Land South of Lower Road, Bedhampton

Transport Statement

Client: Bargate Homes

i-Transport Ref: SJ/RS/ITB12174-005A R

Date: 27 March 2019

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Quality Management

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Contents

SECTION 1	INTRODUCTION	1
SECTION 2	NATIONAL AND LOCAL POLICY REVIEW	2
SECTION 3	EXISTING TRANSPORT CONDITIONS	8
SECTION 4	DEVELOPMENT PROPOSAL	16
SECTION 5	ACCESSIBILITY REVIEW	22
SECTION 6	TRAFFIC IMPACT	26
SECTION 7	INFRASTRUCTURE DELIVERY STATEMENT	36
SECTION 8	SUMMARY AND CONCLUSIONS	38

Figures

FIGURE T1	SITE LOCATION PLAN
FIGURE T2	LOCAL FACILTIES PLAN
FIGURE TF1	2017 OBSERVED MORNING PEAK HOUR TRAFFIC FLOWS
FIGURE TF2	2017 OBSERVED EVENING PEAK HOUR TRAFFIC FLOWS
FIGURE TF3	2019 MORNING PEAK HOUR TRAFFIC FLOWS
FIGURE TF4	2019 EVENING PEAK HOUR TRAFFIC FLOWS
FIGURE TF5	DEVELOPMENT TRAFFIC DISTRIBUTION
FIGURE TF6	DEVELOPMENT TRAFFIC ASSIGNMENT – MORNING
FIGURE TF7	DEVELOPMENT TRAFFIC ASSSIGNMENT – EVENING
FIGURE TF8	2019 'WITH DEVELOPMENT' MORNING PEAK HOUR TRAFFIC FLOWS
FIGURE TF9	2019 'WITH DEVELOPMENT' EVENING PEAK HOUR TRAFFIC FLOWS

Drawings

ITB12174-GA-002B	SITE ACCESS ARRANGEMENTS
ITB12174-GA-006	REFUSE VEHICLE SWEPT PATH ANALYSIS
17.043 102 Rev G	SITE LAYOUT

Appendices

APPENDIX A.	Definitive Map of PROW
APPENDIX B.	HBC Cycle Network
APPENDIX C.	Traffic Data

APPENDIX D.	**Personal Injury Accident Data**
APPENDIX E.	**Stage 1 Road Safety Audit**
APPENDIX F.	**National Travel Survey Data**
APPENDIX G.	**TRICS Output**
APPENDIX H.	**Junctions 9 Output**
APPENDIX I.	**Pedestrian and Cycle Assessment**

SECTION 1 INTRODUCTION

1.1 Background

1.1.1 i-Transport LLP have been appointed by Bargate Homes to produce a Transport Statement (TS) in support of a detailed planning application for a residential development to the south of Lower Road, Bedhampton. The site location plan is shown in **Figure T1**. This TS has been produced to assess the transport and highways implications of the scheme, including accessibility of the site by non-car modes.

1.2 Scope of Report

1.2.1 Havant Borough Council (HBC) is the Local Planning Authority for this area. HBC also acts as Highway Authority under a Development Control Agency Agreement with Hampshire County Council (HCC) for planning applications of this scale. This TS has been prepared in accordance with the guidelines set out by the National Planning Policy Framework (NPPF) and its scope has been agreed with HBC during the pre-application discussions and HCC has agreed the form of site access through its Pre-Application Design Review (PADR) process.

1.2.2 This TS assesses the transport and highways issues resulting from the proposed development. In particular, it identifies the proposed access arrangements, how the development will deliver sustainable travel opportunities in line with national and local transport planning policy requirements, as well as quantifying the likely traffic generation of the site and the resultant impact on the local highway network.

1.2.3 The remainder of the TS is structured as follows:

- Section 2: National and Local Policy Context;
- Section 3: Existing Transport Conditions;
- Section 4: Development Proposal;
- Section 5: Accessibility Review;
- Section 6: Traffic Impact;
- Section 7: Infrastructure Delivery Statement; and
- Section 8: Summary and Conclusions.

SECTION 2 NATIONAL AND LOCAL POLICY REVIEW

2.1 National Policy

National Planning Policy Framework

2.1.1 The National Planning Policy Framework (NPPF) February 2019 sets out the Government's planning policies for England and how these are expected to be applied. At the heart of the NPPF is a presumption in favour of sustainable development.

2.1.2 The NPPF states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment and a Travel Plan (ref: NPPF, paragraphs 111).

2.1.3 It is stated that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- ***"appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;***
- ***safe and suitable access to the site can be achieved for all users; and***
- ***any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree".*** *(ref: NPPF, paragraph 108)*

2.1.4 In addition, it is stated that:

- ***"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"*** *(ref: NPPF, paragraph 109)*

National Planning Practice Guidance (NPPG) – March 2014.

2.1.5 The NPPG was published in March 2014 and sets out the key roles of Transport Assessments / Statements:

> ***"Transport Assessments and Statements are ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans).***

Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a 'lighter-touch' evaluation to be used where this would be more proportionate to the potential impact of the development (i.e. in the case of developments with anticipated limited transport impacts)."

2.2 Local Policy

Hampshire County Council's Local Transport Plan (2011 – 2031)

2.2.1 HCC's transport strategy for the next 20 years is set out in this document which also outlines how the LTP will contribute to the Council's corporate priorities and includes a three year implementation plan. A vision of: '…safe, efficient and reliable ways to get around a prospering and sustainable Hampshire', is proposed.

2.2.2 Three main priorities are set out in the LTP for the next 20 years. These are:

"Support economic growth by ensuring the safety, soundness, and efficiency of the transport network in Hampshire";

"Provide a safe, well-maintained, and more resilient road network in Hampshire, as the basic transport infrastructure of the County, on which all forms of transport directly or indirectly depend, and the key to continued casualty reduction"; and

"Manage traffic to maximise the efficiency of the existing network capacity, improving journey time reliability and reducing emissions, and thereby supporting the efficient and sustainable movement of people and goods".

2.2.3 The LTP identifies Havant as being within the South Hampshire Joint Strategy area. This has been developed by HCC, Portsmouth City Council and Southampton City Council, working together as Transport for South Hampshire (TfSH – Now Solent Transport).

2.2.4 The LTP outlines the vision for TfSH as to create:

"A resilient, cost effective, fully-integrated sub-regional transport network, enabling economic growth whilst protecting and enhancing health, quality of life and environment"

2.2.5 14 transport policies are identified to deliver this objective. Policies relevant to Havant and Bedhampton include:

"To develop transport improvements that support sustainable economic growth and development within South Hampshire";

"To optimise the capacity of the highway network and improve journey time reliability for all modes";

"To achieve and sustain a high-quality, resilient and well-maintained highway network for all";

"To deliver improvements in air quality";

"To improve road safety across the sub-region";

"To promote active travel modes and develop supporting infrastructure";

"To encourage private investment in bus, taxi and community transport solutions, and where practical, better infrastructure and services";

"To work with Local Planning Authorities to integrate planning and transport";

"To develop and deliver high-quality public realm improvements"; and

"To safeguard and enable the future delivery of transport improvements within the TfSH area"

Havant Borough Transport Statement – December 2013

2.2.6 In addition to the LTP, HBC and HCC have produced a Transport Statement for the Borough. There are four objectives outlined in the document:

"Promote economic growth by providing a well maintained, safe and efficient highway network;

Improve access to jobs, facilities and services by all types of transport;

Facilitate and enable new development to come forward; and

Reduce carbon emissions and minimise the impacts of transport on the environment".

HBC's Parking Standards Supplementary Planning Document (SPD) July 2016

2.2.7 Car and Cycle parking standards for new residential development are provided within HBC's Parking Standards SPD (adopted July 2016). Table 2.1 details the parking standards for a 'non-Town Centre' location.

Table 2.1: HBC Residential Parking Standards

Type	Non-Town Centre	
No. of Allocated Spaces per Dwelling	Allocated	Shared / Communal (unallocated)
1 Bedroom	1.0	0.9

Type	Non-Town Centre	
2 or 3 Bedrooms	2.0	1.3 / 1.9
4 or More Bedrooms	3.0	2.4

Source: HBC's Residential Parking Standards Supplementary Planning Document

2.2.8 In addition, an additional 20% of unallocated parking for visitors should be accommodated.

2.2.9 Cycle parking standards are also set out within HBC's Parking Standards SPD, Table 2.2 summarises the standards. Long stay cycle parking for dwelling houses requires secure covered parking for residents' cycles with short stay provision in the form of a secure loop attached to the house or garage.

Table 2.2: HBC's Cycle Parking Standards

Type	Long Stay	Short Stay
1 bedroom	1.0	In larger developments (schemes of 10 or more dwellings), short-term visitor parking will be expected at 20% of the long-term cycle parking standard.
2 or 3 bedrooms	2.0	
4 or more bedrooms	2.0	

Source: HBC's Residential Parking Standards Supplementary Planning Document

Havant Local Plan (2011-2026)

2.2.10 The adopted Local Plan is made up of the Core Strategy 2011 – 2026, which is the principal document outlining how planning will be managed in the borough until 2026.

2.2.11 Policy CS20 of the Core Strategy 'Transport and Access Strategy' states,

Development will be permitted that:

1. Is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy.

2. Does not increase congestion and promotes better use of existing transport networks.

3. Improves accessibility to goods, services and employment and promotes equality in the transport system.

4. Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network.

5. Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users.

6. Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate. assesses the non-transport infrastructure requirements to support the proposed new development [……]

7. [……]

2.2.12 Havant Borough Local Plan (Allocations) document 2014 - 2026 follows on from the Core Strategy and identifies sites for specific uses including, housing, employment, retail, recreation and green infrastructure up to 2026.

Havant Borough Council Local Plan Housing Statement 2016

2.2.13 The HBC Local Plan Housing Statement 2016 (LPHS) was 'made' by HBC's Full Council on 21 July 2016. The LPHS now forms part of the Development Plan and will be used to guide planning decisions in the Borough. The LPHS states that,

The LHPS is a clear position statement as to which sites the Council considers could deliver sustainable development to meet the high housing need up to 2036; providing that the necessary infrastructure is provided alongside new housing.

2.2.14 The LPHS identifies this development site as 'site UE30' as shown on **Figure T1** and concludes it is suitable for early release for the development of 50 homes.

Havant Borough Council's Pre-Submission Local Plan (2018 – 2036)

2.2.15 As with the LPHS, the site was identified within the draft Local Plan and is now included in the Pre-Submission Local Plan as ***Site H20 – Land south of Lower Road***.

2.2.16 In terms of transport, Site H20 states that residential development of about 50 dwellings will be permitted where:

- ***An appropriate means of access is established to the satisfaction of the Highway Authority; and***
- ***Havant Footpath 107 is enhanced and provisions for greater connection between it and the site (through signage) are achieved;***

2.2.17 The Pre-Submission Havant Borough Local Plan 2036 was approved by the Full Council on 30 January 2019 and consulted on between 1 February and 18 March 2019. The Pre-Submission Local Plan is the version of the plan which the council considers to be 'sound' having been informed by extensive research, before it is formally submitted for examination. It takes account of the comments made during previous consultations and takes many of the suggested changes on board. The Local Plan will now be submitted to the Secretary of State for Housing, Communities and Local Government, together with the comments received and the Local Plan's Examination will start. This is expected in the Autumn of 2019.

2.3 Policy summary

2.3.1 The site is identified in adopted local policy as being suitable for early release for the development of 50 homes. The site is also included within the Pre-Submission Local Plan as Site H20 – Land south of Lower Road and is identified as being suitable for 50 homes.

2.3.2 The NPPF confirms that there is a presumption in favour of sustainable development. The relevant planning policies suggest that account should be taken of whether opportunities for sustainable transport modes have been taken up, to ensure the need to travel will be minimised and the use of sustainable transport modes can be maximised. Safe and suitable access to sites should be achieved for all people and assessments should take account of whether improvements can be undertaken within the transport network that cost-effectively limit the significant impacts of development. The NPPF also states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

2.3.3 The subsequent sections of this report describe how the proposed development complies with these local and national transport planning policy considerations.

SECTION 3 EXISTING TRANSPORT CONDITIONS

3.1 Introduction

3.1.1 This section of the TS sets out the existing transport conditions in the local area. This includes a review of the opportunities to use non-car modes, as well as the current operation of the existing highway network.

3.2 Site Location

3.2.1 The site is located to the south of Bedhampton and has an existing residential development located to the north, with the railway line and A27 Trunk Road to the south, A3(M) located to the west with a open field and Mill Lane beyond to the east.

3.3 Walking and Cycling

3.3.1 Lower Road fronts the site from west to east, turning some 90 degrees northwards at the eastern end of the site and then some 90 degrees eastwards. Lower Road continues northwards (as Brookside Road) to the junction with Bedhampton Road. This leads east to local bus stops (served by up to ten buses an hour), Bedhampton centre and the railway station (**Image 3.1** – top left).

3.3.2 West of the site Lower Road intersects with Lodge Road, a residential cul-de-sac. A public footpath (FP107) links Lodge Road and Bedhampton Road. (**Image 3.1** - top right). The Definitive Map of Rights of Way is included in **Appendix A**.

3.3.3 Site inspections have been carried out including a meeting with HBC and HCC officers on 1 March 2017 which noted the following:

- Lower Road is lit and subject to a 30mph speed limit;
- Lower Road is a minimum of 4.7m wide, with a width of around 5.5m between the bends and Brookside Road;
- Lower Road and other local residential streets typically have footways on one side although there are two short sections near the site without footways:
  - On Lower Road fronting the site (see **Image 3.1** - middle left);

- On Lower Road just north of the site between the 90-degree bends (**Image 3.1** - middle right and bottom left);

- Lodge Road has a footway on both sides (**Image 3.1** – bottom right); and
- The local footways and FP107 are lit and hard-surfaced and thus usable year-round.

Image 3.1 Photographs of Lower Road and nearby pedestrian provision



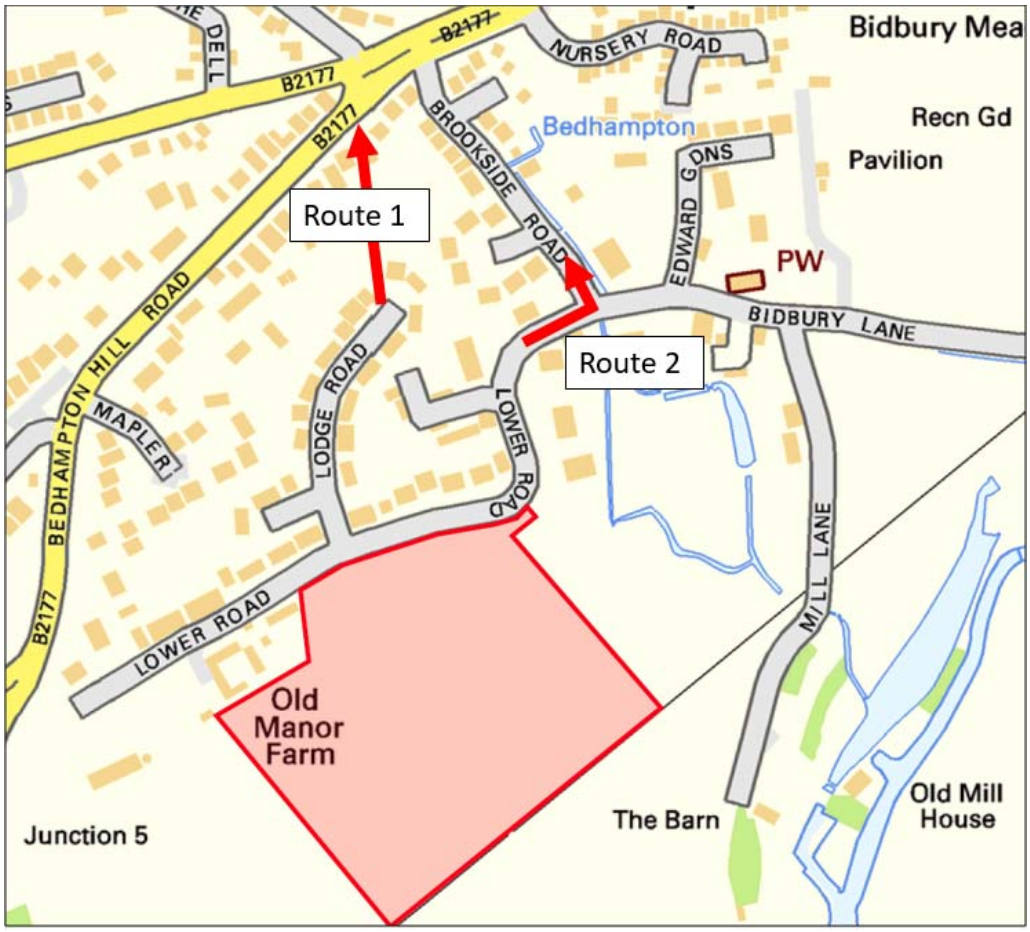
Source: i-Transport

3.3.4 The existing walking routes from the site are:

- Route 1 - The walk to the Bedhampton Road bus stops (475m via Lodge Road); and
- Route 2 - The walk to the Bedhampton Road bus stops (510m via Lower Road and Brookside Road).

3.3.5 These routes are shown **Image 3.2** and assessed in more detail on Section 4 and 5.

Image 3.2: Main pedestrian routes from development



Source: Illustrated Extract of Figure T1

Site frontage with Lower Road

3.3.6 There are currently no footways along the site frontage.

3.3.7 As part of the site access road, a new footway will be provided from the site to Lodge Road and the existing footway in Lower Road, this is described fully in Section 4.

Speed limits and Street lighting

3.3.8 Both Lower Road and Lodge Road are subject to a 30mph speed limit. Both Lower Road and Lodge Road along with the roads beyond them are street lit to a standard suitable for their respective highway status.

Cycling

3.3.9 Lower Road is part of the HBC formal cycle network (full mapping in **Appendix B**) and other local roads are also identified as being suitable for cycling. The road network is subject to a 30mph speed limit and is lightly trafficked making it safe and convenient for cycling. Paragraph 6.4.1 of Manual for Streets states:

> ***"Cyclists should generally be accommodated on the carriageway. In areas with low traffic volumes and speeds, there should not be any need for dedicated cycle lanes on the street"***

3.3.10 In addition, Lower Road provides a cycle connection to the National Cycle Route Network at the 'Rusty Cutter' roundabout where NCN 22 can be accessed for cycle journeys to Portsmouth.

Public Rights of Way

3.3.11 The Public Rights of Way (PROW) network within the immediate area includes Footpath 107 which extends north-south from Lodge Road to connect with Bedhampton Road. The Definitive Map of PROW is included in **Appendix A**.

3.4 Public Transport

Buses

3.4.1 The closest bus stops to the site are located on Bedhampton Road to the north. **Table 3.1** below provides a summary of the routes and their frequencies.

Table 3.1: Local Bus Services

Closest Bus Stop	Service	Route (Operator)	Service Details		
			Mon-Fri	Sat	Sun
Bedhampton adj. Nursery Road	21	Stagecoach Portsmouth (Havant – Portsmouth)	Every 10-15mins, first bus to Portsmouth at 05:47, last bus from Portsmouth at 23:07. First bus to Havant at 05:52, last bus from Havant at 23:00.	Every 10-15mins, first bus to Portsmouth at 06:37, last bus from Portsmouth at 23:07. First bus to Havant at 06:53, last bus from Havant at 23:00.	Every 20-30 mins, first bus to Portsmouth at 07:54, last bus from Portsmouth at 21:45.First bus to Havant at 07:54, last bus from Havant at 19:30.

	23	Stagecoach Portsmouth (Leigh Park – Southsea)	Every 15mins, first bus to Southsea at 05:29, last bus from Southsea at 22:45. First bus to Leigh Park at 06:00, last bus from Leigh Park at 22:54.	Every 15mins, first bus to Southsea at 07:06, last bus from Southsea at 22:45. Fisr bus to Leigh Park at 07:20, last bus from Leigh Park at 22:54.	Every 20-30mins, first bus to Southsea at 08:07, last bus from Southsea at 22:25. First bus to Leigh Park at 08:21, last bus from Leigh Park at 22:34.

Source: Traveline South East

3.4.2 It can be seen from **Table 3.1** that the site is very well served by bus with numbers 21 and 23 calling at the stops on Bedhampton Road (approx. 500m or less than a ten-minute walk) from the centre of the site providing a 'turn up and go' level of service. The bus stops provide up to ten services per hour to destinations including Portsmouth, Havant and Southsea.

Rail

3.4.3 The nearest station to the proposed development site is Bedhampton Railway Station which lies on a section of line which is common to the Portsmouth – London line (London Waterloo to Portsmouth Harbour) and the Coastal Line from Brighton to Southampton.

3.4.4 Bedhampton Station is located approximately 1000m northeast of the proposed site. The station does not include car parking but does provide cycling facilities with the capacity for 20 bicycle parking spaces.

3.4.5 **Table 3.2** below provides a summary of the services from Bedhampton station, including their typical frequency and journey time during both peak and off-peak periods.

Table 3.2: Rail Services

Train Station	Destination	Frequency		Average Journey Duration
		Peak	Off-Peak	
Bedhampton	Portsmouth Harbour	4 services per hour	2 services per hour	20 mins
	Chichester	2 services per hour	2 services per hour	23 mins
	London Waterloo	2 services per hour	2 services per hour	99 mins

Source: National Rail

3.4.6 **Table 3.2** demonstrates that Bedhampton Station is served by frequent rail services to major destinations such as London, Portsmouth and Chichester.

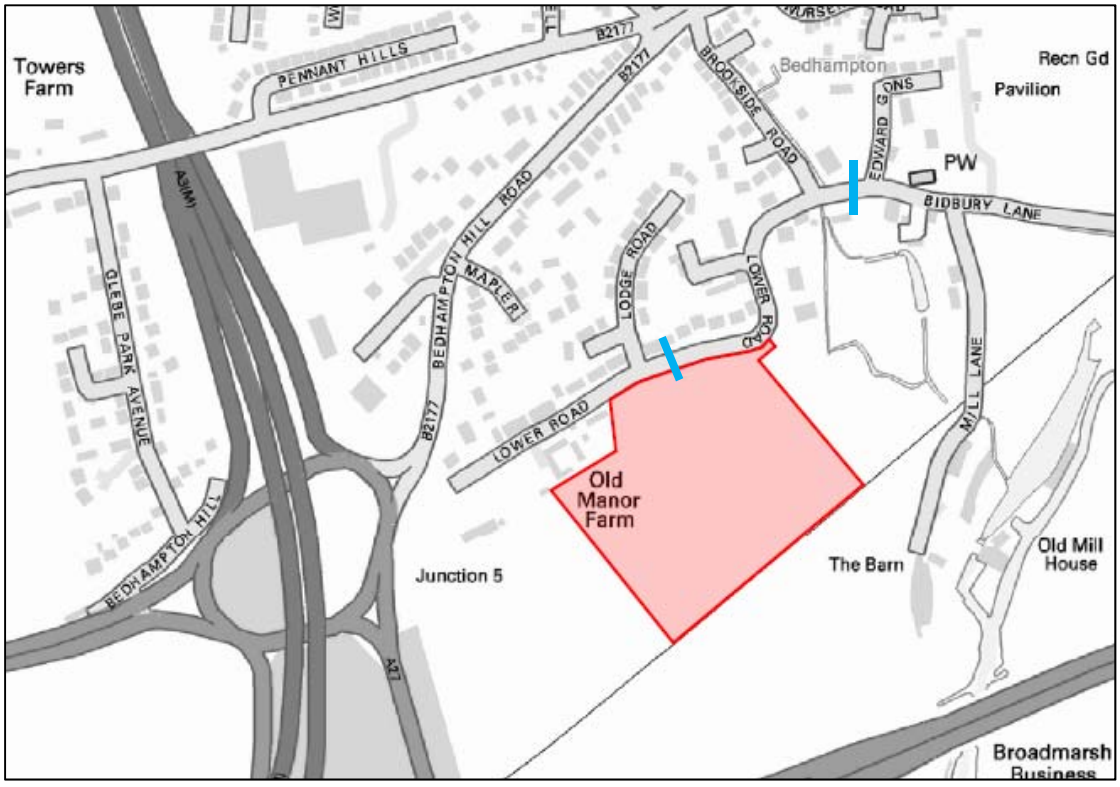
3.5 Local Highway Network

3.5.1 Access to the site will be via Lower Road which is a street lit two-way carriageway with a 30mph speed limit. Lower Road leads to Lodge Road to the north-west which is a small residential cul-de-sac. To the north-east, Lower Road connects to Brookside Road which meets the B2177 Bedhampton Road at a priority junction (left out and right / left in only).

Existing Traffic Flows

3.5.2 Automated Traffic Count (ATC) Surveys were undertaken in two locations on Lower Road and Bidbury Lane to establish the baseline traffic flow in September and October 2016. The location of the ATCs are shown on **Image 3.3** and the full ATC data is included at **Appendix C**.

Image 3.3: ATC Location



3.5.3 The flow data from the ATC is summarised in **Table 3.3** and shown in **Figure TF1**.

Table 3.3: Lower Road (Site Access – Weekday Average)

Location	Time Period	Southbound (Total Vehicles)	Northbound (Total Vehicles)	Two-Way (Total Vehicles)
Lower Road	Morning Peak	18	42	60

Location	Time Period	Southbound (Total Vehicles)	Northbound (Total Vehicles)	Two-Way (Total Vehicles)
	Evening Peak	29	29	58
Bidbury Lane	Morning Peak	12	9	21
	Evening Peak	20	20	40

Source: ATC Surveys September 2016

3.5.4 In addition, Manual Classified Counts (MCC) were undertaken at the junction of Brookside Road / Bedhampton Road and the Bedhampton Road / Bedhampton Hill / Maylands Road roundabout on Wednesday 10 May 2017 and recorded morning and evening peak period traffic flows. The results of the MCC are shown **Figure TF1** and **TF2**, the full data is in **Appendix C**.

3.6 Traffic Speeds

3.6.1 The ATC surveys also recorded vehicle speeds. Two separate ATCs were located in the vicinity of the proposed site access on Lower Road. One ATC was located approximately 25m east of the proposed site access on the bend of Lower Road with the second on Lower Road located circa 70m west of the site access. The recorded vehicle speeds along Lower Road have been presented in **Table 3.4**.

Table 3.4: Lower Road Speeds (Weekday Average) for Site Access

Lower Road	85th%tile Speed	85th %tile Wet Weather Speed
Eastbound	20.6mph	18.1mph
Westbound	18.2mph	15.7mph

Source: ATC Surveys September and October 2016

3.6.2 Wet weather speed adjustments were carried out to derive wet weather speeds. The resultant 85th percentile wet weather speeds and dry weather speeds are shown in **Table 3.4** and the full speed data is in **Appendix C**.

Highway Safety

3.6.3 Personal Injury Accident (PIA) data for the last 5-year period has been obtained from Hampshire Constabulary for the local highway network in the vicinity of the site, including Bedhampton Road, the site frontage and other residential roads.

3.6.4 The data covers the six and a half-year period provided by Hampshire Constabulary on 30/06/2018 from 01/05/11 up to 31/01/18 and is included in **Appendix D**.

3.6.5 There have been no recorded collisions in the last 5 years in the vicinity of the site as shown by the map plot in **Appendix D**.

3.7 Summary

3.7.1 The site access proposal (described in Section 4) will ensure the site is accessible by non-car modes. A good standard of walking facilities are provided on the local highway network in the vicinity of the site. The local roads provide suitable conditions for cycling. Bus stops served by very frequent services are within 500m of the site providing connections to Portsmouth, Havant and Southsea.

3.7.2 Analysis of the local highway network shows that the local roads around the site are lightly trafficked and have a good highway safety record. The impact of the proposal on local roads is considered further in Section 6.

SECTION 4 DEVELOPMENT PROPOSAL

4.1 Introduction

4.1.1 The proposed development consists of 50 residential dwellings, some of which would be affordable dwellings. The proposed site layout is shown on **Drawing 17.043 102 Rev G.**

4.2 Site Access Arrangements

4.2.1 The NPPF at paragraph 108 requires that:

"Safe and suitable access to the site can be achieved for all people"

4.2.2 It is proposed to provide a single point of vehicular access into the site from Lower Road, to include:

- A new simple priority junction;
- A site access road with 5.5m wide carriageway and 2m wide footway on the north side;
- Visibility splays of 43m in excess of measured 85th percentile vehicle speeds; and
- A new 2m pedestrian footway along Lower Road (within the site) to the west connecting with the existing footway network in Lodge Road and a footway to the east to provide access towards Brookside Road.

4.2.3 The site access road layout, visibility splays and new footway at the junction accord with relevant design standards and are illustrated in **drawing ITB12174-GA-002**.

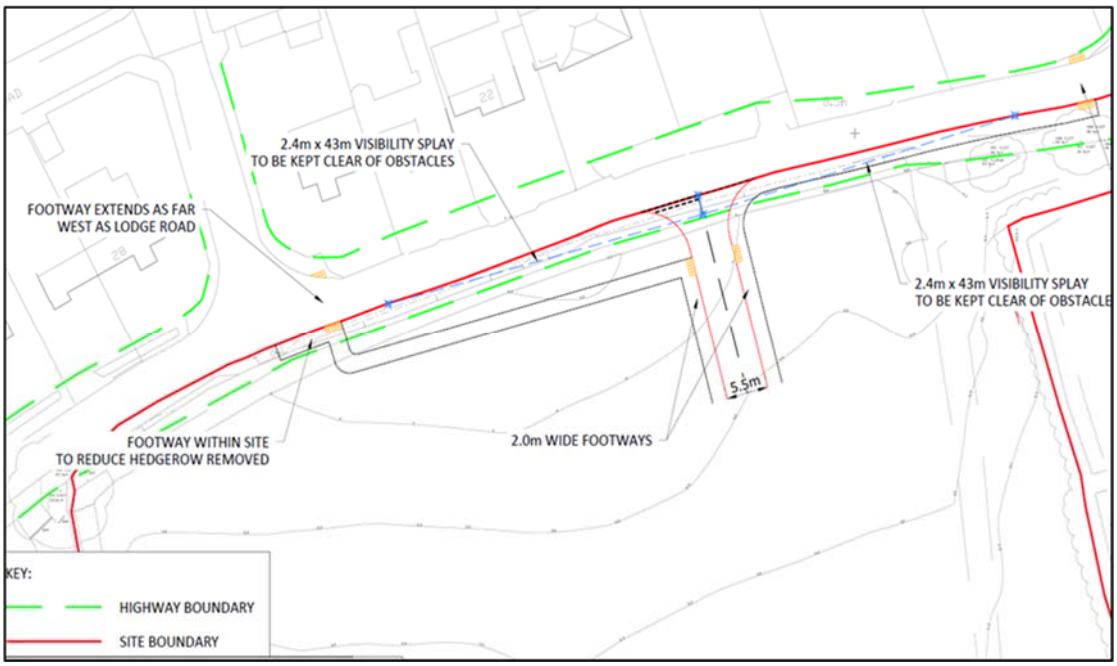
HCC Pre-Application Design Review (PADR) process

4.2.4 The site access arrangements on drawing ITB12174-GA-002 involve minor works on the public highway and in line with Hampshire County Council's (HCC) Section 278 Procedures, a Pre-Application Design Review (PADR) package was submitted to establish the acceptability of the access works 'in principle'.

4.2.5 HCC have produced a PADR report which confirms the geometric layout shown on **drawing ITB12174-GA-002** is suitable for this type of development.

4.2.6 An extract of **drawing ITB12174-GA-002** showing the proposed access arrangements is shown at **Image 4.1**.

Image 4.1 Extract of ITB12174-GA-002 – Site access arrangement



Source: i-Transport

Swept path analysis

4.2.7 The proposed site access has been tracked for the swept path movements of a 11.37m refuse collection vehicle for inbound and outbound movements and this has also been agreed with HCC and HBC. This is shown in **drawing ITB12174-GA-006**.

Road Safety Audit

4.2.8 To consider the safety of the proposed works, a Stage 1 Road safety Audit (compliant with HD19/15) has been completed. This is presented at **Appendix E**. The auditors' recommendations are accepted and noted within the integral Designers Response and shown on **drawing ITB12174-GA-002**. The auditor has confirmed he has no further comments to make.

Summary

4.2.9 The proposed access has been designed to comply with the relevant design standards outlined in the Manual for Streets guidance with relevant design speed applied. The work is shown to meet standards, operate adequately and the recommendations of an independent Road Safety Audit are acceptable and have been incorporated.

4.2.10 The site access has been agreed as an appropriate means of access to the satisfaction of the Highway Authority as required in the Pre-Submission Local Plan Site H20 policy.

4.3 Pedestrian and Cycle Access

4.3.1 The development will connect to existing pedestrian routes which are identified in **Image 3.2** and described below.

Route 1

4.3.2 The section of Lower Road that fronts the site does not have a footway see **Image 4.2** below.

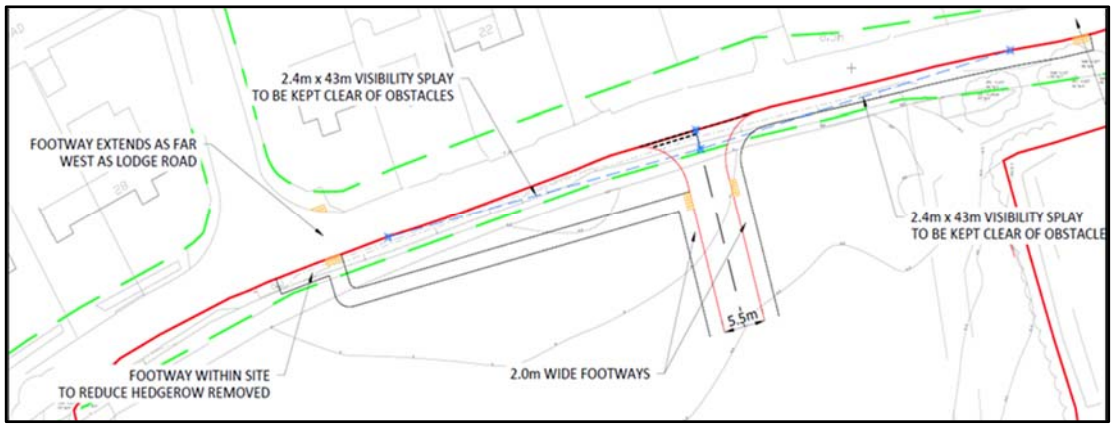
Image 4.2 – Section of Lower Road to Lodge Road with no footway



Source: i-Transport site photograph

4.3.3 The proposed site access arrangement (**drawing ITB12174-GA-002** – extracted at **Image 4.3**) proposes a footway along Lower Road (within the site), tying in with existing footways at the end of Lodge Road and the corner on Lower Road – additional signage could be provided towards Lodge Road and Footpath 107. The stretch of Lower Road near the site currently without a footway will therefore cease to exist with development in place.

Image 4.3 Proposed Lower Road footway (extract of drawing ITB12174-GA-002



Source: Extract of drawing ITB12174-GA-002

Route 2

4.3.4 The footway shown on **drawing ITB12174-GA-002** will connect with the existing footway on the corner on Lower Road. Beyond this there is a 50m straight section of Lower Road without a footway, see **Image 4.4**.

Image 4.4 Lower Road 'between the bend' with no footway



Source: i-Transport site photographs

4.3.5 This section currently operates as a section of shared surface street, it operates safely because:

- It is lightly trafficked with slow traffic speeds – 85th Percentile speeds of 21mph (ref: **Appendix C** and **Table 3.4**);
- It has an impeccable safety record (ref: crashmap.co.uk – no recorded injury accidents between 1999 and 2015);
- The road is straight, street lit and has forward visibility to pedestrians of around 30m (recorded 85th percentile speeds of 21mph require 24m of forward visibility);
- A driver can see a pedestrian on Lower Road and pedestrians will be using existing footways whilst on the bends themselves;
- A development of 50 homes will not significantly increase vehicular traffic (generating around 26 new vehicle trips in the busiest hour of the day); and
- The alternative route (Route 1 via Lodge Road) provides a shorter, lit, hard-surfaced and traffic free route meaning pedestrians will have a choice of walking routes.

4.3.6 The above has been agreed with HCC and HBC and is considered in further detail in Section 6.

4.4 Site layout

4.4.1 The internal site layout is being designed others and the highway matters considered by a civil engineering practice and separate documents are included in the planning application submission.

4.5 Car and cycle parking

4.5.1 The proposed dwelling mix includes a range of dwelling sizes and based on HBC's parking standards, **Table 4.1** below shows the necessary parking spaces.

Table 4.1: Car Parking Standards Havant Borough Council

Type	Non Town Centre	
Dwellings	**Allocated**	**Shared / Communal (unallocated)**
1 Bedroom x 2	1.0	0.9
2 or 3 Bedrooms x 43	2.0	1.3 / 1.9
4 or More Bedrooms x 5	3.0	2.4

Source: HBC Parking Standards

4.5.2 Car parking is in line with these standards is shown on drawing number **Drawing 17.043 102 Rev G** in accordance the above HBC Parking Standards.

Cycle Parking

4.5.3 **Table 4.2** below summarises the cycle parking standards and the type and number of cycle parking spaces required, this level will be provided at each dwelling.

Table 4.2: Cycle Parking Standards, Havant Borough Council

Type	Long Stay	Short Stay
1 bedroom	1 per dwelling	+20%
2 bedrooms	2 per dwelling	
3 bedrooms	2 per dwelling	
4 bedrooms	2 per dwelling	

Source: HBC Parking Standards

4.6 Refuse Collection and Servicing

4.6.1 Within the site, roads have been designed to enable a car to pass a large refuse or service vehicle. The layout incorporates space within the carriageway to enable a large refuse vehicle to access, turn within the site, and egress turning areas in a forward gear. The refuse collection arrangements have been designed with regard to the guidance on good practice, carry distances etc. in Section 6.8 of Manual for Streets (MfS) and with reference to the Hampshire County Council Manual for Streets Companion Document by the applicants civil engineering advisors. Separate documents are included in the planning application submission covering the internal layout.

4.7 Summary

4.7.1 It has been demonstrated that the proposed access meets current and relevant design standards in Manual for Streets and that it provides safe and suitable access to the development for pedestrians, cyclists and vehicles. The access has been through an independent Stage 1 Road Safety Audit and the subject of HCC's Pre-Application Design Review process. The site access has been agreed as an appropriate means of access to the satisfaction of the Highway Authority as required in the Pre-Submission Local Plan Site H20 policy.

4.7.2 The internal site layout, including the road layout, car parking and refuse collection arrangements have been comprehensively designed by the applicants civil engineering advisors and are available as part of the planning application documentation and it is clear that safe and suitable access will be provided for all in accordance with the NPPF.

SECTION 5 ACCESSIBILITY REVIEW

5.1 Introduction

5.1.1 As set out in Section 2 of this report, the NPPF advises that development should be sustainable. In promoting sustainable transport, it is important to consider the reasons why future residents of the proposed development will make journeys. The Department of Transport's National Travel Survey identifies the proportion of all trips by purpose as set out in **Table 5.1** below.

Table 5.1: Proportion of Trips per Year by Journey Purpose

Journey Purpose	Proportion of Trips
Leisure	26%
Shopping	19%
Commuting/Business	18%
Education/Escort Education	12%
Personal Business	10%
Other Escort	9%
Other (Including Just Walk)	6%

Source: Table NTS0409 Average number of trips by purpose and main mode: England NTS – 2017 Edition

5.1.2 By understanding the main types of journeys that people make, the key destinations for future residents of the proposed site can be determined. This section of the TS provides an assessment of the key destinations by journey purpose and summarises the opportunities to access each destination by non-car modes of transport.

5.2 Walking and Cycling

Walking

5.2.1 Paragraph 2.3 of the Design Manual for Roads and Bridges TA91/05 "Provision for Non-Motorised Users" states:

> ***"Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles. Walking and rambling can also be undertaken as a leisure activity, often over longer distances".***

5.2.2 Manual for Streets (MfS) paragraph 4.4.1 states:

"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance……..however this is not an upper limit and……walking offers the greatest potential to replace short car trips, particularly those under 2km."

5.2.3 Further, the National Travel Survey (NTS) 2014 (released September 2015) confirms that some 76% of all trips under 1 mile (circa 1.6km) are walks. Walking still accounts for some 31% of all trips between 1 and under 2 miles (circa 1.6km – 3.2km). The NTS data is included at **Appendix F.**

5.2.4 It is clear from the guidance available that acceptable walking distances will vary between individuals and circumstances for example physical fitness, encumbrances (e.g. shopping etc.), journey purpose, attractiveness of walk route etc. On this basis it is considered that:

- Up to 800m is a "comfortable" walking distance;
- 2km offers the greatest potential to replace cars trips and is therefore a "reasonable" walking distance.
- Some people may walk further than this and, as such 3.2km (2 miles) is a "maximum" walking distance for non- leisure activities.

Cycling

5.2.5 Paragraph 2.11 of TA91/05 "Provision for Non-Motorised Users" states:

"Cycling is used for accessing a variety of different destinations, including educational facilities, shops and places of work, up to a range of around 5 miles. Cycling is also undertaken as a leisure activity, often over much longer distances. As well as being a mode of transport in its own right, cycling frequently forms part of a journey in combination with cars and public transport."

5.2.6 It is therefore considered that a cycling distance of up to around 8km (5 miles) offers the greatest potential to replace cars trips and is therefore a "reasonable" cycling distance. As identified in TA91/05 cycling also frequently forms part of a longer journey in combination with public transport.

Local facilities

5.2.7 The facilities and key destinations within a 800m 'comfortable', 2km (1.2 miles) 'reasonable' and a 3.2km (2 miles) 'maximum' walking distance and a 8km (5 miles) 'reasonable' cycle distance of the site are shown on **Figure T2**. The respective distances are shown on **Table 5.2**.

Table 5.2: Walk and Distance (Measured from Centre of site) to Key Local Facilities

Purpose	Destination	Approx. Total Distance (m)	Walking Distance	Cycling Distance
Leisure	Beefeater Rusty Cutter Restaurant	690	✓✓✓	✓✓✓
	Imperial Palace Restaurant	650	✓✓✓	✓✓✓
	Bedhampton Mariners Cricket Club	480	✓✓✓	✓✓✓
	Havant Leisure Centre	2200	✓	✓✓✓
	Havant Rugby Football Club	1800	✓✓	✓✓✓
	The Swan Inn Restaurant	1400	✓✓	✓✓✓
	Havant Park	2100	✓	✓✓✓
	Recreation Ground	970	✓✓	✓✓✓
Employment	Volvo Cars Havant	940	✓✓	✓✓✓
	Industrial Estate	2000	✓✓	✓✓✓
	Langstone Technology Park	2100	✓	✓✓✓
	EndEavour Business Park	2700	✓	✓✓✓
	Havant Town Centre	2200	✓	✓✓✓
	Havant Industrial Estate	1900	✓✓	✓✓✓
Retail	Belmont Barber Shop	650	✓✓✓	✓✓✓
	Deep Blue Takeaway	820	✓✓	✓✓✓
	Tesco Extra	2300	✓	✓✓✓
	Asda Superstore	2150	✓	✓✓✓
	Aldi	1900	✓✓	✓✓✓
	Havant Town Centre	2200	✓	✓✓✓
	Post Office	990	✓✓	✓✓✓
	Convenience Store	970	✓✓	✓✓✓
Education	Havant College	1800	✓✓	✓✓✓
	Trosnant Junior School	2300	✓	✓✓✓
	Bidbury Junior School	1900	✓✓	✓✓✓
	Bidbury Infant School	1900	✓✓	✓✓✓
	St Thomas More's Pre School	1600	✓✓	✓✓✓
	Barncroft Primary School	1900	✓✓	✓✓✓
	South Down College	3000	✓	✓✓✓
	Bosmere Junior School	2400	✓	✓✓✓
Health	Rowlands Pharmacy	830	✓✓	✓✓✓
	Damira Dental Care	2200	✓	✓✓✓
Others	St Thomas Church	340	✓✓✓	✓✓✓
	Saint Nicholas Church	860	✓✓	✓✓✓
	Bedhampton Methodist Church	970	✓✓	✓✓✓

Note to walking distance column: ✓✓✓ up to 800m distance and reasonable cycle distance, ✓✓ - 800m – 2km distance, ✓ 2km – 3.2km – "maximum" walking distance

5.2.8 **Table 5.2** identifies the key local destinations in the vicinity of the site and assesses the opportunity to access these facilities by non-car modes. It demonstrates that there is a range of facilities (retail, education, health, employment and leisure) within reasonable walking and cycling distance of the site, enabling future residents to access these facilities by non-car modes.

5.2.9 These facilities can be accessed by the proposed site access infrastructure (Section 4) and the existing highway network which Section 3 of this report identifies is suitable for pedestrians and cyclists.

5.2.10 In addition to the local destinations in **Table 5.2**, it should be noted that both Portsmouth and Chichester city centres which offer further employment, retail, health and leisure services can be reached by a short (approx. 20 minute) train journey respectively. Bedhampton railway station can be accessed on foot or by cycle and the Number 21 and 23 buses provide excellent bus access. The railway station also provides for onward journeys to Central London as shown in **Table 3.2**.

5.3 Summary

5.3.1 The analysis in this section confirms that the site is located within acceptable walking and/or cycling distance of a range of essential and everyday facilities including primary education, local shopping facilities and employment. Further facilities in Portsmouth and Chichester city centres including additional employment, retail and leisure can be accessed by a short bus or train journey.

5.3.2 The development proposal therefore complies with current local and national transport policy, by promoting development in a location where there is accessibility to a range of destinations by a choice of modes of transport.

SECTION 6 TRAFFIC IMPACT

6.1 Trip generation

6.1.1 To understand the potential impact of residential development on the local highway network, an assessment of the likely vehicular trip generation of the development has been undertaken for the morning and evening weekday peak hour periods.

6.1.2 This has been done using vehicular trip rates that are based on traffic surveys of existing residential sites contained in the TRICS trip generation database. The sites have been selected using the following criteria:

- Private and private mixed with affordable only sites housing;
- Region – All regions except Greater London, Ireland, Scotland & Wales;
- Site size – Between 6 and 200 dwellings;
- Location – Edge of town area; and
- Survey days – Monday, Tuesday, Wednesday, Thursdays and Friday.

6.1.3 The resulting trip rates are given in **Table 6.1**. The full TRICS outputs are included in **Appendix G**.

Table 6.1 – TRICS Assessment

Time	AM Peak (0730 – 0830)			PM Peak (1630 – 1730)		
	In	Out	Total	In	Out	Total
Trip Rate (Houses Privately Owned and Mix Affordable)	0.133	0.385	0.518	0.348	0.169	0.517
Trips (50 Dwellings)	10	19	26	17	8	26

Source: TRICS

6.1.4 In total the proposed development is predicted to generate:

- 26 two-way vehicle movements in the morning peak hour, which equates to less than one vehicle every two minutes; and
- 26 two-way vehicle movements in the evening peak hour, which is less than one vehicle every two minutes.

6.2 Study Area and Base Traffic Flows

6.2.1 The study area for the junction assessments was agreed with HBC through the scoping process and comprises the following junctions:

- The proposed site access junction with Lower Road;
- The junction of Brookside Road and Bedhampton Road; and
- The Bedhampton Road / Bedhampton Hill roundabout junction.

6.3 Base traffic flows

6.3.1 The baseline (2016 and 2017) traffic flows as described in Section 3 of this TS are shown on **Figures TF1** and **TF2**.

6.4 Traffic Growth

6.4.1 The recorded traffic flows within the study area (see Figures TF1 and TF2) have been growthed to a future year of 2019 using factors from TEMPRO / NTM database AF09 Dataset. The 2019 traffic flows are shown in **Figures TF3** and **TF4**.

6.5 Development Traffic Distribution and Assignment

6.5.1 The likely journey purpose for the generated car driver peak hour trips has been determined using data derived from the National Travel Survey (NTS) 2014 (DfT) and the proportion of peak hour trips by journey purpose by car is presented in **Table 6.2**

Table 6.2: Proportion of Peak Hour Trips by Journey Purpose (Car Driver Only)

Trip Purpose	AM Peak (0730-0830)	PM Peak (1630-1730)
Commuting/Business	40%	45%
Other Journey Purposes	60%	55%
Total	**100%**	**100%**

Source: Car driver trip start time by trip purpose (Monday to Friday only): Great Britain, 2010/14, National Travel Survey, DfT, 2015

6.5.2 Traffic distribution is based on 46% of the peak vehicular trips being for employment journeys with the remaining 54% of the vehicle trips assumed to be for all other purposes, including education, shopping, leisure and personal business trips.

6.5.3 In order to provide an accurate assessment of the likely distribution of traffic from the site, separate methodologies have been applied to consider the destinations of commuting and business trips to other trip purposes. For commuting and business trips, the 2011 National Census Journey to Work statistics (for car drivers) for the Havant 018 MSOA has been used. These identify the location of existing resident's employment locations and so identify existing commuting patterns. For other journey purpose trips a P/T2 gravity model has been undertaken using the population of key urban areas (from the 2011 census) within a 35 minute drive from the site (estimated from Google Maps Directions facility).

6.5.4 The two sets of data are then combined to generate a single set of distribution parameters to inform the development trip assignment. The combined data is presented in **Table 6.3** and is shown in **Figure TF5**.

Table 6.3: Trip Distribution and Assignment Assessment

Destination	Employment Trips %	Non-Commuter Trips %	All Combined Trips %
Bedhampton/Havant	10.24%	31.78%	42.02%
Portsmouth	12.20%	10.03%	22.23%
Waterlooville/Horndean	5.97%	5.96%	11.93%
Chichester	2.96%	0.41%	3.36%
Emsworth	0.87%	1.68%	2.55%
Hayling Island	1.13%	1.06%	2.19%
Fareham	1.22%	0.47%	1.69%
Gosport	0.87%	0.80%	1.67%
Portchester	0.41%	1.21%	1.62%
Petersfield	0.96%	0.60%	1.56%
Hamble/Burseldon/Sarisbury Green	1.46%	0.09%	1.55%
Southampton	0.91%	-	0.91%
Eastleigh	0.81%	-	0.81%
Hedge End	0.20%	0.46%	0.67%
Winchester	0.54%	-	0.54%

Destination	Employment Trips %	Non-Commuter Trips %	All Combined Trips %
Bordon	0.30%	0.24%	0.53%
London	0.41%	-	0.41%
Bishop's Waltham	0.26%	0.12%	0.38%
Midhurst	0.20%	0.08%	0.28%
Basingstoke/Hook	0.28%	-	0.28%
Arundel/Littlehampton	0.24%	-	0.24%
Farnborough/Aldershot/Camberley	0.22%	-	0.22%
Bracknell	0.18%	-	0.18%
Crawley/Horsham	0.18%	-	0.18%
Alton	0.17%	-	0.17%
Andover	0.13%	-	0.13%
Reigate/Dorking/Leatherhead/Banstead	0.13%	-	0.13%
Haslemere	0.09%	0.02%	0.11%
Woking	0.09%	-	0.09%
Fleet/Blackwater	0.07%	-	0.07%
Guildford	0.07%	-	0.07%
Farnham	0.04%	-	0.04%
Burgess Hill	0.02%	-	0.02%
Shoreham-by-Sea	0.02%	-	0.02%
Worthing	0.02%	-	0.02%
Other	*1.13%*	-	*1.13%*
TOTAL	45.00%	55.00%	100.00%

Source: Nomis Web / Google Maps

6.5.5 The traffic generation for the morning and evening peak hours (see **Table 6.1**) has been assigned to the network using the distribution in **Figure TF5**. The development traffic assignment for the morning and evening peak hours is shown on **Figures TF6** and **TF7** respectively.

6.6 Design Year Traffic Flows

6.6.1 On the basis of the above analysis, the development traffic has been added to the 2019 'without development' scenarios to achieve 'with development' scenarios for the design year in the morning and evening peak.

6.6.2 The 'with development' scenarios are presented in:

- **Figure TF8** – 2019 'with development' Traffic Flows – AM Peak Hour (0730 – 0830); and
- **Figure TF9** – 2019 'with development' Traffic Flows – PM Peak Hour (1630 – 1730).

6.7 Traffic Impact Analysis

Approach

6.7.1 As discussed above at 6.2, operational assessments have been undertaken using the TRL program 'Junctions 9' for:

- The site access / Lower Road junction;
- The Brookside Road / Bedhampton Road junction; and
- The Bedhampton Road / Bedhampton Hill roundabout junction.

Proposed Site Access

6.7.2 The operation of the proposed site access has been considered for a future year of 2019 with the development only. Junctions 9 operational assessments for the 2019 'with development' scenario are summarised in **Table 6.4** and the modelling output is in **Appendix H**.

Table 6.4: Site Access / Lower Road Junction – Modelling results

	Morning Peak Hour			Evening Peak Hour		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2019 'with development'						
Site Access	0.04	0	7.47	0.02	0	7.31
Lower Road	0.00	0	0.00	0.00	0	0.00

Note: maximum delay per arriving vehicle in modelled peak hour (seconds)

6.7.3 **Table 6.4** shows that the proposed site access will easily accommodate the proposed development traffic in the morning and evening peak hours without queuing or delay.

Brookside Road / Bedhampton Road priority junction

6.7.4 The operation of the Brookside Road / Bedhampton Road priority junction has been tested to establish its current (base) operational performance (2017), a future year of 2019 (year of opening) with no development and then in 2019 with the development traffic included. Junctions 9 operational assessments for the scenarios are summarised in **Table 6.5** and the modelling output is in **Appendix H**.

Table 6.5: Brookside Road / Bedhampton Road Priority Junction – Modelling results

	Morning Peak Hour			Evening Peak Hour		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2017 'base / observed'						
Brookside Road	0.14	<1	8	0.06	<1	8
Bedhampton Road	0.10	<1	8	0.09	<1	7
2019 'without development'						
Brookside Road	0.15	<1	8	0.10	<1	8
Bedhampton Road	0.10	<1	8	0.09	<1	7
2019 'with development'						
Brookside Road	0.17	<1	8	0.08	<1	8
Bedhampton Road	0.10	<1	8	0.10	<1	7
2019 'with development' – Comparison with 2019 Base						
Brookside Road	0.02	0	0	0.02	0	0
Bedhampton Road	0	0	0	0	0	0

Note: maximum delay per arriving vehicle in modelled peak hour (seconds)

6.7.5 The results show that the Brookside Road / Bedhampton Road priority junction operates well and will easily accommodate the proposed development traffic in the morning and evening peak hours without queuing or delay.

Bedhampton Road / Bedhampton Hill roundabout junction

6.7.6 The operation of the Bedhampton Road / Bedhampton Hill roundabout junction has been tested to establish its operational performance in 2017, in a future year of 2019 with no development and then in 2019 with the development traffic included. Junctions 9 operational assessments for the scenarios are summarised in **Table 6.6** and the modelling output is in **Appendix H**.

Table 6.6: Bedhampton Road / Bedhampton Hill roundabout – Modelling results

	Morning Peak Hour			Evening Peak Hour		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
2017 'observed'						
Bedhampton Road	0.52	1	4	0.61	2	5
Bedhampton Hill	0.44	<1	5	0.53	1	6
Portsdown Hill Road	0.78	3	25	0.92	8	56
Maylands Road	0.31	<1	10	0.16	< 1	10
2019 'without development'						
Bedhampton Road	0.54	1	4	0.63	2	5
Bedhampton Hill	0.46	<1	5	0.55	1	6
Portsdown Hill Road	0.81	4	27	0.95	10	71
Maylands Road	0.33	<1	11	0.17	<1	10
2019 'with development'						
Bedhampton Road	0.54	1	4	0.63	2	5
Bedhampton Hill	0.46	<1	5	0.55	1	6
Portsdown Hill Road	0.81	4	28	0.97	11	77
Maylands Road	0.33	<1	11	0.17	< 1	10
2019 'with development' – Comparison with 2019 Base						
Bedhampton Road	0	0	0	0	0	0
Bedhampton Hill	0	0	0	0	0	0
Portsdown Hill Road	0	0	1	0.02	1	6
Maylands Road	0	0	0	0	0	0

Note: maximum delay per arriving vehicle in modelled peak hour (seconds)

6.7.7 **Table 6.6** shows that the Bedhampton Road / Bedhampton Hill roundabout junction is currently very busy during the evening peak period with Portsdown Hill Road being the arm with the most queuing and delay. However, it will continue to operate within its theoretical capacity with the addition of the development traffic. The greatest impact will be in the evening peak period on Portsdown Hill Road where the queue will increase by just one vehicle and delay by just six seconds.

6.7.8 These very minor increases will be well within daily flow variations and will not have any noticeable impact on the safety or operation of the local highway network let alone a severe impact. The operational assessment shows the existing network will continue to operate within theoretical capacity during the highway network peak hours.

6.8 Pedestrian and cycle assessment of Lower Road

6.8.1 Following comments from the public consultation event, a detailed assessment of Lower Road has been undertaken to understand the current and future pedestrian and cycle usage. The full assessment is set out in Technical Note ITB12174-006 in **Appendix I**)

6.8.2 The assessment in **Appendix I** includes a four-day pedestrian and cycle survey of Lower Road and demonstrates that there are large numbers of pedestrian and cycle movements on Lower Road. The highest amount of pedestrian movements across the survey period was on Sunday 13 May 2018 with total of 149 two-way movements. The highest amount of cyclist movements recorded were on Friday 11 May 2018 with a total of 104 two-way movements across the day.

6.8.3 When comparing these survey results to the traffic data received in October 2016 it demonstrates that out of all the total movements, between 24% and 38% where either pedestrian or cycling trips i.e. it is a genuine shared surface.

6.8.4 Pedestrians are observed to almost universally walk along the western side of Lower Road to continue along the footway to the north, the length of Lower Road without a footway is 50m, roughly a 35 second walk.

6.8.5 The current use of Lower Road, as a shared surface is suitable for the proposed development of 50 dwellings and has been agreed by Havant Borough Council. The shared surface is in line with the following criteria:

- It is lightly trafficked with slow traffic speeds – 85th Percentile speeds of 21mph;
- It has an impeccable safety record (ref: crashmap.co.uk – no recorded injury accidents between 1999 and 2018);
- The road is straight, street lit and has forward visibility to pedestrians of around 30m (recorded 85th percentile speeds of 21mph require 24m of forward visibility);

6.8.6 The assessment of the impact of the development in **Appendix I** shows that the amounts of pedestrians and cyclists using Lower Road against the number of vehicles will continue to be high when the development is completed. The forecast number of pedestrian and cycling movements as a total of all forecast movements on Lower Road when the development is complete will be higher than it is now, the breakdown is:

- Weekday morning peak 30% pedestrians and cyclists;

- Weekday evening peak 28% pedestrians and cyclists; and
- Weekday daily 26% pedestrians and cyclists

6.8.7 Put simply, Lower Road will continue to be a genuine shared surface during at busy times and throughout the day.

6.8.8 In addition, the probability of vehicles and pedestrians using the section of Lower Road without a footway has also been assessed and the prospect of these users all being in the section without a footway at the same time is 0.056%, i.e. there is a very small prospect of any users meeting on that section – once every 56,000 times a user passes along the access. Even when this happens:

- There is ample width for car to pass a pedestrian;
- There is ample visibility between passing cars and other users; and
- This activity has occurred for many years with no impact on road safety.

6.8.9 Finally, an alternative pedestrian route can be accessed via Lodge Road (Public Footpath 107) which provides a direct connection to Bedhampton Road. The minimum width of the footpath is 0.90m, however the width does increase to 1.4m/1.6m at some sections. With sections along the footpath which are wider this allows for two pedestrians to pass one another. This alternative route is also located to a similar distance, (indeed shorter) to the bus stops located on Bedhampton Road.

6.9 Summary

6.9.1 In accordance with the agreed scope and pre-application discussions with HCC and HBC, the traffic impact of the proposed development has been considered on the local highway network in the vicinity of the site.

6.9.2 The development is anticipated to generate a maximum of 26 two-way vehicle movements during the weekday peak hour periods, equating to less one extra vehicle movement every two minutes.

6.9.3 The development traffic has been assigned to the local highway network using a distribution based on a combination of the 2011 Census Travel to Work Data (for the proportion of peak hour trips that are work journeys) and a gravity model (for other journey purposes).

6.9.4 Operational assessments have been undertaken at the site access junction and Bedhampton Road / Bedhampton Hill roundabout junction which is forecast to operate within its theoretical capacity with the addition of the development traffic. The greatest impact will be in the evening peak period on Portsdown Hill Road where the queue will increase by just one vehicle and delay by just six seconds.

6.9.5 Despite the continued use of that section of Lower Road with no footway being agreed with HCC and HBC, a detailed pedestrian and cycle assessment of it has been undertaken following public consultation which shows that it has an impeccable safety record and it will continue to be a quiet and safe environment when the development is complete with the development having no noticeable impact on the safety or operation of Lower Road.

6.9.6 Against this background, the development generated traffic can be accommodated on the local highway network and the residual impacts of the development falls well short of the "severe" test set by the National Planning Policy Framework.

SECTION 7 INFRASTRUCTURE DELIVERY STATEMENT

7.1 Introduction

7.1.1 HBC's LHPS includes the requirement for the site to be accompanied by an Infrastructure Delivery Statement which should set out the applicant's approach to scoping infrastructure and other requirements, including the level and type of engagement undertaken at pre-application stage. The following prompts are provided to assist in scoping the type of infrastructure provision at a 'locally specific' and 'site specific' level:

What issues and discussions relating to infrastructure capacity in relation to the subject site have taken place?

What infrastructure capacity projects are in place?

What infrastructure is required in relation to the subject site?

7.2 Assessment

7.2.1 **Table 7.1** follows the approach within the HBC LHPS and documents the assessment of highways and transport infrastructure that has been undertaken.

7.2.2 **Table 7.1** Transport Infrastructure Delivery Statement

Table 7.1 Transport Infrastructure Delivery Statement

Issue	Discussions	Projects in place	Infrastructure required
Sustainable Transport	Pre-app with HBC and HCC considered continued use of Lower Road as a shared surface street.	HBC and HCC agreed that the existing infrastructure is adequate to serve the development.	None
Site Access	Pre-app with HBC and HCC considered the route for a new footway to connect to Lodge Road.	HBC and HCC suggested the new footway be routed within the site to connect to the Post Box and allow retention of hedgerow.	The HBC and HCC suggestion was agreed and shown as part of the proposed development on drawing ITB12174-GA-002.

Issue	Discussions	Projects in place	Infrastructure required
Transport Impact	Pre-app with HBC identified the need for an assessment of the Bedhampton Road roundabout.	The applicant funded further data collection and the TS includes a full analysis of the roundabout and an extensive pedestrian and cycle assessment of Lower Road demonstrating the existing infrastructure is adequate to serve the development	None

7.3 Summary

7.3.1 In accordance with the LPHS, the proposal is accompanied by an Infrastructure Delivery Statement which covers transport and sets out the completed approach to scoping, including the engagement undertaken at pre-application stage. Where necessary the resulting infrastructure requirements are provided as part of the proposed development and thus ensure compliance with the LPHS.

SECTION 8 SUMMARY AND CONCLUSIONS

8.1 Summary

8.1.1 This TS considers the transport aspects of a full planning application for development of land south of Lower Road, Bedhampton for 50 dwellings. Access is proposed via a new priority junction from Lower Road. The site is identified as being suitable for early release for residential development of 50 homes in the adopted Havant Borough Council Local Housing Policy Statement (LHPS) and Pre-Submission Local Plan which has been agreed by Full Council.

8.1.2 The site is in a suitable, accessible location for residential development. It has a good level of accessibility by non-car modes to a range of local everyday facilities and services including education, health, retail, leisure and employment facilities. Walking facilities in the vicinity of the site are of a good standard and continuous routes to these destinations are provided. Local roads are suitable for cycling and the site is within walking distance of regular bus routes, providing services seven days per week. Frequent and regular rail services to destinations including Portsmouth, Chichester and central London are available from Bedhampton Station, which can be reached within recommended walking distance and cycle distances.

8.1.3 It has been demonstrated that the proposed access meets current and relevant design standards in Manual for Streets and that it provides safe and suitable access to the development for pedestrians, cyclists and vehicles. The access has been through an independent Stage 1 Road Safety Audit and the subject of HCC's Pre-Application Design Review process. The site access is agreed with HCC as Local Highway Authority.

8.1.4 The internal site layout, including the road layout, car parking and refuse collection arrangements have been comprehensively designed by the applicants civil engineering advisors and are available as part of the planning application documentation.

8.1.5 The vehicular trip generation characteristics of the development have been assessed on a robust basis using trip rates from the TRICS trip generation database. In the peak hours the development is expected to result in the following increases in vehicular trips:

- 26 two-way vehicle movements in the morning peak hour, which equates to less than one vehicle every two minutes; and

- 26 two-way vehicle movements in the evening peak hour, which is again less than one vehicle every two minutes.

8.1.6 The vehicular trips generated by the development have been distributed to the local highway network using a comprehensive methodology assessing both a commuting and other trip purpose methodology and the site access junction and two other local junctions have been assessed on a worst case basis for a future year of 2019 with the development proposal and found to operate with no noticeable additional queuing or delay expected.

8.1.7 The assessment of the highway network demonstrates that the development traffic will amount to a minimal increase in local traffic flows which will be accommodated on the highway network without a noticeable, and certainly not a severe impact.

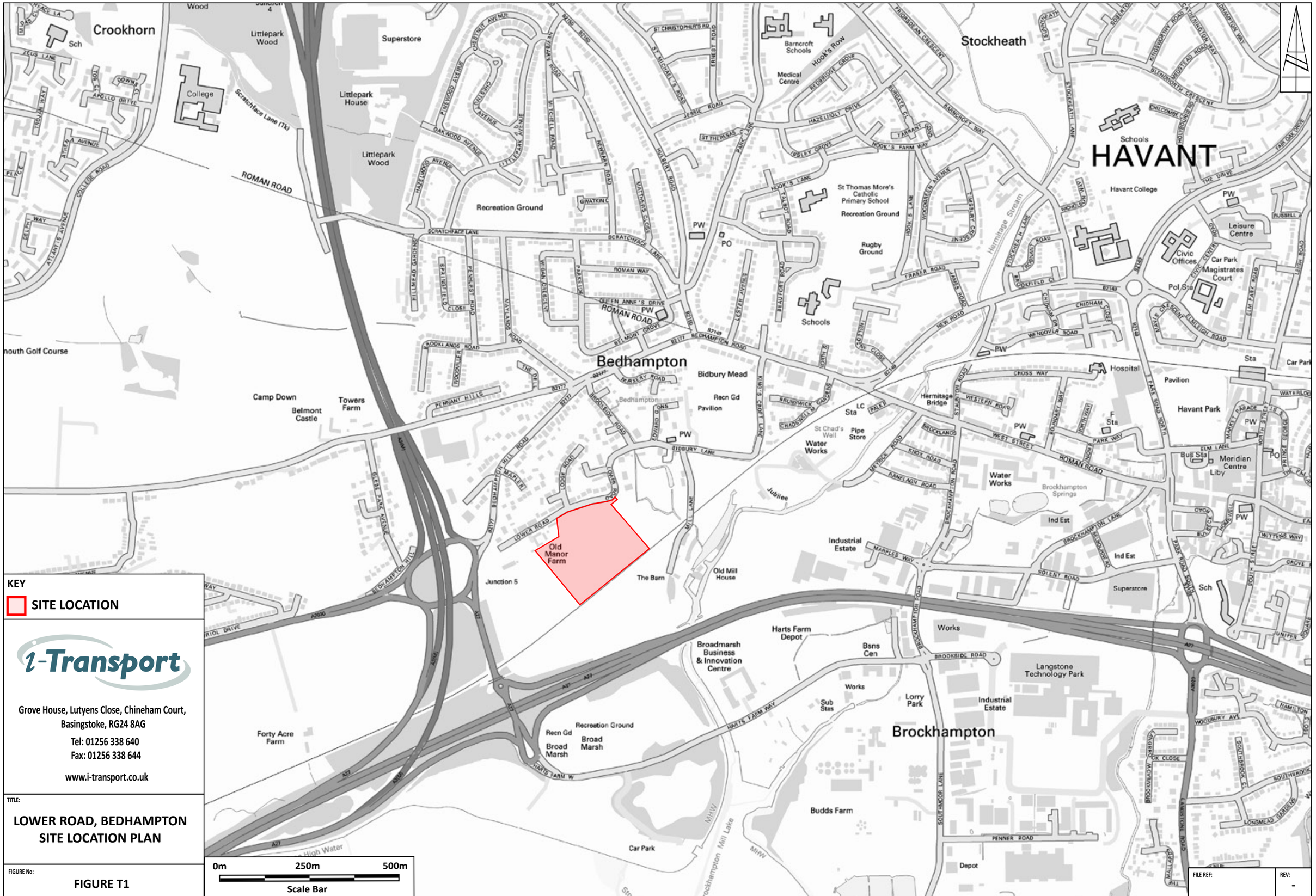
8.1.8 Discussions have taken place with both and HBC and HCC over local highways and transport infrastructure to inform the Infrastructure Delivery Statement (IDS). This has determined that local transport services and infrastructure are sufficient to serve the site. The IDS discussions have helped shape the site access proposals which now provide for a new footway to Lodge Road which retains a section of hedgerow on the Lower Road site frontage.

8.2 Conclusion

8.2.1 The site is identified for development in the Havant LHPS and Pre-Submission Local Plan, is in an accessible location and thereby complies with local and national transport policies to promote development in sustainable locations. The proposed access arrangements meet current design standards and are agreed with HBC and HCC. The site can be accessed safely by both car and non-car modes and the vehicular trips generated by the development can be accommodated on the local highway network. The impact of the development is not severe.

8.2.2 The proposal is therefore considered acceptable in transport and highways terms and the proposed development is in line the NPPF, HBC LHPS and HBC Pre-Submission Local Plan.

FIGURES



KEY

SITE LOCATION

i-Transport

Grove House, Lutyens Close, Chineham Court,
Basingstoke, RG24 8AG

Tel: 01256 338 640
Fax: 01256 338 644

www.i-transport.co.uk

TITLE:

LOWER ROAD, BEDHAMPTON
SITE LOCATION PLAN

FIGURE No:

FIGURE T1

0m 250m 500m

Scale Bar

FILE REF:

REV: -

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KEY:

- SITE LOCATION
- L1 BEEFEATER RUSTY CUTTER RESTAURANT
- L2 IMPERIAL PALACE RESTAURANT
- L3 BEDHAMPTON MARINERS CRICKET CLUB
- L4 HAVANT LEISURE CENTRE
- L5 HAVANT RUGBY FOOTBALL CLUB
- L6 THE SWAN INN RESTAURANT
- L7 HAVANT PARK
- L8 RECREATION GROUND
- E1 VOLVO CARS HAVANT
- E2 INDUSTRIAL ESTATE
- E3 LANGSTONE TECHNOLOGY PARK
- E4 ENDEAVOUR BUSINESS PARK
- E5 HAVANT TOWN CENTRE
- E6 HAVANT INDUSTRIAL ESTATE
- R1 BELMONT BARBER SHOP
- R2 DEEP BLUE BEDHAMPTON TAKEWAY
- R3 TESCO EXTRA
- R4 ASDA SUPERSTORE
- R5 ALDI
- R6 HAVANT TOWN CENTRE

i-Transport

Grove House, Lutyens Close, Chineham Court, Basingstoke, RG24 8AG

Tel: 01256 338 640
Fax: 01256 338 644

www.i-transport.co.uk

TITLE:

LOWER ROAD, BEDHAMPTON ACCESSIBILITY PLAN

FIGURE No:

FIGURE T2

0m 250m 500m

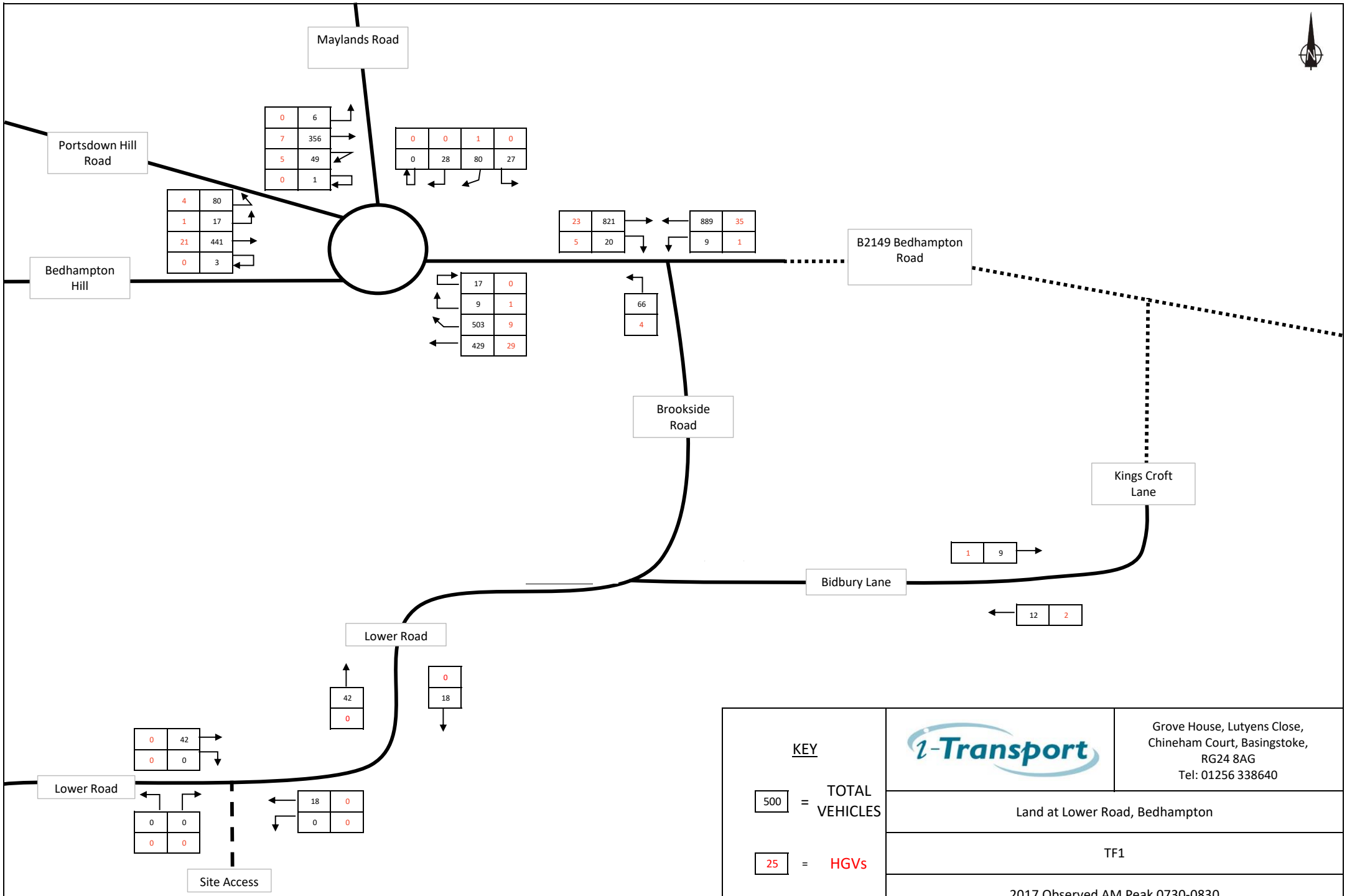
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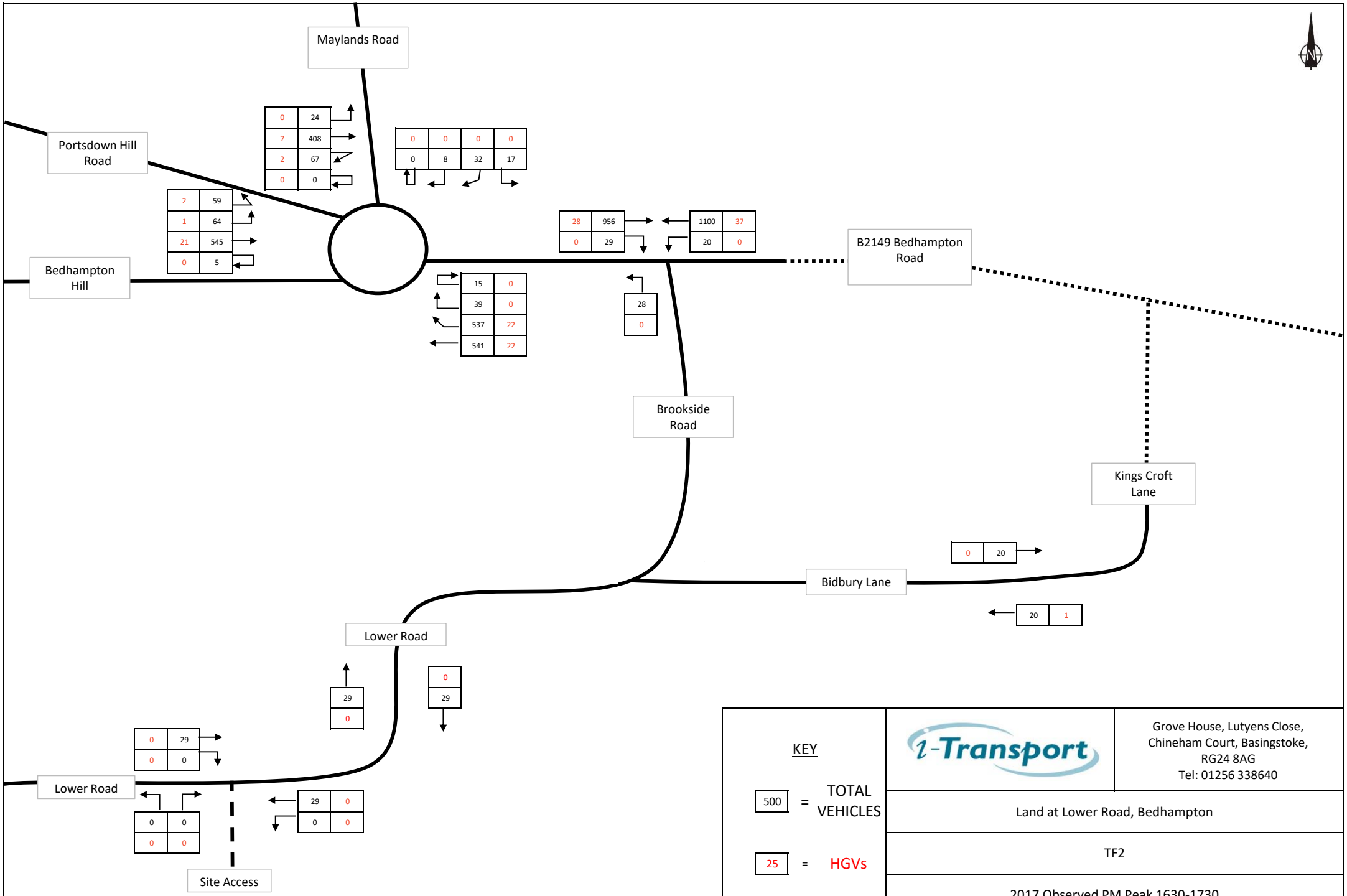
- R7 POST OFFICE
- R8 CONVENIENCE STORE
- ED1 HAVANT COLLEGE
- ED2 TROSNANT JUNIOR SCHOOL
- ED3 BIDBURY JUNIOR SCHOOL
- ED4 BIDBURY INFANT SCHOOL
- ED5 ST THOMAS MORE'S PRE SCHOOL
- ED6 BARNCROFT PRIMARY SCHOOL
- ED7 SOUTH DOWNS COLLEGE
- ED8 BOSMERE JUNIOR SCHOOL
- H1 ROWLANDS PHARMACY
- H2 DAMIRA DENTAL CARE
- O1 ST THOMAS' CHURCH
- O2 SAINT NICHOLAS CHURCH
- O3 BEDHAMPTON METHODIST CHURCH
- BUS STOP
- BUS NO 21
- BUS NO 23
- BEDHAMPTON CENTRE
- HAVANT TOWN CENTRE
- BROADMARSH AND LANGSTONE EMPLOYMENT AREA
- 800m ISOCHRONE
- 2000m ISOCHRONE

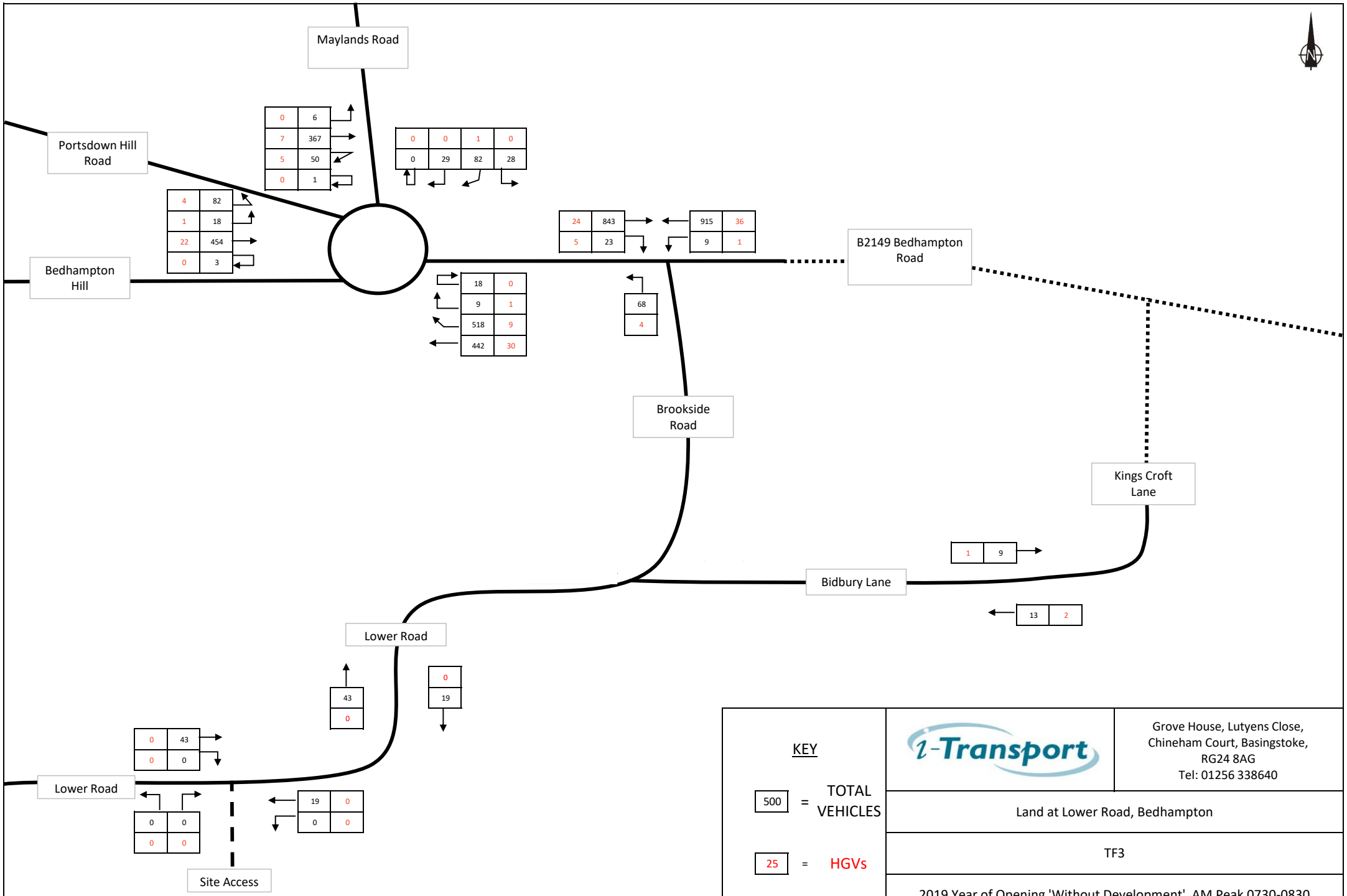
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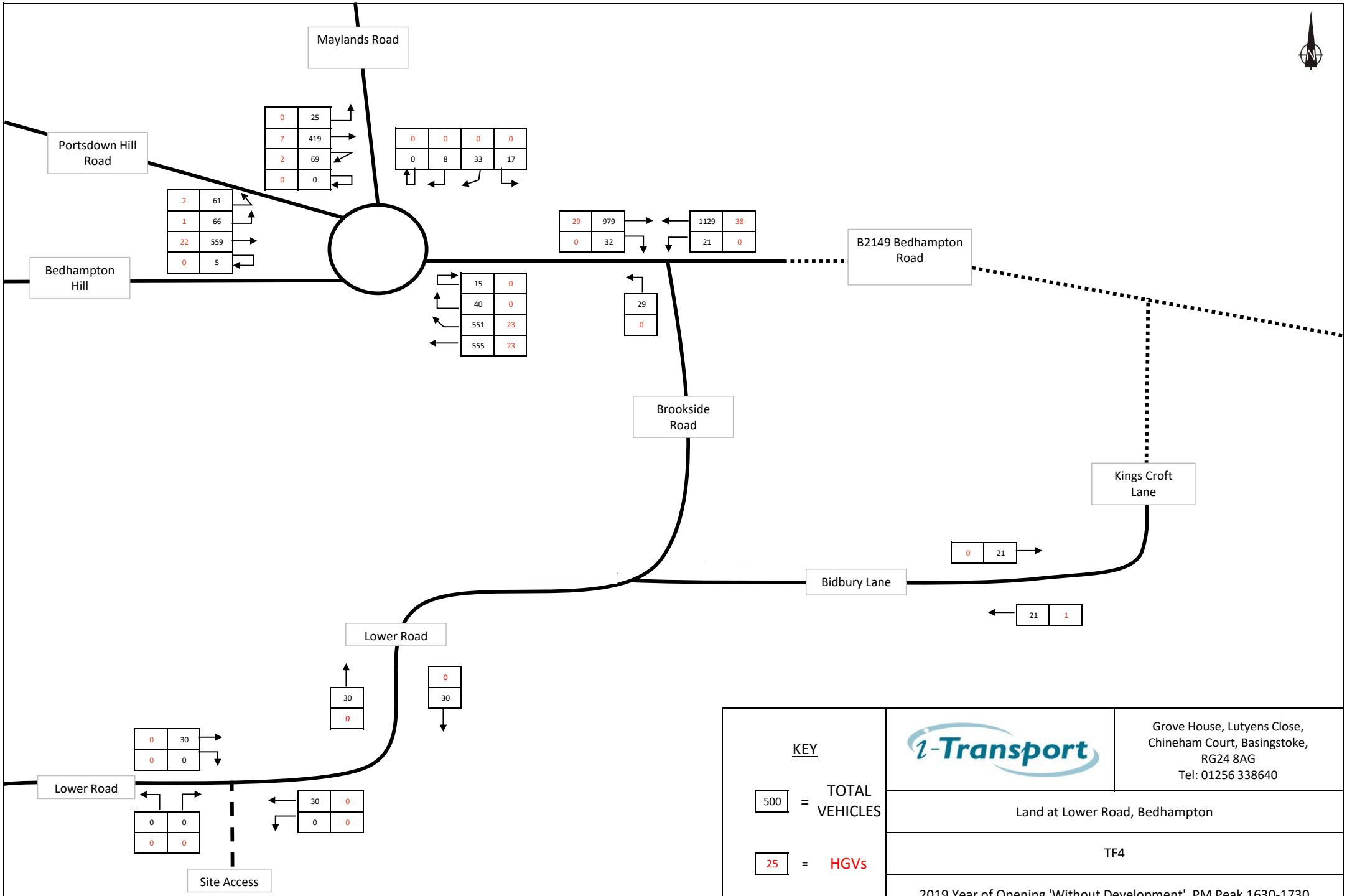
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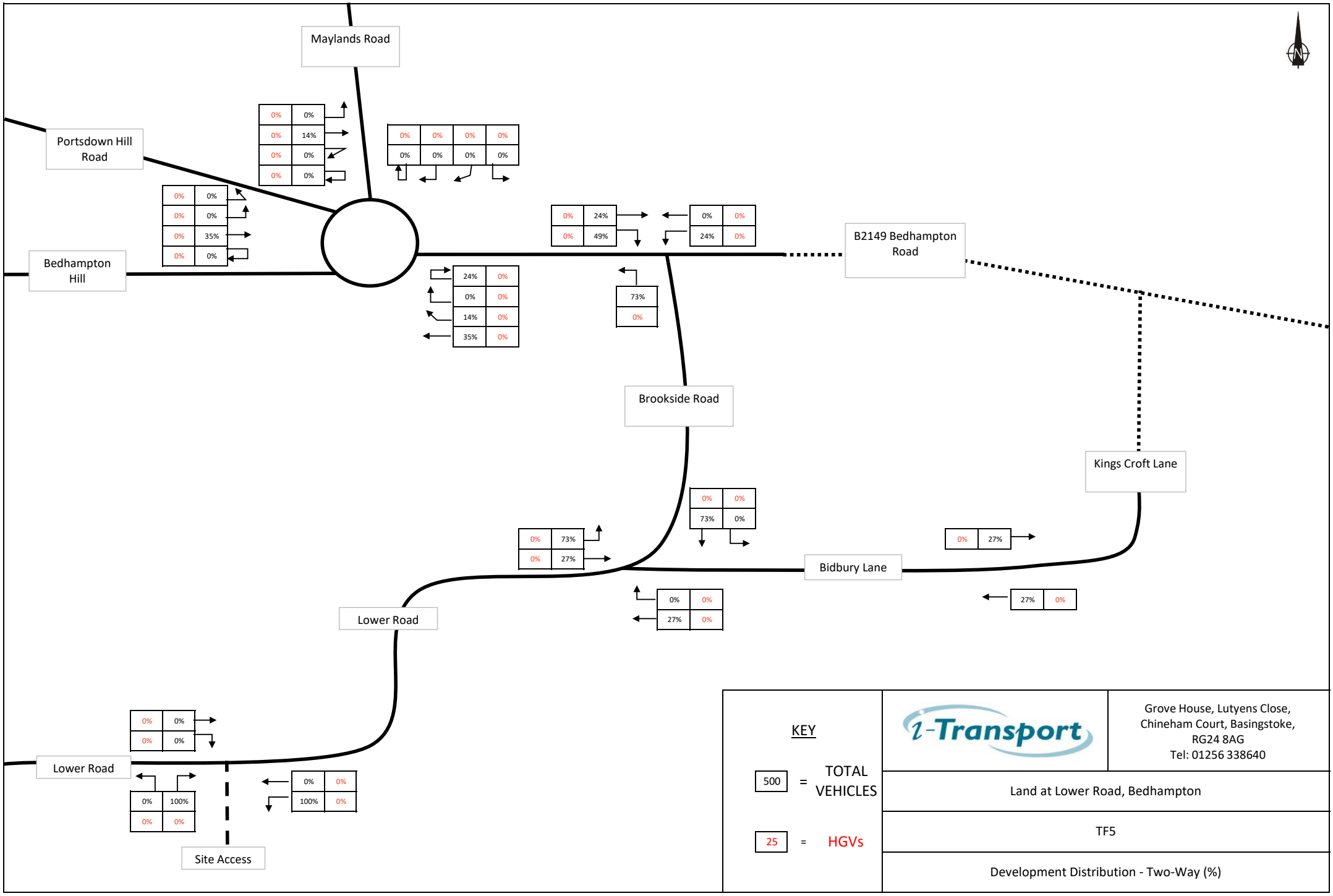
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Maylands Road
Portsdown Hill Road
Bedhampton Hill
B2149 Bedhampton Road
Brookside Road
Kings Croft Lane
Bidbury Lane
Lower Road
Lower Road
Site Access
0 6
7 356
5 49
0 1
0 0 1 0
0 28 80 27
4 80
1 17
21 441
0 3
23 821
5 20
889 35
9 1
17 0
9 1
503 9
429 29
66
4
1 9
12 2
42
0
0
18
0 42
0 0
0 0
0 0
18 0
0 0
KEY
500 = TOTAL VEHICLES
25 = HGVs
i-Transport
Grove House, Lutyens Close,
Chineham Court, Basingstoke,
RG24 8AG
Tel: 01256 338640
Land at Lower Road, Bedhampton
TF1
2017 Observed AM Peak 0730-0830


Maylands Road
Portsdown Hill Road
Bedhampton Hill
B2149 Bedhampton Road
Brookside Road
Kings Croft Lane
Bidbury Lane
Lower Road
Lower Road
Site Access
0 24
7 408
2 67
0 0
0 0 0 0
0 8 32 17
2 59
1 64
21 545
0 5
28 956
0 29
1100 37
20 0
15 0
39 0
537 22
541 22
28
0
0 20
20 1
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0
29
0 29
0 0
0 0
0 0
29 0
0 0
KEY
500 = TOTAL VEHICLES
25 = HGVs
i-Transport
Grove House, Lutyens Close,
Chineham Court, Basingstoke,
RG24 8AG
Tel: 01256 338640
Land at Lower Road, Bedhampton
TF2
2017 Observed PM Peak 1630-1730


Maylands Road
Portsdown Hill Road
Bedhampton Hill
B2149 Bedhampton Road
Brookside Road
Kings Croft Lane
Bidbury Lane
Lower Road
Lower Road
Site Access
0 6
7 367
5 50
0 1
0 0 1 0
0 29 82 28
4 82
1 18
22 454
0 3
24 843
5 23
915 36
9 1
18 0
9 1
518 9
442 30
68
4
1 9
13 2
43
0
0
19
0 43
0 0
19 0
0 0
0 0
KEY
500 = TOTAL VEHICLES
25 = HGVs
i-Transport
Grove House, Lutyens Close,
Chineham Court, Basingstoke,
RG24 8AG
Tel: 01256 338640
Land at Lower Road, Bedhampton
TF3
2019 Year of Opening 'Without Development' AM Peak 0730-0830


Maylands Road
Portsdown Hill Road
Bedhampton Hill
B2149 Bedhampton Road
Brookside Road
Kings Croft Lane
Bidbury Lane
Lower Road
Lower Road
Site Access
0 25
7 419
2 69
0 0
0 0 0 0
0 8 33 17
2 61
1 66
22 559
0 5
29 979
0 32
1129 38
21 0
15 0
40 0
551 23
555 23
29
0
0 21
21 1
30
0
0
30
0 30
0 0
30 0
0 0
0 0
KEY
500 = TOTAL VEHICLES
25 = HGVs
i-Transport
Grove House, Lutyens Close,
Chineham Court, Basingstoke,
RG24 8AG
Tel: 01256 338640
Land at Lower Road, Bedhampton
TF4
2019 Year of Opening 'Without Development' PM Peak 1630-1730



KEY

500 = TOTAL VEHICLES

25 = HGVs

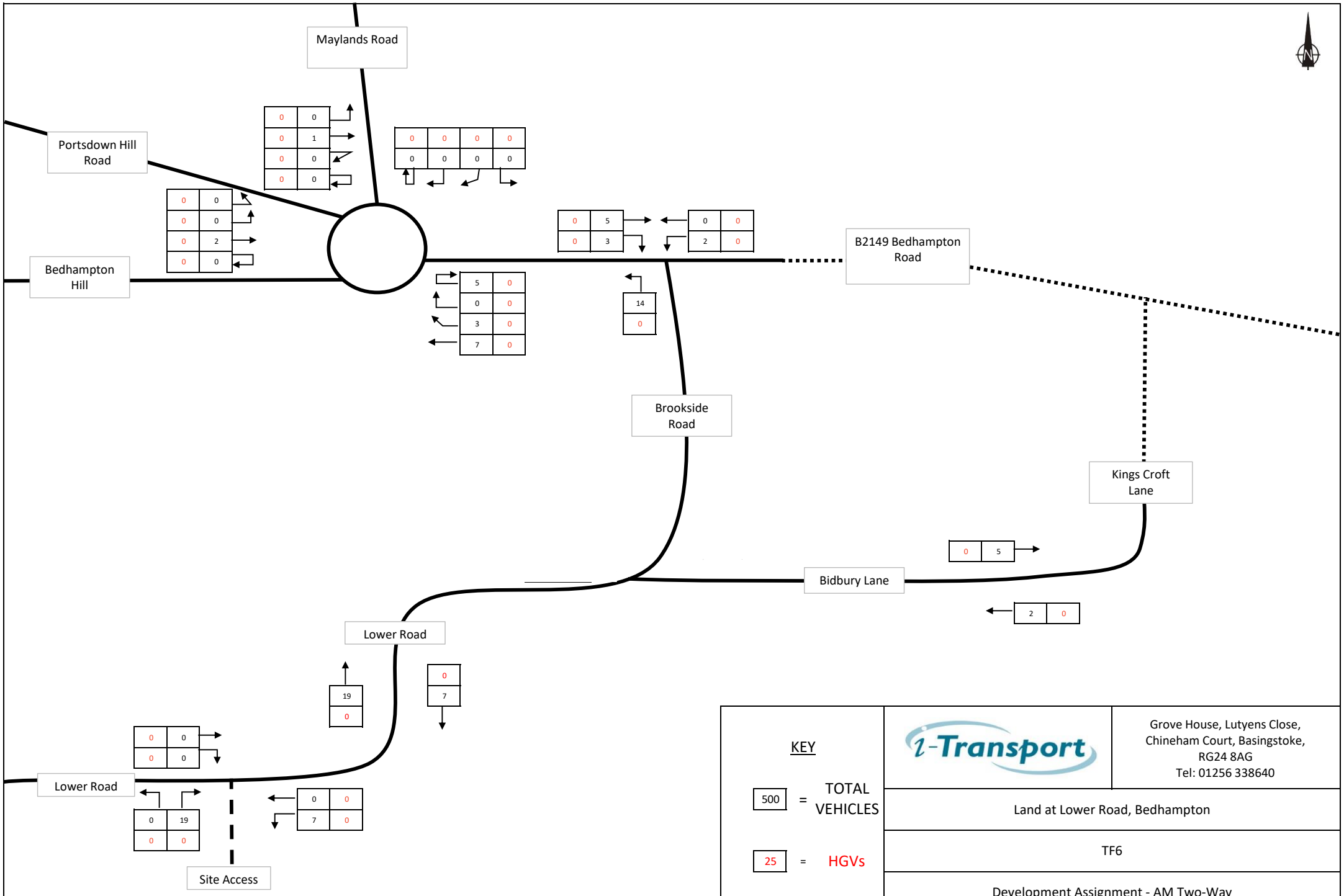
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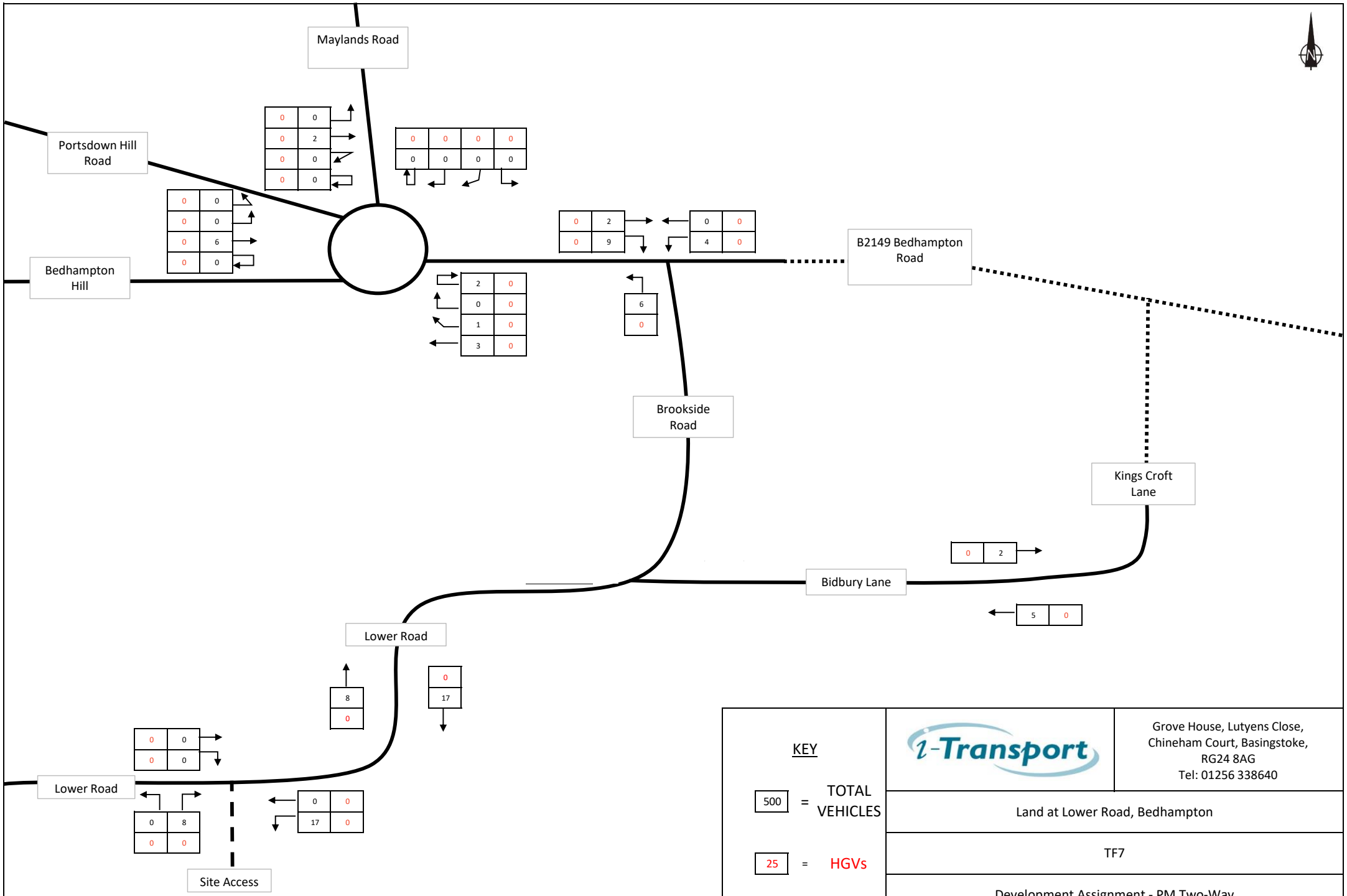
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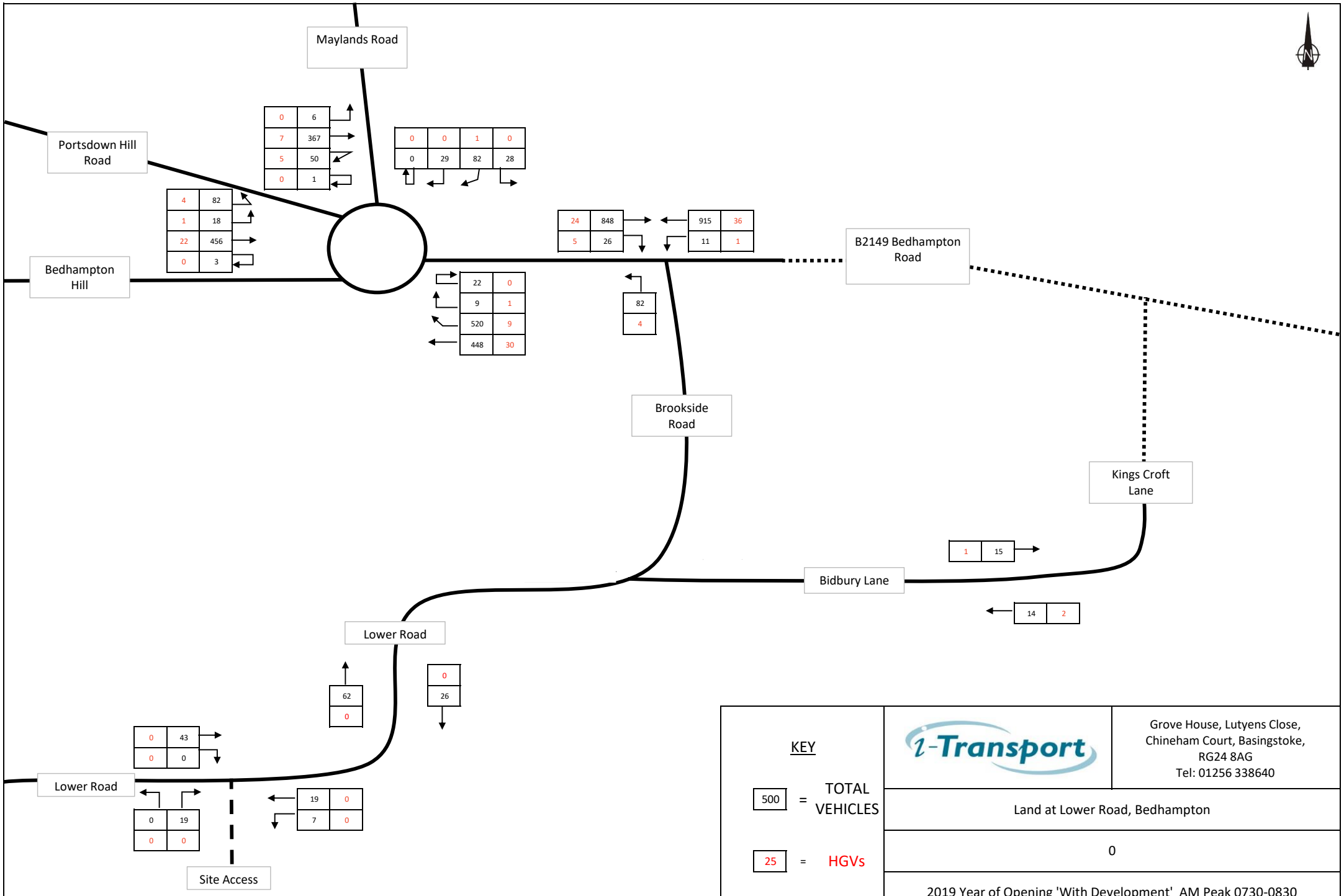
Land at Lower Road, Bedhampton

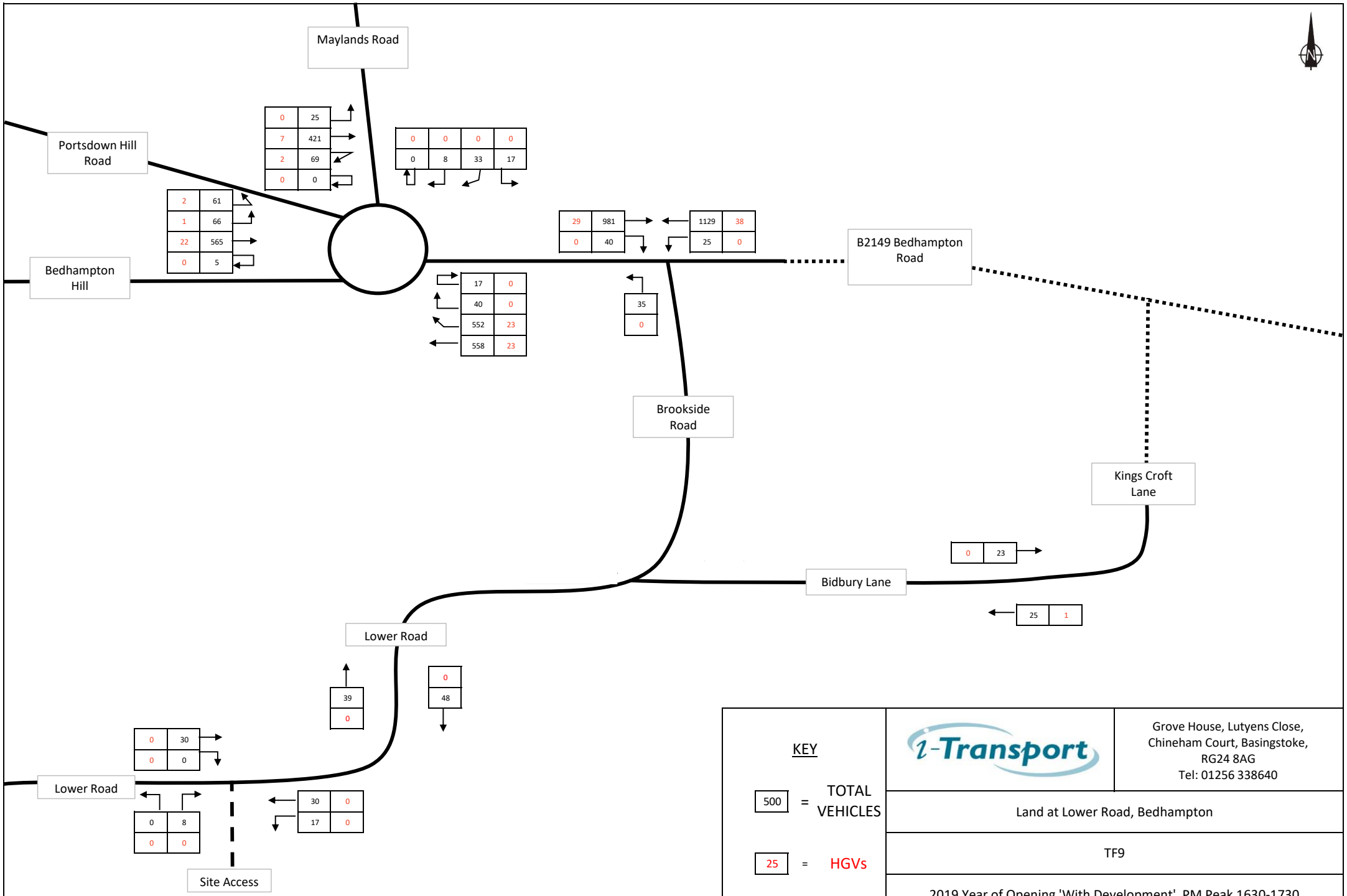
TF5

Development Distribution - Two-Way (%)


Maylands Road
Portsdown Hill Road
Bedhampton Hill
B2149 Bedhampton Road
Brookside Road
Kings Croft Lane
Bidbury Lane
Lower Road
Lower Road
Site Access
KEY
500 = TOTAL VEHICLES
25 = HGVs
i-Transport
Grove House, Lutyens Close,
Chineham Court, Basingstoke,
RG24 8AG
Tel: 01256 338640
Land at Lower Road, Bedhampton
TF6
Development Assignment - AM Two-Way


Maylands Road
Portsdown Hill Road
Bedhampton Hill
B2149 Bedhampton Road
Brookside Road
Kings Croft Lane
Bidbury Lane
Lower Road
Lower Road
Site Access
KEY
500 = TOTAL VEHICLES
25 = HGVs
i-Transport
Grove House, Lutyens Close,
Chineham Court, Basingstoke,
RG24 8AG
Tel: 01256 338640
Land at Lower Road, Bedhampton
TF7
Development Assignment - PM Two-Way


Maylands Road
Portsdown Hill Road
Bedhampton Hill
B2149 Bedhampton Road
Brookside Road
Kings Croft Lane
Bidbury Lane
Lower Road
Lower Road
Site Access
0 6
7 367
5 50
0 1
0 0 1 0
0 29 82 28
4 82
1 18
22 456
0 3
24 848
5 26
915 36
11 1
22 0
9 1
520 9
448 30
82
4
1 15
14 2
62
0
0
26
0 43
0 0
0 19
0 0
19 0
7 0
N
KEY
500 = TOTAL VEHICLES
25 = HGVs
i-Transport
Grove House, Lutyens Close,
Chineham Court, Basingstoke,
RG24 8AG
Tel: 01256 338640
Land at Lower Road, Bedhampton
0
2019 Year of Opening 'With Development' AM Peak 0730-0830


Maylands Road
Portsdown Hill Road
Bedhampton Hill
B2149 Bedhampton Road
Brookside Road
Kings Croft Lane
Bidbury Lane
Lower Road
Lower Road
Site Access
0 25
7 421
2 69
0 0
0 0 0 0
0 8 33 17
2 61
1 66
22 565
0 5
29 981
0 40
1129 38
25 0
17 0
40 0
552 23
558 23
35
0
0 23
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0 8
0 0
30 0
17 0
KEY
500 = TOTAL VEHICLES
25 = HGVs
i-Transport
Grove House, Lutyens Close,
Chineham Court, Basingstoke,
RG24 8AG
Tel: 01256 338640
Land at Lower Road, Bedhampton
TF9
2019 Year of Opening 'With Development' PM Peak 1630-1730

DRAWINGS



NOTE:

Proposed replacement tree shelter belt, for details refer to drawing nos 1860-TF-00-00-DR-L-1002 to 1006 by Terrafirma Landscape Architects

ROOF TILE KEY

CS26 NATURAL ROOFING SLATE

CLAY LARGE PROFILE PLAIN ROOF TILE TO MAIN ROOFS, SMALL PROFILE PLAIN PORCH TILE TO CO-ORDINATE WITH MAIN ROOF TILE

Revisions

A-	Red line amended -	24/09/18 -	CWC / --
B-	Layout amended to allow for swales	28/-1/19	CWC/
C -	Layout amended to changes to house types	28/01/19	CWC/
D -	Layout amended to suit clients comments	28/02/19	CWC/
E -	Garage to Plot 33 re-orientated, roof-scape garages changed, landscape updated	01/03/19	CWC/
F-	Landscape amended (Hard & Soft)	26/03/19	CWC/
G-	Annotation Amendments	05/04/19	TIM/HS

Drawing Status

- [ ] Preliminary
- [x] Planning
- [ ] Building Regulations
- [ ] Construction

Drawing Notes:
For hard and soft landscaping details refer to drawings nos. 1860-TF-00-00-L-1002 - 1006 inclusive by Terrafirma Landscape Architects

To be read in conjunction with HGP Architects Ltd drawing nos. 17.043.100-101, 200-202, 204-223 & 226-227 inclusive

Client: BARGATE HOMES

Project Title: Manor Farm, Bedhampton

Document Title: Proposed Site Layout

Drawing Scale / Sheet Size: 1/500@A1

Job No.: 17.043

Date: June/2018

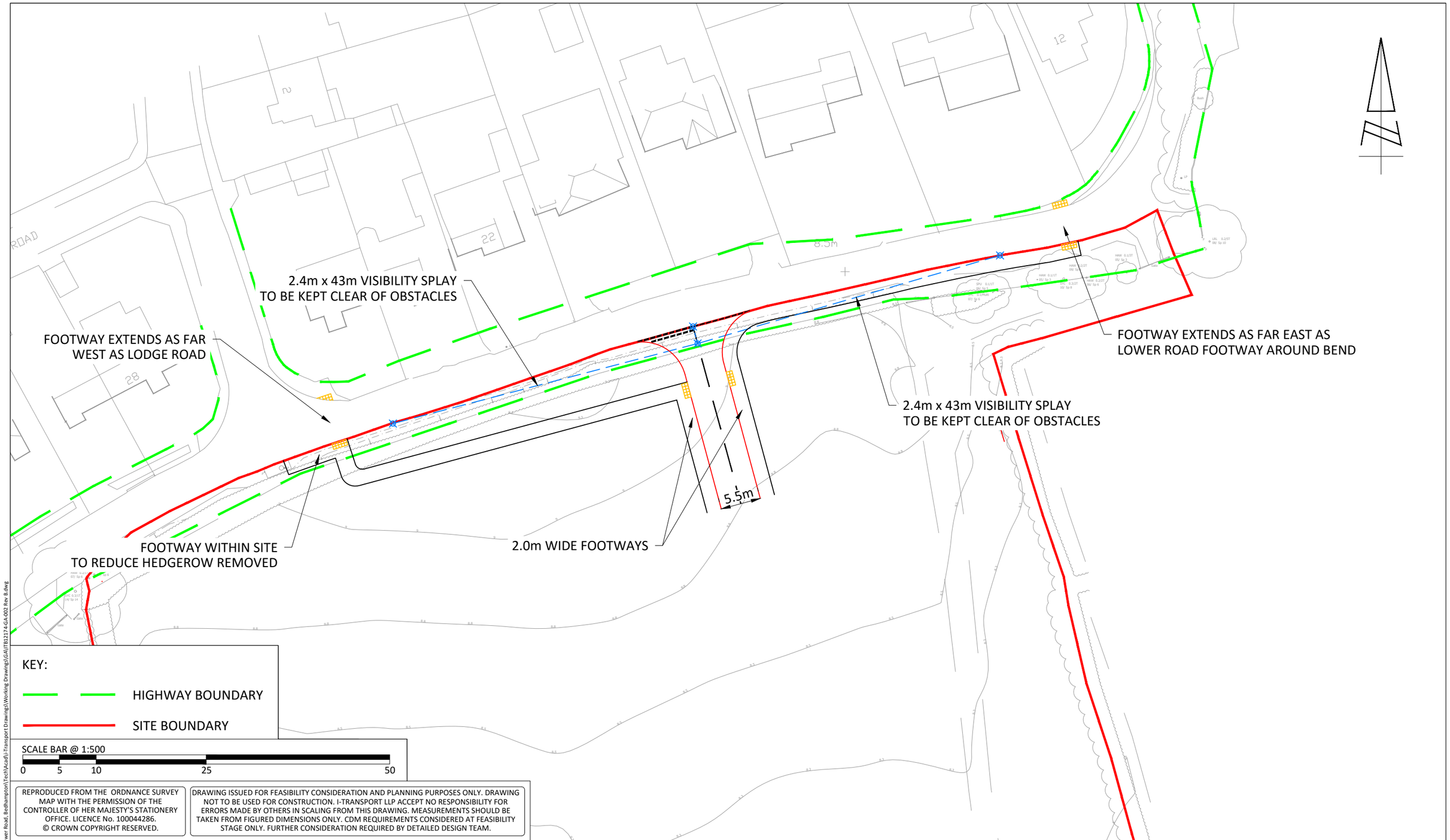
Drawn by / Checked by: CW/--

Signature:

Drawing Number / Revision: **102 - G**

HGP ARCHITECTS
Furzehall Farm
Wickham Road, fareham
Hampshire, PO16 7JH
01329 283235
email@hgp-architects.co.uk
www.hgp-architects.co.uk
FS 10342

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Basingstoke, Hampshire, RG24 8AG
Tel: 01256 338640
Fax: 01256 338644
www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
B	03.03.17	AB	MINOR AMENDMENTS	SJ	JCB
A	25.01.17	AB	MINOR AMENDMENTS	RS	JCB

STATUS: FOR INFORMATION

TITLE: POTENTIAL SITE ACCESS ARRANGEMENT - OPTION B

PROJECT: LAND AT LOWER ROAD, BEDHAMPTON

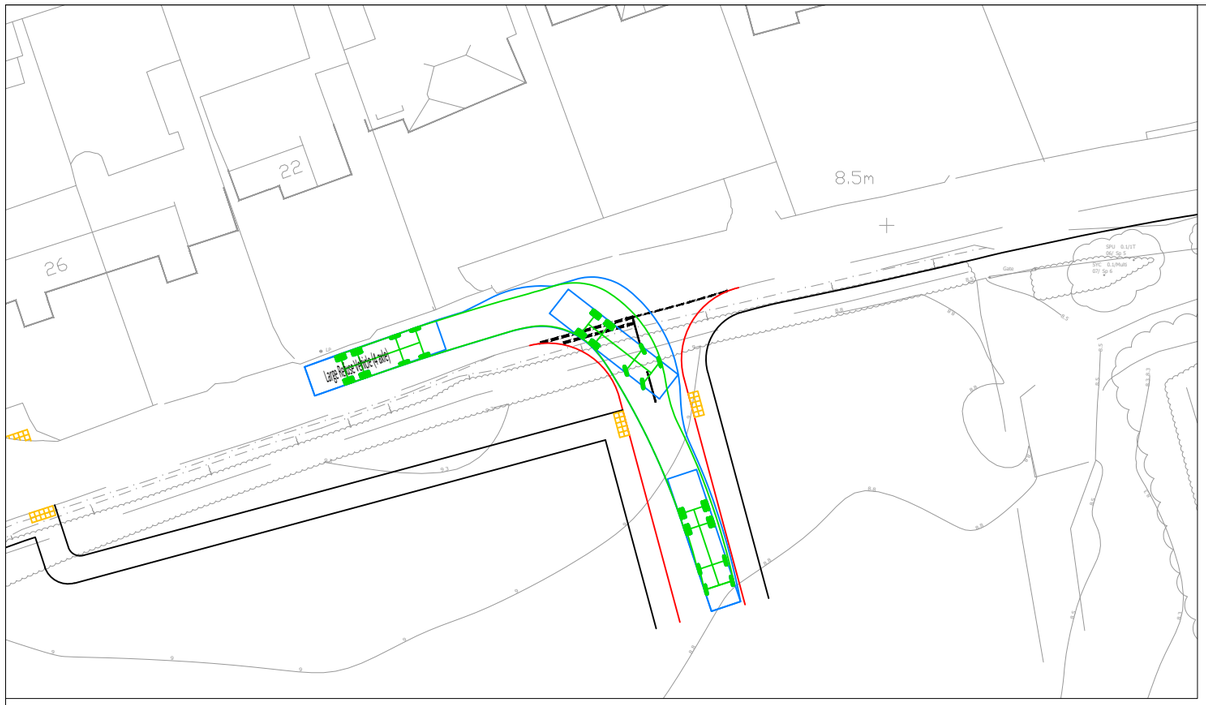
CLIENT: BARGATE HOMES

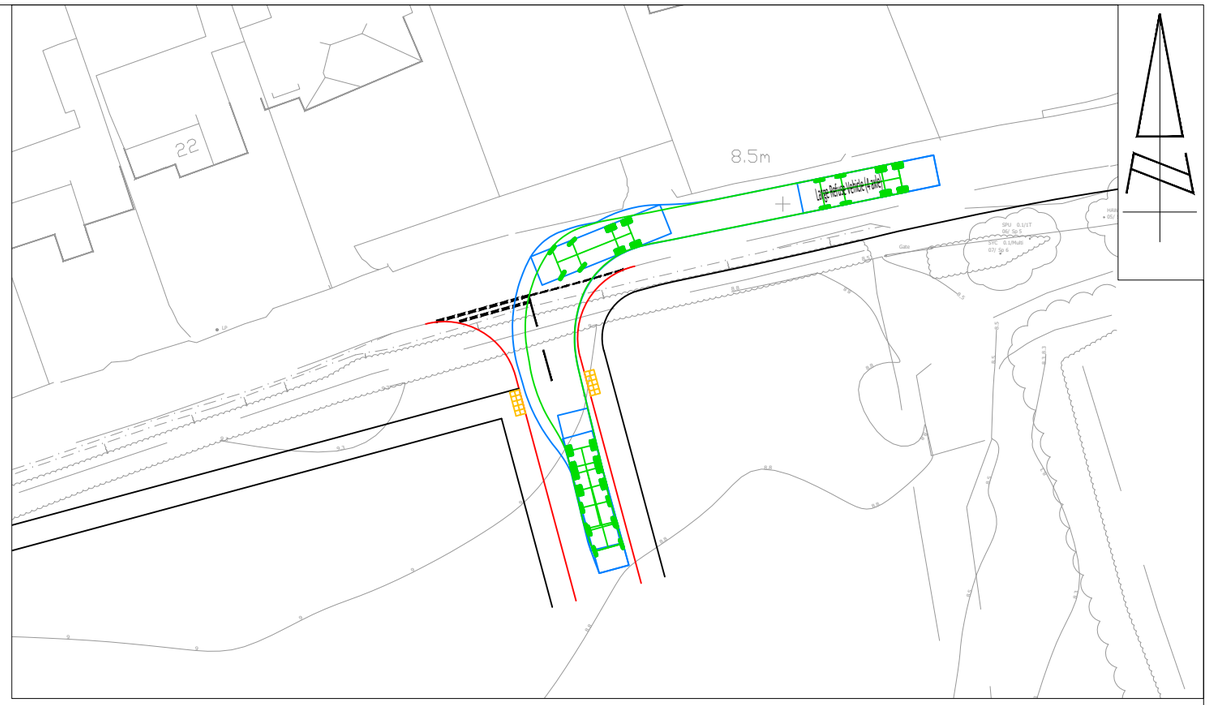
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1:500	MS	JCB
FILE REF:	DRAWN:	DATE:
ITB12174	SH	04.10.16

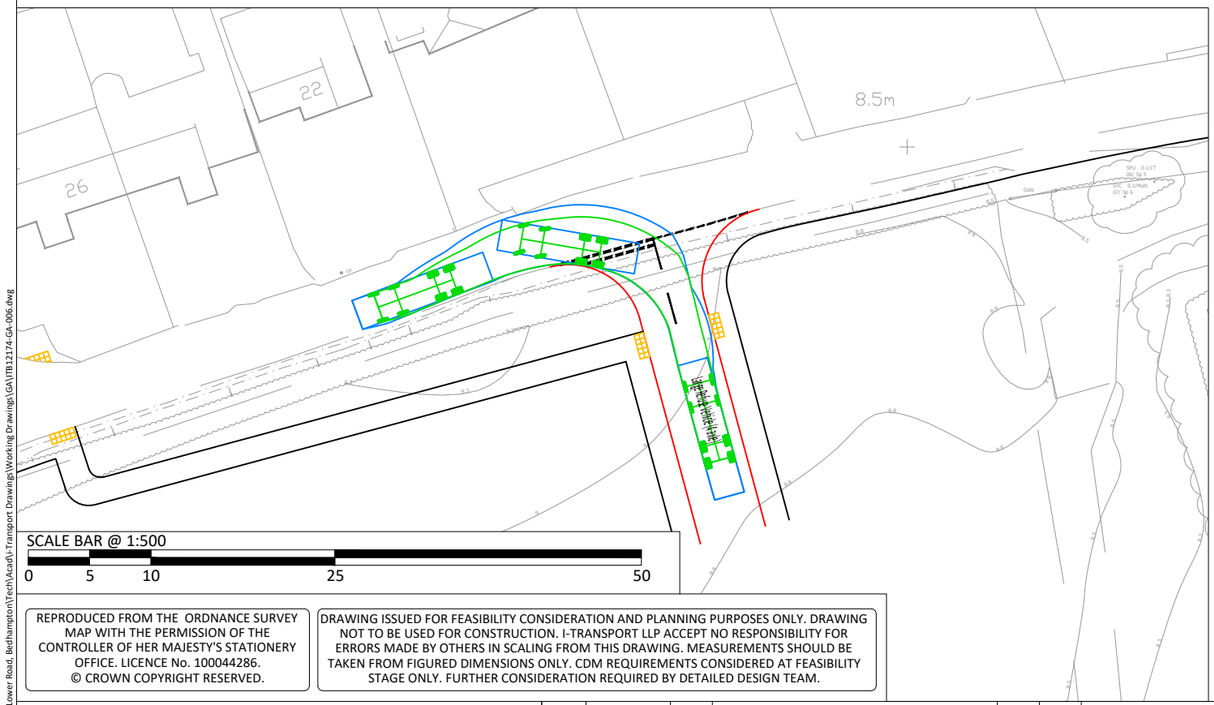
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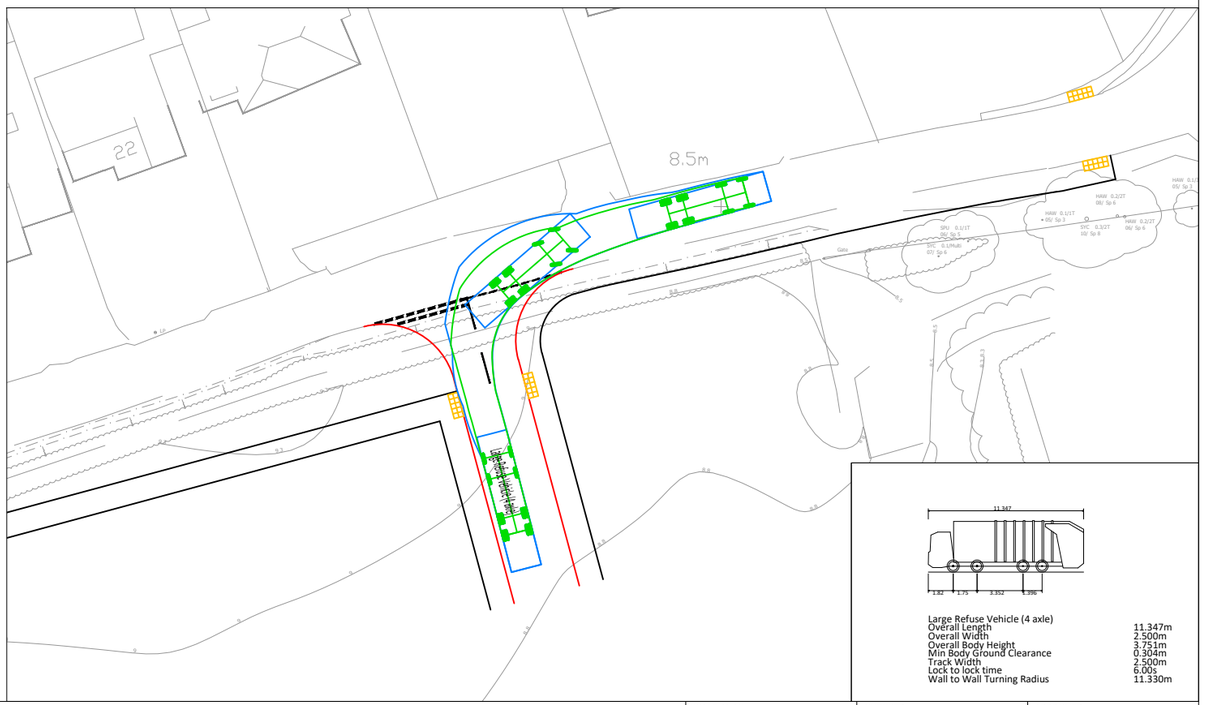
PROJECT No: ITB12174 REV: B

T:\Projects\12000 Series Project Number\12174ITB Land at Lower Road, Bedhampton\Tech\Acad\i-Transport Drawings\Working Drawings\GA\ITB12174-GA-002 Rev B.dwg









SCALE BAR @ 1:500

0 5 10 25 50

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Large Refuse Vehicle (4 axle)

Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

i-Transport

Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG
Tel: 01256 338640
Fax: 01256 338644

www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR PLANNING

TITLE: SITE ACCESS ARRANGEMENT
SWEPT PATH ANALYSIS - LARGE REFUSE VEHICLE

PROJECT: LAND AT LOWER ROAD, BEDHAMPTON

CLIENT: BARGATE HOMES

SCALE @ A3:	CHECKED:	APPROVED:
1:500	SJ	SJ
FILE REF:	DRAWN:	DATE:
ITB12174	AB	14.08.17

DRAWING No: ITB12174-GA-006

PROJECT No: ITB12174 REV: -

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APPENDIX A. Definitive Map of PROW

THE HAMPSHIRE COUNTY COUNCIL (s.57(3) WILDLIFE AND COUNTRYSIDE ACT 1981)
DEFINITIVE MAP OF PUBLIC RIGHTS OF WAY 2010

Hampshire County Council

This sheet was reprinted on 1 January 2011 to take account of an order, or orders, confirmed after the publication of the 2008 definitive map.

Given this day of

The Common Seal of Hampshire County Council was hereunto affixed in the presence of:-

.....

Authorised Signatory

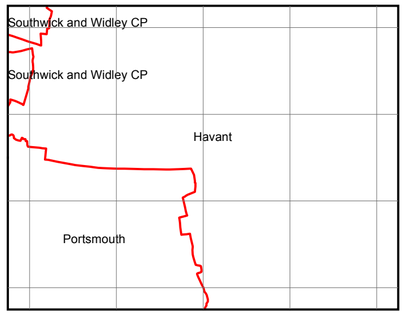
Map Scale 1:10,000

N W E S

Legend

- Footpath
- Bridleway
- Restricted Byway
- Byway Open to All Traffic
- Parish Boundary
- County Boundary

Public Rights of Way are not shown over any areas shaded in grey on the map below, as these are outside the administrative boundary of Hampshire County Council



Index to adjoining maps

16.07	17.07	18.07
16.06	17.06	18.06
	17.05	18.05

Map Number

17.06

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APPENDIX B. HBC Cycle Network


Signs and Lines
Off road cycle track (hard surfaced)
On-road cycle lane
Bus and cycle lane
Cycle network link (signposted)
Suggested link route (not signposted)
By-way open to all traffic (BOAT) or Bridleway or other track available for cyclist use (typically loose surfaced)
By-way open to all traffic (BOAT) or Bridleway or other track available for cyclist use (typically improved surfaced)
One way traffic INCLUDING CYCLISTS
Controlled crossing
Cyclists beware – Difficult junction, barriers or steps
Cycle parking NB - All Stations and most public buildings have cycle parking facilities
Cycle Shop
Buildings and Places of interest
Public toilets
Church
Caravan site
Other places of interest
Mainline railway station
Narrow gauge railway station
Bus interchange
Ferry terminal
South Downs National Park boundary
Woods and forests
Parks and other open spaces
Countryside and arable
School or college
Shopping area/Retail park
Blue Flag beach
Denfield
Catherington
Lovedean
Horndean
Waterlooville
Cowplain
Rowlands Castle
Purbrook
Widley
Crookhorn
Leigh Park
Havant
Emsworth
Langstone
Northney
Hayling Island
Stoke
Mengham
Eastoke
PORTSMOUTH

APPENDIX C. Traffic Data

Intelligent Data - Automatic Traffic Count Output

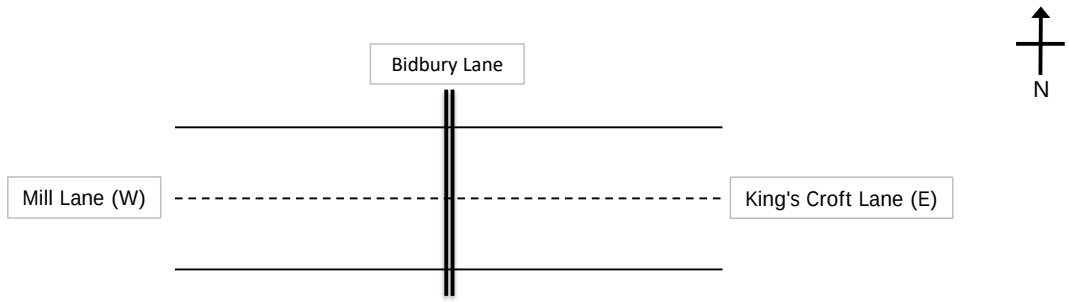
Road Name	Bidbury Lane		
Direction AB	Mill Lane (W)	to:	King's Croft Lane (E)
Direction BA	King's Croft Lane (E)	to:	Mill Lane (W)

X Co-Ordinate	Y Co-Ordinate	ATC Start Date	ATC Finish Date	PSL
50.85266	-1.00119	11/09/2016	20/09/2016	30

Link to location on Google Maps (CTRL+Click)

http://maps.google.co.uk/maps?hl=en&safe=off&q=50.85266,-1.00119&cr=countryUK|countryGB&um=1&ie=UTF-8&sa=N&tab=wl

Site Map



Comments

Prepared by	Lauren Catterall	Checked by	Luke Martin	Project Director	Paul O'Neill

Intelligent Data Collection Limited

Client: i-Transport
Project Number: ID02776
Junction Number: Site 1
Flow from: Mill Lane (W) to: King's Croft Lane (E)

Date Monday 05/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Tuesday 06/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date	Wednesday	07/09/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date	Thursday	08/09/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date	Friday	09/09/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Saturday 10/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Sunday 11/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	4	0	0	2	2	0	0	0	0	0	0	0	17.9	-
10:30	7	0	0	4	3	0	0	0	0	0	0	0	15.4	-
10:45	6	0	0	3	3	0	0	0	0	0	0	0	12.1	-
11:00	2	0	0	1	1	0	0	0	0	0	0	0	13.6	-
11:15	2	0	0	1	1	0	0	0	0	0	0	0	14.7	-
11:30	2	0	0	0	2	0	0	0	0	0	0	0	17	-
11:45	6	0	0	5	1	0	0	0	0	0	0	0	18.8	-
12:00	7	0	0	5	2	0	0	0	0	0	0	0	14.9	-
12:15	8	2	0	5	1	0	0	0	0	0	0	0	12.3	-
12:30	3	0	0	3	0	0	0	0	0	0	0	0	13.6	-
12:45	7	0	0	5	2	0	0	0	0	0	0	0	15.9	-
13:00	3	1	1	0	0	0	0	0	0	0	1	0	23.6	-
13:15	3	0	0	2	1	0	0	0	0	0	0	0	19.5	-
13:30	4	0	0	3	1	0	0	0	0	0	0	0	16.2	-
13:45	2	1	0	0	1	0	0	0	0	0	0	0	15.6	-
14:00	6	0	1	3	1	0	0	1	0	0	0	0	14.1	-
14:15	5	0	1	3	1	0	0	0	0	0	0	0	16	-
14:30	6	0	2	1	3	0	0	0	0	0	0	0	15.4	-
14:45	3	0	0	2	1	0	0	0	0	0	0	0	22.5	-
15:00	3	0	0	2	1	0	0	0	0	0	0	0	22.4	-
15:15	3	0	0	1	2	0	0	0	0	0	0	0	20.4	-
15:30	8	1	1	3	3	0	0	0	0	0	0	0	20.7	-
15:45	4	0	1	2	1	0	0	0	0	0	0	0	22.3	-
16:00	1	0	0	0	1	0	0	0	0	0	0	0	24.3	-
16:15	6	2	1	1	2	0	0	0	0	0	0	0	14.6	-
16:30	2	0	1	0	1	0	0	0	0	0	0	0	20.4	-
16:45	5	0	1	2	0	2	0	0	0	0	0	0	18.4	-
17:00	5	0	1	4	0	0	0	0	0	0	0	0	19.9	-
17:15	2	0	0	2	0	0	0	0	0	0	0	0	28.3	-
17:30	3	1	0	0	1	0	0	1	0	0	0	0	16.6	-
17:45	1	0	0	1	0	0	0	0	0	0	0	0	31.2	-
18:00	3	0	0	1	2	0	0	0	0	0	0	0	20.2	-
18:15	1	0	0	1	0	0	0	0	0	0	0	0	13.8	-
18:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:00	3	0	0	3	0	0	0	0	0	0	0	0	21.4	-
19:15	3	1	0	2	0	0	0	0	0	0	0	0	18.6	-
19:30	3	0	0	3	0	0	0	0	0	0	0	0	24.2	-
19:45	2	1	0	1	0	0	0	0	0	0	0	0	19.4	-
20:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:15	1	0	0	1	0	0	0	0	0	0	0	0	21	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	1	0	0	0	1	0	0	0	0	0	0	0	21.1	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	133	8	11	68	41	2	0	2	0	0	1	0	17.3	22.8
06-22	146	10	11	78	42	2	0	2	0	0	1	0	17.6	22.8
06-00	146	10	11	78	42	2	0	2	0	0	1	0	17.6	22.8
00-00	146	10	11	78	42	2	0	2	0	0	1	0	17.6	22.8

Date	Monday	12/09/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	1	1	0	0	0	0	0	0	0	0	0	0	17.6	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	1	0	0	0	1	0	0	0	0	0	0	0	18.9	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	1	1	0	0	0	0	0	0	0	0	0	0	11.8	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	1	0	1	0	0	0	0	0	0	0	0	0	15.1	-
06:30	2	0	0	1	1	0	0	0	0	0	0	0	21.2	-
06:45	2	0	1	0	1	0	0	0	0	0	0	0	17.8	-
07:00	3	1	1	0	1	0	0	0	0	0	0	0	17.3	-
07:15	4	2	0	2	0	0	0	0	0	0	0	0	18.4	-
07:30	1	0	0	0	1	0	0	0	0	0	0	0	20.4	-
07:45	3	2	0	0	1	0	0	0	0	0	0	0	12.1	-
08:00	1	0	0	1	0	0	0	0	0	0	0	0	21.9	-
08:15	2	0	0	1	1	0	0	0	0	0	0	0	16.4	-
08:30	5	0	0	2	2	1	0	0	0	0	0	0	17.3	-
08:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
09:00	4	0	1	2	1	0	0	0	0	0	0	0	16.9	-
09:15	6	1	2	3	0	0	0	0	0	0	0	0	18.1	-
09:30	4	0	0	4	0	0	0	0	0	0	0	0	19.6	-
09:45	2	0	0	1	0	1	0	0	0	0	0	0	23.5	-
10:00	2	0	0	1	1	0	0	0	0	0	0	0	24.6	-
10:15	6	0	0	6	0	0	0	0	0	0	0	0	21.3	-
10:30	6	0	0	4	2	0	0	0	0	0	0	0	20	-
10:45	6	0	0	4	2	0	0	0	0	0	0	0	18	-
11:00	7	0	0	5	2	0	0	0	0	0	0	0	19.5	-
11:15	2	0	0	1	1	0	0	0	0	0	0	0	25.6	-
11:30	4	0	0	1	3	0	0	0	0	0	0	0	18.8	-
11:45	2	0	0	2	0	0	0	0	0	0	0	0	17.4	-
12:00	3	0	0	3	0	0	0	0	0	0	0	0	26.2	-
12:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
12:30	3	0	0	3	0	0	0	0	0	0	0	0	18.1	-
12:45	7	0	0	6	1	0	0	0	0	0	0	0	21.9	-
13:00	10	0	0	5	3	2	0	0	0	0	0	0	19.6	-
13:15	3	0	0	3	0	0	0	0	0	0	0	0	19.1	-
13:30	3	0	0	2	1	0	0	0	0	0	0	0	21.4	-
13:45	7	2	0	3	2	0	0	0	0	0	0	0	20.2	-
14:00	1	0	0	1	0	0	0	0	0	0	0	0	18.6	-
14:15	2	1	0	0	1	0	0	0	0	0	0	0	18.2	-
14:30	2	0	0	1	1	0	0	0	0	0	0	0	20.3	-
14:45	4	0	0	3	1	0	0	0	0	0	0	0	19.4	-
15:00	3	1	0	2	0	0	0	0	0	0	0	0	13.6	-
15:15	4	0	0	3	1	0	0	0	0	0	0	0	19.7	-
15:30	7	0	1	4	2	0	0	0	0	0	0	0	19.3	-
15:45	3	0	0	0	3	0	0	0	0	0	0	0	15.4	-
16:00	4	0	0	2	2	0	0	0	0	0	0	0	21.6	-
16:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:30	5	1	1	2	1	0	0	0	0	0	0	0	21.4	-
16:45	3	1	0	1	1	0	0	0	0	0	0	0	14.4	-
17:00	7	1	0	4	2	0	0	0	0	0	0	0	19	-
17:15	9	5	0	2	2	0	0	0	0	0	0	0	18.9	-
17:30	4	1	0	1	2	0	0	0	0	0	0	0	23.4	-
17:45	5	0	1	1	3	0	0	0	0	0	0	0	20.1	-
18:00	3	0	0	2	1	0	0	0	0	0	0	0	16.9	-
18:15	5	2	1	1	1	0	0	0	0	0	0	0	20	-
18:30	7	2	1	0	4	0	0	0	0	0	0	0	19	-
18:45	1	1	0	0	0	0	0	0	0	0	0	0	12.6	-
19:00	5	0	1	3	1	0	0	0	0	0	0	0	20.8	-
19:15	3	0	0	2	1	0	0	0	0	0	0	0	18.4	-
19:30	3	0	0	2	1	0	0	0	0	0	0	0	18.6	-
19:45	1	0	0	1	0	0	0	0	0	0	0	0	18.5	-
20:00	1	0	0	0	1	0	0	0	0	0	0	0	21.9	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	2	0	0	2	0	0	0	0	0	0	0	0	22.4	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	2	1	0	1	0	0	0	0	0	0	0	0	20.7	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	1	0	0	0	1	0	0	0	0	0	0	0	23.3	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	13.7	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	185	24	9	95	53	4	0	0	0	0	0	0	19.3	23.0
06-22	207	25	12	107	59	4	0	0	0	0	0	0	19.4	22.8
06-00	209	25	12	108	60	4	0	0	0	0	0	0	19.4	23.0
00-00	212	27	12	108	61	4	0	0	0	0	0	0	19.3	22.8

Date Tuesday 13/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	1	1	0	0	0	0	0	0	0	0	0	0	12.1	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	3	1	1	0	1	0	0	0	0	0	0	0	17.5	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	5	5	0	0	0	0	0	0	0	0	0	0	15.7	-
07:15	2	1	0	0	1	0	0	0	0	0	0	0	20.6	-
07:30	3	1	0	1	1	0	0	0	0	0	0	0	21.3	-
07:45	3	3	0	0	0	0	0	0	0	0	0	0	14.9	-
08:00	5	1	0	3	1	0	0	0	0	0	0	0	17.9	-
08:15	2	0	0	0	2	0	0	0	0	0	0	0	21	-
08:30	4	0	0	0	3	1	0	0	0	0	0	0	20.8	-
08:45	1	0	1	0	0	0	0	0	0	0	0	0	14.2	-
09:00	2	0	1	1	0	0	0	0	0	0	0	0	17.7	-
09:15	2	0	0	1	0	1	0	0	0	0	0	0	20.6	-
09:30	1	0	0	1	0	0	0	0	0	0	0	0	16.3	-
09:45	2	0	0	1	1	0	0	0	0	0	0	0	17	-
10:00	2	0	0	1	1	0	0	0	0	0	0	0	21.5	-
10:15	1	0	0	0	1	0	0	0	0	0	0	0	22	-
10:30	1	0	0	1	0	0	0	0	0	0	0	0	24.9	-
10:45	4	0	2	2	0	0	0	0	0	0	0	0	16.9	-
11:00	5	1	0	3	1	0	0	0	0	0	0	0	19.7	-
11:15	4	0	0	3	1	0	0	0	0	0	0	0	20.2	-
11:30	4	0	0	2	2	0	0	0	0	0	0	0	19.3	-
11:45	3	2	0	1	0	0	0	0	0	0	0	0	19.5	-
12:00	2	0	0	1	1	0	0	0	0	0	0	0	19.2	-
12:15	4	0	0	4	0	0	0	0	0	0	0	0	20.4	-
12:30	3	1	0	1	1	0	0	0	0	0	0	0	19.1	-
12:45	3	0	0	1	2	0	0	0	0	0	0	0	20	-
13:00	1	0	0	1	0	0	0	0	0	0	0	0	22.1	-
13:15	7	0	0	6	1	0	0	0	0	0	0	0	23.4	-
13:30	2	0	0	1	1	0	0	0	0	0	0	0	21	-
13:45	6	3	0	2	1	0	0	0	0	0	0	0	18.1	-
14:00	6	0	0	3	2	1	0	0	0	0	0	0	21.7	-
14:15	3	1	0	2	0	0	0	0	0	0	0	0	18.7	-
14:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
14:45	3	0	2	1	0	0	0	0	0	0	0	0	14.3	-
15:00	4	0	0	2	2	0	0	0	0	0	0	0	19.9	-
15:15	3	0	0	2	1	0	0	0	0	0	0	0	22.6	-
15:30	5	1	0	2	1	1	0	0	0	0	0	0	19.8	-
15:45	3	1	1	1	0	0	0	0	0	0	0	0	22.4	-
16:00	3	0	2	0	1	0	0	0	0	0	0	0	21.8	-
16:15	6	1	0	3	2	0	0	0	0	0	0	0	20.9	-
16:30	4	2	0	1	1	0	0	0	0	0	0	0	16.4	-
16:45	5	1	0	3	1	0	0	0	0	0	0	0	21.4	-
17:00	4	0	0	4	0	0	0	0	0	0	0	0	29.6	-
17:15	7	3	1	3	0	0	0	0	0	0	0	0	19.4	-
17:30	8	1	0	1	5	1	0	0	0	0	0	0	19.3	-
17:45	13	2	1	6	4	0	0	0	0	0	0	0	20.2	22.8
18:00	9	1	0	2	6	0	0	0	0	0	0	0	22.9	-
18:15	7	3	0	3	1	0	0	0	0	0	0	0	16.6	-
18:30	7	0	1	2	4	0	0	0	0	0	0	0	22.4	-
18:45	6	0	0	4	2	0	0	0	0	0	0	0	21.9	-
19:00	2	0	0	1	1	0	0	0	0	0	0	0	20.3	-
19:15	8	1	1	4	2	0	0	0	0	0	0	0	21	-
19:30	2	0	0	1	1	0	0	0	0	0	0	0	24.5	-
19:45	4	0	0	3	1	0	0	0	0	0	0	0	21.7	-
20:00	1	0	0	1	0	0	0	0	0	0	0	0	21.3	-
20:15	4	0	0	3	1	0	0	0	0	0	0	0	24.4	-
20:30	2	0	0	2	0	0	0	0	0	0	0	0	21.5	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	1	1	0	0	0	0	0	0	0	0	0	0	17.6	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	1	0	0	1	0	0	0	0	0	0	0	0	18.6	-
21:45	1	0	0	0	1	0	0	0	0	0	0	0	16.6	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	190	35	12	83	55	5	0	0	0	0	0	0	20.1	25.1
06-22	219	38	14	99	63	5	0	0	0	0	0	0	20.2	24.8
06-00	219	38	14	99	63	5	0	0	0	0	0	0	20.2	24.8
00-00	220	39	14	99	63	5	0	0	0	0	0	0	20.2	24.8

Date Wednesday 14/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	1	1	0	0	0	0	0	0	0	0	0	0	12.7	-
06:00	1	0	0	1	0	0	0	0	0	0	0	0	24	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	2	1	0	0	1	0	0	0	0	0	0	0	17.3	-
06:45	2	1	1	0	0	0	0	0	0	0	0	0	15.1	-
07:00	3	2	0	0	1	0	0	0	0	0	0	0	18	-
07:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:30	1	1	0	0	0	0	0	0	0	0	0	0	16.4	-
07:45	3	2	0	0	1	0	0	0	0	0	0	0	15	-
08:00	3	1	1	1	0	0	0	0	0	0	0	0	17.5	-
08:15	2	1	0	0	1	0	0	0	0	0	0	0	22.5	-
08:30	3	1	0	1	1	0	0	0	0	0	0	0	17.4	-
08:45	2	0	0	0	2	0	0	0	0	0	0	0	18	-
09:00	6	0	2	1	3	0	0	0	0	0	0	0	21.4	-
09:15	1	0	1	0	0	0	0	0	0	0	0	0	16.2	-
09:30	4	0	1	2	1	0	0	0	0	0	0	0	16.2	-
09:45	3	0	0	1	2	0	0	0	0	0	0	0	20.4	-
10:00	2	0	0	0	2	0	0	0	0	0	0	0	26.5	-
10:15	2	0	0	2	0	0	0	0	0	0	0	0	17.5	-
10:30	1	1	0	0	0	0	0	0	0	0	0	0	12.2	-
10:45	1	1	0	0	0	0	0	0	0	0	0	0	10.5	-
11:00	2	0	0	2	0	0	0	0	0	0	0	0	23.1	-
11:15	5	0	0	2	3	0	0	0	0	0	0	0	22.3	-
11:30	2	0	0	1	1	0	0	0	0	0	0	0	20.7	-
11:45	1	0	0	1	0	0	0	0	0	0	0	0	25.6	-
12:00	3	0	0	2	1	0	0	0	0	0	0	0	20	-
12:15	8	0	0	6	2	0	0	0	0	0	0	0	22.1	-
12:30	8	2	0	4	2	0	0	0	0	0	0	0	17.9	-
12:45	4	0	1	2	1	0	0	0	0	0	0	0	23	-
13:00	1	0	0	0	1	0	0	0	0	0	0	0	23.7	-
13:15	3	0	0	1	2	0	0	0	0	0	0	0	20.7	-
13:30	2	0	0	1	1	0	0	0	0	0	0	0	22.4	-
13:45	4	1	1	1	1	0	0	0	0	0	0	0	18.3	-
14:00	6	1	0	4	1	0	0	0	0	0	0	0	15.6	-
14:15	4	3	0	0	1	0	0	0	0	0	0	0	14.4	-
14:30	2	0	0	1	1	0	0	0	0	0	0	0	12.9	-
14:45	4	0	0	2	2	0	0	0	0	0	0	0	23	-
15:00	4	0	0	1	3	0	0	0	0	0	0	0	25.9	-
15:15	7	1	0	2	4	0	0	0	0	0	0	0	20.4	-
15:30	5	0	0	2	3	0	0	0	0	0	0	0	21.7	-
15:45	8	0	0	5	3	0	0	0	0	0	0	0	26.5	-
16:00	4	0	0	0	4	0	0	0	0	0	0	0	21.5	-
16:15	3	2	0	1	0	0	0	0	0	0	0	0	17.2	-
16:30	7	2	1	2	2	0	0	0	0	0	0	0	18.3	-
16:45	4	1	0	3	0	0	0	0	0	0	0	0	21.3	-
17:00	3	0	0	1	2	0	0	0	0	0	0	0	22.2	-
17:15	6	4	1	0	1	0	0	0	0	0	0	0	20.2	-
17:30	4	1	1	1	1	0	0	0	0	0	0	0	19.7	-
17:45	6	0	0	4	2	0	0	0	0	0	0	0	25.7	-
18:00	5	0	1	4	0	0	0	0	0	0	0	0	20.8	-
18:15	2	1	0	1	0	0	0	0	0	0	0	0	26.3	-
18:30	7	1	3	2	1	0	0	0	0	0	0	0	15.5	-
18:45	6	0	0	6	0	0	0	0	0	0	0	0	21.1	-
19:00	6	0	0	2	4	0	0	0	0	0	0	0	22.7	-
19:15	2	0	0	2	0	0	0	0	0	0	0	0	18.9	-
19:30	4	0	0	2	2	0	0	0	0	0	0	0	17.4	-
19:45	2	0	0	0	2	0	0	0	0	0	0	0	22.5	-
20:00	3	1	0	1	1	0	0	0	0	0	0	0	19.5	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	1	0	0	1	0	0	0	0	0	0	0	0	21.6	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	3	0	1	1	1	0	0	0	0	0	0	0	17.9	-
21:15	1	0	0	1	0	0	0	0	0	0	0	0	21.1	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	1	0	0	0	1	0	0	0	0	0	0	0	15.4	-
22:00	2	0	0	1	1	0	0	0	0	0	0	0	18.9	-
22:15	1	0	0	0	1	0	0	0	0	0	0	0	19.1	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	31.2	-
22:45	1	0	0	0	1	0	0	0	0	0	0	0	21	-
23:00	1	0	0	0	1	0	0	0	0	0	0	0	21.4	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	1	0	1	0	0	0	0	0	0	0	0	0	17	-
07-19	177	30	14	73	60	0	0	0	0	0	0	0	20.2	24.8
06-22	205	33	16	84	72	0	0	0	0	0	0	0	20.1	24.8
06-00	212	33	17	86	76	0	0	0	0	0	0	0	20.2	24.8
00-00	213	34	17	86	76	0	0	0	0	0	0	0	20.1	24.8

Date Thursday 15/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	1	1	0	0	0	0	0	0	0	0	0	0	15.9	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	1	0	0	0	0	0	0	0	0	0	0	12.5	-
05:45	1	0	0	1	0	0	0	0	0	0	0	0	27.7	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	2	0	2	0	0	0	0	0	0	0	0	0	17.1	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	1	0	0	0	1	0	0	0	0	0	0	0	19	-
07:15	1	0	0	1	0	0	0	0	0	0	0	0	16.9	-
07:30	4	1	0	1	1	1	0	0	0	0	0	0	17.9	-
07:45	1	1	0	0	0	0	0	0	0	0	0	0	15.9	-
08:00	6	1	1	0	3	1	0	0	0	0	0	0	17.7	-
08:15	4	2	0	1	1	0	0	0	0	0	0	0	14.6	-
08:30	3	0	0	2	1	0	0	0	0	0	0	0	22.1	-
08:45	1	0	0	1	0	0	0	0	0	0	0	0	28.3	-
09:00	1	0	1	0	0	0	0	0	0	0	0	0	17.6	-
09:15	4	0	0	2	2	0	0	0	0	0	0	0	21.6	-
09:30	7	0	1	2	3	1	0	0	0	0	0	0	18.4	-
09:45	2	0	0	1	1	0	0	0	0	0	0	0	21.8	-
10:00	2	0	0	2	0	0	0	0	0	0	0	0	19	-
10:15	4	1	1	2	0	0	0	0	0	0	0	0	15.5	-
10:30	1	0	0	1	0	0	0	0	0	0	0	0	16.7	-
10:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
11:00	2	0	0	2	0	0	0	0	0	0	0	0	17.1	-
11:15	4	0	0	4	0	0	0	0	0	0	0	0	19.8	-
11:30	4	0	1	2	1	0	0	0	0	0	0	0	24.6	-
11:45	3	0	1	2	0	0	0	0	0	0	0	0	19.3	-
12:00	2	0	1	0	1	0	0	0	0	0	0	0	16.3	-
12:15	2	0	0	2	0	0	0	0	0	0	0	0	21.8	-
12:30	3	0	0	2	1	0	0	0	0	0	0	0	23.1	-
12:45	2	0	0	0	2	0	0	0	0	0	0	0	22.2	-
13:00	4	1	0	0	3	0	0	0	0	0	0	0	18.1	-
13:15	4	0	0	1	3	0	0	0	0	0	0	0	20.6	-
13:30	4	0	0	2	2	0	0	0	0	0	0	0	22.9	-
13:45	4	1	1	0	2	0	0	0	0	0	0	0	17	-
14:00	1	0	0	0	1	0	0	0	0	0	0	0	22.2	-
14:15	3	2	0	1	0	0	0	0	0	0	0	0	17.4	-
14:30	4	0	1	2	1	0	0	0	0	0	0	0	16.7	-
14:45	1	0	0	0	1	0	0	0	0	0	0	0	22.9	-
15:00	3	0	0	2	1	0	0	0	0	0	0	0	19.6	-
15:15	7	1	0	3	3	0	0	0	0	0	0	0	21.1	-
15:30	5	0	0	4	0	0	0	0	1	0	0	0	20.7	-
15:45	5	0	1	2	2	0	0	0	0	0	0	0	16.2	-
16:00	6	0	0	2	4	0	0	0	0	0	0	0	22.7	-
16:15	11	1	0	5	5	0	0	0	0	0	0	0	23.4	27.1
16:30	8	1	0	2	5	0	0	0	0	0	0	0	17.2	-
16:45	3	1	0	1	1	0	0	0	0	0	0	0	15.7	-
17:00	6	0	1	3	2	0	0	0	0	0	0	0	17.7	-
17:15	10	5	0	5	0	0	0	0	0	0	0	0	17.3	-
17:30	7	1	1	1	4	0	0	0	0	0	0	0	18.9	-
17:45	6	1	0	3	2	0	0	0	0	0	0	0	19.4	-
18:00	4	0	0	3	1	0	0	0	0	0	0	0	21	-
18:15	11	0	4	4	3	0	0	0	0	0	0	0	21.6	24.8
18:30	5	1	0	1	3	0	0	0	0	0	0	0	13.4	-
18:45	2	0	0	1	1	0	0	0	0	0	0	0	24.3	-
19:00	1	0	0	1	0	0	0	0	0	0	0	0	23.6	-
19:15	2	0	0	2	0	0	0	0	0	0	0	0	22.5	-
19:30	2	1	0	1	0	0	0	0	0	0	0	0	19	-
19:45	5	4	0	1	0	0	0	0	0	0	0	0	14.6	-
20:00	2	0	0	2	0	0	0	0	0	0	0	0	26.3	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	1	0	0	1	0	0	0	0	0	0	0	0	15.7	-
20:45	2	0	1	1	0	0	0	0	0	0	0	0	14.1	-
21:00	2	0	1	1	0	0	0	0	0	0	0	0	18.1	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	1	0	0	1	0	0	0	0	0	0	0	0	19.1	-
21:45	2	0	0	2	0	0	0	0	0	0	0	0	18.6	-
22:00	1	0	0	1	0	0	0	0	0	0	0	0	20.4	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	1	0	0	1	0	0	0	0	0	0	0	0	18.1	-
23:45	1	0	0	0	1	0	0	0	0	0	0	0	26.1	-
07-19	188	22	16	78	68	3	0	0	1	0	0	0	19.4	24.4
06-22	210	27	20	91	68	3	0	0	1	0	0	0	19.3	24.4
06-00	213	27	20	93	69	3	0	0	1	0	0	0	20.7	24.4
00-00	216	29	20	94	69	3	0	0	1	0	0	0	20.7	24.4

Date	Friday	16/09/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	1	0	0	0	1	0	0	0	0	0	0	0	9.2	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	1	0	1	0	0	0	0	0	0	0	0	0	9.8	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	1	0	0	0	0	0	0	0	0	0	0	12.3	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	19.7	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	1	0	0	1	0	0	0	0	0	0	0	0	19.2	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	1	0	1	0	0	0	0	0	0	0	0	0	16.3	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:30	1	1	0	0	0	0	0	0	0	0	0	0	14.8	-
07:45	2	0	0	1	1	0	0	0	0	0	0	0	18.4	-
08:00	1	0	0	0	0	1	0	0	0	0	0	0	29.2	-
08:15	1	0	0	1	0	0	0	0	0	0	0	0	18.5	-
08:30	2	1	0	1	0	0	0	0	0	0	0	0	17.4	-
08:45	1	0	0	1	0	0	0	0	0	0	0	0	25.5	-
09:00	2	0	0	0	2	0	0	0	0	0	0	0	16	-
09:15	2	0	0	1	1	0	0	0	0	0	0	0	18.7	-
09:30	2	2	0	0	0	0	0	0	0	0	0	0	13.8	-
09:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
10:00	1	0	0	1	0	0	0	0	0	0	0	0	13.2	-
10:15	2	0	0	1	1	0	0	0	0	0	0	0	13.6	-
10:30	2	0	0	0	1	1	0	0	0	0	0	0	22.5	-
10:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
11:00	3	0	0	0	3	0	0	0	0	0	0	0	20.5	-
11:15	3	0	1	0	2	0	0	0	0	0	0	0	20	-
11:30	3	0	0	3	0	0	0	0	0	0	0	0	18.8	-
11:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
12:00	4	0	2	0	2	0	0	0	0	0	0	0	20.2	-
12:15	6	2	0	3	1	0	0	0	0	0	0	0	17.3	-
12:30	1	0	0	1	0	0	0	0	0	0	0	0	15.2	-
12:45	5	0	0	2	3	0	0	0	0	0	0	0	21.8	-
13:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
13:15	3	0	0	2	1	0	0	0	0	0	0	0	19.4	-
13:30	4	0	1	1	1	1	0	0	0	0	0	0	17.9	-
13:45	4	0	0	1	3	0	0	0	0	0	0	0	24.3	-
14:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
14:15	5	0	0	2	1	2	0	0	0	0	0	0	20.6	-
14:30	6	0	0	5	1	0	0	0	0	0	0	0	20.3	-
14:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
15:00	3	0	0	2	1	0	0	0	0	0	0	0	17.8	-
15:15	3	0	1	2	0	0	0	0	0	0	0	0	18.4	-
15:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
15:45	1	0	1	0	0	0	0	0	0	0	0	0	19.4	-
16:00	4	1	0	3	0	0	0	0	0	0	0	0	17.9	-
16:15	2	0	0	1	1	0	0	0	0	0	0	0	24.9	-
16:30	1	0	0	1	0	0	0	0	0	0	0	0	19.9	-
16:45	2	1	0	1	0	0	0	0	0	0	0	0	17.4	-
17:00	5	0	2	1	2	0	0	0	0	0	0	0	19	-
17:15	3	0	0	1	2	0	0	0	0	0	0	0	26.9	-
17:30	3	1	1	1	0	0	0	0	0	0	0	0	17.2	-
17:45	4	0	0	3	1	0	0	0	0	0	0	0	18.3	-
18:00	4	0	1	1	2	0	0	0	0	0	0	0	19.1	-
18:15	4	1	0	1	2	0	0	0	0	0	0	0	20.4	-
18:30	1	0	0	1	0	0	0	0	0	0	0	0	16.4	-
18:45	2	1	0	1	0	0	0	0	0	0	0	0	17	-
19:00	6	0	0	5	1	0	0	0	0	0	0	0	20.4	-
19:15	4	0	0	2	2	0	0	0	0	0	0	0	20.8	-
19:30	3	0	0	2	1	0	0	0	0	0	0	0	19.5	-
19:45	4	0	0	1	3	0	0	0	0	0	0	0	18.8	-
20:00	1	0	0	1	0	0	0	0	0	0	0	0	21.8	-
20:15	1	0	1	0	0	0	0	0	0	0	0	0	17.2	-
20:30	1	0	1	0	0	0	0	0	0	0	0	0	16.1	-
20:45	1	0	0	0	1	0	0	0	0	0	0	0	26.3	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	1	0	0	1	0	0	0	0	0	0	0	0	16.3	-
21:30	2	0	0	2	0	0	0	0	0	0	0	0	19.2	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	2	0	0	1	1	0	0	0	0	0	0	0	21.5	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	1	0	0	0	1	0	0	0	0	0	0	0	23	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	108	11	10	47	35	5	0	0	0	0	0	0	19.4	24.8
06-22	134	11	13	62	43	5	0	0	0	0	0	0	19.4	24.6
06-00	137	11	13	63	45	5	0	0	0	0	0	0	19.5	24.4
00-00	141	12	14	64	46	5	0	0	0	0	0	0	19.3	24.4

Date Saturday 17/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	1	1	0	0	0	0	0	0	0	0	0	0	16.9	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	1	0	0	1	0	0	0	0	0	0	0	0	22.6	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	1	0	0	1	0	0	0	0	0	0	0	0	10.9	-
06:45	1	0	0	0	1	0	0	0	0	0	0	0	26	-
07:00	2	0	0	2	0	0	0	0	0	0	0	0	15.4	-
07:15	1	0	0	1	0	0	0	0	0	0	0	0	11.7	-
07:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:45	1	0	0	0	1	0	0	0	0	0	0	0	21.2	-
08:00	1	0	0	0	1	0	0	0	0	0	0	0	24.7	-
08:15	2	0	0	0	2	0	0	0	0	0	0	0	22.1	-
08:30	4	2	0	1	1	0	0	0	0	0	0	0	19.4	-
08:45	2	0	0	1	1	0	0	0	0	0	0	0	17.6	-
09:00	2	1	0	0	1	0	0	0	0	0	0	0	16.4	-
09:15	3	2	0	1	0	0	0	0	0	0	0	0	18.3	-
09:30	3	0	0	1	2	0	0	0	0	0	0	0	21.5	-
09:45	1	0	0	0	1	0	0	0	0	0	0	0	26.9	-
10:00	2	0	0	2	0	0	0	0	0	0	0	0	19.9	-
10:15	1	0	0	0	1	0	0	0	0	0	0	0	18.6	-
10:30	3	1	0	1	1	0	0	0	0	0	0	0	17.5	-
10:45	5	1	0	2	2	0	0	0	0	0	0	0	22.2	-
11:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
11:15	2	0	0	1	1	0	0	0	0	0	0	0	18	-
11:30	2	0	1	1	0	0	0	0	0	0	0	0	18.8	-
11:45	3	0	0	2	1	0	0	0	0	0	0	0	22.5	-
12:00	4	0	0	3	1	0	0	0	0	0	0	0	14.2	-
12:15	3	0	1	1	1	0	0	0	0	0	0	0	21	-
12:30	1	0	0	0	1	0	0	0	0	0	0	0	22.4	-
12:45	4	0	0	4	0	0	0	0	0	0	0	0	20.7	-
13:00	3	1	0	0	2	0	0	0	0	0	0	0	12.7	-
13:15	6	3	0	2	1	0	0	0	0	0	0	0	16.9	-
13:30	5	0	1	1	3	0	0	0	0	0	0	0	24.2	-
13:45	5	1	0	3	1	0	0	0	0	0	0	0	20.8	-
14:00	1	0	0	1	0	0	0	0	0	0	0	0	17	-
14:15	2	0	0	1	1	0	0	0	0	0	0	0	21.8	-
14:30	1	1	0	0	0	0	0	0	0	0	0	0	12.7	-
14:45	4	1	1	1	1	0	0	0	0	0	0	0	17	-
15:00	3	0	0	3	0	0	0	0	0	0	0	0	23.1	-
15:15	3	0	0	2	1	0	0	0	0	0	0	0	21.8	-
15:30	2	0	0	0	2	0	0	0	0	0	0	0	17.6	-
15:45	1	0	0	0	1	0	0	0	0	0	0	0	15.1	-
16:00	3	0	0	2	1	0	0	0	0	0	0	0	12.2	-
16:15	4	0	0	2	2	0	0	0	0	0	0	0	19.6	-
16:30	1	0	0	1	0	0	0	0	0	0	0	0	6.2	-
16:45	10	0	1	7	2	0	0	0	0	0	0	0	16.1	-
17:00	2	1	0	0	1	0	0	0	0	0	0	0	19.7	-
17:15	6	1	0	2	3	0	0	0	0	0	0	0	18.5	-
17:30	4	0	1	3	0	0	0	0	0	0	0	0	18.7	-
17:45	5	0	0	4	1	0	0	0	0	0	0	0	21.6	-
18:00	1	0	0	1	0	0	0	0	0	0	0	0	20.3	-
18:15	3	0	0	1	2	0	0	0	0	0	0	0	24.2	-
18:30	6	1	0	4	1	0	0	0	0	0	0	0	18.3	-
18:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:00	1	0	0	1	0	0	0	0	0	0	0	0	19.2	-
19:15	1	1	0	0	0	0	0	0	0	0	0	0	10.9	-
19:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:45	1	0	0	1	0	0	0	0	0	0	0	0	24.3	-
20:00	2	0	0	2	0	0	0	0	0	0	0	0	23.1	-
20:15	1	0	0	0	1	0	0	0	0	0	0	0	22.7	-
20:30	1	0	0	1	0	0	0	0	0	0	0	0	25.6	-
20:45	2	0	0	1	1	0	0	0	0	0	0	0	17.5	-
21:00	1	0	0	1	0	0	0	0	0	0	0	0	22.8	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	3	0	0	3	0	0	0	0	0	0	0	0	18.6	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	1	1	0	0	0	0	0	0	0	0	0	0	17.5	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	1	0	0	0	1	0	0	0	0	0	0	0	25.7	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	133	17	6	65	45	0	0	0	0	0	0	0	19.0	23.9
06-22	149	18	6	77	48	0	0	0	0	0	0	0	19.1	24.2
06-00	151	19	6	77	49	0	0	0	0	0	0	0	19.1	24.2
00-00	152	20	6	77	49	0	0	0	0	0	0	0	19.1	24.2

Date	Sunday	18/09/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	1	0	0	1	0	0	0	0	0	0	0	0	15.7	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:30	1	1	0	0	0	0	0	0	0	0	0	0	18	-
07:45	1	1	0	0	0	0	0	0	0	0	0	0	13.3	-
08:00	3	0	0	3	0	0	0	0	0	0	0	0	16.4	-
08:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:30	1	0	0	0	1	0	0	0	0	0	0	0	22.6	-
08:45	7	0	1	5	1	0	0	0	0	0	0	0	16.7	-
09:00	2	0	0	2	0	0	0	0	0	0	0	0	20.6	-
09:15	2	0	0	2	0	0	0	0	0	0	0	0	22	-
09:30	2	2	0	0	0	0	0	0	0	0	0	0	22.4	-
09:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
10:00	3	2	0	1	0	0	0	0	0	0	0	0	10.8	-
10:15	3	1	0	1	1	0	0	0	0	0	0	0	12.7	-
10:30	1	0	0	0	1	0	0	0	0	0	0	0	8.8	-
10:45	3	0	0	0	3	0	0	0	0	0	0	0	21.6	-
11:00	1	0	0	1	0	0	0	0	0	0	0	0	21.6	-
11:15	2	0	0	1	0	0	0	1	0	0	0	0	14.8	-
11:30	7	0	1	4	2	0	0	0	0	0	0	0	16.6	-
11:45	5	0	0	3	2	0	0	0	0	0	0	0	23.2	-
12:00	5	0	0	4	1	0	0	0	0	0	0	0	19.8	-
12:15	2	0	1	0	1	0	0	0	0	0	0	0	14.1	-
12:30	10	1	1	5	3	0	0	0	0	0	0	0	20.1	-
12:45	5	1	0	3	1	0	0	0	0	0	0	0	14.5	-
13:00	3	0	0	2	1	0	0	0	0	0	0	0	17.4	-
13:15	3	0	0	2	1	0	0	0	0	0	0	0	22.7	-
13:30	2	0	0	1	1	0	0	0	0	0	0	0	16	-
13:45	2	1	0	0	0	0	0	1	0	0	0	0	10.8	-
14:00	2	1	0	0	1	0	0	0	0	0	0	0	12	-
14:15	1	0	0	0	1	0	0	0	0	0	0	0	18.3	-
14:30	2	0	1	0	1	0	0	0	0	0	0	0	18.2	-
14:45	6	2	0	2	2	0	0	0	0	0	0	0	20.9	-
15:00	1	0	0	0	0	1	0	0	0	0	0	0	18.6	-
15:15	3	0	1	0	2	0	0	0	0	0	0	0	22.9	-
15:30	2	0	0	2	0	0	0	0	0	0	0	0	23.4	-
15:45	2	0	1	1	0	0	0	0	0	0	0	0	18.5	-
16:00	5	1	0	4	0	0	0	0	0	0	0	0	21.1	-
16:15	2	0	0	1	1	0	0	0	0	0	0	0	21.4	-
16:30	5	0	0	2	3	0	0	0	0	0	0	0	20.6	-
16:45	3	1	0	1	1	0	0	0	0	0	0	0	15.4	-
17:00	4	0	1	3	0	0	0	0	0	0	0	0	22.1	-
17:15	8	0	1	4	3	0	0	0	0	0	0	0	16.9	-
17:30	5	2	0	0	3	0	0	0	0	0	0	0	14.6	-
17:45	4	0	1	1	2	0	0	0	0	0	0	0	19	-
18:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:15	2	1	0	1	0	0	0	0	0	0	0	0	18.7	-
18:30	2	1	0	1	0	0	0	0	0	0	0	0	19.4	-
18:45	2	0	0	1	1	0	0	0	0	0	0	0	21.9	-
19:00	3	0	0	2	1	0	0	0	0	0	0	0	16.2	-
19:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:30	1	0	0	1	0	0	0	0	0	0	0	0	15.5	-
19:45	3	0	0	3	0	0	0	0	0	0	0	0	22	-
20:00	1	0	0	1	0	0	0	0	0	0	0	0	17.5	-
20:15	1	0	0	1	0	0	0	0	0	0	0	0	18	-
20:30	2	0	0	2	0	0	0	0	0	0	0	0	21.7	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	1	0	0	0	1	0	0	0	0	0	0	0	27.7	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	137	19	10	64	41	1	0	2	0	0	0	0	18.4	22.6
06-22	148	19	10	74	42	1	0	2	0	0	0	0	18.4	22.8
06-00	149	19	10	74	43	1	0	2	0	0	0	0	18.5	23.0
00-00	150	19	10	75	43	1	0	2	0	0	0	0	18.5	23.0

Date	Monday	19/09/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	1	0	1	0	0	0	0	0	0	0	0	0	10.2	-
05:00	1	1	0	0	0	0	0	0	0	0	0	0	17.5	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	22.5	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	1	0	1	0	0	0	0	0	0	0	0	0	15.1	-
06:45	1	0	0	0	1	0	0	0	0	0	0	0	20.7	-
07:00	1	1	0	0	0	0	0	0	0	0	0	0	21.8	-
07:15	5	2	0	0	3	0	0	0	0	0	0	0	18.2	-
07:30	2	1	0	1	0	0	0	0	0	0	0	0	18.8	-
07:45	2	0	1	1	0	0	0	0	0	0	0	0	17.8	-
08:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:15	4	3	0	0	1	0	0	0	0	0	0	0	15.9	-
08:30	2	0	0	0	2	0	0	0	0	0	0	0	18	-
08:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
09:00	3	0	0	0	3	0	0	0	0	0	0	0	22.6	-
09:15	2	0	0	2	0	0	0	0	0	0	0	0	19.5	-
09:30	5	0	0	3	2	0	0	0	0	0	0	0	21.2	-
09:45	1	0	0	1	0	0	0	0	0	0	0	0	25.7	-
10:00	1	1	0	0	0	0	0	0	0	0	0	0	12.1	-
10:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
10:30	3	0	0	1	2	0	0	0	0	0	0	0	20.2	-
10:45	2	1	0	1	0	0	0	0	0	0	0	0	17	-
11:00	5	1	0	2	2	0	0	0	0	0	0	0	19	-
11:15	4	0	1	3	0	0	0	0	0	0	0	0	18.2	-
11:30	2	0	0	2	0	0	0	0	0	0	0	0	19.7	-
11:45	7	0	0	5	2	0	0	0	0	0	0	0	18	-
12:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
12:15	2	0	0	2	0	0	0	0	0	0	0	0	20.2	-
12:30	1	0	0	0	0	1	0	0	0	0	0	0	18	-
12:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
13:00	3	0	0	1	2	0	0	0	0	0	0	0	23.6	-
13:15	2	0	0	1	1	0	0	0	0	0	0	0	16.2	-
13:30	3	0	1	1	0	1	0	0	0	0	0	0	14.3	-
13:45	7	0	0	6	1	0	0	0	0	0	0	0	21.7	-
14:00	2	0	0	1	1	0	0	0	0	0	0	0	25.5	-
14:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
14:30	3	0	0	1	2	0	0	0	0	0	0	0	16.2	-
14:45	2	0	0	0	2	0	0	0	0	0	0	0	20.1	-
15:00	2	0	0	2	0	0	0	0	0	0	0	0	18.9	-
15:15	1	0	0	1	0	0	0	0	0	0	0	0	27	-
15:30	4	0	0	2	2	0	0	0	0	0	0	0	20.6	-
15:45	2	0	0	2	0	0	0	0	0	0	0	0	22.6	-
16:00	1	0	0	0	1	0	0	0	0	0	0	0	25.7	-
16:15	7	1	0	3	3	0	0	0	0	0	0	0	19.1	-
16:30	8	4	0	3	1	0	0	0	0	0	0	0	14.9	-
16:45	3	1	1	0	1	0	0	0	0	0	0	0	18.9	-
17:00	3	1	0	2	0	0	0	0	0	0	0	0	19.5	-
17:15	3	1	0	0	2	0	0	0	0	0	0	0	18.4	-
17:30	4	2	0	1	1	0	0	0	0	0	0	0	19.4	-
17:45	3	1	0	1	1	0	0	0	0	0	0	0	21.1	-
18:00	3	0	0	2	1	0	0	0	0	0	0	0	19.9	-
18:15	1	0	0	0	1	0	0	0	0	0	0	0	21.8	-
18:30	1	0	0	1	0	0	0	0	0	0	0	0	21.1	-
18:45	1	0	0	1	0	0	0	0	0	0	0	0	16.5	-
19:00	2	0	0	1	1	0	0	0	0	0	0	0	20.4	-
19:15	4	0	0	3	1	0	0	0	0	0	0	0	21.1	-
19:30	3	0	0	2	1	0	0	0	0	0	0	0	19.6	-
19:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:00	3	0	0	3	0	0	0	0	0	0	0	0	17.2	-
20:15	2	0	0	1	1	0	0	0	0	0	0	0	20.7	-
20:30	1	0	0	1	0	0	0	0	0	0	0	0	16.9	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	2	0	1	1	0	0	0	0	0	0	0	0	14.9	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	1	0	0	0	1	0	0	0	0	0	0	0	21.8	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	123	21	4	56	40	2	0	0	0	0	0	0	19.2	23.9
06-22	142	21	6	68	45	2	0	0	0	0	0	0	19.2	23.7
06-00	143	21	6	68	46	2	0	0	0	0	0	0	19.2	23.7
00-00	146	22	7	69	46	2	0	0	0	0	0	0	19.1	23.7

Date	Tuesday	20/09/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	1	0	0	1	0	0	0	0	0	0	0	0	17.9	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	1	1	0	0	0	0	0	0	0	0	0	0	16.8	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	2	0	0	2	0	0	0	0	0	0	0	0	19.8	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	1	0	0	1	0	0	0	0	0	0	0	0	23.3	-
06:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	3	1	0	1	1	0	0	0	0	0	0	0	22.1	-
07:15	2	0	0	0	2	0	0	0	0	0	0	0	21.1	-
07:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:45	2	0	0	0	2	0	0	0	0	0	0	0	21.1	-
08:00	2	0	0	2	0	0	0	0	0	0	0	0	18.9	-
08:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:30	1	0	0	0	1	0	0	0	0	0	0	0	20.4	-
08:45	3	0	0	2	1	0	0	0	0	0	0	0	18.6	-
09:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
09:15	2	0	0	1	1	0	0	0	0	0	0	0	22.6	-
09:30	3	1	0	2	0	0	0	0	0	0	0	0	16.9	-
09:45	4	0	0	3	1	0	0	0	0	0	0	0	18.6	-
10:00	4	0	0	2	2	0	0	0	0	0	0	0	17.8	-
10:15	4	0	0	3	1	0	0	0	0	0	0	0	21.1	-
10:30	2	0	0	2	0	0	0	0	0	0	0	0	15.3	-
10:45	1	1	0	0	0	0	0	0	0	0	0	0	19.7	-
11:00	1	0	0	0	1	0	0	0	0	0	0	0	19.6	-
11:15	1	0	0	1	0	0	0	0	0	0	0	0	17.6	-
11:30	3	0	0	3	0	0	0	0	0	0	0	0	19.1	-
11:45	2	0	0	2	0	0	0	0	0	0	0	0	27.1	-
12:00	1	0	0	1	0	0	0	0	0	0	0	0	14.5	-
12:15	3	0	0	1	1	1	0	0	0	0	0	0	16.5	-
12:30	2	0	0	1	1	0	0	0	0	0	0	0	18.7	-
12:45	2	0	0	1	1	0	0	0	0	0	0	0	24.5	-
13:00	2	0	0	1	1	0	0	0	0	0	0	0	12.9	-
13:15	1	0	0	1	0	0	0	0	0	0	0	0	19.3	-
13:30	5	1	0	2	1	1	0	0	0	0	0	0	19.6	-
13:45	2	0	0	1	1	0	0	0	0	0	0	0	21.4	-
14:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
14:15	4	0	0	2	1	1	0	0	0	0	0	0	19.4	-
14:30	3	1	0	0	2	0	0	0	0	0	0	0	15.9	-
14:45	8	0	0	5	3	0	0	0	0	0	0	0	18.8	-
15:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
15:15	3	1	1	0	1	0	0	0	0	0	0	0	13.7	-
15:30	4	0	0	4	0	0	0	0	0	0	0	0	20.6	-
15:45	2	0	0	2	0	0	0	0	0	0	0	0	14.9	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	82	6	1	46	26	3	0	0	0	0	0	0	19.0	23.7
06-22	83	6	1	47	26	3	0	0	0	0	0	0	19.0	23.7
06-00	83	6	1	47	26	3	0	0	0	0	0	0	19.0	23.7
00-00	87	7	1	50	26	3	0	0	0	0	0	0	19.0	23.3

Date Wednesday 21/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Thursday 22/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date	Friday	23/09/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Saturday 24/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date	Sunday	25/09/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Intelligent Data Collection Limited

Client: i-Transport
Project Number: ID02776
Junction Number: Site 1
Flow from: King's Croft Lane (E) to: Mill Lane (W)

Date Monday 05/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Tuesday 06/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date	Wednesday	07/09/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date	Thursday	08/09/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date	Friday	09/09/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Saturday 10/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Sunday 11/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	2	0	0	0	1	0	0	0	0	0	1	0	14.7	-
10:30	2	0	0	1	1	0	0	0	0	0	0	0	18.5	-
10:45	7	1	0	5	0	0	0	1	0	0	0	0	15.8	-
11:00	9	0	0	1	8	0	0	0	0	0	0	0	17.3	-
11:15	5	0	0	3	2	0	0	0	0	0	0	0	12.6	-
11:30	5	1	0	3	1	0	0	0	0	0	0	0	17.4	-
11:45	4	0	0	4	0	0	0	0	0	0	0	0	12.8	-
12:00	19	2	0	13	4	0	0	0	0	0	0	0	17.5	23
12:15	8	0	0	6	2	0	0	0	0	0	0	0	16.3	-
12:30	5	1	0	3	0	0	0	1	0	0	0	0	13.6	-
12:45	12	3	0	3	6	0	0	0	0	0	0	0	16.7	18.6
13:00	2	0	0	2	0	0	0	0	0	0	0	0	17.4	-
13:15	3	0	0	2	1	0	0	0	0	0	0	0	19	-
13:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
13:45	5	1	1	2	1	0	0	0	0	0	0	0	17.9	-
14:00	3	0	0	0	3	0	0	0	0	0	0	0	15.6	-
14:15	3	0	0	1	2	0	0	0	0	0	0	0	18.9	-
14:30	6	0	0	4	2	0	0	0	0	0	0	0	16.5	-
14:45	5	0	0	2	2	1	0	0	0	0	0	0	19.4	-
15:00	2	0	0	0	2	0	0	0	0	0	0	0	17.3	-
15:15	1	0	0	0	1	0	0	0	0	0	0	0	17.5	-
15:30	2	0	0	2	0	0	0	0	0	0	0	0	23.4	-
15:45	6	1	0	2	3	0	0	0	0	0	0	0	18.8	-
16:00	4	0	1	2	1	0	0	0	0	0	0	0	20.6	-
16:15	3	1	0	2	0	0	0	0	0	0	0	0	17.6	-
16:30	6	0	1	3	2	0	0	0	0	0	0	0	20.3	-
16:45	3	0	0	0	1	2	0	0	0	0	0	0	16.6	-
17:00	3	0	0	2	1	0	0	0	0	0	0	0	24.1	-
17:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
17:30	4	0	0	4	0	0	0	0	0	0	0	0	19.7	-
17:45	2	0	0	2	0	0	0	0	0	0	0	0	21.1	-
18:00	3	0	1	1	1	0	0	0	0	0	0	0	23.4	-
18:15	2	0	0	2	0	0	0	0	0	0	0	0	20.1	-
18:30	1	0	0	0	1	0	0	0	0	0	0	0	25.1	-
18:45	2	0	0	1	1	0	0	0	0	0	0	0	15.4	-
19:00	4	0	0	3	1	0	0	0	0	0	0	0	20.2	-
19:15	2	0	0	2	0	0	0	0	0	0	0	0	16.9	-
19:30	1	0	0	1	0	0	0	0	0	0	0	0	17	-
19:45	5	2	0	2	1	0	0	0	0	0	0	0	15.9	-
20:00	1	1	0	0	0	0	0	0	0	0	0	0	13.2	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	1	0	0	1	0	0	0	0	0	0	0	0	13.7	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	1	1	0	0	0	0	0	0	0	0	0	0	10.2	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	149	11	4	78	50	3	0	2	0	0	1	0	17.6	22.4
06-22	164	15	4	87	52	3	0	2	0	0	1	0	17.5	21.9
06-00	164	15	4	87	52	3	0	2	0	0	1	0	17.5	21.9
00-00	164	15	4	87	52	3	0	2	0	0	1	0	17.5	21.9

Date	Monday	12/09/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	1	0	0	0	1	0	0	0	0	0	0	0	17.7	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	1	0	0	0	1	0	0	0	0	0	0	0	14.9	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	1	0	0	0	0	0	0	0	0	0	0	13.9	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	20	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	1	0	1	0	0	0	0	0	0	0	0	0	17	-
06:45	1	1	0	0	0	0	0	0	0	0	0	0	16.6	-
07:00	1	1	0	0	0	0	0	0	0	0	0	0	19.9	-
07:15	6	3	0	1	2	0	0	0	0	0	0	0	19.2	-
07:30	2	1	1	0	0	0	0	0	0	0	0	0	18.1	-
07:45	3	1	0	1	1	0	0	0	0	0	0	0	15.9	-
08:00	4	2	0	0	2	0	0	0	0	0	0	0	15.9	-
08:15	4	0	1	1	2	0	0	0	0	0	0	0	17.6	-
08:30	2	1	0	0	1	0	0	0	0	0	0	0	18.1	-
08:45	2	1	0	0	1	0	0	0	0	0	0	0	19.1	-
09:00	2	0	0	0	2	0	0	0	0	0	0	0	18.2	-
09:15	3	1	1	0	1	0	0	0	0	0	0	0	13.3	-
09:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
09:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
10:00	2	0	1	0	1	0	0	0	0	0	0	0	16.3	-
10:15	3	0	0	1	2	0	0	0	0	0	0	0	18.4	-
10:30	2	0	0	0	2	0	0	0	0	0	0	0	23.2	-
10:45	2	0	0	1	1	0	0	0	0	0	0	0	21.2	-
11:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
11:15	4	0	0	2	2	0	0	0	0	0	0	0	20.7	-
11:30	10	0	0	7	3	0	0	0	0	0	0	0	16	-
11:45	2	0	0	2	0	0	0	0	0	0	0	0	16.5	-
12:00	4	0	0	3	1	0	0	0	0	0	0	0	19	-
12:15	16	1	0	8	4	3	0	0	0	0	0	0	12.9	16.8
12:30	1	0	0	0	1	0	0	0	0	0	0	0	23.8	-
12:45	1	0	0	1	0	0	0	0	0	0	0	0	17.6	-
13:00	4	0	0	3	1	0	0	0	0	0	0	0	20.9	-
13:15	1	0	0	0	1	0	0	0	0	0	0	0	27.3	-
13:30	2	0	0	1	1	0	0	0	0	0	0	0	18.5	-
13:45	4	0	0	4	0	0	0	0	0	0	0	0	17.8	-
14:00	1	0	0	0	1	0	0	0	0	0	0	0	23.6	-
14:15	2	0	0	1	1	0	0	0	0	0	0	0	13.6	-
14:30	9	1	0	5	3	0	0	0	0	0	0	0	17.7	-
14:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
15:00	1	0	0	0	1	0	0	0	0	0	0	0	20.5	-
15:15	4	0	0	3	1	0	0	0	0	0	0	0	21.1	-
15:30	4	0	0	3	1	0	0	0	0	0	0	0	21.4	-
15:45	3	0	1	1	1	0	0	0	0	0	0	0	18.1	-
16:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:15	6	1	1	4	0	0	0	0	0	0	0	0	16.8	-
16:30	4	2	1	1	0	0	0	0	0	0	0	0	13.8	-
16:45	13	6	3	1	3	0	0	0	0	0	0	0	15.4	21.3
17:00	5	1	0	0	4	0	0	0	0	0	0	0	18.9	-
17:15	4	2	1	0	1	0	0	0	0	0	0	0	18.8	-
17:30	3	0	1	1	1	0	0	0	0	0	0	0	17.2	-
17:45	3	0	1	2	0	0	0	0	0	0	0	0	15.6	-
18:00	4	1	0	3	0	0	0	0	0	0	0	0	16.1	-
18:15	2	1	0	1	0	0	0	0	0	0	0	0	16.8	-
18:30	1	0	0	0	1	0	0	0	0	0	0	0	20.8	-
18:45	3	1	0	1	1	0	0	0	0	0	0	0	16.6	-
19:00	1	0	0	0	1	0	0	0	0	0	0	0	17.4	-
19:15	2	1	0	0	1	0	0	0	0	0	0	0	17.4	-
19:30	6	1	0	4	1	0	0	0	0	0	0	0	20.9	-
19:45	3	0	0	0	3	0	0	0	0	0	0	0	20.5	-
20:00	1	0	0	1	0	0	0	0	0	0	0	0	14	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	1	0	1	0	0	0	0	0	0	0	0	0	25	-
20:45	1	0	0	1	0	0	0	0	0	0	0	0	17.4	-
21:00	1	0	0	0	1	0	0	0	0	0	0	0	18.1	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	159	28	13	63	52	3	0	0	0	0	0	0	17.3	22.1
06-22	177	31	15	69	59	3	0	0	0	0	0	0	17.5	22.1
06-00	177	31	15	69	59	3	0	0	0	0	0	0	17.5	22.1
00-00	181	32	15	70	61	3	0	0	0	0	0	0	17.5	22.1

Date	Tuesday	13/09/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	1	0	0	0	0	0	0	0	0	0	0	10.5	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	17.2	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	1	0	1	0	0	0	0	0	0	0	0	0	18.2	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	2	2	0	0	0	0	0	0	0	0	0	0	18.4	-
07:15	3	2	0	0	1	0	0	0	0	0	0	0	13.9	-
07:30	4	2	0	0	2	0	0	0	0	0	0	0	16.4	-
07:45	3	1	1	1	0	0	0	0	0	0	0	0	17.6	-
08:00	3	0	0	2	1	0	0	0	0	0	0	0	20.7	-
08:15	2	2	0	0	0	0	0	0	0	0	0	0	15.2	-
08:30	1	0	0	1	0	0	0	0	0	0	0	0	22.2	-
08:45	3	0	1	0	2	0	0	0	0	0	0	0	17	-
09:00	2	0	0	1	1	0	0	0	0	0	0	0	17.2	-
09:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
09:30	1	0	0	1	0	0	0	0	0	0	0	0	18.5	-
09:45	2	0	0	1	1	0	0	0	0	0	0	0	20.3	-
10:00	1	0	0	1	0	0	0	0	0	0	0	0	16	-
10:15	3	1	1	0	1	0	0	0	0	0	0	0	17.5	-
10:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
10:45	2	1	0	1	0	0	0	0	0	0	0	0	15.1	-
11:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
11:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
11:30	3	1	0	1	1	0	0	0	0	0	0	0	17.5	-
11:45	2	0	0	1	1	0	0	0	0	0	0	0	19.9	-
12:00	3	0	2	0	1	0	0	0	0	0	0	0	20.3	-
12:15	7	4	0	2	1	0	0	0	0	0	0	0	13.4	-
12:30	1	0	0	0	1	0	0	0	0	0	0	0	15.2	-
12:45	5	0	0	4	1	0	0	0	0	0	0	0	16.8	-
13:00	1	0	0	1	0	0	0	0	0	0	0	0	17.4	-
13:15	1	0	0	1	0	0	0	0	0	0	0	0	19.8	-
13:30	2	0	0	1	1	0	0	0	0	0	0	0	25.6	-
13:45	1	0	0	1	0	0	0	0	0	0	0	0	21.5	-
14:00	5	2	0	1	2	0	0	0	0	0	0	0	17.4	-
14:15	2	0	0	1	1	0	0	0	0	0	0	0	17.6	-
14:30	3	0	0	3	0	0	0	0	0	0	0	0	18.6	-
14:45	1	0	0	0	0	1	0	0	0	0	0	0	12.5	-
15:00	2	0	0	0	2	0	0	0	0	0	0	0	21.9	-
15:15	4	0	0	1	1	1	0	0	1	0	0	0	18.5	-
15:30	2	0	0	1	1	0	0	0	0	0	0	0	22	-
15:45	2	1	0	1	0	0	0	0	0	0	0	0	16	-
16:00	1	0	1	0	0	0	0	0	0	0	0	0	15.2	-
16:15	3	2	0	0	1	0	0	0	0	0	0	0	17.7	-
16:30	5	1	0	2	2	0	0	0	0	0	0	0	17.4	-
16:45	4	1	0	3	0	0	0	0	0	0	0	0	17.3	-
17:00	5	1	0	2	2	0	0	0	0	0	0	0	19.9	-
17:15	5	4	0	0	1	0	0	0	0	0	0	0	17.6	-
17:30	5	2	0	2	1	0	0	0	0	0	0	0	17.7	-
17:45	6	1	1	1	3	0	0	0	0	0	0	0	19.5	-
18:00	9	2	0	5	1	0	0	1	0	0	0	0	18.5	-
18:15	4	1	0	0	3	0	0	0	0	0	0	0	19.7	-
18:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:45	3	1	0	2	0	0	0	0	0	0	0	0	15.8	-
19:00	5	0	0	5	0	0	0	0	0	0	0	0	22.1	-
19:15	4	0	1	2	0	0	0	1	0	0	0	0	16.5	-
19:30	6	3	0	1	2	0	0	0	0	0	0	0	19.7	-
19:45	10	0	0	5	5	0	0	0	0	0	0	0	21.3	-
20:00	3	0	0	0	3	0	0	0	0	0	0	0	23	-
20:15	4	0	0	2	2	0	0	0	0	0	0	0	25.1	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	3	0	0	2	1	0	0	0	0	0	0	0	19.3	-
21:00	1	0	0	0	0	1	0	0	0	0	0	0	23.5	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	1	0	0	0	1	0	0	0	0	0	0	0	22	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	129	35	7	46	37	2	0	1	1	0	0	0	17.9	22.1
06-22	166	38	9	63	50	3	0	2	1	0	0	0	18.6	22.8
06-00	167	38	9	63	51	3	0	2	1	0	0	0	18.6	22.8
00-00	169	39	9	64	51	3	0	2	1	0	0	0	18.5	22.8

Date	Wednesday	14/09/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	1	1	0	0	0	0	0	0	0	0	0	0	8.4	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	1	1	0	0	0	0	0	0	0	0	0	0	11.5	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	15.9	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	1	0	1	0	0	0	0	0	0	0	0	0	17.5	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	2	2	0	0	0	0	0	0	0	0	0	0	17.8	-
07:15	7	1	0	3	3	0	0	0	0	0	0	0	20.8	-
07:30	1	1	0	0	0	0	0	0	0	0	0	0	13.5	-
07:45	5	1	2	0	1	0	1	0	0	0	0	0	17.5	-
08:00	1	1	0	0	0	0	0	0	0	0	0	0	13.9	-
08:15	4	0	1	1	2	0	0	0	0	0	0	0	24.4	-
08:30	4	2	0	0	2	0	0	0	0	0	0	0	21	-
08:45	3	2	0	1	0	0	0	0	0	0	0	0	16	-
09:00	2	0	0	0	2	0	0	0	0	0	0	0	18.6	-
09:15	2	0	0	1	1	0	0	0	0	0	0	0	22.8	-
09:30	2	1	0	0	1	0	0	0	0	0	0	0	16.3	-
09:45	1	0	0	1	0	0	0	0	0	0	0	0	20.9	-
10:00	3	0	0	1	2	0	0	0	0	0	0	0	21.1	-
10:15	1	0	0	0	1	0	0	0	0	0	0	0	26.9	-
10:30	3	1	0	1	1	0	0	0	0	0	0	0	12.8	-
10:45	3	1	0	2	0	0	0	0	0	0	0	0	13.3	-
11:00	3	0	0	3	0	0	0	0	0	0	0	0	23.5	-
11:15	5	3	0	0	2	0	0	0	0	0	0	0	18.3	-
11:30	1	0	0	1	0	0	0	0	0	0	0	0	29.4	-
11:45	1	0	0	1	0	0	0	0	0	0	0	0	23.8	-
12:00	1	0	0	0	1	0	0	0	0	0	0	0	21.7	-
12:15	3	1	0	0	2	0	0	0	0	0	0	0	22.9	-
12:30	3	0	0	1	1	1	0	0	0	0	0	0	23.8	-
12:45	3	0	0	3	0	0	0	0	0	0	0	0	22.6	-
13:00	2	0	0	0	2	0	0	0	0	0	0	0	23.9	-
13:15	3	0	0	1	2	0	0	0	0	0	0	0	21	-
13:30	3	0	0	2	1	0	0	0	0	0	0	0	18.7	-
13:45	5	0	1	3	1	0	0	0	0	0	0	0	19.6	-
14:00	4	0	0	1	3	0	0	0	0	0	0	0	22.6	-
14:15	3	0	1	1	0	1	0	0	0	0	0	0	15.2	-
14:30	3	0	0	1	1	0	0	0	1	0	0	0	19.1	-
14:45	2	0	0	0	2	0	0	0	0	0	0	0	20.2	-
15:00	2	0	0	1	1	0	0	0	0	0	0	0	17.6	-
15:15	3	0	0	1	2	0	0	0	0	0	0	0	19.4	-
15:30	5	0	1	2	1	0	0	0	1	0	0	0	20.2	-
15:45	2	0	0	1	1	0	0	0	0	0	0	0	26.2	-
16:00	4	0	1	0	3	0	0	0	0	0	0	0	19.5	-
16:15	4	1	0	2	1	0	0	0	0	0	0	0	17.2	-
16:30	4	2	0	1	1	0	0	0	0	0	0	0	16.1	-
16:45	5	2	1	1	1	0	0	0	0	0	0	0	19.1	-
17:00	2	2	0	0	0	0	0	0	0	0	0	0	16.8	-
17:15	2	1	0	0	1	0	0	0	0	0	0	0	20.3	-
17:30	1	1	0	0	0	0	0	0	0	0	0	0	13.6	-
17:45	7	2	0	4	1	0	0	0	0	0	0	0	18.5	-
18:00	2	2	0	0	0	0	0	0	0	0	0	0	18.2	-
18:15	5	1	0	3	1	0	0	0	0	0	0	0	18.9	-
18:30	3	3	0	0	0	0	0	0	0	0	0	0	15.9	-
18:45	6	0	1	2	3	0	0	0	0	0	0	0	20.8	-
19:00	2	1	0	1	0	0	0	0	0	0	0	0	14.5	-
19:15	4	0	0	3	1	0	0	0	0	0	0	0	17.8	-
19:30	5	0	0	4	1	0	0	0	0	0	0	0	19.4	-
19:45	3	0	0	2	1	0	0	0	0	0	0	0	19.5	-
20:00	2	0	0	2	0	0	0	0	0	0	0	0	22.9	-
20:15	1	0	0	1	0	0	0	0	0	0	0	0	16.2	-
20:30	1	0	0	0	1	0	0	0	0	0	0	0	29.8	-
20:45	1	0	0	0	1	0	0	0	0	0	0	0	17.3	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	2	0	0	1	1	0	0	0	0	0	0	0	19.2	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	1	0	0	0	1	0	0	0	0	0	0	0	18.7	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	3	0	0	0	3	0	0	0	0	0	0	0	22	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	1	0	0	1	0	0	0	0	0	0	0	0	33.9	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	146	34	9	47	51	2	1	0	2	0	0	0	19.5	24.6
06-22	168	35	10	61	57	2	1	0	2	0	0	0	19.5	24.2
06-00	173	35	10	62	61	2	1	0	2	0	0	0	19.6	24.6
00-00	176	37	10	63	61	2	1	0	2	0	0	0	19.4	24.6

Date Thursday 15/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	1	0	0	0	0	0	0	0	0	0	0	14.4	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	19.9	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	1	0	0	0	0	1	0	0	0	0	0	0	22.4	-
06:45	1	0	1	0	0	0	0	0	0	0	0	0	14.2	-
07:00	1	1	0	0	0	0	0	0	0	0	0	0	20.4	-
07:15	4	3	0	0	1	0	0	0	0	0	0	0	16.4	-
07:30	3	1	0	1	1	0	0	0	0	0	0	0	24.1	-
07:45	4	1	1	1	1	0	0	0	0	0	0	0	19.4	-
08:00	4	1	0	1	2	0	0	0	0	0	0	0	19.3	-
08:15	7	2	1	0	3	1	0	0	0	0	0	0	19.5	-
08:30	2	1	0	0	1	0	0	0	0	0	0	0	16	-
08:45	3	0	0	0	3	0	0	0	0	0	0	0	21	-
09:00	4	0	0	0	3	1	0	0	0	0	0	0	24.1	-
09:15	4	1	0	1	2	0	0	0	0	0	0	0	16.8	-
09:30	3	0	0	1	2	0	0	0	0	0	0	0	17.3	-
09:45	3	1	0	0	2	0	0	0	0	0	0	0	19	-
10:00	2	1	1	0	0	0	0	0	0	0	0	0	13.7	-
10:15	2	0	0	1	1	0	0	0	0	0	0	0	15.1	-
10:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
10:45	3	0	0	2	1	0	0	0	0	0	0	0	16.9	-
11:00	1	0	0	1	0	0	0	0	0	0	0	0	22.5	-
11:15	2	0	0	2	0	0	0	0	0	0	0	0	14.7	-
11:30	1	0	0	1	0	0	0	0	0	0	0	0	24.3	-
11:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
12:00	2	0	0	1	1	0	0	0	0	0	0	0	22.5	-
12:15	4	1	0	1	2	0	0	0	0	0	0	0	22.8	-
12:30	5	0	2	2	1	0	0	0	0	0	0	0	16.7	-
12:45	1	0	0	1	0	0	0	0	0	0	0	0	23.6	-
13:00	4	0	0	1	2	1	0	0	0	0	0	0	19.8	-
13:15	3	1	0	1	1	0	0	0	0	0	0	0	22	-
13:30	3	0	0	1	2	0	0	0	0	0	0	0	26.2	-
13:45	6	0	0	3	3	0	0	0	0	0	0	0	19.5	-
14:00	1	0	0	0	1	0	0	0	0	0	0	0	24.5	-
14:15	2	0	0	1	1	0	0	0	0	0	0	0	19.9	-
14:30	1	1	0	0	0	0	0	0	0	0	0	0	12.3	-
14:45	3	2	0	0	1	0	0	0	0	0	0	0	16.5	-
15:00	2	0	0	2	0	0	0	0	0	0	0	0	21.6	-
15:15	2	0	0	2	0	0	0	0	0	0	0	0	20	-
15:30	3	0	1	1	1	0	0	0	0	0	0	0	20.1	-
15:45	2	0	0	0	2	0	0	0	0	0	0	0	18.5	-
16:00	4	1	0	0	3	0	0	0	0	0	0	0	19.4	-
16:15	4	1	0	2	1	0	0	0	0	0	0	0	16.7	-
16:30	9	2	0	3	3	1	0	0	0	0	0	0	17.7	-
16:45	6	3	2	0	1	0	0	0	0	0	0	0	14.9	-
17:00	5	1	2	1	1	0	0	0	0	0	0	0	16.9	-
17:15	7	2	0	2	3	0	0	0	0	0	0	0	17.6	-
17:30	11	5	2	3	1	0	0	0	0	0	0	0	17.6	23.7
17:45	9	2	0	1	6	0	0	0	0	0	0	0	20.7	-
18:00	4	0	0	3	1	0	0	0	0	0	0	0	19.5	-
18:15	4	0	0	2	2	0	0	0	0	0	0	0	20.9	-
18:30	5	2	0	1	2	0	0	0	0	0	0	0	16.3	-
18:45	10	1	3	5	1	0	0	0	0	0	0	0	16.3	-
19:00	2	0	0	1	1	0	0	0	0	0	0	0	20.2	-
19:15	1	0	0	1	0	0	0	0	0	0	0	0	16.4	-
19:30	1	0	0	0	1	0	0	0	0	0	0	0	9.2	-
19:45	3	0	0	0	3	0	0	0	0	0	0	0	24.5	-
20:00	1	0	0	1	0	0	0	0	0	0	0	0	19.5	-
20:15	1	0	0	1	0	0	0	0	0	0	0	0	28.6	-
20:30	1	0	0	1	0	0	0	0	0	0	0	0	19	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	1	0	0	1	0	0	0	0	0	0	0	0	14	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	1	0	0	1	0	0	0	0	0	0	0	0	27.8	-
22:00	1	0	0	1	0	0	0	0	0	0	0	0	12.2	-
22:15	3	0	0	1	2	0	0	0	0	0	0	0	19.1	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	175	38	15	52	66	4	0	0	0	0	0	0	18.7	23.3
06-22	189	38	16	59	71	5	0	0	0	0	0	0	18.9	23.5
06-00	193	38	16	61	73	5	0	0	0	0	0	0	18.8	23.5
00-00	195	39	16	62	73	5	0	0	0	0	0	0	18.8	23.5

Date	Friday	16/09/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	1	0	0	0	1	0	0	0	0	0	0	0	19.4	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	19.8	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	2	0	1	1	0	0	0	0	0	0	0	0	16.9	-
06:45	1	1	0	0	0	0	0	0	0	0	0	0	17.1	-
07:00	2	1	1	0	0	0	0	0	0	0	0	0	14.3	-
07:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:45	2	0	0	1	1	0	0	0	0	0	0	0	21.8	-
08:00	3	0	2	1	0	0	0	0	0	0	0	0	16.6	-
08:15	2	0	0	0	2	0	0	0	0	0	0	0	20.4	-
08:30	1	1	0	0	0	0	0	0	0	0	0	0	13.4	-
08:45	4	0	0	1	3	0	0	0	0	0	0	0	18.9	-
09:00	1	0	0	0	1	0	0	0	0	0	0	0	13.8	-
09:15	1	0	0	1	0	0	0	0	0	0	0	0	26.2	-
09:30	1	0	0	1	0	0	0	0	0	0	0	0	18.4	-
09:45	9	2	1	5	1	0	0	0	0	0	0	0	17.4	-
10:00	2	0	0	1	1	0	0	0	0	0	0	0	14.8	-
10:15	2	0	0	0	1	1	0	0	0	0	0	0	22.7	-
10:30	2	0	0	1	1	0	0	0	0	0	0	0	23.2	-
10:45	5	0	0	3	2	0	0	0	0	0	0	0	21.8	-
11:00	1	0	0	0	1	0	0	0	0	0	0	0	20.4	-
11:15	2	0	0	2	0	0	0	0	0	0	0	0	26.7	-
11:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
11:45	3	0	1	0	2	0	0	0	0	0	0	0	21.5	-
12:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
12:15	6	0	0	4	2	0	0	0	0	0	0	0	21.1	-
12:30	1	0	0	1	0	0	0	0	0	0	0	0	17.9	-
12:45	9	1	1	6	1	0	0	0	0	0	0	0	21.9	-
13:00	3	0	0	2	1	0	0	0	0	0	0	0	19.7	-
13:15	6	0	0	3	3	0	0	0	0	0	0	0	20.6	-
13:30	3	0	1	1	1	0	0	0	0	0	0	0	16.4	-
13:45	2	0	1	1	0	0	0	0	0	0	0	0	16.4	-
14:00	5	0	1	2	2	0	0	0	0	0	0	0	18.9	-
14:15	2	0	0	0	1	1	0	0	0	0	0	0	21.9	-
14:30	7	1	0	2	4	0	0	0	0	0	0	0	20.7	-
14:45	2	1	0	1	0	0	0	0	0	0	0	0	15	-
15:00	5	0	0	4	1	0	0	0	0	0	0	0	24.8	-
15:15	6	1	0	4	0	1	0	0	0	0	0	0	18.7	-
15:30	5	0	1	2	2	0	0	0	0	0	0	0	19.9	-
15:45	2	0	0	2	0	0	0	0	0	0	0	0	19.3	-
16:00	3	0	0	1	2	0	0	0	0	0	0	0	20.5	-
16:15	3	0	1	0	2	0	0	0	0	0	0	0	17.4	-
16:30	2	0	0	1	0	1	0	0	0	0	0	0	23	-
16:45	5	1	0	3	1	0	0	0	0	0	0	0	18.2	-
17:00	4	0	0	2	2	0	0	0	0	0	0	0	24.9	-
17:15	2	1	0	1	0	0	0	0	0	0	0	0	20	-
17:30	8	1	0	5	2	0	0	0	0	0	0	0	22.8	-
17:45	10	2	0	7	1	0	0	0	0	0	0	0	18.3	-
18:00	8	0	0	3	5	0	0	0	0	0	0	0	20.8	-
18:15	3	0	0	1	2	0	0	0	0	0	0	0	22.4	-
18:30	4	0	0	2	2	0	0	0	0	0	0	0	22.1	-
18:45	7	0	0	5	1	1	0	0	0	0	0	0	23	-
19:00	3	0	0	1	2	0	0	0	0	0	0	0	20.1	-
19:15	3	1	0	0	2	0	0	0	0	0	0	0	16.1	-
19:30	6	0	1	4	1	0	0	0	0	0	0	0	19.5	-
19:45	2	0	0	1	1	0	0	0	0	0	0	0	30.1	-
20:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	2	0	0	1	1	0	0	0	0	0	0	0	22.2	-
20:45	3	1	0	1	1	0	0	0	0	0	0	0	18.4	-
21:00	2	0	1	1	0	0	0	0	0	0	0	0	19	-
21:15	2	0	0	1	1	0	0	0	0	0	0	0	16	-
21:30	1	0	0	1	0	0	0	0	0	0	0	0	16.5	-
21:45	1	0	0	1	0	0	0	0	0	0	0	0	25.8	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	1	0	0	0	1	0	0	0	0	0	0	0	23	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	166	13	11	83	54	5	0	0	0	0	0	0	20.3	25.5
06-22	194	16	14	96	63	5	0	0	0	0	0	0	20.2	25.5
06-00	195	16	14	96	64	5	0	0	0	0	0	0	20.2	25.5
00-00	197	16	14	97	65	5	0	0	0	0	0	0	20.2	25.3

Date Saturday 17/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	1	0	0	0	1	0	0	0	0	0	0	0	19.2	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	1	0	1	0	0	0	0	0	0	0	0	0	12.1	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	1	0	1	0	0	0	0	0	0	0	0	0	14.3	-
06:45	1	0	0	1	0	0	0	0	0	0	0	0	21.4	-
07:00	2	0	0	1	1	0	0	0	0	0	0	0	16.8	-
07:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:30	1	0	0	1	0	0	0	0	0	0	0	0	18.6	-
07:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:00	2	0	0	1	1	0	0	0	0	0	0	0	25.2	-
08:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:30	2	0	0	0	2	0	0	0	0	0	0	0	20.4	-
08:45	5	1	0	2	2	0	0	0	0	0	0	0	17.4	-
09:00	2	0	0	1	1	0	0	0	0	0	0	0	18.6	-
09:15	1	1	0	0	0	0	0	0	0	0	0	0	13.8	-
09:30	3	0	0	1	2	0	0	0	0	0	0	0	21	-
09:45	3	0	0	2	0	1	0	0	0	0	0	0	22.2	-
10:00	4	0	0	4	0	0	0	0	0	0	0	0	21.6	-
10:15	4	0	0	4	0	0	0	0	0	0	0	0	24.7	-
10:30	4	2	0	1	1	0	0	0	0	0	0	0	18.1	-
10:45	2	0	1	1	0	0	0	0	0	0	0	0	18.3	-
11:00	2	0	0	0	2	0	0	0	0	0	0	0	23.9	-
11:15	2	0	0	2	0	0	0	0	0	0	0	0	23.2	-
11:30	4	0	0	2	2	0	0	0	0	0	0	0	21.4	-
11:45	2	0	0	2	0	0	0	0	0	0	0	0	20.2	-
12:00	1	0	0	1	0	0	0	0	0	0	0	0	19.1	-
12:15	4	0	0	1	3	0	0	0	0	0	0	0	18.4	-
12:30	5	1	0	2	2	0	0	0	0	0	0	0	17.2	-
12:45	3	0	1	1	1	0	0	0	0	0	0	0	19.1	-
13:00	2	1	0	1	0	0	0	0	0	0	0	0	17.8	-
13:15	7	4	0	1	2	0	0	0	0	0	0	0	15.2	-
13:30	5	2	0	2	1	0	0	0	0	0	0	0	18.2	-
13:45	5	0	0	3	2	0	0	0	0	0	0	0	21	-
14:00	3	0	0	2	1	0	0	0	0	0	0	0	18.9	-
14:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
14:30	3	0	0	3	0	0	0	0	0	0	0	0	22.8	-
14:45	6	0	0	3	2	0	0	0	0	0	0	1	19.2	-
15:00	5	0	1	1	3	0	0	0	0	0	0	0	19.2	-
15:15	3	0	0	3	0	0	0	0	0	0	0	0	19.9	-
15:30	5	0	1	3	1	0	0	0	0	0	0	0	20.6	-
15:45	5	0	0	5	0	0	0	0	0	0	0	0	23.6	-
16:00	6	0	0	4	2	0	0	0	0	0	0	0	22.1	-
16:15	3	0	1	1	1	0	0	0	0	0	0	0	18.8	-
16:30	2	0	0	2	0	0	0	0	0	0	0	0	21.9	-
16:45	6	1	0	4	1	0	0	0	0	0	0	0	19.1	-
17:00	1	0	0	1	0	0	0	0	0	0	0	0	21.5	-
17:15	4	0	2	2	0	0	0	0	0	0	0	0	23.7	-
17:30	2	1	0	0	1	0	0	0	0	0	0	0	18	-
17:45	1	0	0	1	0	0	0	0	0	0	0	0	13.1	-
18:00	2	0	0	2	0	0	0	0	0	0	0	0	19.2	-
18:15	3	0	0	3	0	0	0	0	0	0	0	0	25.2	-
18:30	2	0	0	2	0	0	0	0	0	0	0	0	23.7	-
18:45	4	0	0	3	1	0	0	0	0	0	0	0	21.2	-
19:00	3	0	0	3	0	0	0	0	0	0	0	0	26.8	-
19:15	1	0	1	0	0	0	0	0	0	0	0	0	14.1	-
19:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:45	2	0	0	2	0	0	0	0	0	0	0	0	25	-
20:00	3	1	0	1	1	0	0	0	0	0	0	0	21.8	-
20:15	1	0	0	1	0	0	0	0	0	0	0	0	25	-
20:30	1	0	0	0	1	0	0	0	0	0	0	0	21.2	-
20:45	1	0	0	1	0	0	0	0	0	0	0	0	23.4	-
21:00	3	0	0	3	0	0	0	0	0	0	0	0	22.4	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	1	0	0	0	1	0	0	0	0	0	0	0	22.8	-
21:45	1	0	0	0	1	0	0	0	0	0	0	0	19	-
22:00	1	0	0	1	0	0	0	0	0	0	0	0	26.7	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	1	0	0	0	1	0	0	0	0	0	0	0	23.9	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	143	14	7	82	38	1	0	0	0	0	0	1	20.1	24.6
06-22	162	15	9	94	42	1	0	0	0	0	0	1	20.4	24.8
06-00	164	15	9	95	43	1	0	0	0	0	0	1	20.4	24.8
00-00	166	15	10	95	44	1	0	0	0	0	0	1	20.4	24.8

Date	Sunday	18/09/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	1	0	0	1	0	0	0	0	0	0	0	0	20.9	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	1	0	1	0	0	0	0	0	0	0	0	0	14.6	-
06:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:30	2	0	1	1	0	0	0	0	0	0	0	0	12.8	-
07:45	1	0	0	1	0	0	0	0	0	0	0	0	17.8	-
08:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:15	1	1	0	0	0	0	0	0	0	0	0	0	13.5	-
08:30	1	1	0	0	0	0	0	0	0	0	0	0	14	-
08:45	3	0	0	1	2	0	0	0	0	0	0	0	21.1	-
09:00	5	0	0	4	1	0	0	0	0	0	0	0	24.7	-
09:15	2	0	0	2	0	0	0	0	0	0	0	0	21.4	-
09:30	2	0	1	1	0	0	0	0	0	0	0	0	21.7	-
09:45	1	0	0	0	1	0	0	0	0	0	0	0	20	-
10:00	1	0	0	0	1	0	0	0	0	0	0	0	17.8	-
10:15	4	0	0	3	1	0	0	0	0	0	0	0	20.7	-
10:30	5	0	1	2	2	0	0	0	0	0	0	0	18.7	-
10:45	4	0	0	2	2	0	0	0	0	0	0	0	21.1	-
11:00	4	0	1	3	0	0	0	0	0	0	0	0	18.4	-
11:15	4	0	0	2	2	0	0	0	0	0	0	0	22.2	-
11:30	4	0	0	3	1	0	0	0	0	0	0	0	20.7	-
11:45	5	0	0	1	4	0	0	0	0	0	0	0	22.3	-
12:00	7	1	2	3	1	0	0	0	0	0	0	0	19	-
12:15	3	0	0	3	0	0	0	0	0	0	0	0	20.7	-
12:30	6	1	0	2	3	0	0	0	0	0	0	0	18.7	-
12:45	2	0	0	2	0	0	0	0	0	0	0	0	20.9	-
13:00	6	0	0	3	3	0	0	0	0	0	0	0	22.6	-
13:15	4	0	2	2	0	0	0	0	0	0	0	0	18.1	-
13:30	4	0	1	2	1	0	0	0	0	0	0	0	21.8	-
13:45	6	0	0	3	3	0	0	0	0	0	0	0	21.7	-
14:00	4	1	2	1	0	0	0	0	0	0	0	0	15.4	-
14:15	4	0	0	2	2	0	0	0	0	0	0	0	19.8	-
14:30	5	1	2	1	1	0	0	0	0	0	0	0	21.8	-
14:45	3	0	0	1	2	0	0	0	0	0	0	0	20.6	-
15:00	6	0	1	3	2	0	0	0	0	0	0	0	21.8	-
15:15	4	0	0	2	2	0	0	0	0	0	0	0	24.2	-
15:30	3	0	0	2	1	0	0	0	0	0	0	0	21.8	-
15:45	4	0	1	2	1	0	0	0	0	0	0	0	21.9	-
16:00	4	0	1	2	1	0	0	0	0	0	0	0	19.1	-
16:15	5	1	0	4	0	0	0	0	0	0	0	0	17.5	-
16:30	4	1	1	1	1	0	0	0	0	0	0	0	14.1	-
16:45	3	0	0	2	1	0	0	0	0	0	0	0	21.8	-
17:00	6	0	2	2	2	0	0	0	0	0	0	0	17.3	-
17:15	2	0	0	1	1	0	0	0	0	0	0	0	21.9	-
17:30	2	0	0	2	0	0	0	0	0	0	0	0	19.2	-
17:45	2	0	0	2	0	0	0	0	0	0	0	0	20.5	-
18:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:15	2	0	0	1	1	0	0	0	0	0	0	0	18.6	-
18:30	1	0	0	1	0	0	0	0	0	0	0	0	21.3	-
18:45	6	0	1	3	2	0	0	0	0	0	0	0	19.2	-
19:00	3	0	0	2	0	0	0	1	0	0	0	0	16	-
19:15	3	0	0	3	0	0	0	0	0	0	0	0	16	-
19:30	5	0	0	3	2	0	0	0	0	0	0	0	21.6	-
19:45	2	0	0	2	0	0	0	0	0	0	0	0	19.9	-
20:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:15	3	0	0	2	1	0	0	0	0	0	0	0	24.6	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	1	0	0	1	0	0	0	0	0	0	0	0	29.9	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	1	1	0	0	0	0	0	0	0	0	0	0	14.6	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	157	8	20	81	48	0	0	0	0	0	0	0	20.1	24.2
06-22	174	8	21	93	51	0	0	1	0	0	0	0	20.0	24.4
06-00	176	9	21	94	51	0	0	1	0	0	0	0	20.1	24.4
00-00	177	9	21	95	51	0	0	1	0	0	0	0	20.1	24.4

Date	Monday	19/09/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	1	0	0	0	0	0	0	0	0	0	0	16.5	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	3	1	1	0	1	0	0	0	0	0	0	0	15.9	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	5	2	2	0	1	0	0	0	0	0	0	0	17.3	-
07:15	4	2	1	0	1	0	0	0	0	0	0	0	17.1	-
07:30	3	0	2	1	0	0	0	0	0	0	0	0	16.5	-
07:45	6	1	1	3	1	0	0	0	0	0	0	0	18.9	-
08:00	4	1	1	1	1	0	0	0	0	0	0	0	18.4	-
08:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:30	2	0	0	1	1	0	0	0	0	0	0	0	17	-
08:45	1	0	1	0	0	0	0	0	0	0	0	0	15.6	-
09:00	5	0	2	3	0	0	0	0	0	0	0	0	18.8	-
09:15	1	0	0	0	1	0	0	0	0	0	0	0	23.3	-
09:30	5	0	0	2	3	0	0	0	0	0	0	0	17	-
09:45	5	0	0	5	0	0	0	0	0	0	0	0	20.8	-
10:00	2	1	0	1	0	0	0	0	0	0	0	0	15.7	-
10:15	3	0	0	3	0	0	0	0	0	0	0	0	15.5	-
10:30	1	0	0	0	1	0	0	0	0	0	0	0	24.2	-
10:45	3	0	0	2	0	1	0	0	0	0	0	0	16.9	-
11:00	1	0	0	0	1	0	0	0	0	0	0	0	25.2	-
11:15	2	0	0	2	0	0	0	0	0	0	0	0	18.9	-
11:30	3	0	0	2	1	0	0	0	0	0	0	0	22.2	-
11:45	2	0	0	1	1	0	0	0	0	0	0	0	16.1	-
12:00	1	0	0	0	1	0	0	0	0	0	0	0	23.9	-
12:15	5	0	0	3	2	0	0	0	0	0	0	0	18.5	-
12:30	3	0	0	2	0	1	0	0	0	0	0	0	19.2	-
12:45	1	0	0	1	0	0	0	0	0	0	0	0	19.5	-
13:00	2	0	0	1	0	1	0	0	0	0	0	0	20.1	-
13:15	8	1	1	5	1	0	0	0	0	0	0	0	20.2	-
13:30	3	1	0	0	2	0	0	0	0	0	0	0	20.6	-
13:45	4	0	0	0	3	1	0	0	0	0	0	0	22.4	-
14:00	3	1	0	2	0	0	0	0	0	0	0	0	17.7	-
14:15	2	0	0	2	0	0	0	0	0	0	0	0	19.6	-
14:30	4	0	0	3	0	1	0	0	0	0	0	0	19.3	-
14:45	2	0	0	1	1	0	0	0	0	0	0	0	17.7	-
15:00	2	0	0	2	0	0	0	0	0	0	0	0	20.4	-
15:15	4	0	0	1	3	0	0	0	0	0	0	0	19.9	-
15:30	2	0	0	1	1	0	0	0	0	0	0	0	21.3	-
15:45	3	1	0	1	1	0	0	0	0	0	0	0	19.2	-
16:00	2	1	0	0	1	0	0	0	0	0	0	0	18.4	-
16:15	3	0	0	2	1	0	0	0	0	0	0	0	22.6	-
16:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:45	5	0	1	2	2	0	0	0	0	0	0	0	24.3	-
17:00	5	1	0	3	1	0	0	0	0	0	0	0	21.2	-
17:15	5	4	0	1	0	0	0	0	0	0	0	0	16.1	-
17:30	6	0	0	4	2	0	0	0	0	0	0	0	23	-
17:45	4	0	2	2	0	0	0	0	0	0	0	0	19.2	-
18:00	4	0	0	3	1	0	0	0	0	0	0	0	23.6	-
18:15	5	0	1	3	1	0	0	0	0	0	0	0	19.5	-
18:30	4	0	0	2	2	0	0	0	0	0	0	0	22.6	-
18:45	5	1	1	3	0	0	0	0	0	0	0	0	17.8	-
19:00	1	0	0	1	0	0	0	0	0	0	0	0	19.3	-
19:15	3	0	0	3	0	0	0	0	0	0	0	0	23.1	-
19:30	2	0	0	1	1	0	0	0	0	0	0	0	20.2	-
19:45	1	0	0	1	0	0	0	0	0	0	0	0	19.4	-
20:00	1	0	0	1	0	0	0	0	0	0	0	0	16.9	-
20:15	1	1	0	0	0	0	0	0	0	0	0	0	11.3	-
20:30	2	0	0	2	0	0	0	0	0	0	0	0	20.5	-
20:45	1	0	0	0	1	0	0	0	0	0	0	0	9.7	-
21:00	1	1	0	0	0	0	0	0	0	0	0	0	12.6	-
21:15	2	0	0	1	1	0	0	0	0	0	0	0	21.5	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	155	18	16	77	39	5	0	0	0	0	0	0	19.6	24.2
06-22	173	21	17	87	43	5	0	0	0	0	0	0	19.4	24.2
06-00	173	21	17	87	43	5	0	0	0	0	0	0	19.4	24.2
00-00	174	22	17	87	43	5	0	0	0	0	0	0	19.4	24.2

Date	Tuesday	20/09/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	1	0	0	1	0	0	0	0	0	0	0	0	17.1	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	1	0	0	1	0	0	0	0	0	0	0	0	19.6	-
05:15	1	1	0	0	0	0	0	0	0	0	0	0	16.6	-
05:30	1	1	0	0	0	0	0	0	0	0	0	0	12.4	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	2	0	1	0	1	0	0	0	0	0	0	0	17.6	-
06:45	6	2	3	1	0	0	0	0	0	0	0	0	15.6	-
07:00	2	1	0	0	1	0	0	0	0	0	0	0	19.3	-
07:15	3	1	0	1	1	0	0	0	0	0	0	0	18.5	-
07:30	2	1	1	0	0	0	0	0	0	0	0	0	14.3	-
07:45	2	1	0	1	0	0	0	0	0	0	0	0	15.1	-
08:00	2	1	0	0	1	0	0	0	0	0	0	0	15.6	-
08:15	3	0	0	1	2	0	0	0	0	0	0	0	20.2	-
08:30	2	0	0	1	1	0	0	0	0	0	0	0	19.2	-
08:45	4	0	0	1	2	1	0	0	0	0	0	0	18.5	-
09:00	1	0	0	0	1	0	0	0	0	0	0	0	19.5	-
09:15	4	0	0	2	1	0	1	0	0	0	0	0	20.2	-
09:30	3	0	0	1	2	0	0	0	0	0	0	0	27.7	-
09:45	6	0	0	6	0	0	0	0	0	0	0	0	19.3	-
10:00	2	0	0	2	0	0	0	0	0	0	0	0	19.5	-
10:15	3	0	0	1	2	0	0	0	0	0	0	0	15.6	-
10:30	4	0	0	3	1	0	0	0	0	0	0	0	21.1	-
10:45	5	0	0	3	1	0	1	0	0	0	0	0	19.4	-
11:00	4	0	0	1	2	1	0	0	0	0	0	0	18.9	-
11:15	4	0	0	4	0	0	0	0	0	0	0	0	21.1	-
11:30	2	0	0	1	1	0	0	0	0	0	0	0	16.5	-
11:45	1	0	0	0	1	0	0	0	0	0	0	0	27.5	-
12:00	3	0	0	1	2	0	0	0	0	0	0	0	19.3	-
12:15	4	0	0	3	0	1	0	0	0	0	0	0	21.4	-
12:30	5	0	0	4	1	0	0	0	0	0	0	0	19.6	-
12:45	2	0	0	1	1	0	0	0	0	0	0	0	18.6	-
13:00	7	0	0	4	3	0	0	0	0	0	0	0	20	-
13:15	3	0	0	3	0	0	0	0	0	0	0	0	18.8	-
13:30	5	1	0	4	0	0	0	0	0	0	0	0	25.4	-
13:45	1	0	0	1	0	0	0	0	0	0	0	0	23.6	-
14:00	3	0	0	2	1	0	0	0	0	0	0	0	19.3	-
14:15	5	1	1	2	1	0	0	0	0	0	0	0	15.4	-
14:30	5	0	1	1	3	0	0	0	0	0	0	0	19	-
14:45	4	0	1	2	1	0	0	0	0	0	0	0	16	-
15:00	2	0	0	2	0	0	0	0	0	0	0	0	19.1	-
15:15	2	0	0	0	1	1	0	0	0	0	0	0	13.3	-
15:30	6	0	0	4	2	0	0	0	0	0	0	0	20	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	116	7	4	63	36	4	2	0	0	0	0	0	19.4	23.5
06-22	124	9	8	64	37	4	2	0	0	0	0	0	19.2	23.3
06-00	124	9	8	64	37	4	2	0	0	0	0	0	19.2	23.3
00-00	128	11	8	66	37	4	2	0	0	0	0	0	19.1	23.3

Date Wednesday 21/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Thursday 22/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date	Friday	23/09/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Saturday 24/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date	Sunday	25/09/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 03/10/2016
Road Name: Lower Road

Prepared by: Lauren Catterall
Checked by: Luke Martin

Speed Summary Data

A-B Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
03/10/2016	-	-
04/10/2016	-	-
05/10/2016	-	-
06/10/2016	14.3	16.6
07/10/2016	14.4	17.0
08/10/2016	14.9	17.4
09/10/2016	14.5	17.4
10/10/2016	14.7	17.4
11/10/2016	14.6	17.0
12/10/2016	14.8	17.4
13/10/2016	14.7	17.2
14/10/2016	15.0	17.2
15/10/2016	-	-
16/10/2016	-	-

B-A Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
03/10/2016	-	-
04/10/2016	-	-
05/10/2016	-	-
06/10/2016	15.5	17.2
07/10/2016	14.8	17.9
08/10/2016	15.8	18.6
09/10/2016	15.4	18.1
10/10/2016	15.3	18.3
11/10/2016	15.6	18.1
12/10/2016	15.7	18.6
13/10/2016	15.5	18.6
14/10/2016	15.4	18.3
15/10/2016	-	-
16/10/2016	-	-

These speeds represent those which are between 1%-10% above the posted speed limit
These speeds represent those which are between 10%-20% above the posted speed limit
These speeds represent those which are over 20% above the posted speed limit

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 05/09/2016
Road Name: Lower Road

Prepared by: Lauren Catterall
Checked by: Luke Martin

Speed Summary Data

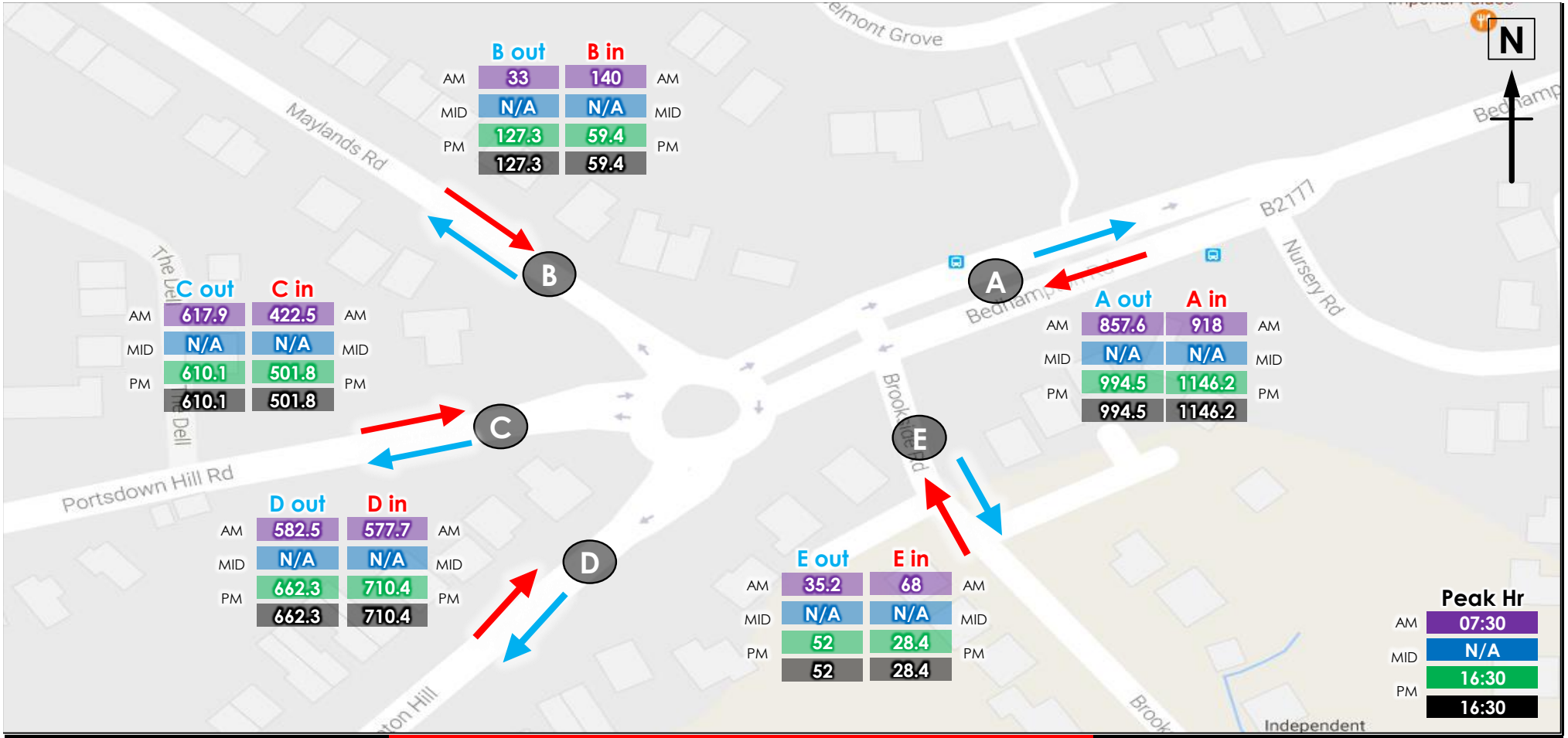
A-B Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
05/09/2016	-	-
06/09/2016	-	-
07/09/2016	-	-
08/09/2016	-	-
09/09/2016	-	-
10/09/2016	-	-
11/09/2016	15.1	20.1
12/09/2016	15.6	20.1
13/09/2016	15.9	20.8
14/09/2016	16.4	21.3
15/09/2016	12.6	21.5
16/09/2016	16.4	21.3
17/09/2016	16.1	20.6
18/09/2016	15.1	19.9
19/09/2016	15.8	19.5
20/09/2016	16.1	20.4
21/09/2016	-	-
22/09/2016	-	-
23/09/2016	-	-
24/09/2016	-	-
25/09/2016	-	-

B-A Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
05/09/2016	-	-
06/09/2016	-	-
07/09/2016	-	-
08/09/2016	-	-
09/09/2016	-	-
10/09/2016	-	-
11/09/2016	15.5	21.0
12/09/2016	15.6	20.6
13/09/2016	15.5	21.3
14/09/2016	15.6	20.8
15/09/2016	15.6	20.8
16/09/2016	16.3	21.3
17/09/2016	15.8	21.3
18/09/2016	15.9	21.5
19/09/2016	15.9	20.6
20/09/2016	15.5	19.7
21/09/2016	-	-
22/09/2016	-	-
23/09/2016	-	-
24/09/2016	-	-
25/09/2016	-	-

These speeds represent those which are between 1%-10% above the posted speed limit
These speeds represent those which are between 10%-20% above the posted speed limit
These speeds represent those which are over 20% above the posted speed limit



Arms:	A	B	C	D	E

Site / Location:	1	Bedhampton Rd / Bedhampton Hill / Maylands Rd / Brookside Rd / Portsdown Hill Rd	Project No:	7426	Drawing No:	7426 - 01	Drawn By: MB
Survey Date:	10/05/2017		Project Name:	BEDHAMPTON			
Survey Times:	from: 07:00 16:00 to: 10:00 19:00		Drawing Title:	Junction Labels and Peak Hr PCU's			

7426 / BEDHAMPTON
May 2017
Classified Turning Count

SITE: **1** — from arm: **A**
LOCATION: Bedhampton Road / Bedhampton Hill / Maylands Road / Brook — to arm: **A**
TOTAL ARMS: A B C D E

period I 07:00 10:00 — period II 16:00 19:00

DATE: 10/05/2017
DAY: Wednesday

per quarter of an hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU
	PCU factor	1	1	1.5	2.3	2	0.4	0.2				
	INTERVAL	00:15	00:15	00:15	00:15	00:15	00:15	00:15			00:15	00:15
07:00	**07:15**	1	0	0	0	0	0	0			**1**	1
07:15	07:30	0	0	0	0	0	0	0			**0**	0
07:30	07:45	1	0	0	0	0	0	0			**1**	1
07:45	08:00	0	0	0	0	0	0	0			**0**	0
08:00	**08:15**	2	0	0	0	0	0	0			**2**	2
08:15	08:30	0	0	0	0	0	0	0			**0**	0
08:30	08:45	1	0	0	0	0	0	0			**1**	1
08:45	09:00	0	0	0	0	0	0	0			**0**	0
09:00	**09:15**	1	0	0	0	0	0	0			**1**	1
09:15	09:30	0	0	0	0	0	0	0			**0**	0
09:30	09:45	0	0	0	0	0	0	0			**0**	0
09:45	10:00	4	0	0	0	0	0	0			**4**	4
16:00	**16:15**	1	0	0	0	0	0	0			**1**	1
16:15	16:30	2	1	0	0	0	0	0			**3**	3
16:30	16:45	1	0	0	0	0	0	0			**1**	1
16:45	17:00	1	0	0	0	0	0	0			**1**	1
17:00	**17:15**	0	0	0	0	0	0	0			**0**	0
17:15	17:30	2	0	0	0	0	0	0			**2**	2
17:30	17:45	1	0	0	0	0	0	0			**1**	1
17:45	18:00	0	0	0	0	0	0	0			**0**	0
18:00	**18:15**	1	1	0	0	0	0	0			**2**	2
18:15	18:30	0	0	0	0	0	0	0			**0**	0
18:30	18:45	2	0	0	0	0	0	0			**2**	2
18:45	19:00	1	0	0	0	0	0	0			**1**	1
	P/TOT	**22**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**24**
Period I Total:		10	0	0	0	0	0	0	0	0	**10**	10
Period II Total:		12	2	0	0	0	0	0	0	0	**14**	14

per hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU.h
	PCU factor	1	1	1.5	2.3	2	0.4	0.2				
	INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00			01:00	01:00
07:00	**08:00**	**2**	**0**	**0**	**0**	**0**	**0**	**0**			**2**	2
07:15	08:15	3	0	0	0	0	0	0			**3**	3
07:30	08:30	3	0	0	0	0	0	0			**3**	**3**
07:45	08:45	3	0	0	0	0	0	0			**3**	3
08:00	**09:00**	**3**	**0**	**0**	**0**	**0**	**0**	**0**			**3**	3
08:15	09:15	2	0	0	0	0	0	0			**2**	2
08:30	09:30	2	0	0	0	0	0	0			**2**	2
08:45	09:45	1	0	0	0	0	0	0			**1**	1
09:00	**10:00**	**5**	**0**	**0**	**0**	**0**	**0**	**0**			**5**	5
09:15	10:15	4	0	0	0	0	0	0			**4**	4
09:30	10:30	4	0	0	0	0	0	0			**4**	4
09:45	10:45	4	0	0	0	0	0	0			**4**	4
16:00	**17:00**	**5**	**1**	**0**	**0**	**0**	**0**	**0**			**6**	6
16:15	17:15	4	1	0	0	0	0	0			**5**	5
16:30	17:30	4	0	0	0	0	0	0			**4**	**4**
16:45	17:45	4	0	0	0	0	0	0			**4**	4
17:00	**18:00**	**3**	**0**	**0**	**0**	**0**	**0**	**0**			**3**	3
17:15	18:15	4	1	0	0	0	0	0			**5**	5
17:30	18:30	2	1	0	0	0	0	0			**3**	3
17:45	18:45	3	1	0	0	0	0	0			**4**	4
18:00	**19:00**	**4**	**1**	**0**	**0**	**0**	**0**	**0**			**5**	5
18:15	19:15	3	0	0	0	0	0	0			**3**	3
18:30	19:30	3	0	0	0	0	0	0			**3**	3
18:45	19:45	1	0	0	0	0	0	0			**1**	1
	P/TOT	**22**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**24**

SITE: 1 — from arm: A
LOCATION: Bedhampton Road / Bedhampton Hill / Maylands Road / Brook — to arm: B
TOTAL ARMS: A B C D E

from: 07:00 16:00 (period I / period II)
to: 10:00 19:00

DATE: 10/05/2017
DAY: Wednesday

SITE: 1
LOCATION: Bedhar
TOTAL ARMS: A

per quarter of an hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU
PCU factor		1	1	1.5	2.3	2	0.4	0.2				
INTERVAL		00:15	00:15	00:15	00:15	00:15	00:15	00:15			00:15	00:15
07:00	**07:15**	0	0	1	0	0	0	0			**1**	1.5
07:15	07:30	0	1	0	0	0	0	0			**1**	1
07:30	07:45	2	0	0	0	0	0	0			**2**	2
07:45	08:00	1	0	0	0	0	0	0			**1**	1
08:00	**08:15**	1	0	0	0	0	0	0			**1**	1
08:15	08:30	0	1	1	0	0	0	0			**2**	2.5
08:30	08:45	2	0	0	0	0	0	0			**2**	2
08:45	09:00	2	0	0	0	0	0	0			**2**	2
09:00	**09:15**	1	0	0	0	0	0	0			**1**	1
09:15	09:30	1	0	0	0	0	0	0			**1**	1
09:30	09:45	0	0	0	0	0	0	0			**0**	0
09:45	10:00	7	0	0	0	0	0	0			**7**	7
16:00	**16:15**	7	0	0	0	0	0	0			**7**	7
16:15	16:30	8	1	0	0	0	0	0			**9**	9
16:30	16:45	9	0	0	0	0	0	0			**9**	9
16:45	17:00	12	0	0	0	0	0	0			**12**	12
17:00	**17:15**	5	0	0	0	0	0	0			**5**	5
17:15	17:30	9	1	0	0	0	0	0			**10**	10
17:30	17:45	7	1	0	0	0	0	0			**8**	8
17:45	18:00	8	1	0	0	0	0	0			**9**	9
18:00	**18:15**	5	0	0	0	0	0	0			**5**	5
18:15	18:30	8	1	0	0	0	0	0			**9**	9
18:30	18:45	7	0	0	0	0	0	0			**7**	7
18:45	19:00	5	0	0	0	0	1	0			**6**	5.4
	P/TOT	**107**	**7**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**117**	**117.4**
Period I Total:		17	2	2	0	0	0	0	0	0	**21**	22
Period II Total:		90	5	0	0	0	1	0	0	0	**96**	95.4

per hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU.h
PCU factor		1	1	1.5	2.3	2	0.4	0.2				
INTERVAL		01:00	01:00	01:00	01:00	01:00	01:00	01:00			01:00	01:00
07:00	**08:00**	**3**	**1**	**1**	**0**	**0**	**0**	**0**			**5**	5.5
07:15	08:15	4	1	0	0	0	0	0			**5**	5
07:30	08:30	4	1	1	0	0	0	0			**6**	6.5
07:45	08:45	4	1	1	0	0	0	0			**6**	6.5
08:00	**09:00**	**5**	**1**	**1**	**0**	**0**	**0**	**0**			**7**	7.5
08:15	09:15	5	1	1	0	0	0	0			**7**	7.5
08:30	09:30	6	0	0	0	0	0	0			**6**	6
08:45	09:45	4	0	0	0	0	0	0			**4**	4
09:00	**10:00**	**9**	**0**	**0**	**0**	**0**	**0**	**0**			**9**	9
09:15	10:15	8	0	0	0	0	0	0			**8**	8
09:30	10:30	7	0	0	0	0	0	0			**7**	7
09:45	10:45	7	0	0	0	0	0	0			**7**	7
16:00	**17:00**	**36**	**1**	**0**	**0**	**0**	**0**	**0**			**37**	37
16:15	17:15	34	1	0	0	0	0	0			**35**	35
16:30	17:30	35	1	0	0	0	0	0			**36**	36
16:45	17:45	33	2	0	0	0	0	0			**35**	35
17:00	**18:00**	**29**	**3**	**0**	**0**	**0**	**0**	**0**			**32**	32
17:15	18:15	29	3	0	0	0	0	0			**32**	32
17:30	18:30	28	3	0	0	0	0	0			**31**	31
17:45	18:45	28	2	0	0	0	0	0			**30**	30
18:00	**19:00**	**25**	**1**	**0**	**0**	**0**	**1**	**0**			**27**	26.4
18:15	19:15	20	1	0	0	0	1	0			**22**	21.4
18:30	19:30	12	0	0	0	0	1	0			**13**	12.4
18:45	19:45	5	0	0	0	0	1	0			**6**	5.4
	P/TOT	**107**	**7**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**117**	**117.4**

from	to	per qu CAR
PCU factor		1
INTERVAL		00:15
07:00	**07:15**	47
07:15	07:30	70
07:30	07:45	105
07:45	08:00	121
08:00	**08:15**	99
08:15	08:30	100
08:30	08:45	82
08:45	09:00	76
09:00	**09:15**	61
09:15	09:30	46
09:30	09:45	44
09:45	10:00	51
16:00	**16:15**	92
16:15	16:30	72
16:30	16:45	111
16:45	17:00	105
17:00	**17:15**	141
17:15	17:30	112
17:30	17:45	104
17:45	18:00	119
18:00	**18:15**	90
18:15	18:30	56
18:30	18:45	50
18:45	19:00	46
	P/TOT	**2000**
Period I Total:		902
Period II Total:		1098

7426 / BEDHAMPTON
May 2017
Classified Turning Count

from arm: A
mpton Road / Bedhampton Hill / Maylands Road / Brookto arm: C
B C D E

period I period II
from: 07:00 16:00
to: 10:00 19:00

DATE: 10/05/2017
DAY: Wednesday

SITE: 1
LOCATION: Bedhampton Road / Bedha
TOTAL ARMS: A B C D

uarter of an hour

LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU
1	1.5	2.3	2	0.4	0.2				
00:15	00:15	00:15	00:15	00:15	00:15			00:15	00:15
4	0	0	0	1	2			**54**	51.8
7	0	1	0	1	0			**79**	79.7
13	3	0	0	4	0			**125**	124.1
10	2	0	0	2	1			**136**	135
12	1	0	0	3	0			**115**	113.7
15	1	0	2	0	1			**119**	120.7
10	0	0	1	2	1			**96**	95
8	2	0	1	0	1			**88**	89.2
7	0	0	0	0	1			**69**	68.2
5	3	0	0	1	0			**55**	55.9
7	0	0	1	0	0			**52**	53
6	0	0	0	0	0			**57**	57
8	0	0	0	4	0			**104**	101.6
20	0	0	0	1	0			**93**	92.4
13	3	0	1	1	1			**130**	131.1
14	4	0	1	1	0			**125**	127.4
7	2	1	1	6	0			**158**	157.7
9	1	1	0	1	2			**126**	125.6
9	0	0	0	3	0			**116**	114.2
5	0	0	1	0	0			**125**	126
7	0	0	0	3	3			**103**	98.8
5	1	0	0	5	0			**67**	64.5
4	1	0	0	0	0			**55**	55.5
1	1	0	0	0	0			**48**	48.5
206	**25**	**3**	**9**	**39**	**13**	**0**	**0**	**2295**	**2287**
104	12	1	5	14	7	0	0	**1045**	1043
102	13	2	4	25	6	0	0	**1250**	1243

per hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU.h
	PCU factor	1	1	1.5	2.3	2	0.4	0.2				
	INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00			01:00	01:00
07:00	**08:00**	**343**	**34**	**5**	**1**	**0**	**8**	**3**			**394**	390.6
07:15	08:15	395	42	6	1	0	10	1			**455**	452.5
07:30	08:30	425	50	7	0	2	9	2			**495**	**493.5**
07:45	08:45	402	47	4	0	3	7	3			**466**	464.4
08:00	**09:00**	**357**	**45**	**4**	**0**	**4**	**5**	**3**			**418**	418.6
08:15	09:15	319	40	3	0	4	2	4			**372**	373.1
08:30	09:30	265	30	5	0	2	3	3			**308**	308.3
08:45	09:45	227	27	5	0	2	1	2			**264**	266.3
09:00	**10:00**	**202**	**25**	**3**	**0**	**1**	**1**	**1**			**233**	234.1
09:15	10:15	141	18	3	0	1	1	0			**164**	165.9
09:30	10:30	95	13	0	0	1	0	0			**109**	110
09:45	10:45	51	6	0	0	0	0	0			**57**	57
16:00	**17:00**	**380**	**55**	**7**	**0**	**2**	**7**	**1**			**452**	452.5
16:15	17:15	429	54	9	1	3	9	1			**506**	508.6
16:30	17:30	469	43	10	2	3	9	3			**539**	**541.8**
16:45	17:45	462	39	7	2	2	11	2			**525**	524.9
17:00	**18:00**	**476**	**30**	**3**	**2**	**2**	**10**	**2**			**525**	523.5
17:15	18:15	425	30	1	1	1	7	5			**470**	464.6
17:30	18:30	369	26	1	0	1	11	3			**411**	403.5
17:45	18:45	315	21	2	0	1	8	3			**350**	344.8
18:00	**19:00**	**242**	**17**	**3**	**0**	**0**	**8**	**3**			**273**	267.3
18:15	19:15	152	10	3	0	0	5	0			**170**	168.5
18:30	19:30	96	5	2	0	0	0	0			**103**	104
18:45	19:45	46	1	1	0	0	0	0			**48**	48.5
	P/TOT	**2000**	**206**	**25**	**3**	**9**	**39**	**13**	**0**	**0**	**2295**	**2287**

per quarter of an hour

from	to	CAR	LGV	OGV1	OGV2
	PCU factor	1	1	1.5	2.3
	INTERVAL	00:15	00:15	00:15	00:15
07:00	**07:15**	79	16	5	0
07:15	07:30	78	14	2	0
07:30	07:45	61	19	2	0
07:45	08:00	71	11	7	0
08:00	**08:15**	69	18	1	0
08:15	08:30	94	13	3	1
08:30	08:45	82	17	4	1
08:45	09:00	97	16	0	0
09:00	**09:15**	80	14	2	1
09:15	09:30	86	7	6	3
09:30	09:45	87	7	7	1
09:45	10:00	53	8	2	2
16:00	**16:15**	126	15	5	2
16:15	16:30	104	14	2	1
16:30	16:45	117	9	6	1
16:45	17:00	87	13	3	0
17:00	**17:15**	114	22	1	0
17:15	17:30	133	7	3	0
17:30	17:45	128	8	3	0
17:45	18:00	88	12	0	1
18:00	**18:15**	82	10	2	0
18:15	18:30	98	12	0	2
18:30	18:45	77	9	0	0
18:45	19:00	72	4	0	0
	P/TOT	**2163**	**295**	**66**	**16**
Period I Total:		937	160	41	9
Period II Total:		1226	135	25	7

7426 / BEDHAMPTON
May 2017
Classified Turning Count

NDC NATIONWIDE DATA COLLECTION

from arm: **A**
mpton Hill / Maylands Road / Brookto arm: **D**
E

period I period II
from: 07:00 16:00
to: 10:00 19:00

DATE: 10/05/2017
DAY: Wednesday

SITE: **1**
LOCATION: Bedhampton Road / Bedhampton Hill / Maylands
TOTAL ARMS: A B C D E

PSV	MCL	PCL			TOT	PCU
2	0.4	0.2				
00:15	00:15	00:15			00:15	00:15
3	6	4			**113**	111.7
4	3	7			**108**	105.6
2	3	6			**93**	89.4
3	2	1			**95**	99.5
3	2	1			**94**	95.5
3	2	0			**116**	120.6
2	1	1			**108**	111.9
3	4	1			**121**	120.8
3	0	0			**100**	105.3
1	1	0			**104**	111.3
2	0	2			**106**	111.2
2	2	0			**69**	73.4
2	5	6			**161**	160.3
2	2	3			**128**	128.7
2	2	3			**140**	142.7
3	2	2			**110**	111.7
2	0	3			**142**	142.1
1	0	4			**148**	147.3
3	4	0			**146**	148.1
3	1	4			**109**	109.5
3	2	1			**100**	102
0	4	1			**117**	116.4
2	3	0			**91**	91.2
1	7	1			**85**	81
55	**58**	**51**	**0**	**0**	**2704**	**2737**
31	26	23	0	0	**1227**	1256
24	32	28	0	0	**1477**	1481

per hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU.h
	PCU factor	1	1	1.5	2.3	2	0.4	0.2				
	INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00			01:00	01:00
07:00	**08:00**	**289**	**60**	**16**	**0**	**12**	**14**	**18**			**409**	406.2
07:15	08:15	279	62	12	0	12	10	15			**390**	390
07:30	08:30	295	61	13	1	11	9	8			**398**	**405**
07:45	08:45	316	59	15	2	11	7	3			**413**	427.5
08:00	**09:00**	**342**	**64**	**8**	**2**	**11**	**9**	**3**			**439**	448.8
08:15	09:15	353	60	9	3	11	7	2			**445**	458.6
08:30	09:30	345	54	12	5	9	6	2			**433**	449.3
08:45	09:45	350	44	15	5	9	5	3			**431**	448.6
09:00	**10:00**	**306**	**36**	**17**	**7**	**8**	**3**	**2**			**379**	401.2
09:15	10:15	226	22	15	6	5	3	2			**279**	295.9
09:30	10:30	140	15	9	3	4	2	2			**175**	184.6
09:45	10:45	53	8	2	2	2	2	0			**69**	73.4
16:00	**17:00**	**434**	**51**	**16**	**4**	**9**	**11**	**14**			**539**	543.4
16:15	17:15	422	58	12	2	9	6	11			**520**	525.2
16:30	17:30	451	51	13	1	8	4	12			**540**	**543.8**
16:45	17:45	462	50	10	0	9	6	9			**546**	549.2
17:00	**18:00**	**463**	**49**	**7**	**1**	**9**	**5**	**11**			**545**	547
17:15	18:15	431	37	8	1	10	7	9			**503**	506.9
17:30	18:30	396	42	5	3	9	11	6			**472**	476
17:45	18:45	345	43	2	3	8	10	6			**417**	419.1
18:00	**19:00**	**329**	**35**	**2**	**2**	**6**	**16**	**3**			**393**	390.6
18:15	19:15	247	25	0	2	3	14	2			**293**	288.6
18:30	19:30	149	13	0	0	3	10	1			**176**	172.2
18:45	19:45	72	4	0	0	1	7	1			**85**	81
	P/TOT	**2163**	**295**	**66**	**16**	**55**	**58**	**51**	**0**	**0**	**2704**	**2737**

per quarter of an hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
	PCU factor	1	1	1.5	2.3	2	0.4	0.2
	INTERVAL	00:15	00:15	00:15	00:15	00:15	00:15	00:15
07:00	**07:15**	1	0	1	0	0	0	0
07:15	07:30	0	0	0	0	0	0	0
07:30	07:45	0	2	0	0	0	0	0
07:45	08:00	1	1	0	0	0	0	0
08:00	**08:15**	1	1	0	0	0	0	0
08:15	08:30	1	1	0	0	1	0	0
08:30	08:45	4	0	0	0	0	0	1
08:45	09:00	4	0	0	0	0	0	2
09:00	**09:15**	4	1	0	0	0	0	2
09:15	09:30	2	0	0	0	0	0	0
09:30	09:45	1	0	0	0	0	0	1
09:45	10:00	4	0	0	0	0	0	0
16:00	**16:15**	5	1	0	0	0	0	0
16:15	16:30	6	0	0	0	1	0	0
16:30	16:45	1	1	0	0	0	0	1
16:45	17:00	7	2	0	0	0	0	0
17:00	**17:15**	1	2	0	0	0	0	1
17:15	17:30	6	0	0	0	0	0	1
17:30	17:45	5	0	0	0	1	0	0
17:45	18:00	2	0	0	0	0	0	0
18:00	**18:15**	2	0	0	0	0	0	0
18:15	18:30	3	0	0	0	0	0	0
18:30	18:45	4	0	0	0	0	0	0
18:45	19:00	2	0	0	0	0	0	0
	P/TOT	**67**	**12**	**1**	**0**	**3**	**0**	**9**
	Period I Total:	23	6	1	0	1	0	6
	Period II Total:	44	6	0	0	2	0	3

7426 / BEDHAMPTON
May 2017
Classified Turning Count

from arm: **A**
s Road / Brookto arm: **E**

period I period II
from: 07:00 16:00
to: 10:00 19:00

DATE: 10/05/2017
DAY: Wednesday

SITE: **1**
LOCATION: Bedhampton Road / Bedhampton Hill / Maylands Road / Brookfrom arm:
TOTAL ARMS: A B C D E to arm:

per hour

		TOT	PCU	from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU.h
					PCU factor	1	1	1.5	2.3	2	0.4	0.2				
		00:15	00:15		INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00			01:00	01:00
		2	2.5	**07:00**	**08:00**	**2**	**3**	**1**	**0**	**0**	**0**	**0**			**6**	6.5
		0	0	07:15	08:15	2	4	0	0	0	0	0			**6**	6
		2	2	07:30	08:30	3	5	0	0	1	0	0			**9**	10
		2	2	07:45	08:45	7	3	0	0	1	0	1			**12**	12.2
		2	2	**08:00**	**09:00**	**10**	**2**	**0**	**0**	**1**	**0**	**3**			**16**	14.6
		3	4	08:15	09:15	13	2	0	0	1	0	5			**21**	18
		5	4.2	08:30	09:30	14	1	0	0	0	0	5			**20**	16
		6	4.4	08:45	09:45	11	1	0	0	0	0	5			**17**	13
		7	5.4	**09:00**	**10:00**	**11**	**1**	**0**	**0**	**0**	**0**	**3**			**15**	12.6
		2	2	09:15	10:15	7	0	0	0	0	0	1			**8**	7.2
		2	1.2	09:30	10:30	5	0	0	0	0	0	1			**6**	5.2
		4	4	09:45	10:45	4	0	0	0	0	0	0			**4**	4
		6	6	**16:00**	**17:00**	**19**	**4**	**0**	**0**	**1**	**0**	**1**			**25**	25.2
		7	8	16:15	17:15	15	5	0	0	1	0	2			**23**	22.4
		3	2.2	16:30	17:30	15	5	0	0	0	0	3			**23**	20.6
		9	9	16:45	17:45	19	4	0	0	1	0	2			**26**	25.4
		4	3.2	**17:00**	**18:00**	**14**	**2**	**0**	**0**	**1**	**0**	**2**			**19**	18.4
		7	6.2	17:15	18:15	15	0	0	0	1	0	1			**17**	17.2
		6	7	17:30	18:30	12	0	0	0	1	0	0			**13**	14
		2	2	17:45	18:45	11	0	0	0	0	0	0			**11**	11
		2	2	**18:00**	**19:00**	**11**	**0**	**0**	**0**	**0**	**0**	**0**			**11**	11
		3	3	18:15	19:15	9	0	0	0	0	0	0			**9**	9
		4	4	18:30	19:30	6	0	0	0	0	0	0			**6**	6
		2	2	18:45	19:45	2	0	0	0	0	0	0			**2**	2
0	**0**	**92**	**88.3**		**P/TOT**	**67**	**12**	**1**	**0**	**3**	**0**	**9**	**0**	**0**	**92**	**88.3**

per quarter of an hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
	PCU factor	1	1	1.5	2.3	2	0.4	0.2	
	INTERVAL	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15
07:00	**07:15**	128	20	7	0	3	7	6	**171**
07:15	07:30	148	22	2	1	4	4	7	**188**
07:30	07:45	169	34	5	0	2	7	6	**223**
07:45	08:00	194	22	9	0	3	4	2	**234**
08:00	**08:15**	172	31	2	0	3	5	1	**214**
08:15	08:30	195	30	5	1	6	2	1	**240**
08:30	08:45	171	27	4	1	3	3	3	**212**
08:45	09:00	179	24	2	0	4	4	4	**217**
09:00	**09:15**	147	22	2	1	3	0	3	**178**
09:15	09:30	135	12	9	3	1	2	0	**162**
09:30	09:45	132	14	7	1	3	0	3	**160**
09:45	10:00	119	14	2	2	2	2	0	**141**
16:00	**16:15**	231	24	5	2	2	9	6	**279**
16:15	16:30	192	36	2	1	3	3	3	**240**
16:30	16:45	239	23	9	1	3	3	5	**283**
16:45	17:00	212	29	7	0	4	3	2	**257**
17:00	**17:15**	261	31	3	1	3	6	4	**309**
17:15	17:30	262	17	4	1	1	1	7	**293**
17:30	17:45	245	18	3	0	4	7	0	**277**
17:45	18:00	217	18	0	1	4	1	4	**245**
18:00	**18:15**	180	18	2	0	3	5	4	**212**
18:15	18:30	165	18	1	2	0	9	1	**196**
18:30	18:45	140	13	1	0	2	3	0	**159**
18:45	19:00	126	5	1	0	1	8	1	**142**
	P/TOT	**4359**	**522**	**94**	**19**	**67**	**98**	**73**	**5232**

0	0	**37**	33.7	**Period I Total:**	1889	272	56	10	37	40	36	0	0	**2340**
0	0	**55**	54.6	**Period II Total:**	2470	250	38	9	30	58	37	0	0	**2892**

7426 / BEDHAMPTON
May 2017
Classified Turning Count

NDC NATIONWIDE DATA COLLECTION

A all

period I period II
from: 07:00 16:00
to: 10:00 19:00

DATE: 10/05/2017
DAY: Wednesday

SITE: **1**
LOCATION: Bedhampton Road / Bedhampton Hill / Maylands Road / Brook
TOTAL ARMS: A B C D E

from arm: **all A**
to arm:

per hour

PCU	from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU.h	from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU	from
		PCU factor	1	1	1.5	2.3	2	0.4	0.2						PCU factor	1	1	1.5	2.3	2	0.4	0.2					
00:15		INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00			01:00	01:00		INTERVAL	00:15	00:15	00:15	00:15	00:15	00:15	00:15			00:15	00:15	
168.5	**07:00**	**08:00**	**639**	**98**	**23**	**1**	**12**	**22**	**21**			**816**	810.8	**07:00**	**07:15**	98	14	5	1	2	3	2			**125**	127.4	**07:00**
186.3	07:15	08:15	683	109	18	1	12	20	16			**859**	856.5	07:15	07:30	97	31	3	0	1	5	0			**137**	136.5	07:15
218.5	07:30	08:30	730	117	21	1	14	18	10			**911**	918	07:30	07:45	168	25	4	2	2	5	3			**209**	210.2	07:30
237.5	07:45	08:45	732	110	20	2	15	14	7			**900**	913.6	07:45	08:00	157	32	3	1	3	4	0			**200**	203.4	07:45
214.2	**08:00**	**09:00**	**717**	**112**	**13**	**2**	**16**	**14**	**9**			**883**	892.5	**08:00**	**08:15**	176	23	5	0	2	1	6			**213**	212.1	**08:00**
247.8	08:15	09:15	692	103	13	3	16	9	11			**847**	859.2	08:15	08:30	199	21	3	0	3	2	3			**231**	231.9	08:15
214.1	08:30	09:30	632	85	17	5	11	9	10			**769**	781.6	08:30	08:45	186	20	5	1	3	1	4			**220**	223	08:30
216.4	08:45	09:45	593	72	20	5	11	6	10			**717**	732.9	08:45	09:00	178	16	3	0	5	3	2			**207**	210.1	08:45
180.9	**09:00**	**10:00**	**533**	**62**	**20**	**7**	**9**	**4**	**6**			**641**	661.9	**09:00**	**09:15**	140	24	2	1	2	2	2			**173**	174.5	**09:00**
170.2	09:15	10:15	386	40	18	6	6	4	3			**463**	481	09:15	09:30	124	17	5	0	4	2	2			**154**	157.7	09:15
165.4	09:30	10:30	251	28	9	3	5	2	3			**301**	310.8	09:30	09:45	145	18	8	0	4	1	2			**178**	183.8	09:30
145.4	09:45	10:45	119	14	2	2	2	2	0			**141**	145.4	09:45	10:00	141	12	5	1	3	4	4			**170**	171.2	09:45
275.9	**16:00**	**17:00**	**874**	**112**	**23**	**4**	**12**	**18**	**16**			**1059**	1064	**16:00**	**16:15**	170	31	7	0	3	3	1			**215**	218.9	**16:00**
241.1	16:15	17:15	904	119	21	3	13	15	14			**1089**	1096	16:15	16:30	189	37	11	0	8	8	2			**255**	262.1	16:15
286	16:30	17:30	974	100	23	3	11	13	18			**1142**	1146	16:30	16:45	203	34	4	1	3	5	4			**254**	254.1	16:30
261.1	16:45	17:45	980	95	17	2	12	17	13			**1136**	1139	16:45	17:00	192	47	2	1	1	5	6			**254**	249.5	16:45
308	**17:00**	**18:00**	**985**	**84**	**10**	**3**	**12**	**15**	**15**			**1124**	1124	**17:00**	**17:15**	186	32	4	0	3	4	3			**232**	232.2	**17:00**
291.1	17:15	18:15	904	71	9	2	12	14	15			**1027**	1026	17:15	17:30	215	23	7	0	2	11	9			**267**	258.7	17:15
278.3	17:30	18:30	807	72	6	3	11	22	9			**930**	927.5	17:30	17:45	220	21	2	0	3	5	4			**255**	252.8	17:30
246.5	17:45	18:45	702	67	4	3	9	18	9			**812**	808.9	17:45	18:00	194	29	2	1	3	4	9			**242**	237.7	17:45
209.8	**18:00**	**19:00**	**611**	**54**	**5**	**2**	**6**	**25**	**6**			**709**	700.3	**18:00**	**18:15**	218	26	5	1	3	4	7			**264**	262.8	**18:00**
192.9	18:15	19:15	431	36	3	2	3	20	2			**497**	490.5	18:15	18:30	182	16	3	0	5	6	3			**215**	215.5	18:15
159.7	18:30	19:30	266	18	2	0	3	11	1			**301**	297.6	18:30	18:45	139	12	1	0	4	7	15			**178**	166.3	18:30
137.9	18:45	19:45	126	5	1	0	1	8	1			**142**	137.9	18:45	19:00	121	11	1	1	2	8	3			**147**	143.6	18:45
5254		**P/TOT**	**4359**	**522**	**94**	**19**	**67**	**98**	**73**	**0**	**0**	**5232**	**5254**		**P/TOT**	**4038**	**572**	**100**	**12**	**74**	**103**	**96**	**0**	**0**	**4995**	**4996**	
2365														**Period I Total:**		1809	253	51	7	34	33	30	0	0	**2217**	2242	
2888														**Period II Total:**		2229	319	49	5	40	70	66	0	0	**2778**	2754	

7426 / BEDHAMPTON
May 2017
Classified Turning Count

NDC NATIONWIDE DATA COLLECTION

	period I	period II
from:	07:00	16:00
to:	10:00	19:00

DATE: 10/05/2017
DAY: Wednesday

SITE: **1**
LOCATION: Bedhampton Road / Bedhampton Hill / Maylands Road / Brookto
TOTAL ARMS:

from arm: **B**
to arm: **A**

	period I	period II
from:	07:00	16:00
to:	10:00	19:00

to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU.h
CU factor	1	1	1.5	2.3	2	0.4	0.2				
NTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00			01:00	01:00
08:00	**520**	**102**	**15**	**4**	**8**	**17**	**5**			**671**	677.5
08:15	598	111	15	3	8	15	9			**759**	762.2
08:30	700	101	15	3	10	12	12			**853**	**857.6**
08:45	718	96	16	2	11	8	13			**864**	870.4
09:00	**739**	**80**	**16**	**1**	**13**	**7**	**15**			**871**	877.1
09:15	703	81	13	2	13	8	11			**831**	839.5
09:30	628	77	15	2	14	8	10			**754**	765.3
09:45	587	75	18	1	15	8	8			**712**	726.1
10:00	**550**	**71**	**20**	**2**	**13**	**9**	**10**			**675**	687.2
10:15	410	47	18	1	11	7	8			**502**	512.7
10:30	286	30	13	1	7	5	6			**348**	355
10:45	141	12	5	1	3	4	4			**170**	171.2
17:00	**754**	**149**	**24**	**2**	**15**	**21**	**13**			**978**	984.6
17:15	770	150	21	2	15	22	15			**995**	997.9
17:30	796	136	17	2	9	25	22			**1007**	**994.5**
17:45	813	123	15	1	9	25	22			**1008**	993.2
18:00	**815**	**105**	**15**	**1**	**11**	**24**	**25**			**996**	981.4
18:15	847	99	16	2	11	24	29			**1028**	1012
18:30	814	92	12	2	14	19	23			**976**	968.8
18:45	733	83	11	2	15	21	34			**899**	882.3
19:00	**660**	**65**	**10**	**2**	**14**	**25**	**28**			**804**	788.2
19:15	442	39	5	1	11	21	21			**540**	525.4
19:30	260	23	2	1	6	15	18			**325**	309.9
19:45	121	11	1	1	2	8	3			**147**	143.6
P/TOT	**4038**	**572**	**100**	**12**	**74**	**103**	**96**	**0**	**0**	**4995**	**4996**

per quarter of an hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU
PCU factor		1	1	1.5	2.3	2	0.4	0.2				
INTERVAL		00:15	00:15	00:15	00:15	00:15	00:15	00:15			00:15	00:15
07:00	**07:15**	3	0	1	0	0	0	0			**4**	4.5
07:15	07:30	3	1	0	0	0	1	0			**5**	4.4
07:30	07:45	8	0	0	0	0	0	1			**9**	8.2
07:45	08:00	6	1	0	0	0	0	0			**7**	7
08:00	**08:15**	9	0	0	0	0	0	0			**9**	9
08:15	08:30	3	0	0	0	0	0	0			**3**	3
08:30	08:45	11	0	0	0	0	0	0			**11**	11
08:45	09:00	8	0	0	0	0	0	0			**8**	8
09:00	**09:15**	6	1	0	0	0	0	0			**7**	7
09:15	09:30	5	0	1	0	0	0	0			**6**	6.5
09:30	09:45	7	0	0	0	0	0	0			**7**	7
09:45	10:00	5	0	0	0	0	0	0			**5**	5
16:00	**16:15**	5	0	0	0	0	0	0			**5**	5
16:15	16:30	6	1	0	0	0	0	0			**7**	7
16:30	16:45	3	1	0	0	0	0	0			**4**	4
16:45	17:00	7	0	0	0	0	0	0			**7**	7
17:00	**17:15**	0	1	0	0	0	0	0			**1**	1
17:15	17:30	5	0	0	0	0	0	0			**5**	5
17:30	17:45	9	2	0	0	0	0	0			**11**	11
17:45	18:00	2	0	0	0	0	0	0			**2**	2
18:00	**18:15**	6	1	0	0	0	0	0			**7**	7
18:15	18:30	9	1	0	0	0	0	0			**10**	10
18:30	18:45	4	0	0	0	0	0	0			**4**	4
18:45	19:00	6	1	0	0	0	0	0			**7**	7
P/TOT		**136**	**11**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**151**	**150.6**
Period I Total:		74	3	2	0	0	1	1	0	0	**81**	80.6
Period II Total:		62	8	0	0	0	0	0	0	0	**70**	70

per hour

from	to	CAR	LGV
PCU factor		1	1
INTERVAL		01:00	01:00
07:00	**08:00**	**20**	**2**
07:15	08:15	26	2
07:30	08:30	26	1
07:45	08:45	29	1
08:00	**09:00**	**31**	**0**
08:15	09:15	28	1
08:30	09:30	30	1
08:45	09:45	26	1
09:00	**10:00**	**23**	**1**
09:15	10:15	17	0
09:30	10:30	12	0
09:45	10:45	5	0
16:00	**17:00**	**21**	**2**
16:15	17:15	16	3
16:30	17:30	15	2
16:45	17:45	21	3
17:00	**18:00**	**16**	**3**
17:15	18:15	22	3
17:30	18:30	26	4
17:45	18:45	21	2
18:00	**19:00**	**25**	**3**
18:15	19:15	19	2
18:30	19:30	10	1
18:45	19:45	6	1
	P/TOT	**136**	**11**

7426 / BEDHAMPTON
May 2017
Classified Turning Count

DATE: 10/05/2017
DAY: Wednesday

SITE: **1**
LOCATION: Bedhampton Road / Bedhampton Hill / Maylands Road / Brook

from arm: **B**
to arm: **B**

TOTAL ARMS: A B C D E

	period I	period II
from:	07:00	16:00
to:	10:00	19:00

per quarter of an hour

OGV1	OGV2	PSV	MCL	PCL			TOT	PCU.h	from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU
1.5	2.3	2	0.4	0.2						PCU factor	1	1	1.5	2.3	2	0.4	0.2				
01:00	01:00	01:00	01:00	01:00			01:00	01:00		INTERVAL	00:15	00:15	00:15	00:15	00:15	00:15	00:15			00:15	00:15
1	**0**	**0**	**1**	**1**			**25**	24.1	**07:00**	**07:15**	0	0	0	0	0	0	0			**0**	0
0	0	0	1	1			**30**	28.6	07:15	07:30	0	0	0	0	0	0	0			**0**	0
0	0	0	0	1			**28**	**27.2**	07:30	07:45	0	0	0	0	0	0	0			**0**	0
0	0	0	0	0			**30**	30	07:45	08:00	0	0	0	0	0	0	0			**0**	0
0	**0**	**0**	**0**	**0**			**31**	31	**08:00**	**08:15**	0	0	0	0	0	0	0			**0**	0
0	0	0	0	0			**29**	29	08:15	08:30	0	0	0	0	0	0	0			**0**	0
1	0	0	0	0			**32**	32.5	08:30	08:45	0	0	0	0	0	0	0			**0**	0
1	0	0	0	0			**28**	28.5	08:45	09:00	0	0	0	0	0	0	0			**0**	0
1	**0**	**0**	**0**	**0**			**25**	25.5	**09:00**	**09:15**	0	0	0	0	0	0	0			**0**	0
1	0	0	0	0			**18**	18.5	09:15	09:30	0	0	0	0	0	0	0			**0**	0
0	0	0	0	0			**12**	12	09:30	09:45	0	0	0	0	0	0	0			**0**	0
0	0	0	0	0			**5**	5	09:45	10:00	0	0	0	0	0	0	0			**0**	0
0	**0**	**0**	**0**	**0**			**23**	23	**16:00**	**16:15**	0	0	0	0	0	0	0			**0**	0
0	0	0	0	0			**19**	19	16:15	16:30	0	0	0	0	0	0	0			**0**	0
0	0	0	0	0			**17**	**17**	16:30	16:45	0	0	0	0	0	0	0			**0**	0
0	0	0	0	0			**24**	24	16:45	17:00	0	0	0	0	0	0	0			**0**	0
0	**0**	**0**	**0**	**0**			**19**	19	**17:00**	**17:15**	0	0	0	0	0	0	0			**0**	0
0	0	0	0	0			**25**	25	17:15	17:30	0	0	0	0	0	0	0			**0**	0
0	0	0	0	0			**30**	30	17:30	17:45	0	0	0	0	0	0	0			**0**	0
0	0	0	0	0			**23**	23	17:45	18:00	0	0	0	0	0	0	0			**0**	0
0	**0**	**0**	**0**	**0**			**28**	28	**18:00**	**18:15**	0	0	0	0	0	0	0			**0**	0
0	0	0	0	0			**21**	21	18:15	18:30	0	0	0	0	0	0	0			**0**	0
0	0	0	0	0			**11**	11	18:30	18:45	0	0	0	0	0	0	0			**0**	0
0	0	0	0	0			**7**	7	18:45	19:00	0	0	0	0	0	0	0			**0**	0
2	**0**	**0**	**1**	**1**	**0**	**0**	**151**	**150.6**		**P/TOT**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
										Period I Total:	0	0	0	0	0	0	0	0	0	**0**	0
										Period II Total:	0	0	0	0	0	0	0	0	0	**0**	0

per hour

from	to	CAR	LGV	OGV1	OGV2	PSV
	PCU factor	1	1	1.5	2.3	2
	INTERVAL	01:00	01:00	01:00	01:00	01:00
07:00	**08:00**	**0**	**0**	**0**	**0**	**0**
07:15	08:15	0	0	0	0	0
07:30	08:30	0	0	0	0	0
07:45	08:45	0	0	0	0	0
08:00	**09:00**	**0**	**0**	**0**	**0**	**0**
08:15	09:15	0	0	0	0	0
08:30	09:30	0	0	0	0	0
08:45	09:45	0	0	0	0	0
09:00	**10:00**	**0**	**0**	**0**	**0**	**0**
09:15	10:15	0	0	0	0	0
09:30	10:30	0	0	0	0	0
09:45	10:45	0	0	0	0	0
16:00	**17:00**	**0**	**0**	**0**	**0**	**0**
16:15	17:15	0	0	0	0	0
16:30	17:30	0	0	0	0	0
16:45	17:45	0	0	0	0	0
17:00	**18:00**	**0**	**0**	**0**	**0**	**0**
17:15	18:15	0	0	0	0	0
17:30	18:30	0	0	0	0	0
17:45	18:45	0	0	0	0	0
18:00	**19:00**	**0**	**0**	**0**	**0**	**0**
18:15	19:15	0	0	0	0	0
18:30	19:30	0	0	0	0	0
18:45	19:45	0	0	0	0	0
	P/TOT	**0**	**0**	**0**	**0**	**0**

7426 / BEDHAMPTON
May 2017
Classified Turning Count

Cla

DATE: 10/05/2017
DAY: Wednesday

SITE: **1**
LOCATION: Bedhampton Road / Bedhampton Hill / Maylands Road / Brook
TOTAL ARMS: A B C D E

from arm: **B**
to arm: **C**

	period I	period II
from:	07:00	16:00
to:	10:00	19:00

per quarter of an hour

MCL	PCL			TOT	PCU.h	from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU
0.4	0.2						PCU factor	1	1	1.5	2.3	2	0.4	0.2				
01:00	01:00			01:00	01:00		INTERVAL	00:15	00:15	00:15	00:15	00:15	00:15	00:15			00:15	00:15
0	**0**			**0**	0	**07:00**	**07:15**	3	0	0	0	1	0	1			**5**	5.2
0	0			**0**	0	07:15	07:30	5	1	0	0	0	0	1			**7**	6.2
0	0			**0**	**0**	07:30	07:45	12	0	0	0	0	0	1			**13**	12.2
0	0			**0**	0	07:45	08:00	6	1	0	0	0	0	1			**8**	7.2
0	**0**			**0**	0	**08:00**	**08:15**	5	2	0	0	0	0	0			**7**	7
0	0			**0**	0	08:15	08:30	4	0	0	0	0	0	0			**4**	4
0	0			**0**	0	08:30	08:45	5	0	0	0	0	0	0			**5**	5
0	0			**0**	0	08:45	09:00	7	0	0	0	0	0	0			**7**	7
0	**0**			**0**	0	**09:00**	**09:15**	2	0	0	0	0	0	0			**2**	2
0	0			**0**	0	09:15	09:30	3	0	0	0	0	0	0			**3**	3
0	0			**0**	0	09:30	09:45	4	0	0	0	0	0	0			**4**	4
0	0			**0**	0	09:45	10:00	3	0	0	0	0	0	0			**3**	3
0	**0**			**0**	0	**16:00**	**16:15**	4	0	0	0	0	0	0			**4**	4
0	0			**0**	0	16:15	16:30	0	0	0	0	0	0	0			**0**	0
0	0			**0**	**0**	16:30	16:45	1	0	0	0	0	0	0			**1**	1
0	0			**0**	0	16:45	17:00	2	2	0	0	0	0	0			**4**	4
0	**0**			**0**	0	**17:00**	**17:15**	1	0	0	0	0	0	0			**1**	1
0	0			**0**	0	17:15	17:30	2	0	0	0	0	0	0			**2**	2
0	0			**0**	0	17:30	17:45	7	0	0	0	0	0	0			**7**	7
0	0			**0**	0	17:45	18:00	4	0	0	0	0	0	0			**4**	4
0	**0**			**0**	0	**18:00**	**18:15**	5	0	0	0	0	0	0			**5**	5
0	0			**0**	0	18:15	18:30	8	1	0	0	0	0	0			**9**	9
0	0			**0**	0	18:30	18:45	2	0	0	0	0	0	0			**2**	2
0	0			**0**	0	18:45	19:00	4	1	0	0	0	0	0			**5**	5
0	**0**	**0**	**0**	**0**	**0**		**P/TOT**	**99**	**8**	**0**	**0**	**1**	**0**	**4**	**0**	**0**	**112**	**109.8**
						Period I Total:		59	4	0	0	1	0	4	0	0	**68**	65.8
						Period II Total:		40	4	0	0	0	0	0	0	0	**44**	44

per hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
	PCU factor	1	1	1.5	2.3	2	0.4	0.2	
	INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00	
07:00	**08:00**	**26**	**2**	**0**	**0**	**1**	**0**	**4**	
07:15	08:15	28	4	0	0	0	0	3	
07:30	08:30	27	3	0	0	0	0	2	
07:45	08:45	20	3	0	0	0	0	1	
08:00	**09:00**	**21**	**2**	**0**	**0**	**0**	**0**	**0**	
08:15	09:15	18	0	0	0	0	0	0	
08:30	09:30	17	0	0	0	0	0	0	
08:45	09:45	16	0	0	0	0	0	0	
09:00	**10:00**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	
09:15	10:15	10	0	0	0	0	0	0	
09:30	10:30	7	0	0	0	0	0	0	
09:45	10:45	3	0	0	0	0	0	0	
16:00	**17:00**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	
16:15	17:15	4	2	0	0	0	0	0	
16:30	17:30	6	2	0	0	0	0	0	
16:45	17:45	12	2	0	0	0	0	0	
17:00	**18:00**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	
17:15	18:15	18	0	0	0	0	0	0	
17:30	18:30	24	1	0	0	0	0	0	
17:45	18:45	19	1	0	0	0	0	0	
18:00	**19:00**	**19**	**2**	**0**	**0**	**0**	**0**	**0**	
18:15	19:15	14	2	0	0	0	0	0	
18:30	19:30	6	1	0	0	0	0	0	
18:45	19:45	4	1	0	0	0	0	0	
	P/TOT	**99**	**8**	**0**	**0**	**1**	**0**	**4**	**0**

7426 / BEDHAMPTON
May 2017
Classified Turning Count

DATE: 10/05/2017
DAY: Wednesday

SITE: **1**
LOCATION: Bedhampton Road / Bedhampton Hill / Maylands Road / Brook

from arm: **B**
to arm: **D**

TOTAL ARMS: A B C D E

per quarter of an hour

	TOT	PCU.h	from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU
				PCU factor	1	1	1.5	2.3	2	0.4	0.2				
	01:00	01:00		INTERVAL	00:15	00:15	00:15	00:15	00:15	00:15	00:15			00:15	00:15
	33	30.8	**07:00**	**07:15**	13	6	0	0	0	0	0			**19**	19
	35	32.6	07:15	07:30	11	0	1	0	0	0	0			**12**	12.5
	32	**30.4**	07:30	07:45	17	6	0	0	0	0	0			**23**	23
	24	23.2	07:45	08:00	13	2	0	0	0	0	0			**15**	15
	23	23	**08:00**	**08:15**	18	1	0	0	0	0	0			**19**	19
	18	18	08:15	08:30	21	0	0	0	1	1	0			**23**	23.4
	17	17	08:30	08:45	7	1	0	0	0	0	0			**8**	8
	16	16	08:45	09:00	11	0	0	0	0	0	0			**11**	11
	12	12	**09:00**	**09:15**	10	3	0	0	0	0	0			**13**	13
	10	10	09:15	09:30	10	0	1	1	0	0	0			**12**	13.8
	7	7	09:30	09:45	11	0	0	0	0	0	1			**12**	11.2
	3	3	09:45	10:00	10	0	0	0	0	0	0			**10**	10
	9	9	**16:00**	**16:15**	5	0	0	0	0	0	0			**5**	5
	6	6	16:15	16:30	7	0	0	0	0	0	1			**8**	7.2
	8	**8**	16:30	16:45	6	3	0	0	0	0	0			**9**	9
	14	14	16:45	17:00	6	1	0	0	0	0	0			**7**	7
	14	14	**17:00**	**17:15**	8	0	0	0	0	0	0			**8**	8
	18	18	17:15	17:30	7	1	0	0	0	0	0			**8**	8
	25	25	17:30	17:45	7	0	0	0	0	0	0			**7**	7
	20	20	17:45	18:00	6	0	0	0	0	0	0			**6**	6
	21	21	**18:00**	**18:15**	9	1	1	0	0	0	0			**11**	11.5
	16	16	18:15	18:30	6	0	0	0	0	0	0			**6**	6
	7	7	18:30	18:45	10	1	0	0	0	0	1			**12**	11.2
	5	5	18:45	19:00	4	1	0	0	0	0	0			**5**	5
0	**112**	**109.8**		**P/TOT**	**233**	**27**	**3**	**1**	**1**	**1**	**3**	**0**	**0**	**269**	**269.8**
				Period I Total:	152	19	2	1	1	1	1	0	0	**177**	178.9
				Period II Total:	81	8	1	0	0	0	2	0	0	**92**	90.9

period I period II
from: 07:00 16:00
to: 10:00 19:00

DATE: 10/05/2017
DAY: Wednesday

per hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU.h
	PCU factor	1	1	1.5	2.3	2	0.4	0.2				
	INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00			01:00	01:00
07:00	**08:00**	**54**	**14**	**1**	**0**	**0**	**0**	**0**			**69**	69.5
07:15	08:15	59	9	1	0	0	0	0			**69**	69.5
07:30	08:30	69	9	0	0	1	1	0			**80**	**80.4**
07:45	08:45	59	4	0	0	1	1	0			**65**	65.4
08:00	**09:00**	**57**	**2**	**0**	**0**	**1**	**1**	**0**			**61**	61.4
08:15	09:15	49	4	0	0	1	1	0			**55**	55.4
08:30	09:30	38	4	1	1	0	0	0			**44**	45.8
08:45	09:45	42	3	1	1	0	0	1			**48**	49
09:00	**10:00**	**41**	**3**	**1**	**1**	**0**	**0**	**1**			**47**	48
09:15	10:15	31	0	1	1	0	0	1			**34**	35
09:30	10:30	21	0	0	0	0	0	1			**22**	21.2
09:45	10:45	10	0	0	0	0	0	0			**10**	10
16:00	**17:00**	**24**	**4**	**0**	**0**	**0**	**0**	**1**			**29**	28.2
16:15	17:15	27	4	0	0	0	0	1			**32**	31.2
16:30	17:30	27	5	0	0	0	0	0			**32**	**32**
16:45	17:45	28	2	0	0	0	0	0			**30**	30
17:00	**18:00**	**28**	**1**	**0**	**0**	**0**	**0**	**0**			**29**	29
17:15	18:15	29	2	1	0	0	0	0			**32**	32.5
17:30	18:30	28	1	1	0	0	0	0			**30**	30.5
17:45	18:45	31	2	1	0	0	0	1			**35**	34.7
18:00	**19:00**	**29**	**3**	**1**	**0**	**0**	**0**	**1**			**34**	33.7
18:15	19:15	20	2	0	0	0	0	1			**23**	22.2
18:30	19:30	14	2	0	0	0	0	1			**17**	16.2
18:45	19:45	4	1	0	0	0	0	0			**5**	5
	P/TOT	**233**	**27**	**3**	**1**	**1**	**1**	**3**	**0**	**0**	**269**	**269.8**

SITE: **1** from arm: **B**
LOCATION: Bedhampton Road / Bedhampton Hill / Maylands Road / Brook to arm: **E**
TOTAL ARMS: A B C D E

per quarter of an hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU
PCU factor		1	1	1.5	2.3	2	0.4	0.2				
INTERVAL		00:15	00:15	00:15	00:15	00:15	00:15	00:15			00:15	00:15
07:00	**07:15**	0	0	0	0	0	0	0			**0**	0
07:15	07:30	1	0	0	0	0	0	0			**1**	1
07:30	07:45	0	0	0	0	0	0	0			**0**	0
07:45	08:00	0	0	0	0	0	0	0			**0**	0
08:00	**08:15**	2	0	0	0	0	0	0			**2**	2
08:15	08:30	0	0	0	0	0	0	0			**0**	0
08:30	08:45	1	0	0	0	0	0	0			**1**	1
08:45	09:00	1	0	0	0	0	0	0			**1**	1
09:00	**09:15**	0	0	0	0	0	0	0			**0**	0
09:15	09:30	1	0	0	0	0	0	0			**1**	1
09:30	09:45	1	0	0	0	0	0	0			**1**	1
09:45	10:00	0	0	0	0	0	0	0			**0**	0
16:00	**16:15**	0	0	0	0	0	0	0			**0**	0
16:15	16:30	0	0	0	0	0	0	0			**0**	0
16:30	16:45	0	0	0	0	0	0	2			**2**	0.4
16:45	17:00	0	0	0	0	0	0	0			**0**	0
17:00	**17:15**	1	0	0	0	0	0	0			**1**	1
17:15	17:30	1	0	0	0	0	0	0			**1**	1
17:30	17:45	0	0	0	0	0	0	0			**0**	0
17:45	18:00	0	0	0	0	0	0	0			**0**	0
18:00	**18:15**	0	0	0	0	0	0	0			**0**	0
18:15	18:30	0	0	0	0	0	0	0			**0**	0
18:30	18:45	0	0	0	0	0	0	0			**0**	0
18:45	19:00	1	0	0	0	0	0	0			**1**	1
	P/TOT	**10**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**12**	**10.4**
Period I Total:		7	0	0	0	0	0	0	0	0	**7**	7
Period II Total:		3	0	0	0	0	0	2	0	0	**5**	3.4

period I period II
from: 07:00 16:00
to: 10:00 19:00

DATE: 10/05/2017
DAY: Wednesday

per hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU.h
PCU factor		1	1	1.5	2.3	2	0.4	0.2				
INTERVAL		01:00	01:00	01:00	01:00	01:00	01:00	01:00			01:00	01:00
07:00	**08:00**	**1**	**0**	**0**	**0**	**0**	**0**	**0**			**1**	1
07:15	08:15	3	0	0	0	0	0	0			**3**	3
07:30	08:30	2	0	0	0	0	0	0			**2**	2
07:45	08:45	3	0	0	0	0	0	0			**3**	3
08:00	**09:00**	**4**	**0**	**0**	**0**	**0**	**0**	**0**			**4**	4
08:15	09:15	2	0	0	0	0	0	0			**2**	2
08:30	09:30	3	0	0	0	0	0	0			**3**	3
08:45	09:45	3	0	0	0	0	0	0			**3**	3
09:00	**10:00**	**2**	**0**	**0**	**0**	**0**	**0**	**0**			**2**	2
09:15	10:15	2	0	0	0	0	0	0			**2**	2
09:30	10:30	1	0	0	0	0	0	0			**1**	1
09:45	10:45	0	0	0	0	0	0	0			**0**	0
16:00	**17:00**	**0**	**0**	**0**	**0**	**0**	**0**	**2**			**2**	0.4
16:15	17:15	1	0	0	0	0	0	2			**3**	1.4
16:30	17:30	2	0	0	0	0	0	2			**4**	**2.4**
16:45	17:45	2	0	0	0	0	0	0			**2**	2
17:00	**18:00**	**2**	**0**	**0**	**0**	**0**	**0**	**0**			**2**	2
17:15	18:15	1	0	0	0	0	0	0			**1**	1
17:30	18:30	0	0	0	0	0	0	0			**0**	0
17:45	18:45	0	0	0	0	0	0	0			**0**	0
18:00	**19:00**	**1**	**0**	**0**	**0**	**0**	**0**	**0**			**1**	1
18:15	19:15	1	0	0	0	0	0	0			**1**	1
18:30	19:30	1	0	0	0	0	0	0			**1**	1
18:45	19:45	1	0	0	0	0	0	0			**1**	1
	P/TOT	**10**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**12**	**10.4**

SITE: **1**
LOCATION: Bedha
TOTAL ARMS: A

per qu

from	to	CAR
PCU factor		1
INTERVAL		00:15
07:00	**07:15**	19
07:15	07:30	20
07:30	07:45	37
07:45	08:00	25
08:00	**08:15**	34
08:15	08:30	28
08:30	08:45	24
08:45	09:00	27
09:00	**09:15**	18
09:15	09:30	19
09:30	09:45	23
09:45	10:00	18
16:00	**16:15**	14
16:15	16:30	13
16:30	16:45	10
16:45	17:00	15
17:00	**17:15**	10
17:15	17:30	15
17:30	17:45	23
17:45	18:00	12
18:00	**18:15**	20
18:15	18:30	23
18:30	18:45	16
18:45	19:00	15
	P/TOT	**478**
Period I Total:		292
Period II Total:		186

7426 / BEDHAMPTON
May 2017
Classified Turning Count

NDC NATIONWIDE DATA COLLECTION

from arm: **B**
mpton Road / Bedhampton Hill / Maylands Road / Brook to arm: **all**

period I period II
from: 07:00 16:00
to: 10:00 19:00

DATE: 10/05/2017
DAY: Wednesday

SITE: **1**
LOCATION: Bedhampton Road / Bedha
TOTAL ARMS: A B C D

B C D E

uarter of an hour

LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU
1	1.5	2.3	2	0.4	0.2				
00:15	00:15	00:15	00:15	00:15	00:15			00:15	00:15
6	1	0	1	0	1			**28**	28.7
2	1	0	0	1	1			**25**	24.1
6	0	0	0	0	2			**45**	43.4
4	0	0	0	0	1			**30**	29.2
3	0	0	0	0	0			**37**	37
0	0	0	1	1	0			**30**	30.4
1	0	0	0	0	0			**25**	25
0	0	0	0	0	0			**27**	27
4	0	0	0	0	0			**22**	22
0	2	1	0	0	0			**22**	24.3
0	0	0	0	0	1			**24**	23.2
0	0	0	0	0	0			**18**	18
0	0	0	0	0	0			**14**	14
1	0	0	0	0	1			**15**	14.2
4	0	0	0	0	2			**16**	14.4
3	0	0	0	0	0			**18**	18
1	0	0	0	0	0			**11**	11
1	0	0	0	0	0			**16**	16
2	0	0	0	0	0			**25**	25
0	0	0	0	0	0			**12**	12
2	1	0	0	0	0			**23**	23.5
2	0	0	0	0	0			**25**	25
1	0	0	0	0	1			**18**	17.2
3	0	0	0	0	0			**18**	18
46	**5**	**1**	**2**	**2**	**10**	**0**	**0**	**544**	**540.6**
26	4	1	2	2	6	0	0	**333**	332.3
20	1	0	0	0	4	0	0	**211**	208.3

per hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU.h
	PCU factor	1	1	1.5	2.3	2	0.4	0.2				
	INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00			01:00	01:00
07:00	**08:00**	**101**	**18**	**2**	**0**	**1**	**1**	**5**			**128**	125.4
07:15	08:15	116	15	1	0	0	1	4			**137**	133.7
07:30	08:30	124	13	0	0	1	1	3			**142**	140
07:45	08:45	111	8	0	0	1	1	1			**122**	121.6
08:00	**09:00**	**113**	**4**	**0**	**0**	**1**	**1**	**0**			**119**	119.4
08:15	09:15	97	5	0	0	1	1	0			**104**	104.4
08:30	09:30	88	5	2	1	0	0	0			**96**	98.3
08:45	09:45	87	4	2	1	0	0	1			**95**	96.5
09:00	**10:00**	**78**	**4**	**2**	**1**	**0**	**0**	**1**			**86**	87.5
09:15	10:15	60	0	2	1	0	0	1			**64**	65.5
09:30	10:30	41	0	0	0	0	0	1			**42**	41.2
09:45	10:45	18	0	0	0	0	0	0			**18**	18
16:00	**17:00**	**52**	**8**	**0**	**0**	**0**	**0**	**3**			**63**	60.6
16:15	17:15	48	9	0	0	0	0	3			**60**	57.6
16:30	17:30	50	9	0	0	0	0	2			**61**	59.4
16:45	17:45	63	7	0	0	0	0	0			**70**	70
17:00	**18:00**	**60**	**4**	**0**	**0**	**0**	**0**	**0**			**64**	64
17:15	18:15	70	5	1	0	0	0	0			**76**	76.5
17:30	18:30	78	6	1	0	0	0	0			**85**	85.5
17:45	18:45	71	5	1	0	0	0	1			**78**	77.7
18:00	**19:00**	**74**	**8**	**1**	**0**	**0**	**0**	**1**			**84**	83.7
18:15	19:15	54	6	0	0	0	0	1			**61**	60.2
18:30	19:30	31	4	0	0	0	0	1			**36**	35.2
18:45	19:45	15	3	0	0	0	0	0			**18**	18
	P/TOT	**478**	**46**	**5**	**1**	**2**	**2**	**10**	**0**	**0**	**544**	**540.6**

from	to	CAR	LGV	OGV1	OGV2
	PCU factor	1	1	1.5	2.3
	INTERVAL	00:15	00:15	00:15	00:15
07:00	**07:15**	3	1	1	0
07:15	07:30	5	1	0	0
07:30	07:45	6	0	0	0
07:45	08:00	5	1	1	0
08:00	**08:15**	6	1	0	0
08:15	08:30	10	1	1	0
08:30	08:45	10	2	0	0
08:45	09:00	12	0	1	0
09:00	**09:15**	9	1	0	0
09:15	09:30	13	2	0	0
09:30	09:45	11	4	1	0
09:45	10:00	12	0	1	0
16:00	**16:15**	29	2	0	0
16:15	16:30	30	6	0	0
16:30	16:45	30	5	0	0
16:45	17:00	26	10	0	0
17:00	**17:15**	26	4	1	0
17:15	17:30	23	1	0	0
17:30	17:45	26	1	1	0
17:45	18:00	35	3	0	0
18:00	**18:15**	32	2	0	0
18:15	18:30	27	3	0	0
18:30	18:45	25	2	0	0
18:45	19:00	18	2	0	0
	P/TOT	**429**	**55**	**8**	**0**
	Period I Total:	102	14	6	0
	Period II Total:	327	41	2	0

7426 / BEDHAMPTON
May 2017
Classified Turning Count

NDC NATIONWIDE DATA COLLECTION

from arm: **all**
mpton Hill / Maylands Road / Brookto arm: **B**
E

period I period II
from: 07:00 16:00
to: 10:00 19:00

DATE: 10/05/2017
DAY: Wednesday

SITE: **1**
LOCATION: Bedhampton Road / Bedhampton Hill / Maylands
TOTAL ARMS:

PSV	MCL	PCL			TOT	PCU
2	0.4	0.2				
00:15	00:15	00:15			00:15	00:15
0	0	0			**5**	5.5
0	0	0			**6**	6
0	0	0			**6**	6
0	0	0			**7**	7.5
0	0	0			**7**	7
0	0	0			**12**	12.5
0	0	0			**12**	12
0	0	0			**13**	13.5
0	0	0			**10**	10
0	0	0			**15**	15
0	0	0			**16**	16.5
0	0	0			**13**	13.5
1	0	1			**33**	33.2
0	0	1			**37**	36.2
0	0	0			**35**	35
0	1	1			**38**	36.6
0	0	1			**32**	31.7
0	0	0			**24**	24
0	1	0			**29**	28.9
0	0	0			**38**	38
0	0	0			**34**	34
0	0	1			**31**	30.2
0	0	0			**27**	27
0	1	0			**21**	20.4
1	**3**	**5**	**0**	**0**	**501**	**500.2**
0	0	0	0	0	**122**	125
1	3	5	0	0	**379**	375.2

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU.h
	PCU factor	1	1	1.5	2.3	2	0.4	0.2				
	INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00			01:00	01:00
07:00	**08:00**	**19**	**3**	**2**	**0**	**0**	**0**	**0**			**24**	25
07:15	08:15	22	3	1	0	0	0	0			**26**	26.5
07:30	08:30	27	3	2	0	0	0	0			**32**	**33**
07:45	08:45	31	5	2	0	0	0	0			**38**	39
08:00	**09:00**	**38**	**4**	**2**	**0**	**0**	**0**	**0**			**44**	45
08:15	09:15	41	4	2	0	0	0	0			**47**	48
08:30	09:30	44	5	1	0	0	0	0			**50**	50.5
08:45	09:45	45	7	2	0	0	0	0			**54**	55
09:00	**10:00**	**45**	**7**	**2**	**0**	**0**	**0**	**0**			**54**	55
09:15	10:15	36	6	2	0	0	0	0			**44**	45
09:30	10:30	23	4	2	0	0	0	0			**29**	30
09:45	10:45	12	0	1	0	0	0	0			**13**	13.5
16:00	**17:00**	**115**	**23**	**0**	**0**	**1**	**1**	**3**			**143**	141
16:15	17:15	112	25	1	0	0	1	3			**142**	139.5
16:30	17:30	105	20	1	0	0	1	2			**129**	**127.3**
16:45	17:45	101	16	2	0	0	2	2			**123**	121.2
17:00	**18:00**	**110**	**9**	**2**	**0**	**0**	**1**	**1**			**123**	122.6
17:15	18:15	116	7	1	0	0	1	0			**125**	124.9
17:30	18:30	120	9	1	0	0	1	1			**132**	131.1
17:45	18:45	119	10	0	0	0	0	1			**130**	129.2
18:00	**19:00**	**102**	**9**	**0**	**0**	**0**	**1**	**1**			**113**	111.6
18:15	19:15	70	7	0	0	0	1	1			**79**	77.6
18:30	19:30	43	4	0	0	0	1	0			**48**	47.4
18:45	19:45	18	2	0	0	0	1	0			**21**	20.4
	P/TOT	**429**	**55**	**8**	**0**	**1**	**3**	**5**	**0**	**0**	**501**	**500.2**

per quarter of an hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
	PCU factor	1	1	1.5	2.3	2	0.4	0.2
	INTERVAL	00:15	00:15	00:15	00:15	00:15	00:15	00:15
07:00	**07:15**	33	4	1	0	0	3	0
07:15	07:30	43	9	2	0	0	2	0
07:30	07:45	72	6	1	0	0	3	0
07:45	08:00	64	9	1	1	1	2	0
08:00	**08:15**	80	10	0	0	1	0	1
08:15	08:30	93	10	1	0	1	0	0
08:30	08:45	75	6	2	0	0	0	2
08:45	09:00	82	3	2	0	2	1	0
09:00	**09:15**	62	6	0	0	0	1	0
09:15	09:30	39	7	1	0	0	0	0
09:30	09:45	48	7	1	0	0	0	0
09:45	10:00	52	4	1	0	0	0	1
16:00	**16:15**	61	13	2	0	0	1	0
16:15	16:30	73	9	2	0	1	2	1
16:30	16:45	87	7	0	0	0	3	2
16:45	17:00	71	17	1	0	0	2	1
17:00	**17:15**	90	15	2	0	0	2	1
17:15	17:30	95	7	4	0	0	5	1
17:30	17:45	75	5	1	0	0	5	3
17:45	18:00	75	7	0	1	0	0	2
18:00	**18:15**	87	7	1	0	0	1	6
18:15	18:30	52	5	1	0	0	0	0
18:30	18:45	47	4	0	0	0	5	3
18:45	19:00	32	1	1	0	0	7	2
	P/TOT	**1588**	**178**	**28**	**2**	**6**	**45**	**26**
	Period I Total:	743	81	13	1	5	12	4
	Period II Total:	845	97	15	1	1	33	22

7426 / BEDHAMPTON
May 2017
Classified Turning Count

from arm: **C**
s Road / Brookto arm: **A**

	period I	period II
from:	07:00	16:00
to:	10:00	19:00

DATE: 10/05/2017
DAY: Wednesday

SITE: **1**
LOCATION: Bedhampton Road / Bedhampton Hill / Maylands Road / Brookto arm:
from arm:
TOTAL ARMS: A B C D E

		TOT	PCU
		00:15	00:15
		41	39.7
		56	55.8
		82	80.7
		78	79.6
		92	92.2
		105	106.5
		85	84.4
		90	92.4
		69	68.4
		47	47.5
		56	56.5
		58	57.7
		77	77.4
		88	88
		99	95.6
		92	90.5
		110	109
		112	110.2
		89	84.1
		85	84.7
		102	97.1
		58	58.5
		59	53.6
		43	37.7
0	0	1873	1848
0	0	859	861.4
0	0	1014	986.4

per hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU.h
	PCU factor	1	1	1.5	2.3	2	0.4	0.2				
	INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00			01:00	01:00
07:00	**08:00**	**212**	**28**	**5**	**1**	**1**	**10**	**0**			**257**	255.8
07:15	08:15	259	34	4	1	2	7	1			**308**	308.3
07:30	08:30	309	35	3	1	3	5	1			**357**	359
07:45	08:45	312	35	4	1	3	2	3			**360**	362.7
08:00	**09:00**	**330**	**29**	**5**	**0**	**4**	**1**	**3**			**372**	375.5
08:15	09:15	312	25	5	0	3	2	2			**349**	351.7
08:30	09:30	258	22	5	0	2	2	2			**291**	292.7
08:45	09:45	231	23	4	0	2	2	0			**262**	264.8
09:00	**10:00**	**201**	**24**	**3**	**0**	**0**	**1**	**1**			**230**	230.1
09:15	10:15	139	18	3	0	0	0	1			**161**	161.7
09:30	10:30	100	11	2	0	0	0	1			**114**	114.2
09:45	10:45	52	4	1	0	0	0	1			**58**	57.7
16:00	**17:00**	**292**	**46**	**5**	**0**	**1**	**8**	**4**			**356**	351.5
16:15	17:15	321	48	5	0	1	9	5			**389**	383.1
16:30	17:30	343	46	7	0	0	12	5			**413**	405.3
16:45	17:45	331	44	8	0	0	14	6			**403**	393.8
17:00	**18:00**	**335**	**34**	**7**	**1**	**0**	**12**	**7**			**396**	388
17:15	18:15	332	26	6	1	0	11	12			**388**	376.1
17:30	18:30	289	24	3	1	0	6	11			**334**	324.4
17:45	18:45	261	23	2	1	0	6	11			**304**	293.9
18:00	**19:00**	**218**	**17**	**3**	**0**	**0**	**13**	**11**			**262**	246.9
18:15	19:15	131	10	2	0	0	12	5			**160**	149.8
18:30	19:30	79	5	1	0	0	12	5			**102**	91.3
18:45	19:45	32	1	1	0	0	7	2			**43**	37.7
	P/TOT	1588	178	28	2	6	45	26	0	0	1873	1848

per quarter of an hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT
	PCU factor	1	1	1.5	2.3	2	0.4	0.2			
	INTERVAL	00:15	00:15	00:15	00:15	00:15	00:15	00:15			00:15
07:00	**07:15**	1	0	0	0	0	0	0			**1**
07:15	07:30	0	0	0	0	0	0	0			**0**
07:30	07:45	1	0	0	0	0	0	0			**1**
07:45	08:00	1	0	0	0	0	0	0			**1**
08:00	**08:15**	2	0	0	0	0	0	0			**2**
08:15	08:30	2	0	0	0	0	0	0			**2**
08:30	08:45	3	1	0	0	0	0	0			**4**
08:45	09:00	2	0	0	0	0	0	0			**2**
09:00	**09:15**	1	1	0	0	0	0	0			**2**
09:15	09:30	3	1	0	0	0	0	0			**4**
09:30	09:45	3	0	0	0	0	0	0			**3**
09:45	10:00	0	0	0	0	0	0	0			**0**
16:00	**16:15**	8	1	0	0	0	0	0			**9**
16:15	16:30	4	1	0	0	0	0	0			**5**
16:30	16:45	7	2	0	0	0	0	0			**9**
16:45	17:00	5	1	0	0	0	0	0			**6**
17:00	**17:15**	5	1	0	0	0	0	0			**6**
17:15	17:30	3	0	0	0	0	0	0			**3**
17:30	17:45	6	0	0	0	0	1	0			**7**
17:45	18:00	7	1	0	0	0	0	0			**8**
18:00	**18:15**	9	0	0	0	0	0	0			**9**
18:15	18:30	2	0	0	0	0	0	0			**2**
18:30	18:45	1	0	0	0	0	0	0			**1**
18:45	19:00	1	0	0	0	0	0	0			**1**
	P/TOT	77	10	0	0	0	1	0	0	0	88
	Period I Total:	19	3	0	0	0	0	0	0	0	**22**
	Period II Total:	58	7	0	0	0	1	0	0	0	**66**

7426 / BEDHAMPTON
May 2017
Classified Turning Count

NDC NATIONWIDE DATA COLLECTION

		period I	period II
C	from:	07:00	16:00
B	to:	10:00	19:00

DATE: 10/05/2017
DAY: Wednesday

SITE: **1**
LOCATION: Bedhampton Road / Bedhampton Hill / Maylands Road / Brook

from arm: C
to arm: C

TOTAL ARMS: A B C D E

per hour

PCU	from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU.h
		PCU factor	1	1	1.5	2.3	2	0.4	0.2		
00:15		INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00
1	**07:00**	**08:00**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	3
0	07:15	08:15	4	0	0	0	0	0	0	**4**	4
1	07:30	08:30	6	0	0	0	0	0	0	**6**	6
1	07:45	08:45	8	1	0	0	0	0	0	**9**	9
2	**08:00**	**09:00**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**10**	10
2	08:15	09:15	8	2	0	0	0	0	0	**10**	10
4	08:30	09:30	9	3	0	0	0	0	0	**12**	12
2	08:45	09:45	9	2	0	0	0	0	0	**11**	11
2	**09:00**	**10:00**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**9**	9
4	09:15	10:15	6	1	0	0	0	0	0	**7**	7
3	09:30	10:30	3	0	0	0	0	0	0	**3**	3
0	09:45	10:45	0	0	0	0	0	0	0	**0**	0
9	**16:00**	**17:00**	**24**	**5**	**0**	**0**	**0**	**0**	**0**	**29**	29
5	16:15	17:15	21	5	0	0	0	0	0	**26**	26
9	16:30	17:30	20	4	0	0	0	0	0	**24**	24
6	16:45	17:45	19	2	0	0	0	1	0	**22**	21.4
6	**17:00**	**18:00**	**21**	**2**	**0**	**0**	**0**	**1**	**0**	**24**	23.4
3	17:15	18:15	25	1	0	0	0	1	0	**27**	26.4
6.4	17:30	18:30	24	1	0	0	0	1	0	**26**	25.4
8	17:45	18:45	19	1	0	0	0	0	0	**20**	20
9	**18:00**	**19:00**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	13
2	18:15	19:15	4	0	0	0	0	0	0	**4**	4
1	18:30	19:30	2	0	0	0	0	0	0	**2**	2
1	18:45	19:45	1	0	0	0	0	0	0	**1**	1
87.4		**P/TOT**	**77**	**10**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**88**	**87.4**

per quarter of an hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU	from
	PCU factor	1	1	1.5	2.3	2	0.4	0.2			PC
	INTERVAL	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15	II
07:00	**07:15**	0	0	0	0	0	0	0	**0**	0	**07:00**
07:15	07:30	0	0	0	0	0	0	0	**0**	0	07:15
07:30	07:45	0	1	0	0	0	0	0	**1**	1	07:30
07:45	08:00	0	0	0	0	0	0	0	**0**	0	07:45
08:00	**08:15**	0	0	0	0	0	0	0	**0**	0	**08:00**
08:15	08:30	0	0	0	0	0	0	0	**0**	0	08:15
08:30	08:45	0	0	0	0	0	0	0	**0**	0	08:30
08:45	09:00	0	0	0	0	0	0	0	**0**	0	08:45
09:00	**09:15**	0	0	0	0	0	0	0	**0**	0	**09:00**
09:15	09:30	0	0	0	0	0	0	0	**0**	0	09:15
09:30	09:45	0	0	0	0	0	0	0	**0**	0	09:30
09:45	10:00	1	0	0	0	0	0	0	**1**	1	09:45
16:00	**16:15**	0	0	0	0	0	0	0	**0**	0	**16:00**
16:15	16:30	0	0	0	0	0	0	0	**0**	0	16:15
16:30	16:45	0	0	0	0	0	0	0	**0**	0	16:30
16:45	17:00	0	0	0	0	0	0	0	**0**	0	16:45
17:00	**17:15**	0	0	0	0	0	0	0	**0**	0	**17:00**
17:15	17:30	0	0	0	0	0	0	0	**0**	0	17:15
17:30	17:45	0	0	0	0	0	0	0	**0**	0	17:30
17:45	18:00	1	1	0	0	0	0	0	**2**	2	17:45
18:00	**18:15**	0	0	0	0	0	0	0	**0**	0	**18:00**
18:15	18:30	0	0	0	0	0	0	0	**0**	0	18:15
18:30	18:45	0	0	0	0	0	0	0	**0**	0	18:30
18:45	19:00	0	0	0	0	0	0	0	**0**	0	18:45
	P/TOT	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**4**	

22	**Period I Total:**	1	1	0	0	0	0	0	0	0	**2**	2
65.4	**Period II Total:**	1	1	0	0	0	0	0	0	0	**2**	2

7426 / BEDHAMPTON
May 2017
Classified Turning Count

NDC NATIONWIDE DATA COLLECTION

DATE: 10/05/2017
DAY: Wednesday

SITE: **1**
LOCATION: Bedhampton Road / Bedhampton Hill / Maylands Road / Brookto

from arm: **C**
to arm: **D**

TOTAL ARMS: A B C D E

period I period II
from: 07:00 16:00
to: 10:00 19:00

per hour

to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU.h
CU factor	1	1	1.5	2.3	2	0.4	0.2				
INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00			01:00	01:00
08:00	**0**	**1**	**0**	**0**	**0**	**0**	**0**			**1**	1
08:15	0	1	0	0	0	0	0			**1**	1
08:30	0	1	0	0	0	0	0			**1**	**1**
08:45	0	0	0	0	0	0	0			**0**	0
09:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**			**0**	0
09:15	0	0	0	0	0	0	0			**0**	0
09:30	0	0	0	0	0	0	0			**0**	0
09:45	0	0	0	0	0	0	0			**0**	0
10:00	**1**	**0**	**0**	**0**	**0**	**0**	**0**			**1**	1
10:15	1	0	0	0	0	0	0			**1**	1
10:30	1	0	0	0	0	0	0			**1**	1
10:45	1	0	0	0	0	0	0			**1**	1
17:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**			**0**	0
17:15	0	0	0	0	0	0	0			**0**	0
17:30	0	0	0	0	0	0	0			**0**	**0**
17:45	0	0	0	0	0	0	0			**0**	0
18:00	**1**	**1**	**0**	**0**	**0**	**0**	**0**			**2**	2
18:15	1	1	0	0	0	0	0			**2**	2
18:30	1	1	0	0	0	0	0			**2**	2
18:45	1	1	0	0	0	0	0			**2**	2
19:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**			**0**	0
19:15	0	0	0	0	0	0	0			**0**	0
19:30	0	0	0	0	0	0	0			**0**	0
19:45	0	0	0	0	0	0	0			**0**	0
P/TOT	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**

per quarter of an hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU
	PCU factor	1	1	1.5	2.3	2	0.4	0.2				
	INTERVAL	00:15	00:15	00:15	00:15	00:15	00:15	00:15			00:15	00:15
07:00	**07:15**	6	0	0	0	0	0	0			**6**	6
07:15	07:30	15	4	0	0	0	0	1			**20**	19.2
07:30	07:45	7	1	0	1	0	0	0			**9**	10.3
07:45	08:00	9	2	0	0	0	0	0			**11**	11
08:00	**08:15**	10	3	1	0	0	0	0			**14**	14.5
08:15	08:30	10	2	1	0	2	0	0			**15**	17.5
08:30	08:45	6	0	0	0	0	1	0			**7**	6.4
08:45	09:00	14	2	0	0	0	0	0			**16**	16
09:00	**09:15**	5	2	1	1	0	0	0			**9**	10.8
09:15	09:30	11	1	1	0	0	0	0			**13**	13.5
09:30	09:45	10	1	0	0	0	0	1			**12**	11.2
09:45	10:00	9	0	0	0	0	0	0			**9**	9
16:00	**16:15**	14	2	0	0	0	0	0			**16**	16
16:15	16:30	13	1	1	0	0	0	1			**16**	15.7
16:30	16:45	15	3	0	0	0	0	0			**18**	18
16:45	17:00	12	4	0	0	0	0	0			**16**	16
17:00	**17:15**	13	0	1	0	1	0	0			**15**	16.5
17:15	17:30	18	0	0	0	0	0	0			**18**	18
17:30	17:45	13	0	0	0	0	0	1			**14**	13.2
17:45	18:00	9	1	0	0	0	0	0			**10**	10
18:00	**18:15**	10	0	0	0	0	0	0			**10**	10
18:15	18:30	8	0	0	0	0	1	0			**9**	8.4
18:30	18:45	11	1	0	0	0	0	0			**12**	12
18:45	19:00	5	3	0	0	0	0	2			**10**	8.4
	P/TOT	**253**	**33**	**6**	**2**	**3**	**2**	**6**	**0**	**0**	**305**	**307.6**
	Period I Total:	112	18	4	2	2	1	2	0	0	**141**	145.4
	Period II Total:	141	15	2	0	1	1	4	0	0	**164**	162.2

period I period II
from: 07:00 16:00
to: 10:00 19:00

per hour

from	to	CAR	LGV
	PCU factor	1	1
	INTERVAL	01:00	01:00
07:00	**08:00**	**37**	**7**
07:15	08:15	41	10
07:30	08:30	36	8
07:45	08:45	35	7
08:00	**09:00**	**40**	**7**
08:15	09:15	35	6
08:30	09:30	36	5
08:45	09:45	40	6
09:00	**10:00**	**35**	**4**
09:15	10:15	30	2
09:30	10:30	19	1
09:45	10:45	9	0
16:00	**17:00**	**54**	**10**
16:15	17:15	53	8
16:30	17:30	58	7
16:45	17:45	56	4
17:00	**18:00**	**53**	**1**
17:15	18:15	50	1
17:30	18:30	40	1
17:45	18:45	38	2
18:00	**19:00**	**34**	**4**
18:15	19:15	24	4
18:30	19:30	16	4
18:45	19:45	5	3
	P/TOT	**253**	**33**

7426 / BEDHAMPTON
May 2017
Classified Turning Count

DATE: 10/05/2017
DAY: Wednesday

SITE: **1**
LOCATION: Bedhampton Road / Bedhampton Hill / Maylands Road / Brook

from arm: **C**
to arm: **E**

TOTAL ARMS: A B C D E

period I period II
from: 07:00 16:00
to: 10:00 19:00

per quarter of an hour

OGV1	OGV2	PSV	MCL	PCL			TOT	PCU.h	from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU
1.5	2.3	2	0.4	0.2						PCU factor	1	1	1.5	2.3	2	0.4	0.2				
01:00	01:00	01:00	01:00	01:00			01:00	01:00		INTERVAL	00:15	00:15	00:15	00:15	00:15	00:15	00:15			00:15	00:15
0	**1**	**0**	**0**	**1**			**46**	46.5	**07:00**	**07:15**	1	0	0	0	0	0	0			**1**	1
1	1	0	0	1			**54**	55	07:15	07:30	0	1	0	0	0	0	0			**1**	1
2	1	2	0	0			**49**	53.3	07:30	07:45	0	0	0	0	0	0	1			**1**	0.2
2	0	2	1	0			**47**	49.4	07:45	08:00	0	0	0	0	0	0	0			**0**	0
2	**0**	**2**	**1**	**0**			**52**	54.4	**08:00**	**08:15**	2	0	0	0	0	0	0			**2**	2
2	1	2	1	0			**47**	50.7	08:15	08:30	1	0	0	0	0	0	0			**1**	1
2	1	0	1	0			**45**	46.7	08:30	08:45	0	0	0	0	0	0	0			**0**	0
2	1	0	0	1			**50**	51.5	08:45	09:00	2	1	0	0	0	0	0			**3**	3
2	**1**	**0**	**0**	**1**			**43**	44.5	**09:00**	**09:15**	0	0	0	0	0	0	0			**0**	0
1	0	0	0	1			**34**	33.7	09:15	09:30	0	0	0	0	0	0	0			**0**	0
0	0	0	0	1			**21**	20.2	09:30	09:45	1	1	0	0	0	0	0			**2**	2
0	0	0	0	0			**9**	9	09:45	10:00	3	0	0	0	0	0	0			**3**	3
1	**0**	**0**	**0**	**1**			**66**	65.7	**16:00**	**16:15**	1	0	0	0	0	0	0			**1**	1
2	0	1	0	1			**65**	66.2	16:15	16:30	2	0	0	0	0	0	0			**2**	2
1	0	1	0	0			**67**	68.5	16:30	16:45	1	0	0	0	0	0	0			**1**	1
1	0	1	0	1			**63**	63.7	16:45	17:00	2	0	0	0	0	0	0			**2**	2
1	**0**	**1**	**0**	**1**			**57**	57.7	**17:00**	**17:15**	0	0	0	0	0	0	0			**0**	0
0	0	0	0	1			**52**	51.2	17:15	17:30	1	0	0	0	0	0	0			**1**	1
0	0	0	1	1			**43**	41.6	17:30	17:45	0	0	0	0	0	0	0			**0**	0
0	0	0	1	0			**41**	40.4	17:45	18:00	0	0	0	0	0	0	0			**0**	0
0	**0**	**0**	**1**	**2**			**41**	38.8	**18:00**	**18:15**	1	0	0	0	0	0	0			**1**	1
0	0	0	1	2			**31**	28.8	18:15	18:30	0	0	1	0	0	0	0			**1**	1.5
0	0	0	0	2			**22**	20.4	18:30	18:45	0	0	0	0	0	0	0			**0**	0
0	0	0	0	2			**10**	8.4	18:45	19:00	0	0	0	0	0	0	0			**0**	0
6	**2**	**3**	**2**	**6**	**0**	**0**	**305**	**307.6**		**P/TOT**	**18**	**3**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**23**	**22.7**
										Period I Total:	10	3	0	0	0	0	1	0	0	**14**	13.2
										Period II Total:	8	0	1	0	0	0	0	0	0	**9**	9.5

per hour

from	to	CAR	LGV	OGV1	OGV2	PSV
PCU factor		1	1	1.5	2.3	2
INTERVAL		01:00	01:00	01:00	01:00	01:00
07:00	**08:00**	**1**	**1**	**0**	**0**	**0**
07:15	08:15	2	1	0	0	0
07:30	08:30	3	0	0	0	0
07:45	08:45	3	0	0	0	0
08:00	**09:00**	**5**	**1**	**0**	**0**	**0**
08:15	09:15	3	1	0	0	0
08:30	09:30	2	1	0	0	0
08:45	09:45	3	2	0	0	0
09:00	**10:00**	**4**	**1**	**0**	**0**	**0**
09:15	10:15	4	1	0	0	0
09:30	10:30	4	1	0	0	0
09:45	10:45	3	0	0	0	0
16:00	**17:00**	**6**	**0**	**0**	**0**	**0**
16:15	17:15	5	0	0	0	0
16:30	17:30	4	0	0	0	0
16:45	17:45	3	0	0	0	0
17:00	**18:00**	**1**	**0**	**0**	**0**	**0**
17:15	18:15	2	0	0	0	0
17:30	18:30	1	0	1	0	0
17:45	18:45	1	0	1	0	0
18:00	**19:00**	**1**	**0**	**1**	**0**	**0**
18:15	19:15	0	0	1	0	0
18:30	19:30	0	0	0	0	0
18:45	19:45	0	0	0	0	0
	P/TOT	**18**	**3**	**1**	**0**	**0**

7426 / BEDHAMPTON
May 2017
Classified Turning Count

Cla

DATE: 10/05/2017
DAY: Wednesday

SITE: **1**
LOCATION: Bedhampton Road / Bedhampton Hill / Maylands Road / Brook
TOTAL ARMS: A B C D E

from arm: **C**
to arm: **all**

	period I	period II
from:	07:00	16:00
to:	10:00	19:00

per quarter of an hour

MCL	PCL			TOT	PCU.h	from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU
0.4	0.2						PCU factor	1	1	1.5	2.3	2	0.4	0.2				
01:00	01:00			01:00	01:00		INTERVAL	00:15	00:15	00:15	00:15	00:15	00:15	00:15			00:15	00:15
0	**1**			**3**	2.2	**07:00**	**07:15**	41	4	1	0	0	3	0			**49**	47.7
0	1			**4**	3.2	07:15	07:30	58	14	2	0	0	2	1			**77**	76
0	1			**4**	3.2	07:30	07:45	80	8	1	1	0	3	1			**94**	93.2
0	0			**3**	3	07:45	08:00	74	11	1	1	1	2	0			**90**	91.6
0	**0**			**6**	6	**08:00**	**08:15**	94	13	1	0	1	0	1			**110**	110.7
0	0			**4**	4	08:15	08:30	106	12	2	0	3	0	0			**123**	127
0	0			**3**	3	08:30	08:45	84	7	2	0	0	1	2			**96**	94.8
0	0			**5**	5	08:45	09:00	100	6	2	0	2	1	0			**111**	113.4
0	**0**			**5**	5	**09:00**	**09:15**	68	9	1	1	0	1	0			**80**	81.2
0	0			**5**	5	09:15	09:30	53	9	2	0	0	0	0			**64**	65
0	0			**5**	5	09:30	09:45	62	9	1	0	0	0	1			**73**	72.7
0	0			**3**	3	09:45	10:00	65	4	1	0	0	0	1			**71**	70.7
0	**0**			**6**	6	**16:00**	**16:15**	84	16	2	0	0	1	0			**103**	103.4
0	0			**5**	5	16:15	16:30	92	11	3	0	1	2	2			**111**	110.7
0	0			**4**	4	16:30	16:45	110	12	0	0	0	3	2			**127**	123.6
0	0			**3**	3	16:45	17:00	90	22	1	0	0	2	1			**116**	114.5
0	**0**			**1**	1	**17:00**	**17:15**	108	16	3	0	1	2	1			**131**	131.5
0	0			**2**	2	17:15	17:30	117	7	4	0	0	5	1			**134**	132.2
0	0			**2**	2.5	17:30	17:45	94	5	1	0	0	6	4			**110**	103.7
0	0			**2**	2.5	17:45	18:00	92	10	0	1	0	0	2			**105**	104.7
0	**0**			**2**	2.5	**18:00**	**18:15**	107	7	1	0	0	1	6			**122**	117.1
0	0			**1**	1.5	18:15	18:30	62	5	2	0	0	1	0			**70**	70.4
0	0			**0**	0	18:30	18:45	59	5	0	0	0	5	3			**72**	66.6
0	0			**0**	0	18:45	19:00	38	4	1	0	0	7	4			**54**	47.1
0	**1**	**0**	**0**	**23**	**22.7**		**P/TOT**	**1938**	**226**	**35**	**4**	**9**	**48**	**33**	**0**	**0**	**2293**	**2270**
							Period I Total:	885	106	17	3	7	13	7	0	0	**1038**	1044
							Period II Total:	1053	120	18	1	2	35	26	0	0	**1255**	1226

per hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
	PCU factor	1	1	1.5	2.3	2	0.4	0.2	
	INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00	
07:00	**08:00**	**253**	**37**	**5**	**2**	**1**	**10**	**2**	
07:15	08:15	306	46	5	2	2	7	3	
07:30	08:30	354	44	5	2	5	5	2	
07:45	08:45	358	43	6	1	5	3	3	
08:00	**09:00**	**384**	**38**	**7**	**0**	**6**	**2**	**3**	
08:15	09:15	358	34	7	1	5	3	2	
08:30	09:30	305	31	7	1	2	3	2	
08:45	09:45	283	33	6	1	2	2	1	
09:00	**10:00**	**248**	**31**	**5**	**1**	**0**	**1**	**2**	
09:15	10:15	180	22	4	0	0	0	2	
09:30	10:30	127	13	2	0	0	0	2	
09:45	10:45	65	4	1	0	0	0	1	
16:00	**17:00**	**376**	**61**	**6**	**0**	**1**	**8**	**5**	
16:15	17:15	400	61	7	0	2	9	6	
16:30	17:30	425	57	8	0	1	12	5	
16:45	17:45	409	50	9	0	1	15	7	
17:00	**18:00**	**411**	**38**	**8**	**1**	**1**	**13**	**8**	
17:15	18:15	410	29	6	1	0	12	13	
17:30	18:30	355	27	4	1	0	8	12	
17:45	18:45	320	27	3	1	0	7	11	
18:00	**19:00**	**266**	**21**	**4**	**0**	**0**	**14**	**13**	
18:15	19:15	159	14	3	0	0	13	7	
18:30	19:30	97	9	1	0	0	12	7	
18:45	19:45	38	4	1	0	0	7	4	
	P/TOT	**1938**	**226**	**35**	**4**	**9**	**48**	**33**	**0**

7426 / BEDHAMPTON
May 2017
Classified Turning Count

DATE: 10/05/2017
DAY: Wednesday

SITE: **1**
LOCATION: Bedhampton Road / Bedhampton Hill / Maylands Road / Brook
TOTAL ARMS: A B C D E

from arm: **all**
to arm: **C**

period I period II
from: 07:00 16:00
to: 10:00 19:00

DATE: 10/05/2017
DAY: Wednesday

	TOT	PCU.h	from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU
				PCU factor	1	1	1.5	2.3	2	0.4	0.2				
	01:00	01:00		INTERVAL	00:15	00:15	00:15	00:15	00:15	00:15	00:15			00:15	00:15
	310	308.5	**07:00**	**07:15**	61	7	0	0	1	2	3			**74**	71.4
	371	371.5	07:15	07:30	85	10	0	1	0	1	1			**98**	97.9
	417	**422.5**	07:30	07:45	144	17	3	1	0	4	1			**170**	169.6
	419	424.1	07:45	08:00	156	13	4	0	0	2	3			**178**	176.4
	440	445.9	**08:00**	**08:15**	113	18	2	0	0	3	0			**136**	135.2
	410	416.4	08:15	08:30	115	16	1	0	2	0	1			**135**	136.7
	351	354.4	08:30	08:45	110	10	0	0	1	2	1			**124**	123
	328	332.3	08:45	09:00	95	12	2	0	1	0	1			**111**	112.2
	288	289.6	**09:00**	**09:15**	76	9	2	0	0	0	1			**88**	88.2
	208	208.4	09:15	09:30	61	6	3	0	0	1	0			**71**	71.9
	144	143.4	09:30	09:45	65	8	1	1	1	0	0			**76**	78.8
	71	70.7	09:45	10:00	61	6	0	0	0	0	0			**67**	67
	457	452.2	**16:00**	**16:15**	103	8	0	0	0	6	1			**118**	113.6
	485	480.3	16:15	16:30	81	21	0	0	0	2	0			**104**	102.8
	508	**501.8**	16:30	16:45	122	18	3	0	1	1	1			**146**	147.1
	491	481.9	16:45	17:00	118	17	4	0	1	1	0			**141**	143.4
	480	472.1	**17:00**	**17:15**	151	9	3	1	1	6	0			**171**	171.2
	471	457.7	17:15	17:30	131	10	1	1	1	3	2			**149**	148.4
	407	395.9	17:30	17:45	120	13	0	0	0	3	1			**137**	134.4
	369	358.8	17:45	18:00	137	6	0	0	1	0	0			**144**	145
	318	301.2	**18:00**	**18:15**	102	8	0	0	0	3	3			**116**	111.8
	196	184.1	18:15	18:30	71	6	1	0	0	6	0			**84**	80.9
	126	113.7	18:30	18:45	65	5	1	0	0	1	1			**73**	72.1
	54	47.1	18:45	19:00	60	3	1	0	0	1	1			**66**	65.1
0	**2293**	**2270**		**P/TOT**	**2403**	**256**	**32**	**5**	**11**	**48**	**22**	**0**	**0**	**2777**	**2764**
				Period I Total:	1142	132	18	3	6	15	12	0	0	**1328**	1328
				Period II Total:	1261	124	14	2	5	33	10	0	0	**1449**	1436

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU.h
	PCU factor	1	1	1.5	2.3	2	0.4	0.2				
	INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00			01:00	01:00
07:00	**08:00**	**446**	**47**	**7**	**2**	**1**	**9**	**8**			**520**	515.3
07:15	08:15	498	58	9	2	0	10	5			**582**	579.1
07:30	08:30	528	64	10	1	2	9	5			**619**	**617.9**
07:45	08:45	494	57	7	0	3	7	5			**573**	571.3
08:00	**09:00**	**433**	**56**	**5**	**0**	**4**	**5**	**3**			**506**	507.1
08:15	09:15	396	47	5	0	4	2	4			**458**	460.1
08:30	09:30	342	37	7	0	2	3	3			**394**	395.3
08:45	09:45	297	35	8	1	2	1	2			**346**	351.1
09:00	**10:00**	**263**	**29**	**6**	**1**	**1**	**1**	**1**			**302**	305.9
09:15	10:15	187	20	4	1	1	1	0			**214**	217.7
09:30	10:30	126	14	1	1	1	0	0			**143**	145.8
09:45	10:45	61	6	0	0	0	0	0			**67**	67
16:00	**17:00**	**424**	**64**	**7**	**0**	**2**	**10**	**2**			**509**	506.9
16:15	17:15	472	65	10	1	3	10	1			**562**	564.5
16:30	17:30	522	54	11	2	4	11	3			**607**	**610.1**
16:45	17:45	520	49	8	2	3	13	3			**598**	597.4
17:00	**18:00**	**539**	**38**	**4**	**2**	**3**	**12**	**3**			**601**	599
17:15	18:15	490	37	1	1	2	9	6			**546**	539.6
17:30	18:30	430	33	1	0	1	12	4			**481**	472.1
17:45	18:45	375	25	2	0	1	10	4			**417**	409.8
18:00	**19:00**	**298**	**22**	**3**	**0**	**0**	**11**	**5**			**339**	329.9
18:15	19:15	196	14	3	0	0	8	2			**223**	218.1
18:30	19:30	125	8	2	0	0	2	2			**139**	137.2
18:45	19:45	60	3	1	0	0	1	1			**66**	65.1
	P/TOT	**2403**	**256**	**32**	**5**	**11**	**48**	**22**	**0**	**0**	**2777**	**2764**

SITE: 1 — from arm: D
LOCATION: Bedhampton Road / Bedhampton Hill / Maylands Road / Brook — to arm: A
TOTAL ARMS:

period I 07:00 16:00
period II 10:00 19:00

DATE: 10/05/2017
DAY: Wednesday

SITE: 1
LOCATION: Bedhar
TOTAL ARMS: A

per quarter of an hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU
	PCU factor	1	1	1.5	2.3	2	0.4	0.2				
	INTERVAL	00:15	00:15	00:15	00:15	00:15	00:15	00:15			00:15	00:15
07:00	**07:15**	60	10	3	1	2	0	2			**78**	81.2
07:15	07:30	51	21	1	0	1	2	0			**76**	76.3
07:30	07:45	86	17	3	2	2	2	2			**114**	117.3
07:45	08:00	86	19	2	0	2	2	0			**111**	112.8
08:00	**08:15**	82	13	5	0	1	1	5			**107**	105.9
08:15	08:30	100	10	2	0	2	2	3			**119**	118.4
08:30	08:45	95	14	2	1	3	1	2			**118**	121.1
08:45	09:00	85	13	1	0	3	2	2			**106**	106.7
09:00	**09:15**	70	16	2	1	2	1	2			**94**	96.1
09:15	09:30	77	10	3	0	4	2	2			**98**	100.7
09:30	09:45	88	9	7	0	4	1	2			**111**	116.3
09:45	10:00	78	8	4	1	3	4	3			**101**	102.5
16:00	**16:15**	101	18	4	0	2	2	1			**128**	130
16:15	16:30	104	26	9	0	7	6	1			**153**	160.1
16:30	16:45	110	26	4	1	3	2	2			**148**	151.5
16:45	17:00	111	29	1	1	1	3	5			**151**	148
17:00	**17:15**	94	16	2	0	3	2	2			**119**	120.2
17:15	17:30	110	15	3	0	2	6	7			**143**	137.3
17:30	17:45	132	14	1	0	3	0	1			**151**	153.7
17:45	18:00	110	20	2	0	2	4	6			**144**	139.8
18:00	**18:15**	121	16	4	1	3	3	1			**149**	152.7
18:15	18:30	120	9	2	0	5	6	3			**145**	145
18:30	18:45	84	8	1	0	4	2	12			**111**	104.7
18:45	19:00	75	9	0	1	2	1	1			**89**	90.9
	P/TOT	**2230**	**366**	**68**	**10**	**66**	**57**	**67**	**0**	**0**	**2864**	**2889**
Period I Total:		958	160	35	6	29	20	25	0	0	**1233**	1255
Period II Total:		1272	206	33	4	37	37	42	0	0	**1631**	1634

per hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU.h
	PCU factor	1	1	1.5	2.3	2	0.4	0.2				
	INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00			01:00	01:00
07:00	**08:00**	**283**	**67**	**9**	**3**	**7**	**6**	**4**			**379**	387.6
07:15	08:15	305	70	11	2	6	7	7			**408**	412.3
07:30	08:30	354	59	12	2	7	7	10			**451**	**454.4**
07:45	08:45	363	56	11	1	8	6	10			**455**	458.2
08:00	**09:00**	**362**	**50**	**10**	**1**	**9**	**6**	**12**			**450**	452.1
08:15	09:15	350	53	7	2	10	6	9			**437**	442.3
08:30	09:30	327	53	8	2	12	6	8			**416**	424.6
08:45	09:45	320	48	13	1	13	6	8			**409**	419.8
09:00	**10:00**	**313**	**43**	**16**	**2**	**13**	**8**	**9**			**404**	415.6
09:15	10:15	243	27	14	1	11	7	7			**310**	319.5
09:30	10:30	166	17	11	1	7	5	5			**212**	218.8
09:45	10:45	78	8	4	1	3	4	3			**101**	102.5
16:00	**17:00**	**426**	**99**	**18**	**2**	**13**	**13**	**9**			**580**	589.6
16:15	17:15	419	97	16	2	14	13	10			**571**	579.8
16:30	17:30	425	86	10	2	9	13	16			**561**	**557**
16:45	17:45	447	74	7	1	9	11	15			**564**	559.2
17:00	**18:00**	**446**	**65**	**8**	**0**	**10**	**12**	**16**			**557**	551
17:15	18:15	473	65	10	1	10	13	15			**587**	583.5
17:30	18:30	483	59	9	1	13	13	11			**589**	591.2
17:45	18:45	435	53	9	1	14	15	22			**549**	542.2
18:00	**19:00**	**400**	**42**	**7**	**2**	**14**	**12**	**17**			**494**	493.3
18:15	19:15	279	26	3	1	11	9	16			**345**	340.6
18:30	19:30	159	17	1	1	6	3	13			**200**	195.6
18:45	19:45	75	9	0	1	2	1	1			**89**	90.9
	P/TOT	**2230**	**366**	**68**	**10**	**66**	**57**	**67**	**0**	**0**	**2864**	**2889**

per qu

from	to	CAR
	PCU factor	1
	INTERVAL	00:15
07:00	**07:15**	2
07:15	07:30	5
07:30	07:45	3
07:45	08:00	2
08:00	**08:15**	2
08:15	08:30	7
08:30	08:45	5
08:45	09:00	8
09:00	**09:15**	7
09:15	09:30	9
09:30	09:45	8
09:45	10:00	5
16:00	**16:15**	13
16:15	16:30	18
16:30	16:45	14
16:45	17:00	9
17:00	**17:15**	14
17:15	17:30	11
17:30	17:45	13
17:45	18:00	20
18:00	**18:15**	17
18:15	18:30	17
18:30	18:45	16
18:45	19:00	12
	P/TOT	**237**
Period I Total:		63
Period II Total:		174

7426 / BEDHAMPTON
May 2017
Classified Turning Count

NDC NATIONWIDE DATA COLLECTION

from arm: **D**
mpton Road / Bedhampton Hill / Maylands Road / Brookto arm: **B**

period I period II
from: 07:00 16:00
to: 10:00 19:00

DATE: 10/05/2017
DAY: Wednesday

SITE: **1**
LOCATION: Bedhampton Road / Bedha

B C D E — TOTAL ARMS: A B C D

uarter of an hour

LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU
1	1.5	2.3	2	0.4	0.2				
00:15	00:15	00:15	00:15	00:15	00:15			00:15	00:15
1	0	0	0	0	0			**3**	3
0	0	0	0	0	0			**5**	5
0	0	0	0	0	0			**3**	3
1	1	0	0	0	0			**4**	4.5
1	0	0	0	0	0			**3**	3
0	0	0	0	0	0			**7**	7
1	0	0	0	0	0			**6**	6
0	1	0	0	0	0			**9**	9.5
0	0	0	0	0	0			**7**	7
1	0	0	0	0	0			**10**	10
4	1	0	0	0	0			**13**	13.5
0	1	0	0	0	0			**6**	6.5
1	0	0	1	0	1			**16**	16.2
4	0	0	0	0	0			**22**	22
3	0	0	0	0	0			**17**	17
8	0	0	0	1	1			**19**	17.6
3	1	0	0	0	0			**18**	18.5
0	0	0	0	0	0			**11**	11
0	1	0	0	0	0			**14**	14.5
1	0	0	0	0	0			**21**	21
2	0	0	0	0	0			**19**	19
2	0	0	0	0	1			**20**	19.2
2	0	0	0	0	0			**18**	18
2	0	0	0	0	0			**14**	14
37	**6**	**0**	**1**	**1**	**3**	**0**	**0**	**285**	**286**
9	4	0	0	0	0	0	0	**76**	78
28	2	0	1	1	3	0	0	**209**	208

per hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU.h
	PCU factor	1	1	1.5	2.3	2	0.4	0.2				
	INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00			01:00	01:00
07:00	**08:00**	**12**	**2**	**1**	**0**	**0**	**0**	**0**			**15**	15.5
07:15	08:15	12	2	1	0	0	0	0			**15**	15.5
07:30	08:30	14	2	1	0	0	0	0			**17**	**17.5**
07:45	08:45	16	3	1	0	0	0	0			**20**	20.5
08:00	**09:00**	**22**	**2**	**1**	**0**	**0**	**0**	**0**			**25**	25.5
08:15	09:15	27	1	1	0	0	0	0			**29**	29.5
08:30	09:30	29	2	1	0	0	0	0			**32**	32.5
08:45	09:45	32	5	2	0	0	0	0			**39**	40
09:00	**10:00**	**29**	**5**	**2**	**0**	**0**	**0**	**0**			**36**	37
09:15	10:15	22	5	2	0	0	0	0			**29**	30
09:30	10:30	13	4	2	0	0	0	0			**19**	20
09:45	10:45	5	0	1	0	0	0	0			**6**	6.5
16:00	**17:00**	**54**	**16**	**0**	**0**	**1**	**1**	**2**			**74**	72.8
16:15	17:15	55	18	1	0	0	1	1			**76**	75.1
16:30	17:30	48	14	1	0	0	1	1			**65**	**64.1**
16:45	17:45	47	11	2	0	0	1	1			**62**	61.6
17:00	**18:00**	**58**	**4**	**2**	**0**	**0**	**0**	**0**			**64**	65
17:15	18:15	61	3	1	0	0	0	0			**65**	65.5
17:30	18:30	67	5	1	0	0	0	1			**74**	73.7
17:45	18:45	70	7	0	0	0	0	1			**78**	77.2
18:00	**19:00**	**62**	**8**	**0**	**0**	**0**	**0**	**1**			**71**	70.2
18:15	19:15	45	6	0	0	0	0	1			**52**	51.2
18:30	19:30	28	4	0	0	0	0	0			**32**	32
18:45	19:45	12	2	0	0	0	0	0			**14**	14
	P/TOT	**237**	**37**	**6**	**0**	**1**	**1**	**3**	**0**	**0**	**285**	**286**

per quarter of an hour

from	to	CAR	LGV	OGV1	OGV2
	PCU factor	1	1	1.5	2.3
	INTERVAL	00:15	00:15	00:15	00:15
07:00	**07:15**	11	3	0	0
07:15	07:30	10	2	0	0
07:30	07:45	24	3	0	1
07:45	08:00	28	2	2	0
08:00	**08:15**	6	3	1	0
08:15	08:30	10	0	0	0
08:30	08:45	20	0	0	0
08:45	09:00	10	4	0	0
09:00	**09:15**	11	2	2	0
09:15	09:30	12	1	0	0
09:30	09:45	15	1	1	1
09:45	10:00	4	0	0	0
16:00	**16:15**	6	0	0	0
16:15	16:30	8	1	0	0
16:30	16:45	10	5	0	0
16:45	17:00	10	1	0	0
17:00	**17:15**	9	2	1	0
17:15	17:30	17	1	0	0
17:30	17:45	8	4	0	0
17:45	18:00	11	0	0	0
18:00	**18:15**	7	1	0	0
18:15	18:30	6	0	0	0
18:30	18:45	12	1	0	0
18:45	19:00	10	1	0	0
	P/TOT	**275**	**38**	**7**	**2**
Period I Total:		161	21	6	2
Period II Total:		114	17	1	0

7426 / BEDHAMPTON
May 2017
Classified Turning Count

NDC
NATIONWIDE DATA COLLECTION

from arm: **D**
mpton Hill / Maylands Road / Brookto arm: **C**
E

period I period II
from: 07:00 16:00
to: 10:00 19:00

DATE: 10/05/2017
DAY: Wednesday

SITE: **1**
LOCATION: Bedhampton Road / Bedhampton Hill / Maylands
TOTAL ARMS: A B C D E

PSV	MCL	PCL			TOT	PCU
2	0.4	0.2				
00:15	00:15	00:15			00:15	00:15
0	1	0			**15**	14.4
0	0	0			**12**	12
0	0	0			**28**	29.3
0	0	0			**32**	33
0	0	0			**10**	10.5
0	0	0			**10**	10
0	0	0			**20**	20
0	0	0			**14**	14
0	0	0			**15**	16
0	0	0			**13**	13
0	0	0			**18**	19.8
0	0	0			**4**	4
0	2	1			**9**	7
0	1	0			**10**	9.4
0	0	0			**15**	15
0	0	0			**11**	11
0	0	0			**12**	12.5
1	2	0			**21**	20.8
0	0	1			**13**	12.2
0	0	0			**11**	11
0	0	0			**8**	8
0	1	0			**7**	6.4
0	1	1			**15**	13.6
0	1	1			**13**	11.6
1	**9**	**4**	**0**	**0**	**336**	**334.5**
0	1	0	0	0	**191**	196
1	8	4	0	0	**145**	138.5

per hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU.h
	PCU factor	1	1	1.5	2.3	2	0.4	0.2				
	INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00			01:00	01:00
07:00	**08:00**	**73**	**10**	**2**	**1**	**0**	**1**	**0**			**87**	88.7
07:15	08:15	68	10	3	1	0	0	0			**82**	84.8
07:30	08:30	68	8	3	1	0	0	0			**80**	**82.8**
07:45	08:45	64	5	3	0	0	0	0			**72**	73.5
08:00	**09:00**	**46**	**7**	**1**	**0**	**0**	**0**	**0**			**54**	54.5
08:15	09:15	51	6	2	0	0	0	0			**59**	60
08:30	09:30	53	7	2	0	0	0	0			**62**	63
08:45	09:45	48	8	3	1	0	0	0			**60**	62.8
09:00	**10:00**	**42**	**4**	**3**	**1**	**0**	**0**	**0**			**50**	52.8
09:15	10:15	31	2	1	1	0	0	0			**35**	36.8
09:30	10:30	19	1	1	1	0	0	0			**22**	23.8
09:45	10:45	4	0	0	0	0	0	0			**4**	4
16:00	**17:00**	**34**	**7**	**0**	**0**	**0**	**3**	**1**			**45**	42.4
16:15	17:15	37	9	1	0	0	1	0			**48**	47.9
16:30	17:30	46	9	1	0	1	2	0			**59**	**59.3**
16:45	17:45	44	8	1	0	1	2	1			**57**	56.5
17:00	**18:00**	**45**	**7**	**1**	**0**	**1**	**2**	**1**			**57**	56.5
17:15	18:15	43	6	0	0	1	2	1			**53**	52
17:30	18:30	32	5	0	0	0	1	1			**39**	37.6
17:45	18:45	36	2	0	0	0	2	1			**41**	39
18:00	**19:00**	**35**	**3**	**0**	**0**	**0**	**3**	**2**			**43**	39.6
18:15	19:15	28	2	0	0	0	3	2			**35**	31.6
18:30	19:30	22	2	0	0	0	2	2			**28**	25.2
18:45	19:45	10	1	0	0	0	1	1			**13**	11.6
	P/TOT	**275**	**38**	**7**	**2**	**1**	**9**	**4**	**0**	**0**	**336**	**334.5**

per quarter of an hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
	PCU factor	1	1	1.5	2.3	2	0.4	0.2
	INTERVAL	00:15	00:15	00:15	00:15	00:15	00:15	00:15
07:00	**07:15**	0	0	1	0	0	0	0
07:15	07:30	0	1	0	0	0	0	0
07:30	07:45	0	1	0	0	0	0	0
07:45	08:00	0	0	0	0	0	0	0
08:00	**08:15**	1	0	0	0	0	0	0
08:15	08:30	1	0	0	0	0	0	0
08:30	08:45	0	0	0	0	0	0	0
08:45	09:00	0	0	0	0	0	0	0
09:00	**09:15**	0	0	0	0	0	0	0
09:15	09:30	0	0	0	0	0	0	0
09:30	09:45	2	0	0	0	0	0	0
09:45	10:00	1	0	0	0	0	0	0
16:00	**16:15**	0	1	0	0	0	0	0
16:15	16:30	1	0	0	0	0	0	0
16:30	16:45	2	0	0	0	0	0	0
16:45	17:00	0	1	0	0	0	0	0
17:00	**17:15**	1	0	0	0	0	0	0
17:15	17:30	1	0	0	0	0	0	0
17:30	17:45	1	0	0	0	0	0	0
17:45	18:00	1	0	0	0	0	0	0
18:00	**18:15**	0	0	0	0	0	0	0
18:15	18:30	1	0	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0
18:45	19:00	1	0	0	0	0	0	0
	P/TOT	**14**	**4**	**1**	**0**	**0**	**0**	**0**
	Period I Total:	5	2	1	0	0	0	0
	Period II Total:	9	2	0	0	0	0	0

7426 / BEDHAMPTON
May 2017
Classified Turning Count

from arm: D
s Road / Brook̶o arm: D

from: 07:00 (period I) 16:00 (period II)
to: 10:00 19:00

DATE: 10/05/2017
DAY: Wednesday

SITE: 1
LOCATION: Bedhampton Road / Bedhampton Hill / Maylands Road / Brook̶o arm:
TOTAL ARMS: A B C D E

from arm:

		TOT	PCU
		00:15	00:15
		1	1.5
		1	1
		1	1
		0	0
		1	1
		1	1
		0	0
		0	0
		0	0
		0	0
		2	2
		1	1
		1	1
		1	1
		2	2
		1	1
		1	1
		1	1
		1	1
		1	1
		0	0
		1	1
		0	0
		1	1
0	0	19	19.5
0	0	8	8.5
0	0	11	11

per hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU.h
	PCU factor	1	1	1.5	2.3	2	0.4	0.2				
	INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00			01:00	01:00
07:00	**08:00**	**0**	**2**	**1**	**0**	**0**	**0**	**0**			3	3.5
07:15	08:15	1	2	0	0	0	0	0			3	3
07:30	08:30	2	1	0	0	0	0	0			3	3
07:45	08:45	2	0	0	0	0	0	0			2	2
08:00	**09:00**	**2**	**0**	**0**	**0**	**0**	**0**	**0**			2	2
08:15	09:15	1	0	0	0	0	0	0			1	1
08:30	09:30	0	0	0	0	0	0	0			0	0
08:45	09:45	2	0	0	0	0	0	0			2	2
09:00	**10:00**	**3**	**0**	**0**	**0**	**0**	**0**	**0**			3	3
09:15	10:15	3	0	0	0	0	0	0			3	3
09:30	10:30	3	0	0	0	0	0	0			3	3
09:45	10:45	1	0	0	0	0	0	0			1	1
16:00	**17:00**	**3**	**2**	**0**	**0**	**0**	**0**	**0**			5	5
16:15	17:15	4	1	0	0	0	0	0			5	5
16:30	17:30	4	1	0	0	0	0	0			5	5
16:45	17:45	3	1	0	0	0	0	0			4	4
17:00	**18:00**	**4**	**0**	**0**	**0**	**0**	**0**	**0**			4	4
17:15	18:15	3	0	0	0	0	0	0			3	3
17:30	18:30	3	0	0	0	0	0	0			3	3
17:45	18:45	2	0	0	0	0	0	0			2	2
18:00	**19:00**	**2**	**0**	**0**	**0**	**0**	**0**	**0**			2	2
18:15	19:15	2	0	0	0	0	0	0			2	2
18:30	19:30	1	0	0	0	0	0	0			1	1
18:45	19:45	1	0	0	0	0	0	0			1	1
	P/TOT	14	4	1	0	0	0	0	0	0	19	19.5

per quarter of an hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT
	PCU factor	1	1	1.5	2.3	2	0.4	0.2			
	INTERVAL	00:15	00:15	00:15	00:15	00:15	00:15	00:15			00:15
07:00	**07:15**	0	0	1	0	0	0	0			1
07:15	07:30	0	2	0	0	0	0	0			2
07:30	07:45	1	0	2	0	0	0	0			3
07:45	08:00	1	1	0	0	1	0	0			3
08:00	**08:15**	5	2	1	0	0	0	0			8
08:15	08:30	1	1	1	0	0	0	0			3
08:30	08:45	5	0	0	0	0	0	0			5
08:45	09:00	3	2	0	0	0	0	0			5
09:00	**09:15**	8	0	0	0	1	0	0			9
09:15	09:30	2	0	0	0	0	0	0			2
09:30	09:45	3	1	0	0	0	0	0			4
09:45	10:00	4	2	0	0	0	0	0			6
16:00	**16:15**	6	0	0	0	1	1	0			8
16:15	16:30	8	1	0	0	0	0	0			9
16:30	16:45	4	1	0	0	0	0	0			5
16:45	17:00	5	0	0	0	0	0	0			5
17:00	**17:15**	4	1	0	0	0	0	0			5
17:15	17:30	10	0	0	0	0	0	0			10
17:30	17:45	4	1	0	0	0	0	0			5
17:45	18:00	2	0	0	0	0	0	0			2
18:00	**18:15**	9	0	0	0	0	0	0			9
18:15	18:30	7	0	0	0	0	0	0			7
18:30	18:45	6	0	0	0	0	0	0			6
18:45	19:00	3	1	0	0	0	0	0			4
	P/TOT	101	16	5	0	3	1	0	0	0	126
	Period I Total:	33	11	5	0	2	0	0	0	0	51
	Period II Total:	68	5	0	0	1	1	0	0	0	75

7426 / BEDHAMPTON
May 2017
Classified Turning Count

NDC NATIONWIDE DATA COLLECTION

		period I	period II
D	from:	07:00	16:00
E	to:	10:00	19:00

DATE: 10/05/2017
DAY: Wednesday

SITE: **1**
LOCATION: Bedhampton Road / Bedhampton Hill / Maylands Road / Brook
TOTAL ARMS: A B C D E

from arm: D
to arm: all

per hour

PCU	from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU.h
		PCU factor	1	1	1.5	2.3	2	0.4	0.2		
00:15		INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00
1.5	**07:00**	**08:00**	**2**	**3**	**3**	**0**	**1**	**0**	**0**	**9**	11.5
2	07:15	08:15	7	5	3	0	1	0	0	**16**	18.5
4	07:30	08:30	8	4	4	0	1	0	0	**17**	20
4	07:45	08:45	12	4	2	0	1	0	0	**19**	21
8.5	**08:00**	**09:00**	**14**	**5**	**2**	**0**	**0**	**0**	**0**	**21**	22
3.5	08:15	09:15	17	3	1	0	1	0	0	**22**	23.5
5	08:30	09:30	18	2	0	0	1	0	0	**21**	22
5	08:45	09:45	16	3	0	0	1	0	0	**20**	21
10	**09:00**	**10:00**	**17**	**3**	**0**	**0**	**1**	**0**	**0**	**21**	22
2	09:15	10:15	9	3	0	0	0	0	0	**12**	12
4	09:30	10:30	7	3	0	0	0	0	0	**10**	10
6	09:45	10:45	4	2	0	0	0	0	0	**6**	6
8.4	**16:00**	**17:00**	**23**	**2**	**0**	**0**	**1**	**1**	**0**	**27**	27.4
9	16:15	17:15	21	3	0	0	0	0	0	**24**	24
5	16:30	17:30	23	2	0	0	0	0	0	**25**	25
5	16:45	17:45	23	2	0	0	0	0	0	**25**	25
5	**17:00**	**18:00**	**20**	**2**	**0**	**0**	**0**	**0**	**0**	**22**	22
10	17:15	18:15	25	1	0	0	0	0	0	**26**	26
5	17:30	18:30	22	1	0	0	0	0	0	**23**	23
2	17:45	18:45	24	0	0	0	0	0	0	**24**	24
9	**18:00**	**19:00**	**25**	**1**	**0**	**0**	**0**	**0**	**0**	**26**	26
7	18:15	19:15	16	1	0	0	0	0	0	**17**	17
6	18:30	19:30	9	1	0	0	0	0	0	**10**	10
4	18:45	19:45	3	1	0	0	0	0	0	**4**	4
130.9		**P/TOT**	**101**	**16**	**5**	**0**	**3**	**1**	**0**	**0**	**0**	**126**	**130.9**

per quarter of an hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU	from
	PCU factor	1	1	1.5	2.3	2	0.4	0.2			PC
	INTERVAL	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15	II
07:00	**07:15**	73	14	5	1	2	1	2	**98**	101.6	**07:00**
07:15	07:30	66	26	1	0	1	2	0	**96**	96.3	07:15
07:30	07:45	114	21	5	3	2	2	2	**149**	154.6	07:30
07:45	08:00	117	23	5	0	3	2	0	**150**	154.3	07:45
08:00	**08:15**	96	19	7	0	1	1	5	**129**	128.9	**08:00**
08:15	08:30	119	11	3	0	2	2	3	**140**	139.9	08:15
08:30	08:45	125	15	2	1	3	1	2	**149**	152.1	08:30
08:45	09:00	106	19	2	0	3	2	2	**134**	135.2	08:45
09:00	**09:15**	96	18	4	1	3	1	2	**125**	129.1	**09:00**
09:15	09:30	100	12	3	0	4	2	2	**123**	125.7	09:15
09:30	09:45	116	15	9	1	4	1	2	**148**	155.6	09:30
09:45	10:00	92	10	5	1	3	4	3	**118**	120	09:45
16:00	**16:15**	126	20	4	0	4	5	3	**162**	162.6	**16:00**
16:15	16:30	139	32	9	0	7	7	1	**195**	201.5	16:15
16:30	16:45	140	35	4	1	3	2	2	**187**	190.5	16:30
16:45	17:00	135	39	1	1	1	4	6	**187**	182.6	16:45
17:00	**17:15**	122	22	4	0	3	2	2	**155**	157.2	**17:00**
17:15	17:30	149	16	3	0	3	8	7	**186**	180.1	17:15
17:30	17:45	158	19	2	0	3	0	2	**184**	186.4	17:30
17:45	18:00	144	21	2	0	2	4	6	**179**	174.8	17:45
18:00	**18:15**	154	19	4	1	3	3	1	**185**	188.7	**18:00**
18:15	18:30	151	11	2	0	5	7	4	**180**	178.6	18:15
18:30	18:45	118	11	1	0	4	3	13	**150**	142.3	18:30
18:45	19:00	101	13	0	1	2	2	2	**121**	121.5	18:45
	P/TOT	**2857**	**461**	**87**	**12**	**71**	**68**	**74**	**0**	**0**	**3630**	**3660**	

55.5	**Period I Total:**	1220	203	51	8	31	21	25	0	0	**1559**	1593
75.4	**Period II Total:**	1637	258	36	4	40	47	49	0	0	**2071**	2067

7426 / BEDHAMPTON
May 2017
Classified Turning Count

NDC NATIONWIDE DATA COLLECTION

period I period II
from: 07:00 16:00
to: 10:00 19:00

DATE: 10/05/2017
DAY: Wednesday

SITE: **1**
LOCATION: Bedhampton Road / Bedhampton Hill / Maylands Road / Brookto arm:
TOTAL ARMS: A B C D E

from arm: **all**
D

period I period II
from: 07:00 16:00
to: 10:00 19:00

per hour

to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU.h
CU factor	1	1	1.5	2.3	2	0.4	0.2				
INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00			01:00	01:00
08:00	**370**	**84**	**16**	**4**	**8**	**7**	**4**			**493**	506.8
08:15	393	89	18	3	7	7	7			**524**	534.1
08:30	446	74	20	3	8	7	10			**568**	**577.7**
08:45	457	68	17	1	9	6	10			**568**	575.2
09:00	**446**	**64**	**14**	**1**	**9**	**6**	**12**			**552**	556.1
09:15	446	63	11	2	11	6	9			**548**	556.3
09:30	427	64	11	2	13	6	8			**531**	542.1
09:45	418	64	18	2	14	6	8			**530**	545.6
10:00	**404**	**55**	**21**	**3**	**14**	**8**	**9**			**514**	530.4
10:15	308	37	17	2	11	7	7			**389**	401.3
10:30	208	25	14	2	7	5	5			**266**	275.6
10:45	92	10	5	1	3	4	3			**118**	120
17:00	**540**	**126**	**18**	**2**	**15**	**18**	**12**			**731**	737.2
17:15	536	128	18	2	14	15	11			**724**	731.8
17:30	546	112	12	2	10	16	17			**715**	**710.4**
17:45	564	96	10	1	10	14	17			**712**	706.3
18:00	**573**	**78**	**11**	**0**	**11**	**14**	**17**			**704**	698.5
18:15	605	75	11	1	11	15	16			**734**	730
18:30	607	70	10	1	13	14	13			**728**	728.5
18:45	567	62	9	1	14	17	24			**694**	684.4
19:00	**524**	**54**	**7**	**2**	**14**	**15**	**20**			**636**	631.1
19:15	370	35	3	1	11	12	19			**451**	442.4
19:30	219	24	1	1	6	5	15			**271**	263.8
19:45	101	13	0	1	2	2	2			**121**	121.5
P/TOT	**2857**	**461**	**87**	**12**	**71**	**68**	**74**	**0**	**0**	**3630**	**3660**

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU
		PCU factor	1	1	1.5	2.3	2	0.4	0.2			
		INTERVAL	00:15	00:15	00:15	00:15	00:15	00:15	00:15		00:15	00:15
07:00	**07:15**		101	24	6	0	3	6	4		**144**	143.2
07:15	07:30		108	20	3	0	4	3	8		**146**	143.3
07:30	07:45		93	31	3	1	2	3	6		**139**	137.2
07:45	08:00		97	15	7	0	3	3	1		**126**	129.9
08:00	**08:15**		105	23	2	0	4	3	1		**138**	140.4
08:15	08:30		133	17	5	1	7	3	0		**166**	175
08:30	08:45		97	18	4	1	2	2	1		**125**	128.3
08:45	09:00		128	18	0	0	3	4	1		**154**	153.8
09:00	**09:15**		97	19	3	2	4	0	0		**125**	133.1
09:15	09:30		112	9	8	4	1	1	0		**135**	144.6
09:30	09:45		116	9	7	1	2	0	4		**139**	142.6
09:45	10:00		78	8	2	2	2	2	0		**94**	98.4
16:00	**16:15**		148	19	6	2	3	5	6		**189**	189.8
16:15	16:30		130	15	4	1	3	2	5		**160**	161.1
16:30	16:45		143	15	6	1	2	2	3		**172**	174.7
16:45	17:00		108	19	3	0	3	2	2		**137**	138.7
17:00	**17:15**		139	22	2	0	3	0	3		**169**	170.6
17:15	17:30		163	8	3	0	1	0	4		**179**	178.3
17:30	17:45		153	8	3	0	3	4	1		**172**	173.3
17:45	18:00		111	13	0	1	3	1	4		**133**	133.5
18:00	**18:15**		103	11	3	0	3	2	1		**123**	125.5
18:15	18:30		116	12	0	2	0	5	1		**136**	134.8
18:30	18:45		101	12	0	0	2	5	1		**121**	119.2
18:45	19:00		86	8	0	0	1	7	3		**105**	99.4
		P/TOT	**2766**	**373**	**80**	**19**	**64**	**65**	**60**	**0**	**3427**	**3469**
		Period I Total:	1265	211	50	12	37	30	26	0	**1631**	1670
		Period II Total:	1501	162	30	7	27	35	34	0	**1796**	1799

from	to	CAR	LGV
	PCU factor	1	1
	INTERVAL	01:00	01:00
07:00	**08:00**	**399**	**90**
07:15	08:15	403	89
07:30	08:30	428	86
07:45	08:45	432	73
08:00	**09:00**	**463**	**76**
08:15	09:15	455	72
08:30	09:30	434	64
08:45	09:45	453	55
09:00	**10:00**	**403**	**45**
09:15	10:15	306	26
09:30	10:30	194	17
09:45	10:45	78	8
16:00	**17:00**	**529**	**68**
16:15	17:15	520	71
16:30	17:30	553	64
16:45	17:45	563	57
17:00	**18:00**	**566**	**51**
17:15	18:15	530	40
17:30	18:30	483	44
17:45	18:45	431	48
18:00	**19:00**	**406**	**43**
18:15	19:15	303	32
18:30	19:30	187	20
18:45	19:45	86	8
	P/TOT	**2766**	**373**

7426 / BEDHAMPTON
May 2017
Classified Turning Count

DATE: 10/05/2017
DAY: Wednesday

SITE: **1**
LOCATION: Bedhampton Road / Bedhampton Hill / Maylands Road / Brook
TOTAL ARMS:

from arm: **E**
to arm: **A**

	period I	period II
from:	07:00	16:00
to:	10:00	19:00

per quarter of an hour

OGV1	OGV2	PSV	MCL	PCL			TOT	PCU.h	from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU
1.5	2.3	2	0.4	0.2						PCU factor	1	1	1.5	2.3	2	0.4	0.2				
01:00	01:00	01:00	01:00	01:00			01:00	01:00		INTERVAL	00:15	00:15	00:15	00:15	00:15	00:15	00:15			00:15	00:15
19	**1**	**12**	**15**	**19**			**555**	553.6	**07:00**	**07:15**	1	0	0	0	0	0	0			**1**	1
15	1	13	12	16			**549**	550.8	07:15	07:30	0	0	0	0	0	0	0			**0**	0
17	2	16	12	8			**569**	**582.5**	07:30	07:45	1	2	0	0	0	0	0			**3**	3
18	2	16	11	3			**555**	573.6	07:45	08:00	1	3	0	0	0	0	0			**4**	4
11	**2**	**16**	**12**	**3**			**583**	597.5	**08:00**	**08:15**	3	0	0	0	0	0	0			**3**	3
12	4	16	9	2			**570**	590.2	08:15	08:30	3	1	0	0	0	0	0			**4**	4
15	7	10	7	2			**539**	559.8	08:30	08:45	4	0	1	0	0	0	0			**5**	5.5
18	7	10	5	5			**553**	574.1	08:45	09:00	3	0	0	0	0	0	0			**3**	3
20	**9**	**9**	**3**	**4**			**493**	518.7	**09:00**	**09:15**	1	1	0	0	0	0	0			**2**	2
17	7	5	3	4			**368**	385.6	09:15	09:30	3	0	0	0	0	0	0			**3**	3
9	3	4	2	4			**233**	241	09:30	09:45	2	2	0	0	0	0	0			**4**	4
2	2	2	2	0			**94**	98.4	09:45	10:00	2	0	0	0	0	0	0			**2**	2
19	**4**	**11**	**11**	**16**			**658**	664.3	**16:00**	**16:15**	2	0	1	0	1	0	0			**4**	5.5
15	2	11	6	13			**638**	645.1	16:15	16:30	4	0	0	0	0	0	0			**4**	4
14	1	9	4	12			**657**	**662.3**	16:30	16:45	2	0	0	0	0	0	0			**2**	2
11	0	10	6	10			**657**	660.9	16:45	17:00	2	1	0	0	0	0	0			**3**	3
8	**1**	**10**	**5**	**12**			**653**	655.7	**17:00**	**17:15**	2	0	0	0	0	0	0			**2**	2
9	1	10	7	10			**607**	610.6	17:15	17:30	3	1	0	0	0	0	1			**5**	4.2
6	3	9	12	7			**564**	567.1	17:30	17:45	3	0	0	0	0	0	0			**3**	3
3	3	8	13	7			**513**	513	17:45	18:00	7	2	0	0	1	0	1			**11**	11.2
3	**2**	**6**	**19**	**6**			**485**	478.9	**18:00**	**18:15**	3	1	0	0	0	0	0			**4**	4
0	2	3	17	5			**362**	353.4	18:15	18:30	1	1	0	0	0	0	0			**2**	2
0	0	3	12	4			**226**	218.6	18:30	18:45	2	0	0	0	0	0	0			**2**	2
0	0	1	7	3			**105**	99.4	18:45	19:00	7	0	0	0	0	0	0			**7**	7
80	**19**	**64**	**65**	**60**	**0**	**0**	**3427**	**3469**		**P/TOT**	**62**	**15**	**2**	**0**	**2**	**0**	**2**	**0**	**0**	**83**	**84.4**
										Period I Total:	24	9	1	0	0	0	0	0	0	**34**	34.5
										Period II Total:	38	6	1	0	2	0	2	0	0	**49**	49.9

per hour

from	to	CAR	LGV	OGV1	OGV2	PSV
	PCU factor	1	1	1.5	2.3	2
	INTERVAL	01:00	01:00	01:00	01:00	01:00
07:00	**08:00**	**3**	**5**	**0**	**0**	**0**
07:15	08:15	5	5	0	0	0
07:30	08:30	8	6	0	0	0
07:45	08:45	11	4	1	0	0
08:00	**09:00**	**13**	**1**	**1**	**0**	**0**
08:15	09:15	11	2	1	0	0
08:30	09:30	11	1	1	0	0
08:45	09:45	9	3	0	0	0
09:00	**10:00**	**8**	**3**	**0**	**0**	**0**
09:15	10:15	7	2	0	0	0
09:30	10:30	4	2	0	0	0
09:45	10:45	2	0	0	0	0
16:00	**17:00**	**10**	**1**	**1**	**0**	**1**
16:15	17:15	10	1	0	0	0
16:30	17:30	9	2	0	0	0
16:45	17:45	10	2	0	0	0
17:00	**18:00**	**15**	**3**	**0**	**0**	**1**
17:15	18:15	16	4	0	0	1
17:30	18:30	14	4	0	0	1
17:45	18:45	13	4	0	0	1
18:00	**19:00**	**13**	**2**	**0**	**0**	**0**
18:15	19:15	10	1	0	0	0
18:30	19:30	9	0	0	0	0
18:45	19:45	7	0	0	0	0
	P/TOT	**62**	**15**	**2**	**0**	**2**

7426 / BEDHAMPTON
May 2017
Classified Turning Count

Cla

DATE: 10/05/2017
DAY: Wednesday

SITE: **1**
LOCATION: Bedhampton Road / Bedhampton Hill / Maylands Road / Brook
TOTAL ARMS: A B C D E

from arm: **E**
to arm: **B**

	period I	period II
from:	07:00	16:00
to:	10:00	19:00

per quarter of an hour

MCL	PCL			TOT	PCU.h	from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU
0.4	0.2						PCU factor	1	1	1.5	2.3	2	0.4	0.2				
01:00	01:00			01:00	01:00		INTERVAL	00:15	00:15	00:15	00:15	00:15	00:15	00:15			00:15	00:15
0	**0**			**8**	8	**07:00**	**07:15**	0	0	0	0	0	0	0			**0**	0
0	0			**10**	10	07:15	07:30	0	0	0	0	0	0	0			**0**	0
0	0			**14**	14	07:30	07:45	0	0	0	0	0	0	0			**0**	0
0	0			**16**	16.5	07:45	08:00	1	0	0	0	0	0	0			**1**	1
0	**0**			**15**	15.5	**08:00**	**08:15**	1	0	0	0	0	0	0			**1**	1
0	0			**14**	14.5	08:15	08:30	1	0	0	0	0	0	0			**1**	1
0	0			**13**	13.5	08:30	08:45	0	0	0	0	0	0	0			**0**	0
0	0			**12**	12	08:45	09:00	0	0	0	0	0	0	0			**0**	0
0	**0**			**11**	11	**09:00**	**09:15**	0	0	0	0	0	0	0			**0**	0
0	0			**9**	9	09:15	09:30	0	0	0	0	0	0	0			**0**	0
0	0			**6**	6	09:30	09:45	0	0	0	0	0	0	0			**0**	0
0	0			**2**	2	09:45	10:00	0	0	0	0	0	0	0			**0**	0
0	**0**			**13**	14.5	**16:00**	**16:15**	1	0	0	0	0	0	0			**1**	1
0	0			**11**	11	16:15	16:30	0	0	0	0	0	0	1			**1**	0.2
0	1			**12**	11.2	16:30	16:45	0	0	0	0	0	0	0			**0**	0
0	1			**13**	12.2	16:45	17:00	0	1	0	0	0	0	0			**1**	1
0	**2**			**21**	20.4	**17:00**	**17:15**	2	0	0	0	0	0	1			**3**	2.2
0	2			**23**	22.4	17:15	17:30	0	0	0	0	0	0	0			**0**	0
0	1			**20**	20.2	17:30	17:45	0	0	0	0	0	0	0			**0**	0
0	1			**19**	19.2	17:45	18:00	0	0	0	0	0	0	0			**0**	0
0	**0**			**15**	15	**18:00**	**18:15**	1	0	0	0	0	0	0			**1**	1
0	0			**11**	11	18:15	18:30	0	0	0	0	0	0	0			**0**	0
0	0			**9**	9	18:30	18:45	1	0	0	0	0	0	0			**1**	1
0	0			**7**	7	18:45	19:00	0	0	0	0	0	0	0			**0**	0
0	**2**	**0**	**0**	**83**	**84.4**		**P/TOT**	**8**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**11**	**9.4**
							Period I Total:	3	0	0	0	0	0	0	0	0	**3**	3
							Period II Total:	5	1	0	0	0	0	2	0	0	**8**	6.4

per hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
	PCU factor	1	1	1.5	2.3	2	0.4	0.2
	INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00
07:00	**08:00**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
07:15	08:15	2	0	0	0	0	0	0
07:30	08:30	3	0	0	0	0	0	0
07:45	08:45	3	0	0	0	0	0	0
08:00	**09:00**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
08:15	09:15	1	0	0	0	0	0	0
08:30	09:30	0	0	0	0	0	0	0
08:45	09:45	0	0	0	0	0	0	0
09:00	**10:00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:15	10:15	0	0	0	0	0	0	0
09:30	10:30	0	0	0	0	0	0	0
09:45	10:45	0	0	0	0	0	0	0
16:00	**17:00**	**1**	**1**	**0**	**0**	**0**	**0**	**1**
16:15	17:15	2	1	0	0	0	0	2
16:30	17:30	2	1	0	0	0	0	1
16:45	17:45	2	1	0	0	0	0	1
17:00	**18:00**	**2**	**0**	**0**	**0**	**0**	**0**	**1**
17:15	18:15	1	0	0	0	0	0	0
17:30	18:30	1	0	0	0	0	0	0
17:45	18:45	2	0	0	0	0	0	0
18:00	**19:00**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
18:15	19:15	1	0	0	0	0	0	0
18:30	19:30	1	0	0	0	0	0	0
18:45	19:45	0	0	0	0	0	0	0
	P/TOT	**8**	**1**	**0**	**0**	**0**	**0**	**2**	**0**

7426 / BEDHAMPTON
May 2017
Classified Turning Count

DATE: 10/05/2017
DAY: Wednesday

SITE: **1**
LOCATION: Bedhampton Road / Bedhampton Hill / Maylands Road / Brook
TOTAL ARMS: A B C D E

from arm: **E**
to arm: **C**

period I period II
from: 07:00 16:00
to: 10:00 19:00

DATE: 10/05/2017
DAY: Wednesday

per quarter of an hour

TOT	PCU.h	from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU
			PCU factor	1	1	1.5	2.3	2	0.4	0.2				
01:00	01:00		INTERVAL	00:15	00:15	00:15	00:15	00:15	00:15	00:15			00:15	00:15
1	1	07:00	07:15	0	0	0	0	0	0	0			0	0
2	2	07:15	07:30	0	0	0	0	0	0	0			0	0
3	3	07:30	07:45	3	0	0	0	0	0	0			3	3
3	3	07:45	08:00	1	0	0	0	0	0	1			2	1.2
2	2	08:00	08:15	3	1	0	0	0	0	0			4	4
1	1	08:15	08:30	1	1	0	0	0	0	0			2	2
0	0	08:30	08:45	3	0	0	0	0	0	0			3	3
0	0	08:45	09:00	2	0	0	0	0	0	0			2	2
0	0	09:00	09:15	2	0	0	0	0	0	0			2	2
0	0	09:15	09:30	0	0	0	0	0	0	0			0	0
0	0	09:30	09:45	2	0	0	0	0	0	0			2	2
0	0	09:45	10:00	2	0	0	0	0	0	0			2	2
3	2.2	16:00	16:15	1	0	0	0	0	0	0			1	1
5	3.4	16:15	16:30	1	0	0	0	0	0	0			1	1
4	3.2	16:30	16:45	0	0	0	0	0	0	0			0	0
4	3.2	16:45	17:00	1	0	0	0	0	0	0			1	1
3	2.2	17:00	17:15	0	0	0	0	0	0	0			0	0
1	1	17:15	17:30	0	0	0	0	0	0	0			0	0
1	1	17:30	17:45	1	0	0	0	0	0	0			1	1
2	2	17:45	18:00	2	0	0	0	0	0	0			2	2
2	2	18:00	18:15	0	0	0	0	0	0	0			0	0
1	1	18:15	18:30	1	0	0	0	0	0	0			1	1
1	1	18:30	18:45	1	0	0	0	0	0	0			1	1
0	0	18:45	19:00	0	0	0	0	0	0	0			0	0
0	11	9.4	P/TOT	27	2	0	0	0	0	1	0	0	30	29.2
			Period I Total:	19	2	0	0	0	0	1	0	0	22	21.2
			Period II Total:	8	0	0	0	0	0	0	0	0	8	8

per hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU.h
	PCU factor	1	1	1.5	2.3	2	0.4	0.2				
	INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00			01:00	01:00
07:00	08:00	4	0	0	0	0	0	1			5	4.2
07:15	08:15	7	1	0	0	0	0	1			9	8.2
07:30	08:30	8	2	0	0	0	0	1			11	10.2
07:45	08:45	8	2	0	0	0	0	1			11	10.2
08:00	09:00	9	2	0	0	0	0	0			11	11
08:15	09:15	8	1	0	0	0	0	0			9	9
08:30	09:30	7	0	0	0	0	0	0			7	7
08:45	09:45	6	0	0	0	0	0	0			6	6
09:00	10:00	6	0	0	0	0	0	0			6	6
09:15	10:15	4	0	0	0	0	0	0			4	4
09:30	10:30	4	0	0	0	0	0	0			4	4
09:45	10:45	2	0	0	0	0	0	0			2	2
16:00	17:00	3	0	0	0	0	0	0			3	3
16:15	17:15	2	0	0	0	0	0	0			2	2
16:30	17:30	1	0	0	0	0	0	0			1	1
16:45	17:45	2	0	0	0	0	0	0			2	2
17:00	18:00	3	0	0	0	0	0	0			3	3
17:15	18:15	3	0	0	0	0	0	0			3	3
17:30	18:30	4	0	0	0	0	0	0			4	4
17:45	18:45	4	0	0	0	0	0	0			4	4
18:00	19:00	2	0	0	0	0	0	0			2	2
18:15	19:15	2	0	0	0	0	0	0			2	2
18:30	19:30	1	0	0	0	0	0	0			1	1
18:45	19:45	0	0	0	0	0	0	0			0	0
	P/TOT	27	2	0	0	0	0	1	0	0	30	29.2

SITE: 1 — from arm: E
LOCATION: Bedhampton Road / Bedhampton Hill / Maylands Road / Brook — to arm: D
TOTAL ARMS: A B C D E

from: 07:00 16:00 (period I / period II)
to: 10:00 19:00

DATE: 10/05/2017
DAY: Wednesday

SITE: 1
LOCATION: Bedhar
TOTAL ARMS: A

per quarter of an hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU
PCU factor		1	1	1.5	2.3	2	0.4	0.2				
INTERVAL		00:15	00:15	00:15	00:15	00:15	00:15	00:15			00:15	00:15
07:00	**07:15**	3	2	0	0	0	0	0			**5**	5
07:15	07:30	4	1	0	0	0	0	0			**5**	5
07:30	07:45	8	4	1	0	0	0	0			**13**	13.5
07:45	08:00	4	0	0	0	0	1	0			**5**	4.4
08:00	**08:15**	7	1	0	0	1	1	0			**10**	10.4
08:15	08:30	7	2	1	0	1	0	0			**11**	12.5
08:30	08:45	2	0	0	0	0	0	0			**2**	2
08:45	09:00	6	0	0	0	0	0	0			**6**	6
09:00	**09:15**	2	0	0	0	1	0	0			**3**	4
09:15	09:30	5	1	0	0	0	0	0			**6**	6
09:30	09:45	6	1	0	0	0	0	0			**7**	7
09:45	10:00	5	0	0	0	0	0	0			**5**	5
16:00	**16:15**	3	1	1	0	1	0	0			**6**	7.5
16:15	16:30	5	0	1	0	1	0	0			**7**	8.5
16:30	16:45	3	0	0	0	0	0	0			**3**	3
16:45	17:00	3	0	0	0	0	0	0			**3**	3
17:00	**17:15**	3	0	0	0	0	0	0			**3**	3
17:15	17:30	4	0	0	0	0	0	0			**4**	4
17:30	17:45	4	0	0	0	0	0	0			**4**	4
17:45	18:00	7	0	0	0	0	0	0			**7**	7
18:00	**18:15**	2	0	0	0	0	0	0			**2**	2
18:15	18:30	3	0	0	0	0	0	0			**3**	3
18:30	18:45	3	1	0	0	0	2	0			**6**	4.8
18:45	19:00	4	0	0	0	0	0	0			**4**	4
	P/TOT	**103**	**14**	**4**	**0**	**5**	**4**	**0**	**0**	**0**	**130**	**134.6**
Period I Total:		59	12	2	0	3	2	0	0	0	**78**	80.8
Period II Total:		44	2	2	0	2	2	0	0	0	**52**	53.8

per hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU.h
PCU factor		1	1	1.5	2.3	2	0.4	0.2				
INTERVAL		01:00	01:00	01:00	01:00	01:00	01:00	01:00			01:00	01:00
07:00	**08:00**	**19**	**7**	**1**	**0**	**0**	**1**	**0**			**28**	27.9
07:15	08:15	23	6	1	0	1	2	0			**33**	33.3
07:30	08:30	26	7	2	0	2	2	0			**39**	**40.8**
07:45	08:45	20	3	1	0	2	2	0			**28**	29.3
08:00	**09:00**	**22**	**3**	**1**	**0**	**2**	**1**	**0**			**29**	30.9
08:15	09:15	17	2	1	0	2	0	0			**22**	24.5
08:30	09:30	15	1	0	0	1	0	0			**17**	18
08:45	09:45	19	2	0	0	1	0	0			**22**	23
09:00	**10:00**	**18**	**2**	**0**	**0**	**1**	**0**	**0**			**21**	22
09:15	10:15	16	2	0	0	0	0	0			**18**	18
09:30	10:30	11	1	0	0	0	0	0			**12**	12
09:45	10:45	5	0	0	0	0	0	0			**5**	5
16:00	**17:00**	**14**	**1**	**2**	**0**	**2**	**0**	**0**			**19**	22
16:15	17:15	14	0	1	0	1	0	0			**16**	17.5
16:30	17:30	13	0	0	0	0	0	0			**13**	**13**
16:45	17:45	14	0	0	0	0	0	0			**14**	14
17:00	**18:00**	**18**	**0**	**0**	**0**	**0**	**0**	**0**			**18**	18
17:15	18:15	17	0	0	0	0	0	0			**17**	17
17:30	18:30	16	0	0	0	0	0	0			**16**	16
17:45	18:45	15	1	0	0	0	2	0			**18**	16.8
18:00	**19:00**	**12**	**1**	**0**	**0**	**0**	**2**	**0**			**15**	13.8
18:15	19:15	10	1	0	0	0	2	0			**13**	11.8
18:30	19:30	7	1	0	0	0	2	0			**10**	8.8
18:45	19:45	4	0	0	0	0	0	0			**4**	4
	P/TOT	**103**	**14**	**4**	**0**	**5**	**4**	**0**	**0**	**0**	**130**	**134.6**

per qu

from	to	CAR
PCU factor		1
INTERVAL		00:15
07:00	**07:15**	0
07:15	07:30	0
07:30	07:45	0
07:45	08:00	0
08:00	**08:15**	0
08:15	08:30	0
08:30	08:45	0
08:45	09:00	0
09:00	**09:15**	0
09:15	09:30	0
09:30	09:45	0
09:45	10:00	0
16:00	**16:15**	0
16:15	16:30	0
16:30	16:45	0
16:45	17:00	0
17:00	**17:15**	0
17:15	17:30	0
17:30	17:45	0
17:45	18:00	0
18:00	**18:15**	0
18:15	18:30	0
18:30	18:45	0
18:45	19:00	0
	P/TOT	**0**
Period I Total:		0
Period II Total:		0

7426 / BEDHAMPTON
May 2017
Classified Turning Count

NDC NATIONWIDE DATA COLLECTION

from arm: **E**
mpton Road / Bedhampton Hill / Maylands Road / Brook to arm: **E**

period I period II
from: 07:00 16:00
to: 10:00 19:00

DATE: 10/05/2017
DAY: Wednesday

SITE: **1**
LOCATION: Bedhampton Road / Bedha
TOTAL ARMS: A B C D

B C D E

uarter of an hour

LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU
1	1.5	2.3	2	0.4	0.2				
00:15	00:15	00:15	00:15	00:15	00:15			00:15	00:15
0	0	0	0	0	0			**0**	0
0	0	0	0	0	0			**0**	0
0	0	0	0	0	0			**0**	0
0	0	0	0	0	0			**0**	0
0	0	0	0	0	0			**0**	0
0	0	0	0	0	0			**0**	0
0	0	0	0	0	0			**0**	0
0	0	0	0	0	0			**0**	0
0	0	0	0	0	0			**0**	0
0	0	0	0	0	0			**0**	0
0	0	0	0	0	0			**0**	0
0	0	0	0	0	0			**0**	0
0	0	0	0	0	0			**0**	0
0	0	0	0	0	0			**0**	0
0	0	0	0	0	0			**0**	0
0	0	0	0	0	0			**0**	0
0	0	0	0	0	0			**0**	0
0	0	0	0	0	0			**0**	0
0	0	0	0	0	0			**0**	0
0	0	0	0	0	0			**0**	0
0	0	0	0	0	0			**0**	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0	**0**	0
0	0	0	0	0	0	0	0	**0**	0

per hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU.h
	PCU factor	1	1	1.5	2.3	2	0.4	0.2				
	INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00			01:00	01:00
07:00	**08:00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			**0**	0
07:15	08:15	0	0	0	0	0	0	0			**0**	0
07:30	08:30	0	0	0	0	0	0	0			**0**	**0**
07:45	08:45	0	0	0	0	0	0	0			**0**	0
08:00	**09:00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			**0**	0
08:15	09:15	0	0	0	0	0	0	0			**0**	0
08:30	09:30	0	0	0	0	0	0	0			**0**	0
08:45	09:45	0	0	0	0	0	0	0			**0**	0
09:00	**10:00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			**0**	0
09:15	10:15	0	0	0	0	0	0	0			**0**	0
09:30	10:30	0	0	0	0	0	0	0			**0**	0
09:45	10:45	0	0	0	0	0	0	0			**0**	0
16:00	**17:00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			**0**	0
16:15	17:15	0	0	0	0	0	0	0			**0**	0
16:30	17:30	0	0	0	0	0	0	0			**0**	**0**
16:45	17:45	0	0	0	0	0	0	0			**0**	0
17:00	**18:00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			**0**	0
17:15	18:15	0	0	0	0	0	0	0			**0**	0
17:30	18:30	0	0	0	0	0	0	0			**0**	0
17:45	18:45	0	0	0	0	0	0	0			**0**	0
18:00	**19:00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**			**0**	0
18:15	19:15	0	0	0	0	0	0	0			**0**	0
18:30	19:30	0	0	0	0	0	0	0			**0**	0
18:45	19:45	0	0	0	0	0	0	0			**0**	0
	P/TOT	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

per quarter of an hour

from	to	CAR	LGV	OGV1	OGV2
	PCU factor	1	1	1.5	2.3
	INTERVAL	00:15	00:15	00:15	00:15
07:00	**07:15**	4	2	0	0
07:15	07:30	4	1	0	0
07:30	07:45	12	6	1	0
07:45	08:00	7	3	0	0
08:00	**08:15**	14	2	0	0
08:15	08:30	12	4	1	0
08:30	08:45	9	0	1	0
08:45	09:00	11	0	0	0
09:00	**09:15**	5	1	0	0
09:15	09:30	8	1	0	0
09:30	09:45	10	3	0	0
09:45	10:00	9	0	0	0
16:00	**16:15**	7	1	2	0
16:15	16:30	10	0	1	0
16:30	16:45	5	0	0	0
16:45	17:00	6	2	0	0
17:00	**17:15**	7	0	0	0
17:15	17:30	7	1	0	0
17:30	17:45	8	0	0	0
17:45	18:00	16	2	0	0
18:00	**18:15**	6	1	0	0
18:15	18:30	5	1	0	0
18:30	18:45	7	1	0	0
18:45	19:00	11	0	0	0
	P/TOT	**200**	**32**	**6**	**0**
	Period I Total:	105	23	3	0
	Period II Total:	95	9	3	0

7426 / BEDHAMPTON
May 2017
Classified Turning Count

NDC NATIONWIDE DATA COLLECTION

from arm: **E**
mpton Hill / Maylands Road / Brookto arm: **all**
E

period I period II
from: 07:00 16:00
to: 10:00 19:00

DATE: 10/05/2017
DAY: Wednesday

SITE: **1**
LOCATION: Bedhampton Road / Bedhampton Hill / Maylands
TOTAL ARMS: A B C D E

PSV	MCL	PCL			TOT	PCU
2	0.4	0.2				
00:15	00:15	00:15			00:15	00:15
0	0	0			**6**	6
0	0	0			**5**	5
0	0	0			**19**	19.5
0	1	1			**12**	10.6
1	1	0			**18**	18.4
1	0	0			**18**	19.5
0	0	0			**10**	10.5
0	0	0			**11**	11
1	0	0			**7**	8
0	0	0			**9**	9
0	0	0			**13**	13
0	0	0			**9**	9
2	0	0			**12**	15
1	0	1			**13**	13.7
0	0	0			**5**	5
0	0	0			**8**	8
0	0	1			**8**	7.2
0	0	1			**9**	8.2
0	0	0			**8**	8
1	0	1			**20**	20.2
0	0	0			**7**	7
0	0	0			**6**	6
0	2	0			**10**	8.8
0	0	0			**11**	11
7	**4**	**5**	**0**	**0**	**254**	**257.6**
3	2	1	0	0	**137**	139.5
4	2	4	0	0	**117**	118.1

per hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU.h
	PCU factor	1	1	1.5	2.3	2	0.4	0.2				
	INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00			01:00	01:00
07:00	**08:00**	**27**	**12**	**1**	**0**	**0**	**1**	**1**			**42**	41.1
07:15	08:15	37	12	1	0	1	2	1			**54**	53.5
07:30	08:30	45	15	2	0	2	2	1			**67**	68
07:45	08:45	42	9	2	0	2	2	1			**58**	59
08:00	**09:00**	**46**	**6**	**2**	**0**	**2**	**1**	**0**			**57**	59.4
08:15	09:15	37	5	2	0	2	0	0			**46**	49
08:30	09:30	33	2	1	0	1	0	0			**37**	38.5
08:45	09:45	34	5	0	0	1	0	0			**40**	41
09:00	**10:00**	**32**	**5**	**0**	**0**	**1**	**0**	**0**			**38**	39
09:15	10:15	27	4	0	0	0	0	0			**31**	31
09:30	10:30	19	3	0	0	0	0	0			**22**	22
09:45	10:45	9	0	0	0	0	0	0			**9**	9
16:00	**17:00**	**28**	**3**	**3**	**0**	**3**	**0**	**1**			**38**	41.7
16:15	17:15	28	2	1	0	1	0	2			**34**	33.9
16:30	17:30	25	3	0	0	0	0	2			**30**	28.4
16:45	17:45	28	3	0	0	0	0	2			**33**	31.4
17:00	**18:00**	**38**	**3**	**0**	**0**	**1**	**0**	**3**			**45**	43.6
17:15	18:15	37	4	0	0	1	0	2			**44**	43.4
17:30	18:30	35	4	0	0	1	0	1			**41**	41.2
17:45	18:45	34	5	0	0	1	2	1			**43**	42
18:00	**19:00**	**29**	**3**	**0**	**0**	**0**	**2**	**0**			**34**	32.8
18:15	19:15	23	2	0	0	0	2	0			**27**	25.8
18:30	19:30	18	1	0	0	0	2	0			**21**	19.8
18:45	19:45	11	0	0	0	0	0	0			**11**	11
	P/TOT	**200**	**32**	**6**	**0**	**7**	**4**	**5**	**0**	**0**	**254**	**257.6**

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
	PCU factor	1	1	1.5	2.3	2	0.4	0.2
	INTERVAL	00:15	00:15	00:15	00:15	00:15	00:15	00:15
07:00	**07:15**	2	0	2	0	0	0	0
07:15	07:30	1	3	0	0	0	0	0
07:30	07:45	1	2	2	0	0	0	1
07:45	08:00	2	2	0	0	1	0	0
08:00	**08:15**	10	3	1	0	0	0	0
08:15	08:30	3	2	1	0	1	0	0
08:30	08:45	10	0	0	0	0	0	1
08:45	09:00	10	3	0	0	0	0	2
09:00	**09:15**	12	1	0	0	1	0	2
09:15	09:30	5	0	0	0	0	0	0
09:30	09:45	6	2	0	0	0	0	1
09:45	10:00	11	2	0	0	0	0	0
16:00	**16:15**	12	1	0	0	1	1	0
16:15	16:30	16	1	0	0	1	0	0
16:30	16:45	6	2	0	0	0	0	3
16:45	17:00	14	2	0	0	0	0	0
17:00	**17:15**	6	3	0	0	0	0	1
17:15	17:30	18	0	0	0	0	0	1
17:30	17:45	9	1	0	0	1	0	0
17:45	18:00	4	0	0	0	0	0	0
18:00	**18:15**	12	0	0	0	0	0	0
18:15	18:30	10	0	1	0	0	0	0
18:30	18:45	10	0	0	0	0	0	0
18:45	19:00	6	1	0	0	0	0	0
	P/TOT	**196**	**31**	**7**	**0**	**6**	**1**	**12**
	Period I Total:	73	20	6	0	3	0	7
	Period II Total:	123	11	1	0	3	1	5

7426 / BEDHAMPTON
May 2017
Classified Turning Count

from arm: **all**
s Road / Brookto arm: **E**

period I period II
from: 07:00 16:00
to: 10:00 19:00

DATE: 10/05/2017
DAY: Wednesday

SITE: **1**
LOCATION: Bedhampton Road / Bedhampton Hill / Maylands Road / Brookfrom arm:
TOTAL ARMS: A B C D E to arm:

		TOT	PCU	from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU.h	from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT
					PCU factor	1	1	1.5	2.3	2	0.4	0.2						PCU factor	1	1	1.5	2.3	2	0.4	0.2			
		00:15	00:15		INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00			01:00	01:00		INTERVAL	00:15	00:15	00:15	00:15	00:15	00:15	00:15			00:15
		4	5	**07:00**	**08:00**	**6**	**7**	**4**	**0**	**1**	**0**	**1**			**19**	21.2	**07:00**	**07:15**	265	46	14	1	6	11	9			**352**
		4	4	07:15	08:15	14	10	3	0	1	0	1			**29**	30.7	07:15	07:30	296	65	6	1	5	9	9			**391**
		6	6.2	07:30	08:30	16	9	4	0	2	0	1			**32**	**35.2**	07:30	07:45	412	75	12	4	4	12	11			**530**
		5	6	07:45	08:45	25	7	2	0	2	0	1			**37**	39.2	07:45	08:00	417	63	15	1	7	9	4			**516**
		14	14.5	**08:00**	**09:00**	**33**	**8**	**2**	**0**	**1**	**0**	**3**			**47**	46.6	**08:00**	**08:15**	410	68	10	0	6	7	7			**508**
		7	8.5	08:15	09:15	35	6	1	0	2	0	5			**49**	47.5	08:15	08:30	460	57	11	1	13	5	4			**551**
		11	10.2	08:30	09:30	37	4	0	0	1	0	5			**47**	44	08:30	08:45	413	50	9	2	6	5	7			**492**
		15	13.4	08:45	09:45	33	6	0	0	1	0	5			**45**	42	08:45	09:00	423	49	6	0	9	7	6			**500**
		16	15.4	**09:00**	**10:00**	**34**	**5**	**0**	**0**	**1**	**0**	**3**			**43**	41.6	**09:00**	**09:15**	334	54	7	3	7	2	5			**412**
		5	5	09:15	10:15	22	4	0	0	0	0	1			**27**	26.2	09:15	09:30	315	34	16	4	5	4	2			**380**
		9	8.2	09:30	10:30	17	4	0	0	0	0	1			**22**	21.2	09:30	09:45	343	41	17	2	7	1	7			**418**
		13	13	09:45	10:45	11	2	0	0	0	0	0			**13**	13	09:45	10:00	303	28	8	3	5	6	4			**357**
		15	15.4	**16:00**	**17:00**	**48**	**6**	**0**	**0**	**2**	**1**	**3**			**60**	59	**16:00**	**16:15**	462	61	13	2	8	15	9			**570**
		18	19	16:15	17:15	42	8	0	0	1	0	4			**55**	52.8	16:15	16:30	446	80	15	1	12	12	8			**574**
		11	8.6	16:30	17:30	44	7	0	0	0	0	5			**56**	**52**	16:30	16:45	504	74	13	2	6	8	11			**618**
		16	16	16:45	17:45	47	6	0	0	1	0	2			**56**	55.4	16:45	17:00	458	95	9	1	5	9	9			**586**
		10	9.2	**17:00**	**18:00**	**37**	**4**	**0**	**0**	**1**	**0**	**2**			**44**	43.4	**17:00**	**17:15**	508	70	10	1	7	10	8			**614**
		19	18.2	17:15	18:15	43	1	0	0	1	0	1			**46**	46.2	17:15	17:30	550	42	11	1	4	14	16			**638**
		11	12	17:30	18:30	35	1	1	0	1	0	0			**38**	39.5	17:30	17:45	528	44	6	0	7	13	6			**604**
		4	4	17:45	18:45	36	0	1	0	0	0	0			**37**	37.5	17:45	18:00	481	51	2	2	7	5	13			**561**
		12	12	**18:00**	**19:00**	**38**	**1**	**1**	**0**	**0**	**0**	**0**			**40**	40.5	**18:00**	**18:15**	467	47	8	1	6	9	11			**549**
		11	11.5	18:15	19:15	26	1	1	0	0	0	0			**28**	28.5	18:15	18:30	406	37	5	2	5	17	5			**477**
		10	10	18:30	19:30	16	1	0	0	0	0	0			**17**	17	18:30	18:45	340	31	2	0	6	13	17			**409**
		7	7	18:45	19:45	6	1	0	0	0	0	0			**7**	7	18:45	19:00	291	25	2	1	3	17	7			**346**
0	**0**	**253**	252.3		**P/TOT**	**196**	**31**	**7**	**0**	**6**	**1**	**12**	**0**	**0**	**253**	252.3		**P/TOT**	**9832**	**1287**	**227**	**36**	**156**	**220**	**195**	**0**	**0**	**11953**
0	0	**109**	109.4															**Period I Total:**	4391	630	131	22	80	78	75	0	0	**5407**
0	0	**144**	142.9															**Period II Total:**	5441	657	96	14	76	142	120	0	0	**6546**

7426 / BEDHAMPTON
May 2017
Classified Turning Count

all
all

	period I	period II
from:	07:00	16:00
to:	10:00	19:00

DATE: 10/05/2017
DAY: Wednesday

PCU		from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			TOT	PCU.h
			PCU factor	1	1	1.5	2.3	2	0.4	0.2				
00:15			INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00			01:00	01:00
352.5	AM	**07:00**	**08:00**	**1390**	**249**	**47**	**7**	**22**	**41**	**33**			**1789**	1793
387.7	AM	07:15	08:15	1535	271	43	6	22	37	31			**1945**	1949
529.2	AM	07:30	08:30	1699	263	48	6	30	33	26			**2105**	**2126**
523.2	AM	07:45	08:45	1700	238	45	4	32	26	22			**2067**	2094
509.2	AM	**08:00**	**09:00**	**1706**	**224**	**36**	**3**	**34**	**24**	**24**			**2051**	2073
564.6	AM	08:15	09:15	1630	210	33	6	35	19	22			**1955**	1985
496.5	AM	08:30	09:30	1485	187	38	9	27	18	20			**1784**	1815
503	AM	08:45	09:45	1415	178	46	9	28	14	20			**1710**	1748
421.2	AM	**09:00**	**10:00**	**1295**	**157**	**48**	**12**	**24**	**13**	**18**			**1567**	1608
394.2	AM	09:15	10:15	961	103	41	9	17	11	13			**1155**	1187
429.9	AM	09:30	10:30	646	69	25	5	12	7	11			**775**	793
363.1	AM	09:45	10:45	303	28	8	3	5	6	4			**357**	363.1
570.9	PM	**16:00**	**17:00**	**1870**	**310**	**50**	**6**	**31**	**44**	**37**			**2348**	2356
581.2	PM	16:15	17:15	1916	319	47	5	30	39	36			**2392**	2400
619.5	PM	16:30	17:30	2020	281	43	5	22	41	44			**2456**	**2446**
584.2	PM	16:45	17:45	2044	251	36	3	23	46	39			**2442**	2428
614.9	PM	**17:00**	**18:00**	**2067**	**207**	**29**	**4**	**25**	**42**	**43**			**2417**	2402
627.6	PM	17:15	18:15	2026	184	27	4	24	41	46			**2352**	2333
601.4	PM	17:30	18:30	1882	179	21	5	25	44	35			**2191**	2179
558.2	PM	17:45	18:45	1694	166	17	5	24	44	46			**1996**	1972
546.1	PM	**18:00**	**19:00**	**1504**	**140**	**17**	**4**	**20**	**56**	**40**			**1781**	1749
472.9	PM	18:15	19:15	1037	93	9	3	14	47	29			**1232**	1203
394.6	PM	18:30	19:30	631	56	4	1	9	30	24			**755**	730.1
335.5	PM	18:45	19:45	291	25	2	1	3	17	7			**346**	335.5
11981			**P/TOT**	**9832**	**1287**	**227**	**36**	**156**	**220**	**195**	**0**	**0**	**11953**	**11981**

						from:	to:
5474	**07:30**	**08:30**	AM Peak Hour	AM	07:00	10:00	AM Peak PCU **2126**
6507	**N/A**	**N/A**	MID Peak Hour	MID	10:00	16:00	MID Peak PCU **0**
	16:30	**17:30**	PM Peak Hour	PM	16:00	19:00	PM Peak PCU **2446**
	16:30	**17:30**	TOT Peak Hour				TOT Peak PCU **2446**

Intelligent Data - Automatic Traffic Count Output

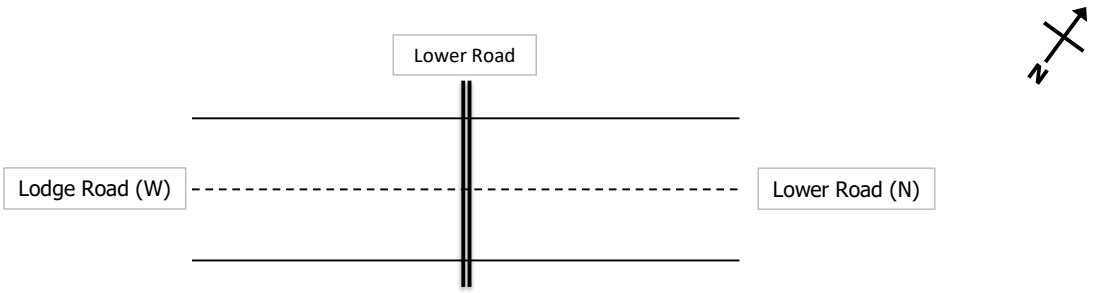
Road Name	Lower Road		
Direction AB	Lodge Road (W)	**to:**	Lower Road (N)
Direction BA	Lower Road (N)	**to:**	Lodge Road (W)

X Co-Ordinate	Y Co-Ordinate	ATC Start Date	ATC Finish Date	PSL
50.851807	-1.005494	06/10/2016	14/10/2016	30

Link to location on Google Maps (CTRL+Click)

http://maps.google.co.uk/maps?hl=en&safe=off&q=50.851807,-1.005494&cr=countryUK|countryGB&um=1&ie=UTF-8&sa=N&tab=wl

Site Map



Photograph Record



Comments

Prepared by	Lauren Catterall	**Checked by**	Luke Martin	**Project Director**	Paul O'Neill

Intelligent Data Collection Limited

Client: i-Transport
Project Number: ID02776
Junction Number: Site 3
Flow from: Lower Road (N) **to:** Lodge Road (W)

Date Monday 03/10/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Tuesday 04/10/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Wednesday 05/10/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Thursday 06/10/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	3	0	0	1	2	0	0	0	0	0	0	0	14.7	-
20:15	4	0	0	3	1	0	0	0	0	0	0	0	14	-
20:30	6	1	0	1	4	0	0	0	0	0	0	0	14.2	-
20:45	5	0	0	1	4	0	0	0	0	0	0	0	16.6	-
21:00	3	0	1	1	1	0	0	0	0	0	0	0	14.4	-
21:15	1	0	0	1	0	0	0	0	0	0	0	0	15.2	-
21:30	2	0	0	1	1	0	0	0	0	0	0	0	14.7	-
21:45	1	0	0	0	1	0	0	0	0	0	0	0	19.1	-
22:00	3	0	0	0	3	0	0	0	0	0	0	0	16.9	-
22:15	2	0	0	1	1	0	0	0	0	0	0	0	17.3	-
22:30	1	0	0	0	1	0	0	0	0	0	0	0	17.6	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	2	0	0	2	0	0	0	0	0	0	0	0	15.5	-
23:30	1	0	0	0	1	0	0	0	0	0	0	0	17.3	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06-22	25	1	1	9	14	0	0	0	0	0	0	0	15.0	17.0
06-00	34	1	1	12	20	0	0	0	0	0	0	0	15.5	17.2
00-00	34	1	1	12	20	0	0	0	0	0	0	0	15.5	17.2

Date	Friday	07/10/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	1	0	0	0	1	0	0	0	0	0	0	0	15.7	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	1	0	0	0	0	0	0	0	0	0	0	12.5	-
05:30	2	2	0	0	0	0	0	0	0	0	0	0	15.5	-
05:45	1	0	1	0	0	0	0	0	0	0	0	0	12.5	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	3	2	1	0	0	0	0	0	0	0	0	0	12.1	-
06:45	4	1	1	0	2	0	0	0	0	0	0	0	12.6	-
07:00	4	1	0	3	0	0	0	0	0	0	0	0	16	-
07:15	2	1	0	1	0	0	0	0	0	0	0	0	17.4	-
07:30	2	1	0	1	0	0	0	0	0	0	0	0	13	-
07:45	6	1	0	0	4	1	0	0	0	0	0	0	15.6	-
08:00	7	3	2	1	1	0	0	0	0	0	0	0	14.7	-
08:15	4	1	1	0	2	0	0	0	0	0	0	0	15.8	-
08:30	2	0	0	0	2	0	0	0	0	0	0	0	16.3	-
08:45	1	0	0	0	1	0	0	0	0	0	0	0	16.6	-
09:00	7	1	0	3	2	1	0	0	0	0	0	0	14.6	-
09:15	4	0	1	2	1	0	0	0	0	0	0	0	14	-
09:30	5	0	0	1	3	1	0	0	0	0	0	0	15.4	-
09:45	6	1	0	0	5	0	0	0	0	0	0	0	14.7	-
10:00	2	0	0	1	1	0	0	0	0	0	0	0	14.6	-
10:15	4	0	1	1	2	0	0	0	0	0	0	0	12.8	-
10:30	5	1	0	1	3	0	0	0	0	0	0	0	15.7	-
10:45	2	0	1	1	0	0	0	0	0	0	0	0	13.9	-
11:00	5	0	0	1	3	1	0	0	0	0	0	0	13.8	-
11:15	5	0	0	1	4	0	0	0	0	0	0	0	15.6	-
11:30	6	0	0	5	1	0	0	0	0	0	0	0	16.7	-
11:45	4	0	0	1	2	0	1	0	0	0	0	0	14	-
12:00	8	0	1	5	2	0	0	0	0	0	0	0	16.9	-
12:15	5	1	0	4	0	0	0	0	0	0	0	0	14.3	-
12:30	9	1	0	4	4	0	0	0	0	0	0	0	13.8	-
12:45	11	1	0	4	5	1	0	0	0	0	0	0	10.8	16.8
13:00	8	0	1	3	3	1	0	0	0	0	0	0	15.9	-
13:15	2	0	0	1	1	0	0	0	0	0	0	0	12.1	-
13:30	7	0	0	2	4	1	0	0	0	0	0	0	9.9	-
13:45	4	1	1	2	0	0	0	0	0	0	0	0	10.6	-
14:00	2	0	0	0	1	1	0	0	0	0	0	0	11.6	-
14:15	7	0	0	3	4	0	0	0	0	0	0	0	11.4	-
14:30	4	0	0	2	2	0	0	0	0	0	0	0	12.5	-
14:45	4	0	0	2	2	0	0	0	0	0	0	0	13.3	-
15:00	6	2	1	1	2	0	0	0	0	0	0	0	14.5	-
15:15	6	0	1	0	5	0	0	0	0	0	0	0	15.6	-
15:30	13	0	1	6	5	1	0	0	0	0	0	0	15.9	17.2
15:45	3	0	0	2	1	0	0	0	0	0	0	0	18.4	-
16:00	9	2	0	3	3	1	0	0	0	0	0	0	15.1	-
16:15	6	1	1	2	2	0	0	0	0	0	0	0	15.9	-
16:30	10	1	1	6	2	0	0	0	0	0	0	0	16	-
16:45	5	2	0	0	3	0	0	0	0	0	0	0	15.3	-
17:00	7	1	0	1	5	0	0	0	0	0	0	0	16.9	-
17:15	8	1	1	1	5	0	0	0	0	0	0	0	15.8	-
17:30	8	1	0	4	3	0	0	0	0	0	0	0	16.3	-
17:45	11	0	0	5	6	0	0	0	0	0	0	0	15	16.1
18:00	5	0	1	2	2	0	0	0	0	0	0	0	13.6	-
18:15	4	0	0	1	3	0	0	0	0	0	0	0	14.8	-
18:30	6	0	0	1	5	0	0	0	0	0	0	0	15.2	-
18:45	5	0	0	2	3	0	0	0	0	0	0	0	17.7	-
19:00	10	4	0	2	4	0	0	0	0	0	0	0	15.8	-
19:15	5	0	0	4	1	0	0	0	0	0	0	0	15.2	-
19:30	2	0	0	2	0	0	0	0	0	0	0	0	17.5	-
19:45	4	0	0	3	1	0	0	0	0	0	0	0	13.2	-
20:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:15	2	0	0	1	1	0	0	0	0	0	0	0	14.5	-
20:30	3	0	0	2	1	0	0	0	0	0	0	0	16.5	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	2	0	1	0	1	0	0	0	0	0	0	0	14.7	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	3	0	0	1	2	0	0	0	0	0	0	0	16.7	-
21:45	3	0	0	0	3	0	0	0	0	0	0	0	16.2	-
22:00	1	0	0	0	1	0	0	0	0	0	0	0	16.8	-
22:15	1	0	0	1	0	0	0	0	0	0	0	0	17	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	2	0	0	1	1	0	0	0	0	0	0	0	14.5	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	266	26	16	93	120	10	1	0	0	0	0	0	14.8	17.9
06-22	307	33	19	108	136	10	1	0	0	0	0	0	14.8	17.9
06-00	311	33	19	110	138	10	1	0	0	0	0	0	14.8	17.9
00-00	316	36	20	110	139	10	1	0	0	0	0	0	14.8	17.9

Date Saturday 08/10/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	1	0	0	1	0	0	0	0	0	0	0	0	16.2	-
00:30	1	0	0	0	1	0	0	0	0	0	0	0	19.4	-
00:45	1	0	0	0	1	0	0	0	0	0	0	0	16.9	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	1	0	1	0	0	0	0	0	0	0	0	0	11	-
01:45	1	0	0	1	0	0	0	0	0	0	0	0	22.1	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	1	0	1	0	0	0	0	0	0	0	0	0	13.4	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	1	0	0	0	0	0	0	0	0	0	0	16.7	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	1	0	0	0	1	0	0	0	0	0	0	0	16.4	-
06:15	1	1	0	0	0	0	0	0	0	0	0	0	11.2	-
06:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:45	1	0	0	1	0	0	0	0	0	0	0	0	15	-
07:00	4	0	0	3	1	0	0	0	0	0	0	0	18.3	-
07:15	1	0	0	0	1	0	0	0	0	0	0	0	15.4	-
07:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:45	1	0	0	1	0	0	0	0	0	0	0	0	18.2	-
08:00	4	1	0	1	2	0	0	0	0	0	0	0	13.3	-
08:15	2	0	0	2	0	0	0	0	0	0	0	0	18.3	-
08:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:45	2	0	0	0	2	0	0	0	0	0	0	0	15	-
09:00	2	0	0	2	0	0	0	0	0	0	0	0	17.1	-
09:15	3	1	1	1	0	0	0	0	0	0	0	0	12.9	-
09:30	2	0	0	0	2	0	0	0	0	0	0	0	16.7	-
09:45	5	2	0	2	1	0	0	0	0	0	0	0	15.8	-
10:00	5	2	1	0	1	1	0	0	0	0	0	0	13.8	-
10:15	6	0	0	1	5	0	0	0	0	0	0	0	14.2	-
10:30	7	0	0	2	5	0	0	0	0	0	0	0	17	-
10:45	4	0	0	2	2	0	0	0	0	0	0	0	15.1	-
11:00	2	0	0	1	1	0	0	0	0	0	0	0	13.5	-
11:15	6	1	0	5	0	0	0	0	0	0	0	0	15.4	-
11:30	9	0	0	4	5	0	0	0	0	0	0	0	17	-
11:45	6	0	0	2	3	1	0	0	0	0	0	0	17	-
12:00	3	0	0	0	3	0	0	0	0	0	0	0	17.8	-
12:15	2	0	0	1	1	0	0	0	0	0	0	0	18.5	-
12:30	2	1	0	0	1	0	0	0	0	0	0	0	11.1	-
12:45	5	0	0	3	1	0	0	1	0	0	0	0	16	-
13:00	10	2	1	3	4	0	0	0	0	0	0	0	14.6	-
13:15	5	0	0	3	2	0	0	0	0	0	0	0	16.7	-
13:30	9	0	1	4	4	0	0	0	0	0	0	0	15	-
13:45	3	0	0	1	2	0	0	0	0	0	0	0	18.2	-
14:00	7	1	0	0	6	0	0	0	0	0	0	0	15	-
14:15	4	1	0	3	0	0	0	0	0	0	0	0	15.2	-
14:30	6	0	0	2	4	0	0	0	0	0	0	0	16	-
14:45	5	1	0	1	3	0	0	0	0	0	0	0	14	-
15:00	5	0	0	3	2	0	0	0	0	0	0	0	15.9	-
15:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
15:30	4	0	0	2	2	0	0	0	0	0	0	0	15.1	-
15:45	4	0	0	1	3	0	0	0	0	0	0	0	17.1	-
16:00	9	0	0	6	3	0	0	0	0	0	0	0	16.8	-
16:15	6	0	0	3	3	0	0	0	0	0	0	0	14.4	-
16:30	8	0	0	3	5	0	0	0	0	0	0	0	16.2	-
16:45	8	1	0	2	5	0	0	0	0	0	0	0	16.5	-
17:00	2	0	0	0	2	0	0	0	0	0	0	0	15.2	-
17:15	4	0	0	2	2	0	0	0	0	0	0	0	16.4	-
17:30	5	0	1	1	3	0	0	0	0	0	0	0	16.3	-
17:45	8	0	0	2	6	0	0	0	0	0	0	0	16.4	-
18:00	4	1	0	2	1	0	0	0	0	0	0	0	14.8	-
18:15	5	0	0	1	4	0	0	0	0	0	0	0	16.2	-
18:30	3	0	0	0	3	0	0	0	0	0	0	0	16.4	-
18:45	3	0	0	3	0	0	0	0	0	0	0	0	14.3	-
19:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:15	7	0	0	2	5	0	0	0	0	0	0	0	16.1	-
19:30	2	0	0	1	1	0	0	0	0	0	0	0	20.9	-
19:45	3	0	0	0	3	0	0	0	0	0	0	0	16.1	-
20:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:15	1	0	0	1	0	0	0	0	0	0	0	0	20.4	-
20:30	4	2	0	0	2	0	0	0	0	0	0	0	14.4	-
20:45	2	0	0	2	0	0	0	0	0	0	0	0	17	-
21:00	1	0	0	1	0	0	0	0	0	0	0	0	12.1	-
21:15	1	1	0	0	0	0	0	0	0	0	0	0	7.7	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	2	0	0	1	1	0	0	0	0	0	0	0	16.6	-
22:15	1	0	0	0	1	0	0	0	0	0	0	0	11.5	-
22:30	2	0	0	1	1	0	0	0	0	0	0	0	18	-
22:45	1	0	0	1	0	0	0	0	0	0	0	0	14.9	-
23:00	2	0	0	0	2	0	0	0	0	0	0	0	15.4	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	1	0	0	0	1	0	0	0	0	0	0	0	13.8	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	210	15	5	81	106	2	0	1	0	0	0	0	15.8	18.3
06-22	234	19	5	89	118	2	0	1	0	0	0	0	15.8	18.6
06-00	243	19	5	92	124	2	0	1	0	0	0	0	15.8	18.6
00-00	250	20	7	94	126	2	0	1	0	0	0	0	15.8	18.6

Date Sunday 09/10/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	1	0	0	1	0	0	0	0	0	0	0	0	20.3	-
00:15	2	0	0	2	0	0	0	0	0	0	0	0	14.3	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	1	0	0	0	1	0	0	0	0	0	0	0	17.2	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	1	0	0	1	0	0	0	0	0	0	0	0	16.2	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	1	0	0	0	1	0	0	0	0	0	0	0	7.8	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	17.5	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	1	0	1	0	0	0	0	0	0	0	0	0	9.9	-
06:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:45	3	0	0	1	2	0	0	0	0	0	0	0	13.9	-
07:00	2	0	0	2	0	0	0	0	0	0	0	0	18	-
07:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:30	1	1	0	0	0	0	0	0	0	0	0	0	8.4	-
07:45	2	1	0	0	1	0	0	0	0	0	0	0	15.1	-
08:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:15	2	1	1	0	0	0	0	0	0	0	0	0	11.2	-
08:30	2	1	1	0	0	0	0	0	0	0	0	0	10.7	-
08:45	2	0	0	1	1	0	0	0	0	0	0	0	17.7	-
09:00	3	1	0	1	1	0	0	0	0	0	0	0	16.9	-
09:15	1	0	0	1	0	0	0	0	0	0	0	0	16.2	-
09:30	1	0	0	0	0	0	0	1	0	0	0	0	12.3	-
09:45	1	0	1	0	0	0	0	0	0	0	0	0	13.2	-
10:00	4	2	0	0	2	0	0	0	0	0	0	0	15	-
10:15	1	1	0	0	0	0	0	0	0	0	0	0	9.8	-
10:30	3	0	0	2	1	0	0	0	0	0	0	0	18.9	-
10:45	4	0	0	2	2	0	0	0	0	0	0	0	15.6	-
11:00	3	0	0	1	2	0	0	0	0	0	0	0	16.2	-
11:15	7	0	1	0	6	0	0	0	0	0	0	0	13.9	-
11:30	5	1	1	2	1	0	0	0	0	0	0	0	16.2	-
11:45	5	2	0	0	3	0	0	0	0	0	0	0	15.1	-
12:00	8	0	1	1	5	0	0	0	0	0	1	0	16.1	-
12:15	5	1	1	0	3	0	0	0	0	0	0	0	14.1	-
12:30	2	0	0	1	1	0	0	0	0	0	0	0	14.5	-
12:45	2	0	0	2	0	0	0	0	0	0	0	0	14.6	-
13:00	4	0	1	2	1	0	0	0	0	0	0	0	14.9	-
13:15	5	0	1	2	2	0	0	0	0	0	0	0	17.7	-
13:30	4	2	0	1	0	0	0	0	0	0	1	0	12.1	-
13:45	3	0	0	0	3	0	0	0	0	0	0	0	16.4	-
14:00	6	0	0	2	4	0	0	0	0	0	0	0	17.1	-
14:15	4	3	0	0	1	0	0	0	0	0	0	0	16.7	-
14:30	6	1	0	1	4	0	0	0	0	0	0	0	17.8	-
14:45	5	0	0	2	3	0	0	0	0	0	0	0	15.9	-
15:00	6	1	0	0	5	0	0	0	0	0	0	0	15	-
15:15	3	1	1	0	1	0	0	0	0	0	0	0	13.3	-
15:30	5	1	0	1	3	0	0	0	0	0	0	0	15	-
15:45	3	1	0	0	2	0	0	0	0	0	0	0	16.5	-
16:00	7	1	1	2	3	0	0	0	0	0	0	0	14.4	-
16:15	7	0	0	1	6	0	0	0	0	0	0	0	16.2	-
16:30	7	1	1	2	3	0	0	0	0	0	0	0	15.4	-
16:45	8	0	2	0	6	0	0	0	0	0	0	0	14.5	-
17:00	5	0	0	3	2	0	0	0	0	0	0	0	16.4	-
17:15	4	0	1	1	2	0	0	0	0	0	0	0	14.9	-
17:30	3	1	1	0	1	0	0	0	0	0	0	0	14.4	-
17:45	6	0	1	1	4	0	0	0	0	0	0	0	15.4	-
18:00	4	0	0	3	1	0	0	0	0	0	0	0	15.7	-
18:15	3	1	0	0	2	0	0	0	0	0	0	0	16.7	-
18:30	4	0	0	1	3	0	0	0	0	0	0	0	17.6	-
18:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:00	5	1	0	2	2	0	0	0	0	0	0	0	14.2	-
19:15	1	0	0	0	1	0	0	0	0	0	0	0	16.9	-
19:30	4	0	0	0	4	0	0	0	0	0	0	0	18.1	-
19:45	2	0	0	1	1	0	0	0	0	0	0	0	15.7	-
20:00	2	0	1	0	1	0	0	0	0	0	0	0	16	-
20:15	3	1	0	0	2	0	0	0	0	0	0	0	12.5	-
20:30	2	0	0	0	2	0	0	0	0	0	0	0	17.8	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	1	0	0	0	1	0	0	0	0	0	0	0	14.1	-
23:15	1	0	1	0	0	0	0	0	0	0	0	0	12.2	-
23:30	1	0	0	1	0	0	0	0	0	0	0	0	13.8	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	178	26	17	41	91	0	0	1	0	0	2	0	15.4	18.1
06-22	201	28	19	45	106	0	0	1	0	0	2	0	15.4	18.3
06-00	204	28	20	46	107	0	0	1	0	0	2	0	15.4	18.1
00-00	211	28	20	51	109	0	0	1	0	0	2	0	15.4	18.1

Date Monday 10/10/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	1	0	0	0	1	0	0	0	0	0	0	0	19.5	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	1	0	0	0	1	0	0	0	0	0	0	0	17.4	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	0	1	0	0	0	0	0	0	0	0	0	7.3	-
05:30	1	1	0	0	0	0	0	0	0	0	0	0	14.7	-
05:45	4	3	0	1	0	0	0	0	0	0	0	0	14	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	4	0	3	0	1	0	0	0	0	0	0	0	14.1	-
06:45	3	2	1	0	0	0	0	0	0	0	0	0	11.4	-
07:00	4	2	1	1	0	0	0	0	0	0	0	0	12.8	-
07:15	3	1	0	1	0	1	0	0	0	0	0	0	13.6	-
07:30	6	3	0	1	2	0	0	0	0	0	0	0	13.7	-
07:45	2	1	0	1	0	0	0	0	0	0	0	0	15	-
08:00	6	1	3	1	1	0	0	0	0	0	0	0	11.3	-
08:15	7	2	1	0	4	0	0	0	0	0	0	0	14.7	-
08:30	4	1	0	1	2	0	0	0	0	0	0	0	17.7	-
08:45	8	1	1	1	4	1	0	0	0	0	0	0	16	-
09:00	2	0	0	1	1	0	0	0	0	0	0	0	17.8	-
09:15	3	0	0	3	0	0	0	0	0	0	0	0	16.9	-
09:30	2	0	0	1	1	0	0	0	0	0	0	0	14.3	-
09:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
10:00	3	0	1	1	1	0	0	0	0	0	0	0	13.1	-
10:15	4	0	0	1	2	1	0	0	0	0	0	0	14.6	-
10:30	4	0	0	2	2	0	0	0	0	0	0	0	17.7	-
10:45	4	0	0	3	1	0	0	0	0	0	0	0	16	-
11:00	5	0	0	2	3	0	0	0	0	0	0	0	17.6	-
11:15	5	0	0	3	2	0	0	0	0	0	0	0	15.9	-
11:30	5	0	0	3	2	0	0	0	0	0	0	0	15.7	-
11:45	6	0	0	4	2	0	0	0	0	0	0	0	17	-
12:00	8	0	1	4	3	0	0	0	0	0	0	0	15.8	-
12:15	10	0	1	4	5	0	0	0	0	0	0	0	14.8	-
12:30	8	0	1	2	4	1	0	0	0	0	0	0	16.2	-
12:45	2	0	0	0	2	0	0	0	0	0	0	0	13.8	-
13:00	8	2	1	3	2	0	0	0	0	0	0	0	13.4	-
13:15	8	0	0	5	3	0	0	0	0	0	0	0	15.7	-
13:30	8	0	0	3	4	1	0	0	0	0	0	0	17.1	-
13:45	11	1	1	5	4	0	0	0	0	0	0	0	15.4	19
14:00	2	0	0	0	2	0	0	0	0	0	0	0	15.2	-
14:15	5	1	0	1	3	0	0	0	0	0	0	0	16.2	-
14:30	2	0	0	1	1	0	0	0	0	0	0	0	17.3	-
14:45	3	0	1	1	1	0	0	0	0	0	0	0	15.9	-
15:00	5	0	0	3	1	1	0	0	0	0	0	0	16.4	-
15:15	7	0	1	2	3	1	0	0	0	0	0	0	15	-
15:30	9	0	1	6	2	0	0	0	0	0	0	0	15.9	-
15:45	10	0	0	3	7	0	0	0	0	0	0	0	15.3	-
16:00	9	3	2	2	2	0	0	0	0	0	0	0	13.5	-
16:15	13	2	2	4	5	0	0	0	0	0	0	0	15.7	17.9
16:30	7	2	1	1	3	0	0	0	0	0	0	0	13.5	-
16:45	5	0	0	4	1	0	0	0	0	0	0	0	16.6	-
17:00	6	0	0	2	4	0	0	0	0	0	0	0	17.9	-
17:15	9	2	1	3	3	0	0	0	0	0	0	0	15.6	-
17:30	7	1	1	3	2	0	0	0	0	0	0	0	15.1	-
17:45	4	0	0	1	3	0	0	0	0	0	0	0	15.7	-
18:00	9	2	0	4	3	0	0	0	0	0	0	0	16	-
18:15	8	0	0	3	5	0	0	0	0	0	0	0	17	-
18:30	9	2	2	1	4	0	0	0	0	0	0	0	14.1	-
18:45	6	0	0	2	4	0	0	0	0	0	0	0	16.3	-
19:00	4	0	0	2	2	0	0	0	0	0	0	0	13.3	-
19:15	2	0	0	0	2	0	0	0	0	0	0	0	16.4	-
19:30	5	0	0	3	2	0	0	0	0	0	0	0	16.1	-
19:45	4	0	0	2	2	0	0	0	0	0	0	0	15.1	-
20:00	4	0	0	0	4	0	0	0	0	0	0	0	13.9	-
20:15	2	0	0	2	0	0	0	0	0	0	0	0	14.7	-
20:30	2	0	0	1	1	0	0	0	0	0	0	0	14.9	-
20:45	5	1	0	4	0	0	0	0	0	0	0	0	16.4	-
21:00	4	2	1	0	1	0	0	0	0	0	0	0	12.9	-
21:15	2	0	1	1	0	0	0	0	0	0	0	0	14.3	-
21:30	2	0	0	2	0	0	0	0	0	0	0	0	16.7	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	1	0	0	1	0	0	0	0	0	0	0	0	16.5	-
22:30	2	0	0	2	0	0	0	0	0	0	0	0	17.1	-
22:45	1	0	0	1	0	0	0	0	0	0	0	0	13.3	-
23:00	2	0	0	1	1	0	0	0	0	0	0	0	20.3	-
23:15	1	0	0	1	0	0	0	0	0	0	0	0	15.9	-
23:30	1	0	0	1	0	0	0	0	0	0	0	0	15.3	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	281	30	24	104	116	7	0	0	0	0	0	0	15.4	18.3
06-22	324	35	30	121	131	7	0	0	0	0	0	0	15.3	18.3
06-00	332	35	30	128	132	7	0	0	0	0	0	0	15.4	18.3
00-00	340	39	31	129	134	7	0	0	0	0	0	0	15.3	18.3

Date Tuesday 11/10/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	1	0	0	1	0	0	0	0	0	0	0	0	13.6	-
00:45	1	0	0	0	1	0	0	0	0	0	0	0	15	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	1	0	0	0	1	0	0	0	0	0	0	0	13.4	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	0	1	0	0	0	0	0	0	0	0	0	15.3	-
05:45	4	3	0	1	0	0	0	0	0	0	0	0	13.2	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	6	1	4	0	1	0	0	0	0	0	0	0	13.3	-
06:45	3	0	1	1	1	0	0	0	0	0	0	0	13.7	-
07:00	6	1	2	3	0	0	0	0	0	0	0	0	15.4	-
07:15	3	1	0	0	2	0	0	0	0	0	0	0	14.3	-
07:30	6	1	0	2	3	0	0	0	0	0	0	0	16.4	-
07:45	5	1	3	1	0	0	0	0	0	0	0	0	12.4	-
08:00	8	2	0	2	4	0	0	0	0	0	0	0	14.4	-
08:15	1	0	0	0	1	0	0	0	0	0	0	0	21.8	-
08:30	6	2	0	1	3	0	0	0	0	0	0	0	16.7	-
08:45	4	0	0	1	3	0	0	0	0	0	0	0	15.8	-
09:00	5	1	0	0	4	0	0	0	0	0	0	0	16.7	-
09:15	2	0	1	0	0	1	0	0	0	0	0	0	10.7	-
09:30	5	1	0	0	3	1	0	0	0	0	0	0	16.1	-
09:45	8	0	0	3	5	0	0	0	0	0	0	0	15.3	-
10:00	5	1	0	1	3	0	0	0	0	0	0	0	17.6	-
10:15	2	0	0	0	2	0	0	0	0	0	0	0	16.2	-
10:30	7	0	0	3	3	1	0	0	0	0	0	0	15.1	-
10:45	3	1	0	1	1	0	0	0	0	0	0	0	11.1	-
11:00	4	0	0	2	2	0	0	0	0	0	0	0	16.8	-
11:15	6	0	0	3	3	0	0	0	0	0	0	0	16.3	-
11:30	7	0	1	2	4	0	0	0	0	0	0	0	15.1	-
11:45	6	0	0	2	4	0	0	0	0	0	0	0	16.4	-
12:00	7	0	1	3	3	0	0	0	0	0	0	0	14.8	-
12:15	4	0	0	2	1	1	0	0	0	0	0	0	15.6	-
12:30	5	1	0	1	3	0	0	0	0	0	0	0	16.5	-
12:45	2	1	0	0	1	0	0	0	0	0	0	0	13.4	-
13:00	7	1	1	0	5	0	0	0	0	0	0	0	15.8	-
13:15	2	0	0	1	1	0	0	0	0	0	0	0	18.9	-
13:30	4	0	0	1	3	0	0	0	0	0	0	0	16.7	-
13:45	5	0	1	3	1	0	0	0	0	0	0	0	16.1	-
14:00	1	0	0	1	0	0	0	0	0	0	0	0	17.8	-
14:15	5	2	0	2	1	0	0	0	0	0	0	0	15.9	-
14:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
14:45	5	0	0	1	3	1	0	0	0	0	0	0	14.5	-
15:00	5	0	1	1	3	0	0	0	0	0	0	0	16	-
15:15	4	0	0	1	2	1	0	0	0	0	0	0	17.1	-
15:30	6	0	0	3	3	0	0	0	0	0	0	0	15.1	-
15:45	8	0	2	2	4	0	0	0	0	0	0	0	15.6	-
16:00	6	1	0	2	3	0	0	0	0	0	0	0	14	-
16:15	11	3	2	2	4	0	0	0	0	0	0	0	15.4	17.4
16:30	8	1	1	4	2	0	0	0	0	0	0	0	13.6	-
16:45	8	2	0	2	3	1	0	0	0	0	0	0	15.7	-
17:00	5	1	0	1	3	0	0	0	0	0	0	0	14.8	-
17:15	14	5	0	4	5	0	0	0	0	0	0	0	16	17.9
17:30	8	1	1	0	6	0	0	0	0	0	0	0	14	-
17:45	8	0	1	3	4	0	0	0	0	0	0	0	16.6	-
18:00	8	1	0	2	5	0	0	0	0	0	0	0	15.4	-
18:15	8	0	0	3	5	0	0	0	0	0	0	0	17.7	-
18:30	6	0	0	1	5	0	0	0	0	0	0	0	17.8	-
18:45	3	2	0	0	1	0	0	0	0	0	0	0	14.6	-
19:00	2	0	0	0	2	0	0	0	0	0	0	0	18.4	-
19:15	4	0	0	1	3	0	0	0	0	0	0	0	12.8	-
19:30	3	0	0	1	2	0	0	0	0	0	0	0	15.5	-
19:45	3	0	0	1	2	0	0	0	0	0	0	0	15.1	-
20:00	3	1	0	1	1	0	0	0	0	0	0	0	15	-
20:15	4	0	0	2	2	0	0	0	0	0	0	0	18.3	-
20:30	2	0	1	1	0	0	0	0	0	0	0	0	14.1	-
20:45	5	1	0	1	3	0	0	0	0	0	0	0	15.3	-
21:00	4	1	1	2	0	0	0	0	0	0	0	0	14.5	-
21:15	2	0	0	2	0	0	0	0	0	0	0	0	21.3	-
21:30	2	0	0	2	0	0	0	0	0	0	0	0	15.5	-
21:45	2	0	0	1	1	0	0	0	0	0	0	0	15.3	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	1	0	0	0	1	0	0	0	0	0	0	0	15.7	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	1	0	0	0	1	0	0	0	0	0	0	0	16.4	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	262	34	18	73	130	7	0	0	0	0	0	0	15.6	18.3
06-22	307	38	25	89	148	7	0	0	0	0	0	0	15.5	18.2
06-00	309	38	25	89	150	7	0	0	0	0	0	0	15.6	18.2
00-00	317	41	26	91	152	7	0	0	0	0	0	0	15.6	18.1

Date Wednesday 12/10/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	1	0	0	1	0	0	0	0	0	0	0	0	14	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	0	1	0	0	0	0	0	0	0	0	0	7.6	-
05:30	1	1	0	0	0	0	0	0	0	0	0	0	16.3	-
05:45	3	2	1	0	0	0	0	0	0	0	0	0	11.8	-
06:00	1	0	1	0	0	0	0	0	0	0	0	0	11.2	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	6	0	5	0	1	0	0	0	0	0	0	0	13.4	-
06:45	3	1	1	1	0	0	0	0	0	0	0	0	12.9	-
07:00	4	1	0	2	1	0	0	0	0	0	0	0	15.8	-
07:15	4	4	0	0	0	0	0	0	0	0	0	0	13.8	-
07:30	3	0	0	2	1	0	0	0	0	0	0	0	14.9	-
07:45	6	1	1	1	3	0	0	0	0	0	0	0	15.2	-
08:00	9	2	2	2	3	0	0	0	0	0	0	0	14.2	-
08:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:30	6	1	0	0	5	0	0	0	0	0	0	0	14.7	-
08:45	7	1	1	0	4	1	0	0	0	0	0	0	15.1	-
09:00	6	1	1	1	3	0	0	0	0	0	0	0	14	-
09:15	2	1	0	1	0	0	0	0	0	0	0	0	15.1	-
09:30	3	0	0	0	2	0	0	1	0	0	0	0	14.9	-
09:45	1	0	0	0	1	0	0	0	0	0	0	0	16.5	-
10:00	6	2	1	2	1	0	0	0	0	0	0	0	12.2	-
10:15	6	1	0	0	5	0	0	0	0	0	0	0	18.1	-
10:30	6	0	0	3	3	0	0	0	0	0	0	0	17.3	-
10:45	7	0	0	5	2	0	0	0	0	0	0	0	15.3	-
11:00	2	0	1	0	1	0	0	0	0	0	0	0	16.2	-
11:15	4	1	0	0	3	0	0	0	0	0	0	0	16.2	-
11:30	2	0	0	2	0	0	0	0	0	0	0	0	16.9	-
11:45	5	1	0	1	2	1	0	0	0	0	0	0	16.7	-
12:00	6	0	0	3	2	1	0	0	0	0	0	0	16.8	-
12:15	4	0	0	1	2	1	0	0	0	0	0	0	16.3	-
12:30	3	0	0	1	2	0	0	0	0	0	0	0	17.8	-
12:45	6	0	0	1	5	0	0	0	0	0	0	0	15.5	-
13:00	6	1	1	1	3	0	0	0	0	0	0	0	14	-
13:15	5	0	0	2	2	1	0	0	0	0	0	0	18.5	-
13:30	3	0	0	1	2	0	0	0	0	0	0	0	14.3	-
13:45	3	1	1	0	1	0	0	0	0	0	0	0	11.9	-
14:00	2	0	0	1	1	0	0	0	0	0	0	0	18	-
14:15	6	1	0	3	2	0	0	0	0	0	0	0	16.4	-
14:30	5	0	0	4	1	0	0	0	0	0	0	0	17	-
14:45	5	0	0	4	1	0	0	0	0	0	0	0	18.7	-
15:00	8	1	0	3	4	0	0	0	0	0	0	0	16.2	-
15:15	8	0	0	3	5	0	0	0	0	0	0	0	18.9	-
15:30	5	0	1	1	3	0	0	0	0	0	0	0	12.5	-
15:45	6	1	0	2	3	0	0	0	0	0	0	0	14.9	-
16:00	6	0	0	3	3	0	0	0	0	0	0	0	17.5	-
16:15	7	2	3	1	1	0	0	0	0	0	0	0	14.2	-
16:30	9	0	0	4	4	1	0	0	0	0	0	0	15	-
16:45	6	0	0	0	6	0	0	0	0	0	0	0	15.1	-
17:00	5	1	0	0	4	0	0	0	0	0	0	0	17.1	-
17:15	9	4	0	0	5	0	0	0	0	0	0	0	15.8	-
17:30	5	1	0	4	0	0	0	0	0	0	0	0	15.2	-
17:45	12	2	0	6	4	0	0	0	0	0	0	0	16.4	17.7
18:00	2	0	0	2	0	0	0	0	0	0	0	0	19.7	-
18:15	7	1	0	4	2	0	0	0	0	0	0	0	15.9	-
18:30	13	1	0	5	7	0	0	0	0	0	0	0	16.9	18.3
18:45	2	0	0	1	1	0	0	0	0	0	0	0	18.1	-
19:00	1	0	0	0	1	0	0	0	0	0	0	0	16.4	-
19:15	4	1	0	1	2	0	0	0	0	0	0	0	17.7	-
19:30	5	0	0	2	3	0	0	0	0	0	0	0	16.1	-
19:45	1	0	0	0	1	0	0	0	0	0	0	0	15	-
20:00	2	0	0	1	1	0	0	0	0	0	0	0	15.3	-
20:15	2	0	0	2	0	0	0	0	0	0	0	0	15.2	-
20:30	1	0	0	1	0	0	0	0	0	0	0	0	17.2	-
20:45	2	1	0	0	1	0	0	0	0	0	0	0	15.4	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	4	1	1	1	1	0	0	0	0	0	0	0	15.4	-
21:30	1	0	0	0	1	0	0	0	0	0	0	0	14.3	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	1	0	0	0	1	0	0	0	0	0	0	0	13.5	-
22:15	4	0	0	1	3	0	0	0	0	0	0	0	17.1	-
22:30	3	0	0	1	2	0	0	0	0	0	0	0	15.7	-
22:45	4	1	0	2	1	0	0	0	0	0	0	0	15.7	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	1	0	0	0	1	0	0	0	0	0	0	0	16.2	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	1	0	0	1	0	0	0	0	0	0	0	0	14.9	-
07-19	253	34	13	83	116	6	0	1	0	0	0	0	15.8	18.6
06-22	286	38	21	92	128	6	0	1	0	0	0	0	15.8	18.6
06-00	300	39	21	97	136	6	0	1	0	0	0	0	15.8	18.6
00-00	306	42	23	98	136	6	0	1	0	0	0	0	15.7	18.6

Date Thursday 13/10/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	1	0	0	0	0	0	0	0	0	0	0	8.8	-
05:30	3	2	1	0	0	0	0	0	0	0	0	0	14.5	-
05:45	4	1	1	0	2	0	0	0	0	0	0	0	12.8	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	4	1	3	0	0	0	0	0	0	0	0	0	11.8	-
06:45	2	1	1	0	0	0	0	0	0	0	0	0	12	-
07:00	3	1	0	2	0	0	0	0	0	0	0	0	15.8	-
07:15	3	0	0	1	2	0	0	0	0	0	0	0	17.6	-
07:30	5	3	0	0	1	1	0	0	0	0	0	0	15	-
07:45	3	1	0	0	2	0	0	0	0	0	0	0	15.4	-
08:00	7	1	2	1	3	0	0	0	0	0	0	0	14.7	-
08:15	5	0	1	2	2	0	0	0	0	0	0	0	15.5	-
08:30	6	1	0	1	4	0	0	0	0	0	0	0	16.4	-
08:45	7	0	1	1	5	0	0	0	0	0	0	0	13.3	-
09:00	4	1	1	1	1	0	0	0	0	0	0	0	14.2	-
09:15	4	0	0	1	2	1	0	0	0	0	0	0	15.1	-
09:30	6	0	1	2	3	0	0	0	0	0	0	0	16.2	-
09:45	8	0	1	3	4	0	0	0	0	0	0	0	14.6	-
10:00	5	1	1	1	2	0	0	0	0	0	0	0	12.4	-
10:15	4	0	0	1	3	0	0	0	0	0	0	0	16.2	-
10:30	6	0	0	1	5	0	0	0	0	0	0	0	14.2	-
10:45	6	0	0	1	5	0	0	0	0	0	0	0	16.7	-
11:00	9	1	0	4	4	0	0	0	0	0	0	0	15.2	-
11:15	7	2	1	1	3	0	0	0	0	0	0	0	13.8	-
11:30	4	0	0	1	3	0	0	0	0	0	0	0	19.2	-
11:45	6	0	1	2	3	0	0	0	0	0	0	0	16	-
12:00	4	0	0	2	2	0	0	0	0	0	0	0	17.8	-
12:15	10	0	4	5	1	0	0	0	0	0	0	0	13.3	-
12:30	7	0	0	2	5	0	0	0	0	0	0	0	17.6	-
12:45	8	1	0	4	3	0	0	0	0	0	0	0	16.7	-
13:00	4	1	0	1	2	0	0	0	0	0	0	0	16.6	-
13:15	6	1	0	1	4	0	0	0	0	0	0	0	15.9	-
13:30	7	0	2	3	1	1	0	0	0	0	0	0	15	-
13:45	7	0	1	1	5	0	0	0	0	0	0	0	15.5	-
14:00	1	0	0	0	1	0	0	0	0	0	0	0	18.9	-
14:15	2	1	0	0	1	0	0	0	0	0	0	0	14	-
14:30	3	1	0	1	1	0	0	0	0	0	0	0	15.3	-
14:45	3	0	0	2	1	0	0	0	0	0	0	0	12.8	-
15:00	6	0	0	3	3	0	0	0	0	0	0	0	15.3	-
15:15	7	0	0	6	1	0	0	0	0	0	0	0	17.9	-
15:30	4	0	1	0	3	0	0	0	0	0	0	0	15.6	-
15:45	6	0	1	2	3	0	0	0	0	0	0	0	15.1	-
16:00	6	1	0	1	4	0	0	0	0	0	0	0	15.2	-
16:15	9	0	2	4	2	1	0	0	0	0	0	0	15.4	-
16:30	7	1	0	3	3	0	0	0	0	0	0	0	16.6	-
16:45	7	0	1	2	4	0	0	0	0	0	0	0	15.4	-
17:00	9	0	0	2	7	0	0	0	0	0	0	0	15	-
17:15	6	3	0	1	2	0	0	0	0	0	0	0	16.4	-
17:30	14	4	1	4	5	0	0	0	0	0	0	0	15.6	18.3
17:45	9	2	0	2	5	0	0	0	0	0	0	0	15.8	-
18:00	5	0	0	2	2	1	0	0	0	0	0	0	17.1	-
18:15	6	0	0	3	3	0	0	0	0	0	0	0	17	-
18:30	8	1	0	1	6	0	0	0	0	0	0	0	15.4	-
18:45	5	1	0	1	3	0	0	0	0	0	0	0	15.8	-
19:00	5	0	0	2	3	0	0	0	0	0	0	0	16.1	-
19:15	4	0	0	3	1	0	0	0	0	0	0	0	17.1	-
19:30	7	0	0	5	2	0	0	0	0	0	0	0	18.3	-
19:45	6	0	0	3	3	0	0	0	0	0	0	0	15.4	-
20:00	2	0	0	0	2	0	0	0	0	0	0	0	15.1	-
20:15	3	0	0	2	1	0	0	0	0	0	0	0	17	-
20:30	1	0	0	1	0	0	0	0	0	0	0	0	15.2	-
20:45	2	1	0	1	0	0	0	0	0	0	0	0	14.9	-
21:00	2	0	1	0	1	0	0	0	0	0	0	0	15.9	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	4	1	0	0	3	0	0	0	0	0	0	0	17.1	-
21:45	3	0	0	0	3	0	0	0	0	0	0	0	14.1	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	3	0	0	1	2	0	0	0	0	0	0	0	15.8	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	1	0	0	0	1	0	0	0	0	0	0	0	19.4	-
07-19	284	30	23	86	140	5	0	0	0	0	0	0	15.6	18.6
06-22	329	34	28	103	159	5	0	0	0	0	0	0	15.6	18.6
06-00	333	34	28	104	162	5	0	0	0	0	0	0	15.6	18.6
00-00	341	38	30	104	164	5	0	0	0	0	0	0	15.5	18.6

Date Friday 14/10/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	2	2	0	0	0	0	0	0	0	0	0	0	15.2	-
05:45	1	0	1	0	0	0	0	0	0	0	0	0	10.9	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	4	2	1	0	1	0	0	0	0	0	0	0	12.8	-
06:45	2	0	2	0	0	0	0	0	0	0	0	0	12.7	-
07:00	5	2	0	3	0	0	0	0	0	0	0	0	14.3	-
07:15	2	1	0	0	1	0	0	0	0	0	0	0	12.7	-
07:30	6	4	2	0	0	0	0	0	0	0	0	0	15	-
07:45	7	1	0	2	4	0	0	0	0	0	0	0	15.6	-
08:00	9	2	5	0	2	0	0	0	0	0	0	0	14.9	-
08:15	6	0	1	2	3	0	0	0	0	0	0	0	15.1	-
08:30	7	0	1	3	3	0	0	0	0	0	0	0	14.6	-
08:45	6	1	0	1	3	1	0	0	0	0	0	0	15	-
09:00	8	0	0	2	5	1	0	0	0	0	0	0	15.3	-
09:15	7	1	0	3	3	0	0	0	0	0	0	0	14.3	-
09:30	3	0	0	0	3	0	0	0	0	0	0	0	13.6	-
09:45	3	1	0	0	2	0	0	0	0	0	0	0	11.9	-
10:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
10:15	1	0	0	1	0	0	0	0	0	0	0	0	16.8	-
10:30	4	0	1	1	2	0	0	0	0	0	0	0	16.1	-
10:45	3	2	0	0	1	0	0	0	0	0	0	0	11.5	-
11:00	3	0	0	2	0	1	0	0	0	0	0	0	14.4	-
11:15	1	0	0	0	1	0	0	0	0	0	0	0	18.1	-
11:30	7	1	1	4	1	0	0	0	0	0	0	0	13.8	-
11:45	5	0	0	2	3	0	0	0	0	0	0	0	15.8	-
12:00	3	0	0	2	1	0	0	0	0	0	0	0	18.4	-
12:15	7	0	0	1	5	1	0	0	0	0	0	0	17.1	-
12:30	9	2	0	1	5	1	0	0	0	0	0	0	18.3	-
12:45	3	1	0	2	0	0	0	0	0	0	0	0	14.9	-
13:00	8	3	2	2	1	0	0	0	0	0	0	0	13.6	-
13:15	11	1	0	4	5	1	0	0	0	0	0	0	16.5	19.5
13:30	8	0	0	3	5	0	0	0	0	0	0	0	16.9	-
13:45	8	0	0	5	3	0	0	0	0	0	0	0	16.1	-
14:00	4	0	0	2	2	0	0	0	0	0	0	0	13.6	-
14:15	4	0	0	2	2	0	0	0	0	0	0	0	16.7	-
14:30	10	0	1	4	5	0	0	0	0	0	0	0	17.2	-
14:45	7	1	0	2	4	0	0	0	0	0	0	0	13.6	-
15:00	8	1	0	3	3	1	0	0	0	0	0	0	15.6	-
15:15	13	0	0	1	12	0	0	0	0	0	0	0	15.8	17.2
15:30	5	0	0	2	3	0	0	0	0	0	0	0	16.6	-
15:45	9	0	0	5	4	0	0	0	0	0	0	0	17.7	-
16:00	6	0	1	1	4	0	0	0	0	0	0	0	11.9	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	216	25	15	68	101	7	0	0	0	0	0	0	15.4	18.6
06-22	222	27	18	68	102	7	0	0	0	0	0	0	15.4	18.6
06-00	222	27	18	68	102	7	0	0	0	0	0	0	15.4	18.6
00-00	225	29	19	68	102	7	0	0	0	0	0	0	15.4	18.3

Date Saturday 15/10/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Sunday 16/10/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Intelligent Data Collection Limited

Client: i-Transport
Project Number: ID02776
Junction Number: Site 3
Flow from: Lodge Road (W) **to:** Lower Road (N)

Date Monday 03/10/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Tuesday 04/10/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Wednesday 05/10/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Thursday 06/10/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	2	0	0	2	0	0	0	0	0	0	0	0	12.8	-
20:15	6	1	0	3	2	0	0	0	0	0	0	0	15.2	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	3	0	0	0	3	0	0	0	0	0	0	0	13.6	-
21:00	3	0	0	2	1	0	0	0	0	0	0	0	17.4	-
21:15	1	1	0	0	0	0	0	0	0	0	0	0	11.2	-
21:30	1	0	0	1	0	0	0	0	0	0	0	0	12.6	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	1	0	1	0	0	0	0	0	0	0	0	0	10.4	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06-22	16	2	0	8	6	0	0	0	0	0	0	0	14.6	17.0
06-00	17	2	1	8	6	0	0	0	0	0	0	0	14.3	16.6
00-00	17	2	1	8	6	0	0	0	0	0	0	0	14.3	16.6

Date	Friday	07/10/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	1	0	1	0	0	0	0	0	0	0	0	0	11.9	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	2	0	1	1	0	0	0	0	0	0	0	0	12	-
05:00	1	0	1	0	0	0	0	0	0	0	0	0	14.2	-
05:15	1	0	1	0	0	0	0	0	0	0	0	0	9.4	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	1	0	0	1	0	0	0	0	0	0	0	0	13.8	-
06:00	1	0	0	1	0	0	0	0	0	0	0	0	16	-
06:15	1	0	1	0	0	0	0	0	0	0	0	0	11.9	-
06:30	4	1	0	1	2	0	0	0	0	0	0	0	16	-
06:45	2	0	0	0	2	0	0	0	0	0	0	0	14.4	-
07:00	7	1	1	3	2	0	0	0	0	0	0	0	15.6	-
07:15	3	1	0	1	1	0	0	0	0	0	0	0	14	-
07:30	8	1	0	6	1	0	0	0	0	0	0	0	14	-
07:45	14	2	1	3	8	0	0	0	0	0	0	0	15	16.3
08:00	7	1	0	2	4	0	0	0	0	0	0	0	14.3	-
08:15	8	0	0	2	6	0	0	0	0	0	0	0	15.1	-
08:30	9	1	1	3	4	0	0	0	0	0	0	0	14.9	-
08:45	4	0	0	4	0	0	0	0	0	0	0	0	15.7	-
09:00	2	1	0	0	1	0	0	0	0	0	0	0	15.1	-
09:15	10	0	0	3	7	0	0	0	0	0	0	0	15.4	-
09:30	7	0	0	4	3	0	0	0	0	0	0	0	14.7	-
09:45	2	0	0	1	1	0	0	0	0	0	0	0	15.8	-
10:00	1	0	0	0	1	0	0	0	0	0	0	0	15.7	-
10:15	4	0	0	1	3	0	0	0	0	0	0	0	14.1	-
10:30	2	0	0	1	1	0	0	0	0	0	0	0	17.2	-
10:45	4	0	0	3	1	0	0	0	0	0	0	0	15.7	-
11:00	6	0	1	2	3	0	0	0	0	0	0	0	14.2	-
11:15	3	0	0	2	1	0	0	0	0	0	0	0	17.6	-
11:30	6	1	0	2	3	0	0	0	0	0	0	0	16.7	-
11:45	6	0	1	1	4	0	0	0	0	0	0	0	16.3	-
12:00	11	0	0	6	4	0	1	0	0	0	0	0	12.7	16.1
12:15	5	2	0	2	1	0	0	0	0	0	0	0	15	-
12:30	7	0	0	6	1	0	0	0	0	0	0	0	14.8	-
12:45	3	0	0	0	2	1	0	0	0	0	0	0	15.3	-
13:00	4	0	0	2	2	0	0	0	0	0	0	0	11.3	-
13:15	8	1	0	2	3	2	0	0	0	0	0	0	14.2	-
13:30	9	1	0	3	5	0	0	0	0	0	0	0	11.2	-
13:45	6	0	0	2	4	0	0	0	0	0	0	0	11.8	-
14:00	2	0	0	1	1	0	0	0	0	0	0	0	12.1	-
14:15	7	1	1	3	2	0	0	0	0	0	0	0	11.5	-
14:30	5	0	0	2	2	0	0	0	0	0	1	0	11.7	-
14:45	9	2	0	3	4	0	0	0	0	0	0	0	13.9	-
15:00	11	1	2	2	6	0	0	0	0	0	0	0	14.4	17.2
15:15	4	0	1	0	3	0	0	0	0	0	0	0	13.3	-
15:30	2	0	1	0	1	0	0	0	0	0	0	0	12.9	-
15:45	9	0	1	7	1	0	0	0	0	0	0	0	15.2	-
16:00	6	1	1	2	2	0	0	0	0	0	0	0	14	-
16:15	2	1	0	0	1	0	0	0	0	0	0	0	14.7	-
16:30	6	0	0	3	3	0	0	0	0	0	0	0	16.4	-
16:45	8	1	1	3	3	0	0	0	0	0	0	0	14.6	-
17:00	7	3	2	0	2	0	0	0	0	0	0	0	13.6	-
17:15	3	2	1	0	0	0	0	0	0	0	0	0	16.4	-
17:30	5	1	2	0	2	0	0	0	0	0	0	0	14.2	-
17:45	7	0	0	1	6	0	0	0	0	0	0	0	15.2	-
18:00	4	0	0	2	2	0	0	0	0	0	0	0	14.9	-
18:15	4	0	1	2	1	0	0	0	0	0	0	0	15.1	-
18:30	5	0	0	3	2	0	0	0	0	0	0	0	15.9	-
18:45	1	0	1	0	0	0	0	0	0	0	0	0	8.7	-
19:00	5	0	1	2	2	0	0	0	0	0	0	0	14.3	-
19:15	7	0	0	4	3	0	0	0	0	0	0	0	12.2	-
19:30	1	0	0	1	0	0	0	0	0	0	0	0	17.9	-
19:45	4	0	1	2	1	0	0	0	0	0	0	0	14.9	-
20:00	2	0	0	1	1	0	0	0	0	0	0	0	14.9	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	3	0	1	1	1	0	0	0	0	0	0	0	14.2	-
20:45	2	0	0	0	2	0	0	0	0	0	0	0	15.4	-
21:00	1	0	0	1	0	0	0	0	0	0	0	0	14.6	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	3	0	0	2	1	0	0	0	0	0	0	0	15.1	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	1	0	0	0	1	0	0	0	0	0	0	0	17.8	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	1	0	1	0	0	0	0	0	0	0	0	0	11.5	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	273	26	20	101	121	3	1	0	0	0	1	0	14.4	17.0
06-22	309	27	24	117	136	3	1	0	0	0	1	0	14.4	17.0
06-00	311	27	25	117	137	3	1	0	0	0	1	0	14.4	17.0
00-00	317	27	29	119	137	3	1	0	0	0	1	0	14.4	17.0

Date Saturday 08/10/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	1	0	0	0	1	0	0	0	0	0	0	0	17.8	-
00:45	1	0	0	1	0	0	0	0	0	0	0	0	16.9	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	1	0	0	0	1	0	0	0	0	0	0	0	15.9	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	1	0	0	0	1	0	0	0	0	0	0	0	14.2	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	1	0	1	0	0	0	0	0	0	0	0	0	9.3	-
06:45	1	0	0	0	1	0	0	0	0	0	0	0	13.9	-
07:00	2	0	1	1	0	0	0	0	0	0	0	0	13.6	-
07:15	5	0	0	3	2	0	0	0	0	0	0	0	15.3	-
07:30	3	1	1	1	0	0	0	0	0	0	0	0	15.1	-
07:45	1	1	0	0	0	0	0	0	0	0	0	0	14.3	-
08:00	5	0	0	3	2	0	0	0	0	0	0	0	13.4	-
08:15	6	0	0	2	4	0	0	0	0	0	0	0	15.3	-
08:30	3	0	0	2	1	0	0	0	0	0	0	0	16.2	-
08:45	6	1	0	2	3	0	0	0	0	0	0	0	14.1	-
09:00	4	0	0	2	2	0	0	0	0	0	0	0	15.7	-
09:15	6	3	0	3	0	0	0	0	0	0	0	0	14.1	-
09:30	1	0	0	1	0	0	0	0	0	0	0	0	12.8	-
09:45	5	0	0	2	3	0	0	0	0	0	0	0	14.7	-
10:00	7	0	2	3	2	0	0	0	0	0	0	0	14.1	-
10:15	7	0	0	4	3	0	0	0	0	0	0	0	16.4	-
10:30	8	1	0	5	2	0	0	0	0	0	0	0	14.8	-
10:45	9	0	1	4	4	0	0	0	0	0	0	0	15.1	-
11:00	5	0	1	2	2	0	0	0	0	0	0	0	15.2	-
11:15	6	0	0	4	1	1	0	0	0	0	0	0	14.7	-
11:30	6	1	0	1	4	0	0	0	0	0	0	0	14.4	-
11:45	5	0	0	3	2	0	0	0	0	0	0	0	17.8	-
12:00	7	1	0	2	3	1	0	0	0	0	0	0	16.2	-
12:15	7	1	0	1	5	0	0	0	0	0	0	0	15.2	-
12:30	3	0	0	1	2	0	0	0	0	0	0	0	16.2	-
12:45	7	0	2	3	2	0	0	0	0	0	0	0	16.2	-
13:00	4	0	1	2	1	0	0	0	0	0	0	0	14.9	-
13:15	7	0	1	1	5	0	0	0	0	0	0	0	15	-
13:30	2	0	0	0	2	0	0	0	0	0	0	0	12.5	-
13:45	3	0	0	3	0	0	0	0	0	0	0	0	14.5	-
14:00	7	0	0	2	5	0	0	0	0	0	0	0	14	-
14:15	3	0	0	2	1	0	0	0	0	0	0	0	17.8	-
14:30	1	0	0	1	0	0	0	0	0	0	0	0	16.8	-
14:45	5	1	0	0	4	0	0	0	0	0	0	0	13.8	-
15:00	5	2	1	0	2	0	0	0	0	0	0	0	13.5	-
15:15	5	0	1	3	1	0	0	0	0	0	0	0	13.4	-
15:30	7	0	1	3	3	0	0	0	0	0	0	0	15.3	-
15:45	8	0	1	2	5	0	0	0	0	0	0	0	15.8	-
16:00	2	0	0	2	0	0	0	0	0	0	0	0	14.9	-
16:15	1	0	0	1	0	0	0	0	0	0	0	0	14.3	-
16:30	6	0	0	3	3	0	0	0	0	0	0	0	14.4	-
16:45	5	0	0	3	2	0	0	0	0	0	0	0	15.9	-
17:00	8	0	0	7	1	0	0	0	0	0	0	0	16.3	-
17:15	5	2	0	0	3	0	0	0	0	0	0	0	16.1	-
17:30	4	0	1	0	3	0	0	0	0	0	0	0	13.2	-
17:45	3	0	0	1	2	0	0	0	0	0	0	0	15.5	-
18:00	6	0	1	1	4	0	0	0	0	0	0	0	14.3	-
18:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:30	5	0	0	3	2	0	0	0	0	0	0	0	13.2	-
18:45	3	0	1	0	2	0	0	0	0	0	0	0	13.7	-
19:00	3	0	0	2	1	0	0	0	0	0	0	0	13.3	-
19:15	1	0	0	1	0	0	0	0	0	0	0	0	17.6	-
19:30	8	0	0	4	4	0	0	0	0	0	0	0	14	-
19:45	2	0	0	0	2	0	0	0	0	0	0	0	10	-
20:00	1	0	0	1	0	0	0	0	0	0	0	0	20.5	-
20:15	2	0	0	1	1	0	0	0	0	0	0	0	16.4	-
20:30	1	0	0	0	1	0	0	0	0	0	0	0	14	-
20:45	3	0	1	1	1	0	0	0	0	0	0	0	13.4	-
21:00	1	0	0	1	0	0	0	0	0	0	0	0	11.9	-
21:15	1	0	0	1	0	0	0	0	0	0	0	0	14.6	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	1	0	0	0	1	0	0	0	0	0	0	0	15.1	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	15.3	-
22:45	2	0	0	2	0	0	0	0	0	0	0	0	15.3	-
23:00	1	0	0	0	1	0	0	0	0	0	0	0	13.4	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	229	15	17	95	100	2	0	0	0	0	0	0	15.0	17.4
06-22	256	15	19	107	113	2	0	0	0	0	0	0	14.9	17.4
06-00	260	15	19	110	114	2	0	0	0	0	0	0	14.9	17.4
00-00	263	15	19	111	116	2	0	0	0	0	0	0	14.9	17.4

Date	Sunday	09/10/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	1	0	0	0	0	0	0	1	0	0	0	0	12.3	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	1	0	0	1	0	0	0	0	0	0	0	0	16.9	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	1	0	0	0	1	0	0	0	0	0	0	0	13.8	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	2	0	1	1	0	0	0	0	0	0	0	0	12.2	-
07:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:30	3	0	0	1	2	0	0	0	0	0	0	0	13	-
07:45	1	0	0	0	1	0	0	0	0	0	0	0	18.8	-
08:00	1	0	0	0	1	0	0	0	0	0	0	0	17.3	-
08:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:30	2	0	0	0	2	0	0	0	0	0	0	0	14.4	-
08:45	3	1	0	1	1	0	0	0	0	0	0	0	13	-
09:00	2	0	1	1	0	0	0	0	0	0	0	0	10.3	-
09:15	9	5	2	2	0	0	0	0	0	0	0	0	12.4	-
09:30	6	0	1	3	2	0	0	0	0	0	0	0	14.5	-
09:45	3	0	1	2	0	0	0	0	0	0	0	0	14.7	-
10:00	7	0	0	3	4	0	0	0	0	0	0	0	14.5	-
10:15	3	1	1	1	0	0	0	0	0	0	0	0	13.2	-
10:30	3	0	0	2	1	0	0	0	0	0	0	0	14.6	-
10:45	4	0	0	2	2	0	0	0	0	0	0	0	16	-
11:00	4	0	0	2	2	0	0	0	0	0	0	0	16.3	-
11:15	6	1	2	1	2	0	0	0	0	0	0	0	15.4	-
11:30	6	1	0	0	5	0	0	0	0	0	0	0	15.4	-
11:45	4	0	1	1	2	0	0	0	0	0	0	0	13.3	-
12:00	7	0	2	2	3	0	0	0	0	0	0	0	13.4	-
12:15	8	3	1	0	4	0	0	0	0	0	0	0	13.6	-
12:30	4	0	1	1	2	0	0	0	0	0	0	0	15.7	-
12:45	4	0	0	1	3	0	0	0	0	0	0	0	15.7	-
13:00	6	1	0	1	4	0	0	0	0	0	0	0	14.5	-
13:15	4	0	0	1	3	0	0	0	0	0	0	0	14.3	-
13:30	4	0	1	2	1	0	0	0	0	0	0	0	14.4	-
13:45	3	0	0	1	2	0	0	0	0	0	0	0	15.7	-
14:00	5	1	0	1	3	0	0	0	0	0	0	0	16.1	-
14:15	5	2	0	1	2	0	0	0	0	0	0	0	13.8	-
14:30	4	0	1	1	2	0	0	0	0	0	0	0	15.4	-
14:45	4	0	0	1	3	0	0	0	0	0	0	0	12.9	-
15:00	2	0	1	0	1	0	0	0	0	0	0	0	11.3	-
15:15	3	0	0	1	1	0	0	1	0	0	0	0	16.3	-
15:30	4	0	0	0	4	0	0	0	0	0	0	0	14.4	-
15:45	4	0	0	1	2	0	0	1	0	0	0	0	14	-
16:00	3	0	1	1	1	0	0	0	0	0	0	0	14.8	-
16:15	2	0	0	1	1	0	0	0	0	0	0	0	12.9	-
16:30	8	0	1	5	2	0	0	0	0	0	0	0	16.3	-
16:45	3	0	0	1	2	0	0	0	0	0	0	0	11.8	-
17:00	4	0	2	0	2	0	0	0	0	0	0	0	11.5	-
17:15	6	0	3	3	0	0	0	0	0	0	0	0	13.2	-
17:30	4	0	1	1	2	0	0	0	0	0	0	0	14.7	-
17:45	3	0	0	0	3	0	0	0	0	0	0	0	14	-
18:00	6	0	0	3	3	0	0	0	0	0	0	0	14.9	-
18:15	6	0	0	3	3	0	0	0	0	0	0	0	14.1	-
18:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:45	5	1	0	1	3	0	0	0	0	0	0	0	17.5	-
19:00	1	0	0	1	0	0	0	0	0	0	0	0	14.2	-
19:15	2	0	0	0	2	0	0	0	0	0	0	0	16.3	-
19:30	4	0	0	3	1	0	0	0	0	0	0	0	15	-
19:45	1	0	0	0	1	0	0	0	0	0	0	0	16.2	-
20:00	1	0	0	0	1	0	0	0	0	0	0	0	15.9	-
20:15	2	0	0	1	1	0	0	0	0	0	0	0	17.2	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	1	0	0	1	0	0	0	0	0	0	0	0	18.2	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	1	0	0	0	1	0	0	0	0	0	0	0	12.6	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	190	17	25	57	89	0	0	2	0	0	0	0	14.4	17.4
06-22	203	17	25	63	96	0	0	2	0	0	0	0	14.5	17.4
06-00	203	17	25	63	96	0	0	2	0	0	0	0	14.5	17.4
00-00	206	17	25	64	97	0	0	3	0	0	0	0	14.5	17.4

Date	Monday	10/10/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	1	0	0	1	0	0	0	0	0	0	0	0	14.9	-
00:45	1	0	0	0	1	0	0	0	0	0	0	0	16.5	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	2	0	1	0	1	0	0	0	0	0	0	0	11.9	-
05:00	1	0	1	0	0	0	0	0	0	0	0	0	11.6	-
05:15	4	0	1	2	1	0	0	0	0	0	0	0	12.5	-
05:30	1	0	0	0	1	0	0	0	0	0	0	0	11.3	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	1	0	0	1	0	0	0	0	0	0	0	0	11.4	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	5	1	0	3	1	0	0	0	0	0	0	0	15.9	-
06:45	3	0	0	2	1	0	0	0	0	0	0	0	14.6	-
07:00	3	1	1	0	1	0	0	0	0	0	0	0	14.4	-
07:15	6	0	2	3	1	0	0	0	0	0	0	0	14.8	-
07:30	6	1	0	4	1	0	0	0	0	0	0	0	14	-
07:45	8	2	1	1	4	0	0	0	0	0	0	0	14.6	-
08:00	10	0	0	7	3	0	0	0	0	0	0	0	12.6	-
08:15	12	2	1	4	5	0	0	0	0	0	0	0	15	16.6
08:30	11	0	1	7	3	0	0	0	0	0	0	0	15.3	16.1
08:45	9	1	0	4	3	0	0	1	0	0	0	0	14.5	-
09:00	3	0	0	2	1	0	0	0	0	0	0	0	15.4	-
09:15	3	0	0	2	1	0	0	0	0	0	0	0	16.5	-
09:30	4	0	0	2	2	0	0	0	0	0	0	0	16.1	-
09:45	6	0	0	5	1	0	0	0	0	0	0	0	16.2	-
10:00	8	0	0	5	3	0	0	0	0	0	0	0	14.6	-
10:15	3	0	0	3	0	0	0	0	0	0	0	0	16.1	-
10:30	11	1	1	6	3	0	0	0	0	0	0	0	14.4	16.8
10:45	4	0	0	1	2	1	0	0	0	0	0	0	15.4	-
11:00	6	0	1	3	2	0	0	0	0	0	0	0	14.1	-
11:15	3	0	0	1	2	0	0	0	0	0	0	0	16.1	-
11:30	4	0	0	3	1	0	0	0	0	0	0	0	15.7	-
11:45	5	0	0	2	3	0	0	0	0	0	0	0	15.4	-
12:00	6	0	0	4	2	0	0	0	0	0	0	0	16.9	-
12:15	6	1	2	3	0	0	0	0	0	0	0	0	15.3	-
12:30	8	0	0	3	5	0	0	0	0	0	0	0	15.9	-
12:45	5	0	0	3	2	0	0	0	0	0	0	0	15.8	-
13:00	7	0	2	4	1	0	0	0	0	0	0	0	13.5	-
13:15	7	0	0	4	3	0	0	0	0	0	0	0	14.1	-
13:30	5	0	0	3	2	0	0	0	0	0	0	0	15.6	-
13:45	10	0	0	7	2	1	0	0	0	0	0	0	14.8	-
14:00	7	0	0	2	5	0	0	0	0	0	0	0	16.6	-
14:15	4	0	0	1	3	0	0	0	0	0	0	0	15.6	-
14:30	7	1	0	3	2	1	0	0	0	0	0	0	14.4	-
14:45	11	1	0	3	7	0	0	0	0	0	0	0	15.6	17.7
15:00	8	0	0	5	2	1	0	0	0	0	0	0	14.9	-
15:15	2	0	0	2	0	0	0	0	0	0	0	0	16.4	-
15:30	3	0	0	2	0	1	0	0	0	0	0	0	14	-
15:45	4	0	1	2	1	0	0	0	0	0	0	0	12.7	-
16:00	8	1	1	2	4	0	0	0	0	0	0	0	13.3	-
16:15	4	0	1	3	0	0	0	0	0	0	0	0	10.3	-
16:30	10	3	2	4	1	0	0	0	0	0	0	0	14.3	-
16:45	11	1	4	2	4	0	0	0	0	0	0	0	13.2	15
17:00	8	1	3	3	1	0	0	0	0	0	0	0	13.2	-
17:15	7	2	2	1	2	0	0	0	0	0	0	0	13.8	-
17:30	10	3	5	1	1	0	0	0	0	0	0	0	14.5	-
17:45	5	0	1	3	1	0	0	0	0	0	0	0	16.9	-
18:00	4	1	0	3	0	0	0	0	0	0	0	0	15.6	-
18:15	8	2	0	4	2	0	0	0	0	0	0	0	14.7	-
18:30	4	0	2	1	1	0	0	0	0	0	0	0	13.7	-
18:45	11	2	1	3	5	0	0	0	0	0	0	0	15.1	17
19:00	3	0	0	1	2	0	0	0	0	0	0	0	14.9	-
19:15	4	0	1	1	2	0	0	0	0	0	0	0	15.3	-
19:30	1	0	0	1	0	0	0	0	0	0	0	0	17.8	-
19:45	3	0	0	3	0	0	0	0	0	0	0	0	14.6	-
20:00	2	0	0	0	2	0	0	0	0	0	0	0	18.7	-
20:15	1	0	0	1	0	0	0	0	0	0	0	0	15.7	-
20:30	1	0	0	0	1	0	0	0	0	0	0	0	13.9	-
20:45	2	0	1	1	0	0	0	0	0	0	0	0	11.4	-
21:00	3	0	1	2	0	0	0	0	0	0	0	0	15.3	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	1	0	0	1	0	0	0	0	0	0	0	0	15.5	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	1	0	0	0	1	0	0	0	0	0	0	0	16.6	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	1	0	0	1	0	0	0	0	0	0	0	0	18	-
23:15	1	0	0	1	0	0	0	0	0	0	0	0	11.4	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	315	27	35	146	101	5	0	1	0	0	0	0	14.7	17.4
06-22	344	28	38	162	110	5	0	1	0	0	0	0	14.8	17.4
06-00	348	28	38	165	111	5	0	1	0	0	0	0	14.8	17.7
00-00	358	28	41	168	115	5	0	1	0	0	0	0	14.7	17.4

Date Tuesday 11/10/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	1	0	0	0	1	0	0	0	0	0	0	0	16.3	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	3	0	2	1	0	0	0	0	0	0	0	0	13.5	-
05:30	1	0	0	0	1	0	0	0	0	0	0	0	14.3	-
05:45	2	0	0	1	1	0	0	0	0	0	0	0	15	-
06:00	3	0	0	1	2	0	0	0	0	0	0	0	14.8	-
06:15	1	1	0	0	0	0	0	0	0	0	0	0	12.4	-
06:30	3	1	0	1	1	0	0	0	0	0	0	0	13.8	-
06:45	5	0	1	3	1	0	0	0	0	0	0	0	12.5	-
07:00	5	1	0	1	3	0	0	0	0	0	0	0	15.6	-
07:15	5	0	1	3	1	0	0	0	0	0	0	0	15.4	-
07:30	10	1	1	6	2	0	0	0	0	0	0	0	13.6	-
07:45	12	2	1	4	5	0	0	0	0	0	0	0	15.8	17.4
08:00	10	1	0	4	5	0	0	0	0	0	0	0	14.2	-
08:15	15	0	1	6	8	0	0	0	0	0	0	0	16	17
08:30	11	1	0	3	7	0	0	0	0	0	0	0	15.9	17.2
08:45	8	1	0	3	4	0	0	0	0	0	0	0	15.4	-
09:00	4	0	0	1	3	0	0	0	0	0	0	0	15.3	-
09:15	6	1	0	2	3	0	0	0	0	0	0	0	14.9	-
09:30	5	1	0	3	0	1	0	0	0	0	0	0	15.6	-
09:45	9	0	0	3	6	0	0	0	0	0	0	0	14.5	-
10:00	3	0	0	3	0	0	0	0	0	0	0	0	15.8	-
10:15	6	1	1	4	0	0	0	0	0	0	0	0	13.9	-
10:30	8	2	0	2	3	1	0	0	0	0	0	0	16.1	-
10:45	4	0	0	1	3	0	0	0	0	0	0	0	11.6	-
11:00	2	0	0	1	1	0	0	0	0	0	0	0	16.6	-
11:15	4	0	0	1	3	0	0	0	0	0	0	0	16.1	-
11:30	4	0	0	0	4	0	0	0	0	0	0	0	15.6	-
11:45	4	1	0	1	1	0	0	1	0	0	0	0	13.9	-
12:00	11	1	0	8	1	1	0	0	0	0	0	0	13.5	15
12:15	8	0	1	1	5	1	0	0	0	0	0	0	15.1	-
12:30	4	0	1	1	2	0	0	0	0	0	0	0	14	-
12:45	3	0	1	0	2	0	0	0	0	0	0	0	13.4	-
13:00	1	0	0	0	1	0	0	0	0	0	0	0	19.3	-
13:15	3	0	0	0	3	0	0	0	0	0	0	0	14.8	-
13:30	6	0	0	3	2	1	0	0	0	0	0	0	13.9	-
13:45	4	0	0	2	2	0	0	0	0	0	0	0	15.7	-
14:00	4	0	1	3	0	0	0	0	0	0	0	0	14.8	-
14:15	7	0	0	4	3	0	0	0	0	0	0	0	15.7	-
14:30	7	0	1	1	5	0	0	0	0	0	0	0	14.8	-
14:45	2	0	0	1	1	0	0	0	0	0	0	0	18.4	-
15:00	4	0	2	0	2	0	0	0	0	0	0	0	15.3	-
15:15	9	0	2	3	4	0	0	0	0	0	0	0	14.2	-
15:30	3	0	0	0	3	0	0	0	0	0	0	0	17.5	-
15:45	2	0	0	1	1	0	0	0	0	0	0	0	16.9	-
16:00	7	1	1	2	3	0	0	0	0	0	0	0	14.7	-
16:15	4	2	1	1	0	0	0	0	0	0	0	0	14.9	-
16:30	7	2	2	2	1	0	0	0	0	0	0	0	14.3	-
16:45	8	2	1	2	3	0	0	0	0	0	0	0	14	-
17:00	10	3	2	1	3	1	0	0	0	0	0	0	14	-
17:15	8	1	3	3	1	0	0	0	0	0	0	0	14.1	-
17:30	6	3	2	0	1	0	0	0	0	0	0	0	13.3	-
17:45	9	2	4	0	2	0	0	1	0	0	0	0	15.4	-
18:00	7	2	2	3	0	0	0	0	0	0	0	0	14	-
18:15	3	0	1	0	2	0	0	0	0	0	0	0	16	-
18:30	4	0	0	2	2	0	0	0	0	0	0	0	18.8	-
18:45	3	0	0	1	2	0	0	0	0	0	0	0	14.6	-
19:00	1	0	0	0	1	0	0	0	0	0	0	0	15	-
19:15	6	0	0	1	5	0	0	0	0	0	0	0	14.4	-
19:30	4	0	0	1	2	0	0	1	0	0	0	0	12.2	-
19:45	3	0	0	1	2	0	0	0	0	0	0	0	16.4	-
20:00	2	1	0	1	0	0	0	0	0	0	0	0	14.9	-
20:15	1	0	0	0	1	0	0	0	0	0	0	0	15.9	-
20:30	4	1	0	1	2	0	0	0	0	0	0	0	13.8	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	2	0	0	1	1	0	0	0	0	0	0	0	16	-
21:15	1	0	1	0	0	0	0	0	0	0	0	0	12.9	-
21:30	1	0	1	0	0	0	0	0	0	0	0	0	11.6	-
21:45	1	0	0	0	1	0	0	0	0	0	0	0	15.6	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	289	32	33	97	119	6	0	2	0	0	0	0	14.9	17.4
06-22	327	36	36	108	138	6	0	3	0	0	0	0	14.6	17.0
06-00	327	36	36	108	138	6	0	3	0	0	0	0	14.6	17.0
00-00	334	36	38	110	141	6	0	3	0	0	0	0	14.6	17.0

Date Wednesday 12/10/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	1	1	0	0	0	0	0	0	0	0	0	0	9.2	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	1	0	0	1	0	0	0	0	0	0	0	0	16.2	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	3	1	1	1	0	0	0	0	0	0	0	0	14.6	-
05:30	2	0	0	1	1	0	0	0	0	0	0	0	15.9	-
05:45	1	0	0	0	1	0	0	0	0	0	0	0	17.3	-
06:00	2	0	0	1	1	0	0	0	0	0	0	0	15.6	-
06:15	1	0	0	1	0	0	0	0	0	0	0	0	17.7	-
06:30	4	1	0	2	1	0	0	0	0	0	0	0	15.3	-
06:45	2	1	0	1	0	0	0	0	0	0	0	0	9.9	-
07:00	4	1	0	2	1	0	0	0	0	0	0	0	14.8	-
07:15	8	0	1	3	4	0	0	0	0	0	0	0	15	-
07:30	12	3	1	7	1	0	0	0	0	0	0	0	14.2	15.9
07:45	9	0	1	3	5	0	0	0	0	0	0	0	15.6	-
08:00	7	0	0	3	4	0	0	0	0	0	0	0	14.9	-
08:15	15	3	0	5	7	0	0	0	0	0	0	0	14.6	17.7
08:30	9	1	0	4	4	0	0	0	0	0	0	0	15.9	-
08:45	5	1	0	2	2	0	0	0	0	0	0	0	15.8	-
09:00	7	0	1	3	3	0	0	0	0	0	0	0	14	-
09:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
09:30	9	0	0	5	4	0	0	0	0	0	0	0	14.4	-
09:45	5	0	1	3	1	0	0	0	0	0	0	0	15.9	-
10:00	5	0	0	3	2	0	0	0	0	0	0	0	15.8	-
10:15	8	0	0	2	6	0	0	0	0	0	0	0	15	-
10:30	4	0	0	0	4	0	0	0	0	0	0	0	17.2	-
10:45	7	2	0	2	3	0	0	0	0	0	0	0	14.1	-
11:00	3	0	0	1	2	0	0	0	0	0	0	0	12	-
11:15	6	0	1	2	3	0	0	0	0	0	0	0	15.9	-
11:30	3	1	0	1	1	0	0	0	0	0	0	0	16.1	-
11:45	4	0	1	1	2	0	0	0	0	0	0	0	13.9	-
12:00	4	0	0	1	2	1	0	0	0	0	0	0	13.8	-
12:15	8	0	1	4	1	1	0	1	0	0	0	0	15.4	-
12:30	6	0	0	2	3	1	0	0	0	0	0	0	15.7	-
12:45	3	0	0	1	2	0	0	0	0	0	0	0	17	-
13:00	2	0	0	2	0	0	0	0	0	0	0	0	14.4	-
13:15	4	0	0	1	3	0	0	0	0	0	0	0	15	-
13:30	7	0	2	2	2	1	0	0	0	0	0	0	13.6	-
13:45	4	0	1	2	1	0	0	0	0	0	0	0	13.4	-
14:00	2	0	0	1	1	0	0	0	0	0	0	0	16.9	-
14:15	2	0	1	1	0	0	0	0	0	0	0	0	15.7	-
14:30	5	0	0	3	2	0	0	0	0	0	0	0	13.2	-
14:45	3	0	1	2	0	0	0	0	0	0	0	0	14.4	-
15:00	2	0	0	1	1	0	0	0	0	0	0	0	14.2	-
15:15	6	2	0	1	3	0	0	0	0	0	0	0	15.4	-
15:30	7	0	0	7	0	0	0	0	0	0	0	0	12.9	-
15:45	6	0	0	4	2	0	0	0	0	0	0	0	15.7	-
16:00	7	1	0	6	0	0	0	0	0	0	0	0	14.4	-
16:15	3	1	0	1	1	0	0	0	0	0	0	0	13.8	-
16:30	7	1	2	1	3	0	0	0	0	0	0	0	14.3	-
16:45	5	1	2	1	1	0	0	0	0	0	0	0	15.3	-
17:00	5	2	2	0	1	0	0	0	0	0	0	0	13.4	-
17:15	3	1	1	0	1	0	0	0	0	0	0	0	14.3	-
17:30	9	2	3	4	0	0	0	0	0	0	0	0	13.3	-
17:45	2	0	1	0	1	0	0	0	0	0	0	0	14.8	-
18:00	10	3	2	4	1	0	0	0	0	0	0	0	13.9	-
18:15	8	1	0	4	3	0	0	0	0	0	0	0	16.6	-
18:30	4	1	0	0	3	0	0	0	0	0	0	0	15.7	-
18:45	3	0	1	1	1	0	0	0	0	0	0	0	13.1	-
19:00	3	0	1	2	0	0	0	0	0	0	0	0	16.3	-
19:15	3	1	1	0	0	0	0	0	0	0	1	0	12.4	-
19:30	1	0	0	1	0	0	0	0	0	0	0	0	14.3	-
19:45	1	0	0	1	0	0	0	0	0	0	0	0	15.5	-
20:00	4	0	0	2	2	0	0	0	0	0	0	0	16.1	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	1	0	0	0	1	0	0	0	0	0	0	0	14.3	-
20:45	3	0	0	2	1	0	0	0	0	0	0	0	16.4	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	1	0	0	1	0	0	0	0	0	0	0	0	15.5	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	1	0	0	1	0	0	0	0	0	0	0	0	18	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	2	0	0	0	2	0	0	0	0	0	0	0	15.1	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	17.8	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	1	0	0	0	1	0	0	0	0	0	0	0	17.6	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	267	28	27	109	98	4	0	1	0	0	0	0	14.8	17.4
06-22	294	31	29	124	104	4	0	1	0	0	1	0	14.8	17.4
06-00	298	31	29	125	107	4	0	1	0	0	1	0	14.8	17.4
00-00	306	33	30	128	109	4	0	1	0	0	1	0	14.8	17.4

Date Thursday 13/10/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	1	0	0	1	0	0	0	0	0	0	0	0	15.4	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	1	0	0	1	0	0	0	0	0	0	0	0	17.3	-
05:00	1	0	0	1	0	0	0	0	0	0	0	0	16.8	-
05:15	2	1	1	0	0	0	0	0	0	0	0	0	13.5	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	4	0	0	3	1	0	0	0	0	0	0	0	15.7	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	1	0	0	0	1	0	0	0	0	0	0	0	20	-
06:30	2	1	0	1	0	0	0	0	0	0	0	0	13.3	-
06:45	2	0	0	2	0	0	0	0	0	0	0	0	13.4	-
07:00	4	0	1	1	2	0	0	0	0	0	0	0	14.4	-
07:15	9	2	1	2	4	0	0	0	0	0	0	0	14.2	-
07:30	8	2	0	5	1	0	0	0	0	0	0	0	14.2	-
07:45	7	2	0	3	2	0	0	0	0	0	0	0	15.9	-
08:00	12	0	1	4	6	1	0	0	0	0	0	0	15	16.8
08:15	16	1	1	7	7	0	0	0	0	0	0	0	16.5	18.3
08:30	7	1	0	5	1	0	0	0	0	0	0	0	16	-
08:45	7	1	0	3	3	0	0	0	0	0	0	0	14.7	-
09:00	8	0	0	3	5	0	0	0	0	0	0	0	14.7	-
09:15	7	1	0	2	4	0	0	0	0	0	0	0	14.7	-
09:30	7	0	0	2	5	0	0	0	0	0	0	0	15.9	-
09:45	5	0	0	4	1	0	0	0	0	0	0	0	14.6	-
10:00	5	0	0	3	2	0	0	0	0	0	0	0	14.4	-
10:15	4	0	0	2	2	0	0	0	0	0	0	0	14.8	-
10:30	8	1	0	5	2	0	0	0	0	0	0	0	14.7	-
10:45	8	0	1	3	3	1	0	0	0	0	0	0	15.2	-
11:00	4	0	0	0	4	0	0	0	0	0	0	0	14.1	-
11:15	6	0	0	2	4	0	0	0	0	0	0	0	14.1	-
11:30	4	0	0	2	2	0	0	0	0	0	0	0	17	-
11:45	7	0	1	1	5	0	0	0	0	0	0	0	13.5	-
12:00	6	0	0	4	2	0	0	0	0	0	0	0	14.3	-
12:15	5	0	4	1	0	0	0	0	0	0	0	0	10.9	-
12:30	2	0	0	2	0	0	0	0	0	0	0	0	9.3	-
12:45	10	1	0	4	5	0	0	0	0	0	0	0	15.1	-
13:00	7	0	0	3	4	0	0	0	0	0	0	0	15	-
13:15	5	0	1	1	2	1	0	0	0	0	0	0	14.4	-
13:30	4	0	1	3	0	0	0	0	0	0	0	0	14.7	-
13:45	4	0	0	3	1	0	0	0	0	0	0	0	12.6	-
14:00	2	0	0	0	2	0	0	0	0	0	0	0	16.4	-
14:15	10	2	1	3	4	0	0	0	0	0	0	0	14.4	-
14:30	1	0	0	1	0	0	0	0	0	0	0	0	12.6	-
14:45	7	0	1	2	4	0	0	0	0	0	0	0	15.2	-
15:00	8	1	0	1	6	0	0	0	0	0	0	0	14.6	-
15:15	1	0	0	0	1	0	0	0	0	0	0	0	17.6	-
15:30	2	0	0	1	1	0	0	0	0	0	0	0	16.6	-
15:45	1	0	0	1	0	0	0	0	0	0	0	0	12.5	-
16:00	7	1	0	2	4	0	0	0	0	0	0	0	13.8	-
16:15	2	1	1	0	0	0	0	0	0	0	0	0	11.3	-
16:30	8	1	2	3	2	0	0	0	0	0	0	0	14.8	-
16:45	5	1	2	1	1	0	0	0	0	0	0	0	14.3	-
17:00	12	2	3	5	2	0	0	0	0	0	0	0	13.7	16.8
17:15	7	0	3	3	1	0	0	0	0	0	0	0	14.3	-
17:30	4	2	1	0	1	0	0	0	0	0	0	0	12.2	-
17:45	7	1	2	0	4	0	0	0	0	0	0	0	14.3	-
18:00	3	0	1	0	1	1	0	0	0	0	0	0	16.6	-
18:15	4	0	0	3	1	0	0	0	0	0	0	0	16.4	-
18:30	7	0	0	2	5	0	0	0	0	0	0	0	13.3	-
18:45	4	0	2	1	1	0	0	0	0	0	0	0	12.8	-
19:00	2	0	0	0	2	0	0	0	0	0	0	0	17.1	-
19:15	3	1	0	1	1	0	0	0	0	0	0	0	16.1	-
19:30	6	1	0	2	3	0	0	0	0	0	0	0	13.7	-
19:45	5	0	0	1	4	0	0	0	0	0	0	0	16.6	-
20:00	1	0	0	1	0	0	0	0	0	0	0	0	15.9	-
20:15	1	0	0	1	0	0	0	0	0	0	0	0	16.7	-
20:30	1	0	0	0	1	0	0	0	0	0	0	0	16.4	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	1	0	0	0	1	0	0	0	0	0	0	0	12.4	-
21:15	1	1	0	0	0	0	0	0	0	0	0	0	16.2	-
21:30	4	0	0	2	2	0	0	0	0	0	0	0	14.6	-
21:45	3	0	0	1	2	0	0	0	0	0	0	0	14.6	-
22:00	1	0	0	1	0	0	0	0	0	0	0	0	16	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	1	0	1	0	0	0	0	0	0	0	0	0	10.5	-
22:45	1	0	0	0	1	0	0	0	0	0	0	0	17.5	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	1	0	0	1	0	0	0	0	0	0	0	0	14.4	-
23:45	1	0	0	0	1	0	0	0	0	0	0	0	16.6	-
07-19	288	24	31	109	120	4	0	0	0	0	0	0	14.6	17.2
06-22	321	28	31	121	137	4	0	0	0	0	0	0	14.6	17.2
06-00	326	28	32	123	139	4	0	0	0	0	0	0	14.7	17.2
00-00	335	29	33	129	140	4	0	0	0	0	0	0	14.7	17.2

Date	Friday	14/10/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	1	0	1	0	0	0	0	0	0	0	0	0	7.5	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	2	1	1	0	0	0	0	0	0	0	0	0	12.1	-
05:30	1	0	0	0	1	0	0	0	0	0	0	0	15.5	-
05:45	1	0	0	1	0	0	0	0	0	0	0	0	14.1	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	3	0	0	2	1	0	0	0	0	0	0	0	17.6	-
06:30	5	1	0	3	1	0	0	0	0	0	0	0	14.1	-
06:45	1	0	0	0	1	0	0	0	0	0	0	0	16.1	-
07:00	7	0	2	4	1	0	0	0	0	0	0	0	12.6	-
07:15	4	1	0	1	2	0	0	0	0	0	0	0	15.2	-
07:30	10	1	0	6	3	0	0	0	0	0	0	0	15.7	-
07:45	10	1	1	2	6	0	0	0	0	0	0	0	15.9	-
08:00	13	0	0	7	6	0	0	0	0	0	0	0	16.5	17.9
08:15	8	1	1	3	3	0	0	0	0	0	0	0	14.8	-
08:30	7	0	2	2	3	0	0	0	0	0	0	0	14.6	-
08:45	8	0	0	1	6	1	0	0	0	0	0	0	14.5	-
09:00	5	1	0	2	1	1	0	0	0	0	0	0	13.7	-
09:15	5	0	0	2	3	0	0	0	0	0	0	0	16.4	-
09:30	10	0	0	5	5	0	0	0	0	0	0	0	14.3	-
09:45	1	0	0	1	0	0	0	0	0	0	0	0	16.1	-
10:00	4	0	0	2	2	0	0	0	0	0	0	0	14.8	-
10:15	5	1	0	4	0	0	0	0	0	0	0	0	13.6	-
10:30	9	1	0	2	6	0	0	0	0	0	0	0	16.7	-
10:45	3	1	0	1	1	0	0	0	0	0	0	0	15.9	-
11:00	5	0	0	4	1	0	0	0	0	0	0	0	12.9	-
11:15	5	1	1	1	2	0	0	0	0	0	0	0	15.8	-
11:30	5	2	1	0	1	1	0	0	0	0	0	0	13.4	-
11:45	2	0	0	2	0	0	0	0	0	0	0	0	12.2	-
12:00	7	0	0	4	3	0	0	0	0	0	0	0	15.6	-
12:15	4	0	1	1	2	0	0	0	0	0	0	0	16.3	-
12:30	6	0	0	2	3	1	0	0	0	0	0	0	15.7	-
12:45	8	2	0	2	4	0	0	0	0	0	0	0	15.3	-
13:00	5	0	0	2	3	0	0	0	0	0	0	0	15.5	-
13:15	5	1	1	3	0	0	0	0	0	0	0	0	15.2	-
13:30	6	0	2	1	3	0	0	0	0	0	0	0	15.2	-
13:45	10	0	0	3	6	1	0	0	0	0	0	0	15.8	-
14:00	10	2	1	2	5	0	0	0	0	0	0	0	13.6	-
14:15	9	0	1	3	4	1	0	0	0	0	0	0	14.1	-
14:30	7	0	0	5	2	0	0	0	0	0	0	0	16	-
14:45	4	0	0	0	4	0	0	0	0	0	0	0	14.9	-
15:00	8	1	0	3	4	0	0	0	0	0	0	0	16	-
15:15	4	0	1	1	2	0	0	0	0	0	0	0	14.5	-
15:30	6	1	0	1	4	0	0	0	0	0	0	0	15.1	-
15:45	5	1	1	0	3	0	0	0	0	0	0	0	13.6	-
16:00	9	1	1	3	4	0	0	0	0	0	0	0	13.8	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	239	20	17	88	108	6	0	0	0	0	0	0	15.0	17.2
06-22	248	21	17	93	111	6	0	0	0	0	0	0	15.0	17.2
06-00	248	21	17	93	111	6	0	0	0	0	0	0	15.0	17.2
00-00	253	22	19	94	112	6	0	0	0	0	0	0	15.0	17.2

Date Saturday 15/10/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Sunday 16/10/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 03/10/2016
Road Name: Lower Road

Prepared by: Lauren Catterall
Checked by: Luke Martin

Speed Summary Data

A-B Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
03/10/2016	-	-
04/10/2016	-	-
05/10/2016	-	-
06/10/2016	14.3	16.6
07/10/2016	14.4	17.0
08/10/2016	14.9	17.4
09/10/2016	14.5	17.4
10/10/2016	14.7	17.4
11/10/2016	14.6	17.0
12/10/2016	14.8	17.4
13/10/2016	14.7	17.2
14/10/2016	15.0	17.2
15/10/2016	-	-
16/10/2016	-	-

B-A Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
03/10/2016	-	-
04/10/2016	-	-
05/10/2016	-	-
06/10/2016	15.5	17.2
07/10/2016	14.8	17.9
08/10/2016	15.8	18.6
09/10/2016	15.4	18.1
10/10/2016	15.3	18.3
11/10/2016	15.6	18.1
12/10/2016	15.7	18.6
13/10/2016	15.5	18.6
14/10/2016	15.4	18.3
15/10/2016	-	-
16/10/2016	-	-

These speeds represent those which are between 1%-10% above the posted speed limit
These speeds represent those which are between 10%-20% above the posted speed limit
These speeds represent those which are over 20% above the posted speed limit

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 05/09/2016
Road Name: Lower Road

Prepared by: Lauren Catterall
Checked by: Luke Martin

Speed Summary Data

A-B Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
05/09/2016	-	-
06/09/2016	-	-
07/09/2016	-	-
08/09/2016	-	-
09/09/2016	-	-
10/09/2016	-	-
11/09/2016	15.1	20.1
12/09/2016	15.6	20.1
13/09/2016	15.9	20.8
14/09/2016	16.4	21.3
15/09/2016	12.6	21.5
16/09/2016	16.4	21.3
17/09/2016	16.1	20.6
18/09/2016	15.1	19.9
19/09/2016	15.8	19.5
20/09/2016	16.1	20.4
21/09/2016	-	-
22/09/2016	-	-
23/09/2016	-	-
24/09/2016	-	-
25/09/2016	-	-

B-A Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
05/09/2016	-	-
06/09/2016	-	-
07/09/2016	-	-
08/09/2016	-	-
09/09/2016	-	-
10/09/2016	-	-
11/09/2016	15.5	21.0
12/09/2016	15.6	20.6
13/09/2016	15.5	21.3
14/09/2016	15.6	20.8
15/09/2016	15.6	20.8
16/09/2016	16.3	21.3
17/09/2016	15.8	21.3
18/09/2016	15.9	21.5
19/09/2016	15.9	20.6
20/09/2016	15.5	19.7
21/09/2016	-	-
22/09/2016	-	-
23/09/2016	-	-
24/09/2016	-	-
25/09/2016	-	-

These speeds represent those which are between 1%-10% above the posted speed limit
These speeds represent those which are between 10%-20% above the posted speed limit
These speeds represent those which are over 20% above the posted speed limit

Intelligent Data - Automatic Traffic Count Output

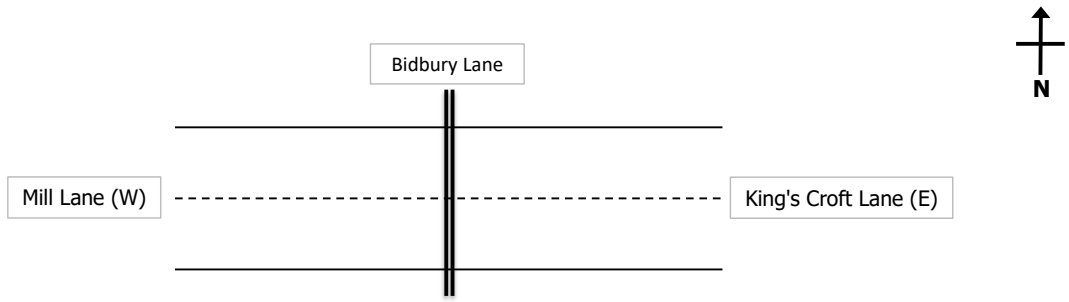
Road Name	Bidbury Lane		
Direction AB	Mill Lane (W)	**to:**	King's Croft Lane (E)
Direction BA	King's Croft Lane (E)	**to:**	Mill Lane (W)

X Co-Ordinate	Y Co-Ordinate	ATC Start Date	ATC Finish Date	PSL
50.85266	-1.00119	11/09/2016	20/09/2016	30

Link to location on Google Maps (CTRL+Click)

http://maps.google.co.uk/maps?hl=en&safe=off&q=50.85266,-1.00119&cr=countryUK|countryGB&um=1&ie=UTF-8&sa=N&tab=wl

Site Map



Comments

Prepared by	Lauren Catterall	Checked by	Luke Martin	Project Director	Paul O'Neill

Intelligent Data Collection Limited

Client: i-Transport
Project Number: ID02776
Junction Number: Site 1
Flow from: Mill Lane (W) **to:** King's Croft Lane (E)

Date Monday 05/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date	Tuesday	06/09/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Wednesday 07/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Thursday 08/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date	Friday	09/09/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Saturday 10/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Sunday 11/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	4	0	0	2	2	0	0	0	0	0	0	0	17.9	-
10:30	7	0	0	4	3	0	0	0	0	0	0	0	15.4	-
10:45	6	0	0	3	3	0	0	0	0	0	0	0	12.1	-
11:00	2	0	0	1	1	0	0	0	0	0	0	0	13.6	-
11:15	2	0	0	1	1	0	0	0	0	0	0	0	14.7	-
11:30	2	0	0	0	2	0	0	0	0	0	0	0	17	-
11:45	6	0	0	5	1	0	0	0	0	0	0	0	18.8	-
12:00	7	0	0	5	2	0	0	0	0	0	0	0	14.9	-
12:15	8	2	0	5	1	0	0	0	0	0	0	0	12.3	-
12:30	3	0	0	3	0	0	0	0	0	0	0	0	13.6	-
12:45	7	0	0	5	2	0	0	0	0	0	0	0	15.9	-
13:00	3	1	1	0	0	0	0	0	0	0	1	0	23.6	-
13:15	3	0	0	2	1	0	0	0	0	0	0	0	19.5	-
13:30	4	0	0	3	1	0	0	0	0	0	0	0	16.2	-
13:45	2	1	0	0	1	0	0	0	0	0	0	0	15.6	-
14:00	6	0	1	3	1	0	0	1	0	0	0	0	14.1	-
14:15	5	0	1	3	1	0	0	0	0	0	0	0	16	-
14:30	6	0	2	1	3	0	0	0	0	0	0	0	15.4	-
14:45	3	0	0	2	1	0	0	0	0	0	0	0	22.5	-
15:00	3	0	0	2	1	0	0	0	0	0	0	0	22.4	-
15:15	3	0	0	1	2	0	0	0	0	0	0	0	20.4	-
15:30	8	1	1	3	3	0	0	0	0	0	0	0	20.7	-
15:45	4	0	1	2	1	0	0	0	0	0	0	0	22.3	-
16:00	1	0	0	0	1	0	0	0	0	0	0	0	24.3	-
16:15	6	2	1	1	2	0	0	0	0	0	0	0	14.6	-
16:30	2	0	1	0	1	0	0	0	0	0	0	0	20.4	-
16:45	5	0	1	2	0	2	0	0	0	0	0	0	18.4	-
17:00	5	0	1	4	0	0	0	0	0	0	0	0	19.9	-
17:15	2	0	0	2	0	0	0	0	0	0	0	0	28.3	-
17:30	3	1	0	0	1	0	0	1	0	0	0	0	16.6	-
17:45	1	0	0	1	0	0	0	0	0	0	0	0	31.2	-
18:00	3	0	0	1	2	0	0	0	0	0	0	0	20.2	-
18:15	1	0	0	1	0	0	0	0	0	0	0	0	13.8	-
18:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:00	3	0	0	3	0	0	0	0	0	0	0	0	21.4	-
19:15	3	1	0	2	0	0	0	0	0	0	0	0	18.6	-
19:30	3	0	0	3	0	0	0	0	0	0	0	0	24.2	-
19:45	2	1	0	1	0	0	0	0	0	0	0	0	19.4	-
20:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:15	1	0	0	1	0	0	0	0	0	0	0	0	21	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	1	0	0	0	1	0	0	0	0	0	0	0	21.1	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	133	8	11	68	41	2	0	2	0	0	1	0	17.3	22.8
06-22	146	10	11	78	42	2	0	2	0	0	1	0	17.6	22.8
06-00	146	10	11	78	42	2	0	2	0	0	1	0	17.6	22.8
00-00	146	10	11	78	42	2	0	2	0	0	1	0	17.6	22.8

Date Monday 12/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	1	1	0	0	0	0	0	0	0	0	0	0	17.6	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	1	0	0	0	1	0	0	0	0	0	0	0	18.9	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	1	1	0	0	0	0	0	0	0	0	0	0	11.8	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	1	0	1	0	0	0	0	0	0	0	0	0	15.1	-
06:30	2	0	0	1	1	0	0	0	0	0	0	0	21.2	-
06:45	2	0	1	0	1	0	0	0	0	0	0	0	17.8	-
07:00	3	1	1	0	1	0	0	0	0	0	0	0	17.3	-
07:15	4	2	0	2	0	0	0	0	0	0	0	0	18.4	-
07:30	1	0	0	0	1	0	0	0	0	0	0	0	20.4	-
07:45	3	2	0	0	1	0	0	0	0	0	0	0	12.1	-
08:00	1	0	0	1	0	0	0	0	0	0	0	0	21.9	-
08:15	2	0	0	1	1	0	0	0	0	0	0	0	16.4	-
08:30	5	0	0	2	2	1	0	0	0	0	0	0	17.3	-
08:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
09:00	4	0	1	2	1	0	0	0	0	0	0	0	16.9	-
09:15	6	1	2	3	0	0	0	0	0	0	0	0	18.1	-
09:30	4	0	0	4	0	0	0	0	0	0	0	0	19.6	-
09:45	2	0	0	1	0	1	0	0	0	0	0	0	23.5	-
10:00	2	0	0	1	1	0	0	0	0	0	0	0	24.6	-
10:15	6	0	0	6	0	0	0	0	0	0	0	0	21.3	-
10:30	6	0	0	4	2	0	0	0	0	0	0	0	20	-
10:45	6	0	0	4	2	0	0	0	0	0	0	0	18	-
11:00	7	0	0	5	2	0	0	0	0	0	0	0	19.5	-
11:15	2	0	0	1	1	0	0	0	0	0	0	0	25.6	-
11:30	4	0	0	1	3	0	0	0	0	0	0	0	18.8	-
11:45	2	0	0	2	0	0	0	0	0	0	0	0	17.4	-
12:00	3	0	0	3	0	0	0	0	0	0	0	0	26.2	-
12:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
12:30	3	0	0	3	0	0	0	0	0	0	0	0	18.1	-
12:45	7	0	0	6	1	0	0	0	0	0	0	0	21.9	-
13:00	10	0	0	5	3	2	0	0	0	0	0	0	19.6	-
13:15	3	0	0	3	0	0	0	0	0	0	0	0	19.1	-
13:30	3	0	0	2	1	0	0	0	0	0	0	0	21.4	-
13:45	7	2	0	3	2	0	0	0	0	0	0	0	20.2	-
14:00	1	0	0	1	0	0	0	0	0	0	0	0	18.6	-
14:15	2	1	0	0	1	0	0	0	0	0	0	0	18.2	-
14:30	2	0	0	1	1	0	0	0	0	0	0	0	20.3	-
14:45	4	0	0	3	1	0	0	0	0	0	0	0	19.4	-
15:00	3	1	0	2	0	0	0	0	0	0	0	0	13.6	-
15:15	4	0	0	3	1	0	0	0	0	0	0	0	19.7	-
15:30	7	0	1	4	2	0	0	0	0	0	0	0	19.3	-
15:45	3	0	0	0	3	0	0	0	0	0	0	0	15.4	-
16:00	4	0	0	2	2	0	0	0	0	0	0	0	21.6	-
16:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:30	5	1	1	2	1	0	0	0	0	0	0	0	21.4	-
16:45	3	1	0	1	1	0	0	0	0	0	0	0	14.4	-
17:00	7	1	0	4	2	0	0	0	0	0	0	0	19	-
17:15	9	5	0	2	2	0	0	0	0	0	0	0	18.9	-
17:30	4	1	0	1	2	0	0	0	0	0	0	0	23.4	-
17:45	5	0	1	1	3	0	0	0	0	0	0	0	20.1	-
18:00	3	0	0	2	1	0	0	0	0	0	0	0	16.9	-
18:15	5	2	1	1	1	0	0	0	0	0	0	0	20	-
18:30	7	2	1	0	4	0	0	0	0	0	0	0	19	-
18:45	1	1	0	0	0	0	0	0	0	0	0	0	12.6	-
19:00	5	0	1	3	1	0	0	0	0	0	0	0	20.8	-
19:15	3	0	0	2	1	0	0	0	0	0	0	0	18.4	-
19:30	3	0	0	2	1	0	0	0	0	0	0	0	18.6	-
19:45	1	0	0	1	0	0	0	0	0	0	0	0	18.5	-
20:00	1	0	0	0	1	0	0	0	0	0	0	0	21.9	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	2	0	0	2	0	0	0	0	0	0	0	0	22.4	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	2	1	0	1	0	0	0	0	0	0	0	0	20.7	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	1	0	0	0	1	0	0	0	0	0	0	0	23.3	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	13.7	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	185	24	9	95	53	4	0	0	0	0	0	0	19.3	23.0
06-22	207	25	12	107	59	4	0	0	0	0	0	0	19.4	22.8
06-00	209	25	12	108	60	4	0	0	0	0	0	0	19.4	23.0
00-00	212	27	12	108	61	4	0	0	0	0	0	0	19.3	22.8

Date Tuesday 13/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	1	1	0	0	0	0	0	0	0	0	0	0	12.1	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	3	1	1	0	1	0	0	0	0	0	0	0	17.5	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	5	5	0	0	0	0	0	0	0	0	0	0	15.7	-
07:15	2	1	0	0	1	0	0	0	0	0	0	0	20.6	-
07:30	3	1	0	1	1	0	0	0	0	0	0	0	21.3	-
07:45	3	3	0	0	0	0	0	0	0	0	0	0	14.9	-
08:00	5	1	0	3	1	0	0	0	0	0	0	0	17.9	-
08:15	2	0	0	0	2	0	0	0	0	0	0	0	21	-
08:30	4	0	0	0	3	1	0	0	0	0	0	0	20.8	-
08:45	1	0	1	0	0	0	0	0	0	0	0	0	14.2	-
09:00	2	0	1	1	0	0	0	0	0	0	0	0	17.7	-
09:15	2	0	0	1	0	1	0	0	0	0	0	0	20.6	-
09:30	1	0	0	1	0	0	0	0	0	0	0	0	16.3	-
09:45	2	0	0	1	1	0	0	0	0	0	0	0	17	-
10:00	2	0	0	1	1	0	0	0	0	0	0	0	21.5	-
10:15	1	0	0	0	1	0	0	0	0	0	0	0	22	-
10:30	1	0	0	1	0	0	0	0	0	0	0	0	24.9	-
10:45	4	0	2	2	0	0	0	0	0	0	0	0	16.9	-
11:00	5	1	0	3	1	0	0	0	0	0	0	0	19.7	-
11:15	4	0	0	3	1	0	0	0	0	0	0	0	20.2	-
11:30	4	0	0	2	2	0	0	0	0	0	0	0	19.3	-
11:45	3	2	0	1	0	0	0	0	0	0	0	0	19.5	-
12:00	2	0	0	1	1	0	0	0	0	0	0	0	19.2	-
12:15	4	0	0	4	0	0	0	0	0	0	0	0	20.4	-
12:30	3	1	0	1	1	0	0	0	0	0	0	0	19.1	-
12:45	3	0	0	1	2	0	0	0	0	0	0	0	20	-
13:00	1	0	0	1	0	0	0	0	0	0	0	0	22.1	-
13:15	7	0	0	6	1	0	0	0	0	0	0	0	23.4	-
13:30	2	0	0	1	1	0	0	0	0	0	0	0	21	-
13:45	6	3	0	2	1	0	0	0	0	0	0	0	18.1	-
14:00	6	0	0	3	2	1	0	0	0	0	0	0	21.7	-
14:15	3	1	0	2	0	0	0	0	0	0	0	0	18.7	-
14:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
14:45	3	0	2	1	0	0	0	0	0	0	0	0	14.3	-
15:00	4	0	0	2	2	0	0	0	0	0	0	0	19.9	-
15:15	3	0	0	2	1	0	0	0	0	0	0	0	22.6	-
15:30	5	1	0	2	1	1	0	0	0	0	0	0	19.8	-
15:45	3	1	1	1	0	0	0	0	0	0	0	0	22.4	-
16:00	3	0	2	0	1	0	0	0	0	0	0	0	21.8	-
16:15	6	1	0	3	2	0	0	0	0	0	0	0	20.9	-
16:30	4	2	0	1	1	0	0	0	0	0	0	0	16.4	-
16:45	5	1	0	3	1	0	0	0	0	0	0	0	21.4	-
17:00	4	0	0	4	0	0	0	0	0	0	0	0	29.6	-
17:15	7	3	1	3	0	0	0	0	0	0	0	0	19.4	-
17:30	8	1	0	1	5	1	0	0	0	0	0	0	19.3	-
17:45	13	2	1	6	4	0	0	0	0	0	0	0	20.2	22.8
18:00	9	1	0	2	6	0	0	0	0	0	0	0	22.9	-
18:15	7	3	0	3	1	0	0	0	0	0	0	0	16.6	-
18:30	7	0	1	2	4	0	0	0	0	0	0	0	22.4	-
18:45	6	0	0	4	2	0	0	0	0	0	0	0	21.9	-
19:00	2	0	0	1	1	0	0	0	0	0	0	0	20.3	-
19:15	8	1	1	4	2	0	0	0	0	0	0	0	21	-
19:30	2	0	0	1	1	0	0	0	0	0	0	0	24.5	-
19:45	4	0	0	3	1	0	0	0	0	0	0	0	21.7	-
20:00	1	0	0	1	0	0	0	0	0	0	0	0	21.3	-
20:15	4	0	0	3	1	0	0	0	0	0	0	0	24.4	-
20:30	2	0	0	2	0	0	0	0	0	0	0	0	21.5	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	1	1	0	0	0	0	0	0	0	0	0	0	17.6	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	1	0	0	1	0	0	0	0	0	0	0	0	18.6	-
21:45	1	0	0	0	1	0	0	0	0	0	0	0	16.6	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	190	35	12	83	55	5	0	0	0	0	0	0	20.1	25.1
06-22	219	38	14	99	63	5	0	0	0	0	0	0	20.2	24.8
06-00	219	38	14	99	63	5	0	0	0	0	0	0	20.2	24.8
00-00	220	39	14	99	63	5	0	0	0	0	0	0	20.2	24.8

Date Wednesday 14/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	1	1	0	0	0	0	0	0	0	0	0	0	12.7	-
06:00	1	0	0	1	0	0	0	0	0	0	0	0	24	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	2	1	0	0	1	0	0	0	0	0	0	0	17.3	-
06:45	2	1	1	0	0	0	0	0	0	0	0	0	15.1	-
07:00	3	2	0	0	1	0	0	0	0	0	0	0	18	-
07:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:30	1	1	0	0	0	0	0	0	0	0	0	0	16.4	-
07:45	3	2	0	0	1	0	0	0	0	0	0	0	15	-
08:00	3	1	1	1	0	0	0	0	0	0	0	0	17.5	-
08:15	2	1	0	0	1	0	0	0	0	0	0	0	22.5	-
08:30	3	1	0	1	1	0	0	0	0	0	0	0	17.4	-
08:45	2	0	0	0	2	0	0	0	0	0	0	0	18	-
09:00	6	0	2	1	3	0	0	0	0	0	0	0	21.4	-
09:15	1	0	1	0	0	0	0	0	0	0	0	0	16.2	-
09:30	4	0	1	2	1	0	0	0	0	0	0	0	16.2	-
09:45	3	0	0	1	2	0	0	0	0	0	0	0	20.4	-
10:00	2	0	0	0	2	0	0	0	0	0	0	0	26.5	-
10:15	2	0	0	2	0	0	0	0	0	0	0	0	17.5	-
10:30	1	1	0	0	0	0	0	0	0	0	0	0	12.2	-
10:45	1	1	0	0	0	0	0	0	0	0	0	0	10.5	-
11:00	2	0	0	2	0	0	0	0	0	0	0	0	23.1	-
11:15	5	0	0	2	3	0	0	0	0	0	0	0	22.3	-
11:30	2	0	0	1	1	0	0	0	0	0	0	0	20.7	-
11:45	1	0	0	1	0	0	0	0	0	0	0	0	25.6	-
12:00	3	0	0	2	1	0	0	0	0	0	0	0	20	-
12:15	8	0	0	6	2	0	0	0	0	0	0	0	22.1	-
12:30	8	2	0	4	2	0	0	0	0	0	0	0	17.9	-
12:45	4	0	1	2	1	0	0	0	0	0	0	0	23	-
13:00	1	0	0	0	1	0	0	0	0	0	0	0	23.7	-
13:15	3	0	0	1	2	0	0	0	0	0	0	0	20.7	-
13:30	2	0	0	1	1	0	0	0	0	0	0	0	22.4	-
13:45	4	1	1	1	1	0	0	0	0	0	0	0	18.3	-
14:00	6	1	0	4	1	0	0	0	0	0	0	0	15.6	-
14:15	4	3	0	0	1	0	0	0	0	0	0	0	14.4	-
14:30	2	0	0	1	1	0	0	0	0	0	0	0	12.9	-
14:45	4	0	0	2	2	0	0	0	0	0	0	0	23	-
15:00	4	0	0	1	3	0	0	0	0	0	0	0	25.9	-
15:15	7	1	0	2	4	0	0	0	0	0	0	0	20.4	-
15:30	5	0	0	2	3	0	0	0	0	0	0	0	21.7	-
15:45	8	0	0	5	3	0	0	0	0	0	0	0	26.5	-
16:00	4	0	0	0	4	0	0	0	0	0	0	0	21.5	-
16:15	3	2	0	1	0	0	0	0	0	0	0	0	17.2	-
16:30	7	2	1	2	2	0	0	0	0	0	0	0	18.3	-
16:45	4	1	0	3	0	0	0	0	0	0	0	0	21.3	-
17:00	3	0	0	1	2	0	0	0	0	0	0	0	22.2	-
17:15	6	4	1	0	1	0	0	0	0	0	0	0	20.2	-
17:30	4	1	1	1	1	0	0	0	0	0	0	0	19.7	-
17:45	6	0	0	4	2	0	0	0	0	0	0	0	25.7	-
18:00	5	0	1	4	0	0	0	0	0	0	0	0	20.8	-
18:15	2	1	0	1	0	0	0	0	0	0	0	0	26.3	-
18:30	7	1	3	2	1	0	0	0	0	0	0	0	15.5	-
18:45	6	0	0	6	0	0	0	0	0	0	0	0	21.1	-
19:00	6	0	0	2	4	0	0	0	0	0	0	0	22.7	-
19:15	2	0	0	2	0	0	0	0	0	0	0	0	18.9	-
19:30	4	0	0	2	2	0	0	0	0	0	0	0	17.4	-
19:45	2	0	0	0	2	0	0	0	0	0	0	0	22.5	-
20:00	3	1	0	1	1	0	0	0	0	0	0	0	19.5	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	1	0	0	1	0	0	0	0	0	0	0	0	21.6	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	3	0	1	1	1	0	0	0	0	0	0	0	17.9	-
21:15	1	0	0	1	0	0	0	0	0	0	0	0	21.1	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	1	0	0	0	1	0	0	0	0	0	0	0	15.4	-
22:00	2	0	0	1	1	0	0	0	0	0	0	0	18.9	-
22:15	1	0	0	0	1	0	0	0	0	0	0	0	19.1	-
22:30	1	0	0	1	0	0	0	0	0	0	0	0	31.2	-
22:45	1	0	0	0	1	0	0	0	0	0	0	0	21	-
23:00	1	0	0	0	1	0	0	0	0	0	0	0	21.4	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	1	0	1	0	0	0	0	0	0	0	0	0	17	-
07-19	177	30	14	73	60	0	0	0	0	0	0	0	20.2	24.8
06-22	205	33	16	84	72	0	0	0	0	0	0	0	20.1	24.8
06-00	212	33	17	86	76	0	0	0	0	0	0	0	20.2	24.8
00-00	213	34	17	86	76	0	0	0	0	0	0	0	20.1	24.8

Date Thursday 15/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	1	1	0	0	0	0	0	0	0	0	0	0	15.9	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	1	0	0	0	0	0	0	0	0	0	0	12.5	-
05:45	1	0	0	1	0	0	0	0	0	0	0	0	27.7	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	2	0	2	0	0	0	0	0	0	0	0	0	17.1	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	1	0	0	0	1	0	0	0	0	0	0	0	19	-
07:15	1	0	0	1	0	0	0	0	0	0	0	0	16.9	-
07:30	4	1	0	1	1	1	0	0	0	0	0	0	17.9	-
07:45	1	1	0	0	0	0	0	0	0	0	0	0	15.9	-
08:00	6	1	1	0	3	1	0	0	0	0	0	0	17.7	-
08:15	4	2	0	1	1	0	0	0	0	0	0	0	14.6	-
08:30	3	0	0	2	1	0	0	0	0	0	0	0	22.1	-
08:45	1	0	0	1	0	0	0	0	0	0	0	0	28.3	-
09:00	1	0	1	0	0	0	0	0	0	0	0	0	17.6	-
09:15	4	0	0	2	2	0	0	0	0	0	0	0	21.6	-
09:30	7	0	1	2	3	1	0	0	0	0	0	0	18.4	-
09:45	2	0	0	1	1	0	0	0	0	0	0	0	21.8	-
10:00	2	0	0	2	0	0	0	0	0	0	0	0	19	-
10:15	4	1	1	2	0	0	0	0	0	0	0	0	15.5	-
10:30	1	0	0	1	0	0	0	0	0	0	0	0	16.7	-
10:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
11:00	2	0	0	2	0	0	0	0	0	0	0	0	17.1	-
11:15	4	0	0	4	0	0	0	0	0	0	0	0	19.8	-
11:30	4	0	1	2	1	0	0	0	0	0	0	0	24.6	-
11:45	3	0	1	2	0	0	0	0	0	0	0	0	19.3	-
12:00	2	0	1	0	1	0	0	0	0	0	0	0	16.3	-
12:15	2	0	0	2	0	0	0	0	0	0	0	0	21.8	-
12:30	3	0	0	2	1	0	0	0	0	0	0	0	23.1	-
12:45	2	0	0	0	2	0	0	0	0	0	0	0	22.2	-
13:00	4	1	0	0	3	0	0	0	0	0	0	0	18.1	-
13:15	4	0	0	1	3	0	0	0	0	0	0	0	20.6	-
13:30	4	0	0	2	2	0	0	0	0	0	0	0	22.9	-
13:45	4	1	1	0	2	0	0	0	0	0	0	0	17	-
14:00	1	0	0	0	1	0	0	0	0	0	0	0	22.2	-
14:15	3	2	0	1	0	0	0	0	0	0	0	0	17.4	-
14:30	4	0	1	2	1	0	0	0	0	0	0	0	16.7	-
14:45	1	0	0	0	1	0	0	0	0	0	0	0	22.9	-
15:00	3	0	0	2	1	0	0	0	0	0	0	0	19.6	-
15:15	7	1	0	3	3	0	0	0	0	0	0	0	21.1	-
15:30	5	0	0	4	0	0	0	0	1	0	0	0	20.7	-
15:45	5	0	1	2	2	0	0	0	0	0	0	0	16.2	-
16:00	6	0	0	2	4	0	0	0	0	0	0	0	22.7	-
16:15	11	1	0	5	5	0	0	0	0	0	0	0	23.4	27.1
16:30	8	1	0	2	5	0	0	0	0	0	0	0	17.2	-
16:45	3	1	0	1	1	0	0	0	0	0	0	0	15.7	-
17:00	6	0	1	3	2	0	0	0	0	0	0	0	17.7	-
17:15	10	5	0	5	0	0	0	0	0	0	0	0	17.3	-
17:30	7	1	1	1	4	0	0	0	0	0	0	0	18.9	-
17:45	6	1	0	3	2	0	0	0	0	0	0	0	19.4	-
18:00	4	0	0	3	1	0	0	0	0	0	0	0	21	-
18:15	11	0	4	4	3	0	0	0	0	0	0	0	21.6	24.8
18:30	5	1	0	1	3	0	0	0	0	0	0	0	13.4	-
18:45	2	0	0	1	1	0	0	0	0	0	0	0	24.3	-
19:00	1	0	0	1	0	0	0	0	0	0	0	0	23.6	-
19:15	2	0	0	2	0	0	0	0	0	0	0	0	22.5	-
19:30	2	1	0	1	0	0	0	0	0	0	0	0	19	-
19:45	5	4	0	1	0	0	0	0	0	0	0	0	14.6	-
20:00	2	0	0	2	0	0	0	0	0	0	0	0	26.3	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	1	0	0	1	0	0	0	0	0	0	0	0	15.7	-
20:45	2	0	1	1	0	0	0	0	0	0	0	0	14.1	-
21:00	2	0	1	1	0	0	0	0	0	0	0	0	18.1	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	1	0	0	1	0	0	0	0	0	0	0	0	19.1	-
21:45	2	0	0	2	0	0	0	0	0	0	0	0	18.6	-
22:00	1	0	0	1	0	0	0	0	0	0	0	0	20.4	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	1	0	0	1	0	0	0	0	0	0	0	0	18.1	-
23:45	1	0	0	0	1	0	0	0	0	0	0	0	26.1	-
07-19	188	22	16	78	68	3	0	0	1	0	0	0	19.4	24.4
06-22	210	27	20	91	68	3	0	0	1	0	0	0	19.3	24.4
06-00	213	27	20	93	69	3	0	0	1	0	0	0	20.7	24.4
00-00	216	29	20	94	69	3	0	0	1	0	0	0	20.7	24.4

Date Friday 16/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	1	0	0	0	1	0	0	0	0	0	0	0	9.2	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	1	0	1	0	0	0	0	0	0	0	0	0	9.8	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	1	0	0	0	0	0	0	0	0	0	0	12.3	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	19.7	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	1	0	0	1	0	0	0	0	0	0	0	0	19.2	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	1	0	1	0	0	0	0	0	0	0	0	0	16.3	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:30	1	1	0	0	0	0	0	0	0	0	0	0	14.8	-
07:45	2	0	0	1	1	0	0	0	0	0	0	0	18.4	-
08:00	1	0	0	0	0	1	0	0	0	0	0	0	29.2	-
08:15	1	0	0	1	0	0	0	0	0	0	0	0	18.5	-
08:30	2	1	0	1	0	0	0	0	0	0	0	0	17.4	-
08:45	1	0	0	1	0	0	0	0	0	0	0	0	25.5	-
09:00	2	0	0	0	2	0	0	0	0	0	0	0	16	-
09:15	2	0	0	1	1	0	0	0	0	0	0	0	18.7	-
09:30	2	2	0	0	0	0	0	0	0	0	0	0	13.8	-
09:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
10:00	1	0	0	1	0	0	0	0	0	0	0	0	13.2	-
10:15	2	0	0	1	1	0	0	0	0	0	0	0	13.6	-
10:30	2	0	0	0	1	1	0	0	0	0	0	0	22.5	-
10:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
11:00	3	0	0	0	3	0	0	0	0	0	0	0	20.5	-
11:15	3	0	1	0	2	0	0	0	0	0	0	0	20	-
11:30	3	0	0	3	0	0	0	0	0	0	0	0	18.8	-
11:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
12:00	4	0	2	0	2	0	0	0	0	0	0	0	20.2	-
12:15	6	2	0	3	1	0	0	0	0	0	0	0	17.3	-
12:30	1	0	0	1	0	0	0	0	0	0	0	0	15.2	-
12:45	5	0	0	2	3	0	0	0	0	0	0	0	21.8	-
13:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
13:15	3	0	0	2	1	0	0	0	0	0	0	0	19.4	-
13:30	4	0	1	1	1	1	0	0	0	0	0	0	17.9	-
13:45	4	0	0	1	3	0	0	0	0	0	0	0	24.3	-
14:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
14:15	5	0	0	2	1	2	0	0	0	0	0	0	20.6	-
14:30	6	0	0	5	1	0	0	0	0	0	0	0	20.3	-
14:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
15:00	3	0	0	2	1	0	0	0	0	0	0	0	17.8	-
15:15	3	0	1	2	0	0	0	0	0	0	0	0	18.4	-
15:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
15:45	1	0	1	0	0	0	0	0	0	0	0	0	19.4	-
16:00	4	1	0	3	0	0	0	0	0	0	0	0	17.9	-
16:15	2	0	0	1	1	0	0	0	0	0	0	0	24.9	-
16:30	1	0	0	1	0	0	0	0	0	0	0	0	19.9	-
16:45	2	1	0	1	0	0	0	0	0	0	0	0	17.4	-
17:00	5	0	2	1	2	0	0	0	0	0	0	0	19	-
17:15	3	0	0	1	2	0	0	0	0	0	0	0	26.9	-
17:30	3	1	1	1	0	0	0	0	0	0	0	0	17.2	-
17:45	4	0	0	3	1	0	0	0	0	0	0	0	18.3	-
18:00	4	0	1	1	2	0	0	0	0	0	0	0	19.1	-
18:15	4	1	0	1	2	0	0	0	0	0	0	0	20.4	-
18:30	1	0	0	1	0	0	0	0	0	0	0	0	16.4	-
18:45	2	1	0	1	0	0	0	0	0	0	0	0	17	-
19:00	6	0	0	5	1	0	0	0	0	0	0	0	20.4	-
19:15	4	0	0	2	2	0	0	0	0	0	0	0	20.8	-
19:30	3	0	0	2	1	0	0	0	0	0	0	0	19.5	-
19:45	4	0	0	1	3	0	0	0	0	0	0	0	18.8	-
20:00	1	0	0	1	0	0	0	0	0	0	0	0	21.8	-
20:15	1	0	1	0	0	0	0	0	0	0	0	0	17.2	-
20:30	1	0	1	0	0	0	0	0	0	0	0	0	16.1	-
20:45	1	0	0	0	1	0	0	0	0	0	0	0	26.3	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	1	0	0	1	0	0	0	0	0	0	0	0	16.3	-
21:30	2	0	0	2	0	0	0	0	0	0	0	0	19.2	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	2	0	0	1	1	0	0	0	0	0	0	0	21.5	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	1	0	0	0	1	0	0	0	0	0	0	0	23	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	108	11	10	47	35	5	0	0	0	0	0	0	19.4	24.8
06-22	134	11	13	62	43	5	0	0	0	0	0	0	19.4	24.6
06-00	137	11	13	63	45	5	0	0	0	0	0	0	19.5	24.4
00-00	141	12	14	64	46	5	0	0	0	0	0	0	19.3	24.4

Date Saturday 17/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	1	1	0	0	0	0	0	0	0	0	0	0	16.9	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	1	0	0	1	0	0	0	0	0	0	0	0	22.6	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	1	0	0	1	0	0	0	0	0	0	0	0	10.9	-
06:45	1	0	0	0	1	0	0	0	0	0	0	0	26	-
07:00	2	0	0	2	0	0	0	0	0	0	0	0	15.4	-
07:15	1	0	0	1	0	0	0	0	0	0	0	0	11.7	-
07:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:45	1	0	0	0	1	0	0	0	0	0	0	0	21.2	-
08:00	1	0	0	0	1	0	0	0	0	0	0	0	24.7	-
08:15	2	0	0	0	2	0	0	0	0	0	0	0	22.1	-
08:30	4	2	0	1	1	0	0	0	0	0	0	0	19.4	-
08:45	2	0	0	1	1	0	0	0	0	0	0	0	17.6	-
09:00	2	1	0	0	1	0	0	0	0	0	0	0	16.4	-
09:15	3	2	0	1	0	0	0	0	0	0	0	0	18.3	-
09:30	3	0	0	1	2	0	0	0	0	0	0	0	21.5	-
09:45	1	0	0	0	1	0	0	0	0	0	0	0	26.9	-
10:00	2	0	0	2	0	0	0	0	0	0	0	0	19.9	-
10:15	1	0	0	0	1	0	0	0	0	0	0	0	18.6	-
10:30	3	1	0	1	1	0	0	0	0	0	0	0	17.5	-
10:45	5	1	0	2	2	0	0	0	0	0	0	0	22.2	-
11:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
11:15	2	0	0	1	1	0	0	0	0	0	0	0	18	-
11:30	2	0	1	1	0	0	0	0	0	0	0	0	18.8	-
11:45	3	0	0	2	1	0	0	0	0	0	0	0	22.5	-
12:00	4	0	0	3	1	0	0	0	0	0	0	0	14.2	-
12:15	3	0	1	1	1	0	0	0	0	0	0	0	21	-
12:30	1	0	0	0	1	0	0	0	0	0	0	0	22.4	-
12:45	4	0	0	4	0	0	0	0	0	0	0	0	20.7	-
13:00	3	1	0	0	2	0	0	0	0	0	0	0	12.7	-
13:15	6	3	0	2	1	0	0	0	0	0	0	0	16.9	-
13:30	5	0	1	1	3	0	0	0	0	0	0	0	24.2	-
13:45	5	1	0	3	1	0	0	0	0	0	0	0	20.8	-
14:00	1	0	0	1	0	0	0	0	0	0	0	0	17	-
14:15	2	0	0	1	1	0	0	0	0	0	0	0	21.8	-
14:30	1	1	0	0	0	0	0	0	0	0	0	0	12.7	-
14:45	4	1	1	1	1	0	0	0	0	0	0	0	17	-
15:00	3	0	0	3	0	0	0	0	0	0	0	0	23.1	-
15:15	3	0	0	2	1	0	0	0	0	0	0	0	21.8	-
15:30	2	0	0	0	2	0	0	0	0	0	0	0	17.6	-
15:45	1	0	0	0	1	0	0	0	0	0	0	0	15.1	-
16:00	3	0	0	2	1	0	0	0	0	0	0	0	12.2	-
16:15	4	0	0	2	2	0	0	0	0	0	0	0	19.6	-
16:30	1	0	0	1	0	0	0	0	0	0	0	0	6.2	-
16:45	10	0	1	7	2	0	0	0	0	0	0	0	16.1	-
17:00	2	1	0	0	1	0	0	0	0	0	0	0	19.7	-
17:15	6	1	0	2	3	0	0	0	0	0	0	0	18.5	-
17:30	4	0	1	3	0	0	0	0	0	0	0	0	18.7	-
17:45	5	0	0	4	1	0	0	0	0	0	0	0	21.6	-
18:00	1	0	0	1	0	0	0	0	0	0	0	0	20.3	-
18:15	3	0	0	1	2	0	0	0	0	0	0	0	24.2	-
18:30	6	1	0	4	1	0	0	0	0	0	0	0	18.3	-
18:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:00	1	0	0	1	0	0	0	0	0	0	0	0	19.2	-
19:15	1	1	0	0	0	0	0	0	0	0	0	0	10.9	-
19:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:45	1	0	0	1	0	0	0	0	0	0	0	0	24.3	-
20:00	2	0	0	2	0	0	0	0	0	0	0	0	23.1	-
20:15	1	0	0	0	1	0	0	0	0	0	0	0	22.7	-
20:30	1	0	0	1	0	0	0	0	0	0	0	0	25.6	-
20:45	2	0	0	1	1	0	0	0	0	0	0	0	17.5	-
21:00	1	0	0	1	0	0	0	0	0	0	0	0	22.8	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	3	0	0	3	0	0	0	0	0	0	0	0	18.6	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	1	1	0	0	0	0	0	0	0	0	0	0	17.5	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	1	0	0	0	1	0	0	0	0	0	0	0	25.7	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	133	17	6	65	45	0	0	0	0	0	0	0	19.0	23.9
06-22	149	18	6	77	48	0	0	0	0	0	0	0	19.1	24.2
06-00	151	19	6	77	49	0	0	0	0	0	0	0	19.1	24.2
00-00	152	20	6	77	49	0	0	0	0	0	0	0	19.1	24.2

Date	Sunday	18/09/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	1	0	0	1	0	0	0	0	0	0	0	0	15.7	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:30	1	1	0	0	0	0	0	0	0	0	0	0	18	-
07:45	1	1	0	0	0	0	0	0	0	0	0	0	13.3	-
08:00	3	0	0	3	0	0	0	0	0	0	0	0	16.4	-
08:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:30	1	0	0	0	1	0	0	0	0	0	0	0	22.6	-
08:45	7	0	1	5	1	0	0	0	0	0	0	0	16.7	-
09:00	2	0	0	2	0	0	0	0	0	0	0	0	20.6	-
09:15	2	0	0	2	0	0	0	0	0	0	0	0	22	-
09:30	2	2	0	0	0	0	0	0	0	0	0	0	22.4	-
09:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
10:00	3	2	0	1	0	0	0	0	0	0	0	0	10.8	-
10:15	3	1	0	1	1	0	0	0	0	0	0	0	12.7	-
10:30	1	0	0	0	1	0	0	0	0	0	0	0	8.8	-
10:45	3	0	0	0	3	0	0	0	0	0	0	0	21.6	-
11:00	1	0	0	1	0	0	0	0	0	0	0	0	21.6	-
11:15	2	0	0	1	0	0	0	1	0	0	0	0	14.8	-
11:30	7	0	1	4	2	0	0	0	0	0	0	0	16.6	-
11:45	5	0	0	3	2	0	0	0	0	0	0	0	23.2	-
12:00	5	0	0	4	1	0	0	0	0	0	0	0	19.8	-
12:15	2	0	1	0	1	0	0	0	0	0	0	0	14.1	-
12:30	10	1	1	5	3	0	0	0	0	0	0	0	20.1	-
12:45	5	1	0	3	1	0	0	0	0	0	0	0	14.5	-
13:00	3	0	0	2	1	0	0	0	0	0	0	0	17.4	-
13:15	3	0	0	2	1	0	0	0	0	0	0	0	22.7	-
13:30	2	0	0	1	1	0	0	0	0	0	0	0	16	-
13:45	2	1	0	0	0	0	0	1	0	0	0	0	10.8	-
14:00	2	1	0	0	1	0	0	0	0	0	0	0	12	-
14:15	1	0	0	0	1	0	0	0	0	0	0	0	18.3	-
14:30	2	0	1	0	1	0	0	0	0	0	0	0	18.2	-
14:45	6	2	0	2	2	0	0	0	0	0	0	0	20.9	-
15:00	1	0	0	0	0	1	0	0	0	0	0	0	18.6	-
15:15	3	0	1	0	2	0	0	0	0	0	0	0	22.9	-
15:30	2	0	0	2	0	0	0	0	0	0	0	0	23.4	-
15:45	2	0	1	1	0	0	0	0	0	0	0	0	18.5	-
16:00	5	1	0	4	0	0	0	0	0	0	0	0	21.1	-
16:15	2	0	0	1	1	0	0	0	0	0	0	0	21.4	-
16:30	5	0	0	2	3	0	0	0	0	0	0	0	20.6	-
16:45	3	1	0	1	1	0	0	0	0	0	0	0	15.4	-
17:00	4	0	1	3	0	0	0	0	0	0	0	0	22.1	-
17:15	8	0	1	4	3	0	0	0	0	0	0	0	16.9	-
17:30	5	2	0	0	3	0	0	0	0	0	0	0	14.6	-
17:45	4	0	1	1	2	0	0	0	0	0	0	0	19	-
18:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:15	2	1	0	1	0	0	0	0	0	0	0	0	18.7	-
18:30	2	1	0	1	0	0	0	0	0	0	0	0	19.4	-
18:45	2	0	0	1	1	0	0	0	0	0	0	0	21.9	-
19:00	3	0	0	2	1	0	0	0	0	0	0	0	16.2	-
19:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:30	1	0	0	1	0	0	0	0	0	0	0	0	15.5	-
19:45	3	0	0	3	0	0	0	0	0	0	0	0	22	-
20:00	1	0	0	1	0	0	0	0	0	0	0	0	17.5	-
20:15	1	0	0	1	0	0	0	0	0	0	0	0	18	-
20:30	2	0	0	2	0	0	0	0	0	0	0	0	21.7	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	1	0	0	0	1	0	0	0	0	0	0	0	27.7	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	137	19	10	64	41	1	0	2	0	0	0	0	18.4	22.6
06-22	148	19	10	74	42	1	0	2	0	0	0	0	18.4	22.8
06-00	149	19	10	74	43	1	0	2	0	0	0	0	18.5	23.0
00-00	150	19	10	75	43	1	0	2	0	0	0	0	18.5	23.0

Date Monday 19/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	1	0	1	0	0	0	0	0	0	0	0	0	10.2	-
05:00	1	1	0	0	0	0	0	0	0	0	0	0	17.5	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0		-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	22.5	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	1	0	1	0	0	0	0	0	0	0	0	0	15.1	-
06:45	1	0	0	0	1	0	0	0	0	0	0	0	20.7	-
07:00	1	1	0	0	0	0	0	0	0	0	0	0	21.8	-
07:15	5	2	0	0	3	0	0	0	0	0	0	0	18.2	-
07:30	2	1	0	1	0	0	0	0	0	0	0	0	18.8	-
07:45	2	0	1	1	0	0	0	0	0	0	0	0	17.8	-
08:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:15	4	3	0	0	1	0	0	0	0	0	0	0	15.9	-
08:30	2	0	0	0	2	0	0	0	0	0	0	0	18	-
08:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
09:00	3	0	0	0	3	0	0	0	0	0	0	0	22.6	-
09:15	2	0	0	2	0	0	0	0	0	0	0	0	19.5	-
09:30	5	0	0	3	2	0	0	0	0	0	0	0	21.2	-
09:45	1	0	0	1	0	0	0	0	0	0	0	0	25.7	-
10:00	1	1	0	0	0	0	0	0	0	0	0	0	12.1	-
10:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
10:30	3	0	0	1	2	0	0	0	0	0	0	0	20.2	-
10:45	2	1	0	1	0	0	0	0	0	0	0	0	17	-
11:00	5	1	0	2	2	0	0	0	0	0	0	0	19	-
11:15	4	0	1	3	0	0	0	0	0	0	0	0	18.2	-
11:30	2	0	0	2	0	0	0	0	0	0	0	0	19.7	-
11:45	7	0	0	5	2	0	0	0	0	0	0	0	18	-
12:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
12:15	2	0	0	2	0	0	0	0	0	0	0	0	20.2	-
12:30	1	0	0	0	0	1	0	0	0	0	0	0	18	-
12:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
13:00	3	0	0	1	2	0	0	0	0	0	0	0	23.6	-
13:15	2	0	0	1	1	0	0	0	0	0	0	0	16.2	-
13:30	3	0	1	1	0	1	0	0	0	0	0	0	14.3	-
13:45	7	0	0	6	1	0	0	0	0	0	0	0	21.7	-
14:00	2	0	0	1	1	0	0	0	0	0	0	0	25.5	-
14:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
14:30	3	0	0	1	2	0	0	0	0	0	0	0	16.2	-
14:45	2	0	0	0	2	0	0	0	0	0	0	0	20.1	-
15:00	2	0	0	2	0	0	0	0	0	0	0	0	18.9	-
15:15	1	0	0	1	0	0	0	0	0	0	0	0	27	-
15:30	4	0	0	2	2	0	0	0	0	0	0	0	20.6	-
15:45	2	0	0	2	0	0	0	0	0	0	0	0	22.6	-
16:00	1	0	0	0	1	0	0	0	0	0	0	0	25.7	-
16:15	7	1	0	3	3	0	0	0	0	0	0	0	19.1	-
16:30	8	4	0	3	1	0	0	0	0	0	0	0	14.9	-
16:45	3	1	1	0	1	0	0	0	0	0	0	0	18.9	-
17:00	3	1	0	2	0	0	0	0	0	0	0	0	19.5	-
17:15	3	1	0	0	2	0	0	0	0	0	0	0	18.4	-
17:30	4	2	0	1	1	0	0	0	0	0	0	0	19.4	-
17:45	3	1	0	1	1	0	0	0	0	0	0	0	21.1	-
18:00	3	0	0	2	1	0	0	0	0	0	0	0	19.9	-
18:15	1	0	0	0	1	0	0	0	0	0	0	0	21.8	-
18:30	1	0	0	1	0	0	0	0	0	0	0	0	21.1	-
18:45	1	0	0	1	0	0	0	0	0	0	0	0	16.5	-
19:00	2	0	0	1	1	0	0	0	0	0	0	0	20.4	-
19:15	4	0	0	3	1	0	0	0	0	0	0	0	21.1	-
19:30	3	0	0	2	1	0	0	0	0	0	0	0	19.6	-
19:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:00	3	0	0	3	0	0	0	0	0	0	0	0	17.2	-
20:15	2	0	0	1	1	0	0	0	0	0	0	0	20.7	-
20:30	1	0	0	1	0	0	0	0	0	0	0	0	16.9	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	2	0	1	1	0	0	0	0	0	0	0	0	14.9	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	1	0	0	0	1	0	0	0	0	0	0	0	21.8	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	123	21	4	56	40	2	0	0	0	0	0	0	19.2	23.9
06-22	142	21	6	68	45	2	0	0	0	0	0	0	19.2	23.7
06-00	143	21	6	68	46	2	0	0	0	0	0	0	19.2	23.7
00-00	146	22	7	69	46	2	0	0	0	0	0	0	19.1	23.7

Date	Tuesday	20/09/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	1	0	0	1	0	0	0	0	0	0	0	0	17.9	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	1	1	0	0	0	0	0	0	0	0	0	0	16.8	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	2	0	0	2	0	0	0	0	0	0	0	0	19.8	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	1	0	0	1	0	0	0	0	0	0	0	0	23.3	-
06:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	3	1	0	1	1	0	0	0	0	0	0	0	22.1	-
07:15	2	0	0	0	2	0	0	0	0	0	0	0	21.1	-
07:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:45	2	0	0	0	2	0	0	0	0	0	0	0	21.1	-
08:00	2	0	0	2	0	0	0	0	0	0	0	0	18.9	-
08:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:30	1	0	0	0	1	0	0	0	0	0	0	0	20.4	-
08:45	3	0	0	2	1	0	0	0	0	0	0	0	18.6	-
09:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
09:15	2	0	0	1	1	0	0	0	0	0	0	0	22.6	-
09:30	3	1	0	2	0	0	0	0	0	0	0	0	16.9	-
09:45	4	0	0	3	1	0	0	0	0	0	0	0	18.6	-
10:00	4	0	0	2	2	0	0	0	0	0	0	0	17.8	-
10:15	4	0	0	3	1	0	0	0	0	0	0	0	21.1	-
10:30	2	0	0	2	0	0	0	0	0	0	0	0	15.3	-
10:45	1	1	0	0	0	0	0	0	0	0	0	0	19.7	-
11:00	1	0	0	0	1	0	0	0	0	0	0	0	19.6	-
11:15	1	0	0	1	0	0	0	0	0	0	0	0	17.6	-
11:30	3	0	0	3	0	0	0	0	0	0	0	0	19.1	-
11:45	2	0	0	2	0	0	0	0	0	0	0	0	27.1	-
12:00	1	0	0	1	0	0	0	0	0	0	0	0	14.5	-
12:15	3	0	0	1	1	1	0	0	0	0	0	0	16.5	-
12:30	2	0	0	1	1	0	0	0	0	0	0	0	18.7	-
12:45	2	0	0	1	1	0	0	0	0	0	0	0	24.5	-
13:00	2	0	0	1	1	0	0	0	0	0	0	0	12.9	-
13:15	1	0	0	1	0	0	0	0	0	0	0	0	19.3	-
13:30	5	1	0	2	1	1	0	0	0	0	0	0	19.6	-
13:45	2	0	0	1	1	0	0	0	0	0	0	0	21.4	-
14:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
14:15	4	0	0	2	1	1	0	0	0	0	0	0	19.4	-
14:30	3	1	0	0	2	0	0	0	0	0	0	0	15.9	-
14:45	8	0	0	5	3	0	0	0	0	0	0	0	18.8	-
15:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
15:15	3	1	1	0	1	0	0	0	0	0	0	0	13.7	-
15:30	4	0	0	4	0	0	0	0	0	0	0	0	20.6	-
15:45	2	0	0	2	0	0	0	0	0	0	0	0	14.9	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	82	6	1	46	26	3	0	0	0	0	0	0	19.0	23.7
06-22	83	6	1	47	26	3	0	0	0	0	0	0	19.0	23.7
06-00	83	6	1	47	26	3	0	0	0	0	0	0	19.0	23.7
00-00	87	7	1	50	26	3	0	0	0	0	0	0	19.0	23.3

Date Wednesday 21/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Thursday 22/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Friday 23/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Saturday 24/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Sunday 25/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Intelligent Data Collection Limited

Client: i-Transport
Project Number: ID02776
Junction Number: Site 1
Flow from: King's Croft Lane (E) **to:** Mill Lane (W)

Date Monday 05/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date	Tuesday	06/09/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Wednesday 07/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Thursday 08/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date	Friday	09/09/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Saturday 10/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Sunday 11/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	2	0	0	0	1	0	0	0	0	0	1	0	14.7	-
10:30	2	0	0	1	1	0	0	0	0	0	0	0	18.5	-
10:45	7	1	0	5	0	0	0	1	0	0	0	0	15.8	-
11:00	9	0	0	1	8	0	0	0	0	0	0	0	17.3	-
11:15	5	0	0	3	2	0	0	0	0	0	0	0	12.6	-
11:30	5	1	0	3	1	0	0	0	0	0	0	0	17.4	-
11:45	4	0	0	4	0	0	0	0	0	0	0	0	12.8	-
12:00	19	2	0	13	4	0	0	0	0	0	0	0	17.5	23
12:15	8	0	0	6	2	0	0	0	0	0	0	0	16.3	-
12:30	5	1	0	3	0	0	0	1	0	0	0	0	13.6	-
12:45	12	3	0	3	6	0	0	0	0	0	0	0	16.7	18.6
13:00	2	0	0	2	0	0	0	0	0	0	0	0	17.4	-
13:15	3	0	0	2	1	0	0	0	0	0	0	0	19	-
13:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
13:45	5	1	1	2	1	0	0	0	0	0	0	0	17.9	-
14:00	3	0	0	0	3	0	0	0	0	0	0	0	15.6	-
14:15	3	0	0	1	2	0	0	0	0	0	0	0	18.9	-
14:30	6	0	0	4	2	0	0	0	0	0	0	0	16.5	-
14:45	5	0	0	2	2	1	0	0	0	0	0	0	19.4	-
15:00	2	0	0	0	2	0	0	0	0	0	0	0	17.3	-
15:15	1	0	0	0	1	0	0	0	0	0	0	0	17.5	-
15:30	2	0	0	2	0	0	0	0	0	0	0	0	23.4	-
15:45	6	1	0	2	3	0	0	0	0	0	0	0	18.8	-
16:00	4	0	1	2	1	0	0	0	0	0	0	0	20.6	-
16:15	3	1	0	2	0	0	0	0	0	0	0	0	17.6	-
16:30	6	0	1	3	2	0	0	0	0	0	0	0	20.3	-
16:45	3	0	0	0	1	2	0	0	0	0	0	0	16.6	-
17:00	3	0	0	2	1	0	0	0	0	0	0	0	24.1	-
17:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
17:30	4	0	0	4	0	0	0	0	0	0	0	0	19.7	-
17:45	2	0	0	2	0	0	0	0	0	0	0	0	21.1	-
18:00	3	0	1	1	1	0	0	0	0	0	0	0	23.4	-
18:15	2	0	0	2	0	0	0	0	0	0	0	0	20.1	-
18:30	1	0	0	0	1	0	0	0	0	0	0	0	25.1	-
18:45	2	0	0	1	1	0	0	0	0	0	0	0	15.4	-
19:00	4	0	0	3	1	0	0	0	0	0	0	0	20.2	-
19:15	2	0	0	2	0	0	0	0	0	0	0	0	16.9	-
19:30	1	0	0	1	0	0	0	0	0	0	0	0	17	-
19:45	5	2	0	2	1	0	0	0	0	0	0	0	15.9	-
20:00	1	1	0	0	0	0	0	0	0	0	0	0	13.2	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	1	0	0	1	0	0	0	0	0	0	0	0	13.7	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	1	1	0	0	0	0	0	0	0	0	0	0	10.2	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	149	11	4	78	50	3	0	2	0	0	1	0	17.6	22.4
06-22	164	15	4	87	52	3	0	2	0	0	1	0	17.5	21.9
06-00	164	15	4	87	52	3	0	2	0	0	1	0	17.5	21.9
00-00	164	15	4	87	52	3	0	2	0	0	1	0	17.5	21.9

Date	Monday	12/09/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	1	0	0	0	1	0	0	0	0	0	0	0	17.7	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	1	0	0	0	1	0	0	0	0	0	0	0	14.9	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	1	0	0	0	0	0	0	0	0	0	0	13.9	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	20	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	1	0	1	0	0	0	0	0	0	0	0	0	17	-
06:45	1	1	0	0	0	0	0	0	0	0	0	0	16.6	-
07:00	1	1	0	0	0	0	0	0	0	0	0	0	19.9	-
07:15	6	3	0	1	2	0	0	0	0	0	0	0	19.2	-
07:30	2	1	1	0	0	0	0	0	0	0	0	0	18.1	-
07:45	3	1	0	1	1	0	0	0	0	0	0	0	15.9	-
08:00	4	2	0	0	2	0	0	0	0	0	0	0	15.9	-
08:15	4	0	1	1	2	0	0	0	0	0	0	0	17.6	-
08:30	2	1	0	0	1	0	0	0	0	0	0	0	18.1	-
08:45	2	1	0	0	1	0	0	0	0	0	0	0	19.1	-
09:00	2	0	0	0	2	0	0	0	0	0	0	0	18.2	-
09:15	3	1	1	0	1	0	0	0	0	0	0	0	13.3	-
09:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
09:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
10:00	2	0	1	0	1	0	0	0	0	0	0	0	16.3	-
10:15	3	0	0	1	2	0	0	0	0	0	0	0	18.4	-
10:30	2	0	0	0	2	0	0	0	0	0	0	0	23.2	-
10:45	2	0	0	1	1	0	0	0	0	0	0	0	21.2	-
11:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
11:15	4	0	0	2	2	0	0	0	0	0	0	0	20.7	-
11:30	10	0	0	7	3	0	0	0	0	0	0	0	16	-
11:45	2	0	0	2	0	0	0	0	0	0	0	0	16.5	-
12:00	4	0	0	3	1	0	0	0	0	0	0	0	19	-
12:15	16	1	0	8	4	3	0	0	0	0	0	0	12.9	16.8
12:30	1	0	0	0	1	0	0	0	0	0	0	0	23.8	-
12:45	1	0	0	1	0	0	0	0	0	0	0	0	17.6	-
13:00	4	0	0	3	1	0	0	0	0	0	0	0	20.9	-
13:15	1	0	0	0	1	0	0	0	0	0	0	0	27.3	-
13:30	2	0	0	1	1	0	0	0	0	0	0	0	18.5	-
13:45	4	0	0	4	0	0	0	0	0	0	0	0	17.8	-
14:00	1	0	0	0	1	0	0	0	0	0	0	0	23.6	-
14:15	2	0	0	1	1	0	0	0	0	0	0	0	13.6	-
14:30	9	1	0	5	3	0	0	0	0	0	0	0	17.7	-
14:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
15:00	1	0	0	0	1	0	0	0	0	0	0	0	20.5	-
15:15	4	0	0	3	1	0	0	0	0	0	0	0	21.1	-
15:30	4	0	0	3	1	0	0	0	0	0	0	0	21.4	-
15:45	3	0	1	1	1	0	0	0	0	0	0	0	18.1	-
16:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:15	6	1	1	4	0	0	0	0	0	0	0	0	16.8	-
16:30	4	2	1	1	0	0	0	0	0	0	0	0	13.8	-
16:45	13	6	3	1	3	0	0	0	0	0	0	0	15.4	21.3
17:00	5	1	0	0	4	0	0	0	0	0	0	0	18.9	-
17:15	4	2	1	0	1	0	0	0	0	0	0	0	18.8	-
17:30	3	0	1	1	1	0	0	0	0	0	0	0	17.2	-
17:45	3	0	1	2	0	0	0	0	0	0	0	0	15.6	-
18:00	4	1	0	3	0	0	0	0	0	0	0	0	16.1	-
18:15	2	1	0	1	0	0	0	0	0	0	0	0	16.8	-
18:30	1	0	0	0	1	0	0	0	0	0	0	0	20.8	-
18:45	3	1	0	1	1	0	0	0	0	0	0	0	16.6	-
19:00	1	0	0	0	1	0	0	0	0	0	0	0	17.4	-
19:15	2	1	0	0	1	0	0	0	0	0	0	0	17.4	-
19:30	6	1	0	4	1	0	0	0	0	0	0	0	20.9	-
19:45	3	0	0	0	3	0	0	0	0	0	0	0	20.5	-
20:00	1	0	0	1	0	0	0	0	0	0	0	0	14	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	1	0	1	0	0	0	0	0	0	0	0	0	25	-
20:45	1	0	0	1	0	0	0	0	0	0	0	0	17.4	-
21:00	1	0	0	0	1	0	0	0	0	0	0	0	18.1	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	159	28	13	63	52	3	0	0	0	0	0	0	17.3	22.1
06-22	177	31	15	69	59	3	0	0	0	0	0	0	17.5	22.1
06-00	177	31	15	69	59	3	0	0	0	0	0	0	17.5	22.1
00-00	181	32	15	70	61	3	0	0	0	0	0	0	17.5	22.1

Date Tuesday 13/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	1	0	0	0	0	0	0	0	0	0	0	10.5	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	17.2	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	1	0	1	0	0	0	0	0	0	0	0	0	18.2	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	2	2	0	0	0	0	0	0	0	0	0	0	18.4	-
07:15	3	2	0	0	1	0	0	0	0	0	0	0	13.9	-
07:30	4	2	0	0	2	0	0	0	0	0	0	0	16.4	-
07:45	3	1	1	1	0	0	0	0	0	0	0	0	17.6	-
08:00	3	0	0	2	1	0	0	0	0	0	0	0	20.7	-
08:15	2	2	0	0	0	0	0	0	0	0	0	0	15.2	-
08:30	1	0	0	1	0	0	0	0	0	0	0	0	22.2	-
08:45	3	0	1	0	2	0	0	0	0	0	0	0	17	-
09:00	2	0	0	1	1	0	0	0	0	0	0	0	17.2	-
09:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
09:30	1	0	0	1	0	0	0	0	0	0	0	0	18.5	-
09:45	2	0	0	1	1	0	0	0	0	0	0	0	20.3	-
10:00	1	0	0	1	0	0	0	0	0	0	0	0	16	-
10:15	3	1	1	0	1	0	0	0	0	0	0	0	17.5	-
10:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
10:45	2	1	0	1	0	0	0	0	0	0	0	0	15.1	-
11:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
11:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
11:30	3	1	0	1	1	0	0	0	0	0	0	0	17.5	-
11:45	2	0	0	1	1	0	0	0	0	0	0	0	19.9	-
12:00	3	0	2	0	1	0	0	0	0	0	0	0	20.3	-
12:15	7	4	0	2	1	0	0	0	0	0	0	0	13.4	-
12:30	1	0	0	0	1	0	0	0	0	0	0	0	15.2	-
12:45	5	0	0	4	1	0	0	0	0	0	0	0	16.8	-
13:00	1	0	0	1	0	0	0	0	0	0	0	0	17.4	-
13:15	1	0	0	1	0	0	0	0	0	0	0	0	19.8	-
13:30	2	0	0	1	1	0	0	0	0	0	0	0	25.6	-
13:45	1	0	0	1	0	0	0	0	0	0	0	0	21.5	-
14:00	5	2	0	1	2	0	0	0	0	0	0	0	17.4	-
14:15	2	0	0	1	1	0	0	0	0	0	0	0	17.6	-
14:30	3	0	0	3	0	0	0	0	0	0	0	0	18.6	-
14:45	1	0	0	0	0	1	0	0	0	0	0	0	12.5	-
15:00	2	0	0	0	2	0	0	0	0	0	0	0	21.9	-
15:15	4	0	0	1	1	1	0	0	1	0	0	0	18.5	-
15:30	2	0	0	1	1	0	0	0	0	0	0	0	22	-
15:45	2	1	0	1	0	0	0	0	0	0	0	0	16	-
16:00	1	0	1	0	0	0	0	0	0	0	0	0	15.2	-
16:15	3	2	0	0	1	0	0	0	0	0	0	0	17.7	-
16:30	5	1	0	2	2	0	0	0	0	0	0	0	17.4	-
16:45	4	1	0	3	0	0	0	0	0	0	0	0	17.3	-
17:00	5	1	0	2	2	0	0	0	0	0	0	0	19.9	-
17:15	5	4	0	0	1	0	0	0	0	0	0	0	17.6	-
17:30	5	2	0	2	1	0	0	0	0	0	0	0	17.7	-
17:45	6	1	1	1	3	0	0	0	0	0	0	0	19.5	-
18:00	9	2	0	5	1	0	0	1	0	0	0	0	18.5	-
18:15	4	1	0	0	3	0	0	0	0	0	0	0	19.7	-
18:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:45	3	1	0	2	0	0	0	0	0	0	0	0	15.8	-
19:00	5	0	0	5	0	0	0	0	0	0	0	0	22.1	-
19:15	4	0	1	2	0	0	0	1	0	0	0	0	16.5	-
19:30	6	3	0	1	2	0	0	0	0	0	0	0	19.7	-
19:45	10	0	0	5	5	0	0	0	0	0	0	0	21.3	-
20:00	3	0	0	0	3	0	0	0	0	0	0	0	23	-
20:15	4	0	0	2	2	0	0	0	0	0	0	0	25.1	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	3	0	0	2	1	0	0	0	0	0	0	0	19.3	-
21:00	1	0	0	0	0	1	0	0	0	0	0	0	23.5	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	1	0	0	0	1	0	0	0	0	0	0	0	22	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	129	35	7	46	37	2	0	1	1	0	0	0	17.9	22.1
06-22	166	38	9	63	50	3	0	2	1	0	0	0	18.6	22.8
06-00	167	38	9	63	51	3	0	2	1	0	0	0	18.6	22.8
00-00	169	39	9	64	51	3	0	2	1	0	0	0	18.5	22.8

Date Wednesday 14/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	1	1	0	0	0	0	0	0	0	0	0	0	8.4	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	1	1	0	0	0	0	0	0	0	0	0	0	11.5	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	15.9	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	1	0	1	0	0	0	0	0	0	0	0	0	17.5	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	2	2	0	0	0	0	0	0	0	0	0	0	17.8	-
07:15	7	1	0	3	3	0	0	0	0	0	0	0	20.8	-
07:30	1	1	0	0	0	0	0	0	0	0	0	0	13.5	-
07:45	5	1	2	0	1	0	1	0	0	0	0	0	17.5	-
08:00	1	1	0	0	0	0	0	0	0	0	0	0	13.9	-
08:15	4	0	1	1	2	0	0	0	0	0	0	0	24.4	-
08:30	4	2	0	0	2	0	0	0	0	0	0	0	21	-
08:45	3	2	0	1	0	0	0	0	0	0	0	0	16	-
09:00	2	0	0	0	2	0	0	0	0	0	0	0	18.6	-
09:15	2	0	0	1	1	0	0	0	0	0	0	0	22.8	-
09:30	2	1	0	0	1	0	0	0	0	0	0	0	16.3	-
09:45	1	0	0	1	0	0	0	0	0	0	0	0	20.9	-
10:00	3	0	0	1	2	0	0	0	0	0	0	0	21.1	-
10:15	1	0	0	0	1	0	0	0	0	0	0	0	26.9	-
10:30	3	1	0	1	1	0	0	0	0	0	0	0	12.8	-
10:45	3	1	0	2	0	0	0	0	0	0	0	0	13.3	-
11:00	3	0	0	3	0	0	0	0	0	0	0	0	23.5	-
11:15	5	3	0	0	2	0	0	0	0	0	0	0	18.3	-
11:30	1	0	0	1	0	0	0	0	0	0	0	0	29.4	-
11:45	1	0	0	1	0	0	0	0	0	0	0	0	23.8	-
12:00	1	0	0	0	1	0	0	0	0	0	0	0	21.7	-
12:15	3	1	0	0	2	0	0	0	0	0	0	0	22.9	-
12:30	3	0	0	1	1	1	0	0	0	0	0	0	23.8	-
12:45	3	0	0	3	0	0	0	0	0	0	0	0	22.6	-
13:00	2	0	0	0	2	0	0	0	0	0	0	0	23.9	-
13:15	3	0	0	1	2	0	0	0	0	0	0	0	21	-
13:30	3	0	0	2	1	0	0	0	0	0	0	0	18.7	-
13:45	5	0	1	3	1	0	0	0	0	0	0	0	19.6	-
14:00	4	0	0	1	3	0	0	0	0	0	0	0	22.6	-
14:15	3	0	1	1	0	1	0	0	0	0	0	0	15.2	-
14:30	3	0	0	1	1	0	0	0	1	0	0	0	19.1	-
14:45	2	0	0	0	2	0	0	0	0	0	0	0	20.2	-
15:00	2	0	0	1	1	0	0	0	0	0	0	0	17.6	-
15:15	3	0	0	1	2	0	0	0	0	0	0	0	19.4	-
15:30	5	0	1	2	1	0	0	0	1	0	0	0	20.2	-
15:45	2	0	0	1	1	0	0	0	0	0	0	0	26.2	-
16:00	4	0	1	0	3	0	0	0	0	0	0	0	19.5	-
16:15	4	1	0	2	1	0	0	0	0	0	0	0	17.2	-
16:30	4	2	0	1	1	0	0	0	0	0	0	0	16.1	-
16:45	5	2	1	1	1	0	0	0	0	0	0	0	19.1	-
17:00	2	2	0	0	0	0	0	0	0	0	0	0	16.8	-
17:15	2	1	0	0	1	0	0	0	0	0	0	0	20.3	-
17:30	1	1	0	0	0	0	0	0	0	0	0	0	13.6	-
17:45	7	2	0	4	1	0	0	0	0	0	0	0	18.5	-
18:00	2	2	0	0	0	0	0	0	0	0	0	0	18.2	-
18:15	5	1	0	3	1	0	0	0	0	0	0	0	18.9	-
18:30	3	3	0	0	0	0	0	0	0	0	0	0	15.9	-
18:45	6	0	1	2	3	0	0	0	0	0	0	0	20.8	-
19:00	2	1	0	1	0	0	0	0	0	0	0	0	14.5	-
19:15	4	0	0	3	1	0	0	0	0	0	0	0	17.8	-
19:30	5	0	0	4	1	0	0	0	0	0	0	0	19.4	-
19:45	3	0	0	2	1	0	0	0	0	0	0	0	19.5	-
20:00	2	0	0	2	0	0	0	0	0	0	0	0	22.9	-
20:15	1	0	0	1	0	0	0	0	0	0	0	0	16.2	-
20:30	1	0	0	0	1	0	0	0	0	0	0	0	29.8	-
20:45	1	0	0	0	1	0	0	0	0	0	0	0	17.3	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	2	0	0	1	1	0	0	0	0	0	0	0	19.2	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	1	0	0	0	1	0	0	0	0	0	0	0	18.7	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	3	0	0	0	3	0	0	0	0	0	0	0	22	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	1	0	0	1	0	0	0	0	0	0	0	0	33.9	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	146	34	9	47	51	2	1	0	2	0	0	0	19.5	24.6
06-22	168	35	10	61	57	2	1	0	2	0	0	0	19.5	24.2
06-00	173	35	10	62	61	2	1	0	2	0	0	0	19.6	24.6
00-00	176	37	10	63	61	2	1	0	2	0	0	0	19.4	24.6

Date Thursday 15/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	1	0	0	0	0	0	0	0	0	0	0	14.4	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	19.9	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	1	0	0	0	0	1	0	0	0	0	0	0	22.4	-
06:45	1	0	1	0	0	0	0	0	0	0	0	0	14.2	-
07:00	1	1	0	0	0	0	0	0	0	0	0	0	20.4	-
07:15	4	3	0	0	1	0	0	0	0	0	0	0	16.4	-
07:30	3	1	0	1	1	0	0	0	0	0	0	0	24.1	-
07:45	4	1	1	1	1	0	0	0	0	0	0	0	19.4	-
08:00	4	1	0	1	2	0	0	0	0	0	0	0	19.3	-
08:15	7	2	1	0	3	1	0	0	0	0	0	0	19.5	-
08:30	2	1	0	0	1	0	0	0	0	0	0	0	16	-
08:45	3	0	0	0	3	0	0	0	0	0	0	0	21	-
09:00	4	0	0	0	3	1	0	0	0	0	0	0	24.1	-
09:15	4	1	0	1	2	0	0	0	0	0	0	0	16.8	-
09:30	3	0	0	1	2	0	0	0	0	0	0	0	17.3	-
09:45	3	1	0	0	2	0	0	0	0	0	0	0	19	-
10:00	2	1	1	0	0	0	0	0	0	0	0	0	13.7	-
10:15	2	0	0	1	1	0	0	0	0	0	0	0	15.1	-
10:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
10:45	3	0	0	2	1	0	0	0	0	0	0	0	16.9	-
11:00	1	0	0	1	0	0	0	0	0	0	0	0	22.5	-
11:15	2	0	0	2	0	0	0	0	0	0	0	0	14.7	-
11:30	1	0	0	1	0	0	0	0	0	0	0	0	24.3	-
11:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
12:00	2	0	0	1	1	0	0	0	0	0	0	0	22.5	-
12:15	4	1	0	1	2	0	0	0	0	0	0	0	22.8	-
12:30	5	0	2	2	1	0	0	0	0	0	0	0	16.7	-
12:45	1	0	0	1	0	0	0	0	0	0	0	0	23.6	-
13:00	4	0	0	1	2	1	0	0	0	0	0	0	19.8	-
13:15	3	1	0	1	1	0	0	0	0	0	0	0	22	-
13:30	3	0	0	1	2	0	0	0	0	0	0	0	26.2	-
13:45	6	0	0	3	3	0	0	0	0	0	0	0	19.5	-
14:00	1	0	0	0	1	0	0	0	0	0	0	0	24.5	-
14:15	2	0	0	1	1	0	0	0	0	0	0	0	19.9	-
14:30	1	1	0	0	0	0	0	0	0	0	0	0	12.3	-
14:45	3	2	0	0	1	0	0	0	0	0	0	0	16.5	-
15:00	2	0	0	2	0	0	0	0	0	0	0	0	21.6	-
15:15	2	0	0	2	0	0	0	0	0	0	0	0	20	-
15:30	3	0	1	1	1	0	0	0	0	0	0	0	20.1	-
15:45	2	0	0	0	2	0	0	0	0	0	0	0	18.5	-
16:00	4	1	0	0	3	0	0	0	0	0	0	0	19.4	-
16:15	4	1	0	2	1	0	0	0	0	0	0	0	16.7	-
16:30	9	2	0	3	3	1	0	0	0	0	0	0	17.7	-
16:45	6	3	2	0	1	0	0	0	0	0	0	0	14.9	-
17:00	5	1	2	1	1	0	0	0	0	0	0	0	16.9	-
17:15	7	2	0	2	3	0	0	0	0	0	0	0	17.6	-
17:30	11	5	2	3	1	0	0	0	0	0	0	0	17.6	23.7
17:45	9	2	0	1	6	0	0	0	0	0	0	0	20.7	-
18:00	4	0	0	3	1	0	0	0	0	0	0	0	19.5	-
18:15	4	0	0	2	2	0	0	0	0	0	0	0	20.9	-
18:30	5	2	0	1	2	0	0	0	0	0	0	0	16.3	-
18:45	10	1	3	5	1	0	0	0	0	0	0	0	16.3	-
19:00	2	0	0	1	1	0	0	0	0	0	0	0	20.2	-
19:15	1	0	0	1	0	0	0	0	0	0	0	0	16.4	-
19:30	1	0	0	0	1	0	0	0	0	0	0	0	9.2	-
19:45	3	0	0	0	3	0	0	0	0	0	0	0	24.5	-
20:00	1	0	0	1	0	0	0	0	0	0	0	0	19.5	-
20:15	1	0	0	1	0	0	0	0	0	0	0	0	28.6	-
20:30	1	0	0	1	0	0	0	0	0	0	0	0	19	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	1	0	0	1	0	0	0	0	0	0	0	0	14	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	1	0	0	1	0	0	0	0	0	0	0	0	27.8	-
22:00	1	0	0	1	0	0	0	0	0	0	0	0	12.2	-
22:15	3	0	0	1	2	0	0	0	0	0	0	0	19.1	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	175	38	15	52	66	4	0	0	0	0	0	0	18.7	23.3
06-22	189	38	16	59	71	5	0	0	0	0	0	0	18.9	23.5
06-00	193	38	16	61	73	5	0	0	0	0	0	0	18.8	23.5
00-00	195	39	16	62	73	5	0	0	0	0	0	0	18.8	23.5

Date	Friday	16/09/2016												
Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	1	0	0	0	1	0	0	0	0	0	0	0	19.4	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	1	0	0	1	0	0	0	0	0	0	0	0	19.8	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	2	0	1	1	0	0	0	0	0	0	0	0	16.9	-
06:45	1	1	0	0	0	0	0	0	0	0	0	0	17.1	-
07:00	2	1	1	0	0	0	0	0	0	0	0	0	14.3	-
07:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:45	2	0	0	1	1	0	0	0	0	0	0	0	21.8	-
08:00	3	0	2	1	0	0	0	0	0	0	0	0	16.6	-
08:15	2	0	0	0	2	0	0	0	0	0	0	0	20.4	-
08:30	1	1	0	0	0	0	0	0	0	0	0	0	13.4	-
08:45	4	0	0	1	3	0	0	0	0	0	0	0	18.9	-
09:00	1	0	0	0	1	0	0	0	0	0	0	0	13.8	-
09:15	1	0	0	1	0	0	0	0	0	0	0	0	26.2	-
09:30	1	0	0	1	0	0	0	0	0	0	0	0	18.4	-
09:45	9	2	1	5	1	0	0	0	0	0	0	0	17.4	-
10:00	2	0	0	1	1	0	0	0	0	0	0	0	14.8	-
10:15	2	0	0	0	1	1	0	0	0	0	0	0	22.7	-
10:30	2	0	0	1	1	0	0	0	0	0	0	0	23.2	-
10:45	5	0	0	3	2	0	0	0	0	0	0	0	21.8	-
11:00	1	0	0	0	1	0	0	0	0	0	0	0	20.4	-
11:15	2	0	0	2	0	0	0	0	0	0	0	0	26.7	-
11:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
11:45	3	0	1	0	2	0	0	0	0	0	0	0	21.5	-
12:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
12:15	6	0	0	4	2	0	0	0	0	0	0	0	21.1	-
12:30	1	0	0	1	0	0	0	0	0	0	0	0	17.9	-
12:45	9	1	1	6	1	0	0	0	0	0	0	0	21.9	-
13:00	3	0	0	2	1	0	0	0	0	0	0	0	19.7	-
13:15	6	0	0	3	3	0	0	0	0	0	0	0	20.6	-
13:30	3	0	1	1	1	0	0	0	0	0	0	0	16.4	-
13:45	2	0	1	1	0	0	0	0	0	0	0	0	16.4	-
14:00	5	0	1	2	2	0	0	0	0	0	0	0	18.9	-
14:15	2	0	0	0	1	1	0	0	0	0	0	0	21.9	-
14:30	7	1	0	2	4	0	0	0	0	0	0	0	20.7	-
14:45	2	1	0	1	0	0	0	0	0	0	0	0	15	-
15:00	5	0	0	4	1	0	0	0	0	0	0	0	24.8	-
15:15	6	1	0	4	0	1	0	0	0	0	0	0	18.7	-
15:30	5	0	1	2	2	0	0	0	0	0	0	0	19.9	-
15:45	2	0	0	2	0	0	0	0	0	0	0	0	19.3	-
16:00	3	0	0	1	2	0	0	0	0	0	0	0	20.5	-
16:15	3	0	1	0	2	0	0	0	0	0	0	0	17.4	-
16:30	2	0	0	1	0	1	0	0	0	0	0	0	23	-
16:45	5	1	0	3	1	0	0	0	0	0	0	0	18.2	-
17:00	4	0	0	2	2	0	0	0	0	0	0	0	24.9	-
17:15	2	1	0	1	0	0	0	0	0	0	0	0	20	-
17:30	8	1	0	5	2	0	0	0	0	0	0	0	22.8	-
17:45	10	2	0	7	1	0	0	0	0	0	0	0	18.3	-
18:00	8	0	0	3	5	0	0	0	0	0	0	0	20.8	-
18:15	3	0	0	1	2	0	0	0	0	0	0	0	22.4	-
18:30	4	0	0	2	2	0	0	0	0	0	0	0	22.1	-
18:45	7	0	0	5	1	1	0	0	0	0	0	0	23	-
19:00	3	0	0	1	2	0	0	0	0	0	0	0	20.1	-
19:15	3	1	0	0	2	0	0	0	0	0	0	0	16.1	-
19:30	6	0	1	4	1	0	0	0	0	0	0	0	19.5	-
19:45	2	0	0	1	1	0	0	0	0	0	0	0	30.1	-
20:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:30	2	0	0	1	1	0	0	0	0	0	0	0	22.2	-
20:45	3	1	0	1	1	0	0	0	0	0	0	0	18.4	-
21:00	2	0	1	1	0	0	0	0	0	0	0	0	19	-
21:15	2	0	0	1	1	0	0	0	0	0	0	0	16	-
21:30	1	0	0	1	0	0	0	0	0	0	0	0	16.5	-
21:45	1	0	0	1	0	0	0	0	0	0	0	0	25.8	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	1	0	0	0	1	0	0	0	0	0	0	0	23	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	166	13	11	83	54	5	0	0	0	0	0	0	20.3	25.5
06-22	194	16	14	96	63	5	0	0	0	0	0	0	20.2	25.5
06-00	195	16	14	96	64	5	0	0	0	0	0	0	20.2	25.5
00-00	197	16	14	97	65	5	0	0	0	0	0	0	20.2	25.3

Date Saturday 17/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	1	0	0	0	1	0	0	0	0	0	0	0	19.2	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	1	0	1	0	0	0	0	0	0	0	0	0	12.1	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	1	0	1	0	0	0	0	0	0	0	0	0	14.3	-
06:45	1	0	0	1	0	0	0	0	0	0	0	0	21.4	-
07:00	2	0	0	1	1	0	0	0	0	0	0	0	16.8	-
07:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:30	1	0	0	1	0	0	0	0	0	0	0	0	18.6	-
07:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:00	2	0	0	1	1	0	0	0	0	0	0	0	25.2	-
08:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:30	2	0	0	0	2	0	0	0	0	0	0	0	20.4	-
08:45	5	1	0	2	2	0	0	0	0	0	0	0	17.4	-
09:00	2	0	0	1	1	0	0	0	0	0	0	0	18.6	-
09:15	1	1	0	0	0	0	0	0	0	0	0	0	13.8	-
09:30	3	0	0	1	2	0	0	0	0	0	0	0	21	-
09:45	3	0	0	2	0	1	0	0	0	0	0	0	22.2	-
10:00	4	0	0	4	0	0	0	0	0	0	0	0	21.6	-
10:15	4	0	0	4	0	0	0	0	0	0	0	0	24.7	-
10:30	4	2	0	1	1	0	0	0	0	0	0	0	18.1	-
10:45	2	0	1	1	0	0	0	0	0	0	0	0	18.3	-
11:00	2	0	0	0	2	0	0	0	0	0	0	0	23.9	-
11:15	2	0	0	2	0	0	0	0	0	0	0	0	23.2	-
11:30	4	0	0	2	2	0	0	0	0	0	0	0	21.4	-
11:45	2	0	0	2	0	0	0	0	0	0	0	0	20.2	-
12:00	1	0	0	1	0	0	0	0	0	0	0	0	19.1	-
12:15	4	0	0	1	3	0	0	0	0	0	0	0	18.4	-
12:30	5	1	0	2	2	0	0	0	0	0	0	0	17.2	-
12:45	3	0	1	1	1	0	0	0	0	0	0	0	19.1	-
13:00	2	1	0	1	0	0	0	0	0	0	0	0	17.8	-
13:15	7	4	0	1	2	0	0	0	0	0	0	0	15.2	-
13:30	5	2	0	2	1	0	0	0	0	0	0	0	18.2	-
13:45	5	0	0	3	2	0	0	0	0	0	0	0	21	-
14:00	3	0	0	2	1	0	0	0	0	0	0	0	18.9	-
14:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
14:30	3	0	0	3	0	0	0	0	0	0	0	0	22.8	-
14:45	6	0	0	3	2	0	0	0	0	0	0	1	19.2	-
15:00	5	0	1	1	3	0	0	0	0	0	0	0	19.2	-
15:15	3	0	0	3	0	0	0	0	0	0	0	0	19.9	-
15:30	5	0	1	3	1	0	0	0	0	0	0	0	20.6	-
15:45	5	0	0	5	0	0	0	0	0	0	0	0	23.6	-
16:00	6	0	0	4	2	0	0	0	0	0	0	0	22.1	-
16:15	3	0	1	1	1	0	0	0	0	0	0	0	18.8	-
16:30	2	0	0	2	0	0	0	0	0	0	0	0	21.9	-
16:45	6	1	0	4	1	0	0	0	0	0	0	0	19.1	-
17:00	1	0	0	1	0	0	0	0	0	0	0	0	21.5	-
17:15	4	0	2	2	0	0	0	0	0	0	0	0	23.7	-
17:30	2	1	0	0	1	0	0	0	0	0	0	0	18	-
17:45	1	0	0	1	0	0	0	0	0	0	0	0	13.1	-
18:00	2	0	0	2	0	0	0	0	0	0	0	0	19.2	-
18:15	3	0	0	3	0	0	0	0	0	0	0	0	25.2	-
18:30	2	0	0	2	0	0	0	0	0	0	0	0	23.7	-
18:45	4	0	0	3	1	0	0	0	0	0	0	0	21.2	-
19:00	3	0	0	3	0	0	0	0	0	0	0	0	26.8	-
19:15	1	0	1	0	0	0	0	0	0	0	0	0	14.1	-
19:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
19:45	2	0	0	2	0	0	0	0	0	0	0	0	25	-
20:00	3	1	0	1	1	0	0	0	0	0	0	0	21.8	-
20:15	1	0	0	1	0	0	0	0	0	0	0	0	25	-
20:30	1	0	0	0	1	0	0	0	0	0	0	0	21.2	-
20:45	1	0	0	1	0	0	0	0	0	0	0	0	23.4	-
21:00	3	0	0	3	0	0	0	0	0	0	0	0	22.4	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	1	0	0	0	1	0	0	0	0	0	0	0	22.8	-
21:45	1	0	0	0	1	0	0	0	0	0	0	0	19	-
22:00	1	0	0	1	0	0	0	0	0	0	0	0	26.7	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	1	0	0	0	1	0	0	0	0	0	0	0	23.9	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	143	14	7	82	38	1	0	0	0	0	0	1	20.1	24.6
06-22	162	15	9	94	42	1	0	0	0	0	0	1	20.4	24.8
06-00	164	15	9	95	43	1	0	0	0	0	0	1	20.4	24.8
00-00	166	15	10	95	44	1	0	0	0	0	0	1	20.4	24.8

Date Sunday 18/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	1	0	0	1	0	0	0	0	0	0	0	0	20.9	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	1	0	1	0	0	0	0	0	0	0	0	0	14.6	-
06:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:30	2	0	1	1	0	0	0	0	0	0	0	0	12.8	-
07:45	1	0	0	1	0	0	0	0	0	0	0	0	17.8	-
08:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:15	1	1	0	0	0	0	0	0	0	0	0	0	13.5	-
08:30	1	1	0	0	0	0	0	0	0	0	0	0	14	-
08:45	3	0	0	1	2	0	0	0	0	0	0	0	21.1	-
09:00	5	0	0	4	1	0	0	0	0	0	0	0	24.7	-
09:15	2	0	0	2	0	0	0	0	0	0	0	0	21.4	-
09:30	2	0	1	1	0	0	0	0	0	0	0	0	21.7	-
09:45	1	0	0	0	1	0	0	0	0	0	0	0	20	-
10:00	1	0	0	0	1	0	0	0	0	0	0	0	17.8	-
10:15	4	0	0	3	1	0	0	0	0	0	0	0	20.7	-
10:30	5	0	1	2	2	0	0	0	0	0	0	0	18.7	-
10:45	4	0	0	2	2	0	0	0	0	0	0	0	21.1	-
11:00	4	0	1	3	0	0	0	0	0	0	0	0	18.4	-
11:15	4	0	0	2	2	0	0	0	0	0	0	0	22.2	-
11:30	4	0	0	3	1	0	0	0	0	0	0	0	20.7	-
11:45	5	0	0	1	4	0	0	0	0	0	0	0	22.3	-
12:00	7	1	2	3	1	0	0	0	0	0	0	0	19	-
12:15	3	0	0	3	0	0	0	0	0	0	0	0	20.7	-
12:30	6	1	0	2	3	0	0	0	0	0	0	0	18.7	-
12:45	2	0	0	2	0	0	0	0	0	0	0	0	20.9	-
13:00	6	0	0	3	3	0	0	0	0	0	0	0	22.6	-
13:15	4	0	2	2	0	0	0	0	0	0	0	0	18.1	-
13:30	4	0	1	2	1	0	0	0	0	0	0	0	21.8	-
13:45	6	0	0	3	3	0	0	0	0	0	0	0	21.7	-
14:00	4	1	2	1	0	0	0	0	0	0	0	0	15.4	-
14:15	4	0	0	2	2	0	0	0	0	0	0	0	19.8	-
14:30	5	1	2	1	1	0	0	0	0	0	0	0	21.8	-
14:45	3	0	0	1	2	0	0	0	0	0	0	0	20.6	-
15:00	6	0	1	3	2	0	0	0	0	0	0	0	21.8	-
15:15	4	0	0	2	2	0	0	0	0	0	0	0	24.2	-
15:30	3	0	0	2	1	0	0	0	0	0	0	0	21.8	-
15:45	4	0	1	2	1	0	0	0	0	0	0	0	21.9	-
16:00	4	0	1	2	1	0	0	0	0	0	0	0	19.1	-
16:15	5	1	0	4	0	0	0	0	0	0	0	0	17.5	-
16:30	4	1	1	1	1	0	0	0	0	0	0	0	14.1	-
16:45	3	0	0	2	1	0	0	0	0	0	0	0	21.8	-
17:00	6	0	2	2	2	0	0	0	0	0	0	0	17.3	-
17:15	2	0	0	1	1	0	0	0	0	0	0	0	21.9	-
17:30	2	0	0	2	0	0	0	0	0	0	0	0	19.2	-
17:45	2	0	0	2	0	0	0	0	0	0	0	0	20.5	-
18:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
18:15	2	0	0	1	1	0	0	0	0	0	0	0	18.6	-
18:30	1	0	0	1	0	0	0	0	0	0	0	0	21.3	-
18:45	6	0	1	3	2	0	0	0	0	0	0	0	19.2	-
19:00	3	0	0	2	0	0	0	1	0	0	0	0	16	-
19:15	3	0	0	3	0	0	0	0	0	0	0	0	16	-
19:30	5	0	0	3	2	0	0	0	0	0	0	0	21.6	-
19:45	2	0	0	2	0	0	0	0	0	0	0	0	19.9	-
20:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:15	3	0	0	2	1	0	0	0	0	0	0	0	24.6	-
20:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
20:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	1	0	0	1	0	0	0	0	0	0	0	0	29.9	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	1	1	0	0	0	0	0	0	0	0	0	0	14.6	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	157	8	20	81	48	0	0	0	0	0	0	0	20.1	24.2
06-22	174	8	21	93	51	0	0	1	0	0	0	0	20.0	24.4
06-00	176	9	21	94	51	0	0	1	0	0	0	0	20.1	24.4
00-00	177	9	21	95	51	0	0	1	0	0	0	0	20.1	24.4

Date Monday 19/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:15	1	1	0	0	0	0	0	0	0	0	0	0	16.5	-
05:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	3	1	1	0	1	0	0	0	0	0	0	0	15.9	-
06:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07:00	5	2	2	0	1	0	0	0	0	0	0	0	17.3	-
07:15	4	2	1	0	1	0	0	0	0	0	0	0	17.1	-
07:30	3	0	2	1	0	0	0	0	0	0	0	0	16.5	-
07:45	6	1	1	3	1	0	0	0	0	0	0	0	18.9	-
08:00	4	1	1	1	1	0	0	0	0	0	0	0	18.4	-
08:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
08:30	2	0	0	1	1	0	0	0	0	0	0	0	17	-
08:45	1	0	1	0	0	0	0	0	0	0	0	0	15.6	-
09:00	5	0	2	3	0	0	0	0	0	0	0	0	18.8	-
09:15	1	0	0	0	1	0	0	0	0	0	0	0	23.3	-
09:30	5	0	0	2	3	0	0	0	0	0	0	0	17	-
09:45	5	0	0	5	0	0	0	0	0	0	0	0	20.8	-
10:00	2	1	0	1	0	0	0	0	0	0	0	0	15.7	-
10:15	3	0	0	3	0	0	0	0	0	0	0	0	15.5	-
10:30	1	0	0	0	1	0	0	0	0	0	0	0	24.2	-
10:45	3	0	0	2	0	1	0	0	0	0	0	0	16.9	-
11:00	1	0	0	0	1	0	0	0	0	0	0	0	25.2	-
11:15	2	0	0	2	0	0	0	0	0	0	0	0	18.9	-
11:30	3	0	0	2	1	0	0	0	0	0	0	0	22.2	-
11:45	2	0	0	1	1	0	0	0	0	0	0	0	16.1	-
12:00	1	0	0	0	1	0	0	0	0	0	0	0	23.9	-
12:15	5	0	0	3	2	0	0	0	0	0	0	0	18.5	-
12:30	3	0	0	2	0	1	0	0	0	0	0	0	19.2	-
12:45	1	0	0	1	0	0	0	0	0	0	0	0	19.5	-
13:00	2	0	0	1	0	1	0	0	0	0	0	0	20.1	-
13:15	8	1	1	5	1	0	0	0	0	0	0	0	20.2	-
13:30	3	1	0	0	2	0	0	0	0	0	0	0	20.6	-
13:45	4	0	0	0	3	1	0	0	0	0	0	0	22.4	-
14:00	3	1	0	2	0	0	0	0	0	0	0	0	17.7	-
14:15	2	0	0	2	0	0	0	0	0	0	0	0	19.6	-
14:30	4	0	0	3	0	1	0	0	0	0	0	0	19.3	-
14:45	2	0	0	1	1	0	0	0	0	0	0	0	17.7	-
15:00	2	0	0	2	0	0	0	0	0	0	0	0	20.4	-
15:15	4	0	0	1	3	0	0	0	0	0	0	0	19.9	-
15:30	2	0	0	1	1	0	0	0	0	0	0	0	21.3	-
15:45	3	1	0	1	1	0	0	0	0	0	0	0	19.2	-
16:00	2	1	0	0	1	0	0	0	0	0	0	0	18.4	-
16:15	3	0	0	2	1	0	0	0	0	0	0	0	22.6	-
16:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
16:45	5	0	1	2	2	0	0	0	0	0	0	0	24.3	-
17:00	5	1	0	3	1	0	0	0	0	0	0	0	21.2	-
17:15	5	4	0	1	0	0	0	0	0	0	0	0	16.1	-
17:30	6	0	0	4	2	0	0	0	0	0	0	0	23	-
17:45	4	0	2	2	0	0	0	0	0	0	0	0	19.2	-
18:00	4	0	0	3	1	0	0	0	0	0	0	0	23.6	-
18:15	5	0	1	3	1	0	0	0	0	0	0	0	19.5	-
18:30	4	0	0	2	2	0	0	0	0	0	0	0	22.6	-
18:45	5	1	1	3	0	0	0	0	0	0	0	0	17.8	-
19:00	1	0	0	1	0	0	0	0	0	0	0	0	19.3	-
19:15	3	0	0	3	0	0	0	0	0	0	0	0	23.1	-
19:30	2	0	0	1	1	0	0	0	0	0	0	0	20.2	-
19:45	1	0	0	1	0	0	0	0	0	0	0	0	19.4	-
20:00	1	0	0	1	0	0	0	0	0	0	0	0	16.9	-
20:15	1	1	0	0	0	0	0	0	0	0	0	0	11.3	-
20:30	2	0	0	2	0	0	0	0	0	0	0	0	20.5	-
20:45	1	0	0	0	1	0	0	0	0	0	0	0	9.7	-
21:00	1	1	0	0	0	0	0	0	0	0	0	0	12.6	-
21:15	2	0	0	1	1	0	0	0	0	0	0	0	21.5	-
21:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
21:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
22:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
23:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	155	18	16	77	39	5	0	0	0	0	0	0	19.6	24.2
06-22	173	21	17	87	43	5	0	0	0	0	0	0	19.4	24.2
06-00	173	21	17	87	43	5	0	0	0	0	0	0	19.4	24.2
00-00	174	22	17	87	43	5	0	0	0	0	0	0	19.4	24.2

Date Tuesday 20/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
01:30	1	0	0	1	0	0	0	0	0	0	0	0	17.1	-
01:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
02:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
03:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:30	0	0	0	0	0	0	0	0	0	0	0	0	-	-
04:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
05:00	1	0	0	1	0	0	0	0	0	0	0	0	19.6	-
05:15	1	1	0	0	0	0	0	0	0	0	0	0	16.6	-
05:30	1	1	0	0	0	0	0	0	0	0	0	0	12.4	-
05:45	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:15	0	0	0	0	0	0	0	0	0	0	0	0	-	-
06:30	2	0	1	0	1	0	0	0	0	0	0	0	17.6	-
06:45	6	2	3	1	0	0	0	0	0	0	0	0	15.6	-
07:00	2	1	0	0	1	0	0	0	0	0	0	0	19.3	-
07:15	3	1	0	1	1	0	0	0	0	0	0	0	18.5	-
07:30	2	1	1	0	0	0	0	0	0	0	0	0	14.3	-
07:45	2	1	0	1	0	0	0	0	0	0	0	0	15.1	-
08:00	2	1	0	0	1	0	0	0	0	0	0	0	15.6	-
08:15	3	0	0	1	2	0	0	0	0	0	0	0	20.2	-
08:30	2	0	0	1	1	0	0	0	0	0	0	0	19.2	-
08:45	4	0	0	1	2	1	0	0	0	0	0	0	18.5	-
09:00	1	0	0	0	1	0	0	0	0	0	0	0	19.5	-
09:15	4	0	0	2	1	0	1	0	0	0	0	0	20.2	-
09:30	3	0	0	1	2	0	0	0	0	0	0	0	27.7	-
09:45	6	0	0	6	0	0	0	0	0	0	0	0	19.3	-
10:00	2	0	0	2	0	0	0	0	0	0	0	0	19.5	-
10:15	3	0	0	1	2	0	0	0	0	0	0	0	15.6	-
10:30	4	0	0	3	1	0	0	0	0	0	0	0	21.1	-
10:45	5	0	0	3	1	0	1	0	0	0	0	0	19.4	-
11:00	4	0	0	1	2	1	0	0	0	0	0	0	18.9	-
11:15	4	0	0	4	0	0	0	0	0	0	0	0	21.1	-
11:30	2	0	0	1	1	0	0	0	0	0	0	0	16.5	-
11:45	1	0	0	0	1	0	0	0	0	0	0	0	27.5	-
12:00	3	0	0	1	2	0	0	0	0	0	0	0	19.3	-
12:15	4	0	0	3	0	1	0	0	0	0	0	0	21.4	-
12:30	5	0	0	4	1	0	0	0	0	0	0	0	19.6	-
12:45	2	0	0	1	1	0	0	0	0	0	0	0	18.6	-
13:00	7	0	0	4	3	0	0	0	0	0	0	0	20	-
13:15	3	0	0	3	0	0	0	0	0	0	0	0	18.8	-
13:30	5	1	0	4	0	0	0	0	0	0	0	0	25.4	-
13:45	1	0	0	1	0	0	0	0	0	0	0	0	23.6	-
14:00	3	0	0	2	1	0	0	0	0	0	0	0	19.3	-
14:15	5	1	1	2	1	0	0	0	0	0	0	0	15.4	-
14:30	5	0	1	1	3	0	0	0	0	0	0	0	19	-
14:45	4	0	1	2	1	0	0	0	0	0	0	0	16	-
15:00	2	0	0	2	0	0	0	0	0	0	0	0	19.1	-
15:15	2	0	0	0	1	1	0	0	0	0	0	0	13.3	-
15:30	6	0	0	4	2	0	0	0	0	0	0	0	20	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	116	7	4	63	36	4	2	0	0	0	0	0	19.4	23.5
06-22	124	9	8	64	37	4	2	0	0	0	0	0	19.2	23.3
06-00	124	9	8	64	37	4	2	0	0	0	0	0	19.2	23.3
00-00	128	11	8	66	37	4	2	0	0	0	0	0	19.1	23.3

Date Wednesday 21/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Thursday 22/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Friday 23/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Saturday 24/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Date Sunday 25/09/2016

Time	Total	Cycle	Motor Cycle	Car	LGV	2 Axled Rigid	3 Axled Rigid	4 Axled Rigid	3 Axled Artic	4 Axled Artic	5+ Axled Artic	Bus	Mean Speed (Mph)	85%ile Speed (Mph)
00:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
00:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
01:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
02:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
03:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
04:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
05:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
06:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
08:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
09:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
10:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
11:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
12:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
13:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
14:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
15:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
16:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
17:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
18:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
19:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
20:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
21:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
22:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:00	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:15	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:30	*	*	*	*	*	*	*	*	*	*	*	*	-	-
23:45	*	*	*	*	*	*	*	*	*	*	*	*	-	-
07-19	0	0	0	0	0	0	0	0	0	0	0	0		
06-22	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	0	0	0	0	0	0	0	0	0	0	0	0		
00-00	0	0	0	0	0	0	0	0	0	0	0	0		

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 03/10/2016
Road Name: Lower Road

Prepared by: Lauren Catterall
Checked by: Luke Martin

Speed Summary Data

A-B Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
03/10/2016	-	-
04/10/2016	-	-
05/10/2016	-	-
06/10/2016	14.3	16.6
07/10/2016	14.4	17.0
08/10/2016	14.9	17.4
09/10/2016	14.5	17.4
10/10/2016	14.7	17.4
11/10/2016	14.6	17.0
12/10/2016	14.8	17.4
13/10/2016	14.7	17.2
14/10/2016	15.0	17.2
15/10/2016	-	-
16/10/2016	-	-

B-A Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
03/10/2016	-	-
04/10/2016	-	-
05/10/2016	-	-
06/10/2016	15.5	17.2
07/10/2016	14.8	17.9
08/10/2016	15.8	18.6
09/10/2016	15.4	18.1
10/10/2016	15.3	18.3
11/10/2016	15.6	18.1
12/10/2016	15.7	18.6
13/10/2016	15.5	18.6
14/10/2016	15.4	18.3
15/10/2016	-	-
16/10/2016	-	-

These speeds represent those which are between 1%-10% above the posted speed limit
These speeds represent those which are between 10%-20% above the posted speed limit
These speeds represent those which are over 20% above the posted speed limit

Intelligent Data - Automatic Traffic Count Output

Period Commencing: 05/09/2016
Road Name: Lower Road

Prepared by: Lauren Catterall
Checked by: Luke Martin

Speed Summary Data

A-B Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
05/09/2016	-	-
06/09/2016	-	-
07/09/2016	-	-
08/09/2016	-	-
09/09/2016	-	-
10/09/2016	-	-
11/09/2016	15.1	20.1
12/09/2016	15.6	20.1
13/09/2016	15.9	20.8
14/09/2016	16.4	21.3
15/09/2016	12.6	21.5
16/09/2016	16.4	21.3
17/09/2016	16.1	20.6
18/09/2016	15.1	19.9
19/09/2016	15.8	19.5
20/09/2016	16.1	20.4
21/09/2016	-	-
22/09/2016	-	-
23/09/2016	-	-
24/09/2016	-	-
25/09/2016	-	-

B-A Direction

Date	Mean Speed (mph)	85%ile Speed (mph)
05/09/2016	-	-
06/09/2016	-	-
07/09/2016	-	-
08/09/2016	-	-
09/09/2016	-	-
10/09/2016	-	-
11/09/2016	15.5	21.0
12/09/2016	15.6	20.6
13/09/2016	15.5	21.3
14/09/2016	15.6	20.8
15/09/2016	15.6	20.8
16/09/2016	16.3	21.3
17/09/2016	15.8	21.3
18/09/2016	15.9	21.5
19/09/2016	15.9	20.6
20/09/2016	15.5	19.7
21/09/2016	-	-
22/09/2016	-	-
23/09/2016	-	-
24/09/2016	-	-
25/09/2016	-	-

These speeds represent those which are between 1%-10% above the posted speed limit
These speeds represent those which are between 10%-20% above the posted speed limit
These speeds represent those which are over 20% above the posted speed limit

APPENDIX D. Personal Injury Accident Data

Accidents between dates **01/05/2011** **and** **30/04/2016** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS BEDHAMPTON")

Selected Polygon:NS BEDHAMPTON

110236118 07/06/2011 Time 1115 Vehicles 2 Casualties 1 Slight
E:470312 N: 106698 First Road: B 2177 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal B 2150
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
2nd:	Poor turn or manoevre	Vehicle 1	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING W ALONG B2177 BEDHAMPTON ROAD, FAILS TO WAIT FOR GREEN FILTER LIGHT AND TURNS RIGHT INTO B2150 HULBERT ROAD ACROSS PATH OF VEH 2 (BUS) TRAVELLING E ALONG B2177 BEDHAMPTON ROAD AND COLLIDES.

Occurred on B2177 BEDHAMPTON ROAD AT JUNCTION WITH B2150 HULBERT ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from E to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Female
Not hit and run Breath test Negative
Left hand drive:

Vehicle Reference 2 Bus or coach Going ahead but held up
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Female
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 34 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Not car passenger Seated bu

Accidents between dates **01/05/2011** **and** **30/04/2016** (60) months

Selection:
Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS BEDHAMPTON")

Notes:

110404219 23/09/2011 Time 0755 Vehicles 2 Casualties 1 Slight
E:470184 N: 106653 First Road: B 2177 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Dazzling sun	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (VAN) TRAV W ALONG B2177 BEDHAMPTON ROAD WAS INTENDING TO TURN RIGHT INTO BELMONT GROVE. VEH 2 (M/CYCLE) WAS TRAV E AND UNDERTAKING TRAFFIC. A VEHICLE TRAV E ALLOWED VEH 1 TO TURN. VEH 2 CONSEQUENTLY COLLIDED WITH THE NEARSIDE OF VEH 1.
Occurred on B2177 BEDHAMPTON ROAD AT JUNCTION WITH BELMONT GROVE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Turning right
Vehicle movement from E to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Male
Not hit and run Breath test Negative
Left hand drive:

Vehicle Reference 2 Motorcycle over 500cc Overtaking nearside
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 60 Male
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 60 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates **01/05/2011** **and** **30/04/2016** (60) months

Selection:
Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS BEDHAMPTON")

Notes:

110406755 24/09/2011 Time 2040 Vehicles 1 Casualties 1 Slight
E:470360 N: 106684 First Road: B 2177 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:	Distraction outside vehicle	Vehicle 1	Very Likely
3rd:	Inexperienced or learner driver/rider	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING NW ALONG BEDHAMPTON WAY, RIDER OBSERVES KNOWN PERSON WALKING ALONG FOOTPATH AND WAVES, IN DOING SO RIDER LOSES CONTROL, HITS NEARSIDE KERB AND FALLS FROM MACHINE.
Occurred on B2177 BEDHAMPTON WAY OUTSIDE NUMBER 57, HAVANT, HAMPSHIRE

Vehicle Reference 1 Motorcycle 50cc and under Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road Kerb Off road: None
Did not leave carr Age of Driver 16 Male
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 16 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates **01/05/2011** **and** **30/04/2016** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS BEDHAMPTON")

Notes:

110412549 28/09/2011 Time 1712 Vehicles 2 Casualties 1 Serious
E:470096 N: 106603 First Road: B 2177 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 2 (M/CYCLE) SW ALONG B2177 BEDHAMPTON ROAD, FAILS TO NOTICE SLOWING TRAFFIC AHEAD AND COLLIDES WITH THE REAR OF VEH 1 (CAR) IN FRONT SLOWING TO ALLOW A BUS TO EMERGE FROM A BUS STOP. RIDER OF VEH 2 FELL OFF.
Occurred on B2177 BEDHAMPTON ROAD AT JUNCTION WITH NURSERY ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 34 Male
Not hit and run Breath test Negative
Left hand drive:

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Male
Not hit and run Breath test Not applicable
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 21 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates **01/05/2011** **and** **30/04/2016** (60) months

Selection:
Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS BEDHAMPTON")

Notes:

110452588 25/10/2011 Time 0722 Vehicles 2 Casualties 1 Serious
E:470187 N: 106650 First Road: B 2177 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight:street lights present Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Possible
2nd:	Tyres illegal, defective or under inflated	Vehicle 1	Possible
3rd:	Loss of control	Vehicle 1	
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING S ALONG BELMONT GROVE BEGINS TO PULL OUT THEN STOPS ON SEEING VEH 1 (M/CYCLE) TRAVELLING NE ALONG B2177 BEDHAMPTON ROAD. VEH 1 SWERVES TO AVOID VEH 2 AND LOSES CONTROL CAUSING RIDER TO FALL OFF.
Occurred on B2177 BEDHAMPTON ROAD AT JUNCTION WITH BELMONT GROVE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Motorcycle 50cc and under Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 46 Male
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 46 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference 2 Car Starting
Vehicle movement from N to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Female
Not hit and run Breath test Negative
Left hand drive:

Accidents between dates **01/05/2011** **and** **30/04/2016** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS BEDHAMPTON")

Notes:

120138758 09/04/2012 Time 0945 Vehicles 1 Casualties 1 Slight
E:470317 N: 106699 First Road: B 2177 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING NE ALONG B2177 BEDHAMPTON ROAD NEGOTIATES A RIGHT HAND BEND, LOSES CONTROL ON WET ROAD SURFACE, CLIPS NEARSIDE KERB, CAUSING RIDER TO FALL OFF.
Occurred on B2177 BEDHAMPTON ROAD AT JUNCTION WITH B2150 HULBERT ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Going ahead right bend
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Nearside Age of Driver 40 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 40 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2011** **and** **30/04/2016** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS BEDHAMPTON")

Notes:

120462097 27/11/2012 Time 1849 Vehicles 2 Casualties 1 Slight
E:470423 N: 106657 First Road: B 2177 Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) REVERSED N INTO B2177 BEDHAMPTON ROAD AND COLLIDED WITH THE NEARSIDE OF VEH 1 (P/CYCLE) TRAVELLING W ALONG THE PAVEMENT.
Occurred on B2177 BEDHAMPTON ROAD AT JUNCTION WITH NUMBER 41 DRIVEWAY, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 16 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 16 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Vehicle Reference 2 Car Reversing
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/05/2011** **and** **30/04/2016** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS BEDHAMPTON")

Notes:

130027754 22/01/2013 Time 1630 Vehicles 2 Casualties 1 Slight
E:470364 N: 106690 First Road: B 2149 Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING S PULLED OUT FROM THE DRIVEWAY OF NUMBER 104 AND COLLIDED WITH THE NEARSIDE OF VEH 2 (P/CYCLE) TRAVELLING E ALONG B2149 BEDHAMPTON ROAD.
Occurred on B2149 BEDHAMPTON ROAD AT JUNCTION WITH NUMBER 4 DRIVEWAY, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 55 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 14 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 14 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Accidents between dates **01/05/2011** **and** **30/04/2016** (60) months

Selection:
Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS BEDHAMPTON")

Notes:

130253889 10/07/2013 Time 1726 Vehicles 2 Casualties 1 Slight
E: 470453 N: 106656 First Road: B 2149 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (P/CYCLE) TRAVELLING W ALONG B2149 BEDHAMPTON ROAD INDICATED AND PULLED OUT ACROSS THE CARRIAGEWAY AFTER BEING LET OUT BY A VAN FOLLOWING BEHIND. VEH 2 (CAR) WAS TRAVELLING ALONGSIDE THE VAN AND COLLIDED WITH VEH 1 AS VEH 1 PULLED OUT.
Occurred on B2149 BEDHAMPTON ROAD OUTSIDE NUMBER 35, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Turning right
Vehicle movement from E to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 24 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 73 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/05/2011** **and** **30/04/2016** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS BEDHAMPTON")

Notes:

130432152 15/11/2013 Time 1709 Vehicles 1 Casualties 1 Serious
E:470454 N: 106659 First Road: B 2149 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Wrong use of pedestrian crossing facility	Casualty 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Casualty 1	
4th:			
5th:			
6th:			

CAS 1 (PEDESTRIAN) TRAVELLING N ACROSS B2149 BEDHAMPTON ROAD ON PEDESTRIAN CROSSING FAILS TO LOOK AND CROSSES THE ROAD COLLIDING WITH OFFSIDE OF VEH 1 (M/CYCLE) TRAVELLING SE ALONG B2149 BEDHAMPTON ROAD CAUSING CAS 1 TO FALL OVER.
Occurred on B2149 BEDHAMPTON ROAD OUTSIDE NUMBER 86 TO 88, HAVANT, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 64 Female Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

On Ped Crossing N bound

Driver's offside

Accidents between dates **01/05/2011** **and** **30/04/2016** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS BEDHAMPTON")

Notes:

130436007 18/11/2013 Time 1850 Vehicles 2 Casualties 1 Serious
E:469996 N: 106570 First Road: B 2177 Road Type Single carriageway
Speed limit: 30 Junction Detail: Mini roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Rain, sleet, snow, or fog	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG MAYLANDS ROAD ENTERED THE MINI-RBT AT B2177 BEDHAMPTON HILL ROAD INTO THE PATH OF VEH 2 (M/CYCLE) TRAVELLING NE ACROSS THE RBT, CAUSING VEH 2 TO BRAKE HARD AND THE RIDER TO FALL.

Occurred on B2177 BEDHAMPTON HILL ROAD AT JUNCTION WITH MAYLANDS ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Female
Not hit and run Breath test Not requested
Left hand drive: No

Vehicle Reference 2 Motorcycle 50cc and under Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 61 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 61 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/05/2011** **and** **30/04/2016** (60) months

Selection:
Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS BEDHAMPTON")

Notes:

140072231 28/02/2014 Time 2228 Vehicles 2 Casualties 1 Serious
E:470006 N: 106560 First Road: B 2177 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 2177
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 2	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 2 (TOWER WAGON) TRAVELLING SW ALONG B2177 PORTSDOWN HILL ROAD ENTERS RBTAT SPEED, VEH 1 (CAR) TRAVELLING SW ALONG B2177 BEDHAMPTON HILL ENTERS RBT AT SAME TIME VEH 2 FAILS TO ANTICIPATE VEH 1 HAS TO GIVE WAY AND COLLIDES.

Occurred on B2177 BEDHAMPTON HILL AT JUNCTION WITH B2177 PORTSDOWN HILL ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 18 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Other Vehicle Going ahead right bend
Vehicle movement from W to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 49 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/05/2011** **and** **30/04/2016** (60) months

Selection:
Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS BEDHAMPTON")

Notes:

150439923 16/12/2015 Time 0842 Vehicles 2 Casualties 1 Slight
E:470183 N: 106654 First Road: B 2177 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Possible
2nd:	Poor turn or manoevre	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING NE ALONG B2177 BEDHAMPTON ROAD UNDERTOOK A VEHICLE WHICH HAD STOPPED TO ALLOW VEH 2 (CAR) TRAVELLING SW TO TURN RIGHT INTO BELMONT GROVE. VEH 1 THEN COLLIDED WITH THE NEARSIDE OF VEH 2.
Occurred on B2177 BEDHAMPTON ROAD AT JUNCTION WITH BELMONT GROVE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Overtaking nearside
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 39 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 39 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Turning right
Vehicle movement from NE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 62 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/05/2011** **and** **30/04/2016** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS BEDHAMPTON")

Notes:

110203470 17/05/2011 Time 0600 Vehicles 2 Casualties 2 Slight
E:469986 N: 106563 First Road: B 2177 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 2177
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Possible
2nd:	Junction overshoot	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING E ALONG B2177 PORTSDOWN HILL ROAD WAS STRUCK ON THE OFFSIDE BY VEH 2 (CAR) WHICH WAS APPROACHING FROM THE RIGHT.
Occurred on B2177 PORTSDOWN HILL ROAD AT JUNCTION WITH B2177 BEDHAMPTON HILL ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Female
Not hit and run Breath test Driver not contacted
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 52 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Casualty Reference: 2 Vehicle: 1 Age: 22 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Front seat

Vehicle Reference 2 Car Going ahead right bend
Vehicle movement from SW to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 47 Male
Not hit and run Breath test Driver not contacted
Left hand drive:

Accidents between dates **01/05/2011** **and** **30/04/2016** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS BEDHAMPTON")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	1	2	3
2-wheeled motor vehicles	0	4	4	8
Pedal cycles	0	0	3	3
Horses & other	0	0	0	0
Total	0	5	9	14

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	1	1	2
Passenger	0	0	2	2
Motorcycle rider	0	3	4	7
Cyclist	0	0	3	3
Pedestrian	0	1	0	1
Other	0	0	0	0
Total	0	5	10	15

Accidents between dates **01/02/2013** **and** **31/01/2018** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS BEDHAMPTON BACSSR0618087")

Selected Polygon:CS BEDHAMPTON BACSSR0618087

160367807 29/09/2016 Time 0640 Vehicles 1 Casualties 1 Serious
E:470020 N: 106567 First Road: B 2177 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Central reservation Road surface Wet/Damp
Daylight Raining with high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
2nd:	Slippery road (due to weather)	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING SW ALONG B2177 BEDHAMPTON ROAD ON WET ROAD SURFACE WHEN REAR WHEEL LOST TRACTION ON RECENTLY PAINTED ROAD MARKING CAUSING VEH TO LOSE CONTROL AND RIDER TO FALL OFF.
Occurred on B2177 BEDHAMPTON ROAD AT JUNCTION WITH BROOKSIDE ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 18 Female Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/02/2013** **and** **31/01/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS BEDHAMPTON BACSSR0618087")

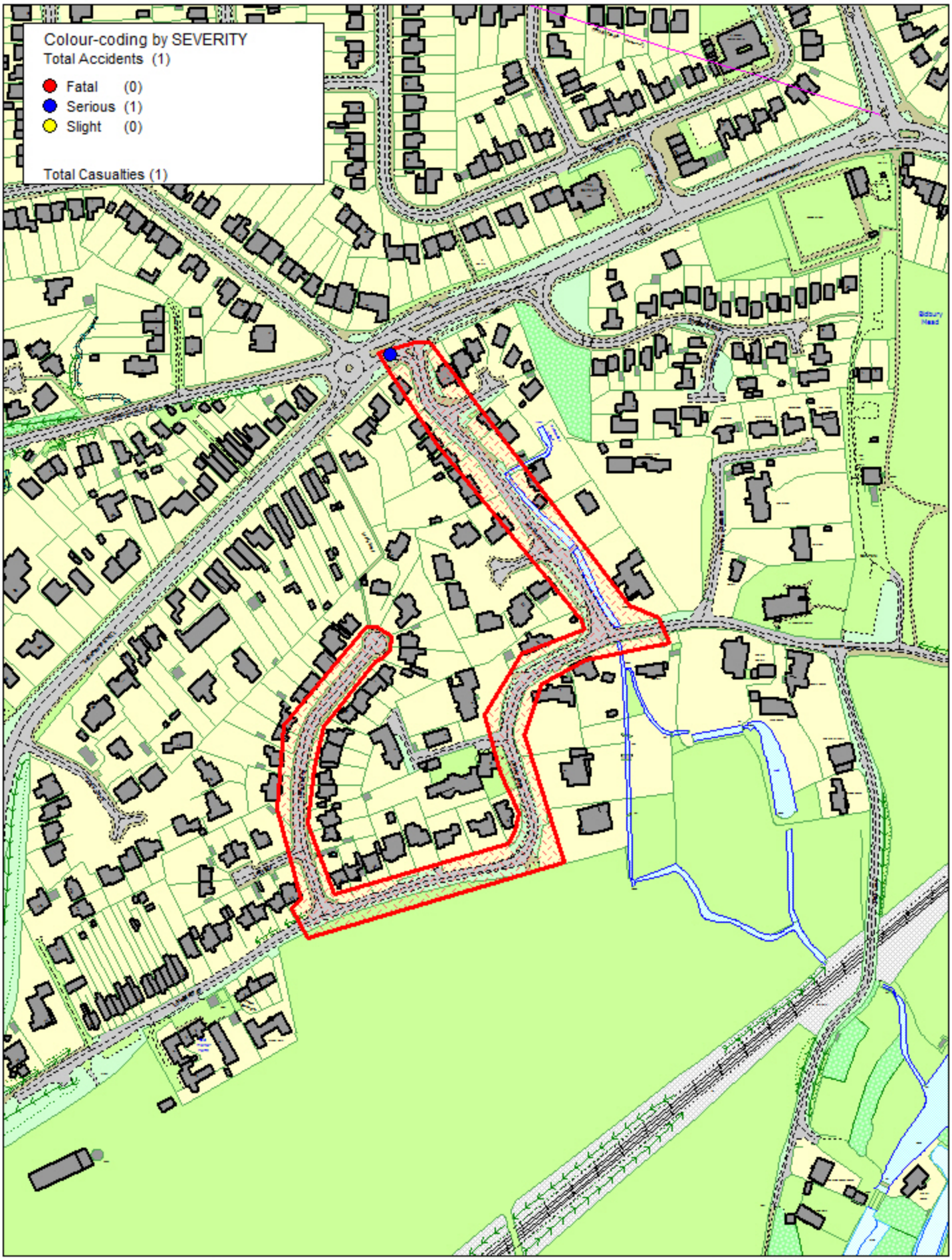
Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	0	0
2-wheeled motor vehicles	0	1	0	1
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	1	0	1

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	0	0
Passenger	0	0	0	0
Motorcycle rider	0	1	0	1
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	1	0	1



HAMPSHIRE CONSTABULARY

Selected map area

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SCALE	1 : 2950
DATE	13/06/2018
DRAWING No.	
DRAWN BY	

APPENDIX E. Stage 1 Road Safety Audit

M & S Traffic Ltd

Road Safety Audit Stage 1

Lower Road

Bedhampton

Hampshire

Date: 22nd January 2017

Report produced for: i-Transport

Report produced by: M & S Traffic Ltd

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DOCUMENT CONTROL SHEET

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Project Title	Lower Road, Bedhampton
Report Title	Road Safety Audit Stage 1
Revision	
Status	Final
Reference	i-T/12174/1/BS

Record of Issue

Issue	Status	Author	Date	Check	Date	Authorised	Date
1	Final	BS	22/01/17	LMA	22/01/17	BS	22/01/17

Distribution

Organisation	Contact	Copies
i-Transport	Rachel Stout	-

CONTENTS

Document Control Sheet		2
Contents		3
1	Introduction	4
2	Items raised at previous audits	5
3	Items raised by the Stage 1 Audit – Option A	6
4	Items raised by the Stage 1 Audit – Option B	9
5	Issues identified during the road safety audit outside the terms of reference	12
6	Auditors Statement	13

Appendix A……. List of drawings

Appendix B……. Comment location drawing

Appendix C……. Designer's Response

1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit carried out on proposed works associated with a proposed residential development of 50 homes at Lower Road, Bedhampton, as detailed below:

- A priority junction at the northeast corner of the site, which is shown on drawing ITB12174-GA-001 Rev A; and
- A priority junction in the centre of the site, as shown on drawing ITB12174-GA-002.

The Audit was requested by the design organisation, i-Transport, Grove House, Lutyens Close, Chineham Court, Basingstoke, Hampshire, RG24 8AG.

1.2 The Audit Team membership was as follows:

Bryan Shawyer BEng (Hons), MSc, MCIHT, MSoRSA, HA RSA Cert Comp, Audit Team Leader

Lisa Allen BEng (Hons), MSc, MCIHT, MSoRSA, HA RSA Cert Comp, Audit Team Member

1.3 The audit was undertaken in accordance with the audit brief and HD 19/15, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.

1.4 The Audit took place at the Gillingham offices of M&S Traffic on 21st January 2017 and comprised an examination of the documents provided as listed in Appendix A, plus a visit to the site of the proposed scheme. Weather conditions at the time were fine and the road surface was dry. Traffic flows and free flow speeds were low. There were moderate pedestrian flows and no cyclist movements observed during the audit.

1.5 The report has been compiled, only with regard to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any “Technical Check” function on these proposals. It is assumed that the Project Sponsor is satisfied that such a “Technical Check” has been successfully completed prior to requesting this safety audit.

1.6 The auditors have not been informed of any Departures from Standards in this scheme construction.

1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 ITEMS RAISED BY PREVIOUS AUDITS

2.1 No previous Audits were provided for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT – OPTION A

3.1 General

3.1.1 **Location**: Proposed access.

Summary: Lack of visibility could compromise road safety.

Visibility splays were provided for assessment, which were considered acceptable; however, there is currently a hedgerow at the proposed access, which if left unmaintained and remaining in the splays could restrict visibility. Restricted visibility could lead to side impact or rear end shunt accidents.

RECOMMENDATION

That the visibility splays should be cleared of obstacles.

3.1.2 **PROBLEM**

Location: Proposed access.

Summary: Insufficient construction details could compromise road safety.

No construction details were provided for assessment, in particular, details of tie-ins and Polished Stone Values (PSV). Inappropriate tie-ins and carriageway construction with a low PSV could compromise road safety and significant changes in PSV could lead to differential braking, particularly under severe braking conditions.

RECOMMENDATION

That tie-ins and carriageway construction details should be provided for assessment at Stage 2 Safety Audit or that:

- The tie-in should not be on the running path of powered two wheeled vehicles.
- Materials used in the carriageway construction should be consistent with those used along the length of the carriageway.

3.2 Local Alignment

3.2.1 No comment.

3.3 Junctions

3.3.1 PROBLEM

Location: Proposed access.

Summary: Movements of vehicles could compromise road safety.

No swept path information has been provided for assessment. Insufficient turning space may prevent access by larger vehicles or cause these vehicles to occupy all the carriageway, leading to possible head on collisions.

RECOMMENDATION

That sufficient space should be provided for all expected turning movements.

3.4 Non-Motorised User (NMU) Provision

3.4.1 PROBLEM

Location: Proposed access.

Summary: Lack of pedestrian facilities could compromise pedestrian safety.

No crossing facilities have been shown at the mouth of the new access road. Pedestrians with visual impairments may not realise this area will be subject to vehicles entering and exiting the new development site, which could result in pedestrian and vehicle conflicts. Further, the movement of mobility impaired pedestrians may be impeded by full height kerbs, which could lead to pedestrian trips.

RECOMMENDATION

That crossing facilities should be installed in accordance with Department for Transport Guidelines.

3.4.2 PROBLEM

Location: Proposed footway at the eastern end of the scheme.

Summary: Lack of pedestrian facilities could compromise pedestrian safety.

No crossing facilities have been shown at the eastern end of the scheme. A full kerb height could impede the movement of visually and mobility impaired pedestrians, which could lead to pedestrian trips.

RECOMMENDATION

That crossing facilities should be installed in accordance with Department for Transport Guidelines.

3.4.3 **PROBLEM**

Location: Proposed footway at the western end of the scheme.

Summary: Lack of pedestrian facilities could compromise pedestrian safety.

No crossing facilities have been shown at the western end of the scheme. A full kerb height could impede the movement of visually and mobility impaired pedestrians, which could lead to pedestrian trips.

RECOMMENDATION

That crossing facilities should be installed in accordance with Department for Transport Guidelines.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 No comment.

4 ITEMS RAISED AT THE STAGE 1 AUDIT – OPTION B

4.1 General

4.1.1 **Location**: Proposed access.

Summary: Lack of visibility could compromise road safety.

Visibility splays were provided for assessment, which were considered acceptable; however, there is currently a hedgerow at the proposed access, which if left unmaintained and remaining in the splays could restrict visibility. Restricted visibility could lead to side impact or rear end shunt accidents.

RECOMMENDATION

That the visibility splays should be cleared of obstacles.

4.1.2 **PROBLEM**

Location: Proposed access.

Summary: Insufficient construction details could compromise road safety.

No construction details were provided for assessment, in particular, details of tie-ins and Polished Stone Values (PSV). Inappropriate tie-ins; carriageway and over-run construction with a low PSV could compromise road safety and significant changes in PSV could lead to differential braking, particularly under severe braking conditions.

RECOMMENDATION

That tie-ins and carriageway construction details should be provided for assessment at Stage 2 Safety Audit or that:

- The tie-in should not be on the running path of powered two wheeled vehicles.
- Materials used in the carriageway construction should be consistent with those used along the length of the carriageway.

4.1.3 **PROBLEM**

Location: Proposed access.

Summary: Existing undertaker plant may compromise road safety.

There appears to be existing apparatus within the proposed access, including a telegraph pole and a gully, where no details have been provided for the diversion of this apparatus. Auditors are unable to comment on the relocation of this apparatus, which could compromise road safety.

RECOMMENDATION

That details of the relocation or accommodation of the apparatus should be provided for assessment.

4.2 Local Alignment

4.2.1 No comment.

4.3 Junctions

4.3.1 **PROBLEM**

Location: Proposed access.

Summary: Movements of vehicles could compromise road safety.

No swept path information has been provided for assessment. Insufficient turning space may prevent access by larger vehicles or cause these vehicles to occupy all the carriageway, leading to possible head on collisions.

RECOMMENDATION

That sufficient space should be provided for all expected turning movements.

4.4 Non-Motorised User (NMU) Provision

4.4.1 **PROBLEM**

Location: Proposed access.

Summary: Lack of pedestrian facilities could compromise pedestrian safety.

No crossing facilities have been shown at the mouth of the new access road. Pedestrians with visual impairments may not realise this area will be subject to vehicles entering and exiting the new development site, which could result in pedestrian and vehicle conflicts. Further, the movement of mobility impaired pedestrians may be impeded by full height kerbs, which could lead to pedestrian trips.

RECOMMENDATION

That crossing facilities should be installed in accordance with Department for Transport Guidelines.

4.4.2 **PROBLEM**

Location: Proposed footway at the eastern end of the scheme.

Summary: Lack of pedestrian facilities could compromise pedestrian safety.

No crossing facilities have been shown at the eastern end of the scheme. A full kerb height could impede the movement of visually and mobility impaired pedestrians, which could lead to pedestrian trips.

RECOMMENDATION

That crossing facilities should be installed in accordance with Department for Transport Guidelines.

4.4.3 **PROBLEM**

Location: Proposed footway at the western end of the scheme.

Summary: Lack of pedestrian facilities could compromise pedestrian safety.

No crossing facilities have been shown at the western end of the scheme. A full kerb height could impede the movement of visually and mobility impaired pedestrians, which could lead to pedestrian trips.

RECOMMENDATION

That crossing facilities should be installed in accordance with Department for Transport Guidelines.

4.5 Road Signs, Carriageway Markings and Lighting

4.5.1 No comment.

5 ISSUES IDENTIFIED DURING THE ROAD SAFETY AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

5.1 Safety issues identified during the audit and site inspection that are considered to be outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, are set out in this section. It is to be understood that, in raising these issues, the Audit Team in no way warrant that a full review of the highway environment has been undertaken beyond that necessary to undertake the Audit as commissioned.

5.2 The Audit Team had no issues to raise within this section.

6 AUDITOR TEAM STATEMENT

6.1 We certify that this audit has been carried out in accordance with HD 19/15.

Audit Team Leader

Bryan Shawyer
BEng (Hons), MSc, MCIHT, HA RSA Cert Comp
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed: 

Date: 22/01/17

Audit Team Member

Lisa Alllen
BEng (Hons), MSc, MCIHT, HA RSA Cert Comp
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed: 

Date: 22/01/17

APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	Title
ITB12174-GA-001 (A)	Potential Site Access Arrangement – Option A
ITB12174-GA-002	Potential Site Access Arrangement – Option B
Figure T1	Lower Road, Bedhampton, Site Location Plan

Other Documentation:

- Road Safety Audit Brief, i-Transport, January 2017

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

APPENDIX C: DESIGNERS RESPONSE

Auditors: Bryan Shawyer (Team Leader) and Lisa Allen (Team Member).

Scheme: Lower Road, Bedhampton

Date Audit Completed: 22nd January 2017

This response is to a Stage 1 Road Safety Audit to the design standard detailed within HD19/15 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

Problem no. in safety audit report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measure (detail description)
3.1.1	**Yes**	**Yes**	
3.1.2	**Yes**	**Yes**	**Will be provided at next stage**
3.3.1	**Yes**	**Yes**	**Swept path analysis will be provided to Hampshire County Council**
3.4.1	**Yes**	**Yes**	**Please see drawing ITB12174-GA-001 Rev B**
3.4.2	**Yes**	**Yes**	**Please see drawing ITB12174-GA-001 Rev B**
3.4.3	**Yes**	**Yes**	**Please see drawing ITB12174-GA-001 Rev B**
4.1.1	**Yes**	**Yes**	
4.1.2	**Yes**	**Yes**	**Will be provided at next stage**
4.1.3	**Yes**	**Yes**	**Apparatus will be relocated at next design stage**
4.3.1	**Yes**	**Yes**	**Swept path analysis will be provided to Hampshire County Council**
4.4.1	**Yes**	**Yes**	**Please see drawing ITB12174-GA-002 Rev A**

4.4.2	**Yes**	**Yes**	**Please see drawing ITB12174-GA-002 Rev A**
4.4.3	**Yes**	**Yes**	**Please see drawing ITB12174-GA-002 Rev A**

APPENDIX F. National Travel Survey Data

Department for Transport statistics
National Travel Survey

Table NTS0308-chart data
Trips by length and main mode: England, 2014

	Percentage						
Main mode	**Under 1 mile**	**1 to under 2 miles**	**2 to under 5 miles**	**5 to under 10 miles**	**10 to under 25 miles**	**25 miles and over**	**Unweighted sample size (trips '000s)**
Walk	*76*	*31*	*5*	*-*	*-*	*0*	63
Bicycle	*1*	*3*	*3*	*2*	*1*	*-*	5
Car / van[1]	*21*	*58*	*77*	*80*	*82*	*81*	179
Local bus	*1*	*5*	*11*	*9*	*5*	*1*	18
Rail[2]	*-*	*-*	*1*	*6*	*10*	*14*	8
Other transport[3]	*1*	*2*	*3*	*3*	*3*	*4*	7
All modes	*100*	*100*	*100*	*100*	*100*	*100*	280

1 Car / van driver and passenger.
2 Surface rail and London Underground.
3 All other modes of transport.

Telephone: 020 7944 3097
Email: national.travelsurvey@dft.gsi.gov.uk
Notes & definitions

Source: National Travel Survey
Last updated: 2 September 2015
Next update: Summer 2016

The figures in this table are National Statistics

The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information.
Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population of Great Britain (1995-2012) or England (2013 onwards) and for the drop off in trip recording in diary data.
The survey results are subject to sampling error.

APPENDIX G. TRICS Output

Calculation Reference: AUDIT-236601-170523-0558

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	WS	WEST SUSSEX	5 days
03	SOUTH WEST		
	DV	DEVON	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	LE	LEICESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	DH	DURHAM	1 days
10	WALES		
	CM	CARMARTHENSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 9 to 92 (units:)
Range Selected by User: 9 to 100 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 10/05/16

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	5 days
Wednesday	2 days
Thursday	6 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	6

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	13

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	13 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	5 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	4 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	10 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	6 days
No	7 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	13 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 CM-03-M-02 HOUSES & FLATS CARMARTHENSHIRE
COLLEGE ROAD

CARMARTHEN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 49
Survey date: TUESDAY 14/10/14 Survey Type: MANUAL

2 DH-03-M-02 SEMI DET. & DETACHED DURHAM
PUDSEY WALK

DARLINGTON
Edge of Town
Residential Zone
Total Number of dwellings: 39
Survey date: WEDNESDAY 10/11/10 Survey Type: MANUAL

3 DS-03-M-01 TERRACED/SEMI DETACHED DERBYSHIRE
COCKAYNE STREET
BOULTON
DERBY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 32
Survey date: TUESDAY 21/10/14 Survey Type: MANUAL

4 DV-03-M-01 HOUSES & FLATS DEVON
TOPSHAM ROAD

EXETER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 61
Survey date: THURSDAY 06/10/11 Survey Type: MANUAL

5 ES-03-M-08 MIXED HOUSES EAST SUSSEX
FIELD END

MARESFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 80
Survey date: TUESDAY 10/05/16 Survey Type: MANUAL

6 GM-03-M-01 TERRACED & FLATS GREATER MANCHESTER
PARK ROAD

ROCHDALE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 9
Survey date: TUESDAY 25/11/14 Survey Type: MANUAL

7 LE-03-M-01 SEMI DETACHED LEICESTERSHIRE
RYDER ROAD
BRAUNSTONE FRITH
LEICESTER
Edge of Town
Residential Zone
Total Number of dwellings: 16
Survey date: THURSDAY 27/09/12 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 NY-03-M-03 SEMI D./TERRACED NORTH YORKSHIRE
CAWTHORN AVENUE

HARROGATE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 14
Survey date: THURSDAY 11/09/08 Survey Type: MANUAL

9 WS-03-M-05 MIXED HOUSING WEST SUSSEX
ELLIS ROAD
S BROADBRIDGE HEATH
WEST HORSHAM
Edge of Town
Residential Zone
Total Number of dwellings: 92
Survey date: THURSDAY 23/10/14 Survey Type: MANUAL

10 WS-03-M-06 SEMI DETACHED/DETACHED WEST SUSSEX
SOUTHFIELDS CLOSE

CHICHESTER
Edge of Town
Residential Zone
Total Number of dwellings: 67
Survey date: TUESDAY 27/01/15 Survey Type: MANUAL

11 WS-03-M-07 HOUSES & FLATS WEST SUSSEX
ROSE GREEN ROAD
ALDWICK
BOGNOR REGIS
Edge of Town
Residential Zone
Total Number of dwellings: 90
Survey date: WEDNESDAY 05/03/14 Survey Type: MANUAL

12 WS-03-M-08 MIXED HOUSES & FLATS WEST SUSSEX
WESTLOATS LANE
NORTH BERSTED
BOGNOR REGIS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 86
Survey date: THURSDAY 22/10/15 Survey Type: MANUAL

13 WS-03-M-09 MIXED HOUSES & FLATS WEST SUSSEX
ADLINGTON GARDENS

BOGNOR REGIS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 32
Survey date: THURSDAY 22/10/15 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	51	0.087	13	51	0.271	13	51	0.358
08:00 - 09:00	13	51	0.133	13	51	0.385	13	51	0.518
09:00 - 10:00	13	51	0.142	13	51	0.166	13	51	0.308
10:00 - 11:00	13	51	0.145	13	51	0.139	13	51	0.284
11:00 - 12:00	13	51	0.151	13	51	0.174	13	51	0.325
12:00 - 13:00	13	51	0.159	13	51	0.145	13	51	0.304
13:00 - 14:00	13	51	0.166	13	51	0.145	13	51	0.311
14:00 - 15:00	13	51	0.148	13	51	0.162	13	51	0.310
15:00 - 16:00	13	51	0.240	13	51	0.178	13	51	0.418
16:00 - 17:00	13	51	0.241	13	51	0.192	13	51	0.433
17:00 - 18:00	13	51	0.348	13	51	0.169	13	51	0.517
18:00 - 19:00	13	51	0.292	13	51	0.163	13	51	0.455
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.252			2.289			4.541

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	9 - 92 (units:)
Survey date date range:	01/01/08 - 10/05/16
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	51	0.004	13	51	0.003	13	51	0.007
08:00 - 09:00	13	51	0.004	13	51	0.006	13	51	0.010
09:00 - 10:00	13	51	0.004	13	51	0.004	13	51	0.008
10:00 - 11:00	13	51	0.003	13	51	0.001	13	51	0.004
11:00 - 12:00	13	51	0.006	13	51	0.007	13	51	0.013
12:00 - 13:00	13	51	0.003	13	51	0.003	13	51	0.006
13:00 - 14:00	13	51	0.003	13	51	0.003	13	51	0.006
14:00 - 15:00	13	51	0.000	13	51	0.000	13	51	0.000
15:00 - 16:00	13	51	0.010	13	51	0.007	13	51	0.017
16:00 - 17:00	13	51	0.006	13	51	0.006	13	51	0.012
17:00 - 18:00	13	51	0.000	13	51	0.001	13	51	0.001
18:00 - 19:00	13	51	0.001	13	51	0.001	13	51	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.042			0.086

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	9 - 92 (units:)
Survey date date range:	01/01/08 - 10/05/16
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	51	0.001	13	51	0.001	13	51	0.002
08:00 - 09:00	13	51	0.000	13	51	0.001	13	51	0.001
09:00 - 10:00	13	51	0.003	13	51	0.003	13	51	0.006
10:00 - 11:00	13	51	0.001	13	51	0.001	13	51	0.002
11:00 - 12:00	13	51	0.001	13	51	0.001	13	51	0.002
12:00 - 13:00	13	51	0.001	13	51	0.001	13	51	0.002
13:00 - 14:00	13	51	0.001	13	51	0.001	13	51	0.002
14:00 - 15:00	13	51	0.000	13	51	0.000	13	51	0.000
15:00 - 16:00	13	51	0.000	13	51	0.000	13	51	0.000
16:00 - 17:00	13	51	0.004	13	51	0.004	13	51	0.008
17:00 - 18:00	13	51	0.000	13	51	0.000	13	51	0.000
18:00 - 19:00	13	51	0.000	13	51	0.000	13	51	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.013			0.025

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	9 - 92 (units:)
Survey date date range:	01/01/08 - 10/05/16
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	51	0.000	13	51	0.000	13	51	0.000
08:00 - 09:00	13	51	0.000	13	51	0.000	13	51	0.000
09:00 - 10:00	13	51	0.000	13	51	0.000	13	51	0.000
10:00 - 11:00	13	51	0.000	13	51	0.000	13	51	0.000
11:00 - 12:00	13	51	0.000	13	51	0.000	13	51	0.000
12:00 - 13:00	13	51	0.000	13	51	0.000	13	51	0.000
13:00 - 14:00	13	51	0.000	13	51	0.000	13	51	0.000
14:00 - 15:00	13	51	0.000	13	51	0.000	13	51	0.000
15:00 - 16:00	13	51	0.000	13	51	0.000	13	51	0.000
16:00 - 17:00	13	51	0.001	13	51	0.001	13	51	0.002
17:00 - 18:00	13	51	0.000	13	51	0.000	13	51	0.000
18:00 - 19:00	13	51	0.000	13	51	0.000	13	51	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	9 - 92 (units:)
Survey date date range:	01/01/08 - 10/05/16
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	51	0.006	13	51	0.007	13	51	0.013
08:00 - 09:00	13	51	0.000	13	51	0.007	13	51	0.007
09:00 - 10:00	13	51	0.001	13	51	0.004	13	51	0.005
10:00 - 11:00	13	51	0.001	13	51	0.001	13	51	0.002
11:00 - 12:00	13	51	0.001	13	51	0.001	13	51	0.002
12:00 - 13:00	13	51	0.001	13	51	0.003	13	51	0.004
13:00 - 14:00	13	51	0.003	13	51	0.001	13	51	0.004
14:00 - 15:00	13	51	0.007	13	51	0.003	13	51	0.010
15:00 - 16:00	13	51	0.009	13	51	0.006	13	51	0.015
16:00 - 17:00	13	51	0.015	13	51	0.019	13	51	0.034
17:00 - 18:00	13	51	0.018	13	51	0.009	13	51	0.027
18:00 - 19:00	13	51	0.006	13	51	0.001	13	51	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.068			0.062			0.130

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	9 - 92 (units:)
Survey date date range:	01/01/08 - 10/05/16
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX H. Junctions 9 Output

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947
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Filename: Brookside Road (Updated).j9
Path: T:\Projects\12000 Series Project Numbers\12174ITB Land at Lower Road, Bedhampton\Tech\Junction Assessments\Picady
Report generation date: 08/05/2018 11:50:57

»2017 Observed, AM
»2017 Observed, PM
»2019 'Without Development', AM
»2019 'Without Development', PM
»2019 'With Development', AM
»2019 'With Development', PM

Summary of junction performance

	AM					PM				
	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
2017 Observed										
Stream B-AC	0.2	8.15	0.14	A	141 %	0.1	7.70	0.06	A	142 %
Stream C-AB	0.1	8.04	0.10	A	[Stream B-AC]	0.1	6.98	0.09	A	[Stream B-AC]
2019 'Without Development'										
Stream B-AC	0.2	8.32	0.15	A	133 %	0.1	7.80	0.06	A	136 %
Stream C-AB	0.1	7.90	0.10	A	[Stream B-AC]	0.1	7.06	0.09	A	[Stream B-AC]
2019 'With Development'										
Stream B-AC	0.2	8.46	0.17	A	123 %	0.1	7.95	0.08	A	129 %
Stream C-AB	0.1	7.75	0.10	A	[Stream B-AC]	0.1	7.18	0.10	A	[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	08/06/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perTimeSegment	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2017 Observed	AM	DIRECT	07:30	08:30	60	15
D2	2017 Observed	PM	DIRECT	16:30	17:30	60	15
D3	2019 'Without Development'	AM	DIRECT	07:30	08:30	60	15
D4	2019 'Without Development'	PM	DIRECT	16:30	17:30	60	15
D5	2019 'With Development'	AM	DIRECT	07:30	08:30	60	15
D6	2019 'With Development'	PM	DIRECT	16:30	17:30	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017 Observed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Bedhampton Road / Brookside Road	T-Junction	Two-way	0.42	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	141	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Bedhampton Road (E)		Major
B	Brookside Road		Minor
C	Bedhampton Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Bedhampton Road (W)	13.90	✓	3.45	✓	4.28	140.0	✓	5.53

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Brookside Road	One lane	4.28	36	33

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	153.478	0.068	0.172	0.108	0.246
1	B-C	181.797	0.073	0.185	-	-
1	C-B	200.831	0.204	0.204	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2017 Observed	AM	DIRECT	07:30	08:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Bedhampton Road (E)		✓	100.000
B - Brookside Road		✓	100.000
C - Bedhampton Road (W)		✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	2.00	214.00
	B - Brookside Road	0.00	0.00	19.00
	C - Bedhampton Road (W)	203.00	3.00	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	2.00	230.00
	B - Brookside Road	0.00	0.00	11.00
	C - Bedhampton Road (W)	197.00	3.00	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	2.00	209.00
	B - Brookside Road	0.00	0.00	18.00
	C - Bedhampton Road (W)	195.00	12.00	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	3.00	236.00
	B - Brookside Road	0.00	0.00	18.00
	C - Bedhampton Road (W)	224.00	4.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0	11	4
	B - Brookside Road	0	0	6
	C - Bedhampton Road (W)	3	26	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.14	8.15	0.2	A
C-AB	0.10	8.04	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	19.00	132.55	0.143	18.83	0.2	7.904	A
C-AB	3.00	122.97	0.024	2.98	0.0	7.498	A
C-A	203.00			203.00			
A-B	2.00			2.00			
A-C	214.00			214.00			

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	11.00	129.65	0.085	11.07	0.1	7.593	A
C-AB	3.00	120.27	0.025	3.00	0.0	7.673	A
C-A	197.00			197.00			
A-B	2.00			2.00			
A-C	230.00			230.00			

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	18.00	133.46	0.135	17.94	0.2	7.787	A
C-AB	12.00	123.82	0.097	11.92	0.1	8.037	A
C-A	195.00			195.00			
A-B	2.00			2.00			
A-C	209.00			209.00			

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	18.00	128.49	0.140	17.99	0.2	8.145	A
C-AB	4.00	119.08	0.034	4.07	0.0	7.831	A
C-A	224.00			224.00			
A-B	3.00			3.00			
A-C	236.00			236.00			

2017 Observed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Bedhampton Road / Brookside Road	T-Junction	Two-way	0.20	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	142	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2017 Observed	PM	DIRECT	16:30	17:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Bedhampton Road (E)		✓	100.000
B - Brookside Road		✓	100.000
C - Bedhampton Road (W)		✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (Veh/TS)

		To		
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	2.00	275.00
	B - Brookside Road	0.00	0.00	5.00
	C - Bedhampton Road (W)	244.00	6.00	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	9.00	245.00
	B - Brookside Road	0.00	0.00	8.00
	C - Bedhampton Road (W)	241.00	7.00	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	3.00	302.00
	B - Brookside Road	0.00	0.00	7.00
	C - Bedhampton Road (W)	223.00	6.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	6.00	278.00
	B - Brookside Road	0.00	0.00	8.00
	C - Bedhampton Road (W)	246.00	12.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0	0	3
	B - Brookside Road	0	0	0
	C - Bedhampton Road (W)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.06	7.70	0.1	A
C-AB	0.09	6.98	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	5.00	129.09	0.039	4.96	0.0	7.249	A
C-AB	6.00	142.36	0.042	5.96	0.0	6.596	A
C-A	244.00			244.00			
A-B	2.00			2.00			
A-C	275.00			275.00			

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	8.00	134.31	0.060	7.98	0.1	7.124	A
C-AB	7.00	147.26	0.048	6.99	0.0	6.415	A
C-A	241.00			241.00			
A-B	9.00			9.00			
A-C	245.00			245.00			

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	7.00	123.86	0.057	7.00	0.1	7.701	A
C-AB	6.00	136.45	0.044	6.00	0.0	6.901	A
C-A	223.00			223.00			
A-B	3.00			3.00			
A-C	302.00			302.00			

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	8.00	128.22	0.062	7.99	0.1	7.485	A
C-AB	12.00	140.91	0.085	11.95	0.1	6.978	A
C-A	246.00			246.00			
A-B	6.00			6.00			
A-C	278.00			278.00			

2019 'Without Development', AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Bedhampton Road / Brookside Road	T-Junction	Two-way	0.43	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	133	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2019 'Without Development'	AM	DIRECT	07:30	08:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Bedhampton Road (E)		✓	100.000
B - Brookside Road		✓	100.000
C - Bedhampton Road (W)		✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	2.00	220.00
	B - Brookside Road	0.00	0.00	20.00
	C - Bedhampton Road (W)	209.00	3.00	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	2.00	237.00
	B - Brookside Road	0.00	0.00	11.00
	C - Bedhampton Road (W)	203.00	3.00	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	2.00	215.00
	B - Brookside Road	0.00	0.00	19.00
	C - Bedhampton Road (W)	201.00	12.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	3.00	243.00
	B - Brookside Road	0.00	0.00	19.00
	C - Bedhampton Road (W)	231.00	4.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0	11	4
	B - Brookside Road	0	0	6
	C - Bedhampton Road (W)	3	23	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.15	8.32	0.2	A
C-AB	0.10	7.90	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	20.00	131.46	0.152	19.82	0.2	8.037	A
C-AB	3.00	124.93	0.024	2.98	0.0	7.377	A
C-A	209.00			209.00			
A-B	2.00			2.00			
A-C	220.00			220.00			

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	11.00	128.38	0.086	11.08	0.1	7.680	A
C-AB	3.00	122.00	0.025	3.00	0.0	7.562	A
C-A	203.00			203.00			
A-B	2.00			2.00			
A-C	237.00			237.00			

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	19.00	132.37	0.144	18.93	0.2	7.929	A
C-AB	12.00	125.80	0.095	11.92	0.1	7.897	A
C-A	201.00			201.00			
A-B	2.00			2.00			
A-C	215.00			215.00			

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	19.00	127.22	0.149	18.99	0.2	8.316	A
C-AB	4.00	120.78	0.033	4.07	0.0	7.717	A
C-A	231.00			231.00			
A-B	3.00			3.00			
A-C	243.00			243.00			

2019 'Without Development', PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Bedhampton Road / Brookside Road	T-Junction	Two-way	0.19	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	136	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2019 'Without Development'	PM	DIRECT	16:30	17:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Bedhampton Road (E)		✓	100.000
B - Brookside Road		✓	100.000
C - Bedhampton Road (W)		✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (Veh/TS)

		To		
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	2.00	282.00
	B - Brookside Road	0.00	0.00	5.00
	C - Bedhampton Road (W)	250.00	6.00	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	9.00	251.00
	B - Brookside Road	0.00	0.00	8.00
	C - Bedhampton Road (W)	247.00	7.00	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	3.00	310.00
	B - Brookside Road	0.00	0.00	7.00
	C - Bedhampton Road (W)	229.00	6.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	6.00	285.00
	B - Brookside Road	0.00	0.00	8.00
	C - Bedhampton Road (W)	252.00	12.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0	0	3
	B - Brookside Road	0	0	0
	C - Bedhampton Road (W)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.06	7.80	0.1	A
C-AB	0.09	7.06	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	5.00	127.75	0.039	4.96	0.0	7.328	A
C-AB	6.00	140.88	0.043	5.96	0.0	6.669	A
C-A	250.00			250.00			
A-B	2.00			2.00			
A-C	282.00			282.00			

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	8.00	133.17	0.060	7.98	0.1	7.189	A
C-AB	7.00	146.00	0.048	6.99	0.1	6.474	A
C-A	247.00			247.00			
A-B	9.00			9.00			
A-C	251.00			251.00			

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	7.00	122.33	0.057	7.00	0.1	7.805	A
C-AB	6.00	134.77	0.045	6.00	0.0	6.991	A
C-A	229.00			229.00			
A-B	3.00			3.00			
A-C	310.00			310.00			

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	8.00	126.89	0.063	7.99	0.1	7.569	A
C-AB	12.00	139.43	0.086	11.95	0.1	7.059	A
C-A	252.00			252.00			
A-B	6.00			6.00			
A-C	285.00			285.00			

2019 'With Development', AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Bedhampton Road / Brookside Road	T-Junction	Two-way	0.50	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	123	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2019 'With Development'	AM	DIRECT	07:30	08:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Bedhampton Road (E)		✓	100.000
B - Brookside Road		✓	100.000
C - Bedhampton Road (W)		✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (Veh/TS)

		To		
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	2.00	220.00
	B - Brookside Road	0.00	0.00	23.00
	C - Bedhampton Road (W)	210.00	4.00	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	2.00	237.00
	B - Brookside Road	0.00	0.00	15.00
	C - Bedhampton Road (W)	204.00	4.00	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	2.00	215.00
	B - Brookside Road	0.00	0.00	22.00
	C - Bedhampton Road (W)	202.00	13.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	4.00	243.00
	B - Brookside Road	0.00	0.00	22.00
	C - Bedhampton Road (W)	232.00	5.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0	9	4
	B - Brookside Road	0	0	5
	C - Bedhampton Road (W)	3	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.17	8.46	0.2	A
C-AB	0.10	7.75	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	23.00	132.72	0.173	22.79	0.2	8.172	A
C-AB	4.00	128.06	0.031	3.97	0.0	7.250	A
C-A	210.00			210.00			
A-B	2.00			2.00			
A-C	220.00			220.00			

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	15.00	129.61	0.116	15.08	0.1	7.863	A
C-AB	4.00	125.05	0.032	4.00	0.0	7.433	A
C-A	204.00			204.00			
A-B	2.00			2.00			
A-C	237.00			237.00			

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	22.00	133.63	0.165	21.94	0.2	8.053	A
C-AB	13.00	128.95	0.101	12.92	0.1	7.752	A
C-A	202.00			202.00			
A-B	2.00			2.00			
A-C	215.00			215.00			

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	22.00	128.36	0.171	21.99	0.2	8.460	A
C-AB	5.00	123.62	0.040	5.07	0.0	7.597	A
C-A	232.00			232.00			
A-B	4.00			4.00			
A-C	243.00			243.00			

2019 'With Development', PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Bedhampton Road / Brookside Road	T-Junction	Two-way	0.25	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	129	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2019 'With Development'	PM	DIRECT	16:30	17:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A - Bedhampton Road (E)		✓	100.000
B - Brookside Road		✓	100.000
C - Bedhampton Road (W)		✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (Veh/TS)

		To		
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	3.00	282.00
	B - Brookside Road	0.00	0.00	7.00
	C - Bedhampton Road (W)	251.00	8.00	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	10.00	251.00
	B - Brookside Road	0.00	0.00	10.00
	C - Bedhampton Road (W)	248.00	9.00	0.00

17:00 - 17:15

Demand (Veh/TS)

		To		
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	4.00	310.00
	B - Brookside Road	0.00	0.00	9.00
	C - Bedhampton Road (W)	229.00	8.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0.00	7.00	285.00
	B - Brookside Road	0.00	0.00	10.00
	C - Bedhampton Road (W)	253.00	14.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Bedhampton Road (E)	B - Brookside Road	C - Bedhampton Road (W)
From	A - Bedhampton Road (E)	0	0	3
	B - Brookside Road	0	0	0
	C - Bedhampton Road (W)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.08	7.95	0.1	A
C-AB	0.10	7.18	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	7.00	127.68	0.055	6.94	0.1	7.450	A
C-AB	8.00	140.68	0.057	7.94	0.1	6.777	A
C-A	251.00			251.00			
A-B	3.00			3.00			
A-C	282.00			282.00			

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	10.00	133.09	0.075	9.98	0.1	7.310	A
C-AB	9.00	145.79	0.062	8.99	0.1	6.578	A
C-A	248.00			248.00			
A-B	10.00			10.00			
A-C	251.00			251.00			

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	9.00	122.25	0.074	9.00	0.1	7.946	A
C-AB	8.00	134.56	0.059	8.00	0.1	7.113	A
C-A	229.00			229.00			
A-B	4.00			4.00			
A-C	310.00			310.00			

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
B-AC	10.00	126.81	0.079	10.00	0.1	7.704	A
C-AB	14.00	139.23	0.101	13.95	0.1	7.183	A
C-A	253.00			253.00			
A-B	7.00			7.00			
A-C	285.00			285.00			

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: Bedhampton Roundabout.j9
Path: T:\Projects\12000 Series Project Numbers\12174ITB Land at Lower Road, Bedhampton\Tech\Junction Assessments\Arcady
Report generation date: 08/06/2017 14:24:28

»2017 Observed Flows, AM
»2017 Observed Flows , PM
»2019 'Without Development', AM
»2019 'Without Development', PM
»2019 'With Development', AM
»2019 'With Development', PM

Summary of junction performance

	AM					PM				
	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
2017 Observed Flows										
1 - Bedhampton Road	1.1	3.86	0.52	A	7 % [3 - Portsdown Hill Road]	1.6	4.61	0.61	A	-6 % [3 - Portsdown Hill Road]
2 - Bedhampton Hill	0.8	4.89	0.44	A		1.1	5.67	0.53	A	
3 - Portsdown Hill Road	3.2	24.61	0.78	C		7.8	56.48	0.92	F	
4 - Maylands Road	0.5	10.17	0.31	B		0.2	9.84	0.16	A	
2019 'Without Development'										
1 - Bedhampton Road	1.2	4.01	0.54	A	5 % [3 - Portsdown Hill Road]	1.7	4.80	0.63	A	-8 % [3 - Portsdown Hill Road]
2 - Bedhampton Hill	0.8	5.07	0.46	A		1.2	5.89	0.55	A	
3 - Portsdown Hill Road	3.7	27.49	0.81	D		10.2	71.02	0.95	F	
4 - Maylands Road	0.5	10.64	0.33	B		0.2	10.18	0.17	B	
2019 'With Development'										
1 - Bedhampton Road	1.2	4.06	0.55	A	4 % [3 - Portsdown Hill Road]	1.7	4.85	0.63	A	-9 % [3 - Portsdown Hill Road]
2 - Bedhampton Hill	0.9	5.13	0.46	A		1.2	6.02	0.55	A	
3 - Portsdown Hill Road	3.8	28.13	0.81	D		11.3	77.84	0.97	F	
4 - Maylands Road	0.5	10.76	0.33	B		0.2	10.32	0.17	B	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Bedhampton Roundabout
Location	Lower Road, Bedhampton
Site number	
Date	08/06/2017
Version	
Status	
Identifier	
Client	
Jobnumber	ITB12174
Enumerator	RS
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perTimeSegment	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2017 Observed Flows	AM	DIRECT	07:30	08:30	60	15
D2	2017 Observed Flows	PM	DIRECT	16:30	17:30	60	15
D3	2019 'Without Development'	AM	DIRECT	07:30	08:30	60	15
D4	2019 'Without Development'	PM	DIRECT	16:30	17:30	60	15
D5	2019 'With Development'	AM	DIRECT	07:30	08:30	60	15
D6	2019 'With Development'	PM	DIRECT	16:30	17:30	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2017 Observed Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Bedhampton Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	Bedhampton Road	Standard Roundabout	8.67	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	7	3 - Portsdown Hill Road

Arms

Arms

Arm	Name	Description
1	Bedhampton Road	
2	Bedhampton Hill	
3	Portsdown Hill Road	
4	Maylands Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Bedhampton Road	4.30	7.30	45.0	15.0	30.0	8.5	
2 - Bedhampton Hill	4.50	7.70	10.0	20.0	30.0	37.5	
3 - Portsdown Hill Road	2.80	4.80	3.0	7.5	30.0	50.0	
4 - Maylands Road	2.80	4.30	3.0	10.0	30.0	30.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - Bedhampton Road	0.773	542.931
2 - Bedhampton Hill	0.669	448.650
3 - Portsdown Hill Road	0.444	221.149
4 - Maylands Road	0.494	243.293

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2017 Observed Flows	AM	DIRECT	07:30	08:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - Bedhampton Road		✓	100.000
2 - Bedhampton Hill		✓	100.000
3 - Portsdown Hill Road		✓	100.000
4 - Maylands Road		✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (Veh/TS)

		To			
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	4.00	100.00	128.00	2.00
	2 - Bedhampton Hill	112.00	1.00	28.00	3.00
	3 - Portsdown Hill Road	82.00	9.00	0.00	1.00
	4 - Maylands Road	8.00	23.00	12.00	0.00

07:45 - 08:00

Demand (Veh/TS)

		To			
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	4.00	99.00	136.00	2.00
	2 - Bedhampton Hill	111.00	0.00	32.00	4.00
	3 - Portsdown Hill Road	78.00	11.00	0.00	1.00
	4 - Maylands Road	7.00	15.00	7.00	0.00

08:00 - 08:15

Demand (Veh/TS)

		To			
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	5.00	103.00	119.00	2.00
	2 - Bedhampton Hill	102.00	1.00	10.00	3.00
	3 - Portsdown Hill Road	91.00	14.00	0.00	2.00
	4 - Maylands Road	9.00	19.00	4.00	0.00

08:15 - 08:30

Demand (Veh/TS)

		To			
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	4.00	127.00	120.00	3.00
	2 - Bedhampton Hill	116.00	1.00	10.00	7.00
	3 - Portsdown Hill Road	105.00	15.00	0.00	2.00
	4 - Maylands Road	3.00	23.00	5.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	0	7	2	11
	2 - Bedhampton Hill	5	0	5	6
	3 - Portsdown Hill Road	2	10	0	0
	4 - Maylands Road	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Bedhampton Road	0.52	3.86	1.1	A
2 - Bedhampton Hill	0.44	4.89	0.8	A
3 - Portsdown Hill Road	0.78	24.61	3.2	C
4 - Maylands Road	0.31	10.17	0.5	B

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - Bedhampton Road	234.00	44.50	488.30	0.479	233.09	0.9	3.513	A
2 - Bedhampton Hill	144.00	145.35	333.70	0.432	143.25	0.8	4.708	A
3 - Portsdown Hill Road	92.00	121.37	160.31	0.574	90.70	1.3	12.705	B
4 - Maylands Road	43.00	206.11	136.72	0.315	42.55	0.5	9.512	A

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - Bedhampton Road	241.00	33.14	497.05	0.485	240.98	0.9	3.513	A
2 - Bedhampton Hill	147.00	149.03	331.11	0.444	146.96	0.8	4.886	A
3 - Portsdown Hill Road	90.00	120.99	160.16	0.562	90.01	1.3	12.836	B
4 - Maylands Road	29.00	204.00	137.72	0.211	29.18	0.3	8.305	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - Bedhampton Road	229.00	37.90	492.37	0.465	229.06	0.9	3.418	A
2 - Bedhampton Hill	116.00	130.10	343.63	0.338	116.28	0.5	3.963	A
3 - Portsdown Hill Road	107.00	113.15	163.66	0.654	106.49	1.8	15.588	C
4 - Maylands Road	32.00	212.65	133.29	0.240	31.96	0.3	8.878	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - Bedhampton Road	254.00	43.75	486.57	0.522	253.79	1.1	3.863	A
2 - Bedhampton Hill	134.00	131.92	342.28	0.392	133.87	0.6	4.315	A
3 - Portsdown Hill Road	122.00	130.87	155.67	0.784	120.56	3.2	24.609	C
4 - Maylands Road	31.00	239.48	119.42	0.260	30.97	0.3	10.170	B

2017 Observed Flows , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Bedhampton Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	Bedhampton Road	Standard Roundabout	15.84	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-6	3 - Portsdown Hill Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2017 Observed Flows	PM	DIRECT	16:30	17:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - Bedhampton Road		✓	100.000
2 - Bedhampton Hill		✓	100.000
3 - Portsdown Hill Road		✓	100.000
4 - Maylands Road		✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (Veh/TS)

		To			
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	3.00	140.00	129.00	9.00
	2 - Bedhampton Hill	146.00	2.00	15.00	17.00
	3 - Portsdown Hill Road	97.00	18.00	0.00	9.00
	4 - Maylands Road	4.00	9.00	1.00	0.00

16:45 - 17:00

Demand (Veh/TS)

		To			
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	4.00	111.00	126.00	13.00
	2 - Bedhampton Hill	146.00	1.00	11.00	18.00
	3 - Portsdown Hill Road	91.00	16.00	0.00	6.00
	4 - Maylands Road	7.00	7.00	4.00	0.00

17:00 - 17:15

Demand (Veh/TS)

		To			
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	2.00	142.00	158.00	7.00
	2 - Bedhampton Hill	117.00	1.00	12.00	18.00
	3 - Portsdown Hill Road	109.00	15.00	0.00	6.00
	4 - Maylands Road	1.00	8.00	1.00	0.00

17:15 - 17:30

Demand (Veh/TS)

		To			
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	6.00	148.00	124.00	10.00
	2 - Bedhampton Hill	136.00	1.00	21.00	11.00
	3 - Portsdown Hill Road	111.00	18.00	0.00	3.00
	4 - Maylands Road	5.00	8.00	2.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	0	4	4	0
	2 - Bedhampton Hill	4	0	3	2
	3 - Portsdown Hill Road	2	3	0	0
	4 - Maylands Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Bedhampton Road	0.61	4.61	1.6	A
2 - Bedhampton Hill	0.53	5.67	1.1	A
3 - Portsdown Hill Road	0.92	56.48	7.8	F
4 - Maylands Road	0.16	9.84	0.2	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - Bedhampton Road	281.00	29.02	500.54	0.561	279.73	1.3	4.054	A
2 - Bedhampton Hill	180.00	141.35	338.51	0.532	178.88	1.1	5.599	A
3 - Portsdown Hill Road	124.00	175.92	137.94	0.899	118.06	5.9	38.101	E
4 - Maylands Road	14.00	259.56	111.27	0.126	13.86	0.1	9.226	A

16:45 - 17:00

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - Bedhampton Road	254.00	28.06	501.75	0.506	254.23	1.0	3.638	A
2 - Bedhampton Hill	176.00	147.02	334.87	0.526	176.01	1.1	5.667	A
3 - Portsdown Hill Road	113.00	181.97	135.24	0.836	113.33	5.6	42.548	E
4 - Maylands Road	18.00	258.19	111.96	0.161	17.95	0.2	9.568	A

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - Bedhampton Road	309.00	25.17	503.18	0.614	308.46	1.6	4.609	A
2 - Bedhampton Hill	148.00	167.77	320.80	0.461	148.25	0.9	5.225	A
3 - Portsdown Hill Road	130.00	145.27	151.77	0.857	129.94	5.7	40.514	E
4 - Maylands Road	10.00	244.15	119.30	0.084	10.10	0.1	8.249	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - Bedhampton Road	288.00	28.57	501.13	0.575	288.21	1.4	4.232	A
2 - Bedhampton Hill	169.00	142.17	337.87	0.500	168.88	1.0	5.317	A
3 - Portsdown Hill Road	132.00	163.90	143.28	0.921	129.87	7.8	56.482	F
4 - Maylands Road	15.00	269.66	106.31	0.141	14.93	0.2	9.842	A

2019 'Without Development', AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Bedhampton Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	Bedhampton Road	Standard Roundabout	9.38	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	5	3 - Portsdown Hill Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2019 'Without Development'	AM	DIRECT	07:30	08:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - Bedhampton Road		✓	100.000
2 - Bedhampton Hill		✓	100.000
3 - Portsdown Hill Road		✓	100.000
4 - Maylands Road		✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (Veh/TS)

		To			
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	4.00	103.00	132.00	2.00
	2 - Bedhampton Hill	115.00	1.00	29.00	3.00
	3 - Portsdown Hill Road	84.00	9.00	0.00	1.00
	4 - Maylands Road	8.00	24.00	12.00	0.00

07:45 - 08:00

Demand (Veh/TS)

		To			
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	4.00	102.00	140.00	2.00
	2 - Bedhampton Hill	114.00	0.00	33.00	4.00
	3 - Portsdown Hill Road	80.00	11.00	0.00	1.00
	4 - Maylands Road	7.00	15.00	7.00	0.00

08:00 - 08:15

Demand (Veh/TS)

		To			
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	5.00	106.00	123.00	2.00
	2 - Bedhampton Hill	105.00	1.00	10.00	3.00
	3 - Portsdown Hill Road	94.00	14.00	0.00	2.00
	4 - Maylands Road	9.00	20.00	4.00	0.00

08:15 - 08:30

Demand (Veh/TS)

		To			
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	4.00	131.00	124.00	3.00
	2 - Bedhampton Hill	119.00	1.00	10.00	7.00
	3 - Portsdown Hill Road	108.00	15.00	0.00	2.00
	4 - Maylands Road	3.00	24.00	5.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	0	7	2	11
	2 - Bedhampton Hill	5	0	5	6
	3 - Portsdown Hill Road	2	10	0	0
	4 - Maylands Road	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Bedhampton Road	0.54	4.01	1.2	A
2 - Bedhampton Hill	0.46	5.07	0.8	A
3 - Portsdown Hill Road	0.81	27.49	3.7	D
4 - Maylands Road	0.33	10.64	0.5	B

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - Bedhampton Road	241.00	45.47	487.56	0.494	240.03	1.0	3.623	A
2 - Bedhampton Hill	148.00	149.31	331.12	0.447	147.20	0.8	4.874	A
3 - Portsdown Hill Road	94.00	124.33	158.97	0.591	92.60	1.4	13.300	B
4 - Maylands Road	44.00	210.98	134.21	0.328	43.52	0.5	9.872	A

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - Bedhampton Road	248.00	33.16	497.02	0.499	247.98	1.0	3.613	A
2 - Bedhampton Hill	151.00	153.04	328.51	0.460	150.96	0.8	5.067	A
3 - Portsdown Hill Road	92.00	123.98	158.80	0.579	92.00	1.4	13.481	B
4 - Maylands Road	29.00	209.00	135.16	0.215	29.20	0.3	8.511	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - Bedhampton Road	236.00	38.87	491.64	0.480	236.06	0.9	3.524	A
2 - Bedhampton Hill	119.00	134.10	341.03	0.349	119.30	0.5	4.065	A
3 - Portsdown Hill Road	110.00	116.16	162.30	0.678	109.39	2.0	16.796	C
4 - Maylands Road	33.00	218.57	130.25	0.253	32.94	0.3	9.243	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - Bedhampton Road	262.00	44.71	485.84	0.539	261.77	1.2	4.012	A
2 - Bedhampton Hill	137.00	135.91	339.69	0.403	136.87	0.7	4.434	A
3 - Portsdown Hill Road	125.00	133.87	154.32	0.810	123.28	3.7	27.485	D
4 - Maylands Road	32.00	245.20	116.50	0.275	31.96	0.4	10.640	B

2019 'Without Development', PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Bedhampton Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	Bedhampton Road	Standard Roundabout	19.02	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-8	3 - Portsdown Hill Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2019 'Without Development'	PM	DIRECT	16:30	17:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - Bedhampton Road		✓	100.000
2 - Bedhampton Hill		✓	100.000
3 - Portsdown Hill Road		✓	100.000
4 - Maylands Road		✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (Veh/TS)

		To			
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	3.00	144.00	132.00	9.00
	2 - Bedhampton Hill	150.00	2.00	15.00	17.00
	3 - Portsdown Hill Road	100.00	18.00	0.00	9.00
	4 - Maylands Road	4.00	9.00	1.00	0.00

16:45 - 17:00

Demand (Veh/TS)

		To			
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	4.00	114.00	129.00	13.00
	2 - Bedhampton Hill	150.00	1.00	11.00	18.00
	3 - Portsdown Hill Road	93.00	16.00	0.00	6.00
	4 - Maylands Road	7.00	7.00	4.00	0.00

17:00 - 17:15

Demand (Veh/TS)

		To			
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	2.00	146.00	162.00	7.00
	2 - Bedhampton Hill	120.00	1.00	12.00	18.00
	3 - Portsdown Hill Road	112.00	15.00	0.00	6.00
	4 - Maylands Road	1.00	8.00	1.00	0.00

17:15 - 17:30

Demand (Veh/TS)

		To			
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	6.00	152.00	127.00	10.00
	2 - Bedhampton Hill	140.00	1.00	22.00	11.00
	3 - Portsdown Hill Road	114.00	18.00	0.00	3.00
	4 - Maylands Road	5.00	8.00	2.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	0	4	4	0
	2 - Bedhampton Hill	4	0	3	2
	3 - Portsdown Hill Road	2	3	0	0
	4 - Maylands Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Bedhampton Road	0.63	4.80	1.7	A
2 - Bedhampton Hill	0.55	5.89	1.2	A
3 - Portsdown Hill Road	0.95	71.02	10.2	F
4 - Maylands Road	0.17	10.18	0.2	B

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - Bedhampton Road	288.00	28.85	500.66	0.575	286.66	1.3	4.180	A
2 - Bedhampton Hill	184.00	144.32	336.49	0.547	182.81	1.2	5.813	A
3 - Portsdown Hill Road	127.00	179.85	136.16	0.933	119.72	7.3	43.973	E
4 - Maylands Road	14.00	265.24	108.38	0.129	13.85	0.1	9.507	A

16:45 - 17:00

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - Bedhampton Road	260.00	28.05	501.73	0.518	260.26	1.1	3.733	A
2 - Bedhampton Hill	180.00	150.03	332.83	0.541	180.01	1.2	5.891	A
3 - Portsdown Hill Road	115.00	185.97	133.43	0.862	115.32	7.0	52.029	F
4 - Maylands Road	18.00	264.15	108.92	0.165	17.95	0.2	9.888	A

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - Bedhampton Road	317.00	25.21	503.14	0.630	316.41	1.7	4.804	A
2 - Bedhampton Hill	151.00	171.74	318.11	0.475	151.27	0.9	5.403	A
3 - Portsdown Hill Road	133.00	148.29	150.40	0.884	132.90	7.1	49.747	E
4 - Maylands Road	10.00	250.12	116.27	0.086	10.10	0.1	8.484	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - Bedhampton Road	295.00	28.42	501.21	0.589	295.23	1.4	4.376	A
2 - Bedhampton Hill	174.00	145.19	335.83	0.518	173.85	1.1	5.552	A
3 - Portsdown Hill Road	135.00	167.88	141.48	0.954	131.91	10.2	71.019	F
4 - Maylands Road	15.00	275.67	103.25	0.145	14.93	0.2	10.182	B

2019 'With Development', AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Bedhampton Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	Bedhampton Road	Standard Roundabout	9.53	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	4	3 - Portsdown Hill Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2019 'With Development'	AM	DIRECT	07:30	08:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - Bedhampton Road		✓	100.000
2 - Bedhampton Hill		✓	100.000
3 - Portsdown Hill Road		✓	100.000
4 - Maylands Road		✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (Veh/TS)

		To			
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	5.00	105.00	132.00	2.00
	2 - Bedhampton Hill	116.00	1.00	29.00	3.00
	3 - Portsdown Hill Road	85.00	9.00	0.00	1.00
	4 - Maylands Road	8.00	24.00	12.00	0.00

07:45 - 08:00

Demand (Veh/TS)

		To			
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	5.00	104.00	141.00	2.00
	2 - Bedhampton Hill	115.00	0.00	33.00	4.00
	3 - Portsdown Hill Road	81.00	11.00	0.00	1.00
	4 - Maylands Road	7.00	15.00	7.00	0.00

08:00 - 08:15

Demand (Veh/TS)

		To			
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	6.00	108.00	123.00	2.00
	2 - Bedhampton Hill	106.00	1.00	10.00	3.00
	3 - Portsdown Hill Road	94.00	14.00	0.00	2.00
	4 - Maylands Road	9.00	20.00	4.00	0.00

08:15 - 08:30

Demand (Veh/TS)

		To			
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	5.00	133.00	124.00	3.00
	2 - Bedhampton Hill	120.00	1.00	10.00	7.00
	3 - Portsdown Hill Road	108.00	15.00	0.00	2.00
	4 - Maylands Road	3.00	24.00	5.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	0	7	2	11
	2 - Bedhampton Hill	5	0	5	6
	3 - Portsdown Hill Road	2	10	0	0
	4 - Maylands Road	0	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Bedhampton Road	0.55	4.06	1.2	A
2 - Bedhampton Hill	0.46	5.13	0.9	A
3 - Portsdown Hill Road	0.81	28.13	3.8	D
4 - Maylands Road	0.33	10.76	0.5	B

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - Bedhampton Road	244.00	45.46	487.79	0.500	243.01	1.0	3.661	A
2 - Bedhampton Hill	149.00	150.30	330.58	0.451	148.19	0.8	4.913	A
3 - Portsdown Hill Road	95.00	126.32	158.13	0.601	93.55	1.4	13.651	B
4 - Maylands Road	44.00	213.91	132.76	0.331	43.51	0.5	10.031	B

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - Bedhampton Road	252.00	33.16	497.27	0.507	251.97	1.0	3.668	A
2 - Bedhampton Hill	152.00	155.03	327.31	0.464	151.95	0.9	5.131	A
3 - Portsdown Hill Road	93.00	125.98	157.96	0.589	93.00	1.4	13.859	B
4 - Maylands Road	29.00	211.99	133.68	0.217	29.21	0.3	8.631	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - Bedhampton Road	239.00	38.87	491.88	0.486	239.07	1.0	3.563	A
2 - Bedhampton Hill	120.00	135.10	340.48	0.352	120.31	0.5	4.093	A
3 - Portsdown Hill Road	110.00	118.17	161.45	0.681	109.42	2.0	17.083	C
4 - Maylands Road	33.00	220.59	129.25	0.255	32.94	0.3	9.338	A

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - Bedhampton Road	265.00	44.71	486.12	0.545	264.76	1.2	4.061	A
2 - Bedhampton Hill	138.00	136.91	339.15	0.407	137.87	0.7	4.468	A
3 - Portsdown Hill Road	125.00	135.87	153.46	0.815	123.23	3.8	28.129	D
4 - Maylands Road	32.00	247.14	115.55	0.277	31.96	0.4	10.761	B

2019 'With Development', PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Bedhampton Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	Bedhampton Road	Standard Roundabout	20.44	C

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-9	3 - Portsdown Hill Road

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2019 'With Development'	PM	DIRECT	16:30	17:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - Bedhampton Road		✓	100.000
2 - Bedhampton Hill		✓	100.000
3 - Portsdown Hill Road		✓	100.000
4 - Maylands Road		✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (Veh/TS)

		To			
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	4.00	144.00	133.00	9.00
	2 - Bedhampton Hill	152.00	2.00	15.00	17.00
	3 - Portsdown Hill Road	100.00	18.00	0.00	9.00
	4 - Maylands Road	4.00	9.00	1.00	0.00

16:45 - 17:00

Demand (Veh/TS)

		To			
		1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
From	1 - Bedhampton Road	5.00	115.00	130.00	13.00
	2 - Bedhampton Hill	152.00	1.00	11.00	18.00
	3 - Portsdown Hill Road	94.00	16.00	0.00	6.00
	4 - Maylands Road	7.00	7.00	4.00	0.00

Demand (Veh/TS)

17:00 - 17:15

From \ To	1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
1 - Bedhampton Road	3.00	147.00	162.00	7.00
2 - Bedhampton Hill	122.00	1.00	12.00	18.00
3 - Portsdown Hill Road	112.00	15.00	0.00	6.00
4 - Maylands Road	1.00	8.00	1.00	0.00

Demand (Veh/TS)

17:15 - 17:30

From \ To	1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
1 - Bedhampton Road	7.00	153.00	128.00	10.00
2 - Bedhampton Hill	141.00	1.00	22.00	11.00
3 - Portsdown Hill Road	115.00	18.00	0.00	3.00
4 - Maylands Road	5.00	8.00	2.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

From \ To	1 - Bedhampton Road	2 - Bedhampton Hill	3 - Portsdown Hill Road	4 - Maylands Road
1 - Bedhampton Road	0	4	4	0
2 - Bedhampton Hill	4	0	3	2
3 - Portsdown Hill Road	2	3	0	0
4 - Maylands Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1 - Bedhampton Road	0.63	4.85	1.7	A
2 - Bedhampton Hill	0.55	6.02	1.2	A
3 - Portsdown Hill Road	0.97	77.84	11.3	F
4 - Maylands Road	0.17	10.32	0.2	B

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - Bedhampton Road	290.00	28.79	500.85	0.579	288.64	1.4	4.214	A
2 - Bedhampton Hill	186.00	146.30	335.29	0.555	184.77	1.2	5.933	A
3 - Portsdown Hill Road	127.00	182.81	134.87	0.942	119.33	7.7	45.868	E
4 - Maylands Road	14.00	267.83	107.10	0.131	13.85	0.1	9.622	A

16:45 - 17:00

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - Bedhampton Road	263.00	28.03	501.89	0.524	263.25	1.1	3.774	A
2 - Bedhampton Hill	182.00	152.03	331.61	0.549	182.00	1.2	6.018	A
3 - Portsdown Hill Road	116.00	188.96	132.13	0.878	116.06	7.6	57.482	F
4 - Maylands Road	18.00	267.89	107.06	0.168	17.95	0.2	10.095	B

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - Bedhampton Road	319.00	25.22	503.28	0.634	318.40	1.7	4.852	A
2 - Bedhampton Hill	153.00	172.74	317.55	0.482	153.28	0.9	5.487	A
3 - Portsdown Hill Road	133.00	151.30	149.08	0.892	132.92	7.7	53.890	F
4 - Maylands Road	10.00	253.15	114.77	0.087	10.10	0.1	8.608	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	End queue (Veh)	Delay (s)	LOS
1 - Bedhampton Road	298.00	28.34	501.42	0.594	298.22	1.5	4.435	A
2 - Bedhampton Hill	175.00	147.19	334.62	0.523	174.86	1.1	5.628	A
3 - Portsdown Hill Road	136.00	169.89	140.63	0.967	132.38	11.3	77.843	F
4 - Maylands Road	15.00	278.14	102.04	0.147	14.93	0.2	10.323	B

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.1.4646 []
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Filename: Access-Lower Road, Bedhampton.j9
Path: L:\Library\Laura Training
Report generation date: 07/06/2017 10:46:55

»2019 'With Development', AM
»2019 'With Development', PM

Summary of junction performance

	AM						PM					
	Q (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Res Cap	Q (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Res Cap
	2019 'With Development'											
Stream B-AC	0.0	7.47	0.04	A	1.70	900 %	0.0	7.31	0.02	A	0.71	900 %
Stream C-AB	0.0	0.00	0.00	A		[]	0.0	0.00	0.00	A		[]

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted Av.s. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Site Access- Lower Rd
Location	Bedhampton
Site number	
Date	07/06/2017
Version	
Status	(new file)
Identifier	LH
Client	Bargate Homes
Jobnumber	ITB12174
Enumerator	I-TRANSPORT\ManchesterHotdesk
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019 'With Development'	AM	DIRECT	07:30	08:30	60	15	✓
D2	2019 'With Development'	PM	DIRECT	16:30	17:30	60	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2019 'With Development', AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.70	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	900	

Arms

Arms

Arm	Name	Description	Arm type
A	Lower Rd (E)		Major
B	Site Access		Minor
C	Lower Rd (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			63.8	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.42	16	22

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	128.588	0.094	0.237	0.149	0.338
1	B-C	166.200	0.102	0.258	-	-
1	C-B	152.728	0.237	0.237	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2019 'With Development'	AM	DIRECT	07:30	08:30	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

07:30 - 07:45

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	2.00	4.00
	B	5.00	0.00	0.00
	C	9.00	0.00	0.00

07:45 - 08:00

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	2.00	4.00
	B	5.00	0.00	0.00
	C	10.00	0.00	0.00

08:00 - 08:15

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	2.00	7.00
	B	5.00	0.00	0.00
	C	9.00	0.00	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	2.00	3.00
	B	5.00	0.00	0.00
	C	14.00	0.00	0.00

Vehicle Mix

HV %s

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.04	7.47	0.0	A	5.00	20.00
C-AB	0.00	0.00	0.0	A	0.00	0.00
C-A					10.50	42.00
A-B					2.00	8.00
A-C					4.50	18.00

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	5.00	5.00	126.11	0.040	4.96	0.0	0.0	7.427	A
C-AB	0.00	0.00	151.31	0.000	0.00	0.0	0.0	0.000	A
C-A	9.00	9.00			9.00				
A-B	2.00	2.00			2.00				
A-C	4.00	4.00			4.00				

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	5.00	5.00	125.96	0.040	5.00	0.0	0.0	7.439	A
C-AB	0.00	0.00	151.31	0.000	0.00	0.0	0.0	0.000	A
C-A	10.00	10.00			10.00				
A-B	2.00	2.00			2.00				
A-C	4.00	4.00			4.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	5.00	5.00	125.40	0.040	5.00	0.0	0.0	7.473	A
C-AB	0.00	0.00	150.60	0.000	0.00	0.0	0.0	0.000	A
C-A	9.00	9.00			9.00				
A-B	2.00	2.00			2.00				
A-C	7.00	7.00			7.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	5.00	5.00	125.60	0.040	5.00	0.0	0.0	7.461	A
C-AB	0.00	0.00	151.54	0.000	0.00	0.0	0.0	0.000	A
C-A	14.00	14.00			14.00				
A-B	2.00	2.00			2.00				
A-C	3.00	3.00			3.00				

2019 'With Development', PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.71	A

Junction Network Options

Driving side	Lighting	Res Cap (%)	First arm reaching threshold
Left	Normal/unknown	900	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2019 'With Development'	PM	DIRECT	16:30	17:30	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

16:30 - 16:45

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	4.00	8.00
	B	2.00	0.00	0.00
	C	8.00	0.00	0.00

16:45 - 17:00

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	4.00	6.00
	B	2.00	0.00	0.00
	C	7.00	0.00	0.00

Demand (Veh/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	4.00	6.00
	B	2.00	0.00	0.00
	C	8.00	0.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	4.00	9.00
	B	2.00	0.00	0.00
	C	6.00	0.00	0.00

Vehicle Mix

HV %s

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.02	7.31	0.0	A	2.00	8.00
C-AB	0.00	0.00	0.0	A	0.00	0.00
C-A					7.25	29.00
A-B					4.00	16.00
A-C					7.25	29.00

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	2.00	2.00	125.13	0.016	1.98	0.0	0.0	7.308	A
C-AB	0.00	0.00	149.89	0.000	0.00	0.0	0.0	0.000	A
C-A	8.00	8.00			8.00				
A-B	4.00	4.00			4.00				
A-C	8.00	8.00			8.00				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	2.00	2.00	125.75	0.016	2.00	0.0	0.0	7.271	A
C-AB	0.00	0.00	150.36	0.000	0.00	0.0	0.0	0.000	A
C-A	7.00	7.00			7.00				
A-B	4.00	4.00			4.00				
A-C	6.00	6.00			6.00				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	2.00	2.00	125.60	0.016	2.00	0.0	0.0	7.280	A
C-AB	0.00	0.00	150.36	0.000	0.00	0.0	0.0	0.000	A
C-A	8.00	8.00			8.00				
A-B	4.00	4.00			4.00				
A-C	6.00	6.00			6.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
B-AC	2.00	2.00	125.19	0.016	2.00	0.0	0.0	7.304	A
C-AB	0.00	0.00	149.65	0.000	0.00	0.0	0.0	0.000	A
C-A	6.00	6.00			6.00				
A-B	4.00	4.00			4.00				
A-C	9.00	9.00			9.00				

APPENDIX I. Pedestrian and Cycle Assessment

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Fax: 01256 338644
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TECHNICAL NOTE

Project No:	**ITB12174**
Project Title:	**Land at Lower Road, Bedhampton**
Title:	**Pedestrian Surveys Analysis**
Ref:	**SJ/RS/ITB12174-006 TN**
Date:	**20 July 2018**

SECTION 1 INTRODUCTION

1.1 The Technical Note (TN) provides further highways advice for the development of 50 homes on land south of Lower Road, Bedhampton. The site location is shown in **Figure T1.** The TN focuses on the current and future non-car use of Lower Road.

1.2 To the east of the proposed site there is approximately 50m of Lower Road where footways are not present on either side. In this section pedestrians and cyclists use the carriageway as a shared surface. It was agreed with Havant Borough Council (HBC) and Hampshire County Council (HCC) in an exchange of correspondence and at meetings (See **Appendix A**), that this shared surface environment is suitable to continue to serve the development. The reasons being that this section of Lower Road exhibits all of the three criteria identified in paragraph 7.2.14 of the Manual for Street where such shared surfaces work well, i.e.:

- **"In short lengths, or where they form cul-de-sacs;**
- **Where the volume of motor traffic is below 100 vehicles per hour (vph) (peak); and**
- **Where parking is controlled or it takes place in designated areas."**

1.3 In addition, Lower Road (including the shared surface section) has an impeccable safety record (ref: crashmap.co.uk – no recorded injury accidents between 1999 and 2017). The road is straight, street lit and has forward visibility to pedestrians of around 30m, this is in excess of that required for the recorded 85th percentile speeds of 21mph - which require just 24m of forward visibility.

1.4 Notwithstanding the above, comments from a public consultation on 8 March 2018 raised concern with the current safety and usage of Lower Road by pedestrians and cyclists. To further assess this, pedestrian and cycle surveys have been undertaken to understand the current usage and movements along Lower Road.

SECTION 2 PEDESTRIAN AND CYCLE SURVEY

2.1 Pedestrian and Cycle Surveys

2.1.1 To understand the current pedestrian and cycle demand, two four-day surveys were undertaken and provided data for each day (0700 – 1900). The initial survey was undertaken from Thursday 19 April to Sunday 22 April 2018, however road works were in place at the time and therefore the results were not considered to be representative of normal pedestrian and cycle movements and therefore have not been presented within this TN. The site was re-surveyed from Thursday 10 May to Sunday 13 May 2018 to gather information on both weekday and weekend usage. Video footage has also been obtained to understand the routes taken by pedestrian and cyclists. Surveys were located to obtain information about the current movements on the section of Lower Road which has no footway provision.

2.2 Pedestrian Movements

2.2.1 Across the four-day survey period, a total of 403 two-way daily pedestrian movements were recorded. **Table 2.1** provides a summary of survey results for each day. The morning peak and evening peak hours have been established separately for each day to demonstrate the different profiles of pedestrian movements across the four days. The survey data is in **Appendix B.**

Table 2.1: Pedestrian Movements (Peak pedestrian hours)

Date of Survey	Location				Two - Way
	Movement 1		Movement 2		
	Lower Road (South) to Lower Road (North)		Lower Road (North) to Lower Road (South)		
Thursday 10 May	AM Peak Hour (08:30 - 09:30)	7	AM Peak Hour (08:45 - 09:45)	6	13
	PM Peak Hour (18:00 - 19:00)	6	PM Peak Hour (15:15 - 16:15)	9	15
	Daily (07:00 - 19:00)	37	Daily (07:00 - 19:00)	43	80
Friday 11 May	AM Peak Hour (08:15 - 09:15)	11	AM Peak Hour (08:15 - 09:15)	8	19
	PM Peak Hour (17:30 - 18:30)	6	PM Peak Hour (16:45 - 17:45)	6	12
	Daily (07:00 - 19:00)	47	Daily (07:00 - 19:00)	35	82
Saturday 12 May	AM Peak Hour (11:45 - 12:45)	8	AM Peak Hour (10:30 - 11:30)	4	12
	PM Peak Hour (14:15 - 15:15)	11	PM Peak Hour (13:30 - 14:30)	11	22
	Daily (07:00 - 19:00)	46	Daily (07:00 - 19:00)	46	92
Sunday 13 May	AM Peak Hour (10:30 - 11:30)	14	AM Peak Hour (10:45 - 11:45)	13	27
	PM Peak Hour (16:45 - 17:45)	10	PM Peak Hour (16:30 - 17:30)	11	21
	Daily (07:00 - 19:00)	76	Daily (07:00 - 19:00)	73	149
10/05/18 - 13/05/18	**Total**	**206**	**Total**	**197**	**403**

2.2.2 During the weekdays, there were on average 81 two-way daily pedestrian movements.

2.2.3 The morning peak hour for pedestrian movements varies with the highest number of pedestrians ranging between 7 and 11 per hour (one-way) across the two days. During the evening pedestrian activity was slightly lower with between 6 and 9 pedestrian movements (one-way) per hour.

2.2.4 During the weekend, the average number of two-way daily movements were recorded at 121 pedestrians. Morning peak hour movements were recorded between 4 and 14 per hour (one-way), with the evening peak hour ranging between 10 and 11 cyclists per hour (one-way). It should be noted that the pedestrian usage was significantly higher on the Sunday in comparison to the three other days.

2.3 Cyclist Movements

2.3.1 Across the four-day survey period there were a total of 384 two-way cycle movements. **Table 2.2** shows the number of cyclists observed during the survey period across two weekdays and a weekend. This route is attractive for cyclists due to Lower Road being part of a signposted cycle network which provides a connection to Portsmouth. The survey data can be found in **Appendix B.**

Table 2.2: Cyclist Movements (Peak cycle hours)

Date of Survey	Location				Two - Way
	Movement 1		Movement 2		
	Lower Road (South) to Lower Road (North)		Lower Road (North) to Lower Road (South)		
Thursday 10 May	AM Peak Hour (07:00 - 08:00)	6	AM Peak Hour (07:00 - 08:00)	14	20
	PM Peak Hour (16:15 - 17:15)	20	PM Peak Hour (16:30 - 17:30)	9	29
	Daily (07:00 - 19:00)	58	Daily (07:00 - 19:00)	42	100
Friday 11 May	AM Peak Hour (07:00 - 08:00)	10	AM Peak Hour (07:30 - 08:30)	11	21
	PM Peak Hour (17:15 - 18:15)	10	PM Peak Hour (15:45 - 16:45)	9	19
	Daily (07:00 - 19:00)	53	Daily (07:00 - 19:00)	51	104
Saturday 12 May	AM Peak Hour (08:30 - 09:30)	10	AM Peak Hour (10:30 - 11:30)	10	20
	PM Peak Hour (16:15 - 17:15)	9	PM Peak Hour (14:45 - 15:45)	10	19
	Daily (07:00 - 19:00)	49	Daily (07:00 - 19:00)	51	100
Sunday 13 May	AM Peak Hour (11:15 - 12:15)	7	AM Peak Hour (10:45 - 11:45)	7	14
	PM Peak Hour (17:45 - 18:45)	7	PM Peak Hour (12:45 - 13:45)	11	18
	Daily (07:00 - 19:00)	36	Daily (07:00 - 19:00)	44	80
10/05/18 - 13/05/18	**Total**	**196**	**Total**	**188**	**384**

2.3.2 During the weekdays, there were on average a total of 102 two-way daily cycle movements.

2.3.3 The morning peak hour for cycle movements varies but is generally within the traditional peak period. The highest number of cyclists in the morning peak hour ranged between 6 and 14 across the two days (one-way). During the evening, this was slightly higher with between 9 and 20 cyclist movements in the hour (one-way).

2.3.4 During the weekend, the average number of two-way cycle movements was recorded at 90 per day.

2.3.5 The weekend morning peak hour movements ranges between 7 and 10 per hour (one-way), with the evening peak hour ranging between 7 and 11 cyclists per hour (one-way).

2.3.6 During the four days, the number of two-way cyclist movements was broadly consistent, with between 80 and 100 cycle movements per day.

2.4 Pedestrian and Cyclist Movements vs. Vehicle Movements

2.4.1 A 7-day Automatic Traffic Count (ATC) was undertaken on 3 October 2016 on the corner of Lower Road, just before the footway terminates. **Table 2.3** shows a comparison between the number of pedestrian and cyclist movements and the number of vehicles at the peak hours of vehicular movements.

Table 2.3: Pedestrians and Cyclists vs. Vehicles (in vehicle peak hours)

Date of Survey[1]	Pedestrians and Cyclists - Two-Way			Vehicle Movements - Two Way			Daily Total (All Types)
	AM Peak 07:30 – 08:30	PM Peak 16:30 – 17:30	Daily Total 07:00 – 19:00	AM Peak 07:30 – 08:30	PM Peak 16:30 – 17:30	Daily Total 07:00 – 19:00	
Thursday 10 May	15	29	**180**	59	58	**572**	752
Friday 11 May	27	17	**186**	59	58	**440**	626
Weekday Average	21	23	**183**	59	58	**506**	689
Date of Survey[1]	**AM Peak 10:45 – 11:45**	**PM Peak 16:00 – 17:00**	**Daily Total 07:00 – 19:00**	**AM Peak 10:45 – 11:45**	**PM Peak 16:00 – 17:00**	**Daily Total 07:00 – 19:00**	**Daily Total**
Saturday 12 May	23	14	**192**	45	44	**439**	631
Sunday 13 May	34	22	**229**	36	43	**368**	597
10/05/18 - 13/05/18	**131**	**114**	**787**	**180**	**191**	**1819**	**2606**

[1] All vehicular traffic from September 2016 ATC data.

2.5 Summary

2.5.1 **Tables 2.1, 2.2 and 2.3** demonstrate that there are high levels of pedestrians and cyclists using Lower Road.

2.5.2 The number of pedestrian and cycling movements as a total of all movements on Lower Road across the day ranges between 24% (Thursday 180/752) and 38% (Sunday 229/597) of the total number of movements i.e. it is a genuine shared surface during the week and at weekends.

2.5.3 When comparing the number of pedestrian and cycle movements against the number of vehicle movements in the vehicular peak hour, there is also a high proportion of pedestrian and cyclists at these busy times. On average, between 26% (Morning peak: 21/80) and 28% (Evening peak: 23/81) of all peak hour movements are found to be pedestrians and cyclists, whilst at the weekend there is an even higher proportion of pedestrians and cyclists with between 24% (Saturday evening: 14/58) and 49% (Sunday morning: 34/70) of peak hour movement being pedestrians and cyclists.

2.5.4 Put simply, the percentage of pedestrians and cyclists currently using Lower Road are:

- Weekday morning peak 26%
- Weekday evening peak 28%
- Weekday daily 26%
- Weekend peak between 24% - 49%

2.5.5 Lower Road is a genuine shared surface at all times and days.

SECTION 3 PEDESTRIAN ROUTING AND SAFETY

3.1.1 Video footage was also obtained from the survey to understand how pedestrians currently use the short section of Lower Road which does not have a footway. From the video footage the majority of pedestrians walk on along the western side of Lower Road to continue on the footway to the north. **Images 3.1 and 3.2** provide examples of recorded pedestrian use in Lower Road.

Image 3.1: Pedestrian Walking on Lower Road (Facing South)



Image 3.2: Pedestrian Walking on Lower Road (Facing North)



Source: Pedestrian Surveys

3.1.2 Pedestrians are observed to use the short length of Lower Road (without a footway) in a very regular and conventional way i.e. by walking on the western side of Lower Road. Using this route, pedestrians can see the recommencement of the footway before leaving the one which links to the site. The length of Lower Road without a footway is 50m, roughly a 35 second walk[2].

3.2 Pedestrian Safety

3.2.1 Personal Injury Accident (PIA) data within the Transport Statement (Report Ref: ITB12174-003) has been obtained from Hampshire Constabulary for the local highway network. The data covered a five-year period between 1 May 2011 and 30 April 2016. This data showed that there were no recorded collisions within the vicinity of the site. Updated PIA data has also been obtained for the most recent five years. This data covered a period between 1 February 2013 and 31 January 2018 and demonstrated that there were still no accidents within the vicinity of the site or along Lower Road.

3.2.2 A study of crashmap.co.uk was also undertaken which demonstrated that there have been no accidents recorded along Lower Road between 1999 and 2017, i.e. it has an impeccable safety record over nearly 20 years.

[2] 1.4m/sec

SECTION 4 DEVELOPMENT IMPACT

4.1.1 The development will increase the amount of pedestrian, cycle and vehicular activity in this area. The assessment below quantifies the likely impact.

4.2 Overall assessment

4.2.1 Using the vehicular trip rates in the Transport Statement (Report Ref: ITB12174-003) and pedestrian and cycle trip rates in **Appendix C** an assessment has been carried out of the 'post development' scenario to understand the number of pedestrians and cyclists against the number of vehicles.

4.2.2 **Table 4.1** shows the average existing weekday vehicle and pedestrian / cycle movements on Lower Road alongside the forecast number of vehicles and pedestrians / cycles.

Table 4.1: With Development Pedestrians and Cyclists vs. Vehicles

Weekday Average		Vehicular Movements			Cyclist Movements			Pedestrian Movements		
		Existing	Development Generated	Total	Existing	Development Generated	Total	Existing	Development Generated	Total
	07:30 - 08:30	59	26	85	16	2	18	6	12	18
	16:30 - 17:30	58	26	84	18	2	20	5	8	13
	07:00 - 19:00	555	227	782	102	13	115	81	84	165

4.2.3 **Table 4.1** demonstrates that the amounts of pedestrians and cyclists using Lower Road against the number of vehicles will continue to be high when the development is completed. The forecast number of pedestrian and cycling movements as a total of all forecast movements on Lower Road will range between 30% (Morning peak: 18 pedestrians and 18 cyclists /121 all traffic) and 28% (Evening peak: 13 pedestrians and 20 cyclists / 117 all traffic) in the evening peak hour.

4.2.4 **Table 4.1** also shows that over a day, the amounts of pedestrians and cyclists using Lower Road against the number of vehicles will continue to be high when the development is completed. Some 26% of daily movements will be in the form of pedestrians and cyclists (165 pedestrians and 115 cyclists /1062) i.e. it will continue to be a genuine shared surface during at busy times and throughout the day.

4.2.5 Put simply, the percentage of pedestrians and cyclists forecast to use Lower Road when the development complete will be higher than it is now with a proportionate increase in vehicles, pedestrian and cyclists. The breakdown is:

- Weekday morning peak 30%
- Weekday evening peak 28%
- Weekday daily 26%

4.3 Probability assessment

4.3.1 Notwithstanding the above continuation of safe and balanced user composition, a simple probability assessment of the likelihood of a pedestrian using the section of Lower Road without a footway at the same time as two cars are passing one another has been undertaken. This occasionally happens now and has done so safety for many years.

Vehicle assessment

4.3.2 An assessment has firstly been undertaken to determine the probability of two vehicles meeting each other. This considers the movements associated with the morning peak hour when the development is complete. This will be the busiest peak for vehicle use, in which 60 vehicles are anticipated to travel north and 25 vehicles travel south (85 two-way movements).

4.3.3 The shared surface section is circa 50m in length and vehicles can be expected to travel at 20mph. A vehicle would therefore reasonably take 5.625 seconds to undertake this movement. The assessment undertaken for the (worst case) weekday morning peak hour is set out as follows:

Northbound car

The probability of a car heading north in the busiest hour is:

$$\frac{\text{60 (number of northbound vehicles per hour) x 5.6 (seconds to travel through shared section) = 336 seconds}}{\text{3,600 seconds (i.e. one hour)}} = \mathbf{9.4\%}$$

Southbound car

The probability of a car heading south in the busiest hour is:

$$\frac{\text{25 (number of southbound vehicles per hour) x 5.6 (seconds to travel through shared section) = 140 seconds}}{\text{3,600 seconds (i.e. one hour)}} = \mathbf{3.9\%}$$

4.3.4 The probability of two cars passing one another on the shared surface section is 0.37% (9.4% x 3.9%). It will therefore be a very infrequent event, approximately once every 370 times a car uses Lower Road i.e. twice a day. Even when it does happen, they can pass one another and there is good visibility between vehicles. There is, of course, no severe impact associated with this operation.

Two cars and a pedestrian meeting

4.3.5 An assessment has also been undertaken to determine the probability of the above occurring when a pedestrian is also using the shared surface section i.e. two vehicles and a pedestrian meeting each other on the access road.

4.3.6 The shared surface section is circa 50m in length and pedestrians can be expected to travel at 1.4m per second. A pedestrian would therefore reasonably take 36 seconds to undertake this movement.

The probability of a pedestrian being on that part of Lower Road will no footway the busiest hour is:

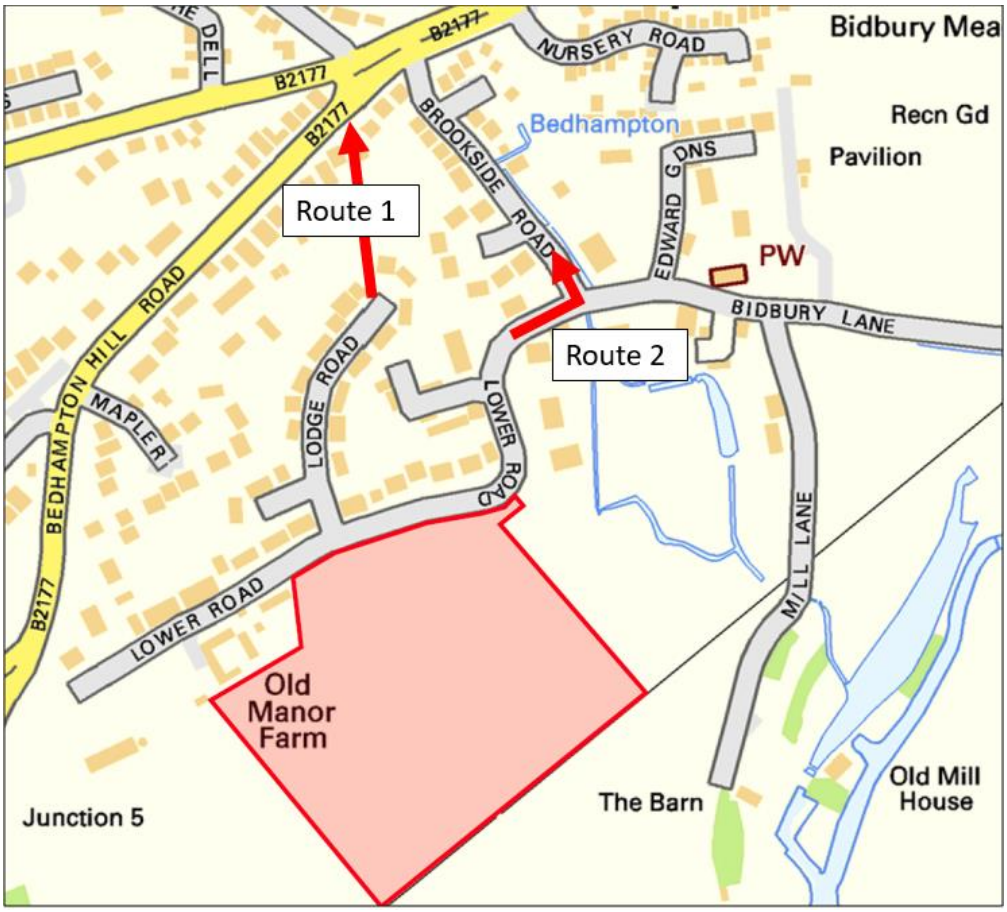
$$\frac{\text{18 (number of pedestrians in the busiest hour) x 36 (seconds to travel through shared section) = 648 seconds}}{\text{3,600 seconds (i.e. one hour)}} = \mathbf{18\%}$$

4.3.7 The probability of a pedestrian being on that part of Lower Road without a footway at the same time as two cars need to pass one another is 0.0659% (9.4%x3.9%x18%). Therefore, in the peak hours there is a very small prospect of three such users of Lower Road meeting on the narrowed section – once every 56,000 times a user passes along the access.

SECTION 5 ALTERNATIVE PEDESTRIAN ROUTE

5.1.1 Whilst it is clear from the above assessment that there is a high proportion of existing pedestrian and cycle users safely using Lower Road and that this entirely safe 'balance' with vehicles will continue in the 'post development' scenario, it must be remembered that there is a quiet, traffic free pedestrian route from Lower Road to the services and facilities in Bedhampton provided by Footpath 107. This is provided via Lodge Road (Route 1 below) to Bedhampton Road and is shown in **Image 5.1.**

Image 5.1: Alternative Route from Lower Road



5.2 **Distance**

5.2.1 The route via Lodge Road (Route 1) to the bus stops on Bedhampton Road is:

- 487m to the northern bus stop; and
- 520m to the southern bus stop.

5.2.2 The route via Lower Road (Route 2) to the bus stops on Bedhampton Road is:

- 499m to the northern bus stop; and

- 521m to the southern bus stop.

5.2.3 The development proposes a new footway from the site access along the frontage of the site. This then provides an opportunity to cross Lower Road and will provide a continuous footway to Bedhampton Road via Route 1.

5.2.4 A site visit was undertaken on Tuesday 19 May 2018 to assess Route 1 and the likelihood that this route could be used by future residents from the site.

5.3 **Width**

5.3.1 There is a continuous footway on both sides of Lodge Road which lead to Footpath 107. The street-lit and hard-surfaced Footpath 107 begins from the north western corner of Lodge Road and is some 130m from Bedhampton Road.

5.3.2 The entrance of the footpath is 1.0m wide and is bounded by vegetation and fencing. Heading north the footpath varies in width between 1.0m and 1.2m wide. Turning east the footpath varies between 0.9m and 1.0m wide, however a wider section of 1.4m further north allows for the more comfortable passing of two pedestrians. Travelling further north towards Bedhampton Road the footpath then varies between 1.0m and 1.6m wide.

5.4 **User requirements**

5.4.1 The *Manual for Streets* and *Inclusive Mobility* documents describe the widths requirements of different pedestrian users. For a single pedestrian, the width required is just 0.75m. In terms of pushchairs and wheelchairs, *Inclusive Mobility* identifies the 95th percentile width of powered chairs is 0.7m and 0.8m for manual chairs. These widths are similar to those required for the widest 'side by side' double buggies.

5.4.2 Footpath 107 has a continuous minimum width of 0.90m and therefore would be more than sufficient for normal pedestrian use, wheelchair use and double buggies. At some sections of the footpath, the width increases to 1.4m and 1.6m wide and would therefore allow for two users to pass with ease.

5.5 **Summary**

5.5.1 Route 1 provides a quiet, street lit, traffic free pedestrian route from Lower Road to the services and facilities in Bedhampton.

5.5.2 In comparison to the route via Lower Road:

- The distance using Route 1 to the bus stops located on Bedhampton Road is shorter;
- The site access works will provide a continuous off-road route to Bedhampton;
- The width of the route is suitable to accommodate pedestrian, wheelchair and double buggies usage; and
- The route is clearly a suitable alternative for any pedestrian users from the site should they not wish to use Lower Road.

SECTION 6 SUMMARY AND CONCLUSION

6.1.1 Following comments from the public consultation event, a four-day survey was undertaken along Lower Road to demonstrate the current pedestrian and cycle usage.

6.1.2 The results demonstrated that there are large numbers of pedestrian and cycle movements on Lower Road. The highest amount of pedestrian movements across the survey period was on Sunday 13 May with total of 149 two-way movements. The highest amount of cyclist movements recorded were on Friday 11 May with a total of 104 two-way movements across the day.

6.1.3 When comparing these survey results to the traffic data received in October 2016 it demonstrates that out of all the total movements, between 24% and 38% where either pedestrian or cycling trips i.e. it is a genuine shared surface.

6.1.4 When observing the video footage, pedestrians almost universally walk along the western side of Lower Road to continue along the footway to the north, the length of Lower Road without a footway is 50m, roughly a 35 second walk.

6.1.5 The current use of Lower Road, as a shared surface is suitable for the proposed development of 50 dwellings and has been agreed by Havant Borough Council. The shared surface is in line with the following criteria:

- It is lightly trafficked with slow traffic speeds – 85th Percentile speeds of 21mph;
- It has an impeccable safety record (ref: crashmap.co.uk – no recorded injury accidents between 1999 and 2017);
- The road is straight, street lit and has forward visibility to pedestrians of around 30m (recorded 85th percentile speeds of 21mph require 24m of forward visibility);

6.1.6 An assessment of the impact of the development has been carried out which shows that the amounts of pedestrians and cyclists using Lower Road against the number of vehicles will continue to be high when the development is completed. The forecast number of pedestrian and cycling movements as a total of all forecast movements on Lower Road when the development is complete will be higher than it is now, the breakdown is:

- Weekday morning peak 30% pedestrians and cyclists
- Weekday evening peak 28% pedestrians and cyclists
- Weekday daily 26% pedestrians and cyclists

6.1.7 Put simply, Lower Road will continue to be a genuine shared surface at busy times and throughout the day.

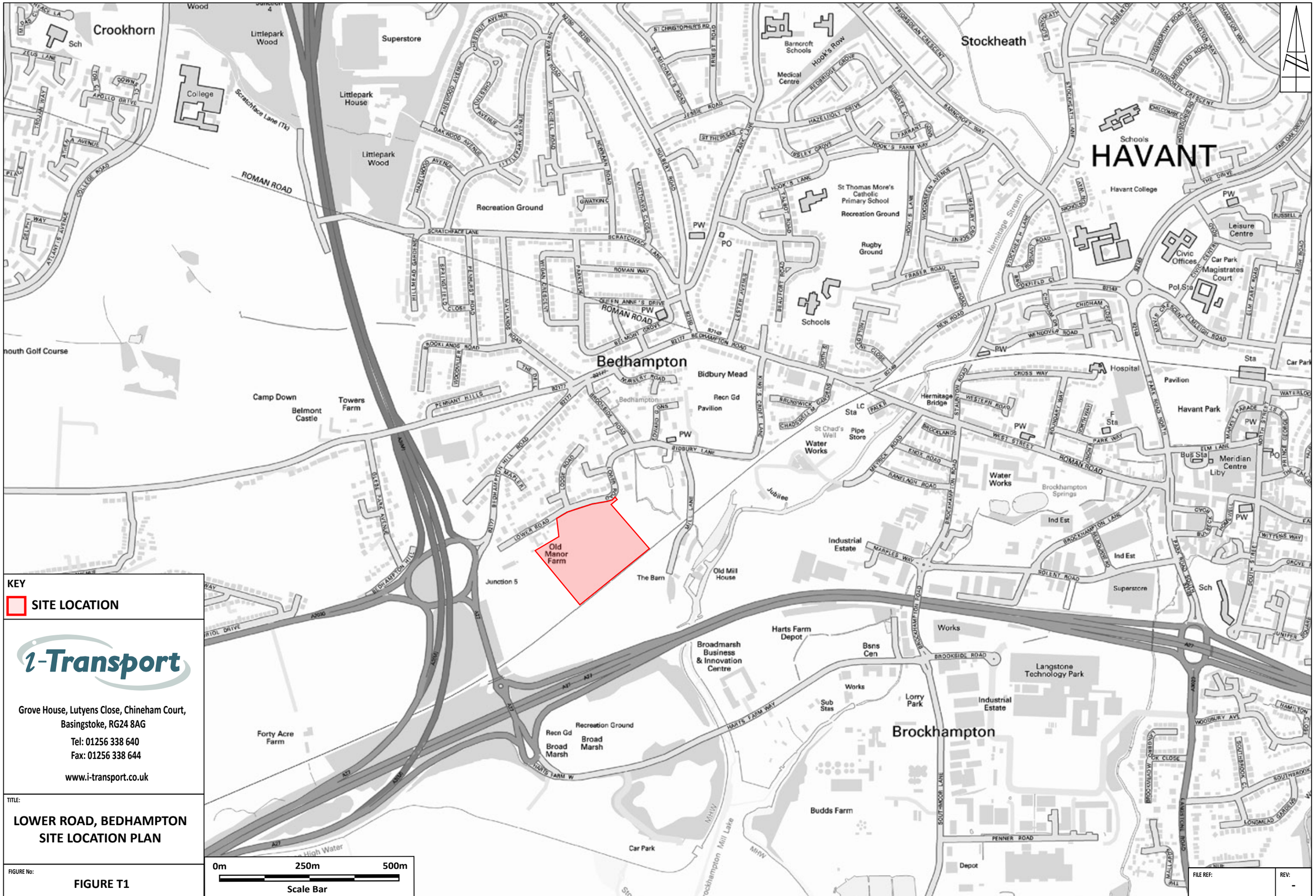
6.1.8 The probability of vehicles and pedestrians using the section of Lower Road without a footway has also been assessed and the prospect of these users all being in the 'shared surface' section at the same time is 0.056%, i.e. there is a vanishingly small prospect of any users meeting on the narrowed section – once every 56,000 times a user passes along the access. Even when this happens:

- There is ample width for car to pass a pedestrian;
- There is ample visibility between passing cars and other users; and
- This activity has occurred for many years with no impact on road safety.

6.1.9 Finally, an alternative pedestrian route can be accessed via Lodge Road (Public Footpath 107) which provides a direct connection to Bedhampton Road. The minimum width of the footpath is 0.90m, however the width does increase to 1.4m/1.6m at some sections. With sections along the footpath which are wider this allows for two pedestrians to pass one another. This alternative route is also located to a similar distance, (indeed shorter) to the bus stops located on Bedhampton Road.

6.1.10 It has been demonstrated that the proposed access meets current and relevant design standards in Manual for Streets and that it provides safe and suitable access to the development for pedestrians, cyclists and vehicles.

FIGURES



KEY

SITE LOCATION

i-Transport

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Basingstoke, RG24 8AG

Tel: 01256 338 640
Fax: 01256 338 644

www.i-transport.co.uk

TITLE:

LOWER ROAD, BEDHAMPTON
SITE LOCATION PLAN

FIGURE No:

FIGURE T1

0m 250m 500m

Scale Bar

FILE REF:

REV: -

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APPENDIX A **CORRESPONDANCE WITH HBC / HCC**

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NOTES OF MEETING

Project No:	**ITB12174**
Project Title:	**Lower Road Bedhampton – Cycling links and access matters**
Date/Time:	**5 June 2018**
Venue:	**Havant Borough Council (HBC)**

Attendees

Pip Marshall	-	HBC	(PM)
Steve Jenkins	-	i-Transport	(SJ)
Millie Billett	-	HBC	(MB)
Steve Mountain	-	HBC	(SM)

Item **Action**

1.0 Introduction

SJ introduced the meeting as a follow up from the recent pre-application meeting with Bargate Homes, PM and Daphney Haywood (DH). The purpose was to understand how the development could relate to local cycle improvements that HBC are planning and to reconfirm the pedestrian access strategy for the development.

2.0 Havant Cycle Strategy 2036

2.1 MB talked through HBC plans for improved cycle links in Lower Road, Mill Lane, Bidbury Lane and Bedhampton Road. These are located as Routes 4, 5 and 6 on the HBC map that was tabled.

2.2 MB talked through more detailed drawings for Route 6, including the widening of the existing southern footway on Bedhampton Road (into the verge) to provide a cycle way from Brookside Road to Hulbert Road. The cost of the scheme is estimated to be £52,000.

2.3 MB and SM explained that Route 4 and 5 were less extensive schemes involving small scale engineering works. The cost of these schemes is estimated to be £5,000 and £15,000 respectively.

2.4 SJ explained that i-Transport had established that Lower Road was part of the signed HBC cycle network and recorded speeds (circa 21mph) and flows (circa 60vph) made it very well suited to cycle use. He agreed that further improvements to it and Routes 5 and 6 would help further promote cycling in the area, including from residents of the development.

2.5 HBC explained that the specific cycle improvements on Routes 4, 5 and 6 were not detailed on the CIL123 list and that they were seeking S106 contributions from local development sites to help bring them forward. HBC to confirm CIL 123 list status.

2.6 SJ agreed to raise this with Bargate Homes and it did seem reasonable for the development to potentially make a contribution to them.

2.7 SJ also tabled the on-site layout and confirmed it would not prevent a future cycle connection over the railway albeit this was outside the development site. The provision of a route to the site boundary could be secured if needed.

3.0 Pedestrian Access Strategy

3.1 SJ explained that an earlier site meeting with HCC, PM and HBC's Landscape Officer had helped inform the current proposal. The current proposal includes a footway within the site to link to the eastern side of Lodge Road where a continuous pedestrian route to Bedhampton was provided. It had also been previously agreed that a footway would be provided on Lower Road to link to the existing footway at the bend to the east of the site. It had previously been agreed that from the point where the footway currently terminates that pedestrians would use Lower Road and that part of Brookside Road (without a footway) as a shared surface. i-Transport had produced a Technical Note (ITB12174-004 TN) which supported this approach with reference to Manual for Streets and the Conservation Area status. This had been agreed with PM. PM noted that this was an issue which was raised by members of the public at the DCF.

3.2 SM confirmed that what i-Transport proposed was the correct approach and pointed out that Lodge Road was a suitable alternative pedestrian route should it be preferred by some. SM suggested the route via Lodge Road could be further improved if the site access works were updated to extend the western footway to allow pedestrians to cross Lower Road just west of Lodge Road. SJ agreed this seemed sensible and would ensure the scheme was updated to ensure that the planning application could be submitted on an agreed basis.

3.3 SJ explained that the current scheme for the site access had been through HCC's pre-application design review process and agreed as being suitable for a subsequent combined section 278 Design Check. SJ will ensure the scheme is updated as agreed in advance of the planning application and it could be further detailed as part of HCC's normal post planning design checking process.

Actions:

- HBC to consider what details of the planned cycle routes could be shared.
- HBC to confirm the CIL 123 list did not preclude S106 contributions discussed.
- SJ to amend site access works to provide extended western footway and crossing to the west of Lodge Road.
- SJ to raise the potential to make an S106 contribution with Bargate Homes.

Steve Jenkins

NOTES OF MEETING

i-Transport LLP
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Lutyens Close
Chineham Court
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Project No:	ITB1274
Project Title:	Lower Road, Bedhampton
Date/Time:	1 March 2017
Venue:	On - site

Attendees

Steve Jenkins (SJ) - i-Transport

Matt Dyer (MD) - HCC

Peter Marshall (PM) - HBC

Michelle Good (MG) - HBC

Apologies

Holly Drury (HD) - HCC

1.0 INTRODUCTION

1.1 SJ explained that i-T had submitted a Pre-Application Design Review package to HCC for conceptual agreement and that process had led HD to suggest a site meeting to discuss the wider pedestrian access strategy on Lower Road.

1.2 SJ explained that the area around the site has conservation area status and its designation notes the informal highway environment with some roads not having footways and these features contributing to its status. The access strategy for the site has been development with this designation in mind.

2.0 PEDESTRIAN ACCESS STRATEGY

2.0 SJ went onto explain that i-T had recorded vehicle speeds and flows over 7 days on Lower Road which show 85th percentile speeds are less than 20mph and hourly flows peak at around 60 two-way vehicle movements, with much lower flows for large parts of the day. SJ also explained that Hampshire Constabulary records show Lower Road has an unblemished 5-year safety record.

2.1 On this basis, i-T's recommendation is that Lower Road operates safely as a 'Shared Surface' (reference MfS para 7.2.14) and the road is therefore suitable in its current form to accommodate the modest additional vehicle and pedestrian demands likely to arise from the development without potentially inappropriate new highway construction.

2.2 SJ did explained that whilst physical improvements such as the construction of a small length of new footway to the east of the site were feasible, he was concerned that this would be unnecessary and inappropriate given the sensitive character of the area.

2.3 PM and MG agreed in principle but requested that SJ issue a note that provides the evidence for this approach (i.e. provide the recorded speeds, flows, and MfS reference) and this should also be included in the Transport Statement that accompanies any future planning application on the site.

3.0 WIDER TRANSPORT ISSUES

3.1 PM and MG advised that HBC have aspirations for cycle improvements in this area and would be likely to seek financial contributions from any development on this site which could also be used by HBC and HCC towards sensitive future improvements in the local area. Attention was drawn to the high-quality materials used around the Bowling Club and Bidbury Meads area. MG wished to see a high-quality approach to the site follow these local ques.

3.2 HBC also identified a desire to achieve a walking and cycling route across the railway line at the rear of the site where a private bridge was observed cross the railway line and a connection to it could provide a new pedestrian or cycle link to the Broadmarsh Employment area. SJ agreed to investigate what control the applicant has over this area and how the site might relate to it.

4.0 AoB

4.1 HCC were comfortable with the principle of the site vehicle access and noted that i-T had presented two options. SJ explained that the more central option (shown on drawing ITB12174-GA-002) was now likely to be taken forward. HCC did note the change in level between the carriageway and he site and potential for a hedgerow impact.

4.2 HBC suggested that the proposed footway along the Lower Road site frontage to connect with Lodge Road and an existing Post Box on Lower Road could be provided within the site (instead of on the frontage) which might reduce (or even remove) impacts on the hedgerow in this location. SJ agreed this seemed sensible and it was agreed that i-T would amend their site access drawing and submit it to HCC in advance of them issuing their PAD-R report.

Circulation: Attendees, Holly Drury (HCC) and Paul Thomas (Bargate Homes)

Steve Jenkins

From: Peter Marshall <Peter.Marshall@havant.gov.uk>
Sent: 19 April 2017 10:16
To: Steve Jenkins
Subject: RE: Lower Road Bedhampton - Pedestrian provision

Steve sorry about the delay in my reply. I agree with your the conclusion with regard to the sustainability of the site and the and the design solution for Lower Road and Lodge Road. However as part of any planning application I will expect a Travel Assessments that includes the route to the development with major emphasis on the junction of Brookside Road and Bedhampton especially the effect on Belmont Junction of queuing traffic waiting to turn right into Brookside Road
Regards Pip

Peter J Marshall BSc MCIHT
Development Engineer

(My work days are Tuesday,Wednesday and Thursday)

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From: Steve Jenkins [mailto:steve.jenkins@i-transport.co.uk]
Sent: 07 April 2017 13:34
To: Peter Marshall
Subject: FW: Lower Road Bedhampton - Pedestrian provision

Hi Pip – Just wondered if you'd had a chance to look at this yet?

Hope you have a good weekend.

Regards Steve

Steve Jenkins BSc MSc MCIHT MRTPI
Associate Partner
for i-Transport LLP

Basingstoke Office: Grove House, Lutyens Close, Chineham Court, Basingstoke, RG24 8AG
T: 01256 316516 M: 07590 410346 F: 01256 338644 E: steve.jenkins@i-transport.co.uk **W:** www.i-transport.co.uk

From: Steve Jenkins
Sent: 30 March 2017 13:10
To: 'Peter.Marshall@havant.gov.uk' <Peter.Marshall@havant.gov.uk>
Cc: 'Michelle.Good@havant.gov.uk' <Michelle.Good@havant.gov.uk>; 'Dyer, Matt' <Matt.Dyer@hants.gov.uk>; 'Drury, Holly' <holly.drury@hants.gov.uk>
Subject: Lower Road Bedhampton - Pedestrian provision

Hi Pip,

Further to our site meeting please find attached a Technical Note covering pedestrian provision (Report Ref ITB12174-004 TN) which concludes:

- The site is in a sustainable location with ample facilities within a 2km (walkable) distance and very good public transport services;
- Pedestrian linkages to the facilities are good with just two stretches of Lower Road between the 'bends' and towards Lodge Road having no footway;
- Lower Road operates safely as a shared surface benefiting from very low traffic flows / speeds and it has an impeccable safety record, the development will not materially alter this position;
- Notwithstanding this, a footway will be provided to Lodge Road within the proposed development in a form which will enable wider public use and the retention of the existing hedgerow and informal character of Lower Road;
- The section of Lower Road between the bends currently operates as a section of shared surface street which will continue with the development in place. This is supported by the recorded traffic conditions, relevant design guidance and is supported by HCCs PADR;

On this basis, the local area provides opportunities for residents to 'take up' sustainable modes of travel, a safe and suitable access is proposed and there will be no residual traffic impact on Lower Road, with a imperceptible change to traffic movements. I'd be grateful if you can confirm your agreement as agent for the Local Highway Authority and that the approach identified in this report is acceptable and agreed.

Regards Steve

Steve Jenkins BSc MSc MCIHT MRTPI
Associate Partner
for i-Transport LLP

New Civil Engineer 100 COMPANIES OF THE YEAR 2017 RANKED COMPANY

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From: Steve Jenkins
Sent: 07 March 2017 17:54
To: 'Peter.Marshall@havant.gov.uk' <Peter.Marshall@havant.gov.uk>; 'Michelle.Good@havant.gov.uk' <Michelle.Good@havant.gov.uk>; 'Dyer, Matt' <Matt.Dyer@hants.gov.uk>; 'Drury, Holly' <holly.drury@hants.gov.uk>
Subject: Lower Road Bedhampton

Hi All,

Thanks for meeting on site last week, it was very useful.

Please find attached the notes of our recent meeting on site which I trust are an accurate reflection of the matters agreed.

Under item 2.3, I will provide a short note to Pip providing evidence to support our approach to that section of Lower Road which operates as a shared surface.

Under item 3.2, I have established that the railway bridge or land to the south of it is not within the site or our control but we will have to ensure access to it is maintained for agriculture so we would certainly not prevent any future link.

Under item 4.2, please find attached drawing ITB12174-GA-002 Rev B, which shows the footway to connect to Lodge Road being provided within the site to reduce the extent of hedgerow loss. I'd be grateful if this could be considered as part of HCC's PAD-R report.

Very happy to discuss further on the phone if needed?

Regards Steve

Steve Jenkins BSc MSc MCIHT MRTPI
Associate Partner
for i-Transport LLP



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APPENDIX B **PEDESTRIAN AND CYLCLE SURVEY RESULTS**

Intelligent Data Collection Limited
Lower Road Bedhampton

Client:	i-Transport
Project Number:	ID03830
Site Name:	Lower Road
Dates of Survey:	10.05.2018 to 13.05.2018
Survey Type:	Pedestrian and Cycle Count

Intelligent Data Collection Limited

Client: i-Transport
Project Number: ID03830
Site Name: Lower Road
Date of Survey: 10.05.2018 to 13.05.2018
Survey Type: Pedestrian and Cycle Count

X Coordinate	Y Coordinate	Google Maps Link
50.852312	-1.005653	Click Here

Site Layout



Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Intelligent Data Collection Limited

Client: i-Transport
Project Number: ID03830
Site Name: Lower Road
Date of Survey: 10.05.2018
Survey Type: Pedestrian and Cycle Count

Input by: Conor Lenehan
Checked by: David Brown

	Movement 1			Movement 2		
Time	**Peds**	**Cycles**	**Total**	**Peds**	**Cycles**	**Total**
07:00	2	2	**4**	1	3	**4**
07:15	1	1	**2**	1	2	**3**
07:30	1	1	**2**	1	3	**4**
07:45	0	2	**2**	0	6	**6**
08:00	0	0	**0**	0	0	**0**
08:15	0	1	**1**	0	0	**0**
08:30	3	1	**4**	0	3	**3**
08:45	1	0	**1**	0	1	**1**
09:00	2	0	**2**	4	0	**4**
09:15	1	0	**1**	1	0	**1**
09:30	0	1	**1**	1	0	**1**
09:45	0	2	**2**	0	0	**0**
10:00	1	0	**1**	1	0	**1**
10:15	0	0	**0**	0	0	**0**
10:30	0	0	**0**	1	0	**1**
10:45	0	0	**0**	1	0	**1**
11:00	2	0	**2**	3	0	**3**
11:15	0	0	**0**	0	0	**0**
11:30	1	0	**1**	1	0	**1**
11:45	2	0	**2**	1	0	**1**
12:00	1	0	**1**	0	0	**0**
12:15	1	0	**1**	0	0	**0**
12:30	0	1	**1**	0	0	**0**
12:45	1	0	**1**	0	0	**0**
13:00	1	3	**4**	0	1	**1**
13:15	0	2	**2**	1	1	**2**
13:30	0	1	**1**	1	0	**1**
13:45	0	3	**3**	3	0	**3**
14:00	0	0	**0**	0	1	**1**
14:15	0	0	**0**	1	1	**2**
14:30	0	2	**2**	0	0	**0**
14:45	2	1	**3**	0	0	**0**
15:00	1	0	**1**	1	1	**2**
15:15	2	0	**2**	3	1	**4**
15:30	0	0	**0**	2	0	**2**
15:45	1	0	**1**	1	0	**1**
16:00	1	2	**3**	3	1	**4**
16:15	0	5	**5**	2	0	**2**
16:30	1	3	**4**	1	2	**3**
16:45	0	4	**4**	0	4	**4**
17:00	1	8	**9**	0	0	**0**
17:15	0	1	**1**	1	3	**4**
17:30	0	3	**3**	0	1	**1**
17:45	1	3	**4**	0	2	**2**
18:00	0	3	**3**	3	0	**3**
18:15	0	1	**1**	1	4	**5**
18:30	2	1	**3**	0	1	**1**
18:45	4	0	**4**	2	0	**2**
07:00-10:00 Total	**11**	**11**	**22**	**9**	**18**	**27**
16:00-19:00 Total	**10**	**34**	**44**	**13**	**18**	**31**
07:00-19:00 Total	**37**	**58**	**95**	**43**	**42**	**85**

Intelligent Data Collection Limited

Client: i-Transport
Project Number: ID03830
Site Name: Lower Road
Date of Survey: 11.05.2018
Survey Type: Pedestrian and Cycle Count

Input by: Conor Lenehan
Checked by: David Brown

	Movement 1			Movement 2		
Time	**Peds**	**Cycles**	**Total**	**Peds**	**Cycles**	**Total**
07:00	0	2	**2**	1	4	**5**
07:15	0	3	**3**	0	2	**2**
07:30	2	2	**4**	0	4	**4**
07:45	0	3	**3**	0	1	**1**
08:00	2	0	**2**	0	3	**3**
08:15	1	2	**3**	4	3	**7**
08:30	3	1	**4**	0	2	**2**
08:45	0	3	**3**	3	0	**3**
09:00	7	0	**7**	1	0	**1**
09:15	0	0	**0**	1	0	**1**
09:30	1	0	**1**	0	1	**1**
09:45	0	0	**0**	0	2	**2**
10:00	0	0	**0**	1	0	**1**
10:15	1	0	**1**	1	1	**2**
10:30	3	0	**3**	0	0	**0**
10:45	0	0	**0**	2	0	**2**
11:00	2	1	**3**	0	0	**0**
11:15	0	0	**0**	0	0	**0**
11:30	0	0	**0**	0	1	**1**
11:45	1	0	**1**	0	0	**0**
12:00	2	0	**2**	1	0	**1**
12:15	5	2	**7**	0	0	**0**
12:30	1	0	**1**	1	1	**2**
12:45	0	4	**4**	0	2	**2**
13:00	2	2	**4**	1	0	**1**
13:15	0	1	**1**	0	1	**1**
13:30	0	2	**2**	1	1	**2**
13:45	1	0	**1**	0	0	**0**
14:00	2	1	**3**	3	2	**5**
14:15	0	0	**0**	0	1	**1**
14:30	1	1	**2**	1	0	**1**
14:45	1	2	**3**	2	2	**4**
15:00	1	0	**1**	1	0	**1**
15:15	0	0	**0**	3	2	**5**
15:30	0	0	**0**	1	1	**2**
15:45	0	1	**1**	0	2	**2**
16:00	0	1	**1**	0	2	**2**
16:15	1	3	**4**	0	3	**3**
16:30	1	1	**2**	0	2	**2**
16:45	0	2	**2**	4	1	**5**
17:00	0	1	**1**	1	0	**1**
17:15	0	3	**3**	0	1	**1**
17:30	1	4	**5**	1	0	**1**
17:45	2	0	**2**	0	1	**1**
18:00	0	3	**3**	0	0	**0**
18:15	3	1	**4**	0	2	**2**
18:30	0	0	**0**	0	0	**0**
18:45	0	1	**1**	0	0	**0**
07:00-10:00 Total	**16**	**16**	**32**	**10**	**22**	**32**
16:00-19:00 Total	**8**	**20**	**28**	**6**	**12**	**18**
07:00-19:00 Total	**47**	**53**	**100**	**35**	**51**	**86**

Intelligent Data Collection Limited

Client: i-Transport
Project Number: ID03830
Site Name: Lower Road
Date of Survey: 12.05.2018
Survey Type: Pedestrian and Cycle Count

Input by: Conor Lenehan
Checked by: David Brown

	Movement 1			Movement 2		
Time	**Peds**	**Cycles**	**Total**	**Peds**	**Cycles**	**Total**
07:00	0	0	**0**	1	0	**1**
07:15	0	0	**0**	1	0	**1**
07:30	1	0	**1**	1	0	**1**
07:45	2	1	**3**	1	0	**1**
08:00	0	0	**0**	0	0	**0**
08:15	2	0	**2**	1	0	**1**
08:30	0	1	**1**	1	1	**2**
08:45	0	2	**2**	0	0	**0**
09:00	0	1	**1**	1	6	**7**
09:15	0	6	**6**	1	0	**1**
09:30	3	0	**3**	1	2	**3**
09:45	0	0	**0**	0	0	**0**
10:00	0	0	**0**	2	4	**6**
10:15	0	0	**0**	1	0	**1**
10:30	1	0	**1**	0	0	**0**
10:45	0	4	**4**	0	3	**3**
11:00	2	0	**2**	3	1	**4**
11:15	2	1	**3**	1	6	**7**
11:30	0	0	**0**	0	0	**0**
11:45	2	1	**3**	0	0	**0**
12:00	0	4	**4**	0	2	**2**
12:15	4	1	**5**	1	0	**1**
12:30	2	0	**2**	1	0	**1**
12:45	3	5	**8**	0	1	**1**
13:00	3	3	**6**	1	2	**3**
13:15	0	0	**0**	1	0	**1**
13:30	0	1	**1**	5	2	**7**
13:45	0	2	**2**	0	4	**4**
14:00	0	1	**1**	0	0	**0**
14:15	6	0	**6**	6	2	**8**
14:30	0	0	**0**	4	1	**5**
14:45	1	0	**1**	0	1	**1**
15:00	4	0	**4**	0	2	**2**
15:15	0	1	**1**	2	4	**6**
15:30	0	0	**0**	2	3	**5**
15:45	0	0	**0**	0	0	**0**
16:00	0	0	**0**	0	0	**0**
16:15	0	2	**2**	1	0	**1**
16:30	6	0	**6**	0	0	**0**
16:45	0	1	**1**	2	2	**4**
17:00	1	6	**7**	0	0	**0**
17:15	0	0	**0**	4	0	**4**
17:30	0	0	**0**	0	0	**0**
17:45	0	0	**0**	0	1	**1**
18:00	0	0	**0**	0	0	**0**
18:15	0	1	**1**	0	1	**1**
18:30	1	4	**5**	0	0	**0**
18:45	0	0	**0**	0	0	**0**
07:00-10:00 Total	**8**	**11**	**19**	**9**	**9**	**18**
16:00-19:00 Total	**8**	**14**	**22**	**7**	**4**	**11**
07:00-19:00 Total	**46**	**49**	**95**	**46**	**51**	**97**

Intelligent Data Collection Limited

Client: i-Transport
Project Number: ID03830
Site Name: Lower Road
Date of Survey: 13.05.2018
Survey Type: Pedestrian and Cycle Count

Input by: Conor Lenehan
Checked by: David Brown

	Movement 1			Movement 2		
Time	**Peds**	**Cycles**	**Total**	**Peds**	**Cycles**	**Total**
07:00	0	0	**0**	0	0	**0**
07:15	1	0	**1**	0	0	**0**
07:30	1	1	**2**	1	1	**2**
07:45	2	0	**2**	0	1	**1**
08:00	1	0	**1**	0	0	**0**
08:15	3	0	**3**	0	0	**0**
08:30	4	0	**4**	1	1	**2**
08:45	1	1	**2**	3	0	**3**
09:00	3	0	**3**	0	0	**0**
09:15	1	0	**1**	2	0	**2**
09:30	1	0	**1**	1	0	**1**
09:45	4	1	**5**	0	0	**0**
10:00	1	2	**3**	0	0	**0**
10:15	1	0	**1**	3	0	**3**
10:30	6	0	**6**	0	0	**0**
10:45	2	2	**4**	2	1	**3**
11:00	2	0	**2**	4	2	**6**
11:15	4	0	**4**	4	2	**6**
11:30	2	2	**4**	3	2	**5**
11:45	1	1	**2**	1	0	**1**
12:00	0	4	**4**	3	3	**6**
12:15	0	0	**0**	0	0	**0**
12:30	3	0	**3**	1	0	**1**
12:45	2	2	**4**	4	2	**6**
13:00	0	0	**0**	0	5	**5**
13:15	0	0	**0**	0	0	**0**
13:30	4	2	**6**	3	4	**7**
13:45	1	0	**1**	2	1	**3**
14:00	1	1	**2**	5	1	**6**
14:15	3	0	**3**	0	0	**0**
14:30	1	1	**2**	0	4	**4**
14:45	0	0	**0**	0	2	**2**
15:00	0	0	**0**	8	0	**8**
15:15	0	0	**0**	0	0	**0**
15:30	0	2	**2**	2	0	**2**
15:45	1	3	**4**	0	0	**0**
16:00	3	2	**5**	2	0	**2**
16:15	0	0	**0**	0	1	**1**
16:30	1	0	**1**	5	1	**6**
16:45	3	0	**3**	1	3	**4**
17:00	4	1	**5**	3	1	**4**
17:15	1	1	**2**	2	0	**2**
17:30	2	0	**2**	0	2	**2**
17:45	0	3	**3**	5	3	**8**
18:00	3	0	**3**	0	1	**1**
18:15	1	3	**4**	1	0	**1**
18:30	0	1	**1**	0	0	**0**
18:45	1	0	**1**	1	0	**1**
07:00-10:00 Total	**22**	**3**	**25**	**8**	**3**	**11**
16:00-19:00 Total	**19**	**11**	**30**	**20**	**12**	**32**
07:00-19:00 Total	**76**	**36**	**112**	**73**	**44**	**117**

APPENDIX C PEDESTRIAN AND CYCLE TRIP RATES

Calculation Reference: AUDIT-236601-180710-0746

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	1 days
	KC	KENT	1 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	DV	DEVON	2 days
	SM	SOMERSET	1 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	3 days
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
	WK	WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	5 days
	SY	SOUTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	2 days
	GM	GREATER MANCHESTER	1 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	DH	DURHAM	1 days
	TW	TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 6 to 98 (units:)
Range Selected by User: 6 to 100 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 27/11/17

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	8 days
Tuesday	6 days
Wednesday	8 days
Thursday	7 days
Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	32 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	20
Edge of Town	12

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	32 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	8 days
10,001 to 15,000	8 days
15,001 to 20,000	5 days
20,001 to 25,000	4 days
25,001 to 50,000	4 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	4 days
50,001 to 75,000	4 days
75,001 to 100,000	9 days
100,001 to 125,000	2 days
125,001 to 250,000	7 days
250,001 to 500,000	3 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	12 days
1.1 to 1.5	20 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	3 days
No	29 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	32 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 CA-03-A-05 DETACHED HOUSES CAMBRIDGESHIRE
EASTFIELD ROAD

PETERBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

2 CH-03-A-08 DETACHED CHESHIRE
WHITCHURCH ROAD
BOUGHTON HEATH
CHESTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 11
Survey date: TUESDAY *22/05/12* *Survey Type: MANUAL*

3 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
HURDSFIELD
MACCLESFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

4 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD

BISHOP AUCKLAND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

5 DV-03-A-01 TERRACED HOUSES DEVON
BRONSHILL ROAD

TORQUAY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 37
Survey date: WEDNESDAY *30/09/15* *Survey Type: MANUAL*

6 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE

HONITON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

7 ES-03-A-02 PRIVATE HOUSING EAST SUSSEX
SOUTH COAST ROAD

PEACEHAVEN
Edge of Town
Residential Zone
Total Number of dwellings: 37
Survey date: FRIDAY *18/11/11* *Survey Type: MANUAL*

8 GM-03-A-10 DETACHED/SEMI GREATER MANCHESTER
BUTT HILL DRIVE
PRESTWICH
MANCHESTER
Edge of Town
Residential Zone
Total Number of dwellings: 29
Survey date: WEDNESDAY *12/10/11* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 HC-03-A-19 HOUSES & FLATS HAMPSHIRE
CANADA WAY

LIPHOOK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 62
Survey date: MONDAY *27/11/17* *Survey Type: MANUAL*

10 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
WILLESBOROUGH
ASHFORD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

11 LN-03-A-03 SEMI DETACHED LINCOLNSHIRE
ROOKERY LANE
BOULTHAM
LINCOLN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 22
Survey date: TUESDAY *18/09/12* *Survey Type: MANUAL*

12 MS-03-A-03 DETACHED MERSEYSIDE
BEMPTON ROAD
OTTERSPOOL
LIVERPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 15
Survey date: FRIDAY *21/06/13* *Survey Type: MANUAL*

13 NF-03-A-01 SEMI DET. & BUNGALOWS NORFOLK
YARMOUTH ROAD

CAISTER-ON-SEA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 27
Survey date: TUESDAY *16/10/12* *Survey Type: MANUAL*

14 NF-03-A-02 HOUSES & FLATS NORFOLK
DEREHAM ROAD

NORWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 98
Survey date: MONDAY *22/10/12* *Survey Type: MANUAL*

15 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY

THETFORD
Edge of Town
Residential Zone
Total Number of dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

16 NY-03-A-08 TERRACED HOUSES NORTH YORKSHIRE
NICHOLAS STREET

YORK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 21
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

17 NY-03-A-09 MIXED HOUSING NORTH YORKSHIRE
GRAMMAR SCHOOL LANE

NORTHALLERTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 52
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

18 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD

RIPON
Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

19 NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR

BOROUGHBRIDGE
Edge of Town
Residential Zone
Total Number of dwellings: 23
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

20 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
OLD HOSPITAL COMPOUND
CATTERICK GARRISON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 10
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

21 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD

BYFLEET
Edge of Town
Residential Zone
Total Number of dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

22 SF-03-A-04 DETACHED & BUNGALOWS SUFFOLK
NORMANSTON DRIVE

LOWESTOFT
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 7
Survey date: TUESDAY *23/10/12* *Survey Type: MANUAL*

23 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE

BURY ST EDMUNDS
Edge of Town
Residential Zone
Total Number of dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

24 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
SUTTON HILL
TELFORD
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

25 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD

SHREWSBURY
Edge of Town
Residential Zone
Total Number of dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

26 SM-03-A-01 DETACHED & SEMI SOMERSET
WEMBDON ROAD
NORTHFIELD
BRIDGWATER
Edge of Town
Residential Zone
Total Number of dwellings: 33
Survey date: THURSDAY *24/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

27 SY-03-A-01 SEMI DETACHED HOUSES SOUTH YORKSHIRE
A19 BENTLEY ROAD
BENTLEY RISE
DONCASTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 54
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

28 TW-03-A-02 SEMI-DETACHED TYNE & WEAR
WEST PARK ROAD

GATESHEAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 16
Survey date: MONDAY *07/10/13* *Survey Type: MANUAL*

29 WK-03-A-01 TERRACED/SEMI/DET. WARWICKSHIRE
ARLINGTON AVENUE

LEAMINGTON SPA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 6
Survey date: FRIDAY *21/10/11* *Survey Type: MANUAL*

30 WK-03-A-02 BUNGALOWS WARWICKSHIRE
NARBERTH WAY
POTTERS GREEN
COVENTRY
Edge of Town
Residential Zone
Total Number of dwellings: 17
Survey date: THURSDAY *17/10/13* *Survey Type: MANUAL*

31 WL-03-A-02 SEMI DETACHED WILTSHIRE
HEADLANDS GROVE

SWINDON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 27
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

32 WS-03-A-05 TERRACED & FLATS WEST SUSSEX
UPPER SHOREHAM ROAD

SHOREHAM BY SEA
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 48
Survey date: WEDNESDAY *18/04/12* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	32	35	0.081	32	35	0.296	32	35	0.377
08:00 - 09:00	32	35	0.139	32	35	0.404	32	35	0.543
09:00 - 10:00	32	35	0.144	32	35	0.184	32	35	0.328
10:00 - 11:00	32	35	0.130	32	35	0.136	32	35	0.266
11:00 - 12:00	32	35	0.157	32	35	0.147	32	35	0.304
12:00 - 13:00	32	35	0.161	32	35	0.155	32	35	0.316
13:00 - 14:00	32	35	0.160	32	35	0.176	32	35	0.336
14:00 - 15:00	32	35	0.151	32	35	0.182	32	35	0.333
15:00 - 16:00	32	35	0.252	32	35	0.189	32	35	0.441
16:00 - 17:00	32	35	0.283	32	35	0.178	32	35	0.461
17:00 - 18:00	32	35	0.343	32	35	0.141	32	35	0.484
18:00 - 19:00	32	35	0.233	32	35	0.149	32	35	0.382
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.234			2.337			4.571

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	6 - 98 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	32	35	0.004	32	35	0.004	32	35	0.008
08:00 - 09:00	32	35	0.008	32	35	0.008	32	35	0.016
09:00 - 10:00	32	35	0.005	32	35	0.004	32	35	0.009
10:00 - 11:00	32	35	0.003	32	35	0.004	32	35	0.007
11:00 - 12:00	32	35	0.004	32	35	0.004	32	35	0.008
12:00 - 13:00	32	35	0.002	32	35	0.001	32	35	0.003
13:00 - 14:00	32	35	0.003	32	35	0.004	32	35	0.007
14:00 - 15:00	32	35	0.004	32	35	0.003	32	35	0.007
15:00 - 16:00	32	35	0.005	32	35	0.005	32	35	0.010
16:00 - 17:00	32	35	0.003	32	35	0.003	32	35	0.006
17:00 - 18:00	32	35	0.003	32	35	0.002	32	35	0.005
18:00 - 19:00	32	35	0.003	32	35	0.004	32	35	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.046			0.093

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	6 - 98 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	32	35	0.000	32	35	0.000	32	35	0.000
08:00 - 09:00	32	35	0.004	32	35	0.003	32	35	0.007
09:00 - 10:00	32	35	0.004	32	35	0.004	32	35	0.008
10:00 - 11:00	32	35	0.004	32	35	0.002	32	35	0.006
11:00 - 12:00	32	35	0.004	32	35	0.004	32	35	0.008
12:00 - 13:00	32	35	0.001	32	35	0.002	32	35	0.003
13:00 - 14:00	32	35	0.003	32	35	0.002	32	35	0.005
14:00 - 15:00	32	35	0.002	32	35	0.003	32	35	0.005
15:00 - 16:00	32	35	0.001	32	35	0.001	32	35	0.002
16:00 - 17:00	32	35	0.001	32	35	0.002	32	35	0.003
17:00 - 18:00	32	35	0.002	32	35	0.002	32	35	0.004
18:00 - 19:00	32	35	0.000	32	35	0.000	32	35	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.025			0.051

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	6 - 98 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	32	35	0.000	32	35	0.000	32	35	0.000
08:00 - 09:00	32	35	0.002	32	35	0.002	32	35	0.004
09:00 - 10:00	32	35	0.000	32	35	0.000	32	35	0.000
10:00 - 11:00	32	35	0.000	32	35	0.000	32	35	0.000
11:00 - 12:00	32	35	0.002	32	35	0.002	32	35	0.004
12:00 - 13:00	32	35	0.000	32	35	0.000	32	35	0.000
13:00 - 14:00	32	35	0.000	32	35	0.000	32	35	0.000
14:00 - 15:00	32	35	0.000	32	35	0.000	32	35	0.000
15:00 - 16:00	32	35	0.002	32	35	0.002	32	35	0.004
16:00 - 17:00	32	35	0.000	32	35	0.000	32	35	0.000
17:00 - 18:00	32	35	0.000	32	35	0.000	32	35	0.000
18:00 - 19:00	32	35	0.000	32	35	0.000	32	35	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	6 - 98 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	32	35	0.009	32	35	0.028	32	35	0.037
08:00 - 09:00	32	35	0.001	32	35	0.030	32	35	0.031
09:00 - 10:00	32	35	0.002	32	35	0.012	32	35	0.014
10:00 - 11:00	32	35	0.004	32	35	0.013	32	35	0.017
11:00 - 12:00	32	35	0.004	32	35	0.005	32	35	0.009
12:00 - 13:00	32	35	0.009	32	35	0.006	32	35	0.015
13:00 - 14:00	32	35	0.009	32	35	0.003	32	35	0.012
14:00 - 15:00	32	35	0.005	32	35	0.006	32	35	0.011
15:00 - 16:00	32	35	0.025	32	35	0.004	32	35	0.029
16:00 - 17:00	32	35	0.022	32	35	0.005	32	35	0.027
17:00 - 18:00	32	35	0.026	32	35	0.007	32	35	0.033
18:00 - 19:00	32	35	0.012	32	35	0.006	32	35	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.128			0.125			0.253

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	6 - 98 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	32	35	0.099	32	35	0.371	32	35	0.470
08:00 - 09:00	32	35	0.178	32	35	0.583	32	35	0.761
09:00 - 10:00	32	35	0.173	32	35	0.243	32	35	0.416
10:00 - 11:00	32	35	0.165	32	35	0.185	32	35	0.350
11:00 - 12:00	32	35	0.202	32	35	0.180	32	35	0.382
12:00 - 13:00	32	35	0.205	32	35	0.203	32	35	0.408
13:00 - 14:00	32	35	0.195	32	35	0.229	32	35	0.424
14:00 - 15:00	32	35	0.198	32	35	0.229	32	35	0.427
15:00 - 16:00	32	35	0.402	32	35	0.262	32	35	0.664
16:00 - 17:00	32	35	0.401	32	35	0.244	32	35	0.645
17:00 - 18:00	32	35	0.469	32	35	0.185	32	35	0.654
18:00 - 19:00	32	35	0.307	32	35	0.197	32	35	0.504
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.994			3.111			6.105

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	6 - 98 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	32	35	0.016	32	35	0.080	32	35	0.096
08:00 - 09:00	32	35	0.057	32	35	0.191	32	35	0.248
09:00 - 10:00	32	35	0.056	32	35	0.072	32	35	0.128
10:00 - 11:00	32	35	0.048	32	35	0.065	32	35	0.113
11:00 - 12:00	32	35	0.051	32	35	0.043	32	35	0.094
12:00 - 13:00	32	35	0.063	32	35	0.046	32	35	0.109
13:00 - 14:00	32	35	0.056	32	35	0.057	32	35	0.113
14:00 - 15:00	32	35	0.053	32	35	0.054	32	35	0.107
15:00 - 16:00	32	35	0.158	32	35	0.085	32	35	0.243
16:00 - 17:00	32	35	0.106	32	35	0.060	32	35	0.166
17:00 - 18:00	32	35	0.104	32	35	0.055	32	35	0.159
18:00 - 19:00	32	35	0.058	32	35	0.041	32	35	0.099
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.826			0.849			1.675

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	6 - 98 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	32	35	0.004	32	35	0.017	32	35	0.021
08:00 - 09:00	32	35	0.002	32	35	0.013	32	35	0.015
09:00 - 10:00	32	35	0.002	32	35	0.007	32	35	0.009
10:00 - 11:00	32	35	0.004	32	35	0.009	32	35	0.013
11:00 - 12:00	32	35	0.005	32	35	0.003	32	35	0.008
12:00 - 13:00	32	35	0.009	32	35	0.011	32	35	0.020
13:00 - 14:00	32	35	0.004	32	35	0.001	32	35	0.005
14:00 - 15:00	32	35	0.005	32	35	0.004	32	35	0.009
15:00 - 16:00	32	35	0.009	32	35	0.004	32	35	0.013
16:00 - 17:00	32	35	0.010	32	35	0.001	32	35	0.011
17:00 - 18:00	32	35	0.013	32	35	0.004	32	35	0.017
18:00 - 19:00	32	35	0.018	32	35	0.000	32	35	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.085			0.074			0.159

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	6 - 98 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	32	35	0.000	32	35	0.017	32	35	0.017
08:00 - 09:00	32	35	0.000	32	35	0.004	32	35	0.004
09:00 - 10:00	32	35	0.000	32	35	0.002	32	35	0.002
10:00 - 11:00	32	35	0.000	32	35	0.000	32	35	0.000
11:00 - 12:00	32	35	0.000	32	35	0.001	32	35	0.001
12:00 - 13:00	32	35	0.000	32	35	0.002	32	35	0.002
13:00 - 14:00	32	35	0.000	32	35	0.000	32	35	0.000
14:00 - 15:00	32	35	0.001	32	35	0.001	32	35	0.002
15:00 - 16:00	32	35	0.000	32	35	0.000	32	35	0.000
16:00 - 17:00	32	35	0.000	32	35	0.001	32	35	0.001
17:00 - 18:00	32	35	0.004	32	35	0.000	32	35	0.004
18:00 - 19:00	32	35	0.004	32	35	0.000	32	35	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.028			0.037

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	6 - 98 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	32	35	0.000	32	35	0.000	32	35	0.000
08:00 - 09:00	32	35	0.000	32	35	0.002	32	35	0.002
09:00 - 10:00	32	35	0.000	32	35	0.000	32	35	0.000
10:00 - 11:00	32	35	0.000	32	35	0.000	32	35	0.000
11:00 - 12:00	32	35	0.000	32	35	0.000	32	35	0.000
12:00 - 13:00	32	35	0.000	32	35	0.000	32	35	0.000
13:00 - 14:00	32	35	0.000	32	35	0.000	32	35	0.000
14:00 - 15:00	32	35	0.000	32	35	0.000	32	35	0.000
15:00 - 16:00	32	35	0.002	32	35	0.000	32	35	0.002
16:00 - 17:00	32	35	0.000	32	35	0.000	32	35	0.000
17:00 - 18:00	32	35	0.000	32	35	0.000	32	35	0.000
18:00 - 19:00	32	35	0.000	32	35	0.000	32	35	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	6 - 98 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	32	35	0.004	32	35	0.034	32	35	0.038
08:00 - 09:00	32	35	0.002	32	35	0.018	32	35	0.020
09:00 - 10:00	32	35	0.002	32	35	0.009	32	35	0.011
10:00 - 11:00	32	35	0.004	32	35	0.009	32	35	0.013
11:00 - 12:00	32	35	0.005	32	35	0.004	32	35	0.009
12:00 - 13:00	32	35	0.009	32	35	0.013	32	35	0.022
13:00 - 14:00	32	35	0.004	32	35	0.001	32	35	0.005
14:00 - 15:00	32	35	0.006	32	35	0.005	32	35	0.011
15:00 - 16:00	32	35	0.011	32	35	0.004	32	35	0.015
16:00 - 17:00	32	35	0.010	32	35	0.002	32	35	0.012
17:00 - 18:00	32	35	0.017	32	35	0.004	32	35	0.021
18:00 - 19:00	32	35	0.022	32	35	0.000	32	35	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.096			0.103			0.199

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter summary

Trip rate parameter range selected:	6 - 98 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	32
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	32	35	0.128	32	35	0.513	32	35	0.641
08:00 - 09:00	32	35	0.238	32	35	0.822	32	35	1.060
09:00 - 10:00	32	35	0.232	32	35	0.335	32	35	0.567
10:00 - 11:00	32	35	0.222	32	35	0.273	32	35	0.495
11:00 - 12:00	32	35	0.263	32	35	0.232	32	35	0.495
12:00 - 13:00	32	35	0.286	32	35	0.267	32	35	0.553
13:00 - 14:00	32	35	0.264	32	35	0.290	32	35	0.554
14:00 - 15:00	32	35	0.263	32	35	0.294	32	35	0.557
15:00 - 16:00	32	35	0.596	32	35	0.356	32	35	0.952
16:00 - 17:00	32	35	0.539	32	35	0.311	32	35	0.850
17:00 - 18:00	32	35	0.616	32	35	0.251	32	35	0.867
18:00 - 19:00	32	35	0.399	32	35	0.245	32	35	0.644
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.046			4.189			8.235

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