to go ahead but held up		
Veh. direction from	Northeast to Southwest	Towing?	No tow or articulation
Skidded	No skidding, jack-knifing or overturning		
Veh location at impact (restricted lane)	On main carriageway not in restricted lane		
Junct. location of veh. at 1st impact	Entering roundabout		
Veh left carriageway?	Did not leave carriageway		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Front		
Veh registration no.		Other veh.hit (ref.no) 0	Hit and run Not hit and run
Drivers age 29 yrs	Sex Female	Breath test Not requested	Driving Lic
Left Hand Drive	Unknown	Foreign veh. Not foreign registered vehicle	
Journey purpose	Commuting to/from work		

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2

Severity	SLIGHT	Age 29 yrs Sex Female	Post code
Car Passenger?	Not a passenger	PSV Passenger?	Not a passenger
Seat Belt	Worn but not indepenc	Cycle Helmet	
Ped Movement	Not applicable		
Ped Location	Not applicable		
Ped Direction to	Not applicable		
School Pupil	Other		
Roadworker injured	Not applicable		

Other Details

33	SEVERITY **SERIOUS**	District Cheshire West and Chester Ref.No 24000124857	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 346528 / 374611 Police Officer Attend: Yes

Date	28/01/2024	Day Sunday	Road A5117 Location
Time	10:45		
Weather	Fine without high winds		Description of Accident: Description removed.
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS

Speed Limit	50 MPH
Carriageway	Dual carriageway
Junction Detail	Roundabout
Junction Control	Give way or uncontrolled
2nd Road Number	M56
Pedestrian Facilities	None within 50 metres No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS

	PARTICIPANT	PROBABILITY
306 Exceeding speed limit (Driver/Rider - Injudicious)	Vehicle 001	B
409 Swerved (Driver/Rider - Error)	Vehicle 001	A
410 Loss of control (Driver/Rider - Error)	Vehicle 001	B
603 Nervous/Uncertain (Driver/Rider - Behaviour)	Vehicle 001	B

VEHICLES INVOLVED 1

Veh.No.	1	Vehicle type	M/cycle > 500cc	Make	Model
Manoeuvre	Slowing or stopping				
Veh. direction from	Southeast to Northwest	Towing?	No tow or articulation		
Skidded	Skidded and overturned				
Veh location at impact (restricted lane)	On main carriageway not in restricted lane				
Junct. location of veh. at 1st impact	Approaching junction or waiting				
Veh left carriageway?	Left carriageway offside onto cent. reserv.				
Hit object in c'way?	None				
Hit object off c'way?	Central crash barrier				
First point of impact	Front				
Veh registration no.		Other veh.hit (ref.no)	0	Hit and run	Not hit and run
Drivers age	31 yrs	Sex	Male	Breath test	Not provided (medical reas	Driving Lic
Left Hand Drive	Unknown	Foreign veh.	Not foreign registered vehicle		
Journey purpose	Other				

CASUALTIES INVOLVED 1

Cas No	1	Cas Class	Driver or Rider	Veh ref No	1
Severity	SERIOUS	Age	31 yrs	Sex	Male	Post code	
Car Passenger?	Not a passenger	PSV Passenger?	Not a passenger		
Seat Belt	Not applicable	Cycle Helmet			
Ped Movement	Not applicable				
Ped Location	Not applicable				
Ped Direction to	Not applicable				
School Pupil	Other				
Roadworker injured	Not applicable				

Other Details

34	SEVERITY **SLIGHT**	District Cheshire West and Chester Ref.No 24000210666	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 344867 / 374860 Police Officer Attend: Yes

Date 28/02/2024 Day Wednesday
Time 06:54
Weather Other
Road Surface Wet/Damp
Street Lighting Daylight

Road A5117 Location

Description of Accident: Description removed.

SITE DETAILS

Speed Limit 60 MPH
Carriageway Single carriageway
Junction Detail Not at or within 20 metres of junction
Junction Control
2nd Road Number
Pedestrian Facilities None within 50 metres
No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS	PARTICIPANT	PROBABILITY
405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	A
509 Distraction in vehicle (Driver/Rider - Impairment)	Vehicle 001	B

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type M/cycle 50 - 125cc Make Model
Manoeuvre Going ahead other
Veh. direction from East to East Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Not at or within 20m of junction
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 43 yrs Sex Female Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Other

Veh.No. 2 Vehicle type Car Make Model
Manoeuvre Going ahead other
Veh. direction from East to East Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Not at or within 20m of junction
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 29 yrs Sex Male Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Journey as part of work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 29 yrs Sex Male Post code
Car Passenger? Not a passenger PSV Passenger? Not a passenger
Seat Belt Not applicable Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Other Details

35	SEVERITY **SLIGHT**	District Cheshire West and Chester Ref.No 24000215448	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 346418 / 374717 Police Officer Attend: No - reported over the counter

Date 28/02/2024 Day Wednesday
Time 16:30
Weather Fine without high winds
Road Surface Dry
Street Lighting Daylight

Road M56 Location

Description of Accident Description removed.

SITE DETAILS

Speed Limit 30 MPH
Carriageway Roundabout
Junction Detail Roundabout
Junction Control Give way or uncontrolled
2nd Road Number A5117
Pedestrian Facilities None within 50 metres
No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS PARTICIPANT PROBABILITY

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car Make Model
Manoeuvre Slowing or stopping
Veh. direction from Southwest to Southeast Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Approaching junction or waiting
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 30 yrs Sex Male Breath test Not requested Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Not Known

Veh.No. 2 Vehicle type Car Make Model
Manoeuvre Waiting to go ahead but held up
Veh. direction from Southwest to Southeast Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Approaching junction or waiting
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 47 yrs Sex Female Breath test Not requested Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Commuting to/from work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 47 yrs Sex Female Post code
Car Passenger? Not a passenger PSV Passenger? Not a passenger
Seat Belt Worn but not indepenc Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Other Details

36	SEVERITY **FATAL**	District Cheshire West and Chester Ref.No 24000342635	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 345162 / 374895 Police Officer Attend: Yes

Date 15/04/2024 Day Monday
Time 13:52
Weather Fine with high winds
Road Surface Dry
Street Lighting Daylight

Road A5117 Location

Description of Accident: Description removed.

SITE DETAILS

Speed Limit 70 MPH
Carriageway Dual carriageway
Junction Detail T or staggered junction
Junction Control Automatic traffic signal
2nd Road Number B5132
Pedestrian Facilities None within 50 metres
Pedestrian phase at traffic signal junction

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS	PARTICIPANT	PROBABILITY
307 Travelling too fast for conditions (Driver/Rider - Injudicious)	Vehicle 001	A
508 Driver using mobile phone (Driver/Rider - Impairment)	Vehicle 001	B
602 Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	A
406 Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	A
505 Illness or disability, mental or physical (Driver/Rider - Impairmen	Vehicle 001	B

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car Make Model
Manoeuvre Going ahead other
Veh. direction from East to West Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Mid junction - on roundabout or main road
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 50 yrs Sex Female Breath test Not provided (medical reas Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Not Known

Veh.No. 2 Vehicle type Car Make Model
Manoeuvre Moving off
Veh. direction from East to West Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Mid junction - on roundabout or main road
Veh left carriageway? Left carriageway offside and crossed cent.
Hit object in c'way? None
Hit object off c'way? Road sign/traffic signal
First point of impact Back
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 23 yrs Sex Male Breath test Not provided (medical reas Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Not Known

CASUALTIES INVOLVED 3

Cas No 1 Cas Class Passenger Veh ref No 2
Severity FATAL Age 22 yrs Sex Female Post code
Car Passenger? Front seat passenger PSV Passenger? Not a passenger
Seat Belt Worn and independen Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Cas No 2 Cas Class Driver or Rider Veh ref No 2
Severity SERIOUS Age 23 yrs Sex Male Post code
Car Passenger? Not a passenger PSV Passenger? Not a passenger
Seat Belt Unknown Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Cas No	3	Cas Class	Driver or Rider			Veh ref No	1
Severity	SERIOUS	Age	50 yrs	Sex	Female	Post code	
Car Passenger?	Not a passenger			PSV Passenger?	Not a passenger		
Seat Belt	Unknown			Cycle Helmet			
Ped Movement	Not applicable						
Ped Location	Not applicable						
Ped Direction to	Not applicable						
School Pupil	Other						
Roadworker injured	Not applicable						

Other Details

37	SEVERITY **SLIGHT**	District Cheshire West and Chester Ref.No 24000360247	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 343697 / 374684 Police Officer Attend: Yes

Date 21/04/2024 Day Sunday
Time 13:05
Weather Fine without high winds
Road Surface Dry
Street Lighting Daylight

Road A5117 Location

Description of Accident: Description removed.

SITE DETAILS

Speed Limit 50 MPH
Carriageway Single carriageway
Junction Detail Not at or within 20 metres of junction
Junction Control
2nd Road Number
Pedestrian Facilities None within 50 metres
No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS	PARTICIPANT	PROBABILITY
406 Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	A

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car Make Model
Manoeuvre Waiting to go ahead but held up
Veh. direction from East to West Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Not at or within 20m of junction
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 44 yrs Sex Male Breath test Not requested Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Other

Veh.No. 2 Vehicle type Car Make Model
Manoeuvre Waiting to go ahead but held up
Veh. direction from East to West Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Not at or within 20m of junction
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 30 yrs Sex Female Breath test Not requested Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Other

CASUALTIES INVOLVED 2

Cas No 1 Cas Class Passenger Veh ref No 2
Severity SLIGHT Age 37 yrs Sex Male Post code
Car Passenger? Front seat passenger PSV Passenger? Not a passenger
Seat Belt Worn but not indepenc Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Cas No 2 Cas Class Passenger Veh ref No 1
Severity SLIGHT Age 42 yrs Sex Female Post code
Car Passenger? Front seat passenger PSV Passenger? Not a passenger
Seat Belt Worn but not indepenc Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Other Details

38	SEVERITY **SLIGHT**	District Cheshire West and Chester Ref.No 24000431678	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 341640 / 374379 Police Officer Attend: No - reported over the counter

Date 11/05/2024 Day Saturday
Time 17:00
Weather Fine without high winds
Road Surface Dry
Street Lighting Daylight

Road A5117 Location

Description of Accident Description removed.

SITE DETAILS

Speed Limit 60 MPH
Carriageway Roundabout
Junction Detail Roundabout
Junction Control Automatic traffic signal
2nd Road Number M53
Pedestrian Facilities None within 50 metres
No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS PARTICIPANT PROBABILITY

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Van/Goods < 3.5t Make Model
Manoeuvre Going ahead other
Veh. direction from Southwest to East Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Mid junction - on roundabout or main road
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Hit and Run
Drivers age 50 yrs Sex Male Breath test Not requested Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Not Known

Veh.No. 2 Vehicle type Car Make Model
Manoeuvre Turning right
Veh. direction from Southwest to South Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Mid junction - on roundabout or main road
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age ? yrs Sex Male Breath test Not requested Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Other

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Passenger Veh ref No 2
Severity SLIGHT Age 50 yrs Sex Male Post code
Car Passenger? Front seat passenger PSV Passenger? Not a passenger
Seat Belt Worn but not indepenc Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Other Details

39	SEVERITY **SLIGHT**	District Cheshire West and Chester Ref.No 24000550392	**A5117 5 Year report up to 13/08/2024** Accident Date BETWEEN '14-Aug-2019' AND '13-Aug-2024'	Grid Reference 346573 / 374668 Police Officer Attend: Yes

Date 22/06/2024 Day Saturday
Time 12:44
Weather Fine without high winds
Road Surface Dry
Street Lighting Daylight

Road M56 Location

Description of Accident: Description removed.

SITE DETAILS

Speed Limit 70 MPH
Carriageway Slip road
Junction Detail Roundabout
Junction Control Give way or uncontrolled
2nd Road Number A5117
Pedestrian Facilities None within 50 metres
No physical crossing facility within 50 metres

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

CONTRIBUTORY FACTORS	PARTICIPANT	PROBABILITY
406 Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	A

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car Make Model
Manoeuvre Slowing or stopping
Veh. direction from North to Southeast Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Approaching junction or waiting
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 22 yrs Sex Male Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Other

Veh.No. 2 Vehicle type Car Make Model
Manoeuvre Going ahead other
Veh. direction from North to Southeast Towing? No tow or articulation
Skidded No skidding, jack-knifing or overturning
Veh location at impact (restricted lane) On main carriageway not in restricted lane
Junct. location of veh. at 1st impact Approaching junction or waiting
Veh left carriageway? Did not leave carriageway
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Veh registration no. Other veh.hit (ref.no) 0 Hit and run Not hit and run
Drivers age 33 yrs Sex Male Breath test Negative Driving Lic
Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle
Journey purpose Other

CASUALTIES INVOLVED 4

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity SLIGHT Age 22 yrs Sex Male Post code
Car Passenger? Not a passenger PSV Passenger? Not a passenger
Seat Belt Worn and independen Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Cas No 2 Cas Class Passenger Veh ref No 1
Severity SLIGHT Age 22 yrs Sex Male Post code
Car Passenger? Front seat passenger PSV Passenger? Not a passenger
Seat Belt Worn and independen Cycle Helmet
Ped Movement Not applicable
Ped Location Not applicable
Ped Direction to Not applicable
School Pupil Other
Roadworker injured Not applicable

Cas No	3	Cas Class	Passenger			Veh ref No	2
Severity	SLIGHT		Age 33 yrs	Sex	Female	Post code	
Car Passenger?	Rear seat passenger			PSV Passenger?	Not a passenger		
Seat Belt	Worn and independen			Cycle Helmet			
Ped Movement	Not applicable						
Ped Location	Not applicable						
Ped Direction to	Not applicable						
School Pupil	Other						
Roadworker injured	Not applicable						

Cas No	4	Cas Class	Passenger			Veh ref No	2
Severity	SLIGHT		Age 33 yrs	Sex	Female	Post code	
Car Passenger?	Rear seat passenger			PSV Passenger?	Not a passenger		
Seat Belt	Worn and independen			Cycle Helmet			
Ped Movement	Not applicable						
Ped Location	Not applicable						
Ped Direction to	Not applicable						
School Pupil	Other						
Roadworker injured	Not applicable						

Other Details

Appendix D – Construction Staff Trip Distribution

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

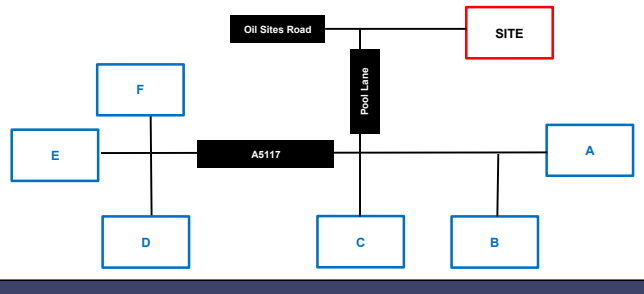
population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to work	Driving a car or van

usual residence	place of work	Route (FROM the site)								Route (FROM the site)								Route (TO the site)								Route (TO the site)							
		A	B	C	D	E	F	G	H	A	B	C	D	E	F	G	H	A	B	C	D	E	F	G	H	A	B	C	D	E	F	G	H
E02003841 : Cheshire West and Chester 001	65					50%	50%			0	0	0	0	33	33	0	0					50%	50%			0	0	0	0	33	33	0	0
E02003874 : Cheshire West and Chester 002	76		100%							0	76	0	0	0	0	0	0		100%							0	76	0	0	0	0	0	0
E02003875 : Cheshire West and Chester 003	16	40%	60%							6	10	0	0	0	0	0	0	40%	60%							6	10	0	0	0	0	0	0
E02003842 : Cheshire West and Chester 004	73					50%	50%			0	0	0	0	37	37	0	0					50%	50%			0	0	0	0	37	37	0	0
E02003843 : Cheshire West and Chester 005	314					40%	60%			0	0	0	0	126	188	0	0					40%	60%			0	0	0	0	126	188	0	0
E02003844 : Cheshire West and Chester 006	94					50%	50%			0	0	0	0	47	47	0	0					50%	50%			0	0	0	0	47	47	0	0
E02003845 : Cheshire West and Chester 007	572					40%	60%			0	0	0	0	229	343	0	0					40%	60%			0	0	0	0	229	343	0	0
E02003846 : Cheshire West and Chester 008	395					50%	50%			0	0	0	0	198	198	0	0					50%	50%			0	0	0	0	198	198	0	0
E02003847 : Cheshire West and Chester 009	550					50%	50%			0	0	0	0	275	275	0	0					50%	50%			0	0	0	0	275	275	0	0
E02003848 : Cheshire West and Chester 010	343					50%	50%			0	0	0	0	172	172	0	0					50%	50%			0	0	0	0	172	172	0	0
E02003849 : Cheshire West and Chester 011	609					50%	50%			0	0	0	0	305	305	0	0					50%	50%			0	0	0	0	305	305	0	0
E02003876 : Cheshire West and Chester 012	23	50%	50%							12	12	0	0	0	0	0	0	50%	50%							12	12	0	0	0	0	0	0
E02003850 : Cheshire West and Chester 013	351					50%	50%			0	0	0	0	176	176	0	0					50%	50%			0	0	0	0	176	176	0	0
E02003851 : Cheshire West and Chester 014	409					50%	50%			0	0	0	0	205	205	0	0					50%	50%			0	0	0	0	205	205	0	0
E02003877 : Cheshire West and Chester 015	123		100%							0	123	0	0	0	0	0	0		100%							0	123	0	0	0	0	0	0
E02003852 : Cheshire West and Chester 016	447					50%	50%			0	0	0	0	224	224	0	0					50%	50%			0	0	0	0	224	224	0	0
E02003878 : Cheshire West and Chester 017	14	50%	50%							7	7	0	0	0	0	0	0	50%	50%							7	7	0	0	0	0	0	0
E02003879 : Cheshire West and Chester 018	13	40%	60%							5	8	0	0	0	0	0	0	40%	60%							5	8	0	0	0	0	0	0
E02003880 : Cheshire West and Chester 019	13	40%	60%							5	8	0	0	0	0	0	0	40%	60%							5	8	0	0	0	0	0	0
E02003881 : Cheshire West and Chester 020	15	40%	60%							6	9	0	0	0	0	0	0	40%	60%							6	9	0	0	0	0	0	0
E02003882 : Cheshire West and Chester 021	15	40%	60%							6	9	0	0	0	0	0	0	40%	60%							6	9	0	0	0	0	0	0
E02003794 : Cheshire West and Chester 022	249		20%	30%	50%					0	50	75	125	0	0	0	0		20%	30%	50%					0	50	75	125	0	0	0	0
E02003883 : Cheshire West and Chester 023	18	40%	60%							7	11	0	0	0	0	0	0	40%	60%							7	11	0	0	0	0	0	0
E02003884 : Cheshire West and Chester 024	35		100%							0	35	0	0	0	0	0	0		100%							0	35	0	0	0	0	0	0
E02003795 : Cheshire West and Chester 025	70					100%				0	0	0	0	70	0	0	0					100%				0	0	0	0	70	0	0	0
E02003885 : Cheshire West and Chester 026	17	50%	50%							9	9	0	0	0	0	0	0	50%	50%							9	9	0	0	0	0	0	0
E02003796 : Cheshire West and Chester 027	78			20%	60%	20%				0	0	16	47	16	0	0	0			20%	60%	20%				0	0	16	47	16	0	0	0
E02003797 : Cheshire West and Chester 028	89				50%	50%				0	0	0	45	45	0	0	0				50%	50%				0	0	0	45	45	0	0	0
E02003798 : Cheshire West and Chester 029	39					100%				0	0	0	0	39	0	0	0					100%				0	0	0	0	39	0	0	0
E02003800 : Cheshire West and Chester 030	53		40%	40%	20%					0	21	21	11	0	0	0	0		40%	40%	20%					0	21	21	11	0	0	0	0
E02003799 : Cheshire West and Chester 031	34					100%				0	0	0	0	34	0	0	0					100%				0	0	0	0	34	0	0	0
E02003801 : Cheshire West and Chester 032	67			20%	60%	20%				0	0	13	40	13	0	0	0			20%	60%	20%				0	0	13	40	13	0	0	0
E02003802 : Cheshire West and Chester 033	82			20%	20%	60%				0	0	16	16	49	0	0	0			20%	20%	60%				0	0	16	16	49	0	0	0
E02003803 : Cheshire West and Chester 034	88			20%	60%	20%				0	0	18	53	18	0	0	0			20%	60%	20%				0	0	18	53	18	0	0	0
E02003886 : Cheshire West and Chester 035	5		50%			50%				0	3	0	0	3	0	0	0		50%			50%				0	3	0	0	3	0	0	0
E02003804 : Cheshire West and Chester 036	74			20%	60%	20%				0	0	15	44	15	0	0	0			20%	60%	20%				0	0	15	44	15	0	0	0
E02003887 : Cheshire West and Chester 037	15		50%			50%				0	8	0	0	8	0	0	0		50%			50%				0	8	0	0	8	0	0	0
E02003888 : Cheshire West and Chester 038	7		50%			50%				0	4	0	0	4	0	0	0		50%			50%				0	4	0	0	4	0	0	0
E02003805 : Cheshire West and Chester 039	50			40%	60%					0	0	20	30	0	0	0	0			40%	60%					0	0	20	30	0	0	0	0
E02003889 : Cheshire West and Chester 040	7		50%			50%				0	4	0	0	4	0	0	0		50%			50%				0	4	0	0	4	0	0	0
E02003806 : Cheshire West and Chester 041	53			40%	60%					0	0	21	32	0	0	0	0			40%	60%					0	0	21	32	0	0	0	0
E02003890 : Cheshire West and Chester 042	6		50%			50%				0	3	0	0	3	0	0	0		50%			50%				0	3	0	0	3	0	0	0
E02003807 : Cheshire West and Chester 043	54			20%	60%	20%				0	0	11	32	11	0	0	0			20%	60%	20%				0	0	11	32	11	0	0	0
E02003808 : Cheshire West and Chester 044	38			20%	60%	20%				0	0	8	23	8	0	0	0			20%	60%	20%				0	0	8	23	8	0	0	0
E02003891 : Cheshire West and Chester 045	28		50%			50%				0	14	0	0	14	0	0	0		50%			50%				0	14	0	0	14	0	0	0
E02003809 : Cheshire West and Chester 046	39			20%	60%	20%				0	0	8	23	8	0	0	0			20%	60%	20%				0	0	8	23	8	0	0	0
E02003810 : Cheshire West and Chester 047	36			40%	60%					0	0	14	22	0	0	0	0			40%	60%					0	0	14	22	0	0	0	0
Blackpool	1	100%								1	0	0	0	0	0	0	0	100%								1	0	0	0	0	0	0	0
Bolton	7	100%								7	0	0	0	0	0	0	0	100%								7	0	0	0	0	0	0	0
Bury	8	100%								8	0	0	0	0	0	0	0	100%								8	0	0	0	0	0	0	0
Carlisle	2	100%								2	0	0	0	0	0	0	0	100%								2	0	0	0	0	0	0	0
Cheshire East	84	50%	50%							42	42	0	0	0	0	0	0	50%	50%							42	42	0	0	0	0	0	0
Chorley	7	100%								7	0	0	0	0	0	0	0	100%								7	0	0	0	0	0	0	0
Fylde	1	100%								1	0	0	0	0	0	0	0	100%								1	0	0	0	0	0	0	0
Halton	200	100%								200	0	0	0	0	0	0	0	100%								200	0	0	0	0	0	0	0
Knowsley	48	100%								48	0	0	0	0	0	0	0	100%								48	0	0	0	0	0	0	0
Lancaster	8	100%								8	0	0	0	0	0	0	0	100%								8	0	0	0	0	0	0	0
Liverpool	220	40%				20%	40%			88	0	0	0	44	88	0	0	40%				20%	40%			88	0	0	0	44	88	0	0
Manchester	54	100%								54	0	0	0	0	0	0	0	100%								54	0	0	0	0	0	0	0
Oldham	10	100%								10	0	0	0	0	0	0	0	100%								10	0	0	0	0	0	0	0
Preston	2	100%								2	0	0	0	0	0	0	0	100%								2	0	0	0	0	0	0	0
Ribble Valley	1	100%								1	0	0	0	0	0	0	0	100%								1	0	0	0	0	0	0	0
Rochdale	4	100%								4	0	0	0	0	0	0	0	100%								4	0	0	0	0	0	0	0
Salford	36	100%								36	0	0	0	0	0	0	0	100%								36	0	0	0	0	0	0	0
Sefton	44	100%								44	0	0	0	0	0	0	0	100%								44	0	0	0	0	0	0	0
South Ribble	7	100%								7	0	0	0	0	0	0	0	100%								7	0	0	0	0	0	0	0
St. Helens	65	100%								65	0	0	0	0	0	0	0	100%								65	0	0	0	0	0	0	0
Stockport	25	100%								25	0	0	0	0	0	0	0	100%								25	0	0	0	0	0	0	0
Tameside	19	100%								19	0	0	0	0	0	0	0	100%								19	0	0	0	0	0	0	0
Trafford	54	100%								54	0	0	0	0	0	0	0	100%								54	0	0	0	0	0	0	0
Warrington	126	100%								126	0	0	0	0	0	0	0	100%								126	0	0	0	0	0	0	0
West Lancashire	12	100%								12	0	0	0	0	0	0	0	100%								12	0	0	0	0	0	0	0
Wigan	42	100%								42	0	0	0	0	0	0	0	100%								42	0	0	0	0	0	0	0
Wirral	1,313					50%	50%			0	0	0	0	657	657	0	0					50%	50%			0	0	0	0	657	657	0	0
East	7	100%								7	0	0	0	0	0	0	0	100%								7	0	0	0	0	0	0	0
East Midlands	26	100%								26	0	0	0	0	0	0	0	100%								26	0	0	0	0	0	0	0
London	2	100%								2	0	0	0	0	0	0	0	100%								2	0	0	0	0	0	0	0
North East	3	100%								3	0	0	0	0	0	0	0	100%								3	0	0	0	0	0	0	0
South East	3	100%								3	0	0	0	0	0	0	0	100%								3	0	0	0	0	0	0	0
South West	20	100%								20	0	0	0	0	0	0	0	100%								20	0	0	0	0	0	0	0
Wales	748					100%				0	0	0	0	748	0	0	0					100%				0	0	0	0	748	0	0	0
West Midlands	50	100%								50	0	0	0	0	0	0	0	100%								50	0	0	0	0	0	0	0
Yorkshire and The Humber	25	100%								25	0	0	0	0	0	0	0	100%								25	0	0	0	0	0	0	0
	9,145									1112	462	256	542	3829	2944	0	0									1112	462	256	542	3829	2944	0	0

*In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Route	Description (FROM the site)	Number	%
A	M56 (east)	1112	12%
B	A5117 (east)	462	5%
C	B5132 (south)	256	3%
D	M53 (south)	542	6%
E	A5117, A494 (west)	3829	42%
F	M53 (north)	2944	32%
G		0	0%
H		0	0%
		9145	100%

Route	Description (TO the site)	Number	%
A	M56 (east)	1112	12%
B	A5117 (east)	462	5%
C	B5132 (south)	256	3%
D	M53 (south)	542	6%
E	A5117, A494 (west)	3829	42%
F	M53 (north)	2944	32%
G		0	0%
H		0	0%
		9145	100%



Appendix E – Traffic Count Data – Junction Turning Count & Queue Length Data

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 2 DATE: 20/03/2024
LOCATION: M53 Jct 10 DAY: Wednesday

TIME	A to E CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	A to D CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	1	0	0	0	0	1	51	4	4	0	0	1	0	60
07:15	6	3	0	4	0	0	0	13	76	14	0	1	0	0	0	91
07:30	5	1	0	2	0	0	0	8	115	13	1	6	1	1	0	137
07:45	21	2	1	0	0	0	0	24	128	22	3	2	1	0	0	156
H/TOT	32	6	2	6	0	0	0	46	370	53	8	9	2	2	0	444
08:00	19	4	0	0	0	0	0	23	114	20	4	3	0	0	0	141
08:15	23	9	0	1	0	0	0	33	90	14	1	2	0	0	0	107
08:30	9	3	0	0	0	0	0	12	57	7	2	1	0	0	0	67
08:45	8	7	2	1	0	0	0	18	35	9	1	2	0	0	0	47
H/TOT	59	23	2	2	0	0	0	86	296	50	8	8	0	0	0	362
09:00	11	3	1	1	0	0	0	16	25	4	0	1	0	0	0	30
09:15	6	2	2	2	0	0	0	12	25	6	1	0	0	0	0	32
09:30	1	2	1	0	0	0	0	4	8	6	0	0	0	0	0	14
09:45	1	3	0	1	0	0	0	5	15	2	1	0	1	0	0	19
H/TOT	19	10	4	4	0	0	0	37	73	18	2	1	1	0	0	95
10:00	5	3	0	1	0	0	0	9	20	9	2	0	0	0	0	31
10:15	7	3	0	0	0	0	0	10	8	3	0	0	0	0	0	11
10:30	3	2	0	4	0	0	0	9	10	6	1	0	0	0	0	17
10:45	5	1	1	1	0	0	0	8	12	4	0	1	0	0	0	17
H/TOT	20	9	1	6	0	0	0	36	50	22	3	1	0	0	0	76
11:00	7	0	1	2	0	0	0	10	14	4	1	0	0	0	0	19
11:15	6	4	0	0	0	0	0	10	18	4	2	1	0	0	0	25
11:30	4	5	0	0	0	0	0	9	20	2	0	0	0	0	0	22
11:45	5	3	0	0	0	0	0	8	24	4	2	0	0	0	0	30
H/TOT	22	12	1	2	0	0	0	37	76	14	5	1	0	0	0	96
12:00	6	1	0	0	0	0	0	7	33	6	2	0	0	0	0	41
12:15	6	1	0	0	0	0	0	7	14	8	1	0	0	0	0	23
12:30	2	2	1	1	0	0	0	6	19	4	2	1	0	0	0	26
12:45	4	1	0	0	0	0	0	5	20	4	2	0	0	1	0	27
H/TOT	18	5	1	1	0	0	0	25	86	22	7	1	0	1	0	117
13:00	6	2	0	1	0	0	0	9	14	2	1	1	0	0	0	18
13:15	4	4	0	1	0	0	0	9	24	6	1	3	0	0	0	34
13:30	2	3	2	2	0	0	0	9	15	3	0	0	0	0	0	18
13:45	2	2	0	0	0	0	0	4	18	4	2	0	0	0	0	24
H/TOT	14	11	2	4	0	0	0	31	71	15	4	4	0	0	0	94
14:00	7	2	0	2	0	0	0	11	38	5	0	2	0	0	0	45
14:15	4	2	0	2	0	0	0	8	13	4	1	0	0	0	0	18
14:30	5	0	1	4	0	0	0	10	19	3	1	0	0	0	0	23
14:45	4	1	0	2	0	0	0	7	25	4	0	0	1	0	0	30
H/TOT	20	5	1	10	0	0	0	36	95	16	2	2	1	0	0	116
15:00	3	4	0	2	0	0	0	9	21	3	1	1	0	0	0	26
15:15	6	2	0	0	0	0	0	8	20	5	0	1	0	0	0	26
15:30	3	1	0	1	0	0	0	5	18	3	1	1	1	1	0	25
15:45	5	1	0	0	0	0	0	6	34	3	1	1	0	0	0	39
H/TOT	17	8	0	3	0	0	0	28	93	14	3	4	1	1	0	116
16:00	4	1	1	0	0	0	0	6	35	10	0	1	0	0	0	46
16:15	4	4	0	0	0	0	0	8	35	6	2	1	0	0	0	44
16:30	0	0	0	0	0	0	0	0	41	10	3	0	0	0	0	54
16:45	2	1	0	1	0	0	0	4	46	9	0	0	0	0	0	55
H/TOT	10	6	1	1	0	0	0	18	157	35	5	2	0	0	0	199
17:00	4	0	0	1	0	0	0	5	42	4	0	0	0	0	0	46
17:15	3	0	0	0	0	0	0	3	32	2	2	1	0	0	0	37
17:30	3	0	0	0	0	0	0	3	34	5	0	0	0	0	0	39
17:45	3	2	0	0	0	0	0	5	31	4	1	0	0	0	2	38
H/TOT	13	2	0	1	0	0	0	16	139	15	3	1	0	0	2	160
18:00	1	0	0	1	0	0	0	2	33	2	0	0	0	0	0	35
18:15	0	1	0	0	0	0	0	1	37	1	1	1	0	0	0	40
18:30	0	0	0	0	0	0	0	0	29	5	0	0	0	0	0	34
18:45	3	0	0	0	0	0	0	3	7	2	0	0	0	0	0	9
H/TOT	4	1	0	1	0	0	0	6	106	10	1	1	0	0	0	118
P/TOT	248	98	15	41	0	0	0	402	1612	284	51	35	5	4	2	1993

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 2 DATE: 20/03/2024
LOCATION: M53 Jct 10 DAY: Wednesday

TIME	A to C CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	A to B CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	1	0	0	0	1	38	2	3	2	0	0	0	45
07:15	0	0	0	0	0	0	0	0	48	8	0	0	1	0	0	57
07:30	1	0	0	0	0	0	0	1	89	7	0	0	1	0	0	97
07:45	0	0	0	0	0	0	0	0	96	10	1	0	0	0	0	107
H/TOT	1	0	0	1	0	0	0	2	271	27	4	2	2	0	0	306
08:00	0	0	0	0	0	0	0	0	93	8	2	0	0	0	0	103
08:15	0	0	0	0	0	0	0	0	126	12	2	0	0	0	0	140
08:30	0	0	0	1	0	0	0	1	124	4	1	1	0	0	0	130
08:45	1	0	0	2	0	0	0	3	130	10	1	1	0	0	0	142
H/TOT	1	0	0	3	0	0	0	4	473	34	6	2	0	0	0	515
09:00	0	0	0	0	0	0	0	0	96	10	1	1	1	0	0	109
09:15	0	0	0	0	0	0	0	0	95	10	1	1	0	0	0	107
09:30	0	0	0	1	0	0	0	1	92	15	1	0	0	1	0	109
09:45	0	0	0	0	0	0	0	0	107	11	1	0	0	0	0	119
H/TOT	0	0	0	1	0	0	0	1	390	46	4	2	1	1	0	444
10:00	1	1	0	0	0	0	0	2	97	10	0	0	1	0	0	108
10:15	0	1	0	0	0	0	0	1	82	15	0	1	0	0	0	98
10:30	1	1	0	0	0	0	0	2	84	4	0	2	0	0	0	90
10:45	0	0	0	0	0	0	0	0	116	9	1	0	0	0	0	126
H/TOT	2	3	0	0	0	0	0	5	379	38	1	3	1	0	0	422
11:00	1	0	0	0	0	0	0	1	99	10	2	0	0	0	0	111
11:15	0	0	0	0	0	0	0	0	97	10	1	0	0	0	0	108
11:30	3	0	0	1	0	0	0	4	79	7	2	1	0	0	0	89
11:45	0	0	0	0	0	0	0	0	107	4	0	0	0	1	0	112
H/TOT	4	0	0	1	0	0	0	5	382	31	5	1	0	1	0	420
12:00	1	1	0	0	0	0	0	2	96	8	0	2	0	0	0	106
12:15	0	0	0	0	0	0	0	0	107	9	2	0	0	0	0	118
12:30	1	0	0	0	0	0	0	1	101	5	1	0	0	0	0	107
12:45	2	0	1	0	0	0	0	3	95	5	0	0	0	0	0	100
H/TOT	4	1	1	0	0	0	0	6	399	27	3	2	0	0	0	431
13:00	0	0	0	0	0	0	0	0	86	12	0	0	0	0	0	98
13:15	1	0	0	0	0	0	0	1	85	6	4	0	0	0	0	95
13:30	0	0	0	0	0	0	0	0	84	7	1	2	0	1	0	95
13:45	0	0	0	0	0	0	0	0	83	10	2	0	0	0	0	95
H/TOT	1	0	0	0	0	0	0	1	338	35	7	2	0	1	0	383
14:00	1	1	0	0	0	0	0	2	84	5	0	0	0	0	0	89
14:15	0	0	0	0	0	0	0	0	82	17	2	1	0	0	0	102
14:30	0	0	0	0	0	0	0	0	75	7	0	2	0	0	0	84
14:45	0	0	0	0	0	0	0	0	79	8	1	0	0	0	0	88
H/TOT	1	1	0	0	0	0	0	2	320	37	3	3	0	0	0	363
15:00	0	0	0	0	0	0	0	0	74	9	2	0	0	0	0	85
15:15	1	0	0	0	0	0	0	1	81	10	0	0	0	0	0	91
15:30	1	0	0	0	0	0	0	1	74	10	1	1	0	0	0	86
15:45	1	0	0	0	0	0	0	1	80	6	0	0	0	0	0	86
H/TOT	3	0	0	0	0	0	0	3	309	35	3	1	0	0	0	348
16:00	0	0	0	0	0	0	0	0	106	8	1	0	0	0	0	115
16:15	0	0	0	0	0	0	0	0	94	11	0	0	1	0	0	106
16:30	0	0	0	0	0	0	0	0	86	7	0	1	0	0	0	94
16:45	0	0	0	0	0	0	0	0	136	8	0	1	1	0	0	146
H/TOT	0	0	0	0	0	0	0	0	422	34	1	2	2	0	0	461
17:00	0	0	0	0	0	0	0	0	118	12	0	0	0	0	0	130
17:15	0	0	0	0	0	0	0	0	110	2	1	0	0	0	0	113
17:30	1	0	0	0	0	0	0	1	101	5	0	0	0	0	0	106
17:45	0	0	0	0	0	0	0	0	127	5	2	0	0	1	0	135
H/TOT	1	0	0	0	0	0	0	1	456	24	3	0	0	1	0	484
18:00	0	0	0	0	0	0	0	0	69	4	0	0	0	1	0	74
18:15	0	1	0	0	0	0	0	1	76	3	0	0	0	0	0	79
18:30	0	0	0	0	0	0	0	0	56	4	0	0	0	0	0	60
18:45	0	0	0	1	0	0	0	1	71	0	0	0	0	0	0	71
H/TOT	0	1	0	1	0	0	0	2	272	11	0	0	0	1	0	284
P/TOT	18	6	1	7	0	0	0	32	4411	379	40	20	6	5	0	4861

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 2 DATE: 20/03/2024
LOCATION: M53 Jct 10 DAY: Wednesday

TIME	A to A CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	B to A CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	28	8	0	0	0	0	0	36
07:15	0	0	0	0	0	0	0	0	34	11	1	0	0	0	0	46
07:30	0	0	0	0	0	0	0	0	47	11	3	0	0	0	0	61
07:45	0	0	0	0	0	0	0	0	66	6	2	0	1	1	0	76
H/TOT	0	0	0	0	0	0	0	0	175	36	6	0	1	1	0	219
08:00	0	0	0	0	0	0	0	0	62	7	1	0	0	0	0	70
08:15	0	0	0	0	0	0	0	0	59	6	5	3	0	0	0	73
08:30	0	0	0	0	0	0	0	0	50	10	1	0	0	0	0	61
08:45	0	0	0	0	0	0	0	0	55	8	2	0	0	0	0	65
H/TOT	0	0	0	0	0	0	0	0	226	31	9	3	0	0	0	269
09:00	0	0	0	0	0	0	0	0	44	6	1	1	0	0	0	52
09:15	0	1	0	0	0	0	0	1	43	11	1	0	0	0	0	55
09:30	0	0	0	0	0	0	0	0	35	7	1	0	1	0	0	44
09:45	0	1	0	0	0	0	0	1	49	6	1	0	0	0	0	56
H/TOT	0	2	0	0	0	0	0	2	171	30	4	1	1	0	0	207
10:00	0	0	0	0	0	0	0	0	53	4	1	0	1	0	0	59
10:15	0	0	0	0	0	0	0	0	41	11	3	2	0	0	0	57
10:30	0	0	0	0	0	0	0	0	51	10	0	0	0	0	0	61
10:45	0	0	0	0	0	0	0	0	56	3	1	0	0	0	0	60
H/TOT	0	0	0	0	0	0	0	0	201	28	5	2	1	0	0	237
11:00	0	0	0	0	0	0	0	0	58	11	1	2	0	0	0	72
11:15	0	0	0	0	0	0	0	0	58	12	1	1	0	1	0	73
11:30	0	0	0	0	0	0	0	0	63	2	0	0	0	0	0	65
11:45	0	0	0	0	0	0	0	0	78	4	1	1	0	0	0	84
H/TOT	0	0	0	0	0	0	0	0	257	29	3	4	0	1	0	294
12:00	0	0	0	1	0	0	0	1	68	13	1	0	0	0	0	82
12:15	0	0	0	0	0	0	0	0	84	10	4	0	0	0	0	98
12:30	0	0	0	0	0	0	0	0	104	3	1	3	0	0	0	111
12:45	0	0	0	0	0	0	0	0	105	7	1	0	0	0	0	113
H/TOT	0	0	0	1	0	0	0	1	361	33	7	3	0	0	0	404
13:00	0	0	0	0	0	0	0	0	80	2	1	1	0	0	0	84
13:15	1	0	0	0	0	0	0	1	96	6	1	2	0	1	0	106
13:30	0	0	0	0	0	0	0	0	89	13	1	2	0	0	0	105
13:45	0	0	0	0	0	0	0	0	73	4	1	3	0	0	0	81
H/TOT	1	0	0	0	0	0	0	1	338	25	4	8	0	1	0	376
14:00	0	1	0	0	0	0	0	1	100	10	0	1	0	0	0	111
14:15	0	0	0	0	0	0	0	0	111	4	1	1	0	0	0	117
14:30	0	0	0	0	0	0	0	0	91	4	1	0	1	0	0	97
14:45	0	0	0	0	0	0	0	0	79	8	2	1	0	0	0	90
H/TOT	0	1	0	0	0	0	0	1	381	26	4	3	1	0	0	415
15:00	0	0	0	0	0	0	0	0	91	13	1	0	0	0	0	105
15:15	0	0	0	0	0	0	0	0	104	9	2	1	1	0	0	117
15:30	0	0	0	0	0	0	0	0	107	13	0	0	0	0	0	120
15:45	0	0	0	0	0	0	0	0	99	10	1	0	0	1	0	111
H/TOT	0	0	0	0	0	0	0	0	401	45	4	1	1	1	0	453
16:00	0	0	0	0	0	0	0	0	115	7	1	1	1	0	0	125
16:15	0	0	1	0	0	0	0	1	121	12	0	1	2	0	0	136
16:30	0	0	0	0	0	0	0	0	116	6	1	0	0	0	0	123
16:45	0	0	0	0	0	0	0	0	110	7	0	0	0	0	0	117
H/TOT	0	0	1	0	0	0	0	1	462	32	2	2	3	0	0	501
17:00	0	0	0	0	0	0	0	0	146	2	0	0	0	0	0	148
17:15	0	0	0	0	0	0	0	0	125	1	0	0	0	0	0	126
17:30	0	0	0	0	0	0	0	0	117	6	0	0	1	0	0	124
17:45	0	0	0	0	0	0	0	0	118	6	0	0	0	0	0	124
H/TOT	0	0	0	0	0	0	0	0	506	15	0	0	1	0	0	522
18:00	0	0	0	0	0	0	0	0	131	5	0	1	0	0	0	137
18:15	0	0	0	0	0	0	0	0	102	6	0	0	0	0	0	108
18:30	0	0	0	0	0	0	0	0	93	8	0	0	0	0	0	101
18:45	0	0	0	0	0	0	0	0	88	2	0	0	0	0	0	90
H/TOT	0	0	0	0	0	0	0	0	414	21	0	1	0	0	0	436
P/TOT	1	3	1	1	0	0	0	6	3893	351	48	28	9	4	0	4333

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 20/03/2024
LOCATION: M53 Jct 10 DAY: Wednesday

TIME	B to E CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	B to D CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	19	4	0	0	0	0	0	23	76	15	4	0	0	0	0	95
07:15	16	10	2	1	0	0	0	29	93	9	1	0	0	0	0	103
07:30	29	6	1	5	0	1	0	42	137	13	1	1	1	1	0	154
07:45	37	5	0	2	0	0	0	44	94	14	0	0	1	1	0	110
H/TOT	101	25	3	8	0	1	0	138	400	51	6	1	2	2	0	462
08:00	40	9	0	3	0	0	0	52	82	12	3	0	1	1	0	99
08:15	68	14	3	0	0	0	0	85	74	17	0	0	0	0	0	91
08:30	28	8	2	0	1	0	1	40	36	9	2	0	0	0	0	47
08:45	52	4	3	2	0	0	0	61	50	6	1	0	0	0	0	57
H/TOT	188	35	8	5	1	0	1	238	242	44	6	0	1	1	0	294
09:00	22	4	2	1	0	0	0	29	49	7	1	2	1	0	0	60
09:15	26	7	4	5	0	0	0	42	29	3	0	0	0	0	1	33
09:30	14	6	0	5	1	0	0	26	30	3	0	0	0	0	0	33
09:45	20	6	1	2	0	0	0	29	28	7	3	0	0	0	0	38
H/TOT	82	23	7	13	1	0	0	126	136	20	4	2	1	0	1	164
10:00	18	8	2	4	0	0	0	32	23	4	0	0	1	0	0	28
10:15	13	9	1	3	0	0	0	26	37	9	0	0	0	0	0	46
10:30	18	5	2	6	0	0	0	31	28	0	0	0	0	0	0	28
10:45	9	9	0	0	0	0	0	18	37	1	2	0	0	0	0	40
H/TOT	58	31	5	13	0	0	0	107	125	14	2	0	1	0	0	142
11:00	23	7	1	4	0	0	0	35	59	2	0	1	0	0	0	62
11:15	14	4	0	4	0	0	0	22	50	4	0	3	0	0	0	57
11:30	14	5	3	6	0	0	0	28	40	3	2	0	1	0	0	46
11:45	22	8	1	3	0	0	0	34	46	2	2	1	0	0	0	51
H/TOT	73	24	5	17	0	0	0	119	195	11	4	5	1	0	0	216
12:00	12	7	0	3	0	0	0	22	44	3	1	0	1	0	0	49
12:15	36	7	0	4	0	0	0	47	51	7	2	0	0	0	0	60
12:30	26	4	1	1	0	0	0	32	44	3	1	0	0	0	0	48
12:45	29	3	1	3	0	0	0	36	41	2	0	1	0	0	0	44
H/TOT	103	21	2	11	0	0	0	137	180	15	4	1	1	0	0	201
13:00	17	10	2	4	0	0	0	33	49	3	1	1	1	0	0	55
13:15	24	5	0	2	0	0	0	31	51	6	1	0	0	0	0	58
13:30	22	6	0	1	0	0	0	29	52	1	0	0	0	1	0	54
13:45	17	3	3	5	0	0	0	28	40	1	0	0	0	0	0	41
H/TOT	80	24	5	12	0	0	0	121	192	11	2	1	1	1	0	208
14:00	24	6	2	2	0	2	0	36	55	5	0	0	1	0	0	61
14:15	11	1	0	3	0	0	0	15	57	2	0	0	0	0	0	59
14:30	14	6	2	2	0	0	0	24	64	2	1	1	0	0	0	68
14:45	5	1	2	3	0	0	0	11	51	4	1	0	1	0	0	57
H/TOT	54	14	6	10	0	2	0	86	227	13	2	1	2	0	0	245
15:00	12	2	4	5	0	0	0	23	61	8	1	1	0	0	0	71
15:15	12	3	1	0	0	0	0	16	64	5	0	2	0	0	0	71
15:30	13	4	1	0	0	0	0	18	62	9	0	0	0	0	0	71
15:45	16	5	1	3	0	0	0	25	68	5	0	0	1	0	0	74
H/TOT	53	14	7	8	0	0	0	82	255	27	1	3	1	0	0	287
16:00	8	1	3	3	0	0	0	15	60	6	0	0	1	0	0	67
16:15	16	5	2	0	1	0	0	24	65	4	0	0	0	0	0	69
16:30	6	1	0	2	0	0	0	9	65	8	0	0	0	0	0	73
16:45	9	0	0	2	1	0	0	12	70	3	1	1	0	0	0	75
H/TOT	39	7	5	7	2	0	0	60	260	21	1	1	1	0	0	284
17:00	15	1	0	1	0	0	0	17	92	5	1	1	1	1	0	101
17:15	7	1	0	1	0	0	0	9	65	2	0	0	0	0	0	67
17:30	12	1	0	2	0	0	0	15	64	9	2	0	1	2	0	78
17:45	13	0	1	1	1	1	0	17	67	3	1	0	0	0	0	71
H/TOT	47	3	1	5	1	1	0	58	288	19	4	1	2	3	0	317
18:00	4	0	0	0	0	0	0	4	85	5	1	0	1	1	0	93
18:15	8	0	0	0	0	0	0	8	71	6	0	0	0	2	0	79
18:30	9	0	0	1	0	0	0	10	48	1	0	0	0	0	0	49
18:45	11	2	1	0	0	0	0	14	48	1	0	0	0	0	0	49
H/TOT	32	2	1	1	0	0	0	36	252	13	1	0	1	3	0	270
P/TOT	910	223	55	110	5	4	1	1308	2752	259	37	16	15	10	1	3090

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 20/03/2024
LOCATION: M53 Jct 10 DAY: Wednesday

TIME	B to C CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	B to B CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	89	15	3	0	0	0	0	107	0	0	0	0	0	0	0	0
07:15	66	16	0	0	0	0	0	82	0	0	0	0	0	0	0	0
07:30	84	19	1	0	0	0	0	104	0	0	0	0	0	0	0	0
07:45	80	17	0	1	0	1	0	99	0	0	0	0	0	0	0	0
H/TOT	319	67	4	1	0	1	0	392	0	0	0	0	0	0	0	0
08:00	101	14	1	1	0	1	0	118	0	0	0	0	0	0	0	0
08:15	99	9	0	2	0	0	0	110	0	0	0	0	0	0	0	0
08:30	74	9	0	1	0	0	0	84	0	0	0	0	0	0	0	0
08:45	66	6	0	3	0	0	0	75	0	0	0	0	0	0	0	0
H/TOT	340	38	1	7	0	1	0	387	0	0	0	0	0	0	0	0
09:00	54	8	3	1	0	0	0	66	0	0	0	0	0	0	0	0
09:15	54	8	0	0	0	0	0	62	0	0	0	0	0	0	0	0
09:30	51	14	1	1	0	0	0	67	0	0	0	0	0	0	0	0
09:45	57	7	1	0	0	0	0	65	0	0	0	0	0	0	0	0
H/TOT	216	37	5	2	0	0	0	260	0	0	0	0	0	0	0	0
10:00	50	4	1	0	0	0	0	55	0	0	0	0	0	0	0	0
10:15	57	14	0	2	0	0	0	73	0	0	0	0	0	0	0	0
10:30	67	16	3	0	0	0	0	86	0	0	0	0	0	0	0	0
10:45	50	13	3	0	0	0	0	66	0	0	0	0	0	0	0	0
H/TOT	224	47	7	2	0	0	0	280	0	0	0	0	0	0	0	0
11:00	56	10	2	0	0	0	0	68	0	0	0	0	0	0	0	0
11:15	92	8	2	1	0	0	0	103	0	0	0	0	0	0	0	0
11:30	104	9	3	0	0	0	0	116	0	0	0	0	0	0	0	0
11:45	102	4	6	1	1	0	0	114	0	0	0	0	0	0	0	0
H/TOT	354	31	13	2	1	0	0	401	0	0	0	0	0	0	0	0
12:00	133	11	0	0	0	0	0	144	0	0	0	0	0	0	0	0
12:15	95	10	1	0	0	0	0	106	0	0	0	0	0	0	0	0
12:30	129	6	3	2	0	0	0	140	0	0	0	0	0	0	0	0
12:45	127	11	2	0	0	0	0	140	0	0	0	0	0	0	0	0
H/TOT	484	38	6	2	0	0	0	530	0	0	0	0	0	0	0	0
13:00	116	9	0	0	0	0	0	125	0	0	0	0	0	0	0	0
13:15	128	8	0	2	0	0	0	138	0	0	2	0	0	0	0	2
13:30	144	16	3	2	0	0	0	165	0	0	0	0	0	0	0	0
13:45	153	14	2	0	1	0	0	170	0	0	0	0	0	0	0	0
H/TOT	541	47	5	4	1	0	0	598	0	0	2	0	0	0	0	2
14:00	147	8	2	0	1	0	0	158	0	0	0	0	0	0	0	0
14:15	165	14	1	0	2	0	0	182	0	0	0	0	0	0	0	0
14:30	154	12	2	1	0	0	0	169	0	0	0	0	0	0	0	0
14:45	164	11	2	2	1	0	0	180	0	0	0	0	0	0	0	0
H/TOT	630	45	7	3	4	0	0	689	0	0	0	0	0	0	0	0
15:00	148	19	0	3	1	0	0	171	0	0	0	0	0	0	0	0
15:15	164	13	4	4	0	1	0	186	0	0	0	0	0	0	0	0
15:30	153	6	1	2	1	0	0	163	0	0	0	0	0	0	0	0
15:45	181	9	0	0	0	0	0	190	0	0	0	0	0	0	0	0
H/TOT	646	47	5	9	2	1	0	710	0	0	0	0	0	0	0	0
16:00	177	18	2	0	0	0	0	197	0	0	0	0	0	0	0	0
16:15	166	14	2	0	0	0	0	182	0	0	0	0	0	0	0	0
16:30	170	18	0	0	0	0	0	188	0	0	0	0	0	0	0	0
16:45	128	11	0	0	0	0	0	139	0	0	0	0	0	0	0	0
H/TOT	641	61	4	0	0	0	0	706	0	0	0	0	0	0	0	0
17:00	167	5	0	1	1	0	0	174	0	0	0	0	0	0	0	0
17:15	183	6	0	0	0	0	0	189	0	0	0	0	0	0	0	0
17:30	144	8	1	0	0	0	0	153	0	0	0	0	0	0	0	0
17:45	136	8	0	0	0	0	0	144	0	0	0	0	0	0	0	0
H/TOT	630	27	1	1	1	0	0	660	0	0	0	0	0	0	0	0
18:00	152	7	0	1	0	0	0	160	0	0	0	0	0	0	0	0
18:15	137	0	1	1	0	0	0	139	0	0	0	0	0	0	0	0
18:30	131	5	0	0	0	0	0	136	0	0	0	0	0	0	0	0
18:45	99	3	0	1	0	0	0	103	0	0	0	0	0	0	0	0
H/TOT	519	15	1	3	0	0	0	538	0	0	0	0	0	0	0	0
P/TOT	5544	500	59	36	9	3	0	6151	0	0	2	0	0	0	0	2

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 20/03/2024

LOCATION: M53 Jct 10 DAY: Wednesday

15230 Frodsham March 2024 CLASSIFIED TURNING COUNT SITE: 1 DATE: 20/03/2024 LOCATION: M53 Jct 10 DAY: Wednesday
15230 Frodsham March 2024 CLASSIFIED TURNING COUNT SITE: 1 DATE: 20/03/2024 LOCATION: M53 Jct 10 DAY: Wednesday
15230 Frodsham March 2024 CLASSIFIED TURNING COUNT SITE: 1 DATE: 20/03/2024 LOCATION: M53 Jct 10 DAY: Wednesday
15230 Frodsham March 2024 CLASSIFIED TURNING COUNT SITE: 1 DATE: 20/03/2024 LOCATION: M53 Jct 10 DAY: Wednesday

	C to B								C to A							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	79	18	3	0	0	1	0	101	0	0	0	0	0	0	0	0
07:15	86	19	1	0	0	0	0	106	0	0	0	0	0	0	0	0
07:30	128	17	4	2	0	0	0	151	0	1	0	0	0	0	0	1
07:45	134	17	3	6	0	0	0	160	0	0	0	0	0	0	0	0
H/TOT	427	71	11	8	0	1	0	518	0	1	0	0	0	0	0	1
08:00	148	15	0	1	0	0	0	164	0	0	0	0	0	0	0	0
08:15	132	16	2	2	0	1	0	153	0	0	0	0	0	0	0	0
08:30	131	15	5	1	0	0	0	152	1	0	0	0	0	0	0	1
08:45	154	17	3	1	1	0	0	176	0	0	0	0	0	0	0	0
H/TOT	565	63	10	5	1	1	0	645	1	0	0	0	0	0	0	1
09:00	166	8	1	0	0	0	0	175	0	0	0	0	0	0	0	0
09:15	115	12	3	1	1	0	0	132	2	0	0	0	0	0	0	2
09:30	155	12	4	1	0	0	0	172	0	0	0	0	0	0	0	0
09:45	171	12	3	3	0	0	0	189	0	1	0	0	0	0	0	1
H/TOT	607	44	11	5	1	0	0	668	2	1	0	0	0	0	0	3
10:00	197	17	3	1	1	0	0	219	1	0	0	0	0	0	0	1
10:15	168	12	2	5	1	0	0	188	0	0	0	0	0	0	0	0
10:30	152	13	2	0	2	0	0	169	1	0	0	0	0	0	0	1
10:45	161	11	1	0	1	0	0	174	0	0	0	0	0	0	0	0
H/TOT	678	53	8	6	5	0	0	750	2	0	0	0	0	0	0	2
11:00	169	10	4	2	1	0	0	186	0	0	0	0	0	0	0	0
11:15	165	10	2	1	1	0	0	179	0	1	0	0	0	0	0	1
11:30	167	16	5	0	0	0	0	188	0	0	0	0	0	0	0	0
11:45	150	13	1	3	0	0	0	167	0	0	0	0	0	0	0	0
H/TOT	651	49	12	6	2	0	0	720	0	1	0	0	0	0	0	1
12:00	133	9	1	2	0	0	0	145	0	0	0	0	0	0	0	0
12:15	151	9	3	2	0	0	0	165	0	0	0	0	0	0	0	0
12:30	174	14	1	1	0	1	0	191	0	0	0	0	0	0	0	0
12:45	125	14	3	0	0	0	0	142	0	0	0	0	0	0	0	0
H/TOT	583	46	8	5	0	1	0	643	0	0	0	0	0	0	0	0
13:00	119	7	3	3	0	0	0	132	0	0	0	0	0	0	0	0
13:15	138	8	3	2	0	0	0	151	1	0	0	0	0	0	0	1
13:30	130	9	1	0	0	0	0	140	1	0	0	0	0	0	0	1
13:45	138	9	3	4	2	0	0	156	0	0	0	0	0	0	0	0
H/TOT	525	33	10	9	2	0	0	579	2	0	0	0	0	0	0	2
14:00	112	10	1	2	0	0	0	125	1	0	0	0	0	0	0	1
14:15	131	10	1	4	0	0	0	146	3	0	0	0	0	0	0	3
14:30	132	14	1	1	0	0	0	148	0	0	0	0	0	0	0	0
14:45	141	16	1	2	0	0	0	160	0	0	0	0	0	0	0	0
H/TOT	516	50	4	9	0	0	0	579	4	0	0	0	0	0	0	4
15:00	138	17	3	0	0	0	0	158	0	0	0	0	0	0	0	0
15:15	126	14	1	0	2	0	0	143	0	0	0	0	0	0	0	0
15:30	137	17	1	1	0	1	0	157	2	0	0	0	0	0	0	2
15:45	160	23	3	1	0	0	0	187	0	0	0	0	0	0	0	0
H/TOT	561	71	8	2	2	1	0	645	2	0	0	0	0	0	0	2
16:00	168	19	1	1	0	1	0	190	0	0	0	0	0	0	0	0
16:15	177	17	1	1	1	0	0	197	0	0	0	0	0	0	0	0
16:30	184	22	1	0	0	2	0	209	0	0	0	0	0	0	0	0
16:45	196	17	3	0	1	0	0	217	0	0	0	0	0	0	0	0
H/TOT	725	75	6	2	2	3	0	813	0	0	0	0	0	0	0	0
17:00	165	20	2	0	0	0	0	187	1	0	0	0	0	0	0	1
17:15	206	9	1	1	0	1	0	218	0	0	0	0	0	0	0	0
17:30	189	11	2	0	0	0	0	202	0	0	0	0	0	0	0	0
17:45	217	15	0	0	0	0	0	232	0	0	0	0	0	0	0	0
H/TOT	777	55	5	1	0	1	0	839	1	0	0	0	0	0	0	1
18:00	200	7	0	0	0	0	0	207	0	0	0	0	0	0	0	0
18:15	171	11	0	1	0	0	0	183	0	0	0	0	0	0	0	0
18:30	139	4	0	0	0	1	0	144	0	0	0	0	0	0	0	0
18:45	112	7	0	0	0	0	0	119	0	0	0	0	0	0	0	0
H/TOT	622	29	0	1	0	1	0	653	0	0	0	0	0	0	0	0
P/TOT	7237	639	93	59	15	9	0	8052	14	3	0	0	0	0	0	17

	C to E								C to D							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	19	9	2	5	0	0	0	35	3	2	0	1	0	0	0	6
07:15	24	5	0	5	0	0	0	34	4	1	0	0	0	0	0	5
07:30	31	3	2	2	0	0	0	38	5	1	1	0	1	0	0	8
07:45	34	11	2	4	0	0	0	51	7	1	0	0	0	0	0	8
H/TOT	108	28	6	16	0	0	0	158	19	5	1	1	1	0	0	27
08:00	27	8	0	6	0	0	0	41	5	3	0	0	0	0	0	8
08:15	37	3	0	6	1	0	0	47	3	0	0	0	0	0	0	3
08:30	19	3	6	11	0	0	0	39	4	1	0	1	0	0	0	6
08:45	12	4	2	5	1	0	0	24	3	0	0	0	0	0	0	3
H/TOT	95	18	8	28	2	0	0	151	15	4	0	1	0	0	0	20
09:00	17	2	3	5	0	0	0	27	5	0	0	0	0	0	0	5
09:15	9	4	3	8	0	0	0	24	3	0	0	0	0	0	0	3
09:30	9	8	2	9	0	0	0	28	2	1	0	0	0	0	0	3
09:45	11	6	3	6	0	0	0	26	1	1	1	0	0	0	0	3
H/TOT	46	20	11	28	0	0	0	105	11	2	1	0	0	0	0	14
10:00	10	1	0	15	0	0	0	26	0	1	1	0	1	0	0	3
10:15	9	4	2	9	0	0	0	24	1	0	0	0	0	0	0	1
10:30	9	6	1	7	1	0	0	24	0	0	0	0	0	0	0	0
10:45	8	2	1	7	0	0	0	18	0	0	0	1	0	0	0	1
H/TOT	36	13	4	38	1	0	0	92	1	1	1	1	1	0	0	5
11:00	5	5	0	8	0	0	0	18	2	0	0	1	0	0	0	3
11:15	9	4	3	4	0	0	0	20	0	0	0	0	0	0	0	0
11:30	11	8	4	4	0	0	0	27	1	1	0	0	0	0	0	2
11:45	5	2	2	10	0	0	0	19	2	2	0	0	0	0	0	4
H/TOT	30	19	9	26	0	0	0	84	5	3	0	1	0	0	0	9
12:00	6	5	2	12	0	0	0	25	1	2	1	0	0	0	0	4
12:15	8	8	3	5	0	0	0	24	1	0	0	2	0	0	0	3
12:30	8	6	4	4	0	0	0	22	0	0	0	0	0	0	0	0
12:45	2	5	0	12	0	0	0	19	2	0	0	0	0	0	0	2
H/TOT	24	24	9	33	0	0	0	90	4	2	1	2	0	0	0	9
13:00	5	4	0	9	0	0	0	18	0	1	1	1	0	0	0	3
13:15	4	4	3	9	0	0	0	20	2	0	0	1	0	0	0	3
13:30	0	0	2	8	0	0	0	10	2	1	0	0	0	0	0	3
13:45	10	3	2	11	0	0	0	26	1	0	0	1	1	0	0	3
H/TOT	19	11	7	37	0	0	0	74	5	2	1	3	1	0	0	12
14:00	4	1	0	17	0	0	0	22	1	0	0	0	0	0	0	1
14:15	7	7	1	11	0	0	0	26	3	1	0	0	0	0	0	4
14:30	3	0	1	8	0	1	0	13	1	1	0	1	0	0	0	3
14:45	9	2	4	8	1	0	0	24	2	0	1	0	0	0	0	3
H/TOT	23	10	6	44	1	1	0	85	7	2	1	1	0	0	0	11
15:00	8	8	6	13	0	0	0	35	1	1	0	0	0	0	0	2
15:15	4	5	3	12	0	0	0	24	2	0	0	0	0	0	0	2
15:30	7	6	4	7	0	0	0	24	1	0	0	0	0	0	0	1
15:45	5	6	5	14	0	0	0	30	2	1	0	0	0	0	0	3
H/TOT	24	25	18	46	0	0	0	113	6	2	0	0	0	0	0	8
16:00	7	4	0	10	0	0	0	21	5	0	0	0	0	0	0	5
16:15	11	1	0	8	1	0	0	21	0	0	0	0	0	0	0	0
16:30	9	3	3	6	0	0	0	21	0	0	0	0	0	0	0	0
16:45	2	1	0	5	2	0	0	10	2	0	0	0	0	0	0	2
H/TOT	29	9	3	29	3	0	0	73	7	0	0	0	0	0	0	7
17:00	1	1	0	8	0	0	0	10	1	1	0	0	0	0	0	2
17:15	6	1	0	5	0	0	0	12	3	0	0	0	0	0	0	3
17:30	1	0	0	8	0	0	0	9	3	1	0	0	0	0	0	4
17:45	1	2	0	2	0	0	0	5	3	0	0	0	0	0	0	3
H/TOT	9	4	0	23	0	0	0	36	10	2	0	0	0	0	0	12
18:00	2	0	0	4	0	0	0	6	1	2	0	0	0	0	0	3
18:15	2	0	0	1	0	0	0	3	2	0	0	0	0	0	0	2
18:30	4	1	0	3	1	0	0	9	1	0	0	0	0	0	0	1
18:45	3	0	0	0	2	0	0	5	0	1	0	0	0	0	0	1
H/TOT	11	1	0	8	3	0	0	23	4	3	0	0	0	0	0	7
P/TOT	454	182	81	356	10	1	0	1084	94	28	6	10	3	0	0	141

	C to C								D to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
07:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	2	0	0	3	0	0	0	5
07:45	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3
H/TOT	2	0	0	0	0	0	0	2	8	0	0	4	0	0	0	12
08:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
08:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
08:30	0	0	1	0	0	0	0	1	22	1	0	1	0	0	0	24
08:45	0	0	0	0	0	0	0	0	6	1	1	0	0	0	0	8
H/TOT	0	0	1	0	0	0	0	1	34	2	1	1	0	0	0	38
09:00	1	0	0	0	0	0	0	1	1	0	0	2	0	0	0	3
09:15	0	0	1	0	0	0	0	1	0	2	1	0	0	0	0	3
09:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
H/TOT	2	0	1	0	0	0	0	3	6	3	1	2	0	0	0	12
10:00	2	1	1	0	0	0	0	4	1	0	0	0	0	0	0	1
10:15	2	0	0	0	0	0	0	2	2	0	0	0	1	0	0	3
10:30	2	0	0	0	0	0	0	2	2	0	1	0	0	0	0	3
10:45	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	7	1	1	1	0	0	0	10	5	0	1	0	1	0	0	7
11:00	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
11:30	5	0	0	2	0	0	0	7	0	2	1	0	0	0	0	3
11:45	3	0	0	0	0	0	0	3	2	1	0	0	0	0	0	3
H/TOT	10	0	0	2	0	0	0	12	3	4	1	1	0	0	0	9
12:00	2	3	0	2	0	0	0	7	1	1	0	0	0	0	0	2
12:15	1	1	0	0	0	0	0	2	0	1	1	0	0	0	0	2
12:30	3	0	0	0	0	0	0	3	0	1	1	0	0	0	0	2
12:45	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	2
H/TOT	6	4	1	2	0	0	0	13	1	3	3	1	0	0	0	8
13:00	1	1	0	0	0	0	0	2	0	1	0	0	0	0	0	1
13:15	2	1	0	0	0	0	0	3	1	1	0	0	0	0	0	2
13:30	2	0	0	0	0	0	0	2	3	1	2	0	0	0	0	6
13:45	1	0	0	0	0	0	0	1	1	1	1	0	0	0	0	3
H/TOT	6	2	0	0	0	0	0	8	5	4	3	0	0	0	0	12
14:00	2	1	0	0	0	0	0	3	4	2	1	1	1	0	0	9
14:15	1	2	1	0	0	0	0	4	2	0	1	0	0	0	0	3
14:30	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
14:45	4	2	0	0	0	0	0	6	4	1	0	1	0	0	0	6
H/TOT	7	7	1	0	0	0	0	15	10	3	2	2	1	0	0	18
15:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
15:15	3	0	0	0	0	0	0	3	2	0	2	0	0	0	0	4
15:30	3	1	0	0	0	0	0	4	4	3	1	0	0	0	0	8
15:45	5	1	0	1	0	0	0	7	2	0	0	1	1	0	0	4
H/TOT	13	2	0	1	0	0	0	16	10	3	3	1	1	0	0	18
16:00	1	1	0	0	0	0	0	2	13	0	1	0	0	0	0	14
16:15	2	2	0	0	0	0	0	4	10	1	0	0	0	0	0	11
16:30	0	0	0	0	0	0	0	0	6	1	1	0	0	1	0	9
16:45	2	0	0	0	0	0	0	2	4	0	1	1	0	0	0	6
H/TOT	5	3	0	0	0	0	0	8	33	2	3	1	0	1	0	40
17:00	1	0	0	0	0	0	0	1	4	1	0	0	0	0	0	5
17:15	1	0	0	0	0	0	0	1	11	2	0	0	0	0	0	13
17:30	3	2	0	0	0	0	0	5	6	1	0	0	0	0	0	7
17:45	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
H/TOT	9	2	0	0	0	0	0	11	24	4	0	0	0	0	0	28
18:00	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
18:30	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
18:45	1	0	0	0	0	0	0	1	3	0	0	1	0	0	0	4
H/TOT	4	0	0	0	0	0	0	4	9	1	0	1	0	0	0	11
P/TOT	71	21	5	6	0	0	0	103	148	29	18	14	3	1	0	213

	D to B								D to A							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	30	4	0	0	0	0	0	34	31	1	1	0	0	0	0	33
07:15	30	5	0	1	0	0	0	36	13	5	0	0	0	0	0	18
07:30	52	7	4	0	0	0	0	63	31	7	3	0	0	0	0	41
07:45	62	4	0	0	1	0	0	67	26	4	0	2	0	0	0	32
H/TOT	174	20	4	1	1	0	0	200	101	17	4	2	0	0	0	124
08:00	60	6	0	0	0	0	0	66	41	5	3	2	1	0	0	52
08:15	57	7	2	1	0	1	0	68	44	5	0	1	0	0	0	50
08:30	59	12	1	0	0	0	0	72	36	5	2	2	0	1	0	46
08:45	80	5	5	0	2	1	0	93	36	4	0	1	1	0	0	42
H/TOT	256	30	8	1	2	2	0	299	157	19	5	6	2	1	0	190
09:00	89	4	2	1	0	0	0	96	36	9	1	0	0	0	0	46
09:15	57	2	1	1	0	0	0	61	21	7	2	3	0	0	0	33
09:30	61	6	2	0	0	0	0	69	29	12	1	3	0	0	0	45
09:45	49	12	1	0	1	0	0	63	33	7	3	0	0	0	0	43
H/TOT	256	24	6	2	1	0	0	289	119	35	7	6	0	0	0	167
10:00	62	1	2	1	0	0	0	66	19	4	1	2	0	0	0	26
10:15	57	2	0	2	0	0	0	61	14	4	2	0	0	0	0	20
10:30	61	6	0	0	0	0	0	67	24	1	1	1	0	0	0	27
10:45	46	13	2	0	1	0	0	62	18	2	0	0	0	0	0	20
H/TOT	226	22	4	3	1	0	0	256	75	11	4	3	0	0	0	93
11:00	53	4	0	0	0	0	0	57	12	2	0	0	0	0	0	14
11:15	50	5	2	0	0	0	0	57	11	0	0	1	0	0	0	12
11:30	56	7	0	1	0	0	0	64	12	2	1	3	0	0	0	18
11:45	62	11	1	0	0	1	0	75	14	3	2	0	0	0	0	19
H/TOT	221	27	3	1	0	1	0	253	49	7	3	4	0	0	0	63
12:00	67	6	0	2	0	0	0	75	12	0	2	0	0	0	0	14
12:15	43	0	0	0	0	0	0	43	15	5	0	1	0	0	0	21
12:30	53	4	4	1	0	0	0	62	11	4	0	1	1	0	0	17
12:45	40	8	0	0	1	1	0	50	13	3	3	2	0	0	0	21
H/TOT	203	18	4	3	1	1	0	230	51	12	5	4	1	0	0	73
13:00	32	8	0	0	0	1	0	41	19	4	0	3	0	0	0	26
13:15	54	5	0	1	0	0	0	60	17	0	0	0	0	0	0	17
13:30	55	5	3	0	0	0	0	63	18	2	2	1	0	0	0	23
13:45	43	4	2	0	1	0	0	50	16	2	0	0	0	0	0	18
H/TOT	184	22	5	1	1	1	0	214	70	8	2	4	0	0	0	84
14:00	36	4	2	0	0	0	0	42	25	3	0	2	0	0	0	30
14:15	45	2	0	0	0	1	0	48	16	1	2	1	0	0	0	20
14:30	51	4	0	0	0	0	0	55	12	3	1	1	0	0	0	17
14:45	54	10	1	0	1	0	0	66	31	8	0	0	0	0	0	39
H/TOT	186	20	3	0	1	1	0	211	84	15	3	4	0	0	0	106
15:00	45	3	0	0	1	0	0	49	27	3	1	3	0	0	0	34
15:15	54	7	0	1	1	0	0	63	31	6	2	0	0	0	0	39
15:30	68	3	0	1	0	1	0	73	28	2	0	1	1	0	0	32
15:45	78	7	1	0	1	0	0	87	31	7	1	3	0	0	0	42
H/TOT	245	20	1	2	3	1	0	272	117	18	4	7	1	0	0	147
16:00	101	10	0	0	0	0	0	111	56	9	0	0	0	0	0	65
16:15	54	10	0	0	0	3	0	67	35	6	0	0	0	0	0	41
16:30	76	5	1	0	0	0	0	82	41	3	0	2	0	0	0	46
16:45	89	9	0	0	0	0	0	98	36	5	0	0	0	0	0	41
H/TOT	320	34	1	0	0	3	0	358	168	23	0	2	0	0	0	193
17:00	72	7	1	0	1	2	0	83	50	9	0	0	0	0	0	59
17:15	127	20	1	0	1	1	0	150	80	10	0	3	0	0	0	93
17:30	99	9	1	0	0	0	0	109	56	5	0	0	0	0	0	61
17:45	73	10	0	0	1	1	0	85	29	1	0	0	0	0	0	30
H/TOT	371	46	3	0	3	4	0	427	215	25	0	3	0	0	0	243
18:00	69	7	0	0	0	1	1	78	28	4	1	0	0	0	0	33
18:15	49	3	0	0	0	0	0	52	14	2	0	0	0	0	0	16
18:30	57	2	0	1	0	1	0	61	18	3	0	0	0	0	0	21
18:45	81	7	0	0	1	1	0	90	20	0	0	0	0	1	0	21
H/TOT	256	19	0	1	1	3	1	281	80	9	1	0	0	1	0	91
P/TOT	2898	302	42	15	15	17	1	3290	1286	199	38	45	4	2	0	1574

	D to E								D to D							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	9	1	1	1	0	0	0	12	0	0	0	0	0	0	0	0
07:15	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
07:30	9	3	0	0	0	0	0	12	0	0	0	0	0	0	0	0
07:45	20	5	0	0	0	0	0	25	0	0	0	0	0	0	0	0
H/TOT	46	10	1	1	0	0	0	58	0	0	0	0	0	0	0	0
08:00	16	6	0	2	0	0	0	24	0	0	0	0	0	0	0	0
08:15	14	6	0	2	0	2	0	24	0	0	0	0	0	0	0	0
08:30	20	3	3	2	0	0	0	28	0	0	0	0	0	0	0	0
08:45	16	4	0	0	0	0	0	20	0	0	0	0	0	0	0	0
H/TOT	66	19	3	6	0	2	0	96	0	0	0	0	0	0	0	0
09:00	13	4	2	5	0	0	0	24	0	0	0	0	0	0	0	0
09:15	5	3	1	2	0	0	0	11	0	0	0	0	0	0	0	0
09:30	6	5	1	1	0	0	0	13	0	0	0	0	0	0	0	0
09:45	3	2	1	0	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	27	14	5	8	0	0	0	54	0	0	0	0	0	0	0	0
10:00	9	2	0	2	0	0	0	13	0	0	0	0	0	0	0	0
10:15	1	1	1	0	0	0	0	3	0	0	0	0	0	0	0	0
10:30	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0
10:45	6	1	1	3	0	0	0	11	0	0	0	0	0	0	0	0
H/TOT	20	6	2	5	0	0	0	33	0	0	0	0	0	0	0	0
11:00	1	7	0	4	0	0	0	12	0	0	0	0	0	0	0	0
11:15	6	1	1	2	0	0	0	10	0	0	0	0	0	0	0	0
11:30	3	2	1	2	0	0	0	8	0	0	0	0	0	0	0	0
11:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	12	10	2	8	0	0	0	32	0	0	0	0	0	0	0	0
12:00	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
12:15	4	1	3	0	0	0	0	8	0	0	0	0	0	0	0	0
12:30	6	1	0	3	0	0	0	10	1	0	0	0	0	0	0	1
12:45	3	3	0	0	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	18	6	3	3	0	0	0	30	1	0	0	0	0	0	0	1
13:00	3	3	2	0	0	0	0	8	0	0	0	0	0	0	0	0
13:15	3	3	2	1	0	0	0	9	0	0	0	0	0	0	0	0
13:30	2	4	0	3	0	0	0	9	0	0	0	0	0	0	0	0
13:45	2	3	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	10	13	4	4	0	0	0	31	0	0	0	0	0	0	0	0
14:00	6	0	2	1	0	0	0	9	0	0	0	0	0	0	0	0
14:15	5	2	1	1	0	0	0	9	0	0	0	0	0	0	0	0
14:30	10	2	0	1	1	0	0	14	0	0	0	0	0	0	0	0
14:45	12	1	3	1	0	0	0	17	0	0	0	0	0	0	0	0
H/TOT	33	5	6	4	1	0	0	49	0	0	0	0	0	0	0	0
15:00	5	4	2	1	0	0	0	12	0	0	0	0	0	0	0	0
15:15	0	1	0	0	0	1	0	2	0	0	0	2	0	0	0	2
15:30	3	0	2	1	0	0	0	6	0	0	0	0	0	0	0	0
15:45	2	0	4	2	0	0	0	8	0	0	0	0	0	0	0	0
H/TOT	10	5	8	4	0	1	0	28	0	0	0	2	0	0	0	2
16:00	4	1	0	2	0	0	0	7	0	0	0	0	0	0	0	0
16:15	1	1	1	1	0	0	0	4	1	0	0	0	0	0	0	1
16:30	1	1	0	1	0	0	0	3	0	0	0	0	0	0	0	0
16:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	8	3	1	4	0	0	0	16	1	0	0	0	0	0	0	1
17:00	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0
17:15	6	1	2	3	0	0	0	12	0	0	0	0	0	0	0	0
17:30	2	0	1	3	0	0	0	6	1	0	0	0	0	0	0	1
17:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	13	3	3	6	0	0	0	25	1	0	0	0	0	0	0	1
18:00	1	1	0	1	0	0	0	3	0	0	0	0	0	0	0	0
18:15	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	2	3	0	1	0	0	0	6	0	0	0	0	0	0	0	0
P/TOT	265	97	38	54	1	3	0	458	3	0	0	2	0	0	0	5

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 20/03/2024

LOCATION: M53 Jct 10 DAY: Wednesday

SITE: 1 DATE: 20/03/2024
LOCATION: M53 Jct 10 DAY: Wednesday
SITE: 1 20/03/2024
LOCATION: M53 Jct 10 Wednesday
SITE: 1 DATE: 20/03/2024
LOCATION: M53 Jct 10 DAY: Wednesday

TIME	E to D CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	E to C CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	2	2	0	0	0	5	0	3	5	6	0	0	0	14
07:15	0	2	2	1	0	1	0	6	0	2	0	7	1	0	0	10
07:30	3	3	6	2	0	0	0	14	2	1	1	12	0	0	0	16
07:45	1	6	6	0	0	0	0	13	3	2	1	6	0	0	0	12
H/TOT	5	11	16	5	0	1	0	38	5	8	7	31	1	0	0	52
08:00	3	1	1	2	0	0	0	7	5	4	1	4	0	0	0	14
08:15	5	3	1	2	0	0	0	11	5	3	1	8	0	0	0	17
08:30	4	1	1	1	0	0	0	7	1	6	2	5	0	0	0	14
08:45	3	0	1	3	0	0	0	7	5	2	2	7	0	0	0	16
H/TOT	15	5	4	8	0	0	0	32	16	15	6	24	0	0	0	61
09:00	4	3	1	0	0	0	0	8	5	4	1	8	0	0	0	18
09:15	3	2	1	2	0	0	0	8	7	4	4	13	0	0	0	28
09:30	3	2	0	1	0	0	0	6	12	7	2	6	0	0	0	27
09:45	6	2	0	0	0	0	0	8	6	3	4	8	0	0	0	21
H/TOT	16	9	2	3	0	0	0	30	30	18	11	35	0	0	0	94
10:00	4	3	1	1	0	0	0	9	5	3	2	4	0	0	0	14
10:15	4	4	0	2	0	0	0	10	6	4	6	11	0	0	0	27
10:30	1	4	0	3	0	0	0	8	7	3	2	11	0	0	0	23
10:45	6	1	2	1	0	0	0	10	9	3	3	12	0	0	0	27
H/TOT	15	12	3	7	0	0	0	37	27	13	13	38	0	0	0	91
11:00	6	4	1	0	0	0	0	11	10	7	3	10	0	0	0	30
11:15	3	3	0	1	0	0	0	7	4	3	1	5	0	0	0	13
11:30	5	2	0	3	0	0	0	10	8	9	0	5	1	0	0	23
11:45	3	2	0	1	0	0	0	6	14	6	1	5	0	0	0	26
H/TOT	17	11	1	5	0	0	0	34	36	25	5	25	1	0	0	92
12:00	4	3	0	3	0	0	0	10	7	7	2	5	0	0	0	21
12:15	5	5	2	1	0	0	0	13	8	6	1	12	0	0	0	27
12:30	7	4	1	0	0	0	0	12	9	5	2	7	0	0	0	23
12:45	5	5	0	0	0	0	0	10	6	3	1	7	0	0	0	17
H/TOT	21	17	3	4	0	0	0	45	30	21	6	31	0	0	0	88
13:00	9	2	0	0	0	0	0	11	14	3	1	6	1	0	0	25
13:15	4	3	2	0	0	0	0	9	6	4	0	6	0	0	0	16
13:30	6	4	1	0	0	0	0	11	12	7	8	5	0	0	0	32
13:45	4	2	1	2	0	0	0	9	4	1	1	6	0	0	0	12
H/TOT	23	11	4	2	0	0	0	40	36	15	10	23	1	0	0	85
14:00	6	1	0	1	0	0	0	8	17	5	3	8	1	0	0	34
14:15	4	3	0	1	0	0	0	8	6	5	0	12	0	0	0	23
14:30	9	3	0	3	0	0	0	15	16	5	2	4	0	0	0	27
14:45	3	3	0	0	0	0	0	6	11	1	1	5	0	0	0	18
H/TOT	22	10	0	5	0	0	0	37	50	16	6	29	1	0	0	102
15:00	12	3	0	1	0	0	0	16	23	5	2	5	0	0	0	35
15:15	4	0	0	2	0	0	0	6	13	4	2	5	0	0	0	24
15:30	5	1	0	1	0	0	0	7	17	3	1	3	1	0	0	25
15:45	7	0	1	1	0	0	0	9	8	9	2	6	0	0	0	25
H/TOT	28	4	1	5	0	0	0	38	61	21	7	19	1	0	0	109
16:00	14	2	1	1	0	0	0	18	35	3	2	11	0	0	0	51
16:15	10	1	1	1	0	0	0	13	14	7	1	8	0	0	0	30
16:30	15	1	0	1	0	1	0	18	44	11	0	4	0	0	0	59
16:45	9	3	0	1	0	1	0	14	38	9	2	8	0	0	0	57
H/TOT	48	7	2	4	0	2	0	63	131	30	5	31	0	0	0	197
17:00	18	2	0	0	0	0	0	20	51	3	0	6	0	0	0	60
17:15	7	2	0	0	0	0	0	9	24	4	0	8	0	0	0	36
17:30	3	1	0	1	0	0	0	5	22	6	0	4	0	0	0	32
17:45	5	0	0	0	0	0	0	5	17	1	1	5	0	0	0	24
H/TOT	33	5	0	1	0	0	0	39	114	14	1	23	0	0	0	152
18:00	4	0	0	0	0	0	0	4	11	3	0	4	0	1	0	19
18:15	1	0	0	2	0	0	0	3	9	3	0	5	0	0	0	17
18:30	2	0	0	1	0	0	0	3	6	0	0	5	0	0	0	11
18:45	2	0	0	0	0	0	0	2	2	1	0	6	0	0	0	9
H/TOT	9	0	0	3	0	0	0	12	28	7	0	20	0	1	0	56
P/TOT	252	102	36	52	0	3	0	445	564	203	77	329	5	1	0	1179

TIME	E to B CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	E to A CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	2	0	5	1	0	0	12	0	2	0	0	0	0	0	2
07:15	2	2	0	4	1	0	0	9	0	2	1	0	0	0	0	3
07:30	3	3	2	1	0	0	0	9	2	0	0	0	0	0	0	2
07:45	2	3	0	1	0	0	0	6	0	2	0	0	0	0	0	2
H/TOT	11	10	2	11	2	0	0	36	2	6	1	0	0	0	0	9
08:00	7	10	0	2	0	0	0	19	1	1	2	0	0	0	0	4
08:15	12	3	0	2	0	0	0	17	1	5	0	1	0	0	0	7
08:30	12	11	0	2	0	0	0	25	1	4	2	2	0	0	0	9
08:45	9	3	1	0	0	0	0	13	3	3	0	2	0	0	0	8
H/TOT	40	27	1	6	0	0	0	74	6	13	4	5	0	0	0	28
09:00	4	4	1	2	0	0	0	11	0	4	0	1	0	0	0	5
09:15	5	12	4	3	0	0	0	24	0	1	0	0	0	0	0	1
09:30	4	7	0	3	0	0	0	14	0	1	0	0	0	0	0	1
09:45	14	7	1	4	0	0	0	26	0	3	0	0	0	0	0	3
H/TOT	27	30	6	12	0	0	0	75	0	9	0	1	0	0	0	10
10:00	13	7	1	2	0	0	0	23	0	0	0	0	0	0	0	0
10:15	14	5	2	0	0	0	0	21	3	1	1	0	0	0	0	5
10:30	13	8	0	4	0	0	0	25	0	1	0	0	0	0	0	1
10:45	24	5	1	0	0	0	0	30	0	0	0	0	0	0	0	0
H/TOT	64	25	4	6	0	0	0	99	3	2	1	0	0	0	0	6
11:00	13	2	1	2	0	0	0	18	5	1	0	2	0	0	0	8
11:15	18	7	1	3	0	0	0	29	3	2	1	0	0	0	0	6
11:30	22	3	2	4	0	0	0	31	2	1	1	1	0	0	0	5
11:45	30	2	1	2	0	0	0	35	4	0	1	0	0	0	0	5
H/TOT	83	14	5	11	0	0	0	113	14	4	3	3	0	0	0	24
12:00	37	11	2	1	0	0	0	51	5	2	0	0	0	0	0	7
12:15	27	5	2	4	0	0	0	38	1	2	0	1	0	0	0	4
12:30	27	3	0	2	0	0	0	32	7	4	0	0	0	0	0	11
12:45	23	5	0	2	0	0	0	30	3	4	0	1	0	0	0	8
H/TOT	114	24	4	9	0	0	0	151	16	12	0	2	0	0	0	30
13:00	23	5	0	1	0	0	0	29	5	2	0	0	0	0	0	7
13:15	17	8	1	1	0	0	0	27	1	3	0	4	0	0	0	8
13:30	18	5	1	3	0	0	0	27	5	1	0	1	0	0	0	7
13:45	18	3	1	1	0	0	0	23	4	2	0	1	0	0	0	7
H/TOT	76	21	3	6	0	0	0	106	15	8	0	6	0	0	0	29
14:00	22	4	3	2	0	1	0	32	8	0	0	0	0	0	0	8
14:15	21	6	1	2	1	2	0	33	0	4	0	0	0	0	0	4
14:30	17	5	0	1	0	0	0	23	6	0	0	1	0	0	0	7
14:45	21	4	0	2	0	0	0	27	3	3	0	3	0	0	0	9
H/TOT	81	19	4	7	1	3	0	115	17	7	0	4	0	0	0	28
15:00	14	3	4	1	0	0	0	22	4	1	0	0	0	0	0	5
15:15	13	5	2	1	0	0	0	21	3	0	1	0	0	0	0	4
15:30	19	5	1	0	0	0	0	25	5	0	0	0	0	0	0	5
15:45	24	8	0	1	0	0	0	33	3	4	0	0	0	0	0	7
H/TOT	70	21	7	3	0	0	0	101	15	5	1	0	0	0	0	21
16:00	37	6	2	0	1	0	0	46	4	3	0	1	0	0	0	8
16:15	24	3	0	0	0	0	0	27	9	2	0	0	0	0	0	11
16:30	52	2	1	1	0	1	0	57	5	3	0	0	0	0	0	8
16:45	28	3	1	1	0	0	0	33	7	0	0	0	0	0	0	7
H/TOT	141	14	4	2	1	1	0	163	25	8	0	1	0	0	0	34
17:00	58	5	0	1	0	0	0	64	16	1	0	0	0	0	0	17
17:15	34	1	0	1	0	0	0	36	6	0	0	0	0	0	0	6
17:30	29	2	0	0	0	0	0	31	9	0	0	2	0	0	0	11
17:45	17	1	0	0	0	0	0	18	8	1	0	0	0	0	0	9
H/TOT	138	9	0	2	0	0	0	149	39	2	0	2	0	0	0	43
18:00	22	0	0	0	0	0	0	22	5	1	0	0	0	0	0	6
18:15	18	0	0	0	0	0	0	18	3	0	0	0	0	0	0	3
18:30	9	0	0	0	0	0	0	9	4	0	0	0	0	0	0	4
18:45	8	0	0	0	0	0	0	8	6	0	0	0	0	0	0	6
H/TOT	57	0	0	0	0	0	0	57	18	1	0	0	0	0	0	19
P/TOT	902	214	40	75	4	4	0	1239	170	77	10	24	0	0	0	281

TIME	E to E CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	TO ARM A CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	FROM ARM A CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	59	11	1	0	0	0	0	71	89	6	8	3	0	1	0	107
07:15	47	18	2	0	0	0	0	67	130	25	0	5	1	0	0	161
07:30	80	19	6	0	0	0	0	105	210	21	1	8	2	1	0	243
07:45	92	12	2	2	1	1	0	110	245	34	5	2	1	0	0	287
H/TOT	278	60	11	2	1	1	0	353	674	86	14	18	4	2	0	798
08:00	104	13	6	2	1	0	0	126	226	32	6	3	0	0	0	267
08:15	104	16	5	5	0	0	0	130	239	35	3	3	0	0	0	280
08:30	88	19	5	4	0	1	0	117	190	14	3	3	0	0	0	210
08:45	94	15	2	3	1	0	0	115	174	26	4	6	0	0	0	210
H/TOT	390	63	18	14	2	1	0	488	829	107	16	15	0	0	0	967
09:00	80	19	2	2	0	0	0	103	132	17	2	3	1	0	0	155
09:15	66	20	3	3	0	0	0	92	126	19	4	3	0	0	0	152
09:30	64	20	2	3	1	0	0	90	101	23	2	1	0	1	0	128
09:45	82	18	4	0	0	0	0	104	123	17	2	1	1	0	0	144
H/TOT	292	77	11	8	1	0	0	389	482	76	10	8	2	1	0	579
10:00	73	8	2	2	1	0	0	86	123	23	2	1	1	0	0	150
10:15	58	16	6	2	0	0	0	82	97	22	0	1	0	0	0	120
10:30	76	12	1	1	0	0	0	90	98	13	1	6	0	0	0	118
10:45	74	5	1	0	0	0	0	80	133	14	2	2	0	0	0	151
H/TOT	281	41	10	5	1	0	0	338	451	72	5	10	1	0	0	539
11:00	75	14	1	4	0	0	0	94	121	14	4	2	0	0	0	141
11:15	72	15	2	2	0	1	0	92	121	18	3	1	0	0	0	143
11:30	77	5	2	4	0	0	0	88	106	14	2	2	0	0	0	124
11:45	96	7	4	1	0	0	0	108	136	11	2	0	0	1	0	150
H/TOT	320	41	9	11	0	1	0	382	484	57	11	5	0	1	0	558
12:00	85	15	3	1	0	0	0	104	136	16	2	3	0	0	0	157
12:15	100	17	4	2	0	0	0	123	127	18	3	0	0	0	0	148
12:30	122	11	1	4	1	0	0	139	123	11	4	2	0	0	0	140
12:45	121	14	4	3	0	0	0	142	121	10	3	0	0	1	0	135
H/TOT	428	57	12	10	1	0	0	508	507	55	12	5	0	1	0	580
13:00	104	8	1	4	0	0	0	117	106	16	1	2	0	0	0	125
13:15	116	9	1	6	0	1	0	133	115	16	5	4	0	0	0	140
13:30	113	16	3	4	0	0	0	136	101	13	3	4	0	1	0	122
13:45	93	8	1	4	0	0	0	106	103	16	4	0	0	0	0	123
H/TOT	426	41	6	18	0	1	0	492	425	61	13	10	0	1	0	510
14:00	134	14	0	3	0	0	0	151	130	14	0	4	0	0	0	148
14:15	130	9	3	2	0	0	0	144	99	23	3	3	0	0	0	128
14:30	109	7	2	2	1	0	0	121	99	10	2	6	0	0	0	117
14:45	113	19	2	4	0	0	0	138	108	13	1	2	1	0	0	125
H/TOT	486	49	7	11	1	0	0	554	436	60	6	15	1	0	0	518
15:00	122	17	2	3	0	0	0	144	98	16	3	3	0	0	0	120
15:15	138	15	5	1	1	0	0	160	108	17	0	1	0	0	0	126
15:30	142	15	0	1	1	0	0	159	96	14	2	3	1	1	0	117
15:45	133	21	2	3	0	1	0	160	120	10	1	1	0	0	0	132
H/TOT	535	68	9	8	2	1	0	623	422	57	6	8	1	1	0	495
16:00	175	19	1	2	1	0	0	198	145	19	2	1	0	0	0	167
16:15	165	20	1	1	2	0	0	189	133	21	3	1	1	0	0	159
16:30	162	12	1	2	0	0	0	177	127	17	3	1	0	0	0	148
16:45	153	12	0	0	0	0	0	165	184	18	0	2	1	0	0	205
H/TOT	655	63	3	5	3	0	0	729	589	75	8	5	2	0	0	679
17:00	213	12	0	0	0	0	0	225	164	16	0	1	0	0	0	181
17:15	211	11	0	3	0	0	0	225	145	4	3	1	0	0	0	153
17:30	182	11	0	2	1	0	0	196	139	10	0	0	0	0	0	149
17:45	155	8	0	0	0	0	0	163	161	11	3	0	0	1	2	178
H/TOT	761	42	0	5	1	0	0	809	609	41	6	2	0	1	2	661
18:00	164	10	1	1	0	0	0	176	103	6	0	1	0	1	0	111
18:15	119	8	0	0	0	0	0	127	113	6	1	1	0	0	0	121
18:30	115	11	0	0	0	0	0	126	85	9	0	0	0	0	0	94
18:45	114	2	0	0	0	1	0	117	81	2	0	1	0	0	0	84
H/TOT	512	31	1	1	0	1	0	546	382	23	1	3	0	1	0	410
P/TOT	5364	633	97	98	13	6	0	6211	6290	770	108	104	11	9	2	7294

TIME	TO ARM B CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	FROM ARM B CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	151	26	6	7	1	1	0	192	212	42	7	0	0	0	0	261
07:15	166	34	1	5	2	0	0	208	209	46	4	1	0	0	0	260
07:30	272	34	10	3	1	0	0	320	297	49	6	6	1	2	0	361
07:45	294	34	4	7	1	0	0	340	277	42	2	3	2	3	0	329
H/TOT	883	128	21	22	5	1	0	1060	995	179	19	10	3	5	0	1211
08:00	308	39	2	3	0	0	0	352	285	42	5	4	1	2	0	339
08:15	327	38	6	5	0	2	0	378	300	46	8	5	0	0	0	359
08:30	326	42	7	4	0	0	0	379	188	36	5	1	1	0	1	232
08:45	373	35	10	2	3	1	0	424	223	24	6	5	0	0	0	258
H/TOT	1334	154	25	14	3	3	0	1533	996	148	24	15	2	2	1	1188
09:00	355	26	5	4	1	0	0	391	169	25	7	5	1	0	0	207
09:15	272	36	9	6	1	0	0	324	152	29	5	5	0	0	1	192
09:30	312	40	7	4	0	1	0	364	130	30	2	6	2	0	0	170
09:45	341	42	6	7	1	0	0	397	154	26	6	2	0	0	0	188
H/TOT	1280	144	27	21	3	1	0	1476	605	110	20	18	3	0	1	757
10:00	369	35	6	4	2	0	0	416	144	20	4	4	2	0	0	174
10:15	321	34	4	8	1	0	0	368	148	43	4	7	0	0	0	202
10:30	310	31	2	6	2	0	0	351	164	31	5	6	0	0	0	206
10:45	347	38	5	0	2	0	0	392	152	26	6	0	0	0	0	184
H/TOT	1347	138	17	18	7	0	0	1527	608	120	19	17	2	0	0	766
11:00	334	26	7	4	1	0	0	372	196	30	4	7	0	0	0	237
11:15	330	32	6	4	1	0	0	373	214	28	3	9	0	1	0	255
11:30	324	33	9	6	0	0	0	372	221	19	8	6	1	0	0	255
11:45	349	30	3	5	0	2	0	389	248	18	10	6	1	0	0	283
H/TOT	1337	121	25	19	2	2	0	1506	879	95	25	28	2	1	0	1030
12:00	333	34	3	7	0	0	0	377	257	34	2	3	1	0	0	297
12:15	328	23	7	6	0	0	0	364	266	34	7	4	0	0	0	311
12:30	355	26	6	4	0	1	0	392	303	16	6	6	0	0	0	331
12:45	283	32	3	2	1	1	0	322	302	23	4	4	0	0	0	333
H/TOT	1299	115	19	19	1	2	0	1455	1128	107	19	17	1	0	0	1272
13:00	260	32	3	4	0	1	0	300	262	24	4	6	1	0	0	297
13:15	294	27	10	4	0	0	0	335	299	25	4	6	0	1	0	335
13:30	287	26	6	5	0	1	0	325	307	36	4	5	0	1	0	353
13:45	282	26	8	5	3	0	0	324	283	22	6	8	1	0	0	320
H/TOT	1123	111	27	18	3	2	0	1284	1151	107	18	25	2	2	0	1305
14:00	254	23	6	4	0	1	0	288	326	29	4	3	2	2	0	366
14:15	279	35	4	7	1	3	0	329	344	21	2	4	2	0	0	373
14:30	275	30	1	4	0	0	0	310	323	24	6	4	1	0	0	358
14:45	295	38	3	4	1	0	0	341	299	24	7	6	2	0	0	338
H/TOT	1103	126	14	19	2	4	0	1268	1292	98	19	17	7	2	0	1435
15:00	271	32	9	1	1	0	0	314	312	42	6	9	1	0	0	370
15:15	274	36	3	2	3	0	0	318	344	30	7	7	1	1	0	390
15:30	298	35	3	3	0	2	0	341	335	32	2	2	1	0	0	372
15:45	342	44	4	2	1	0	0	393	364	29	2	3	1	1	0	400
H/TOT	1185	147	19	8	5	2	0	1366	1355	133	17	21	4	2	0	1532
16:00	412	43	4	1	1	1	0	462	360	32	6	4	2	0	0	404
16:15	349	41	1	1	2	3	0	397	368	35	4	1	3	0	0	411
16:30	398	36	3	2	0	3	0	442	357	33	1	2	0	0	0	393
16:45	449	37	4	2	2	0	0	494	317	21	1	3	1	0	0	343
H/TOT	1608	157	12	6	5	7	0	1795	1402	121	12	10	6	0	0	1551
17:00	413	44	3	1	1	2	0	464	420	13	1	3	2	1	0	440
17:15	477	32	3	2	1	2	0	517	380	10	0	1	0	0	0	391
17:30	418	27	3	0	0	0	0	448	337	24	3	2	2	2	0	370
17:45	434	31	2	0	1	2	0	470	334	17	2	1	1	1	0	356
H/TOT	1742	134	11	3	3	6	0	1899	1471	64	6	7	5	4	0	1557
18:00	360	18	0	0	0	2	1	381	372	17	1	2	1	1	0	394
18:15	314	17	0	1	0	0	0	332	318	12	1	1	0	2	0	334
18:30	261	10	0	1	0	2	0	274	281	14	0	1	0	0	0	296
18:45	272	14	0	0	1	1	0	288	246	8	1	1	0	0	0	256
H/TOT	1207	59	0	2	1	5	1	1275	1217	51	3	5	1	3	0	1280
P/TOT	15448	1534	217	169	40	35	1	17444	13099	1333	201	190	38	21	2	14884

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 20/03/2024
LOCATION: M53 Jct 10 DAY: Wednesday

TIME	TO ARM C CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	FROM ARM C CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	92	18	8	7	0	0	0	125	102	29	5	6	0	1	0	143
07:15	69	18	0	7	1	0	0	95	115	25	1	5	0	0	0	146
07:30	89	20	2	15	0	0	0	126	164	22	7	4	1	0	0	198
07:45	85	19	1	8	0	1	0	114	175	29	5	10	0	0	0	219
H/TOT	335	75	11	37	1	1	0	460	556	105	18	25	1	1	0	706
08:00	110	18	2	5	0	1	0	136	180	26	0	7	0	0	0	213
08:15	106	12	1	10	0	0	0	129	172	19	2	8	1	1	0	203
08:30	97	16	3	8	0	0	0	124	155	19	12	13	0	0	0	199
08:45	78	9	3	12	0	0	0	102	169	21	5	6	2	0	0	203
H/TOT	391	55	9	35	0	1	0	491	676	85	19	34	3	1	0	818
09:00	61	12	4	11	0	0	0	88	189	10	4	5	0	0	0	208
09:15	61	14	6	13	0	0	0	94	129	16	7	9	1	0	0	162
09:30	66	21	3	8	0	0	0	98	167	21	6	10	0	0	0	204
09:45	66	11	5	8	0	0	0	90	183	20	7	9	0	0	0	219
H/TOT	254	58	18	40	0	0	0	370	668	67	24	33	1	0	0	793
10:00	59	9	4	4	0	0	0	76	210	20	5	16	2	0	0	253
10:15	67	19	6	13	1	0	0	106	180	16	4	14	1	0	0	215
10:30	79	20	6	11	0	0	0	116	164	19	3	7	3	0	0	196
10:45	60	16	6	13	0	0	0	95	170	13	2	9	1	0	0	195
H/TOT	265	64	22	41	1	0	0	393	724	68	14	46	7	0	0	859
11:00	69	18	5	10	0	0	0	102	178	15	4	11	1	0	0	209
11:15	97	11	3	7	0	0	0	118	174	15	5	5	1	0	0	200
11:30	120	20	4	8	1	0	0	153	184	25	9	6	0	0	0	224
11:45	121	11	7	6	1	0	0	146	160	17	3	13	0	0	0	193
H/TOT	407	60	19	31	2	0	0	519	696	72	21	35	2	0	0	826
12:00	144	23	2	7	0	0	0	176	142	19	4	16	0	0	0	181
12:15	104	18	3	12	0	0	0	137	161	18	6	9	0	0	0	194
12:30	142	12	6	9	0	0	0	169	185	20	5	5	0	1	0	216
12:45	135	14	6	8	0	0	0	163	129	19	4	12	0	0	0	164
H/TOT	525	67	17	36	0	0	0	645	617	76	19	42	0	1	0	755
13:00	131	14	1	6	1	0	0	153	125	13	4	13	0	0	0	155
13:15	138	14	0	8	0	0	0	160	147	13	6	12	0	0	0	178
13:30	161	24	13	7	0	0	0	205	135	10	3	8	0	0	0	156
13:45	159	16	4	6	1	0	0	186	150	12	5	16	3	0	0	186
H/TOT	589	68	18	27	2	0	0	704	557	48	18	49	3	0	0	675
14:00	171	17	6	9	3	0	0	206	120	12	1	19	0	0	0	152
14:15	174	21	3	12	2	0	0	212	145	20	3	15	0	0	0	183
14:30	170	19	4	5	0	0	0	198	136	17	2	10	0	1	0	166
14:45	183	15	3	8	1	0	0	210	156	20	6	10	1	0	0	193
H/TOT	698	72	16	34	6	0	0	826	557	69	12	54	1	1	0	694
15:00	175	24	2	8	1	0	0	210	149	26	9	13	0	0	0	197
15:15	183	17	8	9	0	1	0	218	135	19	4	12	2	0	0	172
15:30	178	13	3	5	2	0	0	201	150	24	5	8	0	1	0	188
15:45	197	19	2	8	1	0	0	227	172	31	8	16	0	0	0	227
H/TOT	733	73	15	30	4	1	0	856	606	100	26	49	2	1	0	784
16:00	226	22	5	11	0	0	0	264	181	24	1	11	0	1	0	218
16:15	192	24	3	8	0	0	0	227	190	20	1	9	2	0	0	222
16:30	220	30	1	4	0	1	0	256	193	25	4	6	0	2	0	230
16:45	172	20	3	9	0	0	0	204	202	18	3	5	3	0	0	231
H/TOT	810	96	12	32	0	1	0	951	766	87	9	31	5	3	0	901
17:00	223	9	0	7	1	0	0	240	169	22	2	8	0	0	0	201
17:15	219	12	0	8	0	0	0	239	216	10	1	6	0	1	0	234
17:30	176	17	1	4	0	0	0	198	196	14	2	8	0	0	0	220
17:45	160	9	1	5	0	0	0	175	225	17	0	2	0	0	0	244
H/TOT	778	47	2	24	1	0	0	852	806	63	5	24	0	1	0	899
18:00	167	10	0	5	0	1	0	183	205	9	0	4	0	0	0	218
18:15	146	5	1	6	0	0	0	158	175	11	0	2	0	0	0	188
18:30	142	5	0	5	0	0	0	152	145	5	0	3	1	1	0	155
18:45	105	4	0	9	0	0	0	118	116	8	0	0	2	0	0	126
H/TOT	560	24	1	25	0	1	0	611	641	33	0	9	3	1	0	687
P/TOT	6345	759	160	392	17	5	0	7678	7870	873	185	431	28	10	0	9397

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 20/03/2024
LOCATION: M53 Jct 10 DAY: Wednesday

TIME	TO ARM D CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	FROM ARM D CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	131	21	10	3	0	1	0	166	72	6	2	1	0	0	0	81
07:15	173	26	3	2	0	1	0	205	53	11	0	1	0	0	0	65
07:30	260	30	9	9	3	2	0	313	94	17	7	3	0	0	0	121
07:45	230	43	9	2	2	1	0	287	110	13	0	3	1	0	0	127
H/TOT	794	120	31	16	5	5	0	971	329	47	9	8	1	0	0	394
08:00	204	36	8	5	1	1	0	255	121	17	3	4	1	0	0	146
08:15	172	34	2	4	0	0	0	212	117	18	2	4	0	3	0	144
08:30	101	18	5	3	0	0	0	127	137	21	6	5	0	1	0	170
08:45	91	15	3	5	0	0	0	114	138	14	6	1	3	1	0	163
H/TOT	568	103	18	17	1	1	0	708	513	70	17	14	4	5	0	623
09:00	83	14	2	3	1	0	0	103	139	17	5	8	0	0	0	169
09:15	60	11	2	2	0	0	1	76	83	14	5	6	0	0	0	108
09:30	43	12	0	1	0	0	0	56	98	23	4	4	0	0	0	129
09:45	50	12	5	0	1	0	0	68	88	22	5	0	1	0	0	116
H/TOT	236	49	9	6	2	0	1	303	408	76	19	18	1	0	0	522
10:00	47	17	4	1	2	0	0	71	91	7	3	5	0	0	0	106
10:15	50	16	0	2	0	0	0	68	74	7	3	2	1	0	0	87
10:30	39	10	1	3	0	0	0	53	91	9	2	1	0	0	0	103
10:45	55	6	4	3	0	0	0	68	70	16	3	3	1	0	0	93
H/TOT	191	49	9	9	2	0	0	260	326	39	11	11	2	0	0	389
11:00	81	10	2	2	0	0	0	95	66	14	0	4	0	0	0	84
11:15	71	11	2	5	0	0	0	89	68	6	3	4	0	0	0	81
11:30	66	8	2	3	1	0	0	80	71	13	3	6	0	0	0	93
11:45	75	10	4	2	0	0	0	91	80	15	3	0	0	1	0	99
H/TOT	293	39	10	12	1	0	0	355	285	48	9	14	0	1	0	357
12:00	82	14	4	3	1	0	0	104	85	8	2	2	0	0	0	97
12:15	71	20	5	3	0	0	0	99	62	7	4	1	0	0	0	74
12:30	71	11	4	1	0	0	0	87	71	10	5	5	1	0	0	92
12:45	68	11	2	1	0	1	0	83	56	14	4	3	1	1	0	79
H/TOT	292	56	15	8	1	1	0	373	274	39	15	11	2	1	0	342
13:00	72	8	3	3	1	0	0	87	54	16	2	3	0	1	0	76
13:15	81	15	4	4	0	0	0	104	75	9	2	2	0	0	0	88
13:30	75	9	1	0	0	1	0	86	78	12	7	4	0	0	0	101
13:45	63	7	3	3	1	0	0	77	62	10	3	0	1	0	0	76
H/TOT	291	39	11	10	2	1	0	354	269	47	14	9	1	1	0	341
14:00	100	11	0	3	1	0	0	115	71	9	5	4	1	0	0	90
14:15	77	10	1	1	0	0	0	89	68	5	4	2	0	1	0	80
14:30	93	9	2	5	0	0	0	109	73	9	1	2	1	0	0	86
14:45	81	11	2	0	2	0	0	96	101	20	4	2	1	0	0	128
H/TOT	351	41	5	9	3	0	0	409	313	43	14	10	3	1	0	384
15:00	95	15	2	3	0	0	0	115	79	10	3	4	1	0	0	97
15:15	90	10	0	7	0	0	0	107	87	14	4	3	1	1	0	110
15:30	86	13	1	2	1	1	0	104	103	8	3	3	1	1	0	119
15:45	111	9	2	2	1	0	0	125	113	14	6	6	2	0	0	141
H/TOT	382	47	5	14	2	1	0	451	382	46	16	16	5	2	0	467
16:00	114	18	1	2	1	0	0	136	174	20	1	2	0	0	0	197
16:15	111	11	3	2	0	0	0	127	101	18	1	1	0	3	0	124
16:30	121	19	3	1	0	1	0	145	124	10	2	3	0	1	0	140
16:45	127	15	1	2	0	1	0	146	131	14	1	1	0	0	0	147
H/TOT	473	63	8	7	1	2	0	554	530	62	5	7	0	4	0	608
17:00	153	12	1	1	1	1	0	169	130	19	1	0	1	2	0	153
17:15	107	6	2	1	0	0	0	116	224	33	3	6	1	1	0	268
17:30	105	16	2	1	1	2	0	127	164	15	2	3	0	0	0	184
17:45	106	7	2	0	0	0	2	117	106	11	0	0	1	1	0	119
H/TOT	471	41	7	3	2	3	2	529	624	78	6	9	3	4	0	724
18:00	123	9	1	0	1	1	0	135	100	12	1	1	0	1	1	116
18:15	111	7	1	3	0	2	0	124	63	8	0	0	0	0	0	71
18:30	80	6	0	1	0	0	0	87	79	5	0	1	0	1	0	86
18:45	57	4	0	0	0	0	0	61	105	7	0	1	1	2	0	116
H/TOT	371	26	2	4	1	3	0	407	347	32	1	3	1	4	1	389
P/TOT	4713	673	130	115	23	17	3	5674	4600	627	136	130	23	23	1	5540

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 20/03/2024
LOCATION: M53 Jct 10 DAY: Wednesday

TIME	TO ARM E CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	FROM ARM E CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	47	14	4	6	0	0	0	71	5	7	7	13	1	0	0	33
07:15	54	19	2	10	0	0	0	85	2	8	3	12	2	1	0	28
07:30	74	13	3	9	0	1	0	100	10	7	9	15	0	0	0	41
07:45	112	23	3	6	0	0	0	144	6	13	7	7	0	0	0	33
H/TOT	287	69	12	31	0	1	0	400	23	35	26	47	3	1	0	135
08:00	102	27	0	11	0	0	0	140	16	16	4	8	0	0	0	44
08:15	142	32	3	9	1	2	0	189	23	14	2	13	0	0	0	52
08:30	76	17	11	13	1	0	1	119	18	22	5	10	0	0	0	55
08:45	88	19	7	8	1	0	0	123	20	8	4	12	0	0	0	44
H/TOT	408	95	21	41	3	2	1	571	77	60	15	43	0	0	0	195
09:00	63	13	8	12	0	0	0	96	13	15	3	11	0	0	0	42
09:15	46	16	10	17	0	0	0	89	15	19	9	18	0	0	0	61
09:30	30	21	4	15	1	0	0	71	19	17	2	10	0	0	0	48
09:45	35	17	5	9	0	0	0	66	26	15	5	12	0	0	0	58
H/TOT	174	67	27	53	1	0	0	322	73	66	19	51	0	0	0	209
10:00	42	14	2	22	0	0	0	80	22	13	4	7	0	0	0	46
10:15	30	17	4	12	0	0	0	63	27	14	9	13	0	0	0	63
10:30	34	15	3	17	1	0	0	70	21	16	2	18	0	0	0	57
10:45	28	13	3	11	0	0	0	55	39	9	6	13	0	0	0	67
H/TOT	134	59	12	62	1	0	0	268	109	52	21	51	0	0	0	233
11:00	36	19	2	18	0	0	0	75	34	14	5	14	0	0	0	67
11:15	35	13	4	10	0	0	0	62	28	15	3	9	0	0	0	55
11:30	32	20	8	12	0	0	0	72	37	15	3	13	1	0	0	69
11:45	34	13	3	13	0	0	0	63	51	10	3	8	0	0	0	72
H/TOT	137	65	17	53	0	0	0	272	150	54	14	44	1	0	0	263
12:00	29	14	2	15	0	0	0	60	53	23	4	9	0	0	0	89
12:15	54	17	6	9	0	0	0	86	41	18	5	18	0	0	0	82
12:30	42	13	6	9	0	0	0	70	50	16	3	9	0	0	0	78
12:45	38	12	1	15	0	0	0	66	37	17	1	10	0	0	0	65
H/TOT	163	56	15	48	0	0	0	282	181	74	13	46	0	0	0	314
13:00	31	19	4	14	0	0	0	68	51	12	1	7	1	0	0	72
13:15	35	16	5	13	0	0	0	69	28	18	3	11	0	0	0	60
13:30	26	13	4	14	0	0	0	57	41	17	10	9	0	0	0	77
13:45	31	11	5	16	0	0	0	63	30	8	3	10	0	0	0	51
H/TOT	123	59	18	57	0	0	0	257	150	55	17	37	1	0	0	260
14:00	41	9	4	22	0	2	0	78	53	10	6	11	1	1	0	82
14:15	27	12	2	17	0	0	0	58	31	18	1	15	1	2	0	68
14:30	32	8	4	15	1	1	0	61	48	13	2	9	0	0	0	72
14:45	30	5	9	14	1	0	0	59	38	11	1	10	0	0	0	60
H/TOT	130	34	19	68	2	3	0	256	170	52	10	45	2	3	0	282
15:00	28	18	12	21	0	0	0	79	53	12	6	7	0	0	0	78
15:15	22	11	4	12	0	1	0	50	33	9	5	8	0	0	0	55
15:30	26	11	7	9	0	0	0	53	46	9	2	4	1	0	0	62
15:45	28	12	10	19	0	0	0	69	42	21	3	8	0	0	0	74
H/TOT	104	52	33	61	0	1	0	251	174	51	16	27	1	0	0	269
16:00	23	7	4	15	0	0	0	49	90	14	5	13	1	0	0	123
16:15	32	11	3	9	2	0	0	57	57	13	2	9	0	0	0	81
16:30	16	5	3	9	0	0	0	33	116	17	1	6	0	2	0	142
16:45	15	2	0	8	3	0	0	28	82	15	3	10	0	1	0	111
H/TOT	86	25	10	41	5	0	0	167	345	59	11	38	1	3	0	457
17:00	24	4	0	10	0	0	0	38	143	11	0	7	0	0	0	161
17:15	22	3	2	9	0	0	0	36	71	7	0	9	0	0	0	87
17:30	18	1	1	13	0	0	0	33	63	9	0	7	0	0	0	79
17:45	18	4	1	3	1	1	0	28	47	3	1	5	0	0	0	56
H/TOT	82	12	4	35	1	1	0	135	324	30	1	28	0	0	0	383
18:00	8	1	0	6	0	0	0	15	42	4	0	4	0	1	0	51
18:15	10	3	0	1	0	0	0	14	31	3	0	7	0	0	0	41
18:30	13	1	0	4	1	0	0	19	21	0	0	6	0	0	0	27
18:45	18	2	1	0	2	0	0	23	18	1	0	6	0	0	0	25
H/TOT	49	7	1	11	3	0	0	71	112	8	0	23	0	1	0	144
P/TOT	1877	600	189	561	16	8	1	3252	1888	596	163	480	9	8	0	3144

TIME	JUNCTION TOTAL CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	480	90	29	23	1	2	0	625
07:15	509	115	8	24	3	1	0	660
07:30	775	116	30	36	4	3	0	964
07:45	813	131	19	25	4	3	0	995
H/TOT	2577	452	86	108	12	9	0	3244
08:00	828	133	18	26	2	2	0	1009
08:15	851	132	17	33	1	4	0	1038
08:30	688	112	31	32	1	1	1	866
08:45	724	93	25	30	5	1	0	878
H/TOT	3091	470	91	121	9	8	1	3791
09:00	642	84	21	32	2	0	0	781
09:15	505	97	30	41	1	0	1	675
09:30	515	114	16	31	2	1	0	679
09:45	574	100	25	24	2	0	0	725
H/TOT	2236	395	92	128	7	1	1	2860
10:00	590	83	18	33	5	0	0	729
10:15	526	102	20	37	2	0	0	687
10:30	538	88	13	38	3	0	0	680
10:45	564	78	19	27	2	0	0	690
H/TOT	2218	351	70	135	12	0	0	2786
11:00	595	87	17	38	1	0	0	738
11:15	605	82	17	28	1	1	0	734
11:30	619	86	25	33	2	0	0	765
11:45	675	71	21	27	1	2	0	797
H/TOT	2494	326	80	126	5	3	0	3034
12:00	673	100	14	33	1	0	0	821
12:15	657	95	25	32	0	0	0	809
12:30	732	73	23	27	1	1	0	857
12:45	645	83	16	29	1	2	0	776
H/TOT	2707	351	78	121	3	3	0	3263
13:00	598	81	12	31	2	1	0	725
13:15	664	81	20	35	0	1	0	801
13:30	662	88	27	30	0	2	0	809
13:45	628	68	21	34	5	0	0	756
H/TOT	2552	318	80	130	7	4	0	3091
14:00	700	74	16	41	4	3	0	838
14:15	687	87	13	39	3	3	0	832
14:30	679	73	13	31	2	1	0	799
14:45	702	88	19	30	5	0	0	844
H/TOT	2768	322	61	141	14	7	0	3313
15:00	691	106	27	36	2	0	0	862
15:15	707	89	20	31	4	2	0	853
15:30	730	87	14	20	4	3	0	858
15:45	811	105	20	34	3	1	0	974
H/TOT	2939	387	81	121	13	6	0	3547
16:00	950	109	15	31	3	1	0	1109
16:15	849	107	11	21	6	3	0	997
16:30	917	102	11	18	0	5	0	1053
16:45	916	86	8	21	5	1	0	1037
H/TOT	3632	404	45	91	14	10	0	4196
17:00	1026	81	4	19	3	3	0	1136
17:15	1036	64	7	23	1	2	0	1133
17:30	899	72	7	20	2	2	0	1002
17:45	873	59	6	8	2	3	2	953
H/TOT	3834	276	24	70	8	10	2	4224
18:00	822	48	2	12	1	4	1	890
18:15	700	40	2	11	0	2	0	755
18:30	611	33	0	11	1	2	0	658
18:45	566	26	1	9	3	2	0	607
H/TOT	2699	147	5	43	5	10	1	2910
P/TOT	33747	4199	793	1335	109	71	5	40259

PEAK HOUR CALCULATION	TOT
07:00 to 08:00	3244
07:15 to 08:15	3628
07:30 to 08:30	**4006**
07:45 to 08:45	3908
08:00 to 09:00	3791
08:15 to 09:15	3563
08:30 to 09:30	3200
08:45 to 09:45	3013
09:00 to 10:00	2860
09:15 to 10:15	2808
09:30 to 10:30	2820
09:45 to 10:45	2821
10:00 to 11:00	2786
10:15 to 11:15	2795
10:30 to 11:30	2842
10:45 to 11:45	2927
A.M. Peak	**4006**
11:00 to 12:00	3034
11:15 to 12:15	3117
11:30 to 12:30	3192
11:45 to 12:45	3284
12:00 to 13:00	3263
12:15 to 13:15	3167
12:30 to 13:30	3159
12:45 to 13:45	3111
13:00 to 14:00	3091
13:15 to 14:15	3204
13:30 to 14:30	3235
13:45 to 14:45	3225
14:00 to 15:00	3313
14:15 to 15:15	3337
14:30 to 15:30	3358
14:45 to 15:45	**3417**
Inter Peak	**3417**
15:00 to 16:00	3547
15:15 to 16:15	3794
15:30 to 16:30	3938
15:45 to 16:45	4133
16:00 to 17:00	4196
16:15 to 17:15	4223
16:30 to 17:30	**4359**
16:45 to 17:45	4308
17:00 to 18:00	4224
17:15 to 18:15	3978
17:30 to 18:30	3600
17:45 to 18:45	3256
18:00 to 19:00	2910
P.M. Peak	**4359**

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 20/03/2024

LOCATION: M56 Jct 14 DAY: Wednesday

TIME	A to E								A to D							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	20	9	1	5	0	0	0	35	2	0	0	0	0	0	0	2
07:15	13	7	3	8	0	0	0	31	0	1	0	0	0	0	0	1
07:30	23	3	0	11	1	0	0	38	1	2	0	0	0	0	0	3
07:45	19	9	4	1	0	0	0	33	1	0	1	0	0	0	0	2
H/TOT	75	28	8	25	1	0	0	137	4	3	1	0	0	0	0	8
08:00	16	10	2	2	0	0	0	30	3	0	0	0	0	0	0	3
08:15	27	8	1	4	0	0	0	40	4	1	0	0	0	0	0	5
08:30	20	6	2	7	0	0	0	35	4	2	0	0	0	0	0	6
08:45	18	7	2	10	0	0	0	37	2	2	0	0	0	0	0	4
H/TOT	81	31	7	23	0	0	0	142	13	5	0	0	0	0	0	18
09:00	14	6	2	7	0	0	0	29	2	1	0	0	0	0	0	3
09:15	23	5	0	10	0	0	0	38	3	2	0	0	0	0	0	5
09:30	19	12	4	17	0	0	0	52	5	1	0	0	0	0	0	6
09:45	34	5	7	11	0	0	0	57	7	0	0	1	0	0	0	8
H/TOT	90	28	13	45	0	0	0	176	17	4	0	1	0	0	0	22
10:00	24	4	2	7	0	0	0	37	10	0	4	1	0	0	0	15
10:15	20	7	2	10	0	0	0	39	5	0	0	0	0	0	0	5
10:30	17	7	2	5	0	0	0	31	4	2	0	0	0	0	0	6
10:45	17	11	2	6	0	0	0	36	3	0	0	0	0	0	0	3
H/TOT	78	29	8	28	0	0	0	143	22	2	4	1	0	0	0	29
11:00	27	5	7	10	0	0	0	49	7	2	0	0	0	0	0	9
11:15	19	10	8	10	0	0	0	47	0	0	0	0	0	0	0	0
11:30	26	8	4	8	0	0	0	46	1	0	0	2	0	0	0	3
11:45	16	5	5	12	0	0	0	38	1	0	0	0	0	0	0	1
H/TOT	88	28	24	40	0	0	0	180	9	2	0	2	0	0	0	13
12:00	25	5	6	9	0	0	0	45	5	3	0	1	0	0	0	9
12:15	22	12	1	4	0	0	0	39	0	2	0	0	0	0	0	2
12:30	27	10	3	12	0	0	0	52	8	1	1	0	0	0	0	10
12:45	26	12	5	13	0	0	0	56	6	0	2	0	0	0	0	8
H/TOT	100	39	15	38	0	0	0	192	19	6	3	1	0	0	0	29
13:00	34	13	5	5	0	0	0	57	7	1	0	0	0	0	0	8
13:15	29	8	4	5	2	0	0	48	11	4	1	0	0	0	0	16
13:30	36	7	8	6	1	0	0	58	6	0	1	0	0	0	0	7
13:45	30	15	8	5	0	0	0	58	5	0	1	0	0	0	0	6
H/TOT	129	43	25	21	3	0	0	221	29	5	3	0	0	0	0	37
14:00	34	8	8	11	2	0	0	63	10	1	0	0	0	0	0	11
14:15	23	12	9	6	0	0	0	50	5	1	0	0	0	0	0	6
14:30	28	13	3	5	1	0	0	50	12	0	0	0	1	0	0	13
14:45	20	7	3	15	2	0	0	47	0	0	0	0	0	0	0	0
H/TOT	105	40	23	37	5	0	0	210	27	2	0	0	1	0	0	30
15:00	17	13	2	5	0	0	0	37	3	0	0	0	0	0	0	3
15:15	14	5	5	3	0	0	0	27	3	3	0	0	0	0	0	6
15:30	26	7	2	7	1	0	0	43	7	0	0	0	0	0	0	7
15:45	28	9	0	6	0	0	0	43	4	0	0	0	0	0	0	4
H/TOT	85	34	9	21	1	0	0	150	17	3	0	0	0	0	0	20
16:00	25	1	2	1	0	0	0	29	7	0	0	0	0	0	0	7
16:15	32	6	1	2	0	0	0	41	2	3	0	0	0	0	0	5
16:30	14	7	1	4	0	0	0	26	1	0	0	0	0	0	0	1
16:45	23	6	0	2	0	0	0	31	8	1	0	0	0	0	0	9
H/TOT	94	20	4	9	0	0	0	127	18	4	0	0	0	0	0	22
17:00	10	4	1	0	2	0	0	17	7	0	0	0	0	1	0	8
17:15	12	4	0	4	0	0	0	20	6	1	0	0	0	0	0	7
17:30	17	2	1	3	0	0	0	23	13	0	0	0	0	0	0	13
17:45	17	5	2	3	0	0	0	27	5	0	0	0	0	0	0	5
H/TOT	56	15	4	10	2	0	0	87	31	1	0	0	0	1	0	33
18:00	20	1	3	5	0	1	0	30	9	0	0	0	0	0	0	9
18:15	18	2	2	5	0	0	0	27	4	0	0	0	0	0	0	4
18:30	20	2	1	3	0	0	0	26	5	1	0	0	0	1	0	7
18:45	11	2	2	2	0	0	0	17	2	0	0	0	0	0	0	2
H/TOT	69	7	8	15	0	1	0	100	20	1	0	0	0	1	0	22
P/TOT	1050	342	148	312	12	1	0	1865	226	38	11	5	1	2	0	283

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 20/03/2024

LOCATION: M56 Jct 14 DAY: Wednesday

TIME	A to C								A to B							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	8	10	3	5	0	0	0	26	5	0	1	1	0	0	0	7
07:15	7	13	3	4	0	0	0	27	5	2	0	1	0	0	0	8
07:30	10	4	2	6	0	0	0	22	7	3	2	1	0	0	0	13
07:45	17	11	2	5	1	0	0	36	9	3	1	0	0	0	0	13
H/TOT	42	38	10	20	1	0	0	111	26	8	4	3	0	0	0	41
08:00	9	7	2	4	0	0	0	22	1	1	1	3	0	0	0	6
08:15	18	11	1	6	0	0	0	36	4	2	3	0	0	0	0	9
08:30	7	4	0	5	0	0	0	16	3	1	0	5	0	1	0	10
08:45	9	12	0	2	0	0	0	23	5	1	0	0	0	0	0	6
H/TOT	43	34	3	17	0	0	0	97	13	5	4	8	0	1	0	31
09:00	19	5	1	5	0	0	0	30	4	1	0	1	0	0	0	6
09:15	18	7	3	3	0	0	0	31	8	9	2	2	0	0	0	21
09:30	12	9	1	3	0	0	0	25	11	1	0	1	0	0	0	13
09:45	13	10	0	6	0	0	0	29	6	6	3	1	0	0	0	16
H/TOT	62	31	5	17	0	0	0	115	29	17	5	5	0	0	0	56
10:00	24	9	2	3	0	0	0	38	3	2	1	2	0	0	0	8
10:15	21	7	5	5	0	0	0	38	3	2	0	2	0	0	0	7
10:30	28	11	2	4	2	0	0	47	5	2	0	1	0	0	0	8
10:45	19	6	2	4	1	0	0	32	8	4	1	1	0	0	0	14
H/TOT	92	33	11	16	3	0	0	155	19	10	2	6	0	0	0	37
11:00	22	6	1	3	1	0	0	33	9	0	1	3	0	0	0	13
11:15	16	6	1	7	1	0	0	31	6	0	0	1	0	0	0	7
11:30	28	3	2	8	1	0	0	42	6	1	1	0	0	0	0	8
11:45	18	4	0	3	0	0	0	25	7	1	0	1	0	0	0	9
H/TOT	84	19	4	21	3	0	0	131	28	2	2	5	0	0	0	37
12:00	22	6	3	6	0	0	0	37	3	2	0	2	0	0	0	7
12:15	15	3	1	7	0	0	0	26	5	5	1	3	0	0	0	14
12:30	20	2	2	6	0	0	0	30	5	2	0	2	0	0	0	9
12:45	14	9	2	5	2	0	0	32	5	2	2	3	0	0	0	12
H/TOT	71	20	8	24	2	0	0	125	18	11	3	10	0	0	0	42
13:00	26	5	4	6	0	0	0	41	4	3	0	1	0	0	0	8
13:15	10	4	2	12	0	0	0	28	4	0	1	5	0	0	0	10
13:30	26	4	0	4	0	0	0	34	7	6	0	1	0	0	0	14
13:45	21	6	5	4	0	0	0	36	9	0	1	2	0	0	0	12
H/TOT	83	19	11	26	0	0	0	139	24	9	2	9	0	0	0	44
14:00	19	9	3	6	0	0	0	37	6	1	0	2	0	0	0	9
14:15	16	8	0	4	0	0	0	28	2	0	0	3	0	0	0	5
14:30	21	5	1	8	0	0	0	35	4	1	1	3	0	0	0	9
14:45	13	3	4	3	0	0	0	23	6	3	1	1	0	0	0	11
H/TOT	69	25	8	21	0	0	0	123	18	5	2	9	0	0	0	34
15:00	22	3	1	3	0	1	0	30	4	1	1	1	0	0	0	7
15:15	19	5	0	0	0	0	0	24	6	1	1	0	0	0	0	8
15:30	15	2	1	4	2	0	0	24	5	1	0	1	0	0	0	7
15:45	16	4	1	2	0	0	0	23	8	2	0	2	0	0	0	12
H/TOT	72	14	3	9	2	1	0	101	23	5	2	4	0	0	0	34
16:00	24	6	1	2	0	0	0	33	7	1	0	1	0	0	0	9
16:15	21	4	1	3	0	0	0	29	8	1	0	0	0	0	0	9
16:30	13	4	0	0	0	0	0	17	8	2	0	0	0	0	0	10
16:45	17	6	0	6	0	0	0	29	6	1	0	0	0	0	0	7
H/TOT	75	20	2	11	0	0	0	108	29	5	0	1	0	0	0	35
17:00	11	3	2	1	0	0	0	17	10	1	0	0	0	0	0	11
17:15	14	1	0	2	0	0	0	17	8	1	0	2	0	0	0	11
17:30	16	3	0	4	0	0	0	23	6	1	0	0	0	0	0	7
17:45	9	3	0	5	0	0	0	17	6	0	0	0	0	0	0	6
H/TOT	50	10	2	12	0	0	0	74	30	3	0	2	0	0	0	35
18:00	9	3	0	1	0	0	0	13	6	1	0	0	0	0	0	7
18:15	13	5	0	2	0	0	0	20	11	0	0	0	0	0	0	11
18:30	28	0	1	1	0	0	0	30	7	0	0	0	0	0	0	7
18:45	8	1	0	1	1	0	0	11	8	0	0	0	0	0	0	8
H/TOT	58	9	1	5	1	0	0	74	32	1	0	0	0	0	0	33
P/TOT	801	272	68	199	12	1	0	1353	289	81	26	62	0	1	0	459

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 20/03/2024

LOCATION: M56 Jct 14 DAY: Wednesday

TIME	A to A								B to A							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	4	0	2	2	0	0	0	8
07:15	0	0	0	0	0	0	0	0	6	1	0	1	0	0	0	8
07:30	0	0	0	0	0	0	0	0	7	4	0	0	0	0	0	11
07:45	0	0	0	0	0	0	0	0	9	6	2	1	0	0	0	18
H/TOT	0	0	0	0	0	0	0	0	26	11	4	4	0	0	0	45
08:00	0	0	0	0	0	0	0	0	7	3	3	0	0	0	0	13
08:15	0	0	0	0	0	0	0	0	5	4	0	2	0	0	0	11
08:30	0	0	0	0	0	0	0	0	3	5	1	1	0	0	0	10
08:45	0	0	0	0	0	0	0	0	11	3	0	3	0	0	0	17
H/TOT	0	0	0	0	0	0	0	0	26	15	4	6	0	0	0	51
09:00	0	0	0	0	0	0	0	0	5	2	2	5	0	0	0	14
09:15	0	0	0	0	0	0	0	0	7	3	0	5	0	0	0	15
09:30	0	0	0	0	0	0	0	0	6	2	1	2	0	0	0	11
09:45	0	0	0	0	0	0	0	0	5	4	1	0	1	0	0	11
H/TOT	0	0	0	0	0	0	0	0	23	11	4	12	1	0	0	51
10:00	0	0	0	0	0	0	0	0	6	5	0	0	0	0	0	11
10:15	0	0	0	0	0	0	0	0	4	4	1	2	1	0	0	12
10:30	0	0	0	0	0	0	0	0	2	3	0	1	0	0	0	6
10:45	0	0	0	0	0	0	0	0	3	2	1	0	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	15	14	2	3	1	0	0	35
11:00	0	0	0	0	0	0	0	0	8	0	0	1	0	0	0	9
11:15	0	0	0	0	0	0	0	0	5	4	0	0	0	0	0	9
11:30	0	0	0	0	0	0	0	0	9	1	0	2	0	0	0	12
11:45	0	0	0	0	0	0	0	0	4	3	0	3	0	0	0	10
H/TOT	0	0	0	0	0	0	0	0	26	8	0	6	0	0	0	40
12:00	0	0	0	0	0	0	0	0	7	5	2	1	0	0	0	15
12:15	0	0	0	0	0	0	0	0	6	4	0	0	0	0	0	10
12:30	0	0	0	0	0	0	0	0	8	2	1	4	0	0	0	15
12:45	0	0	0	0	0	0	0	0	5	2	1	1	1	0	0	10
H/TOT	0	0	0	0	0	0	0	0	26	13	4	6	1	0	0	50
13:00	0	0	0	0	0	0	0	0	7	5	0	1	0	0	0	13
13:15	0	0	0	0	0	0	0	0	10	5	0	2	0	0	0	17
13:30	0	0	0	0	0	0	0	0	9	2	0	2	0	0	0	13
13:45	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9
H/TOT	0	0	0	0	0	0	0	0	33	14	0	5	0	0	0	52
14:00	0	0	0	0	0	0	0	0	4	3	0	2	0	0	0	9
14:15	0	0	0	0	0	0	0	0	8	1	0	2	0	0	0	11
14:30	0	0	0	0	0	0	0	0	3	3	1	3	0	0	0	10
14:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	19	8	1	7	0	0	0	35
15:00	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	9
15:15	0	0	0	0	0	0	0	0	5	1	0	1	0	0	0	7
15:30	0	0	0	0	0	0	0	0	10	2	0	3	0	0	0	15
15:45	0	0	0	0	0	0	0	0	6	3	0	1	0	0	0	10
H/TOT	0	0	0	0	0	0	0	0	27	9	0	5	0	0	0	41
16:00	0	0	0	0	0	0	0	0	13	5	0	0	0	0	0	18
16:15	0	0	0	0	0	0	0	0	7	2	1	0	0	0	0	10
16:30	0	0	0	0	0	0	0	0	4	4	0	2	0	0	0	10
16:45	0	0	0	0	0	0	0	0	7	2	0	1	0	0	0	10
H/TOT	0	0	0	0	0	0	0	0	31	13	1	3	0	0	0	48
17:00	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	14
17:15	0	0	0	0	0	0	0	0	7	3	0	1	0	0	0	11
17:30	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
17:45	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
H/TOT	0	0	0	0	0	0	0	0	35	7	0	1	0	0	0	43
18:00	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
18:15	0	0	0	0	0	0	0	0	9	0	0	1	0	1	0	11
18:30	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
18:45	0	0	0	0	0	0	0	0	7	0	0	1	0	0	0	8
H/TOT	0	0	0	0	0	0	0	0	26	2	0	2	0	1	0	31
P/TOT	0	0	0	0	0	0	0	0	313	125	20	60	3	1	0	522

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 20/03/2024

LOCATION: M56 Jct 14 DAY: Wednesday

TIME	B to E								B to D							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	58	15	3	7	0	1	0	84	18	5	5	0	0	0	0	28
07:15	47	13	8	10	0	0	0	78	46	2	2	2	0	0	0	52
07:30	123	20	4	9	0	0	0	156	58	4	2	1	0	0	0	65
07:45	147	27	11	5	0	0	0	190	52	3	0	0	1	1	0	57
H/TOT	375	75	26	31	0	1	0	508	174	14	9	3	1	1	0	202
08:00	119	23	6	9	0	0	0	157	73	4	0	0	2	0	0	79
08:15	112	24	4	8	0	0	0	148	91	6	0	0	3	0	0	100
08:30	71	16	3	7	0	0	0	97	62	3	1	0	1	1	0	68
08:45	72	13	3	10	0	0	0	98	51	1	0	0	0	0	0	52
H/TOT	374	76	16	34	0	0	0	500	277	14	1	0	6	1	0	299
09:00	48	5	4	8	0	0	0	65	39	8	0	0	0	0	0	47
09:15	26	6	1	10	0	0	0	43	38	0	0	0	1	0	0	39
09:30	11	9	2	6	1	0	0	29	37	1	0	0	0	0	0	38
09:45	12	4	0	7	0	0	0	23	20	6	0	0	0	0	0	26
H/TOT	97	24	7	31	1	0	0	160	134	15	0	0	1	0	0	150
10:00	26	6	1	5	0	0	0	38	17	6	0	0	0	0	0	23
10:15	12	10	1	9	0	0	0	32	28	0	0	0	1	0	0	29
10:30	17	6	0	8	0	0	0	31	34	5	1	0	0	0	0	40
10:45	22	9	1	11	0	0	0	43	30	3	0	0	0	0	0	33
H/TOT	77	31	3	33	0	0	0	144	109	14	1	0	1	0	0	125
11:00	16	8	2	5	0	0	0	31	36	3	0	0	0	0	0	39
11:15	14	6	0	10	0	0	0	30	37	2	0	3	0	0	0	42
11:30	20	2	4	6	0	0	0	32	34	5	1	0	1	0	0	41
11:45	19	7	2	5	0	0	0	33	45	3	0	0	0	0	0	48
H/TOT	69	23	8	26	0	0	0	126	152	13	1	3	1	0	0	170
12:00	16	5	2	4	0	0	0	27	46	4	0	0	0	0	0	50
12:15	21	5	2	5	0	0	0	33	48	3	1	0	1	0	0	53
12:30	24	5	2	3	0	0	0	34	46	4	0	0	0	0	0	50
12:45	19	11	2	6	0	0	0	38	39	1	0	0	0	0	0	40
H/TOT	80	26	8	18	0	0	0	132	179	12	1	0	1	0	0	193
13:00	24	4	2	2	0	0	0	32	51	0	2	0	0	0	0	53
13:15	16	11	0	4	0	0	0	31	31	0	0	0	1	0	0	32
13:30	21	7	2	10	0	0	0	40	42	3	1	0	0	0	0	46
13:45	20	4	0	12	0	0	0	36	32	5	0	0	0	1	0	38
H/TOT	81	26	4	28	0	0	0	139	156	8	3	0	1	1	0	169
14:00	26	9	0	6	0	0	0	41	49	3	0	0	0	0	0	52
14:15	27	10	0	9	0	0	0	46	46	4	1	0	1	0	0	52
14:30	36	5	1	9	0	0	0	51	40	0	1	0	0	0	0	41
14:45	29	7	1	4	0	0	0	41	80	8	0	0	1	1	0	90
H/TOT	118	31	2	28	0	0	0	179	215	15	2	0	2	1	0	235
15:00	55	11	0	6	0	0	0	72	54	5	1	0	1	0	0	61
15:15	40	9	3	4	0	0	0	56	47	4	1	0	0	0	0	52
15:30	53	5	1	6	0	0	0	65	40	0	1	1	0	0	0	42
15:45	83	14	1	7	0	0	0	105	77	2	1	0	0	0	0	80
H/TOT	231	39	5	23	0	0	0	298	218	11	4	1	1	0	0	235
16:00	139	30	0	5	0	0	0	174	67	3	0	0	0	1	1	72
16:15	53	18	2	8	1	0	0	82	65	3	0	1	1	0	0	70
16:30	59	13	1	3	0	0	0	76	73	1	0	0	0	0	0	74
16:45	79	10	1	9	0	0	0	99	71	5	0	0	0	0	0	76
H/TOT	330	71	4	25	1	0	0	431	276	12	0	1	1	1	1	292
17:00	85	12	2	9	0	0	0	108	70	4	0	0	0	0	1	75
17:15	69	6	1	5	0	0	0	81	56	2	0	0	1	0	1	60
17:30	68	6	0	9	1	0	0	84	50	4	0	1	0	2	0	57
17:45	47	3	1	9	0	0	0	60	57	9	0	2	0	0	0	68
H/TOT	269	27	4	32	1	0	0	333	233	19	0	3	1	2	2	260
18:00	62	7	0	6	0	0	0	75	60	0	1	0	0	1	0	62
18:15	47	9	0	4	0	0	0	60	45	2	0	1	1	0	0	49
18:30	35	2	1	2	0	0	0	40	54	3	0	0	0	0	0	57
18:45	35	5	0	2	0	0	0	42	37	1	0	0	0	0	0	38
H/TOT	179	23	1	14	0	0	0	217	196	6	1	1	1	1	0	206
P/TOT	2280	472	88	323	3	1	0	3167	2319	153	23	12	18	8	3	2536

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 20/03/2024

LOCATION: M56 Jct 14 DAY: Wednesday

TIME	B to C								B to B							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	21	2	1	2	0	0	0	26	0	0	0	0	0	0	0	0
07:15	15	7	1	0	0	0	0	23	0	0	0	0	0	0	0	0
07:30	25	6	2	0	0	0	0	33	0	0	0	0	0	0	0	0
07:45	18	4	1	0	0	0	0	23	0	0	0	0	0	0	0	0
H/TOT	79	19	5	2	0	0	0	105	0	0	0	0	0	0	0	0
08:00	19	1	1	1	0	0	0	22	2	0	0	0	0	0	0	2
08:15	10	4	3	1	0	0	0	18	1	0	0	0	0	0	0	1
08:30	11	2	0	2	0	0	0	15	0	0	0	0	0	0	0	0
08:45	11	2	2	0	0	0	0	15	1	0	0	1	0	0	0	2
H/TOT	51	9	6	4	0	0	0	70	4	0	0	1	0	0	0	5
09:00	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0
09:15	6	4	0	0	0	0	0	10	1	0	0	0	0	0	0	1
09:30	7	2	0	1	0	0	0	10	1	0	0	0	0	0	0	1
09:45	7	1	0	1	0	0	0	9	0	0	0	0	0	0	0	0
H/TOT	28	9	0	2	0	0	0	39	2	0	0	0	0	0	0	2
10:00	9	0	2	1	0	0	0	12	0	0	0	0	0	0	0	0
10:15	15	5	0	1	0	0	0	21	0	0	0	0	0	0	0	0
10:30	8	1	0	2	0	0	0	11	0	0	0	0	0	0	0	0
10:45	7	3	1	1	0	0	0	12	0	0	0	0	0	0	0	0
H/TOT	39	9	3	5	0	0	0	56	0	0	0	0	0	0	0	0
11:00	9	2	0	1	0	0	0	12	0	0	0	0	0	0	0	0
11:15	10	3	1	1	0	0	0	15	0	0	0	0	0	0	0	0
11:30	12	3	0	3	0	0	0	18	0	0	0	0	0	0	0	0
11:45	14	1	0	2	0	0	0	17	0	0	0	0	0	0	0	0
H/TOT	45	9	1	7	0	0	0	62	0	0	0	0	0	0	0	0
12:00	9	2	0	2	0	0	0	13	0	0	0	0	0	0	0	0
12:15	10	4	0	1	0	0	0	15	0	0	0	0	0	0	0	0
12:30	11	4	1	0	0	0	0	16	1	0	0	0	0	0	0	1
12:45	6	0	0	1	0	0	0	7	0	0	0	0	0	0	0	0
H/TOT	36	10	1	4	0	0	0	51	1	0	0	0	0	0	0	1
13:00	6	6	0	1	0	0	0	13	0	0	0	0	0	0	0	0
13:15	17	2	0	1	0	0	0	20	0	1	0	0	0	0	0	1
13:30	5	0	0	1	0	0	0	6	0	0	0	0	0	0	0	0
13:45	10	4	2	1	0	0	0	17	0	0	0	0	0	0	0	0
H/TOT	38	12	2	4	0	0	0	56	0	1	0	0	0	0	0	1
14:00	8	4	1	2	0	0	0	15	2	0	0	0	0	0	0	2
14:15	14	1	0	1	0	0	0	16	0	0	0	0	0	0	0	0
14:30	15	2	1	0	0	0	0	18	0	0	0	0	0	0	0	0
14:45	21	2	0	0	0	0	0	23	0	0	0	0	0	0	0	0
H/TOT	58	9	2	3	0	0	0	72	2	0	0	0	0	0	0	2
15:00	16	3	0	0	0	0	0	19	0	0	0	0	0	0	0	0
15:15	17	5	0	0	0	0	0	22	0	0	0	0	0	0	0	0
15:30	12	5	1	0	0	0	0	18	0	0	0	0	0	0	0	0
15:45	14	3	0	0	0	0	0	17	0	0	0	0	0	0	0	0
H/TOT	59	16	1	0	0	0	0	76	0	0	0	0	0	0	0	0
16:00	24	6	2	0	0	0	0	32	0	0	0	0	0	0	0	0
16:15	18	3	2	0	0	0	0	23	0	0	0	2	0	0	0	2
16:30	22	2	0	1	0	0	0	25	0	0	0	0	0	0	0	0
16:45	15	0	0	1	0	0	0	16	0	0	0	0	0	0	0	0
H/TOT	79	11	4	2	0	0	0	96	0	0	0	2	0	0	0	2
17:00	37	2	0	1	0	1	0	41	0	0	0	0	0	0	0	0
17:15	23	3	0	1	0	0	0	27	0	0	0	0	0	0	0	0
17:30	14	0	1	0	0	0	0	15	0	0	0	0	0	0	0	0
17:45	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
H/TOT	86	6	1	2	0	1	0	96	0	0	0	0	0	0	0	0
18:00	17	1	0	0	0	0	0	18	0	0	0	0	0	0	0	0
18:15	24	0	1	0	0	0	0	25	0	0	0	0	0	0	0	0
18:30	21	1	0	0	0	0	0	22	0	0	0	0	0	0	0	0
18:45	28	1	0	1	0	0	0	30	0	0	0	0	0	0	0	0
H/TOT	90	3	1	1	0	0	0	95	0	0	0	0	0	0	0	0
P/TOT	688	122	27	36	0	1	0	874	9	1	0	3	0	0	0	13

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 20/03/2024
LOCATION: M56 Jct 14 DAY: Wednesday

TIME	C to B CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	C to A CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	9	4	0	0	0	0	0	13	16	10	2	8	1	0	0	37
07:15	18	2	0	1	0	0	0	21	24	4	0	7	0	0	0	35
07:30	17	2	1	1	0	0	0	21	13	4	1	2	0	0	0	20
07:45	8	2	1	3	0	0	0	14	16	4	1	1	0	0	0	22
H/TOT	52	10	2	5	0	0	0	69	69	22	4	18	1	0	0	114
08:00	11	2	0	0	0	1	0	14	12	4	1	9	0	0	0	26
08:15	10	3	0	4	0	1	0	18	19	4	0	11	0	0	0	34
08:30	5	0	0	0	0	0	0	5	16	8	1	6	0	0	0	31
08:45	6	3	0	1	0	0	0	10	14	5	4	4	0	0	0	27
H/TOT	32	8	0	5	0	2	0	47	61	21	6	30	0	0	0	118
09:00	7	2	1	3	0	0	0	13	17	4	3	11	0	0	0	35
09:15	6	1	0	4	0	0	0	11	27	8	4	13	0	0	0	52
09:30	8	4	0	2	0	0	0	14	38	9	4	9	0	0	0	60
09:45	8	3	1	0	0	0	0	12	23	4	1	6	0	0	0	34
H/TOT	29	10	2	9	0	0	0	50	105	25	12	39	0	0	0	181
10:00	8	1	1	2	0	0	0	12	15	4	2	6	0	0	0	27
10:15	9	1	1	0	0	0	0	11	16	2	5	7	0	0	0	30
10:30	10	0	2	1	0	0	0	13	21	7	5	15	0	0	0	48
10:45	5	2	1	3	0	0	0	11	14	6	6	7	0	0	0	33
H/TOT	32	4	5	6	0	0	0	47	66	19	18	35	0	0	0	138
11:00	5	1	0	2	0	0	0	8	23	10	7	9	0	0	0	49
11:15	7	0	0	1	1	0	0	9	22	9	3	6	0	0	0	40
11:30	6	4	1	0	0	0	0	11	23	5	5	8	0	0	0	41
11:45	11	1	0	2	0	0	0	14	21	7	3	6	0	0	0	37
H/TOT	29	6	1	5	1	0	0	42	89	31	18	29	0	0	0	167
12:00	10	2	0	0	0	0	0	12	17	5	3	13	0	0	0	38
12:15	5	2	0	2	0	0	0	9	33	13	7	8	0	0	0	61
12:30	4	0	3	0	0	0	0	7	33	6	6	2	0	0	0	47
12:45	4	2	0	2	0	0	0	8	31	7	7	5	1	0	0	51
H/TOT	23	6	3	4	0	0	0	36	114	31	23	28	1	0	0	197
13:00	4	0	0	0	0	0	0	4	28	7	3	6	0	0	0	44
13:15	10	1	0	0	0	0	0	11	35	8	2	9	1	0	0	55
13:30	7	2	1	0	0	0	0	10	22	5	10	7	0	0	0	44
13:45	8	2	0	2	0	0	0	12	25	10	6	11	5	0	0	57
H/TOT	29	5	1	2	0	0	0	37	110	30	21	33	6	0	0	200
14:00	5	4	0	1	0	0	0	10	15	14	5	3	0	0	0	37
14:15	9	0	1	0	0	0	0	10	14	9	1	5	0	0	0	29
14:30	8	2	0	1	0	0	0	11	24	7	1	5	1	0	0	38
14:45	4	2	1	0	0	0	0	7	19	5	4	10	0	0	0	38
H/TOT	26	8	2	2	0	0	0	38	72	35	11	23	1	0	0	142
15:00	7	1	2	0	0	0	0	10	14	4	2	4	0	0	0	24
15:15	7	3	0	2	0	0	0	12	26	8	5	7	0	0	0	46
15:30	16	3	1	1	0	0	0	21	18	3	0	4	1	0	0	26
15:45	15	2	1	0	0	0	0	18	15	1	0	6	0	0	0	22
H/TOT	45	9	4	3	0	0	0	61	73	16	7	21	1	0	0	118
16:00	10	1	1	0	0	0	0	12	24	2	2	1	0	0	0	29
16:15	18	2	0	1	0	0	0	21	20	3	3	1	0	0	0	27
16:30	11	1	0	0	0	0	0	12	24	6	1	6	0	0	0	37
16:45	8	4	0	1	0	0	0	13	22	2	1	3	1	0	0	29
H/TOT	47	8	1	2	0	0	0	58	90	13	7	11	1	0	0	122
17:00	18	2	0	0	0	0	0	20	14	3	4	4	1	0	0	26
17:15	17	4	0	0	0	0	0	21	14	2	1	5	0	0	0	22
17:30	20	2	0	1	0	0	0	23	13	2	4	4	0	1	0	24
17:45	21	1	1	0	0	0	0	23	21	2	0	6	0	0	0	29
H/TOT	76	9	1	1	0	0	0	87	62	9	9	19	1	1	0	101
18:00	11	1	0	2	0	0	0	14	10	2	1	4	0	0	0	17
18:15	30	0	0	0	0	0	0	30	17	1	2	3	0	0	0	23
18:30	10	1	0	0	0	0	0	11	10	2	1	2	0	0	0	15
18:45	4	0	0	1	0	0	0	5	14	0	2	4	0	0	0	20
H/TOT	55	2	0	3	0	0	0	60	51	5	6	13	0	0	0	75
P/TOT	475	85	22	47	1	2	0	632	962	257	142	299	12	1	0	1673

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 20/03/2024
LOCATION: M56 Jct 14 DAY: Wednesday

TIME	C to E CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	C to D CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	1	0	0	0	1	14	3	5	0	0	0	0	22
07:15	0	0	0	0	0	0	0	0	14	2	1	0	0	0	0	17
07:30	0	0	0	0	0	0	0	0	9	4	0	0	0	0	0	13
07:45	3	0	0	0	0	0	0	3	17	6	2	2	0	0	0	27
H/TOT	3	0	0	1	0	0	0	4	54	15	8	2	0	0	0	79
08:00	3	1	0	0	1	0	0	5	16	3	1	1	0	0	0	21
08:15	0	0	0	0	0	0	0	0	17	6	0	0	0	0	0	23
08:30	8	0	0	1	0	0	0	9	16	6	0	1	0	0	0	23
08:45	0	0	0	0	0	0	0	0	14	8	1	0	0	0	0	23
H/TOT	11	1	0	1	1	0	0	14	63	23	2	2	0	0	0	90
09:00	0	0	0	0	0	0	0	0	8	2	1	0	0	0	0	11
09:15	2	0	0	0	0	0	0	2	6	7	1	0	0	0	0	14
09:30	1	0	0	0	0	0	0	1	14	5	0	0	0	0	0	19
09:45	0	0	0	0	0	0	0	0	12	9	0	0	0	0	0	21
H/TOT	3	0	0	0	0	0	0	3	40	23	2	0	0	0	0	65
10:00	1	0	0	0	0	0	0	1	12	4	1	0	0	0	0	17
10:15	0	0	0	0	0	0	0	0	11	6	3	0	0	0	0	20
10:30	0	0	0	0	0	0	0	0	15	5	0	1	0	0	0	21
10:45	0	0	0	0	0	0	0	0	14	6	1	0	0	0	0	21
H/TOT	1	0	0	0	0	0	0	1	52	21	5	1	0	0	0	79
11:00	0	0	0	0	0	0	0	0	15	2	2	0	0	0	0	19
11:15	0	0	0	0	0	0	0	0	24	7	1	0	0	0	0	32
11:30	0	0	0	0	0	0	0	0	26	4	1	0	0	0	0	31
11:45	0	0	0	0	0	0	0	0	15	5	3	0	0	0	0	23
H/TOT	0	0	0	0	0	0	0	0	80	18	7	0	0	0	0	105
12:00	0	0	0	0	0	0	0	0	22	3	1	0	1	0	0	27
12:15	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18
12:30	1	0	0	0	0	0	0	1	22	1	1	0	0	0	0	24
12:45	1	0	0	0	0	0	0	1	15	3	0	0	0	0	0	18
H/TOT	2	0	0	0	0	0	0	2	75	9	2	0	1	0	0	87
13:00	0	0	0	0	0	0	0	0	19	2	0	0	0	0	0	21
13:15	0	0	0	0	0	0	0	0	15	6	0	0	0	0	0	21
13:30	0	0	0	0	0	0	0	0	18	3	0	1	0	0	0	22
13:45	1	0	0	0	0	0	0	1	28	3	3	0	0	0	0	34
H/TOT	1	0	0	0	0	0	0	1	80	14	3	1	0	0	0	98
14:00	0	0	0	0	0	0	0	0	17	6	0	0	0	0	0	23
14:15	0	0	0	0	0	0	0	0	23	1	2	0	0	0	0	26
14:30	0	0	0	0	0	0	0	0	15	8	1	0	0	0	0	24
14:45	0	0	0	0	0	0	0	0	12	2	0	0	2	0	0	16
H/TOT	0	0	0	0	0	0	0	0	67	17	3	0	2	0	0	89
15:00	0	0	0	0	0	0	0	0	16	4	0	0	0	0	0	20
15:15	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	23
15:30	1	0	0	0	0	0	0	1	27	4	0	0	0	0	0	31
15:45	1	0	0	0	0	0	0	1	22	13	0	0	0	0	0	35
H/TOT	2	0	0	0	0	0	0	2	86	23	0	0	0	0	0	109
16:00	0	0	0	0	0	0	0	0	35	4	0	0	0	0	0	39
16:15	0	0	0	0	0	0	0	0	34	5	1	0	0	0	0	40
16:30	0	0	0	0	0	0	0	0	34	4	0	0	0	0	0	38
16:45	0	0	0	0	0	0	0	0	39	4	2	0	0	0	0	45
H/TOT	0	0	0	0	0	0	0	0	142	17	3	0	0	0	0	162
17:00	0	0	0	0	0	0	0	0	43	3	0	0	0	0	0	46
17:15	0	0	0	0	0	0	0	0	55	2	0	0	0	0	0	57
17:30	0	0	0	0	0	0	0	0	40	5	0	0	0	0	0	45
17:45	0	0	0	0	0	0	0	0	33	4	0	0	0	0	0	37
H/TOT	0	0	0	0	0	0	0	0	171	14	0	0	0	0	0	185
18:00	0	0	0	0	0	0	0	0	22	1	1	0	0	0	0	24
18:15	0	0	0	0	0	0	0	0	23	4	0	0	0	1	0	28
18:30	1	0	0	0	0	0	0	1	29	1	0	0	0	0	0	30
18:45	0	0	0	0	0	0	0	0	23	1	0	0	0	0	0	24
H/TOT	1	0	0	0	0	0	0	1	97	7	1	0	0	1	0	106
P/TOT	24	1	0	2	1	0	0	28	1007	201	36	6	3	1	0	1254

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 20/03/2024
LOCATION: M56 Jct 14 DAY: Wednesday

TIME	C to C CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	D to C CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	25	7	0	1	0	0	0	33
07:15	0	0	0	0	0	0	0	0	33	7	0	0	0	0	0	40
07:30	0	0	0	0	0	0	0	0	36	3	2	1	0	0	0	42
07:45	1	0	0	0	0	0	0	1	50	6	1	0	0	0	0	57
H/TOT	1	0	0	0	0	0	0	1	144	23	3	2	0	0	0	172
08:00	0	0	0	0	0	0	0	0	53	6	1	0	0	0	0	60
08:15	1	0	0	0	0	0	0	1	43	4	0	2	0	0	0	49
08:30	0	0	0	0	0	0	0	0	76	6	1	0	0	0	0	83
08:45	0	0	0	0	0	0	0	0	59	7	2	0	0	0	0	68
H/TOT	1	0	0	0	0	0	0	1	231	23	4	2	0	0	0	260
09:00	0	0	0	0	0	0	0	0	34	3	1	0	0	0	0	38
09:15	0	0	0	0	0	0	0	0	30	7	1	1	0	0	0	39
09:30	0	0	0	0	0	0	0	0	14	7	1	0	0	0	0	22
09:45	0	0	0	0	0	0	0	0	31	3	1	0	0	0	0	35
H/TOT	0	0	0	0	0	0	0	0	109	20	4	1	0	0	0	134
10:00	0	0	0	0	0	0	0	0	25	3	1	2	0	0	0	31
10:15	0	0	0	0	0	0	0	0	25	2	3	0	0	0	0	30
10:30	2	0	0	0	0	0	0	2	27	3	0	0	1	0	0	31
10:45	0	0	0	0	0	0	0	0	24	9	2	0	0	0	0	35
H/TOT	2	0	0	0	0	0	0	2	101	17	6	2	1	0	0	127
11:00	0	0	0	0	0	0	0	0	21	2	2	0	0	0	0	25
11:15	0	0	0	0	0	0	0	0	30	7	1	1	0	0	0	39
11:30	0	0	0	0	0	0	0	0	25	5	1	1	0	0	0	32
11:45	1	0	0	0	0	0	0	1	24	5	1	1	0	0	0	31
H/TOT	1	0	0	0	0	0	0	1	100	19	5	3	0	0	0	127
12:00	1	0	0	0	0	0	0	1	20	6	1	0	0	0	0	27
12:15	0	0	0	0	0	0	0	0	27	7	0	0	0	0	0	34
12:30	1	0	0	0	0	0	0	1	18	4	3	1	0	0	0	26
12:45	0	0	0	0	0	0	0	0	19	5	2	0	0	0	0	26
H/TOT	2	0	0	0	0	0	0	2	84	22	6	1	0	0	0	113
13:00	0	0	0	0	0	0	0	0	23	2	4	1	0	0	0	30
13:15	0	0	0	0	0	0	0	0	20	5	1	0	0	0	0	26
13:30	0	0	0	0	0	0	0	0	32	7	3	0	0	0	0	42
13:45	0	0	0	0	0	0	0	0	25	3	2	1	0	0	0	31
H/TOT	0	0	0	0	0	0	0	0	100	17	10	2	0	0	0	129
14:00	0	0	0	0	0	0	0	0	15	4	4	1	0	0	0	24
14:15	1	0	0	0	0	0	0	1	18	7	2	2	0	0	0	29
14:30	0	0	0	0	0	0	0	0	25	8	1	0	1	0	0	35
14:45	0	0	0	0	0	0	0	0	27	4	0	0	0	0	0	31
H/TOT	1	0	0	0	0	0	0	1	85	23	7	3	1	0	0	119
15:00	0	0	0	0	0	0	0	0	24	6	0	1	0	0	0	31
15:15	0	0	0	0	0	0	0	0	28	2	2	0	0	0	0	32
15:30	0	0	0	0	0	0	0	0	26	8	0	0	0	0	0	34
15:45	0	0	0	0	0	0	0	0	20	6	1	0	0	0	0	27
H/TOT	0	0	0	0	0	0	0	0	98	22	3	1	0	0	0	124
16:00	0	0	0	0	0	0	0	0	28	8	0	0	0	0	0	36
16:15	1	0	0	0	0	0	0	1	29	8	2	0	0	0	0	39
16:30	0	0	0	2	0	0	0	2	30	4	1	0	1	0	0	36
16:45	0	0	0	0	0	0	0	0	37	9	2	0	0	0	0	48
H/TOT	1	0	0	2	0	0	0	3	124	29	5	0	1	0	0	159
17:00	1	0	0	0	0	0	0	1	35	8	0	0	0	0	0	43
17:15	0	0	0	0	0	0	0	0	28	1	0	0	0	0	0	29
17:30	0	0	0	0	0	0	0	0	30	3	0	0	0	0	0	33
17:45	0	0	0	0	0	0	0	0	32	4	0	0	0	0	0	36
H/TOT	1	0	0	0	0	0	0	1	125	16	0	0	0	0	0	141
18:00	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15
18:15	0	0	0	0	0	0	0	0	16	3	0	0	0	0	0	19
18:30	0	0	0	0	0	0	0	0	17	3	0	0	0	0	0	20
18:45	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13
H/TOT	0	0	0	0	0	0	0	0	58	9	0	0	0	0	0	67
P/TOT	10	0	0	2	0	0	0	12	1359	240	53	17	3	0	0	1672

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 20/03/2024
LOCATION: M56 Jct 14 DAY: Wednesday

TIME	D to B CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	D to A CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	24	0	0	2	0	0	0	26	2	1	0	0	0	0	0	3
07:15	44	2	3	1	0	0	0	50	2	0	0	0	0	0	0	2
07:30	56	4	2	0	1	0	0	63	5	3	0	0	0	0	0	8
07:45	61	1	0	0	0	0	0	62	4	1	1	0	0	0	0	6
H/TOT	185	7	5	3	1	0	0	201	13	5	1	0	0	0	0	19
08:00	46	3	0	0	0	0	0	49	5	1	0	0	0	0	0	6
08:15	59	2	1	0	0	2	0	64	2	0	0	0	0	0	0	2
08:30	68	4	0	0	3	0	0	75	4	0	0	0	0	0	0	4
08:45	68	4	0	1	0	1	0	74	5	1	0	0	0	0	0	6
H/TOT	241	13	1	1	3	3	0	262	16	2	0	0	0	0	0	18
09:00	69	4	0	1	0	0	0	74	3	1	0	0	0	1	0	5
09:15	35	7	0	0	0	0	0	42	5	2	0	0	0	0	0	7
09:30	51	7	0	0	1	0	0	59	5	1	0	0	0	0	0	6
09:45	52	5	0	0	0	0	0	57	3	1	0	0	0	0	0	4
H/TOT	207	23	0	1	1	0	0	232	16	5	0	0	0	1	0	22
10:00	57	5	1	0	0	0	0	63	2	0	0	0	0	0	0	2
10:15	53	3	0	0	0	1	0	57	3	0	0	0	0	0	0	3
10:30	44	5	1	0	1	0	0	51	6	0	0	0	0	0	0	6
10:45	41	8	1	1	0	0	0	51	2	1	0	0	0	0	0	3
H/TOT	195	21	3	1	1	1	0	222	13	1	0	0	0	0	0	14
11:00	40	5	1	0	0	0	0	46	0	0	0	0	0	0	0	0
11:15	46	5	2	0	0	0	0	53	2	0	0	0	0	0	0	2
11:30	43	6	0	1	1	0	0	51	0	0	0	0	0	0	0	0
11:45	44	5	0	1	0	2	0	52	1	1	0	0	0	0	0	2
H/TOT	173	21	3	2	1	2	0	202	3	1	0	0	0	0	0	4
12:00	36	3	1	0	0	0	0	40	4	0	2	0	0	0	0	6
12:15	43	1	4	0	0	0	0	48	3	0	1	0	0	0	0	4
12:30	42	4	1	0	0	0	0	47	2	0	0	0	0	0	0	2
12:45	38	2	0	0	1	0	0	41	4	0	1	1	0	0	0	6
H/TOT	159	10	6	0	1	0	0	176	13	0	4	1	0	0	0	18
13:00	42	1	0	1	0	1	0	45	1	1	1	0	0	0	0	3
13:15	32	5	1	1	0	0	0	39	2	0	0	0	0	0	0	2
13:30	48	7	2	0	1	0	0	58	7	1	0	0	0	0	0	8
13:45	31	3	1	1	0	0	0	36	3	1	0	0	0	0	0	4
H/TOT	153	16	4	3	1	1	0	178	13	3	1	0	0	0	0	17
14:00	40	6	2	0	0	0	0	48	4	1	0	1	0	0	0	6
14:15	39	0	0	0	0	0	0	39	3	2	0	0	0	0	0	5
14:30	41	5	1	0	1	0	0	48	2	1	0	0	0	0	0	3
14:45	23	4	0	0	0	1	0	28	2	0	0	0	0	0	0	2
H/TOT	143	15	3	0	1	1	0	163	11	4	0	1	0	0	0	16
15:00	57	2	0	0	1	0	0	60	2	0	0	0	0	0	0	2
15:15	66	7	0	0	0	0	0	73	2	0	0	0	0	0	0	2
15:30	81	4	0	0	4	0	0	89	4	0	0	0	0	0	0	4
15:45	33	6	0	0	0	0	0	39	3	1	0	0	0	0	0	4
H/TOT	237	19	0	0	5	0	0	261	11	1	0	0	0	0	0	12
16:00	55	5	0	1	1	0	0	62	4	0	1	0	0	0	0	5
16:15	59	4	0	0	0	1	0	64	2	2	0	0	0	0	0	4
16:30	51	5	0	1	0	0	0	57	3	0	0	0	0	0	0	3
16:45	62	4	0	0	1	0	0	67	2	0	0	0	0	0	0	2
H/TOT	227	18	0	2	2	1	0	250	11	2	1	0	0	0	0	14
17:00	64	5	0	0	0	0	0	69	2	0	0	0	0	0	0	2
17:15	59	4	0	0	1	1	0	65	1	0	0	0	0	0	0	1
17:30	59	5	1	0	1	0	0	66	6	0	0	0	0	0	0	6
17:45	59	2	0	0	0	1	2	64	4	0	0	0	0	0	0	4
H/TOT	241	16	1	0	2	2	2	264	13	0	0	0	0	0	0	13
18:00	50	7	0	0	0	0	0	57	2	0	0	0	0	0	0	2
18:15	28	5	0	0	0	0	0	33	6	0	0	0	0	0	0	6
18:30	35	2	1	1	1	1	1	42	4	0	0	0	0	0	0	4
18:45	50	2	0	0	1	0	0	53	3	0	0	0	0	0	0	3
H/TOT	163	16	1	1	2	1	1	185	15	0	0	0	0	0	0	15
P/TOT	2324	195	27	14	21	12	3	2596	148	24	7	2	0	1	0	182

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 20/03/2024
LOCATION: M56 Jct 14 DAY: Wednesday

TIME	D to E CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	D to D CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	30	7	1	0	0	0	0	38	2	0	0	0	0	0	0	2
07:15	44	6	0	0	0	0	0	50	0	0	0	0	0	0	0	0
07:30	45	2	0	0	0	0	0	47	1	0	0	0	0	0	0	1
07:45	52	4	0	0	0	0	0	56	0	0	0	0	0	0	0	0
H/TOT	171	19	1	0	0	0	0	191	3	0	0	0	0	0	0	3
08:00	64	5	0	0	0	0	0	69	0	0	0	0	0	0	0	0
08:15	52	4	0	1	0	1	0	58	0	0	0	0	0	0	0	0
08:30	34	4	0	1	0	0	0	39	0	0	0	0	0	0	0	0
08:45	39	8	0	1	0	0	0	48	0	0	0	0	0	0	0	0
H/TOT	189	21	0	3	0	1	0	214	0	0	0	0	0	0	0	0
09:00	33	10	0	1	0	0	0	44	0	0	0	0	0	0	0	0
09:15	23	3	1	0	0	0	0	27	0	0	0	0	0	0	0	0
09:30	17	1	0	0	0	0	0	18	0	0	0	0	0	0	0	0
09:45	13	1	0	1	0	0	0	15	0	0	0	0	0	0	0	0
H/TOT	86	15	1	2	0	0	0	104	0	0	0	0	0	0	0	0
10:00	13	2	1	1	0	0	0	17	0	0	0	0	0	0	0	0
10:15	13	4	1	0	0	0	0	18	0	0	0	0	0	0	0	0
10:30	5	3	0	1	0	0	0	9	0	0	0	0	0	0	0	0
10:45	13	1	1	0	0	0	0	15	0	0	0	0	0	0	0	0
H/TOT	44	10	3	2	0	0	0	59	0	0	0	0	0	0	0	0
11:00	14	5	0	1	0	0	0	20	0	0	0	0	0	0	0	0
11:15	4	0	2	1	0	0	0	7	0	0	0	0	0	0	0	0
11:30	18	1	0	0	0	0	0	19	0	0	0	0	0	0	0	0
11:45	11	5	1	0	0	0	0	17	0	0	0	0	0	0	0	0
H/TOT	47	11	3	2	0	0	0	63	0	0	0	0	0	0	0	0
12:00	14	3	1	0	0	0	0	18	0	0	0	0	0	0	0	0
12:15	13	4	1	0	0	0	0	18	0	0	0	0	0	0	0	0
12:30	15	6	1	0	0	0	0	22	0	0	0	0	0	0	0	0
12:45	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0
H/TOT	54	14	3	0	0	0	0	71	0	0	0	0	0	0	0	0
13:00	11	3	2	1	0	0	0	17	0	0	0	0	0	0	0	0
13:15	16	3	1	0	0	0	0	20	1	0	0	0	0	0	0	1
13:30	11	2	0	1	0	0	0	14	0	0	0	0	0	0	0	0
13:45	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0
H/TOT	45	10	3	2	0	0	0	60	1	0	0	0	0	0	0	1
14:00	5	5	0	0	0	0	0	10	0	0	0	0	0	0	0	0
14:15	19	3	1	1	0	0	0	24	0	0	0	0	0	0	0	0
14:30	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0
14:45	14	4	0	0	0	0	0	18	0	0	0	0	0	0	0	0
H/TOT	48	14	1	1	0	0	0	64	0	0	0	0	0	0	0	0
15:00	19	2	1	0	0	0	0	22	0	0	0	0	0	0	0	0
15:15	9	6	0	0	0	0	0	15	0	0	0	0	0	0	0	0
15:30	12	1	0	1	0	0	0	14	1	0	0	0	0	0	0	1
15:45	11	4	0	1	2	0	0	18	0	0	0	0	0	0	0	0
H/TOT	51	13	1	2	2	0	0	69	1	0	0	0	0	0	0	1
16:00	13	1	0	0	1	0	0	15	0	0	0	0	0	0	0	0
16:15	16	3	0	0	1	0	0	20	0	0	0	0	0	0	0	0
16:30	25	1	0	0	0	0	0	26	0	0	0	0	0	0	0	0
16:45	12	2	0	1	0	0	0	15	0	0	0	0	0	0	0	0
H/TOT	66	7	0	1	2	0	0	76	0	0	0	0	0	0	0	0
17:00	13	3	0	0	1	0	0	17	0	0	0	0	0	0	0	0
17:15	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0
17:30	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
17:45	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
H/TOT	48	4	0	0	1	0	0	53	0	0	0	0	0	0	0	0
18:00	7	1	0	1	1	0	0	10	1	0	0	0	0	0	0	1
18:15	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
18:30	11	1	0	1	0	0	0	13	0	0	0	0	0	0	0	0
18:45	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0
H/TOT	35	4	0	2	1	0	0	42	1	0	0	0	0	0	0	1
P/TOT	884	142	16	17	6	1	0	1066	6	0	0	0	0	0	0	6

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT
15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT
15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 1 DATE: 20/03/2024

LOCATION: M56 Jct 14 DAY: Wednesday

TIME	E to D CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	E to C CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	8	1	0	1	0	0	0	10	0	0	0	0	0	0	0	0
07:15	8	1	0	0	2	0	0	11	0	0	0	0	0	0	0	0
07:30	12	3	0	0	2	0	0	17	0	0	0	0	0	0	0	0
07:45	15	8	1	0	0	0	0	24	0	1	1	0	0	0	0	2
H/TOT	43	13	1	1	4	0	0	62	0	1	1	0	0	0	0	2
08:00	8	6	0	0	0	0	0	14	1	0	1	0	0	0	0	2
08:15	15	2	0	1	1	0	0	19	0	0	0	0	0	0	0	0
08:30	7	2	0	0	0	0	0	9	3	0	0	0	0	0	0	3
08:45	21	5	1	1	0	0	0	28	1	1	0	0	0	0	0	2
H/TOT	51	15	1	2	1	0	0	70	5	1	1	0	0	0	0	7
09:00	9	2	1	1	0	0	0	13	2	1	0	0	0	0	0	3
09:15	12	4	2	0	0	0	0	18	0	0	0	0	0	0	0	0
09:30	11	5	0	1	0	0	0	17	2	0	0	0	0	0	0	2
09:45	12	7	1	1	0	0	0	21	1	0	0	0	0	0	0	1
H/TOT	44	18	4	3	0	0	0	69	5	1	0	0	0	0	0	6
10:00	8	6	1	0	0	0	0	15	1	0	0	0	0	0	0	1
10:15	10	6	0	0	0	0	0	16	0	0	0	0	0	0	0	0
10:30	5	3	1	2	0	0	0	11	0	0	0	0	0	0	0	0
10:45	15	0	0	1	0	0	0	16	1	0	0	1	0	0	0	2
H/TOT	38	15	2	3	0	0	0	58	2	0	0	1	0	0	0	3
11:00	12	4	1	1	0	0	0	18	0	0	0	0	0	0	0	0
11:15	10	3	1	1	0	0	0	15	0	0	0	0	0	0	0	0
11:30	17	2	2	0	0	0	0	21	0	0	0	0	0	0	0	0
11:45	11	7	0	0	0	1	0	19	0	0	0	0	0	0	0	0
H/TOT	50	16	4	2	0	1	0	73	0	0	0	0	0	0	0	0
12:00	7	4	0	1	0	0	0	12	0	0	0	0	0	0	0	0
12:15	15	2	0	1	0	0	0	18	0	0	0	0	0	0	0	0
12:30	19	4	0	1	0	1	0	25	0	0	1	0	0	0	0	1
12:45	15	1	0	2	0	0	0	18	1	0	0	0	0	0	0	1
H/TOT	56	11	0	5	0	1	0	73	1	0	1	0	0	0	0	2
13:00	17	4	0	1	0	0	0	22	0	0	0	0	0	0	0	0
13:15	10	2	1	1	0	0	0	14	0	0	0	0	0	0	0	0
13:30	11	5	0	2	0	0	0	18	1	0	0	0	0	0	0	1
13:45	10	5	1	0	0	0	0	16	1	0	0	0	0	0	0	1
H/TOT	48	16	2	4	0	0	0	70	2	0	0	0	0	0	0	2
14:00	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0
14:15	13	7	0	0	1	0	0	21	0	0	0	0	0	0	0	0
14:30	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0
14:45	18	3	0	0	0	0	0	21	0	0	0	0	0	0	0	0
H/TOT	50	13	0	0	1	0	0	64	0	0	0	0	0	0	0	0
15:00	22	2	1	1	0	0	0	26	3	0	0	0	0	0	0	3
15:15	26	3	3	0	0	0	0	32	0	0	0	0	0	0	0	0
15:30	26	2	0	1	0	1	0	30	0	0	0	0	0	0	0	0
15:45	23	5	0	2	0	0	0	30	0	0	0	0	0	0	0	0
H/TOT	97	12	4	4	0	1	0	118	3	0	0	0	0	0	0	3
16:00	23	2	1	0	0	0	0	26	0	0	0	1	0	0	0	1
16:15	33	2	0	0	0	0	0	35	0	0	0	0	0	0	0	0
16:30	33	3	1	0	0	0	0	37	0	0	0	0	0	0	0	0
16:45	35	4	0	0	0	0	0	39	0	0	0	0	0	0	0	0
H/TOT	124	11	2	0	0	0	0	137	0	0	0	1	0	0	0	1
17:00	59	4	0	0	0	0	0	63	0	0	0	0	0	0	0	0
17:15	58	4	0	0	0	0	0	62	0	0	0	0	0	0	0	0
17:30	62	1	0	0	0	1	0	64	0	0	0	0	0	0	0	0
17:45	50	4	0	0	0	1	0	55	0	0	0	0	0	0	0	0
H/TOT	229	13	0	0	0	2	0	244	0	0	0	0	0	0	0	0
18:00	41	1	0	0	1	0	0	43	0	0	0	0	0	0	0	0
18:15	29	0	0	0	0	0	0	29	0	0	0	0	0	0	0	0
18:30	35	4	0	0	0	0	0	39	0	0	0	0	0	0	0	0
18:45	22	1	1	0	0	0	0	24	0	0	0	0	0	0	0	0
H/TOT	127	6	1	0	1	0	0	135	0	0	0	0	0	0	0	0
P/TOT	957	159	21	24	7	5	0	1173	18	3	3	2	0	0	0	26

TIME	E to B CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	E to A CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	69	14	2	5	0	0	0	90	13	14	1	5	0	0	0	33
07:15	89	18	0	8	0	0	0	115	13	12	3	4	0	0	0	32
07:30	87	23	0	3	0	0	0	113	21	6	2	5	0	0	0	34
07:45	92	16	1	5	0	0	0	114	9	11	4	5	0	0	0	29
H/TOT	337	71	3	21	0	0	0	432	56	43	10	19	0	0	0	128
08:00	70	21	4	14	0	0	0	109	10	10	3	8	0	1	0	32
08:15	66	18	1	7	1	0	0	93	17	8	3	0	0	0	0	28
08:30	63	12	0	7	0	0	0	82	9	7	0	5	0	0	0	21
08:45	48	13	2	6	0	0	0	69	14	5	1	5	0	0	0	25
H/TOT	247	64	7	34	1	0	0	353	50	30	7	18	0	1	0	106
09:00	43	12	2	11	0	0	0	68	18	9	3	7	0	0	0	37
09:15	60	18	2	13	0	0	0	93	20	18	2	4	0	0	0	44
09:30	44	13	2	9	0	0	0	68	16	11	4	3	1	0	0	35
09:45	29	17	1	10	0	0	0	57	23	9	4	3	1	0	0	40
H/TOT	176	60	7	43	0	0	0	286	77	47	13	17	2	0	0	156
10:00	24	1	2	13	0	0	0	40	28	11	5	4	0	0	0	48
10:15	22	7	1	8	1	0	0	39	34	8	2	9	0	0	0	53
10:30	27	2	1	9	0	0	0	39	31	8	3	7	1	0	0	50
10:45	16	6	2	8	0	0	0	32	23	6	1	12	1	0	0	43
H/TOT	89	16	6	38	1	0	0	150	116	33	11	32	2	0	0	194
11:00	19	5	2	6	0	0	0	32	24	6	2	5	0	0	0	37
11:15	14	3	0	8	0	0	0	25	27	5	2	5	0	0	0	39
11:30	14	6	0	9	0	0	0	29	36	4	3	6	0	0	0	49
11:45	18	4	2	5	0	0	0	29	22	6	2	6	2	0	0	38
H/TOT	65	18	4	28	0	0	0	115	109	21	9	22	2	0	0	163
12:00	19	3	2	11	0	0	0	35	23	6	0	8	0	0	0	37
12:15	14	5	0	13	1	0	0	33	22	5	4	11	0	0	0	42
12:30	17	10	0	3	0	0	0	30	25	9	1	9	0	0	0	44
12:45	11	5	0	8	0	0	0	24	22	8	3	5	0	0	0	38
H/TOT	61	23	2	35	1	0	0	122	92	28	8	33	0	0	0	161
13:00	11	7	1	4	0	0	0	23	18	2	4	6	0	0	0	30
13:15	27	5	0	6	0	0	0	38	30	8	2	8	0	0	0	48
13:30	27	3	1	11	0	0	0	42	15	9	2	6	0	0	0	32
13:45	20	4	0	4	0	0	0	28	23	8	3	8	0	0	0	42
H/TOT	85	19	2	25	0	0	0	131	86	27	11	28	0	0	0	152
14:00	22	4	1	6	0	1	0	34	12	5	1	6	0	0	0	24
14:15	23	7	5	7	0	0	0	42	26	3	5	5	0	0	0	39
14:30	25	7	1	11	0	0	0	44	29	3	1	5	0	1	0	39
14:45	29	6	1	7	1	0	0	44	17	6	3	4	1	0	0	31
H/TOT	99	24	8	31	1	1	0	164	84	17	10	20	1	1	0	133
15:00	14	8	1	7	0	0	0	30	21	6	2	2	0	0	0	31
15:15	22	0	2	7	0	0	0	31	6	6	1	3	0	0	0	16
15:30	21	4	6	9	0	0	0	40	21	4	0	5	0	0	0	30
15:45	35	10	3	4	0	0	0	52	24	5	1	4	0	0	0	34
H/TOT	92	22	12	27	0	0	0	153	72	21	4	14	0	0	0	111
16:00	29	9	2	5	0	0	0	45	24	5	0	2	0	0	0	31
16:15	33	7	1	4	0	1	0	46	19	5	0	2	0	0	0	26
16:30	49	0	0	6	0	0	0	55	14	12	0	9	0	0	0	35
16:45	40	8	2	2	0	1	0	53	16	3	1	6	0	0	0	26
H/TOT	151	24	5	17	0	2	0	199	73	25	1	19	0	0	0	118
17:00	66	9	0	6	0	0	0	81	13	3	0	4	0	0	0	20
17:15	98	14	3	4	0	0	0	119	20	0	1	5	0	0	0	26
17:30	68	12	2	7	0	0	0	89	18	5	2	10	0	0	0	35
17:45	55	5	1	2	0	0	0	63	15	2	0	1	0	0	0	18
H/TOT	287	40	6	19	0	0	0	352	66	10	3	20	0	0	0	99
18:00	52	6	0	3	0	0	0	61	13	0	0	3	0	0	0	16
18:15	52	3	0	2	0	0	0	57	23	5	1	1	1	0	0	31
18:30	45	0	0	4	0	0	0	49	18	1	1	0	0	0	0	20
18:45	13	3	0	6	0	0	0	22	13	6	0	3	0	0	0	22
H/TOT	162	12	0	15	0	0	0	189	67	12	2	7	1	0	0	89
P/TOT	1851	393	62	333	4	3	0	2646	948	314	89	249	8	2	0	1610

TIME	E to E CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1
07:45	0	1	0	0	0	0	0	1
H/TOT	3	1	0	0	0	0	0	4
08:00	1	0	0	0	0	0	0	1
08:15	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1
H/TOT	3	0	0	0	0	0	0	3
09:00	1	1	0	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0
09:30	3	0	0	0	0	0	0	3
09:45	1	1	0	0	0	0	0	2
H/TOT	5	2	0	0	0	0	0	7
10:00	0	1	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0
10:30	1	0	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	0	0	2
11:00	0	0	0	0	0	0	0	0
11:15	2	0	0	0	0	0	0	2
11:30	1	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	1	0	0	0	0	0	0	1
12:45	1	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2
13:00	1	1	0	0	1	0	0	3
13:15	1	0	0	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0
13:45	1	0	0	0	0	0	0	1
H/TOT	3	1	0	0	1	0	0	5
14:00	0	1	0	1	0	0	0	2
14:15	1	0	0	0	0	0	0	1
14:30	0	1	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0
H/TOT	1	2	0	1	0	0	0	4
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
16:00	1	0	0	0	0	0	0	1
16:15	0	1	0	0	0	0	0	1
16:30	1	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0
H/TOT	2	1	0	0	0	0	0	3
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	3	0	0	0	0	0	3
18:15	0	0	1	0	0	0	0	1
18:30	0	1	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0
H/TOT	0	4	1	0	0	0	0	5
P/TOT	23	12	1	1	1	0	0	38

TIME	TO ARM A CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	FROM ARM A CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	35	25	5	15	1	0	0	81	35	19	5	11	0	0	0	70
07:15	45	17	3	12	0	0	0	77	25	23	6	13	0	0	0	67
07:30	46	17	3	7	0	0	0	73	41	12	4	18	1	0	0	76
07:45	38	22	8	7	0	0	0	75	46	23	8	6	1	0	0	84
H/TOT	164	81	19	41	1	0	0	306	147	77	23	48	2	0	0	297
08:00	34	18	7	17	0	1	0	77	29	18	5	9	0	0	0	61
08:15	43	16	3	13	0	0	0	75	53	22	5	10	0	0	0	90
08:30	32	20	2	12	0	0	0	66	34	13	2	17	0	1	0	67
08:45	44	14	5	12	0	0	0	75	34	22	2	12	0	0	0	70
H/TOT	153	68	17	54	0	1	0	293	150	75	14	48	0	1	0	288
09:00	43	16	8	23	0	1	0	91	39	13	3	13	0	0	0	68
09:15	59	31	6	22	0	0	0	118	52	23	5	15	0	0	0	95
09:30	65	23	9	14	1	0	0	112	47	23	5	21	0	0	0	96
09:45	54	18	6	9	2	0	0	89	60	21	10	19	0	0	0	110
H/TOT	221	88	29	68	3	1	0	410	198	80	23	68	0	0	0	369
10:00	51	20	7	10	0	0	0	88	61	15	9	13	0	0	0	98
10:15	57	14	8	18	1	0	0	98	49	16	7	17	0	0	0	89
10:30	60	18	8	23	1	0	0	110	54	22	4	10	2	0	0	92
10:45	42	15	8	19	1	0	0	85	47	21	5	11	1	0	0	85
H/TOT	210	67	31	70	3	0	0	381	211	74	25	51	3	0	0	364
11:00	55	16	9	15	0	0	0	95	65	13	9	16	1	0	0	104
11:15	56	18	5	11	0	0	0	90	41	16	9	18	1	0	0	85
11:30	68	10	8	16	0	0	0	102	61	12	7	18	1	0	0	99
11:45	48	17	5	15	2	0	0	87	42	10	5	16	0	0	0	73
H/TOT	227	61	27	57	2	0	0	374	209	51	30	68	3	0	0	361
12:00	51	16	7	22	0	0	0	96	55	16	9	18	0	0	0	98
12:15	64	22	12	19	0	0	0	117	42	22	3	14	0	0	0	81
12:30	68	17	8	15	0	0	0	108	60	15	6	20	0	0	0	101
12:45	62	17	12	12	2	0	0	105	51	23	11	21	2	0	0	108
H/TOT	245	72	39	68	2	0	0	426	208	76	29	73	2	0	0	388
13:00	54	15	8	13	0	0	0	90	71	22	9	12	0	0	0	114
13:15	77	21	4	19	1	0	0	122	54	16	8	22	2	0	0	102
13:30	53	17	12	15	0	0	0	97	75	17	9	11	1	0	0	113
13:45	58	21	9	19	5	0	0	112	65	21	15	11	0	0	0	112
H/TOT	242	74	33	66	6	0	0	421	265	76	41	56	3	0	0	441
14:00	35	23	6	12	0	0	0	76	69	19	11	19	2	0	0	120
14:15	51	15	6	12	0	0	0	84	46	21	9	13	0	0	0	89
14:30	58	14	3	13	1	1	0	90	65	19	5	16	2	0	0	107
14:45	42	12	7	14	1	0	0	76	39	13	8	19	2	0	0	81
H/TOT	186	64	22	51	2	1	0	326	219	72	33	67	6	0	0	397
15:00	43	13	4	6	0	0	0	66	46	17	4	9	0	1	0	77
15:15	39	15	6	11	0	0	0	71	42	14	6	3	0	0	0	65
15:30	53	9	0	12	1	0	0	75	53	10	3	12	3	0	0	81
15:45	48	10	1	11	0	0	0	70	56	15	1	10	0	0	0	82
H/TOT	183	47	11	40	1	0	0	282	197	56	14	34	3	1	0	305
16:00	65	12	3	3	0	0	0	83	63	8	3	4	0	0	0	78
16:15	48	12	4	3	0	0	0	67	63	14	2	5	0	0	0	84
16:30	45	22	1	17	0	0	0	85	36	13	1	4	0	0	0	54
16:45	47	7	2	10	1	0	0	67	54	14	0	8	0	0	0	76
H/TOT	205	53	10	33	1	0	0	302	216	49	6	21	0	0	0	292
17:00	41	8	4	8	1	0	0	62	38	8	3	1	2	1	0	53
17:15	42	5	2	11	0	0	0	60	40	7	0	8	0	0	0	55
17:30	42	8	6	14	0	1	0	71	52	6	1	7	0	0	0	66
17:45	51	5	0	7	0	0	0	63	37	8	2	8	0	0	0	55
H/TOT	176	26	12	40	1	1	0	256	167	29	6	24	2	1	0	229
18:00	30	3	1	7	0	0	0	41	44	5	3	6	0	1	0	59
18:15	55	6	3	5	1	1	0	71	46	7	2	7	0	0	0	62
18:30	37	4	2	2	0	0	0	45	60	3	2	4	0	1	0	70
18:45	37	6	2	8	0	0	0	53	29	3	2	3	1	0	0	38
H/TOT	159	19	8	22	1	1	0	210	179	18	9	20	1	2	0	229
P/TOT	2371	720	258	610	23	5	0	3987	2366	733	253	578	25	5	0	3960

TIME	TO ARM B CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	FROM ARM B CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	107	18	3	8	0	0	0	136	101	22	11	11	0	1	0	146
07:15	156	24	3	11	0	0	0	194	114	23	11	13	0	0	0	161
07:30	167	32	5	5	1	0	0	210	213	34	8	10	0	0	0	265
07:45	170	22	3	8	0	0	0	203	226	40	14	6	1	1	0	288
H/TOT	600	96	14	32	1	0	0	743	654	119	44	40	1	2	0	860
08:00	130	27	5	17	0	1	0	180	220	31	10	10	2	0	0	273
08:15	140	25	5	11	1	3	0	185	219	38	7	11	3	0	0	278
08:30	139	17	0	12	3	1	0	172	147	26	5	10	1	1	0	190
08:45	128	21	2	9	0	1	0	161	146	19	5	14	0	0	0	184
H/TOT	537	90	12	49	4	6	0	698	732	114	27	45	6	1	0	925
09:00	123	19	3	16	0	0	0	161	100	17	6	13	0	0	0	136
09:15	110	35	4	19	0	0	0	168	78	13	1	15	1	0	0	108
09:30	115	25	2	12	1	0	0	155	62	14	3	9	1	0	0	89
09:45	95	31	5	11	0	0	0	142	44	15	1	8	1	0	0	69
H/TOT	443	110	14	58	1	0	0	626	284	59	11	45	3	0	0	402
10:00	92	9	5	17	0	0	0	123	58	17	3	6	0	0	0	84
10:15	87	13	2	10	1	1	0	114	59	19	2	12	2	0	0	94
10:30	86	9	4	11	1	0	0	111	61	15	1	11	0	0	0	88
10:45	70	20	5	13	0	0	0	108	62	17	3	12	0	0	0	94
H/TOT	335	51	16	51	2	1	0	456	240	68	9	41	2	0	0	360
11:00	73	11	4	11	0	0	0	99	69	13	2	7	0	0	0	91
11:15	73	8	2	10	1	0	0	94	66	15	1	14	0	0	0	96
11:30	69	17	2	10	1	0	0	99	75	11	5	11	1	0	0	103
11:45	80	11	2	9	0	2	0	104	82	14	2	10	0	0	0	108
H/TOT	295	47	10	40	2	2	0	396	292	53	10	42	1	0	0	398
12:00	68	10	3	13	0	0	0	94	78	16	4	7	0	0	0	105
12:15	67	13	5	18	1	0	0	104	85	16	3	6	1	0	0	111
12:30	69	16	4	5	0	0	0	94	90	15	4	7	0	0	0	116
12:45	58	11	2	13	1	0	0	85	69	14	3	8	1	0	0	95
H/TOT	262	50	14	49	2	0	0	377	322	61	14	28	2	0	0	427
13:00	61	11	1	6	0	1	0	80	88	15	4	4	0	0	0	111
13:15	73	12	2	12	0	0	0	99	74	19	0	7	1	0	0	101
13:30	89	18	4	12	1	0	0	124	77	12	3	13	0	0	0	105
13:45	68	9	2	9	0	0	0	88	69	15	2	13	0	1	0	100
H/TOT	291	50	9	39	1	1	0	391	308	61	9	37	1	1	0	417
14:00	75	15	3	9	0	1	0	103	89	19	1	10	0	0	0	119
14:15	73	7	6	10	0	0	0	96	95	16	1	12	1	0	0	125
14:30	78	15	3	15	1	0	0	112	94	10	4	12	0	0	0	120
14:45	62	15	3	8	1	1	0	90	134	18	1	4	1	1	0	159
H/TOT	288	52	15	42	2	2	0	401	412	63	7	38	2	1	0	523
15:00	82	12	4	8	1	0	0	107	131	22	1	6	1	0	0	161
15:15	101	11	3	9	0	0	0	124	109	19	4	5	0	0	0	137
15:30	123	12	7	11	4	0	0	157	115	12	3	10	0	0	0	140
15:45	91	20	4	6	0	0	0	121	180	22	2	8	0	0	0	212
H/TOT	397	55	18	34	5	0	0	509	535	75	10	29	1	0	0	650
16:00	101	16	3	7	1	0	0	128	243	44	2	5	0	1	1	296
16:15	118	14	1	7	0	2	0	142	143	26	5	11	2	0	0	187
16:30	119	8	0	7	0	0	0	134	158	20	1	6	0	0	0	185
16:45	116	17	2	3	1	1	0	140	172	17	1	11	0	0	0	201
H/TOT	454	55	6	24	2	3	0	544	716	107	9	33	2	1	1	869
17:00	158	17	0	6	0	0	0	181	204	20	2	10	0	1	1	238
17:15	182	23	3	6	1	1	0	216	155	14	1	7	1	0	1	179
17:30	153	20	3	8	1	0	0	185	137	11	1	10	1	2	0	162
17:45	141	8	2	2	0	1	2	156	127	14	1	11	0	0	0	153
H/TOT	634	68	8	22	2	2	2	738	623	59	5	38	2	3	2	732
18:00	119	15	0	5	0	0	0	139	144	9	1	6	0	1	0	161
18:15	121	8	0	2	0	0	0	131	125	11	1	6	1	1	0	145
18:30	97	3	1	5	1	1	1	109	115	7	1	2	0	0	0	125
18:45	75	5	0	7	1	0	0	88	107	7	0	4	0	0	0	118
H/TOT	412	31	1	19	2	1	1	467	491	34	3	18	1	2	0	549
P/TOT	4948	755	137	459	26	18	3	6346	5609	873	158	434	24	11	3	7112

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 1 | DATE: 20/03/2024 | SITE: 1 | DATE: 20/03/2024 | SITE: 1 | DATE: 20/03/2024 | SITE: 1

LOCATION: M56 Jct 14 | DAY: Wednesday | LOCATION: M56 Jct 14 | DAY: Wednesday | LOCATION: M56 Jct 14 | DAY: Wednesday | LOCATION: M56 Jct 14

	TO ARM C								FROM ARM C							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	54	19	4	8	0	0	0	85	39	17	7	9	1	0	0	73
07:15	55	27	4	4	0	0	0	90	56	8	1	8	0	0	0	73
07:30	71	13	6	7	0	0	0	97	39	10	2	3	0	0	0	54
07:45	86	22	5	5	1	0	0	119	45	12	4	6	0	0	0	67
H/TOT	266	81	19	24	1	0	0	391	179	47	14	26	1	0	0	267
08:00	82	14	5	5	0	0	0	106	42	10	2	10	1	1	0	66
08:15	72	19	4	9	0	0	0	104	47	13	0	15	0	1	0	76
08:30	97	12	1	7	0	0	0	117	45	14	1	8	0	0	0	68
08:45	80	22	4	2	0	0	0	108	34	16	5	5	0	0	0	60
H/TOT	331	67	14	23	0	0	0	435	168	53	8	38	1	2	0	270
09:00	63	11	2	5	0	0	0	81	32	8	5	14	0	0	0	59
09:15	54	18	4	4	0	0	0	80	41	16	5	17	0	0	0	79
09:30	35	18	2	4	0	0	0	59	61	18	4	11	0	0	0	94
09:45	52	14	1	7	0	0	0	74	43	16	2	6	0	0	0	67
H/TOT	204	61	9	20	0	0	0	294	177	58	16	48	0	0	0	299
10:00	59	12	5	6	0	0	0	82	36	9	4	8	0	0	0	57
10:15	61	14	8	6	0	0	0	89	36	9	9	7	0	0	0	61
10:30	65	15	2	6	3	0	0	91	48	12	7	17	0	0	0	84
10:45	51	18	5	6	1	0	0	81	33	14	8	10	0	0	0	65
H/TOT	236	59	20	24	4	0	0	343	153	44	28	42	0	0	0	267
11:00	52	10	3	4	1	0	0	70	43	13	9	11	0	0	0	76
11:15	56	16	3	9	1	0	0	85	53	16	4	7	1	0	0	81
11:30	65	11	3	12	1	0	0	92	55	13	7	8	0	0	0	83
11:45	57	10	1	6	0	0	0	74	48	13	6	8	0	0	0	75
H/TOT	230	47	10	31	3	0	0	321	199	55	26	34	1	0	0	315
12:00	52	14	4	8	0	0	0	78	50	10	4	13	1	0	0	78
12:15	52	14	1	8	0	0	0	75	54	17	7	10	0	0	0	88
12:30	50	10	7	7	0	0	0	74	61	7	10	2	0	0	0	80
12:45	40	14	4	6	2	0	0	66	51	12	7	7	1	0	0	78
H/TOT	194	52	16	29	2	0	0	293	216	46	28	32	2	0	0	324
13:00	55	13	8	8	0	0	0	84	51	9	3	6	0	0	0	69
13:15	47	11	3	13	0	0	0	74	60	15	2	9	1	0	0	87
13:30	64	11	3	5	0	0	0	83	47	10	11	8	0	0	0	76
13:45	57	13	9	6	0	0	0	85	62	15	9	13	5	0	0	104
H/TOT	223	48	23	32	0	0	0	326	220	49	25	36	6	0	0	336
14:00	42	17	8	9	0	0	0	76	37	24	5	4	0	0	0	70
14:15	49	16	2	7	0	0	0	74	47	10	4	5	0	0	0	66
14:30	61	15	3	8	1	0	0	88	47	17	2	6	1	0	0	73
14:45	61	9	4	3	0	0	0	77	35	9	5	10	2	0	0	61
H/TOT	213	57	17	27	1	0	0	315	166	60	16	25	3	0	0	270
15:00	65	12	1	4	0	1	0	83	37	9	4	4	0	0	0	54
15:15	64	12	2	0	0	0	0	78	54	13	5	9	0	0	0	81
15:30	53	15	2	4	2	0	0	76	62	10	1	5	1	0	0	79
15:45	50	13	2	2	0	0	0	67	53	16	1	6	0	0	0	76
H/TOT	232	52	7	10	2	1	0	304	206	48	11	24	1	0	0	290
16:00	76	20	3	3	0	0	0	102	69	7	3	1	0	0	0	80
16:15	69	15	5	3	0	0	0	92	73	10	4	2	0	0	0	89
16:30	65	10	1	3	1	0	0	80	69	11	1	8	0	0	0	89
16:45	69	15	2	7	0	0	0	93	69	10	3	4	1	0	0	87
H/TOT	279	60	11	16	1	0	0	367	280	38	11	15	1	0	0	345
17:00	84	13	2	2	0	1	0	102	76	8	4	4	1	0	0	93
17:15	65	5	0	3	0	0	0	73	86	8	1	5	0	0	0	100
17:30	60	6	1	4	0	0	0	71	73	9	4	5	0	1	0	92
17:45	53	8	0	5	0	0	0	66	75	7	1	6	0	0	0	89
H/TOT	262	32	3	14	0	1	0	312	310	32	10	20	1	1	0	374
18:00	40	5	0	1	0	0	0	46	43	4	2	6	0	0	0	55
18:15	53	8	1	2	0	0	0	64	70	5	2	3	0	1	0	81
18:30	66	4	1	1	0	0	0	72	50	4	1	2	0	0	0	57
18:45	47	4	0	2	1	0	0	54	41	1	2	5	0	0	0	49
H/TOT	206	21	2	6	1	0	0	236	204	14	7	16	0	1	0	242
P/TOT	2876	637	151	256	15	2	0	3937	2478	544	200	356	17	4	0	3599

	TO ARM D								FROM ARM D							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	44	9	10	1	0	0	0	64	83	15	1	3	0	0	0	102
07:15	68	6	3	2	2	0	0	81	123	15	3	1	0	0	0	142
07:30	81	13	2	1	2	0	0	99	143	12	4	1	1	0	0	161
07:45	85	17	4	2	1	1	0	110	167	12	2	0	0	0	0	181
H/TOT	278	45	19	6	5	1	0	354	516	54	10	5	1	0	0	586
08:00	100	13	1	1	2	0	0	117	168	15	1	0	0	0	0	184
08:15	127	15	0	1	4	0	0	147	156	10	1	3	0	3	0	173
08:30	89	13	1	1	1	1	0	106	182	14	1	1	3	0	0	201
08:45	88	16	2	1	0	0	0	107	171	20	2	2	0	1	0	196
H/TOT	404	57	4	4	7	1	0	477	677	59	5	6	3	4	0	754
09:00	58	13	2	1	0	0	0	74	139	18	1	2	0	1	0	161
09:15	59	13	3	0	1	0	0	76	93	19	2	1	0	0	0	115
09:30	67	12	0	1	0	0	0	80	87	16	1	0	1	0	0	105
09:45	51	22	1	2	0	0	0	76	99	10	1	1	0	0	0	111
H/TOT	235	60	6	4	1	0	0	306	418	63	5	4	1	1	0	492
10:00	47	16	6	1	0	0	0	70	97	10	3	3	0	0	0	113
10:15	54	12	3	0	1	0	0	70	94	9	4	0	0	1	0	108
10:30	58	15	2	3	0	0	0	78	82	11	1	1	2	0	0	97
10:45	62	9	1	1	0	0	0	73	80	19	4	1	0	0	0	104
H/TOT	221	52	12	5	1	0	0	291	353	49	12	5	2	1	0	422
11:00	70	11	3	1	0	0	0	85	75	12	3	1	0	0	0	91
11:15	71	12	2	4	0	0	0	89	82	12	5	2	0	0	0	101
11:30	78	11	4	2	1	0	0	96	86	12	1	2	1	0	0	102
11:45	72	15	3	0	0	1	0	91	80	16	2	2	0	2	0	102
H/TOT	291	49	12	7	1	1	0	361	323	52	11	7	1	2	0	396
12:00	80	14	1	2	1	0	0	98	74	12	5	0	0	0	0	91
12:15	79	9	1	1	1	0	0	91	86	12	6	0	0	0	0	104
12:30	95	10	2	1	0	1	0	109	77	14	5	1	0	0	0	97
12:45	75	5	2	2	0	0	0	84	73	8	3	1	1	0	0	86
H/TOT	329	38	6	6	2	1	0	382	310	46	19	2	1	0	0	378
13:00	94	7	2	1	0	0	0	104	77	7	7	3	0	1	0	95
13:15	68	12	2	1	1	0	0	84	71	13	3	1	0	0	0	88
13:30	77	11	2	3	0	0	0	93	98	17	5	1	1	0	0	122
13:45	75	13	5	0	0	1	0	94	66	9	3	2	0	0	0	80
H/TOT	314	43	11	5	1	1	0	375	312	46	18	7	1	1	0	385
14:00	86	12	0	0	0	0	0	98	64	16	6	2	0	0	0	88
14:15	87	13	3	0	2	0	0	105	79	12	3	3	0	0	0	97
14:30	76	9	2	0	1	0	0	88	78	16	2	0	2	0	0	98
14:45	110	13	0	0	3	1	0	127	66	12	0	0	0	1	0	79
H/TOT	359	47	5	0	6	1	0	418	287	56	11	5	2	1	0	362
15:00	95	11	2	1	1	0	0	110	102	10	1	1	1	0	0	115
15:15	97	12	4	0	0	0	0	113	105	15	2	0	0	0	0	122
15:30	101	6	1	2	0	1	0	111	124	13	0	1	4	0	0	142
15:45	126	20	1	2	0	0	0	149	67	17	1	1	2	0	0	88
H/TOT	419	49	8	5	1	1	0	483	398	55	4	3	7	0	0	467
16:00	132	9	1	0	0	1	1	144	100	14	1	1	2	0	0	118
16:15	134	13	1	1	1	0	0	150	106	17	2	0	1	1	0	127
16:30	141	8	1	0	0	0	0	150	109	10	1	1	1	0	0	122
16:45	153	14	2	0	0	0	0	169	113	15	2	1	1	0	0	132
H/TOT	560	44	5	1	1	1	1	613	428	56	6	3	5	1	0	499
17:00	179	11	0	0	0	1	1	192	114	16	0	0	1	0	0	131
17:15	175	9	0	0	1	0	1	186	101	6	0	0	1	1	0	109
17:30	165	10	0	1	0	3	0	179	109	8	1	0	1	0	0	119
17:45	145	17	0	2	0	1	0	165	103	6	0	0	0	1	2	112
H/TOT	664	47	0	3	1	5	2	722	427	36	1	0	3	2	2	471
18:00	133	2	2	0	1	1	0	139	74	9	0	1	1	0	0	85
18:15	101	6	0	1	1	1	0	110	57	8	0	0	0	0	0	65
18:30	123	9	0	0	0	1	0	133	67	6	1	2	1	1	1	79
18:45	84	3	1	0	0	0	0	88	74	6	0	0	1	0	0	81
H/TOT	441	20	3	1	2	3	0	470	272	29	1	3	3	1	1	310
P/TOT	4515	551	91	47	29	16	3	5252	4721	601	103	50	30	14	3	5522

	TO ARM E								FROM ARM E							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	110	31	5	13	0	1	0	160	92	29	3	11	0	0	0	135
07:15	104	26	11	18	0	0	0	159	110	31	3	12	2	0	0	158
07:30	192	25	4	20	1	0	0	242	121	32	2	8	2	0	0	165
07:45	221	41	15	6	0	0	0	283	116	37	7	10	0	0	0	170
H/TOT	627	123	35	57	1	1	0	844	439	129	15	41	4	0	0	628
08:00	203	39	8	11	1	0	0	262	90	37	8	22	0	1	0	158
08:15	192	36	5	13	0	1	0	247	99	28	4	8	2	0	0	141
08:30	133	26	5	16	0	0	0	180	82	21	0	12	0	0	0	115
08:45	130	28	5	21	0	0	0	184	85	24	4	12	0	0	0	125
H/TOT	658	129	23	61	1	1	0	873	356	110	16	54	2	1	0	539
09:00	96	22	6	16	0	0	0	140	73	25	6	19	0	0	0	123
09:15	74	14	2	20	0	0	0	110	92	40	6	17	0	0	0	155
09:30	51	22	6	23	1	0	0	103	76	29	6	13	1	0	0	125
09:45	60	11	7	19	0	0	0	97	66	34	6	14	1	0	0	121
H/TOT	281	69	21	78	1	0	0	450	307	128	24	63	2	0	0	524
10:00	64	13	4	13	0	0	0	94	61	19	8	17	0	0	0	105
10:15	45	21	4	19	0	0	0	89	66	21	3	17	1	0	0	108
10:30	40	16	2	14	0	0	0	72	64	13	5	18	1	0	0	101
10:45	52	21	4	17	0	0	0	94	55	12	3	22	1	0	0	93
H/TOT	201	71	14	63	0	0	0	349	246	65	19	74	3	0	0	407
11:00	57	18	9	16	0	0	0	100	55	15	5	12	0	0	0	87
11:15	39	16	10	21	0	0	0	86	53	11	3	14	0	0	0	81
11:30	65	11	8	14	0	0	0	98	68	12	5	15	0	0	0	100
11:45	46	17	8	17	0	0	0	88	51	17	4	11	2	1	0	86
H/TOT	207	62	35	68	0	0	0	372	227	55	17	52	2	1	0	354
12:00	55	13	9	13	0	0	0	90	49	13	2	20	0	0	0	84
12:15	56	21	4	9	0	0	0	90	51	12	4	25	1	0	0	93
12:30	68	21	6	15	0	0	0	110	62	23	2	13	0	1	0	101
12:45	59	24	7	19	0	0	0	109	50	14	3	15	0	0	0	82
H/TOT	238	79	26	56	0	0	0	399	212	62	11	73	1	1	0	360
13:00	70	21	9	8	1	0	0	109	47	14	5	11	1	0	0	78
13:15	62	22	5	9	2	0	0	100	68	15	3	15	0	0	0	101
13:30	68	16	10	17	1	0	0	112	54	17	3	19	0	0	0	93
13:45	59	21	8	17	0	0	0	105	55	17	4	12	0	0	0	88
H/TOT	259	80	32	51	4	0	0	426	224	63	15	57	1	0	0	360
14:00	65	23	8	18	2	0	0	116	44	12	2	13	0	1	0	72
14:15	70	25	10	16	0	0	0	121	63	17	10	12	1	0	0	103
14:30	74	21	4	14	1	0	0	114	63	12	2	16	0	1	0	94
14:45	63	18	4	19	2	0	0	106	64	15	4	11	2	0	0	96
H/TOT	272	87	26	67	5	0	0	457	234	56	18	52	3	2	0	365
15:00	91	26	3	11	0	0	0	131	60	16	4	10	0	0	0	90
15:15	63	20	8	7	0	0	0	98	54	9	6	10	0	0	0	79
15:30	92	13	3	14	1	0	0	123	68	10	6	15	0	1	0	100
15:45	123	27	1	14	2	0	0	167	82	20	4	10	0	0	0	116
H/TOT	369	86	15	46	3	0	0	519	264	55	20	45	0	1	0	385
16:00	178	32	2	6	1	0	0	219	77	16	3	8	0	0	0	104
16:15	101	28	3	10	2	0	0	144	85	15	1	6	0	1	0	108
16:30	99	21	2	7	0	0	0	129	97	15	1	15	0	0	0	128
16:45	114	18	1	12	0	0	0	145	91	15	3	8	0	1	0	118
H/TOT	492	99	8	35	3	0	0	637	350	61	8	37	0	2	0	458
17:00	108	19	3	9	3	0	0	142	138	16	0	10	0	0	0	164
17:15	94	11	1	9	0	0	0	115	176	18	4	9	0	0	0	207
17:30	99	8	1	12	1	0	0	121	148	18	4	17	0	1	0	188
17:45	72	8	3	12	0	0	0	95	120	11	1	3	0	1	0	136
H/TOT	373	46	8	42	4	0	0	473	582	63	9	39	0	2	0	695
18:00	89	12	3	12	1	1	0	118	106	10	0	6	1	0	0	123
18:15	72	11	3	9	0	0	0	95	104	8	2	3	1	0	0	118
18:30	67	6	2	6	0	0	0	81	98	6	1	4	0	0	0	109
18:45	56	9	2	4	0	0	0	71	48	10	1	9	0	0	0	68
H/TOT	284	38	10	31	1	1	0	365	356	34	4	22	2	0	0	418
P/TOT	4261	969	253	655	23	3	0	6164	3797	881	176	609	20	10	0	5493

	JUNCTION TOTAL							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	350	102	27	45	1	1	0	526
07:15	428	100	24	47	2	0	0	601
07:30	557	100	20	40	4	0	0	721
07:45	600	124	35	28	2	1	0	790
H/TOT	1935	426	106	160	9	2	0	2638
08:00	549	111	26	51	3	2	0	742
08:15	574	111	17	47	5	4	0	758
08:30	490	88	9	48	4	2	0	641
08:45	470	101	18	45	0	1	0	635
H/TOT	2083	411	70	191	12	9	0	2776
09:00	383	81	21	61	0	1	0	547
09:15	356	111	19	65	1	0	0	552
09:30	333	100	19	54	3	0	0	509
09:45	312	96	20	48	2	0	0	478
H/TOT	1384	388	79	228	6	1	0	2086
10:00	313	70	27	47	0	0	0	457
10:15	304	74	25	53	3	1	0	460
10:30	309	73	18	57	5	0	0	462
10:45	277	83	23	56	2	0	0	441
H/TOT	1203	300	93	213	10	1	0	1820
11:00	307	66	28	47	1	0	0	449
11:15	295	70	22	55	2	0	0	444
11:30	345	60	25	54	3	0	0	487
11:45	303	70	19	47	2	3	0	444
H/TOT	1250	266	94	203	8	3	0	1824
12:00	306	67	24	58	1	0	0	456
12:15	318	79	23	55	2	0	0	477
12:30	350	74	27	43	0	1	0	495
12:45	294	71	27	52	5	0	0	449
H/TOT	1268	291	101	208	8	1	0	1877
13:00	334	67	28	36	1	1	0	467
13:15	327	78	16	54	4	0	0	479
13:30	351	73	31	52	2	0	0	509
13:45	317	77	33	51	5	1	0	484
H/TOT	1329	295	108	193	12	2	0	1939
14:00	303	90	25	48	2	1	0	469
14:15	330	76	27	45	2	0	0	480
14:30	347	74	15	50	5	1	0	492
14:45	338	67	18	44	7	2	0	476
H/TOT	1318	307	85	187	16	4	0	1917
15:00	376	74	14	30	2	1	0	497
15:15	364	70	23	27	0	0	0	484
15:30	422	55	13	43	8	1	0	542
15:45	438	90	9	35	2	0	0	574
H/TOT	1600	289	59	135	12	2	0	2097
16:00	552	89	12	19	2	1	1	676
16:15	470	82	14	24	3	2	0	595
16:30	469	69	5	34	1	0	0	578
16:45	499	71	9	32	2	1	0	614
H/TOT	1990	311	40	109	8	4	1	2463
17:00	570	68	9	25	4	2	1	679
17:15	558	53	6	29	2	1	1	650
17:30	519	52	11	39	2	4	0	627
17:45	462	46	5	28	0	2	2	545
H/TOT	2109	219	31	121	8	9	4	2501
18:00	411	37	6	25	2	2	0	483
18:15	402	39	7	19	2	2	0	471
18:30	390	26	6	14	1	2	1	440
18:45	299	27	5	21	2	0	0	354
H/TOT	1502	129	24	79	7	6	1	1748
P/TOT	18971	3632	890	2027	116	44	6	25686

PEAK HOUR CALCULATION	TOT
07:00 to 08:00	2638
07:15 to 08:15	2854
07:30 to 08:30	3011
07:45 to 08:45	2931
08:00 to 09:00	2776
08:15 to 09:15	2581
08:30 to 09:30	2375
08:45 to 09:45	2243
09:00 to 10:00	2086
09:15 to 10:15	1996
09:30 to 10:30	1904
09:45 to 10:45	1857
10:00 to 11:00	1820
10:15 to 11:15	1812
10:30 to 11:30	1796
10:45 to 11:45	1821
A.M. Peak	**3011**
11:00 to 12:00	1824
11:15 to 12:15	1831
11:30 to 12:30	1864
11:45 to 12:45	1872
12:00 to 13:00	1877
12:15 to 13:15	1888
12:30 to 13:30	1890
12:45 to 13:45	1904
13:00 to 14:00	1939
13:15 to 14:15	1941
13:30 to 14:30	1942
13:45 to 14:45	1925
14:00 to 15:00	1917
14:15 to 15:15	1945
14:30 to 15:30	1949
14:45 to 15:45	1999
Inter Peak	**1999**
15:00 to 16:00	2097
15:15 to 16:15	2276
15:30 to 16:30	2387
15:45 to 16:45	2423
16:00 to 17:00	2463
16:15 to 17:15	2466
16:30 to 17:30	2521
16:45 to 17:45	2570
17:00 to 18:00	2501
17:15 to 18:15	2305
17:30 to 18:30	2126
17:45 to 18:45	1939
18:00 to 19:00	1748
P.M. Peak	**2570**

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 3 DATE: 20/03/2024

LOCATION: A5117 / Pool Lane DAY: Wednesday

	A to D								A to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	8	2	5	5	0	0	0	20	5	0	0	0	0	0	0	5
07:15	4	1	4	5	0	0	0	14	5	0	0	0	0	1	0	6
07:30	4	1	2	2	0	0	0	9	11	0	0	0	0	0	0	11
07:45	3	1	2	0	0	0	0	6	15	3	0	0	0	0	0	18
H/TOT	19	5	13	12	0	0	0	49	36	3	0	0	0	1	0	40
08:00	5	0	2	6	0	0	0	13	6	3	1	0	0	0	0	10
08:15	2	2	2	3	1	0	0	10	8	0	0	0	0	0	0	8
08:30	4	3	1	6	0	0	0	14	10	3	0	1	0	0	0	14
08:45	4	1	1	2	0	0	0	8	8	1	1	0	0	0	0	10
H/TOT	15	6	6	17	1	0	0	45	32	7	2	1	0	0	0	42
09:00	3	0	2	6	0	0	0	11	5	0	0	0	0	0	0	5
09:15	2	1	1	4	0	0	0	8	3	2	0	0	0	0	0	5
09:30	4	3	2	1	0	0	0	10	5	0	0	0	0	0	0	5
09:45	4	4	0	4	0	0	0	12	1	1	0	0	0	0	0	2
H/TOT	13	8	5	15	0	0	0	41	14	3	0	0	0	0	0	17
10:00	2	2	1	2	0	0	0	7	5	1	0	0	0	0	0	6
10:15	3	7	0	6	0	0	0	16	3	0	0	0	0	0	0	3
10:30	2	3	0	5	0	0	0	10	4	1	1	0	0	0	0	6
10:45	6	6	2	5	0	0	0	19	4	0	0	0	0	0	0	4
H/TOT	13	18	3	18	0	0	0	52	16	2	1	0	0	0	0	19
11:00	5	2	1	5	0	0	0	13	2	1	1	0	0	0	0	4
11:15	4	1	0	5	0	0	0	10	1	2	0	0	0	0	0	3
11:30	7	3	1	2	0	0	0	13	3	0	0	0	0	0	0	3
11:45	5	5	0	3	0	0	0	13	4	0	0	0	0	0	0	4
H/TOT	21	11	2	15	0	0	0	49	10	3	1	0	0	0	0	14
12:00	8	5	1	4	0	0	0	18	3	0	0	0	0	0	0	3
12:15	7	5	1	3	0	0	0	16	2	0	0	0	0	0	0	2
12:30	8	4	0	3	0	0	0	15	3	1	0	0	0	0	0	4
12:45	6	5	0	5	0	0	0	16	3	0	1	0	0	0	0	4
H/TOT	29	19	2	15	0	0	0	65	11	1	1	0	0	0	0	13
13:00	9	1	2	1	0	0	0	13	4	0	0	0	0	0	0	4
13:15	7	5	1	3	0	0	0	16	2	1	0	0	0	0	0	3
13:30	6	3	1	4	0	0	0	14	1	0	0	0	0	0	0	1
13:45	4	3	1	5	0	0	0	13	1	2	0	0	0	0	0	3
H/TOT	26	12	5	13	0	0	0	56	8	3	0	0	0	0	0	11
14:00	9	4	0	8	0	0	0	21	7	0	0	0	0	0	0	7
14:15	9	6	0	3	0	0	0	18	2	1	0	0	0	0	0	3
14:30	8	3	2	5	0	0	0	18	4	2	0	0	0	0	0	6
14:45	13	3	0	2	0	0	0	18	5	0	1	0	0	0	0	6
H/TOT	39	16	2	18	0	0	0	75	18	3	1	0	0	0	0	22
15:00	30	5	1	3	0	0	0	39	6	0	0	0	0	0	0	6
15:15	24	3	0	1	0	0	0	28	4	1	1	0	0	0	0	6
15:30	25	6	0	2	0	0	0	33	4	1	0	0	1	1	0	7
15:45	86	12	0	8	0	0	0	106	10	2	0	1	0	0	0	13
H/TOT	165	26	1	14	0	0	0	206	24	4	1	1	1	1	0	32
16:00	109	24	1	2	0	0	1	137	29	6	0	0	0	0	1	36
16:15	31	11	2	6	0	0	0	50	18	1	0	0	0	0	0	19
16:30	40	3	0	2	0	0	0	45	13	0	0	0	0	0	0	13
16:45	46	2	0	6	0	0	0	54	10	0	0	1	0	0	1	12
H/TOT	226	40	3	16	0	0	1	286	70	7	0	1	0	0	2	80
17:00	54	5	1	7	0	0	0	67	27	1	1	0	0	0	0	29
17:15	30	6	0	5	0	0	0	41	12	1	0	0	0	0	0	13
17:30	33	1	0	8	0	0	0	42	12	1	0	0	0	0	0	13
17:45	32	2	0	6	0	0	0	40	17	0	0	0	0	0	0	17
H/TOT	149	14	1	26	0	0	0	190	68	3	1	0	0	0	0	72
18:00	37	5	0	2	0	0	0	44	10	4	0	0	0	0	0	14
18:15	27	5	0	4	0	0	0	36	5	0	0	0	0	0	0	5
18:30	11	0	0	1	0	0	0	12	10	0	0	0	0	0	1	11
18:45	22	5	0	1	0	0	0	28	7	2	0	0	0	0	1	10
H/TOT	97	15	0	8	0	0	0	120	32	6	0	0	0	0	2	40
P/TOT	812	190	43	187	1	0	1	1234	339	45	8	3	1	2	4	402

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 3 DATE: 20/03/2024

LOCATION: A5117 / Pool Lane DAY: Wednesday

	A to B								A to A							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	22	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0
07:15	13	4	0	0	0	0	0	17	0	0	0	0	0	0	0	0
07:30	19	5	2	1	0	0	0	27	0	0	0	0	0	0	0	0
07:45	25	4	0	1	1	0	0	31	0	0	0	0	0	0	0	0
H/TOT	79	13	2	2	1	0	0	97	0	0	0	0	0	0	0	0
08:00	20	2	0	0	1	0	0	23	0	0	0	0	0	0	0	0
08:15	27	3	0	1	0	0	0	31	0	0	0	0	0	0	0	0
08:30	19	4	1	0	0	0	0	24	0	0	0	0	0	0	0	0
08:45	20	7	2	0	1	0	0	30	0	0	0	0	0	0	0	0
H/TOT	86	16	3	1	2	0	0	108	0	0	0	0	0	0	0	0
09:00	11	4	1	1	0	0	0	17	0	0	0	0	0	0	0	0
09:15	9	1	2	0	0	0	0	12	0	0	0	0	0	0	0	0
09:30	15	4	1	0	1	0	0	21	0	0	0	0	0	0	0	0
09:45	17	3	1	1	0	0	0	22	0	0	0	0	0	0	0	0
H/TOT	52	12	5	2	1	0	0	72	0	0	0	0	0	0	0	0
10:00	15	2	1	2	0	0	0	20	0	0	0	0	0	0	0	0
10:15	11	1	1	2	0	0	0	15	0	0	0	0	0	0	0	0
10:30	14	3	2	0	1	0	0	20	0	0	0	0	0	0	0	0
10:45	11	4	0	1	0	0	0	16	0	0	0	0	0	0	0	0
H/TOT	51	10	4	5	1	0	0	71	0	0	0	0	0	0	0	0
11:00	14	4	0	0	0	0	0	18	0	0	0	0	0	0	0	0
11:15	11	4	2	1	0	0	0	18	0	0	0	0	0	0	0	0
11:30	18	3	0	1	1	0	0	23	0	0	0	0	0	0	0	0
11:45	17	4	2	1	0	0	0	24	0	0	0	0	0	0	0	0
H/TOT	60	15	4	3	1	0	0	83	0	0	0	0	0	0	0	0
12:00	13	1	2	2	0	0	0	18	0	0	0	0	0	0	0	0
12:15	11	1	2	2	1	0	0	17	0	0	0	0	0	0	0	0
12:30	15	3	1	1	0	0	0	20	0	0	0	0	0	0	0	0
12:45	8	3	0	1	1	0	0	13	0	0	0	0	0	0	0	0
H/TOT	47	8	5	6	2	0	0	68	0	0	0	0	0	0	0	0
13:00	11	3	1	0	0	0	0	15	0	0	0	0	0	0	0	0
13:15	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0
13:30	22	2	0	3	0	0	0	27	0	0	0	0	0	0	0	0
13:45	12	3	0	1	1	0	0	17	0	0	0	0	0	0	0	0
H/TOT	60	9	1	4	1	0	0	75	0	0	0	0	0	0	0	0
14:00	20	2	2	1	0	0	0	25	0	0	0	0	0	0	0	0
14:15	12	3	1	0	0	0	0	16	0	0	0	0	0	0	0	0
14:30	9	5	0	0	1	0	0	15	0	0	0	0	0	0	0	0
14:45	17	3	2	0	0	0	0	22	0	0	0	0	0	0	0	0
H/TOT	58	13	5	1	1	0	0	78	0	0	0	0	0	0	0	0
15:00	19	4	1	1	0	0	0	25	0	0	0	0	0	0	0	0
15:15	28	1	3	1	0	0	0	33	0	0	0	0	0	0	0	0
15:30	27	1	1	2	1	1	0	33	0	0	0	0	0	0	0	0
15:45	58	4	0	1	2	0	0	65	0	0	0	0	0	0	0	0
H/TOT	132	10	5	5	3	1	0	156	0	0	0	0	0	0	0	0
16:00	84	9	2	0	0	1	0	96	0	0	0	0	0	0	0	0
16:15	31	4	1	1	0	0	0	37	0	0	0	0	0	0	0	0
16:30	31	2	0	0	0	1	0	34	0	0	0	0	0	0	0	0
16:45	36	1	0	1	1	0	0	39	0	0	0	0	0	0	0	0
H/TOT	182	16	3	2	1	2	0	206	0	0	0	0	0	0	0	0
17:00	41	10	0	0	0	0	0	51	0	0	0	0	0	0	0	0
17:15	41	6	1	0	0	0	0	48	0	0	0	0	0	0	0	0
17:30	31	0	0	0	0	0	0	31	0	0	0	0	0	0	0	0
17:45	25	2	1	0	1	0	0	29	0	0	0	0	0	0	0	0
H/TOT	138	18	2	0	1	0	0	159	0	0	0	0	0	0	0	0
18:00	28	1	0	0	0	0	0	29	0	0	0	0	0	0	0	0
18:15	12	3	0	0	0	0	0	15	0	0	0	0	0	0	0	0
18:30	16	0	0	0	0	1	0	17	0	0	0	0	0	0	0	0
18:45	19	1	0	1	1	0	0	22	0	0	0	0	0	0	0	0
H/TOT	75	5	0	1	1	1	0	83	0	0	0	0	0	0	0	0
P/TOT	1020	145	39	32	16	4	0	1256	0	0	0	0	0	0	0	0

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 3 DATE: 20/03/2024

LOCATION: A5117 / Pool Lane DAY: Wednesday

	B to A								B to D							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	40	7	1	0	0	0	0	48	63	9	7	2	0	1	0	82
07:15	47	7	1	1	0	0	0	56	83	19	4	3	0	1	0	110
07:30	64	5	1	1	1	0	0	72	185	20	7	5	1	1	0	219
07:45	41	7	1	0	1	0	0	50	176	33	8	3	1	1	0	222
H/TOT	192	26	4	2	2	0	0	226	507	81	26	13	2	4	0	633
08:00	22	3	0	0	1	1	0	27	170	34	6	6	1	0	0	217
08:15	17	6	2	0	0	0	0	25	113	23	2	2	0	0	0	140
08:30	17	2	1	0	0	0	0	20	94	17	5	1	0	0	0	117
08:45	14	2	0	0	0	0	0	16	94	20	4	5	0	0	0	123
H/TOT	70	13	3	0	1	1	0	88	471	94	17	14	1	0	0	597
09:00	17	4	1	0	1	0	0	23	68	7	3	3	0	0	0	81
09:15	8	2	1	1	0	0	0	12	58	10	0	4	0	0	0	72
09:30	6	2	1	0	0	0	0	9	34	9	0	1	0	0	0	44
09:45	7	3	0	0	0	0	0	10	37	7	1	0	1	0	0	46
H/TOT	38	11	3	1	1	0	0	54	197	33	4	8	1	0	0	243
10:00	6	6	0	0	1	0	0	13	32	15	2	1	0	0	0	50
10:15	3	3	1	0	0	0	0	7	37	11	1	2	0	0	0	51
10:30	6	2	0	0	0	0	0	8	37	9	0	1	0	0	0	47
10:45	8	2	2	1	0	0	0	13	39	6	1	2	0	0	0	48
H/TOT	23	13	3	1	1	0	0	41	145	41	4	6	0	0	0	196
11:00	11	2	3	0	0	0	0	16	51	5	1	2	0	0	0	59
11:15	8	4	1	2	0	0	0	15	60	9	1	4	0	0	0	74
11:30	10	4	0	1	1	0	0	16	41	6	1	3	0	0	0	51
11:45	13	0	4	1	0	0	0	18	57	7	0	3	0	0	0	67
H/TOT	42	10	8	4	1	0	0	65	209	27	3	12	0	0	0	251
12:00	9	6	1	2	1	0	0	19	64	7	1	2	0	0	0	74
12:15	3	4	1	0	0	0	0	8	56	10	4	2	0	0	0	72
12:30	10	3	0	1	0	0	0	14	59	9	1	0	0	0	0	69
12:45	9	4	1	2	0	0	0	16	53	7	3	0	0	0	0	63
H/TOT	31	17	3	5	1	0	0	57	232	33	9	4	0	0	0	278
13:00	6	1	1	1	1	0	0	10	60	4	1	2	0	0	0	67
13:15	5	2	0	1	0	0	0	8	53	13	1	1	0	0	0	68
13:30	6	1	1	1	0	0	0	9	69	7	2	2	0	0	0	80
13:45	5	3	0	0	0	0	0	8	55	6	1	2	0	1	0	65
H/TOT	22	7	2	3	1	0	0	35	237	30	5	7	0	1	0	280
14:00	6	2	1	1	1	0	0	11	71	5	2	3	0	0	0	81
14:15	4	2	1	0	0	0	0	7	70	11	0	1	0	0	0	82
14:30	12	2	0	1	0	0	0	15	77	7	1	3	0	0	0	88
14:45	11	2	0	2	0	0	0	15	61	6	1	0	1	0	0	69
H/TOT	33	8	2	4	1	0	0	48	279	29	4	7	1	0	0	320
15:00	14	2	0	1	1	0	0	18	89	12	2	2	0	0	0	105
15:15	9	0	0	0	0	0	0	9	74	11	2	1	0	0	0	88
15:30	9	1	1	1	0	0	0	12	60	7	1	5	1	0	0	74
15:45	16	0	1	0	0	0	0	17	96	10	1	1	1	0	0	109
H/TOT	48	3	2	2	1	0	0	56	319	40	6	9	2	0	0	376
16:00	9	1	0	1	0	0	0	11	96	11	0	1	0	0	0	108
16:15	14	0	1	0	1	0	0	16	93	12	0	2	0	0	0	107
16:30	10	4	0	1	0	0	0	15	108	15	1	2	0	0	0	126
16:45	8	1	0	1	0	0	0	10	106	14	1	0	0	1	0	122
H/TOT	41	6	1	3	1	0	0	52	403	52	2	5	0	1	0	463
17:00	12	0	0	2	1	0	0	15	109	10	0	0	0	1	0	120
17:15	18	0	0	0	0	0	0	18	104	7	2	0	0	0	0	113
17:30	10	0	2	1	0	0	0	13	68	14	0	1	1	2	0	86
17:45	9	3	0	0	0	0	0	12	89	11	1	1	0	0	0	102
H/TOT	49	3	2	3	1	0	0	58	370	42	3	2	1	3	0	421
18:00	17	1	0	0	1	0	0	19	99	7	1	0	0	1	0	108
18:15	11	0	0	0	0	0	0	11	96	5	0	3	0	2	0	106
18:30	12	0	0	0	0	0	0	12	79	3	0	0	0	0	0	82
18:45	3	0	0	0	0	0	0	3	54	4	0	1	0	0	0	59
H/TOT	43	1	0	0	1	0	0	45	328	19	1	4	0	3	0	355
P/TOT	632	118	33	28	13	1	0	825	3697	521	84	91	8	12	0	4413

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 3 DATE: 20/03/2024

LOCATION: A5117 / Pool Lane DAY: Wednesday

	B to C								B to B							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
08:00	3	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0
08:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	9	0	0	1	0	0	0	10	0	0	0	0	0	0	0	0
09:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
09:15	3	2	0	0	0	0	0	5	1	0	0	0	0	0	0	1
09:30	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
09:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	12	3	0	0	0	0	0	15	1	0	0	0	0	0	0	1
10:00	4	1	1	0	0	0	0	6	0	0	0	0	0	0	0	0
10:15	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
10:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	10	2	1	0	0	0	0	13	0	0	0	0	0	0	0	0
11:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
11:15	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
11:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
11:45	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	15	0	1	0	0	0	0	16	0	0	0	0	0	0	0	0
12:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
12:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
12:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	8	0	1	0	0	0	0	9	0	0	0	0	0	0	0	0
13:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
13:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
13:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
13:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
14:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
14:15	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
14:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
15:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
15:15	2	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0
15:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
15:45	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	14	0	0	1	0	0	0	15	0	0	0	0	0	0	0	0
16:00	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
16:15	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
16:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
16:45	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	19	1	0	0	0	0	0	20	0	0	0	0	0	0	0	0
17:00	7	0	0	0	0	1	0	8	0	0	0	0	0	0	0	0
17:15	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
17:30	5	0	1	0	0	0	0	6	0	0	0	0	0	0	0	0
17:45	2	1	1	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	21	1	2	0	0	1	0	25	0	0	0	0	0	0	0	0
18:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
P/TOT	141	7	5	2	0	1	0	156	1	0	0	0	0	0	0	1

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 3 DATE: 20/03/2024

LOCATION: A5117 / Pool Lane DAY: Wednesday

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT
SITE: 3 DATE: 20/03/2024
LOCATION: A5117 / Pool Lane DAY: Wednesday
15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT
SITE: 3 DATE: 20/03/2024
LOCATION: A5117 / Pool Lane DAY: Wednesday
15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT
SITE: 3 DATE: 20/03/2024
LOCATION: A5117 / Pool Lane DAY: Wednesday

	C to B								C to A							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	14
07:15	1	0	0	0	0	0	0	1	12	5	0	0	0	0	0	17
07:30	2	1	0	0	0	0	0	3	21	1	0	0	0	0	0	22
07:45	6	0	0	0	0	0	0	6	33	1	0	0	0	0	0	34
H/TOT	9	1	0	0	0	0	0	10	78	9	0	0	0	0	0	87
08:00	4	0	0	0	0	0	0	4	15	1	0	0	0	0	0	16
08:15	8	2	0	0	0	0	0	10	9	0	0	0	0	0	0	9
08:30	8	1	0	0	0	0	0	9	5	0	1	0	0	0	0	6
08:45	2	0	0	0	0	0	0	2	5	1	0	1	0	0	0	7
H/TOT	22	3	0	0	0	0	0	25	34	2	1	1	0	0	0	38
09:00	5	0	0	0	0	0	0	5	11	0	0	0	0	0	0	11
09:15	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2
09:30	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
09:45	5	1	0	0	0	0	0	6	4	0	0	0	0	0	0	4
H/TOT	18	1	0	0	0	0	0	19	21	0	0	0	0	0	0	21
10:00	2	0	0	0	0	0	0	2	0	0	1	0	0	0	0	1
10:15	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1
10:30	1	0	0	0	0	0	0	1	3	0	1	0	0	0	0	4
10:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
H/TOT	11	0	0	0	0	0	0	11	5	0	2	0	0	0	0	7
11:00	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5
11:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
11:30	2	0	0	0	0	0	0	2	5	1	0	0	0	0	0	6
11:45	6	0	0	0	0	0	0	6	2	0	0	0	0	0	2	4
H/TOT	13	0	0	0	0	0	0	13	13	1	0	0	0	0	2	16
12:00	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
12:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
12:30	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
12:45	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1
H/TOT	6	0	0	0	0	0	0	6	8	1	0	0	0	0	0	9
13:00	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
13:15	2	0	1	0	0	0	0	3	3	1	0	0	0	0	0	4
13:30	2	1	1	0	0	0	0	4	1	0	1	0	0	0	0	2
13:45	3	0	0	0	0	0	0	3	0	1	2	0	0	0	0	3
H/TOT	10	2	2	0	0	0	0	14	4	2	3	0	0	0	0	9
14:00	1	0	1	0	0	0	0	2	2	2	0	0	0	0	0	4
14:15	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
14:30	3	0	0	0	1	0	0	4	2	0	0	0	0	0	0	2
14:45	3	1	0	0	0	0	0	4	6	1	0	0	0	0	0	7
H/TOT	12	1	1	0	1	0	0	15	11	3	0	0	0	0	0	14
15:00	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
15:15	0	1	0	0	0	0	0	1	5	1	0	0	0	0	0	6
15:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
15:45	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
H/TOT	13	1	0	0	0	0	0	14	10	1	0	0	0	0	0	11
16:00	5	0	0	0	0	0	0	5	8	1	0	0	0	0	0	9
16:15	2	0	0	0	0	0	0	2	4	1	0	0	0	0	0	5
16:30	4	0	0	0	0	0	0	4	3	0	0	0	0	0	0	3
16:45	2	2	0	0	0	0	0	4	3	0	0	0	1	1	0	5
H/TOT	13	2	0	0	0	0	0	15	18	2	0	0	1	1	0	22
17:00	9	0	0	0	0	0	0	9	7	1	0	0	0	0	0	8
17:15	11	0	0	0	0	0	0	11	4	0	0	0	0	0	0	4
17:30	3	0	0	0	0	0	0	3	8	0	0	0	0	0	0	8
17:45	5	0	0	0	0	0	0	5	8	1	0	0	0	0	0	9
H/TOT	28	0	0	0	0	0	0	28	27	2	0	0	0	0	0	29
18:00	5	0	0	0	0	0	0	5	8	0	0	0	0	0	0	8
18:15	4	0	0	0	0	0	0	4	2	0	0	0	0	0	0	2
18:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
18:45	4	0	0	0	0	0	0	4	2	1	0	0	0	0	0	3
H/TOT	15	0	0	0	0	0	0	15	14	1	0	0	0	0	0	15
P/TOT	170	11	3	0	1	0	0	185	243	24	6	1	1	1	2	278

	C to D								C to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
07:30	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
07:45	5	0	1	0	0	1	0	7	0	0	0	0	0	0	0	0
H/TOT	23	1	1	0	0	1	0	26	0	0	0	0	0	0	0	0
08:00	10	0	0	0	1	0	0	11	0	0	0	0	0	0	0	0
08:15	7	3	0	0	0	0	0	10	0	0	0	0	0	0	0	0
08:30	4	2	1	0	0	0	0	7	0	0	0	0	0	0	0	0
08:45	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
H/TOT	27	6	1	0	1	0	0	35	0	0	0	0	0	0	0	0
09:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
09:15	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
09:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
09:45	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0
10:00	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
10:15	1	1	1	0	0	0	0	3	0	0	0	0	0	0	0	0
10:30	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0
10:45	5	4	0	0	0	0	0	9	0	0	0	0	0	0	0	0
H/TOT	12	7	1	0	0	0	0	20	0	0	0	0	0	0	0	0
11:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
11:15	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
11:30	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
11:45	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
H/TOT	20	2	0	0	0	0	0	22	0	0	0	0	0	0	0	0
12:00	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
12:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
12:30	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
12:45	2	1	0	0	1	0	0	4	0	0	0	0	0	0	0	0
H/TOT	17	2	0	0	1	0	0	20	0	0	0	0	0	0	0	0
13:00	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
13:15	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0
13:30	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
13:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	15	4	0	0	0	0	0	19	0	0	0	0	0	0	0	0
14:00	4	4	0	0	0	0	0	8	0	0	0	0	0	0	0	0
14:15	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
14:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
14:45	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	22	4	0	0	0	0	0	26	0	0	0	0	0	0	0	0
15:00	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
15:15	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
15:30	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
15:45	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
H/TOT	34	1	0	0	0	0	0	35	0	0	0	0	0	0	0	0
16:00	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0
16:15	3	3	0	0	0	0	0	6	0	0	0	0	0	0	0	0
16:30	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0
16:45	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0
H/TOT	23	8	0	0	0	0	0	31	0	0	0	0	0	0	0	0
17:00	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0
17:15	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0
17:30	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0
17:45	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
H/TOT	37	4	0	0	0	0	0	41	0	0	0	0	0	0	0	0
18:00	8	1	1	0	0	0	0	10	0	0	0	0	0	0	0	0
18:15	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
18:30	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	20	1	1	0	0	0	0	22	0	0	0	0	0	0	0	0
P/TOT	264	41	4	0	2	1	0	312	0	0	0	0	0	0	0	0

	D to C								D to B							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	1	0	0	0	0	0	5	46	7	2	2	0	0	0	57
07:15	1	2	0	0	0	0	0	3	45	8	2	3	0	0	0	58
07:30	5	1	0	0	0	0	0	6	69	11	1	0	0	0	0	81
07:45	2	1	1	0	0	0	0	4	89	10	1	2	0	0	0	102
H/TOT	12	5	1	0	0	0	0	18	249	36	6	7	0	0	0	298
08:00	4	0	0	0	0	0	0	4	82	16	1	6	0	0	0	105
08:15	2	0	0	0	0	0	0	2	112	17	4	4	0	2	0	139
08:30	6	0	0	0	0	0	0	6	93	13	3	2	1	1	0	113
08:45	5	0	0	0	0	0	0	5	79	8	2	1	1	1	0	92
H/TOT	17	0	0	0	0	0	0	17	366	54	10	13	2	4	0	449
09:00	3	0	0	0	0	0	0	3	80	6	4	6	0	0	0	96
09:15	3	5	0	0	0	0	0	8	69	22	2	5	0	0	0	98
09:30	2	1	1	0	0	0	0	4	73	21	1	5	0	0	0	100
09:45	3	2	0	0	0	0	0	5	65	15	3	0	0	0	0	83
H/TOT	11	8	1	0	0	0	0	20	287	64	10	16	0	0	0	377
10:00	2	1	0	0	0	0	0	3	74	6	2	4	0	0	0	86
10:15	4	1	0	0	0	1	0	6	60	6	3	1	0	0	0	70
10:30	1	0	0	0	0	0	0	1	78	4	0	4	0	0	0	86
10:45	4	0	0	0	0	0	0	4	50	12	2	3	0	0	0	67
H/TOT	11	2	0	0	0	1	0	14	262	28	7	12	0	0	0	309
11:00	2	0	0	0	0	0	0	2	56	7	0	2	0	0	0	65
11:15	2	0	0	0	0	0	0	2	57	5	2	6	0	0	0	70
11:30	1	0	0	0	0	0	0	1	43	5	0	2	0	0	0	50
11:45	4	0	0	0	0	0	0	4	60	9	2	1	0	1	0	73
H/TOT	9	0	0	0	0	0	0	9	216	26	4	11	0	1	0	258
12:00	0	1	0	0	0	0	0	1	55	7	0	1	0	0	0	63
12:15	2	1	0	0	1	0	0	4	47	5	2	1	0	0	0	55
12:30	2	1	0	0	0	0	0	3	52	10	4	4	0	0	0	70
12:45	1	0	0	0	0	0	0	1	40	8	2	2	0	1	0	53
H/TOT	5	3	0	0	1	0	0	9	194	30	8	8	0	1	0	241
13:00	2	0	1	0	0	0	0	3	38	12	1	1	0	1	0	53
13:15	0	0	0	0	0	0	0	0	63	7	1	1	0	0	0	72
13:30	5	1	1	0	0	0	0	7	52	11	3	4	0	0	0	70
13:45	3	1	0	0	0	0	0	4	44	4	2	2	0	0	0	52
H/TOT	10	2	2	0	0	0	0	14	197	34	7	8	0	1	0	247
14:00	2	0	0	0	0	0	0	2	51	5	2	3	0	1	0	62
14:15	4	0	0	0	0	0	0	4	48	5	2	1	0	0	0	56
14:30	3	0	0	0	0	0	0	3	62	5	2	4	0	0	0	73
14:45	5	2	0	0	0	0	0	7	59	9	3	1	0	1	0	73
H/TOT	14	2	0	0	0	0	0	16	220	24	9	9	0	2	0	264
15:00	2	0	0	0	0	0	0	2	58	8	1	4	1	1	0	73
15:15	2	0	0	0	0	0	0	2	57	5	1	2	1	0	0	66
15:30	5	0	0	0	0	0	0	5	52	3	5	2	0	0	0	62
15:45	2	2	1	0	0	0	0	5	64	13	3	2	0	0	0	82
H/TOT	11	2	1	0	0	0	0	14	231	29	10	10	2	1	0	283
16:00	1	1	0	0	0	0	0	2	63	11	1	2	0	0	0	77
16:15	6	1	0	0	0	0	0	7	64	9	0	1	0	2	0	76
16:30	3	1	0	0	0	1	0	5	79	6	0	3	0	0	0	88
16:45	3	3	1	0	0	0	0	7	82	10	1	0	0	1	0	94
H/TOT	13	6	1	0	0	1	0	21	288	36	2	6	0	3	0	335
17:00	7	2	0	0	0	0	0	9	103	14	0	2	0	1	0	120
17:15	10	3	0	0	0	0	0	13	146	19	3	3	1	1	0	173
17:30	4	0	1	0	0	0	0	5	107	10	2	4	0	0	0	123
17:45	7	0	0	0	0	0	0	7	73	7	1	0	0	0	1	82
H/TOT	28	5	1	0	0	0	0	34	429	50	6	9	1	2	1	498
18:00	4	0	0	0	0	0	0	4	56	9	1	1	0	1	0	68
18:15	3	1	0	0	0	0	0	4	53	3	0	0	0	0	0	56
18:30	4	0	0	0	0	0	0	4	53	1	0	1	0	0	0	55
18:45	5	0	0	0	0	0	0	5	91	8	0	0	0	3	0	102
H/TOT	16	1	0	0	0	0	0	17	253	21	1	2	0	4	0	281
P/TOT	157	36	7	0	1	2	0	203	3192	432	80	111	5	19	1	3840

	D to A								D to D							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	71	5	0	1	0	0	0	77	0	0	0	0	0	0	0	0
07:15	73	13	1	1	0	0	0	88	0	0	0	0	0	0	0	0
07:30	67	13	1	3	0	0	0	84	0	0	0	0	0	0	0	0
07:45	56	9	3	2	0	0	0	70	0	0	0	0	0	0	0	0
H/TOT	267	40	5	7	0	0	0	319	0	0	0	0	0	0	0	0
08:00	38	8	1	5	0	0	0	52	0	0	0	0	0	0	0	0
08:15	20	6	1	4	0	0	0	31	0	0	0	0	0	0	0	0
08:30	17	4	0	3	0	0	0	24	0	0	0	0	0	0	0	0
08:45	25	8	0	6	0	0	0	39	1	0	0	0	0	0	0	1
H/TOT	100	26	2	18	0	0	0	146	1	0	0	0	0	0	0	1
09:00	16	5	0	4	0	0	0	25	0	0	0	0	0	0	0	0
09:15	19	4	1	5	0	0	0	29	0	0	0	0	0	0	0	0
09:30	13	3	1	4	0	0	0	21	1	0	0	0	0	0	0	1
09:45	9	5	2	6	0	0	0	22	0	0	0	0	0	0	0	0
H/TOT	57	17	4	19	0	0	0	97	1	0	0	0	0	0	0	1
10:00	7	2	7	7	0	0	0	23	0	0	0	0	0	0	0	0
10:15	4	4	1	5	0	0	0	14	0	0	0	0	0	0	0	0
10:30	7	4	3	3	0	0	0	17	0	0	0	0	0	0	0	0
10:45	7	6	3	6	0	0	0	22	0	0	0	0	0	0	0	0
H/TOT	25	16	14	21	0	0	0	76	0	0	0	0	0	0	0	0
11:00	4	3	3	3	0	0	0	13	0	0	0	0	0	0	0	0
11:15	5	1	0	2	0	0	0	8	0	0	0	0	0	0	0	0
11:30	2	5	2	5	0	0	0	14	0	0	0	0	0	0	0	0
11:45	1	0	1	2	0	0	0	4	0	1	0	0	0	0	0	1
H/TOT	12	9	6	12	0	0	0	39	0	1	0	0	0	0	0	1
12:00	2	3	1	8	0	0	0	14	0	0	0	0	0	0	0	0
12:15	5	4	0	5	0	0	0	14	0	0	0	0	0	0	0	0
12:30	5	2	0	4	0	0	0	11	0	0	0	0	0	0	0	0
12:45	4	1	1	4	0	0	0	10	0	0	0	1	0	0	0	1
H/TOT	16	10	2	21	0	0	0	49	0	0	0	1	0	0	0	1
13:00	6	1	1	1	0	0	0	9	0	0	0	0	0	0	0	0
13:15	3	1	1	7	0	0	0	12	0	0	0	0	0	0	0	0
13:30	6	2	0	5	0	0	0	13	0	0	0	0	0	0	0	0
13:45	7	1	0	3	0	0	0	11	0	0	0	0	0	0	0	0
H/TOT	22	5	2	16	0	0	0	45	0	0	0	0	0	0	0	0
14:00	3	4	1	5	0	0	0	13	0	0	0	0	0	0	0	0
14:15	1	3	1	8	0	0	0	13	1	0	0	0	0	0	0	1
14:30	4	4	1	5	0	0	0	14	0	0	0	0	0	0	0	0
14:45	1	2	1	4	0	0	0	8	0	0	0	0	0	0	0	0
H/TOT	9	13	4	22	0	0	0	48	1	0	0	0	0	0	0	1
15:00	8	2	0	8	0	0	0	18	0	0	0	0	0	0	0	0
15:15	4	1	2	4	0	0	0	11	0	0	0	0	0	0	0	0
15:30	10	4	0	4	0	0	0	18	0	0	0	0	0	0	0	0
15:45	5	1	1	1	0	0	0	8	0	0	0	0	0	0	0	0
H/TOT	27	8	3	17	0	0	0	55	0	0	0	0	0	0	0	0
16:00	7	3	1	5	0	0	0	16	0	0	0	0	0	0	0	0
16:15	5	1	1	3	0	0	0	10	0	0	0	0	0	0	0	0
16:30	6	0	0	4	0	0	0	10	0	1	0	0	0	0	0	1
16:45	3	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	21	4	2	13	0	0	0	40	0	1	0	0	0	0	0	1
17:00	2	1	0	2	0	0	0	5	0	0	0	0	0	0	0	0
17:15	11	0	1	2	0	0	0	14	0	0	0	0	0	0	0	0
17:30	8	0	1	1	0	0	0	10	0	0	0	0	0	0	0	0
17:45	13	3	0	3	0	0	0	19	0	0	0	0	0	0	0	0
H/TOT	34	4	2	8	0	0	0	48	0	0	0	0	0	0	0	0
18:00	7	0	0	1	0	0	0	8	0	0	0	0	0	0	0	0
18:15	3	0	0	2	0	0	0	5	0	0	0	0	0	0	0	0
18:30	6	0	0	1	0	0	0	7	0	0	0	0	0	0	0	0
18:45	5	0	0	7	0	0	0	12	0	0	0	0	0	0	0	0
H/TOT	21	0	0	11	0	0	0	32	0	0	0	0	0	0	0	0
P/TOT	611	152	46	185	0	0	0	994	3	2	0	1	0	0	0	6

SITE: 3 DATE: 20/03/2024

LOCATION: A5117 / Pool Lane DAY: Wednesday

TIME	TO ARM A								FROM ARM A							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	123	14	1	1	0	0	0	139	35	2	5	5	0	0	0	47
07:15	132	25	2	2	0	0	0	161	22	5	4	5	0	1	0	37
07:30	152	19	2	4	1	0	0	178	34	6	4	3	0	0	0	47
07:45	130	17	4	2	1	0	0	154	43	8	2	1	1	0	0	55
H/TOT	537	75	9	9	2	0	0	632	134	21	15	14	1	1	0	186
08:00	75	12	1	5	1	1	0	95	31	5	3	6	1	0	0	46
08:15	46	12	3	4	0	0	0	65	37	5	2	4	1	0	0	49
08:30	39	6	2	3	0	0	0	50	33	10	2	7	0	0	0	52
08:45	44	11	0	7	0	0	0	62	32	9	4	2	1	0	0	48
H/TOT	204	41	6	19	1	1	0	272	133	29	11	19	3	0	0	195
09:00	44	9	1	4	1	0	0	59	19	4	3	7	0	0	0	33
09:15	29	6	2	6	0	0	0	43	14	4	3	4	0	0	0	25
09:30	23	5	2	4	0	0	0	34	24	7	3	1	1	0	0	36
09:45	20	8	2	6	0	0	0	36	22	8	1	5	0	0	0	36
H/TOT	116	28	7	20	1	0	0	172	79	23	10	17	1	0	0	130
10:00	13	8	8	7	1	0	0	37	22	5	2	4	0	0	0	33
10:15	8	7	2	5	0	0	0	22	17	8	1	8	0	0	0	34
10:30	16	6	4	3	0	0	0	29	20	7	3	5	1	0	0	36
10:45	16	8	5	7	0	0	0	36	21	10	2	6	0	0	0	39
H/TOT	53	29	19	22	1	0	0	124	80	30	8	23	1	0	0	142
11:00	20	5	6	3	0	0	0	34	21	7	2	5	0	0	0	35
11:15	14	5	1	4	0	0	0	24	16	7	2	6	0	0	0	31
11:30	17	10	2	6	1	0	0	36	28	6	1	3	1	0	0	39
11:45	16	0	5	3	0	0	2	26	26	9	2	4	0	0	0	41
H/TOT	67	20	14	16	1	0	2	120	91	29	7	18	1	0	0	146
12:00	15	9	2	10	1	0	0	37	24	6	3	6	0	0	0	39
12:15	9	8	1	5	0	0	0	23	20	6	3	5	1	0	0	35
12:30	18	5	0	5	0	0	0	28	26	8	1	4	0	0	0	39
12:45	13	6	2	6	0	0	0	27	17	8	1	6	1	0	0	33
H/TOT	55	28	5	26	1	0	0	115	87	28	8	21	2	0	0	146
13:00	12	2	2	2	1	0	0	19	24	4	3	1	0	0	0	32
13:15	11	4	1	8	0	0	0	24	24	7	1	3	0	0	0	35
13:30	13	3	2	6	0	0	0	24	29	5	1	7	0	0	0	42
13:45	12	5	2	3	0	0	0	22	17	8	1	6	1	0	0	33
H/TOT	48	14	7	19	1	0	0	89	94	24	6	17	1	0	0	142
14:00	11	8	2	6	1	0	0	28	36	6	2	9	0	0	0	53
14:15	6	5	2	8	0	0	0	21	23	10	1	3	0	0	0	37
14:30	18	6	1	6	0	0	0	31	21	10	2	5	1	0	0	39
14:45	18	5	1	6	0	0	0	30	35	6	3	2	0	0	0	46
H/TOT	53	24	6	26	1	0	0	110	115	32	8	19	1	0	0	175
15:00	25	4	0	9	1	0	0	39	55	9	2	4	0	0	0	70
15:15	18	2	2	4	0	0	0	26	56	5	4	2	0	0	0	67
15:30	19	5	1	5	0	0	0	30	56	8	1	4	2	2	0	73
15:45	23	1	2	1	0	0	0	27	154	18	0	10	2	0	0	184
H/TOT	85	12	5	19	1	0	0	122	321	40	7	20	4	2	0	394
16:00	24	5	1	6	0	0	0	36	222	39	3	2	0	1	2	269
16:15	23	2	2	3	1	0	0	31	80	16	3	7	0	0	0	106
16:30	19	4	0	5	0	0	0	28	84	5	0	2	0	1	0	92
16:45	14	1	0	2	1	1	0	19	92	3	0	8	1	0	1	105
H/TOT	80	12	3	16	2	1	0	114	478	63	6	19	1	2	3	572
17:00	21	2	0	4	1	0	0	28	122	16	2	7	0	0	0	147
17:15	33	0	1	2	0	0	0	36	83	13	1	5	0	0	0	102
17:30	26	0	3	2	0	0	0	31	76	2	0	8	0	0	0	86
17:45	30	7	0	3	0	0	0	40	74	4	1	6	1	0	0	86
H/TOT	110	9	4	11	1	0	0	135	355	35	4	26	1	0	0	421
18:00	32	1	0	1	1	0	0	35	75	10	0	2	0	0	0	87
18:15	16	0	0	2	0	0	0	18	44	8	0	4	0	0	0	56
18:30	20	0	0	1	0	0	0	21	37	0	0	1	0	1	1	40
18:45	10	1	0	7	0	0	0	18	48	8	0	2	1	0	1	60
H/TOT	78	2	0	11	1	0	0	92	204	26	0	9	1	1	2	243
P/TOT	1486	294	85	214	14	2	2	2097	2171	380	90	222	18	6	5	2892

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 3 DATE: 20/03/2024

LOCATION: A5117 / Pool Lane DAY: Wednesday

TIME	TO ARM B								FROM ARM B							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	68	7	2	2	0	0	0	79	103	16	8	2	0	1	0	130
07:15	59	12	2	3	0	0	0	76	130	26	5	4	0	1	0	166
07:30	90	17	3	1	0	0	0	111	250	25	8	6	2	1	0	292
07:45	120	14	1	3	1	0	0	139	223	40	9	3	2	1	0	278
H/TOT	337	50	8	9	1	0	0	405	706	107	30	15	4	4	0	866
08:00	106	18	1	6	1	0	0	132	195	37	6	7	2	1	0	248
08:15	147	22	4	5	0	2	0	180	132	29	4	2	0	0	0	167
08:30	120	18	4	2	1	1	0	146	112	19	6	1	0	0	0	138
08:45	101	15	4	1	2	1	0	124	111	22	4	5	0	0	0	142
H/TOT	474	73	13	14	4	4	0	582	550	107	20	15	2	1	0	695
09:00	96	10	5	7	0	0	0	118	89	11	4	3	1	0	0	108
09:15	84	23	4	5	0	0	0	116	70	14	1	5	0	0	0	90
09:30	91	25	2	5	1	0	0	124	43	12	1	1	0	0	0	57
09:45	87	19	4	1	0	0	0	111	46	10	1	0	1	0	0	58
H/TOT	358	77	15	18	1	0	0	469	248	47	7	9	2	0	0	313
10:00	91	8	3	6	0	0	0	108	42	22	3	1	1	0	0	69
10:15	77	7	4	3	0	0	0	91	43	15	2	2	0	0	0	62
10:30	93	7	2	4	1	0	0	107	46	11	0	1	0	0	0	58
10:45	63	16	2	4	0	0	0	85	47	8	3	3	0	0	0	61
H/TOT	324	38	11	17	1	0	0	391	178	56	8	7	1	0	0	250
11:00	73	11	0	2	0	0	0	86	65	7	4	2	0	0	0	78
11:15	70	9	4	7	0	0	0	90	74	13	2	6	0	0	0	95
11:30	63	8	0	3	1	0	0	75	55	10	1	4	1	0	0	71
11:45	83	13	4	2	0	1	0	103	72	7	5	4	0	0	0	88
H/TOT	289	41	8	14	1	1	0	354	266	37	12	16	1	0	0	332
12:00	69	8	2	3	0	0	0	82	77	13	2	4	1	0	0	97
12:15	60	6	4	3	1	0	0	74	60	14	5	2	0	0	0	81
12:30	68	13	5	5	0	0	0	91	69	12	2	1	0	0	0	84
12:45	50	11	2	3	1	1	0	68	65	11	4	2	0	0	0	82
H/TOT	247	38	13	14	2	1	0	315	271	50	13	9	1	0	0	344
13:00	52	16	2	1	0	1	0	72	69	5	2	3	1	0	0	80
13:15	80	8	2	1	0	0	0	91	60	15	1	2	0	0	0	78
13:30	76	14	4	7	0	0	0	101	78	8	3	3	0	0	0	92
13:45	59	7	2	3	1	0	0	72	63	9	1	2	0	1	0	76
H/TOT	267	45	10	12	1	1	0	336	270	37	7	10	1	1	0	326
14:00	72	7	5	4	0	1	0	89	79	7	3	4	1	0	0	94
14:15	65	8	3	1	0	0	0	77	80	13	1	1	0	0	0	95
14:30	74	10	2	4	2	0	0	92	90	9	1	4	0	0	0	104
14:45	79	13	5	1	0	1	0	99	72	8	1	2	1	0	0	84
H/TOT	290	38	15	10	2	2	0	357	321	37	6	11	2	0	0	377
15:00	81	12	2	5	1	1	0	102	107	14	2	3	1	0	0	127
15:15	85	7	4	3	1	0	0	100	85	11	2	2	0	0	0	100
15:30	84	4	6	4	1	1	0	100	71	8	2	6	1	0	0	88
15:45	126	17	3	3	2	0	0	151	118	10	2	1	1	0	0	132
H/TOT	376	40	15	15	5	2	0	453	381	43	8	12	3	0	0	447
16:00	152	20	3	2	0	1	0	178	111	12	0	2	0	0	0	125
16:15	97	13	1	2	0	2	0	115	114	12	1	2	1	0	0	130
16:30	114	8	0	3	0	1	0	126	120	19	1	3	0	0	0	143
16:45	120	13	1	1	1	1	0	137	118	16	1	1	0	1	0	137
H/TOT	483	54	5	8	1	5	0	556	463	59	3	8	1	1	0	535
17:00	153	24	0	2	0	1	0	180	128	10	0	2	1	2	0	143
17:15	198	25	4	3	1	1	0	232	129	7	2	0	0	0	0	138
17:30	141	10	2	4	0	0	0	157	83	14	3	2	1	2	0	105
17:45	103	9	2	0	1	0	1	116	100	15	2	1	0	0	0	118
H/TOT	595	68	8	9	2	2	1	685	440	46	7	5	2	4	0	504
18:00	89	10	1	1	0	1	0	102	119	8	1	0	1	1	0	130
18:15	69	6	0	0	0	0	0	75	107	5	0	3	0	2	0	117
18:30	71	1	0	1	0	1	0	74	92	3	0	0	0	0	0	95
18:45	114	9	0	1	1	3	0	128	59	4	0	1	0	0	0	64
H/TOT	343	26	1	3	1	5	0	379	377	20	1	4	1	3	0	406
P/TOT	4383	588	122	143	22	23	1	5282	4471	646	122	121	21	14	0	5395

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 3 DATE: 20/03/2024

LOCATION: A5117 / Pool Lane DAY: Wednesday

TIME	TO ARM C								FROM ARM C							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	9	1	0	0	0	0	0	10	12	2	0	0	0	0	0	14
07:15	6	2	0	0	0	1	0	9	23	5	0	0	0	0	0	28
07:30	17	1	0	0	0	0	0	18	31	3	0	0	0	0	0	34
07:45	23	4	1	0	0	0	0	28	44	1	1	0	0	1	0	47
H/TOT	55	8	1	0	0	1	0	65	110	11	1	0	0	1	0	123
08:00	13	3	1	1	0	0	0	18	29	1	0	0	1	0	0	31
08:15	12	0	0	0	0	0	0	12	24	5	0	0	0	0	0	29
08:30	17	3	0	1	0	0	0	21	17	3	2	0	0	0	0	22
08:45	16	1	1	0	0	0	0	18	13	2	0	1	0	0	0	16
H/TOT	58	7	2	2	0	0	0	69	83	11	2	1	1	0	0	98
09:00	12	0	0	0	0	0	0	12	19	0	0	0	0	0	0	19
09:15	9	9	0	0	0	0	0	18	10	0	0	0	0	0	0	10
09:30	10	2	1	0	0	0	0	13	11	0	0	0	0	0	0	11
09:45	6	3	0	0	0	0	0	9	13	2	0	0	0	0	0	15
H/TOT	37	14	1	0	0	0	0	52	53	2	0	0	0	0	0	55
10:00	11	3	1	0	0	0	0	15	5	1	1	0	0	0	0	7
10:15	10	2	0	0	0	1	0	13	8	1	1	0	0	0	0	10
10:30	8	1	1	0	0	0	0	10	7	1	1	0	0	0	0	9
10:45	8	0	0	0	0	0	0	8	8	4	0	0	0	0	0	12
H/TOT	37	6	2	0	0	1	0	46	28	7	3	0	0	0	0	38
11:00	7	1	1	0	0	0	0	9	11	0	0	0	0	0	0	11
11:15	9	2	0	0	0	0	0	11	5	1	0	0	0	0	0	6
11:30	8	0	0	0	0	0	0	8	16	1	0	0	0	0	0	17
11:45	10	0	1	0	0	0	0	11	14	1	0	0	0	0	2	17
H/TOT	34	3	2	0	0	0	0	39	46	3	0	0	0	0	2	51
12:00	7	1	0	0	0	0	0	8	8	0	0	0	0	0	0	8
12:15	5	1	0	0	1	0	0	7	8	0	0	0	0	0	0	8
12:30	5	2	1	0	0	0	0	8	11	1	0	0	0	0	0	12
12:45	7	0	1	0	0	0	0	8	4	2	0	0	1	0	0	7
H/TOT	24	4	2	0	1	0	0	31	31	3	0	0	1	0	0	35
13:00	9	0	1	0	0	0	0	10	4	2	0	0	0	0	0	6
13:15	4	1	0	0	0	0	0	5	13	3	1	0	0	0	0	17
13:30	9	1	1	0	0	0	0	11	7	2	2	0	0	0	0	11
13:45	7	3	0	0	0	0	0	10	5	1	2	0	0	0	0	8
H/TOT	29	5	2	0	0	0	0	36	29	8	5	0	0	0	0	42
14:00	11	0	0	0	0	0	0	11	7	6	1	0	0	0	0	14
14:15	12	1	0	0	0	0	0	13	14	0	0	0	0	0	0	14
14:30	8	2	0	0	0	0	0	10	9	0	0	0	1	0	0	10
14:45	10	2	1	0	0	0	0	13	15	2	0	0	0	0	0	17
H/TOT	41	5	1	0	0	0	0	47	45	8	1	0	1	0	0	55
15:00	12	0	0	0	0	0	0	12	15	0	0	0	0	0	0	15
15:15	8	1	1	1	0	0	0	11	12	2	0	0	0	0	0	14
15:30	11	1	0	0	1	1	0	14	16	0	0	0	0	0	0	16
15:45	18	4	1	1	0	0	0	24	14	1	0	0	0	0	0	15
H/TOT	49	6	2	2	1	1	0	61	57	3	0	0	0	0	0	60
16:00	36	7	0	0	0	0	1	44	20	3	0	0	0	0	0	23
16:15	31	2	0	0	0	0	0	33	9	4	0	0	0	0	0	13
16:30	18	1	0	0	0	1	0	20	12	1	0	0	0	0	0	13
16:45	17	4	1	1	0	0	1	24	13	4	0	0	1	1	0	19
H/TOT	102	14	1	1	0	1	2	121	54	12	0	0	1	1	0	68
17:00	41	3	1	0	0	1	0	46	27	2	0	0	0	0	0	29
17:15	29	4	0	0	0	0	0	33	26	1	0	0	0	0	0	27
17:30	21	1	2	0	0	0	0	24	18	2	0	0	0	0	0	20
17:45	26	1	1	0	0	0	0	28	21	1	0	0	0	0	0	22
H/TOT	117	9	4	0	0	1	0	131	92	6	0	0	0	0	0	98
18:00	17	4	0	0	0	0	0	21	21	1	1	0	0	0	0	23
18:15	8	1	0	0	0	0	0	9	12	0	0	0	0	0	0	12
18:30	15	0	0	0	0	0	1	16	7	0	0	0	0	0	0	7
18:45	14	2	0	0	0	0	1	17	9	1	0	0	0	0	0	10
H/TOT	54	7	0	0	0	0	2	63	49	2	1	0	0	0	0	52
P/TOT	637	88	20	5	2	5	4	761	677	76	13	1	4	2	2	775

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 3 DATE: 20/03/2024

LOCATION: A5117 / Pool Lane DAY: Wednesday

	TO ARM D								FROM ARM D								JUNCTION TOTAL							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	71	11	12	7	0	1	0	102	121	13	2	3	0	0	0	139	07:00	271	33	15	10	0	1	0	330
07:15	97	20	8	8	0	1	0	134	119	23	3	4	0	0	0	149	07:15	294	59	12	13	0	2	0	380
07:30	197	22	9	7	1	1	0	237	141	25	2	3	0	0	0	171	07:30	456	59	14	12	2	1	0	544
07:45	184	34	11	3	1	2	0	235	147	20	5	4	0	0	0	176	07:45	457	69	17	8	3	2	0	556
H/TOT	549	87	40	25	2	5	0	708	528	81	12	14	0	0	0	635	H/TOT	1478	220	58	43	5	6	0	1810
08:00	185	34	8	12	2	0	0	241	124	24	2	11	0	0	0	161	08:00	379	67	11	24	4	1	0	486
08:15	122	28	4	5	1	0	0	160	134	23	5	8	0	2	0	172	08:15	327	62	11	14	1	2	0	417
08:30	102	22	7	7	0	0	0	138	116	17	3	5	1	1	0	143	08:30	278	49	13	13	1	1	0	355
08:45	105	22	5	7	0	0	0	139	110	16	2	7	1	1	0	137	08:45	266	49	10	15	2	1	0	343
H/TOT	514	106	24	31	3	0	0	678	484	80	12	31	2	4	0	613	H/TOT	1250	227	45	66	8	5	0	1601
09:00	74	7	5	9	0	0	0	95	99	11	4	10	0	0	0	124	09:00	226	26	11	20	1	0	0	284
09:15	63	11	1	8	0	0	0	83	91	31	3	10	0	0	0	135	09:15	185	49	7	19	0	0	0	260
09:30	43	12	2	2	0	0	0	59	89	25	3	9	0	0	0	126	09:30	167	44	7	11	1	0	0	230
09:45	45	12	1	4	1	0	0	63	77	22	5	6	0	0	0	110	09:45	158	42	7	11	1	0	0	219
H/TOT	225	42	9	23	1	0	0	300	356	89	15	35	0	0	0	495	H/TOT	736	161	32	61	3	0	0	993
10:00	37	18	3	3	0	0	0	61	83	9	9	11	0	0	0	112	10:00	152	37	15	16	1	0	0	221
10:15	41	19	2	8	0	0	0	70	68	11	4	6	0	1	0	90	10:15	136	35	8	16	0	1	0	196
10:30	42	13	0	6	0	0	0	61	86	8	3	7	0	0	0	104	10:30	159	27	7	13	1	0	0	207
10:45	50	16	3	7	0	0	0	76	61	18	5	9	0	0	0	93	10:45	137	40	10	18	0	0	0	205
H/TOT	170	66	8	24	0	0	0	268	298	46	21	33	0	1	0	399	H/TOT	584	139	40	63	2	1	0	829
11:00	59	7	2	7	0	0	0	75	62	10	3	5	0	0	0	80	11:00	159	24	9	12	0	0	0	204
11:15	66	11	1	9	0	0	0	87	64	6	2	8	0	0	0	80	11:15	159	27	6	20	0	0	0	212
11:30	57	9	2	5	0	0	0	73	46	10	2	7	0	0	0	65	11:30	145	27	4	14	2	0	0	192
11:45	68	14	0	6	0	0	0	88	65	10	3	3	0	1	0	82	11:45	177	27	10	11	0	1	2	228
H/TOT	250	41	5	27	0	0	0	323	237	36	10	23	0	1	0	307	H/TOT	640	105	29	57	2	1	2	836
12:00	75	12	2	6	0	0	0	95	57	11	1	9	0	0	0	78	12:00	166	30	6	19	1	0	0	222
12:15	68	15	5	5	0	0	0	93	54	10	2	6	1	0	0	73	12:15	142	30	10	13	2	0	0	197
12:30	74	14	1	3	0	0	0	92	59	13	4	8	0	0	0	84	12:30	165	34	7	13	0	0	0	219
12:45	61	13	3	6	1	0	0	84	45	9	3	7	0	1	0	65	12:45	131	30	8	15	2	1	0	187
H/TOT	278	54	11	20	1	0	0	364	215	43	10	30	1	1	0	300	H/TOT	604	124	31	60	5	1	0	825
13:00	70	6	3	3	0	0	0	82	46	13	3	2	0	1	0	65	13:00	143	24	8	6	1	1	0	183
13:15	68	20	2	4	0	0	0	94	66	8	2	8	0	0	0	84	13:15	163	33	5	13	0	0	0	214
13:30	79	11	3	6	0	0	0	99	63	14	4	9	0	0	0	90	13:30	177	29	10	19	0	0	0	235
13:45	61	9	2	7	0	1	0	80	54	6	2	5	0	0	0	67	13:45	139	24	6	13	1	1	0	184
H/TOT	278	46	10	20	0	1	0	355	229	41	11	24	0	1	0	306	H/TOT	622	110	29	51	2	2	0	816
14:00	84	13	2	11	0	0	0	110	56	9	3	8	0	1	0	77	14:00	178	28	9	21	1	1	0	238
14:15	88	17	0	4	0	0	0	109	54	8	3	9	0	0	0	74	14:15	171	31	5	13	0	0	0	220
14:30	89	10	3	8	0	0	0	110	69	9	3	9	0	0	0	90	14:30	189	28	6	18	2	0	0	243
14:45	80	9	1	2	1	0	0	93	65	13	4	5	0	1	0	88	14:45	187	29	8	9	1	1	0	235
H/TOT	341	49	6	25	1	0	0	422	244	39	13	31	0	2	0	329	H/TOT	725	116	28	61	4	2	0	936
15:00	127	17	3	5	0	0	0	152	68	10	1	12	1	1	0	93	15:00	245	33	5	19	2	1	0	305
15:15	105	14	2	2	0	0	0	123	63	6	3	6	1	0	0	79	15:15	216	24	9	10	1	0	0	260
15:30	96	13	1	7	1	0	0	118	67	7	5	6	0	0	0	85	15:30	210	23	8	16	3	2	0	262
15:45	190	23	1	9	1	0	0	224	71	16	5	3	0	0	0	95	15:45	357	45	7	14	3	0	0	426
H/TOT	518	67	7	23	2	0	0	617	269	39	14	27	2	1	0	352	H/TOT	1028	125	29	59	9	3	0	1253
16:00	212	37	1	3	0	0	1	254	71	15	2	7	0	0	0	95	16:00	424	69	5	11	0	1	2	512
16:15	127	26	2	8	0	0	0	163	75	11	1	4	0	2	0	93	16:15	278	43	5	13	1	2	0	342
16:30	153	20	1	4	0	0	0	178	88	8	0	7	0	1	0	104	16:30	304	33	1	12	0	2	0	352
16:45	160	18	1	6	0	1	0	186	88	13	2	1	0	1	0	105	16:45	311	36	3	10	2	3	1	366
H/TOT	652	101	5	21	0	1	1	781	322	47	5	19	0	4	0	397	H/TOT	1317	181	14	46	3	8	3	1572
17:00	174	16	1	7	0	1	0	199	112	17	0	4	0	1	0	134	17:00	389	45	2	13	1	3	0	453
17:15	145	14	2	5	0	0	0	166	167	22	4	5	1	1	0	200	17:15	405	43	7	10	1	1	0	467
17:30	108	17	0	9	1	2	0	137	119	10	4	5	0	0	0	138	17:30	296	28	7	15	1	2	0	349
17:45	129	13	1	7	0	0	0	150	93	10	1	3	0	0	1	108	17:45	288	30	4	10	1	0	1	334
H/TOT	556	60	4	28	1	3	0	652	491	59	9	17	1	2	1	580	H/TOT	1378	146	20	48	4	6	1	1603
18:00	144	13	2	2	0	1	0	162	67	9	1	2	0	1	0	80	18:00	282	28	3	4	1	2	0	320
18:15	129	10	0	7	0	2	0	148	59	4	0	2	0	0	0	65	18:15	222	17	0	9	0	2	0	250
18:30	93	3	0	1	0	0	0	97	63	1	0	2	0	0	0	66	18:30	199	4	0	3	0	1	1	208
18:45	79	9	0	2	0	0	0	90	101	8	0	7	0	3	0	119	18:45	217	21	0	10	1	3	1	253
H/TOT	445	35	2	12	0	3	0	497	290	22	1	13	0	4	0	330	H/TOT	920	70	3	26	2	8	2	1031
P/TOT	4776	754	131	279	11	13	1	5965	3963	622	133	297	6	21	1	5043	P/TOT	11282	1724	358	641	49	43	8	14105

PEAK HOUR CALCULATION	TOT
07:00 to 08:00	1810
07:15 to 08:15	1966
07:30 to 08:30	**2003**
07:45 to 08:45	1814
08:00 to 09:00	1601
08:15 to 09:15	1399
08:30 to 09:30	1240
08:45 to 09:45	1117
09:00 to 10:00	993
09:15 to 10:15	930
09:30 to 10:30	864
09:45 to 10:45	843
10:00 to 11:00	829
10:15 to 11:15	812
10:30 to 11:30	828
10:45 to 11:45	813
A.M. Peak	**2003**
11:00 to 12:00	836
11:15 to 12:15	854
11:30 to 12:30	839
11:45 to 12:45	866
12:00 to 13:00	825
12:15 to 13:15	786
12:30 to 13:30	803
12:45 to 13:45	819
13:00 to 14:00	816
13:15 to 14:15	871
13:30 to 14:30	877
13:45 to 14:45	885
14:00 to 15:00	936
14:15 to 15:15	1003
14:30 to 15:30	1043
14:45 to 15:45	**1062**
Inter Peak	**1062**
15:00 to 16:00	1253
15:15 to 16:15	1460
15:30 to 16:30	1542
15:45 to 16:45	1632
16:00 to 17:00	1572
16:15 to 17:15	1513
16:30 to 17:30	**1638**
16:45 to 17:45	1635
17:00 to 18:00	1603
17:15 to 18:15	1470
17:30 to 18:30	1253
17:45 to 18:45	1112
18:00 to 19:00	1031
P.M. Peak	**1638**

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 3 DATE: 20/03/2024

LOCATION: A5117 / Pool Lane DAY: Wednesday

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 4 DATE: 20/03/2024

LOCATION: A5117 / Thornton Green Lane DAY: Wednesday

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 4 DATE: 20/03/2024

LOCATION: A5117 / Thornton Green Lane DAY: Wednesday

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 4 DATE: 20/03/2024

LOCATION: A5117 / Thornton Green Lane DAY: Wednesday

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

SITE: 4 DATE: 20/03/2024

LOCATION: A5117 / Thornton Green Lane

	A to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	1	0	1	0	0	0	2
07:30	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1
H/TOT	1	1	0	1	0	0	0	3
08:00	1	0	0	0	0	0	0	1
08:15	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0
08:45	0	1	0	0	0	0	0	1
H/TOT	2	1	0	0	0	0	0	3
09:00	1	0	0	0	0	0	0	1
09:15	1	1	0	0	0	0	0	2
09:30	0	1	0	0	0	0	0	1
09:45	2	0	0	0	0	0	0	2
H/TOT	4	2	0	0	0	0	0	6
10:00	1	0	0	0	0	0	0	1
10:15	1	0	0	0	0	0	0	1
10:30	1	0	0	0	0	0	0	1
10:45	1	0	0	0	0	0	0	1
H/TOT	4	0	0	0	0	0	0	4
11:00	2	0	0	0	0	0	0	2
11:15	1	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0
11:45	1	1	0	0	0	0	0	2
H/TOT	4	1	0	0	0	0	0	5
12:00	1	0	0	0	0	0	0	1
12:15	1	0	0	0	0	0	0	1
12:30	0	0	0	2	0	0	0	2
12:45	1	0	0	0	0	0	0	1
H/TOT	3	0	0	2	0	0	0	5
13:00	1	0	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0
13:30	2	1	0	0	0	0	0	3
13:45	0	1	0	0	0	0	0	1
H/TOT	3	2	0	0	0	0	0	5
14:00	2	0	0	0	0	0	0	2
14:15	2	0	0	0	0	0	0	2
14:30	1	0	0	0	0	0	0	1
14:45	2	1	0	0	0	0	0	3
H/TOT	7	1	0	0	0	0	0	8
15:00	2	0	0	0	0	0	0	2
15:15	0	1	0	0	0	0	0	1
15:30	1	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0
H/TOT	3	1	0	0	0	0	0	4
16:00	1	1	0	0	0	0	0	2
16:15	1	0	0	0	0	0	0	1
16:30	1	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0
H/TOT	3	1	0	0	0	0	0	4
17:00	0	1	0	0	0	0	0	1
17:15	2	0	0	0	0	0	0	2
17:30	2	0	0	0	0	0	0	2
17:45	3	0	0	0	0	0	0	3
H/TOT	7	1	0	0	0	0	0	8
18:00	0	1	0	0	0	0	0	1
18:15	2	0	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1
H/TOT	3	1	0	0	0	0	0	4
P/TOT	44	12	0	3	0	0	0	59

	A to B							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	71	6	2	2	0	0	0	81
07:15	57	13	2	2	0	0	0	74
07:30	90	16	3	1	0	0	0	110
07:45	109	14	0	3	1	0	0	127
H/TOT	327	49	7	8	1	0	0	392
08:00	105	17	3	6	1	0	0	132
08:15	132	17	4	5	0	2	0	160
08:30	108	18	4	1	1	1	0	133
08:45	121	15	2	1	2	1	0	142
H/TOT	466	67	13	13	4	4	0	567
09:00	97	9	6	7	0	0	0	119
09:15	83	18	6	6	0	0	0	113
09:30	92	22	2	5	1	0	0	122
09:45	90	21	4	0	0	0	0	115
H/TOT	362	70	18	18	1	0	0	469
10:00	90	7	3	7	0	0	0	107
10:15	74	7	4	3	0	0	0	88
10:30	85	8	2	4	1	0	0	100
10:45	65	16	2	3	0	0	0	86
H/TOT	314	38	11	17	1	0	0	381
11:00	65	11	0	3	0	0	0	79
11:15	73	9	3	7	0	0	0	92
11:30	62	9	2	3	1	0	0	77
11:45	76	13	3	2	0	1	0	95
H/TOT	276	42	8	15	1	1	0	343
12:00	66	5	2	3	0	0	0	76
12:15	62	9	4	0	1	0	0	76
12:30	68	11	5	4	0	0	0	88
12:45	48	10	2	4	1	1	0	66
H/TOT	244	35	13	11	2	1	0	306
13:00	52	18	1	2	0	1	0	74
13:15	78	7	2	1	0	0	0	88
13:30	75	13	5	5	0	0	0	98
13:45	54	5	1	5	1	0	0	66
H/TOT	259	43	9	13	1	1	0	326
14:00	64	9	5	4	0	1	0	83
14:15	67	7	3	1	0	0	0	78
14:30	70	10	2	4	2	0	0	88
14:45	77	13	5	1	0	1	0	97
H/TOT	278	39	15	10	2	2	0	346
15:00	75	12	2	5	1	0	0	95
15:15	80	8	4	3	1	1	0	97
15:30	87	4	4	4	1	1	0	101
15:45	124	15	5	3	2	0	0	149
H/TOT	366	39	15	15	5	2	0	442
16:00	148	20	3	2	0	1	0	174
16:15	93	10	2	2	0	2	0	109
16:30	110	8	0	3	0	1	0	122
16:45	129	10	0	1	1	1	0	142
H/TOT	480	48	5	8	1	5	0	547
17:00	137	19	1	2	0	1	0	160
17:15	205	30	4	3	1	1	0	244
17:30	142	11	2	4	0	0	0	159
17:45	92	9	2	0	1	0	0	104
H/TOT	576	69	9	9	2	2	0	667
18:00	98	10	1	1	0	1	1	112
18:15	60	6	0	0	0	0	0	66
18:30	75	2	0	1	0	1	0	79
18:45	107	8	0	1	1	3	0	120
H/TOT	340	26	1	3	1	5	1	377
P/TOT	4288	565	124	140	22	23	1	5163

	A to A							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	1	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
15:00	1	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	3	0	0	0	0	0	0	3

	B to A							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	106	14	8	3	0	1	0	132
07:15	143	27	5	3	0	1	0	179
07:30	267	28	8	6	3	1	0	313
07:45	220	42	9	3	1	1	0	276
H/TOT	736	111	30	15	4	4	0	900
08:00	204	36	7	7	2	1	0	257
08:15	111	25	4	2	0	0	0	142
08:30	110	15	5	2	0	0	0	132
08:45	94	21	4	4	0	0	0	123
H/TOT	519	97	20	15	2	1	0	654
09:00	103	13	4	3	1	0	0	124
09:15	61	10	2	5	0	0	0	78
09:30	40	12	0	1	0	0	0	53
09:45	43	12	1	0	1	0	0	57
H/TOT	247	47	7	9	2	0	0	312
10:00	43	17	3	1	1	0	0	65
10:15	38	14	2	2	0	0	0	56
10:30	42	12	0	2	0	0	0	56
10:45	48	5	3	2	0	0	0	58
H/TOT	171	48	8	7	1	0	0	235
11:00	62	8	4	3	0	0	0	77
11:15	68	12	2	5	0	0	0	87
11:30	55	11	1	4	1	0	0	72
11:45	74	6	5	4	0	0	0	89
H/TOT	259	37	12	16	1	0	0	325
12:00	76	17	2	4	1	0	0	100
12:15	58	16	5	2	0	0	0	81
12:30	61	9	2	0	0	0	0	72
12:45	71	13	4	2	0	0	0	90
H/TOT	266	55	13	8	1	0	0	343
13:00	66	3	2	3	1	0	0	75
13:15	68	15	3	3	0	0	0	89
13:30	65	7	1	2	0	0	0	75
13:45	67	10	1	2	0	1	0	81
H/TOT	266	35	7	10	1	1	0	320
14:00	90	6	3	4	1	0	0	104
14:15	72	12	1	1	0	0	0	86
14:30	80	8	1	4	0	0	0	93
14:45	82	10	1	2	2	0	0	97
H/TOT	324	36	6	11	3	0	0	380
15:00	98	14	3	3	0	0	0	118
15:15	79	8	2	1	0	0	0	90
15:30	80	10	1	6	1	0	0	98
15:45	112	10	2	1	1	0	0	126
H/TOT	369	42	8	11	2	0	0	432
16:00	105	12	0	2	1	0	0	120
16:15	110	10	1	2	0	0	0	123
16:30	122	19	1	2	0	0	0	144
16:45	117	16	1	1	0	2	0	137
H/TOT	454	57	3	7	1	2	0	524
17:00	142	10	0	2	1	1	0	156
17:15	110	5	2	1	0	0	0	118
17:30	87	17	3	1	1	2	0	111
17:45	108	9	2	1	0	0	0	120
H/TOT	447	41	7	5	2	3	0	505
18:00	109	7	1	0	1	1	0	119
18:15	107	6	0	3	0	2	0	118
18:30	83	3	0	1	0	0	0	87
18:45	54	4	0	0	0	0	0	58
H/TOT	353	20	1	4	1	3	0	382
P/TOT	4411	626	122	118	21	14	0	5312

	B to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	1	0	0	0	0	0	2
07:15	3	1	0	0	0	0	0	4
07:30	5	0	0	0	0	0	0	5
07:45	7	0	0	0	0	0	0	7
H/TOT	16	2	0	0	0	0	0	18
08:00	5	0	0	0	0	0	0	5
08:15	1	0	0	0	0	0	0	1
08:30	2	0	0	0	0	0	0	2
08:45	9	0	0	0	0	0	0	9
H/TOT	17	0	0	0	0	0	0	17
09:00	5	1	0	0	0	0	0	6
09:15	1	0	0	0	0	0	1	2
09:30	2	0	0	0	0	0	0	2
09:45	2	0	0	0	0	0	0	2
H/TOT	10	1	0	0	0	0	1	12
10:00	1	1	0	0	1	0	0	3
10:15	2	1	0	0	0	0	0	3
10:30	3	1	0	0	0	0	0	4
10:45	3	0	0	0	0	0	0	3
H/TOT	9	3	0	0	1	0	0	13
11:00	7	0	0	0	0	0	0	7
11:15	4	1	0	0	0	0	0	5
11:30	7	1	0	0	0	0	0	8
11:45	6	1	0	0	0	0	0	7
H/TOT	24	3	0	0	0	0	0	27
12:00	7	0	0	0	0	0	0	7
12:15	4	0	0	0	0	0	0	4
12:30	5	0	0	0	0	0	0	5
12:45	2	0	0	0	0	1	0	3
H/TOT	18	0	0	0	0	1	0	19
13:00	6	0	0	0	0	0	0	6
13:15	3	0	0	0	0	0	0	3
13:30	3	3	0	0	0	0	0	6
13:45	7	0	0	0	1	0	0	8
H/TOT	19	3	0	0	1	0	0	23
14:00	2	0	0	0	0	0	0	2
14:15	6	1	0	0	0	0	0	7
14:30	5	2	0	0	0	0	0	7
14:45	7	0	0	0	0	0	0	7
H/TOT	20	3	0	0	0	0	0	23
15:00	4	0	0	0	0	0	0	4
15:15	7	2	0	0	0	0	0	9
15:30	7	0	0	0	0	0	0	7
15:45	5	0	0	0	0	1	0	6
H/TOT	23	2	0	0	0	1	0	26
16:00	4	3	0	0	0	0	1	8
16:15	6	1	0	0	0	0	0	7
16:30	4	1	0	0	0	0	0	5
16:45	8	1	0	0	0	0	0	9
H/TOT	22	6	0	0	0	0	1	29
17:00	8	0	0	0	0	0	0	8
17:15	8	0	0	0	0	0	0	8
17:30	9	0	0	0	0	0	0	9
17:45	3	1	0	0	0	0	0	4
H/TOT	28	1	0	0	0	0	0	29
18:00	8	1	0	0	0	0	0	9
18:15	7	0	0	0	0	0	0	7
18:30	7	2	0	0	0	0	0	9
18:45	6	0	0	0	0	0	0	6
H/TOT	28	3	0	0	0	0	0	31
P/TOT	234	27	0	0	2	2	2	267

	B to B							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	1	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0
08:30	0	1	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0
H/TOT	0	2	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
13:00	0	2	0	0	0	0	0	2
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
H/TOT	0	2	0	0	0	0	0	2
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	1	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	5	0	0	0	0	0	5

	C to B							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	1	0	0	0	0	0	1
07:15	3	2	0	0	0	0	0	5
07:30	10	0	0	0	0	0	0	10
07:45	7	1	1	0	0	0	0	9
H/TOT	20	4	1	0	0	0	0	25
08:00	8	0	0	0	0	0	0	8
08:15	17	1	0	0	0	1	0	19
08:30	12	0	0	0	0	0	0	12
08:45	12	1	0	0	0	0	0	13
H/TOT	49	2	0	0	0	1	0	52
09:00	9	0	0	0	0	0	0	9
09:15	6	0	0	0	0	0	0	6
09:30	2	1	0	0	0	0	0	3
09:45	4	0	0	0	0	0	0	4
H/TOT	21	1	0	0	0	0	0	22
10:00	2	0	0	0	0	0	0	2
10:15	3	0	0	0	1	0	0	4
10:30	5	0	0	0	0	0	0	5
10:45	4	1	0	0	0	0	0	5
H/TOT	14	1	0	0	1	0	0	16
11:00	2	0	0	0	0	0	0	2
11:15	1	1	0	0	0	0	0	2
11:30	7	1	0	0	0	0	0	8
11:45	4	1	0	0	0	0	0	5
H/TOT	14	3	0	0	0	0	0	17
12:00	13	1	0	0	0	0	0	14
12:15	4	0	0	0	0	0	0	4
12:30	7	0	0	0	0	0	0	7
12:45	5	0	0	0	0	0	0	5
H/TOT	29	1	0	0	0	0	0	30
13:00	4	0	0	0	0	0	0	4
13:15	5	0	0	0	0	0	0	5
13:30	1	1	0	0	0	0	0	2
13:45	5	2	0	0	0	0	0	7
H/TOT	15	3	0	0	0	0	0	18
14:00	9	0	0	0	1	0	0	10
14:15	3	1	0	0	0	0	0	4
14:30	9	4	0	0	0	0	0	13
14:45	7	1	0	0	0	0	0	8
H/TOT	28	6	0	0	1	0	0	35
15:00	3	1	0	0	0	0	0	4
15:15	2	0	0	0	0	0	0	2
15:30	11	0	0	0	0	0	0	11
15:45	7	1	0	0	0	0	0	8
H/TOT	23	2	0	0	0	0	0	25
16:00	6	2	0	0	0	0	0	8
16:15	3	2	0	0	0	0	0	5
16:30	7	0	0	0	0	0	0	7
16:45	1	3	0	0	0	0	0	4
H/TOT	17	7	0	0	0	0	0	24
17:00	7	1	0	0	0	0	0	8
17:15	19	2	0	0	0	0	0	21
17:30	10	2	0	0	0	0	0	12
17:45	3	0	0	0	0	0	0	3
H/TOT	39	5	0	0	0	0	0	44
18:00	4	3	0	0	0	0	0	7
18:15	1	1	0	0	0	0	0	2
18:30	6	1	0	0	0	0	0	7
18:45	1	0	0	0	0	0	0	1
H/TOT	12	5	0	0	0	0	0	17
P/TOT	281	40	1	0	2	1	0	325

	C to A							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2
08:00	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0
08:30	2	1	0	0	0	0	0	3
08:45	0	0	0	0	0	0	0	0
H/TOT	3	1	0	0	0	0	0	4
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0
10:45	1	2	0	0	0	0	0	3
H/TOT	2	2	0	0	0	0	0	4
11:00	1	0	0	0	0	0	0	1
11:15	0	1	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
H/TOT	1	1	0	0	0	0	0	2
12:00	1	1	0	0	0	0	0	2
12:15	0	0	0	0	0	0	0	0
12:30	2	1	0	1	0	0	0	4
12:45	0	0	0	0	0	0	0	0
H/TOT	3	2	0	1	0	0	0	6
13:00	2	0	0	0	0	0	0	2
13:15	0	1	0	0	0	0	0	1
13:30	1	0	0	0	0	0	0	1
13:45	1	1	0	0	0	0	0	2
H/TOT	4	2	0	0	0	0	0	6
14:00	1	0	0	0	0	0	0	1
14:15	2	0	0	0	0	0	0	2
14:30	0	1	0	0	0	0	0	1
14:45	1	0	0	0	0	0	0	1
H/TOT	4	1	0	0	0	0	0	5
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	1	0	0	0	1
15:30	2	0	0	0	0	0	0	2
15:45	3	0	0	0	0	0	0	3
H/TOT	5	0	0	1	0	0	0	6
16:00	1	0	0	1	0	0	0	2
16:15	1	1	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0
16:45	2	0	0	0	0	0	0	2
H/TOT	4	1	0	1	0	0	0	6
17:00	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0
17:45	2	0	0	0	0	0	0	2
H/TOT	3	0	0	0	0	0	0	3
18:00	2	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	1
18:45	1	0	0	0	0	0	0	1
H/TOT	4	0	0	0	0	0	0	4
P/TOT	35	10	0	3	0	0	0	48

	C to C							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	1	0	0	0	0	0	0	1

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

DATE: 20/03/2024 SITE: 4

DAY: Wednesday LOCATION: A5117 / Thornton Green Lane

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

DATE: 20/03/2024 SITE: 4

DAY: Wednesday LOCATION: A5117 / Thornton Green Lane

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

DATE: 20/03/2024 SITE: 4

DAY: Wednesday LOCATION: A5117 / Thornton Green Lane

15230 Frodsham
March 2024
CLASSIFIED TURNING COUNT

DATE: 20/03/2024

DAY: Wednesday

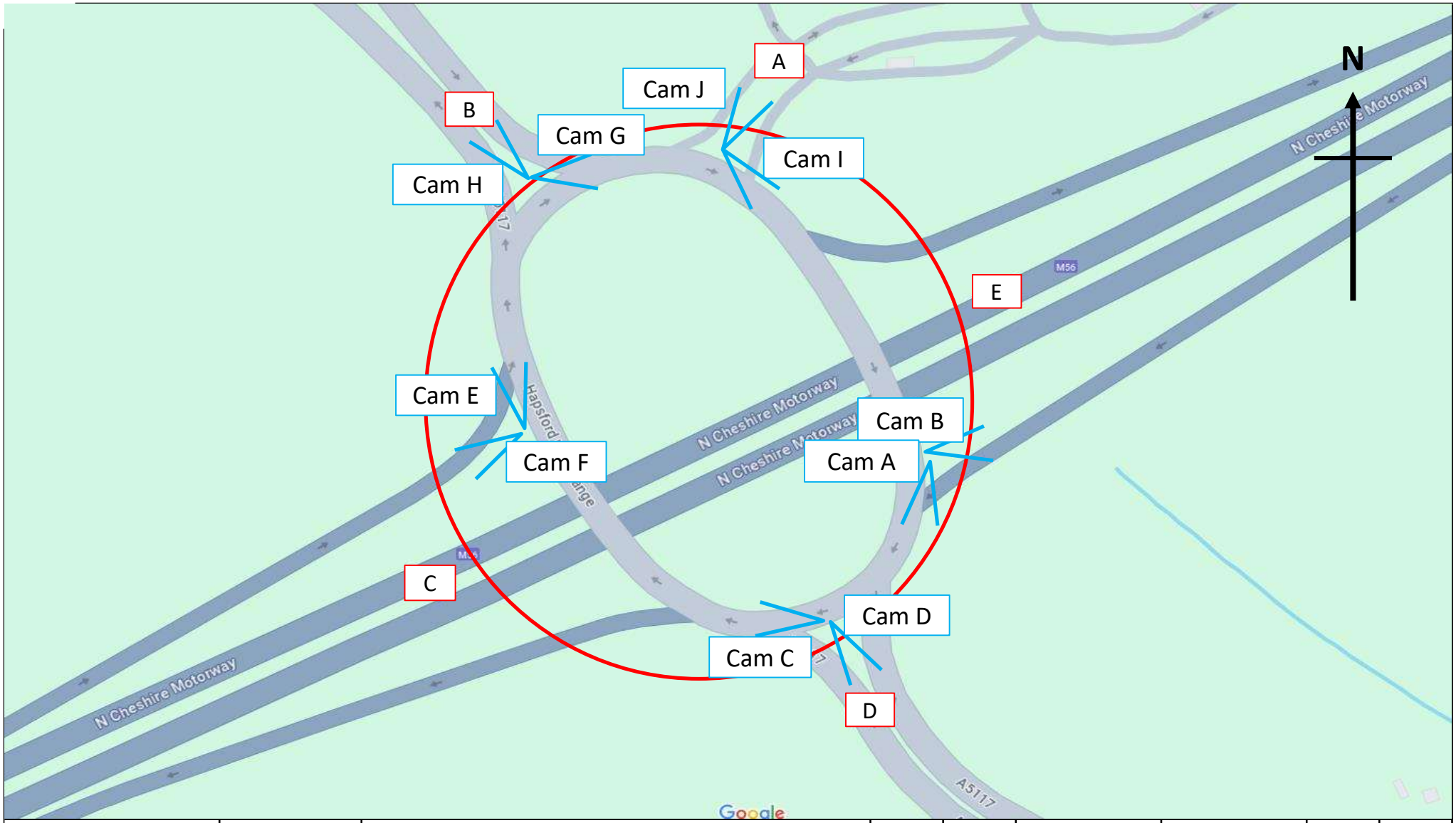
	TO ARM A								FROM ARM A							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	107	14	8	3	0	1	0	133	71	6	2	2	0	0	0	81
07:15	143	27	5	3	0	1	0	179	57	14	2	3	0	0	0	76
07:30	268	28	8	6	3	1	0	314	90	16	3	1	0	0	0	110
07:45	220	42	9	3	1	1	0	276	110	14	0	3	1	0	0	128
H/TOT	738	111	30	15	4	4	0	902	328	50	7	9	1	0	0	395
08:00	205	36	7	7	2	1	0	258	106	17	3	6	1	0	0	133
08:15	111	25	4	2	0	0	0	142	133	17	4	5	0	2	0	161
08:30	112	16	5	2	0	0	0	135	108	18	4	1	1	1	0	133
08:45	94	21	4	4	0	0	0	123	121	16	2	1	2	1	0	143
H/TOT	522	98	20	15	2	1	0	658	468	68	13	13	4	4	0	570
09:00	103	13	4	3	1	0	0	124	98	9	6	7	0	0	0	120
09:15	61	10	2	5	0	0	0	78	84	19	6	6	0	0	0	115
09:30	40	12	0	1	0	0	0	53	92	23	2	5	1	0	0	123
09:45	43	12	1	0	1	0	0	57	92	21	4	0	0	0	0	117
H/TOT	247	47	7	9	2	0	0	312	366	72	18	18	1	0	0	475
10:00	43	17	3	1	1	0	0	65	91	7	3	7	0	0	0	108
10:15	39	14	2	2	0	0	0	57	75	7	4	3	0	0	0	89
10:30	42	12	0	2	0	0	0	56	86	8	2	4	1	0	0	101
10:45	50	7	3	2	0	0	0	62	67	16	2	3	0	0	0	88
H/TOT	174	50	8	7	1	0	0	240	319	38	11	17	1	0	0	386
11:00	63	8	4	3	0	0	0	78	67	11	0	3	0	0	0	81
11:15	68	13	2	5	0	0	0	88	74	9	3	7	0	0	0	93
11:30	55	11	1	4	1	0	0	72	62	9	2	3	1	0	0	77
11:45	74	6	5	4	0	0	0	89	77	14	3	2	0	1	0	97
H/TOT	260	38	12	16	1	0	0	327	280	43	8	15	1	1	0	348
12:00	77	18	2	4	1	0	0	102	67	5	2	3	0	0	0	77
12:15	59	16	5	2	0	0	0	82	64	9	4	0	1	0	0	78
12:30	63	10	2	1	0	0	0	76	68	11	5	6	0	0	0	90
12:45	71	13	4	2	0	0	0	90	49	10	2	4	1	1	0	67
H/TOT	270	57	13	9	1	0	0	350	248	35	13	13	2	1	0	312
13:00	68	3	2	3	1	0	0	77	53	18	1	2	0	1	0	75
13:15	68	16	3	3	0	0	0	90	78	7	2	1	0	0	0	88
13:30	66	7	1	2	0	0	0	76	77	14	5	5	0	0	0	101
13:45	68	11	1	2	0	1	0	83	54	6	1	5	1	0	0	67
H/TOT	270	37	7	10	1	1	0	326	262	45	9	13	1	1	0	331
14:00	91	6	3	4	1	0	0	105	66	9	5	4	0	1	0	85
14:15	74	12	1	1	0	0	0	88	69	7	3	1	0	0	0	80
14:30	80	9	1	4	0	0	0	94	71	10	2	4	2	0	0	89
14:45	83	10	1	2	2	0	0	98	79	14	5	1	0	1	0	100
H/TOT	328	37	6	11	3	0	0	385	285	40	15	10	2	2	0	354
15:00	99	14	3	3	0	0	0	119	78	12	2	5	1	0	0	98
15:15	79	8	2	2	0	0	0	91	80	9	4	3	1	1	0	98
15:30	82	10	1	6	1	0	0	100	88	4	4	4	1	1	0	102
15:45	115	10	2	1	1	0	0	129	124	15	5	3	2	0	0	149
H/TOT	375	42	8	12	2	0	0	439	370	40	15	15	5	2	0	447
16:00	106	12	0	3	1	0	0	122	149	21	3	2	0	1	0	176
16:15	111	11	1	2	0	0	0	125	94	10	2	2	0	2	0	110
16:30	122	19	1	2	0	0	0	144	111	8	0	3	0	1	0	123
16:45	119	16	1	1	0	2	0	139	129	10	0	1	1	1	0	142
H/TOT	458	58	3	8	1	2	0	530	483	49	5	8	1	5	0	551
17:00	142	10	0	2	1	1	0	156	137	20	1	2	0	1	0	161
17:15	111	5	2	1	0	0	0	119	207	30	4	3	1	1	0	246
17:30	87	17	3	1	1	2	0	111	144	11	2	4	0	0	0	161
17:45	110	9	2	1	0	0	0	122	95	9	2	0	1	0	0	107
H/TOT	450	41	7	5	2	3	0	508	583	70	9	9	2	2	0	675
18:00	111	7	1	0	1	1	0	121	98	11	1	1	0	1	1	113
18:15	107	6	0	3	0	2	0	118	62	6	0	0	0	0	0	68
18:30	84	3	0	1	0	0	0	88	75	2	0	1	0	1	0	79
18:45	55	4	0	0	0	0	0	59	108	8	0	1	1	3	0	121
H/TOT	357	20	1	4	1	3	0	386	343	27	1	3	1	5	1	381
P/TOT	4449	636	122	121	21	14	0	5363	4335	577	124	143	22	23	1	5225

	TO ARM B								FROM ARM B							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	71	7	2	2	0	0	0	82	107	15	8	3	0	1	0	134
07:15	60	15	2	2	0	0	0	79	146	28	5	3	0	1	0	183
07:30	100	16	3	1	0	0	0	120	272	28	8	6	3	1	0	318
07:45	116	15	1	3	1	0	0	136	227	42	9	3	1	1	0	283
H/TOT	347	53	8	8	1	0	0	417	752	113	30	15	4	4	0	918
08:00	113	18	3	6	1	0	0	141	209	37	7	7	2	1	0	263
08:15	149	18	4	5	0	3	0	179	112	25	4	2	0	0	0	143
08:30	120	19	4	1	1	1	0	146	112	16	5	2	0	0	0	135
08:45	133	16	2	1	2	1	0	155	103	21	4	4	0	0	0	132
H/TOT	515	71	13	13	4	5	0	621	536	99	20	15	2	1	0	673
09:00	106	9	6	7	0	0	0	128	108	14	4	3	1	0	0	130
09:15	89	18	6	6	0	0	0	119	62	10	2	5	0	0	1	80
09:30	94	23	2	5	1	0	0	125	42	12	0	1	0	0	0	55
09:45	94	21	4	0	0	0	0	119	45	12	1	0	1	0	0	59
H/TOT	383	71	18	18	1	0	0	491	257	48	7	9	2	0	1	324
10:00	92	7	3	7	0	0	0	109	44	18	3	1	2	0	0	68
10:15	77	7	4	3	1	0	0	92	40	15	2	2	0	0	0	59
10:30	90	8	2	4	1	0	0	105	45	13	0	2	0	0	0	60
10:45	69	17	2	3	0	0	0	91	51	5	3	2	0	0	0	61
H/TOT	328	39	11	17	2	0	0	397	180	51	8	7	2	0	0	248
11:00	67	11	0	3	0	0	0	81	69	8	4	3	0	0	0	84
11:15	74	10	3	7	0	0	0	94	72	13	2	5	0	0	0	92
11:30	69	10	2	3	1	0	0	85	62	12	1	4	1	0	0	80
11:45	80	14	3	2	0	1	0	100	80	7	5	4	0	0	0	96
H/TOT	290	45	8	15	1	1	0	360	283	40	12	16	1	0	0	352
12:00	79	6	2	3	0	0	0	90	83	17	2	4	1	0	0	107
12:15	66	9	4	0	1	0	0	80	62	16	5	2	0	0	0	85
12:30	75	11	5	4	0	0	0	95	66	9	2	0	0	0	0	77
12:45	53	10	2	4	1	1	0	71	73	13	4	2	0	1	0	93
H/TOT	273	36	13	11	2	1	0	336	284	55	13	8	1	1	0	362
13:00	56	20	1	2	0	1	0	80	72	5	2	3	1	0	0	83
13:15	83	7	2	1	0	0	0	93	71	15	3	3	0	0	0	92
13:30	76	14	5	5	0	0	0	100	68	10	1	2	0	0	0	81
13:45	59	7	1	5	1	0	0	73	74	10	1	2	1	1	0	89
H/TOT	274	48	9	13	1	1	0	346	285	40	7	10	2	1	0	345
14:00	73	9	5	4	1	1	0	93	92	6	3	4	1	0	0	106
14:15	70	8	3	1	0	0	0	82	78	13	1	1	0	0	0	93
14:30	79	14	2	4	2	0	0	101	85	10	1	4	0	0	0	100
14:45	84	14	5	1	0	1	0	105	89	10	1	2	2	0	0	104
H/TOT	306	45	15	10	3	2	0	381	344	39	6	11	3	0	0	403
15:00	78	13	2	5	1	0	0	99	102	14	3	3	0	0	0	122
15:15	82	8	4	3	1	1	0	99	86	10	2	1	0	0	0	99
15:30	98	5	4	4	1	1	0	113	87	11	1	6	1	0	0	106
15:45	131	16	5	3	2	0	0	157	117	10	2	1	1	1	0	132
H/TOT	389	42	15	15	5	2	0	468	392	45	8	11	2	1	0	459
16:00	154	22	3	2	0	1	0	182	109	15	0	2	1	0	1	128
16:15	96	12	2	2	0	2	0	114	116	11	1	2	0	0	0	130
16:30	117	8	0	3	0	1	0	129	126	20	1	2	0	0	0	149
16:45	130	13	0	1	1	1	0	146	125	17	1	1	0	2	0	146
H/TOT	497	55	5	8	1	5	0	571	476	63	3	7	1	2	1	553
17:00	144	20	1	2	0	1	0	168	150	10	0	2	1	1	0	164
17:15	224	32	4	3	1	1	0	265	118	5	2	1	0	0	0	126
17:30	152	13	2	4	0	0	0	171	96	17	3	1	1	2	0	120
17:45	95	9	2	0	1	0	0	107	111	10	2	1	0	0	0	124
H/TOT	615	74	9	9	2	2	0	711	475	42	7	5	2	3	0	534
18:00	102	13	1	1	0	1	1	119	117	8	1	0	1	1	0	128
18:15	61	7	0	0	0	0	0	68	114	6	0	3	0	2	0	125
18:30	81	3	0	1	0	1	0	86	90	5	0	1	0	0	0	96
18:45	108	8	0	1	1	3	0	121	60	4	0	0	0	0	0	64
H/TOT	352	31	1	3	1	5	1	394	381	23	1	4	1	3	0	413
P/TOT	4569	610	125	140	24	24	1	5493	4645	658	122	118	23	16	2	5584

	TO ARM C								FROM ARM C							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	1	0	0	0	0	0	2	1	1	0	0	0	0	0	2
07:15	3	2	0	1	0	0	0	6	3	2	0	0	0	0	0	5
07:30	5	0	0	0	0	0	0	5	11	0	0	0	0	0	0	11
07:45	8	0	0	0	0	0	0	8	7	1	1	0	0	0	0	9
H/TOT	17	3	0	1	0	0	0	21	22	4	1	0	0	0	0	27
08:00	6	0	0	0	0	0	0	6	9	0	0	0	0	0	0	9
08:15	2	0	0	0	0	0	0	2	17	1	0	0	0	1	0	19
08:30	2	0	0	0	0	0	0	2	14	1	0	0	0	0	0	15
08:45	9	1	0	0	0	0	0	10	12	1	0	0	0	0	0	13
H/TOT	19	1	0	0	0	0	0	20	52	3	0	0	0	1	0	56
09:00	6	1	0	0	0	0	0	7	9	0	0	0	0	0	0	9
09:15	2	1	0	0	0	0	1	4	6	0	0	0	0	0	0	6
09:30	2	1	0	0	0	0	0	3	2	1	0	0	0	0	0	3
09:45	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
H/TOT	14	3	0	0	0	0	1	18	21	1	0	0	0	0	0	22
10:00	2	1	0	0	1	0	0	4	2	0	0	0	0	0	0	2
10:15	4	1	0	0	0	0	0	5	5	0	0	0	1	0	0	6
10:30	4	1	0	0	0	0	0	5	5	0	0	0	0	0	0	5
10:45	4	0	0	0	0	0	0	4	5	3	0	0	0	0	0	8
H/TOT	14	3	0	0	1	0	0	18	17	3	0	0	1	0	0	21
11:00	9	0	0	0	0	0	0	9	3	0	0	0	0	0	0	3
11:15	5	1	0	0	0	0	0	6	1	2	0	0	0	0	0	3
11:30	7	1	0	0	0	0	0	8	7	1	0	0	0	0	0	8
11:45	7	2	0	0	0	0	0	9	4	1	0	0	0	0	0	5
H/TOT	28	4	0	0	0	0	0	32	15	4	0	0	0	0	0	19
12:00	8	0	0	0	0	0	0	8	14	2	0	0	0	0	0	16
12:15	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4
12:30	5	0	0	2	0	0	0	7	9	1	0	1	0	0	0	11
12:45	3	0	0	0	0	1	0	4	5	0	0	0	0	0	0	5
H/TOT	21	0	0	2	0	1	0	24	32	3	0	1	0	0	0	36
13:00	7	0	0	0	0	0	0	7	6	0	0	0	0	0	0	6
13:15	3	0	0	0	0	0	0	3	5	1	0	0	0	0	0	6
13:30	5	4	0	0	0	0	0	9	2	1	0	0	0	0	0	3
13:45	7	1	0	0	1	0	0	9	6	3	0	0	0	0	0	9
H/TOT	22	5	0	0	1	0	0	28	19	5	0	0	0	0	0	24
14:00	4	0	0	0	0	0	0	4	10	0	0	0	1	0	0	11
14:15	8	1	0	0	0	0	0	9	5	1	0	0	0	0	0	6
14:30	6	2	0	0	0	0	0	8	9	5	0	0	0	0	0	14
14:45	9	1	0	0	0	0	0	10	8	1	0	0	0	0	0	9
H/TOT	27	4	0	0	0	0	0	31	32	7	0	0	1	0	0	40
15:00	6	0	0	0	0	0	0	6	3	1	0	0	0	0	0	4
15:15	7	3	0	0	0	0	0	10	2	0	0	1	0	0	0	3
15:30	8	0	0	0	0	0	0	8	13	0	0	0	0	0	0	13
15:45	5	0	0	0	0	1	0	6	10	1	0	0	0	0	0	11
H/TOT	26	3	0	0	0	1	0	30	28	2	0	1	0	0	0	31
16:00	5	4	0	0	0	0	1	10	7	2	0	1	0	0	0	10
16:15	7	1	0	0	0	0	0	8	4	3	0	0	0	0	0	7
16:30	5	1	0	0	0	0	0	6	7	0	0	0	0	0	0	7
16:45	8	1	0	0	0	0	0	9	3	3	0	0	0	0	0	6
H/TOT	25	7	0	0	0	0	1	33	21	8	0	1	0	0	0	30
17:00	8	1	0	0	0	0	0	9	7	1	0	0	0	0	0	8
17:15	10	0	0	0	0	0	0	10	20	2	0	0	0	0	0	22
17:30	11	0	0	0	0	0	0	11	10	2	0	0	0	0	0	12
17:45	6	1	0	0	0	0	0	7	5	0	0	0	0	0	0	5
H/TOT	35	2	0	0	0	0	0	37	42	5	0	0	0	0	0	47
18:00	8	2	0	0	0	0	0	10	6	3	0	0	0	0	0	9
18:15	9	0	0	0	0	0	0	9	1	1	0	0	0	0	0	2
18:30	7	2	0	0	0	0	0	9	7	1	0	0	0	0	0	8
18:45	7	0	0	0	0	0	0	7	2	0	0	0	0	0	0	2
H/TOT	31	4	0	0	0	0	0	35	16	5	0	0	0	0	0	21
P/TOT	279	39	0	3	2	2	2	327	317	50	1	3	2	1	0	374

	JUNCTION TOTAL							
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	179	22	10	5	0	1	0	217
07:15	206	44	7	6	0	1	0	264
07:30	373	44	11	7	3	1	0	439
07:45	344	57	10	6	2	1	0	420
H/TOT	1102	167	38	24	5	4	0	1340
08:00	324	54	10	13	3	1	0	405
08:15	262	43	8	7	0	3	0	323
08:30	234	35	9	3	1	1	0	283
08:45	236	38	6	5	2	1	0	288
H/TOT	1056	170	33	28	6	6	0	1299
09:00	215	23	10	10	1	0	0	259
09:15	152	29	8	11	0	0	1	201
09:30	136	36	2	6	1	0	0	181
09:45	141	33	5	0	1	0	0	180
H/TOT	644	121	25	27	3	0	1	821
10:00	137	25	6	8	2	0	0	178
10:15	120	22	6	5	1	0	0	154
10:30	136	21	2	6	1	0	0	166
10:45	123	24	5	5	0	0	0	157
H/TOT	516	92	19	24	4	0	0	655
11:00	139	19	4	6	0	0	0	168
11:15	147	24	5	12	0	0	0	188
11:30	131	22	3	7	2	0	0	165
11:45	161	22	8	6	0	1	0	198
H/TOT	578	87	20	31	2	1	0	719
12:00	164	24	4	7	1	0	0	200
12:15	130	25	9	2	1	0	0	167
12:30	143	21	7	7	0	0	0	178
12:45	127	23	6	6	1	2	0	165
H/TOT	564	93	26	22	3	2	0	710
13:00	131	23	3	5	1	1	0	164
13:15	154	23	5	4	0	0	0	186
13:30	147	25	6	7	0	0	0	185
13:45	134	19	2	7	2	1	0	165
H/TOT	566	90	16	23	3	2	0	700
14:00	168	15	8	8	2	1	0	202
14:15	152	21	4	2	0	0	0	179
14:30	165	25	3	8	2	0	0	203
14:45	176	25	6	3	2	1	0	213
H/TOT	661	86	21	21	6	2	0	797
15:00	183	27	5	8	1	0	0	224
15:15	168	19	6	5	1	1	0	200
15:30	188	15	5	10	2	1	0	221
15:45	251	26	7	4	3	1	0	292
H/TOT	790	87	23	27	7	3	0	937
16:00	265	38	3	5	1	1	1	314
16:15	214	24	3	4	0	2	0	247
16:30	244	28	1	5	0	1	0	279
16:45	257	30	1	2	1	3	0	294
H/TOT	980	120	8	16	2	7	1	1134
17:00	294	31	1	4	1	2	0	333
17:15	345	37	6	4	1	1	0	394
17:30	250	30	5	5	1	2	0	293
17:45	211	19	4	1	1	0	0	236
H/TOT	1100	117	16	14	4	5	0	1256
18:00	221	22	2	1	1	2	1	250
18:15	177	13	0	3	0	2	0	195
18:30	172	8	0	2	0	1	0	183
18:45	170	12	0	1	1	3	0	187
H/TOT	740	55	2	7	2	8	1	815
P/TOT	9297	1285	247	264	47	40	3	11183

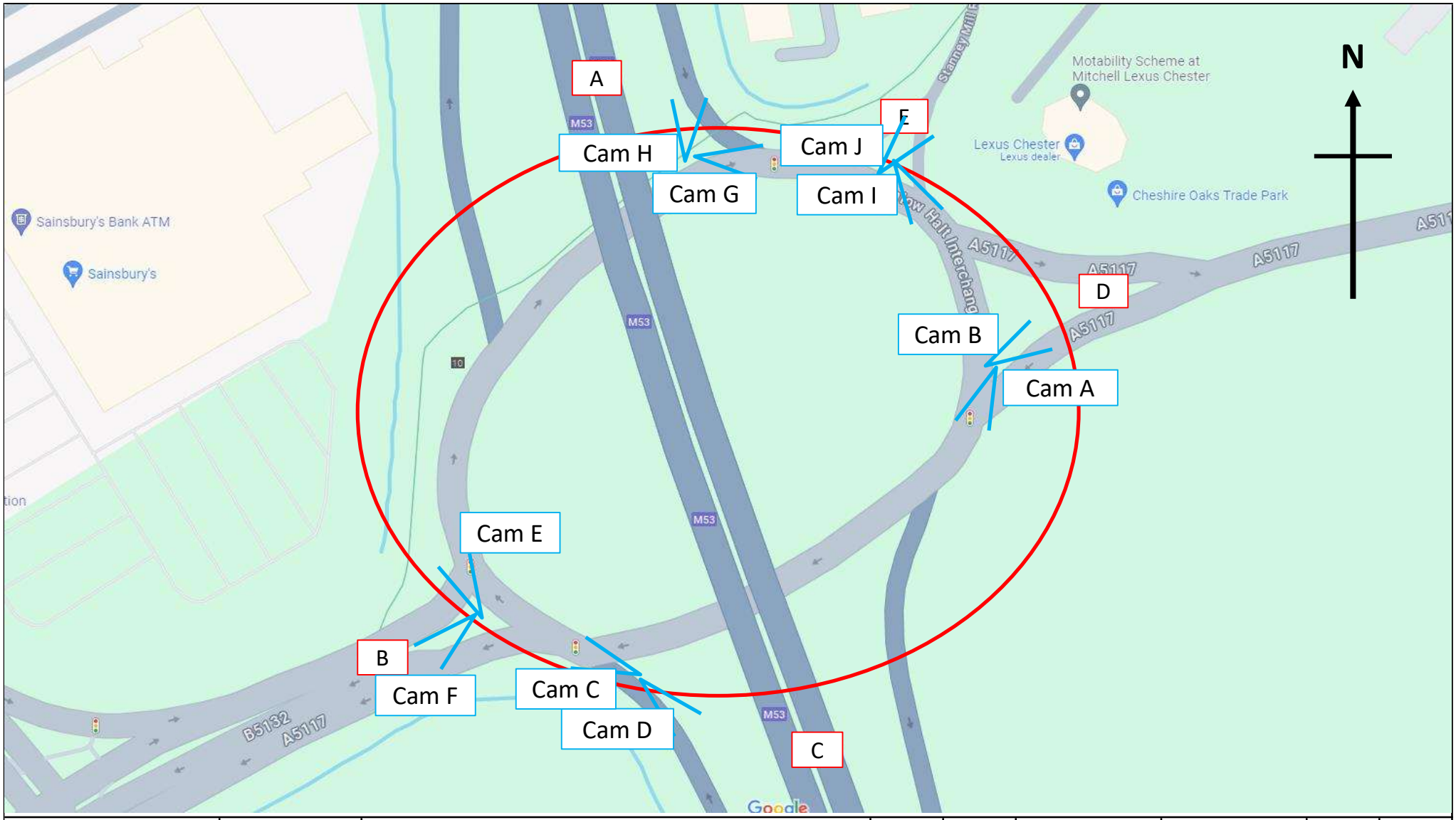
PEAK HOUR CALCULATION	TOT
07:00 to 08:00	1340
07:15 to 08:15	1528
07:30 to 08:30	1587
07:45 to 08:45	1431
08:00 to 09:00	1299
08:15 to 09:15	1153
08:30 to 09:30	1031
08:45 to 09:45	929
09:00 to 10:00	821
09:15 to 10:15	740
09:30 to 10:30	693
09:45 to 10:45	678
10:00 to 11:00	655
10:15 to 11:15	645
10:30 to 11:30	679
10:45 to 11:45	678
A.M. Peak	**1587**
11:00 to 12:00	719
11:15 to 12:15	751
11:30 to 12:30	730
11:45 to 12:45	743
12:00 to 13:00	710
12:15 to 13:15	674
12:30 to 13:30	693
12:45 to 13:45	700
13:00 to 14:00	700
13:15 to 14:15	738
13:30 to 14:30	731
13:45 to 14:45	749
14:00 to 15:00	797
14:15 to 15:15	819
14:30 to 15:30	840
14:45 to 15:45	858
Inter Peak	**858**
15:00 to 16:00	937
15:15 to 16:15	1027
15:30 to 16:30	1074
15:45 to 16:45	1132
16:00 to 17:00	1134
16:15 to 17:15	1153
16:30 to 17:30	1300
16:45 to 17:45	1314
17:00 to 18:00	1256
17:15 to 18:15	1173
17:30 to 18:30	974
17:45 to 18:45	864
18:00 to 19:00	815
P.M. Peak	**1314**



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Site 1 – M56 Jct 14	**Project No:**	15230	**Drawing No:**	15230-01	**Drawn By:** DC
	Survey Date:	Wednesday 20th March 2024	**Project Name:**	Frodsham			
	Survey Times:	0700 - 1900	**Drawing Title:**	Site Layout and Observed Movements			

Site: 1
Location: M56 Jct 14
Date: 20 March 2024

Time	ARM A		ARM B		ARM C		ARM D		ARM E	
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
07:00	7	0	3	1	3	1	5	2	0	15
07:05	3	0	4	2	2	2	5	4	1	5
07:10	2	0	4	2	2	1	0	1	0	3
07:15	3	0	2	1	1	1	3	4	1	2
07:20	4	0	4	3	4	1	2	3	0	8
07:25	7	0	4	0	4	0	6	4	0	2
07:30	10	0	4	2	1	2	3	2	0	7
07:35	3	0	14	3	1	2	7	4	1	4
07:40	15	0	8	3	3	2	6	4	0	7
07:45	13	0	13	6	1	1	6	2	0	9
07:50	7	1	12	2	4	2	6	5	0	6
07:55	6	0	12	2	3	2	8	9	1	5
08:00	5	0	14	4	1	1	9	4	0	8
08:05	4	0	21	4	2	2	5	4	1	17
08:10	13	0	21	10	3	3	4	5	1	14
08:15	19	5	23	8	3	4	5	3	1	4
08:20	25	4	13	5	4	4	5	2	1	10
08:25	6	0	3	3	4	1	6	2	2	5
08:30	7	0	9	2	2	1	4	2	1	2
08:35	9	0	8	2	1	1	10	2	0	6
08:40	5	0	7	3	2	1	6	2	1	5
08:45	7	0	8	2	2	3	5	5	1	3
08:50	4	0	4	0	2	1	1	2	1	4
08:55	7	0	5	1	2	0	4	2	0	2
09:00	2	1	7	2	1	1	5	4	0	1
09:05	3	0	7	1	6	1	2	3	0	1
09:10	3	0	7	1	1	2	4	2	1	6
09:15	4	0	4	2	6	1	4	1	1	8
09:20	7	0	8	0	2	2	2	4	1	3
09:25	7	0	10	2	8	1	3	1	0	3
09:30	3	0	2	0	5	1	2	1	1	6
09:35	3	0	5	1	5	1	3	3	1	2
09:40	14	0	5	1	1	3	0	0	0	3
09:45	5	0	1	0	2	2	2	2	1	6
09:50	7	0	5	1	3	1	5	3	1	5
09:55	0	0	1	1	1	2	1	1	1	2
10:00	2	0	2	1	2	1	4	1	1	4
10:05	6	0	2	2	3	1	1	1	1	5
10:10	5	0	3	1	5	1	1	2	0	3
10:15	4	0	2	0	1	1	2	0	0	5
10:20	6	0	4	1	1	1	3	0	0	2
10:25	8	0	2	1	1	0	5	3	0	1
10:30	5	0	6	1	4	0	3	0	1	3
10:35	6	0	2	2	1	1	4	1	1	4
10:40	2	0	3	1	9	1	5	2	1	8
10:45	6	0	4	1	1	3	0	1	0	1
10:50	4	0	2	1	1	2	3	1	1	5
10:55	2	0	5	0	3	2	4	1	1	3
11:00	13	0	2	2	1	1	1	1	0	2
11:05	8	0	4	1	2	0	3	2	1	1
11:10	4	0	1	1	1	0	1	0	1	2
11:15	6	0	3	0	2	2	2	0	0	2
11:20	3	0	1	1	2	1	0	0	1	1
11:25	2	0	3	2	2	1	1	1	0	4
11:30	6	0	3	4	2	1	2	2	1	4
11:35	8	0	3	0	4	1	2	1	1	4
11:40	5	0	3	2	2	2	4	1	0	3
11:45	7	0	1	0	1	1	3	1	1	5
11:50	5	0	6	1	1	1	4	0	1	3
11:55	3	0	3	2	4	1	1	1	1	1
12:00	7	0	2	1	3	2	3	2	0	2
12:05	9	0	3	0	1	1	2	1	2	3
12:10	6	0	3	2	3	1	0	2	1	5
12:15	4	0	4	1	5	2	4	1	2	9
12:20	5	0	10	1	4	1	2	2	1	2
12:25	4	0	5	1	1	1	3	2	0	4
12:30	7	0	5	2	1	3	3	1	1	2
12:35	3	0	4	1	2	1	4	2	0	3
12:40	7	0	5	1	1	2	2	1	1	3
12:45	18	0	3	1	1	1	2	2	1	3
12:50	7	0	4	2	1	1	2	2	1	3
12:55	2	0	3	1	5	1	2	0	1	3
13:00	6	0	1	0	2	1	2	0	1	2
13:05	4	0	8	1	5	1	1	0	1	2
13:10	3	1	3	0	2	1	1	1	0	4
13:15	7	0	2	1	5	2	2	1	1	3
13:20	5	0	14	4	7	0	2	2	1	4
13:25	3	0	2	0	2	1	3	0	2	7
13:30	27	0	8	1	3	1	2	2	1	5
13:35	2	0	2	0	1	1	1	1	1	2
13:40	3	0	2	1	7	2	3	1	2	2
13:45	5	0	5	1	5	2	0	2	1	3
13:50	8	0	1	1	3	2	2	1	0	2
13:55	5	0	2	1	2	2	3	1	1	2
14:00	2	0	5	1	3	1	1	1	0	2
14:05	6	0	3	0	2	1	3	0	0	4
14:10	5	0	3	2	2	1	2	0	1	4
14:15	5	0	0	1	2	1	0	1	0	2
14:20	10	0	3	1	2	1	3	2	2	4
14:25	1	0	3	4	3	0	2	0	1	5
14:30	11	0	4	0	1	1	6	2	2	6
14:35	5	0	6	1	5	2	4	1	0	8
14:40	6	0	5	0	1	1	0	1	1	1
14:45	6	0	10	1	3	1	1	1	2	5
14:50	6	0	1	4	2	3	3	0	1	3
14:55	4	0	1	3	1	1	5	1	1	2
15:00	4	0	1	1	3	3	9	2	1	3
15:05	3	0	1	0	1	2	1	3	1	2
15:10	1	0	5	2	2	2	0	0	1	3
15:15	3	0	2	0	2	1	1	0	3	2
15:20	2	0	1	0	2	1	3	1	2	1
15:25	1	0	3	0	3	2	4	2	0	2
15:30	8	0	8	1	3	2	5	4	0	1
15:35	8	0	0	1	4	3	7	1	1	3
15:40	4	0	4	1	3	2	1	1	1	4
15:45	5	0	3	1	4	1	1	0	1	2
15:50	6	0	8	1	1	2	4	1	3	4
15:55	10	0	12	7	3	3	0	1	1	6
16:00	6	0	10	2	3	3	5	2	2	8
16:05	8	1	3	1	1	2	7	1	3	6
16:10	6	0	15	2	2	4	2	1	2	2
16:15	4	0	3	1	3	1	2	1	2	3
16:20	4	0	6	4	3	2	6	2	5	4
16:25	3	0	4	2	3	4	7	2	1	10
16:30	3	0	14	2	2	3	2	2	2	4
16:35	5	0	16	6	3	2	0	1	1	8
16:40	3	0	6	3	4	2	3	2	1	10
16:45	2	0	8	1	2	4	4	4	1	3
16:50	3	0	11	1	2	2	6	3	1	4
16:55	5	0	9	1	2	2	5	1	2	3
17:00	2	0	4	1	2	1	3	1	1	2
17:05	3	0	8	2	6	4	4	3	1	2
17:10	4	2	5	6	1	3	7	2	1	4
17:15	9	0	6	4	2	4	1	3	7	26
17:20	2	0	3	2	3	10	3	2	2	20
17:25	5	1	4	0	3	5	3	2	2	9
17:30	6	0	1	1	2	4	6	3	4	13
17:35	2	0	10	3	5	1	2	2	2	8
17:40	3	0	2	0	5	3	5	0	4	7
17:45	4	0	3	3	1	6	2	2	3	5
17:50	4	0	11	5	3	3	2	0	1	1
17:55	4	0	1	2	2	2	1	1	1	1
18:00	2	0	2	0	2	1	1	0	1	5
18:05	3	0	1	1	4	1	3	2	2	4
18:10	2	1	9	1	1	1	1	2	1	2
18:15	4	0	6	1	1	1	2	0	1	3
18:20	1	0	6	1	3	0	2	0	1	4
18:25	5	0	1	1	2	2	0	0	1	2
18:30	2	0	1	1	1	2	0	1	1	2
18:35	3	0	2	1	0	2	2	2	0	2
18:40	3	0	1	0	1	1	1	1	0	1
18:45	2	0	1	1	1	2	3	1	1	2
18:50	2	0	1	1	2	2	0	0	1	3
18:55	2	0	1	1	1	1	0	1	1	5
Max Queue	27	5	23	10	9	10	10	9	7	26



NDC NATIONWIDE DATA COLLECTION	**Site / Location:**	Site 2 – M53 Jct 10	**Project No:**	15230	**Drawing No:**	15230-02	**Drawn By:** DC
	Survey Date:	Wednesday 20th March 2024	**Project Name:**	Frodsham			
	Survey Times:	0700 - 1900	**Drawing Title:**	Site Layout and Observed Movements			

Site: 2
Location: M53 Jct 10
Date: 20 March 2024

Time	ARM A		
	Lane 1	Lane 2	Lane 3
07:00	4	2	1
07:05	4	2	1
07:10	5	1	1
07:15	7	1	1
07:20	5	1	1
07:25	17	4	1
07:30	10	7	2
07:35	11	6	4
07:40	9	5	2
07:45	14	7	2
07:50	6	3	2
07:55	11	4	2
08:00	11	3	2
08:05	11	6	2
08:10	12	3	1
08:15	13	4	2
08:20	9	8	4
08:25	5	6	2
08:30	8	5	2
08:35	3	5	2
08:40	3	5	2
08:45	3	4	6
08:50	2	5	3
08:55	3	3	2
09:00	2	3	3
09:05	2	4	3
09:10	1	1	2
09:15	1	1	1
09:20	3	3	4
09:25	3	4	2
09:30	1	3	2
09:35	1	3	2
09:40	1	4	3
09:45	1	3	5
09:50	1	3	4
09:55	1	2	2
10:00	2	3	4
10:05	2	3	3
10:10	3	3	2
10:15	1	2	3
10:20	0	1	3
10:25	1	1	2
10:30	0	1	3
10:35	1	2	3
10:40	2	1	2
10:45	1	2	3
10:50	3	2	4
10:55	2	4	3
11:00	2	2	6
11:05	1	3	4
11:10	2	2	2
11:15	3	4	4
11:20	2	3	2
11:25	2	2	3
11:30	4	2	1
11:35	3	1	3
11:40	3	3	2
11:45	2	2	4
11:50	2	3	4
11:55	4	2	4
12:00	2	2	2
12:05	1	2	3
12:10	5	3	4
12:15	4	4	3
12:20	1	2	4
12:25	1	3	3
12:30	2	1	2
12:35	3	3	6
12:40	3	3	4
12:45	1	3	2
12:50	2	1	3
12:55	3	3	6
13:00	2	2	2
13:05	1	2	3
13:10	2	1	2
13:15	2	3	3
13:20	2	2	4
13:25	3	5	3
13:30	3	1	3
13:35	2	3	3
13:40	2	2	5
13:45	2	2	2
13:50	1	2	2
13:55	1	3	5
14:00	2	2	2
14:05	4	3	3
14:10	3	5	3
14:15	2	3	3
14:20	1	2	6
14:25	1	3	4
14:30	2	2	3
14:35	1	3	4
14:40	1	3	3
14:45	2	3	2
14:50	3	2	3
14:55	1	4	3
15:00	1	6	4
15:05	4	2	3
15:10	1	4	1
15:15	3	2	2
15:20	1	3	4
15:25	4	3	5
15:30	2	3	4
15:35	1	2	2
15:40	2	3	2
15:45	1	4	1
15:50	1	2	2
15:55	4	2	3
16:00	2	2	3
16:05	3	3	2
16:10	5	5	2
16:15	4	3	4
16:20	3	4	4
16:25	5	2	1
16:30	3	3	3
16:35	6	2	3
16:40	3	1	3
16:45	3	4	3
16:50	5	4	6
16:55	1	2	3
17:00	2	1	3
17:05	3	4	4
17:10	7	10	8
17:15	4	4	6
17:20	2	3	3
17:25	2	4	4
17:30	2	4	6
17:35	1	2	2
17:40	4	4	2
17:45	2	5	2
17:50	4	3	7
17:55	2	2	4
18:00	1	1	2
18:05	3	2	4
18:10	2	2	3
18:15	2	2	2
18:20	1	3	1
18:25	3	1	2
18:30	3	2	2
18:35	2	1	1
18:40	3	1	2
18:45	1	1	1
18:50	1	1	3
18:55	1	1	3
Max Queue	17	10	8

Time	ARM B		
	Lane 1	Lane 2	Lane 3
07:00	1	9	4
07:05	3	5	3
07:10	4	7	7
07:15	4	4	4
07:20	3	6	3
07:25	6	20	5
07:30	6	12	3
07:35	6	11	2
07:40	4	11	4
07:45	4	10	5
07:50	5	6	2
07:55	14	7	5
08:00	7	7	5
08:05	6	10	6
08:10	10	12	6
08:15	12	4	5
08:20	8	4	3
08:25	6	2	6
08:30	6	4	5
08:35	3	2	3
08:40	6	5	4
08:45	4	3	4
08:50	10	3	4
08:55	10	7	4
09:00	3	3	5
09:05	3	3	3
09:10	8	7	2
09:15	3	2	2
09:20	4	4	3
09:25	7	3	2
09:30	4	4	2
09:35	4	2	2
09:40	5	6	4
09:45	3	2	2
09:50	6	1	4
09:55	11	3	2
10:00	3	4	2
10:05	5	1	3
10:10	2	2	2
10:15	4	4	2
10:20	4	6	6
10:25	7	7	3
10:30	4	3	3
10:35	7	3	4
10:40	4	2	5
10:45	4	3	2
10:50	5	4	2
10:55	7	5	2
11:00	2	2	2
11:05	5	5	3
11:10	7	3	3
11:15	5	6	6
11:20	4	5	5
11:25	3	1	3
11:30	5	7	5
11:35	4	3	5
11:40	6	4	3
11:45	9	6	7
11:50	5	8	4
11:55	3	8	5
12:00	12	7	3
12:05	8	4	5
12:10	5	7	7
12:15	6	6	5
12:20	8	4	6
12:25	10	7	3
12:30	10	6	5
12:35	12	3	3
12:40	6	6	7
12:45	12	6	5
12:50	6	4	5
12:55	10	5	6
13:00	6	3	3
13:05	4	5	3
13:10	7	3	3
13:15	5	3	3
13:20	11	6	7
13:25	13	8	6
13:30	3	3	3
13:35	3	3	3
13:40	6	3	3
13:45	8	4	6
13:50	8	7	6
13:55	8	3	4
14:00	9	4	2
14:05	8	10	8
14:10	10	6	3
14:15	4	10	8
14:20	12	8	2
14:25	8	7	6
14:30	11	6	5
14:35	4	5	7
14:40	8	8	4
14:45	5	5	4
14:50	11	5	4
14:55	8	7	7
15:00	5	7	8
15:05	8	5	8
15:10	10	7	6
15:15	7	7	4
15:20	12	5	12
15:25	12	8	11
15:30	10	4	7
15:35	12	3	6
15:40	8	10	8
15:45	13	7	6
15:50	9	7	7
15:55	9	6	8
16:00	12	4	10
16:05	13	5	6
16:10	10	8	9
16:15	14	7	13
16:20	11	7	9
16:25	4	5	4
16:30	14	9	5
16:35	11	6	11
16:40	7	10	7
16:45	11	11	8
16:50	8	7	5
16:55	8	6	3
17:00	5	8	4
17:05	17	11	8
17:10	12	12	9
17:15	12	17	11
17:20	7	8	9
17:25	13	6	9
17:30	6	8	5
17:35	3	5	5
17:40	11	7	5
17:45	6	10	8
17:50	11	5	4
17:55	8	2	2
18:00	8	5	5
18:05	12	7	7
18:10	8	8	4
18:15	4	5	5
18:20	7	7	5
18:25	6	5	6
18:30	8	3	7
18:35	9	5	5
18:40	10	8	3
18:45	3	2	1
18:50	4	3	7
18:55	9	2	3
Max Queue	17	20	13

Time	ARM C		
	Lane 1	Lane 2	Lane 3
07:00	3	1	2
07:05	1	1	4
07:10	3	3	2
07:15	2	2	2
07:20	2	3	3
07:25	3	3	3
07:30	2	1	1
07:35	7	3	2
07:40	8	2	4
07:45	5	4	3
07:50	5	6	3
07:55	4	4	4
08:00	2	5	1
08:05	5	4	9
08:10	10	6	1
08:15	3	3	4
08:20	7	4	5
08:25	5	7	2
08:30	5	3	7
08:35	4	2	3
08:40	6	2	2
08:45	5	6	2
08:50	5	2	2
08:55	7	2	4
09:00	4	4	2
09:05	8	6	2
09:10	6	6	1
09:15	2	6	2
09:20	4	2	1
09:25	6	7	1
09:30	9	3	1
09:35	5	7	2
09:40	7	5	1
09:45	4	6	1
09:50	9	6	1
09:55	8	1	3
10:00	4	4	2
10:05	6	6	2
10:10	6	6	2
10:15	2	4	1
10:20	5	5	1
10:25	3	4	1
10:30	3	3	1
10:35	3	4	0
10:40	6	2	2
10:45	5	3	1
10:50	8	3	2
10:55	4	4	2
11:00	5	4	1
11:05	5	4	1
11:10	7	5	2
11:15	6	4	1
11:20	4	4	1
11:25	7	4	0
11:30	4	5	1
11:35	3	2	3
11:40	4	4	3
11:45	6	2	1
11:50	4	5	2
11:55	6	3	2
12:00	5	2	3
12:05	4	2	2
12:10	2	4	2
12:15	8	1	3
12:20	4	3	1
12:25	3	3	1
12:30	6	3	2
12:35	6	4	2
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12:45	4	3	1
12:50	10	4	1
12:55	4	6	1
13:00	5	3	1
13:05	4	2	1
13:10	5	9	1
13:15	4	3	2
13:20	3	2	2
13:25	4	7	1
13:30	3	2	2
13:35	2	4	1
13:40	3	5	1
13:45	3	3	2
13:50	6	3	1
13:55	2	1	3
14:00	4	2	3
14:05	2	4	2
14:10	2	2	1
14:15	4	4	1
14:20	3	2	4
14:25	2	3	1
14:30	4	4	1
14:35	5	4	1
14:40	4	4	1
14:45	5	3	2
14:50	2	3	2
14:55	3	3	2
15:00	6	1	3
15:05	4	3	3
15:10	6	4	1
15:15	4	5	1
15:20	2	2	1
15:25	5	3	2
15:30	2	2	2
15:35	5	3	3
15:40	5	3	1
15:45	6	3	2
15:50	9	5	2
15:55	9	5	3
16:00	6	5	1
16:05	6	6	1
16:10	5	6	2
16:15	7	4	1
16:20	6	6	2
16:25	5	2	0
16:30	9	2	1
16:35	6	6	2
16:40	5	4	1
16:45	7	5	1
16:50	4	7	1
16:55	7	5	0
17:00	6	6	1
17:05	11	6	1
17:10	10	4	2
17:15	7	8	1
17:20	5	10	1
17:25	9	11	1
17:30	5	3	1
17:35	6	3	2
17:40	4	4	2
17:45	6	4	2
17:50	7	4	0
17:55	6	4	1
18:00	6	4	1
18:05	8	5	0
18:10	5	3	1
18:15	6	5	0
18:20	4	4	1
18:25	6	3	0
18:30	3	3	2
18:35	2	5	0
18:40	4	2	1
18:45	3	1	1
18:50	4	2	1
18:55	5	2	0
Max Queue	12	11	9

Time	ARM D		
	Lane 1	Lane 2	Lane 3
07:00	2	3	3
07:05	2	2	3
07:10	1	1	3
07:15	2	1	1
07:20	0	0	1
07:25	3	1	2
07:30	1	1	2
07:35	4	5	3
07:40	3	1	5
07:45	3	3	3
07:50	2	0	7
07:55	3	3	3
08:00	2	1	6
08:05	2	2	3
08:10	4	1	5
08:15	7	3	6
08:20	2	2	5
08:25	3	2	5
08:30	4	3	6
08:35	4	4	8
08:40	3	4	4
08:45	4	5	4
08:50	2	7	6
08:55	2	4	5
09:00	8	5	2
09:05	4	1	8
09:10	3	3	3
09:15	2	3	2
09:20	2	6	2
09:25	2	4	3
09:30	0	2	6
09:35	2	4	5
09:40	2	1	1
09:45	1	2	4
09:50	3	1	2
09:55	2	2	8
10:00	3	2	4
10:05	3	2	3
10:10	2	7	0
10:15	0	0	0
10:20	1	0	0
10:25	1	1	1
10:30	5	2	1
10:35	1	3	1
10:40	2	3	5
10:45	3	7	6
10:50	1	0	1
10:55	2	2	4
11:00	4	3	4
11:05	5	4	5
11:10	1	2	2
11:15	2	4	1
11:20	2	2	1
11:25	0	2	2
11:30	2	3	3
11:35	2	1	2
11:40	1	2	2
11:45	2	3	2
11:50	3	2	2
11:55	6	3	1
12:00	2	2	2
12:05	1	3	3
12:10	2	4	1
12:15	1	0	0
12:20	1	1	4
12:25	1	1	1
12:30	3	2	0
12:35	2	3	1
12:40	2	4	2
12:45	2	1	2
12:50	1	1	0
12:55	1	3	2
13:00	1	2	1
13:05	3	3	2
13:10	2	2	0
13:15	2	0	0
13:20	2	3	8
13:25	6	4	1
13:30	2	4	4
13:35	5	2	3
13:40	1	3	4
13:45	1	3	3
13:50	2	1	2
13:55	2	3	2
14:00	2	1	2
14:05	1	3	4
14:10	4	1	5
14:15	2	1	2
14:20	3	1	1
14:25	2	2	4
14:30	4	2	4
14:35	3	1	5
14:40	2	2	3
14:45	3	6	4
14:50	2	1	5
14:55	4	1	4
15:00	2	6	3
15:05	3	4	4
15:10	1	1	5
15:15	5	8	5
15:20	2	2	4
15:25	1	4	2
15:30	3	1	3
15:35	3	3	3
15:40	2	3	1
15:45	5	4	2
15:50	3	4	4
15:55	5	2	6
16:00	3	4	5
16:05	4	4	5
16:10	5	4	4
16:15	6	4	4
16:20	3	4	3
16:25	2	1	2
16:30	7	6	3
16:35	3	2	3
16:40	5	2	4
16:45	2	3	3
16:50	5	3	5
16:55	4	4	3
17:00	3	2	3
17:05	3	6	8
17:10	3	6	11
17:15	9	9	8
17:20	4	4	6
17:25	13	3	8
17:30	3	3	4
17:35	4	4	5
17:40	1	4	2
17:45	3	4	4
17:50	2	5	2
17:55	3	3	0
18:00	1	3	1
18:05	2	2	3
18:10	2	2	3
18:15	1	3	1
18:20	2	2	2
18:25	2	2	2
18:30	1	2	1
18:35	2	1	1
18:40	2	4	1
18:45	2	1	1
18:50	1	1	1
18:55	3	1	1
Max Queue	13	9	11

Time	ARM E	
	Lane 1	Lane 2
07:00	1	1
07:05	1	3
07:10	4	1
07:15	3	0
07:20	1	1
07:25	6	0
07:30	3	1
07:35	9	2
07:40	3	1
07:45	5	1
07:50	3	0
07:55	3	1
08:00	5	2
08:05	3	1
08:10	3	2
08:15	1	2
08:20	4	1
08:25	7	3
08:30	6	1
08:35	1	1
08:40	2	1
08:45	2	1
08:50	3	1
08:55	1	0
09:00	4	1
09:05	2	1
09:10	3	1
09:15	3	1
09:20	3	0
09:25	2	1
09:30	3	1
09:35	2	1
09:40	2	1
09:45	3	2
09:50	2	1
09:55	2	1
10:00	1	1
10:05	3	1
10:10	1	1
10:15	2	1
10:20	4	2
10:25	2	1
10:30	0	0
10:35	4	2
10:40	3	1
10:45	2	2
10:50	1	0
10:55	6	1
11:00	3	1
11:05	4	2
11:10	2	2
11:15	1	3
11:20	1	3
11:25	2	1
11:30	3	3
11:35	2	1
11:40	2	2
11:45	1	2
11:50	2	2
11:55	2	3
12:00	5	4
12:05	7	4
12:10	1	1
12:15	5	2
12:20	3	1
12:25	4	3
12:30	2	2
12:35	2	3
12:40	2	4
12:45	2	2
12:50	1	2
12:55	2	3
13:00	1	3
13:05	2	1
13:10	2	2
13:15	2	3
13:20	4	1
13:25	6	3
13:30	5	2
13:35	4	2
13:40	1	2
13:45	4	1
13:50	1	1
13:55	1	1
14:00	6	3
14:05	2	5
14:10	2	4
14:15	2	5
14:20	9	5
14:25	3	1
14:30	4	4
14:35	5	2
14:40	6	2
14:45	2	3
14:50	2	2
14:55	6	3
15:00	6	3
15:05	4	2
15:10	2	3
15:15	1	2
15:20	2	2
15:25	1	5
15:30	0	2
15:35	3	1
15:40	3	3
15:45	5	1
15:50	2	2
15:55	3	5
16:00	10	4
16:05	10	5
16:10	10	5
16:15	7	6
16:20	5	1
16:25	4	3
16:30	10	2
16:35	10	4
16:40	8	4
16:45	10	2
16:50	8	2
16:55	9	2
17:00	10	5
17:05	10	5
17:10	10	4
17:15	6	2
17:20	6	2
17:25	8	2
17:30	3	3
17:35	5	3
17:40	1	2
17:45	1	1
17:50	4	1
17:55	1	1
18:00	2	2
18:05	1	1
18:10	3	1
18:15	2	1
18:20	2	1
18:25	2	2
18:30	3	0
18:35	1	1
18:40	3	0
18:45	2	0
18:50	1	0
18:55	1	0
Max Queue	10	6

Appendix F – Traffic Count Data – ATC Data

Site 1
Location A5117 - 53.26603, -2.84595
Direction East

Monday, 18 March 2024

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	58	0	41	0	8	0	1	0	1	2	5	0	0
0100	61	0	29	0	13	3	1	0	2	8	5	0	0
0200	84	0	48	0	12	0	0	0	0	2	22	0	0
0300	150	1	90	1	28	0	0	0	0	6	23	0	1
0400	347	1	190	2	62	4	0	1	2	16	68	0	1
0500	**780**	**6**	**563**	**3**	**110**	**0**	**2**	**1**	**2**	**32**	**60**	**1**	**0**
0600	466	4	377	3	51	5	5	0	0	12	9	0	0
0700	669	5	582	8	56	3	2	3	4	1	5	0	0
0800	392	3	316	4	61	1	1	0	0	1	3	0	2
0900	292	5	220	4	51	2	0	0	4	3	3	0	0
1000	273	3	214	5	39	1	4	0	2	0	5	0	0
1100	305	3	239	3	43	1	8	0	0	4	4	0	0
1200	359	5	296	1	41	1	1	0	3	3	7	1	0
1300	378	3	331	2	34	1	1	0	0	1	5	0	0
1400	465	2	393	1	53	3	0	2	5	1	5	0	0
1500	460	6	408	2	37	0	0	1	1	3	2	0	0
1600	557	5	491	4	49	1	1	1	0	0	5	0	0
1700	**601**	**8**	**547**	**3**	**37**	**1**	**0**	**1**	**1**	**1**	**2**	**0**	**0**
1800	423	2	401	0	17	0	0	0	1	0	2	0	0
1900	252	1	229	1	20	0	0	0	1	0	0	0	0
2000	194	0	178	0	13	0	0	0	1	0	2	0	0
2100	234	0	192	2	25	2	1	0	0	2	10	0	0
2200	216	0	171	1	22	0	0	0	1	10	11	0	0
2300	101	0	73	1	10	0	0	1	1	9	5	1	0
07-19	**5174**	**50**	**4438**	**37**	**518**	**15**	**18**	**8**	**21**	**18**	**48**	**1**	**2**
06-22	**6320**	**55**	**5414**	**43**	**627**	**22**	**24**	**8**	**23**	**32**	**69**	**1**	**2**
06-00	**6637**	**55**	**5658**	**45**	**659**	**22**	**24**	**9**	**25**	**51**	**85**	**2**	**2**
00-00	**8117**	**63**	**6619**	**51**	**892**	**29**	**28**	**11**	**32**	**117**	**268**	**3**	**4**

Tuesday, 19 March 2024

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	54	1	28	0	10	1	0	0	1	7	6	0	0
0100	48	0	26	0	12	1	0	0	0	5	4	0	0
0200	95	1	45	0	19	1	3	0	0	4	22	0	0
0300	140	0	73	1	31	1	2	0	0	10	22	0	0
0400	124	0	59	0	19	1	0	0	1	21	23	0	0
0500	179	3	156	0	11	1	0	0	0	3	5	0	0
0600	395	7	339	1	37	1	4	0	0	2	4	0	0
0700	**837**	**3**	**747**	**2**	**73**	**1**	**2**	**1**	**3**	**2**	**3**	**0**	**0**
0800	475	2	380	4	78	1	2	1	3	2	2	0	0
0900	307	1	239	3	46	1	3	2	5	3	4	0	0
1000	298	0	249	1	39	2	1	0	1	1	4	0	0
1100	320	0	267	3	36	4	2	0	0	4	4	0	0
1200	368	3	311	4	39	4	1	0	1	1	4	0	0
1300	396	3	341	2	33	3	1	0	2	3	8	0	0
1400	355	0	308	0	37	2	4	0	1	1	2	0	0
1500	422	1	372	3	33	1	1	0	2	6	3	0	0
1600	**565**	**2**	**523**	**3**	**27**	**1**	**0**	**1**	**0**	**4**	**4**	**0**	**0**
1700	547	8	505	1	27	0	1	1	1	1	2	0	0
1800	345	4	323	1	13	0	0	0	0	1	3	0	0
1900	237	1	219	0	17	0	0	0	0	0	0	0	0
2000	210	0	195	0	12	0	0	0	0	2	1	0	0
2100	262	0	227	0	19	1	0	0	2	5	8	0	0
2200	244	0	198	1	25	1	0	1	0	10	8	0	0
2300	101	3	74	0	10	1	0	0	3	5	4	1	0
07-19	**5235**	**27**	**4565**	**27**	**481**	**20**	**18**	**6**	**19**	**29**	**43**	**0**	**0**
06-22	**6339**	**35**	**5545**	**28**	**566**	**22**	**22**	**6**	**21**	**38**	**56**	**0**	**0**
06-00	**6684**	**38**	**5817**	**29**	**601**	**24**	**22**	**7**	**24**	**53**	**68**	**1**	**0**
00-00	**7324**	**43**	**6204**	**30**	**703**	**30**	**27**	**7**	**26**	**103**	**150**	**1**	**0**

Wednesday, 20 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	64	0	39	0	9	1	0	0	3	4	8	0	0
0100	78	0	36	0	14	1	1	0	2	6	18	0	0
0200	41	0	16	1	9	0	1	0	0	7	7	0	0
0300	41	0	17	0	6	1	0	0	1	3	13	0	0
0400	64	1	26	0	15	0	0	1	2	7	12	0	0
0500	158	2	128	1	16	1	0	0	2	2	6	0	0
0600	382	8	327	2	31	4	3	2	1	2	2	0	0
0700	**910**	**4**	**771**	**8**	**99**	**7**	**4**	**1**	**5**	**2**	**8**	**0**	**1**
0800	672	1	555	5	94	1	5	0	0	5	6	0	0
0900	320	1	265	0	42	1	1	1	3	2	4	0	0
1000	256	1	201	2	40	5	2	0	3	1	1	0	0
1100	353	0	291	6	42	4	1	1	3	4	1	0	0
1200	356	1	296	1	46	4	2	0	2	2	2	0	0
1300	346	1	291	3	39	3	0	0	1	2	6	0	0
1400	403	0	350	0	40	2	1	0	3	3	4	0	0
1500	454	1	411	3	29	0	0	1	1	3	5	0	0
1600	**554**	**2**	**497**	**2**	**47**	**0**	**0**	**0**	**1**	**2**	**2**	**1**	**0**
1700	513	3	463	4	39	1	0	0	0	3	0	0	0
1800	414	2	384	1	22	0	0	1	0	0	4	0	0
1900	256	1	230	0	21	0	0	0	0	1	3	0	0
2000	208	0	188	0	13	1	0	0	0	1	5	0	0
2100	307	1	261	2	22	0	1	0	0	7	13	0	0
2200	266	0	226	0	24	2	1	1	0	4	8	0	0
2300	122	1	79	0	20	0	0	0	1	9	11	0	1
07-19	**5551**	**17**	**4775**	**35**	**579**	**28**	**16**	**5**	**22**	**29**	**43**	**1**	**1**
06-22	**6704**	**27**	**5781**	**39**	**666**	**33**	**20**	**7**	**23**	**40**	**66**	**1**	**1**
06-00	**7092**	**28**	**6086**	**39**	**710**	**35**	**21**	**8**	**24**	**53**	**85**	**1**	**2**
00-00	**7538**	**31**	**6348**	**41**	**779**	**39**	**23**	**9**	**34**	**82**	**149**	**1**	**2**

Thursday, 21 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	67	0	37	1	17	0	0	0	0	6	5	0	1
0100	57	0	27	0	11	0	1	0	0	3	15	0	0
0200	62	0	28	1	10	1	0	0	0	6	16	0	0
0300	137	0	70	1	32	3	1	0	0	6	23	0	1
0400	167	3	82	1	23	1	0	0	3	16	38	0	0
0500	172	4	144	0	14	1	0	0	0	3	6	0	0
0600	363	3	312	2	36	2	3	0	0	4	1	0	0
0700	**666**	**4**	**589**	**1**	**64**	**1**	**1**	**0**	**1**	**0**	**5**	**0**	**0**
0800	402	0	333	2	59	2	1	0	1	1	3	0	0
0900	342	2	270	3	54	0	0	1	4	2	6	0	0
1000	317	1	264	4	35	3	2	0	2	2	4	0	0
1100	352	0	287	2	51	3	0	0	5	1	3	0	0
1200	384	0	332	5	33	2	0	0	0	6	6	0	0
1300	373	0	324	1	36	1	1	0	0	5	5	0	0
1400	401	2	339	4	43	0	2	1	5	1	4	0	0
1500	429	0	382	1	40	0	0	1	0	1	4	0	0
1600	**585**	**4**	**530**	**2**	**39**	**0**	**1**	**0**	**0**	**4**	**5**	**0**	**0**
1700	507	6	463	1	29	2	0	0	1	2	3	0	0
1800	369	3	343	1	20	0	1	0	0	0	1	0	0
1900	260	0	237	1	17	0	1	0	0	2	2	0	0
2000	185	1	167	1	10	0	1	0	0	0	5	0	0
2100	198	0	175	0	14	1	0	0	1	1	6	0	0
2200	310	0	261	2	25	0	0	0	1	7	14	0	0
2300	137	0	100	0	15	0	0	1	2	8	11	0	0
07-19	**5127**	**22**	**4456**	**27**	**503**	**14**	**9**	**3**	**19**	**25**	**49**	**0**	**0**
06-22	**6133**	**26**	**5347**	**31**	**580**	**17**	**14**	**3**	**20**	**32**	**63**	**0**	**0**
06-00	**6580**	**26**	**5708**	**33**	**620**	**17**	**14**	**4**	**23**	**47**	**88**	**0**	**0**
00-00	**7242**	**33**	**6096**	**37**	**727**	**23**	**16**	**4**	**26**	**87**	**191**	**0**	**2**

Friday, 22 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	50	0	35	0	9	0	0	0	0	5	1	0	0
0100	61	1	35	0	9	2	0	0	0	5	9	0	0
0200	85	0	43	0	14	1	0	0	0	5	22	0	0
0300	126	0	73	1	26	1	1	0	0	4	20	0	0
0400	171	1	92	1	31	0	0	0	2	15	29	0	0
0500	157	3	133	0	12	2	0	0	0	1	5	1	0
0600	352	3	298	3	38	1	3	1	0	1	4	0	0
0700	**590**	**3**	**516**	**0**	**58**	**2**	**3**	**1**	**2**	**3**	**2**	**0**	**0**
0800	339	2	271	2	50	1	1	1	1	5	5	0	0
0900	283	1	219	4	45	0	1	0	4	3	6	0	0
1000	346	0	267	5	57	2	2	1	4	2	6	0	0
1100	361	0	294	3	45	4	3	0	4	2	6	0	0
1200	394	9	322	2	48	0	2	3	2	2	4	0	0
1300	410	3	357	3	38	0	1	0	3	1	4	0	0
1400	468	3	419	2	33	0	2	0	2	1	6	0	0
1500	801	3	676	7	98	0	4	0	3	3	5	0	2
1600	**832**	**4**	**731**	**5**	**78**	**0**	**0**	**1**	**6**	**4**	**3**	**0**	**0**
1700	492	8	449	5	25	1	1	1	2	0	0	0	0
1800	387	4	366	2	13	0	0	0	1	1	0	0	0
1900	239	0	220	1	18	0	0	0	0	0	0	0	0
2000	204	2	181	0	15	0	0	0	2	1	3	0	0
2100	241	2	217	0	11	0	0	0	0	5	5	0	1
2200	299	0	250	1	27	3	0	0	1	8	7	1	1
2300	174	0	135	1	17	0	0	0	1	7	12	1	0
07-19	**5703**	**40**	**4887**	**40**	**588**	**10**	**20**	**8**	**34**	**27**	**47**	**0**	**2**
06-22	**6739**	**47**	**5803**	**44**	**670**	**11**	**23**	**9**	**36**	**34**	**59**	**0**	**3**
06-00	**7212**	**47**	**6188**	**46**	**714**	**14**	**23**	**9**	**38**	**49**	**78**	**2**	**4**
00-00	**7862**	**52**	**6599**	**48**	**815**	**20**	**24**	**9**	**40**	**84**	**164**	**3**	**4**

Saturday, 23 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	83	0	69	0	6	0	0	0	0	4	4	0	0
0100	50	0	30	1	8	2	0	0	0	4	5	0	0
0200	61	0	39	0	9	0	0	0	1	1	11	0	0
0300	60	1	35	0	14	0	0	0	0	1	9	0	0
0400	35	0	14	0	13	0	0	0	0	3	5	0	0
0500	57	0	48	0	7	0	0	0	0	0	2	0	0
0600	166	1	143	0	20	0	0	0	0	0	2	0	0
0700	110	0	97	0	12	0	0	0	0	0	1	0	0
0800	135	0	111	2	20	0	0	0	0	0	2	0	0
0900	236	10	201	1	23	0	0	0	1	0	0	0	0
1000	303	6	278	2	15	0	0	0	0	0	2	0	0
1100	**365**	**2**	**331**	**7**	**19**	**0**	**0**	**1**	**1**	**1**	**2**	**0**	**1**
1200	398	3	376	3	15	0	0	0	1	0	0	0	0
1300	**437**	**1**	**413**	**1**	**19**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**
1400	**437**	**2**	**409**	**1**	**20**	**0**	**0**	**1**	**1**	**1**	**1**	**0**	**1**
1500	373	1	349	2	17	0	0	1	1	2	0	0	0
1600	387	0	370	0	15	0	0	1	0	1	0	0	0
1700	391	4	373	0	14	0	0	0	0	0	0	0	0
1800	350	0	338	0	10	0	0	0	0	0	2	0	0
1900	272	1	264	1	6	0	0	0	0	0	0	0	0
2000	210	0	199	2	8	0	0	0	0	0	1	0	0
2100	153	0	142	0	8	0	0	0	1	0	2	0	0
2200	68	0	61	0	6	0	0	0	0	0	1	0	0
2300	58	1	50	0	2	2	0	0	0	1	2	0	0
07-19	**3922**	**29**	**3646**	**19**	**199**	**0**	**1**	**4**	**5**	**5**	**12**	**0**	**2**
06-22	**4723**	**31**	**4394**	**22**	**241**	**0**	**1**	**4**	**6**	**5**	**17**	**0**	**2**
06-00	**4849**	**32**	**4505**	**22**	**249**	**2**	**1**	**4**	**6**	**6**	**20**	**0**	**2**
00-00	**5195**	**33**	**4740**	**23**	**306**	**4**	**1**	**4**	**7**	**19**	**56**	**0**	**2**

Sunday, 24 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	36	0	32	0	2	0	1	0	0	0	1	0	0
0100	22	0	17	0	2	0	1	0	0	0	2	0	0
0200	16	0	11	0	0	0	0	0	1	1	3	0	0
0300	20	0	14	0	2	0	0	0	0	0	4	0	0
0400	12	0	6	0	3	0	0	0	0	0	3	0	0
0500	39	0	34	1	3	0	0	0	0	1	0	0	0
0600	117	0	107	1	7	0	1	1	0	0	0	0	0
0700	88	1	73	0	11	2	0	0	0	0	1	0	0
0800	100	7	84	0	8	0	0	0	0	1	0	0	0
0900	166	11	140	0	14	0	0	0	0	0	1	0	0
1000	240	1	223	1	13	0	0	1	0	1	0	0	0
1100	**282**	**1**	**266**	**1**	**13**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
1200	394	1	373	1	15	0	0	0	1	2	1	0	0
1300	426	2	400	2	18	0	0	0	0	1	3	0	0
1400	455	2	436	0	15	0	0	0	0	2	0	0	0
1500	444	8	413	2	17	0	1	0	1	0	2	0	0
1600	696	3	642	1	42	0	0	0	1	4	3	0	0
1700	**808**	**9**	**750**	**3**	**37**	**0**	**0**	**0**	**0**	**5**	**2**	**1**	**1**
1800	600	1	561	5	20	0	0	1	2	3	6	0	1
1900	136	0	124	2	6	0	0	0	0	1	3	0	0
2000	114	0	98	1	9	0	0	0	0	0	6	0	0
2100	128	3	113	0	6	2	0	0	1	0	3	0	0
2200	150	0	126	1	13	1	0	0	0	1	8	0	0
2300	71	1	56	0	6	0	1	0	1	1	4	1	0
07-19	**4699**	**47**	**4361**	**16**	**223**	**2**	**1**	**2**	**5**	**19**	**20**	**1**	**2**
06-22	**5194**	**50**	**4803**	**20**	**251**	**4**	**2**	**3**	**6**	**20**	**32**	**1**	**2**
06-00	**5415**	**51**	**4985**	**21**	**270**	**5**	**3**	**3**	**7**	**22**	**44**	**2**	**2**
00-00	**5560**	**51**	**5099**	**22**	**282**	**5**	**5**	**3**	**8**	**24**	**57**	**2**	**2**

Virtual Day (7)

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	59	0	40	0	9	0	0	0	1	4	4	0	0
0100	54	0	29	0	10	1	1	0	1	4	8	0	0
0200	63	0	33	0	10	0	1	0	0	4	15	0	0
0300	96	0	53	1	20	1	1	0	0	4	16	0	0
0400	131	1	67	1	24	1	0	0	1	11	25	0	0
0500	220	3	172	1	25	1	0	0	1	6	12	0	0
0600	320	4	272	2	31	2	3	1	0	3	3	0	0
0700	**553**	**3**	**482**	**3**	**53**	**2**	**2**	**1**	**2**	**1**	**4**	**0**	**0**
0800	359	2	293	3	53	1	1	0	1	2	3	0	0
0900	278	4	222	2	39	1	1	1	3	2	3	0	0
1000	290	2	242	3	34	2	2	0	2	1	3	0	0
1100	334	1	282	4	36	2	2	0	2	2	3	0	0
1200	379	3	329	2	34	2	1	0	1	2	3	0	0
1300	395	2	351	2	31	1	1	0	1	2	5	0	0
1400	426	2	379	1	34	1	1	1	2	1	3	0	0
1500	483	3	430	3	39	0	1	1	1	3	3	0	0
1600	**597**	**3**	**541**	**2**	**42**	**0**	**0**	**1**	**1**	**3**	**3**	**0**	**0**
1700	551	7	507	2	30	1	0	0	1	2	1	0	0
1800	413	2	388	1	16	0	0	0	1	1	3	0	0
1900	236	1	218	1	15	0	0	0	0	1	1	0	0
2000	189	0	172	1	11	0	0	0	0	1	3	0	0
2100	218	1	190	1	15	1	0	0	1	3	7	0	0
2200	222	0	185	1	20	1	0	0	0	6	8	0	0
2300	109	1	81	0	11	0	0	0	1	6	7	1	0
07-19	**5059**	**33**	**4447**	**29**	**442**	**13**	**12**	**5**	**18**	**22**	**37**	**0**	**1**
06-22	**6022**	**39**	**5298**	**32**	**514**	**16**	**15**	**6**	**19**	**29**	**52**	**0**	**1**
06-00	**6353**	**40**	**5564**	**34**	**546**	**17**	**15**	**6**	**21**	**40**	**67**	**1**	**2**
00-00	**6977**	**44**	**5958**	**36**	**643**	**21**	**18**	**7**	**25**	**74**	**148**	**1**	**2**

Virtual Week (1)

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
Mon	8117	63	6619	51	892	29	28	11	32	117	268	3	4
Tue	7324	43	6204	30	703	30	27	7	26	103	150	1	0
Wed	7538	31	6348	41	779	39	23	9	34	82	149	1	2
Thu	7242	33	6096	37	727	23	16	4	26	87	191	0	2
Fri	7862	52	6599	48	815	20	24	9	40	84	164	3	4
| Sat	5195	33	4740	23	306	4	1	4	7	19	56	0	2
| Sun	5560	51	5099	22	282	5	5	3	8	24	57	2	2
5 Day Ave.	**7617**	**44**	**6373**	**41**	**783**	**28**	**24**	**8**	**32**	**95**	**184**	**2**	**2**
7 Day Ave.	**6977**	**44**	**5958**	**36**	**643**	**21**	**18**	**7**	**25**	**74**	**148**	**1**	**2**
--	**48838**	**306**	**41705**	**252**	**4504**	**150**	**124**	**47**	**173**	**516**	**1035**	**10**	**16**

Site 1
Location A5117 - 53.26603, -2.84595
Direction West

Monday, 18 March 2024

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	70	0	51	0	6	0	0	3	1	5	4	0	0
0100	33	0	22	0	5	0	0	0	0	5	1	0	0
0200	40	1	25	0	7	0	0	0	0	6	1	0	0
0300	57	1	37	0	3	0	0	0	0	12	4	0	0
0400	66	1	48	0	7	0	1	0	0	9	0	0	0
0500	113	3	82	0	24	0	0	0	0	2	0	1	1
0600	212	0	172	2	27	1	0	0	1	7	2	0	0
0700	389	3	346	2	28	1	1	0	1	3	4	0	0
0800	**787**	**5**	**677**	**5**	**78**	**0**	**3**	**2**	**1**	**8**	**8**	**0**	**0**
0900	569	2	472	4	63	1	5	0	4	9	9	0	0
1000	353	2	302	2	38	1	1	0	0	4	3	0	0
1100	384	2	329	5	32	3	4	0	2	7	0	0	0
1200	334	6	278	3	26	5	7	0	1	7	1	0	0
1300	333	4	281	3	33	4	2	0	0	4	2	0	0
1400	356	6	299	1	30	1	6	3	2	6	2	0	0
1500	444	4	385	1	39	0	1	0	1	7	6	0	0
1600	527	4	469	1	45	1	1	2	0	3	1	0	0
1700	**560**	**7**	**513**	**0**	**32**	**1**	**1**	**0**	**1**	**2**	**3**	**0**	**0**
1800	366	1	341	1	17	1	0	0	0	3	2	0	0
1900	182	0	168	0	11	0	0	0	1	2	0	0	0
2000	124	3	97	3	13	0	0	1	0	4	3	0	0
2100	151	2	122	1	14	0	0	2	2	5	3	0	0
2200	124	0	100	0	6	2	0	4	0	8	4	0	0
2300	103	2	76	0	4	0	1	1	3	13	3	0	0
07-19	**5402**	**46**	**4692**	**28**	**461**	**19**	**32**	**7**	**13**	**63**	**41**	**0**	**0**
06-22	**6071**	**51**	**5251**	**34**	**526**	**20**	**32**	**10**	**17**	**81**	**49**	**0**	**0**
06-00	**6298**	**53**	**5427**	**34**	**536**	**22**	**33**	**15**	**20**	**102**	**56**	**0**	**0**
00-00	**6677**	**59**	**5692**	**34**	**588**	**22**	**34**	**18**	**21**	**141**	**66**	**1**	**1**

Tuesday, 19 March 2024

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	67	0	45	0	5	0	0	2	3	9	3	0	0
0100	49	0	23	0	5	1	1	2	1	11	4	0	1
0200	69	0	32	0	20	1	1	0	2	12	1	0	0
0300	66	1	38	0	6	0	0	0	1	18	2	0	0
0400	69	0	43	0	11	0	0	0	1	9	5	0	0
0500	118	1	89	1	13	2	0	0	1	7	4	0	0
0600	202	3	179	0	17	0	0	0	0	0	1	1	1
0700	384	2	340	3	32	2	1	0	0	2	2	0	0
0800	**610**	**4**	**541**	**3**	**43**	**0**	**4**	**2**	**2**	**7**	**4**	**0**	**0**
0900	378	0	329	2	39	1	2	0	1	3	1	0	0
1000	364	1	305	4	41	2	1	1	1	4	4	0	0
1100	333	1	277	3	41	1	3	1	3	2	1	0	0
1200	315	0	284	0	26	1	1	0	1	2	0	0	0
1300	290	1	249	1	27	1	2	0	1	2	6	0	0
1400	365	5	316	0	29	2	3	1	1	5	3	0	0
1500	424	6	351	3	46	2	3	1	1	7	4	0	0
1600	539	2	488	3	36	0	2	0	1	6	1	0	0
1700	**590**	**6**	**541**	**1**	**37**	**1**	**0**	**0**	**0**	**2**	**2**	**0**	**0**
1800	377	3	354	0	16	0	0	0	0	3	1	0	0
1900	194	0	185	1	8	0	0	0	0	0	0	0	0
2000	138	2	110	0	15	0	0	2	2	5	1	0	1
2100	100	0	82	0	5	0	0	4	0	7	2	0	0
2200	173	0	133	0	19	4	0	4	2	4	6	1	0
2300	119	1	90	0	14	0	0	2	2	9	1	0	0
07-19	**4969**	**31**	**4375**	**23**	**413**	**13**	**22**	**6**	**12**	**45**	**29**	**0**	**0**
06-22	**5603**	**36**	**4931**	**24**	**458**	**13**	**22**	**12**	**14**	**57**	**33**	**1**	**2**
06-00	**5895**	**37**	**5154**	**24**	**491**	**17**	**22**	**18**	**18**	**70**	**40**	**2**	**2**
00-00	**6333**	**39**	**5424**	**25**	**551**	**21**	**24**	**22**	**27**	**136**	**59**	**2**	**3**

Wednesday, 20 March 2024

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	70	1	52	0	7	0	0	3	0	4	3	0	0
0100	61	0	30	0	13	1	0	1	1	11	4	0	0
0200	47	0	17	0	7	0	0	1	1	17	4	0	0
0300	63	0	29	0	11	0	0	0	1	18	4	0	0
0400	63	0	35	0	10	1	0	0	1	11	5	0	0
0500	116	2	90	0	14	1	0	0	1	3	5	0	0
0600	179	2	154	2	15	1	0	0	1	0	4	0	0
0700	393	0	356	4	25	1	2	0	1	2	1	0	1
0800	**597**	**4**	**518**	**0**	**60**	**1**	**2**	**1**	**0**	**3**	**6**	**0**	**2**
0900	509	0	418	1	69	3	2	2	1	8	5	0	0
1000	393	0	337	2	37	2	1	0	1	6	7	0	0
1100	362	1	306	2	36	2	1	0	3	7	4	0	0
1200	328	1	277	3	31	6	0	0	1	6	3	0	0
1300	349	1	286	4	43	1	3	2	1	5	3	0	0
1400	384	2	335	1	31	3	0	1	5	4	2	0	0
1500	465	2	400	2	44	3	4	1	2	4	3	0	0
1600	572	5	525	0	34	0	1	2	2	2	1	0	0
1700	**716**	**2**	**659**	**4**	**40**	**1**	**1**	**0**	**1**	**4**	**2**	**1**	**1**
1800	390	5	364	0	18	0	0	0	0	1	2	0	0
1900	214	0	198	1	14	1	0	0	0	0	0	0	0
2000	133	1	116	0	8	0	0	1	1	5	1	0	0
2100	144	1	113	0	15	2	0	0	1	10	2	0	0
2200	161	0	135	0	12	0	0	1	0	8	5	0	0
2300	112	0	91	0	7	0	0	1	4	8	1	0	0
07-19	**5458**	**23**	**4781**	**23**	**468**	**23**	**17**	**9**	**18**	**52**	**39**	**1**	**4**
06-22	**6128**	**27**	**5362**	**26**	**520**	**27**	**17**	**10**	**21**	**67**	**46**	**1**	**4**
06-00	**6401**	**27**	**5588**	**26**	**539**	**27**	**17**	**12**	**25**	**83**	**52**	**1**	**4**
00-00	**6821**	**30**	**5841**	**26**	**601**	**30**	**17**	**17**	**30**	**147**	**77**	**1**	**4**

Thursday, 21 March 2024

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	80	0	52	0	10	1	0	2	2	10	3	0	0
0100	48	0	21	0	14	0	0	2	0	7	4	0	0
0200	53	0	24	0	8	1	0	2	2	15	0	0	1
0300	47	0	27	0	3	0	0	0	0	16	0	0	1
0400	70	0	39	0	14	0	0	1	1	11	4	0	0
0500	102	0	78	0	12	0	1	0	1	8	2	0	0
0600	178	3	149	2	15	0	2	0	2	2	2	1	0
0700	386	2	341	2	33	1	0	0	0	4	2	1	0
0800	**653**	**2**	**551**	**6**	**68**	**3**	**3**	**0**	**2**	**10**	**8**	**0**	**0**
0900	440	0	370	4	54	1	1	0	4	5	1	0	0
1000	346	0	304	3	28	2	1	0	0	4	4	0	0
1100	407	1	352	2	42	3	0	0	1	3	3	0	0
1200	350	1	305	0	34	2	1	0	0	3	4	0	0
1300	332	2	287	5	24	3	1	0	1	4	5	0	0
1400	396	3	344	0	32	4	3	0	4	3	3	0	0
1500	423	5	357	1	47	1	0	0	1	5	6	0	0
1600	604	5	532	2	51	0	0	0	5	5	4	0	0
1700	**713**	**5**	**655**	**5**	**40**	**0**	**1**	**1**	**0**	**4**	**1**	**0**	**1**
1800	435	1	414	1	15	0	0	0	0	4	0	0	0
1900	217	1	204	1	9	0	1	0	0	0	1	0	0
2000	130	0	107	1	12	0	0	2	1	7	0	0	0
2100	101	2	82	0	4	0	0	1	1	9	2	0	0
2200	150	0	124	0	13	0	0	2	0	7	3	0	1
2300	122	0	100	0	12	1	0	3	1	2	3	0	0
07-19	**5485**	**27**	**4812**	**31**	**468**	**20**	**11**	**1**	**18**	**54**	**41**	**1**	**1**
06-22	**6111**	**33**	**5354**	**35**	**508**	**20**	**14**	**4**	**22**	**72**	**46**	**2**	**1**
06-00	**6383**	**33**	**5578**	**35**	**533**	**21**	**14**	**9**	**23**	**81**	**52**	**2**	**2**
00-00	**6783**	**33**	**5819**	**35**	**594**	**23**	**15**	**16**	**29**	**148**	**65**	**2**	**4**

Friday, 22 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	53	0	35	0	11	0	0	4	0	3	0	0	0
0100	51	0	30	0	7	0	0	3	1	7	3	0	0
0200	49	0	25	0	9	0	0	1	1	11	2	0	0
0300	59	1	31	0	5	0	1	0	2	17	2	0	0
0400	65	0	36	0	13	0	0	0	1	14	1	0	0
0500	109	1	81	1	15	0	1	0	1	5	4	0	0
0600	168	2	148	1	11	0	1	0	0	1	4	0	0
0700	384	3	343	2	30	2	0	0	1	1	1	1	0
0800	**462**	**4**	**398**	**6**	**38**	**1**	**0**	**1**	**2**	**5**	**7**	**0**	**0**
0900	394	0	334	0	42	3	1	0	3	6	5	0	0
1000	392	0	345	2	30	2	4	0	0	6	3	0	0
1100	375	1	321	1	42	2	3	0	0	4	1	0	0
1200	402	4	343	2	37	2	3	0	3	5	3	0	0
1300	422	5	360	3	40	6	1	2	1	3	1	0	0
1400	468	1	403	1	39	3	9	3	1	5	3	0	0
1500	593	5	518	8	45	1	6	0	2	2	5	0	1
1600	**670**	**5**	**602**	**5**	**39**	**1**	**5**	**0**	**5**	**5**	**3**	**0**	**0**
1700	629	4	573	2	39	0	0	0	4	6	1	0	0
1800	409	3	389	1	12	0	0	0	0	1	3	0	0
1900	180	0	160	1	17	0	0	0	0	0	2	0	0
2000	146	0	129	2	4	0	0	2	1	5	3	0	0
2100	126	0	106	1	4	2	0	0	1	10	2	0	0
2200	136	0	116	0	7	0	0	2	2	8	0	0	1
2300	143	0	121	0	9	0	0	4	1	4	4	0	0
07-19	**5600**	**35**	**4929**	**33**	**433**	**23**	**32**	**6**	**22**	**49**	**36**	**1**	**1**
06-22	**6220**	**37**	**5472**	**38**	**469**	**25**	**33**	**8**	**24**	**65**	**47**	**1**	**1**
06-00	**6499**	**37**	**5709**	**38**	**485**	**25**	**33**	**14**	**27**	**77**	**51**	**1**	**2**
00-00	**6885**	**39**	**5947**	**39**	**545**	**25**	**35**	**22**	**33**	**134**	**63**	**1**	**2**

Saturday, 23 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	93	0	62	1	16	0	0	2	1	6	5	0	0
0100	53	0	34	0	6	1	0	1	1	7	3	0	0
0200	60	0	35	0	7	0	0	3	0	9	6	0	0
0300	47	1	25	0	5	0	0	1	0	12	3	0	0
0400	39	0	22	0	6	0	0	0	2	8	1	0	0
0500	44	0	32	1	8	0	1	0	1	1	0	0	0
0600	105	3	90	0	10	0	0	0	0	0	2	0	0
0700	125	0	109	0	14	0	0	0	0	0	2	0	0
0800	213	1	193	4	10	0	0	0	1	3	1	0	0
0900	326	1	309	2	12	1	0	0	0	0	1	0	0
1000	458	1	431	2	21	0	0	0	0	1	2	0	0
1100	**505**	**2**	**478**	**4**	**18**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**0**
1200	**502**	**6**	**479**	**1**	**15**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
1300	494	3	466	3	21	0	0	0	0	1	0	0	0
1400	407	5	388	1	10	0	0	0	2	0	1	0	0
1500	373	1	350	0	20	0	0	0	0	0	2	0	0
1600	346	2	328	0	16	0	0	0	0	0	0	0	0
1700	309	0	292	0	16	0	0	0	0	1	0	0	0
1800	264	0	254	1	9	0	0	0	0	0	0	0	0
1900	149	0	140	0	9	0	0	0	0	0	0	0	0
2000	108	0	102	0	3	0	0	0	3	0	0	0	0
2100	91	0	75	0	9	0	0	1	1	5	0	0	0
2200	64	1	55	0	5	0	0	2	0	1	0	0	0
2300	53	0	46	0	4	0	0	2	0	1	0	0	0
07-19	**4322**	**22**	**4077**	**18**	**182**	**2**	**0**	**1**	**3**	**6**	**11**	**0**	**0**
06-22	**4775**	**25**	**4484**	**18**	**213**	**2**	**0**	**2**	**7**	**11**	**13**	**0**	**0**
06-00	**4892**	**26**	**4585**	**18**	**222**	**2**	**0**	**6**	**7**	**13**	**13**	**0**	**0**
00-00	**5228**	**27**	**4795**	**20**	**270**	**3**	**1**	**13**	**12**	**56**	**31**	**0**	**0**

Sunday, 24 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	43	0	35	0	2	0	0	1	2	1	2	0	0
0100	15	0	10	0	2	0	0	0	0	2	1	0	0
0200	23	0	16	0	3	0	1	0	0	3	0	0	0
0300	19	0	9	0	1	0	0	0	0	9	0	0	0
0400	10	0	6	0	1	0	0	0	0	3	0	0	0
0500	20	1	16	0	2	0	0	0	0	1	0	0	0
0600	81	1	78	0	2	0	0	0	0	0	0	0	0
0700	73	0	71	1	1	0	0	0	0	0	0	0	0
0800	108	3	97	2	4	0	0	1	0	1	0	0	0
0900	279	3	264	1	9	1	0	0	0	1	0	0	0
1000	488	1	469	2	14	0	1	0	0	0	1	0	0
1100	**739**	**3**	**703**	**0**	**28**	**1**	**0**	**1**	**1**	**1**	**1**	**0**	**0**
1200	**541**	**2**	**522**	**0**	**12**	**0**	**2**	**1**	**1**	**0**	**1**	**0**	**0**
1300	423	4	405	1	11	0	1	0	1	0	0	0	0
1400	377	5	362	2	6	0	0	0	0	1	1	0	0
1500	307	4	295	0	8	0	0	0	0	0	0	0	0
1600	327	1	316	0	10	0	0	0	0	0	0	0	0
1700	353	3	331	0	15	0	0	0	1	2	1	0	0
1800	226	3	221	0	0	0	0	0	1	0	1	0	0
1900	148	0	140	0	6	0	0	0	0	0	2	0	0
2000	98	0	83	0	11	0	0	0	0	4	0	0	0
2100	50	0	39	0	4	0	0	0	1	5	1	0	0
2200	60	2	45	0	4	0	1	2	0	5	1	0	0
2300	22	0	15	0	3	0	0	0	2	0	2	0	0
07-19	**4241**	**32**	**4056**	**9**	**118**	**2**	**4**	**3**	**5**	**6**	**6**	**0**	**0**
06-22	**4618**	**33**	**4396**	**9**	**141**	**2**	**4**	**3**	**6**	**15**	**9**	**0**	**0**
06-00	**4700**	**35**	**4456**	**9**	**148**	**2**	**5**	**5**	**8**	**20**	**12**	**0**	**0**
00-00	**4830**	**36**	**4548**	**9**	**159**	**2**	**6**	**6**	**10**	**39**	**15**	**0**	**0**

Virtual Day (7)

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	68	0	47	0	8	0	0	2	1	5	3	0	0
0100	44	0	24	0	7	0	0	1	1	7	3	0	0
0200	49	0	25	0	9	0	0	1	1	10	2	0	0
0300	51	1	28	0	5	0	0	0	1	15	2	0	0
0400	55	0	33	0	9	0	0	0	1	9	2	0	0
0500	89	1	67	0	13	0	0	0	1	4	2	0	0
0600	161	2	139	1	14	0	0	0	1	1	2	0	0
0700	305	1	272	2	23	1	1	0	0	2	2	0	0
0800	**490**	**3**	**425**	**4**	**43**	**1**	**2**	**1**	**1**	**5**	**5**	**0**	**0**
0900	414	1	357	2	41	2	2	0	2	5	3	0	0
1000	399	1	356	2	30	1	1	0	0	4	3	0	0
1100	444	2	395	2	34	2	2	0	1	3	2	0	0
1200	396	3	355	1	26	2	2	0	1	3	2	0	0
1300	378	3	333	3	28	2	1	1	1	3	2	0	0
1400	393	4	350	1	25	2	3	1	2	3	2	0	0
1500	433	4	379	2	36	1	2	0	1	4	4	0	0
1600	512	3	466	2	33	0	1	1	2	3	1	0	0
1700	**553**	**4**	**509**	**2**	**31**	**0**	**0**	**0**	**1**	**3**	**1**	**0**	**0**
1800	352	2	334	1	12	0	0	0	0	2	1	0	0
1900	183	0	171	1	11	0	0	0	0	0	1	0	0
2000	125	1	106	1	9	0	0	1	1	4	1	0	0
2100	109	1	88	0	8	1	0	1	1	7	2	0	0
2200	124	0	101	0	9	1	0	2	1	6	3	0	0
2300	96	0	77	0	8	0	0	2	2	5	2	0	0
07-19	**5068**	**31**	**4532**	**24**	**363**	**15**	**17**	**5**	**13**	**39**	**29**	**0**	**1**
06-22	**5647**	**35**	**5036**	**26**	**405**	**16**	**17**	**7**	**16**	**53**	**35**	**1**	**1**
06-00	**5867**	**35**	**5214**	**26**	**422**	**17**	**18**	**11**	**18**	**64**	**39**	**1**	**1**
00-00	**6222**	**38**	**5438**	**27**	**473**	**18**	**19**	**16**	**23**	**114**	**54**	**1**	**2**

Virtual Week (1)

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
Mon	6677	59	5692	34	588	22	34	18	21	141	66	1	1
Tue	6333	39	5424	25	551	21	24	22	27	136	59	2	3
Wed	6821	30	5841	26	601	30	17	17	30	147	77	1	4
Thu	6783	33	5819	35	594	23	15	16	29	148	65	2	4
Fri	6885	39	5947	39	545	25	35	22	33	134	63	1	2
| Sat	5228	27	4795	20	270	3	1	13	12	56	31	0	0
| Sun	4830	36	4548	9	159	2	6	6	10	39	15	0	0
5 Day Ave.	**6700**	**40**	**5745**	**32**	**576**	**24**	**25**	**19**	**28**	**141**	**66**	**1**	**3**
7 Day Ave.	**6222**	**38**	**5438**	**27**	**473**	**18**	**19**	**16**	**23**	**114**	**54**	**1**	**2**
--	**43557**	**263**	**38066**	**188**	**3308**	**126**	**132**	**114**	**162**	**801**	**376**	**7**	**14**

Site 2
Location A5117 - 53.26922, -2.81319
Direction East

Monday, 18 March 2024

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	57	0	35	1	10	1	0	0	2	3	5	0	0
0100	63	0	33	0	13	2	1	0	2	8	4	0	0
0200	77	0	38	0	12	1	0	0	0	3	23	0	0
0300	146	1	93	1	25	0	0	0	1	3	22	0	0
0400	344	1	202	3	48	5	0	0	2	16	66	0	1
0500	**763**	**7**	**529**	**2**	**105**	**4**	**4**	**1**	**7**	**26**	**71**	**2**	**5**
0600	412	3	318	1	44	7	6	0	1	6	25	1	0
0700	467	2	370	3	41	10	3	3	9	6	19	1	0
0800	360	1	259	8	52	9	2	1	5	2	20	1	0
0900	239	2	158	3	46	4	2	0	3	8	13	0	0
1000	218	3	144	6	39	4	4	1	1	1	15	0	0
1100	243	1	174	1	35	3	7	0	2	6	13	1	0
1200	303	5	226	5	36	3	4	0	3	4	16	0	1
1300	327	4	259	1	39	4	2	0	1	1	16	0	0
1400	369	1	291	3	47	2	2	1	6	5	10	1	0
1500	497	8	414	5	37	0	3	1	3	5	18	2	1
1600	**674**	**8**	**578**	**3**	**48**	**3**	**1**	**1**	**8**	**4**	**20**	**0**	**0**
1700	615	6	544	6	32	3	0	0	5	1	18	0	0
1800	403	0	370	2	16	0	0	0	2	1	12	0	0
1900	216	1	189	0	18	0	0	0	3	0	5	0	0
2000	139	0	122	0	7	1	0	0	1	1	7	0	0
2100	172	0	134	0	21	2	1	0	0	3	10	0	1
2200	196	0	152	1	20	1	0	0	2	9	9	1	1
2300	101	0	73	0	12	0	0	1	1	6	8	0	0
07-19	**4715**	**41**	**3787**	**46**	**468**	**45**	**30**	**8**	**48**	**44**	**190**	**6**	**2**
06-22	**5654**	**45**	**4550**	**47**	**558**	**55**	**37**	**8**	**53**	**54**	**237**	**7**	**3**
06-00	**5951**	**45**	**4775**	**48**	**590**	**56**	**37**	**9**	**56**	**69**	**254**	**8**	**4**
00-00	**7401**	**54**	**5705**	**55**	**803**	**69**	**42**	**10**	**70**	**128**	**445**	**10**	**10**

Tuesday, 19 March 2024

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	57	2	30	1	10	1	0	0	1	5	7	0	0
0100	53	0	31	0	9	2	0	0	0	5	6	0	0
0200	98	0	49	0	18	2	3	0	1	3	22	0	0
0300	138	0	77	2	28	2	1	0	0	6	21	1	0
0400	150	0	68	0	22	1	0	0	1	16	41	0	1
0500	176	3	124	0	8	2	0	1	1	7	30	0	0
0600	291	3	227	4	29	4	5	0	0	2	17	0	0
0700	**576**	**2**	**473**	**2**	**49**	**7**	**2**	**0**	**9**	**3**	**27**	**0**	**2**
0800	390	0	298	5	59	3	2	2	3	3	15	0	0
0900	246	1	166	4	46	5	1	2	5	4	12	0	0
1000	226	0	164	2	34	3	2	0	2	2	17	0	0
1100	269	0	205	1	32	8	2	0	2	4	14	0	1
1200	301	3	231	6	34	5	2	0	3	3	13	1	0
1300	314	2	255	2	25	3	1	0	4	3	18	0	1
1400	325	0	261	3	46	4	3	0	0	1	7	0	0
1500	477	1	418	1	42	1	0	0	3	3	7	1	0
1600	**671**	**1**	**573**	**7**	**43**	**6**	**0**	**1**	**7**	**5**	**25**	**3**	**0**
1700	584	5	521	5	27	3	2	1	2	0	17	1	0
1800	353	6	318	0	18	0	0	0	1	1	7	2	0
1900	202	1	177	0	16	0	0	0	1	1	6	0	0
2000	161	0	145	0	11	1	1	0	0	1	2	0	0
2100	234	0	196	0	21	1	0	0	2	4	9	1	0
2200	229	0	188	0	22	1	0	1	0	7	10	0	0
2300	101	0	72	0	13	2	0	0	4	4	5	1	0
07-19	**4732**	**21**	**3883**	**38**	**455**	**48**	**17**	**6**	**41**	**32**	**179**	**8**	**4**
06-22	**5620**	**25**	**4628**	**42**	**532**	**54**	**23**	**6**	**44**	**40**	**213**	**9**	**4**
06-00	**5950**	**25**	**4888**	**42**	**567**	**57**	**23**	**7**	**48**	**51**	**228**	**10**	**4**
00-00	**6622**	**30**	**5267**	**45**	**662**	**67**	**27**	**8**	**52**	**93**	**355**	**11**	**5**

Wednesday, 20 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	62	0	39	0	8	0	0	0	4	5	6	0	0
0100	73	0	31	0	14	1	1	0	2	5	19	0	0
0200	44	0	20	1	8	0	1	0	0	6	8	0	0
0300	50	0	27	1	7	1	0	0	0	2	12	0	0
0400	76	1	35	1	17	0	1	1	2	8	10	0	0
0500	144	2	102	0	13	1	0	1	3	3	19	0	0
0600	273	7	206	4	13	5	5	1	3	2	27	0	0
0700	**654**	**4**	**504**	**7**	**88**	**15**	**5**	**2**	**10**	**3**	**16**	**0**	**0**
0800	611	0	468	6	90	7	6	1	6	5	18	1	3
0900	267	0	200	3	37	3	2	2	1	1	17	0	1
1000	226	0	148	5	46	2	2	1	7	2	13	0	0
1100	267	0	198	6	33	3	4	1	2	6	14	0	0
1200	326	0	253	5	50	3	1	0	2	6	6	0	0
1300	300	1	234	1	40	2	1	0	0	4	17	0	0
1400	350	0	280	0	42	2	0	1	3	4	17	1	0
1500	503	0	434	3	42	1	1	2	3	1	12	1	3
1600	**695**	**2**	**599**	**3**	**63**	**4**	**1**	**0**	**7**	**0**	**16**	**0**	**0**
1700	550	3	461	3	47	5	1	3	2	6	19	0	0
1800	432	1	384	1	34	2	0	0	0	0	10	0	0
1900	202	1	168	0	23	2	0	0	0	0	8	0	0
2000	157	0	136	2	11	1	1	0	0	1	5	0	0
2100	256	0	214	2	18	1	0	0	1	6	14	0	0
2200	266	0	222	0	25	1	1	0	4	5	8	0	0
2300	122	0	82	0	22	0	0	0	1	6	11	0	0
07-19	**5181**	**11**	**4163**	**43**	**612**	**49**	**24**	**13**	**43**	**38**	**175**	**3**	**7**
06-22	**6069**	**19**	**4887**	**51**	**677**	**58**	**30**	**14**	**47**	**47**	**229**	**3**	**7**
06-00	**6457**	**19**	**5191**	**51**	**724**	**59**	**31**	**14**	**52**	**58**	**248**	**3**	**7**
00-00	**6906**	**22**	**5445**	**54**	**791**	**62**	**34**	**16**	**63**	**87**	**322**	**3**	**7**

Thursday, 21 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	64	0	34	1	16	0	0	0	0	5	8	0	0
0100	60	0	32	0	9	2	0	0	0	2	15	0	0
0200	65	0	26	1	12	1	2	0	0	5	18	0	0
0300	142	0	73	0	35	4	2	0	0	5	23	0	0
0400	188	0	92	1	18	1	1	0	3	13	57	2	0
0500	172	5	112	0	17	1	2	0	1	3	29	1	1
0600	271	4	203	2	23	8	4	1	1	3	22	0	0
0700	**457**	**3**	**374**	**1**	**43**	**4**	**6**	**0**	**6**	**4**	**15**	**1**	**0**
0800	345	0	251	3	61	4	2	1	4	1	18	0	0
0900	256	0	167	2	53	6	0	0	5	4	18	0	1
1000	330	1	259	3	38	7	4	1	1	3	13	0	0
1100	302	1	235	3	41	1	1	1	3	5	11	0	0
1200	321	0	255	5	34	3	1	0	4	4	15	0	0
1300	371	0	287	2	56	5	0	0	2	3	16	0	0
1400	349	0	277	4	40	2	1	0	5	4	14	0	2
1500	495	0	420	3	46	1	3	1	2	1	18	0	0
1600	**675**	**2**	**593**	**6**	**44**	**3**	**2**	**0**	**3**	**4**	**17**	**1**	**0**
1700	518	4	454	5	31	3	0	1	3	3	14	0	0
1800	375	3	319	2	34	2	0	1	1	1	12	0	0
1900	207	0	176	1	16	3	0	0	0	2	9	0	0
2000	137	0	120	0	10	1	0	0	0	1	5	0	0
2100	155	0	134	1	13	1	0	0	1	1	4	0	0
2200	292	0	232	4	29	2	2	1	2	3	17	0	0
2300	143	0	100	0	18	3	1	1	1	7	11	1	0
07-19	**4794**	**14**	**3891**	**39**	**521**	**41**	**20**	**6**	**39**	**37**	**181**	**2**	**3**
06-22	**5564**	**18**	**4524**	**43**	**583**	**54**	**24**	**7**	**41**	**44**	**221**	**2**	**3**
06-00	**5999**	**18**	**4856**	**47**	**630**	**59**	**27**	**9**	**44**	**54**	**249**	**3**	**3**
00-00	**6690**	**23**	**5225**	**50**	**737**	**68**	**34**	**9**	**48**	**87**	**399**	**6**	**4**

Friday, 22 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	53	0	37	0	10	0	0	0	0	3	3	0	0
0100	62	0	34	0	14	1	0	0	0	5	8	0	0
0200	81	0	38	0	15	0	0	0	0	4	24	0	0
0300	135	0	86	1	24	2	2	0	0	1	18	0	1
0400	234	1	137	2	30	1	0	0	3	11	47	0	2
0500	164	4	112	0	14	1	1	2	1	1	27	0	1
0600	265	2	197	4	28	4	3	1	1	2	23	0	0
0700	**381**	**2**	**288**	**1**	**44**	**6**	**5**	**0**	**8**	**6**	**21**	**0**	**0**
0800	310	1	233	3	46	3	0	3	7	1	13	0	0
0900	241	0	169	3	41	2	5	0	0	2	19	0	0
1000	267	2	193	6	36	6	1	1	1	6	15	0	0
1100	293	0	209	4	45	6	3	2	3	3	18	0	0
1200	341	6	261	1	45	6	2	2	5	2	11	0	0
1300	382	2	309	3	48	3	0	0	2	1	14	0	0
1400	444	5	364	3	37	8	4	1	2	0	19	0	1
1500	794	3	654	9	84	12	3	2	9	2	15	1	0
1600	**920**	**5**	**803**	**7**	**66**	**7**	**4**	**0**	**8**	**5**	**14**	**1**	**0**
1700	443	6	372	4	35	7	1	0	2	3	13	0	0
1800	348	2	308	1	24	5	0	0	1	1	6	0	0
1900	192	0	164	0	17	3	0	0	0	1	7	0	0
2000	139	1	118	0	11	1	0	0	2	1	5	0	0
2100	199	2	174	0	12	2	1	0	1	2	5	0	0
2200	288	0	234	2	27	3	1	0	3	8	10	0	0
2300	194	1	156	0	20	1	1	0	1	6	8	0	0
07-19	**5164**	**34**	**4163**	**45**	**551**	**71**	**28**	**11**	**48**	**32**	**178**	**2**	**1**
06-22	**5959**	**39**	**4816**	**49**	**619**	**81**	**32**	**12**	**52**	**38**	**218**	**2**	**1**
06-00	**6441**	**40**	**5206**	**51**	**666**	**85**	**34**	**12**	**56**	**52**	**236**	**2**	**1**
00-00	**7170**	**45**	**5650**	**54**	**773**	**90**	**37**	**14**	**60**	**77**	**363**	**2**	**5**

Saturday, 23 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	87	0	73	0	3	2	0	0	0	1	8	0	0
0100	53	0	35	1	8	0	1	0	0	2	6	0	0
0200	63	0	44	1	8	0	0	0	1	1	7	1	0
0300	65	1	37	0	16	0	0	0	0	1	10	0	0
0400	42	1	16	1	8	1	0	0	0	3	11	1	0
0500	77	0	43	1	8	1	0	0	2	0	22	0	0
0600	136	1	105	0	16	0	0	0	1	0	13	0	0
0700	87	0	66	0	10	1	0	0	1	0	9	0	0
0800	116	0	90	1	10	3	0	1	0	0	11	0	0
0900	187	6	148	1	22	1	0	1	3	0	5	0	0
1000	229	1	203	2	16	0	0	1	1	0	5	0	0
1100	**245**	**3**	**222**	**3**	**7**	**1**	**0**	**1**	**1**	**0**	**7**	**0**	**0**
1200	313	0	287	1	15	2	0	0	3	0	5	0	0
1300	340	2	313	1	14	1	3	0	2	0	4	0	0
1400	**357**	**2**	**323**	**1**	**20**	**4**	**0**	**0**	**3**	**3**	**1**	**0**	**0**
1500	344	1	321	1	12	1	0	0	0	3	4	1	0
1600	328	0	301	0	17	0	0	0	0	1	8	1	0
1700	302	3	274	1	12	3	0	0	1	1	7	0	0
1800	322	0	295	1	13	1	0	0	0	1	11	0	0
1900	230	1	211	1	11	0	0	0	1	0	5	0	0
2000	169	0	164	0	4	0	0	0	0	0	1	0	0
2100	120	0	112	0	6	1	0	0	1	0	0	0	0
2200	57	0	51	0	4	0	0	0	0	0	2	0	0
2300	50	0	45	0	3	0	0	0	0	1	1	0	0
07-19	**3170**	**18**	**2843**	**13**	**168**	**18**	**3**	**4**	**15**	**9**	**77**	**2**	**0**
06-22	**3825**	**20**	**3435**	**14**	**205**	**19**	**3**	**4**	**18**	**9**	**96**	**2**	**0**
06-00	**3932**	**20**	**3531**	**14**	**212**	**19**	**3**	**4**	**18**	**10**	**99**	**2**	**0**
00-00	**4319**	**22**	**3779**	**18**	**263**	**23**	**4**	**4**	**21**	**18**	**163**	**4**	**0**

Sunday, 24 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	24	0	23	0	0	0	0	0	0	0	1	0	0
0100	17	0	15	0	0	0	1	0	0	0	1	0	0
0200	11	0	7	0	0	0	0	0	1	0	3	0	0
0300	18	0	11	0	2	0	0	0	0	1	4	0	0
0400	15	0	11	0	1	0	0	0	0	0	3	0	0
0500	46	0	21	0	2	0	0	0	1	0	22	0	0
0600	120	0	101	1	10	0	0	0	0	0	8	0	0
0700	72	0	49	0	13	1	0	1	0	0	8	0	0
0800	92	4	76	0	8	0	0	0	0	1	2	1	0
0900	134	10	105	0	12	2	0	0	0	0	5	0	0
1000	190	1	165	1	17	1	0	0	0	1	4	0	0
1100	**202**	**4**	**180**	**0**	**10**	**2**	**0**	**0**	**0**	**0**	**6**	**0**	**0**
1200	327	2	299	1	15	4	0	0	1	1	3	0	1
1300	320	2	283	0	20	4	0	0	1	1	9	0	0
1400	360	2	335	0	16	1	0	0	1	1	4	0	0
1500	378	8	343	0	14	2	1	0	2	0	8	0	0
1600	451	1	405	3	26	2	1	2	0	2	8	1	0
1700	408	3	365	4	21	5	3	0	0	2	5	0	0
1800	**545**	**0**	**498**	**5**	**22**	**3**	**0**	**1**	**1**	**1**	**13**	**1**	**0**
1900	117	0	97	1	9	1	0	0	2	0	7	0	0
2000	83	0	67	0	7	1	1	0	0	0	7	0	0
2100	111	2	98	0	5	0	2	0	0	2	2	0	0
2200	137	0	113	0	14	0	0	0	0	4	6	0	0
2300	62	1	48	0	5	0	1	0	1	0	6	0	0
07-19	**3479**	**37**	**3103**	**14**	**194**	**27**	**5**	**4**	**6**	**10**	**75**	**3**	**1**
06-22	**3910**	**39**	**3466**	**16**	**225**	**29**	**8**	**4**	**8**	**12**	**99**	**3**	**1**
06-00	**4109**	**40**	**3627**	**16**	**244**	**29**	**9**	**4**	**9**	**16**	**111**	**3**	**1**
00-00	**4240**	**40**	**3715**	**16**	**249**	**29**	**10**	**4**	**11**	**17**	**145**	**3**	**1**

Virtual Day (7)

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	58	0	39	0	8	1	0	0	1	3	5	0	0
0100	54	0	30	0	10	1	1	0	1	4	8	0	0
0200	63	0	32	0	10	1	1	0	0	3	15	0	0
0300	99	0	58	1	20	1	1	0	0	3	16	0	0
0400	150	1	80	1	21	1	0	0	2	10	34	0	1
0500	220	3	149	0	24	1	1	1	2	6	31	0	1
0600	253	3	194	2	23	4	3	0	1	2	19	0	0
0700	**385**	**2**	**303**	**2**	**41**	**6**	**3**	**1**	**6**	**3**	**16**	**0**	**0**
0800	318	1	239	4	47	4	2	1	4	2	14	0	0
0900	224	3	159	2	37	3	1	1	2	3	13	0	0
1000	241	1	182	4	32	3	2	1	2	2	12	0	0
1100	260	1	203	3	29	3	2	1	2	3	12	0	0
1200	319	2	259	3	33	4	1	0	3	3	10	0	0
1300	336	2	277	1	35	3	1	0	2	2	13	0	0
1400	365	1	304	2	35	3	1	0	3	3	10	0	0
1500	498	3	429	3	40	3	2	1	3	2	12	1	1
1600	**631**	**3**	**550**	**4**	**44**	**4**	**1**	**1**	**5**	**3**	**15**	**1**	**0**
1700	489	4	427	4	29	4	1	1	2	2	13	0	0
1800	397	2	356	2	23	2	0	0	1	1	10	0	0
1900	195	1	169	0	16	1	0	0	1	1	7	0	0
2000	141	0	125	0	9	1	0	0	0	1	5	0	0
2100	178	1	152	0	14	1	1	0	1	3	6	0	0
2200	209	0	170	1	20	1	1	0	2	5	9	0	0
2300	110	0	82	0	13	1	0	0	1	4	7	0	0
07-19	**4462**	**25**	**3690**	**34**	**424**	**43**	**18**	**7**	**34**	**29**	**151**	**4**	**3**
06-22	**5229**	**29**	**4329**	**37**	**486**	**50**	**22**	**8**	**38**	**35**	**188**	**4**	**3**
06-00	**5548**	**30**	**4582**	**38**	**519**	**52**	**23**	**8**	**40**	**44**	**204**	**4**	**3**
00-00	**6193**	**34**	**4969**	**42**	**611**	**58**	**27**	**9**	**46**	**72**	**313**	**6**	**5**

Virtual Week (1)

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
Mon	7401	54	5705	55	803	69	42	10	70	128	445	10	10
Tue	6622	30	5267	45	662	67	27	8	52	93	355	11	5
Wed	6906	22	5445	54	791	62	34	16	63	87	322	3	7
Thu	6690	23	5225	50	737	68	34	9	48	87	399	6	4
Fri	7170	45	5650	54	773	90	37	14	60	77	363	2	5
| Sat	4319	22	3779	18	263	23	4	4	21	18	163	4	0
| Sun	4240	40	3715	16	249	29	10	4	11	17	145	3	1
5 Day Ave.	**6958**	**35**	**5458**	**52**	**753**	**71**	**35**	**11**	**59**	**94**	**377**	**6**	**6**
7 Day Ave.	**6193**	**34**	**4969**	**42**	**611**	**58**	**27**	**9**	**46**	**72**	**313**	**6**	**5**
--	**43348**	**236**	**34786**	**292**	**4278**	**408**	**188**	**65**	**325**	**507**	**2192**	**39**	**32**

Site 2
Location A5117 - 53.26922, -2.81319
Direction West

Monday, 18 March 2024

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	91	0	79	0	5	4	0	0	0	1	2	0	0
0100	47	0	41	0	3	1	0	0	0	1	1	0	0
0200	48	1	38	0	6	0	0	0	0	1	2	0	0
0300	91	1	80	0	2	3	0	0	0	3	2	0	0
0400	76	0	65	0	6	1	1	0	0	2	1	0	0
0500	168	3	132	0	21	7	1	0	0	0	4	0	0
0600	452	0	398	2	37	7	1	0	1	3	3	0	0
0700	630	4	567	1	34	10	3	0	2	3	6	0	0
0800	**823**	**7**	**728**	**5**	**57**	**8**	**1**	**2**	**4**	**6**	**4**	**0**	**1**
0900	615	4	511	5	59	7	6	2	0	10	10	0	1
1000	339	4	292	0	31	1	1	0	1	3	6	0	0
1100	373	2	310	5	23	9	5	1	1	9	6	2	0
1200	350	9	293	4	24	5	3	0	3	3	6	0	0
1300	314	2	268	2	19	7	0	1	2	4	8	0	1
1400	359	7	296	1	29	2	3	5	5	3	8	0	0
1500	390	6	335	4	24	1	2	1	3	7	7	0	0
1600	365	1	326	5	25	1	0	0	1	3	3	0	0
1700	**459**	**6**	**421**	**1**	**11**	**7**	**2**	**0**	**4**	**6**	**1**	**0**	**0**
1800	360	1	337	1	6	7	1	0	0	5	2	0	0
1900	179	0	158	0	9	1	1	2	2	6	0	0	0
2000	128	3	104	4	8	1	0	1	1	2	4	0	0
2100	198	1	183	0	9	0	0	0	1	2	2	0	0
2200	184	0	158	0	12	8	0	2	0	3	1	0	0
2300	138	1	125	0	4	0	1	1	0	2	4	0	0
07-19	**5377**	**53**	**4684**	**34**	**342**	**65**	**27**	**12**	**26**	**62**	**67**	**2**	**3**
06-22	**6334**	**57**	**5527**	**40**	**405**	**74**	**29**	**15**	**31**	**75**	**76**	**2**	**3**
06-00	**6656**	**58**	**5810**	**40**	**421**	**82**	**30**	**18**	**31**	**80**	**81**	**2**	**3**
00-00	**7177**	**63**	**6245**	**40**	**464**	**98**	**32**	**18**	**31**	**88**	**93**	**2**	**3**

Tuesday, 19 March 2024

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	85	1	68	0	6	2	0	0	1	4	3	0	0
0100	75	0	58	0	7	1	0	0	0	2	7	0	0
0200	92	0	67	0	13	2	0	0	0	4	6	0	0
0300	81	1	65	0	4	1	0	0	1	7	2	0	0
0400	89	1	65	0	9	2	0	0	1	7	4	0	0
0500	181	2	156	1	9	4	1	0	1	4	3	0	0
0600	455	2	401	3	31	10	0	0	3	1	4	0	0
0700	**628**	**3**	**575**	**4**	**29**	**2**	**3**	**1**	**3**	**2**	**5**	**0**	**1**
0800	618	4	549	2	37	6	2	3	6	1	7	0	1
0900	379	0	315	3	32	3	2	2	3	8	10	0	1
1000	344	4	290	0	26	7	2	1	1	4	9	0	0
1100	305	1	246	3	28	7	3	0	4	8	5	0	0
1200	301	0	261	0	21	6	1	0	0	2	10	0	0
1300	291	4	231	1	21	9	2	3	3	5	10	0	2
1400	304	5	258	0	18	4	3	4	0	6	5	0	1
1500	340	3	275	0	28	7	3	1	3	5	14	0	1
1600	404	4	358	4	20	6	0	0	2	6	4	0	0
1700	**494**	**5**	**458**	**0**	**16**	**5**	**1**	**0**	**2**	**4**	**3**	**0**	**0**
1800	356	2	337	2	11	1	0	0	1	1	1	0	0
1900	182	0	173	0	4	1	0	0	0	2	2	0	0
2000	137	1	117	0	12	1	0	1	1	1	3	0	0
2100	132	0	121	0	5	0	0	0	1	4	1	0	0
2200	197	0	174	0	9	7	0	0	2	1	4	0	0
2300	129	0	110	0	12	0	0	1	0	6	0	0	0
07-19	**4764**	**35**	**4153**	**19**	**287**	**63**	**22**	**15**	**28**	**52**	**83**	**0**	**7**
06-22	**5670**	**38**	**4965**	**22**	**339**	**75**	**22**	**16**	**33**	**60**	**93**	**0**	**7**
06-00	**5996**	**38**	**5249**	**22**	**360**	**82**	**22**	**17**	**35**	**67**	**97**	**0**	**7**
00-00	**6599**	**43**	**5728**	**23**	**408**	**94**	**23**	**17**	**39**	**95**	**122**	**0**	**7**

Wednesday, 20 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	76	0	61	0	4	3	0	2	1	0	5	0	0
0100	79	0	59	0	10	2	0	0	1	5	2	0	0
0200	74	0	54	0	6	0	0	0	1	7	6	0	0
0300	78	0	53	0	10	0	0	0	0	11	4	0	0
0400	91	0	71	0	8	2	0	0	1	7	2	0	0
0500	161	3	135	0	7	1	0	0	1	9	3	1	1
0600	394	3	346	2	33	3	2	0	1	3	1	0	0
0700	**644**	**0**	**587**	**2**	**36**	**4**	**2**	**1**	**4**	**2**	**5**	**0**	**1**
0800	632	4	569	3	36	2	0	1	3	4	6	1	3
0900	544	0	458	1	57	8	1	3	3	7	6	0	0
1000	438	1	386	3	26	6	1	1	0	6	8	0	0
1100	355	0	316	2	21	6	0	1	3	4	2	0	0
1200	345	2	292	1	31	4	1	2	2	2	8	0	0
1300	339	4	284	3	31	4	0	1	2	4	4	0	2
1400	372	2	319	0	23	3	2	3	2	5	13	0	0
1500	388	1	337	3	28	5	0	2	1	4	7	0	0
1600	421	5	375	1	18	8	1	0	2	7	4	0	0
1700	**616**	**2**	**569**	**2**	**25**	**11**	**1**	**1**	**0**	**5**	**0**	**0**	**0**
1800	360	4	336	1	9	1	0	2	0	2	5	0	0
1900	226	0	208	2	12	2	0	0	0	1	1	0	0
2000	116	0	107	0	4	1	0	1	0	3	0	0	0
2100	172	0	151	0	14	2	0	0	0	4	1	0	0
2200	189	0	172	0	10	1	0	0	1	2	3	0	0
2300	154	0	143	0	6	2	0	0	1	2	0	0	0
07-19	**5454**	**25**	**4828**	**22**	**341**	**62**	**9**	**18**	**22**	**52**	**68**	**1**	**6**
06-22	**6362**	**28**	**5640**	**26**	**404**	**70**	**11**	**19**	**23**	**63**	**71**	**1**	**6**
06-00	**6705**	**28**	**5955**	**26**	**420**	**73**	**11**	**19**	**25**	**67**	**74**	**1**	**6**
00-00	**7264**	**31**	**6388**	**26**	**465**	**81**	**11**	**21**	**30**	**106**	**96**	**2**	**7**

Thursday, 21 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	120	0	107	0	7	0	0	1	1	4	0	0	0
0100	84	0	71	0	9	0	0	1	1	2	0	0	0
0200	82	0	67	0	7	0	1	0	1	5	1	0	0
0300	80	0	67	0	5	0	0	1	0	5	2	0	0
0400	129	0	115	0	10	2	0	0	0	1	1	0	0
0500	190	2	167	0	11	4	1	0	0	4	1	0	0
0600	424	4	374	4	30	4	1	0	1	2	4	0	0
0700	646	3	571	3	43	11	3	0	3	7	2	0	0
0800	**740**	**5**	**664**	**5**	**40**	**13**	**0**	**2**	**1**	**3**	**5**	**0**	**2**
0900	490	0	424	1	42	12	1	2	2	5	1	0	0
1000	369	1	325	2	23	4	3	1	1	4	5	0	0
1100	344	0	308	0	21	4	0	1	1	7	2	0	0
1200	386	3	340	0	26	9	1	0	1	0	4	2	0
1300	359	1	315	3	14	14	0	0	2	3	6	0	1
1400	385	3	317	1	19	28	4	2	1	6	4	0	0
1500	414	4	353	2	32	5	2	1	0	6	9	0	0
1600	459	9	410	1	22	2	1	1	3	2	8	0	0
1700	**599**	**5**	**555**	**5**	**20**	**7**	**0**	**1**	**3**	**2**	**0**	**0**	**1**
1800	420	1	398	2	10	2	1	0	1	3	2	0	0
1900	189	1	177	1	3	3	0	1	1	0	2	0	0
2000	135	0	119	1	8	3	0	0	1	2	1	0	0
2100	127	1	117	0	6	0	0	1	0	2	0	0	0
2200	179	0	163	1	7	1	0	0	2	0	5	0	0
2300	159	0	140	0	10	1	0	0	2	2	4	0	0
07-19	**5611**	**35**	**4980**	**25**	**312**	**111**	**16**	**11**	**19**	**48**	**48**	**2**	**4**
06-22	**6486**	**41**	**5767**	**31**	**359**	**121**	**17**	**13**	**22**	**54**	**55**	**2**	**4**
06-00	**6824**	**41**	**6070**	**32**	**376**	**123**	**17**	**13**	**26**	**56**	**64**	**2**	**4**
00-00	**7509**	**43**	**6664**	**32**	**425**	**129**	**19**	**16**	**29**	**77**	**69**	**2**	**4**

Friday, 22 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	64	0	53	0	9	0	0	0	0	2	0	0	0
0100	69	0	55	0	6	0	0	1	2	3	2	0	0
0200	77	0	62	0	6	1	0	0	2	3	3	0	0
0300	95	1	75	0	4	1	1	0	2	10	1	0	0
0400	122	1	108	0	8	2	0	0	0	2	1	0	0
0500	157	1	136	0	10	1	1	0	0	5	3	0	0
0600	413	2	372	4	20	6	1	0	2	3	3	0	0
0700	**634**	**4**	**580**	**0**	**31**	**5**	**2**	**0**	**6**	**4**	**2**	**0**	**0**
0800	486	4	433	5	26	5	2	1	1	2	5	0	2
0900	420	0	368	1	24	8	4	0	1	4	10	0	0
1000	364	2	318	2	18	8	2	0	2	3	8	0	1
1100	359	2	321	3	18	3	2	0	1	5	3	0	1
1200	346	3	295	1	15	8	4	0	4	7	9	0	0
1300	401	5	331	2	31	10	4	0	4	7	7	0	0
1400	397	3	329	3	25	11	8	3	3	5	7	0	0
1500	515	5	458	3	26	8	3	1	2	5	4	0	0
1600	515	2	453	2	30	9	4	0	3	4	6	0	2
1700	**600**	**3**	**549**	**4**	**25**	**4**	**0**	**0**	**5**	**3**	**6**	**1**	**0**
1800	402	2	372	5	12	2	1	0	0	6	2	0	0
1900	185	0	167	0	10	3	0	0	2	1	2	0	0
2000	148	0	137	2	3	2	0	1	1	1	1	0	0
2100	179	0	167	0	4	3	0	0	0	4	1	0	0
2200	191	0	176	0	7	4	0	0	2	2	0	0	0
2300	194	1	180	0	4	3	0	0	2	1	3	0	0
07-19	**5439**	**35**	**4807**	**31**	**281**	**81**	**36**	**5**	**32**	**55**	**69**	**1**	**6**
06-22	**6364**	**37**	**5650**	**37**	**318**	**95**	**37**	**6**	**37**	**64**	**76**	**1**	**6**
06-00	**6749**	**38**	**6006**	**37**	**329**	**102**	**37**	**6**	**41**	**67**	**79**	**1**	**6**
00-00	**7333**	**41**	**6495**	**37**	**372**	**107**	**39**	**7**	**47**	**92**	**89**	**1**	**6**

Saturday, 23 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	124	0	108	1	9	0	0	1	1	2	2	0	0
0100	87	0	82	0	0	1	0	0	0	3	1	0	0
0200	89	0	81	0	3	0	0	1	0	1	3	0	0
0300	73	2	60	0	3	1	1	1	0	3	2	0	0
0400	69	0	58	0	5	0	0	0	0	5	1	0	0
0500	79	1	69	1	3	2	1	0	0	0	2	0	0
0600	216	3	194	1	14	3	0	0	0	1	0	0	0
0700	183	0	170	2	4	1	0	0	0	2	4	0	0
0800	199	0	187	0	6	0	0	2	2	2	0	0	0
0900	307	1	290	1	6	5	0	2	1	0	1	0	0
1000	434	0	412	0	16	3	0	0	1	2	0	0	0
1100	**450**	**0**	**430**	**0**	**11**	**5**	**0**	**0**	**1**	**2**	**1**	**0**	**0**
1200	**438**	**4**	**411**	**1**	**11**	**2**	**0**	**5**	**2**	**0**	**2**	**0**	**0**
1300	401	2	384	2	4	2	0	1	2	3	1	0	0
1400	381	4	362	0	3	1	1	1	4	3	2	0	0
1500	335	1	325	1	5	2	0	0	0	1	0	0	0
1600	290	2	276	0	9	1	0	1	0	1	0	0	0
1700	304	0	290	1	8	3	0	0	0	1	1	0	0
1800	261	0	244	1	9	3	0	2	0	2	0	0	0
1900	153	0	141	0	5	1	1	0	2	3	0	0	0
2000	119	0	114	0	2	1	0	0	1	1	0	0	0
2100	114	0	104	0	4	3	0	1	1	1	0	0	0
2200	78	1	76	0	0	1	0	0	0	0	0	0	0
2300	66	0	63	0	2	1	0	0	0	0	0	0	0
07-19	**3983**	**14**	**3781**	**9**	**92**	**28**	**1**	**14**	**13**	**19**	**12**	**0**	**0**
06-22	**4585**	**17**	**4334**	**10**	**117**	**36**	**2**	**15**	**17**	**25**	**12**	**0**	**0**
06-00	**4729**	**18**	**4473**	**10**	**119**	**38**	**2**	**15**	**17**	**25**	**12**	**0**	**0**
00-00	**5250**	**21**	**4931**	**12**	**142**	**42**	**4**	**18**	**18**	**39**	**23**	**0**	**0**

Sunday, 24 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	57	0	55	0	1	0	0	0	0	1	0	0	0
0100	19	0	16	0	2	0	0	0	0	1	0	0	0
0200	29	0	24	0	1	0	1	0	0	2	1	0	0
0300	29	0	27	0	0	0	0	0	0	2	0	0	0
0400	18	0	17	0	0	0	0	0	0	1	0	0	0
0500	37	0	34	0	1	0	0	0	0	2	0	0	0
0600	176	1	165	0	4	3	0	1	1	0	1	0	0
0700	107	1	101	0	2	1	0	0	0	0	2	0	0
0800	92	1	89	0	1	0	0	0	0	0	1	0	0
0900	300	3	278	1	6	5	2	0	0	3	0	0	2
1000	462	1	446	2	7	5	0	0	0	1	0	0	0
1100	**668**	**2**	**633**	**6**	**7**	**11**	**1**	**2**	**3**	**0**	**3**	**0**	**0**
1200	**517**	**1**	**497**	**0**	**12**	**3**	**0**	**1**	**3**	**0**	**0**	**0**	**0**
1300	398	3	379	1	6	4	1	0	0	4	0	0	0
1400	329	7	310	0	6	1	1	1	1	1	0	0	1
1500	269	4	254	0	4	2	0	0	0	3	1	0	1
1600	401	5	376	1	9	2	1	0	0	5	2	0	0
1700	477	1	459	2	9	1	1	0	0	1	3	0	0
1800	264	1	257	2	1	2	1	0	0	0	0	0	0
1900	142	0	131	0	8	1	0	0	0	1	1	0	0
2000	131	0	121	0	8	0	0	0	1	1	0	0	0
2100	72	0	67	0	3	0	0	0	0	1	1	0	0
2200	70	2	61	0	2	1	1	1	0	1	1	0	0
2300	42	0	39	0	2	0	0	0	0	1	0	0	0
07-19	**4284**	**30**	**4079**	**15**	**70**	**37**	**8**	**4**	**7**	**18**	**12**	**0**	**4**
06-22	**4805**	**31**	**4563**	**15**	**93**	**41**	**8**	**5**	**9**	**21**	**15**	**0**	**4**
06-00	**4917**	**33**	**4663**	**15**	**97**	**42**	**9**	**6**	**9**	**23**	**16**	**0**	**4**
00-00	**5106**	**33**	**4836**	**15**	**102**	**42**	**10**	**6**	**9**	**32**	**17**	**0**	**4**

Virtual Day (7)

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	88	0	76	0	6	1	0	1	1	2	2	0	0
0100	66	0	55	0	5	1	0	0	1	2	2	0	0
0200	70	0	56	0	6	0	0	0	1	3	3	0	0
0300	75	1	61	0	4	1	0	0	0	6	2	0	0
0400	85	0	71	0	7	1	0	0	0	4	1	0	0
0500	139	2	118	0	9	3	1	0	0	3	2	0	0
0600	361	2	321	2	24	5	1	0	1	2	2	0	0
0700	496	2	450	2	26	5	2	0	3	3	4	0	0
0800	**513**	**4**	**460**	**3**	**29**	**5**	**1**	**2**	**2**	**3**	**4**	**0**	**1**
0900	436	1	378	2	32	7	2	2	1	5	5	0	1
1000	393	2	353	1	21	5	1	0	1	3	5	0	0
1100	408	1	366	3	18	6	2	1	2	5	3	0	0
1200	383	3	341	1	20	5	1	1	2	2	6	0	0
1300	358	3	313	2	18	7	1	1	2	4	5	0	1
1400	361	4	313	1	18	7	3	3	2	4	6	0	0
1500	379	3	334	2	21	4	1	1	1	4	6	0	0
1600	408	4	368	2	19	4	1	0	2	4	4	0	0
1700	**507**	**3**	**472**	**2**	**16**	**5**	**1**	**0**	**2**	**3**	**2**	**0**	**0**
1800	346	2	326	2	8	3	1	1	0	3	2	0	0
1900	179	0	165	0	7	2	0	0	1	2	1	0	0
2000	131	1	117	1	6	1	0	1	1	2	1	0	0
2100	142	0	130	0	6	1	0	0	0	3	1	0	0
2200	155	0	140	0	7	3	0	0	1	1	2	0	0
2300	126	0	114	0	6	1	0	0	1	2	2	0	0
07-19	**4987**	**32**	**4473**	**22**	**246**	**64**	**17**	**11**	**21**	**44**	**51**	**1**	**4**
06-22	**5801**	**36**	**5207**	**26**	**291**	**73**	**18**	**13**	**25**	**52**	**57**	**1**	**4**
06-00	**6082**	**36**	**5461**	**26**	**303**	**77**	**18**	**13**	**26**	**55**	**60**	**1**	**4**
00-00	**6605**	**39**	**5898**	**26**	**340**	**85**	**20**	**15**	**29**	**76**	**73**	**1**	**4**

Virtual Week (1)

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
Mon	7177	63	6245	40	464	98	32	18	31	88	93	2	3
Tue	6599	43	5728	23	408	94	23	17	39	95	122	0	7
Wed	7264	31	6388	26	465	81	11	21	30	106	96	2	7
Thu	7509	43	6664	32	425	129	19	16	29	77	69	2	4
Fri	7333	41	6495	37	372	107	39	7	47	92	89	1	6
| Sat	5250	21	4931	12	142	42	4	18	18	39	23	0	0
| Sun	5106	33	4836	15	102	42	10	6	9	32	17	0	4
5 Day Ave.	**7176**	**44**	**6304**	**32**	**427**	**102**	**25**	**16**	**35**	**92**	**94**	**1**	**5**
7 Day Ave.	**6605**	**39**	**5898**	**26**	**340**	**85**	**20**	**15**	**29**	**76**	**73**	**1**	**4**
--	**46238**	**275**	**41287**	**185**	**2378**	**593**	**138**	**103**	**203**	**529**	**509**	**7**	**31**

Site 3
Location Pool Lane - 53.27453, -2.82643
Direction North

Friday, 15 March 2024

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	2	0	2	0	0	0	0	0	0	0	0	0	0
0100	1	0	0	0	0	0	0	0	0	1	0	0	0
0200	3	0	1	0	1	0	1	0	0	0	0	0	0
0300	2	0	1	0	0	0	0	0	1	0	0	0	0
0400	13	0	10	0	1	0	0	0	0	2	0	0	0
0500	67	1	54	0	4	1	0	0	0	6	1	0	0
0600	**312**	**0**	**276**	**2**	**24**	**0**	**1**	**1**	**1**	**5**	**1**	**0**	**1**
0700	297	3	244	0	28	2	3	2	0	12	3	0	0
0800	141	0	100	2	16	2	4	1	3	9	4	0	0
0900	66	0	42	1	12	1	1	0	1	5	3	0	0
1000	78	0	51	1	11	1	3	0	3	8	0	0	0
1100	85	0	45	1	16	1	5	4	1	8	4	0	0
1200	65	0	33	2	10	3	1	1	3	9	3	0	0
1300	65	0	34	2	11	3	2	3	0	8	2	0	0
1400	59	0	33	0	12	1	1	3	2	6	1	0	0
1500	**90**	**2**	**62**	**1**	**11**	**1**	**0**	**2**	**1**	**10**	**0**	**0**	**0**
1600	68	2	55	1	3	0	0	0	2	4	1	0	0
1700	73	2	59	0	4	0	0	1	2	5	0	0	0
1800	70	0	58	0	3	1	0	0	1	6	1	0	0
1900	27	1	21	0	0	1	0	0	0	4	0	0	0
2000	11	0	10	0	0	0	0	0	0	1	0	0	0
2100	7	0	5	0	1	0	0	0	0	1	0	0	0
2200	4	0	4	0	0	0	0	0	0	0	0	0	0
2300	10	0	10	0	0	0	0	0	0	0	0	0	0
07-19	**1157**	**9**	**816**	**11**	**137**	**16**	**20**	**17**	**19**	**90**	**22**	**0**	**0**
06-22	**1514**	**10**	**1128**	**13**	**162**	**17**	**21**	**18**	**20**	**101**	**23**	**0**	**1**
06-00	**1528**	**10**	**1142**	**13**	**162**	**17**	**21**	**18**	**20**	**101**	**23**	**0**	**1**
00-00	**1616**	**11**	**1210**	**13**	**168**	**18**	**22**	**18**	**21**	**110**	**24**	**0**	**1**

Saturday, 16 March 2024

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	4	0	4	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0
0200	2	0	1	0	0	0	0	0	0	1	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	4	0	0	0	0	0	0	1	0	0	0
0500	36	1	31	0	2	0	0	0	0	2	0	0	0
0600	**147**	**0**	**126**	**0**	**16**	**0**	**0**	**0**	**0**	**4**	**1**	**0**	**0**
0700	58	0	40	0	7	0	0	1	3	5	2	0	0
0800	30	0	19	1	3	1	0	2	0	3	1	0	0
0900	24	1	14	1	3	0	0	1	1	3	0	0	0
1000	31	2	18	1	3	0	0	0	1	6	0	0	0
1100	43	0	30	1	2	2	1	2	1	4	0	0	0
1200	39	0	27	1	4	0	0	2	0	4	1	0	0
1300	48	1	34	0	2	0	0	2	4	5	0	0	0
1400	40	0	26	0	3	0	0	2	1	7	1	0	0
1500	41	3	29	0	3	0	0	2	0	4	0	0	0
1600	45	0	33	0	2	2	0	0	1	7	0	0	0
1700	47	1	37	0	5	0	0	1	0	3	0	0	0
1800	**56**	**1**	**50**	**0**	**3**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**
1900	29	0	19	0	6	0	0	0	1	3	0	0	0
2000	14	0	10	0	1	1	0	1	0	0	1	0	0
2100	9	0	9	0	0	0	0	0	0	0	0	0	0
2200	14	0	13	0	0	0	0	0	0	0	1	0	0
2300	4	0	4	0	0	0	0	0	0	0	0	0	0
07-19	**502**	**9**	**357**	**5**	**40**	**5**	**1**	**15**	**12**	**53**	**5**	**0**	**0**
06-22	**701**	**9**	**521**	**5**	**63**	**6**	**1**	**16**	**13**	**60**	**7**	**0**	**0**
06-00	**719**	**9**	**538**	**5**	**63**	**6**	**1**	**16**	**13**	**60**	**8**	**0**	**0**
00-00	**769**	**10**	**581**	**5**	**65**	**6**	**1**	**16**	**13**	**64**	**8**	**0**	**0**

Sunday, 17 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	3	0	3	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0
0400	5	0	4	0	0	0	0	0	0	1	0	0	0
0500	27	0	25	0	1	0	0	0	0	1	0	0	0
0600	**75**	**0**	**65**	**1**	**5**	**0**	**0**	**1**	**1**	**1**	**1**	**0**	**0**
0700	45	0	33	0	5	0	0	1	1	5	0	0	0
0800	29	0	12	1	3	2	0	4	0	7	0	0	0
0900	12	0	5	1	1	0	0	1	0	4	0	0	0
1000	21	0	11	0	1	0	0	1	3	5	0	0	0
1100	40	1	30	2	3	0	0	0	2	2	0	0	0
1200	37	1	24	0	4	0	0	3	3	2	0	0	0
1300	42	0	33	1	1	0	0	3	0	4	0	0	0
1400	42	3	26	0	5	0	1	2	0	4	0	0	1
1500	41	4	25	1	2	1	0	2	3	3	0	0	0
1600	30	0	22	1	2	0	0	0	0	5	0	0	0
1700	42	1	35	0	5	0	0	0	1	0	0	0	0
1800	**53**	**0**	**44**	**0**	**4**	**0**	**0**	**1**	**1**	**3**	**0**	**0**	**0**
1900	14	1	8	0	1	0	0	1	0	3	0	0	0
2000	6	0	5	0	1	0	0	0	0	0	0	0	0
2100	7	0	5	0	0	1	0	0	0	1	0	0	0
2200	1	0	0	0	1	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0
07-19	**434**	**10**	**300**	**7**	**36**	**3**	**1**	**18**	**14**	**44**	**0**	**0**	**1**
06-22	**536**	**11**	**383**	**8**	**43**	**4**	**1**	**20**	**15**	**49**	**1**	**0**	**1**
06-00	**539**	**11**	**385**	**8**	**44**	**4**	**1**	**20**	**15**	**49**	**1**	**0**	**1**
00-00	**580**	**11**	**423**	**8**	**45**	**4**	**1**	**20**	**15**	**51**	**1**	**0**	**1**

Monday, 18 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	3	0	0	0	0	0	0	2	0	0	0
0400	7	0	3	0	1	0	0	0	0	3	0	0	0
0500	71	3	59	0	3	1	0	0	1	4	0	0	0
0600	316	2	271	0	31	1	0	0	1	5	5	0	0
0700	**324**	**6**	**278**	**2**	**20**	**1**	**1**	**0**	**1**	**12**	**3**	**0**	**0**
0800	152	2	119	0	14	1	1	2	3	9	1	0	0
0900	98	1	57	2	18	1	4	1	3	9	2	0	0
1000	72	0	43	2	11	2	4	0	2	6	2	0	0
1100	77	0	30	6	13	5	2	2	2	12	5	0	0
1200	66	0	40	0	11	1	2	1	3	5	3	0	0
1300	63	1	33	2	4	1	2	1	2	13	4	0	0
1400	81	0	42	3	11	1	0	6	3	8	6	1	0
1500	79	0	48	3	10	0	0	2	5	8	3	0	0
1600	69	1	53	3	5	0	1	0	0	5	1	0	0
1700	**90**	**0**	**78**	**1**	**4**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**
1800	64	1	54	0	1	0	0	1	1	6	0	0	0
1900	41	0	22	0	6	0	0	3	1	9	0	0	0
2000	14	1	7	1	1	0	0	1	0	2	1	0	0
2100	12	0	10	0	1	0	1	0	0	0	0	0	0
2200	8	0	5	0	2	0	0	0	0	1	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0
07-19	**1235**	**12**	**875**	**24**	**122**	**13**	**17**	**16**	**25**	**100**	**30**	**1**	**0**
06-22	**1618**	**15**	**1185**	**25**	**161**	**14**	**18**	**20**	**27**	**116**	**36**	**1**	**0**
06-00	**1628**	**15**	**1192**	**25**	**163**	**14**	**18**	**20**	**27**	**117**	**36**	**1**	**0**
00-00	**1712**	**18**	**1258**	**25**	**167**	**15**	**18**	**20**	**28**	**126**	**36**	**1**	**0**

Tuesday, 19 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	1	0	1	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	1	0	1	0	0	0	0	1	0	0	0
0400	7	0	3	0	0	0	0	0	0	4	0	0	0
0500	76	2	65	0	2	1	0	0	0	5	1	0	0
0600	**342**	**1**	**302**	**0**	**29**	**0**	**2**	**0**	**1**	**5**	**2**	**0**	**0**
0700	333	1	290	1	29	0	0	0	2	7	3	0	0
0800	169	0	127	2	26	1	0	1	4	6	2	0	0
0900	97	0	55	4	13	2	2	3	3	14	1	0	0
1000	60	0	27	2	14	2	1	1	2	9	2	0	0
1100	77	0	46	2	11	5	2	0	3	7	1	0	0
1200	69	1	42	0	8	1	0	1	0	12	4	0	0
1300	90	1	50	2	13	1	1	4	6	10	2	0	0
1400	70	0	45	1	10	0	2	3	0	9	0	0	0
1500	88	1	53	1	14	3	1	3	1	8	3	0	0
1600	85	0	63	2	6	2	0	2	1	8	1	0	0
1700	**97**	**2**	**81**	**2**	**4**	**0**	**0**	**0**	**1**	**4**	**3**	**0**	**0**
1800	72	0	63	0	2	0	0	0	3	3	1	0	0
1900	29	0	17	1	3	0	0	0	1	5	1	1	0
2000	19	0	10	0	3	0	0	1	1	3	1	0	0
2100	11	0	10	0	1	0	0	0	0	0	0	0	0
2200	7	0	6	0	1	0	0	0	0	0	0	0	0
2300	1	0	0	0	0	0	0	0	0	1	0	0	0
07-19	**1307**	**6**	**942**	**19**	**150**	**17**	**9**	**18**	**26**	**97**	**23**	**0**	**0**
06-22	**1708**	**7**	**1281**	**20**	**186**	**17**	**11**	**19**	**29**	**110**	**27**	**1**	**0**
06-00	**1716**	**7**	**1287**	**20**	**187**	**17**	**11**	**19**	**29**	**111**	**27**	**1**	**0**
00-00	**1803**	**9**	**1357**	**20**	**190**	**18**	**11**	**19**	**29**	**121**	**28**	**1**	**0**

Wednesday, 20 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	2	0	1	0	0	0	0	0	0	0	1	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	1	0	0	0	0	1	0	0	0
0400	11	0	7	0	1	0	0	0	0	2	1	0	0
0500	89	1	70	0	4	1	0	0	0	12	1	0	0
0600	328	1	285	1	32	3	1	0	0	3	2	0	0
0700	**333**	**0**	**281**	**3**	**20**	**20**	**1**	**0**	**1**	**5**	**1**	**1**	**0**
0800	176	4	132	1	17	8	0	1	2	5	6	0	0
0900	111	0	70	1	9	9	2	3	2	9	6	0	0
1000	81	0	34	3	22	7	2	0	1	8	4	0	0
1100	71	0	35	4	14	6	1	1	2	6	2	0	0
1200	84	0	34	3	19	8	0	3	5	6	6	0	0
1300	60	0	33	1	7	4	1	0	1	6	7	0	0
1400	83	0	39	3	17	5	1	2	2	11	2	0	1
1500	92	0	58	2	14	6	0	1	0	6	5	0	0
1600	**104**	**1**	**84**	**1**	**8**	**5**	**1**	**0**	**1**	**0**	**3**	**0**	**0**
1700	98	1	80	3	4	5	0	0	0	3	2	0	0
1800	74	0	61	0	2	3	0	2	2	1	3	0	0
1900	39	0	26	0	1	3	0	0	1	6	2	0	0
2000	17	0	12	1	3	1	0	0	0	0	0	0	0
2100	10	0	8	1	0	0	0	0	0	0	1	0	0
2200	4	0	3	0	0	1	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0
07-19	**1367**	**6**	**941**	**25**	**153**	**86**	**9**	**13**	**19**	**66**	**47**	**1**	**1**
06-22	**1761**	**7**	**1272**	**28**	**189**	**93**	**10**	**13**	**20**	**75**	**52**	**1**	**1**
06-00	**1766**	**7**	**1276**	**28**	**189**	**94**	**10**	**13**	**20**	**75**	**52**	**1**	**1**
00-00	**1872**	**8**	**1356**	**28**	**195**	**95**	**10**	**13**	**20**	**90**	**55**	**1**	**1**

Thursday, 21 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	2	0	0	0	2	0	0	0	0	0	0	0	0
0100	2	0	0	0	1	1	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	15	0	7	0	0	3	0	0	0	5	0	0	0
0500	78	1	60	0	4	7	0	0	0	3	3	0	0
0600	329	1	245	0	41	33	0	0	0	4	5	0	0
0700	**338**	**0**	**270**	**0**	**37**	**19**	**0**	**0**	**3**	**3**	**6**	**0**	**0**
0800	182	0	126	0	23	18	1	0	2	11	1	0	0
0900	107	0	50	1	23	16	0	3	1	5	8	0	0
1000	71	0	33	2	17	7	0	0	1	2	9	0	0
1100	74	0	44	0	13	3	0	3	0	6	4	1	0
1200	**155**	**0**	**118**	**4**	**17**	**7**	**0**	**0**	**1**	**5**	**3**	**0**	**0**
1300	90	0	48	1	10	11	0	0	2	6	12	0	0
1400	73	0	41	2	11	5	0	2	3	4	5	0	0
1500	105	1	60	1	16	8	0	2	1	9	7	0	0
1600	89	0	59	3	13	5	0	1	1	5	2	0	0
1700	90	0	60	1	14	8	0	0	1	4	2	0	0
1800	78	0	53	0	10	5	0	1	0	6	2	0	1
1900	33	0	16	0	7	2	0	3	1	2	2	0	0
2000	13	0	7	0	3	0	0	0	2	1	0	0	0
2100	11	0	10	1	0	0	0	0	0	0	0	0	0
2200	8	0	6	0	1	1	0	0	0	0	0	0	0
2300	3	0	2	0	1	0	0	0	0	0	0	0	0
07-19	**1452**	**1**	**962**	**15**	**204**	**112**	**1**	**12**	**16**	**66**	**61**	**1**	**1**
06-22	**1838**	**2**	**1240**	**16**	**255**	**147**	**1**	**15**	**19**	**73**	**68**	**1**	**1**
06-00	**1849**	**2**	**1248**	**16**	**257**	**148**	**1**	**15**	**19**	**73**	**68**	**1**	**1**
00-00	**1948**	**3**	**1317**	**16**	**264**	**159**	**1**	**15**	**19**	**81**	**71**	**1**	**1**

Virtual Day (7)

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	2	0	2	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0
0300	2	0	1	0	0	0	0	0	0	1	0	0	0
0400	9	0	5	0	0	0	0	0	0	3	0	0	0
0500	63	1	52	0	3	2	0	0	0	5	1	0	0
0600	**264**	**1**	**224**	**1**	**25**	**5**	**1**	**0**	**1**	**4**	**2**	**0**	**0**
0700	247	1	205	1	21	6	1	1	2	7	3	0	0
0800	126	1	91	1	15	5	1	2	2	7	2	0	0
0900	74	0	42	2	11	4	1	2	2	7	3	0	0
1000	59	0	31	2	11	3	1	0	2	6	2	0	0
1100	67	0	37	2	10	3	2	2	2	6	2	0	0
1200	74	0	45	1	10	3	0	2	2	6	3	0	0
1300	65	0	38	1	7	3	1	2	2	7	4	0	0
1400	64	0	36	1	10	2	1	3	2	7	2	0	0
1500	**77**	**2**	**48**	**1**	**10**	**3**	**0**	**2**	**2**	**7**	**3**	**0**	**0**
1600	70	1	53	2	6	2	0	0	1	5	1	0	0
1700	**77**	**1**	**61**	**1**	**6**	**2**	**0**	**0**	**1**	**4**	**1**	**0**	**0**
1800	67	0	55	0	4	1	0	1	1	4	1	0	0
1900	30	0	18	0	3	1	0	1	1	5	1	0	0
2000	13	0	9	0	2	0	0	0	0	1	0	0	0
2100	10	0	8	0	0	0	0	0	0	0	0	0	0
2200	7	0	5	0	1	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0	0	0
07-19	**1065**	**8**	**742**	**15**	**120**	**36**	**8**	**16**	**19**	**74**	**27**	**0**	**0**
06-22	**1382**	**9**	**1001**	**16**	**151**	**43**	**9**	**17**	**20**	**83**	**31**	**1**	**1**
06-00	**1392**	**9**	**1010**	**16**	**152**	**43**	**9**	**17**	**20**	**84**	**31**	**1**	**1**
00-00	**1471**	**10**	**1072**	**16**	**156**	**45**	**9**	**17**	**21**	**92**	**32**	**1**	**1**

Virtual Week (1)

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
Mon	1712	18	1258	25	167	15	18	20	28	126	36	1	0
Tue	1803	9	1357	20	190	18	11	19	29	121	28	1	0
Wed	1872	8	1356	28	195	95	10	13	20	90	55	1	1
Thu	1948	3	1317	16	264	159	1	15	19	81	71	1	1
Fri	1616	11	1210	13	168	18	22	18	21	110	24	0	1
| Sat	769	10	581	5	65	6	1	16	13	64	8	0	0
| Sun	580	11	423	8	45	4	1	20	15	51	1	0	1
5 Day Ave.	**1790**	**10**	**1300**	**20**	**197**	**61**	**12**	**17**	**23**	**106**	**43**	**1**	**1**
7 Day Ave.	**1471**	**10**	**1072**	**16**	**156**	**45**	**9**	**17**	**21**	**92**	**32**	**1**	**1**
--	**10300**	**70**	**7502**	**115**	**1094**	**315**	**64**	**121**	**145**	**643**	**223**	**4**	**4**

Site 3
Location Pool Lane - 53.27453, -2.82643
Direction South

Friday, 15 March 2024

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	3	0	3	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0
0300	12	0	11	0	0	0	0	0	1	0	0	0	0
0400	30	0	15	0	1	0	0	1	0	1	11	0	1
0500	51	2	16	0	2	3	1	3	1	0	23	0	0
0600	76	1	53	1	3	1	0	0	1	1	15	0	0
0700	**101**	**0**	**66**	**3**	**6**	**4**	**4**	**0**	**0**	**4**	**14**	**0**	**0**
0800	89	0	51	2	15	2	2	0	0	2	14	1	0
0900	66	0	33	1	13	1	1	0	0	3	14	0	0
1000	83	0	40	2	15	2	5	0	2	3	14	0	0
1100	97	0	69	0	19	1	1	0	1	0	6	0	0
1200	101	0	68	4	15	3	4	0	0	1	6	0	0
1300	119	0	85	0	16	1	4	0	1	1	11	0	0
1400	111	0	87	1	13	1	2	0	0	1	6	0	0
1500	141	0	105	1	13	1	1	0	0	2	18	0	0
1600	**281**	**2**	**246**	**1**	**13**	**3**	**1**	**0**	**0**	**1**	**14**	**0**	**0**
1700	191	0	164	0	13	0	0	0	0	0	14	0	0
1800	103	2	80	0	7	1	0	0	0	0	13	0	0
1900	30	0	21	0	0	0	0	0	0	0	9	0	0
2000	13	1	9	0	2	0	0	0	0	1	0	0	0
2100	3	0	3	0	0	0	0	0	0	0	0	0	0
2200	6	0	6	0	0	0	0	0	0	0	0	0	0
2300	8	0	8	0	0	0	0	0	0	0	0	0	0
07-19	**1483**	**4**	**1094**	**15**	**158**	**20**	**25**	**0**	**4**	**18**	**144**	**1**	**0**
06-22	**1605**	**6**	**1180**	**16**	**163**	**21**	**25**	**0**	**5**	**20**	**168**	**1**	**0**
06-00	**1619**	**6**	**1194**	**16**	**163**	**21**	**25**	**0**	**5**	**20**	**168**	**1**	**0**
00-00	**1719**	**8**	**1243**	**16**	**166**	**24**	**26**	**4**	**7**	**21**	**202**	**1**	**1**

Saturday, 16 March 2024

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	3	0	3	0	0	0	0	0	0	0	0	0	0
0100	13	0	12	0	1	0	0	0	0	0	0	0	0
0200	1	0	0	0	0	0	0	0	0	1	0	0	0
0300	9	0	9	0	0	0	0	0	0	0	0	0	0
0400	15	0	3	0	1	0	0	0	0	0	11	0	0
0500	35	1	12	0	4	0	0	0	3	0	15	0	0
0600	**61**	**1**	**46**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**11**	**1**	**0**
0700	34	0	19	0	6	1	0	0	0	3	5	0	0
0800	34	1	17	1	2	0	0	0	0	0	13	0	0
0900	41	0	28	0	1	1	0	0	0	1	9	1	0
1000	41	0	34	0	5	0	0	1	0	0	1	0	0
1100	42	0	33	0	2	0	0	0	0	0	7	0	0
1200	65	1	56	3	2	0	0	0	0	1	2	0	0
1300	76	2	58	1	7	1	0	0	0	1	6	0	0
1400	49	5	38	0	3	0	1	0	0	0	2	0	0
1500	**77**	**1**	**59**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**
1600	41	1	30	0	5	0	0	0	0	2	3	0	0
1700	53	0	36	0	5	0	0	1	1	1	9	0	0
1800	69	0	58	0	2	1	0	0	0	1	7	0	0
1900	23	0	17	0	4	0	0	0	0	0	2	0	0
2000	21	0	18	0	1	0	0	0	1	1	0	0	0
2100	6	0	4	0	1	0	1	0	0	0	0	0	0
2200	7	0	6	0	0	0	0	0	0	0	1	0	0
2300	7	0	6	0	1	0	0	0	0	0	0	0	0
07-19	**622**	**11**	**466**	**5**	**49**	**4**	**1**	**2**	**1**	**10**	**72**	**1**	**0**
06-22	**733**	**12**	**551**	**5**	**57**	**4**	**2**	**2**	**2**	**11**	**85**	**2**	**0**
06-00	**747**	**12**	**563**	**5**	**58**	**4**	**2**	**2**	**2**	**11**	**86**	**2**	**0**
00-00	**823**	**13**	**602**	**5**	**64**	**4**	**2**	**2**	**5**	**12**	**112**	**2**	**0**

Sunday, 17 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	2	0	2	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0
0300	10	0	9	0	1	0	0	0	0	0	0	0	0
0400	3	0	2	0	0	0	0	0	0	0	1	0	0
0500	35	1	13	0	2	0	0	0	0	1	18	0	0
0600	**40**	**1**	**32**	**0**	**3**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**0**
0700	26	0	17	0	0	0	0	0	0	0	8	1	0
0800	28	1	20	1	1	0	0	0	0	0	5	0	0
0900	20	1	11	0	2	0	0	0	0	1	5	0	0
1000	34	2	27	0	1	0	0	0	0	0	3	1	0
1100	**40**	**1**	**32**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**5**	**0**	**0**
1200	40	1	33	0	2	0	1	0	0	0	3	0	0
1300	41	0	30	2	5	0	0	0	0	0	4	0	0
1400	46	0	34	0	7	1	0	0	0	0	3	1	0
1500	53	4	39	0	3	0	1	0	0	0	6	0	0
1600	46	2	29	0	2	0	0	2	0	2	9	0	0
1700	**61**	**1**	**41**	**1**	**6**	**0**	**0**	**0**	**1**	**0**	**11**	**0**	**0**
1800	52	1	46	0	3	0	0	0	0	0	2	0	0
1900	20	0	13	0	4	0	0	0	0	0	3	0	0
2000	17	0	17	0	0	0	0	0	0	0	0	0	0
2100	10	0	9	0	0	0	0	0	0	1	0	0	0
2200	6	0	4	0	2	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0	0	0
07-19	**487**	**14**	**359**	**4**	**33**	**1**	**3**	**2**	**1**	**3**	**64**	**3**	**0**
06-22	**574**	**15**	**430**	**4**	**40**	**1**	**3**	**2**	**1**	**5**	**70**	**3**	**0**
06-00	**583**	**15**	**437**	**4**	**42**	**1**	**3**	**2**	**1**	**5**	**70**	**3**	**0**
00-00	**637**	**16**	**467**	**4**	**45**	**1**	**3**	**2**	**1**	**6**	**89**	**3**	**0**

Monday, 18 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0
0300	12	0	11	0	0	0	0	0	0	1	0	0	0
0400	5	0	4	0	0	0	0	0	0	0	1	0	0
0500	47	2	17	0	5	1	0	1	2	3	16	0	0
0600	82	2	62	1	4	4	1	0	0	0	8	0	0
0700	**114**	**0**	**94**	**0**	**3**	**1**	**3**	**0**	**1**	**3**	**9**	**0**	**0**
0800	113	2	70	2	11	6	1	0	0	3	16	2	0
0900	83	0	52	1	11	2	1	1	1	2	12	0	0
1000	77	0	52	1	13	0	2	1	0	1	7	0	0
1100	74	0	40	4	14	1	1	0	1	4	9	0	0
1200	73	1	49	1	8	0	1	0	0	3	10	0	0
1300	84	2	50	3	10	1	4	0	1	0	13	0	0
1400	97	1	72	4	10	0	0	0	3	1	6	0	0
1500	161	0	123	3	16	0	0	0	1	2	16	0	0
1600	305	4	267	1	15	1	0	0	0	2	15	0	0
1700	**317**	**1**	**279**	**0**	**18**	**1**	**1**	**0**	**0**	**2**	**15**	**0**	**0**
1800	122	4	97	0	11	0	0	0	0	0	10	0	0
1900	60	0	48	0	5	0	0	0	0	1	6	0	0
2000	9	0	3	0	1	0	0	0	0	1	4	0	0
2100	13	0	12	0	0	0	1	0	0	0	0	0	0
2200	4	0	3	0	1	0	0	0	0	0	0	0	0
2300	3	0	2	0	0	1	0	0	0	0	0	0	0
07-19	**1620**	**15**	**1245**	**20**	**140**	**13**	**14**	**2**	**8**	**23**	**138**	**2**	**0**
06-22	**1784**	**17**	**1370**	**21**	**150**	**17**	**16**	**2**	**8**	**25**	**156**	**2**	**0**
06-00	**1791**	**17**	**1375**	**21**	**151**	**18**	**16**	**2**	**8**	**25**	**156**	**2**	**0**
00-00	**1858**	**19**	**1410**	**21**	**156**	**19**	**16**	**3**	**10**	**29**	**173**	**2**	**0**

Tuesday, 19 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0
0200	4	0	4	0	0	0	0	0	0	0	0	0	0
0300	8	0	7	0	0	0	0	0	0	1	0	0	0
0400	28	0	15	0	1	0	0	0	0	1	11	0	0
0500	59	1	28	0	2	1	1	0	1	3	21	1	0
0600	82	2	60	0	4	2	2	0	0	0	12	0	0
0700	**121**	**1**	**82**	**1**	**8**	**4**	**2**	**0**	**0**	**4**	**19**	**0**	**0**
0800	98	1	63	2	13	3	1	0	1	1	13	0	0
0900	82	0	43	3	16	3	2	0	3	3	8	1	0
1000	70	1	33	4	18	0	2	1	0	2	9	0	0
1100	94	0	58	0	16	3	3	0	4	1	8	1	0
1200	75	0	55	0	11	1	0	0	0	1	7	0	0
1300	82	1	60	0	8	1	0	0	0	1	11	0	0
1400	89	0	72	3	8	3	1	0	0	0	2	0	0
1500	131	0	104	2	14	3	1	0	0	4	3	0	0
1600	**338**	**3**	**280**	**1**	**25**	**2**	**2**	**0**	**2**	**2**	**21**	**0**	**0**
1700	302	0	267	1	16	4	0	0	0	2	12	0	0
1800	153	2	128	0	12	2	0	0	1	0	8	0	0
1900	63	1	52	0	3	1	0	0	0	1	5	0	0
2000	24	0	12	0	5	2	0	0	2	3	0	0	0
2100	16	0	14	0	2	0	0	0	0	0	0	0	0
2200	8	2	4	0	1	0	0	0	0	0	1	0	0
2300	1	0	0	0	0	0	0	0	0	1	0	0	0
07-19	**1635**	**9**	**1245**	**17**	**165**	**29**	**14**	**1**	**11**	**21**	**121**	**2**	**0**
06-22	**1820**	**12**	**1383**	**17**	**179**	**34**	**16**	**1**	**13**	**25**	**138**	**2**	**0**
06-00	**1829**	**14**	**1387**	**17**	**180**	**34**	**16**	**1**	**13**	**26**	**139**	**2**	**0**
00-00	**1929**	**15**	**1442**	**17**	**183**	**35**	**17**	**1**	**14**	**31**	**171**	**3**	**0**

Wednesday, 20 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	1	0	1	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0
0200	2	0	1	0	0	0	0	0	1	0	0	0	0
0300	12	0	10	0	1	1	0	0	0	0	0	0	0
0400	14	0	13	0	1	0	0	0	0	0	0	0	0
0500	40	1	20	0	2	0	0	2	0	1	14	0	0
0600	92	1	64	0	2	1	1	0	1	2	20	0	0
0700	**100**	**0**	**75**	**0**	**8**	**4**	**3**	**0**	**2**	**2**	**6**	**0**	**0**
0800	87	3	55	0	14	3	2	0	0	1	9	0	0
0900	78	1	48	3	9	4	1	0	0	1	10	1	0
1000	76	0	40	1	12	5	4	1	0	1	12	0	0
1100	75	0	45	2	10	4	1	0	2	0	11	0	0
1200	89	1	58	4	15	3	1	0	0	3	4	0	0
1300	75	0	48	2	10	1	3	0	0	3	8	0	0
1400	102	0	68	3	16	2	1	0	1	0	10	0	1
1500	158	0	121	3	10	5	2	0	0	4	13	0	0
1600	**340**	**4**	**296**	**5**	**8**	**12**	**1**	**0**	**1**	**1**	**12**	**0**	**0**
1700	276	0	237	2	8	11	0	1	1	3	13	0	0
1800	167	2	142	0	10	4	0	0	0	2	7	0	0
1900	52	0	44	0	2	1	0	0	0	0	5	0	0
2000	14	0	12	0	1	1	0	0	0	0	0	0	0
2100	13	0	12	0	0	0	0	0	0	1	0	0	0
2200	6	0	5	0	0	0	1	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0
07-19	**1623**	**11**	**1233**	**25**	**130**	**58**	**19**	**2**	**7**	**21**	**115**	**1**	**1**
06-22	**1794**	**12**	**1365**	**25**	**135**	**61**	**20**	**2**	**8**	**24**	**140**	**1**	**1**
06-00	**1801**	**12**	**1371**	**25**	**135**	**61**	**21**	**2**	**8**	**24**	**140**	**1**	**1**
00-00	**1871**	**13**	**1417**	**25**	**139**	**62**	**21**	**4**	**9**	**25**	**154**	**1**	**1**

Thursday, 21 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	4	0	4	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0
0300	6	0	5	0	0	1	0	0	0	0	0	0	0
0400	29	0	9	0	0	2	0	0	0	1	17	0	0
0500	46	0	16	0	2	2	0	0	0	2	23	0	1
0600	83	0	57	0	0	5	0	1	1	2	17	0	0
0700	103	0	80	0	3	3	2	0	0	3	12	0	0
0800	78	0	49	3	7	2	0	0	1	1	15	0	0
0900	70	0	39	2	11	4	0	0	0	2	12	0	0
1000	**148**	**0**	**117**	**0**	**16**	**2**	**1**	**1**	**0**	**0**	**10**	**1**	**0**
1100	98	0	68	3	12	3	1	1	0	1	9	0	0
1200	101	0	75	2	6	5	0	0	0	2	10	1	0
1300	125	0	91	4	11	9	0	0	0	1	9	0	0
1400	107	0	82	2	5	2	0	1	2	2	11	0	0
1500	169	0	133	2	14	2	0	0	0	0	17	1	0
1600	**303**	**1**	**264**	**4**	**12**	**4**	**1**	**0**	**3**	**2**	**12**	**0**	**0**
1700	234	0	210	1	1	8	1	1	0	0	12	0	0
1800	148	0	126	2	9	3	0	0	0	1	7	0	0
1900	55	0	45	3	2	0	0	0	0	0	5	0	0
2000	11	0	8	2	0	0	0	0	0	1	0	0	0
2100	6	0	6	0	0	0	0	0	0	0	0	0	0
2200	8	0	7	0	1	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0
07-19	**1684**	**1**	**1334**	**25**	**107**	**47**	**6**	**4**	**6**	**15**	**136**	**3**	**0**
06-22	**1839**	**1**	**1450**	**30**	**109**	**52**	**6**	**5**	**7**	**18**	**158**	**3**	**0**
06-00	**1848**	**1**	**1458**	**30**	**110**	**52**	**6**	**5**	**7**	**18**	**158**	**3**	**0**
00-00	**1938**	**1**	**1497**	**30**	**112**	**57**	**6**	**5**	**7**	**21**	**198**	**3**	**1**

Virtual Day (7)

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	2	0	2	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0
0300	10	0	9	0	0	0	0	0	0	0	0	0	0
0400	18	0	9	0	1	0	0	0	0	0	7	0	0
0500	45	1	17	0	3	1	0	1	1	1	19	0	0
0600	74	1	53	0	3	2	1	0	0	1	12	0	0
0700	**86**	**0**	**62**	**1**	**5**	**2**	**2**	**0**	**0**	**3**	**10**	**0**	**0**
0800	75	1	46	2	9	2	1	0	0	1	12	0	0
0900	63	0	36	1	9	2	1	0	1	2	10	0	0
1000	76	0	49	1	11	1	2	1	0	1	8	0	0
1100	74	0	49	1	11	2	1	0	1	1	8	0	0
1200	78	1	56	2	8	2	1	0	0	2	6	0	0
1300	86	1	60	2	10	2	2	0	0	1	9	0	0
1400	86	1	65	2	9	1	1	0	1	1	6	0	0
1500	127	1	98	2	11	2	1	0	0	2	12	0	0
1600	**236**	**2**	**202**	**2**	**11**	**3**	**1**	**0**	**1**	**2**	**12**	**0**	**0**
1700	205	0	176	1	10	3	0	0	0	1	12	0	0
1800	116	2	97	0	8	2	0	0	0	1	8	0	0
1900	43	0	34	0	3	0	0	0	0	0	5	0	0
2000	16	0	11	0	1	0	0	0	0	1	1	0	0
2100	10	0	9	0	0	0	0	0	0	0	0	0	0
2200	6	0	5	0	1	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0	0	0
07-19	**1308**	**9**	**997**	**16**	**112**	**25**	**12**	**2**	**5**	**16**	**113**	**2**	**0**
06-22	**1450**	**11**	**1104**	**17**	**119**	**27**	**13**	**2**	**6**	**18**	**131**	**2**	**0**
06-00	**1460**	**11**	**1112**	**17**	**120**	**27**	**13**	**2**	**6**	**18**	**131**	**2**	**0**
00-00	**1539**	**12**	**1154**	**17**	**124**	**29**	**13**	**3**	**8**	**21**	**157**	**2**	**0**

Virtual Week (1)

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
Mon	1858	19	1410	21	156	19	16	3	10	29	173	2	0
Tue	1929	15	1442	17	183	35	17	1	14	31	171	3	0
Wed	1871	13	1417	25	139	62	21	4	9	25	154	1	1
Thu	1938	1	1497	30	112	57	6	5	7	21	198	3	1
Fri	1719	8	1243	16	166	24	26	4	7	21	202	1	1
| Sat	823	13	602	5	64	4	2	2	5	12	112	2	0
| Sun	637	16	467	4	45	1	3	2	1	6	89	3	0
5 Day Ave.	**1863**	**11**	**1402**	**22**	**151**	**39**	**17**	**3**	**9**	**25**	**180**	**2**	**1**
7 Day Ave.	**1539**	**12**	**1154**	**17**	**124**	**29**	**13**	**3**	**8**	**21**	**157**	**2**	**0**
--	**10775**	**85**	**8078**	**118**	**865**	**202**	**91**	**21**	**53**	**145**	**1099**	**15**	**3**

Site 4
Location Unnamed Road - 53.28195, -2.8179
Direction East

Monday, 18 March 2024

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	1	0	1	0	0	0	0	0	0	0	0
0500	33	1	30	0	2	0	0	0	0	0	0	0	0
0600	**193**	**0**	**169**	**0**	**22**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
0700	92	2	69	0	13	0	2	0	0	2	4	0	0
0800	41	0	31	1	6	1	0	1	0	1	0	0	0
0900	33	0	23	0	5	0	3	1	0	0	1	0	0
1000	33	0	24	0	6	0	3	0	0	0	0	0	0
1100	26	0	13	1	7	0	1	0	0	1	3	0	0
1200	**22**	**1**	**17**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
1300	18	1	12	0	2	0	1	0	0	1	1	0	0
1400	20	0	14	0	3	0	0	0	0	1	2	0	0
1500	15	0	8	1	3	0	0	0	0	0	3	0	0
1600	8	0	8	0	0	0	0	0	0	0	0	0	0
1700	18	0	17	0	1	0	0	0	0	0	0	0	0
1800	20	0	19	0	1	0	0	0	0	0	0	0	0
1900	7	0	4	0	3	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	3	0	3	0	0	0	0	0	0	0	0	0	0
2200	1	0	0	0	1	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**346**	**4**	**255**	**3**	**50**	**1**	**10**	**2**	**0**	**6**	**15**	**0**	**0**
06-22	**549**	**4**	**431**	**3**	**75**	**2**	**10**	**2**	**0**	**6**	**16**	**0**	**0**
06-00	**550**	**4**	**431**	**3**	**76**	**2**	**10**	**2**	**0**	**6**	**16**	**0**	**0**
00-00	**585**	**5**	**462**	**3**	**79**	**2**	**10**	**2**	**0**	**6**	**16**	**0**	**0**

Tuesday, 19 March 2024

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0
0500	38	1	36	0	1	0	0	0	0	0	0	0	0
0600	**220**	**0**	**196**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
0700	95	3	76	1	15	0	0	0	0	0	0	0	0
0800	54	0	36	2	9	2	0	0	1	1	3	0	0
0900	27	0	14	0	9	0	0	0	3	1	0	0	0
1000	16	0	9	2	2	0	2	0	0	0	1	0	0
1100	32	0	21	1	5	2	1	0	0	1	1	0	0
1200	20	0	15	1	1	1	0	0	0	0	2	0	0
1300	23	0	15	3	4	0	1	0	0	0	0	0	0
1400	20	0	9	2	6	0	2	0	0	1	0	0	0
1500	14	0	6	0	5	0	1	0	0	0	2	0	0
1600	17	0	12	0	2	1	0	0	1	1	0	0	0
1700	**27**	**0**	**25**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	22	1	21	0	0	0	0	0	0	0	0	0	0
1900	6	0	4	0	2	0	0	0	0	0	0	0	0
2000	2	0	1	0	0	0	0	0	0	0	1	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**367**	**4**	**259**	**12**	**60**	**6**	**7**	**0**	**5**	**5**	**9**	**0**	**0**
06-22	**596**	**4**	**461**	**12**	**85**	**6**	**7**	**0**	**5**	**5**	**11**	**0**	**0**
06-00	**596**	**4**	**461**	**12**	**85**	**6**	**7**	**0**	**5**	**5**	**11**	**0**	**0**
00-00	**636**	**5**	**499**	**12**	**86**	**6**	**7**	**0**	**5**	**5**	**11**	**0**	**0**

Wednesday, 20 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	2	0	1	0	0	0	0	0	0	0	0
0500	39	0	37	0	1	0	0	0	0	1	0	0	0
0600	**209**	**2**	**183**	**1**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0700	97	1	76	3	13	0	1	0	0	2	1	0	0
0800	56	2	39	1	11	0	0	0	0	0	3	0	0
0900	31	0	21	0	5	0	2	0	3	0	0	0	0
1000	30	0	14	1	13	0	1	0	0	1	0	0	0
1100	22	0	11	1	5	0	1	0	0	2	2	0	0
1200	23	0	10	0	6	1	2	0	2	0	2	0	0
1300	19	0	11	1	3	2	0	0	0	0	2	0	0
1400	**26**	**0**	**11**	**2**	**9**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**0**
1500	14	0	11	1	1	0	0	0	0	0	1	0	0
1600	12	0	8	2	2	0	0	0	0	0	0	0	0
1700	20	1	17	0	2	0	0	0	0	0	0	0	0
1800	20	1	17	0	1	0	0	0	0	0	1	0	0
1900	3	0	3	0	0	0	0	0	0	0	0	0	0
2000	3	0	2	0	1	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**370**	**5**	**246**	**12**	**71**	**3**	**9**	**0**	**5**	**6**	**13**	**0**	**0**
06-22	**586**	**7**	**435**	**13**	**95**	**3**	**9**	**0**	**5**	**6**	**13**	**0**	**0**
06-00	**586**	**7**	**435**	**13**	**95**	**3**	**9**	**0**	**5**	**6**	**13**	**0**	**0**
00-00	**628**	**7**	**474**	**13**	**97**	**3**	**9**	**0**	**5**	**7**	**13**	**0**	**0**

Thursday, 21 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	1	0	1	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	1	1	0	0	0	0	0	0	0	0	0	0
0500	41	0	40	0	1	0	0	0	0	0	0	0	0
0600	**212**	**1**	**188**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**
0700	90	2	69	2	15	1	0	0	0	0	1	0	0
0800	44	0	37	0	6	0	0	0	0	1	0	0	0
0900	24	0	15	0	6	1	0	0	1	0	1	0	0
1000	29	0	12	0	12	1	0	0	0	2	2	0	0
1100	15	0	7	0	5	0	0	0	2	0	1	0	0
1200	**90**	**0**	**78**	**1**	**9**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**
1300	37	0	28	0	6	1	0	0	0	0	2	0	0
1400	17	0	14	1	2	0	0	0	0	0	0	0	0
1500	28	0	22	0	6	0	0	0	0	0	0	0	0
1600	11	0	9	0	1	0	0	0	0	0	1	0	0
1700	26	1	22	0	2	0	0	0	0	0	1	0	0
1800	24	1	21	0	2	0	0	0	0	0	0	0	0
1900	5	0	5	0	0	0	0	0	0	0	0	0	0
2000	2	0	1	0	1	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	0	1	0	0	0	0	0	0	0	0
07-19	**435**	**4**	**334**	**4**	**72**	**4**	**0**	**0**	**3**	**4**	**10**	**0**	**0**
06-22	**655**	**5**	**529**	**4**	**93**	**4**	**0**	**0**	**3**	**4**	**13**	**0**	**0**
06-00	**658**	**5**	**531**	**4**	**94**	**4**	**0**	**0**	**3**	**4**	**13**	**0**	**0**
00-00	**702**	**6**	**573**	**4**	**95**	**4**	**0**	**0**	**3**	**4**	**13**	**0**	**0**

Friday, 22 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0
0500	42	0	41	0	1	0	0	0	0	0	0	0	0
0600	**200**	**0**	**175**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**
0700	85	3	66	1	15	0	0	0	0	0	0	0	0
0800	57	0	44	1	8	0	2	0	0	1	1	0	0
0900	31	0	14	1	7	1	2	0	2	0	4	0	0
1000	21	0	12	1	5	0	1	0	0	1	1	0	0
1100	13	0	9	0	3	0	1	0	0	0	0	0	0
1200	20	0	7	2	5	1	2	0	1	0	2	0	0
1300	**27**	**0**	**18**	**1**	**4**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**0**
1400	22	1	15	1	4	0	1	0	0	0	0	0	0
1500	12	0	8	1	2	0	0	0	0	0	1	0	0
1600	9	1	6	0	1	0	1	0	0	0	0	0	0
1700	14	0	12	0	2	0	0	0	0	0	0	0	0
1800	15	0	14	0	1	0	0	0	0	0	0	0	0
1900	1	0	1	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0
07-19	**326**	**5**	**225**	**9**	**57**	**2**	**12**	**0**	**3**	**3**	**10**	**0**	**0**
06-22	**527**	**5**	**401**	**9**	**79**	**2**	**12**	**0**	**3**	**3**	**13**	**0**	**0**
06-00	**528**	**5**	**402**	**9**	**79**	**2**	**12**	**0**	**3**	**3**	**13**	**0**	**0**
00-00	**572**	**5**	**445**	**9**	**80**	**2**	**12**	**0**	**3**	**3**	**13**	**0**	**0**

Saturday, 23 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0
0500	21	1	20	0	0	0	0	0	0	0	0	0	0
0600	**103**	**1**	**87**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0700	23	0	17	1	1	0	1	0	0	0	3	0	0
0800	13	0	10	0	1	0	0	0	0	1	1	0	0
0900	7	0	5	0	1	0	0	0	0	0	1	0	0
1000	6	0	5	0	0	0	0	0	0	1	0	0	0
1100	5	0	3	0	2	0	0	0	0	0	0	0	0
1200	4	0	3	0	1	0	0	0	0	0	0	0	0
1300	7	0	6	0	1	0	0	0	0	0	0	0	0
1400	2	0	2	0	0	0	0	0	0	0	0	0	0
1500	7	1	6	0	0	0	0	0	0	0	0	0	0
1600	4	0	3	0	1	0	0	0	0	0	0	0	0
1700	5	1	4	0	0	0	0	0	0	0	0	0	0
1800	**12**	**0**	**11**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1900	2	0	2	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**95**	**2**	**75**	**1**	**9**	**0**	**1**	**0**	**0**	**2**	**5**	**0**	**0**
06-22	**200**	**3**	**164**	**1**	**24**	**0**	**1**	**0**	**0**	**2**	**5**	**0**	**0**
06-00	**200**	**3**	**164**	**1**	**24**	**0**	**1**	**0**	**0**	**2**	**5**	**0**	**0**
00-00	**223**	**4**	**186**	**1**	**24**	**0**	**1**	**0**	**0**	**2**	**5**	**0**	**0**

Sunday, 24 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	1	0	1	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	8	0	8	0	0	0	0	0	0	0	0	0	0
0600	**51**	**0**	**45**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0700	9	0	8	0	1	0	0	0	0	0	0	0	0
0800	6	0	6	0	0	0	0	0	0	0	0	0	0
0900	5	0	5	0	0	0	0	0	0	0	0	0	0
1000	13	0	11	0	2	0	0	0	0	0	0	0	0
1100	5	1	2	0	2	0	0	0	0	0	0	0	0
1200	4	0	3	0	1	0	0	0	0	0	0	0	0
1300	7	0	6	0	1	0	0	0	0	0	0	0	0
1400	**14**	**0**	**12**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
1500	2	0	1	0	1	0	0	0	0	0	0	0	0
1600	3	0	3	0	0	0	0	0	0	0	0	0	0
1700	8	2	5	0	1	0	0	0	0	0	0	0	0
1800	**14**	**0**	**12**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1900	2	0	2	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	0	1	0	0	0	0	0	0	0	0
07-19	**90**	**3**	**74**	**0**	**12**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**143**	**3**	**121**	**0**	**18**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**145**	**3**	**122**	**0**	**19**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**154**	**3**	**131**	**0**	**19**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

Virtual Day (7)

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	0	1	0	0	0	0	0	0	0	0	0	0
0500	32	0	30	0	1	0	0	0	0	0	0	0	0
0600	**170**	**1**	**149**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
0700	70	2	54	1	10	0	1	0	0	1	1	0	0
0800	39	0	29	1	6	0	0	0	0	1	1	0	0
0900	23	0	14	0	5	0	1	0	1	0	1	0	0
1000	21	0	12	1	6	0	1	0	0	1	1	0	0
1100	17	0	9	0	4	0	1	0	0	1	1	0	0
1200	**26**	**0**	**19**	**1**	**4**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**
1300	20	0	14	1	3	0	1	0	0	0	1	0	0
1400	17	0	11	1	4	0	1	0	0	0	0	0	0
1500	13	0	9	0	3	0	0	0	0	0	1	0	0
1600	9	0	7	0	1	0	0	0	0	0	0	0	0
1700	17	1	15	0	1	0	0	0	0	0	0	0	0
1800	18	0	16	0	1	0	0	0	0	0	0	0	0
1900	4	0	3	0	1	0	0	0	0	0	0	0	0
2000	1	0	1	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0
2200	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**290**	**4**	**210**	**6**	**47**	**2**	**6**	**0**	**2**	**4**	**9**	**0**	**0**
06-22	**465**	**4**	**363**	**6**	**67**	**2**	**6**	**0**	**2**	**4**	**10**	**0**	**0**
06-00	**466**	**4**	**364**	**6**	**67**	**2**	**6**	**0**	**2**	**4**	**10**	**0**	**0**
00-00	**500**	**5**	**396**	**6**	**69**	**2**	**6**	**0**	**2**	**4**	**10**	**0**	**0**

Virtual Week (1)

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
Mon	585	5	462	3	79	2	10	2	0	6	16	0	0
Tue	636	5	499	12	86	6	7	0	5	5	11	0	0
Wed	628	7	474	13	97	3	9	0	5	7	13	0	0
Thu	702	6	573	4	95	4	0	0	3	4	13	0	0
Fri	572	5	445	9	80	2	12	0	3	3	13	0	0
|Sat	223	4	186	1	24	0	1	0	0	2	5	0	0
|Sun	154	3	131	0	19	0	1	0	0	0	0	0	0
5 Day Ave.	**625**	**6**	**491**	**8**	**87**	**3**	**8**	**0**	**3**	**5**	**13**	**0**	**0**
7 Day Ave.	**500**	**5**	**396**	**6**	**69**	**2**	**6**	**0**	**2**	**4**	**10**	**0**	**0**
--	**3500**	**35**	**2770**	**42**	**480**	**17**	**40**	**2**	**16**	**27**	**71**	**0**	**0**

Site 4
Location Unnamed Road - 53.28195, -2.8179
Direction West

Monday, 18 March 2024

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0
0300	9	0	8	0	0	0	1	0	0	0	0	0	0
0400	4	0	3	0	1	0	0	0	0	0	0	0	0
0500	7	1	4	0	2	0	0	0	0	0	0	0	0
0600	16	0	15	0	1	0	0	0	0	0	0	0	0
0700	22	0	16	1	2	0	1	0	0	2	0	0	0
0800	16	0	6	2	5	1	1	0	0	1	0	0	0
0900	19	0	8	0	8	0	2	0	0	0	1	0	0
1000	**23**	**0**	**14**	**0**	**7**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**
1100	21	0	13	1	4	0	2	0	0	1	0	0	0
1200	27	0	18	0	3	0	2	0	0	3	1	0	0
1300	23	0	19	0	2	0	1	0	0	0	1	0	0
1400	26	0	19	0	4	0	1	0	1	1	0	0	0
1500	54	1	39	1	8	0	0	0	0	4	1	0	0
1600	76	1	64	0	9	1	0	0	0	0	1	0	0
1700	**164**	**0**	**150**	**0**	**12**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
1800	48	1	39	0	8	0	0	0	0	0	0	0	0
1900	21	1	18	0	2	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	3	0	3	0	0	0	0	0	0	0	0	0	0
2200	4	0	3	0	1	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**519**	**3**	**405**	**5**	**72**	**3**	**10**	**1**	**1**	**14**	**5**	**0**	**0**
06-22	**559**	**4**	**441**	**5**	**75**	**3**	**10**	**1**	**1**	**14**	**5**	**0**	**0**
06-00	**563**	**4**	**444**	**5**	**76**	**3**	**10**	**1**	**1**	**14**	**5**	**0**	**0**
00-00	**584**	**5**	**460**	**5**	**79**	**3**	**11**	**1**	**1**	**14**	**5**	**0**	**0**

Tuesday, 19 March 2024

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0
0300	5	0	5	0	0	0	0	0	0	0	0	0	0
0400	12	0	11	0	1	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0
0600	20	0	18	0	2	0	0	0	0	0	0	0	0
0700	8	1	4	0	2	0	0	0	0	0	0	1	0
0800	17	0	10	1	3	0	0	0	0	1	2	0	0
0900	20	0	7	0	10	2	0	0	1	0	0	0	0
1000	22	0	12	3	6	0	0	0	0	0	1	0	0
1100	**23**	**0**	**11**	**0**	**7**	**2**	**1**	**0**	**2**	**0**	**0**	**0**	**0**
1200	25	0	16	1	4	1	0	0	0	2	1	0	0
1300	19	1	14	2	1	0	0	0	0	0	1	0	0
1400	40	0	27	1	7	0	3	0	0	1	1	0	0
1500	52	1	39	2	8	0	1	0	0	1	0	0	0
1600	91	1	70	1	14	0	1	1	1	2	0	0	0
1700	**163**	**0**	**146**	**0**	**15**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**
1800	72	1	62	0	9	0	0	0	0	0	0	0	0
1900	25	0	21	0	4	0	0	0	0	0	0	0	0
2000	5	0	5	0	0	0	0	0	0	0	0	0	0
2100	6	1	3	0	2	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**552**	**5**	**418**	**11**	**86**	**5**	**7**	**1**	**4**	**7**	**7**	**1**	**0**
06-22	**608**	**6**	**465**	**11**	**94**	**5**	**7**	**1**	**4**	**7**	**7**	**1**	**0**
06-00	**608**	**6**	**465**	**11**	**94**	**5**	**7**	**1**	**4**	**7**	**7**	**1**	**0**
00-00	**632**	**6**	**488**	**11**	**95**	**5**	**7**	**1**	**4**	**7**	**7**	**1**	**0**

Wednesday, 20 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	12	1	11	0	0	0	0	0	0	0	0	0	0
0400	10	0	8	0	2	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0
0600	15	0	14	0	0	0	0	0	0	1	0	0	0
0700	14	0	8	0	4	0	0	0	0	1	1	0	0
0800	16	0	7	2	4	0	1	0	0	0	2	0	0
0900	16	0	8	1	6	1	0	0	0	0	0	0	0
1000	**23**	**0**	**11**	**0**	**7**	**0**	**3**	**1**	**1**	**0**	**0**	**0**	**0**
1100	19	0	11	1	5	0	0	0	2	0	0	0	0
1200	37	0	16	2	13	1	1	0	0	3	1	0	0
1300	24	0	12	1	7	0	2	0	0	1	1	0	0
1400	37	0	23	4	9	0	0	0	1	0	0	0	0
1500	52	1	33	2	8	1	2	0	1	3	1	0	0
1600	91	2	79	2	6	1	0	0	1	0	0	0	0
1700	**155**	**0**	**139**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	76	0	66	0	9	0	0	0	0	1	0	0	0
1900	22	0	21	0	1	0	0	0	0	0	0	0	0
2000	5	1	3	0	1	0	0	0	0	0	0	0	0
2100	6	0	6	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**560**	**3**	**413**	**15**	**94**	**4**	**9**	**1**	**6**	**9**	**6**	**0**	**0**
06-22	**608**	**4**	**457**	**15**	**96**	**4**	**9**	**1**	**6**	**10**	**6**	**0**	**0**
06-00	**608**	**4**	**457**	**15**	**96**	**4**	**9**	**1**	**6**	**10**	**6**	**0**	**0**
00-00	**635**	**5**	**481**	**15**	**98**	**4**	**9**	**1**	**6**	**10**	**6**	**0**	**0**

Thursday, 21 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	2	0	2	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	1	5	0	0	0	0	0	0	0	0	0	0
0400	10	0	10	0	0	0	0	0	0	0	0	0	0
0500	4	0	4	0	0	0	0	0	0	0	0	0	0
0600	17	1	14	0	0	0	1	0	0	0	1	0	0
0700	13	0	9	0	1	0	0	0	0	1	2	0	0
0800	18	0	12	1	5	0	0	0	0	0	0	0	0
0900	20	0	13	0	7	0	0	0	0	0	0	0	0
1000	**101**	**0**	**85**	**1**	**11**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**
1100	24	0	15	0	7	1	0	0	0	1	0	0	0
1200	49	0	35	0	11	1	0	0	0	0	2	0	0
1300	72	0	57	0	12	1	0	0	0	1	1	0	0
1400	38	0	26	0	8	0	0	0	2	1	1	0	0
1500	56	0	40	2	14	0	0	0	0	0	0	0	0
1600	69	2	57	0	7	0	0	0	1	1	1	0	0
1700	**111**	**0**	**102**	**0**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	67	0	60	0	7	0	0	0	0	0	0	0	0
1900	15	1	12	0	2	0	0	0	0	0	0	0	0
2000	5	0	3	0	2	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0
2200	3	0	2	0	1	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**638**	**2**	**511**	**4**	**97**	**7**	**0**	**0**	**3**	**7**	**7**	**0**	**0**
06-22	**676**	**4**	**541**	**4**	**101**	**7**	**1**	**0**	**3**	**7**	**8**	**0**	**0**
06-00	**679**	**4**	**543**	**4**	**102**	**7**	**1**	**0**	**3**	**7**	**8**	**0**	**0**
00-00	**704**	**5**	**567**	**4**	**102**	**7**	**1**	**0**	**3**	**7**	**8**	**0**	**0**

Friday, 22 March 2024

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	9	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	11	0	10	0	1	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0
0600	20	1	15	0	2	0	1	0	0	0	1	0	0
0700	14	0	9	1	1	0	0	0	0	2	1	0	0
0800	12	0	7	0	4	0	0	0	0	1	0	0	0
0900	22	0	11	1	4	0	1	0	0	2	3	0	0
1000	**27**	**0**	**10**	**0**	**11**	**1**	**1**	**0**	**0**	**2**	**2**	**0**	**0**
1100	**27**	**0**	**18**	**1**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
1200	60	0	39	0	13	2	2	0	3	1	0	0	0
1300	48	0	35	1	7	0	1	0	0	3	1	0	0
1400	60	0	44	1	10	1	2	0	0	1	1	0	0
1500	80	1	70	0	9	0	0	0	0	0	0	0	0
1600	80	3	72	2	2	0	0	0	0	0	1	0	0
1700	**81**	**2**	**68**	**0**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	38	0	30	0	8	0	0	0	0	0	0	0	0
1900	5	0	4	0	1	0	0	0	0	0	0	0	0
2000	1	0	1	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0
07-19	**549**	**6**	**413**	**7**	**86**	**5**	**8**	**0**	**3**	**12**	**9**	**0**	**0**
06-22	**575**	**7**	**433**	**7**	**89**	**5**	**9**	**0**	**3**	**12**	**10**	**0**	**0**
06-00	**576**	**7**	**434**	**7**	**89**	**5**	**9**	**0**	**3**	**12**	**10**	**0**	**0**
00-00	**599**	**7**	**456**	**7**	**90**	**5**	**9**	**0**	**3**	**12**	**10**	**0**	**0**

Saturday, 23 March 2024

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	1	1	0	0	0	0	0	0	0	0	0	0
0600	**16**	**0**	**13**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0700	6	0	5	0	1	0	0	0	0	0	0	0	0
0800	5	0	2	1	2	0	0	0	0	0	0	0	0
0900	8	0	7	0	1	0	0	0	0	0	0	0	0
1000	7	0	7	0	0	0	0	0	0	0	0	0	0
1100	**16**	**0**	**15**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**35**	**0**	**33**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
1300	27	0	24	0	3	0	0	0	0	0	0	0	0
1400	22	0	17	0	3	0	1	0	0	1	0	0	0
1500	28	0	24	0	3	0	0	0	0	0	1	0	0
1600	11	0	10	0	1	0	0	0	0	0	0	0	0
1700	7	1	6	0	0	0	0	0	0	0	0	0	0
1800	27	0	20	0	4	0	0	0	0	0	3	0	0
1900	4	0	2	0	1	0	1	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	3	0	0	0	0	0	0	0	0	0	0
07-19	**199**	**1**	**170**	**1**	**20**	**0**	**1**	**0**	**0**	**1**	**5**	**0**	**0**
06-22	**219**	**1**	**185**	**1**	**24**	**0**	**2**	**0**	**0**	**1**	**5**	**0**	**0**
06-00	**222**	**1**	**188**	**1**	**24**	**0**	**2**	**0**	**0**	**1**	**5**	**0**	**0**
00-00	**228**	**2**	**193**	**1**	**24**	**0**	**2**	**0**	**0**	**1**	**5**	**0**	**0**

Sunday, 24 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	1	1	0	0	0	0	0	0	0	0	0	0
0600	**9**	**0**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0700	1	0	1	0	0	0	0	0	0	0	0	0	0
0800	2	0	2	0	0	0	0	0	0	0	0	0	0
0900	7	0	6	0	1	0	0	0	0	0	0	0	0
1000	**9**	**0**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1100	5	0	3	0	2	0	0	0	0	0	0	0	0
1200	8	0	8	0	0	0	0	0	0	0	0	0	0
1300	18	0	17	0	1	0	0	0	0	0	0	0	0
1400	**28**	**0**	**26**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500	10	0	9	0	1	0	0	0	0	0	0	0	0
1600	5	0	4	0	1	0	0	0	0	0	0	0	0
1700	21	2	16	0	3	0	0	0	0	0	0	0	0
1800	15	1	13	0	1	0	0	0	0	0	0	0	0
1900	5	0	5	0	0	0	0	0	0	0	0	0	0
2000	1	0	1	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**129**	**3**	**113**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**144**	**3**	**127**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**145**	**3**	**128**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**149**	**4**	**131**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Virtual Day (7)

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0
0300	5	0	5	0	0	0	0	0	0	0	0	0	0
0400	7	0	6	0	1	0	0	0	0	0	0	0	0
0500	3	0	3	0	0	0	0	0	0	0	0	0	0
0600	16	0	14	0	1	0	0	0	0	0	0	0	0
0700	11	0	7	0	2	0	0	0	0	1	1	0	0
0800	12	0	7	1	3	0	0	0	0	0	1	0	0
0900	16	0	9	0	5	0	0	0	0	0	1	0	0
1000	**30**	**0**	**21**	**1**	**6**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**
1100	19	0	12	0	5	0	1	0	1	0	0	0	0
1200	34	0	24	0	6	1	1	0	0	1	1	0	0
1300	33	0	25	1	5	0	1	0	0	1	1	0	0
1400	36	0	26	1	6	0	1	0	1	1	0	0	0
1500	47	1	36	1	7	0	0	0	0	1	0	0	0
1600	60	1	51	1	6	0	0	0	0	0	0	0	0
1700	**100**	**1**	**90**	**0**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	49	0	41	0	7	0	0	0	0	0	0	0	0
1900	14	0	12	0	2	0	0	0	0	0	0	0	0
2000	2	0	2	0	0	0	0	0	0	0	0	0	0
2100	2	0	2	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	0
2300	1	0	1	0	0	0	0	0	0	0	0	0	0
07-19	**449**	**3**	**349**	**6**	**67**	**3**	**5**	**0**	**2**	**7**	**6**	**0**	**0**
06-22	**484**	**4**	**378**	**6**	**70**	**3**	**5**	**0**	**2**	**7**	**6**	**0**	**0**
06-00	**486**	**4**	**380**	**6**	**71**	**3**	**5**	**0**	**2**	**7**	**6**	**0**	**0**
00-00	**504**	**5**	**397**	**6**	**72**	**3**	**6**	**0**	**2**	**7**	**6**	**0**	**0**

Virtual Week (1)

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
Mon	584	5	460	5	79	3	11	1	1	14	5	0	0
Tue	632	6	488	11	95	5	7	1	4	7	7	1	0
Wed	635	5	481	15	98	4	9	1	6	10	6	0	0
Thu	704	5	567	4	102	7	1	0	3	7	8	0	0
Fri	599	7	456	7	90	5	9	0	3	12	10	0	0
|Sat	228	2	193	1	24	0	2	0	0	1	5	0	0
|Sun	149	4	131	0	14	0	0	0	0	0	0	0	0
5 Day Ave.	**631**	**6**	**490**	**8**	**93**	**5**	**7**	**1**	**3**	**10**	**7**	**0**	**0**
7 Day Ave.	**504**	**5**	**397**	**6**	**72**	**3**	**6**	**0**	**2**	**7**	**6**	**0**	**0**
--	**3531**	**34**	**2776**	**43**	**502**	**24**	**39**	**3**	**17**	**51**	**41**	**1**	**0**

Site 5
Location Marsh Lane - 53.2828, -2.80117
Direction East

Monday, 18 March 2024

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	1	0	1	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1	0	1	0	0	0	0	0	0	0	0	0	0
0900	**3**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1000	1	0	1	0	0	0	0	0	0	0	0	0	0
1100	2	0	2	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2000	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**7**	**0**	**5**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**11**	**0**	**7**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**11**	**0**	**7**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**11**	**0**	**7**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Tuesday, 19 March 2024

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0
0700	1	0	1	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	**6**	**0**	**2**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**
1000	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	3	0	2	0	1	0	0	0	0	0	0	0	0
1200	**7**	**0**	**5**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	3	0	1	0	2	0	0	0	0	0	0	0	0
1400	1	0	0	0	1	0	0	0	0	0	0	0	0
1500	2	0	1	0	1	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	1	0	0	0	1	0	0	0	0	0	0	0	0
1800	1	0	0	0	1	0	0	0	0	0	0	0	0
1900	4	0	2	0	2	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**25**	**0**	**12**	**0**	**10**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**
06-22	**30**	**0**	**15**	**0**	**12**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**
06-00	**30**	**0**	**15**	**0**	**12**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**
00-00	**30**	**0**	**15**	**0**	**12**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**

Wednesday, 20 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	**9**	**2**	**2**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
1000	1	0	0	0	1	0	0	0	0	0	0	0	0
1100	7	0	6	0	1	0	0	0	0	0	0	0	0
1200	**3**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
1300	2	0	0	0	2	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	1	0	0	0	1	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	1	0	0	0	1	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	2	2	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**24**	**3**	**8**	**0**	**11**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**
06-22	**26**	**5**	**8**	**0**	**11**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**
06-00	**26**	**5**	**8**	**0**	**11**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**
00-00	**26**	**5**	**8**	**0**	**11**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**

Thursday, 21 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	1	0	0	0	1	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	0	0	0	1	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1	0	0	0	1	0	0	0	0	0	0	0	0
0900	2	0	0	0	1	0	0	0	1	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**4**	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	1	0	0	0	1	0	0	0	0	0	0	0	0
1800	1	0	1	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**13**	**1**	**5**	**0**	**6**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
06-22	**15**	**1**	**6**	**0**	**6**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
06-00	**15**	**1**	**6**	**0**	**6**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
00-00	**16**	**1**	**6**	**0**	**7**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**

Friday, 22 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	2	0	1	0	1	0	0	0	0	0	0	0	0
0900	3	1	2	0	0	0	0	0	0	0	0	0	0
1000	**5**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
1100	1	0	1	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	**5**	**0**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1400	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**16**	**2**	**9**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
06-22	**16**	**2**	**9**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
06-00	**16**	**2**	**9**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
00-00	**16**	**2**	**9**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**

Saturday, 23 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1100	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1400	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Sunday, 24 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1100	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Virtual Day (7)

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1	0	0	0	0	0	0	0	0	0	0	0	0
0900	**3**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
1000	1	0	1	0	0	0	0	0	0	0	0	0	0
1100	2	0	2	0	1	0	0	0	0	0	0	0	0
1200	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1400	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	1	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**13**	**1**	**6**	**0**	**5**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
06-22	**15**	**1**	**7**	**0**	**5**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
06-00	**15**	**1**	**7**	**0**	**5**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
00-00	**15**	**1**	**7**	**0**	**6**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**

Virtual Week (1)

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
Mon	11	0	7	0	4	0	0	0	0	0	0	0	0
Tue	30	0	15	0	12	1	0	0	2	0	0	0	0
Wed	26	5	8	0	11	0	0	0	2	0	0	0	0
Thu	16	1	6	0	7	1	0	0	1	0	0	0	0
Fri	16	2	9	0	4	0	0	0	1	0	0	0	0
|Sat	2	0	1	0	1	0	0	0	0	0	0	0	0
|Sun	2	1	1	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	**20**	**2**	**9**	**0**	**8**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
7 Day Ave.	**15**	**1**	**7**	**0**	**6**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
--	**103**	**9**	**47**	**0**	**39**	**2**	**0**	**0**	**6**	**0**	**0**	**0**	**0**

Site 5
Location Marsh Lane - 53.2828, -2.80117
Direction West

Monday, 18 March 2024

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	**4**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1000	1	0	1	0	0	0	0	0	0	0	0	0	0
1100	1	0	1	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2100	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	0	1	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**6**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**10**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**11**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**11**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Tuesday, 19 March 2024

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0
0700	1	0	1	0	0	0	0	0	0	0	0	0	0
0800	2	0	2	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	3	0	3	0	0	0	0	0	0	0	0	0	0
1100	**5**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
1200	2	0	1	0	1	0	0	0	0	0	0	0	0
1300	2	0	2	0	0	0	0	0	0	0	0	0	0
1400	1	0	0	0	1	0	0	0	0	0	0	0	0
1500	1	0	1	0	0	0	0	0	0	0	0	0	0
1600	2	0	1	0	0	0	0	0	1	0	0	0	0
1700	**5**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	1	0	0	0	1	0	0	0	0	0	0	0	0
1900	2	0	2	0	0	0	0	0	0	0	0	0	0
2000	2	0	1	0	1	0	0	0	0	0	0	0	0
2100	1	0	1	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**25**	**1**	**17**	**0**	**5**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**
06-22	**31**	**1**	**22**	**0**	**6**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**
06-00	**31**	**1**	**22**	**0**	**6**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**
00-00	**31**	**1**	**22**	**0**	**6**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**

Wednesday, 20 March 2024

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	**4**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1000	2	0	1	0	1	0	0	0	0	0	0	0	0
1100	3	0	1	0	0	0	0	0	2	0	0	0	0
1200	1	0	1	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	**5**	**1**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500	**5**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600	3	1	0	0	2	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	1	0	0	0	1	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**24**	**2**	**11**	**1**	**8**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**
06-22	**24**	**2**	**11**	**1**	**8**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**
06-00	**24**	**2**	**11**	**1**	**8**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**
00-00	**24**	**2**	**11**	**1**	**8**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**

Thursday, 21 March 2024

Time	Total	Classification											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT
0000	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
0700	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1000	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	2	0	2	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	2	0	0	0	0	0	0	0	2	0	0	0	0
1500	1	0	0	0	1	0	0	0	0	0	0	0	0
1600	2	1	0	0	1	0	0	0	0	0	0	0	0
1700	1	0	1	0	0	0	0	0	0	0	0	0	0
1800	**7**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1900	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**17**	**1**	**11**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**
06-22	**18**	**1**	**11**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**
06-00	**18**	**1**	**11**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**
00-00	**19**	**1**	**12**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**

Friday, 22 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	1	0	1	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1100	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**6**	**2**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	4	0	3	0	1	0	0	0	0	0	0	0	0
1500	1	0	1	0	0	0	0	0	0	0	0	0	0
1600	4	0	4	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**20**	**2**	**14**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**20**	**2**	**14**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**20**	**2**	**14**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**20**	**2**	**14**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Saturday, 23 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1100	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Sunday, 24 March 2024

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1100	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1400	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**3**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**3**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**3**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**3**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Virtual Day (7)

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	1	0	1	0	0	0	0	0	0	0	0	0	0
1000	1	0	1	0	0	0	0	0	0	0	0	0	0
1100	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500	1	0	1	0	0	0	0	0	0	0	0	0	0
1600	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	1	0	1	0	0	0	0	0	0	0	0	0	0
1800	1	0	1	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**14**	**1**	**9**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
06-22	**15**	**1**	**10**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
06-00	**16**	**1**	**10**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
00-00	**16**	**1**	**11**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**

Virtual Week (1)

Time	Total	Classification											
		1	2	3	4	5	6	7	8	9	10	11	12
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT
Mon	11	0	11	0	0	0	0	0	0	0	0	0	0
Tue	31	1	22	0	6	0	0	0	2	0	0	0	0
Wed	24	2	11	1	8	0	0	0	2	0	0	0	0
Thu	19	1	12	0	3	0	0	0	2	0	1	0	0
Fri	20	2	14	0	4	0	0	0	0	0	0	0	0
|Sat	2	0	2	0	0	0	0	0	0	0	0	0	0
|Sun	3	1	2	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	**21**	**1**	**14**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
7 Day Ave.	**16**	**1**	**11**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
--	**110**	**7**	**74**	**1**	**21**	**0**	**0**	**0**	**6**	**0**	**1**	**0**	**0**

Appendix G – M56 J14 & M53 J10 Queue Length Impact Analysis

Summary of Observed Baseline Queue Length Data

Queue length surveys were undertaken at both the M56 Junction 14 and M53 Junction 10 roundabouts on 20th March 2024. This recorded the queue lengths in terms of number of vehicles in each lane on each arm of the junctions at five-minute intervals, across a continuous 12-hour period between 07:00 and 19:00. The full queue length data is included within **Appendix E**.

M56 Junction 14

The queue length data indicated that at M56 Junction 14 the maximum queue lengths on the M56 eastbound off-slip were 9 vehicles in lane 1, observed at 10:40, and 10 vehicles in lane 2, observed at 17:20. During the AM peak period (07:30 – 08:30), the average queue length was 2.5 vehicles in lane 1 and 2.2 vehicles in lane 2. During the PM peak period (16:30 – 17:30), the average queue length was 2.7 vehicles in lane 1 and 3.5 vehicles in lane 2.

On the M56 westbound off-slip the maximum observed queue lengths were 7 vehicles in lane 1 and 26 vehicles in lane 2. Both of these maximum queue lengths were observed at 17:15. During the AM peak period (07:30 – 08:30), the average queue length was 0.7 vehicles in lane 1 and 8 vehicles in lane 2. During the PM peak period (16:30 – 17:30), the average queue length was 1.8 vehicles in lane 1 and 7.9 vehicles in lane 2.

M53 Junction 10

The queue length data indicated that at M53 Junction 10 the maximum queue lengths on the M53 southbound off-slip were 17 vehicles in lane 1, observed at 07:25, 10 vehicles in lane 2, observed at 17:10, and 8 vehicles in lane 3, also observed at 17:10. During the AM peak period (07:30 – 08:30), the average queue length was 10 vehicles in lane 1, 5.1 vehicles in lane 2 and

2.1 vehicles in lane 3. During the PM peak period (16:30 – 17:30), the average queue length was 3.4 vehicles in lane 1, 3.5 vehicles in lane 2 and 4.1 vehicles in lane 3.

On the M53 northbound off-slip the maximum observed queue lengths were 12 vehicles in lane 1, observed at 12:40, 11 vehicles in lane 2, observed at 17:25, and 6 vehicles in lane 3, observed at 08:05. During the AM peak period (07:30 – 08:30), the average queue length was 5.3 vehicles in lane 1, 4.1 vehicles in lane 2 and 3.5 vehicles in lane 3. During the PM peak period (16:30 – 17:30), the average queue length was 7.2 vehicles in lane 1, 6.2 vehicles in lane 2 and 1.1 vehicles in lane 3.

Analysis of Forecast Impact of Proposed Development on Slip Road Queue Lengths

In order to appraise the likely impact of Proposed Development trips on the existing queue lengths on the exit slip roads at each of the motorway junctions, the forecast development trip generation has been cross-referenced against the observed average queue lengths on each arm at each junction, for key periods within each peak period.

This assessment has considered two potential scenarios with regard to the forecast development trip generation:

- A ‘worst-case’, whereby all staff trips are made two to a car, and all arrive in the half-hour period immediately prior to the start on construction, and all leave during the 16:30-17:30 PM highway peak hour (as assumed within the main impact assessment presented in **Section 6**); and

- ‘Reasonable worst-case’, where only half the number of vehicles arrive during the 07:30-08:00 period (allowing for some workers travelling by mini-bus or arriving in the 07:00-07:30 period), and all leave during the half-hour period immediately after construction finishes (18:00-18:30).

The results of this appraisal are summarised in **Tables G1** and **G2** below. This shows that traffic associated with the Proposed Development would only

impact directly on the queues on the motorway exit slip roads at each junction during the AM peak period.

Table G1 – Comparison of Forecast Development Trip Assignment against Observed Queue Lengths (M56 Junction 14)

M56 J14	Time Period		Observed Average Queue Length (vehicles)		Proposed Development Trips (Total Vehs During Time Period			
			Lane 1	Lane 2	'Worst-Case'		'Reasonable Worst-Case'	
					Ln 1	Ln 2	Ln 1	Ln 2
Arm A (Services)	AM	07:30-08:00	9	0.2	0	0	0	0
		08:00-08:30	12	1.5	0	0	0	0
	PM	16:30-17:30	3.8	0.3	0	0	0	0
		17:30-18:00	3.8	0.0	0	0	0	0
		18:00-18:30	2.8	0.2	0	0	0	0
Arm B (A5117 north)	AM	07:30-08:00	10.5	3	0	0	0	0
		08:00-08:30	15.8	5.7	0	0	0	0
	PM	16:30-17:30	7.8	2.4	10	4	0	0
		17:30-18:00	4.7	2.3	0	0	0	0
		18:00-18:30	4.2	0.8	0	0	10	4
Arm C (M56 west)	AM	07:30-08:00	2.2	1.8	0	0	0	0
		08:00-08:30	2.8	2.5	0	0	0	0
	PM	16:30-17:30	2.7	3.5	0	0	0	0
		17:30-18:00	3.0	3.2	0	0	0	0
		18:00-18:30	2.2	1.0	0	0	0	0
Arm D (A5117 south)	AM	07:00-07:30	3.5	3	0	0	2	0
		07:30-08:00	6.0	4.3	4	0	2	0
		08:00-08:30	5.2	3.3	0	0	0	0
	PM	16:30-17:30	3.4	2.2	0	0	0	0
		17:30-18:00	3.2	1.3	0	0	0	0
		18:00-18:30	1.5	0.7	0	0	0	0
Arm E (M56 east)	AM	07:00-07:30	0.3	5.8	0	0	0	5
		07:30-08:00	0.3	6.3	0	10	0	5
		08:00-08:30	1.0	9.7	0	0	0	0
	PM	16:30-17:30	1.8	7.9	0	0	0	0
		17:30-18:00	2.5	5.8	0	0	0	0

		18:00-18:30	1.2	3.3	0	0	0	0

At M56 Junction 14 the impact would only occur on the westbound off-slip, and even in the 'worst-case' scenario the development trips would not coincide with the period of observed maximum queuing. The development trips would add a maximum of 10 vehicles to lane 2 of the westbound off-slip in the 'worst-case' scenario, during the 07:30-08:00 time period. When these trips are averaged across each 5-minute segment during that half-hour period, that would equate to an average increase in queue length of 1.7 vehicles. This would increase the average queue length during that half-hour period from approximately 36m to 46m, with the slip-road having a length of nearly 400m.

Table G2 – Comparison of Forecast Development Trip Assignment against Observed Queue Lengths (M53 Junction 10)

M53 J10	Time Period		Observed Average Queue Length (vehicles)			Proposed Development Trips (Total Vehs During Time Period					
			Lane 1	Lane 2	Lane 3	'Worst-Case'			'Reasonable Worst-Case'		
						Ln 1	Ln 2	Ln 3	Ln 1	Ln 2	Ln 3
Arm A (M53 North)	AM	07:00-07:30	7.0	1.8	1	0	0	0	13.5	0	0
		07:30-08:00	10.2	5.3	2.3	27	0	0	13.5	0	0
		08:00-08:30	10.2	5.0	2.2	0	0	0	0	0	0
	PM	16:30-17:30	3.4	3.5	4.1	0	0	0	0	0	0
		17:30-18:00	2.5	3.3	3.8	0	0	0	0	0	0
		18:00-18:30	2.0	1.8	2.3	0	0	0	0	0	0
Arm B (A5117 west)	AM	07:00-07:30	3.5	8.5	4.3	0	0	0	0	17.5	0
		07:30-08:00	6.5	9.5	3.5	0	35	0	0	17.5	0
		08:00-08:30	8.2	6.5	5.2	0	0	0	0	0	0
	PM	16:30-17:30	10.4	9.3	7.4	0	0	0	0	0	0
		17:30-18:00	7.5	6.2	4.8	0	0	0	0	0	0
		18:00-18:30	7.5	6.2	5.3	0	0	0	0	0	0
Arm C (M53 south)	AM	07:00-07:30	2.3	2.2	2.7	0	0	0	0	0	2.5
		07:30-08:00	5.2	3.3	2.8	0	0	5	0	0	2.5
		08:00-08:30	5.3	4.8	3.7	0	0	0	0	0	0
	PM	16:30-17:30	7.2	6.2	1.1	0	0	0	0	0	0
		17:30-18:00	5.7	3.7	1.3	0	0	0	0	0	0
		18:00-18:30	5.8	4.0	0.5	0	0	0	0	0	0
	AM	07:30-08:00	2.7	2.2	3.8	0	0	0	0	0	0

Arm D (A5117 east)		08:00-08:30	3.3	1.8	5.0	0	0	0	0	0	0
	PM	16:30-17:30	5.1	4.2	5.4	23	17	27	0	0	0
		17:30-18:00	2.7	3.8	2.8	0	0	0	0	0	0
		18:00-18:30	1.7	2.3	2.0	0	0	0	23	18	27
Arm E (Stanney Mills Lane)	AM	07:30-08:00	4.3	1.0	-	0	0	-	0	0	-
		08:00-08:30	3.8	1.8	-	0	0	-	0	0	-
	PM	16:30-17:30	8.8	3.0	-	0	0	-	0	0	-
		17:30-18:00	2.5	1.8	-	0	0	-	0	0	-
		18:00-18:30	2.0	1.3	-	0	0	-	0	0	-

The majority of the Proposed Development trips have been distributed through M53 Junction 10. The analysis indicates that at this junction Proposed Development traffic would only directly impact on the motorway exit slip roads during the AM peak period. The greatest impact would occur on the southbound off-slip, with the additional development traffic in the 'worst-case' scenario forecast to coincide with the period of observed maximum queuing, during the 07:30-08:00 time period.

The development trips would add a maximum of 27 vehicles to lane 1 of the southbound off-slip in the 'worst-case' scenario, during the 07:30-08:00 time period. When these trips are averaged across each 5-minute segment during that half-hour period, that would equate to an average increase in queue length of 4.5 vehicles. This would increase the average queue length during that half-hour period from approximately 59m to 85m, with the slip-road having a length of nearly 250m.

The above analysis therefore demonstrates that even in the 'worst-case' scenario, the Proposed Development trip generation would be highly unlikely to result in any queuing stretching back onto the mainline carriageway of either the M56 or M53 motorways.

Appraisal of Impact of Cumulative Development Traffic at Motorway Junctions

Further to the analysis of cumulative development impacts presented in **Section 7**, additional analysis has been undertaken to consider the specific cumulative impacts of development traffic at the M56 Junction 14 and M53

Junction 10 roundabouts. This is presented in **Table G3**. This analysis demonstrates that in terms of cumulative impact, the Proposed Development would comprise a relatively small proportion of the total cumulative construction traffic.

Table G3 – Appraisal of Cumulative Development Impacts

Junction	Scheme	AM Two-Way Trips	PM Two-Way Trips
M56 J14	Protos CCF	17	17
	HyNet HPP	98	98
	HyNet Hydrogen Pipeline	73	73
	HyNet CO_2 Pipeline	32	32
	Frodsham Solar*	14	14
M53 J10	Protos CCF	62	62
	HyNet HPP	267	267
	HyNet Hydrogen Pipeline	0	0
	HyNet CO_2 Pipeline	0	0
	Frodsham Solar*	66	66

**Assumes staff trips would occur in highway peak hours, although construction hours would actually begin/end outside of the highway peaks.*