

CABINET MEMBER FOR TOWN CENTRES, ECONOMIC GROWTH AND PROSPERITY
23rd January, 2012

Present:- Councillor Smith (in the Chair) along with Councillors Dodson, Pickering and Walker.

G83. HIGHWAY AND CYCLING IMPROVEMENT WORKS

Consideration was given to a report presented by Tom Finnegan-Smith, Transportation and Highways Projects Group Manager, which detailed a proposal to implement twenty-seven cycle lockers on Morpeth Street and to implement measures to improve the street scene and create a more attractive pedestrian route.

Morpeth Street is currently closed to traffic from Percy Street. The existing planters in the centre of the road did not, therefore, contribute towards an attractive street scene, acting as a barrier and as such they were proposed to be removed as part of the scheme. The planters along the side of the road were, however, to be retained and replanted with new low level and low maintenance planting. However, as the planters in the centre of the road currently also served to prevent vehicles from driving into Morpeth Street from Percy Street cycle lockers and new bollards would be positioned to prevent such access.

Discussions were taking place with the college about the potential for student involvement in the scheme to create a distinctive street scene.

Discussion ensued about the proposals, the landscaping and planting scheme proposed and how best this area could be opened up to disperse the potential for anti-social behaviour.

Resolved;- (1) That the detailed design be noted and consultation be carried out on the proposed scheme as shown on drawing number 126/17/TT176'.

(2) That, subject to there being no objections received, then the proposals be implemented during the 2011/12 financial year.

(3) That the scheme be funded from the Local Transport Plan (LTP) Integrated Transport Capital Programme for 2011/12.

(4) That information on the landscaping scheme be provided to the Cabinet Member, Advisers and Chairman and Vice-Chairman of the Planning Board for their information in due course.

G84. B6060 OUTGANG LANE/KNAVESMIRE AVENUE, LAUGHTON COMMON - PROPOSED EXTENSION TO SPLITTER ISLAND

Consideration was given to a report presented by Tom Finnegan-Smith, Transportation and Highways Projects Group Manager, which set out the results of consultations carried out in relation to the extension of an existing splitter island associated with the Outgang Lane/Knavesmire Avenue roundabout.

As a consequence of certain motorists deliberately 'straight lining' Outgang Lane at the junction with Knavesmire Avenue and subsequently negotiating the roundabout against the flow of traffic, it was proposed to extend an existing splitter island to the east of the roundabout by approximately 16 metres thus creating a physical obstruction to these motorists within the existing central hatched area, as indicated on the attached plan attached to the report.

The splitter island would, therefore, be extended by using kerbing and surfacing materials.

The Cabinet Member welcomed these proposals to safeguard the safety of users of this stretch of highway.

Resolved:- That the detailed design work to be undertaken in relation to this proposed scheme and for the scheme to be implemented be approved.

G85. THRYBERGH RESERVOIR - DRAW OFF TOWER BOLT REPLACEMENT

Consideration was given to a report presented by Tom Finnegan-Smith, Transportation and Highways Projects Group Manager, which reported on progress following the Statutory Inspection of Thrybergh Reservoir in October, 2010 and sought an exemption from Standing Order 47.6.2 (requirement to invite two oral or written quotations for a contract with an estimated value of between £5,000 and £20,000) in order that that Commercial Diving and Marine Services may be appointed to carry out the bolt replacement works to the draw-off tower.

The Cabinet Member was informed that a further quotation would require a further assessment and trial replacement by a second specialist team supervised by the Inspecting Engineer, which would further increase costs than any potential savings that may be generated.

Resolved:- That an exemption from Standing Order 47.6.2 ((requirement to invite two oral or written quotations for a contract with an estimated value of between £5,000 and £20,000) be approved and the contract for the works for the replacement of the draw-off tower bolts at Thrybergh Reservoir be awarded to Commercial Diving and Marine Services.

[THE CHAIRMAN AUTHORISED CONSIDERATION OF THE TWO FOLLOWING ITEMS IN ORDER TO PROGRESS THE MATTERS REFERRED TO.]

G86. WITHDRAWAL OF FREE TRANSPORT ASSISTANCE TO ASTON FENCE JUNIOR AND INFANTS SCHOOL AND ASTON ACADEMY

Consideration was given to a report presented by Craig Ruding, Principal Officer – Education Transport, which detailed how pupils at both Aston Fence Junior and Infants School and Aston Academy resident on the Coalbrook Estate at Woodhouse Mill were currently provided with zero fare bus passes. These have been provided since 1997 due to an assessment that the walking route to school was considered unsafe.

Recent reviews by Transportation Unit have now identified an available safe walking route which removed the statutory duty for free transport assistance to be provided by the Local Authority. Walking distances to both Aston Fence Junior and Infants School and Aston Academy were less than the statutory distances of two and three miles respectively.

An initial risk assessment indicated that a safe walking route did exist, although this currently needed further work by means of an official assessment and speed surveys prior to being in a position to discontinue current transport assistance.

The proposed discontinuation of free transport assistance would not be as a result of any changes to the Transport Policy for Children and Young People; it would be as a result of a safe walking route being available thereby removing eligibility and entitlement to statutory free transport assistance.

The existence of a safe walking route to Aston Fence Junior and Infant School also had a knock-on effect in that there was also then a safe walking route to Aston Academy for pupils living on the Coalbrook Estate. It was recommended that the withdrawal of zero fare passes for pupils attending Aston Academy should be made at the same time as those for pupils attending Aston Fence School since disruption would then be restricted to a single time period.

It was proposed to allow all current holders of zero fare passes residing on the Coalbrook Estate, Woodhouse Mill, attending either Aston Fence School or Aston Academy, to retain these until the end of the academic year in July, 2012. These would not be renewed in September, 2012.

Discussion ensued on the eligibility criteria, the identification of the safe route and the need to ensure that the safe walking routes for pupils were well maintained.

Resolved:- That free transport assistance, in the form of zero fare bus passes, be not renewed for pupils living on the Coalbrook Estate, Woodhouse Mill attending Aston Fence Junior and Infants School and Aston Academy, with effect from September, 2012. Pupils would no longer be classed as "eligible" due to the existence of an available safe walking route.

G87. COMMUNITIES LIVING SUSTAINABLY - BIG LOTTERY FUNDING

Consideration was given to a report presented by Maxine Phillips, Voluntary Action Rotherham, and Michael Holmes, Policy Officer, which sought approval for the Council's involvement in a partnership funding bid to the Communities Living Sustainably Programme run by the Big Lottery.

The Big Lottery would invest £10 million in up to ten communities across England to empower people to address environmental challenges. This initiative offered a unique opportunity to access grant funding - at a time of public funding austerity - to support some of the most socially deprived communities in the Rotherham East and Boston and Castle wards.

The Rotherham bid was being led by Voluntary Action Rotherham and would draw competitive strength from the use of the assets and community infrastructure in the town centre and in areas that have received little funding support to address long term environmental change.

The communities targeted for grant funding were set out in detail as part of the report, along with key social and economic indicators and a list of the community organisations that have the potential to actively contribute to the project. The details of the partnership arrangements were still to be defined in terms of who did what, but good progress had been made with potential partners in the private and voluntary sector.

Further information was provided on the outcomes which were included on the Expression of Interest Form, Ward Profiles and the list of Super Output Areas in the Boston Castle and Rotherham East Wards targeted for Big Lottery intervention.

The Cabinet Member welcomed any opportunity for communities to work together to access further resources and support, but expressed concern that some of the information contained within the report was outdated with a few anomalies that needed correction before the bid was submitted. It was, therefore, suggested that officers contact the relevant Ward Members of not only Boston Castle and Rotherham East for up-to-date information, but that of Valley as some of the Super Output Areas identified crossed over the three wards and not just two.

Resolved:- That the Council continue to support and be an active partner in the Communities Living Sustainably proposal, focusing on the Boston Castle/ Rotherham East/Valley Corridor.

THE COUNTY OF SOUTH YORKSHIRE

comprising of

BARNSLEY

DONCASTER

ROTHERHAM

SHEFFIELD

RISK ASSESSMENT OF THE AVAILABILITY
OF A SUITABLE WALKING ROUTE TO
SCHOOL

May 2007

This risk assessment procedure has been agreed by the four South Yorkshire Education Authorities.

Under Schedule 35B of the Education Act 2006, paragraphs 4 and 5 place a duty on the local education authority to provide free transport for children who cannot reasonably be expected to walk to school because of the nature of the route.

This risk assessment relates to:

- (a) a child of statutory school age who attends their nearest school which is under the statutory walking distance;
- (b) a route where the child is accompanied by the parent;
- (c) a route which is accessible at times the child is travelling to and from the school;
- (d) a child who is not deemed eligible for any other provision.

Name of Child

Age

Home Address

5, 23, 35 & 59 Coalbrook Grove Sheffield S13 9XS
--

2 Coalbrook Grove Sheffield S13 9XT

School address

(or* other provision)

Aston Fence Junior and Infant School Sheffield Road Woodhouse Mill Sheffield S13 9ZD

(*This is a place where education is provided under section 19 (1) of the EA 1996)

Distance from the child's home to the school

1.85km

In completing this risk assessment the assessor must refer to the LARSOA document entitled:

Identification of Hazards and the Assessment of Risk of Walked Routes to School

Assessment of the Walked Route

A	Yes	No
Is there a continuous adequate footway and/or	<input checked="" type="checkbox"/>	<input type="checkbox"/>
A step off(s) which is sufficient to walk upon and/or	<input type="checkbox"/>	<input type="checkbox"/>
In rural areas of low traffic flow and a step off(s) on which to stand, with sufficiently good sight lines to provide advance warning	<input type="checkbox"/>	<input type="checkbox"/>

B	Yes	No
If there is a need to cross roads are there:		
Crossing facilities and/or	<input checked="" type="checkbox"/>	<input type="checkbox"/>
School Crossing Patrol and/or	<input type="checkbox"/>	<input type="checkbox"/>
Traffic calming measures and/or	<input type="checkbox"/>	<input type="checkbox"/>
Gaps in the traffic flow and site lines with opportunities to cross	<input checked="" type="checkbox"/>	<input type="checkbox"/>

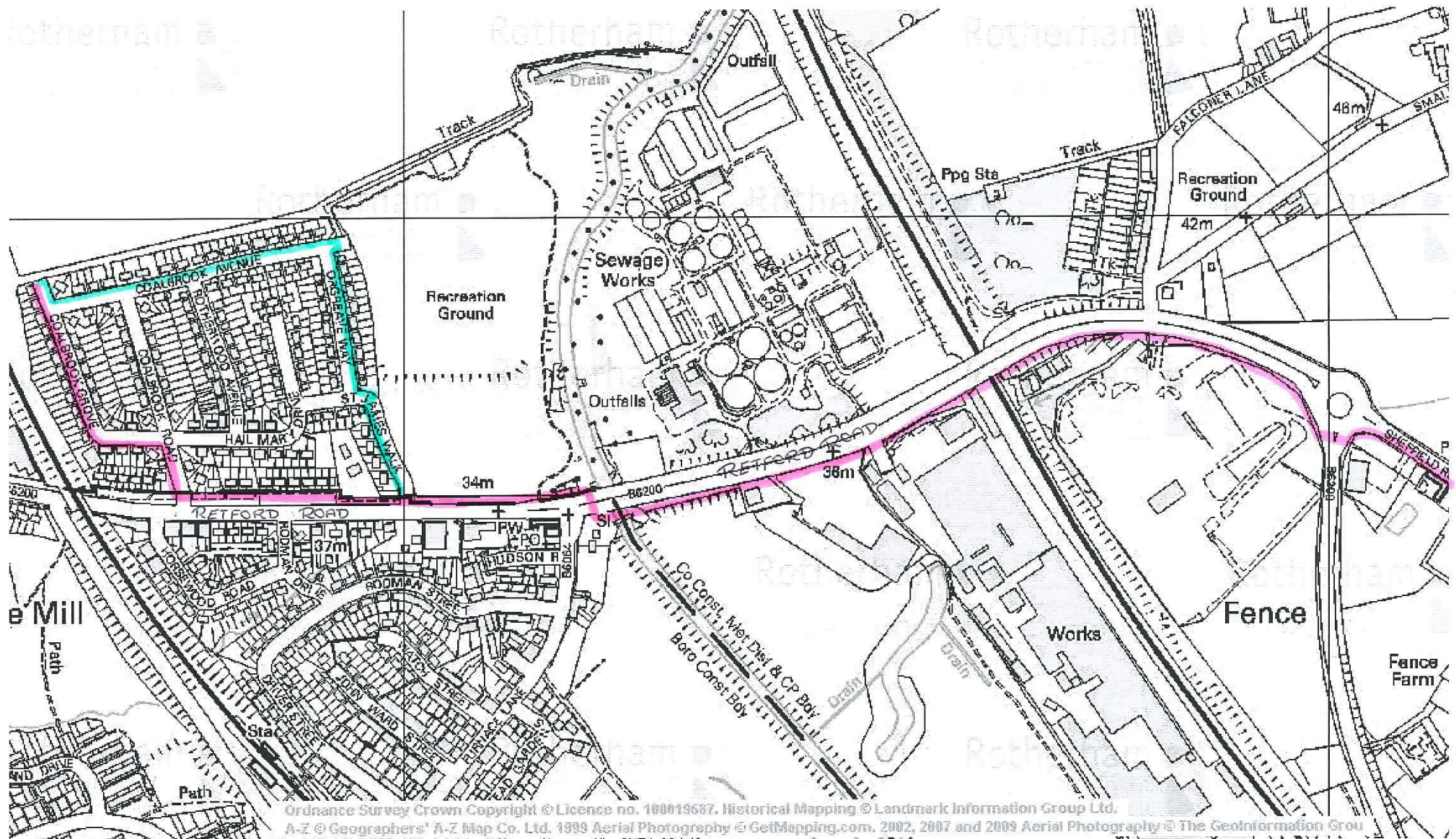
C
Hazard(s) specific to the route (if appropriate)
- Items i, ii, iii, iv, v ,vi.
- Items I, ii ,iii ,iv & v should not pose any problems
- Item vi, restricted visibility along the B6200 Sheffield Road from the roundabout, due to vegetation
Risks arising from the hazard(s)
- Potential late observation of approaching vehicles, however, vehicles are slowing on the approach to this location and can be seen in advance of the vegetation.

Control Measures

- Routine maintenance of vegetation to improve visibility.

For a route to be available:

- | | |
|---|---|
| A | Yes |
| B | Yes |
| C | Where appropriate control measures are in place |



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Report

**Assessment of the availability of a suitable walking route from:
Number 59 Coalbrook Grove, Sheffield, to Aston Fence Junior and
Infant School, Woodhouse Mill, Sheffield.**

This route also includes addresses 35, 23, 5 and 2 Coalbrook Grove

The assessment was conducted on the mornings of 22nd and 24th November 2011 with an additional assessment being conducted on the afternoon of the 22nd November 2011 commencing from number 59 Coalbrook Grove, Sheffield – This route takes in addresses 35, 23, 5 and 2 Coalbrook Grove.

The “identification of hazards and the assessment of risk walked routes to school”, guidelines produced by the Local Authority Road Safety Officers Association was used.

The assessment assumes that the child is accompanied as necessary, by a responsible parent or carer and that in assessing the safety of an available route consideration is given only to the potential risk conducted by traffic, highway and topographical conditions, not personal safety.

Adopting a normal walking pace, the route commenced from number 59 Coalbrook Grove, Sheffield.

There is a suitable footway along Coalbrook Grove to the junction of Coalbrook Road, which takes in properties 35, 23 and 5. (From number 2 Coalbrook Grove it is advisable to cross onto the opposite footway, where visibility is good, before reaching Coalbrook Road.

Turning down Coalbrook Road, cross onto the opposite footway at a suitable location before heading along the B6200 Retford Road in an easterly direction.

Using the northern footway of the B6200 Retford Road the route crosses the junction of St James Walk. At this location the pedestrian dropped crossing kerbs are staggered and visibility to the left is restricted slightly by a bend in the road and the presence of a hedge. However, visibility can be improved by walking up St James Walk a short distance and crossing onto the verge opposite, if necessary.

(as an alternative, from 59 Coalbrook Grove, cross onto the opposite footway and continue along the northern footway of Coalbrook Avenue, upon reaching the junction of Orgreave Way continue along the eastern footway of Coalbrook Avenue to the junction with St James Walk, crossing to the footway outside Number 17 St James Walk and continue along St James Walk to the junction of Retford Road, crossing back to the eastern side of St James Walk at a suitable location – this route is indicated in green on the plan)

From St James Walk the route continues along Retford Road to the signalised junction of Furnace Lane.

Upon reaching this junction, the route crosses onto the southern footway of Retford Road by utilising the pedestrian crossing facilities incorporated with the traffic signals. This should not pose any problems however, care should be taken as these crossing facilities can also be used by cyclists.⁽ⁱ⁾

Continuing along Retford Road, the route crosses two gated accesses at the Woodhouse Mill Regulator site and then a car park access to the Princess Royal Public House. Although this car park access is relatively wide it should not pose any problems as traffic flows are light, however, care should be taken as this access also incorporates a narrow road forming an entrance / exit to a small industrial site.⁽ⁱⁱ⁾

Continuing along Retford Road the route crosses the junction to Jeld-Wen. Again this junction mouth is relatively wide, however, visibility is good and traffic flows are relatively light, therefore, should not pose any problems.⁽ⁱⁱⁱ⁾

Further along Retford Road the route crosses the now disused access to Laycast. Although there are no longer any traffic movements in or out of the former Laycast site, the junction does incorporate a driveway to Hollows Boarding Kennels, but again this should not pose any problems as traffic flows at this location are light and visibility is good.^(iv)

Continuing along Retford Road the route leads to the roundabout at the junction of Sheffield Road / B6200 Sheffield Road.

Upon reaching this roundabout there is a central pedestrian refuge which can be used to cross the road in two parts. Although there is a National speed limit in place on the approach to this roundabout, vehicle speeds are relatively low as drivers are slowing for the junction.

Gap counts have been taken at this location and the relevant criteria is met. *At the time of undertaking the assessment of this walking route there was a small amount of vegetation approximately 45metres from the crossing point which restricts visibility slightly to vehicles approaching from the right when walking towards the school – this can be improved through routine maintenance.*^(v)

From this point the route continues along Sheffield Road (unclassified) to the school entrance, crossing an access road to Mediplan.

Although this junction is lightly trafficked care should be taken as observations on site indicated that a number of parents use this junction mouth to 'U' turn their vehicle, however, this should not pose any problems.^(vi)

The return journey posed no further problems
The route measured 1.85km.

Conclusions

- 1, The route walked is below the Nationally recognised length of 3.218688 km (2miles) for a child below the age of 8, and 4.828032 km (3miles) for a child who has attained the age of 8 years (Education Act 1996 section444)
- 2, At the time of walking the route it would appear that the route could be classed as available; however, routine maintenance work of trimming back overhanging vegetation should ideally be undertaken to improve visibility along the B6200 Sheffield Road from the direction of A57 Chesterfield Road.
- 3, The recorded injury accident statistics for the last three year period available (October 2008 – September 2011) show that that there were 2 recorded pedestrian accidents along this route involving children. 1 of these was directly outside the school as they crossed between parked vehicles and the other was at the junction of Retford Road and Coalbrook Road as they crossed Retford Road. Neither of these two locations would need to be crossed by pupils using the route described in this report.
- 4, Sheffield Road, outside the school is currently heavily congested with parked vehicles, caused by parents, during both the morning and afternoon period. By removing free bus travel from pupils living in the Coalbrook Estate, vehicular traffic could increase outside the school.

Details of the date(s) and time(s) the Risk Assessment was undertaken

Assessments undertaken during the mornings of 22nd and 24th November 2011 commencing at 8am from 59 Coalbrook Grove.

An afternoon assessment was undertaken during the afternoon of 22nd November 2011 commencing at 3:05pm from the school.

The times were chosen to coincide with children walking to/from school.

GAP COUNT DATA

AM gap count:

Towards Fence roundabout = 5 gaps ranging from 10 seconds to 1min 40 seconds in a five minute period;

Towards the A57/B6053 roundabout = 8 gaps ranging from 14 seconds to 31 seconds in a five minute period.

PM gap count:

Towards Fence roundabout = 4 gaps ranging from 45 seconds to 2min 15 seconds in a five minute period;

Towards the A57/B6053 roundabout = 8 gaps ranging from 9 seconds to 27 seconds in a five minute period.

Based on the criteria of 3 feet per second as the walking speed, a minimum gap length of 8 seconds has been deemed appropriate for this location.

This route has been risk assessed as:

available

☒

not available

☐

Risk Assessor Andrew Lee / Nigel Davey

Position Assistant Engineer / Engineer

Date 25 November 2011

SAMPLE

Towards the roundabout.

ASSESSMENT OF WALKED ROUTE TO SCHOOL TRAFFIC CENSUS & GAP COUNT FORM

(MORNING)

Date: 16 January 2012 Census taken by: Andrew Lee / Nigel DaveyLocation: B6200 / Sheffield Road Road No: B6200Width of Carriageway: 7.3 metres Minimum Gap Time required: 8 Seconds.Width of road divided by 3ft per second walking speed: 7.98

Time	Car	Cycle	Motor cycle	Light Vehicle	**Long/ Heavy Goods Vehicle	**Passenger Carrying Vehicle	No. of Gaps in Excess of Minimum	Accom. Children	Unaccom. Children
0800	14						4		
0805	30			2	1		10		
0810	33		1	3	1		8		
0815	42			3			9		
0820	36			7			8		
0825	47			4	1		4		
0830	30			7	2		5		
0835	47			2	4		6		
0840	34			3	3		7		
0845	31			4	1		8		
0850	29			4	2		8		
0855	17			1	4		9		
0900	21			5			7		
0905	27			2			5		
0910	17			4	2		6		
0915	21			3	1		7		
Totals	476		1	54	22		111		
PCU* Totals									

*PCU = Passenger Car Units

**Percentage of L/HGVs/PCVs: _____

SAMPLE

Towards the roundabout.

ASSESSMENT OF WALKED ROUTE TO SCHOOL
TRAFFIC CENSUS & GAP COUNT FORM

(MORNING)

Date: 17 January 2012Census taken by: Andrew Lee / Nigel DaveyLocation: Be200 / Shegfield Road

Road No: _____

Width of Carriageway: 7.3metresMinimum Gap Time required: 8 SecondsWidth of road divided by 3ft per second walking speed: 7.98

Time	Car	Cycle	Motor Cycle	Light Vehicle	**Long/ Heavy Goods Vehicle	**Passenger Carrying Vehicle	No. of Gaps in Excess of Minimum	Accom. Children	Unaccom. Children
0800	36	1		4	1		7		
0805	38			6			6		1
0810	38			6	2		9		
0815	42			3	3		10		
0820	45			6	2		7		
0825	45			4	2		7		
0830	41			3	3		10		
0835	32			5	1		9		
0840	30			1			7		
0845	33			7	1		4		
0850	31			5	1		10		
0855	19				1		9		
0900	17			4	3		9		
0905	21			3	1		9		
0910	17						7		
0915	15			3			5		
Totals	500	1		60	21		125		1
PCU* Totals									

*PCU = Passenger Car Units

**Percentage of L/HGVs/PCVs: _____

*Towards the roundabout***SAMPLE**

ASSESSMENT OF WALKED ROUTE TO SCHOOL TRAFFIC CENSUS & GAP COUNT FORM

(AFTERNOON)

Date: 17 January 2012 Census taken by: Andrew Lee/Nigel DawesLocation: B6200/Sheffield Road Road No: B6200Width of Carriageway: 7.3meters Minimum Gap Time required: 8 SecondsWidth of road divided by 3ft per second walking speed: 7.98

Time	Car	Cycle	Motor Cycle	Light Vehicle	**Long/ Heavy Goods Vehicle	**Passenger Carrying Vehicle	No. of Gaps in Excess of Minimum	Accom. Children	Unaccom. Children
1500	10			2	2	1	6		
1505	10			1			9		
1510	9			7		1	8		
1515	9			1	1		6		
1520	15			3	1		9		
1525	7			3			6		
1530	15			7	1		8		
1535	5		1	2	1		7		
1540	13			5			9		
1545	12			4			8		
1550	9			4	3		8		
1555	14			4		1	9		
1600	17			1			8		
1605	13			7			9		
1610	23			3	1		10		
1615	14			2			8		
Totals	195		1	56	10	3	128		
PCU* Totals									

*PCU=Passenger Car Units

**Percentage of L/HGVs/PCVs: _____

SAMPLE

*Away from the roundabout.*ASSESSMENT OF WALKED ROUTE TO SCHOOL
TRAFFIC CENSUS & GAP COUNT FORM

(MORNING)

Date: 16 January 2012 Census taken by: Andrew Lee / Nigel Davey
 Location: B6200/Sheffield Road Road No: B6200
 Width of Carriageway: 6 metres Minimum Gap Time required: 8 Seconds
 Width of road divided by 3ft per second walking speed: 6.56

Time	Car	Cycle	Motor Cycle	Light Vehicle	**Long/ Heavy Goods Vehicle	**Passenger Carrying Vehicle	No. of Gaps in Excess of Minimum	Accom. Children	Unaccom. Children
0800	7			2	1		4		
0805	16			7	5		5		
0810	22			3	3		6		
0815	10			5	1		7		
0820	15			7			6		
0825	10			4			7		
0830	10		1	2	3		9		
0835	10		1	6	1		8		
0840	16			4	1		6		
0845	6			3			7		
0850	20			3	4		8		
0855	18			3	2		6		
0900	9			1	2		8		
0905	8			1	1	1	6		
0910	10			3	2		7		
0915	9				2	1	8		
Totals	196		2	54	28	2	108		
PCU* Totals									

*PCU = Passenger Car Units

**Percentage of L/HGVs/PCVs: _____

SAMPLE

*Away from the roundabout*ASSESSMENT OF WALKED ROUTE TO SCHOOL
TRAFFIC CENSUS & GAP COUNT FORM

(MORNING)

Date: 17 January 2012Census taken by: Andrew Lee / Nigel DawesLocation: B6200/Sheffield RoadRoad No: B6200Width of Carriageway: 6 metresMinimum Gap Time required: 8 SecondsWidth of road divided by 3ft per second walking speed: 6.56

Time	Car	Cycle	Motor Cycle	Light Vehicle	**Long/ Heavy Goods Vehicle	**Passenger Carrying Vehicle	No. of Gaps in Excess of Minimum	Accom. Children	Unaccom. Children
0800	12			2	1		8		
0805	18			3			7		1
0810	17			4	3		6		
0815	9			5			5		
0820	21			4	2		8		
0825	17			5	3		9		
0830	14			2			7		
0835	12		1	3		1	11		
0840	12			3	2		8		
0845	20			6	6	1	9		
0850	21			3	2		8		
0855	15			2	2		10		
0900	18			3	2		9		
0905	12			2			9		
0910	9			4	1		7		
0915	11			5			8		
Totals	238		1	56	24	2	129		1
PCU* Totals									

*PCU = Passenger Car Units

**Percentage of L/HGVs/PCVs: _____

*Away from the roundabout***SAMPLE**

ASSESSMENT OF WALKED ROUTE TO SCHOOL TRAFFIC CENSUS & GAP COUNT FORM

(AFTERNOON)

Date: 17 January 2012Census taken by: Andrew Lee / Nigel DaveyLocation: Be200/Shegfield RoadRoad No: Be200Width of Carriageway: 6 metresMinimum Gap Time required: 8 SecondsWidth of road divided by 3ft per second walking speed: 5:56

Time	Car	Cycle	Motor Cycle	Light Vehicle	**Long/ Heavy Goods Vehicle	**Passenger Carrying Vehicle	No. of Gaps in Excess of Minimum	Accom. Children	Unaccom. Children
1500	21			2			12		
1505	20			2	1		9		
1510	10			3	1		6		
1515	32			5			9		
1520	16			2		1	9		
1525	9			2			8		
1530	13			3			9		
1535	19			6			10		
1540	13			3	1		9		
1545	24		1	1	1		8		
1550	28			3	1	1	9		
1555	10			2	1		8		
1600	26			3			7		
1605	23			2			6		
1610	30			2			8		
1615	37		1	6			7		
Totals	331		2	47	6	2	134		
PCU* Totals									

*PCU=Passenger Car Units

**Percentage of L/HGVs/PCVs: _____

Date:	16/01/2012	Time - From:	08:05 - 09:15
Road Name:	B6200, Fence		
Exact Location:	Northern end at junction with Fence Rdbt	GRID:	444005 365753
Weather/Road Conditions:	DRY-FROSTY-Temp sub zero		
Operator	RB	Speed Limit	40mph

Northbound - Twds Fence										Southbound - Twds Swallownest									
DIRECTION OF TRAVEL					Rdbt	DIRECTION OF TRAVEL													
CARS	CARS	CARS	MGV	HGV		CARS	CARS	CARS	MGV	HGV									
18	18	19	18	14	30	26	27	25	21	1									
20	17	21	20	20	25	26	28	21	18	2									
20	24	21	19	18	24	27	25	22	23	3									
16	22	23	20	19	28	28	26	22	21	4									
17	20	19	22	17	28	31	27	22	22	5									
20	16	23	21	16	29	25	23	23	18	6									
22	17	18	20	19	24	25	27	23	24	7									
22	21	22	18	17	28	23	26	23	22	8									
20	19	28	17	19	24	24	26	22	23	9									
21	20	22	23	18	25	24	26	19	22	10									
21	18	18	21	20	25	23	27	23	20	11									
18	20	18	21	21	27	25	28	25	22	12									
19	19	17	24		25	25	31	27	18	13									
21	23	20	25		23	28	24	20	21	14									
20	25	22	21		26	28	26	21	22	15									
19	20	19	20		27	24	25	25	20	16									
20	17	20	24		25	24	22	22	21	17									
17	22	22	18		26	27	28	20	24	18									
23	22	21	20		26	24	22	20		19									
19	21	21			25	24	27	21		20									
19	22	18			29	19	22	24		21									
18	22	21			28	30	27	23		22									
18	23	24			24	26	29	21		23									
24	21	19			23	26	26	22		24									
48	21	23			28	19	25	25		25									
18	17	20			26	22	23	20		26									
24	22	22			23	26	21	25		27									
20	19	20			24	27	24			28									
19	19	24			24	23	24			29									
22	20	20			30	25	26			30									
23	18	21			22	26	25			31									
18	24	24			20	27	25			32									
19	24	21			29	29	25			33									
23	25	25			20	26	24			34									
23	20	24			25	24	23			35									
25	25	26			28	27	22			36									
22	20	24			26	28	23			37									
22	18	20			20	26	28			38									
17	24	22			23	23	24			39									
22	23	22			23	30	28			40									
85%ILE 23					85%ILE 28														
MEAN 21					MEAN 24														
MAX 48					MAX 31														
MIN 14					MIN 18														
SAMPLE 151					SAMPLE 165														