



# TRAFFIC COUNT REPORT

November 2012

THE UNIVERSITY OF  
**WARWICK**



The University of Warwick  
**Development Masterplan**  
Traffic Count

Traffic Count Report

Issue | 26 November 2012

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 115438

**Ove Arup & Partners Ltd**  
The Arup Campus  
Blythe Gate  
Blythe Valley Park  
Solihull B90 8AE  
United Kingdom  
[www.arup.com](http://www.arup.com)

THE UNIVERSITY OF  
**WARWICK**

**ARUP**

# Contents

---

	Page
<b>Executive Summary</b>	<b>1</b>
<b>1 Introduction</b>	<b>2</b>
<b>2 Summary of Traffic Data</b>	<b>2</b>
2.1 Traffic Surveys	2
2.2 Traffic Flows	3
2.3 Car Traffic Comparison: 2007, 2010 and 2012	7
<b>3 Conclusions</b>	<b>10</b>

## Appendices

### Appendix A

2012 Traffic Count Data

### Appendix B

Traffic Count Location Plan

## Executive Summary

---

The 2009 Section 106 Agreement for the University of Warwick's 10 year Masterplan, requires car movements into and out the University in the AM and PM peaks to be monitored on a regular basis. These traffic movements are then compared to the 2007 levels with the aim of preventing car trips increasing more than 12% over the Masterplan period.

Failure to meet this target would result in the University paying contributions to fund remedial measures.

The University's Travel Plan is the tool being used to manage car movements into and out of the University and encourage car sharing, use of public transport, walking and cycling.

A traffic survey was carried out on Thursday 11<sup>th</sup> November 2010 and Thursday 8<sup>th</sup> November 2012 using video cameras to record movements into and out of the accesses.

The results of the analysis shows that between 2007 and 2010 the two-way car trips to and from the University have fallen in both the AM and PM peaks, with reductions of 18.7% and 21.2% respectively. A further survey was carried out on Thursday 8<sup>th</sup> November 2012 which showed further reductions between 2010 and 2012 in the AM and PM peaks of 3.6% and 8.8% respectively.

Given that the overall activity at the University has not fallen between 2007, 2010 and 2012 these surveys show that the measures introduced as part of the University Travel Plan and the campus residential developments have reduced the number of cars that access the University during the AM and PM peak hours.

The University is currently on course to prevent car trips increasing by more than 12% over the Masterplan period and therefore it is unlikely that the University will have to make any s106 Agreement contributions to remedial measures.

# 1 Introduction

The 2009 Section 106 Agreement for The University of Warwick ten year Masterplan, requires traffic flows entering and exiting the University in the AM and PM peaks to be monitored on a regular basis.

The traffic levels are to be compared to the 2007/2008 levels to assess if the target to prevent traffic increasing by more than 12% in car trips in the AM and PM peaks have been met.

Section 2 of this report provides a summary of the traffic data for surveys undertaken in 2007, 2010 and 2012. Section 3 provides the conclusions.

This information will also assist The University in its management of car parking and the promotion of sustainable travel.

## 2 Summary of Traffic Data

### 2.1 Traffic Surveys

The traffic data was collected at 13 junctions that cover the access points into the University site within the Masterplan Redline Boundary, see Table 1.

Site	Location
Site 3	Kirby Corner Road / Westwood Campus (Access to car park 14)
Site 4	Kirby Corner Road / Westwood Campus (Access to car park 13)
Site 5	Kirby Corner Road / Westwood Campus (Access to car park 12)
Site 6	Kirby Corner Road / University House (East Access)
Site 7	Kirby Corner Road / University House (West Access)
Site 8	Gibbet Hill Road / University House
Site 9	Gibbet Hill Road / University Road / Scarman Road (RBT)
Site 10	Gibbet Hill Road / Library Rd (Exit Only)
Site 11	Gibbet Hill Road / University Road (exit only)
Site 12	Gibbet Hill Road / Radcliffe (north access to car park)
Site 13	Gibbet Hill Road / Radcliffe (south access to car park)
Site 14	Gibbet Hill Road / Access to car park 2 / Cryfield House (RBT)
Site 15	Gibbet Hill Road / Gibbet Hill Campus

**Table 1: Traffic count locations**

The traffic counts for these locations were originally carried out on Thursday 8<sup>th</sup> November 2007 and repeated on Thursday 11<sup>th</sup> November 2010 and again on Thursday 8<sup>th</sup> November 2012. The 2007 and 2010 traffic data was provided in the previous (2011) report. The 2012 data is included in **Appendix A**.

The 2010 and 2012 traffic surveys also included the University of Warwick sites within the Science Park at locations A – Argent Court and B – Milburn House. Neither of these sites is included within the targets for car parking or traffic generation set out in the Travel Plan and s106 Agreement but have been included in the traffic flow tables for completeness

The 2012 flows also include pedal cycles and motor cycles; to maintain consistency these have been excluded from the tables in this report but are included in the tables in Appendix A.

The traffic surveys were carried out using video cameras at each location to record all turning movements at the junctions/ accesses.

A plan showing the location of all the surveys is provided in **Appendix B**.

## 2.2 Traffic Flows

This section summarises the traffic survey results from the three years of surveys; 2007, 2010 and 2012.

## 2007 Traffic Flow Summary

Site	Notes	AM Peak (08:00 to 09:00)						PM Peak (17:00 to 18:00)					
		Cars			All Traffic			Cars			All Traffic		
		Arrive	Depart	Two-Way	Arrive	Depart	Two-Way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Site 3		124	43	167	153	62	215	117	82	199	120	83	203
Site 4		78	24	102	87	31	118	32	64	96	32	67	99
Site 5		103	12	115	110	15	125	51	85	136	51	85	136
Site 6		36	26	62	42	31	73	28	30	58	31	32	63
Site 7		122	6	128	124	6	130	12	93	105	12	93	105
Site 8		132	9	141	135	13	148	21	105	126	21	105	126
Site 9	University Road	752	73	825	863	103	966	336	444	780	369	453	822
Site 9	Scarman	116	48	164	137	65	202	57	60	117	57	61	118
Site 10		0	54	54	0	77	77	0	110	110	0	111	111
Site 11		9	46	55	9	81	90	0	221	221	0	249	249
Site 12		54	22	76	58	25	83	23	45	68	23	45	68
Site 13		23	17	40	26	21	47	21	14	35	21	14	35
Site 14	Car Park	82	6	88	87	15	102	18	44	62	21	44	65
Site 14	Scarman	99	35	134	123	43	166	34	66	100	37	69	106
Site 15		239	53	292	260	72	332	49	143	192	51	146	197
	<b>Total</b>	<b>1969</b>	<b>474</b>	<b>2443</b>	<b>2214</b>	<b>660</b>	<b>2874</b>	<b>799</b>	<b>1606</b>	<b>2405</b>	<b>846</b>	<b>1657</b>	<b>2503</b>

**Table 2: 2007 Traffic Flow Summary**

## 2010 Traffic Flow Summary

Site	Notes	AM Peak (08:00 to 09:00)						PM Peak (17:00 to 18:00)					
		Cars			All Traffic			Cars			All Traffic		
		Arrive	Depart	Two-Way	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
Site 3		105	16	121	121	32	153	77	69	146	78	70	148
Site 4		64	15	79	68	21	89	24	40	64	24	41	65
Site 5		33	3	36	33	3	36	25	32	57	26	33	59
Site 6		17	13	30	20	17	37	16	18	34	16	19	35
Site 7		124	1	125	124	2	126	5	121	126	5	121	126
Site 8		131	4	135	138	7	145	5	96	101	6	96	102
Site 9	University Road	726	47	773	827	73	900	286	350	636	315	354	669
Site 9	Scarman	110	73	183	128	92	220	61	116	177	62	117	179
Site 10		0	24	24	0	43	43	0	95	95	0	101	101
Site 11		0	43	43	0	70	70	0	171	171	0	190	190
Site 12		38	5	43	42	8	50	10	9	19	10	10	20
Site 13		21	15	36	23	17	40	15	8	23	15	8	23
Site 14	Car Park	36	1	37	42	6	48	7	36	43	8	41	49
Site 14	Scarman	94	11	105	104	12	116	18	43	61	18	43	61
Site 15		184	31	215	197	40	237	26	116	142	26	116	142
	<b>Total</b>	<b>1683</b>	<b>302</b>	<b>1985</b>	<b>1867</b>	<b>443</b>	<b>2310</b>	<b>575</b>	<b>1320</b>	<b>1895</b>	<b>609</b>	<b>1360</b>	<b>1969</b>
Site A		62	6	68	70	17	87	5	32	37	5	32	37
Site B		9	2	11	10	3	13	4	21	25	5	22	27
	<b>Total</b>	<b>1754</b>	<b>310</b>	<b>2064</b>	<b>1947</b>	<b>463</b>	<b>2410</b>	<b>584</b>	<b>1373</b>	<b>1957</b>	<b>619</b>	<b>1414</b>	<b>2033</b>

**Table 3: 2010 Traffic Flow Summary**



## 2012 Traffic Flow Summary

Site	Notes	AM Peak (08:00 to 09:00)						PM Peak (17:00 to 18:00)					
		Cars			All Traffic			Cars			All Traffic		
		Arrive	Depart	Two-Way	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
Site 3		110	21	131	128	39	167	60	78	138	63	83	146
Site 4		67	16	83	79	25	104	28	55	83	35	60	95
Site 5		36	3	39	37	5	42	22	29	51	23	31	54
Site 6		11	7	18	14	10	24	18	17	35	18	19	37
Site 7		167	1	168	168	1	169	3	110	113	3	110	113
Site 8		116	4	120	123	12	135	1	96	97	3	97	100
Site 9	University Road	727	35	762	812	55	867	209	338	547	257	345	602
Site 9	Scarman	126	77	203	139	90	229	96	143	239	99	147	246
Site 10		0	34	34	0	47	47	0	97	97	0	106	106
Site 11		0	44	44	0	88	88	0	46	46	0	75	75
Site 12		24	14	38	24	14	38	10	30	40	10	30	40
Site 13		6	6	12	12	11	23	6	7	13	11	8	19
Site 14	Car Park	8	6	14	10	6	16	3	14	17	6	14	20
Site 14	Scarman	25	8	33	31	11	42	9	22	31	13	28	41
Site 15		193	22	215	198	27	225	23	156	179	24	158	182
	<b>Total</b>	<b>1616</b>	<b>298</b>	<b>1914</b>	<b>1775</b>	<b>441</b>	<b>2216</b>	<b>488</b>	<b>1238</b>	<b>1726</b>	<b>565</b>	<b>1311</b>	<b>1876</b>
Site A		110	21	131	128	39	167	60	78	138	63	83	146
Site B		67	16	83	79	25	104	28	55	83	35	60	95
	<b>Total</b>	<b>1684</b>	<b>306</b>	<b>1990</b>	<b>1852</b>	<b>458</b>	<b>2310</b>	<b>491</b>	<b>1293</b>	<b>1784</b>	<b>569</b>	<b>1367</b>	<b>1936</b>

**Table 4: 2012 Traffic Flow Summary**

### 2.3 Car Traffic Comparison: 2007, 2010 and 2012

A comparison of the car flows in and out of the University between 2007, 2010 and 2012 at the main access routes in the AM and PM peaks is shown in Figures 1 and 2 below.

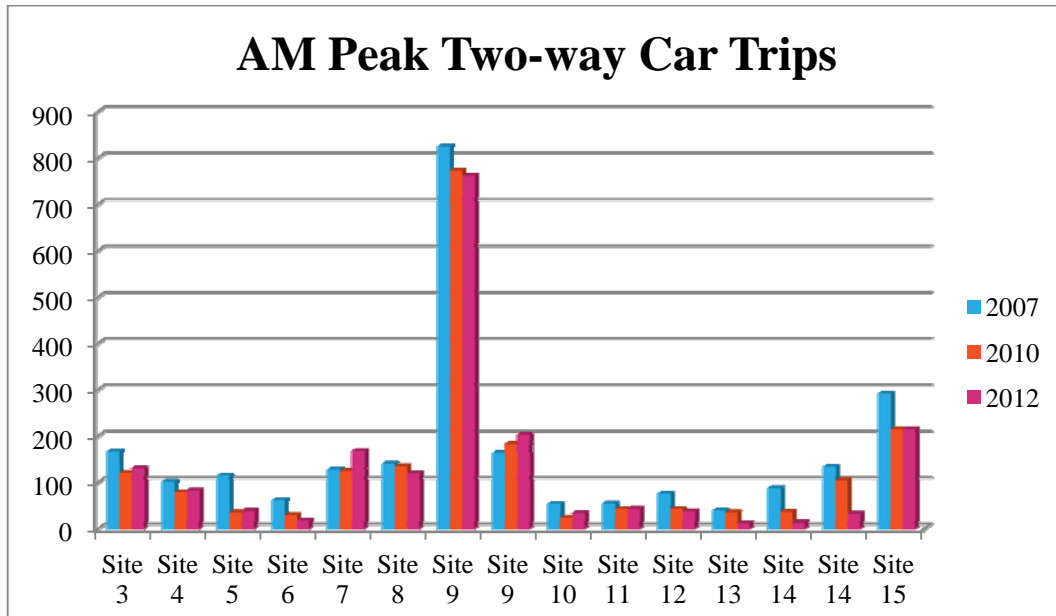


Figure 1: AM peak car flows 2007, 2010 and 2012

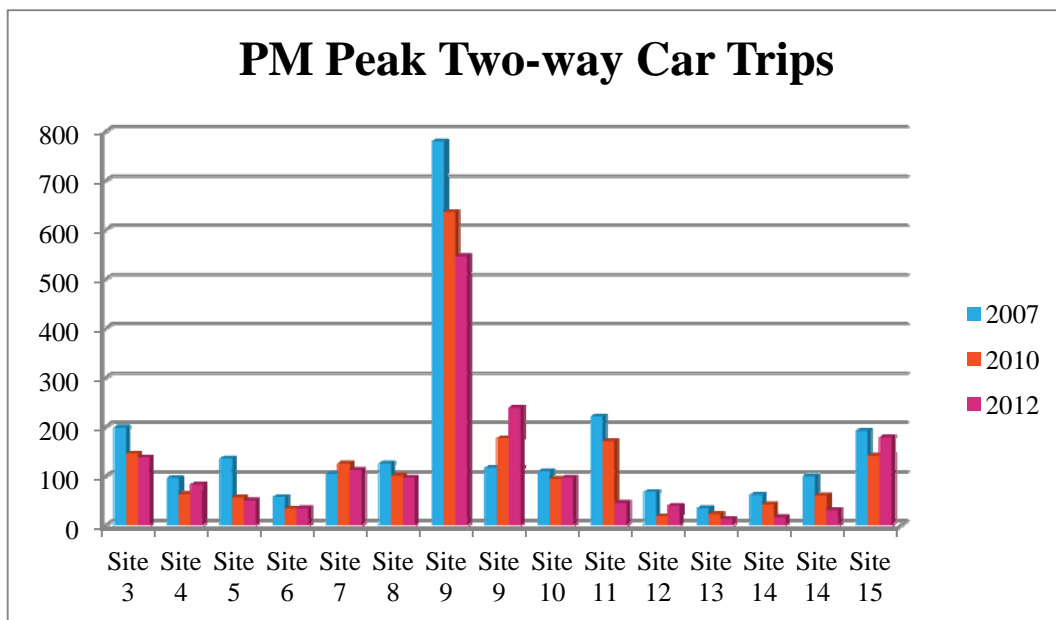


Figure 2: PM peak car flows 2007, 2010 and 2012

Tables 5 and 6 below show that the two-way car trips entering or leaving the University has fallen overall compared to both 2007 and 2010. Compared to 2007 the 2012 flows have only increased for Sites 7 and 9 (Scarman Road) in both the AM and PM peaks.

	2007 AM	2010 AM	2012 AM	% Change (2007 to 2010)	% Change (2010 to 2012)	% Change (2007 to 2012)
	Two Way Car	Two Way Car	Two Way Car			
Site 3	167	121	131	-27.5%	8.3%	-21.6%
Site 4	102	79	83	-22.5%	5.1%	-18.6%
Site 5	115	36	39	-68.7%	8.3%	-66.1%
Site 6	62	30	18	-51.6%	-40.0%	-71.0%
Site 7	128	125	168	-2.3%	34.4%	31.3%
Site 8	141	135	120	-4.3%	-11.1%	-14.9%
Site 9	825	773	762	-6.3%	-1.4%	-7.6%
Site 9	164	183	203	11.6%	10.9%	23.8%
Site 10	54	24	34	-55.6%	41.7%	-37.0%
Site 11	55	43	44	-21.8%	2.3%	-20.0%
Site 12	76	43	38	-43.4%	-11.6%	-50.0%
Site 13	40	36	12	-10.0%	-66.7%	-70.0%
Site 14	88	37	14	-58.0%	-62.2%	-84.1%
Site 14	134	105	33	-21.6%	-68.6%	-75.4%
Site 15	292	215	215	-26.4%	0.0%	-26.4%
<b>Sub Total</b>	<b>2443</b>	<b>1985</b>	<b>1914</b>	<b>-18.7%</b>	<b>-3.6%</b>	<b>-21.7%</b>
Site A	-	68	62	-	-8.8%	-
Site B	-	11	14	-	27.3%	-
<b>Total</b>	<b>2443</b>	<b>2064</b>	<b>1990</b>	<b>-15.5%</b>	<b>-3.6%</b>	<b>-18.5%</b>

**Table 5: AM peak car flows 2007, 2010 and 2012**

	2007 PM	2010 PM	2012 PM	% Change (2007 to 2010)	% Change (2010 to 2012)	% Change (2007 to 2012)
	Two Way Car	Two Way Car	Two Way Car			
Site 3	199	146	138	-26.6%	-5.5%	-30.7%
Site 4	96	64	83	-33.3%	29.7%	-13.5%
Site 5	136	57	51	-58.1%	-10.5%	-62.5%
Site 6	58	34	35	-41.4%	2.9%	-39.7%
Site 7	105	126	113	20.0%	-10.3%	7.6%
Site 8	126	101	97	-19.8%	-4.0%	-23.0%
Site 9	780	636	547	-18.5%	-14.0%	-29.9%
Site 9	117	177	239	51.3%	35.0%	104.3%
Site 10	110	95	97	-13.6%	2.1%	-11.8%
Site 11	221	171	46	-22.6%	-73.1%	-79.2%
Site 12	68	19	40	-72.1%	110.5%	-41.2%
Site 13	35	23	13	-34.3%	-43.5%	-62.9%
Site 14	62	43	17	-30.6%	-60.5%	-72.6%
Site 14	100	61	31	-39.0%	-49.2%	-69.0%
Site 15	192	142	179	-26.0%	26.1%	-6.8%
<b>Sub Total</b>	<b>2405</b>	<b>1895</b>	<b>1726</b>	<b>-21.2%</b>	<b>-8.9%</b>	<b>-28.2%</b>
Site A	-	37	38	-	2.7%	-
Site B	-	25	20	-	-20%	-
<b>Total</b>	<b>2405</b>	<b>1957</b>	<b>1784</b>	<b>-18.6%</b>	<b>-8.8%</b>	<b>-25.8%</b>

**Table 6: PM peak car flows 2007, 2010 and 2012**

### 3 Conclusions

---

A comparison of the 2007 and 2010 traffic surveys shows that the two-way car trips to and from the University have fallen in both the AM and PM peaks, with reductions of 18.7% and 21.2% respectively. In the period between 2010 and 2012, further reductions have taken place in both the AM and PM peaks of 3.6% and 8.8% respectively.

If the University facilities which are now located in the Science Park at Argent Court and Milburn House are taken into account for the comparison of the 2007 and 2010 surveys then the two-way car trips into the University have fallen in both AM and PM peaks, with reductions of 15.5% and 18.6% respectively. In the 2012 traffic survey including the Science Park the further reductions in the AM and PM peaks are 3.6% and 8.8% respectively.

Given that the overall activity at the University has not fallen between 2007, 2010 and 2012 these surveys show that the measures introduced as part of the University Travel Plan are reducing the number of cars that access the University during the AM and PM peak hours.

The University is on course to prevent traffic increasing by more than 12% over the Masterplan period and therefore it is unlikely that the University will have to make any s106 Agreement contributions to remedial measures.

## **Appendix A**

### **2012 Traffic Count Data**



# University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (A) Sir William Lyons Road / Estate Office

Approach: Sir William Lyons Road (North)

TIME	Left to Estate Office									Ahead to Sir William Lyons Road (South)									
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	2	0	0	0	0	2	2	0	3	3	0	0	0	0	0	8
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	
0800 - 0815	0	0	1	0	0	0	0	0	1	1	0	3	3	0	0	0	0	7	
0815 - 0830	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	0	0	4	
0830 - 0845	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	
0900 - 0915	0	0	0	1	0	0	0	0	1	2	0	4	0	0	0	0	0	6	
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	4	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
1230 - 1245	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	5	
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	
1330 - 1345	0	0	0	1	0	0	0	0	1	0	0	4	1	0	0	0	0	5	
1345 - 1400	0	0	1	1	0	0	0	0	2	0	0	4	3	0	0	0	0	7	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	
1645 - 1700	0	0	0	1	0	0	0	0	1	0	0	4	1	0	0	0	0	5	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	24	
1715 - 1730	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	0	6	
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	13	
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>51</b>	
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>69</b>	



# University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (A) Sir William Lyons Road / Estate Office

Approach: Estate Office

TIME	Left to Sir William Lyons Road (South)									Right to Sir William Lyons Road (North)								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL
0730 - 0745	1	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0800 - 0815	0	0	1	2	0	0	0	0	3	0	0	1	0	0	0	0	0	1
0815 - 0830	0	0	1	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0
0830 - 0845	0	1	1	2	0	0	0	0	4	0	0	0	0	0	0	0	0	0
0845 - 0900	1	0	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
0900 - 0915	1	0	1	2	0	0	0	0	4	0	0	0	0	0	0	0	0	0
0915 - 0930	1	0	2	3	0	0	0	0	6	0	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Session Total</b>	<b>4</b>	<b>1</b>	<b>10</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
1200 - 1215	0	0	2	7	0	0	0	0	9	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	3	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0
1230 - 1245	2	0	4	1	0	0	0	0	7	0	0	2	0	0	0	0	0	2
1245 - 1300	1	0	1	3	0	0	0	0	5	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
1300 - 1315	1	0	8	1	0	0	0	0	10	0	0	1	1	0	0	0	0	2
1315 - 1330	2	0	1	1	0	0	0	0	4	1	0	0	0	0	0	0	0	1
1330 - 1345	0	0	5	3	0	0	0	0	8	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	3	3	0	0	0	0	6	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
<b>Session Total</b>	<b>6</b>	<b>0</b>	<b>27</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
1630 - 1645	0	0	11	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	6	2	0	0	0	0	8	0	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
1700 - 1715	1	0	14	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0
1715 - 1730	1	0	9	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	8	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Session Total</b>	<b>2</b>	<b>1</b>	<b>54</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>





# University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (A) Sir William Lyons Road / Estate Office

Approach: Sir William Lyons Road (South)

TIME	Ahead to Sir William Lyons Road (North)									Right to Estate Office								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL
0730 - 0745	0	0	6	0	0	0	0	0	6	0	0	5	0	0	0	0	0	5
0745 - 0800	0	0	8	1	0	0	0	0	9	0	0	9	0	0	0	0	0	9
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
0800 - 0815	0	0	14	1	0	0	0	0	15	0	0	11	3	0	0	0	0	14
0815 - 0830	0	0	12	0	0	0	0	0	12	3	0	13	0	0	0	0	0	16
0830 - 0845	0	0	21	1	0	0	0	0	22	1	1	18	1	0	0	0	0	21
0845 - 0900	0	0	22	1	1	0	0	0	24	0	0	13	0	0	0	0	0	13
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>4</b>	<b>1</b>	<b>55</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>64</b>
0900 - 0915	0	0	7	0	0	0	0	0	7	0	0	13	4	0	0	0	0	17
0915 - 0930	0	0	7	1	0	0	0	0	8	0	0	4	3	0	0	0	0	7
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>103</b>	<b>4</b>	<b>1</b>	<b>86</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>102</b>
1200 - 1215	0	0	2	1	0	0	0	0	3	1	0	2	5	0	0	0	0	8
1215 - 1230	0	0	3	1	0	0	0	0	4	1	0	3	1	0	0	0	0	5
1230 - 1245	0	0	2	0	0	0	0	0	2	0	0	2	2	0	0	0	0	4
1245 - 1300	0	0	3	1	0	0	0	0	4	0	0	0	3	0	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>
1300 - 1315	0	0	4	0	0	0	0	0	4	1	0	1	1	0	0	0	0	3
1315 - 1330	0	0	1	0	0	0	0	0	1	0	0	5	3	0	0	0	0	8
1330 - 1345	0	0	4	2	0	0	0	0	6	0	0	5	2	0	0	0	0	7
1345 - 1400	0	0	2	4	0	0	0	0	6	0	0	7	1	0	0	0	0	8
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>
1630 - 1645	0	0	1	1	0	0	0	0	2	0	0	1	0	0	0	0	0	1
1645 - 1700	0	0	0	2	0	0	0	0	2	2	0	1	2	0	0	0	0	5
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
1700 - 1715	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
1715 - 1730	2	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	1
1730 - 1745	1	0	2	0	0	0	0	0	3	0	0	1	0	0	0	0	0	1
1745 - 1800	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
1800 - 1815	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
1815 - 1830	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>Session Total</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>





# University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (B) Milburn House / Milburn Hill Road

Approach: Milburn Hill Road (East)

TIME	Ahead to Milburn Hill Road (West)									Right to Milburn House								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL
0730 - 0745	0	0	12	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0
0745 - 0800	2	0	14	0	0	0	0	0	16	0	0	1	1	0	0	0	0	2
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
0800 - 0815	2	0	14	1	0	0	0	0	17	0	0	3	0	0	0	0	0	3
0815 - 0830	5	0	15	0	0	0	0	0	20	1	0	0	2	0	0	0	0	3
0830 - 0845	5	0	23	0	0	0	0	0	28	0	0	4	1	0	0	0	0	5
0845 - 0900	5	0	39	2	0	0	0	0	46	0	0	4	1	1	0	0	0	6
<b>Hourly Total</b>	<b>17</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>111</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
0900 - 0915	2	0	37	1	0	0	0	0	40	0	0	11	0	0	0	0	0	11
0915 - 0930	1	0	21	1	0	0	0	0	23	0	0	4	1	0	0	0	0	5
<b>Hourly Total</b>	<b>3</b>	<b>0</b>	<b>58</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
<b>Session Total</b>	<b>22</b>	<b>0</b>	<b>175</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>202</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>
1200 - 1215	0	0	2	1	0	0	0	0	3	0	0	2	1	0	0	0	0	3
1215 - 1230	2	0	6	0	0	0	0	0	8	0	0	2	0	0	0	0	0	2
1230 - 1245	0	0	3	1	0	0	0	0	4	0	0	2	0	0	0	0	0	2
1245 - 1300	0	0	5	2	0	0	0	0	7	0	0	2	0	0	0	0	0	2
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
1300 - 1315	0	0	3	3	1	0	0	0	7	1	0	1	0	0	0	0	0	2
1315 - 1330	1	0	7	2	0	0	0	0	10	0	0	0	2	0	0	0	0	2
1330 - 1345	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
1345 - 1400	2	0	4	0	0	0	0	0	6	0	0	0	2	0	0	0	0	2
<b>Hourly Total</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>Session Total</b>	<b>5</b>	<b>0</b>	<b>32</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
1630 - 1645	0	0	4	1	0	0	0	0	5	0	0	2	0	0	0	0	0	2
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
1700 - 1715	2	0	1	0	0	0	0	0	3	0	0	0	1	0	0	0	0	1
1715 - 1730	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
1730 - 1745	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
1800 - 1815	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
1815 - 1830	1	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Session Total</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>



# University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (B) Milburn House / Milburn Hill Road

Approach: Milburn Hill Road (West)

TIME	Left to Milburn House									Ahead to Milburn Hill Road (East)								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3
0815 - 0830	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	5
0830 - 0845	0	0	1	0	0	0	0	0	1	0	0	3	0	0	0	0	0	3
0845 - 0900	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
0900 - 0915	0	0	2	0	0	0	0	0	2	1	0	5	1	0	0	0	0	7
0915 - 0930	0	0	1	0	0	0	0	0	1	0	0	4	1	0	0	0	0	5
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>
1200 - 1215	1	0	0	0	0	0	0	0	1	2	0	5	1	0	0	0	0	8
1215 - 1230	0	0	0	0	0	0	0	0	0	2	0	4	1	0	1	0	0	8
1230 - 1245	2	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	0	3
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	9
<b>Hourly Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>28</b>
1300 - 1315	7	0	0	1	0	0	0	0	8	1	0	5	0	1	0	0	0	7
1315 - 1330	0	0	0	1	0	0	0	0	1	0	0	5	2	0	0	0	0	7
1330 - 1345	1	0	0	1	0	0	0	0	2	1	0	5	1	0	0	0	0	7
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
<b>Hourly Total</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
<b>Session Total</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>37</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>52</b>
1630 - 1645	2	0	0	0	0	0	0	0	2	1	0	22	2	0	0	0	0	25
1645 - 1700	1	0	0	0	0	0	0	0	1	3	0	20	0	0	0	0	0	23
<b>Hourly Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>42</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48</b>
1700 - 1715	3	0	0	0	0	0	0	0	3	3	0	46	0	0	0	0	0	49
1715 - 1730	1	0	0	0	0	0	0	0	1	5	0	22	0	0	0	0	0	27
1730 - 1745	3	0	0	0	0	0	0	0	3	4	1	11	1	0	0	0	0	17
1745 - 1800	0	0	0	0	0	0	0	0	0	1	0	10	0	0	0	0	0	11
<b>Hourly Total</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>13</b>	<b>1</b>	<b>89</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>104</b>
1800 - 1815	1	0	0	0	0	0	0	0	1	0	0	11	0	0	0	0	0	11
1815 - 1830	1	0	0	0	0	0	0	0	1	2	0	6	0	0	0	0	0	8
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>
<b>Session Total</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>19</b>	<b>1</b>	<b>148</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>171</b>



# University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (3) Avon Road / Kirby Corner Road

Approach: Avon Road

TIME	Left to Kirby Corner Road (East)									Right to Kirby Corner Road (West)									
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	
0730 - 0745	0	0	0	0	0	1	0	0	1	0	0	3	0	0	0	0	0	0	3
0745 - 0800	0	1	1	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	
0800 - 0815	0	0	2	1	0	0	0	0	3	0	0	2	2	0	0	0	0	4	
0815 - 0830	1	0	1	1	0	0	0	0	3	0	0	3	0	1	0	0	0	4	
0830 - 0845	0	0	3	4	1	0	0	0	8	0	0	3	3	0	0	0	0	6	
0845 - 0900	0	0	4	3	0	0	0	0	7	0	0	3	2	0	0	0	0	5	
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	
0900 - 0915	0	0	3	1	1	0	0	0	5	0	0	2	2	0	0	0	0	4	
0915 - 0930	0	0	1	2	0	0	0	0	3	0	0	1	4	0	0	0	0	5	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	
<b>Session Total</b>	<b>1</b>	<b>1</b>	<b>15</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	
1200 - 1215	0	0	9	2	0	0	0	0	11	1	0	6	0	0	0	0	0	7	
1215 - 1230	0	0	3	2	0	0	0	0	5	0	0	2	5	0	0	0	0	7	
1230 - 1245	2	0	9	2	0	0	0	0	13	0	0	5	2	0	0	0	0	7	
1245 - 1300	0	0	6	1	0	0	0	0	7	0	0	5	2	0	0	0	0	7	
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	
1300 - 1315	1	0	9	1	0	0	0	0	11	0	0	6	3	0	0	0	0	9	
1315 - 1330	0	0	7	4	0	0	0	0	11	0	0	1	1	0	0	0	0	2	
1330 - 1345	1	0	8	0	0	0	0	0	9	0	0	5	3	0	0	0	0	8	
1345 - 1400	1	0	2	2	0	0	0	0	5	0	0	5	0	0	0	0	0	5	
<b>Hourly Total</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	
<b>Session Total</b>	<b>5</b>	<b>0</b>	<b>53</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>1</b>	<b>0</b>	<b>35</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52</b>	
1630 - 1645	1	0	16	0	0	0	0	0	17	0	0	13	0	0	0	0	0	13	
1645 - 1700	1	0	9	1	0	0	0	0	11	1	0	8	0	0	0	0	0	9	
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	
1700 - 1715	0	0	17	3	0	0	0	0	20	0	0	6	1	0	0	0	0	7	
1715 - 1730	1	0	11	0	0	0	0	0	12	0	0	8	0	0	0	0	0	8	
1730 - 1745	0	0	11	1	0	0	0	0	12	1	0	5	0	0	0	0	0	6	
1745 - 1800	0	0	16	0	0	0	0	0	16	0	0	4	0	0	0	0	0	4	
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	
1800 - 1815	1	0	17	0	0	0	0	0	18	0	0	6	0	0	0	0	0	6	
1815 - 1830	0	0	7	0	0	0	0	0	7	0	0	2	0	0	0	0	0	2	
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	
<b>Session Total</b>	<b>4</b>	<b>0</b>	<b>104</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>113</b>	<b>2</b>	<b>0</b>	<b>52</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>	



# University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (3) Avon Road / Kirby Corner Road

Approach: Kirby Corner Road (East)

TIME	Ahead to Kirby Corner Road (West)									Right to Avon Road								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL
0730 - 0745	1	0	116	9	1	0	1	3	131	0	0	16	0	0	0	0	0	16
0745 - 0800	2	0	136	11	0	0	0	2	151	0	0	6	2	0	0	0	0	8
<b>Hourly Total</b>	<b>3</b>	<b>0</b>	<b>252</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>282</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
0800 - 0815	3	0	170	15	0	0	0	3	191	0	0	15	4	2	0	0	0	21
0815 - 0830	3	0	183	10	0	0	1	4	201	0	0	21	0	1	0	0	0	22
0830 - 0845	4	2	194	12	1	0	0	5	218	0	0	13	2	0	0	0	0	15
0845 - 0900	10	0	115	10	3	0	0	4	142	3	0	15	1	0	0	0	0	19
<b>Hourly Total</b>	<b>20</b>	<b>2</b>	<b>662</b>	<b>47</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>752</b>	<b>3</b>	<b>0</b>	<b>64</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>77</b>
0900 - 0915	9	0	167	14	3	1	0	5	199	0	0	16	2	0	0	0	0	18
0915 - 0930	5	0	136	5	1	0	1	5	153	1	0	20	1	0	0	0	0	22
<b>Hourly Total</b>	<b>14</b>	<b>0</b>	<b>303</b>	<b>19</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>10</b>	<b>352</b>	<b>1</b>	<b>0</b>	<b>36</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>
<b>Session Total</b>	<b>37</b>	<b>2</b>	<b>1217</b>	<b>86</b>	<b>9</b>	<b>1</b>	<b>3</b>	<b>31</b>	<b>1386</b>	<b>4</b>	<b>0</b>	<b>122</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>141</b>
1200 - 1215	0	0	62	10	0	0	0	3	75	0	0	3	0	0	0	0	0	3
1215 - 1230	1	0	106	9	1	0	0	2	119	0	0	1	2	0	0	0	0	3
1230 - 1245	1	0	93	7	2	0	1	4	108	0	0	7	1	0	0	0	0	8
1245 - 1300	3	0	118	8	1	0	0	1	131	0	0	12	0	0	0	0	0	12
<b>Hourly Total</b>	<b>5</b>	<b>0</b>	<b>379</b>	<b>34</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>433</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>
1300 - 1315	1	1	105	3	1	0	0	4	115	0	0	7	2	0	0	0	0	9
1315 - 1330	2	0	82	17	2	0	0	1	104	1	0	3	1	0	0	0	0	5
1330 - 1345	2	0	104	8	2	0	1	4	121	0	0	6	0	0	0	0	0	6
1345 - 1400	2	1	122	7	0	1	0	0	133	0	0	5	1	0	0	0	0	6
<b>Hourly Total</b>	<b>7</b>	<b>2</b>	<b>413</b>	<b>35</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>9</b>	<b>473</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>
<b>Session Total</b>	<b>12</b>	<b>2</b>	<b>792</b>	<b>69</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>19</b>	<b>906</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52</b>
1630 - 1645	0	1	107	2	0	0	0	4	114	0	0	3	0	0	0	0	0	3
1645 - 1700	2	0	110	5	0	0	0	3	120	1	0	5	1	0	0	0	0	7
<b>Hourly Total</b>	<b>2</b>	<b>1</b>	<b>217</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>234</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
1700 - 1715	0	0	125	3	0	0	0	4	132	0	0	2	1	0	0	0	0	3
1715 - 1730	3	1	116	1	0	0	0	2	123	1	0	2	0	0	0	0	0	3
1730 - 1745	0	1	85	3	0	0	0	2	91	2	0	21	0	0	0	0	0	23
1745 - 1800	1	1	105	2	0	0	0	3	112	1	0	19	0	0	0	0	0	20
<b>Hourly Total</b>	<b>4</b>	<b>3</b>	<b>431</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>458</b>	<b>4</b>	<b>0</b>	<b>44</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>
1800 - 1815	1	0	99	1	0	0	0	3	104	2	0	22	0	0	0	0	0	24
1815 - 1830	1	0	128	3	0	0	0	1	133	0	0	7	0	0	0	0	0	7
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>227</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>237</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>
<b>Session Total</b>	<b>8</b>	<b>4</b>	<b>875</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>929</b>	<b>7</b>	<b>0</b>	<b>81</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>90</b>



# University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (3) Avon Road / Kirby Corner Road

Approach: Kirby Corner Road (West)

TIME	Left to Avon Road									Ahead to Kirby Corner Road (East)								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL
0730 - 0745	0	0	4	1	0	1	0	0	6	1	0	77	2	0	1	0	1	82
0745 - 0800	0	0	8	0	0	0	0	0	8	1	0	100	4	0	0	0	2	107
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>177</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>189</b>
0800 - 0815	0	0	9	1	0	0	0	0	10	2	1	90	5	1	0	0	2	101
0815 - 0830	1	0	14	2	0	0	0	0	17	0	0	109	3	0	0	0	4	116
0830 - 0845	0	0	12	2	0	0	0	0	14	0	0	109	7	0	1	0	0	117
0845 - 0900	0	0	11	3	0	0	0	0	14	0	0	94	3	2	0	0	1	100
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>2</b>	<b>1</b>	<b>402</b>	<b>18</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>434</b>
0900 - 0915	0	0	15	2	0	0	0	0	17	1	0	92	6	0	0	0	5	104
0915 - 0930	0	0	6	3	0	0	0	0	9	0	2	81	4	2	1	0	6	96
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>1</b>	<b>2</b>	<b>173</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>200</b>
<b>Session Total</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>3</b>	<b>752</b>	<b>34</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>823</b>
1200 - 1215	0	0	2	3	0	0	0	0	5	1	1	106	7	1	0	0	2	118
1215 - 1230	0	0	2	1	0	0	0	0	3	1	1	93	4	1	1	2	4	107
1230 - 1245	1	0	5	2	0	0	0	0	8	1	0	91	10	2	0	0	3	107
1245 - 1300	0	0	5	3	0	0	0	0	8	0	0	93	6	0	2	0	2	103
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>3</b>	<b>2</b>	<b>383</b>	<b>27</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>11</b>	<b>435</b>
1300 - 1315	0	0	5	1	0	0	0	0	6	1	0	112	10	2	1	0	2	128
1315 - 1330	1	0	3	2	0	0	0	0	6	1	1	90	3	0	0	0	4	99
1330 - 1345	0	0	4	2	0	0	0	0	6	0	0	98	20	1	1	0	1	121
1345 - 1400	0	0	8	3	0	0	0	0	11	0	0	90	11	1	0	0	3	105
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>2</b>	<b>1</b>	<b>390</b>	<b>44</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>453</b>
<b>Session Total</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>5</b>	<b>3</b>	<b>773</b>	<b>71</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>21</b>	<b>888</b>
1630 - 1645	0	0	2	0	0	0	0	0	2	1	1	150	4	0	0	0	0	156
1645 - 1700	0	0	2	0	0	0	0	0	2	3	2	173	8	1	0	0	5	192
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>323</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>348</b>
1700 - 1715	1	0	0	1	0	0	0	0	2	1	0	142	4	1	0	0	3	151
1715 - 1730	1	0	3	1	0	0	0	0	5	7	0	120	5	0	0	2	5	139
1730 - 1745	1	0	7	0	0	0	0	0	8	1	0	121	4	0	0	0	1	127
1745 - 1800	0	0	6	0	0	0	0	0	6	1	1	111	4	0	0	0	3	120
<b>Hourly Total</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>10</b>	<b>1</b>	<b>494</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>537</b>
1800 - 1815	0	0	5	0	0	0	0	0	5	4	0	130	9	0	0	0	2	145
1815 - 1830	0	0	2	0	0	0	0	0	2	2	0	96	4	0	0	0	4	106
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>226</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>251</b>
<b>Session Total</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>20</b>	<b>4</b>	<b>1043</b>	<b>42</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>1136</b>



# University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (4) Westwood House / Kirby Corner Road

Approach: Westwood House

TIME	Left to Kirby Corner Road (East)									Right to Kirby Corner Road (West)									
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	
0730 - 0745	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	
0800 - 0815	0	0	1	0	0	0	0	0	1	0	0	2	4	0	0	0	0	6	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
0830 - 0845	0	0	1	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3	
0845 - 0900	0	0	5	1	0	0	0	0	6	3	0	3	2	1	0	0	1	10	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>21</b>	
0900 - 0915	0	0	4	0	0	0	0	0	4	7	0	1	0	0	0	0	0	8	
0915 - 0930	0	0	2	0	0	0	0	0	2	1	0	1	2	0	0	0	0	4	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>34</b>	
1200 - 1215	0	1	1	0	0	0	0	0	2	2	0	1	1	0	0	0	0	4	
1215 - 1230	0	0	3	0	0	0	0	0	3	0	0	6	2	0	0	0	0	8	
1230 - 1245	1	0	3	1	0	0	0	0	5	0	0	7	2	0	0	0	0	9	
1245 - 1300	0	0	4	0	0	0	0	0	4	3	0	4	2	0	0	0	0	9	
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	
1300 - 1315	0	0	4	1	0	0	0	0	5	0	0	5	2	1	0	0	0	8	
1315 - 1330	0	0	2	0	0	0	0	0	2	1	0	4	3	0	0	0	1	9	
1330 - 1345	0	0	4	0	0	0	0	0	4	2	0	2	1	0	0	0	0	5	
1345 - 1400	0	0	4	0	0	0	0	0	4	1	0	3	0	0	0	0	0	4	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>26</b>	
<b>Session Total</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>9</b>	<b>0</b>	<b>32</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>56</b>	
1630 - 1645	0	0	17	0	0	0	0	0	17	0	0	6	3	2	0	0	0	11	
1645 - 1700	0	1	8	1	0	0	0	0	10	1	0	10	0	0	0	0	0	11	
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	
1700 - 1715	0	0	9	2	0	0	0	0	11	1	0	6	1	0	0	0	0	8	
1715 - 1730	0	0	6	0	0	0	0	0	6	0	0	8	0	0	0	0	0	8	
1730 - 1745	0	0	5	0	0	0	0	0	5	0	0	6	0	0	0	0	0	6	
1745 - 1800	0	0	11	1	0	0	0	0	12	1	0	4	0	0	0	0	1	6	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>28</b>	
1800 - 1815	0	0	4	0	0	0	0	0	4	1	0	1	0	0	0	0	0	2	
1815 - 1830	0	0	5	1	0	0	0	0	6	0	0	8	1	0	0	0	0	9	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	
<b>Session Total</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>4</b>	<b>0</b>	<b>49</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>61</b>	





# University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (4) Westwood House / Kirby Corner Road

Approach: Kirby Corner Road (East)

TIME	Ahead to Kirby Corner Road (West)									Right to Westwood House								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL
0730 - 0745	1	0	112	9	1	0	1	3	127	0	0	7	0	0	0	0	0	7
0745 - 0800	2	0	130	11	0	0	0	2	145	0	0	8	0	0	0	0	0	8
<b>Hourly Total</b>	<b>3</b>	<b>0</b>	<b>242</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>272</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
0800 - 0815	3	0	166	16	0	0	0	3	188	0	0	6	1	0	0	0	0	7
0815 - 0830	3	0	182	9	1	0	1	4	200	0	0	4	1	0	0	0	0	5
0830 - 0845	4	2	186	15	1	0	0	5	213	0	0	11	0	0	0	0	0	11
0845 - 0900	9	0	107	11	3	0	0	4	134	1	0	11	1	0	0	0	0	13
<b>Hourly Total</b>	<b>19</b>	<b>2</b>	<b>641</b>	<b>51</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>735</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>
0900 - 0915	9	0	157	16	3	1	0	5	191	0	0	12	0	0	0	0	0	12
0915 - 0930	4	0	127	9	1	0	1	5	147	1	0	10	0	0	0	0	0	11
<b>Hourly Total</b>	<b>13</b>	<b>0</b>	<b>284</b>	<b>25</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>10</b>	<b>338</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>
<b>Session Total</b>	<b>35</b>	<b>2</b>	<b>1167</b>	<b>96</b>	<b>10</b>	<b>1</b>	<b>3</b>	<b>31</b>	<b>1345</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>
1200 - 1215	1	0	67	10	0	0	0	3	81	0	0	1	0	0	0	0	0	1
1215 - 1230	1	0	107	13	1	0	0	2	124	0	0	1	1	0	0	0	0	2
1230 - 1245	1	0	96	9	2	0	1	4	113	0	0	2	0	0	0	0	0	2
1245 - 1300	3	0	117	10	1	0	0	1	132	0	0	6	0	0	0	0	0	6
<b>Hourly Total</b>	<b>6</b>	<b>0</b>	<b>387</b>	<b>42</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>450</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
1300 - 1315	1	1	110	6	1	0	0	4	123	0	0	1	0	0	0	0	0	1
1315 - 1330	2	0	80	18	2	0	0	1	103	0	0	3	0	0	0	0	0	3
1330 - 1345	2	0	106	10	2	0	1	4	125	0	0	3	0	0	0	0	0	3
1345 - 1400	2	1	122	7	0	1	0	0	133	0	0	5	0	0	0	0	0	5
<b>Hourly Total</b>	<b>7</b>	<b>2</b>	<b>418</b>	<b>41</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>9</b>	<b>484</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
<b>Session Total</b>	<b>13</b>	<b>2</b>	<b>805</b>	<b>83</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>19</b>	<b>934</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>
1630 - 1645	0	1	117	2	0	0	0	4	124	0	0	3	1	0	0	0	0	4
1645 - 1700	3	0	117	5	0	0	0	3	128	0	0	1	0	0	0	0	0	1
<b>Hourly Total</b>	<b>3</b>	<b>1</b>	<b>234</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>252</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
1700 - 1715	0	0	128	4	0	0	0	4	136	0	0	3	0	0	0	0	0	3
1715 - 1730	3	1	123	1	0	0	0	2	130	0	0	1	0	0	0	0	0	1
1730 - 1745	1	1	87	3	0	0	0	2	94	0	0	3	0	0	0	0	0	3
1745 - 1800	1	1	106	2	0	0	0	3	113	0	0	3	0	0	0	0	0	3
<b>Hourly Total</b>	<b>5</b>	<b>3</b>	<b>444</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>473</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
1800 - 1815	1	0	100	0	0	0	0	3	104	0	0	5	1	0	0	0	0	6
1815 - 1830	1	0	128	3	0	0	0	1	133	0	0	2	0	0	0	0	0	2
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>228</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>237</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>Session Total</b>	<b>10</b>	<b>4</b>	<b>906</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>962</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>



# University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (4) Westwood House / Kirby Corner Road

Approach: Kirby Corner Road (West)

TIME	Left to Westwood House									Ahead to Kirby Corner Road (East)								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL
0730 - 0745	0	0	3	1	0	0	0	0	4	1	0	80	3	0	2	0	1	87
0745 - 0800	0	0	1	3	0	0	0	0	4	1	0	107	4	0	0	0	2	114
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>187</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>201</b>
0800 - 0815	1	0	5	1	0	0	0	0	7	2	1	98	6	1	0	0	2	110
0815 - 0830	0	0	8	2	0	0	0	0	10	1	0	123	5	0	0	0	4	133
0830 - 0845	0	1	12	1	1	0	0	0	15	0	0	120	9	0	1	0	0	130
0845 - 0900	1	0	10	4	0	0	0	0	15	0	0	100	5	2	0	0	1	108
<b>Hourly Total</b>	<b>2</b>	<b>1</b>	<b>35</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>3</b>	<b>1</b>	<b>441</b>	<b>25</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>481</b>
0900 - 0915	0	0	8	2	0	0	0	0	10	1	0	103	8	0	0	0	5	117
0915 - 0930	0	0	8	1	1	0	0	0	10	0	2	85	7	2	1	0	6	103
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>1</b>	<b>2</b>	<b>188</b>	<b>15</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>220</b>
<b>Session Total</b>	<b>2</b>	<b>1</b>	<b>55</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>3</b>	<b>816</b>	<b>47</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>902</b>
1200 - 1215	0	0	5	0	1	0	0	0	6	1	0	107	10	1	0	0	2	121
1215 - 1230	1	0	2	3	0	0	0	0	6	1	1	92	5	1	1	2	4	107
1230 - 1245	3	0	1	1	1	0	0	0	6	1	0	93	11	2	0	0	3	110
1245 - 1300	1	0	10	4	0	0	0	0	15	0	0	94	9	0	2	0	2	107
<b>Hourly Total</b>	<b>5</b>	<b>0</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>3</b>	<b>1</b>	<b>386</b>	<b>35</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>11</b>	<b>445</b>
1300 - 1315	4	0	9	2	1	0	0	0	16	1	0	113	10	2	1	0	2	129
1315 - 1330	3	0	5	2	0	0	0	0	10	2	1	91	5	0	0	0	4	103
1330 - 1345	1	0	1	1	0	0	0	0	3	0	0	98	22	1	1	0	1	123
1345 - 1400	1	0	4	4	0	0	0	0	9	0	0	94	14	1	0	0	2	111
<b>Hourly Total</b>	<b>9</b>	<b>0</b>	<b>19</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>3</b>	<b>1</b>	<b>396</b>	<b>51</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>466</b>
<b>Session Total</b>	<b>14</b>	<b>0</b>	<b>37</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>6</b>	<b>2</b>	<b>782</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>20</b>	<b>911</b>
1630 - 1645	1	0	4	1	0	0	0	0	6	1	1	135	4	0	0	0	0	141
1645 - 1700	1	0	4	0	0	0	0	0	5	3	1	167	7	1	0	0	5	184
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>302</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>325</b>
1700 - 1715	0	0	5	4	0	0	0	0	9	2	0	133	3	1	0	0	3	142
1715 - 1730	1	0	5	1	0	0	0	0	7	8	0	117	6	0	0	1	5	137
1730 - 1745	0	0	4	1	0	0	0	0	5	2	0	123	4	0	0	1	1	131
1745 - 1800	2	0	4	1	0	0	0	0	7	1	1	106	4	0	0	0	3	115
<b>Hourly Total</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>13</b>	<b>1</b>	<b>479</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>525</b>
1800 - 1815	0	0	2	0	0	0	0	0	2	4	0	131	9	0	0	0	2	146
1815 - 1830	0	0	4	1	0	0	0	0	5	2	0	93	4	0	0	0	4	103
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>224</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>249</b>
<b>Session Total</b>	<b>5</b>	<b>0</b>	<b>32</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>23</b>	<b>3</b>	<b>1005</b>	<b>41</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>1099</b>



# University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (5) Coventry Godiva / Kirby Corner Road

Approach: Coventry Godiva

TIME	Left to Kirby Corner Road (East)									Right to Kirby Corner Road (West)									
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0800 - 0815	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
0815 - 0830	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0845 - 0900	0	0	1	1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	
0900 - 0915	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	1	1	0	0	0	0	2	0	0	1	0	0	0	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	
1200 - 1215	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
1215 - 1230	0	0	1	1	0	0	0	0	2	0	0	0	1	0	0	0	0	0	1
1230 - 1245	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	
1300 - 1315	0	0	2	1	0	0	0	0	3	0	0	2	0	0	0	0	0	0	2
1315 - 1330	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	2	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
1345 - 1400	0	0	2	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	
1630 - 1645	0	0	5	0	0	0	0	0	5	0	0	7	0	0	0	0	0	0	7
1645 - 1700	0	0	4	0	0	0	0	0	4	0	0	1	0	0	0	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	
1700 - 1715	0	0	5	1	0	0	0	0	6	0	0	4	0	0	0	0	0	0	4
1715 - 1730	0	0	5	0	0	0	0	0	5	0	0	4	0	0	0	0	0	0	4
1730 - 1745	0	0	4	0	0	0	0	0	4	1	0	0	0	0	0	0	0	1	
1745 - 1800	0	0	2	0	0	0	0	0	2	1	0	5	1	0	0	0	0	7	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	
1800 - 1815	0	0	4	0	0	0	0	0	4	2	0	2	0	0	0	0	0	0	4
1815 - 1830	0	0	10	1	0	0	0	0	11	0	0	2	0	0	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	



# University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (5) Coventry Godiva / Kirby Corner Road

Approach: Kirby Corner Road (East)

TIME	Ahead to Kirby Corner Road (West)									Right to Coventry Godiva								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL
0730 - 0745	1	0	111	8	1	0	1	3	125	0	0	1	1	0	0	0	0	2
0745 - 0800	2	0	129	11	0	0	0	2	144	0	0	2	0	0	0	0	0	2
<b>Hourly Total</b>	<b>3</b>	<b>0</b>	<b>240</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>269</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
0800 - 0815	3	0	166	20	0	0	0	3	192	0	0	2	0	0	0	0	0	2
0815 - 0830	3	0	181	9	1	0	1	4	199	0	0	3	0	0	0	0	0	3
0830 - 0845	5	2	185	15	1	0	0	5	213	0	0	3	0	0	0	0	0	3
0845 - 0900	12	0	107	13	4	0	0	4	140	0	0	3	0	0	0	0	0	3
<b>Hourly Total</b>	<b>23</b>	<b>2</b>	<b>639</b>	<b>57</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>744</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
0900 - 0915	15	0	154	16	3	1	0	5	194	1	0	4	0	0	0	0	0	5
0915 - 0930	5	0	123	10	1	0	1	5	145	0	0	5	1	0	0	0	0	6
<b>Hourly Total</b>	<b>20</b>	<b>0</b>	<b>277</b>	<b>26</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>10</b>	<b>339</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
<b>Session Total</b>	<b>46</b>	<b>2</b>	<b>1156</b>	<b>102</b>	<b>11</b>	<b>1</b>	<b>3</b>	<b>31</b>	<b>1352</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>
1200 - 1215	3	0	68	11	0	0	0	3	85	0	0	0	0	0	0	0	0	0
1215 - 1230	1	0	111	15	1	0	0	2	130	0	0	2	0	0	0	0	0	2
1230 - 1245	1	0	103	11	2	0	1	3	121	0	0	0	0	0	0	0	0	0
1245 - 1300	6	0	121	11	1	0	0	2	141	0	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	<b>11</b>	<b>0</b>	<b>403</b>	<b>48</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>477</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
1300 - 1315	1	1	113	8	2	0	0	4	129	0	0	2	0	0	0	0	0	2
1315 - 1330	3	0	84	21	2	0	0	2	112	0	0	0	0	0	0	0	0	0
1330 - 1345	4	0	105	11	2	0	1	3	126	0	0	3	1	0	0	0	0	4
1345 - 1400	3	1	123	7	0	1	0	1	136	0	0	2	0	0	0	0	0	2
<b>Hourly Total</b>	<b>11</b>	<b>2</b>	<b>425</b>	<b>47</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>10</b>	<b>503</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>Session Total</b>	<b>22</b>	<b>2</b>	<b>828</b>	<b>95</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>20</b>	<b>980</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
1630 - 1645	0	1	120	5	2	0	0	3	131	0	0	3	0	0	0	0	0	3
1645 - 1700	4	0	124	5	0	0	0	3	136	0	0	3	0	0	0	0	0	3
<b>Hourly Total</b>	<b>4</b>	<b>1</b>	<b>244</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>267</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
1700 - 1715	1	0	131	5	0	0	0	4	141	0	0	3	0	0	0	0	0	3
1715 - 1730	3	1	126	1	0	0	0	2	133	0	0	5	0	0	0	0	0	5
1730 - 1745	1	1	88	3	0	0	0	2	95	0	0	5	0	0	0	0	0	5
1745 - 1800	2	1	110	2	0	0	0	3	118	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>7</b>	<b>3</b>	<b>455</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>487</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
1800 - 1815	2	0	96	0	0	0	0	3	101	0	0	5	0	0	0	0	0	5
1815 - 1830	0	0	116	2	0	0	0	1	119	1	0	20	2	0	0	0	0	23
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>212</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>220</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>
<b>Session Total</b>	<b>13</b>	<b>4</b>	<b>911</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>974</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>



# University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (5) Coventry Godiva / Kirby Corner Road

Approach: Kirby Corner Road (West)

TIME	Left to Coventry Godiva									Ahead to Kirby Corner Road (East)								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL
0730 - 0745	0	0	0	0	0	0	0	0	0	1	0	83	4	0	2	0	1	91
0745 - 0800	0	0	0	0	0	0	0	0	0	1	0	108	7	0	0	0	2	118
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>191</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>209</b>
0800 - 0815	0	0	2	0	0	0	0	0	2	3	1	102	7	1	0	0	2	116
0815 - 0830	0	0	9	0	0	0	0	0	9	1	0	130	7	0	0	0	4	142
0830 - 0845	0	0	3	1	0	0	0	0	4	0	1	132	10	1	1	0	0	145
0845 - 0900	0	0	11	0	0	0	0	0	11	1	0	109	8	2	0	0	1	121
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>5</b>	<b>2</b>	<b>473</b>	<b>32</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>524</b>
0900 - 0915	0	0	5	0	0	0	0	0	5	1	0	110	10	0	0	0	5	126
0915 - 0930	1	0	2	0	0	0	0	0	3	0	2	92	7	3	1	0	6	111
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>202</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>237</b>
<b>Session Total</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>8</b>	<b>4</b>	<b>866</b>	<b>60</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>970</b>
1200 - 1215	0	0	0	0	0	0	0	0	0	1	0	111	10	2	0	0	2	126
1215 - 1230	1	0	1	2	0	0	0	0	4	2	1	93	6	1	1	2	4	110
1230 - 1245	2	0	4	0	0	0	0	0	6	4	0	94	12	3	0	0	2	115
1245 - 1300	0	0	2	0	0	0	0	0	2	1	0	102	12	0	2	0	3	120
<b>Hourly Total</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>400</b>	<b>40</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>11</b>	<b>471</b>
1300 - 1315	4	0	2	0	0	0	0	0	6	5	0	120	11	3	1	0	2	142
1315 - 1330	0	0	5	0	0	0	0	0	5	5	1	93	6	0	0	0	3	108
1330 - 1345	0	0	2	1	0	0	0	0	3	1	0	97	23	1	1	0	2	125
1345 - 1400	0	0	2	0	0	0	0	0	2	1	0	96	17	1	0	0	2	117
<b>Hourly Total</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>12</b>	<b>1</b>	<b>406</b>	<b>57</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>492</b>
<b>Session Total</b>	<b>7</b>	<b>0</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>20</b>	<b>2</b>	<b>806</b>	<b>97</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>20</b>	<b>963</b>
1630 - 1645	0	0	1	0	0	0	0	0	1	2	1	134	4	0	0	0	1	142
1645 - 1700	0	0	1	0	0	0	0	0	1	4	1	167	7	1	0	0	5	185
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>2</b>	<b>301</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>327</b>
1700 - 1715	0	0	3	1	0	0	0	0	4	2	0	133	5	1	0	0	2	143
1715 - 1730	0	0	2	0	0	0	0	0	2	9	0	117	7	0	0	1	6	140
1730 - 1745	1	0	1	0	0	0	0	0	2	2	0	123	4	0	0	0	1	130
1745 - 1800	0	0	3	0	0	0	0	0	3	3	1	108	4	0	0	1	3	120
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>16</b>	<b>1</b>	<b>481</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>533</b>
1800 - 1815	0	0	4	0	0	0	0	0	4	4	0	129	9	0	0	0	2	144
1815 - 1830	0	0	18	2	0	0	0	0	20	2	0	87	4	0	0	0	3	96
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>216</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>240</b>
<b>Session Total</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>28</b>	<b>3</b>	<b>998</b>	<b>44</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>1100</b>



# University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (6) Kirby Corner Road / University House

Approach: Kirby Corner Road (East)

TIME	Left to University House									Ahead to Kirby Corner Road (West)								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL
0730 - 0745	0	0	0	1	0	0	0	0	1	1	0	111	7	1	0	1	3	124
0745 - 0800	0	0	4	0	0	0	0	0	4	2	0	125	11	0	0	0	2	140
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>236</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>264</b>
0800 - 0815	0	0	3	1	0	0	0	0	4	2	0	163	20	0	0	0	3	188
0815 - 0830	1	0	2	1	0	0	0	0	4	3	0	179	8	1	0	1	4	196
0830 - 0845	0	0	0	0	0	0	0	0	0	4	2	185	15	1	0	0	4	211
0845 - 0900	1	0	2	0	0	0	0	0	3	9	0	105	13	4	0	0	5	136
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>18</b>	<b>2</b>	<b>632</b>	<b>56</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>731</b>
0900 - 0915	2	0	4	1	0	0	0	0	7	10	0	150	15	3	1	0	5	184
0915 - 0930	0	0	2	0	0	0	0	0	2	4	0	122	10	1	0	1	5	143
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>14</b>	<b>0</b>	<b>272</b>	<b>25</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>10</b>	<b>327</b>
<b>Session Total</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>35</b>	<b>2</b>	<b>1140</b>	<b>99</b>	<b>11</b>	<b>1</b>	<b>3</b>	<b>31</b>	<b>1322</b>
1200 - 1215	1	0	0	0	0	0	0	0	1	2	0	69	11	0	0	0	3	85
1215 - 1230	0	0	1	0	0	0	0	0	1	1	0	110	16	1	0	0	2	130
1230 - 1245	0	0	5	1	0	0	0	0	6	0	0	98	10	2	0	1	3	114
1245 - 1300	1	0	1	1	0	0	0	0	3	4	0	120	10	1	0	0	1	136
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>397</b>	<b>47</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>465</b>
1300 - 1315	0	0	3	0	0	0	0	0	3	1	1	112	8	2	0	0	4	128
1315 - 1330	0	0	1	3	0	0	0	0	4	3	0	83	18	2	0	0	2	108
1330 - 1345	1	0	2	1	0	0	0	0	4	3	0	105	11	2	0	1	3	125
1345 - 1400	0	0	1	0	0	0	0	0	1	5	1	122	7	0	1	0	1	137
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>12</b>	<b>2</b>	<b>422</b>	<b>44</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>10</b>	<b>498</b>
<b>Session Total</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>19</b>	<b>2</b>	<b>819</b>	<b>91</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>19</b>	<b>963</b>
1630 - 1645	0	0	3	0	0	0	0	0	3	0	1	124	5	2	0	0	3	135
1645 - 1700	1	0	1	0	0	0	0	0	2	2	0	124	5	0	0	0	3	134
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>248</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>269</b>
1700 - 1715	0	0	6	0	0	0	0	0	6	1	0	129	5	0	0	0	4	139
1715 - 1730	0	0	1	0	0	0	0	0	1	2	1	129	1	0	0	0	2	135
1730 - 1745	0	0	0	0	0	0	0	0	0	2	1	88	3	0	0	0	2	96
1745 - 1800	0	0	1	0	0	0	0	0	1	3	1	114	2	0	0	0	3	123
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>460</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>493</b>
1800 - 1815	0	0	1	0	0	0	0	0	1	0	0	97	0	0	0	0	3	100
1815 - 1830	1	0	0	0	0	0	0	0	1	0	0	118	2	0	0	0	1	121
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>215</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>221</b>
<b>Session Total</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>10</b>	<b>4</b>	<b>923</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>983</b>



# University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (6) Kirby Corner Road / University House

Approach: University House

TIME	Left to Kirby Corner Road (West)									Right to Kirby Corner Road (East)									
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	
0730 - 0745	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
0745 - 0800	0	0	3	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	
0800 - 0815	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
0815 - 0830	0	0	3	1	0	0	0	0	4	0	0	1	0	0	0	0	0	1	
0830 - 0845	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	
0900 - 0915	0	0	2	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	
0915 - 0930	0	0	5	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	
1200 - 1215	0	0	1	0	0	0	0	0	1	0	0	3	1	0	0	0	0	4	
1215 - 1230	0	0	1	0	0	0	0	0	1	0	0	1	1	0	0	0	0	2	
1230 - 1245	0	0	4	2	0	0	0	0	6	0	0	2	0	0	0	0	0	2	
1245 - 1300	0	0	3	0	0	0	0	0	3	0	0	2	0	0	0	0	0	2	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	
1300 - 1315	0	0	3	1	0	0	0	0	4	0	0	5	0	0	0	0	0	5	
1315 - 1330	0	0	2	3	0	0	0	0	5	1	0	2	0	0	0	0	0	3	
1330 - 1345	0	0	1	1	0	0	0	0	2	0	0	3	1	0	0	0	0	4	
1345 - 1400	0	0	2	0	0	0	0	0	2	0	0	1	1	0	0	0	0	2	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	
1630 - 1645	0	0	0	2	1	0	0	0	3	1	0	6	1	0	0	0	0	8	
1645 - 1700	0	0	2	1	0	0	0	0	3	1	0	2	0	0	0	0	0	3	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	
1700 - 1715	0	0	6	1	0	0	0	0	7	1	0	1	0	0	0	0	0	2	
1715 - 1730	0	0	1	1	0	0	0	0	2	5	0	3	0	0	0	0	0	8	
1730 - 1745	0	0	1	0	0	0	0	0	1	1	0	1	0	0	0	0	0	2	
1745 - 1800	0	0	1	0	0	0	0	0	1	0	0	3	0	0	0	0	0	3	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	
1800 - 1815	0	0	3	0	0	0	0	0	3	1	0	0	0	0	0	0	0	1	
1815 - 1830	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>11</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	



# University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (6) Kirby Corner Road / University House

Approach: Kirby Corner Road (West)

TIME	Ahead to Kirby Corner Road (East)									Right to University House								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL
0730 - 0745	1	0	82	4	0	2	0	1	90	0	0	2	0	0	0	0	0	2
0745 - 0800	1	0	107	7	0	0	0	2	117	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>189</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>207</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
0800 - 0815	2	1	103	7	1	0	0	2	116	0	0	0	0	0	0	0	0	0
0815 - 0830	2	0	138	7	0	0	0	4	151	0	0	1	1	0	0	0	0	2
0830 - 0845	0	1	135	11	1	1	0	0	149	0	0	2	0	0	0	0	0	2
0845 - 0900	0	0	118	8	2	0	0	1	129	0	0	1	0	0	0	0	0	1
<b>Hourly Total</b>	<b>4</b>	<b>2</b>	<b>494</b>	<b>33</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>545</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
0900 - 0915	1	0	113	10	0	0	0	5	129	0	0	3	0	0	0	0	0	3
0915 - 0930	0	2	94	7	3	1	0	6	113	0	0	3	0	0	0	0	0	3
<b>Hourly Total</b>	<b>1</b>	<b>2</b>	<b>207</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>242</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>Session Total</b>	<b>7</b>	<b>4</b>	<b>890</b>	<b>61</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>994</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
1200 - 1215	1	0	108	9	2	0	0	2	122	0	0	1	1	0	0	0	0	2
1215 - 1230	3	1	93	6	1	1	2	4	111	0	0	3	2	0	0	0	0	5
1230 - 1245	3	0	96	12	3	0	0	2	116	0	0	3	0	0	0	0	0	3
1245 - 1300	3	0	102	12	0	2	0	3	122	0	0	4	0	0	0	0	0	4
<b>Hourly Total</b>	<b>10</b>	<b>1</b>	<b>399</b>	<b>39</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>11</b>	<b>471</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
1300 - 1315	5	0	117	11	3	1	0	2	139	0	0	3	0	0	0	0	0	3
1315 - 1330	4	1	96	6	0	0	0	3	110	0	0	2	0	0	0	0	0	2
1330 - 1345	1	0	96	23	1	1	0	2	124	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	97	16	1	0	0	2	116	0	0	2	1	0	0	0	0	3
<b>Hourly Total</b>	<b>10</b>	<b>1</b>	<b>406</b>	<b>56</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>489</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>Session Total</b>	<b>20</b>	<b>2</b>	<b>805</b>	<b>95</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>20</b>	<b>960</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>
1630 - 1645	0	1	129	3	0	0	0	1	134	0	0	3	2	1	0	0	0	6
1645 - 1700	4	1	166	7	1	0	0	5	184	0	0	1	2	0	0	0	0	3
<b>Hourly Total</b>	<b>4</b>	<b>2</b>	<b>295</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>318</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
1700 - 1715	2	0	135	6	1	0	0	2	146	0	0	1	0	0	0	0	0	1
1715 - 1730	4	0	116	7	0	0	1	5	133	0	0	4	0	0	0	0	0	4
1730 - 1745	2	0	123	4	0	0	0	3	132	0	0	4	0	0	0	0	0	4
1745 - 1800	1	1	108	4	0	0	0	2	116	0	0	1	0	0	0	0	0	1
<b>Hourly Total</b>	<b>9</b>	<b>1</b>	<b>482</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>527</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
1800 - 1815	2	0	133	9	0	0	1	2	147	0	0	1	0	0	0	0	0	1
1815 - 1830	2	0	105	6	0	0	0	3	116	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>4</b>	<b>0</b>	<b>238</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>263</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Session Total</b>	<b>17</b>	<b>3</b>	<b>1015</b>	<b>46</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>1108</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>





# University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (7) Kirby Corner Road / University House

Approach: Kirby Corner Road (East)

TIME	Left to University House									Ahead to Kirby Corner Road (West)								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL
0730 - 0745	0	0	7	0	0	0	0	0	7	1	0	104	8	1	0	1	3	118
0745 - 0800	0	0	17	0	0	0	0	0	17	2	0	111	11	0	0	0	2	126
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>215</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>244</b>
0800 - 0815	0	0	21	1	0	0	0	0	22	2	0	142	20	0	0	0	3	167
0815 - 0830	1	0	29	0	0	0	0	0	30	2	0	153	9	1	0	1	4	170
0830 - 0845	1	0	21	0	0	0	0	0	22	3	2	164	16	1	0	0	4	190
0845 - 0900	2	0	28	0	0	0	0	0	30	7	0	77	13	4	0	0	5	106
<b>Hourly Total</b>	<b>4</b>	<b>0</b>	<b>99</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>104</b>	<b>14</b>	<b>2</b>	<b>536</b>	<b>58</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>633</b>
0900 - 0915	0	0	20	0	0	0	0	0	20	10	0	132	15	3	1	0	5	166
0915 - 0930	0	0	9	0	0	0	0	0	9	4	0	118	10	1	0	1	4	138
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>250</b>	<b>25</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>9</b>	<b>304</b>
<b>Session Total</b>	<b>4</b>	<b>0</b>	<b>152</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>157</b>	<b>31</b>	<b>2</b>	<b>1001</b>	<b>102</b>	<b>11</b>	<b>1</b>	<b>3</b>	<b>30</b>	<b>1181</b>
1200 - 1215	0	0	0	0	0	0	0	0	0	2	0	70	11	0	0	0	3	86
1215 - 1230	0	0	5	0	0	0	0	0	5	1	0	106	16	1	0	0	2	126
1230 - 1245	0	0	3	0	0	0	0	0	3	0	0	99	12	2	0	0	3	116
1245 - 1300	0	0	6	0	0	0	0	0	6	4	0	117	10	1	0	1	1	134
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>392</b>	<b>49</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>462</b>
1300 - 1315	0	0	4	1	0	0	0	0	5	1	1	111	8	2	0	0	3	126
1315 - 1330	0	0	6	0	0	0	0	0	6	3	0	79	21	2	0	0	3	108
1330 - 1345	0	0	6	0	0	0	0	0	6	3	0	100	11	2	0	1	2	119
1345 - 1400	0	0	5	0	0	0	0	0	5	5	1	119	7	0	1	0	2	135
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>12</b>	<b>2</b>	<b>409</b>	<b>47</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>10</b>	<b>488</b>
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>19</b>	<b>2</b>	<b>801</b>	<b>96</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>19</b>	<b>950</b>
1630 - 1645	0	0	0	0	0	0	0	0	0	0	1	124	7	3	0	0	3	138
1645 - 1700	0	0	0	0	0	0	0	0	0	2	0	126	6	0	0	0	3	137
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>250</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>275</b>
1700 - 1715	0	0	0	0	0	0	0	0	0	1	0	135	6	0	0	0	3	145
1715 - 1730	0	0	0	0	0	0	0	0	0	2	1	130	2	0	0	0	3	138
1730 - 1745	0	0	0	0	0	0	0	0	0	2	1	89	3	0	0	0	2	97
1745 - 1800	0	0	1	0	0	0	0	0	1	3	1	114	2	0	0	0	3	123
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>3</b>	<b>468</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>503</b>
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	3	103
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	119	2	0	0	0	1	122
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>219</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>225</b>
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>4</b>	<b>937</b>	<b>28</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>1003</b>





# University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (7) Kirby Corner Road / University House

Approach: Kirby Corner Road (West)

TIME	Ahead to Kirby Corner Road (East)									Right to University House								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL
0730 - 0745	1	0	84	4	0	2	0	1	92	0	0	0	0	0	0	0	0	0
0745 - 0800	1	0	106	7	0	0	0	2	116	0	0	6	0	0	0	0	0	6
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>190</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>208</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
0800 - 0815	2	1	103	7	1	0	0	2	116	0	0	14	0	0	0	0	0	14
0815 - 0830	2	0	139	8	0	0	0	3	152	0	0	19	0	0	0	0	0	19
0830 - 0845	0	1	137	11	1	1	0	1	152	0	0	16	0	0	0	0	0	16
0845 - 0900	0	0	119	8	2	0	0	1	130	0	0	19	0	0	0	0	0	19
<b>Hourly Total</b>	<b>4</b>	<b>2</b>	<b>498</b>	<b>34</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>550</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>68</b>
0900 - 0915	1	0	116	10	0	0	0	5	132	1	0	8	0	0	0	0	0	9
0915 - 0930	0	2	97	7	3	1	0	6	116	0	0	1	0	0	0	0	0	1
<b>Hourly Total</b>	<b>1</b>	<b>2</b>	<b>213</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>248</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>Session Total</b>	<b>7</b>	<b>4</b>	<b>901</b>	<b>62</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>1006</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>84</b>
1200 - 1215	1	0	104	10	2	0	0	2	119	0	0	0	0	0	0	0	0	0
1215 - 1230	3	1	87	8	1	1	1	4	106	0	0	0	0	0	0	0	0	0
1230 - 1245	3	0	90	12	3	0	1	2	111	0	0	0	0	0	0	0	0	0
1245 - 1300	3	0	100	12	0	2	0	3	120	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>10</b>	<b>1</b>	<b>381</b>	<b>42</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>11</b>	<b>456</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1300 - 1315	5	0	119	11	3	1	0	2	141	0	0	5	0	0	0	0	0	5
1315 - 1330	4	1	96	6	0	0	0	2	109	0	0	2	0	0	0	0	0	2
1330 - 1345	1	0	94	23	1	1	0	3	123	0	0	2	0	0	0	0	0	2
1345 - 1400	0	0	97	17	1	0	0	1	116	0	0	1	0	0	0	0	0	1
<b>Hourly Total</b>	<b>10</b>	<b>1</b>	<b>406</b>	<b>57</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>489</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>Session Total</b>	<b>20</b>	<b>2</b>	<b>787</b>	<b>99</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>19</b>	<b>945</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
1630 - 1645	0	1	116	5	1	0	0	1	124	0	0	3	1	0	0	0	0	4
1645 - 1700	3	1	163	9	1	0	0	5	182	0	0	1	0	0	0	0	0	1
<b>Hourly Total</b>	<b>3</b>	<b>2</b>	<b>279</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>306</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
1700 - 1715	2	0	120	6	1	0	0	2	131	1	0	0	0	0	0	0	0	1
1715 - 1730	4	0	114	7	0	0	1	4	130	0	0	1	0	0	0	0	0	1
1730 - 1745	2	0	115	4	0	0	0	3	124	0	0	1	0	0	0	0	0	1
1745 - 1800	0	1	100	4	0	0	0	2	107	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>8</b>	<b>1</b>	<b>449</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>492</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
1800 - 1815	2	0	122	9	0	0	0	3	136	0	0	0	0	0	0	0	0	0
1815 - 1830	1	0	101	6	0	0	0	3	111	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>3</b>	<b>0</b>	<b>223</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>247</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Session Total</b>	<b>14</b>	<b>3</b>	<b>951</b>	<b>50</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>1045</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>



# University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (8) Gibbet Hill Road / University House

Approach: Gibbet Hill Road (North)

TIME	Left to University House									Ahead to Gibbet Hill Road (South)								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL
0730 - 0745	1	0	5	0	0	0	0	0	6	3	0	172	17	3	0	2	4	201
0745 - 0800	0	0	3	0	0	0	0	0	3	3	0	197	15	2	0	0	2	219
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>369</b>	<b>32</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>420</b>
0800 - 0815	0	0	4	0	0	0	0	0	4	3	0	223	17	2	0	0	3	248
0815 - 0830	1	0	8	0	0	0	0	0	9	4	0	226	18	1	0	1	4	254
0830 - 0845	1	0	11	0	0	0	0	0	12	6	1	197	11	3	0	0	5	223
0845 - 0900	0	0	13	0	0	0	0	0	13	11	1	204	10	2	2	1	5	236
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>24</b>	<b>2</b>	<b>850</b>	<b>56</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>17</b>	<b>961</b>
0900 - 0915	1	0	6	0	0	0	0	0	7	10	0	165	9	3	0	0	4	191
0915 - 0930	0	0	8	1	0	0	0	0	9	7	0	146	7	1	0	1	5	167
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>17</b>	<b>0</b>	<b>311</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>358</b>
<b>Session Total</b>	<b>4</b>	<b>0</b>	<b>58</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>47</b>	<b>2</b>	<b>1530</b>	<b>104</b>	<b>17</b>	<b>2</b>	<b>5</b>	<b>32</b>	<b>1739</b>
1200 - 1215	0	0	0	0	0	0	0	0	0	1	0	70	12	4	0	0	3	90
1215 - 1230	0	0	0	0	0	0	0	0	0	2	0	68	16	3	0	0	2	91
1230 - 1245	0	0	0	0	0	0	0	0	0	0	1	75	18	2	0	2	4	102
1245 - 1300	0	0	0	0	0	0	0	0	0	3	0	88	11	3	0	0	1	106
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>301</b>	<b>57</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>389</b>
1300 - 1315	0	0	1	0	0	0	0	0	1	4	1	86	11	4	0	0	3	109
1315 - 1330	0	0	0	0	0	0	0	0	0	4	0	78	15	2	0	0	2	101
1330 - 1345	1	0	0	0	0	0	0	0	1	2	0	82	17	3	0	2	3	109
1345 - 1400	0	0	3	0	0	0	0	0	3	3	0	94	8	3	1	0	1	110
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>13</b>	<b>1</b>	<b>340</b>	<b>51</b>	<b>12</b>	<b>1</b>	<b>2</b>	<b>9</b>	<b>429</b>
<b>Session Total</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>19</b>	<b>2</b>	<b>641</b>	<b>108</b>	<b>24</b>	<b>1</b>	<b>4</b>	<b>19</b>	<b>818</b>
1630 - 1645	1	0	0	1	0	0	0	0	2	3	2	124	5	1	1	0	2	138
1645 - 1700	1	0	0	1	0	0	0	0	2	2	1	135	2	1	0	0	2	143
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>259</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>281</b>
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	117	3	0	0	0	4	124
1715 - 1730	0	0	0	0	0	0	0	0	0	2	2	102	4	0	0	1	4	115
1730 - 1745	0	0	1	0	0	0	0	0	1	3	0	113	3	0	0	0	1	120
1745 - 1800	0	0	0	0	0	0	0	0	0	3	0	108	1	0	0	1	3	116
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>2</b>	<b>440</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>475</b>
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	113	3	0	0	1	1	118
1815 - 1830	0	0	0	0	0	0	0	0	0	0	1	115	3	0	0	0	2	121
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>228</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>239</b>
<b>Session Total</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>13</b>	<b>6</b>	<b>927</b>	<b>24</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>19</b>	<b>995</b>



# University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (8) Gibbet Hill Road / University House

Approach: University House

TIME	Left to Gibbet Hill Road (South)									Right to Gibbet Hill Road (North)								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	2	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0800 - 0815	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0
0815 - 0830	3	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	1
0830 - 0845	0	0	0	3	0	0	0	0	3	0	0	1	1	2	0	0	0	4
0845 - 0900	1	0	2	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
0900 - 0915	0	0	1	2	0	0	0	0	3	0	0	1	0	0	0	0	0	1
0915 - 0930	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Session Total</b>	<b>6</b>	<b>0</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
1200 - 1215	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	5	0	0	0	0	0	5	0	0	3	0	0	0	0	0	3
1230 - 1245	0	0	6	0	0	0	0	0	6	0	0	2	0	0	0	0	0	2
1245 - 1300	2	0	3	1	0	0	0	0	6	0	0	1	0	0	0	0	0	1
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
1300 - 1315	0	0	4	1	0	0	0	0	5	0	0	2	0	0	0	0	0	2
1315 - 1330	0	0	3	0	0	0	0	0	3	0	0	2	0	0	0	0	0	2
1330 - 1345	0	0	5	1	0	0	0	0	6	0	0	1	0	0	0	0	0	1
1345 - 1400	1	0	3	2	0	0	0	0	6	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>Session Total</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
1630 - 1645	0	0	21	0	0	0	0	0	21	0	0	1	0	0	0	0	0	1
1645 - 1700	0	0	8	0	0	0	0	0	8	0	0	2	1	0	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
1700 - 1715	0	1	29	0	0	0	0	0	30	0	0	6	1	0	0	0	0	7
1715 - 1730	1	0	13	0	0	0	0	0	14	0	0	7	0	0	0	0	0	7
1730 - 1745	0	0	18	0	0	0	0	0	18	0	0	2	0	0	0	0	0	2
1745 - 1800	0	0	17	0	0	0	0	0	17	0	0	4	0	0	0	0	0	4
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>77</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>
1800 - 1815	0	0	14	1	0	0	0	0	15	0	0	2	0	0	0	0	0	2
1815 - 1830	0	0	5	1	0	0	0	0	6	0	0	1	0	0	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
<b>Session Total</b>	<b>1</b>	<b>1</b>	<b>125</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>129</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>



# University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (8) Gibbet Hill Road / University House

Approach: Gibbet Hill Road (South)

TIME	Ahead to Gibbet Hill Road (North)									Right to University House								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL
0730 - 0745	0	0	81	3	1	1	0	3	89	0	0	11	1	0	0	0	0	12
0745 - 0800	3	0	130	7	0	0	0	2	142	0	0	12	0	0	0	0	0	12
<b>Hourly Total</b>	<b>3</b>	<b>0</b>	<b>211</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>231</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
0800 - 0815	1	0	91	8	1	0	0	1	102	0	0	7	0	0	0	0	0	7
0815 - 0830	1	0	125	10	1	0	0	3	140	0	0	25	2	2	0	0	0	29
0830 - 0845	0	1	135	8	0	2	0	1	147	1	0	29	1	0	0	0	0	31
0845 - 0900	1	0	113	10	0	0	0	2	126	0	0	19	1	1	0	0	0	21
<b>Hourly Total</b>	<b>3</b>	<b>1</b>	<b>464</b>	<b>36</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>515</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>88</b>
0900 - 0915	1	0	110	11	1	2	0	3	128	0	0	17	0	0	0	0	0	17
0915 - 0930	3	0	95	8	1	1	2	5	115	0	0	16	0	0	0	0	0	16
<b>Hourly Total</b>	<b>4</b>	<b>0</b>	<b>205</b>	<b>19</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>8</b>	<b>243</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>
<b>Session Total</b>	<b>10</b>	<b>1</b>	<b>880</b>	<b>65</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>20</b>	<b>989</b>	<b>1</b>	<b>0</b>	<b>136</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>145</b>
1200 - 1215	1	1	71	12	2	0	0	2	89	0	0	3	0	0	0	0	0	3
1215 - 1230	1	1	69	11	0	0	2	8	92	0	0	0	0	0	0	0	0	0
1230 - 1245	2	0	84	13	2	0	0	3	104	0	0	0	1	0	0	0	0	1
1245 - 1300	1	0	79	12	1	1	0	4	98	0	0	3	0	0	0	0	0	3
<b>Hourly Total</b>	<b>5</b>	<b>2</b>	<b>303</b>	<b>48</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>17</b>	<b>383</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
1300 - 1315	3	0	91	16	4	1	0	1	116	0	0	3	0	0	0	0	0	3
1315 - 1330	1	1	62	21	1	0	1	5	92	0	0	3	2	0	0	0	0	5
1330 - 1345	2	0	83	14	1	1	0	1	102	0	0	1	1	0	0	0	0	2
1345 - 1400	0	0	88	13	1	0	0	4	106	0	0	2	1	0	0	0	0	3
<b>Hourly Total</b>	<b>6</b>	<b>1</b>	<b>324</b>	<b>64</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>11</b>	<b>416</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>Session Total</b>	<b>11</b>	<b>3</b>	<b>627</b>	<b>112</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>28</b>	<b>799</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>
1630 - 1645	4	1	187	7	3	0	1	4	207	0	0	3	1	0	0	0	0	4
1645 - 1700	5	1	167	8	3	0	0	3	187	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>9</b>	<b>2</b>	<b>354</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>394</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
1700 - 1715	8	1	194	6	1	0	0	2	212	0	0	0	0	0	0	0	0	0
1715 - 1730	4	0	144	10	0	0	2	6	166	0	0	0	1	0	0	0	0	1
1730 - 1745	1	0	180	8	0	0	0	0	189	1	0	0	0	0	0	0	0	1
1745 - 1800	5	2	168	11	0	0	0	4	190	0	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	<b>18</b>	<b>3</b>	<b>686</b>	<b>35</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>757</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
1800 - 1815	3	2	144	3	0	0	1	3	156	0	0	0	0	0	0	0	0	0
1815 - 1830	2	1	144	3	0	0	0	3	153	0	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	<b>5</b>	<b>3</b>	<b>288</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>309</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Session Total</b>	<b>32</b>	<b>8</b>	<b>1328</b>	<b>56</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>25</b>	<b>1460</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>

Junction: (9) Gibbet Hill Road / University Road / Scarman Road

Approach: Gibbet Hill Road (North)

TIME	Left to University Road								Ahead to Gibbet Hill Road (South)								Right to Scarman Road								U-Turn										
	P/CYCLE	M/CYCLE	CAR	LG	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LG	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LG	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LG	OGV1	OGV2	COACH	BUS
0730 - 0745	2	0	66	7	1	0	2	4	82	1	0	102	9	2	0	0	0	114	0	0	2	1	1	0	0	0	4	0	0	0	1	0	0	0	1
0745 - 0800	1	0	94	7	0	0	0	1	103	0	0	95	8	1	0	0	1	105	1	0	6	0	0	0	0	0	7	0	0	0	1	0	0	0	1
<b>Hourly Total</b>	<b>3</b>	<b>0</b>	<b>160</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>185</b>	<b>1</b>	<b>0</b>	<b>197</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>219</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
0800 - 0815	0	0	90	7	0	0	0	2	99	2	0	124	9	1	0	0	1	137	1	0	13	1	0	0	0	0	15	0	0	0	0	0	0	0	0
0815 - 0830	4	0	101	5	0	0	1	3	114	0	0	111	10	1	0	0	1	123	2	0	11	2	0	0	0	0	15	0	0	0	0	0	0	0	0
0830 - 0845	4	2	106	7	1	0	0	5	125	3	0	74	4	2	0	0	0	83	2	0	22	1	0	0	0	0	25	0	0	2	0	0	0	0	2
0845 - 0900	4	1	102	5	3	1	1	4	121	5	0	80	6	0	1	0	1	93	0	0	30	2	0	0	0	0	32	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>12</b>	<b>3</b>	<b>399</b>	<b>24</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>14</b>	<b>459</b>	<b>10</b>	<b>0</b>	<b>389</b>	<b>29</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>436</b>	<b>5</b>	<b>0</b>	<b>76</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
0900 - 0915	7	0	86	4	1	0	0	4	102	1	0	61	1	1	0	0	0	64	0	0	18	2	1	0	0	0	21	0	0	0	0	0	0	0	0
0915 - 0930	4	0	68	4	0	0	1	5	82	2	0	64	7	1	0	0	0	74	1	0	13	1	0	0	0	0	15	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>11</b>	<b>0</b>	<b>154</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>184</b>	<b>3</b>	<b>0</b>	<b>125</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>138</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Session Total</b>	<b>26</b>	<b>3</b>	<b>713</b>	<b>46</b>	<b>6</b>	<b>1</b>	<b>5</b>	<b>28</b>	<b>828</b>	<b>14</b>	<b>0</b>	<b>711</b>	<b>54</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>793</b>	<b>7</b>	<b>0</b>	<b>115</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>134</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
1200 - 1215	1	0	24	4	1	0	0	3	33	0	0	45	5	3	0	0	0	53	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0
1215 - 1230	1	0	30	8	0	0	0	2	41	1	0	41	7	3	0	0	0	52	0	0	3	1	0	0	0	0	4	0	0	0	0	0	0	0	0
1230 - 1245	0	0	32	7	1	0	1	4	45	0	1	42	9	2	0	1	0	55	0	0	4	1	0	0	0	0	5	0	0	1	0	0	0	0	1
1245 - 1300	3	0	40	4	1	0	0	1	49	1	0	44	8	1	0	0	0	54	1	0	8	2	1	0	0	0	12	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	<b>5</b>	<b>0</b>	<b>126</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>168</b>	<b>2</b>	<b>1</b>	<b>172</b>	<b>29</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>214</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	
1300 - 1315	1	1	26	8	1	0	0	4	41	1	0	52	3	2	0	0	0	58	0	0	9	3	0	0	0	0	12	0	0	1	0	0	0	0	1
1315 - 1330	1	0	28	8	1	0	0	1	39	2	0	50	4	1	0	0	0	57	0	0	5	3	0	0	0	0	8	0	0	0	0	0	0	0	0
1330 - 1345	1	0	36	3	0	0	1	3	44	2	0	40	11	2	0	1	0	56	0	0	6	3	0	0	0	0	9	0	0	0	0	1	0	0	1
1345 - 1400	2	1	56	0	1	0	0	1	61	2	0	42	6	2	1	0	0	53	0	0	5	1	0	0	0	0	6	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>5</b>	<b>2</b>	<b>146</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>185</b>	<b>7</b>	<b>0</b>	<b>184</b>	<b>24</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>224</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	
<b>Session Total</b>	<b>10</b>	<b>2</b>	<b>272</b>	<b>42</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>19</b>	<b>353</b>	<b>9</b>	<b>1</b>	<b>356</b>	<b>53</b>	<b>16</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>438</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	
1630 - 1645	1	0	26	1	1	0	0	2	31	1	2	106	2	0	1	0	0	112	0	0	8	1	0	0	0	0	9	0	0	9	0	0	0	0	9
1645 - 1700	0	0	28	2	0	0	0	2	32	1	1	100	1	1	0	0	0	104	0	0	10	0	0	0	0	0	10	0	0	6	0	0	0	0	6
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>2</b>	<b>3</b>	<b>206</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>216</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	
1700 - 1715	0	0	42	2	0	0	0	4	48	0	1	91	0	0	0	0	0	92	0	0	13	0	0	0	0	0	13	0	0	2	0	0	0	0	2
1715 - 1730	1	0	24	2	0	0	0	4	31	1	2	81	2	0	0	0	1	87	0	0	12	0	0	0	0	0	12	0	0	1	0	0	0	0	1
1730 - 1745	1	1	26	0	0	0	0	1	29	0	0	83	3	0	0	0	0	86	1	0	13	0	0	0	0	0	14	0	0	0	0	0	0	0	0
1745 - 1800	0	0	32	1	0	0	1	2	36	3	0	98	0	0	0	0	1	102	0	0	7	0	0	0	0	0	7	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>2</b>	<b>1</b>	<b>124</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>144</b>	<b>4</b>	<b>3</b>	<b>353</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>367</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	
1800 - 1815	0	0	29	1	0	0	0	1	31	0	0	87	3	0	0	1	0	91	0	0	5	0	0	0	0	0	5	0	0	0	0	0	0	0	0
1815 - 1830	0	0	40	2	0	0	0	2	44	0	0	71	1	0	0	0	0	72	0	1	7	1	0	0	0	0	9	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>158</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>163</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Session Total</b>	<b>3</b>	<b>1</b>	<b>247</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>282</b>	<b>6</b>	<b>6</b>	<b>717</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>746</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	



University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (9) Gibbet Hill Road / University Road / Scarman Road

Approach: University Road

TIME	Left to Gibbet Hill Road (South)									Ahead to Scarman Road									Right to Gibbet Hill Road (North)									U-Turn								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL
0730 - 0745	1	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	6	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	1	0	0	0	0	4	0	0	0	1	0	0	0	1	
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>		
0800 - 0815	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	
0815 - 0830	0	0	1	3	0	0	0	0	4	1	0	3	0	0	0	0	0	0	0	4	0	0	3	1	1	0	5	0	0	0	2	0	0	0	2	
0830 - 0845	0	0	2	0	0	0	0	0	2	2	0	1	1	0	0	0	0	0	0	4	0	0	9	3	0	0	12	0	0	0	0	0	0	0	0	
0845 - 0900	0	0	2	2	0	0	0	0	4	1	0	1	0	0	0	0	0	0	0	2	0	0	10	4	0	0	14	0	0	0	0	0	0	0	0	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>		
0900 - 0915	2	0	4	1	0	0	0	0	7	2	0	0	1	0	0	0	0	0	0	3	0	0	4	1	0	0	5	0	0	0	1	0	0	0	1	
0915 - 0930	0	0	4	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	10	1	1	0	12	0	0	0	3	0	0	0	3		
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>		
<b>Session Total</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>8</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>		
1200 - 1215	0	0	7	0	0	0	0	0	7	2	0	1	2	0	0	0	0	0	5	0	0	21	4	0	0	25	0	0	0	1	0	0	0	1		
1215 - 1230	0	0	9	2	0	0	0	0	11	1	1	1	2	0	0	0	0	0	5	0	1	18	4	0	0	23	0	0	0	0	0	0	0	0		
1230 - 1245	0	0	7	1	0	0	0	0	8	0	0	0	1	0	0	0	0	0	1	0	0	23	5	1	0	29	0	0	0	0	0	0	0	0		
1245 - 1300	0	0	1	2	1	0	0	0	4	2	0	2	1	0	0	0	0	0	5	0	0	19	6	0	0	25	0	0	0	0	0	0	0	0		
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>102</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>			
1300 - 1315	0	1	7	0	1	0	0	0	9	1	0	1	1	0	0	0	0	0	3	1	0	25	3	1	0	30	0	0	0	1	0	0	0	1		
1315 - 1330	0	0	5	2	0	0	0	0	7	1	0	0	0	0	0	0	0	0	1	1	0	18	3	0	0	22	0	0	0	1	0	0	0	1		
1330 - 1345	0	0	8	2	0	0	0	0	10	0	0	0	4	0	0	0	0	0	4	0	0	24	4	0	0	28	0	0	0	0	0	0	0	0		
1345 - 1400	2	0	11	1	0	0	0	0	14	0	0	0	2	0	0	0	0	0	2	0	0	25	1	1	0	27	0	0	0	1	0	0	0	1		
<b>Hourly Total</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>92</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>107</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>			
<b>Session Total</b>	<b>2</b>	<b>1</b>	<b>55</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>7</b>	<b>1</b>	<b>5</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>2</b>	<b>1</b>	<b>173</b>	<b>30</b>	<b>3</b>	<b>0</b>	<b>209</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>			
1630 - 1645	0	1	24	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	1	0	97	4	0	0	102	0	0	0	0	0	0	0	0		
1645 - 1700	1	0	20	0	0	0	0	0	21	1	0	3	0	0	0	0	0	0	4	1	1	83	2	1	0	88	0	0	0	1	0	0	0	1		
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>180</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>190</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>			
1700 - 1715	0	0	20	0	0	0	0	0	20	1	0	8	0	0	0	0	0	0	9	6	1	86	1	0	0	94	0	0	0	0	0	0	0	0		
1715 - 1730	0	0	19	0	0	0	0	0	19	1	0	4	0	0	0	0	0	0	5	1	0	57	2	0	0	60	0	0	1	1	0	0	0	2		
1730 - 1745	0	0	25	0	0	0	0	0	25	0	0	5	0	0	0	0	0	0	5	0	0	57	2	0	0	59	0	0	0	0	0	0	0	1		
1745 - 1800	0	1	20	0	0	0	0	0	21	2	0	2	0	0	0	0	0	0	4	1	1	33	1	0	0	36	0	0	0	0	0	0	0	0		
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>8</b>	<b>2</b>	<b>233</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>249</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>			
1800 - 1815	1	0	15	0	0	0	0	0	16	3	0	0	0	0	0	0	0	0	3	2	0	50	0	0	0	52	0	0	0	0	0	0	0	0		
1815 - 1830	0	0	12	0	0	0	0	0	12	0	0	1	0	0	0	0	0	0	1	1	0	40	1	0	0	42	0	0	0	0	0	0	0	0		
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>90</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
<b>Session Total</b>	<b>2</b>	<b>2</b>	<b>155</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>159</b>	<b>8</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>13</b>	<b>3</b>	<b>503</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>533</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>			





University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (9) Gibbet Hill Road / University Road / Scarman Road

Approach: Gibbet Hill Road (South)

TIME	Left to Scarman Road									Ahead to Gibbet Hill Road (North)									Right to University Road								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL
0730 - 0745	0	0	1	0	0	0	0	0	1	0	0	93	2	1	1	0	3	100	0	0	51	4	0	0	0	4	59
0745 - 0800	0	0	6	2	0	0	0	0	8	0	0	133	3	0	0	0	2	138	1	2	85	8	3	0	0	2	101
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>226</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>238</b>	<b>1</b>	<b>2</b>	<b>136</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>160</b>
0800 - 0815	0	0	10	3	0	0	0	0	13	0	0	96	8	0	0	0	1	105	0	1	66	5	1	0	0	3	76
0815 - 0830	0	0	17	0	0	0	0	0	17	0	0	138	7	2	0	0	3	150	0	1	73	5	0	0	0	3	82
0830 - 0845	0	0	8	1	0	0	0	0	9	0	1	130	6	0	2	0	1	140	0	0	86	5	0	0	0	1	92
0845 - 0900	0	0	10	1	0	0	0	0	11	0	0	107	6	0	0	0	3	116	0	1	91	2	0	0	1	5	100
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>1</b>	<b>471</b>	<b>27</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>511</b>	<b>0</b>	<b>3</b>	<b>316</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>350</b>
0900 - 0915	0	0	10	2	0	0	0	0	12	0	0	107	8	2	2	0	2	121	0	0	74	7	2	0	0	4	87
0915 - 0930	0	0	5	0	0	0	0	0	5	1	0	95	4	0	1	2	5	108	0	1	59	7	0	0	2	8	77
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>202</b>	<b>12</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>7</b>	<b>229</b>	<b>0</b>	<b>1</b>	<b>133</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>164</b>
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>1</b>	<b>1</b>	<b>899</b>	<b>44</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>20</b>	<b>978</b>	<b>1</b>	<b>6</b>	<b>585</b>	<b>43</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>30</b>	<b>674</b>
1200 - 1215	0	0	5	2	1	0	0	0	8	0	1	45	10	2	0	0	2	60	0	0	29	3	1	0	0	5	38
1215 - 1230	0	0	3	2	0	0	0	0	5	1	1	54	9	0	0	3	5	73	0	0	28	4	3	0	1	3	39
1230 - 1245	1	0	3	1	0	0	0	0	5	0	0	57	5	2	0	0	3	67	0	0	28	3	0	0	1	5	37
1245 - 1300	0	0	11	3	0	0	0	0	14	1	0	54	4	0	1	0	4	64	0	0	36	4	0	0	0	4	44
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>2</b>	<b>2</b>	<b>210</b>	<b>28</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>14</b>	<b>264</b>	<b>0</b>	<b>0</b>	<b>121</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>158</b>
1300 - 1315	0	0	10	3	0	0	0	0	13	0	0	56	12	3	1	0	1	73	0	1	29	3	1	0	0	4	38
1315 - 1330	1	0	5	1	0	0	0	0	7	0	1	54	17	1	0	1	5	79	0	0	29	9	0	0	0	3	41
1330 - 1345	0	0	4	1	0	0	0	0	5	1	0	53	9	0	0	0	1	64	0	0	30	7	0	0	0	3	40
1345 - 1400	0	0	10	2	0	0	0	0	12	0	0	54	15	0	0	0	4	73	0	2	70	2	1	0	1	4	80
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>1</b>	<b>1</b>	<b>217</b>	<b>53</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>289</b>	<b>0</b>	<b>3</b>	<b>158</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>199</b>
<b>Session Total</b>	<b>2</b>	<b>0</b>	<b>51</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>3</b>	<b>3</b>	<b>427</b>	<b>81</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>25</b>	<b>553</b>	<b>0</b>	<b>3</b>	<b>279</b>	<b>35</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>31</b>	<b>357</b>
1630 - 1645	0	0	4	2	0	0	0	0	6	1	0	77	3	3	0	0	4	88	0	0	16	1	0	0	1	5	23
1645 - 1700	0	0	5	0	0	0	0	0	5	1	0	73	6	2	0	0	3	85	0	0	17	2	0	0	0	2	21
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>150</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>173</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>44</b>
1700 - 1715	0	0	7	2	0	0	0	0	9	0	0	85	4	1	0	0	2	92	0	0	14	1	0	0	2	5	22
1715 - 1730	0	0	11	0	0	0	0	0	11	0	0	66	9	0	0	2	6	83	0	0	8	3	0	0	0	4	15
1730 - 1745	0	0	8	1	0	0	0	0	9	0	1	90	6	0	0	0	0	97	0	0	25	2	0	0	0	3	30
1745 - 1800	0	0	6	0	0	0	0	0	6	4	1	110	11	0	0	0	4	130	0	0	27	1	0	0	0	5	33
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>4</b>	<b>2</b>	<b>351</b>	<b>30</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>402</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>100</b>
1800 - 1815	0	0	11	0	0	0	0	0	11	4	1	88	4	0	0	1	3	101	0	0	27	1	0	0	1	5	34
1815 - 1830	0	0	6	0	0	0	0	0	6	1	0	105	2	0	0	0	4	112	0	0	42	0	0	0	3	7	52
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>5</b>	<b>1</b>	<b>193</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>213</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>12</b>	<b>86</b>
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>3</b>	<b>694</b>	<b>45</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>26</b>	<b>788</b>	<b>0</b>	<b>0</b>	<b>176</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>36</b>	<b>230</b>



University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (9) Gibbet Hill Road / University Road / Scarman Road

Approach: Scarman Road

TIME	Left to Gibbet Hill Road (North)									Ahead to University Road									Right to Gibbet Hill Road (South)								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL
0730 - 0745	1	0	1	0	0	0	0	0	2	1	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	
0745 - 0800	1	0	5	1	0	0	0	0	7	0	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
0800 - 0815	2	0	3	1	0	0	0	0	6	0	0	1	0	0	0	0	0	1	0	0	2	0	0	0	0	2	
0815 - 0830	1	0	16	0	0	0	0	0	17	2	0	3	3	0	0	0	0	8	0	0	3	0	0	0	0	3	
0830 - 0845	0	0	23	1	0	0	0	0	24	2	1	5	1	0	0	0	0	9	0	0	6	3	0	0	0	9	
0845 - 0900	1	0	8	1	0	0	0	0	10	5	0	3	2	1	0	0	0	11	0	0	4	0	0	0	0	4	
<b>Hourly Total</b>	<b>4</b>	<b>0</b>	<b>50</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>9</b>	<b>1</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	
0900 - 0915	0	0	8	0	0	0	0	0	8	2	2	2	1	0	0	0	0	7	0	0	10	0	0	0	0	10	
0915 - 0930	2	0	9	2	0	0	0	0	13	0	1	5	2	0	0	0	0	8	0	0	2	0	2	0	0	4	
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>2</b>	<b>3</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	
<b>Session Total</b>	<b>8</b>	<b>0</b>	<b>73</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>12</b>	<b>4</b>	<b>20</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>32</b>	
1200 - 1215	0	0	4	0	0	0	0	0	4	0	0	1	3	1	0	0	0	5	0	0	6	0	0	0	0	6	
1215 - 1230	1	0	0	0	0	0	0	0	1	2	0	3	2	0	0	0	0	7	0	0	4	0	0	1	0	5	
1230 - 1245	1	0	6	2	0	0	0	0	9	2	0	1	2	1	0	0	0	6	0	0	0	0	0	0	0	0	
1245 - 1300	0	0	6	2	0	0	0	0	8	0	0	3	2	0	0	0	0	5	0	0	2	0	0	0	0	2	
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>13</b>	
1300 - 1315	0	0	8	1	0	0	0	0	9	0	0	4	3	1	0	0	0	8	0	0	4	1	0	0	0	5	
1315 - 1330	0	0	7	1	0	0	0	0	8	0	0	3	1	0	0	0	0	4	0	0	7	1	0	0	0	8	
1330 - 1345	0	0	6	1	0	1	0	0	8	1	0	1	7	1	0	0	0	10	0	0	10	0	1	0	0	11	
1345 - 1400	0	0	7	1	0	0	0	0	8	3	0	1	6	0	0	0	0	10	0	0	5	1	0	0	0	6	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>30</b>	
<b>Session Total</b>	<b>2</b>	<b>0</b>	<b>44</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>8</b>	<b>0</b>	<b>17</b>	<b>26</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>43</b>	
1630 - 1645	0	0	6	1	0	0	0	0	7	1	0	2	1	0	0	0	0	4	0	0	7	0	0	0	0	7	
1645 - 1700	3	0	13	1	0	0	0	0	17	3	0	2	0	0	0	0	0	5	1	0	4	0	0	0	0	5	
<b>Hourly Total</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	
1700 - 1715	0	0	20	0	0	0	0	0	20	0	0	2	1	0	0	0	0	3	0	0	9	0	0	0	0	9	
1715 - 1730	0	0	13	0	0	0	0	0	13	3	0	3	1	0	0	0	0	7	1	0	13	1	0	0	0	15	
1730 - 1745	0	0	24	0	0	0	0	0	24	2	0	3	0	0	0	0	0	5	0	0	24	0	0	0	0	24	
1745 - 1800	1	0	19	1	0	0	0	0	21	1	0	3	0	0	0	0	0	4	0	0	10	0	0	0	0	10	
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>58</b>	
1800 - 1815	0	0	8	0	0	0	0	0	8	2	0	3	1	0	0	0	0	6	0	0	10	0	0	0	0	10	
1815 - 1830	0	1	5	0	0	0	0	0	6	1	0	3	0	0	0	0	0	4	0	0	5	0	0	0	0	5	
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	
<b>Session Total</b>	<b>4</b>	<b>1</b>	<b>108</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>116</b>	<b>13</b>	<b>0</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>85</b>	



# University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (10) Gibbet Hill Road / Library Road

Approach: Gibbet Hill Road (North)

TIME	Left to Library Road									Ahead to Gibbet Hill Road (South)								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL
0730 - 0745	0	0	0	0	0	0	0	0	0	2	0	104	9	2	0	0	0	117
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	95	8	1	0	0	1	105
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>199</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>222</b>
0800 - 0815	0	0	0	0	0	0	0	0	0	2	0	126	9	1	0	0	1	139
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	114	13	1	0	0	1	129
0830 - 0845	0	0	0	0	0	0	0	0	0	4	0	79	7	2	0	0	0	92
0845 - 0900	0	0	0	0	0	0	0	0	0	10	0	83	8	0	1	0	1	103
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>402</b>	<b>37</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>463</b>
0900 - 0915	0	0	0	0	0	0	0	0	0	3	0	70	2	1	0	0	0	76
0915 - 0930	0	0	0	0	0	0	0	0	0	3	0	62	7	3	0	0	0	75
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>132</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>151</b>
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>733</b>	<b>63</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>836</b>
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	58	5	3	0	0	0	66
1215 - 1230	0	0	0	0	0	0	0	0	0	1	0	55	9	3	1	0	0	69
1230 - 1245	0	0	0	0	0	0	0	0	0	0	1	50	10	2	0	1	0	64
1245 - 1300	0	0	0	0	0	0	0	0	0	3	0	47	9	2	0	0	0	61
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>210</b>	<b>33</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>260</b>
1300 - 1315	0	0	0	0	0	0	0	0	0	1	1	65	4	3	0	0	0	74
1315 - 1330	0	0	0	0	0	0	0	0	0	2	0	61	6	1	0	0	0	70
1330 - 1345	0	0	0	0	0	0	0	0	0	2	0	59	14	3	0	1	0	79
1345 - 1400	0	0	0	0	0	0	0	0	0	5	0	59	8	2	1	0	0	75
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>244</b>	<b>32</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>298</b>
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>454</b>	<b>65</b>	<b>19</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>558</b>
1630 - 1645	0	0	0	0	0	0	0	0	0	1	3	135	2	0	1	0	0	142
1645 - 1700	0	0	0	0	0	0	0	0	0	3	1	123	1	1	0	0	0	129
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>258</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>271</b>
1700 - 1715	0	0	0	0	0	0	0	0	0	1	1	121	0	0	0	0	0	123
1715 - 1730	0	0	0	0	0	0	0	0	0	2	2	114	3	0	0	0	1	122
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	137	3	0	0	0	0	140
1745 - 1800	0	0	0	0	0	0	0	0	0	3	1	132	0	0	0	0	1	137
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>504</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>522</b>
1800 - 1815	0	0	0	0	0	0	0	0	0	2	0	109	3	0	0	1	0	115
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	91	1	0	0	0	0	92
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>200</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>207</b>
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>8</b>	<b>962</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1000</b>



# University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (10) Gibbet Hill Road / Library Road

Approach: Library Road

TIME	Left to Gibbet Hill Road (South)									Right to Gibbet Hill Road (North)								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL
0730 - 0745	0	0	0	1	1	0	0	0	2	0	0	1	1	0	0	0	0	2
0745 - 0800	0	0	2	0	0	0	0	0	2	0	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
0800 - 0815	0	0	2	1	0	0	0	0	3	0	0	2	2	0	0	0	0	4
0815 - 0830	0	0	2	0	0	0	0	0	2	0	0	5	2	1	0	0	0	8
0830 - 0845	0	0	6	2	0	0	0	0	8	0	0	2	3	0	0	0	1	6
0845 - 0900	0	0	9	0	0	0	0	0	9	1	0	6	1	0	0	0	0	8
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>26</b>
0900 - 0915	1	0	4	3	0	0	0	0	8	0	0	3	3	2	0	0	0	8
0915 - 0930	0	0	4	1	0	0	0	0	5	1	0	2	4	0	0	0	0	7
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>Session Total</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>44</b>
1200 - 1215	2	0	6	1	0	0	0	0	9	0	0	7	4	0	0	0	0	11
1215 - 1230	1	0	5	2	0	0	1	0	9	0	0	2	9	0	0	4	1	16
1230 - 1245	0	0	4	4	0	0	0	0	8	1	0	7	1	0	0	0	0	9
1245 - 1300	0	0	6	1	0	0	0	0	7	1	0	8	5	0	0	0	0	14
<b>Hourly Total</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>50</b>
1300 - 1315	0	0	8	2	1	0	0	0	11	0	0	5	4	0	1	0	0	10
1315 - 1330	0	0	8	5	0	0	0	0	13	0	0	2	4	0	0	0	0	6
1330 - 1345	0	0	10	1	0	0	0	0	11	0	0	7	2	0	0	0	0	9
1345 - 1400	1	0	5	1	0	0	0	0	7	0	0	9	6	0	0	0	0	15
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>16</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>40</b>
<b>Session Total</b>	<b>4</b>	<b>0</b>	<b>52</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>2</b>	<b>0</b>	<b>47</b>	<b>35</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>90</b>
1630 - 1645	0	0	24	3	0	0	0	0	27	0	0	8	0	0	0	0	0	8
1645 - 1700	0	0	19	1	0	0	0	0	20	0	0	2	1	0	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
1700 - 1715	3	1	17	0	0	0	0	0	21	0	0	7	1	0	0	0	0	8
1715 - 1730	3	0	15	0	0	0	0	0	18	0	0	3	4	0	0	0	1	8
1730 - 1745	0	0	22	1	0	0	0	0	23	0	0	3	0	0	0	0	0	3
1745 - 1800	0	0	24	1	0	0	0	0	25	3	1	6	0	0	0	0	1	11
<b>Hourly Total</b>	<b>6</b>	<b>1</b>	<b>78</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>3</b>	<b>1</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>30</b>
1800 - 1815	3	1	26	0	0	0	0	0	30	3	0	5	0	0	0	0	0	8
1815 - 1830	3	1	18	0	0	0	0	0	22	0	0	5	0	0	0	0	0	5
<b>Hourly Total</b>	<b>6</b>	<b>2</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
<b>Session Total</b>	<b>12</b>	<b>3</b>	<b>165</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>186</b>	<b>6</b>	<b>1</b>	<b>39</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>54</b>





# University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (11) Gibbet Hill Road / University Road

Approach: Gibbet Hill Road (North)

TIME	Left to University Road									Ahead to Gibbet Hill Road (South)								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL
0730 - 0745	0	0	0	0	0	0	0	0	0	2	0	104	10	2	0	0	0	118
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	97	7	1	0	0	1	106
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>201</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>224</b>
0800 - 0815	0	0	0	0	0	0	0	0	0	2	0	128	10	1	0	0	1	142
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	116	12	1	0	0	1	130
0830 - 0845	0	0	0	0	0	0	0	0	0	4	0	84	8	2	0	0	0	98
0845 - 0900	0	0	0	0	0	0	0	0	0	10	0	89	7	0	1	0	1	108
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>417</b>	<b>37</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>478</b>
0900 - 0915	0	0	0	0	0	0	0	0	0	4	0	74	4	1	0	0	0	83
0915 - 0930	0	0	0	0	0	0	0	0	0	3	0	66	7	3	0	0	0	79
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>140</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>162</b>
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>758</b>	<b>65</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>864</b>
1200 - 1215	0	0	0	0	0	0	0	0	0	2	0	64	5	3	0	0	0	74
1215 - 1230	0	0	0	0	0	0	0	0	0	2	0	59	9	3	1	0	0	74
1230 - 1245	0	0	0	0	0	0	0	0	0	0	1	55	11	2	0	1	0	70
1245 - 1300	0	0	0	0	0	0	0	0	0	3	0	54	10	2	0	0	0	69
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>232</b>	<b>35</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>287</b>
1300 - 1315	0	0	0	0	0	0	0	0	0	1	1	72	5	4	0	0	0	83
1315 - 1330	0	0	0	0	0	0	0	0	0	2	0	68	8	1	0	0	0	79
1330 - 1345	0	0	0	0	0	0	0	0	0	2	0	69	14	3	0	1	0	89
1345 - 1400	0	0	0	0	0	0	0	0	0	6	0	62	9	2	1	0	0	80
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>271</b>	<b>36</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>331</b>
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>2</b>	<b>503</b>	<b>71</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>618</b>
1630 - 1645	0	0	0	0	0	0	0	0	0	1	3	159	4	0	1	0	0	168
1645 - 1700	0	0	0	0	0	0	0	0	0	3	1	141	2	1	0	0	0	148
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>300</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>316</b>
1700 - 1715	0	0	0	0	0	0	0	0	0	4	2	137	0	0	0	0	0	143
1715 - 1730	0	0	0	0	0	0	0	0	0	5	2	128	2	0	0	0	1	138
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	161	3	0	0	0	0	164
1745 - 1800	0	0	0	0	0	0	0	0	0	3	1	157	0	0	0	0	1	162
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>5</b>	<b>583</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>607</b>
1800 - 1815	0	0	0	0	0	0	0	0	0	5	1	135	3	0	0	1	0	145
1815 - 1830	0	0	0	0	0	0	0	0	0	3	1	109	1	0	0	0	0	114
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>244</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>259</b>
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>11</b>	<b>1127</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1182</b>



# University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (11) Gibbet Hill Road / University Road

Approach: University Road

TIME	Left to Gibbet Hill Road (South)									Right to Gibbet Hill Road (North)								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL
0730 - 0745	0	1	4	0	0	1	1	4	11	0	0	2	1	0	0	0	3	6
0745 - 0800	0	0	4	3	1	0	0	2	10	0	0	2	0	0	0	0	1	3
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>9</b>
0800 - 0815	0	0	12	1	0	0	0	4	17	0	0	2	2	0	0	0	2	6
0815 - 0830	0	1	7	4	0	0	0	2	14	0	0	5	1	0	0	0	1	7
0830 - 0845	0	0	6	6	0	0	1	7	20	0	0	2	1	0	0	0	1	4
0845 - 0900	0	0	8	3	0	0	0	5	16	0	0	2	3	0	0	0	0	5
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>22</b>
0900 - 0915	0	0	5	4	3	0	0	5	17	0	0	6	4	0	0	0	3	13
0915 - 0930	0	0	10	3	0	0	0	8	21	0	0	10	3	0	0	0	6	19
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>32</b>
<b>Session Total</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>24</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>37</b>	<b>126</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>63</b>
1200 - 1215	0	0	5	0	0	0	0	2	7	0	0	3	1	0	0	0	1	5
1215 - 1230	0	0	7	1	0	0	0	4	12	0	0	5	1	0	0	0	1	7
1230 - 1245	0	1	5	0	0	0	0	4	10	0	0	1	0	0	0	0	1	2
1245 - 1300	0	0	5	1	0	0	1	2	9	0	0	2	1	0	0	0	1	4
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>18</b>
1300 - 1315	0	0	4	1	0	0	0	3	8	0	0	2	0	0	0	0	2	4
1315 - 1330	0	0	1	2	0	0	0	5	8	0	0	4	1	0	0	0	0	5
1330 - 1345	0	0	6	1	0	0	0	2	9	0	0	0	2	0	0	0	1	3
1345 - 1400	0	1	2	1	0	0	1	1	6	0	0	1	1	0	0	0	1	3
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>15</b>
<b>Session Total</b>	<b>0</b>	<b>2</b>	<b>35</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>69</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>33</b>
1630 - 1645	0	0	4	1	0	0	0	4	9	0	0	2	1	0	0	0	1	4
1645 - 1700	0	0	7	5	0	0	0	6	18	0	0	1	2	0	0	0	2	5
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>9</b>
1700 - 1715	0	0	11	2	0	0	1	3	17	0	0	1	0	0	0	0	1	2
1715 - 1730	0	0	6	1	0	0	0	4	11	0	0	5	1	0	0	0	1	7
1730 - 1745	0	0	8	2	0	0	0	3	13	0	0	6	1	0	0	0	0	7
1745 - 1800	0	0	3	2	0	0	0	5	10	0	0	6	0	0	0	0	2	8
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>24</b>
1800 - 1815	0	0	7	1	0	0	2	3	13	0	0	3	1	0	0	0	1	5
1815 - 1830	0	0	4	0	0	0	1	6	11	0	0	1	0	0	0	0	1	2
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>9</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>7</b>
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>34</b>	<b>102</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>40</b>









# University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (12) Gibbet Hill Road / Radcliffe House

Approach: Gibbet Hill Road (South)

TIME	Left to Radcliffe House									Ahead to Gibbet Hill Road (North)								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL
0730 - 0745	0	0	0	1	0	0	0	0	1	0	0	143	5	1	1	0	7	157
0745 - 0800	0	0	2	0	0	0	0	0	2	1	2	224	13	3	0	0	4	247
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>367</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>404</b>
0800 - 0815	0	0	5	0	0	0	0	0	5	0	1	171	16	1	0	0	4	193
0815 - 0830	0	0	2	0	0	0	0	0	2	0	1	224	12	2	0	0	6	245
0830 - 0845	0	0	4	0	0	0	0	0	4	0	1	217	12	0	2	0	3	235
0845 - 0900	1	0	4	0	0	0	0	0	5	0	1	207	9	0	0	0	7	224
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>4</b>	<b>819</b>	<b>49</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>897</b>
0900 - 0915	0	0	24	0	0	0	0	0	24	0	0	188	17	4	2	0	6	217
0915 - 0930	0	0	15	1	0	0	0	0	16	1	1	159	10	0	1	4	13	189
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>1</b>	<b>1</b>	<b>347</b>	<b>27</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>19</b>	<b>406</b>
<b>Session Total</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>2</b>	<b>7</b>	<b>1533</b>	<b>94</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>50</b>	<b>1707</b>
1200 - 1215	0	0	0	0	0	0	0	0	0	0	1	79	13	4	0	0	7	104
1215 - 1230	0	0	3	0	0	0	0	0	3	1	1	85	15	3	0	4	8	117
1230 - 1245	0	0	1	1	0	0	0	0	2	1	0	86	8	2	0	1	8	106
1245 - 1300	0	0	1	0	0	0	0	0	1	1	0	99	11	0	1	0	8	120
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>349</b>	<b>47</b>	<b>9</b>	<b>1</b>	<b>5</b>	<b>31</b>	<b>447</b>
1300 - 1315	0	0	0	0	0	0	0	0	0	0	1	93	17	4	1	0	5	121
1315 - 1330	0	0	1	0	0	0	0	0	1	1	1	86	27	1	0	1	8	125
1330 - 1345	0	0	2	1	0	0	0	0	3	1	0	83	17	0	0	0	4	105
1345 - 1400	0	0	5	1	0	0	0	0	6	0	2	134	18	1	0	1	8	164
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>4</b>	<b>396</b>	<b>79</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>25</b>	<b>515</b>
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>5</b>	<b>6</b>	<b>745</b>	<b>126</b>	<b>15</b>	<b>2</b>	<b>7</b>	<b>56</b>	<b>962</b>
1630 - 1645	0	0	1	0	0	0	0	0	1	1	0	92	5	3	0	1	9	111
1645 - 1700	0	0	1	0	0	0	0	0	1	1	0	94	8	2	0	0	5	110
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>186</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>221</b>
1700 - 1715	0	0	3	0	0	0	0	0	3	0	0	101	6	1	0	2	7	117
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	83	12	0	0	2	9	106
1730 - 1745	1	0	2	0	0	0	0	0	3	0	1	118	8	0	0	0	4	131
1745 - 1800	0	0	0	0	0	0	0	0	0	4	1	141	12	0	0	0	9	167
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>443</b>	<b>38</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>29</b>	<b>521</b>
1800 - 1815	1	0	2	0	0	0	0	0	3	4	1	125	5	0	0	2	8	145
1815 - 1830	0	0	5	0	0	0	0	0	5	1	0	151	2	0	0	3	11	168
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>276</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>19</b>	<b>313</b>
<b>Session Total</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>11</b>	<b>3</b>	<b>905</b>	<b>58</b>	<b>6</b>	<b>0</b>	<b>10</b>	<b>62</b>	<b>1055</b>





# University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (13) Gibbet Hill Road / Radcliffe House

Approach: Gibbet Hill Road (North)

TIME	Ahead to Gibbet Hill Road (South)									Right to Radcliffe House								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL
0730 - 0745	2	0	104	10	2	0	0	0	118	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	97	7	1	0	0	1	106	0	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>201</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>224</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
0800 - 0815	2	0	127	10	1	0	0	1	141	0	0	1	0	0	0	0	0	1
0815 - 0830	0	0	116	12	1	0	0	1	130	0	0	0	1	0	0	0	0	1
0830 - 0845	4	0	84	8	2	0	0	0	98	0	0	1	1	0	0	0	0	2
0845 - 0900	10	0	89	7	0	1	0	1	108	0	0	3	1	0	0	0	0	4
<b>Hourly Total</b>	<b>16</b>	<b>0</b>	<b>416</b>	<b>37</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>477</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
0900 - 0915	4	0	74	3	1	0	0	0	82	0	0	0	1	0	0	0	0	1
0915 - 0930	3	0	66	7	3	0	0	0	79	0	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	<b>7</b>	<b>0</b>	<b>140</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>161</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>Session Total</b>	<b>25</b>	<b>0</b>	<b>757</b>	<b>64</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>862</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
1200 - 1215	2	0	64	5	3	0	0	0	74	0	0	0	0	0	0	0	0	0
1215 - 1230	2	0	59	9	3	1	0	0	74	0	0	1	0	0	0	0	0	1
1230 - 1245	0	1	54	11	2	0	1	0	69	0	0	0	1	0	0	0	0	1
1245 - 1300	3	0	53	10	2	0	0	0	68	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>7</b>	<b>1</b>	<b>230</b>	<b>35</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>285</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
1300 - 1315	1	1	72	5	4	0	0	0	83	0	0	1	1	0	0	0	0	2
1315 - 1330	2	0	68	8	1	0	0	0	79	0	0	1	1	0	0	0	0	2
1330 - 1345	2	0	69	14	3	0	1	0	89	0	0	0	0	0	0	0	0	0
1345 - 1400	6	0	62	9	2	1	0	0	80	0	0	2	0	0	0	0	0	2
<b>Hourly Total</b>	<b>11</b>	<b>1</b>	<b>271</b>	<b>36</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>331</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>Session Total</b>	<b>18</b>	<b>2</b>	<b>501</b>	<b>71</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>616</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
1630 - 1645	1	3	159	4	0	1	0	0	168	0	0	0	0	0	0	0	0	0
1645 - 1700	3	1	140	2	1	0	0	0	147	0	0	2	0	0	0	0	0	2
<b>Hourly Total</b>	<b>4</b>	<b>4</b>	<b>299</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>315</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
1700 - 1715	4	2	137	0	0	0	0	0	143	0	0	1	0	0	0	0	0	1
1715 - 1730	5	2	128	2	0	0	0	1	138	0	0	1	1	0	0	0	0	2
1730 - 1745	0	0	159	3	0	0	0	0	162	0	0	0	1	0	0	0	0	1
1745 - 1800	3	1	156	0	0	0	0	1	161	0	0	0	1	0	0	0	0	1
<b>Hourly Total</b>	<b>12</b>	<b>5</b>	<b>580</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>604</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
1800 - 1815	5	1	134	3	0	0	1	0	144	0	0	1	0	0	0	0	0	1
1815 - 1830	3	1	109	1	0	0	0	0	114	0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>8</b>	<b>2</b>	<b>243</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>258</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Session Total</b>	<b>24</b>	<b>11</b>	<b>1122</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1177</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>



# University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (13) Gibbet Hill Road / Radcliffe House

Approach: Gibbet Hill Road (South)

TIME	Left to Radcliffe House									Ahead to Gibbet Hill Road (North)								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL
0730 - 0745	0	0	1	0	0	0	0	0	1	0	0	142	5	1	1	0	7	156
0745 - 0800	0	0	2	0	0	0	0	0	2	1	2	224	13	3	0	0	4	247
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>366</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>403</b>
0800 - 0815	0	0	0	0	0	0	0	0	0	0	1	173	13	1	0	0	4	192
0815 - 0830	0	0	0	1	0	0	0	0	1	0	1	220	10	1	0	0	6	238
0830 - 0845	0	0	1	1	0	0	0	0	2	0	1	217	6	0	2	0	2	228
0845 - 0900	0	0	0	1	0	0	0	0	1	0	1	204	7	0	0	0	8	220
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>814</b>	<b>36</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>878</b>
0900 - 0915	0	0	1	1	0	0	0	0	2	0	0	206	13	2	2	0	6	229
0915 - 0930	0	0	0	0	0	0	0	0	0	0	1	172	7	0	1	4	13	198
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>378</b>	<b>20</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>19</b>	<b>427</b>
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>7</b>	<b>1558</b>	<b>74</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>50</b>	<b>1708</b>
1200 - 1215	0	0	0	0	0	0	0	0	0	0	1	71	9	4	0	0	7	92
1215 - 1230	0	0	1	1	0	0	0	0	2	1	1	84	10	3	0	4	8	111
1230 - 1245	0	0	2	0	0	0	0	0	2	0	0	80	7	2	0	1	8	98
1245 - 1300	0	0	1	1	0	0	0	0	2	0	0	91	7	0	1	0	8	107
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>326</b>	<b>33</b>	<b>9</b>	<b>1</b>	<b>5</b>	<b>31</b>	<b>408</b>
1300 - 1315	0	0	0	0	0	0	0	0	0	0	1	88	13	4	0	0	5	111
1315 - 1330	0	0	1	0	0	0	0	0	1	1	1	84	23	1	0	1	8	119
1330 - 1345	0	0	1	0	0	0	0	0	1	1	0	77	16	0	0	0	4	98
1345 - 1400	0	0	0	1	0	0	0	0	1	0	2	129	14	1	0	1	8	155
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>378</b>	<b>66</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>25</b>	<b>483</b>
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>6</b>	<b>704</b>	<b>99</b>	<b>15</b>	<b>1</b>	<b>7</b>	<b>56</b>	<b>891</b>
1630 - 1645	0	0	0	0	0	0	0	0	0	1	0	84	5	3	0	1	9	103
1645 - 1700	0	0	1	1	0	0	0	0	2	1	0	90	7	2	0	0	5	105
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>174</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>208</b>
1700 - 1715	0	0	2	0	0	0	0	0	2	0	0	96	5	1	0	2	8	112
1715 - 1730	0	0	1	1	0	0	0	0	2	0	0	80	8	0	0	2	9	99
1730 - 1745	0	0	0	1	0	0	0	0	1	1	1	116	8	0	0	0	4	130
1745 - 1800	0	0	1	0	0	0	0	0	1	1	0	133	12	0	0	0	8	154
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>425</b>	<b>33</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>29</b>	<b>495</b>
1800 - 1815	0	0	1	0	0	0	0	0	1	2	1	122	5	0	0	2	8	140
1815 - 1830	0	0	0	0	0	0	0	0	0	1	0	150	2	0	0	3	11	167
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>272</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>19</b>	<b>307</b>
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>871</b>	<b>52</b>	<b>6</b>	<b>0</b>	<b>10</b>	<b>62</b>	<b>1010</b>





University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (14) Gibbet Hill Road / Car Park / Scarman Road

Approach: Gibbet Hill Road (North)

TIME	Left to Car Park								Ahead to Gibbet Hill Road (South)								Right to Scarman Road								U-Turn											
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	99	8	2	0	1	4	114	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1		
0745 - 0800	0	0	0	0	0	0	0	0	0	1	0	87	6	2	0	0	3	95	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1			
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>186</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>213</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>				
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	133	11	0	0	0	5	149	0	0	3	0	0	0	0	0	3	0	0	0	1	0	0	0	1	
0815 - 0830	0	0	2	0	0	0	0	0	2	0	0	114	14	1	0	0	3	132	0	0	5	0	1	0	0	0	6	0	0	0	0	0	0	0	0	
0830 - 0845	0	0	0	0	0	0	0	0	0	1	0	93	15	2	0	1	7	119	0	1	4	0	0	0	0	1	6	0	0	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	101	10	1	1	0	6	119	0	0	4	1	1	0	0	0	6	0	0	0	0	0	0	0	0	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>441</b>	<b>50</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>519</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	
0900 - 0915	0	0	2	0	0	0	0	0	2	0	0	79	7	3	0	1	3	93	0	0	3	3	0	0	0	0	6	0	0	0	0	0	0	0	0	
0915 - 0930	0	0	4	0	0	0	0	0	4	0	1	74	8	3	0	4	6	96	0	0	6	2	0	0	0	8	0	0	0	0	0	0	0	0	0	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>153</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>5</b>	<b>9</b>	<b>189</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>780</b>	<b>79</b>	<b>14</b>	<b>1</b>	<b>7</b>	<b>37</b>	<b>921</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	
1200 - 1215	0	0	0	1	0	0	0	0	1	2	0	59	5	0	0	0	2	68	0	0	2	1	0	1	0	0	4	0	0	0	0	0	0	1	1	
1215 - 1230	0	0	1	1	0	0	0	0	2	0	0	65	7	5	0	0	4	81	0	0	1	2	0	0	0	0	3	0	0	0	0	0	0	0	0	
1230 - 1245	0	0	2	0	0	0	0	0	2	1	0	58	11	2	0	1	4	77	0	0	2	3	0	0	0	0	5	0	0	0	0	0	0	1	1	
1245 - 1300	0	0	1	2	0	0	0	0	3	0	0	52	6	2	0	1	2	63	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>234</b>	<b>29</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>289</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>		
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	84	5	3	0	0	3	95	0	0	1	0	0	1	0	0	2	0	0	0	1	0	0	1	2	
1315 - 1330	0	0	1	0	0	0	0	0	1	0	1	72	7	3	1	0	5	89	0	0	1	2	0	0	0	0	3	0	0	0	0	0	0	0	0	
1330 - 1345	0	0	2	0	0	0	0	0	2	0	1	73	13	3	0	1	2	93	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	1	
1345 - 1400	0	0	0	1	0	0	0	0	1	1	0	65	12	2	0	1	1	82	0	0	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>294</b>	<b>37</b>	<b>11</b>	<b>1</b>	<b>2</b>	<b>11</b>	<b>359</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>528</b>	<b>66</b>	<b>20</b>	<b>1</b>	<b>4</b>	<b>23</b>	<b>648</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>5</b>	
1630 - 1645	0	0	0	0	0	0	0	0	0	1	0	154	2	0	0	0	4	161	1	0	0	2	0	0	0	0	3	0	0	0	0	0	0	1	1	
1645 - 1700	0	0	1	0	0	0	0	0	1	0	1	150	6	1	1	0	6	165	0	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>304</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>326</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>		
1700 - 1715	0	0	1	1	0	0	0	0	2	1	2	145	5	0	0	1	3	157	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	140	5	0	0	0	5	150	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	159	3	0	0	0	3	165	0	0	2	2	0	0	0	0	4	0	0	0	0	0	0	1	4	
1745 - 1800	0	0	0	0	0	0	0	0	0	1	4	155	1	1	0	0	6	168	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>599</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>640</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>13</b>	
1800 - 1815	0	0	2	0	0	0	0	0	2	1	2	141	2	0	0	3	3	152	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	
1815 - 1830	0	0	2	0	0	0	0	0	2	0	3	111	2	0	0	1	6	123	0	0	1	2	0	0	0	0	3	0	0	2	0	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>252</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>275</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>12</b>	<b>1155</b>	<b>26</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>36</b>	<b>1241</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>18</b>		



University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (14) Gibbet Hill Road / Car Park / Scarman Road

Approach: Car Park

TIME	Left to Gibbet Hill Road (South)									Ahead to Scarman Road									Right to Gibbet Hill Road (North)								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
0800 - 0815	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
0815 - 0830	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830 - 0845	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0845 - 0900	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>		
0900 - 0915	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
0915 - 0930	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>		
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>		
1200 - 1215	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	
1215 - 1230	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
1245 - 1300	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>		
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
1315 - 1330	0	0	3	0	0	0	0	0	3	0	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	
1345 - 1400	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	1	0	1	0	0	0	0	2	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>		
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>		
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
1645 - 1700	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>		
1700 - 1715	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
1715 - 1730	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1730 - 1745	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1745 - 1800	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>		
1800 - 1815	0	0	8	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	
1815 - 1830	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>		
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>		





University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (14) Gibbet Hill Road / Car Park / Scarman Road

Approach: Gibbet Hill Road (South)

TIME	Left to Scarman Road									Ahead to Gibbet Hill Road (North)									Right to Car Park								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL
0730 - 0745	0	0	0	0	0	0	0	0	0	1	0	133	4	2	0	0	4	144	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	0	0	0	1	1	224	12	1	0	0	3	242	0	0	1	0	0	0	0	0	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>357</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>386</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	172	13	1	1	0	3	190	0	0	0	0	0	0	0	0	
0815 - 0830	0	0	2	0	0	0	0	0	0	2	0	3	211	10	2	0	4	230	0	0	1	0	0	0	0	0	
0830 - 0845	1	0	4	1	0	0	0	0	0	6	1	0	213	3	0	2	0	220	0	0	3	0	0	0	0	3	
0845 - 0900	0	0	3	1	0	0	0	0	0	4	0	2	205	7	0	0	8	222	0	0	2	1	0	0	0	3	
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>5</b>	<b>801</b>	<b>33</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>862</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	
0900 - 0915	0	0	8	0	0	0	0	0	0	8	1	1	199	3	0	0	3	207	0	0	0	1	0	0	0	0	
0915 - 0930	0	0	11	0	0	0	0	0	0	11	0	1	162	5	0	0	3	178	0	0	4	0	0	0	0	4	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>2</b>	<b>361</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>385</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	
<b>Session Total</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>4</b>	<b>8</b>	<b>1519</b>	<b>57</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>1633</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	
1200 - 1215	0	0	1	0	0	0	0	0	0	1	1	1	66	7	3	1	6	85	0	0	0	0	0	0	0	0	
1215 - 1230	2	0	2	0	0	0	0	0	0	4	0	0	75	9	3	0	3	97	1	0	0	0	0	0	0	1	
1230 - 1245	0	0	3	0	0	0	0	0	0	3	0	1	79	5	2	1	2	98	0	0	1	0	0	0	0	1	
1245 - 1300	0	0	1	0	0	0	0	0	0	1	0	0	82	6	1	0	6	95	0	0	1	0	0	0	0	1	
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>302</b>	<b>27</b>	<b>9</b>	<b>2</b>	<b>5</b>	<b>375</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	
1300 - 1315	0	0	2	0	1	0	0	0	0	3	2	1	85	14	0	0	3	105	0	0	0	0	0	0	0	0	
1315 - 1330	1	0	0	0	0	0	0	0	0	1	1	0	75	18	1	0	8	103	0	0	2	0	0	0	0	2	
1330 - 1345	0	0	2	0	0	0	0	0	0	2	0	0	81	12	1	0	1	98	0	0	0	0	0	0	0	0	
1345 - 1400	0	0	1	0	0	0	0	0	0	1	0	2	125	13	0	1	6	148	0	0	2	0	0	0	0	2	
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>366</b>	<b>57</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>454</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	
<b>Session Total</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>4</b>	<b>5</b>	<b>668</b>	<b>84</b>	<b>11</b>	<b>3</b>	<b>7</b>	<b>829</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	
1630 - 1645	0	0	1	1	0	0	0	0	0	2	0	0	70	3	2	0	1	84	0	0	2	0	0	0	0	2	
1645 - 1700	0	0	4	0	0	0	0	0	0	4	0	0	91	5	1	0	3	100	0	0	0	0	0	0	0	0	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>161</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>184</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	
1700 - 1715	0	0	1	1	0	0	0	0	0	2	0	0	92	6	1	0	2	108	0	0	0	0	0	0	0	0	
1715 - 1730	0	0	2	0	0	0	0	0	0	2	0	1	73	7	0	0	2	92	0	0	0	0	0	0	0	0	
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	1	104	6	0	0	3	114	0	0	0	0	0	0	0	0	
1745 - 1800	0	0	2	1	0	0	0	0	0	3	1	0	112	8	0	0	8	129	0	0	2	0	0	0	0	2	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>381</b>	<b>27</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>443</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	
1800 - 1815	0	0	0	1	0	0	0	0	0	1	0	0	122	7	1	0	6	136	0	0	1	0	0	0	0	1	
1815 - 1830	0	0	1	0	0	0	0	0	0	1	0	0	134	3	0	0	11	148	0	0	1	0	0	0	0	1	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>256</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>284</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>2</b>	<b>798</b>	<b>45</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>911</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	



University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (14) Gibbet Hill Road / Car Park / Scarman Road

Approach: Scarman Road

TIME	Left to Gibbet Hill Road (North)									Ahead to Car Park									Right to Gibbet Hill Road (South)								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830 - 0845	0	0	1	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	
0845 - 0900	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	2	0	0	1	0	0	0	0	1	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>		
0900 - 0915	2	0	0	2	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	
0915 - 0930	0	0	2	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>		
<b>Session Total</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>		
1200 - 1215	0	0	0	2	0	0	0	0	2	1	0	0	2	0	0	0	0	3	0	0	0	1	0	0	0	1	
1215 - 1230	1	0	2	2	0	1	0	0	6	0	0	1	2	0	0	0	0	3	0	0	0	0	0	0	0	0	
1230 - 1245	0	0	2	2	0	0	0	0	4	1	0	0	1	0	0	0	0	2	0	0	2	2	0	0	0	4	
1245 - 1300	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>		
1300 - 1315	0	0	2	0	0	1	0	0	3	0	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	
1315 - 1330	0	0	0	2	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1330 - 1345	1	0	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	1	
1345 - 1400	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>		
<b>Session Total</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>		
1630 - 1645	1	1	6	3	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	
1645 - 1700	0	0	3	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>		
1700 - 1715	0	0	1	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
1715 - 1730	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	
1730 - 1745	0	0	4	0	0	0	0	0	4	0	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	2	
1745 - 1800	0	0	1	1	0	0	0	0	2	0	0	0	1	0	0	0	0	1	0	0	7	0	0	0	0	7	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>		
1800 - 1815	0	0	6	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	0	10	
1815 - 1830	0	0	4	2	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>		
<b>Session Total</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>		



# University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (15) Gibbet Hill Campus / Gibbet Hill Road

Approach: Gibbet Hill Campus

TIME	Left to Gibbet Hill Road (East)									Right to Gibbet Hill Road (West)									
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	
0730 - 0745	0	0	2	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
0745 - 0800	0	0	2	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	
0800 - 0815	0	0	2	1	0	0	0	0	3	0	0	0	1	0	0	0	0	1	
0815 - 0830	0	0	1	0	0	0	0	0	1	0	0	3	0	0	0	0	0	3	
0830 - 0845	0	0	2	0	0	0	0	0	2	0	0	3	0	0	0	0	0	3	
0845 - 0900	0	0	7	2	0	0	0	0	9	0	0	4	0	1	0	0	0	5	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	
0900 - 0915	0	0	1	1	0	0	0	0	2	0	0	6	1	0	0	0	0	7	
0915 - 0930	0	0	0	0	1	0	0	0	1	0	0	2	6	1	0	0	0	9	
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	
1200 - 1215	0	1	4	1	0	0	0	0	6	1	1	2	1	0	0	0	0	5	
1215 - 1230	1	0	2	1	0	0	0	0	4	0	0	9	0	0	0	0	0	9	
1230 - 1245	0	0	6	3	1	0	0	0	10	1	0	4	1	0	0	0	0	6	
1245 - 1300	0	0	5	1	0	0	0	0	6	0	0	4	3	0	0	0	0	7	
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>2</b>	<b>1</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	
1300 - 1315	2	0	4	0	0	0	0	0	6	0	0	5	3	0	0	0	0	8	
1315 - 1330	0	0	8	0	0	0	0	0	8	0	0	2	3	0	0	0	0	5	
1330 - 1345	0	0	6	2	0	0	0	0	8	0	0	4	1	0	0	0	0	5	
1345 - 1400	0	0	8	0	0	0	0	0	8	0	0	5	2	0	0	0	0	7	
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	
<b>Session Total</b>	<b>3</b>	<b>1</b>	<b>43</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>2</b>	<b>1</b>	<b>35</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52</b>	
1630 - 1645	2	2	31	0	0	0	0	0	35	0	0	6	1	0	0	0	0	7	
1645 - 1700	0	0	26	0	0	0	0	0	26	1	0	5	0	0	0	0	0	6	
<b>Hourly Total</b>	<b>2</b>	<b>2</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	
1700 - 1715	5	0	42	0	0	0	0	0	47	0	0	13	1	0	0	0	0	14	
1715 - 1730	3	0	30	0	0	0	0	0	33	0	0	11	0	0	0	0	0	11	
1730 - 1745	0	1	23	0	0	0	0	0	24	0	0	7	0	0	0	0	0	7	
1745 - 1800	2	0	20	1	0	0	0	0	23	2	0	10	0	0	0	0	0	12	
<b>Hourly Total</b>	<b>10</b>	<b>1</b>	<b>115</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>127</b>	<b>2</b>	<b>0</b>	<b>41</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	
1800 - 1815	3	2	12	0	0	0	0	0	17	1	1	5	0	0	0	0	0	7	
1815 - 1830	2	0	6	0	0	0	0	0	8	1	0	6	0	0	0	0	0	7	
<b>Hourly Total</b>	<b>5</b>	<b>2</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>2</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	
<b>Session Total</b>	<b>17</b>	<b>5</b>	<b>190</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>213</b>	<b>5</b>	<b>1</b>	<b>63</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>71</b>	



# University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (15) Gibbet Hill Campus / Gibbet Hill Road

Approach: Gibbet Hill Road (East)

TIME	Ahead to Gibbet Hill Road (West)									Right to Gibbet Hill Campus								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL
0730 - 0745	2	2	132	4	1	1	0	4	146	0	0	16	1	0	0	0	0	17
0745 - 0800	0	1	217	11	1	0	0	3	233	0	1	30	0	0	0	0	0	31
<b>Hourly Total</b>	<b>2</b>	<b>3</b>	<b>349</b>	<b>15</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>379</b>	<b>0</b>	<b>1</b>	<b>46</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48</b>
0800 - 0815	1	1	174	11	0	0	0	4	191	0	0	27	0	0	0	0	0	27
0815 - 0830	0	1	202	7	1	0	0	2	213	0	0	36	0	0	0	0	0	36
0830 - 0845	0	2	219	6	0	2	0	2	231	4	0	32	0	1	0	0	0	37
0845 - 0900	0	0	207	7	1	0	0	8	223	3	0	42	0	0	0	0	0	45
<b>Hourly Total</b>	<b>1</b>	<b>4</b>	<b>802</b>	<b>31</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>858</b>	<b>7</b>	<b>0</b>	<b>137</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>145</b>
0900 - 0915	2	0	199	3	0	0	0	3	207	3	1	37	2	0	0	0	0	43
0915 - 0930	0	1	176	1	0	1	3	7	189	0	1	21	1	0	0	0	0	23
<b>Hourly Total</b>	<b>2</b>	<b>1</b>	<b>375</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>10</b>	<b>396</b>	<b>3</b>	<b>2</b>	<b>58</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66</b>
<b>Session Total</b>	<b>5</b>	<b>8</b>	<b>1526</b>	<b>50</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>33</b>	<b>1633</b>	<b>10</b>	<b>3</b>	<b>241</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>259</b>
1200 - 1215	3	0	68	5	3	1	0	6	86	2	0	1	1	0	0	0	0	4
1215 - 1230	1	0	67	8	3	0	3	7	89	0	0	1	0	0	0	0	0	1
1230 - 1245	0	0	78	5	2	0	2	8	95	0	0	10	0	0	0	0	0	10
1245 - 1300	0	0	82	3	1	1	0	6	93	0	1	6	1	0	0	0	0	8
<b>Hourly Total</b>	<b>4</b>	<b>0</b>	<b>295</b>	<b>21</b>	<b>9</b>	<b>2</b>	<b>5</b>	<b>27</b>	<b>363</b>	<b>2</b>	<b>1</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>
1300 - 1315	0	1	81	9	2	0	0	4	97	1	0	4	0	0	0	0	0	5
1315 - 1330	0	1	77	14	2	0	0	7	101	0	1	3	0	0	0	0	0	4
1330 - 1345	1	0	77	13	0	0	1	3	95	1	0	7	2	0	0	0	0	10
1345 - 1400	0	2	121	11	1	1	1	7	144	2	1	12	0	0	0	0	0	15
<b>Hourly Total</b>	<b>1</b>	<b>4</b>	<b>356</b>	<b>47</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>21</b>	<b>437</b>	<b>4</b>	<b>2</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>
<b>Session Total</b>	<b>5</b>	<b>4</b>	<b>651</b>	<b>68</b>	<b>14</b>	<b>3</b>	<b>7</b>	<b>48</b>	<b>800</b>	<b>6</b>	<b>3</b>	<b>44</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57</b>
1630 - 1645	0	0	64	1	3	0	1	8	77	0	0	4	0	0	0	0	0	4
1645 - 1700	0	0	85	8	0	0	0	3	96	0	0	6	1	0	0	0	0	7
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>149</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>173</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
1700 - 1715	0	0	80	3	1	0	2	7	93	0	0	8	0	0	0	0	0	8
1715 - 1730	0	0	65	7	0	0	2	9	83	0	0	1	0	0	0	0	0	1
1730 - 1745	0	1	100	6	0	0	0	3	110	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	103	15	0	0	0	8	126	0	0	3	1	0	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>348</b>	<b>31</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>27</b>	<b>412</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
1800 - 1815	0	0	120	3	0	0	0	6	129	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	129	5	0	0	0	10	144	0	0	2	0	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>249</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>273</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>Session Total</b>	<b>0</b>	<b>1</b>	<b>746</b>	<b>48</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>54</b>	<b>858</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>



# University Of Warwick - Manual Traffic Survey, Thursday 8th November 2012

Junction: (15) Gibbet Hill Campus / Gibbet Hill Road

Approach: Gibbet Hill Road (West)

TIME	Left to Gibbet Hill Campus									Ahead to Gibbet Hill Road (East)								
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	COACH	BUS	TOTAL
0730 - 0745	0	0	9	0	0	0	0	0	9	0	0	95	9	2	0	0	4	110
0745 - 0800	0	0	3	1	0	0	0	0	4	0	0	93	5	2	0	1	3	104
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>188</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>214</b>
0800 - 0815	0	0	12	0	0	0	0	0	12	0	0	125	12	1	0	0	4	142
0815 - 0830	0	1	17	0	0	0	0	0	18	0	0	99	9	1	0	0	4	113
0830 - 0845	1	0	12	3	0	0	0	0	16	0	0	88	11	2	0	1	7	109
0845 - 0900	2	0	15	1	0	0	0	0	18	0	0	83	9	0	1	0	6	99
<b>Hourly Total</b>	<b>3</b>	<b>1</b>	<b>56</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>0</b>	<b>0</b>	<b>395</b>	<b>41</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>463</b>
0900 - 0915	2	0	15	4	2	0	0	0	23	0	0	61	3	2	0	1	3	70
0915 - 0930	0	0	10	1	2	0	0	0	13	0	0	64	9	1	0	3	4	81
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>125</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>7</b>	<b>151</b>
<b>Session Total</b>	<b>5</b>	<b>1</b>	<b>93</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>113</b>	<b>0</b>	<b>0</b>	<b>708</b>	<b>67</b>	<b>11</b>	<b>1</b>	<b>6</b>	<b>35</b>	<b>828</b>
1200 - 1215	0	0	9	3	0	0	0	0	12	0	0	51	5	3	0	0	2	61
1215 - 1230	0	0	3	1	0	0	0	0	4	0	1	63	4	3	0	0	4	75
1230 - 1245	0	0	3	1	0	0	0	0	4	1	1	62	10	2	0	1	4	81
1245 - 1300	0	0	5	3	0	0	0	0	8	1	0	54	7	2	0	1	2	67
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>2</b>	<b>2</b>	<b>230</b>	<b>26</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>284</b>
1300 - 1315	0	0	3	0	0	0	0	0	3	0	1	81	6	4	0	0	3	95
1315 - 1330	0	0	7	4	0	0	0	0	11	0	0	71	3	1	0	0	4	79
1330 - 1345	0	0	3	3	0	0	0	0	6	0	0	63	12	3	0	1	3	82
1345 - 1400	2	0	6	3	0	0	0	0	11	0	0	66	9	2	1	1	0	79
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>1</b>	<b>281</b>	<b>30</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>10</b>	<b>335</b>
<b>Session Total</b>	<b>2</b>	<b>0</b>	<b>39</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>2</b>	<b>3</b>	<b>511</b>	<b>56</b>	<b>20</b>	<b>1</b>	<b>4</b>	<b>22</b>	<b>619</b>
1630 - 1645	0	0	5	1	0	0	0	0	6	0	0	150	5	0	0	0	4	159
1645 - 1700	0	0	5	0	0	0	0	0	5	1	1	152	4	1	1	0	6	166
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>302</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>325</b>
1700 - 1715	0	0	7	0	0	0	0	0	7	0	2	143	4	0	0	0	3	152
1715 - 1730	0	0	1	0	0	0	0	0	1	0	1	151	5	0	0	1	4	162
1730 - 1745	0	0	1	0	0	0	0	0	1	2	1	158	4	0	0	0	4	169
1745 - 1800	0	0	2	0	0	0	0	0	2	0	2	164	1	1	0	0	6	174
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>6</b>	<b>616</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>657</b>
1800 - 1815	0	0	3	0	0	0	0	0	3	0	1	150	1	0	0	3	3	158
1815 - 1830	0	0	1	0	0	0	0	0	1	0	3	113	3	0	0	1	5	125
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>263</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>283</b>
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>3</b>	<b>11</b>	<b>1181</b>	<b>27</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>35</b>	<b>1265</b>

## **Appendix B**

### **Traffic Count Location Plan**

