

Former Landfill Site, Brockhampton West, Harts Farm Way, Havant Hampshire County Council Response Note

205465/N05

Introduction

1. Vectos have been appointed by Clowes Developments (UK) Ltd. to provide traffic and transport advice regarding the proposed development on the Former Landfill Site, Brockhampton West, Harts Farm Way, Havant.
2. The site is located immediately to the south east of the A27 / Harts Farm Way teardrop junction and is bound by the A27 to the north, Harts Farm Way to the south and west and a river to the east.
3. The site is allocated for employment use under Policy HB2 (BD11) of the adopted Havant Borough Local Plan (Allocations) Development Plan Document.
4. The development proposals are for:

“Outline application for the development of new employment units to provide up to 29,000 sqm (gross internal area) for flexible use across use classes E (light industrial), B2 and B8 with ancillary offices, car parking, service yards, drainage works, landscaping and associated works to prepare the site for development. All matters are reserved except the primary means of access to the site.”
5. A Transport Assessment (TA) was produced by Vectos and submitted to Hampshire County Council (HCC) for review in March 2021. A response from HCC was received in April 2021.
6. This note has been prepared to address the comments received by HCC on the submitted TA. The HCC response has been included within **Appendix A** for reference.

Vectos Response to HCC TA Comments

HCC Comment 1

“Walking and Cycling Audit

An audit of six agreed walking and cycling routes to/from the application site has been undertaken. The audit has not identified any deficits.

The Highway Authority however does consider that the existing pedestrian crossing at the western portion of Harts Farm Way is potentially inadequate not sufficient to serve the proposed development of this size and that persons will have to travel an unreasonable and unlikely distance to cross at this point.

The proposed development is required to undertake further review of this provision and to propose improvements in this regard.

The proposed development is not also considered to have adequately assessed how the proposal will link and tie into the existing PROW (route 30). The application is expected to offer assessment and improvements to what is considered to be a significantly important pedestrian linkage to the site from the Bedhampton residential area.”

Vectos Response

7. To enhance the existing pedestrian provision on Harts Farm Way, it is proposed to introduce a new toucan crossing as shown in **Drawing 205465/PD03 Rev A** at **Appendix B**. The toucan crossing is proposed to the east of the site access junction. The toucan crossing links into the shared use footway on the southern side of Harts Farm Way. It is deemed these improvements would adequately improve the accessibility of the site.
8. The proposed toucan crossing will also provide a safe crossing point for local walkers using Footpath 30. With regard to Footpath 30, within the site it will be treated with tarmac to ensure it can be accessed by site user throughout the entire year.

HCC Comment 2

“PIA Data

Personal Injury Accident (PIA) data has been obtained from Hampshire Constabulary for the most recent 5-year period available at the time of publication of the submitted TA (May 2015 – May-2020).

The results of the data are presented in tabular format within the TA and the raw data obtained is provided within Appendix D.

Whilst the data does confirm a not insignificant volume of accidents, the information would suggest that there were no specific clusters in proximity to the application site or any apparent causal factors cited in regard to the public highway network.

That being said, the PIA assessment should plot the accident data onto a relevant highway plan or order for tis office to fully appraises the data. This should be provided within a TA addendum for appropriate review before it can be considered that there are no existing accident trends that this proposal would likely exacerbate.”

Vectos Response

9. As requested, a plot of the 2015-2020 collision data has been provided at **Appendix C**. As can be seen, there are no existing accident trends that the proposed development will exacerbate.

HCC Comment 3

Access Strategy

Irrespective of development quantum, all three illustrative schemes provide two points of vehicular access to the site with the primary access servicing the operational facility to the east on off of Harts Farm Way with a secondary access to the west.

The existing access to the site will be removed as part of this proposal which is supported.

Regardless of the three illustrative schemes presented, the submitted assessment provides an appraisal of vehicular visibility within the body of the TA demonstrating that visibility splays of 2.4m x 43m can be achieved at the primary site access in line with the guidance as set out within Manual for Streets (MfS). This corresponds with the Appendix B of the plans submitted with the pre-application enquiry.

The corresponding plan however as presented within the TA at Appendix E is contrary to the body of the TA where it provides vehicular visibility splays at both the eastern and western accesses of 2.4m x 59m and 67m based upon an anticipated speed of 35mph and 38mph, respectively.

The above visibility splays however are not referred to within the body of the TA. Section 4.7 of the submitted TA states that “Following discussions with HCC it was agreed that the required visibility splays should be provided in accordance with observed speeds on Harts Farm Way”.

This is considered to be inaccurate and insufficient in terms of assessment. The provided pre-application response is explicit in its guidance that speed surveys were required to be undertaken in compliance with HCC Technical Guidance Note 3 in order to inform the visibility requirements for the proposed accesses.

This is missing from the assessment and the applicant is required to undertake suitable speed surveys in order to determine 85th %ile wet weather speeds for vehicular visibility requirements.

Given the current Covid-19 pandemic and its impact upon traffic volumetric and speed data, the required speed survey methodology would need to be discussed and agreed with the Highway Authority prior to the surveys taking place.

Notwithstanding the above further significant concerns in regard to the proposed access strategy are raised. In line with the requirements of HCC Technical Guidance Note 18 and explicitly referred to with the corresponding pre-application enquiry, any application coming forward was/is required to be supported by a Stage 1 Road Safety Audit and corresponding Designer's Response.

The required Stage 1 RSA is missing from the assessment and the applicant is required to have this undertaken in line with TG18 and this along with the appropriate Designers' response should be submitted for review.

In regard to the access strategies as proposed, the submitted TA is supported by vehicle tracking swept path analysis at Appendix F

Vehicle tracking has been provided for the access, service yard and car parks for illustrative options.

Drawing 205465/AT/A01 revC provides tracking for a max legal 16.5m articulated vehicles traversing the site access for both ingress and egress manoeuvres for left turns and this has been demonstrated as being able to be achieved in a safe and efficient manner.

Drawing 205465/AT/A01 revC also demonstrates internal traverse manoeuvring and turning with associated HGV bays which again is considered to be acceptable.

Drawing 205465/AT/A02 revC demonstrates vehicle manoeuvres for a standard design vehicle of 4.8m in length for access, egress and turning and parking within the site.

Whilst considered to be acceptable on face value, the pre-application enquiry response required an estate car to be tracked and as such this vehicle tracking should be provided with a design vehicle of at least 4.9m in length.

Similar vehicle tracking for the additional illustrative site layouts is provided in Drawings 205465/AT/A03 revC, 205465/AT/A04 revC, 205465/AT/A05 revC, 205465/AT/A06 revC, 205465/AT/A07 revC and 205465/AT/A08 revC.

These are considered to be broadly acceptable subject to the details above for design vehicle however there are some notes of concern which are required to be addressed.

It is noted that no tracking has been provided for max legal 16.5m articulated vehicles for right turns into and out of the site and this is required.

Drawing 205465/AT/A08 revC shows an HGV parked adjacent to a row of perpendicular car parking spaces. It is questioned with an HGV in this position as to whether a vehicle could park in these bays in a safe and efficient manner. Clarification is required in this regard."

Vectos Response

10. The points regarding the proposed development and policy compliance are noted and confirmed.
11. Traffic surveys were undertaken in October 2020 to ascertain the observed speeds on Harts Farm Way and to gauge the volume of traffic given the COVID-19 pandemic. These surveys were agreed with HCC prior to being undertaken. The raw data is included at **Appendix D**. Due to the COVID-19 pandemic; traffic surveys were taken from the application to the north of the A27 junction, Forty Acre Farm. The traffic surveys undertaken in October 2020 inevitably show a lower traffic flow than those presented within the Forty Acre Farm application. We have, therefore, to ensure a robust assessment, used the traffic flows from the Forty Acre Farm application.

12. **Table 1** sets out the traffic flows as observed on Harts Farm Way during the October 2020 traffic surveys and those presented within the Forty Acre Farm application.

Table 1: Harts Farm Way Traffic Flow Comparison

Time Period	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Total Vehicles					
	Eastbound	Westbound	Two-way	Eastbound	Westbound	Two-way
2020 Surveys	560	249	809	254	623	876
Forty Acre Farm Flows	659	322	981	332	700	1,032
Difference	+99	+73	+172	+78	+77	+156

13. **Table 1** shows that the Forty Acre Farm traffic flows are significantly above those observed during the October 2020 traffic surveys, therefore the Forty Acre Farm flows have been utilised to ensure a robust assessment.
14. The October 2020 surveys have, however, been used to determine the visibility splays for the site access junctions. The surveys indicated 85th percentile speeds of between 35mph and 38mph. As such, based on HCC and MfS guidance, visibility splays of 2.4m x 59m and 2.4m x 67m, respectively, have been provided in line with the observed speeds for both the primary and secondary access junctions.
15. As requested, a Road Safety Audit (RSA) will be undertaken. The RSA brief and relevant CV's were issued to both HCC and HE on April 29th 2021 for review and agreement. Upon completion of the Stage 1 RSA, an appropriate Designer's Response will be provided.
16. Updated tracking has been undertaken to show a design vehicle of 4.9m manoeuvring within the site. This is shown in Drawing 205465/AT/A09 to A11 included at **Appendix E**.
17. Tracking showing a 16.5m articulated vehicle undertaking a right turn manoeuvre into and out of the site has also been undertaken. This is shown in Drawing 205465/AT/A12 at **Appendix F**.
18. With regard to the parking of an HGV adjacent to the car parking spaces as shown in **Drawing 205465/AT/A08**, it should be noted that the internal site layout is currently indicative and is subject to change. Therefore, the location of the HGV parking is likely to be relocated.

HCC Comment 5

"Parking Provision"

Given that the application is provided as outline with access only to be considered detailed parking provision comments are provided as illustrative only based upon the illustrative layouts as presented within the TA.

HBC will need to determine in their capacity as local parking authority that the level of parking provision proposed falls in line with adopted standards, however a review is provided below:

For the purposes of the TA, parking provision has been based on a development which is for solely B8 use and would fall broadly in line with minimum adopted standards.

Clearly any reserved matters applications that come forward in the future post any planning permission that may be granted will be required to provide parking standards fully in line with HBC adopted standards and any departures from standards would need to be stringently assessed along with any proposals to prevent parking on the public highway, specifically Harts Farm Way.

Servicing

Given the outline nature of the proposals, servicing has already been covered in these comments in regard to vehicle tracking.

Parking provision requirements for max legal 16.5m HGV vehicles will be required in line with HBC adopted standards.”

Vectos Response

19. The above points regarding parking and servicing are noted and accepted. It is agreed that the applicant is applying for outline permission with all matters reserved except the primary means of access to the site. Therefore, parking and servicing provision will be agreed and confirmed as part of a reserved matters application in line with Havant Borough Council parking standards. For reference, however, we have included plans at **Appendix G**, which show the site layout with a car parking provision for a B2 land use. The number of car parking spaces required are set out in **Table 2** below. A car parking accumulation is also provided at **Table 3** to demonstrate the demand for car parking for the proposed uses is lower than the number of spaces to standards required and therefore it is unlikely there will be overspill parking on Harts Farm Way or the surrounding road network.

Table 2: B2 Parking Standards and Requirements

Scheme	Minimum car parking standard	Minimum car parking requirement
One-unit scheme	1 space per 45sqm	631
Two-unit scheme		622
Three-unit scheme		610

Table 3: Car Parking Accumulation

Time	Parking Accumulation
07:00-08:00	57
08:00-09:00	161
09:00-10:00	177
10:00-11:00	179
11:00-12:00	180
12:00-13:00	176
13:00-14:00	209
14:00-15:00	174
15:00-16:00	155
16:00-17:00	90
17:00-18:00	10
18:00-19:00	-17

20. As seen at **Appendix G**, the updated plans for the one-unit scheme provide 631 car parking spaces in line with the required standards. The two-unit scheme provides 542 car parking spaces, and although it is acknowledged that this is below the required the minimum standard, we can demonstrate from a car parking accumulation that the demand for car parking from the proposed development is below the minimum car parking standards set out by HBC, This is demonstrated in **Table 3** above.
21. **Table 3** shows that when considering the three illustrative layouts, the total arrivals and departures for the day remain below the total number of car parking spaces available. The car parking accumulation exercise has been undertaken based on the proposed development operating wholly as B2 use with a floor area of 29,000sqm.
22. As set out in **Table 3**, the highest level of car parking occupancy is 209 vehicles between 13:00 and 14:00. Therefore, with the one-unit scheme proposing the provision of 631 car parking spaces, and the two-unit scheme proposing the provision of 542 car parking spaces, it can be seen there is sufficient car parking provision. Therefore, it is deemed there will be no issues with overspill parking or queuing back to the mainline.

HCC Comment 6

“Travel Plan

A framework Travel Plan has been provided at this stage which is considered to be broadly acceptable given the outline application status.

A suitably worded condition will be attached to any planning permission that may be granted requiring a full Travel Plan to be provided in accordance with a full development quantum application for reserved matters and would be subject to review by HCC's Travel Plan Team.

A full Travel Plan would be expected to set targets for achieving a reduction in single occupancy car trips and robust monitoring procedures, however, is likely to be flexible in its design given any potential future restrictions imposed by the UK Government of the time in relation to Covid-19 or other similar situations.

Early engagement with HCC in that regard would be recommended.”

Vectos Response

23. The applicant is willing to accept a condition relating to the provision of a full Travel Plan be attached to the planning permission.

HCC Comment 7

“Traffic Generation

In order to determine likely traffic generation, the submitted TA utilises a “worst case” scenario of 29,000sqm (GIA) broken down by trips associated with the potential land uses being E, B2 and B8.

B1a has been omitted citing its ancillary use to the above and assumed to be included within TRICS.

In order to determine trip rates, the TRICS database has been interrogated to form an appropriate data set for extrapolation of trip rates for E and B2 uses.

The TRICS data has been reviewed and is considered to be sufficiently representative for E and B2 uses and would equate to the following:

- Use Class E – 146 two-way AM Peak and 102 two-way PM Peak*
- Use Class B2 - 155 two-way AM Peak and 102 two-way PM Peak*

In regard to B8 trip rates it has been deemed that TRICS does not provide sufficiently representative sites for comparison and as such a specific single site has been surveyed (TNT Dartford) given its similar characteristics to the proposed development.

Whilst it is not considered to be completely comparable, assessment of TRICS for sites available would point to the trips rates being generally representative and as such is considered to be acceptable for use within the assessment on face value.

A concern does exist however, that whilst utilising a development Quantum of 29,000sqm as a worst-case scenario, three potential options have come forward as illustrative layouts and the traffic

generation of the assessment does not directly reflect this in that the TA would suggest the likelihood of a mixed-use site coming forward.

With that in mind, the following comments are based upon the information as submitted within the TA, however for assessment purposes at outline stage the assessment is considered to be deficient, and a TA Addendum should be supplied that provides a traffic generation sensitivity assessment that a range of development quantum of the proposed land uses.

This is considered to be a more appropriate approach to determining likely development quantum impacts.

A further concern is provided in regard to the assessment of any B1 being ancillary to the overall quantum. The amount of B1 floorspace will ultimately be a determining factor as to whether it is considered ancillary to the overall quantum or not.

As such the above required sensitivity test also needs to include for a range of B1 floorspace for each illustrative option.

Clarification as to whether the site is available for parcel distribution services will also be required by the applicant. If this is to remain a possible option it may well require its own assessment in line with the sensitivity tests defined above owing to the differences in trip rates throughout the day/24-hour period and not just AM Peak/PM Peak/Daily trip rates.”

Vectos Response

24. A trip generation exercise has been undertaken considering a mix of uses at the site, namely a 50/50 split between B2 and B8 land use. The results of this exercise are presented in **Table 4**. For ease of comparison, the B2 trip generation utilised to undertake the traffic impact assessment in the TA is also provided in **Table 4**.

Table 4: Mixed B2/B8 Land Use Trip Generation

Time Period	Total Vehicles			HGVs		
	B2/B8 Mixed Use					
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Weekday AM Peak (08:00-09:00)	86	25	110	10	8	18
Weekday PM Peak (17:00-18:00)	24	63	88	10	2	12
Daily	392	382	774	73	51	124
Time Period	Total Vehicles			HGVs		
	Use Class B2					
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Weekday AM Peak (08:00-09:00)	130	26	155	6	4	10
Weekday PM Peak (17:00-18:00)	11	91	102	1	2	3
Daily	538	555	1,093	53	40	93

25. **Table 4** demonstrates that a mixed-use development comprising both B2 and B8 land uses results in lower trip generation than that for sole B2 use as presented and assessed in TA. Therefore, the TA assessed a higher level of trips, so no further assessment is deemed necessary.
26. With regard to the amount of B1(a) floorspace included within each proposed site layout option, this is set out in **Table 5**.

Table 5: B1 Floorspace Provision

Scheme	Total floorspace	B1(a) floorspace	% of B1(a) floorspace
One-unit scheme	28,392	1,298	5%
Two-unit scheme	27,985	3,546	13%
Three-unit scheme	27,471	2,859	10%

27. **Table 5** shows that the amount of B1(a) floorspace ranges between 5% and 13% of the total development floorspace. This is deemed an immaterial percentage of the floor area and unlikely to generate a significant number of trips. When considering the sites from the TRICS database, only one sites states the percentage of ancillary B1a, which is stated as 15%. This is considered a common percentage of B1a to accompany B2/B8 land uses and would be considered ancillary to the B2/B8

land uses and therefore included within the survey data collected. Therefore, generating a separate trip generation of this aspect of the scheme would lead to double counting.

28. Regarding use of the site for parcel distribution, the TNT Dartford site which has been used as the basis for the B8 trip rates is itself a parcel distribution site and is the very reason why the survey data was used within our assessment to include a representative parcel distribution trip rate. Further, as set out in the TA, TRICS does not offer a large number of comparable sites for our trip rates to be based on.
29. As set out in the TA, the TNT Dartford site is located in a similar location to that of the proposed development i.e., located on the verge of the strategic road network and located on the outskirts of a town centre. It is therefore deemed that this is appropriate to use if the proposed development were to operate under B8 parcel distribution. As it has been determined in the TA that B2 land use presents the highest level of traffic generation, further assessment would not be necessary as a worst-case scenario assessment has already been undertaken.

HCC Comment 8

“Trip Assignment and Distribution

In order to derive trip assignment across the local highway network, 2011 census origin-destination data has been utilised within the TA.

This was provided at pre-application stage using MSOA Havant 018, HCC advised that traffic should be assigned by using LSOA 018F given that this reflects the actual site location.

Investigation by the applicant suggests that the lower layer data is not available and given the route choose queries provided at pre-application stage, census data for the neighbouring Havant 014 has been used.

In principle this is considered to be acceptable given that Havant 014 does contain Langstone Technology Park and Solent Retail Park, however in the required TA Addendum a further sensitivity test against the trip assignment utilised should be provided giving a comparison between the differences for trips assigned using Havant 018 and Havant 014. This can then be reviewed and confirmed as being acceptable to the Highway Authority.

In line with the assessment of this proposal throughout, the following operational assessment review comments are based in-principle against what is provided within the TA for trip assignment across the network.”

Vectos Response

30. **Table 6** sets out the trip distribution for both the nearby MSOA Havant 014 which has been utilised in the TA as well as MSOA Havant 018 which the site is located in.

Table 6: Havant 014 and 018 Trip Distribution

Route	Havant 014 (from TA)	Havant 018 (Site Location)
Harts Farm Way West via A3 North	22%	34%
Harts Farm Way West via A27 East	11%	10%
Harts Farm Way West via A27 West	28%	26%
Harts Farm Way West via Bedhampton Hill	10%	14%
Harts Farm Way East via Brockhampton Road	23%	13%
Harts Farm Way West via A3 Havant Road	6%	2%

31. At pre-application stage, traffic distribution based on the MSOA Havant 018 was submitted; however, both HCC and HE raised a concern regarding the weight of trips being distributed west on Harts Farm Way. It was stated by HCC that there are suitable routes to the east of the development site that should be considered.
32. In light of these comments, the proposed traffic distribution was revised using MSOA Havant 014 which contains Langstone Technology Park and Solent Retail Park, both large employment trip attractors within Havant. It is considered that by using this MSOA as a proxy for the site, it offers a more realistic trip distribution utilising both routes to the west and east on Harts Farm Way.
33. It is therefore considered that the use of MSOA Havant 014 provides the most suitable distribution for the site as compared to MSOA Havant 018.

HCC Comment 9

“Operational Highway Assessment

Highway Network of Interest

The submitted TA determines that the highway network of interest forms the following junctions:

- *A27/Harts Farm Way (Teardrop) Roundabout;*
- *Rusty Cutter Roundabout*
- *Proposed Site Accesses*

As detailed above, based upon pre-application discussions and the trip assignment exercise provided within the TA this is considered acceptable in principle, however this would need to be finally determined based upon the results of a trip assignment sensitivity test to be provided with an Addendum TA.

Baseline Data

Given the existing Covid-19 situation the submitted TA has determined that it is not possible undertake traffic surveys that would be representative of “normal” traffic conditions prior to the pandemic and as such has utilised baseline data from the consented Forty Acres Farm development to the northwest of the site.

Whilst in-principle this may be considered acceptable, the Highway Authority confirmed at pre-application stage that survey data was/is being considered on a site-by-site basis and it was considered that traffic surveys should still be undertaken upon the highway network of interest in order to understand current baseline traffic levels.

Sensitivity testing could then be applied to each of the junctions by considering baseline data from the Forty Acres Farm development and uplifting these flows with TEMPRO data. Should the uplifted data be similar to the surveyed data then they could be considered too representative and robust.

Once these surveys had been undertaken and flow levels agreed, modelling could then be undertaken.

This approach appears not to have been followed and the assessment simply identifies the Forty Acres network peak and has applied the proposed development peak to the same timeframe.

This is not considered to be a fully robust methodology and order to fully assess the baseline data the above approach still needs to be followed. Again, this will need to be undertaken and covered within and Addendum TA.

Similarly, in line with the assessment of this proposal throughout, the following operational assessment review comments are based in-principle against what is provided within the TA for baseline data and comments are provided on face-value in this regard.”

Vectos Response

34. Traffic surveys were undertaken in October 2020 to determine the current traffic flows on Harts Farm Way. The results of the surveys are included at **Appendix D** and are summarised at **Table 1**.
35. The results of the traffic surveys showed that the traffic levels were lower than those included in the Forty Acre Farm development. Therefore, to ensure a robust approach, baseline data from the Forty Acre Farm development was utilised as these flows were higher than those surveyed.

HCC Comment 10

“Traffic Growth

Caveated against the baseline data methodology deficiency identified, traffic has been growthed using TEMPRO from the survey year (stated as 2016) to a base year of 2020 and future base years of 2025 and 2030.

Clarification from the applicant is required as to the base year of 2016 given that the Fort Acres Farm application utilised data from 2015 and 2017, however it is assumed that 2016 has been chosen to extrapolate between the two dates.”

Vectos Response

36. Baseline data has been taken from Appendix P of the Forty Acre Farm TA which includes traffic data for the baseline year of 2016.

HCC Comment 11

“Assessment Years/Scenarios

The following assessment scenarios have been derived:

- 2016 Observed*
- 2020 Base*
- 2020 Base + Development*
- 2025 Future Base*
- 2025 Future Base + Development*
- 2030 Future Base*
- 2030 Future Base + Development*

The scenarios derived above are considered to be appropriate, however a concern exists in regard to methodology in that the scenarios are based upon the “worst-case” one unit scheme of wholly B2 use.

Whilst this is considered to be appropriate in-principle there is a discrepancy between what is determined as the “worst-case” scenario given that the highway operational assessment is based upon a wholly B2 use yet the parking provision is based upon a wholly B8 scenario.

Whilst not directly affected with the operational assessment, good practice should dictate that the defined “worst case” scenario should be consistent throughout the assessment and this should be reflected within the future work to be submitted.

It should be noted that whilst the modelling outputs have been reviewed on face value, the future TA addendum to be provided should be supported by design drawings marked up illustrating the relevant dimensions utilised for the models for review.

Primary Site Access

The primary site access has been modelled only for the “with development” scenarios which is appropriate and has been modelled using PICADY (Priority Intersection Capacity And Delay).

Based upon the information presented within the TA in regard to traffic flows and trip assignment and trip rates the results demonstrate the following:

The primary site access in isolation assessment demonstrates that the junction is predicted to operate well within theoretical capacity limits with a maximum Ratio of Flow to Capacity (RFC) of 0.34 with an associated maximum queue length (MaxQ) of 0.5 passenger car units (pcus) occurring on the site access arm of the junction during the 2030 base + development scenario during the PM peak hour.

Primary Site Access with Secondary Access

With both primary and secondary accesses in operation the primary site access would be predicted to operate well within theoretical capacity limits with an RFC of 0.14 with an associated MaxQ of 0.4pcus occurring on the Harts Farm Way (westbound) arm of the junction during the 2030 base + development scenario during the AM peak hour.

Secondary Site Access with Primary Site Access

With both primary and secondary accesses in operation the secondary site access would be predicted to operate well within theoretical capacity limits with an RFC of 0.38 with an associated MaxQ of 0.6pcus occurring on the site access arm of the junction during the 2030 base + development scenario during the PM peak hour.

A27/Harts Farm Way Teardrop Roundabout

The Teardrop roundabout is partially signalled and has been operationally assessed using LinSig (Lincolnshire Signals).

The modelling results would predict only a minor impact upon the operation of the junction.

LinSig modelling predicts the ratio of demand to capacity for each phase of traffic passing through the junction. This is considered as the Degree of Saturation (DoS) with a value of 90% indicating an arm is operating at its practical capacity.

Practical Reserve Capacity (PRC) is calculated from the above DoS and is a measurement of what level of additional traffic can pass through the junction as a whole.

The Mean Maximum Queue (MMQ) provides an estimation of how the overall junction performance may impact adjacent junctions on the network.

The results of the operational modelling demonstrate that during the 2030 Future + Base scenario the junction would experience a DoS of 92.4% occurring on the A27 Link Road arm (ahead) during the AM peak hour with a PRC of -2.7%.

This is compared to the 2016 observed flows illustrating a DoS of 72.3% and a PRC of 16.1% and the 2020 base scenario of 77.1% and a PRC of 10.8% when associated with similar junction phases.

The 2030 base + development scenario compared to the 2030 base only scenario demonstrates a negative PRC which would indicate that the junction begins to operating over capacity as a whole during the AM peak hour.

Given the links contained on the junction for the strategic network, Highway England will need to assess this modelling once a TA addendum with updated information comes forward.

Rusty Cutter Roundabout

The Rusty Cutter Roundabout is also partially signal controlled and has been operationally assessed using LinSig.

Again, the modelling results would predict only a minor impact upon the operation of the junction.

The results of the operational modelling demonstrate that during the 2030 Future + Base scenario the junction would experience a DoS of 91.0% occurring on the A3 southbound off-slip road entry lanes) during the AM peak hour with a PRC of -1.1%.

This is compared to the 2016 observed flows illustrating a DoS of 75.8% and a PRC of 17.8% and the 2020 base scenario of 81.0% and a PRC of 11.0% when associated with similar junction phases.

The 2030 base + development scenario compared to the 2030 base only scenario demonstrates a negative PRC which would indicate that the junction begins to operating over capacity as a whole during the AM peak hour.

Given the links contained on the junction for the strategic network, Highway England will need to assess this modelling once a TA addendum with updated information comes forward.”

Vectos Response

37. It is acknowledged that HCC are generally accepting of the traffic impact assessment undertaken at the site access junctions, Teardrop roundabout and Rusty Cutter roundabout as long as Highways England are also satisfied with the assessment.
38. With regard to assessing a different development scenario, it has been demonstrated above that a mixed development quantum and within the TA that a full B2 scenario generates the highest number of trips and has therefore been assessed within our traffic impact assessment. Therefore, it is not deemed any sensitivity tests are required as the worst case has been assessed and shown there will be an immaterial impact on the highways network.
39. To address the point regarding the PICADY/LinSig parameters used within the junction models have been provided.

Summary

40. HCC have provided comments on a TA produced by Vectos to support an outline application for flexible E/B2/B8 use on the Former Landfill Site, Brockhampton West, Harts Farm Way, Havant. This note has aimed to address the comments received focussing primarily on-site access, trip generation and trip distribution.
41. The applicant is willing to accept a condition relating to the provision of a full Travel Plan be attached to the planning permission.
42. An assessment of the site operating as a mixed-use development comprising both B2 and B8 land uses has been undertaken. It has been demonstrated that this results in a lower level of trip generation than that for sole B2 use as presented and assessed in TA. Therefore, the TA assessed a higher level of trips, so no further assessment is deemed necessary.
43. A review of the proportion of B1(a) floorspace included within the development proposals against that within comparable sites within the TRICS database demonstrated that the proposed level of B1(a) floorspace is accounted for in the TRICS output and subsequent assessment, therefore a separate sensitivity test does not need to be undertaken.
44. The use of the TNT Dartford site has been deemed appropriate and robust to use if the site were to operate under B8 parcel distribution. Therefore, no further assessment would be necessary if the site were to operate under this use.
45. It is deemed that the trip distribution for MSOA Havant 014 and MSOA Havant 018 are not significantly different, therefore the use of MSOA Havant 014 is deemed more appropriate.

Appendix A

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Enquiries To Alistair McMurray

Direct Line

Date 9 April 2021

My reference 031419

Your reference APP/21/00189

Email havantdc@hants.gov.uk

Dear Lesley ,

Brockhampton West, Harts Farm Way, Havant

Outline application for the development of new employment units to provide up to 29,000 sq m (gross internal area) for flexible use across use classes E (light industrial), B2 and B8 with ancillary offices, car parking, service yards, drainage works, landscaping and associated works to prepare the site for development. All matters are reserved except the primary means of access to the site.

Preamble

The above proposal forms an outline planning application with all matters reserved other than for means of access.

The application is supported by a Transport Assessment (TA) (Vectos – February 2021). In line with this, the following comments relate solely to the principle of the proposal as based upon the contents of the submitted TA and means of access only.

Internal layout and all other matters will be subject to relevant reserved matters application(s) coming forward should any planning permission to this outline proposal be granted by the Local Planning Authority (LPA).

This proposal has been subject to pre-application discussions with Highways Development Planning (HDP) in its role as representatives of the Local Highway Authority (LHA). The applicant submitted a Transport Scoping Note (TSN) in

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September 2020 and a response was subsequently provided by the LHA on 6th October 2020.

Pre-Application Response

Prior to the application coming forward, the application team engaged in pre-app discussions with the LHA and subsequent to the submission of a TSN a response was provided which included the following salient information:

1) Footway/Cycleways

The applicant was advised that any future TA would need to consider how any future development would tie into the existing PROW. The existing PROW is considered to be a good quality sustainable travel connection between the site and the residential area of Bedhampton and that the applicant should engage with HCC Countryside Services to determine how any future development could improve this route.

It was considered that any future application would need to consider an additional pedestrian/cycle crossing point of Harts Farm Way which would avoid the need for pedestrians and cyclist to cross at the junction of Harts Farm Way and the strategic network of the A27.

Footway/Cycleway provision was not included on pre-app plans for the northern flank of Harts Farm Way and the applicant was required to consider how this could be accommodated within any development proposal coming forward.

It was considered that the scheme presented at pre-application stage was lacking in sustainable travel provision and not aimed at providing a particularly high or even good quality of pedestrian/cycle accessibility and that pedestrian activity arriving from the east would have to travel a significant length of Harts Farm Way in order to access the site.

2) Public Transport

It was identified that access to public transport provision was at the upper reaches of comfortable pedestrian access and it was requested that any future Transport Assessment identifies measures in which to promote and encourage the use of sustainable transport facilities in the local area.

In addition, a walking and cycling audit was required to be undertaken to establish where deficits in local infrastructure could prevent sustainable travel to and from the site.

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3) Car Parking

An assessment of parking was requested for both B1(c) and B2 uses if these were to come forward above the assessment of B8 given the higher quantum associated with these use classes. Depending upon the results, the Highway Authority may request at TRO along Harts Farm Way in order to prevent any overspill upon the public highway network.

4) Site Access

Following assessment of the access provision presented at pre-application stage it was conformed that any application coming forward would need to fully assess proposed access dimension, junction radii, include a Stage 1 Road Safety Audit and appropriate Designer's Response, vehicle tracking for two pantechicons passing at the eastern access, tracking for the most onerous vehicle sizes utilising the western access (including estate cars passing) along with speed surveys in compliance with HCC's Technical Guidance Note 3 in order to inform actual vehicular visibility requirements.

5) Trip Generation

Trip rates and associated methodology were agreed at pre-application stage and two-way trip rates of 117 and 82 movements in the AM and PM peak hours respectively were agreed in regard to B1(c) land use with 124 and 82 movements respectively for the AM and PM peaks for the proposed B2 use.

Importantly, it was noted that any B1 office provision that was stated as being ancillary to the main use had not been accounted for in the above trip rates and as such this had not been agreed and any assessment coming forward would need to appropriately consider this use.

6) Traffic Distribution

The distribution of traffic from census data was from Havant 018 MSOA was proposed and in order to ensure that the data was specific to the site location it was stated that Havant 018F MSOA should be utilised.

Detailed trip assignment/distribution diagrams were stated as being required in order to fully assess impact upon local junctions for the routes identified in the Transport Scoping Note.

7) Traffic Assessment

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Given the flexibility of the land use(s) as presented within the TSN, it was confirmed that the worst-case scenario utilising B2 trip rates were required for junction modelling.

It was noted that given the possible changes to trip assignment it was not possible to fully confirm which junctions should be subject to operational assessment, however from the broad trip assignment presented within the TSN this would include the A3/A27 “Teardrop” junction along with the “Rusty Cutter” roundabout.

It was also stated that given the COVID-19 situation at the time (October 2020), traffic surveys were/are being approached on a site by site basis.

It was stated that whilst traffic flows had been steadily increasing, it was uncertain whether recent government announcements would reduce traffic flows again.

It was therefore considered that traffic surveys should be undertaken at Harts Farm Way, the A3/A27 teardrop junction and Rusty Cutter roundabout to understand the current flow levels.

Sensitivity testing could then be applied to each of these junctions by considering data from the Forty Acre Farm application (planning reference APP/18/00450) and uplifting these flows with TEMPRO data.

Should the traffic survey flows be similar to the TEMPRO uplifted data then they could be considered robust, otherwise the flows may need to be uplifted to match the TEMPRO data.

It was stated that once traffic surveys had been undertaken and the flow levels agreed, modelling should be undertaken for the aforementioned junctions.

The Highway Authority would expect to see the following scenarios modelled:

- 2020 with and without development traffic;
- 2025 with and without development traffic; and
- 2030 with and without development traffic.

With both the ‘with and without development’ scenarios provided it would be possible to ascertain the development impact at both of the junctions.

It was considered that this approach may need to be taken to further junctions if the revised distribution assessment required it.

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Application Site and Context

The application site is located to the south-west of Havant and Bedhampton on vacant land reclaimed land previously utilised for refuse/waste landfill purposes.

Access to the site is currently taken from a simple priority junction with Harts Farm Way broadly to the centre of the site.

Three separate illustrative site layout plans have been provided, however regardless of internal layout options, all three share the same proposals for means of access.

The local highway network to the site consists of the Harts Farm Way to the 4-arm roundabout junction to the east forming a junction with Brockhampton Road, Brookside Road and Southmoor Lane, along with the strategic network of the A27 and A3(M) which junctions with the A2030 Havant Road and Bedhampton Hill at the “Rusty Cutter”/Bedhampton Roundabout.

Site Accessibility

Currently there are two forms of pedestrian access to the site, firstly via the existing vehicular access and secondly via the footbridge to the north across the A27 which runs through the site and links up with the existing vehicular access in a generally northeast to south westerly direction.

Externally to the site, a dual footway and cycleway is provided along the southern flank of Harts Farm Way and runs the entire length of the site and beyond to both the north and the east.

This shared provision links up with a dedicated informal pedestrian crossing point of Harts Farm Way at the “tear drop” junction with the A27 to the west of the site and to the further commercial/industrial area to the east.

At this crossing point a small section of footway leads to the north and northeast along the northern flank of the site. There is no pedestrian/cycle footway provision along the northern flank of Harts Farm Way to the south and west of the site.

Wider to the site there are footways and cycleways which link the site location to the residential area of Bedhampton to the north across the A27.

The application site is not considered to be particularly well served by footway/cycleway provision in the context of the site being development for the intended use.

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In addition to this, the application site is not considered to be particularly well served by public transport services with the nearest bus stop being circa 1km walk distance away situated upon the A2030 Havant Road to the northwest of the site, however a number of peak hour services are available at an equal or better than 2 services per hour provision to significant local areas.

Walking and Cycling Audit

An audit of six agreed walking and cycling routes to/from the application site has been undertaken. The audit has not identified any deficits.

The Highway Authority however does consider that the existing pedestrian crossing at the western portion of Harts Farm Way is potentially inadequate not sufficient to serve the proposed development of this size and that persons will have to travel and unreasonable and unlikely distance to cross at this point.

The proposed development is required to undertake further review of this provision and to propose improvements in this regard.

The proposed development is not also considered to have adequately assessed how the proposal will link and tie into the existing PROW (route 30). The application is expected to offer assessment and improvements to what is considered to be a significantly important pedestrian linkage to the site from the Bedhampton residential area

PIA Data

Personal Injury Accident (PIA) data has been obtained from Hampshire Constabulary for the most recent 5-year period available at the time of publication of the submitted TA (May 2015 – May-2020).

The results of the data are presented in tabular format within the TA and the raw data obtained is provided within Appendix D.

Whilst the data does confirm a not insignificant volume of accidents, the information would suggest that there were no specific clusters in proximity to the application site or any apparent causal factors cited in regard to the public highway network.

That being said, the PIA assessment should plot the accident data onto a relevant highway plan or order for this office to fully appraise the data. This should be provided within a TA addendum for appropriate review before it can be considered that there are no existing accident trends that this proposal would likely exacerbate.

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Proposed Development

The outline application puts forward three illustrative layouts for one-, two- or three-unit schemes resulting in the following:

- One Unit Scheme – 28,392sqm (GIA)
- Two Unit Scheme – 27,985sqm (GIA)
- Three Unit Scheme – 27,471sqm (GIA)

Policy Compliance

The submitted TA is provided with a Policy Context review which includes for the National Policy citing the NPPF and NPPG.

Regional Policy includes for the Hampshire Local Plan 3 and Local Policy relating to the Havant Borough Core Strategy, The Havant Borough Local Plan (Allocations) and the Draft Havant Borough Local Plan along with the Havant Borough Council Parking Supplementary Planning Document which dictates HBC's adopted parking standards as appropriate for this development proposal.

The Policy Context review alludes to the proposal being policy compliant at national, regional and local levels and is demonstrated as such within the submitted TA.

Following review, it would be concluded that the proposal does broadly fall under a policy compliant scheme noting that within the Havant Allocations Plan, the site is allocated for 23,400sqm of new manufacturing or warehousing floorspace and whilst the proposal would fall above this quantum the changes for the Inspector to consider as part of the Examination of the Local Plan state that the allocations should be set as "about" rather than maximum or minimum levels of floorspace.

Access Strategy

Irrespective of development quantum, all three illustrative schemes provide two points of vehicular access to the site with the primary access servicing the operational facility to the east on off of Harts Farm Way with a secondary access to the west.

The existing access to the site will be removed as part of this proposal which is supported.

Regardless of the three illustrative schemes presented, the submitted assessment provides an appraisal of vehicular visibility within the body of the TA demonstrating that visibility splays of 2.4m x 43m can be achieved at the primary site access in line with

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the guidance as set out within Manual for Streets (MfS). This corresponds with the Appendix B of the plans submitted with the pre-application enquiry.

The corresponding plan however as presented within the TA at Appendix E is contrary to the body of the TA where it provides vehicular visibility splays at both the eastern and western accesses of 2.4m x 59m and 67m based upon an anticipated speed of 35mph and 38mph respectively.

The above visibility splays however are not referred to within the body of the TA. Section 4.7 of the submitted TA states that "Following discussions with HCC it was agreed that the required visibility splays should be provided in accordance with observed speeds on Harts Farm Way".

This is considered to be inaccurate and insufficient in terms of assessment. The provided pre-application response is explicit in its guidance that speed surveys were required to be undertaken in compliance with HCC Technical Guidance Note 3 in order to inform the visibility requirements for the proposed accesses.

This is missing from the assessment and the applicant is required to undertake suitable speed surveys in order to determine 85th %ile wet weather speeds for vehicular visibility requirements.

Given the current Covid-19 pandemic and its impact upon traffic volumetric and speed data, the required speed survey methodology would need to be discussed and agreed with the Highway Authority prior to the surveys taking place.

Notwithstanding the above further significant concerns in regard to the proposed access strategy are raised. In line with the requirements of HCC Technical Guidance Note 18 and explicitly referred to with the corresponding pre-application enquiry, any application coming forward was/is required to be supported by a Stage 1 Road Safety Audit and corresponding Designer's Response.

The required Stage 1 RSA is missing from the assessment and the applicant is required to have this undertaken in line with TG18 and this along with the appropriate Designers' response should be submitted for review.

In regard to the access strategies as proposed, the submitted TA is supported by vehicle tracking swept path analysis at Appendix F.

Vehicle tracking has been provided for the access, service yard and car parks for illustrative options.

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Drawing 205465/AT/A01 revC provides tracking for a max legal 16.5m articulated vehicles traversing the site access for both ingress and egress manoeuvres for left turns and this has been demonstrated as being able to be achieved in a safe and efficient manner.

Drawing 205465/AT/A01 revC also demonstrates internal traverse manoeuvring and turning with associated HGV bays which again is considered to be acceptable.

Drawing 205465/AT/A02 revC demonstrates vehicle manoeuvres for a standard design vehicle of 4.8m in length for access, egress and turning and parking within the site.

Whilst considered to be acceptable on face value, the pre-application enquiry response required an estate car to be tracked and as such this vehicle tracking should be provided with a design vehicle of at least 4.9m in length.

Similar vehicle tracking for the additional illustrative site layouts is provided in Drawings 205465/AT/A03 revC, 205465/AT/A04 revC, 205465/AT/A05 revC, 205465/AT/A06 revC, 205465/AT/A07 revC and 205465/AT/A08 revC.

These are considered to be broadly acceptable subject to the details above for design vehicle however there are some notes of concern which are required to be addressed.

It is noted that no tracking has been provided for max legal 16.5m articulated vehicles for right turns into and out of the site and this is required.

Drawing 205465/AT/A08 revC shows an HGV parked adjacent to a row of perpendicular car parking spaces. It is questioned with an HGV in this position as to whether a vehicle could park in these bays in a safe and efficient manner. Clarification is required in this regard.

Parking Provision

Given that the application is provided as outline with access only to be considered detailed parking provision comments are provided as illustrative only based upon the illustrative layouts as presented within the TA.

HBC will need to determine in their capacity as local parking authority that the level of parking provision proposed falls in line with adopted standards, however a review is provided below:

For the purposes of the TA, parking provision has been based on a development which is for solely B8 use and would fall broadly in line with minimum adopted standards.

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Clearly any reserved matters applications that come forward in the future post any planning permission that may be granted will be required to provide parking standards fully in line with HBC adopted standards and any departures from standards would need to be stringently assessed along with any proposals to prevent parking on the public highway, specifically Harts Farm Way.

Servicing

Given the outline nature of the proposals, servicing has already been covered in these comments in regard to vehicle tracking.

Parking provision requirements for max legal 16.5m HGV vehicles will be required in line with HBC adopted standards.

Travel Plan

A framework Travel Plan has been provided at this stage which is considered to be broadly acceptable given the outline application status.

A suitably worded condition will be attached to any planning permission that may be granted requiring a full Travel Plan to be provided in accordance with a full development quantum application for reserved matters and would be subject to review by HCC's Travel Plan Team.

A full Travel Plan would be expected to set targets for achieving a reduction in single occupancy car trips and robust monitoring procedures, however, is likely to be flexible in its design given any potential future restrictions imposed by the UK Government of the time in relation to Covid-19 or other similar situations.

Early engagement with HCC in that regard would be recommended.

Traffic Generation

In order to determine likely traffic generation, the submitted TA utilises a "worst case" scenario of 29,000sqm (GIA) broken down by trips associated with the potential land uses being E, B2 and B8.

B1a has been omitted citing its ancillary use to the above and assumed to be included within TRICS.

In order to determine trip rates, the TRICS database has been interrogated to form an appropriate data set for extrapolation of trip rates for E and B2 uses.

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The TRICS data has been reviewed and is considered to be sufficiently representative for E and B2 uses and would equate to the following:

- Use Class E – 146 two-way AM Peak and 102 two-way PM Peak
- Use Class B2 - 155 two-way AM Peak and 102 two-way PM Peak

In regard to B8 trip rates it has been deemed that TRICS does not provide sufficiently representative sites for comparison and as such a specific single site has been surveyed (TNT Dartford) given its similar characteristics to the proposed development.

Whilst it is not considered to be completely comparable, assessment of TRICS for sites available would point to the trips rates being generally representative and as such is considered to be acceptable for use within the assessment on face value.

A concern does exist however, that whilst utilising a development Quantum of 29,000sqm as a worst-case scenario, three potential options have come forward as illustrative layouts and the traffic generation of the assessment does not directly reflect this in that the TA would suggest the likelihood of a mixed use site coming forward.

With that in mind, the following comments are based upon the information as submitted within the TA, however for assessment purposes at outline stage the assessment is considered to be deficient, and a TA Addendum should be supplied that provides a traffic generation sensitivity assessment that a range of development quantum of the proposed land uses.

This is considered to be a more appropriate approach to determining likely development quantum impacts.

A further concern is provided in regard to the assessment of any B1 being ancillary to the overall quantum. The amount of B1 floorspace will ultimately be a determining factor as to whether its is considered ancillary to the overall quantum or not.

As such the above required sensitivity test also needs to include for a range of B1 floorspace for each illustrative option.

Clarification as to whether the site is available for parcel distribution services will also be required by the applicant. If this is to remain a possible option it may well require its own assessment in line with the sensitivity tests defined above owing to the differences in trip rates throughout the day/24 hour period and not just AM Peak/PM Peak/Daily trip rates.

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Trip Assignment and Distribution

In order to derive trip assignment across the local highway network, 2011 census origin-destination data has been utilised within the TA.

This was provided at pre-application stage using MSOA Havant 018, HCC advised that traffic should be assigned by using LSOA 018F given that this reflects the actual site location.

Investigation by the applicant suggests that the lower layer data is not available and given the route choose queries provided at pre-application stage, census data for the neighbouring Havant 014 has been used.

In principle this is considered to be acceptable given that Havant 014 does contain Langstone Technology Park and Solent Retail Park, however in the required TA Addendum a further sensitivity test against the trip assignment utilised should be provided giving a comparison between the differences for trips assigned using Havant 018 and Havant 014. This can then be reviewed and confirmed as being acceptable to the Highway Authority.

In line with the assessment of this proposal throughout, the following operational assessment review comments are based in-principle against what is provided within the TA for trip assignment across the network.

Operational Highway Assessment

Highway Network of Interest

The submitted TA determines that the highway network of interest forms the following junctions:

- A27/Harts Farm Way (Teardrop) Roundabout;
- Rusty Cutter Roundabout
- Proposed Site Accesses

As detailed above, based upon pre-application discussions and the trip assignment exercise provided within the TA this is considered acceptable in principle, however this would need to be finally determined based upon the results of a trip assignment sensitivity test to be provided with an Addendum TA.

Baseline Data

Given the existing Covid-19 situation the submitted TA has determined that it is not possible undertake traffic surveys that would be representative of “normal” traffic

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conditions prior to the pandemic and as such has utilised baseline data from the consented Forty Acres Farm development to the northwest of the site.

Whilst in-principle this may be considered acceptable, the Highway Authority confirmed at pre-application stage that survey data was/is being considered on a site-by-site basis and it was considered that traffic surveys should still be undertaken upon the highway network of interest in order to understand current baseline traffic levels.

Sensitivity testing could then be applied to each of the junctions by considering baseline data from the Forty Acres Farm development and uplifting these flows with TEMPRO data. Should the uplifted data be similar to the surveyed data then they could be considered to be representative and robust.

Once these surveys had been undertaken and flow levels agreed, modelling could then be undertaken.

This approach appears not to have been followed and the assessment simply identifies the Forty Acres network peak and has applied the proposed development peak to the same timeframe.

This is not considered to be a fully robust methodology and in order to fully assess the baseline data the above approach still needs to be followed. Again, this will need to be undertaken and covered within an Addendum TA.

Similarly, in line with the assessment of this proposal throughout, the following operational assessment review comments are based in-principle against what is provided within the TA for baseline data and comments are provided on face-value in this regard.

Traffic Growth

Caveated against the baseline data methodology deficiency identified, traffic has been growthed using TEMPRO from the survey year (stated as 2016) to a base year of 2020 and future base years of 2025 and 2030.

Clarification from the applicant is required as to the base year of 2016 given that the Fort Acres Farm application utilised data from 2015 and 2017, however it is assumed that 2016 has been chosen to extrapolate between the two dates.

Assessment Years/Scenarios

The following assessment scenarios have been derived:

- 2016 Observed

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- 2020 Base
- 2020 Base + Development
- 2025 Future Base
- 2025 Future Base + Development
- 2030 Future Base
- 2030 Future Base + Development

The scenarios derived above are considered to be appropriate, however a concern exists in regard to methodology in that the scenarios are based upon the “worst-case” one unit scheme of wholly B2 use.

Whilst this is considered to be appropriate in-principle there is a discrepancy between what is determined as the “worst-case” scenario given that the highway operational assessment is based upon a wholly B2 use yet the parking provision is based upon a wholly B8 scenario.

Whilst not directly affected with the operational assessment, good practice should dictate that the defined “worst case” scenario should be consistent throughout the assessment and this should be reflected within the future work to be submitted.

It should be noted that whilst the modelling outputs have been reviewed on face value, the future TA addendum to be provided should be supported by design drawings marked up illustrating the relevant dimensions utilised for the models for review.

Primary Site Access

The primary site access has been modelled only for the “with development” scenarios which is appropriate and has been modelled using PICADY (**P**riority **I**ntersection **C**apacity **A**nd **D**elay).

Based upon the information presented within the TA in regard to traffic flows and trip assignment and trip rates the results demonstrate the following:

The primary site access in isolation assessment demonstrates that the junction is predicted to operate well within theoretical capacity limits with a maximum Ratio of Flow to Capacity (RFC) of 0.34 with an associated maximum queue length (MaxQ) of 0.5 passenger car units (pcus) occurring on the site access arm of the junction during the 2030 base + development scenario during the PM peak hour.

Primary Site Access with Secondary Access

With both primary and secondary accesses in operation the primary site access would be predicted to operate well within theoretical capacity limits with an RFC of 0.14 with

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an associated MaxQ of 0.4pcus occurring on the Harts Farm Way (westbound) arm of the junction during the 2030 base + development scenario during the AM peak hour.

Secondary Site Access with Primary Site Access

With both primary and secondary accesses in operation the secondary site access would be predicted to operate well within theoretical capacity limits with an RFC of 0.38 with an associated MaxQ of 0.6pcus occurring on the site access arm of the junction during the 2030 base + development scenario during the PM peak hour.

A27/Harts Farm Way Teardrop Roundabout

The Teardrop roundabout is partially signalled and has been operationally assessed using LinSig (**L**incolnshire **S**ignals).

The modelling results would predict only a minor impact upon the operation of the junction.

LinSig modelling predicts the ratio of demand to capacity for each phase of traffic passing through the junction. This is considered as the Degree of Saturation (DoS) with a value of 90% indicating an arm is operating at its practical capacity.

Practical Reserve Capacity (PRC) is calculated from the above DoS and is a measurement of what level of additional traffic can pass through the junction as a whole.

The Mean Maximum Queue (MMQ) provides an estimation of how the overall junction performance may impact adjacent junctions on the network.

The results of the operational modelling demonstrate that during the 2030 Future + Base scenario the junction would experience a DoS of 92.4% occurring on the A27 Link Road arm (ahead) during the AM peak hour with a PRC of -2.7%.

This is compared to the 2016 observed flows illustrating a DoS of 72.3% and a PRC of 16.1% and the 2020 base scenario of 77.1% and a PRC of 10.8% when associated with similar junction phases.

The 2030 base + development scenario compared to the 2030 base only scenario demonstrates a negative PRC which would indicate that the junction begins to operating over capacity as a whole during the AM peak hour.

Given the links contained on the junction for the strategic network, Highway England will need to assess this modelling once a TA addendum with updated information comes forward.

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Rusty Cutter Roundabout

The Rusty Cutter Roundabout is also partially signal controlled and has been operationally assessed using LinSig.

Again, the modelling results would predict only a minor impact upon the operation of the junction.

The results of the operational modelling demonstrate that during the 2030 Future + Base scenario the junction would experience a DoS of 91.0% occurring on the A3 southbound off-slip road entry lanes) during the AM peak hour with a PRC of -1.1%.

This is compared to the 2016 observed flows illustrating a DoS of 75.8% and a PRC of 17.8% and the 2020 base scenario of 81.0% and a PRC of 11.0% when associated with similar junction phases.

The 2030 base + development scenario compared to the 2030 base only scenario demonstrates a negative PRC which would indicate that the junction begins to operating over capacity as a whole during the AM peak hour.

Given the links contained on the junction for the strategic network, Highway England will need to assess this modelling once a TA addendum with updated information comes forward.

Summary

Given the comments provided, whilst there continues to be no in-principle broad objections to a scheme of this nature coming forward at this site in highways terms there have been a number of concerns raised in regard to both the assessment and aspects of the assessment methodology to date.

A number of items have been highlighted as requiring further assessment, redefined assessment, and sensitivity testing.

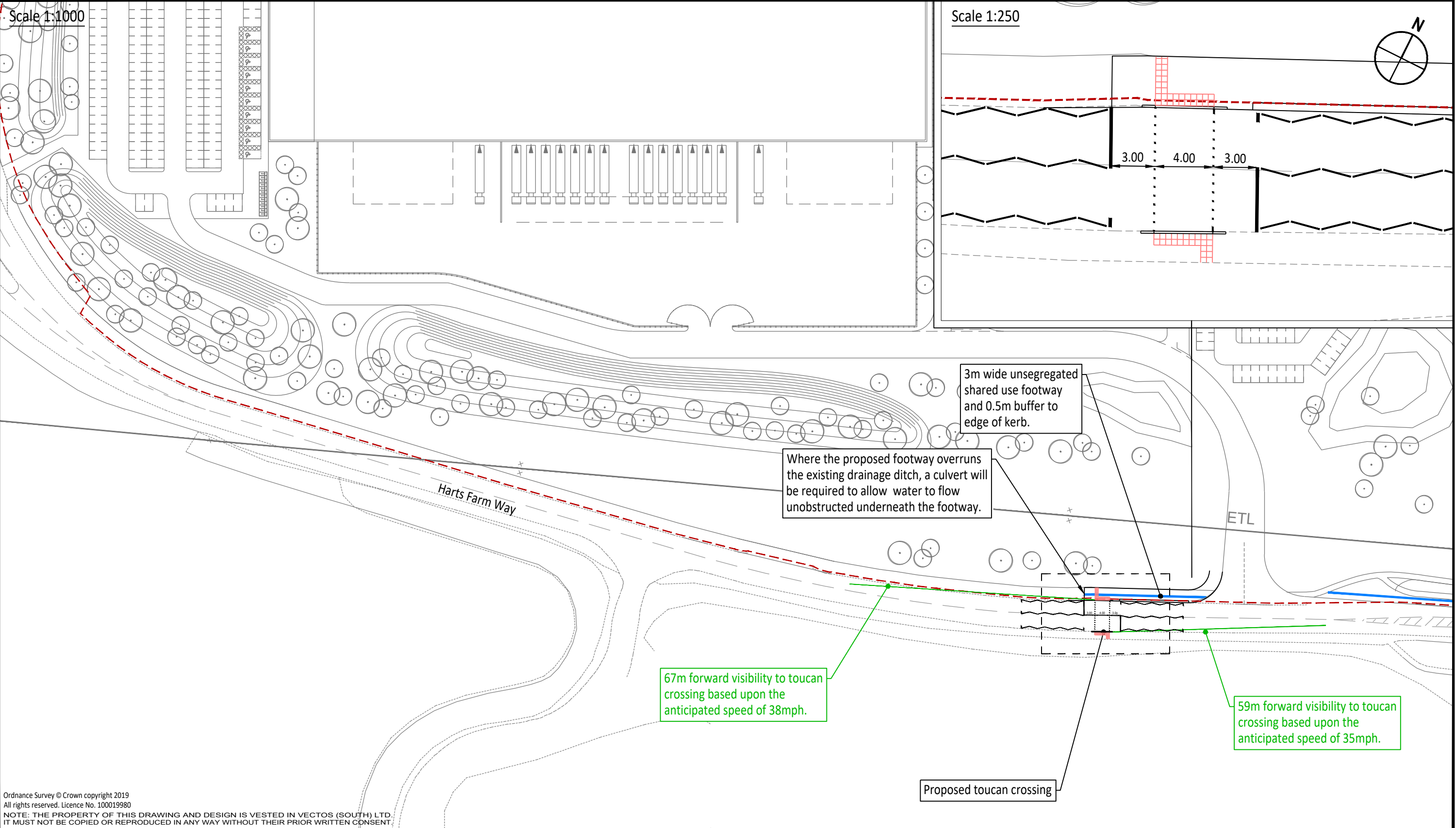
With that in mind the Highway Authority raises a standing objection to the proposal pending submission of the further highlighted information for review.

Yours sincerely,

Alistair McMurray

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

Appendix B



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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Footway removed	JB	AW	19.01.2021
B	Pedestrian crossing moved east	JB	AW	27.01.2021
C	Pedestrian crossing moved west	JB	AW	30.04.2021

Notes:

- 1. This is not a construction drawing and is intended for illustrative purposes only.
- 2. White lining is indicative only.
- 3. Layout is based on MSA drawing: 31383-FE-20A Site Layout Plan

Key

- Approximate location of existing drainage ditch
- Site boundary

Harts Farm Way, Havant

Proposed Shared Use Footway & Toucan Crossing Option 1

DRAWN:	CHECKED:	DATE:	SCALES:
JB	HA	15.10.2020	1:1000 & 1:250 at A3

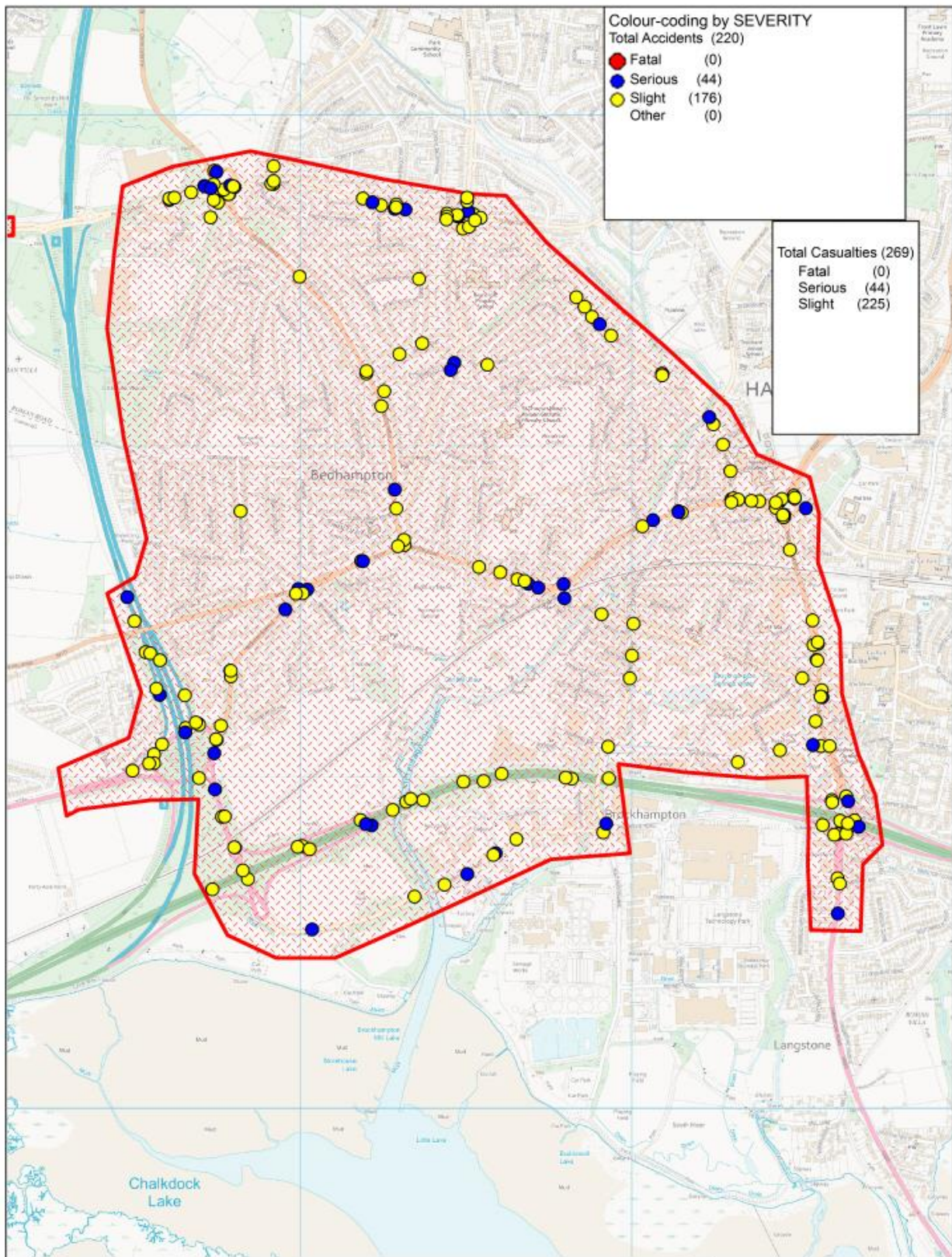
Exton Estates

vectos.

Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectos.co.uk

DRAWING NUMBER:	REVISION:
205465/PD03	C

Appendix C



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 Hampshire Police
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1 : 15120

DATE 05/11/2020

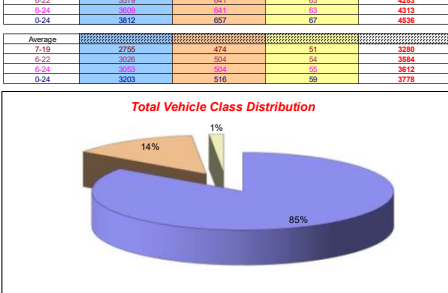
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Appendix D

Havant ATC, Harts Farm Way

Channel 1 - Northeastbound				Vehicle Class		Week
Classes	Car / LGV / Caravan	OGV1 / Bus	OGV2	TOTAL		
Day / Time		2,3,5,6,7,12	4,8,9,10,11,13	1-13		
10/12/2009						
7-9	1440	151	23	2229		
9-12	2079	179	31	2487		
9-12	2079	179	31	2487		
9-12	2079	179	32	2586		
11/12/2009						
7-9	1491	85	20	1596		
9-12	1584	85	21	1694		
9-12	1584	85	21	1721		
9-12	1573	93	21	1787		
12/12/2009						
7-9	1110	633	68	2009		
9-12	1612	695	67	2374		
9-12	1612	695	67	2369		
9-12	1612	695	68	2369		
13/12/2009						
7-9	1136	630	62	2028		
9-12	1605	645	64	2314		
9-12	1605	645	64	2314		
9-12	1605	631	69	2305		
14/12/2009						
7-9	1102	630	67	2009		
9-12	1605	695	64	2364		
9-12	1605	695	64	2364		
9-12	1605	691	72	2423		
15/12/2009						
7-9	1080	599	68	2047		
9-12	1614	611	71	2312		
9-12	1614	611	73	2319		



Channel 2 - Southwestbound		Vehicle Class			Week
Day / Time	Car / LGV / Carpool 1	OGV1 / Bus 2,3,5,6,7,12	OGV2 4,8,9,10,11,13	TOTAL	
1/1/2020	3094	23		1	3118
5-7	238				238
5-22	3148	245	13		3406
5-24	3454	23			3477
0-24	3819	250	13		3882
11/10/2020	238	129	12		259
5-22	2287	173	15		2475
5-24	2387	173	15		2575
0-24	2363	130	15		2508
12/10/2020	2005	232	53		2290
5-22	4353	793	55		5199
5-24	4348	785	55		5188
0-24	4527	807	55		5389
13/10/2020	2121	129	36		2286
5-22	4465	723	42		5230
5-24	4465	723	42		5230
0-24	4653	738	42		5433
14/10/2020	3022	1056	31		4109
5-22	4389	740	39		5168
5-24	4389	740	39		5168
0-24	4870	768	39		5677
15/10/2020	2122	129	36		2286
5-22	4465	690	31		5186
5-24	4465	690	31		5186
0-24	4870	768	31		5669

16/10/2020	4338	487	30	5855
7-19	4338	487	30	5855
0-22	4713	739	35	5487
0-34	4713	739	35	5487
0-24	4852	741	48	5641

Average	4737	645	36	4318
7-19	4737	645	36	4318
0-22	4922	989	30	4722
0-34	4922	989	30	4722
0-24	4179	591	41	4811

Total Vehicle Class Distribution

Class	Percentage
Class 1 (Blue)	87%
Class 2 (Orange)	12%
Class 3 (Yellow)	1%

Total Vehicle Class Distribution

Vehicle Class	Percentage
Class 1 (Blue)	87%
Class 2 (Orange)	12%
Class 3 (Yellow)	1%

Havant ATC, Harts Farm Way

Northeastbound

Saturday 10th October 2020

	Vehicle Class														
Time Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL	
0015	5	0	0	0	0	0	0	0	0	0	0	0	0	5	
0030	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
0045	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
0130	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
0145	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
0215	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330	4	1	0	0	0	0	0	0	0	0	0	0	0	5	
0345	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
0400	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
0415	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
0430	5	2	0	0	0	0	0	0	0	0	0	0	0	7	
0445	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
0500	8	1	0	0	0	0	0	0	0	0	0	0	0	9	
0515	8	0	0	0	0	0	0	0	0	0	0	0	0	8	
0530	10	0	0	0	0	0	0	0	0	0	0	0	0	10	
0545	11	0	0	0	0	0	0	0	0	0	0	0	0	11	
0600	13	1	0	0	0	0	0	0	0	0	0	0	0	14	
0615	7	1	0	0	0	0	0	0	0	0	0	0	0	8	
0630	11	1	0	0	0	0	0	0	1	0	0	0	0	13	
0645	12	2	0	0	0	0	0	0	0	0	0	0	0	14	
0700	21	1	0	0	0	0	0	0	1	0	0	0	0	23	
0715	12	3	0	0	0	0	0	1	0	0	0	0	0	16	
0730	16	3	0	0	0	0	0	1	0	0	1	0	0	21	
0745	29	4	0	0	0	0	0	0	0	0	0	0	0	33	
0800	33	5	0	0	0	0	0	0	0	0	0	0	0	38	
0815	34	3	0	1	0	0	0	0	0	0	0	0	0	38	
0830	32	4	0	1	0	0	0	0	0	0	0	0	0	37	
0845	37	1	0	0	0	0	0	0	0	0	0	0	0	38	
0900	44	4	0	0	0	0	0	0	0	0	0	0	0	48	
0915	54	3	0	0	0	0	0	0	0	0	0	0	0	57	
0930	61	5	0	1	0	0	0	0	0	0	0	0	0	67	
0945	63	7	0	1	0	0	0	0	0	0	0	0	0	71	
1000	69	7	0	0	0	0	0	1	0	0	0	0	0	77	
1015	61	1	0	0	0	0	0	0	0	0	1	0	0	63	
1030	65	6	0	1	0	0	0	0	0	0	0	1	0	73	
1045	60	7	0	0	0	0	0	1	0	0	0	0	0	68	
1100	75	6	0	0	0	0	0	0	0	0	0	0	0	81	
1115	63	6	0	0	0	0	0	0	0	0	0	0	0	69	
1130	60	5	0	0	0	0	0	1	0	0	0	0	0	66	
1145	63	2	1	0	0	0	0	1	1	0	0	0	0	68	
1200	72	3	0	0	0	0	0	0	1	0	0	0	0	76	
1215	62	2	0	0	0	0	0	0	0	0	0	0	0	64	
1230	47	6	0	0	0	0	0	2	0	0	0	0	0	55	
1245	56	2	0	0	0	0	0	0	0	0	0	0	0	58	
1300	64	3	0	0	0	0	0	0	1	0	0	0	0	68	
1315	64	5	0	0	0	0	0	0	0	0	0	0	0	69	
1330	59	4	0	0	1	0	0	0	0	0	0	0	0	64	
1345	58	6	0	0	0	0	0	0	0	0	0	0	0	64	
1400	52	1	1	1	0	0	0	0	0	0	0	0	0	55	
1415	54	3	0	0	0	0	0	0	0	0	1	0	0	58	
1430	60	1	0	0	1	0	0	0	0	0	0	0	0	62	
1445	58	1	0	0	0	0	0	2	0	0	1	0	0	62	
1500	46	5	0	0	0	0	0	0	0	0	0	1	0	52	
1515	59	1	0	0	1	0	0	0	0	0	0	0	0	61	
1530	43	2	0	0	0	0	0	0	0	0	0	0	0	45	
1545	35	4	1	0	0	0	0	0	1	0	0	0	0	41	

Havant ATC, Harts Farm Way

Southwestbound

Saturday 10th October 2020

Vehicle Class														
Time Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0015	6	0	0	0	0	0	0	0	0	0	0	0	0	6
0030	5	0	0	0	0	0	0	0	0	0	0	0	0	5
0045	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0115	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0130	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0145	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0200	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0215	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0230	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0245	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0315	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0330	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0345	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0400	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0415	2	1	0	0	0	0	0	0	0	0	0	0	0	3
0430	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0445	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	5	1	0	0	0	0	0	0	0	0	0	0	0	6
0530	5	0	0	0	0	0	0	0	0	0	0	0	0	5
0545	5	0	0	0	0	0	0	0	0	0	0	0	0	5
0600	4	0	0	0	0	0	0	0	0	0	0	0	0	4
0615	4	2	0	0	0	0	0	0	0	0	0	0	0	6
0630	8	0	0	0	1	0	0	0	0	0	1	0	0	10
0645	6	1	0	0	1	0	0	0	0	0	0	0	0	8
0700	12	0	0	0	1	0	0	0	0	0	0	0	0	13
0715	7	0	0	0	0	0	0	0	0	0	0	1	0	8
0730	16	1	0	0	1	0	0	0	0	0	0	0	0	18
0745	17	7	0	0	1	0	0	0	0	0	0	0	0	25
0800	16	4	0	0	0	0	0	0	0	0	0	0	0	20
0815	27	7	0	0	0	0	0	0	2	0	0	0	0	36
0830	28	4	0	0	0	0	0	0	0	0	0	0	0	32
0845	36	6	0	1	0	0	0	0	0	0	0	0	0	43
0900	45	2	0	0	0	0	0	0	0	0	0	0	0	47
0915	41	8	0	0	1	0	0	0	0	0	0	0	0	50
0930	50	5	0	0	0	0	0	0	0	0	0	0	0	55
0945	73	8	0	0	0	0	0	1	0	0	0	0	0	82
1000	90	7	0	0	0	0	0	0	0	0	0	0	0	97
1015	73	3	0	0	0	0	0	1	0	0	0	0	0	77
1030	86	10	0	0	0	0	0	0	0	0	0	0	0	96
1045	73	8	0	1	0	0	0	0	0	0	0	0	0	82
1100	93	7	0	0	0	0	0	0	0	0	0	0	0	100
1115	85	7	0	0	0	0	0	1	0	0	0	0	0	93
1130	94	7	0	0	0	0	0	0	0	0	0	0	0	101
1145	121	10	0	0	0	0	0	0	0	0	0	0	0	131
1200	113	2	0	0	0	0	0	0	0	0	0	0	0	115
1215	112	4	0	0	0	0	0	0	0	0	0	0	0	116
1230	90	3	0	0	0	0	0	1	0	0	0	0	0	94
1245	88	4	0	0	0	0	0	0	0	0	0	0	0	92
1300	84	7	0	0	0	0	0	0	0	0	0	0	0	91
1315	107	10	0	0	1	0	0	0	0	0	0	0	0	118
1330	99	5	0	0	0	0	0	0	0	0	0	0	0	104
1345	76	3	0	0	0	0	0	0	0	0	0	0	0	79
1400	92	6	0	0	0	0	0	0	0	0	0	0	0	98
1415	92	6	0	0	0	0	0	0	0	0	0	1	0	99
1430	86	1	0	1	0	0	0	0	0	0	0	0	0	88
1445	97	5	0	0	1	0	0	0	0	0	0	0	0	103
1500	86	6	0	0	0	0	0	0	1	0	0	0	0	93
1515	105	9	0	0	0	0	0	0	0	0	0	0	0	114
1530	83	9	1	0	0	0	0	0	0	0	0	0	0	93
1545	80	1	0	0	0	0	0	0	0	0	0	0	0	81

Havant ATC, Harts Farm Way

Northeastbound

Saturday 10th October 2020

Speeds													
Time Ending	0-10	11-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71+	TOTAL
0015	0	0	0	4	1	0	0	0	0	0	0	0	5
0030	0	0	0	2	1	1	0	0	0	0	0	0	4
0045	0	0	1	0	0	0	0	0	0	0	0	0	1
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	1	0	0	1	0	0	0	0	0	0	2
0130	0	0	0	0	1	0	0	0	0	0	0	0	1
0145	0	0	0	0	1	0	0	0	0	0	0	0	1
0200	0	0	0	0	0	1	0	0	0	0	0	0	1
0215	0	1	0	0	0	0	0	0	0	0	0	0	1
0230	0	0	0	0	0	1	0	0	0	0	0	0	1
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	1	0	1	0	0	0	0	0	0	2
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	1	2	1	1	0	0	0	0	0	5
0345	0	0	0	0	1	1	1	0	0	0	0	0	3
0400	0	0	0	2	1	1	0	0	0	0	0	0	4
0415	0	0	0	2	0	1	0	0	0	0	0	0	3
0430	0	0	0	1	4	2	0	0	0	0	0	0	7
0445	0	0	1	0	1	0	0	0	0	0	0	0	2
0500	0	0	1	1	4	2	0	1	0	0	0	0	9
0515	0	0	0	0	7	1	0	0	0	0	0	0	8
0530	0	1	0	2	6	1	0	0	0	0	0	0	10
0545	0	1	0	3	3	3	1	0	0	0	0	0	11
0600	0	0	0	9	4	1	0	0	0	0	0	0	14
0615	0	0	0	2	3	3	0	0	0	0	0	0	8
0630	0	0	0	8	4	1	0	0	0	0	0	0	13
0645	0	0	0	4	6	3	1	0	0	0	0	0	14
0700	0	0	0	6	12	5	0	0	0	0	0	0	23
0715	0	1	0	7	6	2	0	0	0	0	0	0	16
0730	0	0	0	11	6	4	0	0	0	0	0	0	21
0745	0	0	0	9	13	9	2	0	0	0	0	0	33
0800	0	2	1	9	20	4	1	0	0	1	0	0	38
0815	0	0	3	11	15	8	1	0	0	0	0	0	38
0830	0	1	0	10	19	6	1	0	0	0	0	0	37
0845	0	1	1	11	19	5	1	0	0	0	0	0	38
0900	0	1	1	26	12	3	4	0	1	0	0	0	48
0915	0	0	2	14	27	9	4	0	1	0	0	0	57
0930	0	1	5	14	31	15	1	0	0	0	0	0	67
0945	0	0	4	31	23	11	2	0	0	0	0	0	71
1000	0	0	4	36	25	10	2	0	0	0	0	0	77
1015	0	0	1	27	24	9	2	0	0	0	0	0	63
1030	0	0	2	32	28	10	1	0	0	0	0	0	73
1045	0	2	1	30	27	6	2	0	0	0	0	0	68
1100	0	0	8	39	24	7	2	0	1	0	0	0	81
1115	0	0	1	21	37	9	1	0	0	0	0	0	69
1130	0	4	7	26	18	9	1	0	0	1	0	0	66
1145	0	0	5	22	31	9	1	0	0	0	0	0	68
1200	0	0	3	40	21	7	5	0	0	0	0	0	76
1215	0	1	0	24	26	11	2	0	0	0	0	0	64
1230	0	1	3	17	27	6	1	0	0	0	0	0	55
1245	0	0	3	16	28	9	2	0	0	0	0	0	58
1300	0	0	3	16	29	14	3	1	2	0	0	0	68
1315	0	1	7	24	27	6	0	3	1	0	0	0	69
1330	0	1	3	26	22	10	2	0	0	0	0	0	64
1345	0	1	5	21	33	3	0	1	0	0	0	0	64
1400	0	0	4	27	19	2	3	0	0	0	0	0	55
1415	0	1	5	24	25	2	1	0	0	0	0	0	58
1430	0	1	4	24	29	4	0	0	0	0	0	0	62

Northeastbound	
Average speed (mph)	30.8
85%ile speed (mph)	35.1

Havant ATC, Harts Farm Way

Southwestbound

Saturday 10th October 2020

Speeds													
Time Ending	0-10	11-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71+	TOTAL
0015	0	0	0	1	1	2	2	0	0	0	0	0	6
0030	0	0	0	2	1	1	1	0	0	0	0	0	5
0045	0	0	0	0	0	1	1	0	0	0	0	0	2
0100	0	0	0	0	0	0	1	0	0	0	0	0	1
0115	0	0	0	0	0	0	1	0	0	0	0	0	1
0130	0	0	0	0	0	0	2	0	0	0	0	0	2
0145	0	0	0	0	1	0	0	0	0	0	0	0	1
0200	0	0	0	1	0	0	0	0	1	0	0	0	2
0215	0	2	0	0	0	0	0	0	0	0	0	0	2
0230	0	0	0	1	0	0	0	0	0	0	0	0	1
0245	0	0	0	0	1	0	0	0	0	0	0	0	1
0300	0	0	0	0	1	0	0	0	0	0	0	0	1
0315	0	0	0	0	1	1	0	0	0	0	0	0	2
0330	0	0	0	0	1	0	0	0	0	0	0	0	1
0345	0	0	0	0	1	0	0	0	0	0	0	0	1
0400	0	0	0	0	2	0	0	1	0	0	0	0	3
0415	0	0	0	0	0	0	3	0	0	0	0	0	3
0430	0	0	0	1	0	1	0	0	0	0	0	0	2
0445	0	0	0	1	0	0	0	0	0	0	0	0	1
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	1	0	0	5	0	0	0	0	0	0	0	6
0530	0	0	0	0	3	2	0	0	0	0	0	0	5
0545	0	0	0	1	3	0	1	0	0	0	0	0	5
0600	0	0	0	0	4	0	0	0	0	0	0	0	4
0615	0	0	0	1	2	2	1	0	0	0	0	0	6
0630	0	0	0	2	6	1	0	1	0	0	0	0	10
0645	0	0	0	1	2	4	0	1	0	0	0	0	8
0700	0	0	0	2	8	3	0	0	0	0	0	0	13
0715	0	0	0	1	2	2	1	2	0	0	0	0	8
0730	0	0	0	3	8	7	0	0	0	0	0	0	18
0745	0	1	1	2	9	8	4	0	0	0	0	0	25
0800	0	0	0	2	7	6	4	1	0	0	0	0	20
0815	0	1	2	3	11	15	2	1	1	0	0	0	36
0830	0	1	0	2	11	16	1	1	0	0	0	0	32
0845	0	0	0	5	11	16	11	0	0	0	0	0	43
0900	0	0	1	10	18	15	2	1	0	0	0	0	47
0915	0	2	0	5	20	15	8	0	0	0	0	0	50
0930	0	1	0	3	28	18	4	0	0	1	0	0	55
0945	0	2	3	21	24	22	5	4	1	0	0	0	82
1000	0	1	0	17	48	24	7	0	0	0	0	0	97
1015	0	2	0	11	39	15	10	0	0	0	0	0	77
1030	0	0	1	16	48	23	8	0	0	0	0	0	96
1045	0	2	3	12	32	22	9	2	0	0	0	0	82
1100	0	2	3	23	43	25	2	1	1	0	0	0	100
1115	0	0	0	16	34	28	14	1	0	0	0	0	93
1130	0	1	2	22	42	25	7	2	0	0	0	0	101
1145	0	3	0	23	61	34	10	0	0	0	0	0	131
1200	0	2	0	20	60	26	7	0	0	0	0	0	115
1215	0	0	0	28	63	23	2	0	0	0	0	0	116
1230	0	0	2	22	43	21	4	1	1	0	0	0	94
1245	0	0	9	22	35	21	4	1	0	0	0	0	92
1300	0	0	9	21	20	24	15	2	0	0	0	0	91
1315	0	1	0	24	51	31	11	0	0	0	0	0	118
1330	0	0	4	35	39	19	4	1	2	0	0	0	104
1345	0	1	2	19	28	22	5	1	1	0	0	0	79
1400	0	1	2	22	36	30	6	0	1	0	0	0	98
1415	0	1	8	20	37	27	5	0	0	1	0	0	99
1430	0	1	2	12	28	30	14	1	0	0	0	0	88

Southwestbound	
Average speed (mph)	33.3
85%ile speed (mph)	37.9

1445	0	1	3	23	24	9	1	1	0	0	0	0	62
1500	0	1	1	23	19	8	0	0	0	0	0	0	52
1515	0	1	1	12	34	9	2	2	0	0	0	0	61
1530	0	1	4	16	17	3	3	0	0	1	0	0	45
1545	0	0	2	11	18	6	3	1	0	0	0	0	41
1600	0	0	0	12	20	6	0	0	0	0	0	0	38
1615	0	0	4	7	13	9	0	1	0	0	0	0	34
1630	0	0	2	10	11	5	1	0	0	0	0	0	29
1645	0	1	0	9	11	6	1	0	0	0	0	0	28
1700	0	1	4	9	12	4	1	0	0	0	0	0	31
1715	0	1	5	10	13	6	1	0	1	0	0	0	37
1730	0	0	0	6	8	4	2	1	0	0	0	0	21
1745	0	1	2	9	11	4	1	0	1	0	0	0	29
1800	0	0	0	8	13	4	0	0	0	0	0	0	25
1815	0	0	0	6	3	3	0	1	0	0	0	0	13
1830	0	1	0	7	10	5	1	0	0	0	0	0	24
1845	0	0	1	3	5	1	1	0	1	0	0	0	12
1900	0	0	1	5	14	2	1	0	0	1	1	0	25
1915	0	2	3	1	4	1	0	0	0	0	0	0	11
1930	0	0	0	3	7	6	1	0	0	0	0	0	17
1945	0	0	0	1	6	2	1	1	0	0	0	0	11
2000	0	0	0	2	1	1	0	0	0	0	0	0	4
2015	0	1	0	3	1	0	0	0	0	0	0	0	5
2030	0	0	0	2	4	1	0	0	0	0	0	0	7
2045	0	0	1	1	0	0	0	1	0	0	0	0	3
2100	0	0	0	2	3	0	0	0	0	0	0	0	5
2115	0	0	1	1	2	0	0	0	0	0	0	0	4
2130	0	0	0	0	4	0	1	0	0	0	0	0	5
2145	0	0	0	4	0	0	0	0	0	0	0	0	4
2200	0	0	0	0	2	1	1	0	0	0	0	0	4
2215	0	0	0	1	1	2	0	0	0	0	0	0	4
2230	0	0	0	1	2	2	1	0	0	0	0	0	6
2245	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	1	0	0	0	0	0	0	0	1
2315	0	0	0	0	1	1	0	0	0	0	0	0	2
2330	0	0	0	0	4	0	0	0	0	0	0	0	4
2345	0	0	0	2	1	0	1	0	0	0	0	0	4
2400	0	1	0	0	0	1	0	0	0	0	0	0	2
0-24	0	36	125	903	1053	362	77	15	9	4	1	0	2585

Sunday 11th October 2020

Speeds													
Time Ending	0-10	11-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71+	TOTAL
0015	0	0	0	0	1	0	0	0	0	0	0	0	1
0030	0	0	0	0	1	0	0	0	0	0	0	0	1
0045	0	0	0	2	0	0	0	0	0	0	0	0	2
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0115	0	0	0	0	1	0	0	0	0	0	0	0	1
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	1	0	2	0	0	0	0	0	0	0	3
0200	0	1	0	1	0	1	0	0	0	0	0	0	3
0215	0	0	0	0	1	1	0	0	0	0	0	0	2
0230	0	0	0	1	0	0	0	0	0	0	0	0	1
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	2	1	1	0	0	0	0	1	0	0	5
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	4	2	0	0	0	0	0	0	0	6
0345	0	0	0	1	0	0	0	0	0	0	0	0	1
0400	0	0	0	1	0	0	0	0	0	0	0	0	1
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	1	0	0	0	0	0	0	0	0	1
0445	0	0	0	0	1	0	0	0	0	0	0	0	1
0500	0	0	1	1	2	1	0	0	0	0	0	0	5
0515	0	0	0	0	2	1	0	0	0	0	0	0	3
0530	0	1	0	1	4	1	0	0	0	0	0	0	7
0545	0	1	0	3	4	3	1	0	0	0	0	0	12
0600	0	0	0	1	3	6	0	0	0	0	0	0	10

1445	0	1	3	24	47	23	5	0	0	0	0	0	103
1500	0	0	0	16	33	25	14	5	0	0	0	0	93
1515	0	3	2	17	59	25	8	0	0	0	0	0	114
1530	0	0	2	14	36	33	6	1	1	0	0	0	93
1545	0	0	1	13	35	28	3	0	1	0	0	0	81
1600	0	0	0	14	32	27	4	0	0	0	0	0	77
1615	0	0	0	7	35	31	6	0	0	0	0	0	79
1630	0	0	2	17	39	15	6	0	0	0	0	0	79
1645	0	0	0	7	35	18	3	1	1	0	0	0	65
1700	0	3	2	14	30	18	4	1	0	0	0	0	72
1715	0	0	0	17	15	25	5	1	1	1	0	0	65
1730	0	1	6	8	24	23	4	2	0	0	0	0	68
1745	0	0	0	5	17	17	9	1	1	0	0	0	50
1800	0	0	0	8	23	21	5	0	0	0	0	0	57
1815	1	1	2	15	22	15	2	2	2	0	0	0	62
1830	0	0	0	14	15	18	6	0	2	0	0	0	55
1845	0	0	0	3	8	14	1	1	0	0	0	0	27
1900	0	0	1	4	6	8	1	0	1	0	0	0	21
1915	0	0	0	7	13	7	2	1	0	0	0	0	30
1930	0	0	0	6	15	6	4	2	0	0	0	0	33
1945	0	0	0	2	9	3	0	0	0	0	0	0	14
2000	0	1	0	1	3	2	2	0	0	0	0	0	9
2015	0	0	2	1	3	2	4	1	0	0	0	0	13
2030	0	0	0	6	3	5	2	0	0	0	0	0	16
2045	0	0	1	1	4	2	0	0	0	0	0	0	8
2100	0	0	0	1	2	1	2	0	0	0	0	0	6
2115	0	0	1	4	4	0	1	0	0	0	0	0	10
2130	0	0	0	1	3	0	2	2	0	0	0	0	8
2145	0	0	0	1	5	5	1	0	1	0	0	0	13
2200	0	0	0	1	3	4	2	0	1	0	0	0	11
2215	0	0	0	5	9	2	1	2	0	0	0	0	19
2230	0	0	0	1	6	4	1	1	0	0	0	0	13
2245	0	0	0	0	2	3	0	1	1	0	0	0	7
2300	0	0	0	1	2	2	0	0	0	0	0	0	5
2315	0	1	0	1	2	0	0	0	0	0	0	0	4
2330	0	0	0	1	1	1	0	0	0	0	0	0	3
2345	0	0	0	1	6	3	0	1	0	0	0	0	11
2400	0	0	0	1	2	1	1	1	0	0	0	0	6
0-24	1	40	79	716	1587	1065	316	53	22	3	0	0	3882

Sunday 11th October 2020

Speeds													
Time Ending	0-10	11-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71+	TOTAL
0015	0	0	0	0	3	2	0	0	0	0	0	0	5
0030	0	0	0	0	1	1	0	0	0	0	0	0	2
0045	0	0	0	0	0	0	1	0	0	0	0	0	1
0100	0	0	0	0	0	1	0	0	0	0	0	0	1
0115	0	0	0	0	1	1	0	0	0	0	0	0	2
0130	0	0	0	0	0	0	0	0	0	0	0	0	0
0145	0	0	0	0	0	1	1	1	0	0	0	0	3
0200	0	0	0	0	1	1	0	0	0	0	0	0	2
0215	0	0	0	0	1	1	0	0	0	0	0	0	2
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	1	0	0	0	0	0	0	0	1
0300	0	0	0	1	2	0	0	0	0	0	0	0	3
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	1	0	0	0	0	0	0	0	1
0345	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	2	0	0	0	0	0	0	0	2
0415	0	0	0	0	0	0	0	0	0	0	0	0	0
0430	0	0	0	0	0	0	0	0	0	0	0	0	0
0445	0	0	0	0	1	1	0	0	0	0	0	0	2
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0515	0	0	0	1	1	4	0	0	0	0	0	0	6
0530	0	1	0	2	0	0	0	0	0	0	0	0	3
0545	0	1	0	0	0	2	0	0	0	0	0	0	3
0600	0	0	0	0	2	2	0	0	0	0	0	0	4

0615	0	0	0	1	1	1	0	0	0	0	0	0	3
0630	0	0	0	0	1	0	0	0	0	0	0	0	1
0645	0	0	0	2	0	3	1	1	0	0	0	0	7
0700	0	0	0	4	2	1	0	0	0	0	0	0	7
0715	0	3	0	1	1	0	1	0	0	0	0	0	6
0730	0	1	0	1	2	3	0	0	0	0	0	0	7
0745	0	0	0	3	2	2	1	0	0	0	0	0	8
0800	0	1	0	3	2	2	1	0	0	0	0	0	9
0815	0	3	0	2	9	1	1	0	0	0	0	0	16
0830	0	2	1	0	2	0	2	0	0	0	0	0	7
0845	0	5	1	5	6	2	0	0	0	0	0	0	19
0900	1	3	2	14	4	2	1	0	0	0	0	0	27
0915	0	4	3	9	7	2	1	0	0	0	0	0	26
0930	0	1	1	10	7	7	2	0	0	0	0	0	28
0945	0	0	3	11	10	10	1	0	0	0	0	0	35
1000	0	0	3	23	18	10	4	0	0	0	0	0	58
1015	0	3	6	28	18	4	0	0	0	0	0	0	59
1030	0	2	1	20	28	8	0	0	0	0	0	0	59
1045	0	2	1	18	15	10	3	0	0	0	0	0	49
1100	0	2	0	19	20	9	1	1	0	0	0	0	52
1115	0	5	2	22	27	5	1	0	0	0	0	0	62
1130	0	2	6	19	18	8	1	0	0	0	0	0	54
1145	0	0	5	18	20	9	1	0	1	0	0	0	54
1200	0	1	4	18	25	10	1	0	0	0	0	0	59
1215	0	0	2	19	19	11	3	0	0	0	0	0	54
1230	0	2	4	13	12	9	3	0	0	0	0	0	43
1245	0	2	1	20	16	4	3	0	0	1	0	0	47
1300	0	0	5	16	31	9	1	0	0	0	0	0	62
1315	0	1	0	13	17	11	4	0	1	0	0	0	47
1330	0	0	3	13	23	7	3	1	0	0	0	0	50
1345	0	0	2	18	17	9	1	0	2	0	0	0	49
1400	0	0	6	14	23	6	0	0	0	0	0	0	49
1415	0	1	6	28	13	11	2	0	0	0	0	0	61
1430	0	3	2	23	19	9	2	2	0	0	0	0	60
1445	0	2	0	15	16	3	2	1	0	0	0	0	39
1500	0	0	0	16	19	12	1	2	0	0	0	0	50
1515	0	0	6	7	18	7	1	1	0	0	0	0	40
1530	0	0	3	16	11	6	3	1	0	1	0	0	41
1545	0	1	3	7	14	2	2	1	1	0	0	0	31
1600	0	0	2	4	8	3	2	0	0	0	0	0	19
1615	0	0	1	2	8	4	0	2	0	0	0	0	17
1630	0	1	0	5	2	1	2	0	0	0	0	0	11
1645	0	0	0	1	11	2	0	1	0	0	0	0	15
1700	0	0	0	4	3	3	4	0	1	0	0	0	15
1715	0	0	3	5	4	4	0	1	0	0	0	0	17
1730	0	1	2	4	7	5	1	0	0	0	0	0	20
1745	0	0	1	4	5	1	1	0	0	0	0	0	12
1800	0	0	3	7	5	1	0	0	1	0	0	0	17
1815	0	0	0	3	4	4	0	0	0	0	0	0	11
1830	0	0	0	4	2	1	2	0	1	0	0	0	10
1845	0	0	0	1	2	3	0	0	0	0	0	0	6
1900	0	1	2	2	1	1	1	1	0	0	0	0	9
1915	0	0	2	3	3	2	0	0	0	0	0	0	10
1930	0	0	0	3	3	3	0	0	0	0	0	0	9
1945	0	0	1	1	6	4	0	0	0	0	0	0	12
2000	0	0	1	2	3	0	0	0	0	0	0	0	6
2015	0	0	1	2	3	0	1	0	0	0	0	0	7
2030	0	0	1	1	1	2	0	0	0	1	0	0	6
2045	0	0	0	2	0	0	0	1	1	1	0	0	5
2100	0	0	1	1	1	0	1	0	1	0	0	0	5
2115	0	0	0	1	1	0	0	0	0	0	0	0	2
2130	0	1	0	3	3	2	0	0	0	0	0	0	9
2145	0	0	0	1	0	1	1	0	0	0	0	0	3
2200	0	0	1	2	3	0	0	0	0	0	0	0	6
2215	0	0	0	0	1	1	0	0	0	0	0	0	2
2230	0	0	1	2	1	1	0	0	1	0	0	0	6
2245	0	0	0	1	1	0	2	0	0	0	0	0	4

0615	0	0	0	0	1	0	0	0	0	0	0	0	1
0630	0	0	0	1	2	1	0	0	0	0	0	0	4
0645	0	0	0	1	4	1	0	0	0	0	0	0	6
0700	0	0	0	3	2	2	0	0	0	0	0	0	7
0715	0	0	0	2	2	4	0	0	0	0	0	0	8
0730	0	0	0	1	0	0	3	1	0	0	0	0	5
0745	0	0	1	0	2	2	1	0	0	0	0	0	6
0800	0	3	0	2	3	2	2	0	0	0	0	0	12
0815	0	0	0	4	3	1	2	0	0	0	0	0	10
0830	0	1	0	2	1	1	1	0	1	0	0	0	7
0845	0	3	1	2	9	5	2	1	0	0	0	0	23
0900	1	3	0	2	8	8	3	0	0	0	0	0	25
0915	0	1	1	1	7	8	4	2	1	0	0	0	25
0930	0	0	1	3	5	12	6	0	0	0	0	0	27
0945	0	0	0	6	5	5	1	1	0	0	0	0	18
1000	0	3	4	9	18	11	4	0	0	0	0	0	49
1015	0	2	6	13	12	8	5	1	0	0	0	0	47
1030	0	2	3	10	18	14	5	1	0	0	0	0	53
1045	0	3	1	10	23	28	3	1	0	0	0	0	69
1100	0	3	2	9	40	29	6	2	0	0	0	0	91
1115	0	4	1	17	33	22	13	3	0	0	0	0	93
1130	0	2	5	9	29	27	4	1	1	0	0	0	78
1145	0	5	2	23	37	32	4	0	0	0	0	0	103
1200	0	0	2	16	19	25	2	2	0	0	0	0	66
1215	0	0	1	15	33	27	9	1	0	0	0	0	86
1230	1	4	3	17	23	18	9	1	0	0	0	0	76
1245	0	0	0	20	19	18	5	1	0	0	0	0	63
1300	0	5	6	15	13	21	10	1	1	1	0	0	73
1315	0	2	0	9	23	16	9	4	0	0	1	0	64
1330	0	1	1	21	21	20	9	5	0	0	0	0	78
1345	0	0	0	9	38	23	4	3	1	0	0	0	78
1400	0	1	0	17	25	21	5	1	0	0	0	0	70
1415	0	3	3	4	29	16	9	1	1	0	0	0	66
1430	0	1	4	10	31	24	9	3	0	0	0	0	82
1445	0	1	1	16	28	30	7	1	1	0	0	0	85
1500	0	1	1	7	42	33	8	1	0	0	0	0	93
1515	0	1	1	9	31	21	10	1	0	2	0	0	76
1530	0	3	2	8	28	20	8	0	0	0	0	0	69
1545	0	0	0	4	33	24	5	2	0	0	0	0	68
1600	0	0	4	11	28	20	5	0	0	0	0	0	68
1615	0	1	2	21	24	19	5	2	0	0	0	0	74
1630	0	0	0	1	5	12	3	1	1	1	0	0	24
1645	1	5	0	6	7	10	4	2	0	0	0	0	35
1700	0	1	1	0	9	5	1	3	1	0	0	0	21
1715	0	0	1	2	14	8	2	1	0	0	0	0	28
1730	0	0	0	3	3	2	3	0	0	0	0	0	11
1745	0	1	0	0	4	5	4	0	0	0	0	0	14
1800	0	2	2	6	4	3	2	0	0	0	0	0	19
1815	0	0	2	6	5	2	2	1	0	1	0	0	19
1830	0	3	0	8	5	6	3	1	0	0	0	0	26
1845	0	1	0	1	8	4	1	1	0	0	0	0	16
1900	0	0	0	0	4	2	1	1	0	0	0	0	8
1915	0	0	0	3	8	4	2	0	0	0	0	0	17
1930	0	1	0	3	4	3	2	0	1	0	0	0	14
1945	0	0	0	1	3	2	0	0	0	1	0	0	7
2000	0	0	0	0	4	4	1	0	0	0	0	0	9
2015	0	0	0	3	3	2	1	0	0	0	0	0	9
2030	0	0	2	3	6	4	0	0	0	0	0	0	15
2045	0	0	1	2	1	3	1	0	1	0	1	0	10
2100	0	0	1	2	3	2	0	0	0	1	0	0	9
2115	0	0	0	2	1	1	0	0	0	0	0	0	4
2130	0	0	1	1	1	0	0	1	0	0	0	0	4
2145	0	0	0	2	2	3	0	2	0	0	0	0	9
2200	0	0	0	0	0	2	0	0	1	0	0	0	3
2215	0	0	0	0	1	1	1	0	0	0	0	0	3
2230	0	0	0	0	1	2	1	0	0	0	0	0	4

2300	0	0	0	1	0	1	0	0	0	0	0	0	2
2315	0	0	0	0	0	1	0	0	0	0	0	0	1
2330	0	0	0	1	4	2	0	1	0	0	0	0	8
2345	0	0	0	0	0	1	0	0	0	0	0	0	1
2400	0	0	0	1	2	0	0	0	0	0	0	0	3
0-24	1	59	109	581	636	293	74	18	11	5	0	0	1787

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Speeds													
Time Ending	0-10	11-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71+	TOTAL
0015	0	0	0	1	1	0	0	0	0	0	0	0	2
0030	0	0	0	1	0	1	0	0	0	0	0	0	2
0045	0	0	0	0	1	0	0	0	0	0	0	0	1
0100	0	0	0	0	0	0	0	1	0	0	0	0	1
0115	0	0	0	1	1	0	0	0	0	0	0	0	2
0130	0	0	0	1	0	0	0	0	0	0	0	0	1
0145	0	0	0	0	2	0	0	0	0	0	0	0	2
0200	0	0	0	0	0	0	0	1	0	0	0	0	1
0215	0	0	0	0	1	1	1	0	0	0	0	0	3
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	1	0	0	0	0	0	0	1
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	3	0	0	0	0	0	0	0	3
0345	0	0	0	1	0	0	0	0	0	0	0	0	1
0400	0	0	0	1	1	0	0	1	0	0	0	0	3
0415	0	0	0	1	0	1	0	0	0	0	0	0	2
0430	0	0	1	1	0	3	0	0	0	0	0	0	5
0445	0	0	0	3	6	2	1	0	0	0	0	0	12
0500	0	0	0	1	1	1	0	1	0	0	0	0	4
0515	0	0	2	5	2	2	0	0	0	0	0	0	11
0530	0	1	0	6	4	7	1	0	0	0	0	0	19
0545	0	0	1	12	27	4	1	0	0	0	0	0	45
0600	0	2	1	25	22	6	4	0	0	0	0	0	60
0615	0	2	0	5	17	11	2	0	0	0	0	0	37
0630	0	0	1	15	18	12	1	0	0	0	0	0	47
0645	0	1	1	20	34	4	1	1	0	0	0	0	62
0700	0	0	8	61	18	8	2	0	0	0	0	0	97
0715	0	1	2	62	20	5	1	1	0	0	0	0	92
0730	0	2	10	112	24	7	1	1	0	0	0	0	157
0745	0	0	14	78	32	12	4	0	0	0	0	0	140
0800	0	0	21	78	57	3	0	1	0	0	0	0	160
0815	0	0	19	76	37	11	0	0	0	0	0	0	143
0830	0	0	6	77	42	6	1	0	0	0	0	0	132
0845	0	0	5	69	31	3	0	0	0	0	0	0	108
0900	0	0	17	79	34	11	1	1	0	0	0	0	143
0915	0	0	9	40	37	3	0	0	0	0	0	0	89
0930	0	0	8	48	20	6	1	0	0	0	0	0	83
0945	1	3	12	30	24	6	0	1	0	0	0	0	77
1000	0	1	4	37	32	7	4	0	0	0	0	0	85
1015	0	0	0	35	23	5	0	0	0	0	0	0	63
1030	0	1	15	25	29	4	3	0	0	0	0	0	77
1045	0	1	4	37	25	6	0	0	0	0	0	0	73
1100	1	1	8	34	27	3	0	1	0	0	0	0	75
1115	0	1	6	41	15	0	0	0	0	0	0	0	63
1130	0	0	1	62	21	2	0	0	0	0	0	0	86
1145	0	1	5	36	19	6	4	0	0	0	0	0	71
1200	0	0	1	43	19	10	0	0	0	0	0	0	73
1215	0	0	1	26	39	10	0	0	0	0	0	0	76
1230	0	0	3	16	22	15	2	0	0	0	0	0	58
1245	0	2	7	28	32	9	1	0	0	0	0	0	79
1300	0	1	10	47	17	8	0	1	0	0	0	0	84
1315	0	0	5	44	12	4	0	0	0	0	0	0	65
1330	0	1	16	42	20	5	1	0	0	0	0	0	85
1345	0	0	20	47	25	3	1	1	0	0	0	0	97
1400	0	4	30	57	12	2	0	0	0	0	0	0	105
1415	0	4	18	48	12	2	0	0	0	0	0	0	84

2300	0	0	0	0	1	0	0	1	0	0	0	0	2
2315	0	0	0	2	1	0	0	0	0	0	0	0	3
2330	0	0	0	1	2	1	1	0	0	0	0	0	5
2345	0	0	0	1	2	0	0	0	0	0	0	0	3
2400	0	0	0	2	2	1	0	0	0	0	0	0	5
0-24	3	75	70	426	884	732	235	60	12	9	2	0	2508

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Speeds													
Time Ending	0-10	11-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71+	TOTAL
0015	0	0	0	1	0	0	0	0	0	0	0	0	1
0030	0	0	0	0	3	0	0	0	0	0	0	0	3
0045	0	1	0	1	0	0	0	0	0	0	0	0	2
0100	0	0	0	0	0	0	1	0	0	0	0	0	1
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	0	1	0	0	0	0	0	0	0	1
0145	0	0	0	1	2	0	0	0	0	0	0	0	3
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	1	0	0	0	0	0	0	0	1
0230	0	0	0	1	1	0	0	0	0	0	0	0	2
0245	0	1	0	1	1	1	0	0	0	0	0	0	4
0300	0	0	1	0	0	0	0	0	0	0	0	0	1
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	0	0	1	0	1	0	0	0	1	0	0	0	3
0400	0	0	0	0	0	2	0	0	0	0	0	0	2
0415	0	0	0	1	0	0	0	0	0	0	0	0	1
0430	0	1	0	2	0	1	0	0	0	0	0	0	4
0445	0	0	1	0	3	1	2	0	0	0	0	0	7
0500	0	0	0	0	2	3	0	0	0	0	0	0	5
0515	0	0	0	0	0	5	0	1	0	0	0	0	6
0530	0	0	0	1	0	3	0	0	0	0	0	0	4
0545	0	0	0	1	8	5	2	0	0	0	0	0	16
0600	1	0	1	9	13	3	1	0	0	0	0	0	28
0615	0	0	0	1	11	12	2	0	0	0	0	0	26
0630	0	2	0	1	4	7	3	1	0	0	0	0	18
0645	0	0	2	6	6	3	4	0	0	0	0	0	21
0700	0	0	2	6	11	10	3	0	0	0	0	0	32
0715	0	0	2	16	12	13	3	1	0	0	0	1	48
0730	0	1	1	9	18	21	3	0	0	0	0	0	53
0745	0	1	0	13	36	10	1	0	0	0	0	0	61
0800	0	0	3	20	42	14	2	0	0	0	0	0	81
0815	0	2	7	10	25	29	6	0	0	0	0	0	79
0830	0	1	10	22	38	13	1	0	0	0	0	0	85
0845	0	2	1	27	30	8	3	0	0	0	0	0	71
0900	0	0	1	10	31	16	6	1	0	0	0	0	65
0915	0	0	0	14	39	20	1	1	0	0	0	0	75
0930	0	0	1	23	24	14	4	2	0	0	0	0	68
0945	0	3	4	31	31	12	3	0	0	0	0	0	84
1000	0	1	3	23	23	18	3	0	0	0	0	0	71
1015	0	0	0	23	36	23	5	0	1	0	0	0	88
1030	0	0	1	28	32	15	3	1	0	0	0	0	80
1045	0	0	1	18	52	17	2	1	0	0	0	0	91
1100	0	0	4	35	37	22	6	0	0	0	0	0	104
1115	0	0	11	55	23	10	1	0	0	0	0	0	100
1130	0	1	4	22	42	11	2	0	0	0	0	0	82
1145	0	1	9	41	46	11	2	0	0	0	0	0	110
1200	0	2	9	35	39	12	3	1	0	0	0	0	101
1215	0	0	5	29	63	29	2	0	1	0	0	0	129
1230	0	1	1	23	40	25	4	0	0	0	0	0	94
1245	0	0	9	27	35	13	3	1	1	0	0	0	89
1300	0	0	3	50	36	16	4	1	0	0	0	0	110
1315	0	0	15	58	27	2	1	1	0	0	0	0	104
1330	0	1	10	47	37	9	0	0	0	0	0	0	104
1345	0	2	10	41	39	7	0	0	0	0	0	0	99
1400	0	1	10	43	42	8	1	1	0	0	0	0	106
1415	0	2	20	78	33	8	0	0	0	0	0	0	141

1430	0	1	6	25	27	8	0	0	0	0	0	0	67
1445	0	0	1	45	23	6	1	0	0	0	0	0	76
1500	0	1	7	54	19	1	0	0	0	0	0	0	82
1515	1	1	7	23	30	5	0	0	0	0	0	0	67
1530	0	0	5	44	21	7	3	0	1	0	0	0	81
1545	0	0	8	23	19	8	0	1	0	0	0	0	59
1600	0	0	3	37	17	5	2	0	0	0	0	0	64
1615	0	1	4	31	20	4	2	0	0	0	0	0	62
1630	0	1	5	34	23	9	1	0	0	0	0	0	73
1645	0	0	5	11	25	6	2	0	0	0	0	0	49
1700	0	0	5	21	28	11	2	0	0	0	0	0	67
1715	0	0	1	23	23	9	1	1	0	0	0	0	58
1730	0	0	5	21	22	4	0	0	0	0	0	0	52
1745	0	1	3	15	12	4	1	0	0	0	0	0	36
1800	0	0	9	14	15	2	3	0	0	0	0	0	43
1815	0	1	4	7	23	5	0	1	0	0	0	0	41
1830	0	1	0	8	14	8	0	0	0	0	0	0	31
1845	0	0	3	10	20	4	1	0	0	0	0	0	38
1900	0	0	2	16	14	5	2	0	0	0	0	0	39
1915	0	1	0	0	8	5	1	0	0	0	0	0	15
1930	0	0	1	6	3	1	0	1	0	0	0	0	12
1945	0	0	1	4	5	2	0	0	0	0	0	0	12
2000	0	0	0	2	5	0	0	0	0	0	0	0	7
2015	0	0	0	0	3	0	0	0	0	0	0	0	3
2030	0	0	0	2	7	1	1	0	0	0	0	0	11
2045	0	0	0	0	1	0	0	1	0	0	0	0	2
2100	0	0	1	4	3	0	2	0	0	0	0	0	10
2115	0	0	1	2	3	0	0	2	1	0	0	0	9
2130	0	0	0	2	2	2	0	0	0	0	0	0	6
2145	0	1	0	4	2	0	0	0	0	0	0	0	7
2200	0	0	2	8	8	2	0	0	0	0	0	0	20
2215	0	0	0	1	6	2	0	0	0	0	0	0	9
2230	0	0	0	0	1	0	0	0	0	0	0	0	1
2245	0	0	0	1	1	1	0	0	0	0	0	0	3
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	1	0	0	0	0	0	0	1
2330	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	1	1	0	0	0	0	0	0	0	0	0	2
2400	0	0	1	1	0	1	0	0	0	0	0	0	3
0-24	3	41	384	2115	1369	367	65	19	2	0	0	0	4365

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Speeds													
Time Ending	0-10	11-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71+	TOTAL
0015	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	1	5	0	0	0	0	0	0	0	0	6
0045	0	0	0	1	0	0	0	0	0	0	0	0	1
0100	0	0	0	1	1	0	0	0	0	0	0	0	2
0115	0	0	0	2	0	0	0	0	0	0	0	0	2
0130	0	0	0	1	0	1	0	0	0	0	0	0	2
0145	0	0	0	2	0	0	0	0	0	0	0	0	2
0200	0	0	0	0	1	1	0	0	0	0	0	0	2
0215	0	0	0	0	2	0	0	1	0	0	0	0	3
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	1	0	0	0	0	0	0	0	1
0315	0	0	0	1	1	0	0	0	0	0	0	0	2
0330	0	0	0	3	0	1	0	0	0	0	0	0	4
0345	0	0	0	1	0	1	0	0	0	0	0	0	2
0400	0	0	0	0	2	2	0	0	0	0	0	0	4
0415	0	0	0	1	3	1	0	0	0	0	0	0	5
0430	0	0	0	0	2	2	0	0	0	0	0	0	4
0445	0	0	0	7	3	0	0	0	0	0	0	0	10
0500	0	0	0	2	3	1	1	0	0	0	0	0	7
0515	0	0	1	3	3	2	1	1	0	0	0	0	11
0530	0	1	1	5	9	5	0	0	0	0	0	0	21
0545	0	1	3	21	22	6	0	0	0	0	0	0	53

1430	0	0	1	38	55	30	3	0	0	0	0	0	127
1445	0	1	9	47	59	20	8	1	0	0	0	0	145
1500	0	0	12	31	54	11	0	0	0	0	0	0	108
1515	0	4	7	36	43	30	2	0	0	0	0	0	122
1530	0	0	0	31	45	20	5	0	0	0	0	0	101
1545	0	0	8	49	40	14	7	1	0	0	0	0	119
1600	0	7	3	34	58	23	2	1	1	0	0	0	129
1615	0	1	17	66	83	19	6	0	0	0	0	0	192
1630	0	0	4	42	77	22	1	1	0	0	0	0	147
1645	0	1	3	43	81	22	3	1	0	0	0	0	154
1700	0	0	8	25	51	33	4	0	0	0	0	0	121
1715	0	4	8	43	94	18	2	0	0	0	0	0	169
1730	0	1	4	47	54	19	5	2	0	0	0	0	132
1745	0	1	6	42	43	25	6	0	0	0	0	0	123
1800	0	0	1	29	36	16	6	1	0	0	0	0	89
1815	0	0	0	38	42	18	3	2	0	0	0	0	103
1830	0	0	0	19	32	21	4	1	0	0	0	0	77
1845	0	0	1	10	29	21	2	0	0	0	0	0	63
1900	0	0	3	12	15	15	5	0	1	0	0	0	51
1915	0	0	0	11	25	10	3	0	0	0	0	0	49
1930	0	0	0	3	18	8	4	1	0	0	0	0	34
1945	0	0	0	3	11	10	3	0	0	0	0	0	27
2000	0	0	0	5	18	8	1	3	0	0	0	0	35
2015	0	1	1	5	12	8	0	0	0	0	0	0	27
2030	0	0	0	0	5	6	3	1	1	0	0	0	16
2045	0	0	0	2	4	3	0	0	0	0	0	0	9
2100	0	0	0	1	3	5	1	0	0	0	0	0	10
2115	0	1	0	0	7	1	1	0	1	0	0	0	11
2130	0	0	0	5	3	2	1	0	0	0	0	0	11
2145	0	0	2	3	3	5	0	0	0	0	0	0	13
2200	0	0	1	4	7	2	1	0	0	0	0	0	15
2215	0	0	2	16	30	8	3	0	0	0	0	0	59
2230	0	2	1	1	2	2	0	1	0	0	0	0	9
2245	0	0	0	0	1	3	0	1	0	0	0	0	5
2300	0	0	0	2	3	0	1	0	0	0	0	0	6
2315	0	0	0	2	3	2	0	0	0	0	0	0	7
2330	0	0	0	1	0	1	0	0	0	0	0	0	2
2345	0	0	0	1	2	2	0	0	0	0	0	0	5
2400	0	0	0	0	1	1	1	0	0	0	0	0	3
0-24	1	51	265	1652	2224	966	190	32	8	0	0	1	5390

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Speeds													
Time Ending	0-10	11-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71+	TOTAL
0015	0	0	1	4	2	0	0	0	0	0	0	0	7
0030	0	0	0	1	3	1	0	0	0	0	0	0	5
0045	0	0	0	1	1	0	0	0	0	0	0	0	2
0100	0	0	0	2	0	0	1	0	0	0	0	0	3
0115	0	0	0	0	2	0	0	0	0	0	0	0	2
0130	0	0	0	0	1	2	2	0	0	0	0	0	5
0145	0	0	0	0	0	2	0	0	0	0	0	0	2
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	3	0	0	0	0	0	0	3
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	1	1	0	0	0	0	0	0	2
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	3	0	0	0	0	0	0	0	3
0330	0	0	0	0	2	0	0	0	0	0	0	0	2
0345	0	0	0	1	0	0	0	1	0	0	0	0	2
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	1	1	0	1	0	0	0	0	3
0430	0	0	0	0	1	1	0	0	0	0	0	0	2
0445	0	1	0	1	0	1	0	0	0	0	0	0	3
0500	0	0	0	2	1	2	0	0	1	0	0	0	6
0515	0	0	0	1	1	3	1	0	0	0	0	0	6
0530	0	0	0	1	4	1	0	0	0	0	0	0	6
0545	0	0	0	0	11	7	0	0	0	0	0	0	18

0600	0	1	0	27	24	5	0	0	0	0	0	0	57
0615	0	1	2	7	21	8	1	0	0	0	0	0	40
0630	0	0	1	13	23	8	0	0	0	0	0	0	45
0645	0	2	4	25	24	3	1	0	0	0	0	0	59
0700	0	1	6	60	29	7	1	0	0	0	0	0	104
0715	0	4	1	55	31	6	2	1	0	0	0	0	100
0730	0	2	14	89	33	9	1	0	0	0	0	0	148
0745	0	0	11	98	32	12	1	0	0	0	0	0	154
0800	0	0	10	69	65	7	3	0	0	0	0	0	154
0815	0	0	7	51	58	10	5	1	0	0	0	0	132
0830	0	0	20	58	47	9	1	0	0	0	0	0	135
0845	0	0	2	46	43	13	1	1	0	0	0	0	106
0900	0	1	23	77	37	6	1	0	0	0	0	0	145
0915	0	0	7	47	30	4	1	0	0	0	0	0	89
0930	0	1	6	47	21	11	1	0	0	0	0	0	87
0945	0	2	1	21	33	16	0	0	0	0	0	0	73
1000	0	4	1	32	29	11	1	0	0	0	0	0	78
1015	0	0	2	29	23	7	2	0	0	0	0	0	63
1030	0	5	9	31	32	6	3	0	0	0	0	0	86
1045	0	1	13	42	25	4	1	1	0	0	0	0	87
1100	0	4	8	32	33	3	1	0	0	0	0	0	81
1115	0	1	8	22	28	9	2	0	0	0	0	0	70
1130	0	0	2	43	20	4	1	0	0	0	0	0	70
1145	0	0	2	33	23	7	1	0	0	0	0	0	66
1200	0	0	7	36	26	4	1	0	0	0	0	0	74
1215	0	0	3	18	39	11	1	0	0	0	0	0	72
1230	0	0	7	32	24	9	2	1	0	0	0	0	75
1245	0	0	4	30	27	7	1	0	0	0	0	0	69
1300	0	0	11	33	25	4	1	0	0	0	0	0	74
1315	0	0	17	16	43	6	1	0	0	0	0	0	83
1330	0	0	4	39	24	7	0	0	0	0	0	0	74
1345	0	0	9	50	28	12	2	2	0	0	0	0	103
1400	0	1	7	27	37	14	0	0	0	0	0	0	86
1415	0	0	13	46	11	3	1	0	0	0	0	0	74
1430	0	2	13	27	31	10	0	0	0	0	0	0	83
1445	0	0	14	36	27	5	1	0	0	0	0	0	83
1500	0	0	11	35	30	6	0	0	0	0	0	0	82
1515	0	4	13	22	19	7	1	0	0	0	0	0	66
1530	0	1	13	29	25	5	2	0	0	0	0	0	75
1545	0	1	1	37	29	3	0	0	0	0	0	0	71
1600	0	0	5	37	19	3	0	0	0	0	0	0	64
1615	0	1	6	22	33	5	0	0	0	0	0	0	67
1630	0	0	3	26	23	9	0	1	0	0	0	0	62
1645	0	0	2	23	18	7	1	0	0	0	0	0	51
1700	0	0	4	19	26	12	5	0	1	0	0	0	67
1715	0	1	1	12	23	12	1	2	0	0	0	0	52
1730	0	1	3	14	22	14	4	0	0	0	0	0	58
1745	0	1	1	12	24	16	3	0	0	0	0	0	57
1800	0	0	0	14	15	7	1	1	0	0	0	0	38
1815	0	2	2	7	16	3	1	0	0	0	0	0	31
1830	0	0	4	8	10	3	0	1	0	0	0	0	26
1845	0	0	0	6	19	3	2	1	0	0	0	0	31
1900	0	1	0	8	12	4	1	0	0	0	0	0	26
1915	0	0	0	3	6	4	0	0	0	0	0	0	13
1930	0	0	3	6	7	1	2	0	0	0	0	0	19
1945	0	0	0	2	4	1	0	0	0	0	0	0	7
2000	0	0	1	1	3	0	0	0	0	0	0	0	5
2015	0	0	0	0	4	0	0	0	0	0	0	0	4
2030	0	2	0	1	2	1	0	0	0	0	0	0	6
2045	0	0	1	4	1	2	1	0	0	0	0	0	9
2100	0	1	0	5	2	0	0	0	0	0	0	0	8
2115	0	0	1	4	3	2	0	1	0	0	0	0	11
2130	0	0	0	1	4	2	0	0	0	0	0	0	7
2145	0	0	0	2	3	3	2	0	0	0	0	0	10
2200	0	0	2	3	10	5	1	0	0	0	0	0	21
2215	0	0	2	2	1	1	0	0	0	0	0	0	6
2230	0	0	0	1	2	0	0	0	2	0	0	0	5

0600	0	0	1	5	7	6	2	0	0	0	0	21
0615	0	0	2	2	13	8	2	0	0	0	0	27
0630	2	1	6	5	8	7	0	0	0	0	0	29
0645	0	0	3	9	5	6	2	1	0	0	0	26
0700	0	1	2	7	13	9	1	1	0	0	0	34
0715	0	2	2	16	11	18	3	1	0	0	0	53
0730	0	0	6	21	21	8	2	0	0	0	0	58
0745	0	0	1	25	29	17	0	0	0	0	0	72
0800	0	1	3	9	29	22	6	0	0	0	0	70
0815	0	0	0	20	28	14	4	0	0	0	0	66
0830	0	4	6	14	39	13	2	0	0	0	0	78
0845	0	0	1	8	28	17	5	0	0	0	0	59
0900	0	0	5	10	29	28	4	0	0	0	0	76
0915	0	1	1	19	24	20	6	0	0	0	0	71
0930	0	0	4	10	26	14	5	2	0	0	0	61
0945	0	0	4	26	34	20	2	0	0	0	0	86
1000	0	0	3	14	32	23	4	1	0	0	0	77
1015	0	3	2	20	38	16	2	0	0	0	0	81
1030	0	0	1	11	39	24	8	0	0	0	0	83
1045	0	0	2	29	42	18	4	0	0	0	0	95
1100	0	0	2	20	49	11	2	0	0	0	0	84
1115	0	3	4	27	54	24	3	1	0	0	0	116
1130	0	0	6	34	39	21	3	1	0	0	0	104
1145	0	1	3	38	39	14	5	1	0	0	0	101
1200	0	0	1	25	46	36	6	1	0	0	0	115
1215	0	1	5	32	40	20	8	0	0	0	0	106
1230	0	1	2	23	40	26	6	1	0	0	0	99
1245	0	3	6	41	40	18	1	0	0	0	0	109
1300	0	1	4	17	49	25	9	1	0	0	0	106
1315	0	0	4	30	39	17	6	0	1	0	0	97
1330	0	0	1	29	59	22	1	0	0	0	0	112
1345	0	0	0	19	60	24	2	1	0	0	0	106
1400	0	1	0	8	61	24	6	1	0	0	0	101
1415	0	2	7	53	58	14	2	0	0	0	0	136
1430	0	1	1	32	46	18	2	2	0	0	0	102
1445	0	1	4	57	46	30	1	1	0	0	0	140
1500	0	2	4	32	42	27	1	1	0	0	0	109
1515	0	0	9	32	40	16	5	0	1	0	0	103
1530	0	1	12	42	56	9	2	0	0	0	0	122
1545	0	1	12	52	42	21	2	0	0	0	0	130
1600	0	0	6	53	53	17	6	0	0	0	0	135
1615	0	1	3	60	94	22	4	0	0	0	0	184
1630	0	0	9	49	67	28	2	1	0	0	0	156
1645	0	1	0	43	98	22	4	0	0	0	0	168
1700	0	3	2	50	71	22	6	1	0	0	0	155
1715	0	1	3	54	76	35	3	0	0	0	0	172
1730	0	1	0	17	54	17	7	1	0	0	0	97
1745	0	0	2	43	56	21	7	0	0	0	0	129
1800	0	1	7	29	36	16	5	1	0	0	0	95
1815	0	1	2	26	33	26	5	3	0	0	0	96
1830	0	1	0	14	26	18	5	0	0	0	0	64
1845	0	0	0	18	23	23	4	0	0	0	0	68
1900	0	0	1	7	21	10	7	2	0	0	0	48
1915	0	0	2	7	34	14	3	0	0	0	0	60
1930	0	1	0	6	5	13	6	1	0	1	0	33
1945	0	1	2	3	13	4	3	0	0	0	0	26
2000	0	0	1	1	10	2	4	2	1	0	0	21
2015	0	0	0	4	9	10	4	0	0	0	0	27
2030	0	0	0	1	8	5	3	0	0	0	0	17
2045	0	0	0	0	4	11	1	0	0	0	0	16
2100	0	0	0	4	2	4	1	1	0	0	0	12
2115	0	0	0	3	9	4	1	1	1	1	0	20
2130	0	0	1	2	6	3	0	0	0	0	0	12
2145	0	0	0	1	2	1	0	0	0	0	0	4
2200	0	0	0	1	5	4	1	1	1	0	0	13
2215	0	0	1	12	23	15	2	1	0	0	1	55
2230	0	1	0	1	7	3	1	0	0	1	1	15

2245	0	0	0	3	1	0	1	1	0	0	0	0	6
2300	0	0	0	2	0	0	0	0	0	0	0	0	2
2315	0	0	0	0	2	1	0	1	0	1	0	0	5
2330	0	0	0	0	0	1	0	0	0	0	0	0	1
2345	0	0	0	0	2	0	0	0	0	0	0	0	2
2400	0	0	0	1	2	0	3	0	0	2	0	0	6
0-24	0	51	354	1872	1581	443	77	18	3	1	0	0	4400

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	Speeds												
Time Ending	0-10	11-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71+	TOTAL
0015	0	0	0	0	0	0	1	0	0	0	0	0	1
0030	0	0	0	0	0	2	2	0	0	0	0	0	4
0045	0	0	0	0	1	0	0	0	0	0	0	0	1
0100	0	0	0	1	2	0	0	0	0	0	0	0	3
0115	0	0	0	2	1	0	0	0	0	0	0	0	3
0130	0	0	0	3	1	0	0	0	0	0	0	0	4
0145	0	0	0	0	1	0	0	0	0	0	0	0	1
0200	0	0	0	1	1	0	0	0	0	0	0	0	2
0215	0	0	0	0	2	0	0	0	0	0	0	0	2
0230	0	0	0	1	0	0	0	0	0	0	0	0	1
0245	0	0	0	0	1	1	1	0	0	0	0	0	3
0300	0	0	0	0	0	2	0	0	0	0	0	0	2
0315	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	1	2	0	0	0	0	0	0	0	3
0345	0	0	0	0	2	3	2	2	0	0	0	0	9
0400	0	0	0	1	2	2	0	0	0	0	0	0	5
0415	0	0	0	1	1	1	0	0	0	0	0	0	3
0430	0	0	0	1	2	2	0	0	0	0	0	0	5
0445	0	0	1	5	3	1	0	0	0	0	0	0	10
0500	0	0	0	0	5	0	0	0	0	0	0	0	5
0515	0	0	2	1	4	3	0	1	0	0	0	0	11
0530	0	2	0	5	6	9	0	0	0	0	0	0	22
0545	0	2	0	20	24	2	1	0	0	0	0	0	49
0600	0	1	1	24	27	7	1	0	0	0	0	0	61
0615	0	0	1	12	6	7	3	0	0	0	0	0	29
0630	0	0	2	18	27	4	0	0	0	0	0	0	51
0645	0	3	0	23	31	8	0	0	1	0	0	0	66
0700	0	1	5	43	28	10	4	1	1	0	0	0	93
0715	0	2	5	75	24	9	0	0	0	0	0	0	115
0730	0	3	9	62	51	7	0	2	2	0	0	0	136
0745	0	1	13	82	40	9	3	0	0	0	0	0	148
0800	0	3	16	74	46	13	3	0	0	0	0	0	155
0815	0	0	6	62	51	4	0	0	0	0	0	0	123
0830	0	1	7	35	59	19	6	0	0	0	0	0	127
0845	0	4	16	45	32	13	1	0	0	0	0	0	111
0900	0	1	11	79	36	3	0	0	0	0	0	0	130
0915	0	0	12	40	31	12	0	0	0	0	0	0	95
0930	0	1	5	57	31	4	3	0	0	0	0	0	101
0945	0	1	3	27	41	6	2	0	0	0	0	0	80
1000	0	0	6	40	23	8	2	0	0	0	0	0	79
1015	1	2	4	27	24	6	1	1	0	0	0	0	66
1030	0	1	10	29	26	13	3	1	0	0	0	0	83
1045	0	1	0	30	36	9	2	1	0	0	0	0	79
1100	0	2	9	29	21	10	1	0	0	0	0	0	72
1115	0	0	4	28	30	12	5	0	0	0	0	0	79
1130	0	0	7	37	28	11	0	1	0	0	0	0	84
1145	0	0	3	22	32	7	1	0	0	0	0	0	65
1200	0	1	4	32	18	11	2	1	0	0	0	0	69
1215	0	0	3	31	20	9	2	0	1	0	0	0	66
1230	0	1	3	28	13	9	4	1	0	0	0	0	59
1245	0	2	5	40	18	7	2	0	0	0	0	0	74
1300	0	10	30	53	27	10	1	0	0	0	0	0	131
1315	0	1	2	37	39	8	3	0	0	0	0	0	90
1330	0	0	2	32	28	6	1	1	0	0	0	0	70
1345	0	1	10	42	35	5	0	0	0	0	0	0	93
1400	0	1	8	51	28	5	0	0	0	0	0	0	93

2245	0	0	1	0	2	0	0	0	0	0	0	0	3
2300	0	0	0	1	1	1	2	0	2	0	0	0	7
2315	0	0	0	1	2	2	1	1	0	0	2	0	9
2330	0	0	2	1	1	1	0	0	0	0	0	0	5
2345	0	0	0	2	1	3	0	1	0	0	0	0	7
2400	0	0	0	2	1	0	1	1	0	0	0	0	5
0-24	2	46	188	1453	2327	1127	240	39	8	3	4	0	5437

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Speeds													
Time Ending	0-10	11-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71+	TOTAL
0015	0	0	0	3	6	2	0	1	0	0	0	0	12
0030	0	0	1	0	6	1	1	0	0	0	0	0	9
0045	0	0	0	0	0	1	0	0	0	0	0	0	1
0100	0	0	0	0	0	0	2	0	0	0	0	0	2
0115	0	0	0	0	0	1	1	0	0	0	0	0	2
0130	0	0	0	1	3	0	0	0	0	0	0	0	4
0145	0	0	0	0	0	1	0	0	0	0	0	0	1
0200	0	0	1	0	0	2	0	0	0	0	0	0	3
0215	0	0	0	1	0	0	0	0	0	0	0	0	1
0230	0	0	0	0	0	2	0	2	1	0	0	0	5
0245	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	2	0	0	0	0	0	2
0315	0	0	0	1	1	0	0	0	0	0	0	0	2
0330	0	0	1	0	1	1	0	0	0	0	0	0	3
0345	0	0	0	0	1	2	0	1	0	0	0	0	4
0400	0	0	0	0	2	3	0	0	0	0	0	0	5
0415	0	0	0	1	0	1	0	0	0	0	0	0	2
0430	0	0	0	0	0	1	0	0	0	0	1	0	2
0445	0	0	0	0	0	4	0	0	0	0	0	0	4
0500	0	0	0	0	1	0	2	0	0	0	0	0	3
0515	0	0	0	1	4	2	0	0	0	0	0	0	7
0530	0	1	1	0	1	3	0	0	1	0	0	0	7
0545	0	0	1	3	5	10	1	0	0	0	0	0	20
0600	0	0	1	1	11	8	0	0	0	0	0	0	21
0615	0	0	0	4	17	7	1	1	0	0	0	0	30
0630	0	1	3	2	6	2	2	0	0	0	0	0	16
0645	0	1	4	6	8	8	1	1	0	0	0	0	29
0700	0	3	1	5	15	4	1	0	0	0	0	0	29
0715	0	2	2	18	17	9	2	1	0	0	0	0	51
0730	0	0	3	21	19	11	3	1	0	0	0	0	58
0745	0	0	4	14	18	16	2	1	0	0	0	0	55
0800	0	3	0	19	22	22	5	0	0	0	0	0	71
0815	1	3	8	24	32	11	1	0	0	0	0	0	80
0830	0	0	0	10	33	22	3	0	0	0	0	0	68
0845	0	0	3	14	34	22	6	0	0	0	0	0	79
0900	0	0	0	19	33	33	2	2	0	0	0	0	89
0915	0	0	0	17	24	31	4	0	0	0	0	0	76
0930	0	0	8	19	30	8	5	0	1	0	0	0	71
0945	0	0	8	22	43	20	2	0	0	0	0	0	95
1000	0	9	3	11	26	18	5	0	0	0	0	0	72
1015	0	0	2	15	46	21	6	2	1	0	0	0	93
1030	0	2	6	21	48	20	6	0	0	0	0	0	103
1045	0	1	0	23	37	17	8	0	0	0	0	0	86
1100	0	1	6	24	29	26	4	0	0	0	0	0	90
1115	0	1	3	28	48	21	1	0	0	0	0	0	102
1130	0	0	1	12	44	30	4	0	0	0	0	0	91
1145	0	0	1	20	34	30	8	0	0	0	0	0	93
1200	0	0	1	33	40	17	7	0	0	0	0	0	98
1215	0	2	4	18	41	23	14	1	0	0	0	0	103
1230	0	0	13	29	44	14	3	0	0	0	0	0	103
1245	0	1	1	28	28	35	7	1	0	0	0	0	101
1300	0	0	12	12	26	30	6	1	0	0	0	0	87
1315	0	2	1	38	43	33	5	0	0	0	0	0	122
1330	0	1	4	25	46	18	6	2	0	0	0	0	102
1345	0	0	1	19	33	29	10	2	0	0	0	0	94
1400	0	1	2	37	50	38	3	0	0	0	0	0	131

Thursday 15th October 2020

Thursday 15th October 2020

Speeds													
Time Ending	0-10	11-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71+	TOTAL
0015	0	0	0	2	3	1	3	1	0	0	0	0	10
0030	0	0	0	2	2	3	0	0	0	0	0	0	7
0045	0	1	0	0	1	0	0	0	0	0	0	0	2
0100	0	0	0	0	1	0	0	0	0	0	0	0	1
0115	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	0	0	0	1	3	3	2	0	0	0	0	0	9
0145	0	0	0	0	0	0	0	1	0	0	0	0	1
0200	0	0	0	0	0	1	0	0	0	0	0	0	1
0215	0	0	0	0	0	1	0	0	1	0	0	0	2
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	1	2	0	0	0	0	0	0	3
0300	0	0	1	0	0	2	0	1	0	0	0	0	4
0315	0	0	0	0	0	0	2	0	0	0	0	0	2
0330	0	0	0	0	0	1	0	1	0	0	0	0	2
0345	0	0	0	0	1	2	0	0	0	0	0	0	3
0400	0	0	1	1	0	0	0	0	0	0	0	0	2
0415	0	0	0	2	1	0	0	0	0	0	0	0	3
0430	0	0	0	1	2	2	0	0	0	0	0	0	5
0445	0	0	0	0	1	1	1	0	0	0	0	0	3
0500	0	0	0	0	1	1	2	0	0	0	0	0	4
0515	0	0	0	1	7	0	0	0	0	0	0	0	8
0530	0	0	0	0	5	3	0	0	0	0	0	0	8

0545	0	0	6	18	18	4	1	0	0	0	0	0	47
0600	0	1	0	19	19	9	2	0	0	0	0	0	50
0615	0	0	1	13	16	8	1	0	0	0	0	0	39
0630	0	1	2	16	22	4	0	0	0	0	0	0	45
0645	0	2	2	29	28	11	5	0	0	0	0	0	77
0700	0	0	1	42	45	3	0	0	1	0	3	0	92
0715	0	5	1	50	37	3	2	1	0	0	0	0	99
0730	0	2	11	99	34	13	1	0	0	0	0	0	160
0745	0	0	15	103	30	17	1	0	0	0	0	0	166
0800	0	0	7	76	64	9	2	0	0	0	0	0	158
0815	0	0	8	55	57	5	7	0	0	0	0	0	132
0830	0	0	20	64	48	9	1	0	0	0	0	0	142
0845	0	0	1	53	41	19	1	1	0	0	0	0	116
0900	0	1	16	78	34	5	1	0	0	0	0	0	135
0915	0	0	8	50	30	5	1	0	0	0	0	0	94
0930	0	1	5	46	21	12	1	0	0	0	0	0	86
0945	0	2	1	17	42	21	0	0	0	0	0	0	83
1000	0	4	1	29	27	7	0	0	0	0	0	0	68
1015	0	0	2	30	22	9	1	0	0	0	0	0	64
1030	0	6	6	31	23	6	4	0	0	0	0	0	76
1045	0	1	10	41	25	3	1	0	0	0	0	0	81
1100	0	4	11	27	28	3	0	0	0	0	0	0	73
1115	0	1	7	26	25	14	0	0	0	0	0	0	73
1130	0	0	3	45	21	6	1	0	0	0	0	0	76
1145	0	0	1	35	16	5	1	0	0	0	0	0	58
1200	0	0	5	34	24	7	0	0	0	0	0	0	70
1215	0	0	2	19	37	11	0	0	0	0	0	0	69
1230	0	0	6	29	28	15	3	1	0	0	0	0	82
1245	0	0	3	27	29	4	0	0	0	0	0	0	63
1300	0	0	11	38	20	3	1	0	0	0	0	0	73
1315	0	0	20	11	46	4	1	0	0	0	0	0	82
1330	0	0	7	37	29	5	0	0	0	0	0	0	78
1345	0	0	7	48	26	12	2	2	0	0	0	0	97
1400	0	1	7	29	37	14	0	0	0	0	0	0	88
1415	0	0	13	38	9	3	1	0	0	0	0	0	64
1430	0	1	12	20	24	13	0	0	0	0	0	0	70
1445	0	0	13	41	23	4	1	0	0	0	0	0	82
1500	0	0	10	35	36	3	0	0	0	0	0	0	84
1515	0	5	13	23	13	7	1	0	0	0	0	0	62
1530	0	1	11	23	25	7	0	0	0	0	0	0	67
1545	0	1	1	38	30	2	0	0	0	0	0	0	72
1600	0	0	7	33	27	4	0	0	0	0	0	0	71
1615	0	1	5	27	34	3	0	0	0	0	0	0	70
1630	0	0	3	23	19	7	0	1	0	0	0	0	53
1645	0	0	2	22	18	3	0	0	0	0	0	0	45
1700	0	0	4	19	25	10	4	0	1	0	0	0	63
1715	0	1	1	13	23	10	1	1	0	0	0	0	50
1730	0	1	2	16	22	10	2	0	0	0	0	0	53
1745	0	1	1	10	20	18	2	0	0	0	0	0	52
1800	0	0	0	17	14	5	1	1	0	0	0	0	38
1815	0	3	1	9	15	3	1	0	0	0	0	0	32
1830	0	0	3	5	9	3	0	1	0	0	0	0	21
1845	0	0	0	4	19	4	3	1	0	0	0	0	31
1900	0	1	0	10	9	4	1	0	0	0	0	0	25
1915	0	0	0	2	5	4	0	0	0	0	0	0	11
1930	0	0	3	8	8	2	2	0	0	0	0	0	23
1945	0	0	0	2	6	2	0	0	0	0	0	0	10
2000	0	0	1	1	2	0	0	0	0	0	0	0	4
2015	0	0	0	0	5	0	0	0	0	0	0	0	5
2030	0	4	0	1	2	1	0	0	0	0	0	0	8
2045	0	0	1	6	1	3	1	0	0	0	0	0	12
2100	0	1	0	3	1	0	0	0	0	0	0	0	5
2115	0	0	1	4	2	2	0	0	0	0	0	0	9
2130	0	0	0	1	5	3	0	0	0	0	0	0	9
2145	0	0	0	1	2	3	1	0	0	0	0	0	7
2200	0	0	2	2	9	6	1	0	0	0	0	0	20
2215	0	0	4	1	1	1	0	0	0	0	0	0	7

0545	0	0	1	3	2	7	2	0	0	0	0	0	15
0600	0	0	0	4	10	6	2	0	0	0	0	0	22
0615	0	0	0	7	10	9	2	0	0	0	0	0	28
0630	1	0	2	8	7	5	0	0	0	0	0	0	23
0645	1	0	1	5	12	3	4	0	0	0	0	0	26
0700	0	0	4	9	14	3	3	0	0	0	0	0	33
0715	0	1	2	12	9	18	3	0	0	0	0	0	45
0730	0	0	7	22	21	11	2	0	0	0	0	0	63
0745	0	0	1	18	28	16	0	0	0	0	0	0	63
0800	0	1	2	11	22	26	6	0	0	0	0	0	68
0815	0	0	0	18	28	9	5	0	0	0	0	0	60
0830	0	3	10	12	34	17	3	0	0	0	0	0	79
0845	0	0	1	8	21	16	5	0	0	0	0	0	51
0900	0	0	4	8	30	33	2	0	0	0	0	0	77
0915	0	1	1	22	28	19	6	0	0	0	0	0	77
0930	0	0	6	14	28	17	5	0	0	0	0	0	70
0945	0	0	5	28	34	21	3	0	0	0	0	0	91
1000	0	0	3	18	38	18	4	0	0	0	0	0	81
1015	0	3	1	19	36	11	2	0	0	0	0	0	72
1030	0	0	1	12	35	33	8	0	0	0	0	0	89
1045	0	0	1	33	45	13	5	0	0	0	0	0	97
1100	0	0	2	27	42	12	2	0	0	0	0	0	85
1115	0	4	4	31	56	28	2	0	0	0	0	0	125
1130	0	0	6	43	33	24	3	1	0	0	0	0	110
1145	0	1	3	39	33	11	6	0	0	0	0	0	93
1200	0	0	1	26	50	50	5	0	0	0	0	0	132
1215	0	1	6	31	37	14	8	0	0	0	0	0	97
1230	0	1	3	24	41	25	3	0	0	0	0	0	97
1245	0	2	3	42	42	21	1	0	0	0	0	0	111
1300	0	1	5	15	47	29	4	1	0	0	0	0	102
1315	0	0	4	33	31	20	7	0	1	0	0	0	96
1330	0	0	1	30	54	23	1	0	0	0	0	0	109
1345	0	0	0	20	68	29	3	0	0	0	0	0	120
1400	0	0	0	7	57	24	8	1	0	0	0	0	97
1415	0	1	7	53	50	15	1	0	0	0	0	0	127
1430	0	1	1	42	44	21	2	4	0	0	0	0	115
1445	0	1	5	62	41	33	1	0	0	0	0	0	143
1500	0	2	4	43	39	23	1	1	0	0	0	0	113
1515	0	0	5	29	44	12	5	0	1	0	0	0	96
1530	0	1	12	42	60	11	2	0	0	0	0	0	128
1545	0	1	13	42	43	22	2	0	0	0	0	0	123
1600	0	0	5	58	56	14	5	0	0	0	0	0	138
1615	0	1	4	68	102	17	4	0	0	0	0	0	196
1630	0	0	5	52	64	23	2	1	0	0	0	0	147
1645	0	1	0	39	97	19	5	0	0	0	0	0	161
1700	0	2	3	53	71	18	8	1	0	0	0	0	156
1715	0	1	2	53	78	25	1	0	0	0	0	0	160
1730	0	1	0	17	61	24	3	1	0	0	0	0	107
1745	0	0	1	39	53	22	9	0	0	0	0	0	124
1800	0	1	7	29	31	13	4	0	0	0	0	0	85
1815	0	1	1	21	27	22	6	4	0	0	0	0	82
1830	0	1	0	13	23	13	5	0	0	0	0	0	55
1845	0	0	0	17	32	24	5	0	0	0	0	0	78
1900	0	0	1	3	20	13	9	1	0	0	0	0	47
1915	0	0	2	3	35	13	3	0	0	0	0	0	56
1930	0	1	0	4	6	9	7	1	0	1	0	0	29
1945	0	1	2	2	14	5	4	0	0	0	0	0	28
2000	0	0	1	1	8	2	7	3	1	0	0	0	23
2015	0	0	0	3	10	7	5	0	0	0	0	0	25
2030	0	0	0	1	9	5	2	0	0	0	0	0	17
2045	0	0	0	0	6	12	1	0	0	0	0	0	19
2100	0	0	0	3	2	7	1	1	0	0	0	0	14
2115	0	0	0	1	7	4	1	1	1	1	0	0	16
2130	0	0	2	4	6	3	0	0	0	0	0	0	15
2145	0	0	0	1	2	1	0	0	0	0	0	0	4
2200	0	0	0	1	6	3	1	1	0	0	0	0	12
2215	0	0	1	11	19	17	1	1	0	0	0	0	50

2230	0	0	0	1	1	0	0	0	1	0	0	0	3
2245	0	0	0	5	1	0	1	1	0	0	0	0	8
2300	0	0	0	2	0	0	0	0	0	0	0	0	2
2315	0	0	0	0	2	1	0	1	0	1	0	0	5
2330	0	0	0	0	0	1	0	0	0	0	0	0	1
2345	0	0	0	0	2	0	0	0	0	0	0	0	2
2400	0	0	0	1	1	0	6	0	0	0	0	0	8
0-24	0	54	333	1865	1553	448	74	15	2	2	0	0	4346

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Time Ending	Speeds													TOTAL
	0-10	11-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71+		
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	0	0	1	7	0	0	0	0	0	0	0	0	0	8
0045	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0100	0	0	0	1	1	0	0	0	0	0	0	0	0	2
0115	0	0	0	2	0	0	0	0	0	0	0	0	0	2
0130	0	0	0	1	0	1	0	0	0	0	0	0	0	2
0145	0	0	0	3	0	0	0	0	0	0	0	0	0	3
0200	0	0	0	0	1	1	0	0	0	0	0	0	0	2
0215	0	0	0	0	1	0	0	1	0	0	0	0	0	2
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	1	0	0	0	0	0	0	0	0	1
0315	0	0	0	1	1	0	0	0	0	0	0	0	0	2
0330	0	0	0	4	0	1	0	0	0	0	0	0	0	5
0345	0	0	0	1	0	1	0	0	0	0	0	0	0	2
0400	0	0	0	0	2	1	0	0	0	0	0	0	0	3
0415	0	0	0	1	2	0	0	0	0	0	0	0	0	3
0430	0	0	0	0	1	2	0	0	0	0	0	0	0	3
0445	0	0	0	7	5	0	0	0	0	0	0	0	0	12
0500	0	0	0	2	2	1	0	0	0	0	0	1	0	5
0515	0	0	1	4	4	3	1	1	0	0	0	0	0	14
0530	0	1	1	7	12	6	0	0	0	0	0	0	0	27
0545	0	1	2	21	27	9	0	0	0	0	0	0	0	60
0600	0	1	0	28	29	6	0	0	0	0	0	0	0	64
0615	0	1	3	4	26	9	1	0	0	0	0	0	0	44
0630	0	0	1	11	19	6	0	0	0	0	0	0	0	37
0645	0	2	5	32	22	3	1	0	0	0	0	3	0	65
0700	0	1	5	62	35	3	1	0	0	0	0	0	0	107
0715	0	4	1	53	35	7	2	1	0	0	0	0	0	103
0730	0	2	12	92	28	13	1	0	0	0	0	0	0	148
0745	0	0	12	90	29	14	0	0	0	0	0	0	0	145
0800	0	0	10	70	72	9	3	0	0	0	0	0	0	164
0815	0	0	3	50	67	6	5	1	0	0	0	0	0	132
0830	0	0	23	58	51	6	0	0	0	0	0	0	0	138
0845	0	0	2	44	43	10	1	1	0	0	0	0	0	101
0900	0	1	27	75	36	5	1	0	0	0	0	0	0	145
0915	0	0	7	58	29	4	1	0	0	0	0	0	0	99
0930	0	1	5	49	22	7	1	0	0	0	0	0	0	85
0945	0	1	1	22	36	16	0	0	0	0	0	0	0	76
1000	0	4	1	41	30	10	1	0	0	0	0	0	0	87
1015	0	0	2	26	19	10	2	0	0	0	0	0	0	59
1030	0	6	9	26	29	7	3	0	0	0	0	0	0	80
1045	0	1	12	44	23	3	1	1	0	0	0	0	0	85
1100	0	5	6	31	31	4	1	0	0	0	0	0	0	78
1115	0	1	11	20	22	8	1	0	0	0	0	0	0	63
1130	0	0	2	36	18	3	1	0	0	0	0	0	0	60
1145	0	0	1	34	25	10	0	0	0	0	0	0	0	70
1200	0	0	11	37	29	3	1	0	0	0	0	0	0	81
1215	0	1	7	27	26	3	1	0	0	0	0	0	0	65
1230	0	0	2	34	38	13	0	1	0	0	0	0	0	88
1245	0	0	3	30	39	3	1	0	0	0	0	0	0	76
1300	0	2	2	54	30	8	0	0	0	0	0	0	0	96
1315	0	1	12	33	33	7	2	0	0	0	0	0	0	88
1330	0	0	6	44	25	10	0	0	0	0	0	0	0	85
1345	0	0	4	39	22	12	3	0	0	0	0	0	0	80

2230	0	2	0	2	9	4	2	0	0	2	0	0	21
2245	0	0	2	0	1	0	0	0	0	0	0	0	3
2300	0	0	0	2	2	2	2	0	0	0	0	0	8
2315	0	0	0	1	1	1	1	0	0	0	0	0	4
2330	0	0	2	1	1	0	0	0	0	0	0	0	4
2345	0	0	0	1	1	3	0	1	0	0	0	0	6
2400	0	0	0	2	1	0	1	1	0	0	0	0	5
0-24	2	40	181	1489	2294	1127	252	30	5	4	0	0	5424

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Speeds													
Time Ending	0-10	11-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71+	TOTAL
0015	0	0	1	3	1	0	0	0	0	0	0	0	5
0030	0	0	0	1	3	1	0	0	0	0	0	0	5
0045	0	0	0	1	1	0	0	0	0	0	0	0	2
0100	0	0	0	2	0	0	1	0	0	0	0	0	3
0115	0	0	0	0	1	0	0	0	0	0	0	0	1
0130	0	0	0	0	1	1	2	0	0	0	0	0	4
0145	0	0	0	0	0	2	0	0	0	0	0	0	2
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	2	0	0	0	0	0	0	2
0230	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	1	0	0	0	0	0	0	0	1
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	3	0	0	0	0	0	0	0	3
0330	0	0	0	0	2	0	0	0	0	0	0	0	2
0345	0	0	0	1	0	0	0	0	0	0	0	0	1
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	0	0	0	0	2	1	0	1	0	0	0	0	4
0430	0	0	0	0	1	1	0	0	0	0	0	0	2
0445	0	1	0	1	0	1	0	0	0	0	0	0	3
0500	0	0	0	1	1	2	0	0	0	0	0	0	4
0515	0	0	0	1	1	3	1	0	0	0	0	0	6
0530	0	0	0	1	2	1	0	0	0	0	0	0	4
0545	0	0	0	0	8	5	0	0	0	0	0	0	13
0600	0	0	1	3	11	5	2	0	0	0	0	0	22
0615	0	0	4	3	15	6	3	0	0	0	0	0	31
0630	2	1	7	6	6	12	0	0	0	0	0	0	34
0645	0	0	2	7	3	7	2	1	0	0	0	0	22
0700	0	1	1	6	14	13	1	2	0	0	0	0	38
0715	0	3	1	23	10	18	5	3	0	0	0	0	63
0730	0	0	5	20	24	12	1	0	0	0	0	0	62
0745	0	0	1	27	30	23	0	0	0	0	0	0	81
0800	0	1	3	8	30	20	6	0	0	0	0	0	68
0815	0	0	0	23	33	13	3	0	0	0	0	0	72
0830	0	5	7	13	38	10	3	0	0	0	0	0	76
0845	0	0	1	14	29	22	6	0	0	0	0	0	72
0900	0	0	6	5	30	24	5	0	0	0	0	0	70
0915	0	1	1	19	29	23	6	0	0	0	0	0	79
0930	0	0	7	11	29	14	6	2	0	0	0	0	69
0945	0	0	4	24	32	20	2	0	0	0	0	0	82
1000	0	0	4	17	38	22	3	1	0	0	0	0	85
1015	0	4	3	24	30	16	1	0	0	0	0	0	78
1030	0	0	1	10	40	24	7	0	0	0	0	0	82
1045	0	0	2	22	36	22	2	0	0	0	0	0	84
1100	0	0	1	24	50	9	1	0	0	0	0	0	85
1115	0	2	4	25	50	25	3	0	0	0	0	0	109
1130	0	0	8	26	38	20	3	1	0	0	0	0	96
1145	0	1	3	36	47	14	3	1	0	0	0	0	105
1200	0	0	1	23	55	33	8	1	0	0	0	0	121
1215	0	0	4	29	43	42	6	1	1	0	0	0	126
1230	0	0	0	28	38	32	4	1	0	0	0	0	103
1245	0	0	4	61	68	28	2	0	0	0	0	0	163
1300	0	0	8	27	72	18	4	1	0	0	0	0	130
1315	0	1	6	35	87	16	2	0	1	0	0	0	148
1330	0	0	3	27	57	21	6	0	0	0	0	0	114
1345	0	9	8	46	47	32	5	0	0	0	0	0	147

1400	0	3	10	40	33	7	3	1	1	0	0	0	98
1415	0	1	4	29	20	3	3	0	0	0	0	0	60
1430	1	1	4	49	27	5	4	0	1	0	0	0	92
1445	0	0	10	22	34	12	3	0	0	0	0	0	81
1500	0	0	4	41	30	9	0	1	0	0	0	0	85
1515	0	0	5	25	34	10	3	0	0	0	0	0	77
1530	0	1	0	34	35	9	2	0	1	0	0	0	82
1545	1	0	4	34	32	9	0	0	0	0	0	0	80
1600	0	1	0	40	24	10	2	0	0	0	0	0	77
1615	0	1	5	23	34	14	2	0	0	0	0	0	79
1630	0	1	0	20	32	15	3	1	0	0	0	0	72
1645	0	0	2	27	23	5	2	1	0	0	0	0	60
1700	0	0	4	20	28	11	4	1	1	0	0	0	69
1715	0	0	2	19	28	10	0	1	0	0	0	0	60
1730	0	0	6	12	23	8	2	0	0	0	0	0	51
1745	0	1	1	12	23	6	3	1	0	0	0	0	47
1800	0	1	1	4	17	9	3	0	0	1	0	0	36
1815	0	0	1	7	15	9	1	0	0	0	0	0	33
1830	0	1	1	6	10	3	0	0	0	0	0	0	21
1845	0	0	1	12	11	4	2	2	0	0	0	0	32
1900	0	2	0	9	8	4	0	0	0	0	0	0	23
1915	0	0	0	2	8	5	2	0	0	0	0	0	17
1930	0	0	4	5	4	1	0	0	0	0	0	0	14
1945	0	0	1	1	8	2	0	0	0	0	0	0	12
2000	0	0	0	5	7	3	0	0	1	0	0	0	16
2015	0	0	0	4	3	0	1	1	0	0	0	0	9
2030	0	0	0	2	5	0	0	0	0	0	0	0	7
2045	0	0	2	4	2	2	1	0	0	0	0	0	11
2100	0	0	0	10	8	5	0	0	0	0	0	0	23
2115	0	0	1	0	3	0	0	0	0	0	0	0	4
2130	0	0	1	3	2	1	0	0	0	0	0	0	7
2145	0	0	1	1	2	2	0	0	0	0	0	0	6
2200	0	0	2	2	4	3	0	1	0	0	0	0	12
2215	0	0	1	1	2	0	0	0	0	0	0	0	4
2230	0	0	0	2	1	2	0	0	0	0	0	0	5
2245	0	0	0	1	0	0	0	0	0	0	0	0	1
2300	0	1	1	2	0	1	0	0	0	0	0	0	5
2315	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	2	1	1	0	0	0	0	0	4
2345	0	1	1	1	3	1	0	0	0	0	0	0	7
2400	0	0	1	2	1	0	0	0	0	0	0	0	4
0-24	2	53	294	1950	1664	465	84	18	5	1	0	0	4536

1400	0	2	6	37	52	25	7	0	0	0	0	0	129
1415	0	1	1	33	60	23	6	1	0	0	0	0	125
1430	0	1	5	26	55	32	4	1	0	0	0	0	124
1445	0	0	10	37	60	22	6	0	0	0	0	0	135
1500	0	0	1	25	41	36	8	0	0	0	0	0	111
1515	0	0	5	50	74	21	6	1	0	0	0	0	157
1530	0	0	1	43	62	29	1	0	0	0	0	0	136
1545	0	2	7	32	60	26	3	0	0	0	0	0	130
1600	0	0	0	24	59	32	8	0	0	0	0	0	123
1615	0	0	1	41	74	27	3	2	0	0	0	0	148
1630	0	1	0	27	61	45	7	0	0	0	0	0	141
1645	0	1	3	17	71	57	6	1	1	0	0	0	157
1700	0	2	2	39	57	27	8	2	0	0	0	0	137
1715	0	1	3	43	62	24	4	3	0	0	0	0	140
1730	0	1	2	23	59	23	2	0	0	0	0	0	110
1745	0	2	3	22	57	26	3	1	0	0	0	0	114
1800	0	3	7	20	28	26	5	0	0	2	0	0	91
1815	0	1	0	17	50	14	5	0	0	0	0	0	87
1830	0	1	2	6	24	25	9	2	0	0	0	0	69
1845	0	1	2	12	17	28	10	4	0	0	0	0	74
1900	0	0	0	2	21	23	8	1	0	0	0	0	55
1915	0	1	0	8	23	17	7	3	0	0	0	0	59
1930	0	2	0	6	13	13	1	5	1	0	0	0	41
1945	0	0	0	4	10	7	2	0	1	0	0	0	24
2000	0	0	0	3	2	5	0	0	1	1	1	0	13
2015	0	0	1	1	11	14	2	1	0	0	0	0	30
2030	0	0	1	3	5	13	1	1	0	0	0	0	24
2045	0	0	1	3	4	6	2	0	1	0	0	0	17
2100	0	0	1	1	4	5	2	1	0	0	0	0	14
2115	0	1	0	10	19	12	1	1	0	0	0	0	44
2130	0	0	0	0	1	4	1	0	0	0	0	0	6
2145	0	0	0	1	2	3	1	0	0	0	0	0	7
2200	0	0	0	7	3	8	2	1	0	0	0	0	21
2215	0	0	0	8	7	3	3	0	0	0	0	0	21
2230	0	0	0	3	4	2	1	1	0	0	0	0	11
2245	0	0	0	0	3	3	0	1	0	0	0	0	7
2300	0	0	0	1	2	1	0	0	0	0	0	0	4
2315	0	0	0	0	1	3	0	1	0	1	0	0	6
2330	0	0	0	0	3	1	0	0	0	0	0	0	4
2345	0	0	0	1	4	1	0	0	0	0	0	0	6
2400	0	0	0	3	2	0	0	0	0	0	0	0	5
0-24	2	54	177	1323	2414	1348	260	51	7	4	1	0	5641

0845	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19
0900	25	2	0	0	0	0	0	0	0	0	0	0	0	0	27
0915	24	1	0	0	0	0	0	0	1	0	0	0	0	0	26
0930	26	2	0	0	0	0	0	0	0	0	0	0	0	0	28
0945	31	4	0	0	0	0	0	0	0	0	0	0	0	0	35
1000	57	1	0	0	0	0	0	0	0	0	0	0	0	0	58
1015	57	2	0	0	0	0	0	0	0	0	0	0	0	0	59
1030	58	1	0	0	0	0	0	0	0	0	0	0	0	0	59
1045	47	2	0	0	0	0	0	0	0	0	0	0	0	0	49
1100	50	2	0	0	0	0	0	0	0	0	0	0	0	0	52
1115	58	3	0	0	0	0	0	0	0	0	0	1	0	0	62
1130	53	1	0	0	0	0	0	0	0	0	0	0	0	0	54
1145	50	4	0	0	0	0	0	0	0	0	0	0	0	0	54
1200	56	2	0	1	0	0	0	0	0	0	0	0	0	0	59
1215	49	5	0	0	0	0	0	0	0	0	0	0	0	0	54
1230	41	2	0	0	0	0	0	0	0	0	0	0	0	0	43
1245	44	2	0	0	0	0	0	0	0	0	0	1	0	0	47
1300	55	5	0	1	0	0	0	0	0	1	0	0	0	0	62
1315	41	5	0	0	0	0	0	0	0	0	0	1	0	0	47
1330	46	2	0	0	1	0	0	0	1	0	0	0	0	0	50
1345	48	1	0	0	0	0	0	0	0	0	0	0	0	0	49
1400	45	3	0	1	0	0	0	0	0	0	0	0	0	0	49
1415	55	5	0	0	0	0	0	1	0	0	0	0	0	0	61
1430	56	3	0	0	0	0	0	0	1	0	0	0	0	0	60
1445	38	1	0	0	0	0	0	0	0	0	0	0	0	0	39
1500	48	2	0	0	0	0	0	0	0	0	0	0	0	0	50
1515	36	3	0	0	0	0	0	0	0	0	0	1	0	0	40
1530	36	3	0	0	1	0	0	0	1	0	0	0	0	0	41
1545	28	2	0	0	0	0	0	0	1	0	0	0	0	0	31
1600	17	1	0	0	0	0	0	0	0	0	0	1	0	0	19
1615	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
1630	10	0	0	0	0	0	0	0	0	1	0	0	0	0	11
1645	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
1700	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
1715	16	0	0	0	0	0	0	0	0	1	0	0	0	0	17
1730	18	1	0	0	0	0	0	0	0	0	0	1	0	0	20
1745	9	2	1	0	0	0	0	0	0	0	0	0	0	0	12
1800	16	0	0	0	0	0	0	0	0	0	0	1	0	0	17
1815	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
1830	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
1845	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
1900	8	0	0	0	0	0	0	0	0	1	0	0	0	0	9
1915	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
1930	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
1945	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
2000	5	0	0	0	0	0	0	0	0	1	0	0	0	0	6
2015	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
2030	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
2045	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
2100	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
2115	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2130	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
2145	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2200	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
2215	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2230	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
2245	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2300	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2315	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2330	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
2345	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2400	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0-24	1673	88	3	3	2	0	0	6	5	0	7	0	0	0	1787

Monday 12th October 2020

Vehicle Class														
Time Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0015	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0030	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0045	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0115	1	0	0	0	0	0	0	0	1	0	0	0	0	2

0845	22	1	0	0	0	0	0	0	0	0	0	0	0	0	23
0900	21	3	0	1	0	0	0	0	0	0	0	0	0	0	25
0915	23	2	0	0	0	0	0	0	0	0	0	0	0	0	25
0930	24	3	0	0	0	0	0	0	0	0	0	0	0	0	27
0945	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
1000	41	6	0	0	2	0	0	0	0	0	0	0	0	0	49
1015	44	3	0	0	0	0	0	0	0	0	0	0	0	0	47
1030	48	5	0	0	0	0	0	0	0	0	0	0	0	0	53
1045	67	1	0	1	0	0	0	0	0	0	0	0	0	0	69
1100	86	4	0	1	0	0	0	0	0	0	0	0	0	0	91
1115	88	5	0	0	0	0	0	0	0	0	0	0	0	0	93
1130	73	4	0	0	0	0	0	0	0	1	0	0	0	0	78
1145	98	5	0	0	0	0	0	0	0	0	0	0	0	0	103
1200	62	3	0	0	0	0	0	0	0	1	0	0	0	0	66
1215	82	3	0	1	0	0	0	0	0	0	0	0	0	0	86
1230	71	5	0	0	0	0	0	0	0	0	0	0	0	0	76
1245	60	3	0	0	0	0	0	0	0	0	0	0	0	0	63
1300	66	6	0	0	1	0	0	0	0	0	0	0	0	0	73
1315	62	1	0	0	0	0	0	0	0	1	0	0	0	0	64
1330	73	5	0	0	0	0	0	0	0	0	0	0	0	0	78
1345	74	4	0	0	0	0	0	0	0	0	0	0	0	0	78
1400	64	6	0	0	0	0	0	0	0	0	0	0	0	0	70
1415	63	2	0	0	1	0	0	0	0	0	0	0	0	0	66
1430	78	3	0	1	0	0	0	0	0	0	0	0	0	0	82
1445	85	0	0	0	0	0	0	0	0	0	0	0	0	0	85
1500	89	4	0	0	0	0	0	0	0	0	0	0	0	0	93
1515	74	2	0	0	0	0	0	0	0	0	0	0	0	0	76
1530	67	2	0	0	0	0	0	0	0	0	0	0	0	0	69
1545	63	5	0	0	0	0	0	0	0	0	0	0	0	0	68
1600	66	2	0	0	0	0	0	0	0	0	0	0	0	0	68
1615	72	2	0	0	0	0	0	0	0	0	0	0	0	0	74
1630	23	1	0	0	0	0	0	0	0	0	0	0	0	0	24
1645	33	0	0	1	0	0	0	1	0	0	0	0	0	0	35
1700	19	2	0	0	0	0	0	0	0	0	0	0	0	0	21
1715	28	0	0	0	0	0	0	0	0	0	0	0	0	0	28
1730	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
1745	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
1800	17	1	0	0	0	0	0	0	0	0	0	1	0	0	19
1815	15	4	0	0	0	0	0	0	0	0	0	0	0	0	19
1830	25	1	0	0	0	0	0	0	0	0	0	0	0	0	26
1845	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
1900	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
1915	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17
1930	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
1945	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
2000	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
2015	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
2030	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
2045	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
2100	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
2115	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2130	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2145	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
2200	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2215	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2230	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2245	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
2300	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2315	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2330	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
2345	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2400	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0-24	2363	125	0	6	5	0	0	1	4	0	4	0	0	0	2508

0130	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0145	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0215	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0345	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0400	2	1	0	0	0	0	0	0	0	0	0	0	0	3
0415	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0430	5	0	0	0	0	0	0	0	0	0	0	0	0	5
0445	10	2	0	0	0	0	0	0	0	0	0	0	0	12
0500	4	0	0	0	0	0	0	0	0	0	0	0	0	4
0515	8	3	0	0	0	0	0	0	0	0	0	0	0	11
0530	17	2	0	0	0	0	0	0	0	0	0	0	0	19
0545	44	1	0	0	0	0	0	0	0	0	0	0	0	45
0600	57	3	0	0	0	0	0	0	0	0	0	0	0	60
0615	31	5	0	0	0	0	0	0	0	0	0	1	0	37
0630	41	6	0	0	0	0	0	0	0	0	0	0	0	47
0645	52	9	0	1	0	0	0	0	0	0	0	0	0	62
0700	81	15	0	1	0	0	0	0	0	0	0	0	0	97
0715	77	13	0	0	0	0	0	0	1	0	0	1	0	92
0730	135	21	0	0	0	0	0	1	0	0	0	0	0	157
0745	122	14	0	1	0	0	0	2	0	0	0	1	0	140
0800	139	21	0	0	0	0	0	0	0	0	0	0	0	160
0815	118	22	0	0	0	0	0	2	0	0	0	1	0	143
0830	114	16	1	0	0	0	0	1	0	0	0	0	0	132
0845	92	15	0	0	1	0	0	0	0	0	0	0	0	108
0900	124	15	0	0	0	0	1	2	1	0	0	0	0	143
0915	72	12	0	0	2	0	0	1	0	0	0	2	0	89
0930	69	11	0	2	1	0	0	0	0	0	0	0	0	83
0945	57	15	0	0	0	0	0	2	1	0	0	2	0	77
1000	74	10	0	0	0	0	0	0	0	0	0	1	0	85
1015	54	5	0	0	2	0	0	0	1	0	0	1	0	63
1030	62	12	0	1	1	0	0	1	0	0	0	0	0	77
1045	62	9	0	2	0	0	0	0	0	0	0	0	0	73
1100	63	12	0	0	0	0	0	0	0	0	0	0	0	75
1115	44	17	1	0	0	0	0	1	0	0	0	0	0	63
1130	70	13	0	2	0	0	0	1	0	0	0	0	0	86
1145	51	15	2	0	0	0	0	2	0	0	1	0	0	71
1200	58	13	0	0	1	0	0	0	0	0	0	1	0	73
1215	69	6	0	0	1	0	0	0	0	0	0	0	0	76
1230	47	11	0	0	0	0	0	0	0	0	0	0	0	58
1245	63	13	0	0	0	0	0	0	0	0	0	3	0	79
1300	71	11	0	0	2	0	0	0	0	0	0	0	0	84
1315	52	10	1	1	0	0	0	0	0	0	0	1	0	65
1330	67	10	5	2	0	0	0	1	0	0	0	0	0	85
1345	83	12	0	0	0	0	0	0	1	0	0	1	0	97
1400	83	18	2	0	1	0	0	0	0	0	0	1	0	105
1415	67	12	1	1	0	0	0	1	1	0	1	0	0	84
1430	52	10	0	0	0	0	0	1	0	0	1	3	0	67
1445	61	14	1	0	0	0	0	0	0	0	0	0	0	76
1500	68	14	0	0	0	0	0	0	0	0	0	0	0	82
1515	54	7	2	0	4	0	0	0	0	0	0	0	0	67
1530	52	23	0	1	3	0	0	0	0	0	2	0	0	81
1545	43	7	1	3	1	0	0	1	1	0	1	1	0	59
1600	45	10	1	2	1	0	0	0	1	0	1	3	0	64
1615	47	12	0	2	0	0	0	1	0	0	0	0	0	62
1630	49	20	0	0	1	0	0	0	1	0	1	1	0	73
1645	39	10	0	0	0	0	0	0	0	0	0	0	0	49
1700	61	5	0	0	0	0	0	1	0	0	0	0	0	67
1715	45	11	0	0	0	0	0	0	0	0	2	0	0	58
1730	44	5	1	0	1	0	0	0	1	0	0	0	0	52
1745	29	5	1	0	0	0	0	0	1	0	0	0	0	36
1800	37	5	0	0	1	0	0	0	0	0	0	0	0	43
1815	32	7	0	0	0	0	0	0	1	0	0	1	0	41
1830	27	4	0	0	0	0	0	0	0	0	0	0	0	31
1845	32	4	0	0	0	0	0	0	1	0	0	1	0	38
1900	34	2	0	1	0	0	0	0	1	0	0	1	0	39
1915	14	1	0	0	0	0	0	0	0	0	0	0	0	15

0130	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0145	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0230	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0245	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0400	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0415	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0430	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0445	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
0500	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0515	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0530	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0545	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
0600	21	5	0	0	1	0	0	0	0	0	0	1	0	0	0	0	28
0615	19	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26
0630	13	3	1	0	0	0	0	0	1	0	0	0	0	0	0	0	18
0645	18	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21
0700	16	13	0	0	2	0	0	0	0	0	0	0	0	1	0	0	32
0715	38	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	48
0730	42	8	0	1	1	0	0	0	0	1	0	0	0	0	0	0	53
0745	49	9	0	0	2	0	0	0	1	0	0	0	0	0	0	0	61
0800	52	26	0	1	0	0	0	0	0	0	0	0	0	2	0	0	81
0815	56	19	0	1	2	0	0	0	0	0	0	0	0	1	0	0	79
0830	51	31	0	1	0	0	0	0	0	0	0	0	0	2	0	0	85
0845	51	18	0	1	1	0	0	0	0	0	0	0	0	0	0	0	71
0900	50	13	0	0	0	0	0	0	1	0	0	0	0	1	0	0	65
0915	54	17	1	1	1	0	1	0	0	0	0	0	0	0	0	0	75
0930	57	9	0	0	0	0	0	0	2	0	0	0	0	0	0	0	68
0945	67	15	1	1	0	0	0	0	0	0	0	0	0	0	0	0	84
1000	54	14	0	1	0	0	0	0	0	2	0	0	0	0	0	0	71
1015	72	10	0	0	1	0	0	0	3	0	0	0	0	2	0	0	88
1030	61	13	3	0	2	0	0	0	0	0	0	0	0	1	0	0	80
1045	73	12	0	0	3	0	1	1	1	0	0	0	0	1	0	0	91
1100	86	13	2	0	1	0	0	0	1	0	0	1	0	0	0	0	104
1115	83	15	0	0	0	0	0	0	1	0	0	0	0	1	0	0	100
1130	65	15	1	0	0	0	0	0	0	0	0	0	0	1	0	0	82
1145	88	20	0	1	0	0	0	0	1	0	0	0	0	0	0	0	110
1200	78	17	3	0	0	0	1	0	0	0	0	1	1	1	0	0	101
1215	113	15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	129
1230	77	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	94
1245	73	11	1	1	1	0	0	0	0	1	0	1	0	0	0	0	89
1300	96	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	110
1315	84	16	0	1	1	0	0	0	0	1	0	1	0	0	0	0	104
1330	84	15	0	2	1	0	0	0	0	0	0	0	0	2	0	0	104
1345	83	9	2	2	0	0	0	0	0	2	0	0	0	1	0	0	99
1400	90	15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	106
1415	122	18	0	0	0	0	0	0	0	0	0	1	0	0	0	0	141
1430	106	19	1	0	0	0	0	0	0	0	0	1	0	0	0	0	127
1445	126	15	2	1	0	0	0	0	0	0	0	0	0	1	0	0	145
1500	90	15	1	1	0	0	0	0	0	0	0	0	0	1	0	0	108
1515	102	17	2	0	0	0	0	0	0	0	0	0	0	1	0	0	122
1530	87	12	0	0	1	0	0	0	1	0	0	0	0	0	0	0	101
1545	93	25	0	0	0	0	0	0	0	0	0	0	0	1	0	0	119
1600	108	19	0	2	0	0	0	0	0	0	0	0	0	0	0	0	129
1615	167	23	0	1	1	0	0	0	0	0	0	0	0	0	0	0	192
1630	139	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	147
1645	135	15	1	0	1	0	0	0	1	0	0	0	0	1	0	0	154
1700	115	5	0	0	0	0	0	0	0	0	0	1	0	0	0	0	121
1715	162	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	169
1730	115	14	0	0	1	0	0	0	1	1	0	0	0	0	0	0	132
1745	111	9	0	0	0	0	0	0	0	2	0	0	0	1	0	0	123
1800	83	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	89
1815	93	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103
1830	68	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	77
1845	60	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63
1900	46	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	51
1915	44	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49

1930	11	1	0	0	0	0	0	0	0	0	0	0	0	12
1945	11	1	0	0	0	0	0	0	0	0	0	0	0	12
2000	5	2	0	0	0	0	0	0	0	0	0	0	0	7
2015	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2030	9	2	0	0	0	0	0	0	0	0	0	0	0	11
2045	1	1	0	0	0	0	0	0	0	0	0	0	0	2
2100	9	1	0	0	0	0	0	0	0	0	0	0	0	10
2115	7	2	0	0	0	0	0	0	0	0	0	0	0	9
2130	6	0	0	0	0	0	0	0	0	0	0	0	0	6
2145	7	0	0	0	0	0	0	0	0	0	0	0	0	7
2200	15	5	0	0	0	0	0	0	0	0	0	0	0	20
2215	8	1	0	0	0	0	0	0	0	0	0	0	0	9
2230	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2245	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2400	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0-24	3599	623	20	23	24	0	1	22	15	0	8	30	0	4365

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Vehicle Class														
Time Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	6	0	0	0	0	0	0	0	0	0	0	0	0	6
0045	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0100	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0115	1	0	0	0	1	0	0	0	0	0	0	0	0	2
0130	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0145	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0200	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0215	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0315	1	0	0	0	0	0	0	0	1	0	0	0	0	2
0330	2	1	0	0	0	0	0	0	0	1	0	0	0	4
0345	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	4
0415	2	2	0	1	0	0	0	0	0	0	0	0	0	5
0430	3	1	0	0	0	0	0	0	0	0	0	0	0	4
0445	9	0	1	0	0	0	0	0	0	0	0	0	0	10
0500	7	0	0	0	0	0	0	0	0	0	0	0	0	7
0515	11	0	0	0	0	0	0	0	0	0	0	0	0	11
0530	18	3	0	0	0	0	0	0	0	0	0	0	0	21
0545	49	3	1	0	0	0	0	0	0	0	0	0	0	53
0600	54	2	0	0	0	0	0	0	1	0	0	0	0	57
0615	36	2	0	0	1	0	0	0	0	0	1	0	0	40
0630	41	3	0	0	0	0	0	0	1	0	0	0	0	45
0645	51	6	0	0	0	0	0	1	0	0	1	0	0	59
0700	93	11	0	0	0	0	0	0	0	0	0	0	0	104
0715	83	17	0	0	0	0	0	0	0	0	0	0	0	100
0730	134	14	0	0	0	0	0	0	0	0	0	0	0	148
0745	127	23	1	0	0	0	0	1	2	0	0	0	0	154
0800	138	12	1	1	0	0	0	0	1	0	1	0	0	154
0815	112	19	0	0	0	0	0	0	0	0	1	0	0	132
0830	116	15	0	0	0	0	0	2	1	0	1	0	0	135
0845	94	8	1	1	1	0	0	1	0	0	0	0	0	106
0900	125	16	1	1	1	0	0	1	0	0	0	0	0	145
0915	73	8	0	1	2	0	0	1	1	0	1	2	0	89
0930	74	11	0	0	1	0	0	0	0	0	1	0	0	87
0945	65	5	0	2	0	0	0	1	0	0	0	0	0	73
1000	64	12	0	1	1	0	0	0	0	0	0	0	0	78
1015	47	13	1	1	0	0	0	0	0	0	1	0	0	63
1030	70	12	0	0	1	0	0	1	0	0	2	0	0	86
1045	71	12	1	2	0	0	0	1	0	0	0	0	0	87
1100	60	15	3	1	0	0	0	0	0	0	2	0	0	81
1115	56	10	0	1	1	0	0	1	0	0	1	0	0	70
1130	63	7	0	0	0	0	0	0	0	0	0	0	0	70
1145	54	8	1	1	0	0	0	0	0	0	2	0	0	66
1200	64	8	0	1	0	0	0	1	0	0	0	0	0	74

1930	30	4	0	0	0	0	0	0	0	0	0	0	0	34
1945	27	0	0	0	0	0	0	0	0	0	0	0	0	27
2000	28	7	0	0	0	0	0	0	0	0	0	0	0	35
2015	26	1	0	0	0	0	0	0	0	0	0	0	0	27
2030	16	0	0	0	0	0	0	0	0	0	0	0	0	16
2045	9	0	0	0	0	0	0	0	0	0	0	0	0	9
2100	8	2	0	0	0	0	0	0	0	0	0	0	0	10
2115	10	0	0	1	0	0	0	0	0	0	0	0	0	11
2130	11	0	0	0	0	0	0	0	0	0	0	0	0	11
2145	11	2	0	0	0	0	0	0	0	0	0	0	0	13
2200	12	3	0	0	0	0	0	0	0	0	0	0	0	15
2215	58	1	0	0	0	0	0	0	0	0	0	0	0	59
2230	9	0	0	0	0	0	0	0	0	0	0	0	0	9
2245	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2300	6	0	0	0	0	0	0	0	0	0	0	0	0	6
2315	6	1	0	0	0	0	0	0	0	0	0	0	0	7
2330	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2345	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2400	1	2	0	0	0	0	0	0	0	0	0	0	0	3
0-24	4527	727	25	21	26	0	3	15	12	0	8	26	0	5390

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Vehicle Class														
Time Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0015	7	0	0	0	0	0	0	0	0	0	0	0	0	7
0030	5	0	0	0	0	0	0	0	0	0	0	0	0	5
0045	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0100	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0115	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0130	3	2	0	0	0	0	0	0	0	0	0	0	0	5
0145	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0330	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0345	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0430	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0445	2	0	0	0	0	0	0	0	1	0	0	0	0	3
0500	5	1	0	0	0	0	0	0	0	0	0	0	0	6
0515	5	0	0	0	0	0	0	0	1	0	0	0	0	6
0530	5	0	0	0	0	0	0	0	1	0	0	0	0	6
0545	16	2	0	0	0	0	0	0	0	0	0	0	0	18
0600	18	2	0	0	1	0	0	0	0	0	0	0	0	21
0615	21	5	0	0	0	0	0	0	1	0	0	0	0	27
0630	24	0	0	1	1	0	0	0	2	0	0	1	0	29
0645	22	3	1	0	0	0	0	0	0	0	0	0	0	26
0700	26	6	2	0	0	0	0	0	0	0	0	0	0	34
0715	47	5	1	0	0	0	0	0	0	0	0	0	0	53
0730	38	19	0	0	1	0	0	0	0	0	0	0	0	58
0745	63	7	0	1	0	0	0	0	1	0	0	0	0	72
0800	54	14	0	0	2	0	0	0	0	0	0	0	0	70
0815	45	19	0	1	1	0	0	0	0	0	0	0	0	66
0830	50	25	0	0	3	0	0	0	0	0	0	0	0	78
0845	44	12	0	0	2	0	0	0	1	0	0	0	0	59
0900	58	18	0	0	0	0	0	0	0	0	0	0	0	76
0915	58	10	0	1	0	0	0	1	0	0	0	1	0	71
0930	47	12	0	1	1	0	0	0	0	0	0	0	0	61
0945	68	15	0	1	0	0	0	0	0	0	1	1	0	86
1000	62	13	0	0	0	0	0	1	1	0	0	0	0	77
1015	66	13	0	1	0	0	0	0	0	0	0	1	0	81
1030	68	13	1	0	0	0	0	0	0	0	0	1	0	83
1045	79	14	0	0	0	0	0	0	0	0	0	2	0	95
1100	65	18	0	1	0	0	0	0	0	0	0	0	0	84
1115	99	14	0	1	0	0	0	1	0	0	0	1	0	116
1130	83	15	2	1	0	0	0	1	0	0	0	2	0	104
1145	83	17	1	0	0	0	0	0	0	0	0	0	0	101
1200	99	13	0	1	0	0	0	0	0	0	0	2	0	115

0500	4	1	0	0	0	0	0	0	0	0	0	0	0	5
0515	10	0	0	0	0	0	0	0	0	1	0	0	0	11
0530	17	5	0	0	0	0	0	0	0	0	0	0	0	22
0545	45	4	0	0	0	0	0	0	0	0	0	0	0	49
0600	57	1	0	0	0	0	0	0	0	1	1	0	0	61
0615	26	3	0	0	0	0	0	0	0	0	0	0	0	29
0630	42	8	0	0	0	0	0	0	0	0	0	1	0	51
0645	57	8	0	0	0	0	0	0	1	0	0	0	0	66
0700	83	9	0	0	0	0	0	0	1	0	0	0	0	93
0715	93	20	0	0	0	0	0	0	0	0	0	2	0	115
0730	120	15	0	0	0	0	0	0	0	0	0	0	1	136
0745	117	26	0	1	0	0	0	0	1	0	0	2	1	148
0800	135	17	1	0	0	0	0	0	2	0	0	0	0	155
0815	98	23	0	2	0	0	0	0	0	0	0	0	0	123
0830	110	14	1	1	0	0	0	0	0	0	0	0	1	127
0845	96	11	0	0	0	0	0	0	0	1	0	0	3	111
0900	107	21	1	0	0	0	0	0	0	1	0	0	0	130
0915	79	13	1	0	0	0	0	0	1	0	0	1	0	95
0930	82	18	0	1	0	0	0	0	0	0	0	0	0	101
0945	71	8	1	0	0	0	0	0	0	0	0	0	0	80
1000	67	6	0	3	1	0	0	0	1	0	0	0	1	79
1015	54	11	0	0	1	0	0	0	0	0	0	0	0	66
1030	68	11	1	0	0	0	0	0	0	2	0	0	1	83
1045	59	17	1	0	0	0	0	0	0	0	0	0	2	79
1100	56	13	1	0	0	0	0	0	0	0	0	0	2	72
1115	72	5	1	1	0	0	0	0	0	0	0	0	0	79
1130	68	13	0	1	0	0	1	1	0	0	0	0	0	84
1145	49	15	0	0	0	0	0	0	0	0	0	0	1	65
1200	58	10	1	0	0	0	0	0	0	0	0	0	0	69
1215	57	8	0	0	0	0	0	0	0	0	0	1	0	66
1230	51	6	1	0	0	0	0	0	0	0	0	0	1	59
1245	59	10	0	1	0	0	0	1	0	0	1	2	0	74
1300	110	17	3	0	0	0	0	0	0	0	0	0	1	131
1315	77	12	1	0	0	0	0	0	0	0	0	0	0	90
1330	55	12	1	0	0	0	0	1	0	0	0	0	1	70
1345	76	13	1	0	1	0	0	0	0	0	0	0	2	93
1400	78	10	1	0	1	0	0	1	0	0	0	0	2	93
1415	55	13	2	1	0	0	0	0	0	0	0	0	0	71
1430	64	9	4	0	0	0	0	0	0	1	0	0	0	78
1445	58	10	2	0	0	0	0	0	0	0	0	1	0	71
1500	56	15	4	0	0	0	0	0	0	0	0	0	0	75
1515	43	12	1	1	1	0	0	1	1	0	0	0	0	60
1530	48	16	0	0	1	0	0	0	0	0	0	0	0	65
1545	50	9	1	1	0	0	0	2	0	0	0	0	1	64
1600	51	9	0	2	2	0	0	0	0	0	0	0	0	64
1615	51	10	0	0	0	0	0	0	0	0	0	1	1	63
1630	49	18	3	0	3	0	0	0	0	1	0	1	0	75
1645	43	17	0	1	1	0	0	0	0	0	0	0	0	62
1700	46	11	0	0	1	0	0	0	0	0	0	0	1	59
1715	45	7	0	1	0	0	0	0	0	0	0	0	0	53
1730	38	3	0	0	1	0	0	0	0	0	0	0	0	42
1745	36	2	0	0	0	0	0	0	0	0	0	1	1	40
1800	39	6	0	0	0	0	0	0	0	0	0	0	0	45
1815	25	4	0	0	0	0	0	0	1	1	0	0	0	31
1830	31	5	0	0	0	0	0	0	1	2	0	1	0	40
1845	29	1	0	0	0	0	0	0	0	0	0	0	0	30
1900	23	2	0	0	0	0	0	0	0	2	0	1	0	28
1915	22	1	0	0	0	0	0	0	0	0	0	0	1	24
1930	17	0	0	0	0	0	0	0	0	0	0	0	0	17
1945	18	5	0	0	0	0	0	0	2	1	0	0	0	26
2000	12	0	0	0	0	0	0	0	0	0	0	0	0	12
2015	6	0	0	0	0	0	0	0	0	0	0	0	0	6
2030	7	1	0	0	0	0	0	0	0	0	0	1	0	9
2045	9	1	0	0	0	0	0	0	0	0	0	0	0	10
2100	9	0	0	0	0	0	0	0	0	0	0	0	0	9
2115	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2130	9	0	0	0	0	0	0	0	0	0	0	0	0	9
2145	12	1	0	0	0	0	0	0	0	0	0	0	0	13
2200	22	1	0	0	0	0	0	0	0	0	0	0	0	23
2215	6	1	0	0	0	0	0	0	0	0	0	0	0	7
2230	6	0	0	0	0	0	0	0	0	0	0	0	0	6
2245	5	0	0	0	0	0	0	0	0	0	0	0	0	5

0500	2	1	0	0	0	0	0	0	0	0	0	0	0	3
0515	5	2	0	0	0	0	0	0	0	0	0	0	0	7
0530	6	0	0	0	0	0	0	0	0	0	1	0	0	7
0545	18	2	0	0	0	0	0	0	0	0	0	0	0	20
0600	17	4	0	0	0	0	0	0	0	0	0	0	0	21
0615	22	8	0	0	0	0	0	0	0	0	0	0	0	30
0630	11	4	1	0	0	0	0	0	0	0	0	0	0	16
0645	24	5	0	0	0	0	0	0	0	0	0	0	0	29
0700	20	6	2	1	0	0	0	0	0	0	0	0	0	29
0715	37	10	1	0	2	0	0	0	1	0	0	0	0	51
0730	35	13	0	6	2	0	0	0	0	0	1	1	0	58
0745	36	13	1	2	1	0	0	0	2	0	0	0	0	55
0800	51	17	0	1	0	0	0	0	0	0	0	2	0	71
0815	52	23	0	0	1	0	0	1	0	0	2	1	0	80
0830	45	22	0	1	0	0	0	0	0	0	0	0	0	68
0845	55	20	2	0	1	0	0	1	0	0	0	0	0	79
0900	64	20	0	3	1	0	0	0	0	0	0	1	0	89
0915	56	18	0	0	0	0	0	0	0	0	0	2	0	76
0930	59	10	0	0	0	0	0	0	2	0	0	0	0	71
0945	73	21	0	0	0	0	0	0	0	0	0	1	0	95
1000	58	11	2	0	0	0	0	0	1	0	0	0	0	72
1015	75	17	0	1	0	0	0	0	0	0	0	0	0	93
1030	78	20	1	0	1	0	0	2	0	0	0	1	0	103
1045	69	16	0	1	0	0	0	0	0	0	0	0	0	86
1100	71	16	0	0	1	0	0	0	0	0	1	1	0	90
1115	82	17	1	0	1	0	0	0	0	0	0	1	0	102
1130	76	13	1	0	0	0	0	0	0	0	0	1	0	91
1145	81	10	0	0	0	0	0	0	0	0	0	2	0	93
1200	80	11	2	0	1	0	1	0	1	0	0	2	0	98
1215	87	14	1	0	0	0	0	0	0	0	0	1	0	103
1230	80	17	1	1	0	0	0	0	4	0	0	0	0	103
1245	89	10	1	0	0	0	0	1	0	0	0	0	0	101
1300	70	14	0	0	0	0	0	0	1	0	0	2	0	87
1315	103	17	1	1	0	0	0	0	0	0	0	0	0	122
1330	88	10	2	0	0	0	0	0	1	0	0	1	0	102
1345	82	10	1	0	0	0	0	1	0	0	0	0	0	94
1400	106	21	0	1	0	0	0	0	0	0	0	3	0	131
1415	128	12	0	0	0	0	0	0	0	0	1	2	0	143
1430	96	11	0	0	0	0	0	0	1	0	0	0	0	108
1445	132	15	1	0	0	0	0	0	1	0	0	0	0	149
1500	87	13	2	0	0	0	0	0	0	0	0	0	0	102
1515	105	16	0	1	0	0	0	0	0	0	0	0	0	122
1530	100	13	0	0	1	0	0	0	0	0	1	4	0	119
1545	75	17	1	1	0	0	0	0	1	0	0	1	0	96
1600	94	13	0	1	0	0	0	1	0	0	0	2	0	111
1615	159	16	0	0	0	0	0	1	1	0	1	0	0	178
1630	148	6	0	0	0	0	0	0	0	0	0	0	0	154
1645	138	18	0	0	0	0	0	0	0	0	0	0	0	156
1700	97	8	0	0	0	0	0	0	0	0	0	0	0	105
1715	167	8	0	1	1	0	0	1	0	0	0	0	0	178
1730	106	4	0	1	0	0	0	0	0	0	0	0	0	111
1745	112	5	0	0	0	0	0	0	1	0	0	0	0	118
1800	106	3	0	0	1	0	0	0	1	0	1	1	0	113
1815	75	4	0	0	0	0	0	0	0	0	0	0	0	79
1830	58	5	0	0	0	0	0	0	0	0	0	0	0	63
1845	57	4	0	0	0	0	0	0	1	1	0	0	0	63
1900	44	2	0	0	0	0	0	0	0	0	0	0	0	46
1915	46	7	0	0	0	0	0	0	1	0	1	0	0	55
1930	40	2	0	0	0	0	0	0	1	0	0	0	0	43
1945	34	1	0	0	0	0	0	0	0	0	0	0	0	35
2000	22	4	0	0	0	0	0	0	0	0	0	0	0	26
2015	25	4	0	0	0	0	0	1	0	0	0	0	0	30
2030	13	1	0	0	0	0	0	0	0	0	0	0	0	14
2045	10	3	0	0	0	0	0	0	0	0	0	0	0	13
2100	17	2	0	0	0	0	0	0	0	0	0	0	0	19
2115	12	1	0	0	0	0	0	0	0	0	0	0	0	13
2130	14	0	0	0	0	0	0	0	0	0	0	0	0	14
2145	16	0	0	0	0	0	0	0	0	0	0	0	0	16
2200	21	0	0	0	0	0	0	0	0	0	0	0	0	21
2215	52	1	0	0	0	0	0	0	0	0	0	0	0	53
2230	17	0	0	0	0	0	0	0	0	0	0	0	0	17
2245	9	0	0	0	0	0	0	0	0	0	0	0	0	9

2300	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2345	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2400	4	0	0	0	0	0	0	0	0	0	0	0	0	4
0-24	3666	611	36	21	15	0	1	19	17	0	15	28	0	4429

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	Vehicle Class													
Time Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0015	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0030	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0045	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0100	4	0	0	0	0	0	0	0	0	0	0	0	0	4
0115	2	0	0	0	0	0	0	0	1	0	0	0	0	3
0130	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	3	0	0	0	0	0	0	0	0	0	0	1	0	4
0300	0	1	0	1	0	0	0	0	0	0	0	0	0	2
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0345	5	0	0	0	0	0	0	0	1	0	0	0	0	6
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0415	3	3	0	0	0	0	0	0	0	0	0	0	0	6
0430	6	0	0	0	0	0	0	0	0	0	0	0	0	6
0445	7	0	0	0	0	0	0	0	0	0	0	0	0	7
0500	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0515	11	0	0	0	0	0	0	0	1	0	1	0	0	13
0530	21	1	0	0	0	0	0	0	0	0	0	0	0	22
0545	43	2	0	0	0	0	0	0	2	0	0	0	0	47
0600	47	2	0	0	0	0	0	1	0	0	0	0	0	50
0615	35	2	0	0	0	0	0	0	1	0	1	0	0	39
0630	41	4	0	0	0	0	0	0	0	0	0	0	0	45
0645	63	12	0	0	0	0	0	0	1	0	0	1	0	77
0700	80	12	0	0	0	0	0	0	0	0	0	0	0	92
0715	84	15	0	0	0	0	0	0	0	0	0	0	0	99
0730	144	16	0	0	0	0	0	0	0	0	0	0	0	160
0745	136	27	1	0	0	0	0	1	1	0	0	0	0	166
0800	140	15	0	1	0	0	0	0	1	0	0	1	0	158
0815	115	16	0	0	0	0	0	0	0	0	0	1	0	132
0830	124	15	0	0	0	0	0	1	1	0	0	1	0	142
0845	99	12	1	1	1	0	1	1	0	0	0	0	0	116
0900	116	15	1	1	1	0	0	1	0	0	0	0	0	135
0915	75	11	0	1	3	0	0	1	1	0	1	1	0	94
0930	73	11	0	0	0	1	0	0	0	0	0	1	0	86
0945	72	7	0	3	0	0	0	1	0	0	0	0	0	83
1000	57	9	0	1	1	0	0	0	0	0	0	0	0	68
1015	47	14	1	1	0	0	0	0	0	0	0	1	0	64
1030	64	8	0	0	1	0	0	1	0	0	0	2	0	76
1045	68	9	1	2	0	0	0	1	0	0	0	0	0	81
1100	52	15	3	1	0	0	0	0	0	0	0	2	0	73
1115	59	10	0	1	1	0	0	1	0	0	0	1	0	73
1130	67	9	0	0	0	0	0	0	0	0	0	0	0	76
1145	48	6	1	1	0	0	0	0	0	0	0	2	0	58
1200	56	12	0	1	0	0	0	1	0	0	0	0	0	70
1215	56	12	0	0	0	0	0	1	0	0	0	0	0	69
1230	59	19	1	1	1	0	0	0	1	0	0	0	0	82
1245	56	5	0	1	0	0	0	0	0	0	1	0	0	63
1300	58	13	0	0	0	0	0	0	1	0	1	0	0	73
1315	64	13	4	0	1	0	0	0	0	0	0	0	0	82
1330	66	10	0	1	0	0	0	0	0	0	0	1	0	78
1345	73	15	3	0	1	0	0	0	1	0	1	3	0	97
1400	73	12	2	0	1	0	0	0	0	0	0	0	0	88
1415	54	5	3	1	1	0	0	0	0	0	0	0	0	64
1430	58	10	1	0	0	0	0	0	0	0	0	1	0	70
1445	59	14	3	0	4	0	1	0	1	0	0	0	0	82
1500	60	17	0	3	1	0	0	1	1	1	0	0	0	84
1515	46	11	0	0	0	0	0	0	4	0	0	1	0	62
1530	55	10	1	0	0	0	0	0	0	1	0	0	0	67

2300	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2315	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2330	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2345	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2400	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0-24	4570	684	25	25	15	0	1	11	22	0	11	33	0	5397

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	Vehicle Class													
Time Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0015	10	0	0	0	0	0	0	0	0	0	0	0	0	10
0030	7	0	0	0	0	0	0	0	0	0	0	0	0	7
0045	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0100	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130	8	1	0	0	0	0	0	0	0	0	0	0	0	9
0145	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0215	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0300	4	0	0	0	0	0	0	0	0	0	0	0	0	4
0315	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0330	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0345	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0400	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0415	2	1	0	0	0	0	0	0	0	0	0	0	0	3
0430	5	0	0	0	0	0	0	0	0	0	0	0	0	5
0445	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0500	3	1	0	0	0	0	0	0	0	0	0	0	0	4
0515	7	1	0	0	0	0	0	0	0	0	0	0	0	8
0530	8	0	0	0	0	0	0	0	0	0	0	0	0	8
0545	14	1	0	0	0	0	0	0	0	0	0	0	0	15
0600	18	3	1	0	0	0	0	0	0	0	0	0	0	22
0615	23	5	0	0	0	0	0	0	0	0	0	0	0	28
0630	16	6	0	1	0	0	0	0	0	0	0	0	0	23
0645	21	3	0	0	2	0	0	0	0	0	0	0	0	26
0700	25	6	1	1	0	0	0	0	0	0	0	0	0	33
0715	41	3	1	0	0	0	0	0	0	0	0	0	0	45
0730	44	18	0	0	1	0	0	0	0	0	0	0	0	63
0745	57	4	0	1	0	0	0	0	1	0	0	0	0	63
0800	53	13	0	0	2	0	0	0	0	0	0	0	0	68
0815	41	17	0	1	1	0	0	0	0	0	0	0	0	60
0830	50	27	0	0	2	0	0	0	0	0	0	0	0	79
0845	40	8	0	0	2	0	0	0	1	0	0	0	0	51
0900	60	17	0	0	0	0	0	0	0	0	0	0	0	77
0915	64	10	0	1	0	0	0	1	0	0	0	1	0	77
0930	55	13	0	1	1	0	0	0	0	0	0	0	0	70
0945	69	19	0	1	0	0	0	0	0	0	1	1	0	91
1000	64	15	0	0	0	0	0	1	1	0	0	0	0	81
1015	59	11	0	1	0	0	0	0	0	0	0	1	0	72
1030	76	11	1	0	0	0	0	0	0	0	0	1	0	89
1045	80	15	0	0	0	0	0	0	0	0	0	2	0	97
1100	69	15	0	1	0	0	0	0	0	0	0	0	0	85
1115	111	11	0	1	0	0	0	1	0	0	0	1	0	125
1130	86	17	3	1	0	0	0	1	0	0	0	2	0	110
1145	79	13	1	0	0	0	0	0	0	0	0	0	0	93
1200	112	17	0	1	0	0	0	0	0	0	0	2	0	132
1215	79	14	1	0	0	0	0	0	0	0	0	3	0	97
1230	92	4	1	0	0	0	0	0	0	0	0	0	0	97
1245	95	14	1	1	0	0	0	0	0	0	0	0	0	111
1300	90	10	1	1	0	0	0	0	0	0	0	0	0	102
1315	73	20	0	2	0	0	0	0	0	0	0	1	0	96
1330	89	18	1	0	1	0	0	0	0	0	0	0	0	109
1345	102	16	1	0	0	0	0	0	0	0	0	1	0	120
1400	84	9	0	0	1	0	0	1	0	0	0	2	0	97
1415	111	12	3	0	0	0	0	0	0	0	0	1	0	127
1430	97	16	1	0	0	0	0	0	0	0	1	0	0	115
1445	127	13	0	1	1	0	0	0	0	0	0	1	0	143
1500	82	27	1	0	0	0	0	1	1	0	0	1	0	113
1515	80	13	1	0	0	0	0	0	1	0	0	1	0	96
1530	116	10	0	0	1	0	0	0	0	0	0	1	0	128

1545	60	7	1	1	1	0	0	0	0	0	1	1	0	72
1600	55	13	0	3	0	0	0	0	0	0	0	0	0	71
1615	54	14	0	1	0	0	0	0	1	0	0	0	0	70
1630	35	11	3	3	1	0	0	0	0	0	0	0	0	53
1645	27	16	0	0	1	0	0	0	0	0	1	0	0	45
1700	57	5	1	0	0	0	0	0	0	0	0	0	0	63
1715	43	7	0	0	0	0	0	0	0	0	0	0	0	50
1730	44	7	0	1	1	0	0	0	0	0	0	0	0	53
1745	46	5	0	0	0	0	0	0	0	0	1	0	0	52
1800	28	10	0	0	0	0	0	0	0	0	0	0	0	38
1815	30	1	0	0	0	0	0	0	0	0	0	1	0	32
1830	14	5	0	0	0	0	0	0	0	0	2	0	0	21
1845	30	1	0	0	0	0	0	0	0	0	0	0	0	31
1900	24	1	0	0	0	0	0	0	0	0	0	0	0	25
1915	10	1	0	0	0	0	0	0	0	0	0	0	0	11
1930	21	2	0	0	0	0	0	0	0	0	0	0	0	23
1945	9	1	0	0	0	0	0	0	0	0	0	0	0	10
2000	3	1	0	0	0	0	0	0	0	0	0	0	0	4
2015	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2030	7	0	0	0	0	0	0	0	0	0	0	1	0	8
2045	12	0	0	0	0	0	0	0	0	0	0	0	0	12
2100	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2115	8	1	0	0	0	0	0	0	0	0	0	0	0	9
2130	9	0	0	0	0	0	0	0	0	0	0	0	0	9
2145	7	0	0	0	0	0	0	0	0	0	0	0	0	7
2200	19	1	0	0	0	0	0	0	0	0	0	0	0	20
2215	6	0	0	0	0	0	0	0	1	0	0	0	0	7
2230	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2245	7	0	0	0	0	0	0	0	0	0	1	0	0	8
2300	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2315	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2330	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2345	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2400	8	0	0	0	0	0	0	0	0	0	0	0	0	8
0-24	3616	568	32	32	23	0	2	13	22	2	12	24	0	4346

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Vehicle Class														
Time Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030	8	0	0	0	0	0	0	0	0	0	0	0	0	8
0045	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0100	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0115	1	0	0	0	1	0	0	0	0	0	0	0	0	2
0130	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0145	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0200	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0215	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0315	1	0	0	0	0	0	0	0	1	0	0	0	0	2
0330	3	1	0	0	0	0	0	0	0	0	1	0	0	5
0345	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0400	1	2	0	0	0	0	0	0	0	0	0	0	0	3
0415	1	1	0	1	0	0	0	0	0	0	0	0	0	3
0430	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0445	11	0	1	0	0	0	0	0	0	0	0	0	0	12
0500	5	0	0	0	0	0	0	0	0	0	0	0	0	5
0515	14	0	0	0	0	0	0	0	0	0	0	0	0	14
0530	23	4	0	0	0	0	0	0	0	0	0	0	0	27
0545	57	2	1	0	0	0	0	0	0	0	0	0	0	60
0600	60	2	0	0	0	1	0	0	1	0	0	0	0	64
0615	40	3	0	0	0	0	0	0	0	0	1	0	0	44
0630	34	2	0	0	0	0	0	0	1	0	0	0	0	37
0645	57	6	0	0	0	0	0	1	0	0	1	0	0	65
0700	96	11	0	0	0	0	0	0	0	0	0	0	0	107
0715	91	12	0	0	0	0	0	0	0	0	0	0	0	103
0730	138	10	0	0	0	0	0	0	0	0	0	0	0	148
0745	122	20	1	0	0	0	0	1	1	0	0	0	0	145
0800	149	11	1	1	0	0	0	0	1	0	1	0	0	164
0815	107	24	0	0	0	0	0	0	0	0	1	0	0	132

1545	112	10	0	0	0	0	0	0	1	0	0	0	0	123
1600	112	21	1	0	0	0	0	1	0	0	0	3	0	138
1615	169	24	2	0	1	0	0	0	0	0	0	0	0	196
1630	136	11	0	0	0	0	0	0	0	0	0	0	0	147
1645	145	15	0	0	0	0	1	0	0	0	0	0	0	161
1700	150	6	0	0	0	0	0	0	0	0	0	0	0	156
1715	154	5	0	0	0	0	0	1	0	0	0	0	0	160
1730	101	5	0	0	1	0	0	0	0	0	0	0	0	107
1745	119	3	0	0	0	0	0	0	2	0	0	0	0	124
1800	77	6	0	1	0	0	0	0	1	0	0	0	0	85
1815	79	2	0	0	0	0	0	0	0	0	0	1	0	82
1830	51	4	0	0	0	0	0	0	0	0	0	0	0	55
1845	72	5	0	0	0	0	0	1	0	0	0	0	0	78
1900	40	7	0	0	0	0	0	0	0	0	0	0	0	47
1915	50	4	0	1	0	0	0	0	0	1	0	0	0	56
1930	29	0	0	0	0	0	0	0	0	0	0	0	0	29
1945	25	3	0	0	0	0	0	0	0	0	0	0	0	28
2000	21	2	0	0	0	0	0	0	0	0	0	0	0	23
2015	23	1	0	0	0	0	0	0	0	0	0	1	0	25
2030	17	0	0	0	0	0	0	0	0	0	0	0	0	17
2045	18	1	0	0	0	0	0	0	0	0	0	0	0	19
2100	14	0	0	0	0	0	0	0	0	0	0	0	0	14
2115	15	1	0	0	0	0	0	0	0	0	0	0	0	16
2130	13	2	0	0	0	0	0	0	0	0	0	0	0	15
2145	3	0	0	0	0	0	0	0	0	1	0	0	0	4
2200	12	0	0	0	0	0	0	0	0	0	0	0	0	12
2215	50	0	0	0	0	0	0	0	0	0	0	0	0	50
2230	17	3	0	0	0	0	0	0	1	0	0	0	0	21
2245	2	0	0	0	0	0	0	0	1	0	0	0	0	3
2300	8	0	0	0	0	0	0	0	0	0	0	0	0	8
2315	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2330	2	2	0	0	0	0	0	0	0	0	0	0	0	4
2345	4	2	0	0	0	0	0	0	0	0	0	0	0	6
2400	4	1	0	0	0	0	0	0	0	0	0	0	0	5
0-24	4667	645	23	19	17	0	1	9	11	0	4	28	0	5424

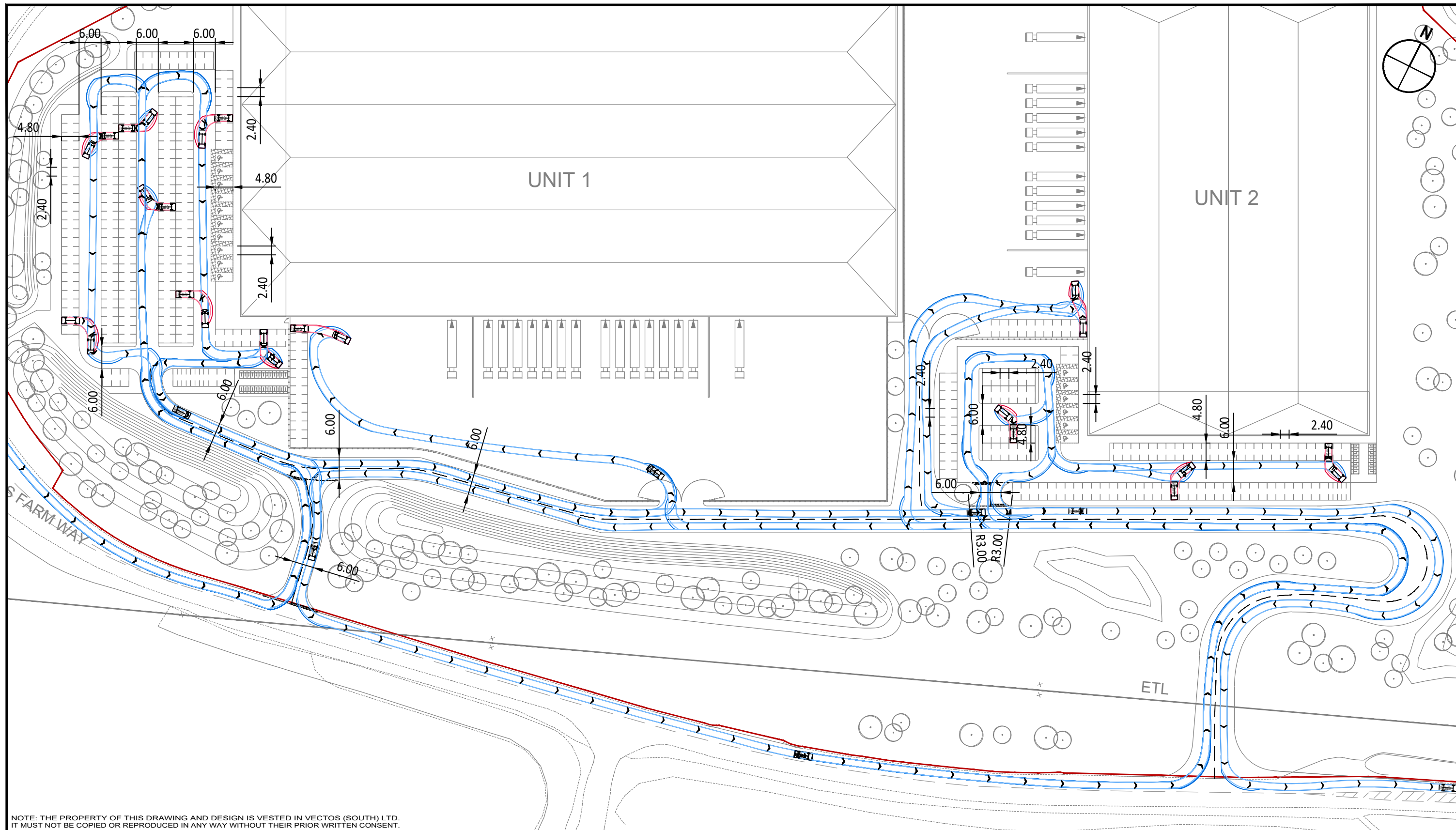
Friday 16th October 2020

Vehicle Class														
Time Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0015	5	0	0	0	0	0	0	0	0	0	0	0	0	5
0030	4	0	0	0	1	0	0	0	0	0	0	0	0	5
0045	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0100	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0115	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0130	2	2	0	0	0	0	0	0	0	0	0	0	0	4
0145	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0330	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415	4	0	0	0	0	0	0	0	0	0	0	0	0	4
0430	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0445	2	0	0	0	0	0	0	0	1	0	0	0	0	3
0500	3	1	0	0	0	0	0	0	0	0	0	0	0	4
0515	5	0	0	0	0	0	0	0	1	0	0	0	0	6
0530	3	0	0	0	0	0	0	0	1	0	0	0	0	4
0545	12	1	0	0	0	0	0	0	0	0	0	0	0	13
0600	19	1	1	0	1	0	0	0	0	0	0	0	0	22
0615	23	7	0	0	0	0	0	0	1	0	0	0	0	31
0630	29	0	0	1	1	0	0	0	2	0	0	1	0	34
0645	19	2	1	0	0	0	0	0	0	0	0	0	0	22
0700	30	6	2	0	0	0	0	0	0	0	0	0	0	38
0715	57	5	1	0	0	0	0	0	0	0	0	0	0	63
0730	42	19	0	0	1	0	0	0	0	0	0	0	0	62
0745	72	7	0	1	0	0	0	0	1	0	0	0	0	81
0800	53	14	0	0	1	0	0	0	0	0	0	0	0	68
0815	53	17	0	1	1	0	0	0	0	0	0	0	0	72

0830	115	19	0	0	0	0	0	2	1	0	0	1	0	138
0845	85	12	1	1	1	0	0	1	0	0	0	0	0	101
0900	120	20	1	1	1	1	0	1	0	0	0	0	0	145
0915	81	9	0	1	2	0	0	1	1	0	1	3	0	99
0930	69	14	0	0	1	0	0	0	0	0	0	1	0	85
0945	68	6	0	1	0	0	0	1	0	0	0	0	0	76
1000	72	13	0	1	1	0	0	0	0	0	0	0	0	87
1015	42	14	1	1	0	0	0	0	0	0	0	1	0	59
1030	61	15	0	0	1	0	0	1	0	0	0	2	0	80
1045	67	15	1	1	0	0	0	1	0	0	0	0	0	85
1100	54	18	3	1	0	0	0	0	0	0	0	2	0	78
1115	53	6	0	1	1	0	0	1	0	0	0	1	0	63
1130	57	3	0	0	0	0	0	0	0	0	0	0	0	60
1145	59	6	1	1	0	0	0	0	0	0	0	3	0	70
1200	72	7	0	1	0	0	0	1	0	0	0	0	0	81
1215	49	12	1	1	0	0	0	0	1	0	0	1	0	65
1230	72	13	0	0	0	0	0	1	2	0	0	0	0	88
1245	67	7	0	0	0	0	0	2	0	0	0	0	0	76
1300	80	10	3	1	1	0	0	0	0	0	0	1	0	96
1315	78	8	1	0	0	0	0	0	0	0	0	1	0	88
1330	67	14	2	0	1	0	0	0	0	0	0	1	0	85
1345	58	16	0	1	1	0	0	0	2	0	1	1	0	80
1400	81	14	0	1	0	0	0	0	1	1	0	0	0	98
1415	45	11	1	1	0	0	0	0	0	0	1	1	0	60
1430	75	12	2	1	0	0	0	1	0	0	1	0	0	92
1445	64	14	1	1	0	1	0	0	0	0	0	0	0	81
1500	66	15	3	0	1	0	0	0	0	0	0	0	0	85
1515	66	10	1	0	0	0	0	0	0	0	0	0	0	77
1530	70	9	0	0	0	0	0	0	1	0	1	1	0	82
1545	63	16	0	0	1	0	0	0	0	0	0	0	0	80
1600	60	11	1	4	0	0	0	0	0	0	0	1	0	77
1615	55	21	0	0	1	0	0	1	0	0	0	1	0	79
1630	60	11	0	0	0	0	1	0	0	0	0	0	0	72
1645	52	7	1	0	0	0	0	0	0	0	0	0	0	60
1700	48	19	0	0	0	0	0	0	1	0	0	1	0	69
1715	52	7	0	0	0	0	0	0	0	0	0	1	0	60
1730	44	4	0	1	0	0	0	1	1	0	0	0	0	51
1745	40	7	0	0	0	0	0	0	0	0	0	0	0	47
1800	32	4	0	0	0	0	0	0	0	0	0	0	0	36
1815	32	1	0	0	0	0	0	0	0	0	0	0	0	33
1830	16	2	0	0	3	0	0	0	0	0	0	0	0	21
1845	31	1	0	0	0	0	0	0	0	0	0	0	0	32
1900	19	3	1	0	0	0	0	0	0	0	0	0	0	23
1915	16	1	0	0	0	0	0	0	0	0	0	0	0	17
1930	13	0	0	0	0	0	0	0	1	0	0	0	0	14
1945	10	2	0	0	0	0	0	0	0	0	0	0	0	12
2000	15	1	0	0	0	0	0	0	0	0	0	0	0	16
2015	9	0	0	0	0	0	0	0	0	0	0	0	0	9
2030	6	1	0	0	0	0	0	0	0	0	0	0	0	7
2045	11	0	0	0	0	0	0	0	0	0	0	0	0	11
2100	22	1	0	0	0	0	0	0	0	0	0	0	0	23
2115	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2130	6	1	0	0	0	0	0	0	0	0	0	0	0	7
2145	4	2	0	0	0	0	0	0	0	0	0	0	0	6
2200	12	0	0	0	0	0	0	0	0	0	0	0	0	12
2215	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2230	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2245	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2300	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2345	7	0	0	0	0	0	0	0	0	0	0	0	0	7
2400	4	0	0	0	0	0	0	0	0	0	0	0	0	4
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0830	43	30	0	0	3	0	0	0	0	0	0	0	0	76
0845	54	15	0	0	2	0	0	0	0	1	0	0	0	72
0900	57	13	0	0	0	0	0	0	0	0	0	0	0	70
0915	66	10	0	1	0	0	0	0	1	0	0	0	1	79
0930	53	14	0	1	1	0	0	0	0	0	0	0	0	69
0945	66	13	0	1	0	0	0	0	0	0	0	1	1	82
1000	67	16	0	0	0	0	0	1	1	0	0	0	0	85
1015	64	11	0	1	0	0	0	0	0	0	0	1	1	78
1030	64	16	1	0	0	0	0	0	0	0	0	0	1	82
1045	69	13	0	0	0	0	0	0	0	0	0	0	2	84
1100	71	13	0	1	0	0	0	0	0	0	0	0	0	85
1115	92	14	0	1	0	0	0	1	0	0	0	0	1	109
1130	81	11	1	1	0	0	0	1	0	0	0	0	1	96
1145	84	20	1	0	0	0	0	0	0	0	0	0	0	105
1200	108	10	0	1	0	1	0	0	0	0	0	0	1	121
1215	102	19	1	0	0	0	0	1	2	0	1	0	0	126
1230	86	15	0	0	0	0	0	0	0	0	0	1	1	103
1245	146	13	0	0	0	0	0	0	1	0	0	0	3	163
1300	108	20	0	1	0	0	0	0	0	0	0	0	1	130
1315	129	16	1	0	1	0	0	0	1	0	0	0	0	148
1330	97	13	1	1	0	0	0	0	1	0	1	0	0	114
1345	132	8	2	1	0	0	0	0	0	0	0	0	4	147
1400	109	18	1	0	0	0	0	0	1	0	0	0	0	129
1415	110	12	1	1	0	0	0	0	0	0	0	0	1	125
1430	106	16	0	0	0	0	0	0	1	0	0	0	1	124
1445	117	14	0	0	0	0	0	1	1	0	0	0	2	135
1500	93	16	0	0	0	0	0	0	0	0	0	0	2	111
1515	142	14	0	0	1	0	0	0	0	0	0	0	0	157
1530	113	21	1	0	0	0	0	0	0	0	0	0	1	136
1545	114	15	0	0	0	0	0	1	0	0	0	0	0	130
1600	112	11	0	0	0	0	0	0	0	0	0	0	0	123
1615	129	16	0	0	0	0	1	0	0	0	0	0	2	148
1630	124	14	0	0	1	0	0	0	0	0	0	1	1	141
1645	137	20	0	0	0	0	0	0	0	0	0	0	0	157
1700	125	11	0	0	0	0	0	0	0	0	0	0	1	137
1715	127	12	0	0	0	0	0	0	0	0	0	0	1	140
1730	102	7	0	0	0	0	0	0	1	0	0	0	0	110
1745	105	9	0	0	0	0	0	0	0	0	0	0	0	114
1800	84	6	0	0	0	0	0	0	1	0	0	0	0	91
1815	82	5	0	0	0	0	0	0	0	0	0	0	0	87
1830	66	3	0	0	0	0	0	0	0	0	0	0	0	69
1845	72	2	0	0	0	0	0	0	0	0	0	0	0	74
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1915	52	6	0	0	0	0	0	0	1	0	0	0	0	59
1930	37	4	0	0	0	0	0	0	0	0	0	0	0	41
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2000	12	1	0	0	0	0	0	0	0	0	0	0	0	13
2015	29	1	0	0	0	0	0	0	0	0	0	0	0	30
2030	23	1	0	0	0	0	0	0	0	0	0	0	0	24
2045	17	0	0	0	0	0	0	0	0	0	0	0	0	17
2100	11	3	0	0	0	0	0	0	0	0	0	0	0	14
2115	42	2	0	0	0	0	0	0	0	0	0	0	0	44
2130	5	1	0	0	0	0	0	0	0	0	0	0	0	6
2145	7	0	0	0	0	0	0	0	0	0	0	0	0	7
2200	20	1	0	0	0	0	0	0	0	0	0	0	0	21
2215	21	0	0	0	0	0	0	0	0	0	0	0	0	21
2230	11	0	0	0	0	0	0	0	0	0	0	0	0	11
2245	6	1	0	0	0	0	0	0	0	0	0	0	0	7
2300	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2315	6	0	0	0	0	0	0	0	0	0	0	0	0	6
2330	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2345	6	0	0	0	0	0	0	0	0	0	0	0	0	6
2400	4	1	0	0	0	0	0	0	0	0	0	0	0	5
0-24	4852	676	16	15	16	1	1	7	20	0	6	31	0	5641

Appendix E



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REV.	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.

2. White lining is indicative only.

3. Layout is based on MSA drawing: 31383-PL-202 Site Layout Option 1

4.9

2.075

2.755

4.9m Estate Car

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

4.900m

1.804m

1.442m

0.207m

1.756m

4.00s

5.950m

Brockhampton West, Harts Farm Way, Havant

Swept Path Analysis

Car Park Layout Option 2

4.9m Estate Car

Clowes Developments (UK) Ltd

vectos.

Network Building, 97 Tottenham Court Road, London W1T 4TP

t: 020 7580 7373 e: enquiries@vectos.co.uk

DRAWN: JB

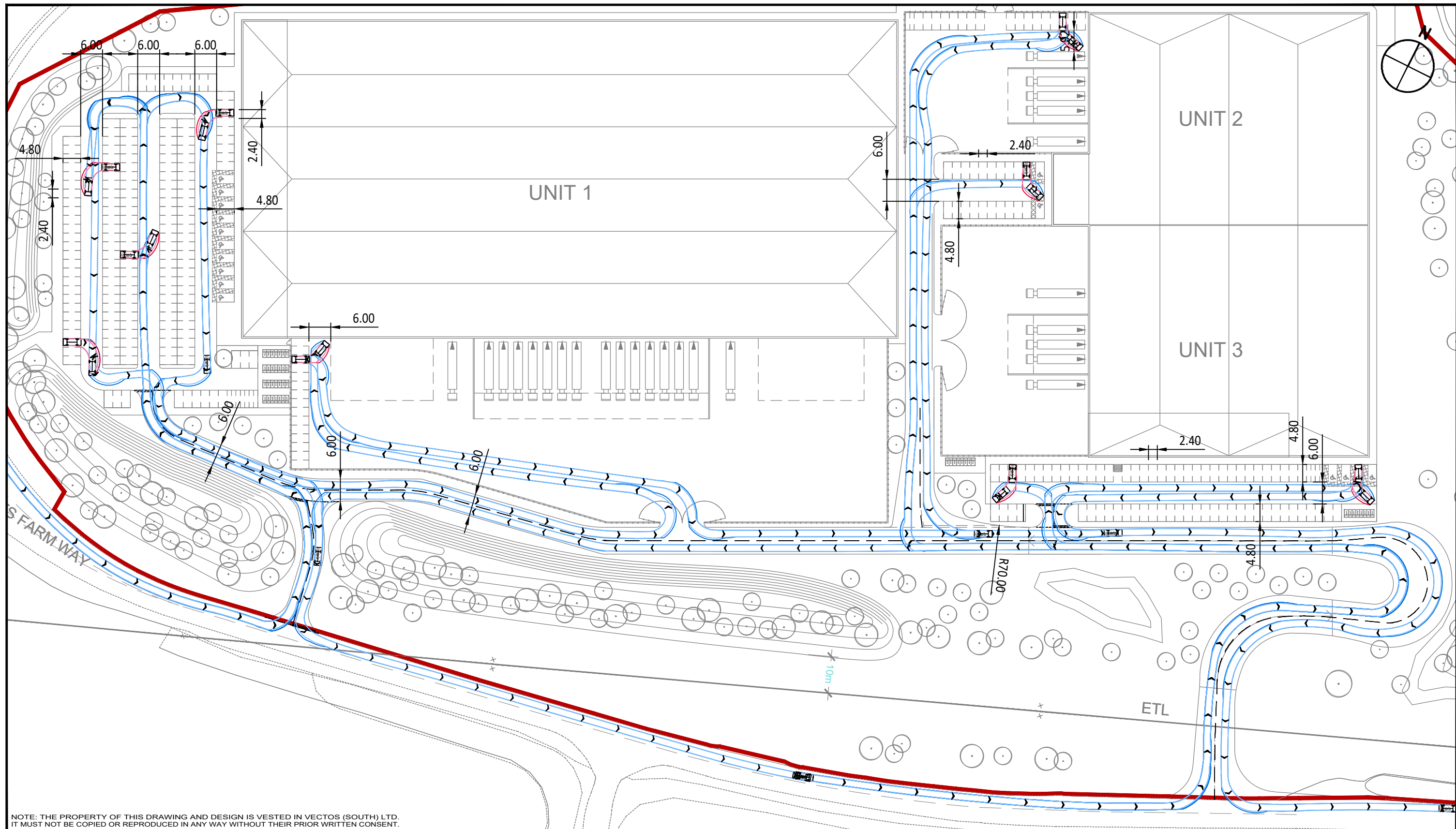
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DATE: 08.10.2020

SCALES: 1:1000 at A3

DRAWING NUMBER: 205465/AT/A10

REVISION: -

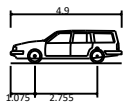


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REV.	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Layout is based on MSA drawing: 31383-PL-202 Site Layout Option 1



4.9m Estate Car
Overall Length 4.900m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.950m

Brockhampton West, Harts Farm Way, Havant

Swept Path Analysis
Car Park Layout Option 3
4.9m Estate Car

DRAWN: JB

CHECKED: AW

DATE: 08.10.2020

SCALES: 1:1000 at A3

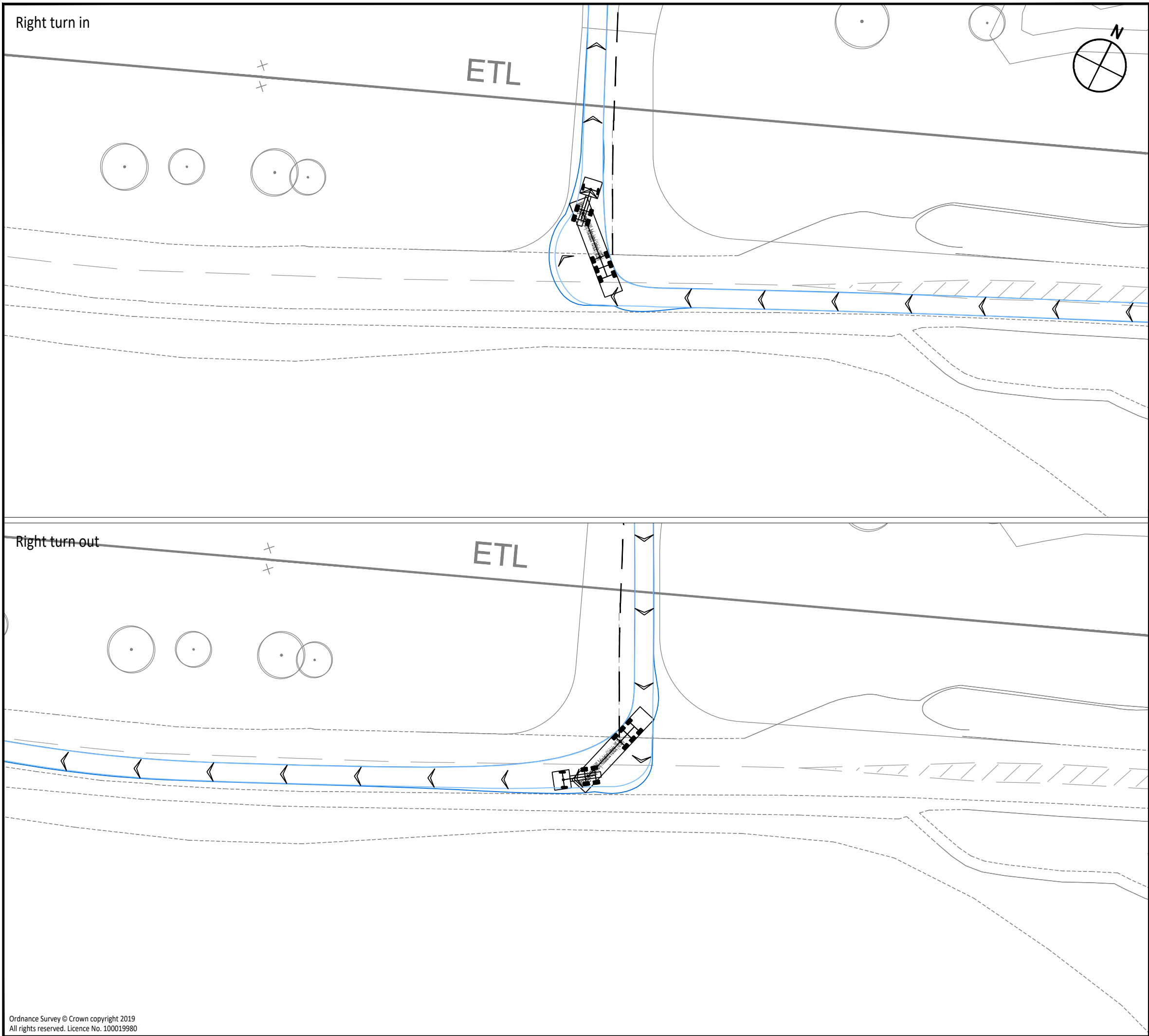
Clowes Developments (UK) Ltd

vectos.
Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: enquiries@vectos.co.uk

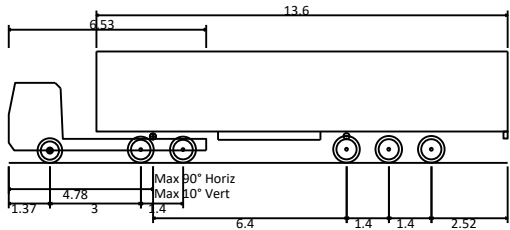
DRAWING NUMBER: 205465/AT/A11

REVISION: -

Appendix F



- Notes:
- 1. This is not a construction drawing and is intended for illustrative purposes only.
 - 2. White lining is indicative only.
 - 3. Layout is based on MSA drawing: 31383-PL-204 Site Layout Option 3



Max Legal Length (UK) Articulated Vehicle (16.5m)	16.500m
Overall Length	2.550m
Overall Width	3.681m
Overall Body Height	0.411m
Min Body Ground Clearance	2.500m
Max Track Width	6.00s
Lock to lock time	6.530m

REV.	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:
Clowes Developments (UK) Ltd

PROJECT:
Brockhampton West, Harts Farm Way, Havant

DRAWING TITLE:
**Swept Path Analysis
Service Yard Access
Right Turn Manoeuvres
16.5m Articulated Vehicle**

SCALES:
1:1000 at A3

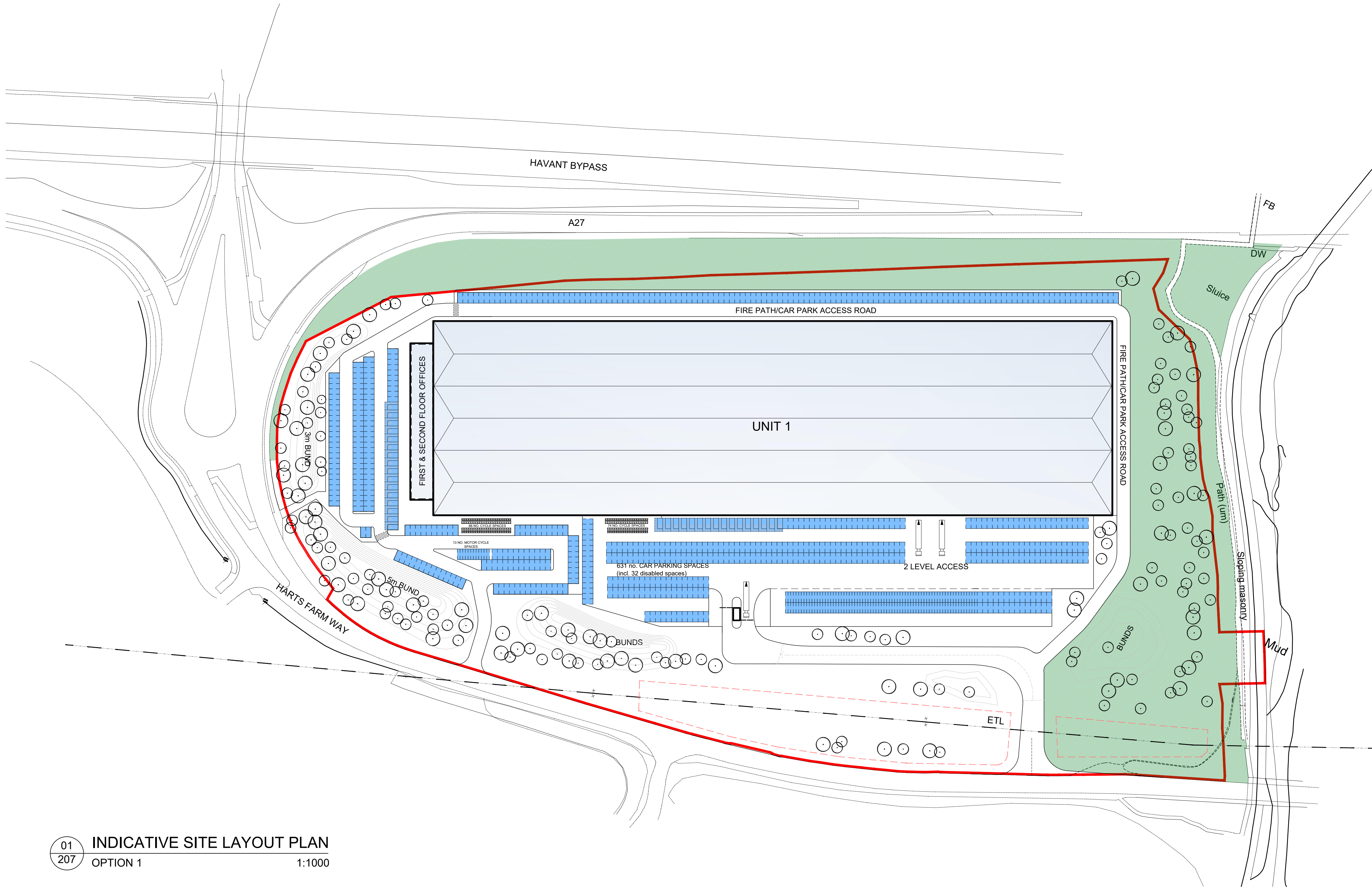
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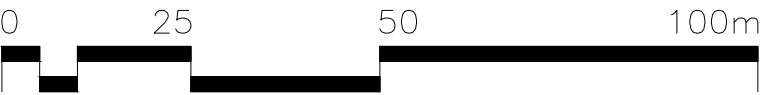
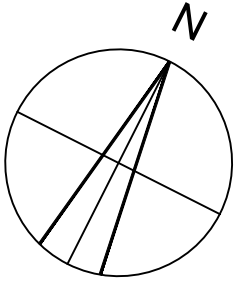
DRAWING NUMBER: 205465/AT/A12	REVISION: -
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Appendix G



NOTES:

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NOTE:

TREE PLANTING AND BUNDS ARE INDICATIVE.
PLEASE REFER TO LANDSCAPE ARCHITECT'S
DRAWINGS FOR DETAILS OF SOFT LANDSCAPING

AREA SCHEDULE

GIA		
1	sqm	sqft
Unit	27,173	292,490
2 Storey Offices	1,298	13,970
Subtotal	28,471	306,460
Parking Spaces		
Cars	631 (inc. 32 Dis)	
Motorcycles	157	
Bicycles	162	
TOTAL	28,471	306,460
SITE AREA (APPROX.)		
	Ha	acres
	8.357	20.649

–	14/04/2021	First Issue	AU	AC
REV	DATE	NOTE	DRAW	CHK



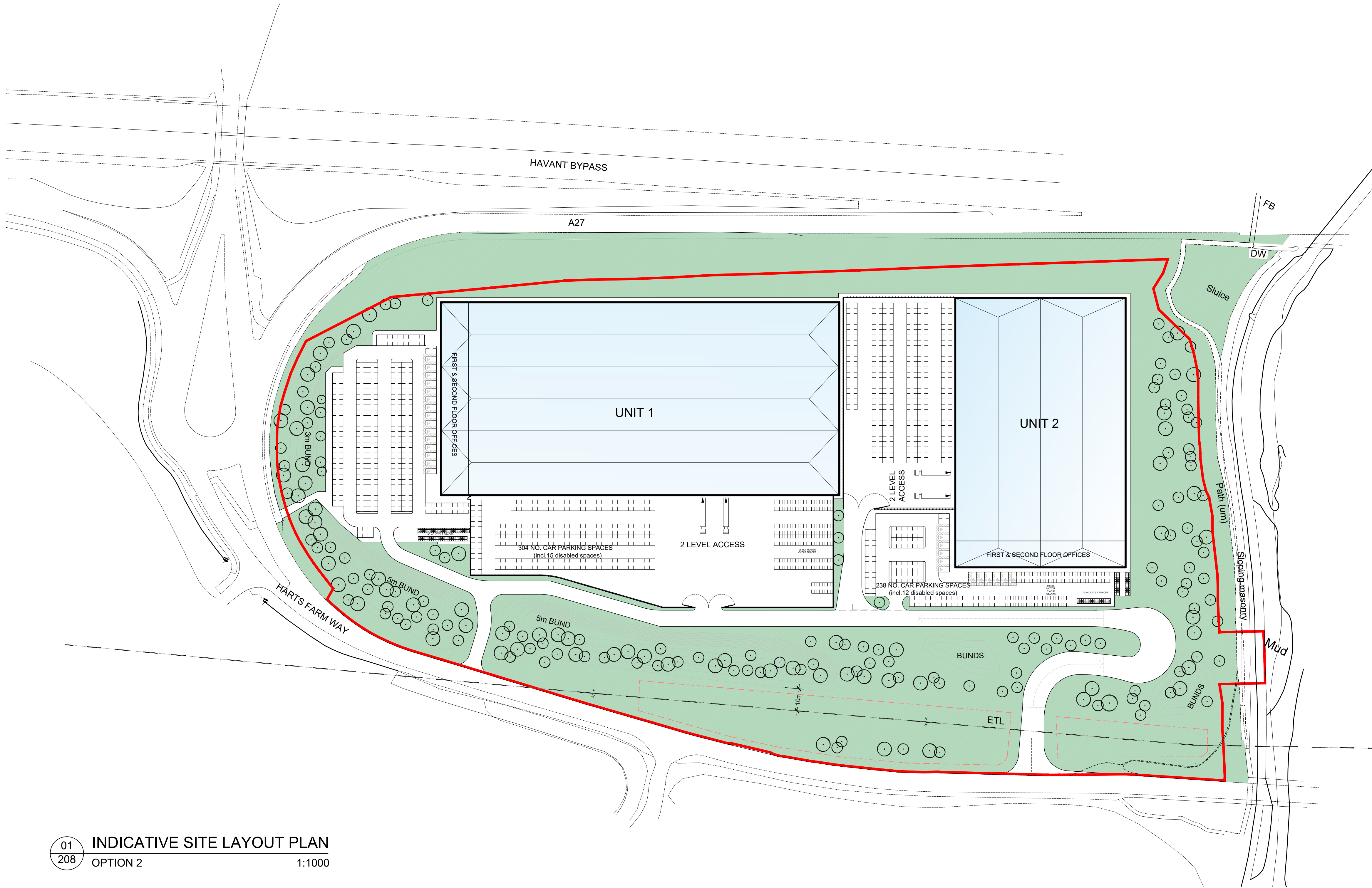
CHARTERED ARCHITECTS
11 PLATO PLACE
ST. DIONIS ROAD
LONDON SW6 4TU
TELEPHONE 020 7736 6162
www.mso-architects.co.uk

TITLE
HARTS FARM WAY, HAVANT
DRAWING
INDICATIVE SITE LAYOUT PLAN
OPTION 1 - B2 PARKING LAYOUT
CLIENT
CLOWES DEVELOPMENTS (UK) LTD.

DATE	SCALE	DRAWN
APRIL 2021	1:1000 @ A1	AU
	STATUS	CHECKED
	PLANNING	AC

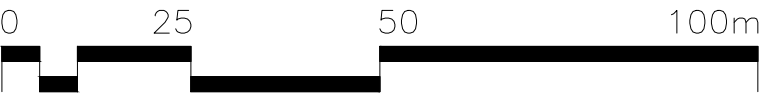
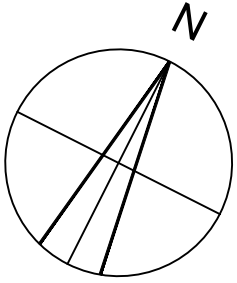
DRAWING NUMBER
31383 / PL / 207

01
207 INDICATIVE SITE LAYOUT PLAN
OPTION 1 1:1000



NOTES:

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NOTE:

TREE PLANTING AND BUNDS ARE INDICATIVE.
PLEASE REFER TO LANDSCAPE ARCHITECT'S
DRAWINGS FOR DETAILS OF SOFT LANDSCAPING

AREA SCHEDULE

GIA		
1	sqm	sqft
Unit	15,353	165,260
2 Storey Offices	1,924	20,710
Subtotal	17,277	185,970
Parking Spaces		
Cars	304 (inc. 15 Dis)	
Motorcycles	96	
Bicycles	90	
2	sqm	sqft
Unit	9,086	97,800
2 Storey Offices	1,622	17,460
Subtotal	10,708	115,260
Parking Spaces		
Cars	238 (inc. 12 Dis)	
Motorcycles	60	
Bicycles	70	
TOTAL	27,985	301,230
SITE AREA (APPROX.)		
	Ha	acres
	8.357	20.649

–	15/04/2021	First Issue	AU	AC
REV	DATE	NOTE	DRAW	CHK



CHARTERED ARCHITECTS
11 PLATO PLACE
ST. DIONIS ROAD
LONDON SW6 4TU
TELEPHONE 020 7736 6162
www.msa-architects.co.uk

TITLE
HARTS FARM WAY, HAVANT
DRAWING
INDICATIVE SITE LAYOUT PLAN
OPTION 2 - B2 PARKING LAYOUT
CLIENT
CLOWES DEVELOPMENTS (UK) LTD.

DATE	SCALE	DRAWN
APRIL 2021	1:1000 @ A1	AU
STATUS		CHECKED
PLANNING		AC

DRAWING NUMBER
31383 / PL / 208

01
208 INDICATIVE SITE LAYOUT PLAN
OPTION 2 1:1000