

The Hurlstone Partnership

APPEAL BY NRS AGGREGATES LTD - LAND AT LEA CASTLE FARM,
WOLVERLEY ROAD, BROADWATERS, KIDDERMINSTER,
WORCESTERSHIRE

Proof of Evidence on Highway Matters of
Jeremy P. Hurlstone BSc (Hons), CMILT, MCIHT

APPEAL REF: APP/E1885/W/22/3310099

LPA REF: 19/000053/CM

October 2024

JPH/151002/24/Final

The Hurlstone Partnership

APPEAL BY NRS AGGREGATES LTD - LAND AT LEA CASTLE FARM,
WOLVERLEY ROAD, BROADWATERS, KIDDERMINSTER,
WORCESTERSHIRE

Document Status –Final

Produced by: - - - - - J P Hurlstone

Date: October 2024

Transportation Planning, Highway Design and Environmental Assessment

The Hurlstone Partnership

CONTENTS

1	SUMMARY	1
2	INTRODUCTION	2
3	STQC STATEMENT OF CASE	3
	Paragraph 2.1	3
	Paragraph 2.4	3
	Paragraph 5.3	4
	Paragraph 5.9	5
4	UPDATED TRAFFIC DATA.....	6

APPENDICES (Bound Separately)

- JPH-A Previous STQC Comments and Responses
- JPH-B Previous Response to Andrew Webber Evidence
- JPH-C 2024 Traffic Survey Data Summaries and Comparison Table

The Hurlstone Partnership

1 SUMMARY

- 1.1 My name is Jeremy Peter Hurlstone; I hold a BSc (Hons) in Civil Engineering Management, am a Member of the Chartered Institution of Highways and Transportation and a Chartered Member of The Institute of Logistics and Transport. I have over 36 years of experience in the transportation industry.
- 1.2 I have presented evidence at numerous Public Inquiries and Hearings during my career for various types and scale of developments, including the appeal related to the proposed Lea Castle Farm Quarry heard in 2023, the decision of which was subsequently quashed.
- 1.3 As the Appeal is to be reheard, I was instructed to review the concerns raised by the Rule 6 Party STQC in its Statement of Case (SoC) insofar as they relate to highway matters.
- 1.4 Having completed the review I have concluded that the technical assessment of the proposed access and traffic impact of the quarry traffic on the local road network is robust and underpinned by relevant guidance.
- 1.5 The STQC Claims its current SoC relating to highways matters, to some extent reflect those previously raised for the Quashed Appeal, although they are now less extensive than were historically raised. I presume this is because the responses to the points now omitted addressed STQC's previous concerns.
- 1.6 For the avoidance of doubt, Appendix JPH-A contains the specific points raised by STQC in its earlier SoC and my responses to them, whilst Appendix JPH-B contains a letter in response to highway points made by Andrew Webber after I had appeared at the previous Inquiry, which the Inspector requested be responded to in writing, rather than me being recalled to give further evidence in chief.
- 1.7 By cross-referencing the technical information considered at the planning application documents and Appendices, it is apparent that STQC's highway concerns can be addressed through normal planning conditions and obligations.
- 1.8 It has been demonstrated that the quantum of development traffic associated with the site would not result in an unacceptable impact on the local road network.
- 1.9 Insofar as highway and transport matters are concerned, I invite the Inspector to agree with my own conclusion, and that of the Council, that planning permission should not be refused on highway grounds, as the access design is demonstrably acceptable in the context of recognised design guidance and the cumulative residual impact on the road network would not be severe.

The Hurlstone Partnership

2 INTRODUCTION

- 2.1 My name is Jeremy Peter Hurlstone; I am the Managing Director of The Hurlstone Partnership Limited, which provides specialist highway advice to developers and Local Authorities. I hold a BSc (Hons) in Civil Engineering Management. I am a Member of the Chartered Institution of Highways and Transportation (MCIHT) and a Chartered Member of The Institute of Logistics and Transport (CMILT).
- 2.2 I have over 36 years of experience in the transportation industry, during which time I have been involved in many projects of varying development type.
- 2.3 I worked for the multi-disciplinary consultancy Scott Wilson Kirkpatrick for approximately 11 years before moving to The Denis Wilson Partnership, a more specialised transportation company, for a further 4 years, where I was employed as a Principal Transportation Planner. I continue to undertake work with HaskoningDHV (which incorporates what was DWP) in addition to servicing the expanding client base of The Hurlstone Partnership.
- 2.4 I have prepared and given evidence at numerous Public Inquiries and Hearings during my career for various types and scale of development, including the quashed Appeal related to the proposed Lea Farm Quarry Application.
- 2.5 I was originally contacted in October 2015 to provide highways assistance and advice regarding the proposed new quarry at Lea Castle Farm, Wolverley. I was subsequently involved in the pre-application consultations and prepared the Transport Statement which formed part of the planning application. I was also involved in discussions with the Highway Authority prior to determination of the planning application, which was recommended for approval by officers, but refused permission by Members.
- 2.6 Despite there being no objection from the Highway Authority, the 7th reason for refusal cited *"Unacceptable impact on highways"*. The decision notice of 27 May 2022 expanded upon the 7th reason for refusal in the information section: *"The proposed development includes the construction of a new access located along Wolverley Road (B4189). The proposal would generate a worst-case scenario of approximately 154 HGV movements per day (77 entering the site and 77 exiting the site per day). This equates to approximately 13 HGV movements per hour. In view of this it is considered that the proposal would have an unacceptable impact on highways, particularly in terms of increased highway maintenance and conflict with users, such as school children walking to school."*
- 2.7 I was instructed to review the reason for refusal and assist with the proposed appeal. I suggested contacting the Council, inviting it to reconsider its highway objection, given the work undertaken in preparing the Transport Statement and the fact that the Highway Authority responsible for road network performance and safety had agreed the impact of the proposed development would be acceptable.
- 2.8 The Council reviewed its position and formally withdrew its objection on highway grounds from the Appeal proceedings. However, Stop the Quarry Campaign (STQC), which applied

The Hurlstone Partnership

for and secured Rule 6 status, chose to maintain its objection on highway grounds, which has led to my appointment to prepare evidence in rebuttal to its concerns, which are contrary to the position of the Council and, I as confirmed by the Post Conference Case Note for the Case Management Conference of 10:00 AM on 07 August 2024: *"Ms Davies referred to a number of other issues of concern to local objectors, such as amenity considerations, heritage assets, highway safety and biodiversity, but indicated that the R6 Party would not be calling evidence on these issues."*

2.9 Whether or not I will need to attend the Inquiry is to be reviewed as it proceeds; although I am listed as one of the Appellant's witnesses to be called at present.

2.10 I have reviewed the STQC Statement of Case insofar as Highway matters are raised and have commented on the concerns. Having completed my review, which includes updated traffic information, I remain of the Professional opinion that the highway impact of the proposed development would be acceptable, as is agreed by the Council and Highway Authority responsible for the road network.

2.11 Accordingly, it is my professional opinion that there is no reasonable basis for refusing permission on highways and transportation grounds.

3 STQC STATEMENT OF CASE

3.1 Within this section, I will reference the relevant paragraph of the STQC Statement of Case (SoC), summarise the point made by STQC and provide my comments on it.

Paragraph 2.1

Purpose of STQC To oppose the planned Quarry

3.2 It is important that anyone considering this proposal undertake a balanced appraisal of each of the issues arising, which should then inform a considered, overall judgment of the merits of the development as a whole. Setting out with the sole intention of opposing the quarry runs the risk that STQC fails to approach issues, including highways issues, in an open-minded and balanced way.

Paragraph 2.4

No funds to retain consultants and legal representation

3.3 Paragraph 2.3 of the SoC confirms STQC has over 5000 members, whilst paragraph 2.1 confirms one of STQC's purposes is to *"Ensure all funds raised are used to benefit and enhance the community."* Insofar as the funding is concerned, paragraph 2.4 confirms *"STQC is not publicly funded and relies on minimal donations from members and supporters. STQC has no funds to retain consultants and legal representation..."* However, this statement appears to be contradicted by paragraph 8.37 which follows the list of refusal reasons and states: *"STQC agrees with the reasons for refusal and sets out the arguments for this below. For the Inquiry we will deliver proofs of these points and in some cases*

The Hurlstone Partnership

expert witnesses to these proofs." It is unclear whether the expert witnesses will be funded or working at no cost.

3.4 Notwithstanding this, insofar as highway matters are concerned, Part 2 of the Inspector's CMC Summary Note for the CMC on 07 August 2024 states: *"Ms Davies referred to a number of other issues of concern to local objectors, such as amenity considerations, heritage assets, highway safety and biodiversity, but indicated that the R6 Party would not be calling evidence on these issues."*

3.5 By seeking and gaining Rule 6 status STQC agreed to be bound by the same responsibilities and liabilities as the Main Parties to the appeal. STQC has chosen not to provide expert evidence on a subject which clearly requires professional expertise, whilst at the same time maintaining its highways based objection. This has forced the Appellant to Instruct me to prepare evidence to rebut the points being raised by STQC, resulting in unnecessary costs.

Paragraph 5.3

It is understood that site vehicle movements to and from Wolverley Village will be prohibited a suitable, as such a lawful condition or S106 Agreement is required to ensure this as traffic impact on roads and the village have not been assessed.

3.6 The Transport Statement (TS) Paras 2.1 – 2.5 consider the road network through Wolverley village. TS Paras 2.13 and 2.14 describe Sion Hill. TS Paras 1.4, 2.15 and 5.3 confirm HGV routeing to the east of the access, which the latter also confirms is at the request of the Highway Authority. As a result of this agreed routeing strategy, there was no requirement to consider the impact of routeing HGVs through Wolverley village to the west of the site access.

3.7 The site access has been specifically designed to physically prevent HGVs making either a left turn into or right turn out of the site using kerbed, channelising islands combined with small / tight radii. As paragraph 5.3 of the TS confirms, the access will also be monitored by CCTV. A drivers' code of conduct incorporating a routeing agreement will also be used, which HGV drivers visiting the site must agree as part of their trading arrangements with the operator. These measures are commonplace within the mineral industry where routeing restrictions are imposed. Drivers who disobey the site rules are normally banned from the site.

3.8 Should the Council believe such restrictions are inadequate or ineffective, Traffic Regulation Orders may be used to impose weight restrictions on the routes to the west to prevent HGVs travelling through the village to the west of the access, whilst maintaining HGV access to the existing business within the restricted area on an "Except for access" basis. However, the Council has not indicated this would be necessary due to the proposed access arrangement designed in accordance with its requirements to specifically avoid HGVs travelling through Wolverley village when visiting the proposed Quarry.

The Hurlstone Partnership

- 3.9 In terms of staff activity, the TS para 5.20 concluded the impact of 16 staff movements was not significant, as they occur off-peak and result in cumulative flows below the peak hour levels.

Paragraph 5.9

Cumulative impact of the above harm has not been considered correctly nor has impact in cumulation with other development nearby been addressed. Part 5 of Schedule 4 the EIA Regulations requires a description of the likely significant effects of the development on the environment resulting from, inter alia; the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources.

- 3.10 Section 6 of the TS considers cumulative impact at paras 6.1 – 6.9. We have not been instructed to consider any other committed developments that could have a material impact on the assessment undertaken.

- 3.11 The main major development in the vicinity is the ongoing development at the former Lea Castle Hospital site, at which the original completion of the first phase was due to be completed in 2019 but was delayed. The approved development includes mitigation for the traffic associated with the site as it progresses to completion.

- 3.12 Given the comparatively limited quantum of development traffic associated with the Lea Farm Quarry proposal, relative to the baseline flows and those associated with the approved scheme at the Lea Castle Hospital site, it falls well within the range of normal variations and also below the level of significance in the local context, which explains why the Council has reaffirmed it does not contest the Appeal on highways grounds.

- 3.13 Paragraph 8.18
STQC's concern regarding HGV vehicle movements is partly in respect of additional HGV traffic through Wolverley Village, along Wolverley Road, crossing the canal bridge, along narrow carriageways, and close to narrow pavements used by vulnerable groups. The provision of right in/left out access will not address this matter. STQC would want to see far stronger provisions to prevent movements through Wolverley of development traffic.

- 3.14 The canal bridge referred to is located to the west of the site access, as is Wolverley village. The access has been designed to prevent HGV access to / from the west and the physical layout will be reinforced through CCTV monitoring and agreed driver codes of conduct which will require drivers to follow the route agreed within the S106 planning obligation. Drivers not following these requirements will be prevented from collecting or delivering their load to the site and would ultimately be banned from visiting via the proposed procedures and controls.

- 3.15 As indicated above, the imposition of a Traffic Regulation Order restricting HGVs from travelling through Wolverley village could be implemented by the Highway Authority, should

The Hurlstone Partnership

the inability to control HGV traffic travelling to / from the Quarry via the proposed methods be a concern to the Council.

- 3.16 In summary, it is concluded that there are no matters relating to highways that are considered to represent an over-riding constraint to the proposed development, subject to the imposition of reasonable and enforceable planning conditions / obligations, which are acceptable to the Appellant, as previously confirmed.

4 UPDATED TRAFFIC DATA

- 4.1 The Transport Statement was based on survey data from 2016, 2018 and 2019. For completeness and comparison, it was decided to repeat the Automatic Traffic Counts (ATCs) undertaken in 2019. As a result, ATCs were installed at the same locations and recorded data between Thursday 6th and Wednesday 12th June 2024. The results summaries are provided at Appendix JPH-C for information, together with a summary table for comparison purposes with the results previously obtained.

- 4.2 The variations in the results show some increases and some decreases in terms of volumes and speeds. However, none of the changes recorded are of sufficient magnitude to change the conclusions previously reached in terms of the acceptability of the proposed access design or impact of the development traffic on the local road network.

- 4.3 Similarly, the collision data available on Crashmap currently extends to the end of 2022. Based on the 4 year period 2019 to 2022 inclusive, which runs on from the 2014 – 2018 period considered in the Transport Statement, there have been no recorded accidents involving HGVs between or at the Sion Hill and A449 junctions, or along Park Gate Road to and including the A451 junction, which supports the conclusion reached previously regarding the ability of the relevant part of the local road network to safely accommodate HGV activity.

- 4.4 The updated traffic survey and collision data reinforces my professional opinion that the highway impact of the proposed development would be acceptable when considered against current guidance and policy.

The Hurlstone Partnership

APPEAL BY NRS AGGREGATES LTD - LAND AT LEA CASTLE FARM,
WOLVERLEY ROAD, BROADWATERS, KIDDERMINSTER,
WORCESTERSHIRE

Proof of Evidence on Highway Matters of
Jeremy P. Hurlstone BSc (Hons), CMILT, MCIHT

APPENDICES

APPEAL REF: APP/E1885/W/22/3310099

LPA REF: 19/000053/CM

October 2024

JPH/151002/24/Final

The Hurlstone Partnership

APPEAL BY NRS AGGREGATES LTD - LAND AT LEA CASTLE FARM,
WOLVERLEY ROAD, BROADWATERS, KIDDERMINSTER,
WORCESTERSHIRE

Document Status –Final

Produced by: - - - - - J P Hurlstone

Date: October 2024

Transportation Planning, Highway Design and Environmental Assessment

The Hurlstone Partnership

CONTENTS

APPENDICES

- JPH-A Previous STQC Comments and Responses
- JPH-B Previous Response to Andrew Webber Evidence
- JPH-C 2024 Traffic Survey Data Summaries and Comparison Table

The Hurlstone Partnership

APPENDIX JPH-A

Previous STQC Comments and Responses

The Hurlstone Partnership

APPEAL BY NRS AGGREGATES LTD - LAND AT LEA CASTLE FARM,
WOLVERLEY ROAD, BROADWATERS, KIDDERMINSTER,
WORCESTERSHIRE

Proof of Evidence on Highway Matters of
Jeremy P. Hurlstone BSc (Hons), CMILT, MCIHT

APPEAL REF: APP/E1885/W/22/3310099

LPA REF: 19/000053/CM

January 2023

JPH/151002/Final

The Hurlstone Partnership

APPEAL BY NRS AGGREGATES LTD - LAND AT LEA CASTLE FARM,
WOLVERLEY ROAD, BROADWATERS, KIDDERMINSTER,
WORCESTERSHIRE

Document Status –Final

Produced by: - - - - - J P Hurlstone

Date: January 2023

Transportation Planning, Highway Design and Environmental Assessment

The Hurlstone Partnership

CONTENTS

1	SUMMARY	1
2	INTRODUCTION	2
3	STQC STATEMENT OF CASE	3
	Paragraph 2.1	3
	Paragraph 2.4	3
	Paragraph 5.3	4
	Paragraph 7.35	4
	Paragraph 7.37	5
	Paragraph 7.38	5
	Paragraph 7.39	5
	Paragraph 7.40	6
	Paragraph 7.40	6
	Paragraph 7.41	6
	Paragraph 7.42	6
	Paragraph 7.43	7
	Paragraph 7.44	7
	Paragraph 7.45	7
	Paragraph 7.46	8
	Conclusion	8

The Hurlstone Partnership

1 SUMMARY

- 1.1 My name is Jeremy Peter Hurlstone; I hold a BSc (Hons) in Civil Engineering Management, am a Member of the Chartered Institution of Highways and Transportation and a Chartered Member of The Institute of Logistics and Transport. I have over 35 years of experience in the transportation industry.
- 1.2 I have presented evidence at numerous Public Inquiries and Hearings during my career for various types and scale of developments.
- 1.3 I was instructed to review the concerns raised by the Rule 6 Party STQC in its Statement of Case insofar as they relate to highway matters.
- 1.4 Having completed the review I have concluded that the technical assessment of the proposed access and traffic impact of the quarry traffic on the local road network is robust and underpinned by relevant guidance.
- 1.5 Claims made by STQC regarding deficiencies in the assessment are shown to be incorrect by cross-referencing the technical information considered at the planning application.
- 1.6 Whilst STQC may have general concerns regarding the local Highway Authority's transport policies and performance of its road network, these concerns are more appropriately directed to the Council outside the forum of the appeal for this particular development.
- 1.7 Notwithstanding those concerns, it has been demonstrated that the quantum of development traffic associated with the site would not result in an unacceptable impact on the local road network.
- 1.8 Insofar as highway and transport matters are concerned, I invite the Inspector to agree with my own conclusion, and that of the Council, that planning permission should not be refused on highway grounds, as the access design is demonstrably acceptable in the context of recognised design guidance and the cumulative residual impact on the road network would not be severe.

The Hurlstone Partnership

2 INTRODUCTION

- 2.1 My name is Jeremy Peter Hurlstone; I am the Managing Director of The Hurlstone Partnership Limited, which provides specialist highway advice to developers and Local Authorities. I hold a BSc (Hons) in Civil Engineering Management. I am a Member of the Chartered Institution of Highways and Transportation (MCIHT) and a Chartered Member of The Institute of Logistics and Transport (CMILT).
- 2.2 I have over 35 years of experience in the transportation industry, during which time I have been involved in many projects of varying development type.
- 2.3 I worked for the multi-disciplinary consultancy Scott Wilson Kirkpatrick for approximately 11 years before moving to The Denis Wilson Partnership, a more specialised transportation company, for a further 4 years, where I was employed as a Principal Transportation Planner. I continue to undertake work with HaskoningDHV (which incorporates what was DWP) in addition to servicing the expanding client base of The Hurlstone Partnership.
- 2.4 I have prepared and given evidence at numerous Public Inquiries and Hearings during my career for various types and scale of development.
- 2.5 I was originally contacted in October 2015 to provide highway assistance and advice regarding the proposed new quarry at Lea Castle Farm, Wolverley. I was subsequently involved in the pre-application consultations and prepared the Transport Statement which formed part of the planning application. I was also involved in discussions with the Highway Authority prior to determination of the planning application, which was recommended for approval by officers, but refused permission by Members.
- 2.6 Despite there being no objection from the Highway Authority, the 7th reason for refusal cited *"Unacceptable impact on highways;"*. The decision notice of 27 May 2022 expanded upon the 7th reason for refusal in the information section: *"The proposed development includes the construction of a new access located along Wolverley Road (B4189). The proposal would generate a worst-case scenario of approximately 154 HGV movements per day (77 entering the site and 77 exiting the site per day). This equates to approximately 13 HGV movements per hour. In view of this it is considered that the proposal would have an unacceptable impact on highways, particularly in terms of increased highway maintenance and conflict with users, such as school children walking to school."*
- 2.7 I was instructed to review the reason for refusal and assist with the proposed appeal. I suggested contacting the Council, inviting it to reconsider its highway objection, given the work undertaken in preparing the Transport Statement and the fact that the Highway Authority responsible for road network performance and safety had agreed the impact of the proposed development would be acceptable.
- 2.8 The Council reviewed its position and formally withdrew its objection on highway grounds from the Appeal proceedings. However, Stop the Quarry Campaign (STQC), which applied for and secured Rule 6 status, chose to maintain its objection on highway grounds, which

The Hurlstone Partnership

has led to my appointment to prepare evidence in rebuttal to its concerns, which are contrary to the position of the Council and, I am advised, will not be supported by any evidence from a professional Highways representative.

2.9 I have reviewed the STQC Statement of Case insofar as Highway matters are raised, and have commented on the concerns. Having completed my review, I remain of the Professional opinion that the highway impact of the proposed development would be acceptable, as is agreed by the Council and Highway Authority responsible for the road network.

2.10 Accordingly, it is my professional opinion to this Inquiry that there is no reasonable basis for refusing permission on highways and transportation grounds.

3 STQC STATEMENT OF CASE

3.1 Within this section, I will reference the relevant paragraph of the STQC Statement of Case (SoC), summarise the point made by STQC and provide my comments on it.

Paragraph 2.1

Purpose of STQC To oppose the planned Quarry

3.2 It is important that anyone considering this proposal undertake a balanced appraisal of each of the issues arising, which should then inform a considered, overall judgment of the merits of the development as a whole. Setting out with the sole intention of opposing the quarry runs the risk that STQC fails to approach issues, including highways issues, in an open-minded and balanced way.

Paragraph 2.4

No funds to retain consultants and legal representation

3.3 Paragraph 2.3 of the SoC confirms STQC has over 5000 members, whilst paragraph 2.1 confirms one of STQC's purposes is to "*Ensure all funds raised are used to benefit and enhance the community.*" Insofar as the funding is concerned, paragraph 2.4 confirms "*STQC is not publicly funded and relies on minimal donations from members and supporters. STQC has no funds to retain consultants and legal representation.*" However, this statement appears to be contradicted by paragraph 7.8 which follows the list of refusal reasons and states: "*STQC agrees with the reasons for refusal and sets out the arguments for this below. For the Inquiry we will deliver proofs of these points and in some cases expert witnesses to these proofs.*" It is unclear whether the expert witnesses will be funded or working at no cost.

3.4 Notwithstanding this, insofar as highway matters are concerned, paragraph 9 of the Inspector's CMC Summary Note states: "*The Rule 6 Party identified that evidence (not expert witness) would likely be submitted in respect of highway capacity and safety.*"

The Hurlstone Partnership

- 3.5 By seeking and gaining Rule 6 status STQC agreed to be bound by the same responsibilities and liabilities as the Main Parties to the appeal. STQC has chosen not to provide expert evidence on a subject which clearly requires professional expertise, whilst at the same time maintaining its highways based objection. This has forced the Appellant to Instruct me to prepare evidence to rebut the points being raised by STQC, resulting in potentially unnecessary costs.

Paragraph 5.3

It is understood that site vehicle movements to and from Wolverley Village will be prohibited. A suitable, lawful condition or S106 Agreement is required to ensure this as traffic impact on roads and the village have not been assessed

- 3.6 The Transport Statement (TS) Paras 2.1 – 2.5 consider the road network through Wolverley village. TS Paras 2.13 and 2.14 describe Sion Hill. TS Paras 1.4, 2.15 and 5.3 confirm HGV routeing to the east of the access, which the latter also confirms is at the request of the Highway Authority. As a result of this agreed routeing strategy, there was no requirement to consider the impact of routeing HGVs through Wolverley village to the west of the site access.
- 3.7 The site access has been specifically designed to physically prevent HGVs making either a left turn into or right turn out of the site using kerbed, channelising islands combined with small / tight radii. As paragraph 5.3 of the TS confirms, the access will also be monitored by CCTV. A drivers' code of conduct incorporating a routeing agreement will also be used, which HGV drivers visiting the site must agree as part of their trading arrangements with the operator. These measures are commonplace within the mineral industry where routeing restrictions are imposed. Drivers who disobey the site rules are normally banned from the site.
- 3.8 Should the Council believe such restrictions are inadequate or ineffective, Traffic Regulation Orders may be used to impose weight restrictions on the routes to the west to prevent HGVs travelling through the village to the west of the access, whilst maintaining HGV access to the existing business within the restricted area on an "Except for access" basis. However, the Council has not indicated this would be necessary due to the proposed access arrangement designed in accordance with its requirements to specifically avoid HGVs travelling through Wolverley village when visiting the proposed Quarry.
- 3.9 In terms of staff activity, the TS para 5.20 concluded the impact of 16 staff movements was not significant, as they occur off-peak and result in cumulative flows below the peak hour levels.

Paragraph 7.35

WCC has major issues with its Highways policy...All major junctions over capacity at peak times

- 3.10 Notwithstanding whether or not that is true, the application does not breach the threshold of unacceptable transport impact based on local or national policy.

The Hurlstone Partnership

- 3.11 There are many junctions on many parts of the national highway network that operate over their respective design capacity during certain periods. However, this does not automatically prevent further development being acceptable that may add to existing movements. National planning policy is clear that permission should not be refused on capacity grounds unless the residual cumulative impacts on the road network would be severe (NPPF para.111). In this case, the impact of the development traffic is insignificant in the local context.

Paragraph 7.37

Cumulative impact with Lea Castle Hospital will cause significant congestion

- 3.12 Section 6 of the TS considers cumulative impact with specific reference to the Hospital site at paras 6.1 – 6.9.

- 3.13 It appears from Google Earth that the build-out at the site is behind schedule. Therefore, the cumulative impact point at paragraph 6.5 of the TS (i.e. that the site would not be fully developed by the time the Quarry is completed) may still be correct. Therefore, the spare capacity built into the associated junction improvements could be utilised by the Quarry during its operational life, despite the delays incurred through the planning process.

Paragraph 7.38

13 HGV movements per hour (NRS para 6.4.2) NOT worst case scenario as movements will peak in the morning and evening when quarry opens and closes

- 3.14 The TS makes it clear that the flows presented are averages. There will normally be fluctuations in daily activity at the site and there are demonstrably day to day and hour to hour fluctuations on the local road network, as the traffic survey data confirms.

- 3.15 Paragraph 5.22 confirms development traffic represents up to 1.8% of the daily flows on the B4189 and just 7.6% of the observed daily variation in flow on the route, whilst paragraphs 5.23 – 5.26 of the TS consider other routes; finding the % increases associated with the quarry are less than those occurring on the B4189 and are insignificant.

- 3.16 Given peak hourly flows are higher than the average, the proportional increases associated with hour-to-hour fluctuations in demand at the Quarry are not considered to be at a level where the proportional increase in traffic flow breaches the level of unacceptability, as has been recognised by the Council.

Paragraph 7.39

It is evident that the suitability, in highway capacity and safety terms, of the wider highway network has not been considered

- 3.17 Contrary to the assertion of STQC, a cumulative impact assessment was undertaken within a study area that was agreed with the Highway Authority. The whole purpose of such an assessment is to consider the suitability in highway capacity and safety terms of the wider highway network.

The Hurlstone Partnership

Paragraph 7.40

Movement figures fail to take into account the behaviour of HGV drivers who will approach from the west, drive past the access and use the Park Gate Road, A451 Stourbridge Road and A449 Wolverhampton Road triangle to effectively perform a U turn to access the site from the east, having already travelled through Wolverley

3.18 The potential for this to occur is considered limited based on the markets accessed from the west. We are instructed that there are alternative suppliers to the western markets that may be more desirable than the proposed site.

3.19 When assessing the routes available, it is possible that at some times of the day there may be some potential time savings for drivers following this route, rather than using the alternatives available. However, if this is perceived to be a significant problem by the Highway Authority, which has not raised such concerns, a Traffic Regulation Order with a weight limit to the west of the access would make it unlawful for HGVs to pass along that section of the route unless delivering within it, should an "Except for access" exemption be included. To be clear, neither myself nor the Highway Authority believe it will be a significant problem. If we are proved wrong, there is an option available to the Highway Authority to address the issue.

Paragraph 7.40

Lorry drivers parking up near access points has not been considered

3.20 This concern may be dealt with through driver Codes of Conduct and site management, which hauliers accessing the site must agree to and abide by. Those failing to comply can be identified by registration number and banned from the site. It is not unusual for Quarry operators to operate such systems of control where these issues are a material concern

Paragraph 7.41

NRS representative raised doubt about efficacy of access, parking and turning details in committee presentation

3.21 Whilst I was not at the committee meeting and therefore am unable to confirm what may or may not have been said, based on my appraisal of the proposed development, traffic and local road network, and having experienced similar local concerns at other quarry sites I have been involved with, I believe all of these matters are capable of being addressed through available, enforceable, tried and tested site management protocols.

Paragraph 7.42

Brow of hill and gradient creates visibility concern

3.22 The impact of the vertical and horizontal alignment of the carriageway has been taken into account when designing the site access to relevant design standards based on the empirical traffic survey and speed data.

The Hurlstone Partnership

Paragraph 7.43

The vertical alignment of Wolverley Road has not been considered in respect of visibility. Evidence of both horizontal and vertical visibility should be demonstrated

3.23 Contrary to this unfounded assertion, the vertical alignment of Wolverley Road has been considered and the evidence presented with the TS, as demonstrated by the long-sections provided at Appendix E of the Transport Statement (see last 3 pages of pdf file), as explained in paragraph 5.5 of the report.

3.24 This information was reviewed in the context of the relevant design guidance and accepted by both the Highway Authority and an independent Road Safety Audit Team as being acceptable to maintain road safety to appropriate levels.

Paragraph 7.44

The Safety Audit should be read carefully. There is a divergence of opinion as to the suitability of a right hand turn for access into the site between Hurlstone and Royal Haskoning

3.25 I have reviewed the Safety Audit and remain unsure where this alleged divergence of opinion occurs. The RSA describes the right turn into the site at paragraph 1.1.6. It simply describes the proposed access arrangement and permitted movements. There does not appear to be any divergence from the TS in this regard.

Paragraph 7.45

Safety Audit provides significant additional information on the number of traffic accidents in the area...and indicates there are significant local highway safety issues

3.26 The TS primarily concentrates on the suitability of the local road network to accommodate the introduction of the additional HGV traffic associated with the site. Accordingly, given the observed HGV activity, the collision review focuses on whether HGV movement along the road has led to significant highway safety impacts.

3.27 The addition of daily trips associated with 8 staff to the network is insignificant in the local context.

3.28 The Safety Audit reviewed all collisions and did not indicate there are significant local highway safety issues. Paragraph 1.1.11 of the Safety Audit confirms: *"Notably, the CrashMap database only contains collisions up to December 2019. As such, further details relating to any collisions in the vicinity of the proposed scheme would require independent verification by the Client, should the Local Highway Authority have any concerns relating to the collision history at this location."*

3.29 It is noteworthy that having reviewed both the TS and Safety Audit, the Highway Authority raised no concerns regarding safety impacts.

The Hurlstone Partnership

- 3.30 By way of an update since the application was submitted, the Crashmap data for the most recent 5 year period available (2017 – 2021 inclusive) revealed a reduction to 5 recorded personal injury accidents between the Sion Hill and A449 junctions with the B4189 Wolverley Road.
- 3.31 One accident classified as serious occurred at the Sion Hill junction in November 2018. There were no accidents along the B4189 between the Sion Hill and A449 junctions, with 4 accidents at the A449 junction (3 classified as slight, 1 as Serious). The slight accidents occurred in October 2017, July 2018 and March 2019. The serious accident occurred in October 2020.
- 3.32 The slight accident in October 2017 involved an HGV and was as reported at paragraph 4.2 of the Transport Statement.
- 3.33 The absence of any further accidents involving HGVs and a reduction in overall accidents over a 5 year period supports the conclusion reached in the Transport Statement, as accepted by the Safety Audit and Highway Authority.
- 3.34 Whilst all accidents are regrettable, the number of personal injury accidents recorded is not considered to be unusually high based on the usage of the road network, nor can it support a conclusion that the road network is of an unacceptable design standard.

Paragraph 7.46

Routeing vehicles through the AQMA is a negative impact

- 3.35 I am instructed that Air Quality issues are being dealt with by an Air Quality Expert.

Conclusion

- 3.36 I trust, having reviewed the highway-related points raised by STOC and my responses, supported by the technical evidence considered during the course of the planning application, and having regard to all national and local planning policy and guidance on highways, that the Inspector agrees with my own conclusion, and that of the Council, that the impact of the quarry insofar as highway matters are concerned is acceptable and the Appeal should not be refused on highway grounds.

The Hurlstone Partnership

APPENDIX JPH-B

Previous Response to Andrew Webber Evidence

The Hurlstone Partnership

Seven Oaks Farm, Crew Green, Shrewsbury SY5 9AS

Tel: 01743 884849

e-mail: office@hurlstones.com

Fax: 01743 884947

Mr. L. Toland
Heatons
The Arc
6 Mallard Way
Pride Park
Derby
DE24 8GX

Our Ref: JPH/jph/151002

10 March 2023

Dear Mr. Toland

APP/E1885/W/22/3310099 - LEA CASTLE FARM WOLVERLEY - RESPONSE TO ANDREW WEBBER DOC ID.39

Traffic Data

The Appendices to the Transport Statement were supposed to include the Manual Traffic Count Results. It appears that when converting to pdf, the software has only printed the first page of the results, rather than the full set, which is unusual as it is normally necessary to select an area of the spreadsheets and instruct the pdf generator to only print the selected area, in order to avoid printing all of the data.

This was a simple but unfortunate printing error, which had not been raised during the application period or in any responses to the Appeal until noted by Mr. Webber. The full dataset is attached from which the details reported at paragraphs 3.15 to 3.19 of the Transport Statement were obtained. Paragraph 3.16 of the Transport Statement confirms 22 cyclists were recorded during the 12 hour period, which the data confirms as 7 No. from Arm A, 8 No. from Arm B, 3 No. from Arm C and 4 No. from Arm D. As a result, whilst some of the survey results were omitted from the Appendix to enable the reader to cross-check the figures, the data used from them was presented within the Transport Statement itself and would have been available if requested, as it is now.

The traffic surveys were undertaken at timings dictated by the project programme, fitting between school holidays. When initially approached to assist with assessing the feasibility of providing access to the site, the surveys were commissioned to establish speeds to inform the visibility splay requirements. The second set of ATC surveys were undertaken in response to a relocated access position, again to provide data for assessing the visibility splays.

The traffic survey which recorded pedal cycle movements was undertaken in June, which also recorded motorcycle movements to be 94 along Wolverley Road between 07:00 – 19:00 on Tuesday 05th June, within a total flow of 7898 movements within the 12 hour period. By comparison, on Tuesday 29th January 2019 at ATC Site 2 (that furthest east and closest to the A449) the comparable total 12 hour flow was 10,210 vehicles including 13 motorcycles. The data provided and assessed as part of the review covers the winter, spring and summer periods and the associated seasonal variations in traffic. Pedestrians should be walking on the footway and therefore not sharing space with HGV traffic beyond the access crossing, which has less potential for conflict than junctions such as Sion Hill, which has higher traffic flows for pedestrians to cross.

Access Design and Vehicle Routeing

In terms of the site access design, it has been assessed using AutoTRACK, a standard software package within the industry. The AutoTRACK software plots presented at Figure 3 of the Transport Statement demonstrate that unless the

The Hurlstone Partnership

HGV over-rides the kerbs at the access, it cannot physically turn to or from the west when leaving and entering the site respectively, even if using the full width of Wolverley Road.

The vehicle turning right out of the access would naturally use the full width of the carriageway as it is destined to the far / westbound traffic lane. If following the inbound vehicle from the west making the left turn on Figure 3, it can be seen it moves to the offside (westbound) traffic lane before turning left in, but still over-rides the kerb on its inside / nearside when making the left turn into the site.

If considered necessary to prevent vehicles overrunning the kerb, raised upstands could be used. This may be addressed at the S278 design stage that would follow the granting of planning permission prior to construction, which includes further Safety Audits and review by the Council, which is satisfied with the principle of the proposed access arrangement and the design parameters presented. Notwithstanding this, as I explained at the Inquiry, in response to concerns raised regarding HGVs travelling through Wolverley, the HGVs, which are either operator owned or under contract to the operator, have trackers fitted so their position at any given time can be monitored, as can the vehicle's route. Strictly speaking, there is no specific need for CCTV at the access, but it is a preference by many Council's where concerns are raised about routeing of vehicles, as it provides a physical and visual record to confirm or otherwise claims made that vehicles are not following the agreed routes, and was the only method available before vehicle tracking became more sophisticated and widely available. The provision of CCTV, and indeed the kerb alignments to restrict turning movements, may therefore be considered as a 'belt and braces' approach to provide reassurance that vehicle routeing can be controlled and monitored.

Road Safety

The Transport Statement specifically considers the impact of the proposed development on the local highway network, including safety impacts of HGVs using Wolverley Road. As the report demonstrates through the data presented, Wolverley Road is already used by HGVs and they have not led to unacceptable impacts on highway safety despite the concerns raised by Mr. Webber regarding its alignment and surfacing. Current guidance advocates an evidence-based approach, which demonstrates HGV traffic can safely be accommodated on the local roads, and the new access has been designed to meet the recognised standards for achieving safe access, including safe stopping distances for all vehicles when taking into account HGVs, gradients and road surface conditions.

It is an offence to deposit materials on the road under Highways Act 1980 S148. In this case, there is relatively long access road which should minimise the potential for detritus to be conveyed from the site to the public highway. The operator will implement the necessary maintenance regimes to ensure the cleanliness of the public highway, as required in law, is maintained.

Other Matters Raised by Mr. Webber

The relationship between extraction and infill has been explained to the Inquiry by others based on the proposed restoration strategy, as has the noise impact of the proposed development. The question raised by Mr. Webber regarding whether or not the Planning Authority is satisfied with the impacts on highway safety was answered by the Highway Authority, which raised no objection, and the Planning Authority which withdrew the unsubstantiated refusal on highway grounds misguidedly imposed by Members in advance of the Inquiry.

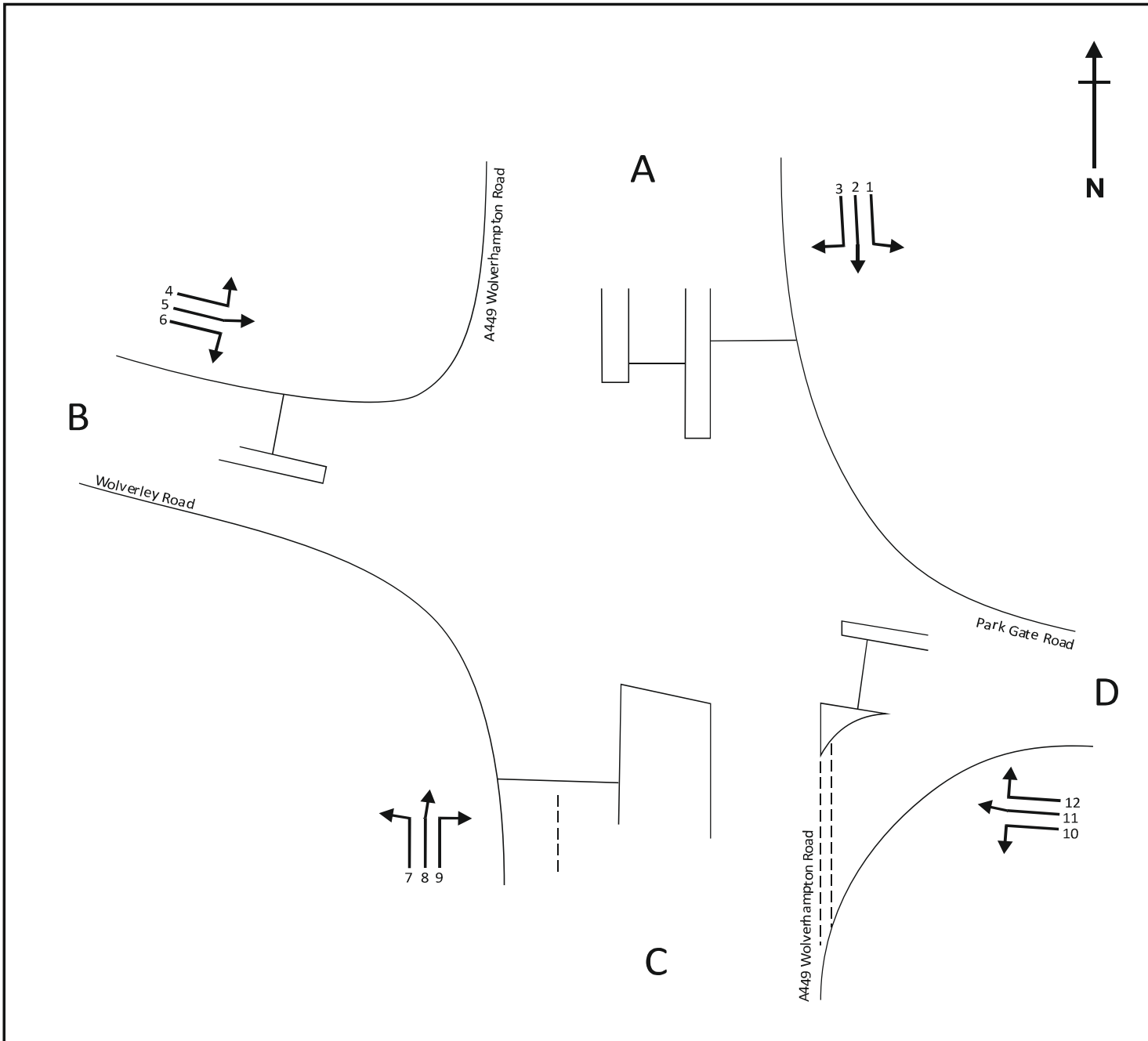
I trust the foregoing and enclosed are sufficient for your current requirements. However, should you have any queries or require any further assistance, please do not hesitate to contact me

Yours Sincerely

Jeremy Hurlstone
for THE HURLSTONE PARTNERSHIP

Encl.

Mr. L. Toland
Heatons
10 March 2023



For and on behalf of:

**THE HURLSTONE
PARTNERSHIP LTD**

WOLVERLEY
Tuesday 05 June 2018
0700-1900

Drawing N°: 23052 - 01
Site: 1
Location: A449 Wolverhampton Road /
Wolverley Road /
Park Gate Road

MANUAL CLASSIFIED COUNTS



JOB REF: 23052

JOB NAME: WOLVERLEY

SITE: 1

DATE: 05/06/2018

LOCATION: A449 WOLVERHAMPTON ROAD / WOLVERLEY ROAD / PARK GATE ROAD

DAY: TUESDAY

TIME	MOVEMENT 1								MOVEMENT 2							
	FROM A449 WOLVERHAMPTON ROAD (N) TO PARK GATE ROAD								FROM A449 WOLVERHAMPTON ROAD (N) TO A449 WOLVERHAMPTON ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	1	0	0	0	0	0	6	99	38	3	7	0	2	0	149
07:15	4	0	0	0	0	2	0	6	146	32	7	2	0	3	0	190
07:30	2	1	0	0	0	0	0	3	119	33	9	2	0	1	0	164
07:45	12	0	0	1	0	0	0	13	117	28	5	2	0	1	1	154
H/TOT	23	2	0	1	0	2	0	28	481	131	24	13	0	7	1	657
08:00	6	1	0	0	0	0	0	7	116	23	3	2	0	0	0	144
08:15	7	1	1	0	0	0	0	9	86	31	5	3	0	3	0	128
08:30	2	0	0	0	0	0	0	2	109	28	5	4	0	0	0	146
08:45	4	3	0	0	0	0	0	7	107	21	7	7	0	2	0	144
H/TOT	19	5	1	0	0	0	0	25	418	103	20	16	0	5	0	562
09:00	7	1	0	0	0	0	0	8	103	25	9	1	0	0	0	138
09:15	6	0	0	0	0	0	0	6	105	20	3	4	0	0	0	132
09:30	3	2	0	0	0	0	0	5	76	19	6	3	0	2	0	106
09:45	6	2	0	0	0	0	0	8	92	17	3	7	0	0	0	119
H/TOT	22	5	0	0	0	0	0	27	376	81	21	15	0	2	0	495
10:00	2	0	2	0	0	0	0	4	67	14	6	4	0	0	0	91
10:15	0	0	0	0	0	0	0	0	75	14	5	5	1	0	0	100
10:30	2	0	0	0	0	0	0	2	70	19	7	3	0	0	0	99
10:45	1	2	0	0	0	0	0	3	58	14	4	3	0	1	0	80
H/TOT	5	2	2	0	0	0	0	9	270	61	22	15	1	1	0	370
11:00	2	0	0	0	0	0	0	2	73	15	1	2	0	1	0	92
11:15	5	2	0	0	0	0	0	7	75	13	7	5	0	0	0	100
11:30	3	1	0	0	0	0	0	4	65	16	3	4	0	1	0	89
11:45	2	0	0	0	0	0	0	2	84	19	2	1	1	1	1	109
H/TOT	12	3	0	0	0	0	0	15	297	63	13	12	1	3	1	390
12:00	2	1	1	0	0	0	0	4	79	14	9	2	0	5	1	110
12:15	3	1	1	0	0	0	0	5	65	11	5	2	0	1	0	84
12:30	6	0	0	0	0	0	0	6	79	15	3	5	0	1	0	103
12:45	1	0	0	0	0	0	0	1	60	10	5	5	0	0	0	80
H/TOT	12	2	2	0	0	0	0	16	283	50	22	14	0	7	1	377

MANUAL CLASSIFIED COUNTS



JOB REF: 23052

JOB NAME: WOLVERLEY

SITE: 1

DATE: 05/06/2018

LOCATION: A449 WOLVERHAMPTON ROAD / WOLVERLEY ROAD / PARK GATE ROAD

DAY: TUESDAY

TIME	MOVEMENT 1 FROM A449 WOLVERHAMPTON ROAD (N) TO PARK GATE ROAD								MOVEMENT 2 FROM A449 WOLVERHAMPTON ROAD (N) TO A449 WOLVERHAMPTON ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	3	0	0	0	0	0	0	3	60	11	6	1	0	0	0	78
13:15	4	0	2	0	0	1	0	7	62	12	5	2	1	0	0	82
13:30	2	0	1	0	0	0	0	3	63	8	4	4	1	0	0	80
13:45	2	0	1	0	0	0	0	3	75	10	6	4	0	0	0	95
H/TOT	11	0	4	0	0	1	0	16	260	41	21	11	2	0	0	335
14:00	3	0	1	0	0	0	0	4	86	15	6	2	0	3	0	112
14:15	4	0	0	0	0	0	0	4	66	14	1	3	0	0	0	84
14:30	3	1	0	0	0	0	0	4	67	14	3	4	0	1	0	89
14:45	4	0	0	0	0	0	0	4	75	11	4	3	0	0	0	93
H/TOT	14	1	1	0	0	0	0	16	294	54	14	12	0	4	0	378
15:00	3	0	0	0	0	0	0	3	69	10	9	1	0	0	0	89
15:15	5	2	0	0	0	0	0	7	68	15	3	0	0	3	0	89
15:30	4	0	0	0	0	0	0	4	72	11	5	3	0	0	0	91
15:45	7	1	0	0	0	0	0	8	76	12	6	2	2	1	0	99
H/TOT	19	3	0	0	0	0	0	22	285	48	23	6	2	4	0	368
16:00	0	0	0	0	0	0	0	0	73	15	2	3	0	0	0	93
16:15	3	0	0	0	0	0	0	3	96	11	8	0	0	0	1	116
16:30	4	0	0	0	0	1	0	5	81	16	3	2	0	8	0	110
16:45	3	1	0	0	0	0	0	4	86	15	5	0	0	1	0	107
H/TOT	10	1	0	0	0	1	0	12	336	57	18	5	0	9	1	426
17:00	5	1	0	0	0	1	0	7	68	13	5	1	0	2	0	89
17:15	3	0	1	0	0	0	0	4	134	16	4	2	0	0	0	156
17:30	3	0	0	0	0	0	0	3	91	13	6	2	1	0	0	113
17:45	4	1	1	0	0	0	0	6	81	11	4	2	0	2	0	100
H/TOT	15	2	2	0	0	1	0	20	374	53	19	7	1	4	0	458
18:00	10	0	0	0	0	0	0	10	101	17	5	0	0	1	0	124
18:15	4	1	0	0	0	0	0	5	87	6	0	2	0	2	0	97
18:30	7	0	0	0	0	0	0	7	86	17	2	1	1	1	0	108
18:45	4	0	0	0	0	0	0	4	75	12	1	0	0	0	1	89
H/TOT	25	1	0	0	0	0	0	26	349	52	8	3	1	4	1	418
P/TOT	187	27	12	1	0	5	0	232	4023	794	225	129	8	50	5	5234

MANUAL CLASSIFIED COUNTS



JOB REF: 23052

JOB NAME: WOLVERLEY

SITE: 1

DATE: 05/06/2018

LOCATION: A449 WOLVERHAMPTON ROAD / WOLVERLEY ROAD / PARK GATE ROAD

DAY: TUESDAY

TIME	MOVEMENT 3							TOT	MOVEMENT 4							TOT
	FROM A449 WOLVERHAMPTON ROAD (N) TO WOLVERLEY ROAD								FROM WOLVERLEY ROAD TO A449 WOLVERHAMPTON ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	15	5	0	1	0	0	0	21	36	6	2	0	0	1	0	45
07:15	30	7	0	0	0	0	0	37	35	13	3	0	0	2	0	53
07:30	43	9	0	1	0	0	0	53	42	6	1	1	0	0	0	50
07:45	40	12	1	0	0	1	0	54	43	6	0	0	0	0	0	49
H/TOT	128	33	1	2	0	1	0	165	156	31	6	1	0	3	0	197
08:00	49	6	1	2	1	1	0	60	47	11	2	0	0	1	0	61
08:15	37	6	2	1	0	0	0	46	54	5	3	1	0	0	0	63
08:30	44	15	2	0	0	0	0	61	41	8	0	1	1	0	0	51
08:45	37	5	3	0	0	0	0	45	47	2	1	0	0	0	0	50
H/TOT	167	32	8	3	1	1	0	212	189	26	6	2	1	1	0	225
09:00	25	10	2	0	0	0	1	38	35	9	0	0	0	0	0	44
09:15	18	8	1	1	0	0	0	28	31	3	3	0	0	0	0	37
09:30	23	4	0	0	0	0	0	27	22	4	1	0	0	2	0	29
09:45	23	2	2	0	0	2	0	29	23	2	3	1	0	1	0	30
H/TOT	89	24	5	1	0	2	1	122	111	18	7	1	0	3	0	140
10:00	19	4	1	0	0	1	0	25	21	2	2	0	0	0	0	25
10:15	26	6	0	0	0	0	0	32	32	3	0	0	0	0	0	35
10:30	27	1	0	0	1	2	0	31	22	3	3	0	0	0	0	28
10:45	19	1	1	0	0	0	0	21	26	4	3	0	0	0	0	33
H/TOT	91	12	2	0	1	3	0	109	101	12	8	0	0	0	0	121
11:00	17	3	1	0	0	0	0	21	23	1	2	0	0	0	1	27
11:15	27	1	1	0	0	1	0	30	18	6	1	0	0	0	0	25
11:30	21	3	1	1	0	0	0	26	23	6	2	0	1	0	0	32
11:45	22	6	1	1	0	0	0	30	26	2	0	2	0	0	0	30
H/TOT	87	13	4	2	0	1	0	107	90	15	5	2	1	0	1	114
12:00	34	3	1	0	0	0	0	38	20	1	1	0	0	0	0	22
12:15	19	8	2	0	0	1	0	30	21	6	0	0	0	0	0	27
12:30	24	8	1	0	1	1	0	35	26	8	0	0	0	0	0	34
12:45	27	1	0	0	0	0	0	28	23	5	2	0	0	0	0	30
H/TOT	104	20	4	0	1	2	0	131	90	20	3	0	0	0	0	113

MANUAL CLASSIFIED COUNTS



JOB REF: 23052

JOB NAME: WOLVERLEY

SITE: 1

LOCATION: A449 WOLVERHAMPTON ROAD / WOLVERLEY ROAD / PARK GATE ROAD

DATE: 05/06/2018

DAY: TUESDAY

TIME	MOVEMENT 3 FROM A449 WOLVERHAMPTON ROAD (N) TO WOLVERLEY ROAD								MOVEMENT 4 FROM WOLVERLEY ROAD TO A449 WOLVERHAMPTON ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	23	4	1	1	0	0	0	29	26	4	2	0	0	0	0	32
13:15	23	3	3	0	0	2	0	31	25	4	0	0	1	0	0	30
13:30	23	2	1	1	0	1	0	28	22	3	0	0	0	0	0	25
13:45	30	4	0	0	0	1	0	35	16	4	0	0	0	1	0	21
H/TOT	99	13	5	2	0	4	0	123	89	15	2	0	1	1	0	108
14:00	30	7	0	0	0	0	0	37	29	3	2	0	0	0	0	34
14:15	24	4	0	0	1	1	0	30	29	8	2	0	0	0	0	39
14:30	26	5	0	0	0	1	0	32	29	6	3	0	0	0	0	38
14:45	34	4	1	0	0	0	0	39	30	4	0	0	0	0	0	34
H/TOT	114	20	1	0	1	2	0	138	117	21	7	0	0	0	0	145
15:00	30	5	1	0	0	2	0	38	39	7	1	0	0	0	0	47
15:15	35	9	0	0	0	1	0	45	32	8	0	0	0	0	0	40
15:30	35	6	0	0	0	0	0	41	40	7	2	0	1	0	0	50
15:45	44	13	1	0	0	0	0	58	42	10	0	0	0	0	0	52
H/TOT	144	33	2	0	0	3	0	182	153	32	3	0	1	0	0	189
16:00	49	5	2	0	0	0	0	56	31	12	0	0	0	0	0	43
16:15	42	11	1	0	1	1	0	56	45	11	0	0	0	0	0	56
16:30	46	9	2	0	0	0	0	57	38	16	3	0	0	2	0	59
16:45	58	9	4	0	0	1	0	72	30	15	1	0	0	0	0	46
H/TOT	195	34	9	0	1	2	0	241	144	54	4	0	0	2	0	204
17:00	55	5	0	0	0	1	1	62	42	8	0	0	0	0	0	50
17:15	67	13	1	0	0	1	0	82	41	8	2	0	1	1	0	53
17:30	39	9	2	0	0	0	0	50	41	4	1	0	0	1	0	47
17:45	40	9	1	0	0	0	0	50	39	3	0	0	0	0	0	42
H/TOT	201	36	4	0	0	2	1	244	163	23	3	0	1	2	0	192
18:00	52	8	1	0	0	0	0	61	31	4	0	0	0	0	0	35
18:15	39	4	2	0	1	0	0	46	21	7	0	0	0	1	0	29
18:30	34	4	0	0	0	1	0	39	30	6	1	0	0	1	0	38
18:45	32	3	2	0	0	0	0	37	24	5	0	0	0	0	0	29
H/TOT	157	19	5	0	1	1	0	183	106	22	1	0	0	2	0	131
P/TOT	1576	289	50	10	6	24	2	1957	1509	289	55	6	5	14	1	1879

MANUAL CLASSIFIED COUNTS



JOB REF: 23052

JOB NAME: WOLVERLEY

SITE: 1

DATE: 05/06/2018

LOCATION: A449 WOLVERHAMPTON ROAD / WOLVERLEY ROAD / PARK GATE ROAD

DAY: TUESDAY

TIME	MOVEMENT 5 FROM WOLVERLEY ROAD TO PARK GATE ROAD								MOVEMENT 6 FROM WOLVERLEY ROAD TO A449 WOLVERHAMPTON ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	54	7	0	0	0	1	0	62	2	0	0	0	0	0	0	2
07:15	59	12	1	0	0	0	0	72	3	0	0	0	0	0	0	3
07:30	68	19	1	0	0	0	0	88	11	3	0	0	0	0	0	14
07:45	77	16	0	0	0	1	0	94	11	0	0	0	0	0	0	11
H/TOT	258	54	2	0	0	2	0	316	27	3	0	0	0	0	0	30
08:00	84	9	0	0	2	1	0	96	7	1	1	1	0	0	0	10
08:15	100	11	0	0	0	0	0	111	8	1	0	1	0	0	0	10
08:30	81	16	2	0	0	0	0	99	5	0	0	0	0	0	0	5
08:45	85	9	1	0	1	0	0	96	6	1	0	1	0	0	0	8
H/TOT	350	45	3	0	3	1	0	402	26	3	1	3	0	0	0	33
09:00	64	14	1	1	0	0	0	80	8	2	1	0	1	0	0	12
09:15	52	7	2	0	0	0	0	61	7	0	0	1	0	0	0	8
09:30	51	2	0	0	0	0	0	53	4	0	0	1	0	0	0	5
09:45	35	9	0	0	0	0	0	44	5	1	0	0	0	0	0	6
H/TOT	202	32	3	1	0	0	0	238	24	3	1	2	1	0	0	31
10:00	34	5	0	0	0	0	0	39	2	0	0	0	0	0	0	2
10:15	37	6	0	0	0	0	0	43	7	1	0	2	0	0	0	10
10:30	40	6	1	0	0	0	0	47	5	2	0	0	0	0	0	7
10:45	30	3	1	0	0	2	0	36	4	0	0	0	0	0	0	4
H/TOT	141	20	2	0	0	2	0	165	18	3	0	2	0	0	0	23
11:00	32	5	1	0	0	1	0	39	4	1	0	2	0	0	0	7
11:15	31	6	1	0	0	0	0	38	3	1	0	0	0	0	0	4
11:30	34	12	1	0	0	2	0	49	5	0	0	0	0	0	0	5
11:45	34	3	4	0	0	0	0	41	4	0	1	0	0	0	0	5
H/TOT	131	26	7	0	0	3	0	167	16	2	1	2	0	0	0	21
12:00	28	7	2	0	0	1	0	38	4	0	0	0	0	0	0	4
12:15	26	3	2	0	0	0	0	31	5	0	0	1	1	0	0	7
12:30	34	6	2	0	0	2	0	44	7	0	1	2	0	0	0	10
12:45	34	3	0	0	0	1	0	38	2	2	0	0	0	0	0	4
H/TOT	122	19	6	0	0	4	0	151	18	2	1	3	1	0	0	25

MANUAL CLASSIFIED COUNTS



JOB REF: 23052

JOB NAME: WOLVERLEY

SITE: 1

DATE: 05/06/2018

LOCATION: A449 WOLVERHAMPTON ROAD / WOLVERLEY ROAD / PARK GATE ROAD

DAY: TUESDAY

TIME	MOVEMENT 5 FROM WOLVERLEY ROAD TO PARK GATE ROAD								MOVEMENT 6 FROM WOLVERLEY ROAD TO A449 WOLVERHAMPTON ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	24	7	3	0	0	0	0	34	5	0	0	1	0	0	0	6
13:15	29	5	0	0	0	0	0	34	5	0	0	1	0	0	0	6
13:30	36	6	1	0	0	0	0	43	2	2	0	0	0	0	0	4
13:45	27	3	3	0	0	0	1	34	6	0	1	2	0	0	0	9
H/TOT	116	21	7	0	0	0	1	145	18	2	1	4	0	0	0	25
14:00	32	2	1	0	1	0	0	36	1	0	0	0	0	0	0	1
14:15	35	6	1	0	0	1	0	43	10	0	0	1	0	0	0	11
14:30	37	6	3	0	2	0	0	48	5	2	0	1	0	0	0	8
14:45	32	7	1	0	1	2	0	43	6	1	0	1	0	0	0	8
H/TOT	136	21	6	0	4	3	0	170	22	3	0	3	0	0	0	28
15:00	34	7	1	0	0	0	0	42	8	1	0	0	0	0	0	9
15:15	58	7	1	0	0	0	1	67	18	1	0	0	0	0	0	19
15:30	50	5	0	0	0	0	0	55	19	2	1	0	0	0	0	22
15:45	54	4	3	0	0	2	3	66	9	0	0	1	0	0	0	10
H/TOT	196	23	5	0	0	2	4	230	54	4	1	1	0	0	0	60
16:00	48	10	3	0	0	1	0	62	11	1	0	0	0	0	0	12
16:15	61	13	1	0	0	1	0	76	2	3	0	0	1	0	0	6
16:30	47	7	0	0	0	0	0	54	11	3	0	0	1	0	0	15
16:45	48	14	0	0	0	1	0	63	8	2	0	0	0	0	0	10
H/TOT	204	44	4	0	0	3	0	255	32	9	0	0	2	0	0	43
17:00	61	8	0	0	0	1	0	70	17	1	0	0	0	0	0	18
17:15	48	4	0	0	0	1	0	53	7	3	0	0	0	0	0	10
17:30	51	5	1	0	0	0	1	58	15	0	0	0	0	0	1	16
17:45	43	1	2	0	0	0	0	46	12	0	1	0	0	0	0	13
H/TOT	203	18	3	0	0	2	1	227	51	4	1	0	0	0	1	57
18:00	42	6	1	0	1	1	0	51	5	1	0	0	0	0	0	6
18:15	25	5	1	0	0	1	0	32	7	0	0	0	0	0	0	7
18:30	36	4	2	0	0	0	0	42	2	0	0	0	0	0	0	2
18:45	41	0	1	0	0	0	0	42	4	0	0	0	0	0	0	4
H/TOT	144	15	5	0	1	2	0	167	18	1	0	0	0	0	0	19
P/TOT	2203	338	53	1	8	24	6	2633	324	39	7	20	4	0	1	395

MANUAL CLASSIFIED COUNTS



JOB REF: 23052

JOB NAME: WOLVERLEY

SITE: 1

DATE: 05/06/2018

LOCATION: A449 WOLVERHAMPTON ROAD / WOLVERLEY ROAD / PARK GATE ROAD

DAY: TUESDAY

TIME	MOVEMENT 7 FROM A449 WOLVERHAMPTON ROAD (S) TO WOLVERLEY ROAD								MOVEMENT 8 FROM A449 WOLVERHAMPTON ROAD (S) TO A449 WOLVERHAMPTON ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	1	0	0	0	1	89	11	5	1	0	0	0	106
07:15	0	0	0	0	0	0	0	0	92	12	3	2	0	0	0	109
07:30	2	1	0	0	0	0	0	3	92	13	4	5	0	0	0	114
07:45	5	1	0	1	0	0	0	7	91	16	3	1	1	1	0	113
H/TOT	7	2	0	2	0	0	0	11	364	52	15	9	1	1	0	442
08:00	3	3	0	0	0	0	0	6	81	35	10	2	0	1	0	129
08:15	6	1	0	0	0	0	0	7	76	16	1	3	1	1	0	98
08:30	5	0	0	1	0	0	0	6	77	25	5	4	0	0	1	112
08:45	1	1	0	0	0	0	0	2	57	16	5	4	0	0	0	82
H/TOT	15	5	0	1	0	0	0	21	291	92	21	13	1	2	1	421
09:00	3	2	0	1	0	0	0	6	59	19	5	3	0	2	0	88
09:15	2	0	0	1	0	0	0	3	50	15	7	5	0	1	0	78
09:30	1	0	0	0	0	0	0	1	53	21	6	5	1	0	0	86
09:45	4	0	0	1	0	0	0	5	35	9	3	6	0	0	0	53
H/TOT	10	2	0	3	0	0	0	15	197	64	21	19	1	3	0	305
10:00	2	0	0	1	0	0	0	3	46	12	5	5	1	1	0	70
10:15	0	0	0	0	0	0	0	0	61	14	6	2	0	2	0	85
10:30	2	0	0	0	0	0	0	2	55	15	4	2	0	1	0	77
10:45	1	0	0	3	0	0	0	4	62	17	7	1	0	0	0	87
H/TOT	5	0	0	4	0	0	0	9	224	58	22	10	1	4	0	319
11:00	2	0	0	0	0	0	0	2	64	10	8	2	0	0	0	84
11:15	5	0	0	0	0	0	0	5	66	16	5	4	0	1	0	92
11:30	5	0	0	0	0	0	0	5	59	12	10	3	0	1	0	85
11:45	3	0	0	0	0	0	0	3	52	15	8	3	0	1	0	79
H/TOT	15	0	0	0	0	0	0	15	241	53	31	12	0	3	0	340
12:00	2	0	0	1	0	0	0	3	66	19	8	4	0	0	0	97
12:15	4	0	0	1	0	0	0	5	58	20	5	3	1	0	0	87
12:30	1	0	0	0	0	0	0	1	72	10	5	2	0	1	0	90
12:45	2	1	1	1	0	0	0	5	74	13	2	7	0	0	0	96
H/TOT	9	1	1	3	0	0	0	14	270	62	20	16	1	1	0	370

MANUAL CLASSIFIED COUNTS



JOB REF: 23052

JOB NAME: WOLVERLEY

SITE: 1

DATE: 05/06/2018

LOCATION: A449 WOLVERHAMPTON ROAD / WOLVERLEY ROAD / PARK GATE ROAD

DAY: TUESDAY

TIME	MOVEMENT 7 FROM A449 WOLVERHAMPTON ROAD (S) TO WOLVERLEY ROAD								MOVEMENT 8 FROM A449 WOLVERHAMPTON ROAD (S) TO A449 WOLVERHAMPTON ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	4	1	0	1	0	0	0	6	62	15	2	2	0	0	0	81
13:15	3	1	0	0	0	0	0	4	84	13	7	8	0	6	0	118
13:30	2	0	0	2	0	0	0	4	76	12	10	3	0	0	2	103
13:45	1	0	1	0	0	0	0	2	66	13	4	1	0	0	0	84
H/TOT	10	2	1	3	0	0	0	16	288	53	23	14	0	6	2	386
14:00	1	1	0	0	1	0	0	3	59	9	5	2	1	1	0	77
14:15	1	1	0	2	0	1	0	5	63	16	10	3	0	1	0	93
14:30	4	0	0	0	0	0	0	4	88	13	6	0	0	0	0	107
14:45	7	0	0	0	0	0	0	7	82	13	10	4	0	3	0	112
H/TOT	13	2	0	2	1	1	0	19	292	51	31	9	1	5	0	389
15:00	1	0	0	0	0	0	0	1	83	19	6	2	0	2	0	112
15:15	4	0	0	0	1	0	0	5	85	14	4	2	0	0	0	105
15:30	0	0	0	0	1	0	0	1	94	28	6	2	0	0	0	130
15:45	3	0	0	0	0	0	0	3	82	20	6	3	1	0	0	112
H/TOT	8	0	0	0	2	0	0	10	344	81	22	9	1	2	0	459
16:00	3	0	0	0	0	1	0	4	110	35	5	2	1	1	0	154
16:15	0	1	0	0	0	0	0	1	129	23	8	1	0	1	0	162
16:30	2	0	1	0	0	0	0	3	106	30	4	1	0	4	0	145
16:45	1	0	0	0	0	1	0	2	110	19	1	1	0	0	0	131
H/TOT	6	1	1	0	0	2	0	10	455	107	18	5	1	6	0	592
17:00	0	2	0	0	0	0	0	2	121	21	2	0	0	3	0	147
17:15	5	0	0	1	0	0	0	6	150	20	1	0	0	1	0	172
17:30	6	0	0	0	1	0	0	7	127	18	3	3	0	1	0	152
17:45	3	0	0	0	0	0	0	3	149	13	2	1	0	1	0	166
H/TOT	14	2	0	1	1	0	0	18	547	72	8	4	0	6	0	637
18:00	2	0	0	0	0	0	0	2	114	11	1	1	1	1	0	129
18:15	1	0	0	0	0	0	0	1	111	14	3	1	0	3	0	132
18:30	1	1	0	0	0	0	0	2	97	12	0	0	0	1	0	110
18:45	1	0	1	0	0	0	0	2	78	10	1	1	0	0	0	90
H/TOT	5	1	1	0	0	0	0	7	400	47	5	3	1	5	0	461
P/TOT	117	18	4	19	4	3	0	165	3913	792	237	123	9	44	3	5121

MANUAL CLASSIFIED COUNTS



JOB REF: 23052

JOB NAME: WOLVERLEY

SITE: 1

DATE: 05/06/2018

LOCATION: A449 WOLVERHAMPTON ROAD / WOLVERLEY ROAD / PARK GATE ROAD

DAY: TUESDAY

TIME	MOVEMENT 9 FROM A449 WOLVERHAMPTON ROAD (S) TO PARK GATE ROAD								MOVEMENT 10 FROM PARK GATE ROAD TO A449 WOLVERHAMPTON ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
H/TOT	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6
14:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
14:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
14:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	5	1	1	0	0	0	0	7
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
15:30	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	2
15:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
H/TOT	0	0	0	0	1	0	0	1	6	1	0	0	0	0	0	7
16:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
17:30	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
18:00	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
P/TOT	1	0	0	0	1	0	0	2	46	5	2	0	2	0	0	55

MANUAL CLASSIFIED COUNTS



JOB REF: 23052

JOB NAME: WOLVERLEY

SITE: 1

DATE: 05/06/2018

LOCATION: A449 WOLVERHAMPTON ROAD / WOLVERLEY ROAD / PARK GATE ROAD

DAY: TUESDAY

TIME	MOVEMENT 11 FROM PARK GATE ROAD TO WOLVERLEY ROAD								MOVEMENT 12 FROM PARK GATE ROAD TO A449 WOLVERHAMPTON ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	11	1	0	0	0	0	0	12	2	1	0	0	0	1	0	4
07:15	18	6	0	0	0	0	1	25	6	0	0	0	0	0	0	6
07:30	25	10	1	0	0	0	0	36	0	0	0	0	0	0	0	0
07:45	50	8	2	1	0	2	0	63	6	1	0	0	0	0	0	7
H/TOT	104	25	3	1	0	2	1	136	14	2	0	0	0	1	0	17
08:00	40	12	1	0	0	0	0	53	8	2	1	0	0	0	0	11
08:15	65	9	1	0	0	0	0	75	6	1	0	1	0	0	0	8
08:30	52	14	0	0	0	0	0	66	3	0	0	0	0	0	0	3
08:45	24	10	1	0	0	0	0	35	5	1	0	0	0	0	0	6
H/TOT	181	45	3	0	0	0	0	229	22	4	1	1	0	0	0	28
09:00	23	10	1	0	0	0	0	34	3	1	0	0	0	0	0	4
09:15	33	7	1	0	0	0	0	41	0	0	0	0	0	0	0	0
09:30	25	2	0	0	1	0	0	28	1	0	0	1	0	0	0	2
09:45	22	3	1	0	0	2	0	28	2	0	0	0	0	0	0	2
H/TOT	103	22	3	0	1	2	0	131	6	1	0	1	0	0	0	8
10:00	30	1	0	0	0	0	0	31	5	0	0	0	0	0	0	5
10:15	19	5	0	0	0	0	1	25	2	1	0	0	0	0	0	3
10:30	23	2	1	0	0	0	0	26	1	0	0	0	0	0	0	1
10:45	21	0	0	0	1	1	0	23	3	1	0	0	0	0	0	4
H/TOT	93	8	1	0	1	1	1	105	11	2	0	0	0	0	0	13
11:00	27	6	2	0	0	0	0	35	2	2	0	0	0	0	0	4
11:15	31	1	1	0	0	0	0	33	5	0	1	0	0	0	0	6
11:30	22	6	1	0	0	0	1	30	3	1	0	0	0	0	0	4
11:45	23	3	0	0	0	0	0	26	4	0	0	0	0	1	0	5
H/TOT	103	16	4	0	0	0	1	124	14	3	1	0	0	1	0	19
12:00	31	5	0	0	0	0	0	36	2	2	1	0	0	0	0	5
12:15	35	6	0	0	0	2	0	43	4	1	0	0	0	0	0	5
12:30	32	5	2	0	0	1	0	40	4	0	0	0	0	0	0	4
12:45	33	4	0	0	0	0	0	37	6	0	0	0	0	0	0	6
H/TOT	131	20	2	0	0	3	0	156	16	3	1	0	0	0	0	20

MANUAL CLASSIFIED COUNTS



JOB REF: 23052

JOB NAME: WOLVERLEY

SITE: 1

DATE: 05/06/2018

LOCATION: A449 WOLVERHAMPTON ROAD / WOLVERLEY ROAD / PARK GATE ROAD

DAY: TUESDAY

TIME	MOVEMENT 11 FROM PARK GATE ROAD TO WOLVERLEY ROAD								MOVEMENT 12 FROM PARK GATE ROAD TO A449 WOLVERHAMPTON ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	43	6	1	0	0	1	0	51	5	1	0	0	0	0	0	6
13:15	30	5	2	0	0	0	1	38	5	0	1	0	0	0	0	6
13:30	34	3	2	0	0	0	0	39	7	1	0	0	0	0	0	8
13:45	38	6	1	0	0	2	0	47	0	0	0	0	0	0	0	0
H/TOT	145	20	6	0	0	3	1	175	17	2	1	0	0	0	0	20
14:00	42	4	2	0	0	0	0	48	1	0	0	0	0	0	0	1
14:15	46	4	1	0	0	0	0	51	1	1	0	0	0	0	0	2
14:30	41	5	0	0	0	1	0	47	4	1	1	0	0	0	0	6
14:45	61	3	1	0	0	0	0	65	4	0	0	0	0	0	0	4
H/TOT	190	16	4	0	0	1	0	211	10	2	1	0	0	0	0	13
15:00	39	5	1	0	0	1	0	46	4	0	0	0	0	0	0	4
15:15	39	3	1	0	0	1	0	44	2	1	0	0	0	0	0	3
15:30	63	8	0	0	0	0	0	71	5	1	0	0	0	0	0	6
15:45	51	14	1	0	0	0	0	66	9	1	0	0	0	1	0	11
H/TOT	192	30	3	0	0	2	0	227	20	3	0	0	0	1	0	24
16:00	69	20	1	0	0	1	0	91	7	2	1	0	0	0	0	10
16:15	78	13	0	0	1	0	0	92	5	2	0	0	0	0	0	7
16:30	74	19	1	1	0	1	0	96	11	3	0	0	0	0	0	14
16:45	77	15	0	0	0	3	0	95	10	4	0	0	0	0	0	14
H/TOT	298	67	2	1	1	5	0	374	33	11	1	0	0	0	0	45
17:00	75	11	1	0	0	1	0	88	8	2	0	0	0	0	0	10
17:15	103	12	2	0	0	0	0	117	19	1	0	0	0	0	0	20
17:30	108	14	1	0	0	0	0	123	13	3	0	0	0	1	0	17
17:45	90	13	0	0	0	0	0	103	11	1	0	0	0	0	0	12
H/TOT	376	50	4	0	0	1	0	431	51	7	0	0	0	1	0	59
18:00	80	13	0	0	0	0	0	93	11	1	0	0	0	0	0	12
18:15	77	10	2	0	0	3	0	92	11	1	0	0	0	1	0	13
18:30	60	5	0	0	0	0	0	65	7	0	0	0	0	0	0	7
18:45	36	10	2	0	0	6	0	54	4	0	0	0	0	0	0	4
H/TOT	253	38	4	0	0	9	0	304	33	2	0	0	0	1	0	36
P/TOT	2169	357	39	2	3	29	4	2603	247	42	6	2	0	5	0	302

MANUAL CLASSIFIED COUNTS



JOB REF: 23052

JOB NAME: WOLVERLEY

SITE: 1

LOCATION: A449 WOLVERHAMPTON ROAD / WOLVERLEY ROAD / PARK GATE ROAD

DATE: 05/06/2018

DAY: TUESDAY

TIME	TO ARM A A449 WOLVERHAMPTON ROAD (N)							TOT	FROM ARM A A449 WOLVERHAMPTON ROAD (N)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	127	18	7	1	0	2	0	155	119	44	3	8	0	2	0	176
07:15	133	25	6	2	0	2	0	168	180	39	7	2	0	5	0	233
07:30	134	19	5	6	0	0	0	164	164	43	9	3	0	1	0	220
07:45	140	23	3	1	1	1	0	169	169	40	6	3	0	2	1	221
H/TOT	534	85	21	10	1	5	0	656	632	166	25	16	0	10	1	850
08:00	136	48	13	2	0	2	0	201	171	30	4	4	1	1	0	211
08:15	136	22	4	5	1	1	0	169	130	38	8	4	0	3	0	183
08:30	121	33	5	5	1	0	1	166	155	43	7	4	0	0	0	209
08:45	109	19	6	4	0	0	0	138	148	29	10	7	0	2	0	196
H/TOT	502	122	28	16	2	3	1	674	604	140	29	19	1	6	0	799
09:00	97	29	5	3	0	2	0	136	135	36	11	1	0	0	1	184
09:15	81	18	10	5	0	1	0	115	129	28	4	5	0	0	0	166
09:30	76	25	7	6	1	2	0	117	102	25	6	3	0	2	0	138
09:45	60	11	6	7	0	1	0	85	121	21	5	7	0	2	0	156
H/TOT	314	83	28	21	1	6	0	453	487	110	26	16	0	4	1	644
10:00	72	14	7	5	1	1	0	100	88	18	9	4	0	1	0	120
10:15	95	18	6	2	0	2	0	123	101	20	5	5	1	0	0	132
10:30	78	18	7	2	0	1	0	106	99	20	7	3	1	2	0	132
10:45	91	22	10	1	0	0	0	124	78	17	5	3	0	1	0	104
H/TOT	336	72	30	10	1	4	0	453	366	75	26	15	2	4	0	488
11:00	89	13	10	2	0	0	1	115	92	18	2	2	0	1	0	115
11:15	89	22	7	4	0	1	0	123	107	16	8	5	0	1	0	137
11:30	85	19	12	3	1	1	0	121	89	20	4	5	0	1	0	119
11:45	82	17	8	5	0	2	0	114	108	25	3	2	1	1	1	141
H/TOT	345	71	37	14	1	4	1	473	396	79	17	14	1	4	1	512
12:00	88	22	10	4	0	0	0	124	115	18	11	2	0	5	1	152
12:15	83	27	5	3	1	0	0	119	87	20	8	2	0	2	0	119
12:30	102	18	5	2	0	1	0	128	109	23	4	5	1	2	0	144
12:45	103	18	4	7	0	0	0	132	88	11	5	5	0	0	0	109
H/TOT	376	85	24	16	1	1	0	503	399	72	28	14	1	9	1	524

MANUAL CLASSIFIED COUNTS



JOB REF: 23052

JOB NAME: WOLVERLEY

SITE: 1

DATE: 05/06/2018

LOCATION: A449 WOLVERHAMPTON ROAD / WOLVERLEY ROAD / PARK GATE ROAD

DAY: TUESDAY

TIME	TO ARM A A449 WOLVERHAMPTON ROAD (N)								FROM ARM A A449 WOLVERHAMPTON ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	93	20	4	2	0	0	0	119	86	15	7	2	0	0	0	110
13:15	114	17	8	8	1	6	0	154	89	15	10	2	1	3	0	120
13:30	105	16	10	3	0	0	2	136	88	10	6	5	1	1	0	111
13:45	82	17	4	1	0	1	0	105	107	14	7	4	0	1	0	133
H/TOT	394	70	26	14	1	7	2	514	370	54	30	13	2	5	0	474
14:00	89	12	7	2	1	1	0	112	119	22	7	2	0	3	0	153
14:15	93	25	12	3	0	1	0	134	94	18	1	3	1	1	0	118
14:30	121	20	10	0	0	0	0	151	96	20	3	4	0	2	0	125
14:45	116	17	10	4	0	3	0	150	113	15	5	3	0	0	0	136
H/TOT	419	74	39	9	1	5	0	547	422	75	16	12	1	6	0	532
15:00	126	26	7	2	0	2	0	163	102	15	10	1	0	2	0	130
15:15	119	23	4	2	0	0	0	148	108	26	3	0	0	4	0	141
15:30	139	36	8	2	1	0	0	186	111	17	5	3	0	0	0	136
15:45	133	31	6	3	1	1	0	175	127	26	7	2	2	1	0	165
H/TOT	517	116	25	9	2	3	0	672	448	84	25	6	2	7	0	572
16:00	148	49	6	2	1	1	0	207	122	20	4	3	0	0	0	149
16:15	179	36	8	1	0	1	0	225	141	22	9	0	1	1	1	175
16:30	155	49	7	1	0	6	0	218	131	25	5	2	0	9	0	172
16:45	150	38	2	1	0	0	0	191	147	25	9	0	0	2	0	183
H/TOT	632	172	23	5	1	8	0	841	541	92	27	5	1	12	1	679
17:00	171	31	2	0	0	3	0	207	128	19	5	1	0	4	1	158
17:15	210	29	3	0	1	2	0	245	204	29	6	2	0	1	0	242
17:30	181	25	4	3	0	3	0	216	133	22	8	2	1	0	0	166
17:45	199	17	2	1	0	1	0	220	125	21	6	2	0	2	0	156
H/TOT	761	102	11	4	1	9	0	888	590	91	25	7	1	7	1	722
18:00	156	16	1	1	1	1	0	176	163	25	6	0	0	1	0	195
18:15	143	22	3	1	0	5	0	174	130	11	2	2	1	2	0	148
18:30	134	18	1	0	0	2	0	155	127	21	2	1	1	2	0	154
18:45	106	15	1	1	0	0	0	123	111	15	3	0	0	0	1	130
H/TOT	539	71	6	3	1	8	0	628	531	72	13	3	2	5	1	627
P/TOT	5669	1123	298	131	14	63	4	7302	5786	1110	287	140	14	79	7	7423

TO ARM A IS TOTAL OF MOVEMENTS 4, 8, 12
 FROM ARM A IS TOTAL OF MOVEMENTS 1, 2, 3

MANUAL CLASSIFIED COUNTS



JOB REF: 23052

JOB NAME: WOLVERLEY

SITE: 1

DATE: 05/06/2018

LOCATION: A449 WOLVERHAMPTON ROAD / WOLVERLEY ROAD / PARK GATE ROAD

DAY: TUESDAY

TIME	TO ARM B WOLVERLEY ROAD								FROM ARM B WOLVERLEY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	26	6	0	2	0	0	0	34	92	13	2	0	0	2	0	109
07:15	48	13	0	0	0	0	1	62	97	25	4	0	0	2	0	128
07:30	70	20	1	1	0	0	0	92	121	28	2	1	0	0	0	152
07:45	95	21	3	2	0	3	0	124	131	22	0	0	0	1	0	154
H/TOT	239	60	4	5	0	3	1	312	441	88	8	1	0	5	0	543
08:00	92	21	2	2	1	1	0	119	138	21	3	1	2	2	0	167
08:15	108	16	3	1	0	0	0	128	162	17	3	2	0	0	0	184
08:30	101	29	2	1	0	0	0	133	127	24	2	1	1	0	0	155
08:45	62	16	4	0	0	0	0	82	138	12	2	1	1	0	0	154
H/TOT	363	82	11	4	1	1	0	462	565	74	10	5	4	2	0	660
09:00	51	22	3	1	0	0	1	78	107	25	2	1	1	0	0	136
09:15	53	15	2	2	0	0	0	72	90	10	5	1	0	0	0	106
09:30	49	6	0	0	1	0	0	56	77	6	1	1	0	2	0	87
09:45	49	5	3	1	0	4	0	62	63	12	3	1	0	1	0	80
H/TOT	202	48	8	4	1	4	1	268	337	53	11	4	1	3	0	409
10:00	51	5	1	1	0	1	0	59	57	7	2	0	0	0	0	66
10:15	45	11	0	0	0	0	1	57	76	10	0	2	0	0	0	88
10:30	52	3	1	0	1	2	0	59	67	11	4	0	0	0	0	82
10:45	41	1	1	3	1	1	0	48	60	7	4	0	0	2	0	73
H/TOT	189	20	3	4	2	4	1	223	260	35	10	2	0	2	0	309
11:00	46	9	3	0	0	0	0	58	59	7	3	2	0	1	1	73
11:15	63	2	2	0	0	1	0	68	52	13	2	0	0	0	0	67
11:30	48	9	2	1	0	0	1	61	62	18	3	0	1	2	0	86
11:45	48	9	1	1	0	0	0	59	64	5	5	2	0	0	0	76
H/TOT	205	29	8	2	0	1	1	246	237	43	13	4	1	3	1	302
12:00	67	8	1	1	0	0	0	77	52	8	3	0	0	1	0	64
12:15	58	14	2	1	0	3	0	78	52	9	2	1	1	0	0	65
12:30	57	13	3	0	1	2	0	76	67	14	3	2	0	2	0	88
12:45	62	6	1	1	0	0	0	70	59	10	2	0	0	1	0	72
H/TOT	244	41	7	3	1	5	0	301	230	41	10	3	1	4	0	289

MANUAL CLASSIFIED COUNTS



JOB REF: 23052

JOB NAME: WOLVERLEY

SITE: 1

DATE: 05/06/2018

LOCATION: A449 WOLVERHAMPTON ROAD / WOLVERLEY ROAD / PARK GATE ROAD

DAY: TUESDAY

TIME	TO ARM B WOLVERLEY ROAD								FROM ARM B WOLVERLEY ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	70	11	2	2	0	1	0	86	55	11	5	1	0	0	0	72
13:15	56	9	5	0	0	2	1	73	59	9	0	1	1	0	0	70
13:30	59	5	3	3	0	1	0	71	60	11	1	0	0	0	0	72
13:45	69	10	2	0	0	3	0	84	49	7	4	2	0	1	1	64
H/TOT	254	35	12	5	0	7	1	314	223	38	10	4	1	1	1	278
14:00	73	12	2	0	1	0	0	88	62	5	3	0	1	0	0	71
14:15	71	9	1	2	1	2	0	86	74	14	3	1	0	1	0	93
14:30	71	10	0	0	0	2	0	83	71	14	6	1	2	0	0	94
14:45	102	7	2	0	0	0	0	111	68	12	1	1	1	2	0	85
H/TOT	317	38	5	2	2	4	0	368	275	45	13	3	4	3	0	343
15:00	70	10	2	0	0	3	0	85	81	15	2	0	0	0	0	98
15:15	78	12	1	0	1	2	0	94	108	16	1	0	0	0	1	126
15:30	98	14	0	0	1	0	0	113	109	14	3	0	1	0	0	127
15:45	98	27	2	0	0	0	0	127	105	14	3	1	0	2	3	128
H/TOT	344	63	5	0	2	5	0	419	403	59	9	1	1	2	4	479
16:00	121	25	3	0	0	2	0	151	90	23	3	0	0	1	0	117
16:15	120	25	1	0	2	1	0	149	108	27	1	0	1	1	0	138
16:30	122	28	4	1	0	1	0	156	96	26	3	0	1	2	0	128
16:45	136	24	4	0	0	5	0	169	86	31	1	0	0	1	0	119
H/TOT	499	102	12	1	2	9	0	625	380	107	8	0	2	5	0	502
17:00	130	18	1	0	0	2	1	152	120	17	0	0	0	1	0	138
17:15	175	25	3	1	0	1	0	205	96	15	2	0	1	2	0	116
17:30	153	23	3	0	1	0	0	180	107	9	2	0	0	1	2	121
17:45	133	22	1	0	0	0	0	156	94	4	3	0	0	0	0	101
H/TOT	591	88	8	1	1	3	1	693	417	45	7	0	1	4	2	476
18:00	134	21	1	0	0	0	0	156	78	11	1	0	1	1	0	92
18:15	117	14	4	0	1	3	0	139	53	12	1	0	0	2	0	68
18:30	95	10	0	0	0	1	0	106	68	10	3	0	0	1	0	82
18:45	69	13	5	0	0	6	0	93	69	5	1	0	0	0	0	75
H/TOT	415	58	10	0	1	10	0	494	268	38	6	0	1	4	0	317
P/TOT	3862	664	93	31	13	56	6	4725	4036	666	115	27	17	38	8	4907

TO ARM B IS TOTAL OF MOVEMENTS 3, 7, 11
 FROM ARM B IS TOTAL OF MOVEMENTS 4, 5, 6

MANUAL CLASSIFIED COUNTS



JOB REF: 23052

JOB NAME: WOLVERLEY

SITE: 1

DATE: 05/06/2018

LOCATION: A449 WOLVERHAMPTON ROAD / WOLVERLEY ROAD / PARK GATE ROAD

DAY: TUESDAY

TIME	TO ARM C A449 WOLVERHAMPTON ROAD (S)							TOT	FROM ARM C A449 WOLVERHAMPTON ROAD (S)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	101	38	3	7	0	2	0	151	89	11	5	2	0	0	0	107
07:15	149	32	7	2	1	3	0	194	92	12	3	2	0	0	0	109
07:30	130	36	9	2	0	1	0	178	94	14	4	5	0	0	0	117
07:45	128	28	5	2	0	1	1	165	96	17	3	2	1	1	0	120
H/TOT	508	134	24	13	1	7	1	688	371	54	15	11	1	1	0	453
08:00	123	24	4	3	0	0	0	154	84	38	10	2	0	1	0	135
08:15	94	32	5	4	0	3	0	138	82	17	1	3	1	1	0	105
08:30	115	28	5	4	0	0	0	152	82	25	5	5	0	0	1	118
08:45	114	22	7	8	1	2	0	154	58	17	5	4	0	0	0	84
H/TOT	446	106	21	19	1	5	0	598	306	97	21	14	1	2	1	442
09:00	112	27	10	1	1	0	0	151	62	21	5	4	0	2	0	94
09:15	112	21	3	5	0	0	0	141	52	15	7	6	0	1	0	81
09:30	80	19	6	4	0	2	0	111	54	21	6	5	1	0	0	87
09:45	97	18	3	7	0	0	0	125	39	9	3	7	0	0	0	58
H/TOT	401	85	22	17	1	2	0	528	207	66	21	22	1	3	0	320
10:00	69	14	6	4	0	0	0	93	48	12	5	6	1	1	0	73
10:15	82	15	5	7	1	0	0	110	61	14	6	2	0	2	0	85
10:30	75	21	7	3	0	0	0	106	57	15	4	2	0	1	0	79
10:45	63	15	4	3	0	1	0	86	63	17	7	4	0	0	0	91
H/TOT	289	65	22	17	1	1	0	395	229	58	22	14	1	4	0	328
11:00	78	16	1	4	0	1	0	100	66	10	8	2	0	0	0	86
11:15	79	14	7	5	0	0	0	105	71	16	5	4	0	1	0	97
11:30	70	16	4	4	0	1	0	95	64	12	10	3	0	1	0	90
11:45	88	19	3	1	1	1	1	114	55	15	8	3	0	1	0	82
H/TOT	315	65	15	14	1	3	1	414	256	53	31	12	0	3	0	355
12:00	84	14	9	2	0	5	1	115	68	19	8	5	0	0	0	100
12:15	70	11	5	3	1	1	0	91	62	20	5	4	1	0	0	92
12:30	86	15	4	7	0	1	0	113	73	10	5	2	0	1	0	91
12:45	63	12	5	5	0	0	0	85	76	14	3	8	0	0	0	101
H/TOT	303	52	23	17	1	7	1	404	279	63	21	19	1	1	0	384

MANUAL CLASSIFIED COUNTS



JOB REF: 23052

JOB NAME: WOLVERLEY

SITE: 1

DATE: 05/06/2018

LOCATION: A449 WOLVERHAMPTON ROAD / WOLVERLEY ROAD / PARK GATE ROAD

DAY: TUESDAY

TIME	TO ARM C A449 WOLVERHAMPTON ROAD (S)								FROM ARM C A449 WOLVERHAMPTON ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	69	11	6	2	0	0	0	88	66	16	2	3	0	0	0	87
13:15	67	12	5	3	1	0	0	88	87	14	7	8	0	6	0	122
13:30	65	10	4	4	1	0	0	84	78	12	10	5	0	0	2	107
13:45	83	10	7	6	0	0	0	106	68	13	5	1	0	0	0	87
H/TOT	284	43	22	15	2	0	0	366	299	55	24	17	0	6	2	403
14:00	89	15	6	2	0	3	0	115	60	10	5	2	2	1	0	80
14:15	77	14	1	4	0	0	0	96	64	17	10	5	0	2	0	98
14:30	72	17	4	5	0	1	0	99	92	13	6	0	0	0	0	111
14:45	83	12	4	4	0	0	0	103	89	13	10	4	0	3	0	119
H/TOT	321	58	15	15	0	4	0	413	305	53	31	11	2	6	0	408
15:00	77	11	9	1	0	0	0	98	84	19	6	2	0	2	0	113
15:15	89	16	3	0	0	3	0	111	89	14	4	2	1	0	0	110
15:30	93	13	6	3	0	0	0	115	94	28	6	2	2	0	0	132
15:45	86	13	6	3	2	1	0	111	85	20	6	3	1	0	0	115
H/TOT	345	53	24	7	2	4	0	435	352	81	22	9	4	2	0	470
16:00	85	17	2	3	0	0	0	107	113	35	5	2	1	2	0	158
16:15	100	14	8	0	1	0	1	124	129	24	8	1	0	1	0	163
16:30	94	19	3	2	1	8	0	127	108	30	5	1	0	4	0	148
16:45	96	17	5	0	0	1	0	119	111	19	1	1	0	1	0	133
H/TOT	375	67	18	5	2	9	1	477	461	108	19	5	1	8	0	602
17:00	86	14	5	1	0	2	0	108	121	23	2	0	0	3	0	149
17:15	146	19	4	2	0	0	0	171	155	20	1	1	0	1	0	178
17:30	112	13	6	2	1	0	1	135	133	18	3	3	1	1	0	159
17:45	94	11	5	2	0	2	0	114	152	13	2	1	0	1	0	169
H/TOT	438	57	20	7	1	4	1	528	561	74	8	5	1	6	0	655
18:00	106	18	5	0	0	1	0	130	116	11	1	1	1	1	0	131
18:15	94	6	0	2	0	2	0	104	112	14	3	1	0	3	0	133
18:30	88	17	2	1	1	1	0	110	98	13	0	0	0	1	0	112
18:45	80	12	1	0	0	0	1	94	79	10	2	1	0	0	0	92
H/TOT	368	53	8	3	1	4	1	438	405	48	6	3	1	5	0	468
P/TOT	4393	838	234	149	14	50	6	5684	4031	810	241	142	14	47	3	5288

TO ARM C IS TOTAL OF MOVEMENTS 2, 6, 10
 FROM ARM C IS TOTAL OF MOVEMENTS 7, 8, 9

MANUAL CLASSIFIED COUNTS



JOB REF: 23052

JOB NAME: WOLVERLEY

SITE: 1

DATE: 05/06/2018

LOCATION: A449 WOLVERHAMPTON ROAD / WOLVERLEY ROAD / PARK GATE ROAD

DAY: TUESDAY

TIME	TO ARM D PARK GATE ROAD							TOT	FROM ARM D PARK GATE ROAD							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	59	8	0	0	0	1	0	68	13	2	0	0	0	1	0	16
07:15	63	12	1	0	0	2	0	78	24	6	0	0	1	0	1	32
07:30	70	20	1	0	0	0	0	91	25	10	1	0	0	0	0	36
07:45	89	16	0	1	0	1	0	107	56	9	2	1	0	2	0	70
H/TOT	281	56	2	1	0	4	0	344	118	27	3	1	1	3	1	154
08:00	90	10	0	0	2	1	0	103	48	14	2	0	0	0	0	64
08:15	107	12	1	0	0	0	0	120	71	10	1	1	0	0	0	83
08:30	83	16	2	0	0	0	0	101	56	14	0	0	0	0	0	70
08:45	89	12	1	0	1	0	0	103	30	11	1	0	1	0	0	43
H/TOT	369	50	4	0	3	1	0	427	205	49	4	1	1	0	0	260
09:00	71	15	1	1	0	0	0	88	27	11	1	0	0	0	0	39
09:15	58	7	2	0	0	0	0	67	33	8	1	0	0	0	0	42
09:30	54	4	0	0	0	0	0	58	26	2	0	1	1	0	0	30
09:45	41	11	0	0	0	0	0	52	24	3	1	0	0	2	0	30
H/TOT	224	37	3	1	0	0	0	265	110	24	3	1	1	2	0	141
10:00	36	5	2	0	0	0	0	43	35	1	0	0	0	0	0	36
10:15	37	6	0	0	0	0	0	43	21	6	0	0	0	0	1	28
10:30	42	6	1	0	0	0	0	49	24	2	1	0	0	0	0	27
10:45	31	5	1	0	0	2	0	39	25	2	0	0	1	1	0	29
H/TOT	146	22	4	0	0	2	0	174	105	11	1	0	1	1	1	120
11:00	34	5	1	0	0	1	0	41	30	8	2	0	0	0	0	40
11:15	36	8	1	0	0	0	0	45	37	1	2	0	0	0	0	40
11:30	37	13	1	0	0	2	0	53	25	7	2	0	0	0	1	35
11:45	36	3	4	0	0	0	0	43	27	3	0	0	0	1	0	31
H/TOT	143	29	7	0	0	3	0	182	119	19	6	0	0	1	1	146
12:00	30	8	3	0	0	1	0	42	34	7	1	0	0	0	0	42
12:15	29	4	3	0	0	0	0	36	39	7	0	0	0	2	0	48
12:30	40	6	2	0	0	2	0	50	36	5	2	0	0	1	0	44
12:45	35	3	0	0	0	1	0	39	40	4	0	0	0	0	0	44
H/TOT	134	21	8	0	0	4	0	167	149	23	3	0	0	3	0	178

MANUAL CLASSIFIED COUNTS



JOB REF: 23052

JOB NAME: WOLVERLEY

SITE: 1

DATE: 05/06/2018

LOCATION: A449 WOLVERHAMPTON ROAD / WOLVERLEY ROAD / PARK GATE ROAD

DAY: TUESDAY

TIME	TO ARM D PARK GATE ROAD								FROM ARM D PARK GATE ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	27	7	3	0	0	0	0	37	52	7	1	0	0	1	0	61
13:15	33	5	2	0	0	1	0	41	35	5	3	0	0	0	1	44
13:30	38	6	2	0	0	0	0	46	41	4	2	0	0	0	0	47
13:45	30	3	4	0	0	0	1	38	40	6	1	0	0	2	0	49
H/TOT	128	21	11	0	0	1	1	162	168	22	7	0	0	3	1	201
14:00	35	2	2	0	1	0	0	40	45	4	2	0	0	0	0	51
14:15	39	6	1	0	0	1	0	47	48	5	1	0	0	0	0	54
14:30	40	7	3	0	2	0	0	52	45	7	2	0	0	1	0	55
14:45	36	7	1	0	1	2	0	47	67	3	1	0	0	0	0	71
H/TOT	150	22	7	0	4	3	0	186	205	19	6	0	0	1	0	231
15:00	37	7	1	0	0	0	0	45	43	5	1	0	0	1	0	50
15:15	63	9	1	0	0	0	1	74	44	4	1	0	0	1	0	50
15:30	54	5	0	0	1	0	0	60	70	9	0	0	0	0	0	79
15:45	61	5	3	0	0	2	3	74	61	16	1	0	0	1	0	79
H/TOT	215	26	5	0	1	2	4	253	218	34	3	0	0	3	0	258
16:00	48	10	3	0	0	1	0	62	77	23	2	0	0	1	0	103
16:15	64	13	1	0	0	1	0	79	85	15	0	0	1	0	0	101
16:30	51	7	0	0	0	1	0	59	87	22	1	1	0	1	0	112
16:45	51	15	0	0	0	1	0	67	89	19	0	0	0	3	0	111
H/TOT	214	45	4	0	0	4	0	267	338	79	3	1	1	5	0	427
17:00	66	9	0	0	0	2	0	77	84	13	1	0	0	1	0	99
17:15	51	4	1	0	0	1	0	57	127	13	2	0	0	0	0	142
17:30	54	5	1	0	0	0	1	61	127	17	1	0	0	1	0	146
17:45	47	2	3	0	0	0	0	52	102	14	0	0	0	0	0	116
H/TOT	218	20	5	0	0	3	1	247	440	57	4	0	0	2	0	503
18:00	52	6	1	0	1	1	0	61	91	14	0	0	0	0	0	105
18:15	29	6	1	0	0	1	0	37	88	11	2	0	0	4	0	105
18:30	43	4	2	0	0	0	0	49	67	5	0	0	0	0	0	72
18:45	45	0	1	0	0	0	0	46	41	10	2	0	0	6	0	59
H/TOT	169	16	5	0	1	2	0	193	287	40	4	0	0	10	0	341
P/TOT	2391	365	65	2	9	29	6	2867	2462	404	47	4	5	34	4	2960

TO ARM D IS TOTAL OF MOVEMENTS 1, 5, 9
 FROM ARM D IS TOTAL OF MOVEMENTS 10, 11, 12

The Hurlstone Partnership

APPENDIX JPH-C

2024 Traffic Survey Data Summaries and Comparison Table

13402		WOLVERLEY								
		JUNE 2024			Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site	Location	Direction	Start Date	End Date						
Site No: 13402001	Site 1 - B4189, Wolverley Rd, Wolverley (40 sign) 52.406665, -2.236207	Channel: Eastbound	Thu 06-Jun-24	Wed 12-Jun-24	40	35806	5393	5115	44.8	38.3
		Channel: Westbound	Thu 06-Jun-24	Wed 12-Jun-24		34551	5179	4936	42.3	35.5

13402		WOLVERLEY		Site No: 13402001		Location		Site 1 - B4189, Wolverley Rd, Wolverley (40 sign)	
				Channel: Eastbound					
TIME PERIOD	Thu 06-Jun-24	Fri 07-Jun-24	Sat 08-Jun-24	Sun 09-Jun-24	Mon 10-Jun-24	Tue 11-Jun-24	Wed 12-Jun-24	5-Day Av	7-Day Av
Week Begin: 06-Jun-24									
00:00	8	4	17	40	4	11	9	7	13
01:00	10	7	11	15	1	2	5	5	7
02:00	8	7	12	10	4	4	8	6	8
03:00	14	5	6	7	6	6	12	9	8
04:00	23	19	19	10	16	24	21	21	19
05:00	118	80	36	24	121	117	113	110	87
06:00	229	203	42	43	220	223	247	224	172
07:00	452	417	122	70	455	475	493	458	355
08:00	552	540	177	123	549	536	547	545	432
09:00	336	323	263	218	298	334	351	328	303
10:00	273	293	347	283	262	252	300	276	287
11:00	315	362	326	316	302	256	301	307	311
12:00	259	362	360	441	289	264	302	295	325
13:00	290	383	395	404	243	241	272	286	318
14:00	311	416	375	372	265	298	279	314	331
15:00	481	587	379	449	483	467	459	495	472
16:00	497	526	392	423	469	428	488	482	460
17:00	429	377	361	355	432	384	480	420	403
18:00	263	291	320	272	240	258	295	269	277
19:00	203	211	245	156	157	211	180	192	195
20:00	172	122	160	100	99	154	187	147	142
21:00	129	91	108	73	99	94	157	114	107
22:00	79	71	68	34	43	52	52	59	57
23:00	19	34	41	21	19	19	20	22	25
12H,7-19	4458	4877	3817	3726	4287	4193	4567	4476	4275
16H,6-22	5191	5504	4372	4098	4862	4875	5338	5154	4891
18H,6-24	5289	5609	4481	4153	4924	4946	5410	5236	4973
24H,0-24	5470	5731	4582	4259	5076	5110	5578	5393	5115

13402		WOLVERLEY		Site No: 13402001		Location		Site 1 - B4189, Wolverley Rd, Wolverley (40 sign)	
Channel: Westbound									
TIME PERIOD	Thu 06-Jun-24	Fri 07-Jun-24	Sat 08-Jun-24	Sun 09-Jun-24	Mon 10-Jun-24	Tue 11-Jun-24	Wed 12-Jun-24	5-Day Av	7-Day Av
Week Begin: 06-Jun-24									
00:00	11	25	36	36	12	15	15	16	21
01:00	10	8	18	12	2	6	9	7	9
02:00	7	5	10	10	3	2	7	5	6
03:00	3	4	7	7	3	2	3	3	4
04:00	10	16	9	10	12	11	11	12	11
05:00	21	22	18	15	20	19	20	20	19
06:00	120	114	49	38	105	93	112	109	90
07:00	326	294	93	94	339	320	325	321	256
08:00	473	445	174	181	386	425	426	431	359
09:00	245	268	253	240	246	238	264	252	251
10:00	282	314	363	323	235	233	253	263	286
11:00	292	351	450	365	220	215	266	269	308
12:00	258	359	517	410	215	244	265	268	324
13:00	316	360	503	386	266	266	279	297	339
14:00	377	476	369	315	349	385	429	403	386
15:00	495	528	331	271	402	430	498	471	422
16:00	546	607	379	305	441	545	501	528	475
17:00	561	536	316	227	468	580	631	555	474
18:00	423	335	272	178	302	344	389	359	320
19:00	227	238	239	146	144	195	240	209	204
20:00	162	145	166	105	134	161	175	155	150
21:00	120	122	94	79	101	87	125	111	104
22:00	75	77	86	50	65	86	92	79	76
23:00	35	54	71	28	20	24	48	36	40
12H,7-19	4594	4873	4020	3295	3869	4225	4526	4417	4200
16H,6-22	5223	5492	4568	3663	4353	4761	5178	5001	4748
18H,6-24	5333	5623	4725	3741	4438	4871	5318	5117	4864
24H,0-24	5395	5703	4823	3831	4490	4926	5383	5179	4936

13402		WOLVERLEY		Site No: 13402001		Location		Site 1 - B4189, Wolverley Rd, Wolverley (40 sign)		
				Channel: Combined						
TIME PERIOD	Thu 06-Jun-24	Fri 07-Jun-24	Sat 08-Jun-24	Sun 09-Jun-24	Mon 10-Jun-24	Tue 11-Jun-24	Wed 12-Jun-24	5-Day Av	7-Day Av	
Week Begin: 06-Jun-24										
00:00	19	29	53	76	16	26	24	23	34	
01:00	20	15	29	27	3	8	14	12	16	
02:00	15	12	22	20	7	6	15	11	14	
03:00	17	9	13	14	9	8	15	12	12	
04:00	33	35	28	20	28	35	32	33	30	
05:00	139	102	54	39	141	136	133	130	106	
06:00	349	317	91	81	325	316	359	333	262	
07:00	778	711	215	164	794	795	818	779	611	
08:00	1025	985	351	304	935	961	973	976	791	
09:00	581	591	516	458	544	572	615	580	554	
10:00	555	607	710	606	497	485	553	539	573	
11:00	607	713	776	681	522	471	567	576	619	
12:00	517	721	877	851	504	508	567	563	649	
13:00	606	743	898	790	509	507	551	583	657	
14:00	688	892	744	687	614	683	708	717	717	
15:00	976	1115	710	720	885	897	957	966	894	
16:00	1043	1133	771	728	910	973	989	1010	935	
17:00	990	913	677	582	900	964	1111	975	877	
18:00	686	626	592	450	542	602	684	628	597	
19:00	430	449	484	302	301	406	420	401	399	
20:00	334	267	326	205	233	315	362	302	292	
21:00	249	213	202	152	200	181	282	225	211	
22:00	154	148	154	84	108	138	144	138	133	
23:00	54	88	112	49	39	43	68	58	65	
12H,7-19	9052	9750	7837	7021	8156	8418	9093	8893	8475	
16H,6-22	10414	10996	8940	7761	9215	9636	10516	10155	9639	
18H,6-24	10622	11232	9206	7894	9362	9817	10728	10353	9837	
24H,0-24	10865	11434	9405	8090	9566	10036	10961	10572	10051	

13402		WOLVERLEY		Site No: 13402001		Location		Site 1 - B4189, Wolverley Rd, Wolverley (40 sign)			
Thu 06-Jun-24 to Wed 12-Jun-24				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Thu 06-Jun-24	5470	77	1.4	4876	89.1	451	8.2	64	1.2	2	0.0
Fri 07-Jun-24	5731	66	1.2	5144	89.8	440	7.7	76	1.3	5	0.1
Sat 08-Jun-24	4582	91	2.0	4201	91.7	252	5.5	37	0.8	1	0.0
Sun 09-Jun-24	4259	138	3.2	3876	91.0	207	4.9	38	0.9	0	0.0
Mon 10-Jun-24	5076	37	0.7	4586	90.4	387	7.6	63	1.2	3	0.1
Tue 11-Jun-24	5110	28	0.6	4581	89.7	436	8.5	61	1.2	4	0.1
Wed 12-Jun-24	5578	91	1.6	4982	89.3	437	7.8	63	1.1	5	0.1
Total Vehicles											
[--]	35806	528	1.5	32246	90.1	2610	7.2	402	1.1	20	0.1

13402		WOLVERLEY		Site No: 13402001		Location		Site 1 - B4189, Wolverley Rd, Wolverley (40 sign)			
Thu 06-Jun-24 to Wed 12-Jun-24				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Thu 06-Jun-24	5395	58	1.1	4892	90.7	375	7.0	69	1.3	1	0.0
Fri 07-Jun-24	5703	73	1.3	5181	90.9	363	6.4	84	1.5	2	0.0
Sat 08-Jun-24	4823	82	1.7	4486	93.0	215	4.5	39	0.8	1	0.0
Sun 09-Jun-24	3831	109	2.9	3559	92.9	136	3.6	27	0.7	0	0.0
Mon 10-Jun-24	4490	26	0.6	4109	91.5	285	6.4	68	1.5	2	0.0
Tue 11-Jun-24	4926	28	0.6	4495	91.3	339	6.9	61	1.2	3	0.1
Wed 12-Jun-24	5383	92	1.7	4896	91.0	334	6.2	61	1.1	0	0.0
Total Vehicles											
[--]	34551	468	1.4	31618	91.6	2047	5.8	409	1.2	9	0.0

Wolverley Road, Wolverley Kidderminster England

LAT: 52.406707 LON: -2.236208 ±7m



St1

13402

05-06-24 8:56:08 AM

13402		WOLVERLEY								
		JUNE 2024			Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site	Location	Direction	Start Date	End Date						
Site No: 13402002	Site 2 - B4189, Wolverley Rd, Wolverley 52.406858, -2.233260	Channel: Eastbound	Thu 06-Jun-24	Wed 12-Jun-24	NSL	35863	5390	5123	44.7	38.4
		Channel: Westbound	Thu 06-Jun-24	Wed 12-Jun-24		34531	5175	4933	41.2	36.7

13402		WOLVERLEY		Site No: 13402002		Location		Site 2 - B4189, Wolverley Rd, Wolverley	
Channel: Eastbound									
TIME PERIOD	Thu 06-Jun-24	Fri 07-Jun-24	Sat 08-Jun-24	Sun 09-Jun-24	Mon 10-Jun-24	Tue 11-Jun-24	Wed 12-Jun-24	5-Day Av	7-Day Av
Week Begin: 06-Jun-24									
00:00	8	4	17	39	4	11	9	7	13
01:00	10	7	11	15	1	2	5	5	7
02:00	8	7	12	10	4	4	8	6	8
03:00	14	5	6	7	6	6	12	9	8
04:00	23	20	19	11	16	25	21	21	19
05:00	118	84	35	25	118	117	114	110	87
06:00	238	195	43	42	218	229	255	227	174
07:00	464	403	119	67	439	485	510	460	355
08:00	553	526	184	120	528	535	530	534	425
09:00	349	324	274	222	292	329	361	331	307
10:00	265	283	355	296	261	244	299	270	286
11:00	317	369	333	314	297	260	291	307	312
12:00	263	363	354	432	287	259	294	293	322
13:00	297	370	393	420	247	245	283	288	322
14:00	320	417	378	388	268	301	290	319	337
15:00	469	592	386	444	502	468	477	502	477
16:00	480	546	401	440	452	419	503	480	463
17:00	429	391	358	353	414	387	483	421	402
18:00	262	279	317	271	249	257	283	266	274
19:00	196	216	243	159	156	205	186	192	194
20:00	167	117	153	103	103	149	189	145	140
21:00	126	89	107	71	101	98	155	114	107
22:00	76	74	70	33	42	53	53	60	57
23:00	20	34	43	21	19	19	20	22	25
12H,7-19	4468	4863	3852	3767	4236	4189	4604	4472	4283
16H,6-22	5195	5480	4398	4142	4814	4870	5389	5150	4898
18H,6-24	5291	5588	4511	4196	4875	4942	5462	5232	4981
24H,0-24	5472	5715	4611	4303	5024	5107	5631	5390	5123

13402		WOLVERLEY		Site No: 13402002		Location		Site 2 - B4189, Wolverley Rd, Wolverley		
				Channel: Westbound						
TIME PERIOD	Thu 06-Jun-24	Fri 07-Jun-24	Sat 08-Jun-24	Sun 09-Jun-24	Mon 10-Jun-24	Tue 11-Jun-24	Wed 12-Jun-24	5-Day Av	7-Day Av	
Week Begin: 06-Jun-24										
00:00	11	26	34	35	12	15	15	16	21	
01:00	10	8	19	12	2	6	9	7	9	
02:00	7	5	10	10	3	2	7	5	6	
03:00	3	4	7	7	3	2	3	3	4	
04:00	10	16	9	10	12	11	11	12	11	
05:00	20	22	18	15	20	18	21	20	19	
06:00	116	115	49	39	101	96	111	108	90	
07:00	320	302	95	97	327	311	312	314	252	
08:00	457	428	168	184	381	423	417	421	351	
09:00	245	277	264	234	247	238	274	256	254	
10:00	276	306	359	332	228	230	246	257	282	
11:00	299	357	433	366	211	210	272	270	307	
12:00	250	347	510	422	210	244	262	263	321	
13:00	317	366	494	370	268	266	285	300	338	
14:00	382	471	382	328	341	383	427	401	388	
15:00	494	512	331	259	413	448	482	470	420	
16:00	571	628	377	304	458	546	503	541	484	
17:00	582	559	325	237	487	594	609	566	485	
18:00	416	321	276	179	293	359	376	353	317	
19:00	229	231	231	150	150	204	234	210	204	
20:00	164	140	159	109	133	159	167	153	147	
21:00	120	127	92	77	102	90	129	114	105	
22:00	77	80	90	51	68	82	90	79	77	
23:00	35	55	70	29	19	23	48	36	40	
12H,7-19	4609	4874	4014	3312	3864	4252	4465	4413	4199	
16H,6-22	5238	5487	4545	3687	4350	4801	5106	4996	4745	
18H,6-24	5350	5622	4705	3767	4437	4906	5244	5112	4862	
24H,0-24	5411	5703	4802	3856	4489	4960	5310	5175	4933	

13402		WOLVERLEY		Site No: 13402002		Location		Site 2 - B4189, Wolverley Rd, Wolverley		
Channel: Combined										
TIME PERIOD	Thu 06-Jun-24	Fri 07-Jun-24	Sat 08-Jun-24	Sun 09-Jun-24	Mon 10-Jun-24	Tue 11-Jun-24	Wed 12-Jun-24	5-Day Av	7-Day Av	
Week Begin: 06-Jun-24										
00:00	19	30	51	74	16	26	24	23	34	
01:00	20	15	30	27	3	8	14	12	16	
02:00	15	12	22	20	7	6	15	11	14	
03:00	17	9	13	14	9	8	15	12	12	
04:00	33	36	28	21	28	36	32	33	30	
05:00	138	106	53	40	138	135	135	130	106	
06:00	354	310	92	81	319	325	366	335	264	
07:00	784	705	214	164	766	796	822	774	607	
08:00	1010	954	352	304	909	958	947	955	776	
09:00	594	601	538	456	539	567	635	587	561	
10:00	541	589	714	628	489	474	545	527	568	
11:00	616	726	766	680	508	470	563	577	619	
12:00	513	710	864	854	497	503	556	556	643	
13:00	614	736	887	790	515	511	568	588	660	
14:00	702	888	760	716	609	684	717	720	725	
15:00	963	1104	717	703	915	916	959	972	897	
16:00	1051	1174	778	744	910	965	1006	1021	947	
17:00	1011	950	683	590	901	981	1092	987	887	
18:00	678	600	593	450	542	616	659	619	591	
19:00	425	447	474	309	306	409	420	402	398	
20:00	331	257	312	212	236	308	356	298	287	
21:00	246	216	199	148	203	188	284	228	212	
22:00	153	154	160	84	110	135	143	139	134	
23:00	55	89	113	50	38	42	68	58	65	
12H,7-19	9077	9737	7866	7079	8100	8441	9069	8885	8482	
16H,6-22	10433	10967	8943	7829	9164	9671	10495	10146	9643	
18H,6-24	10641	11210	9216	7963	9312	9848	10706	10344	9843	
24H,0-24	10883	11418	9413	8159	9513	10067	10941	10565	10056	

13402		WOLVERLEY		Site No: 13402002		Location		Site 2 - B4189, Wolverley Rd, Wolverley			
Thu 06-Jun-24 to Wed 12-Jun-24				Channel: Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Thu 06-Jun-24	5472	76	1.4	4882	89.2	448	8.2	64	1.2	2	0.0
Fri 07-Jun-24	5715	66	1.2	5126	89.7	442	7.7	76	1.3	5	0.1
Sat 08-Jun-24	4611	90	2.0	4231	91.8	252	5.5	37	0.8	1	0.0
Sun 09-Jun-24	4303	138	3.2	3918	91.1	209	4.9	38	0.9	0	0.0
Mon 10-Jun-24	5024	36	0.7	4532	90.2	390	7.8	63	1.3	3	0.1
Tue 11-Jun-24	5107	27	0.5	4580	89.7	435	8.5	61	1.2	4	0.1
Wed 12-Jun-24	5631	91	1.6	5036	89.4	436	7.7	63	1.1	5	0.1
Total Vehicles											
[--]	35863	524	1.5	32305	90.1	2612	7.2	402	1.1	20	0.1

13402		WOLVERLEY		Site No: 13402002		Location		Site 2 - B4189, Wolverley Rd, Wolverley			
Thu 06-Jun-24 to Wed 12-Jun-24				Channel: Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Thu 06-Jun-24	5411	58	1.1	4910	90.7	373	6.9	69	1.3	1	0.0
Fri 07-Jun-24	5703	73	1.3	5177	90.8	368	6.5	83	1.5	2	0.0
Sat 08-Jun-24	4802	82	1.7	4462	92.9	218	4.5	39	0.8	1	0.0
Sun 09-Jun-24	3856	110	2.9	3583	92.9	136	3.5	27	0.7	0	0.0
Mon 10-Jun-24	4489	26	0.6	4105	91.5	288	6.4	68	1.5	2	0.0
Tue 11-Jun-24	4960	27	0.5	4535	91.4	334	6.7	61	1.2	3	0.1
Wed 12-Jun-24	5310	90	1.7	4823	90.8	336	6.3	61	1.2	0	0.0
Total Vehicles											
[--]	34531	466	1.4	31595	91.6	2053	5.8	408	1.2	9	0.0

Wolverley Road, Wolverley Kidderminster England

LAT: 52.406817 LON: -2.233236 ±35m



St2

13402
05-06-24 8:38:50 AM

Wolverley Traffic Flow Comparison

	March 2016*				January / February 2019				June 2024			
	Site 1		Site 2		Site 1		Site 2		Site 1		Site 2	
	Total	HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV	Total	HGV
Average 24 Hr 7 Day	11188	121	11073	130	11657	102	9526	62	10051	116	10056	116
Average 24 Hr 5 Day	11729	138	11603	140	12607	122	10287	65	10572	134	10565	134
5 Day Variation	2542	19	2458	73	1671	55	2236	17	1868	38	1905	37
AM Ave Peak Hour	1104		1128		1264		1034		976		955	
Variation	402		314		246		402		90		101	
AM Peak Recorded	1330		1323		1367		1212		1025		1010	
PM Ave Peak Hour	1208		1179		1264		1027		1010		1021	
Variation	279		364		98		289		223		264	
PM Peak Recorded	1398		1375		1325		1202		1133		1174	
85th %ile Speed Westbound	43.6 mph		43.9 mph		41.8 mph		44.9 mph		42.3 mph		41.2 mph	
85th %ile Speed Eastbound	45.0 mph		42.3 mph		40.4 mph		44.6 mph		44.8 mph		44.7 mph	

* March 2016 Counts in Different Locations on Wolverley Road to 2019 and 2024