



Persimmon Homes (South Coast)

Land to the East of Castle Avenue

Transport Assessment

October 2018



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Transport Assessment

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1 Introduction

1.1 Overview

- 1.1.1 This Transport Assessment (TA) has been prepared by mode transport planning (mode) on behalf of Persimmon Homes (South Coast). It accompanies a planning application for a residential development of 69 dwellings on Land to the East of Castle Avenue, Warblington.
- 1.1.2 The development will include a mix of 2, 3 and 4 bedroom dwellings based around a central access road and smaller courtyards. St. George's Avenue is to be extended into the site and will provide the main vehicle and pedestrian access to the site. [Appendix A](#) illustrates the proposed site layout.
- 1.1.3 The site is located to the east of Castle Avenue. The surrounding area is predominately residential dwellings, forming the outer suburbs of Havant. To the east and south east is the A27, parcels of agricultural land and some residential dwellings.
- 1.1.4 The site lies within Havant Borough Council (HBC) with Hampshire County Council (HCC) as the Local Highway Authority (LHA). This TA has been informed by local, regional and national policy as detailed in [Section 2](#).

1.2 Purpose and Objectives of Report

- 1.2.1 This TA has been prepared to evaluate existing conditions of the site in relation to the local road network and sustainable travel infrastructure, and how the proposed development is anticipated to affect these. The TA has been prepared with the following objectives:
 - To present and review the existing sustainable travel credentials of the site and the surrounding area. In doing so, confirming the opportunity for future residents to utilise sustainable modes of travel.
 - To summaries baseline data collected on which the local highway network will be assessed and to review the latest available Personal Injury Collision (PIC) data.
 - To review the proposed layout in terms of access both for vehicles and pedestrians/cyclists, parking provision and servicing of the proposed layout.
 - To present development related trip generation and detail its distribution on the local highway network.
 - To provide an assessment of the potential development traffic on the local network, considering the impact of this in terms of baseline traffic flows, observed queues and the Southleigh Road level crossing.

1.3 Scoping of the TA

- 1.3.1 Pre-application advice including on transport matters was sought in preparation of this TA. This advice confirmed access was to be taken from St. George's Avenue. The potential for traffic calming on surrounding residential streets was noted and is discussed in detail in this TA. Agreement on the scope of traffic surveys was also reached and informed the surveys undertaken for the TA.

1.4 Report Structure

- 1.4.1 The remainder of this TA is structured as follows:

Section 2 – Policy Context

This section identifies applicable local and national policies and how the development proposal addresses these.

Section 3 – Existing Context

This section describes the exact location of the site in relation to nearby urban developments and key local transport networks, identifying existing amenities that are available as a result. It also takes account for any recent PICs.

Section 4 – Proposed Development

This section details the development schedule, car and cycle parking provision, access arrangements for all travel modes, as well as refuse collection arrangements.

Section 5 – Trip Generation

This section provides an estimation of the potential number of multimodal trips generated by the development. Distribution of potential vehicle trips is detailed in this section.

Section 6 – Assessment

The impact of the potential trips on the local highway network is assessed in this section. The assessment considers near-by residential streets, three junctions and the Southleigh Road level crossing.

Section 7 – Summary and Conclusion

This section collates the findings of this TA in order to deliver upon the planning policy requirements.

2 Policy Context

2.1 Overview

- 2.1.1 The transport aspects of adopted and emerging national and local policies relevant to the development proposals have informed the preparation of this TA.
- 2.1.2 The application site is located within the HBC authority area with HCC as the LHA. Both local public bodies have transport policy and guidance documents which detail transport policy considerations during the development process.

2.2 National Policy

- 2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The NPPF was published in March 2012 and has since been revised in July 2018. Although at the time of writing this TA, the NPPF has been called into Judicial Review, albeit not on transport grounds. The NPPF continues to presume in favour of sustainable development and is a material consideration in planning decisions.
- 2.2.2 The 2018 NPPF ultimately states the following for transport by way of the following Paragraph 109:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or residual cumulative impacts on the road network would be severe”.

2.3 Local Policy

Hampshire Local Transport Plan 3

- 2.3.1 The LHA's Local Transport Plan 3 (reviewed in April 2013) has been developed to ensure the county's transport network is safe, efficient and reliable whilst sustaining the growing economy and quality of life for its residents.
- 2.3.2 The various aims and objectives of the LHA's Local Transport Plan are turned into local priorities through borough wide transport strategies. The HBC Transport Statement was adopted in September 2012 and provides transport objectives and delivery priorities for HBC area.

Havant Borough Council Local Plan 2036

- 2.3.3 HBC are currently in the process of developing a new Local Plan 2036, to replace the old Core Strategy (2011) and Site Allocations Plan (2014), which formed the current Local Plan. A draft of the new Local Plan 2036 was published for public consultation in February 2018.
- 2.3.4 Under the emerging Local Plan 2036, Section 6 notes potential sites for residential development. Policy H16 details 'Land East of Castle Avenue' which includes the development site and land recently identified to the south of the A27. Transport conditions associated with development on these parcels of land include:
 - An assessment of existing junctions onto Emsworth Road is undertaken;
 - Traffic Calming measures are provided on Castle Avenue, Warblington Avenue and St. George's Avenue;

- Vehicle access for St. Georges Avenue's
- Create a new pedestrian and cycle access to Emsworth Road in the south-west of the site.

2.3.5 HBC's existing Local Plan is a material consideration in planning applications. Policies within this plan which relate to transport and transport consideration for the proposed development include:

- Policy DM11 Planning for More Sustainable Travel;
- Policy DM12 Mitigating the Impacts of Travel
- Policy CS20 Transport and Access Strategy

2.4 Car Parking Standards

2.4.1 The proposed development site is within HBC, as such, the council's parking standards apply. HBC has produced supplementary guidance detailing parking requirements namely, HBS Parking Supplementary Planning Document (July 2016). The development will follow the car and cycling parking guidelines set out in this document, as detailed in [Section 4](#).

2.4.2 Minimum car parking space provision per C3 land-use class for household is as follows:

- 1 space for a 1 bed unit;
- 2 spaces for a 2-bed unit;
- 2 spaces for a 3-bed unit;
- 3 spaces for a 4+ bed unit.

2.4.3 For large housing developments (10+ dwellings), an additional 20% of unallocated car parking provision is required for short-term visitors.

2.4.4 Cycle parking requirements as per HBC's standards call for 1 space for 1 bedroom and 2 spaces for 2 bedrooms or more. Developments 10 dwellings or over should provide visitor spaces.

3 Existing Context

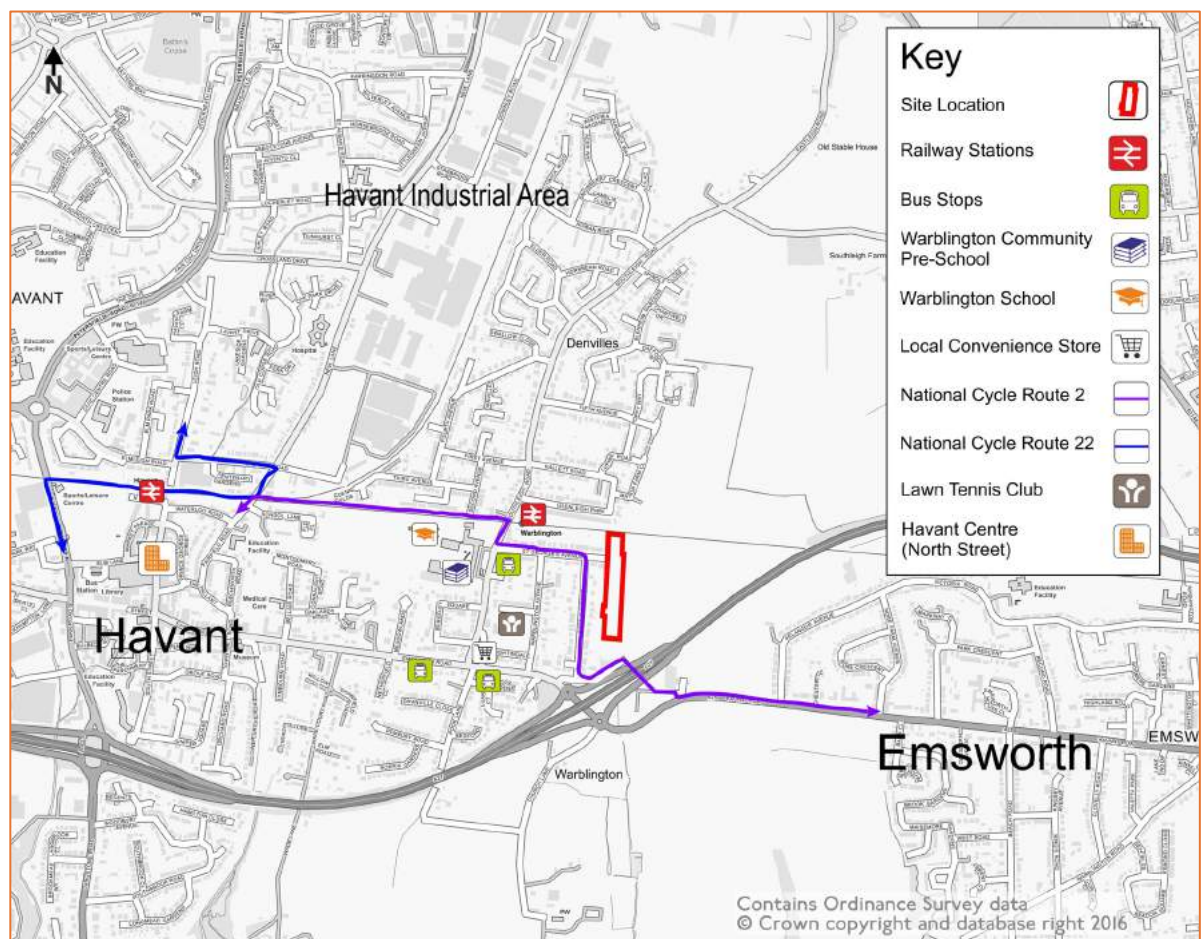
3.1 Overview

3.1.1 This section details the site in the context of its location, surrounding facilities / amenities, sustainable transport connections as well detailing accessibility by walking, cycling and public transport. The section also details existing traffic flows and recent PIC data.

3.2 Site Location and Amenities

3.2.1 The site is located at the eastern end of St. George's Avenue adjacent to Castle Avenue. The West Coastway railway line passes the site to the north, forming its northern boundary. Immediately east of the site is agricultural land. The area to the west of the site is principally residential with some educational and community land use. The A27 passes the site to the south southeast. The site location is illustrated on **Figure 3.1**.

Figure 3.1 Site Location and Amenities



3.2.2 The site is on the eastern edge of Havant, approximately 1.6km west of the centre of Havant. To the north of the site is Warblington train station, residential areas of Denvilles and light industry off New Lane. Beyond the railway line to the north east is agricultural land. As mentioned, the A27 passes the site to

the south providing access east to Chichester and to the A3(M) and Cosham in the west. [Table 3.1](#) details a section of amenities and their accessibility from the site.

Table 3.1 Local Facilities and Amenities

Facility / Amenity	Distance	Journey Time (mins)	
		Walking	Cycling
Warblington Station Bus Stop	450m	5 mins	2 min
Warblington School	550m	7 mins	2 min
Warblington Railway Station	550m	7 mins	2 min
Warblington Community Pre-School	580m	7 mins	2 min
Bus Stop (Emsworth Road)	700m	8 mins	2 mins
The Avenue Lawn Tennis Club	710m	8 mins	2 mins
Convenience Store (One Stop Stores)	750m	9 mins	3 mins
Havant Centre (North Street)	1.6km	20 mins	7 mins
Havant Railway Station	1.6km	20 mins	7 mins

3.3 Accessibility on Foot

- 3.3.1 The site is accessible by foot from the surrounding area. Near-by streets such as St. George's Avenue, Castle Avenue and Emsworth Avenue have footway provision on both sides of the carriageway. Public street lighting is provided on most roads. The area has a good level of permeability for pedestrians. The residential nature and low traffic volumes on the surrounding road (as detailed in [Section 6](#)) provide an environment conducive to walking.
- 3.3.2 An informal crossing point is provided on Southleigh Road, immediately north of the Warblington school exit. This links with the School Lane shared footway / cycleway running alongside the West Coastway railway line. Most residential amenities can be easily accessed on foot by existing infrastructure from the site. Further detail on a selection of these amenities, their distance from the site and approximate walking / cycling times from the centre of the site is provided above in [Table 3.1](#).

3.4 Accessibility by Bicycle

- 3.4.1 The surrounding area has a good level of cycling provision. As noted above, the surrounding residential streets provide an alternative quieter on-road cycling environment. Southleigh Road has additional signage and road markings reminding drivers of the presence of cyclist. Signposted cycle network links and off-road cycle tracks, such as School Lane, provide access to Havant town centre and train station.
- 3.4.2 Route 2 of the National Cycle Network (NCN) passes in close proximity to the site. The route runs along School Lane, crossing to St. George's Avenue then along Castle Avenue and under the A27 to the south of the site. An informal crossing is in place just north of the St. George's Avenue / School exit junction. A cycle lane is marked out on the northern radius of the junction leading onto St. George's Avenue. [Figure 3.1](#) illustrates the NCN.

3.5 Accessibility by Bus

- 3.5.1 The nearest bus stops are on Southleigh Road beside the school, as per **Figure 3.1**. These stops are 450m from the site accessible by existing footway. They are served by routes 27 and 28A. Route 27 runs hourly Monday to Saturday, serving Rowlands Castle, Havant and Emsworth. Route 28A is a school service, run by Emsworth and District, it has one morning and one afternoon service.
- 3.5.2 Further bus stops are available on Emsworth Road, the closest is approximately 700m from the site. It is accessible on foot via Castle Avenue or Warblington Avenue and Emsworth Road. Stagecoach's 700 'Coastliner' route serves these stops. The route runs from Portsmouth towards Bognor Regis via Havant, Emsworth and Chichester, up to every 10 minutes at peak times. **Figure 3.1** above illustrates the local bus stops.

3.6 Accessibility by Train

- 3.6.1 The site is easily accessible by rail, with Warblington station 550m north east of the site. The station is accessible on foot via the existing footway on St. George's Avenue and Southleigh Road. The journey takes on average 7 minutes to walk (based on a 400m per minute walk time). The station is on the West Coastway railway line with hourly services operating between Littlehampton and Portsmouth.
- 3.6.2 Passengers can change at Havant station, the next station on the line, for direct services to London Waterloo and London Victoria. Services take on average an hour and half from Havant to London Waterloo and just under 2 hours to London Victoria. Services are available every 20/ 30 minutes from Havant.
- 3.6.3 As noted above, Havant railway station is easily reachable from the site by foot (20 mins) or bicycle (7 mins) via St. George's Avenue and School Lane. The station also has secure covered storage for over 90 bicycles.

3.7 Existing Traffic Flows

- 3.7.1 In order quantify the baseline traffic flows on the local highway network, traffic surveys were undertaken at a number of locations. A combination of Automatic Traffic Count (ATC) and Manual Classified Count (MCC) surveys were undertaken. The surveys are summarised in **Table 3.2**.
- 3.7.2 Queue surveys were also carried out at each of the junctions surveyed. The Emsworth Road approach to the A27 roundabout, was noted during pre-application discussions as potentially experiencing congestion. A queue survey was also undertaken on this approach. **Appendix B** contains a copy of the all the survey data and observed queues.

Table 3.2 – Summary of Baseline Surveys

Junction Location	Junction Type	Survey Type	Survey Time Period
St. George's Avenue / Southleigh Road / Warblington School	Crossroads Priority Junction	MCC	20 th Sept. - AM (07:00-10:00) & PM (16:00-19:00)
Warblington Avenue / Emsworth Road	Priority Junction	MCC	20 th Sept. - AM (07:00-10:00) & PM (16:00-19:00)
Castel Avenue / Emsworth Road	Priority Junction	MCC	20 th Sept. - AM (07:00-10:00) & PM (16:00-19:00)
Warblington Road	N/A	ATC	20 th to 26 th of Sept. 24/7
St. George's Avenue	N/A	ATC	20 th to 26 th of Sept. 24/7

- 3.7.3 In addition to the surveys summarised in [Table 3.2](#), a survey was also undertaken of the Southleigh Road level crossing. This survey was undertaken on the same day as the MCC surveys. The survey observed barrier opening / closing times and queue lengths which formed while the barrier was down.
- 3.7.4 The traffic flows for the baseline year in this case 2018, are informed by the surveyed flows. [Appendix C](#) illustrates the recorded flows for the AM (08:00-09:00) and PM (17:00-18:00) peaks respectively.
- 3.7.5 [Section 6](#) of this TA presents an assessment of the observed baseline flows, future year flows and the potential development flows on the local highway network.

3.8 PIC Data

- 3.8.1 PIC data for the latest available 5 year period, covering March 2013 to April 2018 has been obtained from Hampshire Police. The data provides information on reported incidents within the study area over the 5 year period. The full PIC report is contained in [Appendix D](#).
- 3.8.2 Of the 11 recorded incidents, 9 had a severity of slight and 2 were regarded as serious in severity. No fatal incidents were recorded within the study area. Of the 11 incidents 8 involved a vulnerable road user, 2 school children, 5 cyclists and a motorcyclist.
- 3.8.3 One of the serious incidents occurred outside Warblington school. A pupil crossed the road in front of a van. A second incident, this time slight in severity occurred outside the school. Again, a pupil crossing the road was clipped on the legs by a passing vehicle. Both incidents occurred some years apart.
- 3.8.4 The second serious incident occurred adjacent to the convenience store beside the Emsworth Road / Southleigh Road junction. A vehicle turning into Southleigh Road from Emsworth Road failed to see the cyclists travelling east on Emsworth Road collided with the cyclist.
- 3.8.5 The remaining incidents were slight in severity and were attributed to various causes such as a lack of driver awareness of other road users, failure to correctly judge distance to the vehicle in front and failure to stop at traffic signals.

- 3.8.6 The review of the available PIC data indicates no PICs were recorded in front of the site access or along St. George's Avenue. Castle Avenue and Warblington Avenue also have no recorded PIC incidents during the 5 years of data reviewed.

4 Proposed Development

4.1 Overview

- 4.1.1 The development proposal is for the erection of 69 residential dwellings on land adjacent to Castle Avenue. The development will contain a mix of 2, 3 and 4 bed dwellings. St. George's Avenue will be extended into the site providing the main vehicle and pedestrian access. [Appendix A](#) contains a copy of the proposed site layout.

4.2 Access Arrangements

- 4.2.1 Access to the site is to be taken from St. George's Avenue towards the top of the site. St. George's Avenue is to be extended some 60m through the site to the eastern boundary. It is to be stopped up at the eastern boundary but will allow access for further development of land to the east if required (subject to a separate assessment).
- 4.2.2 A 4.8m wide central street with 2m wide footways on either side will run south through the development from the extended St. George's Avenue. This will provide access to the majority of the proposed dwellings. The carriageway will run as far as the southern boundary.
- 4.2.3 The potential for a future connection south to Emsworth Road and the NCN are allowed for. However, a strip of land (outside the boundary of the proposed development) separates the sites southern boundary and Emsworth Road hence no connection is included as part of the proposed development. The residential nature and footways along the proposed central street provide an environment conducive to walking and cycling should future connections to the NCN be sought.
- 4.2.4 Seven dwellings are proposed to the north of the extension to St. Georges Avenue. These dwellings are based around a shared surface design. The junction bellmouth leading to the shared surface will have a carriageway width of 4.8m and 2m footways.

4.3 Refuse Servicing

- 4.3.1 Swept path analysis of the proposed site layout has been undertaken to show a large refuse vehicle can access, transverse and egress the site in a forward gear. The refuse vehicle can service the dwelling within the required carry distances for residents and refuse collection staff. A drawing illustrating the swept path analysis is contained in [Appendix E](#).

4.4 Parking Provision

- 4.4.1 Parking provision for the proposed development is based on HBC's parking standards, as detailed in [Section 2](#). [Table 4.1](#) summarises the required parking provision by the number of bedrooms per dwelling based on HBC's standards.

Table 4.1 HBC's Parking Provision

No. of Bedrooms	No. Of Units	Req. spaces p/bedroom	Req. spaces by Unit Numbers
2 bed	17	2	34
3 bed	46	2	92
4 bed	6	3	18
Total	69		144
Visitor Spaces (20% of parking provision)			29
Total Provision			173

- 4.4.2 The proposed development layout will provide 174 spaces including 27 visitor spaces. This is one space more than the total required by standards. Parking spaces will be provided by way of a mix of driveways, parking courts, and a handful of garages. Cycle parking is to be provided within garages or within the curtilage of each dwelling.

5 Trip Generation

5.1 Overview

- 5.1.1 This section considers the anticipated trip generation of the proposed development and distribution of corresponding development traffic on the local highway network, through the application of TRICS total people trip rates and 2011 Census 'Method of Travel to Work' data.

5.2 Modal Share

- 5.2.1 In order to estimate the modal share, 2011 Census data was interrogated to provide an overview of existing trends. The '*Method of Travel to Work*' 2011 Census dataset for the locality was assessed. **Appendix F** contains a copy of the census data. As commuting represents the majority of journey purposes in the peak hours (with distances over greater distances, furthering travel by car as an assumption), provides a robust assessment basis. **Table 5.1** summarises the modal share.

Table 5.1 Method of Travel to Work

Method of Travel to Work	Locality: E00116654
Public Transport (Train, underground, bus, Taxi)	12%
Driving a Car or Van	79%
Passenger in a car or van	2%
Bicycle	4%
On Foot	3%
Total	100%

- 5.2.2 The Census data summarised in **Table 5.1** shows journeys by car are the predominate type of journey undertaken. Sustainable transport journeys such as public transport, walking and cycling account for 19%. Journeys by train represent the majority of journeys by public transport which is to be expected given the site's accessibility to frequent train services.

5.3 Multimodal Trip Generation

- 5.3.1 To assess the anticipated number of trips from the proposed development, a TRICS assessment utilising total person trips has been undertaken. The TRICS dataset includes similar residential sites in England (excluding Greater London) in suburban area locations.
- 5.3.2 The total people trip rates and trips for the AM (08:00 – 09:00) and PM (17:00-18:00) peak hour periods, as well as mode share from Table 5.1 are applied to provide vehicle trips and sustainable travel trips are summarised in **Table 5.2**. The TRICS output is provided in **Appendix G**.

Table 5.2 Total People Trip rates, Trips, Vehicle Trips and Sustainable Trips

Category	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr.	Dep.	Total Two-Way	Arr.	Dep.	Total Two-Way
Total People Trip Rates (p/dwelling)	0.209	0.765	0.974	0.608	0.294	0.902
Development Potential Trip Generation	14	53	67	42	20	62
Applied mode share (Table 5.1)						
Vehicle Trips (79%)	11	42	53	33	16	49
Sustainable Modes (19%)	3	10	12	8	4	12

*some errors due to rounding in excel

- 5.3.3 **Table 5.2** demonstrates that the development proposals are anticipated to generate 53 additional two-way vehicle trips in the AM peak (11 arrivals and 42 departures) and 49 additional two-way vehicle trips in the PM peak (33 arrivals and 16 departures). This equates to just under 1 vehicle trip every minute in either peak period.

5.4 Traffic Distribution

- 5.4.1 Distribution of the anticipated vehicle trips is based on 2011 Census dataset '*Location of Usual Residence and Place of Work by Method of Travel to Work*' (WU03EW). **Appendix F** contains a copy of the Census data. The principal routes development traffic has been assigned to the various destinations is summarised in **Table 5.3**. This has been informed by available online route-findings tools.
- 5.4.2 Traffic flow diagrams, Figures 003 & 004, illustrating the assignment of development trips on the local network are contained in **Appendix C**.

Table 5.3 2011 Census Trip Distribution

Destination	Assigned Percentage
Southleigh Road North	9%
Emsworth Road West (towards Havant)	22%
A27 North East	13%
A27 South	53%
A259 (towards Emsworth)	3%
Total	100%

5.4.3 The layout of the local highway network offers more than one reasonable option to access Emsworth Road and in turn the A27, the A259 or towards Havant. Castle Avenue and Warblington Avenue both link St. George's Avenue with Emsworth Road. Southleigh Road also links the two although it is the further option away from the site. The distribution has considered the options available and has assigned all journeys for the A27 and the A259 via Castle Avenue. However, it is reasonable to assume that Warblington Avenue is also an option and in practice development traffic may be more evenly spread over the two.

5.4.4 For trips west on Emsworth Road towards Havant, the trips have been assigned via Southleigh Road and right at the traffic lights. Warblington Road and to a lesser degree Castle Avenue could also be potential options for traffic seeking to travel west on Emsworth Road. Again, in practice development traffic may spread more evenly over the two.

5.5 Background Traffic Growth

5.5.1 TEMPRO factors have been used to growth the baseline traffic flows to a 2023 future year for assessment purposes. (5 years post submission of the planning application). The TEMPRO factors assume an additional 153 households on the network over the 5 years. They have been applied to the main through routes, Emsworth Road and Southleigh Road. The factors have been adjusted for the NTM (AF 15) dataset for an urban minor road. The AM and PM factor are detailed below:

- AM Peak 1.0704
- PM Peak 1.0671

5.5.2 Traffic flow diagrams illustrating the future year flows are contained in [Appendix C](#), Figures 005 & 006.

6 Assessment

6.1 Overview

6.1.1 To assess the development traffic impact on junctions within the locality the following 3 scenarios have been modelled. The scope of the assessment is based on surveyed junctions agreed with HBC. The 3 scenarios are detailed below:

- Scenario 1 - Baseline 2018;
- Scenario 2 - Future Year 2023;
- Scenario 3 - Future Year 2023 + Development.

6.1.2 Traffic flow diagrams illustrating each scenario are contained in [Appendix C](#).

6.1.3 Junctions 9 software has been used to model the two junctions. Junctions 9 presents a Ratio of Flow to Capacity (RFC) value. [Appendix H](#) contains a copy of the model outputs.

6.2 Junction Assessments

6.2.1 The Southleigh Road / St George's Avenue / School exit junction has been modelled in Junctions 9 as a crossroads. [Table 6.1](#) summarises the model results. Whilst the interaction between the junction and the level crossing to the north has not been modelled, the potential impact of development traffic on queues at the level crossing is discussed later in this section.

Table 6.1 Southleigh Road / St. George's Avenue / School exit Modelling Results

Scenario	AM (08:00 – 09:00)			PM (17:00-18:00)		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2018 Baseline						
Turnings out of St. George's Avenue (B-ACD)	0.1	9.08	0.11	0.0	8.60	0.05
Southleigh Road continuation (Right turn no possible) (A-BCD)	0.0	0.00	0.00	0.0	0.00	0.00
Turnings left or to St. Georges Avenue out of School Exit (D-AB)	0.1	8.95	0.10	0.0	7.56	0.03
Turnings right or to St. Georges Avenue out of School Exit (D-BC)	0.3	11.33	0.22	0.0	10.20	0.04
Southleigh Road continuation (Left turn no possible) C-ABD	0.0	5.56	0.01	0.0	4.93	0.01
2023 Future Year						
Turnings out of St. George's Avenue (B-ACD)	0.1	9.98	0.12	0.1	8.75	0.05
Southleigh Road continuation (Right turn no possible) (A-BCD)	0.0	0.00	0.00	0.0	0.00	0.00
Turnings left or to St. Georges Avenue out of School Exit (D-AB)	0.1	9.27	0.11	0.0	7.67	0.03
Turnings right or to St. Georges Avenue out of School Exit (D-BC)	0.3	12.29	0.23	0.0	10.44	0.04
Southleigh Road continuation (Left turn no possible) C-ABD	0.0	5.64	0.01	0.0	4.86	0.01
2023 Future Year + Development						
Turnings out of St. George's Avenue (B-ACD)	0.2	10.09	0.15	0.1	8.61	0.06

Southleigh Road continuation (Right turn no possible) (A-BCD)	0.0	0.00	0.00	0.0	0.00	0.00
Turnings left or to St. Georges Avenue out of School Exit (D-AB)	0.1	9.28	0.11	0.0	7.68	0.03
Turnings right or to St. Georges Avenue out of School Exit (D-BC)	0.3	12.42	0.23	0.0	10.51	0.04
Southleigh Road continuation (Left turn no possible) C-ABD	0.0	5.66	0.02	0.0	4.92	0.03

- 6.2.2 **Table 6.1** indicates that the junction has considerable residual capacity during each peak period for each of the 3 scenarios. The maximum RFC is 0.23 on the D-BC arm during the AM period in scenario 3.
- 6.2.3 Modelled queues in the baseline year are similar to observed queues. With the addition of future growth and development traffic, queues at each of the junction arms remain largely unchanged in the model.
- 6.2.4 The second junction modelled is the Emsworth Road / Warblington Avenue priority T junction. **Table 6.2** summarises the model results.

Table 6.2 Emsworth Road / Warblington Road Modelling Results

Scenario	AM (08:00 – 09:00)			PM (17:00-18:00)		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2018 Baseline						
Turnings out of Warblington Avenue (B-AC)	0.1	7.37	0.10	0.1	7.34	0.05
Emsworth Road continuation or right-turn into Warblington Avenue (C-AB)	0.2	4.70	0.10	0.1	4.43	0.04
2023 Future Year						
Turnings out of Warblington Avenue (B-AC)	0.1	7.59	0.10	0.1	7.55	0.05
Emsworth Road continuation or right-turn into Warblington Avenue (C-AB)	0.2	4.63	0.10	0.1	4.34	0.05
2023 Future Year + Development						
Turnings out of Warblington Avenue (B-AC)	0.1	7.59	0.10	0.1	7.55	0.05
Emsworth Road continuation or right-turn into Warblington Avenue (C-AB)	0.2	4.63	0.10	0.1	4.34	0.05
2023 Future Year +91% of Development Flows						
Turnings out of Warblington Avenue (B-AC)	0.2	8.61	0.18	0.1	7.89	0.09
Emsworth Road continuation or right-turn into Warblington Avenue (C-AB)	0.3	4.72	0.13	0.3	4.58	0.13

- 6.2.5 **Table 6.2** indicates that the junction has considerable residual capacity during each peak period for each of the 3 scenarios. The maximum RFC is 0.10 on the B-AC arm during the AM period in scenario 3.
- 6.2.6 Modelled queues in the baseline year are similar to observed queues. With the addition of future growth and development traffic, queues at each of the junction arms remain largely unchanged in the model.
- 6.2.7 In addition to the 3 scenarios a further assessment of the junction was carried out. As noted in **Section 5**, the local highway network allows for more than one possible route to access Emsworth Road from the site. The Warblington Avenue / Emsworth Road junction could therefore be used by development traffic.
- 6.2.8 Based on the development trip distribution, as a worst case, 91% of the development trips could utilise Warblington Avenue. The model shows that the junction had considerable residual capacity to accommodate this worst case. The maximum RFC increases slightly to 0.18 while the modelling queue remains similar.
- 6.2.9 The third junction modelled is the Castle Avenue / Emsworth Road priority T junction. **Table 6.3** summaries the model results.

Table 6.3 Castle Avenue / Emsworth Road Modelled Results

Scenario	AM (08:00 – 09:00)			PM (17:00-18:00)		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2018 Baseline						
Turnings out of Castle Avenue (B-AC)	0.1	8.53	0.08	0.0	7.79	0.05
Emsworth Road continuation or right-turn into Castle Avenue (C-AB)	0.0	6.74	0.01	0.0	6.75	0.02
2023 Future Year						
Turnings out of Castle Avenue (B-AC)	0.1	8.79	0.08	0.0	7.99	0.05
Emsworth Road continuation or right-hand turn into Castle Avenue (C-AB)	0.0	6.85	0.01	0.0	6.85	0.02
2023 Future Year + Development						
Turnings out of Castle Avenue (B-AC)	0.2	8.54	0.14	0.1	7.78	0.07
Emsworth Road continuation or right-hand turn	0.0	6.66	0.02	0.1	7.16	0.06

into Castle Avenue (C-AB)						
2023 Future Year +91% of Development Flows						
Turnings out of Castle Avenue (B-AC)	0.2	9.29	0.16	0.1	8.28	0.08
Emsworth Road continuation or right-hand turn into Castle Avenue (C-AB)	0.0	6.97	0.02	0.1	7.18	0.06

- 6.2.10 **Table 6.3** indicates that the junction has considerable residual capacity during each peak period for each of the 3 scenarios. The maximum RFC is 0.14 on the B-AC arm during the AM period in scenario 3.
- 6.2.11 Modelled queues in the baseline year are similar to observed queues. With the addition of future growth and development traffic, queues at each of the junction arms remain largely unchanged in the model.
- 6.2.12 Similar to the Warblington Avenue / Emsworth Road junction this junction could potentially take more development traffic than the trip distribution has assigned it. The junction was also modelled to assess the impact of, a worst case, 91% of the development trips could utilising Castle Avenue. The model shows that the junction had considerable residual capacity to accommodate this worst case. The maximum RFC increase to 0.16 with similar modelled queueing.
- 6.2.13 Analysis on observed queuing (**Appendix B**) at the Castle Avenue / Emsworth Road junction and the A27 roundabout considered the available capacity (length of road space) between the junctions to queue and the time it took for the queue to clear. Using available mapping tools, an inductive length of 20m is assumed. This equates to a queuing capacity of 3 vehicles (6m per vehicle) before extending beyond the junction. **Table 6.4** summarises the maximum observed queue during a 5-minute period at the junction.

Table 6.4 Observed Junction Queues

Time Periods	Right from Castle Avenue onto Emsworth Road (5a)	A27 roundabout approach (5b)	Right from Emsworth Road into Castle Avenue (5c)
AM Peak	1	9	1
PM Peak	1	11	2

- 6.2.14 From the results presented in **Table 6.4**, the maximum recorded queue would block back from the roundabout through the junction. Having assessed video footage of both peak hour periods, the queue is more a rolling queue than a static queue. Queues in the AM generally clear within a minute yet can take up to 2 minutes in the PM.
- 6.2.15 In the AM peak, it is predicted that 29 trips depart and 8 arrive at this junction from or on their way to the site. Splitting this into 5 minute windows over the peak hour, similar to the survey, at worst 2 vehicles would join the junction at Castle Avenue. Considering the queue here clears in 1 minute, 2 additional

vehicles every 5 minutes is unlikely to impact the queue. Similarly, in the PM, the 2 additional vehicles every 5 minutes (23 hourly trips) seeking to turn right into Castle Avenue from Emsworth Road will not be expected to impact on the junction or queue back to block the roundabout.

- 6.2.16 Observed queues at the Castle Avenue / Emsworth Road junction (not including the roundabout) showed no vehicles (average value less than 1) queuing. The additional development traffic is unlikely to materially change this situation.

6.3 Assessment of Surrounding Residential Streets

- 6.3.1 The potential for traffic calming measures on St. George's Avenue and Warblington Avenue were noted at the pre-application stage. HBC's emerging Local Plan 2036 also notes the potential provision of traffic calming measures as part of the requirements for the site allocation. As detailed in [Section 3](#), ATCs were placed on surrounding streets to quantify existing traffic flows and speeds. [Table 6.5](#) summaries the observed flows and average speeds.

Table 6.5 Summary of ATCs (7-day average)

Time Period	Warblington Avenue		St. George's Avenue	
	Total Two-Way (NB/SB)	Average Speed	Total Two-Way (EB/WB)	Average Speed
AM Peak (08:00-09:00)	53 (20/33)	27.6 mph	19 (11 / 9)	19.5 mph
PM Peak (17:00-18:00)	37 (19/18)	27.0 mph	20 (12 / 8)	19.1 mph

- 6.3.2 Observed traffic flows on the surrounding streets are low and average speeds are below the posted speed limit (30mph), as would be expected for a residential street. No HGV activity was observed during the survey period.
- 6.3.3 Based on the development trip distribution, as a worst case, 91% of peak hour trips could utilise Warblington Avenue or Castle Avenue to access Emsworth Road. Traffic from the proposed development is anticipated to have a negligible effect on these residential roads even under this worst case. Given this, it is unlikely the proposed development in its own right will justify the placement of traffic calming measures on these surrounding residential streets

6.4 Railway Crossing

- 6.4.1 Southleigh Road to the northeast of the site passes over the West Coastway railway line by means of a controlled level crossing. Queuing activity at the level crossing was also surveyed in preparation of this TA ([Appendix B](#)). A summary of the average and maximum queues observed during each peak and the length time the barriers were down is summarised in [Table 6.6](#).

Table 6.6 Summary of Southleigh Road Level Crossing Survey

Time Periods	Max. Queue Southleigh Road Northbound	Barrier Times	Duration of Barrier Down Time	Number of Vehicles Arriving p/min
AM Peak	40	08:00:50 – 08:02:58	00:02:08	19
PM Peak	20	17:19:37 – 17:23:18	00:03:41	5

- 6.4.2 Based on available mapping, an indicative length of 72m is assumed as the distance from the level crossing back to the junction with St. Georges Avenue. This would give a queuing capacity of 12 vehicles (6m per vehicle) before queueing extends beyond the junction. Both observed maximum queues extend beyond the 12 vehicle capacity. The AM peak period is likely influenced by school drop-off traffic.
- 6.4.3 Distribution of the development traffic has shown that 9% of trips are likely to travel north on Southleigh Road over the level crossing. This equates to 1 additional trip arriving at the St. George's Avenue junction every 20 minutes. This modest number of additional vehicles is unlikely to impact queueing at the level crossing or exiting St. George's Avenue (which was observed to have existing maximum queues of 1 vehicle).
- 6.4.4 In practice drivers will likely let a waiting vehicle out once the crossing is clear and traffic is moving again. In addition, any development traffic that wishes to travel south from the site towards Emsworth Road has options to avoid the St. George's Avenue / Southleigh Road junction altogether.

6.5 Summary

- 6.5.1 The assessments have shown that the anticipated development traffic is expected to have a negligible impact on the local highway network. Surrounding junctions have considerable residual capacity to accommodate future demand. Impact of the development traffic on queues, at the level crossing and the A27 / Emsworth Road roundabout is expected to be imperceptible.

7 Summary and Conclusion

7.1 Summary

- 7.1.1 This TA has been prepared by mode on behalf of Persimmon Homes (South Coast). It accompanies a planning application for a residential development of 69 dwellings on Land to the East of Castle Avenue, Warblington.
- 7.1.2 The site lies adjacent to Castle Avenue. To the west and north (beyond the West Coastway railway line) are predominately residential areas, Warblington train station, education facilities and a variety of local amenities. Immediately east of the site is agricultural land, the A27 and Emsworth. The site is situated in an accessible area for sustainable modes of travel.
- 7.1.3 The proposed development is for 69 residential dwelling to be accessed off St. George's Avenue. St. George's Avenue will be extended into the site and serve as the main vehicle and pedestrian access.
- 7.1.4 This TA has confirmed the transport matters necessary for consideration at planning application stage. It has confirmed the following in support of the document objectives:
- Detailed the good level of accessibility, especially by sustainable means, to and from the site from the surrounding area. Footways are in place on the majority of surrounding streets and east towards Havant town centre. Warblington station is within easy walking distance of the site as well as Havant station.
 - Considered the highway safety record of the surrounding highway network for the latest available 5-year period. No identifiable trends within the available PIC data has been noted.
 - Detailed the proposed development, its means of access from St. George's Avenue, provision for pedestrians on site and parking provision. Swept path analysis of the proposed layout has also shown a large refuse vehicle can access and serve each proposed dwelling.
 - Provided an estimation of potential development trips, based on existing multimodal and TRICS data. The distribution of vehicle trips on the local highway network has been detailed.
 - An extensive assessment of the anticipated development traffic on the local highway network has considered near-by junction capacity and queueing, local residential streets and the Southleigh Road level crossing. The assessment has shown that the development traffic is expected to have an imperceptible impact on the network and that the assessed junctions have ample capacity to accommodate future growth.

7.2 Conclusion

- 7.2.1 Given all of the above findings of this TA, the development proposals are considered sound in transport terms from a planning application perspective.

APPENDICES

APPENDIX A Proposed Site Layout

APPENDIX B Traffic Survey & Queue Data

Havant

Report Id 557/18
 Site Name Site 1 of 2
 Description Warblington Avenue, 60m South of Woodpecker C
 Direction Northbound

Thursday 20 September 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops			Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme							Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation
			15-30	30-45	45-00					2 Axle Van Lorry	3 Axle Road	4 Axle Road	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic			MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph		
0000 - 0100	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	-	21.8	-
0100 - 0200	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	-	-
0200 - 0300	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	-	-	-
0300 - 0400	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	28.3	-
0400 - 0500	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	-	-	-
0500 - 0600	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	21.7	-
0600 - 0700	4	0	1	2	1	0	0	4	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	-	22.6	8.9
0700 - 0800	14	3	3	5	0	0	0	13	0	1	0	0	0	0	0	0	0	0	0	2	3	4	5	0	0	0	0	0	0	0	32.4	26.8	5.6
0800 - 0900	31	9	9	7	6	0	0	28	0	3	0	0	0	0	0	0	0	0	1	3	8	4	10	4	1	0	0	0	0	0	36.2	28.3	7.3
0900 - 1000	21	4	7	6	4	0	0	19	0	2	0	0	0	0	0	0	0	0	1	5	6	6	2	0	1	0	0	0	0	0	30.6	23.7	6.4
1000 - 1100	13	2	5	4	2	0	0	12	0	1	0	0	0	0	0	0	0	1	1	0	3	6	2	0	0	0	0	0	0	0	30	24.2	7.7
1100 - 1200	19	6	5	3	5	1	0	13	0	5	0	0	0	0	0	0	0	0	3	2	6	4	3	1	0	0	0	0	0	0	31.5	23.8	7
1200 - 1300	17	3	6	5	3	0	0	15	0	1	1	0	0	0	0	0	0	1	0	2	8	1	5	0	0	0	0	0	0	0	33.8	24.5	7
1300 - 1400	16	3	6	1	0	0	0	15	0	1	0	0	0	0	0	0	0	0	0	2	6	5	3	0	0	0	0	0	0	0	32.4	25.5	4.9
1400 - 1500	22	6	1	5	10	1	0	18	0	3	0	0	0	0	0	0	0	1	0	3	5	7	5	0	1	0	0	0	0	0	31.4	25.9	7
1500 - 1600	22	7	4	3	8	1	0	19	0	2	0	0	0	0	0	0	0	0	1	2	10	6	2	1	0	0	0	0	0	0	29.9	24.3	5.2
1600 - 1700	32	8	7	3	14	1	0	29	0	2	0	0	0	0	0	0	0	0	1	2	6	11	8	4	0	0	0	0	0	0	32.4	26.9	6
1700 - 1800	16	6	1	2	7	0	0	16	0	0	0	0	0	0	0	0	0	1	0	2	5	4	4	0	0	0	0	0	0	0	32.8	24.8	7.6
1800 - 1900	15	3	4	3	5	0	0	15	0	0	0	0	0	0	0	0	0	0	2	5	4	3	1	0	0	0	0	0	0	0	33.6	26.5	5.8
1900 - 2000	14	4	4	3	3	0	0	13	0	1	0	0	0	0	0	0	0	1	0	0	7	1	2	2	1	0	0	0	0	0	35.7	26.8	9
2000 - 2100	8	1	2	3	2	0	0	7	0	1	0	0	0	0	0	0	0	0	0	2	2	3	0	1	0	0	0	0	0	0	-	29.2	6.9
2100 - 2200	11	3	6	1	1	0	0	11	0	0	0	0	0	0	0	0	0	0	0	5	3	2	1	0	0	0	0	0	0	0	34.8	27.8	5.4
2200 - 2300	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	24.9	-
2300 - 0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	29	-
0700 - 1900	238	68	58	50	70	4	0	212	0	21	1	0	0	0	0	0	0	0	4	8	27	71	62	52	11	3	0	0	0	0	32.4	25.6	6.5
0600 - 2300	275	68	71	59	77	4	0	247	0	23	1	0	0	0	0	0	0	0	5	9	28	85	69	60	14	5	0	0	0	0	32.9	25.6	6.7
0600 - 0000	277	68	71	60	78	4	0	248	0	24	1	0	0	0	0	0	0	0	5	9	28	86	70	60	14	5	0	0	0	0	32.8	25.9	6.7
0000 - 0000	280	69	71	60	80	4	0	250	0	25	1	0	0	0	0	0	0	0	5	9	28	88	71	60	14	5	0	0	0	0	32.8	25.8	6.6

Friday 21 September 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme					Double Road Train	Triple Road Train	Vehicle Speed											P-Tile 85%	Average Speed	Standard Deviation		
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic			5 Axle Artic	6 Axle Artic	MPH 0	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45				MPH 50	MPH 55
0000 - 0100	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<140mph	-	28.9	-
0100 - 0200	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	-	-	-
0200 - 0300	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	-	-	-
0300 - 0400	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	-	-	-
0400 - 0500	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	-	-	-
0500 - 0600	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	-	-	-
0600 - 0700	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	-	-	-
0700 - 0800	9	0	3	1	5	0	0	8	0	1	0	0	0	0	0	0	0	1	1	2	2	2	1	0	0	0	0	0	0	-	25.9	8
0800 - 0900	19	5	1	7	6	1	0	17	0	1	0	0	0	0	0	0	0	1	2	7	6	2	1	0	0	0	0	0	0	33	25.6	5.3
0900 - 1000	18	5	6	6	1	0	0	18	0	0	0	0	0	0	0	0	0	1	2	4	4	7	0	0	0	0	0	0	0	32.8	26	6.1
1000 - 1100	18	4	3	7	4	0	0	18	0	0	0	0	0	0	0	0	0	3	3	5	6	1	0	0	0	0	0	0	0	28.6	22.1	6.6
1100 - 1200	19	4	2	7	6	0	1	15	0	3	0	0	0	0	0	0	0	1	2	7	5	4	0	0	0	0	0	0	0	32.8	24.7	5.5
1200 - 1300	15	4	3	2	6	2	0	10	0	3	0	0	0	0	0	0	0	2	0	4	4	4	1	0	0	0	0	0	0	33.5	26.3	7.6
1300 - 1400	12	2	2	3	5	0	0	11	0	1	0	0	0	0	0	0	0	2	0	2	0	5	3	0	0	0	0	0	0	31.7	23.4	9.6
1400 - 1500	20	6	4	3	7	0	0	18	0	2	0	0	0	0	0	0	0	1	1	5	8	2	2	1	0	0	0	0	0	30.5	22.2	6.9
1500 - 1600	20	4	4	7	5	0	0	19	0	1	0	0	0	0	0	0	0	0	1	4	5	7	1	1	1	0	0	0	0	29.8	25.1	6.7
1600 - 1700	28	7	8	5	8	0	0	25	0	3	0	0	0	0	0	0	0	0	1	2	2	15	6	0	2	0	0	0	0	31.7	27.5	6
1700 - 1800	19	6	5	4	4	0	0	17	0	2	0	0	0	0	0	0	0	0	0	0	5	3	6	4	1	0	0	0	0	36.5	30.1	6.1
1800 - 1900	13	3	5	4	1	0	0	13	0	0	0	0	0	0	0	0	0	0	0	3	4	4	0	1	1	0	0	0	0	40.1	29.6	7
1900 - 2000	8	3	0	1	4	0	0	8	0	0	0	0	0	0	0	0	0	0	1	2	3	1	1	0	0	0	0	0	0	-	26.4	6
2000 - 2100	7	3	0	2	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	-	22.9	13.6
2100 - 2200	7	1	0	5	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	-	29.4	2.8
2200 - 2300	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	32.1	-
2300 - 0000	4	2	1	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	-	23.6	3.5
0700 - 1900	210	50	46	56	58	3	1	189	0	17	0	0	0	0	0	0	3	12	23	52	63	42	9	5	1	0	0	0	0	32.5	25.7	6.9
0600 - 2200	232	57	46	64	65	4	1	210	0	17	0	0	0	0	0	0	5	12	25	55	71	47	10	6	1	0	0	0	0	32.5	25.8	7.1
0600 - 0000	237	59	47	66	64	4	1	215	0	17	0	0	0	0	0	0	5	12	26	57	72	48	10	6	1	0	0	0	0	32.5	25.8	7.0
0000 - 0000	238	59	47	66	66	4	1	216	0	17	0	0	0	0	0	0	5	12	26	57	73	48	10	6	1	0	0	0	0	32.5	25.8	7.0

Saturday 22 September 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-50	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0 <10mph			MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	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	-	-	-	
0100 - 0200	1	0	0	1	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	-	27.9	-	
0200 - 0300	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	-	-	-	
0300 - 0400	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	-	-	-	
0400 - 0500	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	-	-	-	
0500 - 0600	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	28.5	-	
0600 - 0700	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	-	-	-	
0700 - 0800	3	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	27.1	7	
0800 - 0900	6	1	0	2	3	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.5	4.7	
0900 - 1000	16	6	2	3	5	1	0	14	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	26.6	7	
1000 - 1100	27	8	3	10	3	0	0	20	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.1	8.3	
1100 - 1200	16	3	6	5	2	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	35.7	26.3	7.8
1200 - 1300	17	3	4	5	5	0	0	15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	27.9	6.5
1300 - 1400	10	4	3	1	2	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.4	5.8	
1400 - 1500	15	4	4	4	3	0	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	25.9	5.2
1500 - 1600	20	4	9	2	5	0	0	18	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	27.2	6.7
1600 - 1700	10	2	3	4	1	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26	6.9	
1700 - 1800	11	4	1	5	1	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	29.9	5.1
1800 - 1900	10	1	4	2	3	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	27	5.5	
1900 - 2000	7	3	0	2	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	30.8	9.3	
2000 - 2100	6	0	6	4	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.7	5.5	
2100 - 2200	2	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	13.9	9.6	
2200 - 2300	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	18.9	4.9	
2300 - 0000	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	-	-	-	
0700 - 1900	161	40	39	44	38	3	0	145	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	26.6	6.6
0600 - 2200	176	43	40	50	43	3	0	160	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	26.5	6.9
0600 - 0600	178	43	40	52	43	3	0	162	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	26.4	6.9
0000 - 0000	180	43	40	53	44	3	0	164	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	26.5	6.9

Sunday 23 September 2018

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme							Double Road Train	Triple Road Train	Vehicle Speed												P-Title 85%	Average Speed	Standard Deviation				
		00-15	15-30	30-45	45-00					2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic			MPH 0	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60				MPH 65			
0000 - 0100	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.6	-				
0100 - 0200	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.7	-				
0200 - 0300	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	-	-	-				
0300 - 0400	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	-	-	-				
0400 - 0500	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	-	-	-			
0500 - 0600	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	-	-	-			
0600 - 0700	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	-	-	-			
0700 - 0800	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	41.4	-			
0800 - 0900	3	1	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	-	22.1	2.3			
0900 - 1000	4	0	0	1	3	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	-	25.8	8.3			
1000 - 1100	9	4	2	0	3	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	5	1	2	0	1	0	0	0	0	0	-	22.3	7.1			
1100 - 1200	10	3	1	4	2	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	2	0	3	4	1	0	0	0	0	0	0	-	23.6	6.9			
1200 - 1300	14	3	6	2	3	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	3	4	4	3	0	0	0	0	0	0	0	32.6	25.3	5.4			
1300 - 1400	5	2	0	2	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	-	24.5	3.3			
1400 - 1500	10	1	5	4	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	2	0	0	0	0	0	0	-	27.1	4.4			
1500 - 1600	13	3	7	0	3	0	0	12	0	1	0	0	0	0	0	0	0	0	0	0	2	3	4	3	0	1	0	0	0	0	0	33.2	27.5	7.3			
1600 - 1700	15	2	1	5	7	1	0	14	0	0	0	0	0	0	0	0	0	0	2	0	1	2	7	3	0	0	0	0	0	0	0	32.7	24.9	7.9			
1700 - 1800	8	4	0	4	0	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	4	0	1	0	0	0	0	0	-	25.7	4.9			
1800 - 1900	5	2	1	0	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	1	0	0	0	0	-	31.9	5.7			
1900 - 2000	4	3	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	-	22.1	6			
2000 - 2100	6	1	3	1	1	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	-	27.1	5.7			
2100 - 2200	2	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	27.3	7.7			
2200 - 2300	2	0	1	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	36.7	18.5			
2300 - 0000	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	-	-	-			
0700 - 1900	97	25	23	24	25	1	0	91	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	16	2	3	0	0	0	0	0	32.1	25.7	6.6			
0600 - 2200	109	29	27	26	27	1	0	102	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	16	27	36	20	2	3	0	0	32.3	25.7	6.5	
0600 - 0600	111	29	28	27	27	1	0	103	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	16	28	36	20	2	3	0	0	32.4	25.9	6.8	
0000 - 0000	113	29	29	27	28	1	0	105	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	16	29	37	20	2	3	1	0	0	32.3	25.8	6.8

Monday 24 September 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	Vehicle Speed												P-Title 85%	Average Speed	Standard Deviation	
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic			6 Axle Artic	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH 70	MPH 75	MPH 80	MPH 85	MPH 90				MPH 95
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<140mph	-	-	-
0100 - 0200	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	-	-	-
0200 - 0300	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	28.3	-
0300 - 0400	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	-	-	-
0400 - 0500	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	-	-	-
0500 - 0600	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	-	-	-
0600 - 0700	2	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	-	26.4	0.6
0700 - 0800	9	1	4	3	1	0	0	8	0	1	0	0	0	0	0	0	0	0	1	0	1	2	1	4	0	0	0	0	0	0	-	29.7	8.1
0800 - 0900	23	6	12	4	1	0	0	21	0	2	0	0	0	0	0	0	0	0	0	0	4	8	10	0	0	0	0	0	0	0	32.7	29.2	4.1
0900 - 1000	24	9	5	4	6	1	0	21	0	2	0	0	0	0	0	0	0	0	2	3	9	5	5	0	0	0	0	0	0	0	32.7	24.5	6.3
1000 - 1100	17	4	5	2	6	1	0	15	0	1	0	0	0	0	0	0	0	0	2	1	3	6	2	1	2	0	0	0	0	0	38.8	26.8	8.6
1100 - 1200	14	5	4	3	2	0	0	13	0	1	0	0	0	0	0	0	0	0	1	1	3	2	5	0	0	0	0	0	0	0	33.2	24.2	8.4
1200 - 1300	11	3	4	2	2	0	0	11	0	0	0	0	0	0	0	0	0	0	0	1	4	3	1	1	1	0	0	0	0	0	38.7	26.9	7.8
1300 - 1400	19	5	6	5	3	0	0	17	1	1	0	0	0	0	0	0	0	0	1	1	5	5	2	3	2	0	0	0	0	0	32.3	24	7.5
1400 - 1500	23	4	5	3	11	0	1	19	0	2	1	0	0	0	0	0	0	0	1	1	2	7	11	1	0	0	0	0	0	0	33.2	28.1	6.2
1500 - 1600	21	2	7	7	5	2	0	19	0	0	0	0	0	0	0	0	0	0	3	2	6	4	3	3	0	0	0	0	0	0	35.3	24.8	7.9
1600 - 1700	27	8	5	6	8	1	0	25	0	1	0	0	0	0	0	0	0	0	1	1	4	2	12	6	1	0	0	0	0	0	33.9	26	7.2
1700 - 1800	26	9	7	5	5	0	0	24	0	2	0	0	0	0	0	0	0	0	0	1	2	4	11	4	3	1	0	0	0	0	36.2	27.8	6.7
1800 - 1900	12	5	0	3	4	1	0	9	0	2	0	0	0	0	0	0	0	0	0	1	1	3	4	1	2	0	0	0	0	0	38.7	26.8	7.8
1900 - 2000	10	4	2	2	2	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	2	0	0	0	0	0	0	-	26.5	4.9
2000 - 2100	7	2	4	1	0	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	3	1	3	0	0	0	0	0	0	-	26.9	5.2
2100 - 2200	5	2	2	0	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	-	29.1	4.1
2200 - 2300	3	1	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	-	24.5	7.8
2300 - 0000	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	-	-	-
0700 - 1900	226	61	64	47	54	6	1	202	1	15	1	0	0	0	0	0	0	4	13	23	45	66	52	18	5	0	0	0	0	0	33.3	26.5	7.1
0600 - 2200	250	69	72	52	57	6	1	224	1	17	1	0	0	0	0	0	0	4	13	24	52	74	60	18	5	0	0	0	0	0	33.2	26.6	6.9
0600 - 0600	253	70	73	53	57	6	1	227	1	17	1	0	0	0	0	0	0	4	13	25	53	74	61	18	5	0	0	0	0	0	33.2	26.5	6.9
0000 - 0000	254	71	73	53	57	6	1	228	1	17	1	0	0	0	0	0	0	4	13	25	53	75	61	18	5	0	0	0	0	0	33.2	26.5	6.9

Tuesday 25 September 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Vehicle Speed										P-Title 85%	Average Speed	Standard Deviation					
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph				MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	
0000 - 0100	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	-	-	-	
0100 - 0200	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	-	-	-	
0200 - 0300	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	-	-	-	
0300 - 0400	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	-	-	-	
0400 - 0500	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	-	-	-	
0500 - 0600	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.9	-	
0600 - 0700	3	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.2	2.6	
0700 - 0800	8	3	1	2	2	0	0	5	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	31.9	7.8	
0800 - 0900	27	7	8	7	5	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.7	29.5	5.5	
0900 - 1000	21	5	6	5	5	1	0	18	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	22.2	7.5	
1000 - 1100	18	4	3	4	7	0	0	16	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	25.9	6.1	
1100 - 1200	20	4	7	5	4	0	0	18	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.5	28.6	6.4	
1200 - 1300	14	6	6	2	0	0	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	25	6.8	
1300 - 1400	25	2	8	6	9	0	0	24	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	26.2	4.8	
1400 - 1500	31	15	3	1	2	1	0	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	27.5	6.4	
1500 - 1600	6	4	0	0	2	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	11	-	
1600 - 1700	29	7	9	9	4	1	0	26	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	27.3	6.8	
1700 - 1800	30	7	8	6	9	0	0	26	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	29.1	7.6	
1800 - 1900	25	11	6	3	5	1	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.3	28.1	7.7	
1900 - 2000	16	4	3	4	5	0	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	30.3	6.1	
2000 - 2100	8	3	2	2	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25	5.1	
2100 - 2200	5	1	3	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	29.5	2.4	
2200 - 2300	2	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25	10.7	
2300 - 0000	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	-	-	-	
0700 - 1900	244	75	65	50	54	5	0	221	0	18	0	0	0	0	0	0	0	0	0	0	5	7	21	53	81	48	20	8	1	0	0	0	33.2	27.3	7.0
0600 - 2200	276	83	73	58	62	5	0	232	0	19	0	0	0	0	0	0	0	0	0	0	5	7	24	58	93	57	22	9	1	0	0	0	33.2	27.4	6.8
0600 - 0000	278	84	73	58	63	5	0	234	0	19	0	0	0	0	0	0	0	0	0	0	5	7	25	58	93	58	22	9	1	0	0	0	33.1	27.4	6.8
0000 - 0000	279	84	73	58	64	5	0	235	0	19	0	0	0	0	0	0	0	0	0	0	5	7	25	59	93	58	22	9	1	0	0	0	33.1	27.3	6.8

Wednesday 26 September 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme					4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed														P-Title 85%	Average Speed	Standard Deviation
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	MPH 0 <10mph						MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph					
0000 - 0100	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	-	-	-		
0100 - 0200	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	-	-	-		
0200 - 0300	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	-	-	-		
0300 - 0400	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	-	-	-		
0400 - 0500	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	-	-	-		
0500 - 0600	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	40.5	-	
0600 - 0700	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	34.8	2.3		
0700 - 0800	6	4	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	27.6	3.8	
0800 - 0900	33	5	18	4	6	1	1	29	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	27.9	6.6	
0900 - 1000	31	5	5	11	10	0	0	28	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.1	27.5	5.6
1000 - 1100	37	6	13	10	8	0	1	30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.6	29.8	7.3	
1100 - 1200	32	9	13	9	7	0	0	28	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	25.6	7.2	
1200 - 1300	20	7	4	4	5	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	24.5	6	
1300 - 1400	19	6	4	3	6	0	0	17	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	27.5	6.3	
1400 - 1500	33	5	5	10	13	1	0	30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	26.9	6.7	
1500 - 1600	18	5	2	5	6	2	0	14	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	25	8.5	
1600 - 1700	29	6	12	7	4	0	0	25	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	26.8	7	
1700 - 1800	5	2	4	8	19	0	0	19	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	26.1	8	
1800 - 1900	11	3	7	7	1	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	25.7	8.7	
1900 - 2000	10	3	2	2	3	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	8.5	7.2	
2000 - 2100	7	3	1	1	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	8	7.2	
2100 - 2200	6	2	1	1	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	7.5	7.5	
2200 - 2300	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	-	-	-	
2300 - 0000	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	-	-	-	
0700 - 1900	292	66	87	69	70	7	2	257	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	27.0	7.0	
0600 - 2200	317	75	91	74	77	7	2	278	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.0	27.1	7.0	
0600 - 0800	317	75	91	74	77	7	2	278	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.0	27.1	7.0	
0600 - 0800	318	75	92	74	77	7	2	279	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	27.0	7.0

Virtual Day (7:00)

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Double Road Train	Triple Road Train	Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation			
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0			MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55				MPH 60	MPH 65	
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<140mph	-	27.3	-
0100 - 0200	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	-	24.1	-
0200 - 0300	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	-	28.3	-
0300 - 0400	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	-	28.3	-
0400 - 0500	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	-	-	-
0500 - 0600	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	28.2	-
0600 - 0700	2	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	25.9	6.8
0700 - 0800	7	1	2	2	3	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	-	28.4	6.9
0800 - 0900	20	5	7	5	4	0	0	19	0	1	0	0	0	0	0	0	0	0	0	0	1	1	5	6	5	1	1	0	0	0	0	0	33.6	28	6
0900 - 1000	19	5	4	5	5	0	0	17	0	1	0	0	0	0	0	0	0	0	0	0	1	3	5	5	4	1	0	0	0	0	0	0	32.6	25.2	6.6
1000 - 1100	20	5	5	5	5	0	0	17	0	2	0	0	0	0	0	0	0	0	0	0	5	1	2	5	5	3	2	0	0	0	0	0	34.4	26	7.8
1100 - 1200	19	5	5	5	3	1	0	16	0	2	0	0	0	0	0	0	0	0	0	0	1	2	5	5	4	1	0	0	0	0	0	0	31.9	25.5	7
1200 - 1300	15	4	5	3	3	0	0	14	0	1	0	0	0	0	0	0	0	0	0	0	1	2	5	4	3	1	0	0	0	0	0	0	33.1	25.7	6.6
1300 - 1400	15	3	4	4	4	0	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	2	4	5	3	1	0	0	0	0	0	0	31.6	25.5	6.3
1400 - 1500	21	6	4	4	7	0	0	18	0	2	0	0	0	0	0	0	0	0	0	0	1	0	2	4	6	6	1	0	0	0	0	0	32.5	26.3	6.5
1500 - 1600	17	4	5	3	5	1	0	15	0	1	0	0	0	0	0	0	0	0	0	0	1	2	4	6	3	1	1	0	0	0	0	0	33.2	25.5	7.2
1600 - 1700	24	6	6	6	7	1	0	22	0	2	0	0	0	0	0	0	0	0	0	0	1	1	2	4	9	5	2	0	0	0	0	0	32.9	26.7	6.7
1700 - 1800	19	6	4	5	4	0	0	17	0	4	0	0	0	0	0	0	0	0	0	0	0	1	4	5	4	2	1	0	0	0	0	0	35.3	27.8	7.1
1800 - 1900	13	4	4	2	3	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	3	1	1	0	0	0	0	0	33.7	27.7	7.1
1900 - 2000	10	3	2	2	3	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	3	2	1	1	0	0	0	0	0	-	27.7	7.4
2000 - 2100	7	2	2	2	1	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	2	2	0	0	0	0	0	0	0	-	26.3	7.4
2100 - 2200	5	1	2	1	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	-	27.2	6
2200 - 2300	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	26.5	9.9
2300 - 0000	0	1	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	-	24.7	-
0700 - 1900	210	54	55	49	53	4	1	188	0	16	0	0	0	0	0	0	0	0	0	0	4	8	22	50	64	44	13	5	1	0	0	0	33.0	26.4	6.9
0600 - 2200	234	61	60	55	58	4	1	210	0	18	0	0	0	0	0	0	0	0	0	0	4	9	24	55	71	50	14	6	1	0	0	0	33.1	26.5	6.9
0600 - 0000	236	61	60	56	59	4	1	212	0	18	0	0	0	0	0	0	0	0	0	0	4	9	24	56	71	51	14	6	1	0	0	0	33.1	26.5	6.9
0000 - 0000	237	61	61	56	59	4	1	214	0	18	0	0	0	0	0	0	0	0	0	0	4	9	24	57	72	51	14	6	1	0	0	0	33.1	26.5	6.9

Virtual Week (1.00)

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme												Vehicle Speed												P-Title 85%	Average Speed	Standard Deviation		
			15-30	30-45		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55				MPH 60	MPH 65
Mon	254	71	73	53	57	6	1	228	1	17	1	0	0	0	0	0	0	0	4	13	25	53	75	61	18	5	0	0	0	0	0	33.2	26.5	6.9
Tue	279	84	73	56	64	5	0	255	0	19	0	0	0	0	0	0	0	0	5	7	25	59	93	58	22	9	1	0	0	0	0	33.1	27.3	6.8
Wed	318	75	92	74	77	7	2	279	0	30	0	0	0	0	0	0	0	0	6	11	26	70	99	73	22	10	1	0	0	0	0	34.1	27.1	7
Thu	280	69	71	60	80	4	0	250	0	25	1	0	0	0	0	0	0	0	5	9	28	88	71	60	14	5	0	0	0	0	0	32.8	25.8	6.6
Fri	238	59	47	66	66	4	1	216	0	17	0	0	0	0	0	0	0	0	5	12	26	57	73	48	10	6	1	0	0	0	0	32.5	25.8	7
Sat	180	43	40	53	44	3	0	164	0	12	0	1	0	0	0	0	0	0	3	5	23	41	66	34	13	4	1	0	0	0	0	33.6	26.5	6.9
Sun	113	29	29	27	28	1	0	105	0	7	0	0	0	0	0	0	0	0	2	3	16	29	37	20	2	3	1	0	0	0	0	32.3	25.8	6.8

Havant

Report Id 557/18
 Site Name Site 1 of 2
 Description Warblington Avenue, 60m South of Woodpecker C
 Direction Southbound

Thursday 20 September 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops			Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme						Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation					
			15-30	30-45	45-60					2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph				MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph
0000 - 0100	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	-	-	-	
0100 - 0200	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	-	-	-	
0200 - 0300	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	-	-	-	
0300 - 0400	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	-	-	-	
0400 - 0500	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	-	-	-	
0500 - 0600	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	26.5	12.8	
0600 - 0700	6	1	1	2	2	0	0	6	0	0	0	0	0	0	0	0	0	0	2	1	0	1	0	0	2	0	0	0	0	0	-	22	13.9
0700 - 0800	15	4	3	4	4	0	0	15	0	0	0	0	0	0	0	0	0	0	3	1	2	5	3	1	1	0	0	0	0	40.8	28.5	9	
0800 - 0900	44	7	24	8	5	0	1	41	0	2	0	0	0	0	0	0	0	0	0	0	2	7	18	14	3	0	0	0	0	33.3	28.1	4.6	
0900 - 1000	25	3	7	7	8	0	0	23	0	2	0	0	0	0	0	0	0	0	1	2	6	11	4	1	0	0	0	0	0	28.1	21.1	5.9	
1000 - 1100	25	6	7	5	7	1	0	22	0	2	0	0	0	0	0	0	0	0	1	3	5	4	6	6	0	0	0	0	0	31.7	23.1	7.9	
1100 - 1200	25	6	6	5	8	0	0	20	0	5	0	0	0	0	0	0	0	0	0	3	6	7	5	3	1	0	0	0	0	31.3	23.2	6.6	
1200 - 1300	19	3	4	6	6	0	0	17	0	1	1	0	0	0	0	0	0	0	0	1	2	8	5	3	0	0	0	0	0	30.9	24.5	5.2	
1300 - 1400	16	3	5	2	6	0	0	14	0	2	0	0	0	0	0	0	0	0	0	0	3	6	5	2	0	0	0	0	0	30.1	24.4	4.9	
1400 - 1500	14	4	3	3	4	1	0	12	0	1	0	0	0	0	0	0	0	0	2	3	2	5	2	0	0	0	0	0	0	30.9	23.4	6.9	
1500 - 1600	39	14	5	9	11	0	1	36	0	2	0	0	0	0	0	0	0	0	0	3	10	14	10	2	0	0	0	0	0	32.1	27.1	4.8	
1600 - 1700	34	8	11	5	10	0	1	32	0	1	0	0	0	0	0	0	0	0	0	2	1	5	16	9	1	0	0	0	0	31.8	27.1	5.5	
1700 - 1800	17	5	2	5	5	0	0	17	0	0	0	0	0	0	0	0	0	0	1	0	0	5	8	2	1	0	0	0	0	30.7	25	6.3	
1800 - 1900	11	3	2	3	3	0	0	11	0	0	0	0	0	0	0	0	0	0	0	2	5	2	1	1	0	0	0	0	0	32.3	24.5	5.3	
1900 - 2000	13	3	5	2	3	0	0	13	0	0	0	0	0	0	0	0	0	0	0	1	2	4	6	0	0	0	0	0	0	29.6	23.8	5.2	
2000 - 2100	6	2	1	2	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	0	0	0	0	-	29.7	9.4	
2100 - 2200	6	2	0	2	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2	0	0	0	0	0	0	-	21	5	
2200 - 2300	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	26	-	
2300 - 0000	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	-	-	-	
0700 - 1900	284	66	79	62	77	2	3	260	0	18	1	0	0	0	0	0	0	0	0	3	14	35	71	93	56	10	1	1	0	0	31.5	25.4	6.3
0600 - 2200	315	74	86	70	85	2	3	291	0	18	1	0	0	0	0	0	0	0	0	5	16	42	77	102	56	15	1	1	0	0	31.5	25.2	6.5
0600 - 0000	316	75	86	70	85	2	3	292	0	18	1	0	0	0	0	0	0	0	0	5	16	42	77	103	56	15	1	1	0	0	31.5	25.2	6.5
0000 - 0000	318	75	86	70	87	2	3	294	0	18	1	0	0	0	0	0	0	0	0	5	16	43	77	103	56	16	1	1	0	0	31.5	25.2	6.5

Friday 21 September 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme					4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed												P-Title 85%	Average Speed	Standard Deviation	
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	MPH 0-40						MPH 40-50	MPH 50-60	MPH 60-65	MPH 65-70	MPH 70-75	MPH 75-80	MPH 80-85	MPH 85-90	MPH 90-100							
0000 - 0100	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	-	-	-	
0100 - 0200	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	11.1	-	
0200 - 0300	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	-	-	-	
0300 - 0400	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	-	-	-	
0400 - 0500	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	-	-	
0500 - 0600	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.5	-	
0600 - 0700	6	1	0	2	3	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	1	0	0	0	0	0	0	26.4	6.4	
0700 - 0800	20	2	2	11	5	0	1	18	0	1	0	0	0	0	0	0	0	0	0	0	3	4	6	5	1	0	0	0	0	0	0	0	32.5	28.2	5.9
0800 - 0900	27	3	10	7	7	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	7	9	11	4	0	0	0	0	0	0	0	0	30.7	25.9	4.6
0900 - 1000	19	4	4	6	5	1	1	17	0	0	0	0	0	0	0	0	0	0	0	0	1	3	6	4	4	1	0	0	0	0	0	0	33.7	25.1	6.5
1000 - 1100	17	5	3	3	6	1	0	14	0	1	1	0	0	0	0	0	0	0	0	0	2	1	2	9	3	0	0	0	0	0	0	0	30.2	25.5	6.3
1100 - 1200	20	6	5	5	4	1	0	17	0	1	0	0	0	0	0	0	0	0	0	0	1	6	4	3	4	0	0	0	0	0	0	0	33.3	23.6	7.1
1200 - 1300	15	4	3	5	3	0	0	14	0	1	0	0	0	0	0	0	0	0	0	1	3	4	2	3	1	1	0	0	0	0	0	0	32.5	21.6	8.7
1300 - 1400	22	8	1	5	8	0	0	21	0	1	0	0	0	0	0	0	0	0	0	2	2	3	7	7	1	0	0	0	0	0	0	0	27.3	21.2	7.2
1400 - 1500	24	1	9	4	10	0	0	23	0	1	0	0	0	0	0	0	0	0	0	0	9	4	8	4	3	0	0	0	0	0	0	0	31.2	22.8	7.4
1500 - 1600	32	11	7	6	8	0	0	29	0	3	0	0	0	0	0	0	0	0	0	0	3	11	10	8	0	0	0	0	0	0	0	0	32.5	26.4	4.9
1600 - 1700	27	7	12	4	4	1	0	23	0	3	0	0	0	0	0	0	0	0	0	0	1	3	4	13	6	0	0	0	0	0	0	0	30.9	26.4	5.6
1700 - 1800	22	5	4	7	3	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	1	1	6	6	2	0	0	0	0	0	0	0	33.6	27.3	6
1800 - 1900	17	6	2	3	6	0	0	16	0	0	1	0	0	0	0	0	0	0	0	0	2	1	7	6	1	0	0	0	0	0	0	0	28.5	23.8	5.4
1900 - 2000	8	2	0	0	6	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	1	1	0	0	0	0	0	0	0	-	23.9	3.9
2000 - 2100	12	3	5	3	1	0	0	10	0	2	0	0	0	0	0	0	0	0	0	1	0	1	4	4	2	0	0	0	0	0	0	0	30.3	24	7.2
2100 - 2200	3	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	-	25.2	3.9
2200 - 2300	2	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	21.7	3.7
2300 - 0000	2	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	-	26.9	2.1
0700 - 1900	262	62	62	66	72	4	2	241	1	12	2	0	0	0	0	0	0	0	0	3	19	34	70	83	45	7	1	0	0	0	0	0	31.6	25.0	6.5
0600 - 2200	291	68	67	71	85	4	2	267	1	15	2	0	0	0	0	0	0	0	0	4	19	37	82	92	48	8	1	0	0	0	0	0	31.4	25.0	6.4
0600 - 0000	295	68	68	71	87	4	2	271	1	15	2	0	0	0	0	0	0	0	0	4	19	38	83	94	48	8	1	0	0	0	0	0	31.4	24.9	6.4
0000 - 0000	297	70	69	71	87	4	2	273	1	15	2	0	0	0	0	0	0	0	0	4	20	38	84	94	48	8	1	0	0	0	0	0	31.4	24.9	6.4

Saturday 22 September 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-90	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme							Double Road Train	Triple Road Train	Vehicle Speed												P-Title 85%	Average Speed	Standard Deviation		
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic			MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph				MPH 65 <140mph	
0000 - 0100	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	-	-	-		
0100 - 0200	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	-	-	-		
0200 - 0300	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	-	-	-		
0300 - 0400	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	-	-	-		
0400 - 0500	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	-	-	-		
0500 - 0600	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	24.7	-		
0600 - 0700	3	0	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	-	22	10.1		
0700 - 0800	6	2	1	3	0	1	0	5	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	18.5	5.7		
0800 - 0900	23	1	4	8	10	0	0	22	0	1	0	0	0	0	0	0	0	0	0	0	1	5	9	5	1	2	0	0	0	0	0	35.1	29.1	5.8	
0900 - 1000	20	4	1	8	7	1	0	19	0	0	0	0	0	0	0	0	0	0	0	0	2	1	6	8	1	2	0	0	0	0	0	30.4	25.1	6.8	
1000 - 1100	25	6	3	7	9	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	2	0	10	7	6	0	0	0	0	0	0	32.4	26.2	5.2	
1100 - 1200	20	7	6	1	6	0	0	19	0	1	0	0	0	0	0	0	0	0	0	0	2	2	7	5	4	0	0	0	0	0	0	31.2	24.5	5.6	
1200 - 1300	16	6	1	4	5	0	0	14	0	2	0	0	0	0	0	0	0	0	0	0	2	1	2	7	4	0	0	0	0	0	0	31.1	25.8	6.6	
1300 - 1400	15	2	5	3	5	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	3	3	7	1	1	0	0	0	0	0	0	31.6	26.1	5.2	
1400 - 1500	12	1	4	4	3	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0	1	4	6	0	0	1	0	0	0	0	0	30.4	26.1	6.1	
1500 - 1600	7	4	1	0	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	0	1	0	0	0	0	0	0	24.7	7.2	0	
1600 - 1700	11	3	3	1	4	0	0	9	0	1	1	0	0	0	0	0	0	0	0	0	3	0	2	4	1	0	0	0	0	0	0	36.2	24.5	10.1	
1700 - 1800	8	1	2	2	3	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	0	0	-	28.6	2.5	
1800 - 1900	12	3	4	1	4	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	6	0	0	0	0	0	0	0	32.5	27.3	5.2	
1900 - 2000	6	1	0	3	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	-	26.3	4.8	
2000 - 2100	2	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	-	24.3	0.4	
2100 - 2200	6	0	1	3	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	1	0	0	0	0	0	-	24.6	8.5	0
2200 - 2300	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	28.6	-	0
2300 - 0000	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	23.1	-	0
0700 - 1900	175	40	35	42	38	2	0	166	0	6	1	0	0	0	0	0	0	0	0	1	11	15	45	63	31	5	3	1	0	0	0	31.5	26.0	6.3	
0600 - 2200	192	41	37	51	63	2	0	183	0	6	1	0	0	0	0	0	0	0	0	1	13	18	48	68	34	6	3	1	0	0	0	31.5	25.8	6.3	
0600 - 0000	194	42	37	52	63	2	0	185	0	6	1	0	0	0	0	0	0	0	0	1	13	18	49	69	34	6	3	1	0	0	0	31.5	25.8	6.3	
0000 - 0000	195	42	37	53	63	2	0	186	0	6	1	0	0	0	0	0	0	0	0	1	13	18	50	69	34	6	3	1	0	0	0	31.5	25.8	6.3	

Sunday 23 September 2018

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Double Road Train	Triple Road Train	Vehicle Speed												P-Title 85%	Average Speed	Standard Deviation			
		00-15	15-30	30-45	45-00					2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0 <10mph			MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph						
0000 - 0100	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	-	-	-		
0100 - 0200	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	16.7	-		
0200 - 0300	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	-	-	-		
0300 - 0400	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	-	-	-		
0400 - 0500	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	-	-	-		
0500 - 0600	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	-	-	-		
0600 - 0700	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	-	-	-		
0700 - 0800	3	1	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	21.6	11		
0800 - 0900	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.2	-		
0900 - 1000	8	2	3	1	2	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	25.9	5		
1000 - 1100	14	6	0	6	2	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	22.5	3.9		
1100 - 1200	4	13	4	3	3	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	26.2	5		
1200 - 1300	14	3	5	4	2	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	24.4	5.1		
1300 - 1400	12	2	2	5	3	0	0	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	5	1	0	0	0	0	0	30.1	24.6	4.8	
1400 - 1500	12	1	7	1	3	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12	4	3	2	0	0	0	35.4	27.6	5.9		
1500 - 1600	9	2	2	2	3	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5	2	0	0	0	0	0	27	4.3		
1600 - 1700	7	3	2	1	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	-	22.5	5.4		
1700 - 1800	9	1	3	2	3	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	2	0	0	0	0	0	0	26	6.7		
1800 - 1900	6	2	2	2	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	-	33.4	7.8		
1900 - 2000	5	1	2	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	-	25.2	3.3	
2000 - 2100	1	0	1	0	0	0	0	1	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	30.1	-		
2100 - 2200	5	0	2	0	3	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	-	24.4	5.7	
2200 - 2300	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	-	-	-	
2300 - 0000	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	-	-	-	
0700 - 1900	108	27	28	30	23	1	1	105	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4	12	33	40	12	5	0	1	0	0	0	30.6	25.4	5.8
0600 - 2200	119	28	33	32	26	1	1	116	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4	13	37	43	15	5	0	1	0	0	0	30.4	25.4	5.7
0600 - 0000	119	28	33	32	26	1	1	116	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4	13	37	43	15	5	0	1	0	0	0	30.4	25.4	5.7
0000 - 0000	120	28	33	32	27	1	1	117	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4	14	37	43	15	5	0	1	0	0	0	30.4	25.3	5.7

Monday 24 September 2018

Time	Hourly Totals	15 Minute Bin Drops				Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme					Double Road Train	Triple Road Train	Vehicle Speed										P-Title 85%	Average Speed	Standard Deviation					
		00-15	15-30	30-45	45-00					2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic			5 Axle Artic	6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph				MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph
0000 - 0100	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	-	-	-	
0100 - 0200	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	-	-	-	
0200 - 0300	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	14.1	-	
0300 - 0400	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	-	-	-	
0400 - 0500	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	-	-	-	
0500 - 0600	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	-	-	-	
0600 - 0700	7	1	0	2	4	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	2	1	1	0	0	0	0	0	-	26.1	7.4
0700 - 0800	12	0	3	3	6	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	5	2	2	2	1	0	0	0	0	0	34.7	25.3	6.8	
0800 - 0900	48	12	25	8	3	0	0	44	0	4	0	0	0	0	0	0	0	0	0	0	0	12	23	11	1	1	0	0	0	0	31.8	27.8	4	
0900 - 1000	22	4	9	2	7	0	0	21	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4	5	7	5	0	0	0	0	32.3	25.4	5.7	
1000 - 1100	17	6	4	3	4	0	0	16	0	1	0	0	0	0	0	0	0	0	0	0	2	3	4	4	4	0	0	0	0	0	31.7	23.6	6.7	
1100 - 1200	19	6	5	4	4	0	0	18	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	6	10	0	1	0	0	0	29.2	24.3	6.5	
1200 - 1300	13	1	4	7	1	0	0	12	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	5	2	1	0	2	0	0	40	25	9.4	
1300 - 1400	16	4	5	2	5	0	0	15	0	1	0	0	0	0	0	0	0	0	0	0	1	3	3	4	3	1	0	0	0	0	28.9	21.7	8.6	
1400 - 1500	24	6	3	10	5	0	2	20	0	2	0	0	0	0	0	0	0	0	0	0	0	4	10	5	4	0	1	0	0	0	33.9	25.6	6.2	
1500 - 1600	37	15	6	9	7	0	0	31	0	4	2	0	0	0	0	0	0	0	0	0	0	1	3	11	13	7	1	1	0	0	31.6	26	5.9	
1600 - 1700	17	0	7	3	7	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	2	5	4	1	0	0	0	32.5	25.5	7	
1700 - 1800	22	2	5	7	8	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	6	9	1	2	0	0	0	34	26.5	7.2	
1800 - 1900	19	7	3	4	5	0	0	18	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	3	8	2	2	1	0	0	35.7	26.7	7.7	
1900 - 2000	8	1	5	1	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	1	0	0	0	0	0	-	24	3.9	
2000 - 2100	7	4	1	2	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	1	0	0	0	0	0	-	25.3	5.2	
2100 - 2200	4	0	1	1	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	-	25.4	4.6	
2200 - 2300	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.2	-	
2300 - 0000	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	26.2	3	
0700 - 1900	266	63	79	62	62	0	2	246	0	16	2	0	0	0	0	0	0	0	0	0	4	10	32	70	91	42	9	7	1	0	0	31.7	25.7	6.5
0600 - 2200	292	69	86	68	69	0	2	271	0	17	2	0	0	0	0	0	0	0	0	0	4	10	35	82	97	46	10	7	1	0	0	31.7	25.6	6.4
0600 - 0000	295	70	87	68	70	0	2	274	0	17	2	0	0	0	0	0	0	0	0	0	4	10	35	84	98	46	10	7	1	0	0	31.7	25.6	6.4
0000 - 0000	296	71	87	68	70	0	2	275	0	17	2	0	0	0	0	0	0	0	0	0	4	11	35	84	98	46	10	7	1	0	0	31.7	25.6	6.4

Tuesday 25 September 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation				
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 10 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <140mph		
0000 - 0100	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	-	-	-		
0100 - 0200	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	-	-	-		
0200 - 0300	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	-	-	-		
0300 - 0400	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	-	-	-		
0400 - 0500	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	-	-	-		
0500 - 0600	2	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	-	26	8.8	
0600 - 0700	9	2	0	2	5	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	4	0	1	1	0	0	0	0	0	-	23.5	8	
0700 - 0800	18	3	3	4	8	0	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	7	4	2	0	0	0	0	0	34.2	27.9	5.7	
0800 - 0900	33	10	17	2	4	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	7	13	9	1	0	0	0	0	0	32.5	27.4	5.1	
0900 - 1000	16	2	5	6	3	0	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	3	1	7	4	1	0	0	0	0	0	0	28.1	22.1	6	
1000 - 1100	21	5	3	8	5	0	0	19	0	2	0	0	0	0	0	0	0	0	0	0	0	1	5	3	5	2	0	0	0	0	0	0	34	25.8	7.3	
1100 - 1200	27	9	5	6	7	0	0	24	0	3	0	0	0	0	0	0	0	0	0	0	0	2	4	11	6	3	1	0	0	0	0	0	30.2	23.7	5.9	
1200 - 1300	15	7	2	6	0	0	0	14	0	1	0	0	0	0	0	0	0	0	0	0	1	2	1	3	3	4	1	0	0	0	0	0	33.6	24.3	8.3	
1300 - 1400	14	1	2	3	8	0	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	8	3	1	0	0	0	0	0	0	29.7	24.1	4	
1400 - 1500	33	15	7	8	3	0	0	32	0	1	0	0	0	0	0	0	0	0	0	0	1	0	3	8	12	8	1	0	0	0	0	0	32.3	26	5.5	
1500 - 1600	6	6	0	0	2	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	1	1	0	0	0	0	0	0	21.1	8.2	-	
1600 - 1700	32	3	7	14	8	1	0	29	0	2	0	0	0	0	0	0	0	0	0	0	0	2	5	9	9	5	2	0	0	0	0	0	32.7	24.9	6.6	
1700 - 1800	24	5	8	4	7	0	0	23	0	1	0	0	0	0	0	0	0	0	0	0	0	3	1	7	3	1	0	2	0	0	0	0	34.7	26.1	8	
1800 - 1900	10	4	1	4	1	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	2	2	1	0	0	0	0	0	0	20	8.1	-	
1900 - 2000	19	5	4	5	5	0	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	8	6	2	0	0	0	0	0	0	28.5	23.8	4.6	
2000 - 2100	25	14	9	1	1	0	1	24	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	9	5	5	2	0	0	0	0	0	31.1	26.9	5.3	
2100 - 2200	3	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	-	21.4	4.4	-
2200 - 2300	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	32	-	-
2300 - 0000	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	32	-	-
0700 - 1900	251	70	60	65	56	2	0	238	0	13	0	0	0	0	0	0	0	0	0	0	0	4	16	28	73	72	45	11	2	0	0	0	32.0	25.1	6.6	
0600 - 2200	307	91	75	74	67	2	1	289	0	15	0	0	0	0	0	0	0	0	0	0	0	4	19	34	93	88	53	14	2	0	0	0	31.8	25.1	6.4	
0600 - 0000	309	92	75	75	67	2	1	291	0	15	0	0	0	0	0	0	0	0	0	0	0	4	19	34	93	88	54	14	2	0	0	0	31.9	25.1	6.4	
0000 - 0000	311	92	75	76	68	2	1	293	0	15	0	0	0	0	0	0	0	0	0	0	0	4	19	35	93	88	56	14	2	0	0	0	31.9	25.1	6.4	

Wednesday 26 September 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme					4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation				
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	MPH <10mph						MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <140mph		
0000 - 0100	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	-	-	-		
0100 - 0200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	26.7	-		
0200 - 0300	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	-	-	-		
0300 - 0400	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	-	-	-		
0400 - 0500	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	-	-	-		
0500 - 0600	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	22.1	-		
0600 - 0700	8	1	0	2	5	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4	2	0	0	0	0	0	0	-	31.1	5	
0700 - 0800	16	1	4	6	5	0	0	16	0	1	0	0	0	0	0	0	0	0	0	0	1	5	5	3	1	0	0	0	0	0	0	35	27.4	6.7		
0800 - 0900	55	13	22	15	5	1	0	53	0	1	0	0	0	0	0	0	0	0	0	0	1	6	19	22	5	2	0	0	0	0	0	0	29.6	25.5	5.3	
0900 - 1000	22	6	10	3	3	0	1	20	0	0	1	0	0	0	0	0	0	0	0	1	1	2	8	7	3	0	0	0	0	0	0	0	30.5	24.4	6	
1000 - 1100	20	5	5	3	7	0	0	19	0	1	0	0	0	0	0	0	0	0	0	0	1	3	8	3	4	1	0	0	0	0	0	0	31.2	24.6	6.7	
1100 - 1200	2	19	4	5	5	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	4	8	3	2	1	0	0	0	0	0	0	30.8	24.5	5.7	
1200 - 1300	22	6	5	8	3	0	0	22	0	0	0	0	0	0	0	0	0	0	0	1	1	4	6	5	5	0	0	0	0	0	0	0	30.8	23.8	6.5	
1300 - 1400	22	10	7	3	2	1	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	7	6	5	0	0	0	0	0	0	32.7	25.2	6.3	
1400 - 1500	5	14	5	3	1	5	0	13	0	1	0	0	0	0	0	0	0	0	0	0	1	4	2	5	2	0	0	0	0	0	0	0	31	23.3	6.9	
1500 - 1600	38	16	7	8	7	0	1	37	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	9	18	5	1	1	0	0	0	0	31.2	26.2	5.2	
1600 - 1700	23	8	8	4	3	0	0	21	0	2	0	0	0	0	0	0	0	0	0	1	2	1	3	9	5	1	1	0	0	0	0	0	32.3	26.2	7.9	
1700 - 1800	7	27	7	4	6	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	2	4	6	10	3	0	0	0	0	0	0	0	33.4	26.4	6.4	
1800 - 1900	12	3	4	5	0	3	0	9	0	0	0	0	0	0	0	0	0	0	0	4	1	0	1	5	0	1	0	0	0	0	0	0	29.4	19.8	10.8	
1900 - 2000	15	6	4	2	3	0	0	13	0	1	1	0	0	0	0	0	0	0	0	0	2	3	4	2	4	0	0	0	0	0	0	0	30.9	23.6	6.2	
2000 - 2100	3	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	1	0	1	0	0	0	0	0	0	29.5	7.4	7.4	
2100 - 2200	6	1	0	1	4	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	2	3	0	0	0	1	0	0	0	0	0	-	27.4	7.6	
2200 - 2300	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	23.1	-	
2300 - 0000	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	-		
0700 - 1900	289	82	83	69	55	5	2	276	0	5	1	0	0	0	0	0	0	0	0	0	7	13	34	82	98	41	11	3	0	0	0	0	31.0	25.1	6.5	
0600 - 2200	321	90	89	75	67	5	2	304	0	7	3	0	0	0	0	0	0	0	0	0	7	15	37	90	104	50	14	4	0	0	0	0	31.2	25.2	6.5	
0600 - 2000	323	90	89	75	67	5	2	306	0	7	3	0	0	0	0	0	0	0	0	0	7	15	37	91	105	50	14	4	0	0	0	0	31.2	25.2	6.5	
0600 - 2000	325	91	91	75	68	5	2	308	0	7	3	0	0	0	0	0	0	0	0	0	7	15	37	92	106	50	14	4	0	0	0	0	0	31.2	25.2	6.5

Virtual Day (7:00)

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Double Road Train	Triple Road Train	Vehicle Speed																P-Tile 85%	Average Speed	Standard Deviation
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0-45	MPH 45-55	MPH 55-60			MPH 60-65	MPH 65-70	MPH 70-75	MPH 75-80	MPH 80-85	MPH 85-90	MPH 90-95	MPH 95-100											
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<140mph	0	-	-			
0100 - 0200	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	-	18.2	-		
0200 - 0300	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	-	14.1	-		
0300 - 0400	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	-	-	-		
0400 - 0500	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	-	-	-		
0500 - 0600	1	0	0	0	1	0	0	1	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	-	25	-		
0600 - 0700	6	1	0	2	3	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	0	0	0	0	0	0	0	-	25.6	8.6		
0700 - 0800	13	2	2	5	4	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	2	1	0	0	0	0	0	0	0	0	0	33.1	26.8	7.2		
0800 - 0900	33	7	15	7	5	0	0	32	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	8	14	7	1	0	0	0	0	0	0	0	0	32	27.2	4.9		
0900 - 1000	19	4	6	5	5	0	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3	6	5	2	0	0	0	0	0	0	0	0	0	29.9	24	6.2		
1000 - 1100	20	6	4	5	6	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	6	5	4	0	0	0	0	0	0	0	0	0	31.5	24.6	6.5		
1100 - 1200	20	6	5	4	5	0	0	18	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3	6	5	4	1	0	0	0	0	0	0	0	0	30.4	24.1	6.1		
1200 - 1300	16	4	3	6	3	0	0	15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	4	5	3	0	0	0	0	0	0	0	0	31.2	24.2	7		
1300 - 1400	17	4	4	3	5	0	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3	5	5	2	0	0	0	0	0	0	0	0	0	29.6	23.8	6.3		
1400 - 1500	19	5	5	4	5	0	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3	5	6	3	1	0	0	0	0	0	0	0	31.5	24.9	6.4		
1500 - 1600	24	10	4	5	6	0	0	22	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	7	9	5	1	0	0	0	0	0	0	0	0	31.7	26.1	5.5		
1600 - 1700	22	5	7	5	5	0	0	20	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	8	4	1	0	0	0	0	0	0	0	31.8	25.8	6.7		
1700 - 1800	18	4	4	5	6	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5	7	3	1	0	0	0	0	0	0	0	32.4	26.2	6.6		
1800 - 1900	12	4	3	3	3	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	4	2	1	0	0	0	0	0	0	0	0	31.5	24.7	7.9		
1900 - 2000	11	3	3	2	3	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4	3	2	0	0	0	0	0	0	0	0	30	24.1	4.8		
2000 - 2100	8	3	3	2	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	-	26.5	6.3		
2100 - 2200	5	0	1	1	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	24.3	6.1		
2200 - 2300	1	0	0	0	0	0	0	1	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	-	25.1	-			
2300 - 0000	1	0	0	0	0	0	0	1	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	-	27.1	-			
0700 - 1900	234	59	61	57	58	2	1	219	0	10	1	0	0	0	0	0	0	0	0	0	0	3	12	27	63	77	39	8	2	1	0	0	0	0	0	31.5	25.3	6.4		
0600 - 2200	262	66	68	63	66	2	2	246	0	11	1	0	0	0	0	0	0	0	0	0	0	4	14	31	73	85	43	10	3	1	0	0	0	0	0	31.4	25.3	6.4		
0600 - 0600	264	67	68	63	66	2	2	248	0	11	1	0	0	0	0	0	0	0	0	0	0	4	14	31	73	86	43	10	3	1	0	0	0	0	0	31.4	25.3	6.4		
0000 - 0000	266	67	68	64	67	2	2	249	0	11	1	0	0	0	0	0	0	0	0	0	0	4	14	31	74	86	44	10	3	1	0	0	0	0	0	31.4	25.3	6.4		

Virtual Week (1.00)

Time	Hourly Totals	00-15	15 Minute Bin Drops			Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Double Road Train	Triple Road Train	Vehicle Speed												P-Title 85%	Average Speed	Standard Deviation	
			15-30	30-45	45-60					3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0	MPH 10			MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65					
Mon	296	71	87	68	70	0	2	275	0	17	2	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<70mph	31.7	25.6	6.4
Tue	311	92	75	76	68	2	1	293	0	15	0	0	0	0	0	0	0	0	4	19	35	53	88	56	14	2	0	0	0	0	0	0	31.9	25.1	6.4
Wed	325	91	91	75	68	5	2	308	0	7	3	0	0	0	0	0	0	0	7	15	37	92	106	50	14	4	0	0	0	0	0	0	31.2	25.2	6.5
Thu	318	75	86	70	87	2	3	294	0	18	1	0	0	0	0	0	0	0	5	16	43	77	103	56	16	1	1	0	0	0	0	0	31.5	25.2	6.5
Fri	297	70	69	71	87	4	2	273	1	15	2	0	0	0	0	0	0	0	4	20	38	84	94	48	8	1	0	0	0	0	0	0	31.4	24.9	6.4
Sat	195	42	37	63	63	2	0	186	0	6	1	0	0	0	0	0	0	0	1	13	18	60	60	34	6	3	1	0	0	0	0	0	31.5	25.8	6.3
Sun	120	28	33	32	27	1	1	117	0	1	0	0	0	0	0	0	0	0	0	1	4	14	37	43	15	5	0	1	0	0	0	0	30.4	25.3	5.7

Hayward

Report Id 557/18
 Site Name Site 2 of 2
 Description St Georges Avenue, 50m East of Warblington Avenue
 Direction Eastbound

Thursday 20 September 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops			Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Double Road Train	Triple Road Train	Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation		
			15-30	30-45	45-00					2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 9 <10mph			MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <140mph
0000 - 0100	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	-	-	-	
0100 - 0200	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	-	-	-	
0200 - 0300	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	-	-	-	
0300 - 0400	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	22.4	-	
0400 - 0500	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	-	-	-	
0500 - 0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	9.3	-	
0600 - 0700	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	12.9	3.8
0700 - 0800	4	1	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	3	0	0	0	0	0	0	0	0	-	19.1	6
0800 - 0900	17	6	4	4	3	1	0	14	0	2	0	0	0	0	0	0	0	0	0	0	1	2	5	5	3	1	0	0	0	0	0	31.7	25.5	6.9
0900 - 1000	13	6	0	3	4	3	1	9	0	0	0	0	0	0	0	0	0	0	0	3	2	4	4	0	0	0	0	0	0	0	0	22.9	16.4	5.7
1000 - 1100	5	1	0	2	2	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	-	18.5	7.6
1100 - 1200	14	5	3	2	4	3	0	7	0	4	0	0	0	0	0	0	0	0	0	2	6	3	2	1	0	0	0	0	0	0	0	23.4	15.8	5.1
1200 - 1300	9	2	4	2	1	2	0	4	0	2	0	1	0	0	0	0	0	0	0	2	4	2	1	0	0	0	0	0	0	0	0	-	13.9	4.8
1300 - 1400	10	2	2	3	3	3	0	6	0	1	0	0	0	0	0	0	0	0	0	0	3	3	3	0	1	0	0	0	0	0	0	-	18.4	6.3
1400 - 1500	5	1	2	1	1	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	1	0	1	0	0	0	0	0	0	0	-	15.5	6
1500 - 1600	17	4	3	4	6	4	0	12	0	1	0	0	0	0	0	0	0	0	0	2	4	6	4	1	0	0	0	0	0	0	0	22.7	17.4	5.4
1600 - 1700	17	3	4	6	4	5	0	11	0	1	0	0	0	0	0	0	0	0	0	0	3	4	6	4	0	0	0	0	0	0	0	25.8	20.6	5
1700 - 1800	11	1	3	3	4	4	0	7	0	0	0	0	0	0	0	0	0	0	0	0	4	2	4	1	0	0	0	0	0	0	0	25.8	19	5.7
1800 - 1900	7	0	4	1	2	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	1	1	1	0	0	0	0	0	-	22.4	9.3
1900 - 2000	5	2	0	2	1	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	1	0	0	0	0	0	0	0	-	18.6	7.2
2000 - 2100	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	11.9	-
2100 - 2200	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	18.4	-
2200 - 2300	2	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	-	31.6	15.7
2300 - 0000	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	14.9	-
0700 - 1900	129	32	29	34	34	29	2	84	1	11	0	2	0	0	0	0	0	0	0	9	35	30	33	15	5	2	0	0	0	0	0	25.5	18.9	6.6
0600 - 2200	138	35	29	37	37	34	2	88	1	11	0	2	0	0	0	0	0	0	0	9	40	32	34	16	5	2	0	0	0	0	0	25.5	18.7	6.6
0600 - 0000	141	37	30	37	37	35	3	89	1	11	0	2	0	0	0	0	0	0	0	9	41	32	35	16	5	2	1	0	0	0	0	25.5	18.9	6.8
0000 - 0000	143	38	30	37	38	35	3	90	1	12	0	2	0	0	0	0	0	0	10	41	32	36	16	5	2	1	0	0	0	0	0	25.5	18.9	6.8

Friday 21 September 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation					
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic			6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	1	1	0	0	0	0	0	1	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	-	17.9	-	
0100 - 0200	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	-	-	-	
0200 - 0300	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	-	-	-	
0300 - 0400	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	-	-	-	
0400 - 0500	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	-	-	-	
0500 - 0600	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	-	-	-	
0600 - 0700	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	-	-	-	
0700 - 0800	4	0	1	0	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	-	21.2	8.4
0800 - 0900	10	3	3	3	1	3	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	3	2	4	2	1	0	0	0	0	0	0	0	0	-	17.8	5.4
0900 - 1000	9	0	5	3	1	3	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	4	0	0	0	0	0	0	0	0	0	-	18.8	5.2
1000 - 1100	7	1	1	3	2	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	1	1	1	0	0	0	0	0	0	0	0	-	16.4	6
1100 - 1200	12	2	1	5	4	4	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	3	3	1	0	0	0	0	0	0	0	23.3	17.7	5.2
1200 - 1300	5	2	0	1	2	2	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3	1	0	1	0	0	0	0	0	0	0	0	0	-	11.7	5.9
1300 - 1400	9	2	1	3	3	4	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	2	0	2	0	0	0	0	0	0	0	-	18.6	9.4
1400 - 1500	8	2	3	0	3	1	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	-	20.6	6.4
1500 - 1600	11	2	1	4	4	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	5	1	0	0	0	0	0	0	28.9	21.4	7.4
1600 - 1700	9	3	1	2	3	4	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	1	1	1	1	0	0	0	0	0	0	-	19.8	5.6
1700 - 1800	16	3	8	2	3	5	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	4	6	6	2	0	0	0	0	0	0	0	26.1	19.7	5.7
1800 - 1900	5	1	1	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	-	22.7	11.9
1900 - 2000	8	0	4	2	2	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	-	19.5	4.6
2000 - 2100	3	1	0	1	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	-	18.5	5.1
2100 - 2200	3	1	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	-	17.5	5.6
2200 - 2300	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	-	-	-
2300 - 0000	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	12.4	-
0700 - 1900	105	21	26	28	30	29	2	68	0	6	0	0	0	0	0	0	0	0	0	0	0	0	8	28	23	25	16	4	0	1	0	0	0	0	25.8	19.0	6.7
0600 - 2200	119	23	31	32	33	31	2	79	0	7	0	0	0	0	0	0	0	0	0	0	0	0	8	31	28	30	17	4	0	1	0	0	0	0	25.6	19.0	6.5
1200 - 0600	120	24	31	32	33	31	2	80	0	7	0	0	0	0	0	0	0	0	0	0	0	0	8	32	28	30	17	4	0	1	0	0	0	0	25.6	18.9	6.5
0000 - 0000	121	25	31	32	33	31	2	81	0	7	0	0	0	0	0	0	0	0	0	0	0	0	8	32	29	30	17	4	0	1	0	0	0	0	25.6	18.9	6.5

Saturday 22 September 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme							Double Road Train	Triple Road Train	Vehicle Speed												P-Title 85%	Average Speed	Standard Deviation
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic			MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph		
0000 - 0100	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	-	-	-
0100 - 0200	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	-	-	-
0200 - 0300	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	-	-	-
0300 - 0400	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	17.5	-
0400 - 0500	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	-	-	-
0500 - 0600	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	-	-	-
0600 - 0700	2	0	0	1	1	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	-	18.9	13.7
0700 - 0800	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	15.7	-
0800 - 0900	5	1	1	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	1	2	0	1	0	1	0	0	0	0	0	0	-	23	10.6
0900 - 1000	10	1	0	4	5	2	0	7	0	1	0	0	0	0	0	0	0	0	1	1	1	4	3	0	0	0	0	0	0	0	-	21.3	6.7
1000 - 1100	11	4	4	2	1	1	0	9	0	1	0	0	0	0	0	0	0	0	1	2	3	3	2	0	0	0	0	0	0	0	27	19.1	6.4
1100 - 1200	13	5	4	3	1	1	0	12	0	0	0	0	0	0	0	0	0	0	1	2	5	3	2	0	0	0	0	0	0	0	31.4	23.6	5.5
1200 - 1300	9	2	3	1	3	0	0	8	0	1	0	0	0	0	0	0	0	0	0	1	2	3	2	1	0	0	0	0	0	0	-	22.6	5.4
1300 - 1400	5	2	0	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	-	18.7	4.7
1400 - 1500	3	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	-	19	5.2
1500 - 1600	5	2	1	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	-	17	5.4
1600 - 1700	6	1	4	0	1	0	0	5	0	1	0	0	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	0	0	0	-	20.1	4.2
1700 - 1800	4	0	1	2	1	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	-	29.7	6.6
1800 - 1900	4	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	-	16.1	6.6
1900 - 2000	3	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	-	22.4	5.3
2000 - 2100	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	-	-	-
2100 - 2200	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	17.4	-
2200 - 2300	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	-	-	-
2300 - 0000	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	-	-	-
0700 - 1900	76	21	18	18	19	7	0	64	0	5	0	0	0	0	0	0	0	0	3	12	16	26	13	4	2	0	0	0	0	0	27.6	21.2	6.4
0600 - 2200	82	21	18	21	22	7	0	69	0	6	0	0	0	0	0	0	0	0	4	12	18	27	15	4	2	0	0	0	0	0	27.6	21.2	6.5
0600 - 0000	82	21	18	21	22	7	0	69	0	6	0	0	0	0	0	0	0	0	4	12	18	27	15	4	2	0	0	0	0	0	27.6	21.2	6.5
0000 - 0000	83	21	18	21	23	7	0	69	0	7	0	0	0	0	0	0	0	0	4	12	19	27	15	4	2	0	0	0	0	0	27.6	21.1	6.4

Sunday 23 September 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	Vehicle Speed												P-Title 85%	Average Speed	Standard Deviation				
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic			6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <140mph		
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<10mph	<15mph	<20mph	<25mph	<30mph	<35mph	<40mph	<45mph	<50mph	<55mph	<60mph	<65mph	<140mph	-	-	-	
0100 - 0200	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	23.6	-	
0200 - 0300	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	-	-	-	
0300 - 0400	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	-	-	-	
0400 - 0500	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	-	-	-	
0500 - 0600	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	-	-	-	
0600 - 0700	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	-	-	-	
0700 - 0800	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	8.2	0.8	
0800 - 0900	2	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	-	31.1	6.6
0900 - 1000	6	1	0	1	4	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	2	0	0	0	0	0	0	0	-	25.6	5.5	
1000 - 1100	5	0	2	1	2	1	0	4	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	-	17.4	10.9	
1100 - 1200	5	2	1	1	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-	20.9	6.7	
1200 - 1300	3	0	2	0	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	-	20.7	11.3	
1300 - 1400	5	0	2	1	2	0	0	4	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	-	16.2	11.5	
1400 - 1500	2	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	-	25.6	2.7	
1500 - 1600	2	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	-	19.6	6.9	
1600 - 1700	7	2	0	3	2	2	0	5	0	0	0	0	0	0	0	0	0	0	1	3	1	1	1	0	0	0	0	0	0	0	0	0	-	17	7	
1700 - 1800	5	0	0	4	1	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	-	22.2	2.5	
1800 - 1900	6	2	3	1	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	2	3	0	1	0	0	0	0	0	0	0	0	0	-	18.9	5.5	
1900 - 2000	3	1	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	-	17.6	6.8	
2000 - 2100	3	0	1	2	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	-	18.1	5.4	
2100 - 2200	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	-	-	-	
2200 - 2300	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	7.8	-	
2300 - 0000	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	-	-	-	
0700 - 1900	50	11	11	13	15	6	0	40	0	4	0	0	0	0	0	0	0	0	0	6	11	8	11	9	4	1	0	0	0	0	0	28.6	20.0	8.0		
0600 - 2200	56	12	13	15	16	8	0	43	0	5	0	0	0	0	0	0	0	0	0	6	14	9	12	10	4	1	0	0	0	0	0	28.4	19.8	7.8		
0600 - 0000	57	12	14	15	16	8	0	44	0	6	0	0	0	0	0	0	0	0	0	7	14	9	12	10	4	1	0	0	0	0	0	28.3	19.6	7.9		
0000 - 0000	58	12	15	15	16	8	0	44	0	6	0	0	0	0	0	0	0	0	0	7	14	9	13	10	4	1	0	0	0	0	0	28.3	19.6	7.8		

Monday 24 September 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme						Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation					
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic			6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	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	-	-	-		
0100 - 0200	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	-	-	-		
0200 - 0300	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	-	-	-		
0300 - 0400	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	-	-	-	
0400 - 0500	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	-	-	-	
0500 - 0600	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	-	-	-	
0600 - 0700	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	-	-	-	
0700 - 0800	6	0	3	2	1	1	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	4	0	0	0	0	0	0	0	0	19.6	6.5	
0800 - 0900	16	4	7	2	3	0	1	13	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	4	6	4	1	0	0	0	0	0	0	27.4	21.8	5.6	
0900 - 1000	9	1	5	2	1	3	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	1	2	0	0	0	0	0	0	0	-	17.7	7.3	
1000 - 1100	7	3	1	3	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	0	0	0	-	13.3	5.4	
1100 - 1200	7	4	2	1	2	2	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	1	1	1	0	0	0	0	0	0	0	0	18.6	4.5	
1200 - 1300	6	1	0	4	1	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	-	19.5	7.9	
1300 - 1400	7	1	2	1	3	3	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4	3	1	1	0	0	0	0	0	0	0	0	-	14.3	6.9
1400 - 1500	5	1	0	2	2	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	18.8	8	
1500 - 1600	13	4	4	4	1	7	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	2	5	2	2	2	0	0	0	0	0	0	0	28.2	16.5	7.1	
1600 - 1700	12	4	2	5	1	4	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	4	1	1	2	1	1	0	0	0	0	36.8	23.1	10.4	
1700 - 1800	16	4	5	4	3	4	0	10	0	2	0	0	0	0	0	0	0	0	0	0	0	2	4	3	5	2	1	0	0	0	0	0	0	0	26.7	19.7	7.1
1800 - 1900	9	5	1	2	1	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	3	0	1	0	0	0	0	0	0	-	19.8	6.3	
1900 - 2000	5	1	1	2	1	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	-	14.9	4.6	
2000 - 2100	1	0	1	0	0	0	0	1	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	-	20.8	-	
2100 - 2200	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	12.5	-	
2200 - 2300	2	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	-	18.8	7.5	
2300 - 0000	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	-	-	-	
0700 - 1900	113	30	32	32	19	35	2	66	0	10	0	0	0	0	0	0	0	0	0	0	0	9	33	21	25	18	5	1	1	0	0	0	0	27.3	19.0	7.3	
0600 - 2200	120	31	34	34	21	36	3	71	0	10	0	0	0	0	0	0	0	0	0	0	0	9	37	22	27	18	5	1	1	0	0	0	0	0	27.0	18.8	7.2
1200 - 0000	122	31	34	35	22	37	3	72	0	10	0	0	0	0	0	0	0	0	0	0	0	9	38	22	28	18	5	1	1	0	0	0	0	0	26.9	18.8	7.2
0000 - 0000	122	31	34	35	22	37	3	72	0	10	0	0	0	0	0	0	0	0	0	0	0	9	38	22	28	18	5	1	1	0	0	0	0	0	26.9	18.8	7.2

Tuesday 25 September 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme					Double Road Train	Triple Road Train	Vehicle Speed										P-Title 85%	Average Speed	Standard Deviation							
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic			5 Axle Artic	6 Axle Artic	MPH <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph				MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph		
0000 - 0100	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	-	-	-	
0100 - 0200	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	-	-	-	
0200 - 0300	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	-	-	-	
0300 - 0400	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	18.1	-	-	
0400 - 0500	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	-	-	-	
0500 - 0600	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	-	-	-	
0600 - 0700	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	25.8	-	-	
0700 - 0800	5	0	0	3	2	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	22.4	7.4	-	
0800 - 0900	13	2	7	3	1	1	9	0	2	0	0	0	0	0	0	0	0	0	0	0	1	5	3	1	3	3	0	0	0	0	0	0	31.8	23.7	7.4	
0900 - 1000	11	1	5	3	2	2	0	9	0	0	0	0	0	0	0	0	0	0	0	0	1	5	2	2	0	1	0	0	0	0	0	0	24.5	16.6	7.1	
1000 - 1100	7	2	1	2	2	2	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	3	2	0	2	0	0	0	0	0	0	0	17.2	7.4	-	
1100 - 1200	7	1	3	2	1	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	5.5	-	
1200 - 1300	6	2	2	2	0	2	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	13.6	6.2	-	
1300 - 1400	9	0	1	3	5	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	0	0	0	0	0	0	0	0	15.3	3.7	-	
1400 - 1500	16	2	2	2	1	6	1	9	0	0	0	0	0	0	0	0	0	0	0	0	3	5	6	1	1	0	0	0	0	0	0	0	20.6	14.3	5	
1500 - 1600	7	1	0	4	2	1	0	5	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	2	1	1	0	0	0	0	0	0	20.2	9.1	-	
1600 - 1700	12	2	4	5	1	4	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	1	1	0	0	0	0	38.8	19.8	10.5	
1700 - 1800	16	2	7	4	3	3	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	6	3	1	0	0	0	0	0	0	27.5	21	5.6	
1800 - 1900	5	1	2	1	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	15.9	4.6	-	
1900 - 2000	9	2	1	3	3	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	1	2	1	0	0	0	0	0	0	16.7	6.2	-	
2000 - 2100	15	7	6	2	0	0	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	3	2	4	2	4	0	0	0	0	0	0	26.8	18.1	8	
2100 - 2200	2	1	0	0	1	2	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	12.2	0.7	-		
2200 - 2300	2	1	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	13	1.9	-	
2300 - 0000	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	-	-	-	
0700 - 1900	114	25	34	32	23	25	2	80	0	1	5	0	1	0	0	0	0	0	0	0	0	10	34	26	24	12	6	1	1	0	0	0	0	27.2	18.3	7.3
0600 - 2200	141	35	41	38	27	29	2	102	1	6	0	1	0	0	0	0	0	0	0	0	0	15	41	31	28	18	6	1	1	0	0	0	0	26.8	18.1	7.2
0600 - 0000	143	36	42	38	27	30	2	103	1	6	0	1	0	0	0	0	0	0	0	0	0	15	43	31	28	18	6	1	1	0	0	0	0	26.3	18.0	7.2
0000 - 0000	144	36	42	38	28	30	2	103	1	7	0	1	0	0	0	0	0	0	0	0	0	15	43	32	28	18	6	1	1	0	0	0	0	26.1	18.0	7.2

Wednesday 26 September 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Title 85%	Average Speed	Standard Deviation
			15-30	30-45						3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic																		
0000 - 0100	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	-	-	-				
0100 - 0200	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	-	-	-				
0200 - 0300	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	-	-	-				
0300 - 0400	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	-	-	-				
0400 - 0500	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	-	-	-				
0500 - 0600	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	-	-	-				
0600 - 0700	4	2	0	1	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.2	3.3	-				
0700 - 0800	4	0	0	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	8.8	-				
0800 - 0900	16	1	5	4	6	1	1	12	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	21.5	6.3				
0900 - 1000	4	1	0	2	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	6.7	-				
1000 - 1100	6	1	0	4	1	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.8	2.7	-				
1100 - 1200	7	0	3	1	3	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	5.6	-				
1200 - 1300	5	2	2	0	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	6.2	-				
1300 - 1400	6	2	2	1	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	7.2	-				
1400 - 1500	2	4	0	1	1	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	6.8	-				
1500 - 1600	16	4	4	5	3	0	0	13	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5	20	6.7				
1600 - 1700	11	3	2	4	2	0	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.8	24.7	9.3				
1700 - 1800	5	16	5	4	4	0	0	14	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	23.8	7.5				
1800 - 1900	6	4	1	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	3.5	-				
1900 - 2000	8	2	0	5	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	3.7	-				
2000 - 2100	3	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	3.8	-				
2100 - 2200	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	9.6	-				
2200 - 2300	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	-	-	-				
2300 - 0000	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	-	-	-				
0700 - 0900	101	25	24	27	25	1	1	86	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	22.1	6.8				
0600 - 0200	118	33	25	33	27	3	1	101	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	21.9	6.8				
0600 - 0400	118	33	25	33	27	3	1	101	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	21.9	6.8				
0600 - 0000	118	33	25	33	27	3	1	101	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	21.9	6.8				

Virtual Day (7:00)

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme					Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation					
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph				MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph
0000 - 0100	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	-	17.9	-
0100 - 0200	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	-	23.6	-
0200 - 0300	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	-	-	-
0300 - 0400	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	-	19.3	-
0400 - 0500	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	-	-	-
0500 - 0600	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	-	9.3	-
0600 - 0700	1	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	15.4	7.3
0700 - 0800	4	4	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	3	1	1	2	2	0	0	0	0	0	0	-	19.7	7.3
0800 - 0900	11	2	4	2	3	1	0	8	0	2	0	0	0	0	0	0	0	0	1	1	2	3	3	1	0	0	0	0	0	29.9	22.6	7
0900 - 1000	9	2	2	3	3	2	0	7	0	0	0	0	0	0	0	0	0	0	1	2	2	3	1	0	0	0	0	0	0	-	18.8	6.7
1000 - 1100	7	2	1	2	1	2	0	5	0	0	0	0	0	0	0	0	0	0	1	2	1	1	1	0	0	0	0	0	0	-	18.2	7.2
1100 - 1200	9	2	2	2	2	2	0	6	0	1	0	0	0	0	0	0	0	0	2	2	2	2	2	0	0	0	0	0	0	-	19.5	6.1
1200 - 1300	6	2	2	1	1	1	0	4	0	1	0	0	0	0	0	0	0	0	1	2	1	1	1	0	0	0	0	0	0	-	17.6	7.3
1300 - 1400	7	1	1	2	3	2	0	5	0	0	0	0	0	0	0	0	0	0	1	3	3	2	0	1	0	0	0	0	0	-	17.3	7.1
1400 - 1500	6	3	1	1	1	1	0	4	0	0	0	0	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	-	17.6	6.4
1500 - 1600	10	3	2	3	2	2	0	7	0	1	0	0	0	0	0	0	0	0	1	3	2	2	2	0	0	0	0	0	0	26.1	18.7	6.7
1600 - 1700	11	3	2	4	2	3	0	7	0	1	0	0	0	0	0	0	0	0	0	2	3	2	2	1	0	0	0	0	0	29.9	21	8
1700 - 1800	12	2	4	3	3	2	0	9	0	1	0	0	0	0	0	0	0	0	0	2	2	4	2	1	0	0	0	0	0	27.5	21.3	6.5
1800 - 1900	6	2	2	1	1	1	0	5	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	-	19.8	7
1900 - 2000	6	1	1	2	2	1	0	5	0	0	0	0	0	0	0	0	0	0	0	2	1	2	1	0	0	0	0	0	0	-	19.3	6
2000 - 2100	4	2	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	-	18.5	3
2100 - 2200	1	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	16.8	5.4
2200 - 2300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	19.2	-
2300 - 0000	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	-	13.6	-
0700 - 1900	98	24	25	26	24	19	1	70	0	8	0	0	0	0	0	0	0	0	0	7	24	21	24	15	5	1	1	0	0	27.3	19.6	7.1
0600 - 2200	111	27	27	30	26	21	1	79	0	9	0	0	0	0	0	0	0	0	8	27	23	27	17	6	1	1	0	0	0	27.2	19.5	7.0
0600 - 0000	112	28	28	30	26	22	2	80	0	8	0	0	0	0	0	0	0	0	8	28	23	27	17	6	1	1	0	0	0	27.2	19.5	7.0
0000 - 0000	113	28	28	30	27	22	2	80	0	9	0	0	0	0	0	0	0	0	8	28	24	28	17	6	1	1	0	0	0	27.2	19.5	7.0

Virtual Week (1.00)

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 85%	Average Speed	Standard Deviation					
			15-30	30-45		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph				MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph
Mon	122	31	34	35	22	37	3	72	0	10	0	0	0	0	0	0	0	9	38	22	28	18	5	1	1	0	0	0	0	0	26.9	18.8	7.2
Tue	144	36	42	36	28	30	2	103	1	7	0	1	0	0	0	0	0	15	43	32	28	18	6	1	1	0	0	0	0	0	26.1	18	7.2
Wed	118	33	25	33	27	3	1	101	0	13	0	0	0	0	0	0	0	6	15	24	31	28	11	2	1	0	0	0	0	0	28.6	21.9	6.8
Thu	143	38	30	37	38	35	3	90	1	12	0	2	0	0	0	0	0	10	41	32	36	16	5	2	1	0	0	0	0	0	25.5	18.9	6.8
Fri	121	25	31	32	33	31	2	81	0	7	0	0	0	0	0	0	0	8	32	29	30	17	4	0	1	0	0	0	0	0	25.6	18.9	6.5
Sat	83	21	18	21	23	7	0	69	0	7	0	0	0	0	0	0	0	4	12	19	27	15	4	2	0	0	0	0	0	0	27.6	21.1	6.4
Sun	58	12	15	15	16	8	0	44	0	6	0	0	0	0	0	0	0	7	14	9	13	10	4	1	0	0	0	0	0	0	28.3	19.6	7.8

Havant

Report Id 557/18
 Site Name Site 2 of 2
 Description St Georges Avenue, 50m East of Warblington Avenue
 Direction Westbound

Thursday 20 September 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops			Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation
			15-30	30-45	45-00					2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 9 <10mph			MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	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	-	-	-	
0100 - 0200	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	26.8	-	
0200 - 0300	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	-	-	-	
0300 - 0400	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	-	-	-	
0400 - 0500	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	-	-	-	
0500 - 0600	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	5.9	-	
0600 - 0700	5	0	3	1	1	2	0	2	0	0	1	0	0	0	0	0	0	0	0	1	3	0	1	0	0	0	0	0	0	0	-	14.5	5.2	
0700 - 0800	7	2	1	2	2	1	0	5	0	1	0	0	0	0	0	0	0	0	0	2	1	1	1	1	0	0	0	0	0	0	-	21.5	9.1	
0800 - 0900	10	3	2	3	2	6	0	4	0	0	0	0	0	0	0	0	0	0	2	4	1	2	1	0	0	0	0	0	0	0	-	15.6	5.9	
0900 - 1000	13	2	4	2	5	4	0	9	0	0	0	0	0	0	0	0	0	0	5	4	0	3	0	1	0	0	0	0	0	0	24.5	14.1	8.8	
1000 - 1100	10	1	6	1	2	2	0	7	0	1	0	0	0	0	0	0	0	0	3	1	4	1	1	0	0	0	0	0	0	0	-	14.3	7.4	
1100 - 1200	9	1	5	1	2	1	0	5	0	2	1	0	0	0	0	0	0	0	1	2	0	4	2	0	0	0	0	0	0	0	0	-	19.7	6
1200 - 1300	6	0	1	4	1	2	0	2	0	2	0	0	0	0	0	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	-	14.5	3.9	
1300 - 1400	7	0	2	2	3	1	1	2	0	3	0	0	0	0	0	0	0	0	0	3	2	1	1	0	0	0	0	0	0	0	-	17.7	5.3	
1400 - 1500	5	0	2	2	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	-	17.4	3.8	
1500 - 1600	5	2	0	2	1	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	-	21.4	4.2	
1600 - 1700	6	0	2	2	2	0	0	6	0	0	0	0	0	0	0	0	0	0	1	0	2	2	1	0	0	0	0	0	0	0	-	20	6.1	
1700 - 1800	7	0	4	1	2	5	0	2	0	0	0	0	0	0	0	0	0	0	2	3	0	2	0	0	0	0	0	0	0	0	-	14.8	5.5	
1800 - 1900	5	1	1	1	2	1	0	4	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	-	15.6	4.2	
1900 - 2000	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	13.1	-	
2000 - 2100	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	-	-	-	
2100 - 2200	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	24.3	-	
2200 - 2300	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	-	-	-	
2300 - 0000	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	-	-	-	
0700 - 1900	90	12	30	23	25	23	2	54	1	9	1	0	0	0	0	0	0	0	0	14	26	17	22	8	3	0	0	0	0	0	24.5	16.8	6.7	
0600 - 2200	97	13	34	24	26	26	2	57	1	9	2	0	0	0	0	0	0	0	0	15	30	17	24	8	3	0	0	0	0	0	24.3	16.8	6.6	
0600 - 0000	97	13	34	24	26	26	2	57	1	9	2	0	0	0	0	0	0	0	0	15	30	17	24	8	3	0	0	0	0	0	24.3	16.8	6.6	
0000 - 0000	99	14	34	24	27	26	2	59	1	9	2	0	0	0	0	0	0	0	0	16	30	17	24	9	3	0	0	0	0	0	24.4	16.8	6.7	

Friday 21 September 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme							Double Road Train	Triple Road Train	Vehicle Speed											P-Title 85%	Average Speed	Standard Deviation		
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic			MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <140mph
0000 - 0100	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	-	-	-	
0100 - 0200	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	-	-	-	
0200 - 0300	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	-	-	-	
0300 - 0400	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	-	-	-	
0400 - 0500	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	-	-	-	
0500 - 0600	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	-	-	-	
0600 - 0700	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	19	-	
0700 - 0800	4	0	1	2	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	-	18.4	6.7
0800 - 0900	11	5	1	3	2	3	0	6	0	2	0	0	0	0	0	0	0	0	1	3	2	3	1	1	0	0	0	0	0	0	0	27.6	18.9	7.3
0900 - 1000	5	0	1	2	2	2	0	3	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	-	12.8	3.4
1000 - 1100	7	2	2	0	3	2	1	4	0	0	0	0	0	0	0	0	0	0	2	1	2	1	1	0	0	0	0	0	0	0	0	-	16.4	7.7
1100 - 1200	7	0	3	2	2	2	1	3	0	0	0	0	1	0	0	0	0	0	1	0	1	2	3	0	0	0	0	0	0	0	0	-	20.9	7
1200 - 1300	9	1	2	4	2	2	0	6	0	1	0	0	0	0	0	0	0	0	2	2	1	2	0	2	0	0	0	0	0	0	0	-	18.4	8.4
1300 - 1400	5	0	0	3	2	2	0	2	0	1	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	0	0	0	0	-	19.6	6.9
1400 - 1500	7	3	0	2	2	2	0	5	0	0	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	0	0	0	0	0	0	-	18.4	5.2
1500 - 1600	6	2	2	2	0	1	1	4	0	0	0	0	0	0	0	0	0	0	2	1	0	2	1	0	0	0	0	0	0	0	0	-	17.3	9.4
1600 - 1700	10	2	2	3	3	2	0	7	0	1	0	0	0	0	0	0	0	0	0	2	1	5	2	0	0	0	0	0	0	0	0	-	20.7	6.1
1700 - 1800	8	1	3	3	1	3	0	5	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	-	18	5.4
1800 - 1900	8	2	5	1	0	2	1	5	0	0	0	0	0	0	0	0	0	0	3	1	2	1	1	0	0	0	0	0	0	0	0	-	15.3	7.1
1900 - 2000	6	0	2	4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	1	0	0	0	0	0	0	0	-	21.5	6
2000 - 2100	4	1	0	1	1	1	0	2	0	1	0	0	0	0	0	0	0	0	1	0	2	0	0	0	1	0	0	0	0	0	0	-	20.7	10.7
2100 - 2200	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	19.8	-
2200 - 2300	3	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	-	20	3.4
2300 - 0000	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	-	23.6	-
0700 - 1900	87	18	22	27	20	25	5	51	0	5	0	0	1	0	0	0	0	0	12	23	11	27	11	3	0	0	0	0	0	0	0	25.2	18.1	6.8
0600 - 2200	99	22	24	32	21	26	5	61	0	6	0	0	1	0	0	0	0	0	13	23	17	30	11	4	1	0	0	0	0	0	0	25.2	18.6	6.8
1000 - 0000	103	25	25	32	21	26	5	65	0	6	0	0	1	0	0	0	0	0	13	23	19	32	11	4	1	0	0	0	0	0	0	25.1	18.6	6.8
0000 - 0000	103	25	25	32	21	26	5	65	0	6	0	0	1	0	0	0	0	0	13	23	19	32	11	4	1	0	0	0	0	0	0	25.1	18.6	6.8

Saturday 22 September 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Double Road Train	Triple Road Train	Vehicle Speed												P-Title 85%	Average Speed	Standard Deviation
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0 <10mph			MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	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	-	-	-
0100 - 0200	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	-	-	-
0200 - 0300	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	-	-	-
0300 - 0400	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	-	-	-
0400 - 0500	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	-	-	-
0500 - 0600	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	-	-	-
0600 - 0700	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	14	-
0700 - 0800	1	1	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	-	28.5	-
0800 - 0900	8	0	4	4	0	4	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4	1	2	1	0	0	0	0	0	0	0	-	16.5	5.8
0900 - 1000	4	1	0	2	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	1	0	0	0	0	0	0	-	16.5	7.5
1000 - 1100	10	1	4	3	2	1	0	8	0	1	0	0	0	0	0	0	0	0	0	0	4	3	0	5	0	0	0	0	0	0	0	-	15.8	7.9
1100 - 1200	3	1	1	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	-	18	5
1200 - 1300	4	2	1	0	1	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	-	18.4	8.6
1300 - 1400	2	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	18	2.7
1400 - 1500	8	2	0	1	5	1	0	6	0	1	0	0	0	0	0	0	0	0	0	0	1	1	3	3	0	0	0	0	0	0	0	-	17.3	4.4
1500 - 1600	2	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	-	18.2	1.1
1600 - 1700	4	0	1	1	2	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	-	18.4	4.8
1700 - 1800	5	0	0	2	3	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	-	21.3	6.8
1800 - 1900	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	-	23.7	2.5
1900 - 2000	2	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	-	20.9	5
2000 - 2100	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	-	-	4
2100 - 2200	5	2	0	1	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	-	19.6	-
2200 - 2300	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	-	-	-
2300 - 0000	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	-	-	-
0700 - 1900	53	8	11	16	18	9	0	37	0	7	0	0	0	0	0	0	0	0	0	0	4	14	13	16	5	1	0	0	0	0	0	24.2	17.9	6.1
0600 - 2200	61	10	11	19	21	9	0	45	0	7	0	0	0	0	0	0	0	0	0	0	4	16	15	20	5	1	0	0	0	0	0	24.0	18.1	5.9
0600 - 0000	61	10	11	19	21	9	0	45	0	7	0	0	0	0	0	0	0	0	0	0	4	16	15	20	5	1	0	0	0	0	0	24.0	18.1	5.9
0000 - 0000	61	10	11	19	21	9	0	45	0	7	0	0	0	0	0	0	0	0	0	0	4	16	15	20	5	1	0	0	0	0	0	24.0	18.1	5.9

Sunday 23 September 2018

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph			
0000 - 0100	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	-	-	-
0100 - 0200	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	7.3	-
0200 - 0300	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	7.4	-
0300 - 0400	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	-	-	-
0400 - 0500	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	-	-	-
0500 - 0600	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	-	-	-
0600 - 0700	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	-	-	-
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0800 - 0900	3	1	0	0	2	1	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	-	13.8	6.4
0900 - 1000	5	1	1	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	1	0	0	0	0	0	0	-	16.4	7.2
1000 - 1100	4	1	2	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	-	13.3	4.3
1100 - 1200	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	23.9	-
1200 - 1300	4	3	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	-	21.8	5.5
1300 - 1400	7	2	2	2	1	2	0	5	0	0	0	0	0	0	0	0	0	0	2	0	0	3	2	0	0	0	0	0	0	-	19.5	8.9
1400 - 1500	4	1	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	-	18.7	2.7
1500 - 1600	3	0	1	1	1	1	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	-	16.7	7.8
1600 - 1700	2	0	1	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	-	17.6	11.7
1700 - 1800	2	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	16.2	11.6
1800 - 1900	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	17.9	-
1900 - 2000	3	2	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	-	18.2	7.3
2000 - 2100	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	24.8	-
2100 - 2200	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	-	-	-
2200 - 2300	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	33.6	-
2300 - 0000	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	-	-	-
0700 - 1900	36	11	7	10	8	6	0	29	0	0	0	1	0	0	0	0	0	0	6	7	9	8	6	0	0	0	0	0	0	25.8	17.6	6.8
0600 - 2200	40	13	8	11	8	6	1	32	0	0	0	1	0	0	0	0	0	0	7	7	9	11	6	0	0	0	0	0	0	25.5	17.9	6.7
0600 - 0000	41	13	9	11	8	6	2	32	0	0	0	1	0	0	0	0	0	0	7	7	9	11	6	1	0	0	0	0	0	25.8	18.2	7.1
0000 - 0000	43	13	9	12	9	7	2	33	0	0	0	1	0	0	0	0	0	0	9	7	9	11	6	1	0	0	0	0	0	25.8	17.7	7.3

Monday 24 September 2018

Time	Hourly Totals	15 Minute Bin Drops			45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme							Double Road Train	Triple Road Train	Vehicle Speed													P-Tile 85%	Average Speed	Standard Deviation
		00-15	15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic			MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
0000 - 0100	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	-	-	-	
0100 - 0200	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	-	-	-	
0200 - 0300	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	-	-	-	
0300 - 0400	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	-	-	-	
0400 - 0500	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	-	-	-	
0500 - 0600	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	8.9	-	
0600 - 0700	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	14.3	-	
0700 - 0800	13	0	2	8	3	7	0	5	0	0	1	0	0	0	0	0	0	0	0	1	6	2	1	3	0	0	0	0	0	0	25.3	16.8	6	
0800 - 0900	6	9	1	1	0	4	1	4	0	0	0	0	0	0	0	0	0	0	0	1	3	2	2	1	0	0	0	0	0	0	-	16.6	6	
0900 - 1000	10	3	4	0	3	3	0	7	0	0	0	0	0	0	0	0	0	0	0	4	2	1	2	1	0	0	0	0	0	0	-	14.7	6.8	
1000 - 1100	3	2	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	-	14.9	6.5	
1100 - 1200	2	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	-	17.8	9.8	
1200 - 1300	8	4	3	1	0	4	0	2	0	2	0	0	0	0	0	0	0	0	0	1	4	0	3	0	0	0	0	0	0	0	-	15.1	6	
1300 - 1400	8	1	0	1	6	4	0	3	0	1	0	0	0	0	0	0	0	0	0	1	4	1	2	0	0	0	0	0	0	0	-	15.8	5.3	
1400 - 1500	6	1	1	2	2	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	-	18.6	7.1	
1500 - 1600	6	2	3	0	1	1	1	4	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	1	0	0	0	0	0	0	-	17.6	7.1	
1600 - 1700	7	1	5	0	1	1	0	6	0	0	0	0	0	0	0	0	0	0	0	1	1	1	4	0	0	0	0	0	0	0	-	19.3	5.6	
1700 - 1800	10	1	5	1	3	5	0	4	0	1	0	0	0	0	0	0	0	0	0	4	2	3	1	0	0	0	0	0	0	0	-	12.7	5.5	
1800 - 1900	8	5	2	1	0	1	1	5	0	0	1	0	0	0	0	0	0	0	0	0	1	3	2	1	0	1	0	0	0	0	-	22	7.4	
1900 - 2000	2	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	-	19	4.6	
2000 - 2100	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	-	-	-	
2100 - 2200	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	-	-	-	
2200 - 2300	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	-	-	-	
2300 - 0000	2	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	-	15.3	9.2	
0700 - 1900	90	26	28	15	21	34	3	47	0	5	1	0	0	0	0	0	0	0	0	16	27	18	20	7	1	1	0	0	0	0	24.2	16.6	6.4	
0600 - 2200	93	28	29	15	21	35	3	49	0	5	1	0	0	0	0	0	0	0	0	16	28	19	21	7	1	1	0	0	0	0	23.9	16.7	6.3	
0600 - 0000	95	29	30	15	21	36	3	50	0	5	1	0	0	0	0	0	0	0	0	17	28	19	22	7	1	1	0	0	0	0	23.9	16.6	6.3	
0000 - 0000	96	29	31	15	21	36	3	51	0	5	1	0	0	0	0	0	0	0	0	18	28	19	22	7	1	1	0	0	0	0	23.9	16.5	6.4	

Virtual Day (7:00)

Time	Hourly Totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme							Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic			MPH <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <140mph			
0000 - 0100	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	-	-	-	
0100 - 0200	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	-	17.1	-	
0200 - 0300	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	-	7.4	-	
0300 - 0400	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	-	-	-	
0400 - 0500	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	-	-	-	
0500 - 0600	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	-	7.4	-	
0600 - 0700	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	14.6	3.8	
0700 - 0800	6	1	1	2	2	2	0	3	0	0	0	0	0	0	0	0	0	0	0	2	1	1	1	0	0	0	0	0	0	-	17.8	6.6	
0800 - 0900	9	3	3	2	1	5	0	4	0	1	0	0	0	0	0	0	0	0	0	4	1	2	1	0	0	0	0	0	0	-	16.4	6.4	
0900 - 1000	8	2	2	2	2	3	0	4	0	0	0	0	0	0	0	0	0	0	0	2	3	1	1	0	0	0	0	0	0	-	14.2	6.5	
1000 - 1100	6	2	2	1	1	1	0	4	0	1	0	0	0	0	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	-	15.6	6.6	
1100 - 1200	6	1	2	1	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0	1	2	1	2	0	0	0	0	0	0	-	18.1	6.5	
1200 - 1300	6	2	2	2	1	2	0	4	0	1	0	0	0	0	0	0	0	0	0	1	2	1	2	0	0	0	0	0	0	-	17.6	6.4	
1300 - 1400	6	1	1	2	2	2	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	1	2	1	0	0	0	0	0	-	17.8	5.9	
1400 - 1500	5	1	1	1	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	-	17.5	5	
1500 - 1600	5	1	1	1	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2	1	0	0	0	0	0	-	18.6	6.3	
1600 - 1700	6	1	2	1	1	1	0	4	0	1	0	0	0	0	0	0	0	0	0	1	1	2	2	1	0	0	0	0	0	-	19.5	5.6	
1700 - 1800	8	1	2	2	3	3	0	5	0	1	0	0	0	0	0	0	0	0	0	1	2	2	2	0	0	0	0	0	0	-	16.9	6.6	
1800 - 1900	5	2	2	1	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2	1	0	0	0	0	0	-	19.9	6.9	
1900 - 2000	3	1	1	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	19.5	5.1	
2000 - 2100	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	17.4	8.5	
2100 - 2200	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	20.8	4.2	
2200 - 2300	1	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	-	23.4	-	
2300 - 0000	1	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	-	15.2	-	
0700 - 1900	76	16	22	19	19	21	2	46	0	6	0	0	0	0	0	0	0	0	0	11	22	15	20	7	2	0	0	0	0	24.5	17.3	6.4	
0600 - 2200	84	19	24	21	21	23	2	52	0	6	1	0	0	0	0	0	0	0	0	11	23	17	23	8	2	0	0	0	0	0	24.4	17.4	6.4
0600 - 0000	86	19	25	21	21	23	3	53	0	6	1	0	0	0	0	0	0	0	0	12	23	18	23	8	2	0	0	0	0	0	24.4	17.4	6.4
0000 - 0000	86	19	25	21	21	23	3	54	0	6	1	0	0	0	0	0	0	0	0	12	23	18	23	8	2	0	0	0	0	0	24.4	17.4	6.5

Virtual Week (1.00)

Time	Hourly Totals	00-15	15 Minute Bin Drops			Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Double Road Train	Triple Road Train	Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation
			15-30	30-45	45-00					2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0	MPH 10	MPH 15			MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65					
Mon	96	29	31	15	21	36	3	51	0	5	1	0	0	0	0	0	0	0	0	0	<10mph	18	28	19	22	7	1	1	0	0	0	0	0	23.9	16.5	6.4
Tue	115	28	33	22	32	37	4	64	0	9	1	0	0	0	0	0	0	0	0	0	18	38	22	27	9	1	0	0	0	0	0	0	0	23.8	16.5	6.4
Wed	87	17	31	22	17	19	2	60	0	6	0	0	0	0	0	0	0	0	0	0	8	21	22	25	9	2	0	0	0	0	0	0	0	24.2	18.1	5.9
Thu	99	14	34	24	27	26	2	59	1	9	2	0	0	0	0	0	0	0	0	0	16	30	17	24	9	3	0	0	0	0	0	0	0	24.4	16.8	6.7
Fri	103	25	25	32	21	26	5	65	0	6	0	0	1	0	0	0	0	0	0	0	13	23	19	32	11	4	1	0	0	0	0	0	0	25.1	18.6	6.8
Sat	61	10	11	19	21	9	0	45	0	7	0	0	0	0	0	0	0	0	0	0	4	16	15	20	5	1	0	0	0	0	0	0	24	18.1	5.9	
Sun	43	13	9	12	9	7	2	33	0	0	0	1	0	0	0	0	0	0	0	0	9	7	9	11	6	1	0	0	0	0	0	0	25.8	17.7	7.3	

Havant, Hampshire
Classified Junction Count

Site 1 of 5
Southleigh Road (North)
ST George's Avenue
Southleigh Road (South)
Warblington School Priority Junction

Lat/Long
lat 50.852844° lon -0.968182°

Date
Thursday 20 September 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

Movement 1.1: Left from Southleigh Road (North) to ST George's Avenue									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	0	0	0	0	3	3.00
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
0730 - 0745	0	0	4	0	2	0	0	0	6	6.00
0745 - 0800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	11	0	2	0	0	0	13	13.00
Hourly Average	0.00	0.00	2.75	0.00	0.50	0.00	0.00	0.00	3.25	3.25
0800 - 0815	0	0	5	0	2	0	0	0	7	7.00
0815 - 0830	0	1	7	0	0	0	0	0	8	7.40
0830 - 0845	2	0	7	0	0	0	0	0	9	7.40
0845 - 0900	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	2	1	22	0	3	0	0	0	28	25.80
Hourly Average	0.50	0.25	5.50	0.00	0.75	0.00	0.00	0.00	7.00	6.45
0900 - 0915	2	0	2	0	0	0	0	0	4	2.40
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	4	0	1	0	0	0	5	5.00
0945 - 1000	1	0	3	0	0	0	0	0	4	3.20
Hourly Total	3	0	10	0	1	0	0	0	14	11.60
Hourly Average	0.75	0.00	2.50	0.00	0.25	0.00	0.00	0.00	3.50	2.90
Session Total	5	1	43	0	6	0	0	0	55	50.40
Session Average	0.42	0.08	3.58	0.00	0.50	0.00	0.00	0.00	4.58	4.20

Date
Thursday 20 September 2018

Weather
Cloudy
Temp: 13°C

1600 - 1900 (Weekday PM Peak)

Movement 1.1: Left from Southleigh Road (North) to ST George's Avenue									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	4	0	0	0	0	0	5	4.20
1615 - 1630	2	0	5	0	0	0	0	0	7	5.40
1630 - 1645	1	0	7	0	0	0	0	0	8	7.20
1645 - 1700	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	4	0	20	0	0	0	0	0	24	20.80
Hourly Average	1.00	0.00	5.00	0.00	0.00	0.00	0.00	0.00	6.00	5.20
1700 - 1715	1	0	6	0	0	0	0	0	7	6.20
1715 - 1730	0	0	2	0	1	0	0	0	3	3.00
1730 - 1745	2	0	4	0	0	0	0	0	6	4.40
1745 - 1800	2	0	2	0	0	0	0	0	4	2.40
Hourly Total	5	0	14	0	1	0	0	0	20	16.00
Hourly Average	1.25	0.00	3.50	0.00	0.25	0.00	0.00	0.00	5.00	4.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	1	1	3	0	0	0	0	0	5	3.60
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	1	0	3	0	0	0	0	0	4	3.20
Hourly Total	2	1	7	0	0	0	0	0	10	7.80
Hourly Average	0.50	0.25	1.75	0.00	0.00	0.00	0.00	0.00	2.50	1.95
Session Total	11	1	41	0	1	0	0	0	54	44.60
Session Average	0.92	0.08	3.42	0.00	0.08	0.00	0.00	0.00	4.50	3.72

Havant, Hampshire
Classified Junction Count

Site 1 of 5
Southleigh Road (North)
ST George's Avenue
Southleigh Road (South)
Warblington School Priority Junction

Lat/Long
lat 50.852844° lon -0.968182°

Date
Thursday 20 September 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

Movement 1.2: Westbound from Southleigh Road (North) to Southleigh Road (South)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	50	0	7	1	0	0	59	58.70
0715 - 0730	0	0	30	0	1	0	0	1	32	33.00
0730 - 0745	2	0	81	0	8	0	1	0	92	91.70
0745 - 0800	1	0	63	0	6	0	0	0	70	69.20
Hourly Total	4	0	224	0	22	1	1	1	253	252.60
Hourly Average	1.00	0.00	56.00	0.00	5.50	0.25	0.25	0.25	63.25	63.15
0800 - 0815	0	0	100	0	4	0	0	0	104	104.00
0815 - 0830	0	1	88	0	6	1	2	0	98	100.50
0830 - 0845	3	0	93	0	4	2	0	0	102	100.60
0845 - 0900	0	0	57	0	8	0	0	0	65	65.00
Hourly Total	3	1	338	0	22	3	2	0	369	370.10
Hourly Average	0.75	0.25	84.50	0.00	5.50	0.75	0.50	0.00	92.25	92.53
0900 - 0915	0	0	51	0	5	2	0	0	58	59.00
0915 - 0930	0	0	47	1	10	0	0	1	59	60.00
0930 - 0945	1	2	60	0	7	2	0	0	72	71.00
0945 - 1000	0	1	47	0	8	2	0	0	58	58.40
Hourly Total	1	3	205	1	30	6	0	1	247	248.40
Hourly Average	0.25	0.75	51.25	0.25	7.50	1.50	0.00	0.25	61.75	62.10
Session Total	8	4	767	1	74	10	3	2	869	871.10
Session Average	0.67	0.33	63.92	0.08	6.17	0.83	0.25	0.17	72.42	72.59

Date
Thursday 20 September 2018

Weather
Cloudy
Temp: 13°C

1600 - 1900 (Weekday PM Peak)

Movement 1.2: Westbound from Southleigh Road (North) to Southleigh Road (South)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	33	0	8	1	1	0	43	44.80
1615 - 1630	23	0	59	0	11	0	0	0	93	74.60
1630 - 1645	0	0	58	0	11	0	0	0	69	69.00
1645 - 1700	2	0	55	0	6	0	0	0	63	61.40
Hourly Total	25	0	205	0	36	1	1	0	268	249.80
Hourly Average	6.25	0.00	51.25	0.00	9.00	0.25	0.25	0.00	67.00	62.45
1700 - 1715	0	0	43	0	4	0	0	0	47	47.00
1715 - 1730	2	0	45	0	3	0	0	0	50	48.40
1730 - 1745	2	0	42	0	4	0	0	0	48	46.40
1745 - 1800	1	0	60	0	4	0	0	0	65	64.20
Hourly Total	5	0	190	0	15	0	0	0	210	206.00
Hourly Average	1.25	0.00	47.50	0.00	3.75	0.00	0.00	0.00	52.50	51.50
1800 - 1815	0	0	55	0	1	0	0	0	56	56.00
1815 - 1830	1	1	47	0	5	0	0	0	54	52.60
1830 - 1845	0	0	52	1	5	0	0	0	58	58.00
1845 - 1900	0	0	52	0	4	1	0	0	57	57.50
Hourly Total	1	1	206	1	15	1	0	0	225	224.10
Hourly Average	0.25	0.25	51.50	0.25	3.75	0.25	0.00	0.00	56.25	56.03
Session Total	31	1	601	1	66	2	1	0	703	679.90
Session Average	2.58	0.08	50.08	0.08	5.50	0.17	0.08	0.00	58.58	56.66

Havant, Hampshire
Classified Junction Count

Site 1 of 5
Southleigh Road (North)
ST George's Avenue
Southleigh Road (South)
Warblington School Priority Junction

Lat/Long
lat 50.852844° lon -0.968182°

Date
Thursday 20 September 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

Movement 1.3: Left from ST George's Avenue to Southleigh Road (South)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	0	0	0	0	2	2.00
0715 - 0730	0	0	4	0	0	0	0	0	4	4.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	7	0	0	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.75	0.00	0.00	0.00	0.00	0.00	1.75	1.75
0800 - 0815	0	0	2	0	2	0	0	0	4	4.00
0815 - 0830	0	0	8	0	0	0	0	0	8	8.00
0830 - 0845	0	0	7	0	0	0	0	0	7	7.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	17	0	2	0	0	0	19	19.00
Hourly Average	0.00	0.00	4.25	0.00	0.50	0.00	0.00	0.00	4.75	4.75
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	1	0	3	0	0	0	0	0	4	3.20
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	5	0	0	0	0	0	6	5.20
Hourly Average	0.25	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.50	1.30
Session Total	1	0	29	0	2	0	0	0	32	31.20
Session Average	0.08	0.00	2.42	0.00	0.17	0.00	0.00	0.00	2.67	2.60

Date
Thursday 20 September 2018

Weather
Cloudy
Temp: 13°C

1600 - 1900 (Weekday PM Peak)

Movement 1.3: Left from ST George's Avenue to Southleigh Road (South)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	2	0	1	0	0	0	3	3.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	1	0	1	0	0	0	0	0	2	1.20
1645 - 1700	0	0	2	1	0	0	0	0	3	3.00
Hourly Total	1	0	5	1	1	0	0	0	8	7.20
Hourly Average	0.25	0.00	1.25	0.25	0.25	0.00	0.00	0.00	2.00	1.80
1700 - 1715	1	0	1	0	0	0	0	0	2	1.20
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	1	0	1	0	0	0	0	0	2	1.20
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	2	0	4	0	0	0	0	0	6	4.40
Hourly Average	0.50	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.50	1.10
1800 - 1815	0	0	1	0	1	0	0	0	2	2.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
Session Total	3	0	11	1	2	0	0	0	17	14.60
Session Average	0.25	0.00	0.92	0.08	0.17	0.00	0.00	0.00	1.42	1.22

Havant, Hampshire
Classified Junction Count

Site 1 of 5
Southleigh Road (North)
ST George's Avenue
Southleigh Road (South)
Warblington School Priority Junction

Lat/Long
lat 50.852844° lon -0.968182°

Date
Thursday 20 September 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

Movement 1.4: Right from ST George's Avenue to Southleigh Road (North)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	2	0	0	0	2	0	0	0	4	2.40
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
0730 - 0745	3	0	1	0	1	0	0	0	5	2.60
0745 - 0800	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	5	0	5	0	4	0	0	0	14	10.00
Hourly Average	1.25	0.00	1.25	0.00	1.00	0.00	0.00	0.00	3.50	2.50
0800 - 0815	5	0	2	0	0	0	0	0	7	3.00
0815 - 0830	9	0	3	0	0	0	0	0	12	4.80
0830 - 0845	2	0	2	0	0	0	0	0	4	2.40
0845 - 0900	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	16	0	8	0	1	0	0	0	25	12.20
Hourly Average	4.00	0.00	2.00	0.00	0.25	0.00	0.00	0.00	6.25	3.05
0900 - 0915	0	0	2	0	0	0	0	0	2	2.00
0915 - 0930	1	0	1	0	0	0	0	0	2	1.20
0930 - 0945	3	0	1	0	0	0	0	0	4	1.60
0945 - 1000	1	0	3	0	0	0	0	0	4	3.20
Hourly Total	5	0	7	0	0	0	0	0	12	8.00
Hourly Average	1.25	0.00	1.75	0.00	0.00	0.00	0.00	0.00	3.00	2.00
Session Total	26	0	20	0	5	0	0	0	51	30.20
Session Average	2.17	0.00	1.67	0.00	0.42	0.00	0.00	0.00	4.25	2.52

Date
Thursday 20 September 2018

Weather
Cloudy
Temp: 13°C

1600 - 1900 (Weekday PM Peak)

Movement 1.4: Right from ST George's Avenue to Southleigh Road (North)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	5	0	0	0	0	0	5	5.00
1615 - 1630	0	0	1	0	4	0	0	0	5	5.00
1630 - 1645	1	0	0	0	1	0	0	0	2	1.20
1645 - 1700	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	1	0	11	0	5	0	0	0	17	16.20
Hourly Average	0.25	0.00	2.75	0.00	1.25	0.00	0.00	0.00	4.25	4.05
1700 - 1715	0	0	2	0	1	0	0	0	3	3.00
1715 - 1730	3	0	0	0	0	0	0	0	3	0.60
1730 - 1745	2	0	2	0	0	0	0	0	4	2.40
1745 - 1800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	5	0	7	0	1	0	0	0	13	9.00
Hourly Average	1.25	0.00	1.75	0.00	0.25	0.00	0.00	0.00	3.25	2.25
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	2	0	2	0	0	0	0	0	4	2.40
1830 - 1845	2	0	1	0	0	0	0	0	3	1.40
1845 - 1900	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	4	0	7	0	0	0	0	0	11	7.80
Hourly Average	1.00	0.00	1.75	0.00	0.00	0.00	0.00	0.00	2.75	1.95
Session Total	10	0	25	0	6	0	0	0	41	33.00
Session Average	0.83	0.00	2.08	0.00	0.50	0.00	0.00	0.00	3.42	2.75

Havant, Hampshire
Classified Junction Count

Site 1 of 5
Southleigh Road (North)
ST George's Avenue
Southleigh Road (South)
Warblington School Priority Junction

Lat/Long
lat 50.852844° lon -0.968182°

Date
Thursday 20 September 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

Movement 1.5: Eastbound from Southleigh Road (South) to Southleigh Road (North)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	21	0	11	2	1	0	35	37.30
0715 - 0730	0	2	20	0	8	2	1	0	33	34.10
0730 - 0745	0	0	44	1	3	1	1	0	50	51.80
0745 - 0800	0	0	34	0	11	1	0	1	47	48.50
Hourly Total	0	2	119	1	33	6	3	1	165	171.70
Hourly Average	0.00	0.50	29.75	0.25	8.25	1.50	0.75	0.25	41.25	42.93
0800 - 0815	1	1	37	1	10	1	0	0	51	50.10
0815 - 0830	4	0	32	0	11	3	0	0	50	48.30
0830 - 0845	1	0	57	0	13	4	0	1	76	78.20
0845 - 0900	0	0	48	0	16	2	0	0	66	67.00
Hourly Total	6	1	174	1	50	10	0	1	243	243.60
Hourly Average	1.50	0.25	43.50	0.25	12.50	2.50	0.00	0.25	60.75	60.90
0900 - 0915	0	0	46	1	15	2	0	0	64	65.00
0915 - 0930	0	0	36	1	8	4	0	0	49	51.00
0930 - 0945	0	1	37	0	10	1	0	0	49	48.90
0945 - 1000	0	0	48	0	6	1	0	0	55	55.50
Hourly Total	0	1	167	2	39	8	0	0	217	220.40
Hourly Average	0.00	0.25	41.75	0.50	9.75	2.00	0.00	0.00	54.25	55.10
Session Total	6	4	460	4	122	24	3	2	625	635.70
Session Average	0.50	0.33	38.33	0.33	10.17	2.00	0.25	0.17	52.08	52.98

Date
Thursday 20 September 2018

Weather
Cloudy
Temp: 13°C

1600 - 1900 (Weekday PM Peak)

Movement 1.5: Eastbound from Southleigh Road (South) to Southleigh Road (North)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	50	0	3	0	0	1	55	55.40
1615 - 1630	1	0	78	0	12	0	0	0	91	90.20
1630 - 1645	0	3	73	0	7	1	1	1	86	87.00
1645 - 1700	2	1	76	0	13	0	0	0	92	89.80
Hourly Total	3	5	277	0	35	1	1	2	324	322.40
Hourly Average	0.75	1.25	69.25	0.00	8.75	0.25	0.25	0.50	81.00	80.60
1700 - 1715	0	1	84	0	4	0	0	0	89	88.40
1715 - 1730	1	1	99	0	12	0	0	0	113	111.60
1730 - 1745	1	0	84	0	8	0	0	0	93	92.20
1745 - 1800	1	0	75	1	2	0	0	0	79	78.20
Hourly Total	3	2	342	1	26	0	0	0	374	370.40
Hourly Average	0.75	0.50	85.50	0.25	6.50	0.00	0.00	0.00	93.50	92.60
1800 - 1815	1	1	67	1	3	1	0	0	74	73.10
1815 - 1830	3	1	55	1	4	0	0	0	64	61.00
1830 - 1845	0	0	59	2	3	2	1	0	67	69.30
1845 - 1900	0	0	56	1	1	0	0	0	58	58.00
Hourly Total	4	2	237	5	11	3	1	0	263	261.40
Hourly Average	1.00	0.50	59.25	1.25	2.75	0.75	0.25	0.00	65.75	65.35
Session Total	10	9	856	6	72	4	2	2	961	954.20
Session Average	0.83	0.75	71.33	0.50	6.00	0.33	0.17	0.17	80.08	79.52

Havant, Hampshire
Classified Junction Count

Site 1 of 5
Southleigh Road (North)
ST George's Avenue
Southleigh Road (South)
Warblington School Priority Junction

Lat/Long
lat 50.852844° lon -0.968182°

Date
Thursday 20 September 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

Movement 1.6: Right from Southleigh Road (South) to ST George's Avenue									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	0	0	0	0	0	0	1	0.20
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	1	0	3	0	0	0	0	0	4	3.20
Hourly Average	0.25	0.00	0.75	0.00	0.00	0.00	0.00	0.00	1.00	0.80
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	3	0	0	0	0	0	3	3.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	1	1	0	0	0	0	2	2.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	4	1	1	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.00	0.25	0.25	0.00	0.00	0.00	1.50	1.50
Session Total	1	0	12	1	1	0	0	0	15	14.20
Session Average	0.08	0.00	1.00	0.08	0.08	0.00	0.00	0.00	1.25	1.18

Date
Thursday 20 September 2018

Weather
Cloudy
Temp: 13°C

1600 - 1900 (Weekday PM Peak)

Movement 1.6: Right from Southleigh Road (South) to ST George's Avenue									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	2	0	0	0	0	0	2	2.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	3	0	0	0	0	0	3	3.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
1800 - 1815	0	0	0	0	1	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	1	0	1	0	0	0	0	0	2	1.20
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	1	0	1	0	0	0	3	2.20
Hourly Average	0.25	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.75	0.55
Session Total	1	0	10	0	1	0	0	0	12	11.20
Session Average	0.08	0.00	0.83	0.00	0.08	0.00	0.00	0.00	1.00	0.93

Havant, Hampshire
Classified Junction Count

Site 1 of 5
Southleigh Road (North)
ST George's Avenue
Southleigh Road (South)
Warblington School Priority Junction

Lat/Long
lat 50.852844° lon -0.968182°

Date
Thursday 20 September 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

Movement 1.7: Left from Warblington School Priority Junction to Southleigh Road (North)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
0800 - 0815	0	0	5	0	0	0	0	0	5	5.00
0815 - 0830	0	0	23	0	1	0	0	0	24	24.00
0830 - 0845	0	0	3	0	0	0	0	0	3	3.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	32	0	1	0	0	0	33	33.00
Hourly Average	0.00	0.00	8.00	0.00	0.25	0.00	0.00	0.00	8.25	8.25
0900 - 0915	0	0	2	0	0	0	0	0	2	2.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
Session Total	0	0	38	0	1	0	0	0	39	39.00
Session Average	0.00	0.00	3.17	0.00	0.08	0.00	0.00	0.00	3.25	3.25

Date
Thursday 20 September 2018

Weather
Cloudy
Temp: 13°C

1600 - 1900 (Weekday PM Peak)

Movement 1.7: Left from Warblington School Priority Junction to Southleigh Road (North)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	3	0	0	0	0	0	3	3.00
1615 - 1630	0	0	2	0	0	0	0	0	2	2.00
1630 - 1645	0	0	2	0	0	0	0	0	2	2.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	7	0	0	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.75	0.00	0.00	0.00	0.00	0.00	1.75	1.75
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	2	0	1	0	0	0	3	3.00
1730 - 1745	0	0	2	0	0	0	0	0	2	2.00
1745 - 1800	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	10	0	1	0	0	0	11	11.00
Hourly Average	0.00	0.00	2.50	0.00	0.25	0.00	0.00	0.00	2.75	2.75
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
Session Total	0	0	19	0	1	0	0	0	20	20.00
Session Average	0.00	0.00	1.58	0.00	0.08	0.00	0.00	0.00	1.67	1.67

Havant, Hampshire
Classified Junction Count

Site 2 of 5
Warblington Avenue
Emsworth Road (East)
Emsworth Road (West)

Lat/Long
lat 50.849803° lon -0.966969°

Date
Thursday 20 September 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

Movement 2.1: Left from Warblington Avenue to Emsworth Road (East)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	2	0	1	0	0	0	4	3.20
0715 - 0730	0	0	2	0	1	0	0	0	3	3.00
0730 - 0745	0	0	2	0	0	0	0	0	2	2.00
0745 - 0800	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	1	0	11	0	2	0	0	0	14	13.20
Hourly Average	0.25	0.00	2.75	0.00	0.50	0.00	0.00	0.00	3.50	3.30
0800 - 0815	0	0	6	0	1	0	0	0	7	7.00
0815 - 0830	0	1	20	0	0	0	0	0	21	20.40
0830 - 0845	0	0	9	0	0	0	0	0	9	9.00
0845 - 0900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	1	38	0	1	0	0	0	40	39.40
Hourly Average	0.00	0.25	9.50	0.00	0.25	0.00	0.00	0.00	10.00	9.85
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	5	0	2	0	0	0	7	7.00
0930 - 0945	0	0	2	0	2	0	0	0	4	4.00
0945 - 1000	0	0	5	0	2	0	0	0	7	7.00
Hourly Total	0	0	13	0	6	0	0	0	19	19.00
Hourly Average	0.00	0.00	3.25	0.00	1.50	0.00	0.00	0.00	4.75	4.75
Session Total	1	1	62	0	9	0	0	0	73	71.60
Session Average	0.08	0.08	5.17	0.00	0.75	0.00	0.00	0.00	6.08	5.97

Date
Thursday 20 September 2018

Weather
Cloudy
Temp: 13°C

1600 - 1900 (Weekday PM Peak)

Movement 2.1: Left from Warblington Avenue to Emsworth Road (East)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	5	2	0	0	0	0	8	7.40
1615 - 1630	0	0	14	0	0	0	0	0	14	14.00
1630 - 1645	0	0	2	0	1	0	0	0	3	3.00
1645 - 1700	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	0	1	28	2	1	0	0	0	32	31.40
Hourly Average	0.00	0.25	7.00	0.50	0.25	0.00	0.00	0.00	8.00	7.85
1700 - 1715	0	1	6	0	0	0	0	0	7	6.40
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	7	0	0	0	0	0	7	7.00
1745 - 1800	1	0	4	0	0	0	0	0	5	4.20
Hourly Total	1	1	18	0	0	0	0	0	20	18.60
Hourly Average	0.25	0.25	4.50	0.00	0.00	0.00	0.00	0.00	5.00	4.65
1800 - 1815	1	0	1	0	0	0	0	0	2	1.20
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	5	0	0	0	0	0	5	5.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	1	0	8	0	0	0	0	0	9	8.20
Hourly Average	0.25	0.00	2.00	0.00	0.00	0.00	0.00	0.00	2.25	2.05
Session Total	2	2	54	2	1	0	0	0	61	58.20
Session Average	0.17	0.17	4.50	0.17	0.08	0.00	0.00	0.00	5.08	4.85

Havant, Hampshire
Classified Junction Count

Site 2 of 5
Warblington Avenue
Emsworth Road (East)
Emsworth Road (West)

Lat/Long
lat 50.849803° lon -0.966969°

Date
Thursday 20 September 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

Movement 2.2: Right from Warblington Avenue to Emsworth Road (West)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	1	0	0	1	1.50
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	1	0	1	0	0	0	0	0	2	1.20
0745 - 0800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	1	0	3	0	0	1	0	0	5	4.70
Hourly Average	0.25	0.00	0.75	0.00	0.00	0.25	0.00	0.00	1.25	1.18
0800 - 0815	0	0	0	0	1	0	0	0	1	1.00
0815 - 0830	0	0	2	0	0	0	0	0	2	2.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	5	0	2	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.25	0.00	0.50	0.00	0.00	0.00	1.75	1.75
0900 - 0915	0	0	3	0	0	0	0	0	3	3.00
0915 - 0930	0	0	2	0	0	0	0	0	2	2.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	1	1	0	0	0	0	2	2.00
Hourly Total	0	0	7	1	0	0	0	0	8	8.00
Hourly Average	0.00	0.00	1.75	0.25	0.00	0.00	0.00	0.00	2.00	2.00
Session Total	1	0	15	1	2	1	0	0	20	19.70
Session Average	0.08	0.00	1.25	0.08	0.17	0.08	0.00	0.00	1.67	1.64

Date
Thursday 20 September 2018

Weather
Cloudy
Temp: 13°C

1600 - 1900 (Weekday PM Peak)

Movement 2.2: Right from Warblington Avenue to Emsworth Road (West)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	1	0	0	0	1	1.00
1615 - 1630	1	0	0	0	1	0	0	0	2	1.20
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	1	0	3	0	2	0	0	0	6	5.20
Hourly Average	0.25	0.00	0.75	0.00	0.50	0.00	0.00	0.00	1.50	1.30
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	4	0	1	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.00	0.00	0.25	0.00	0.00	0.00	1.25	1.25
1800 - 1815	0	0	2	0	1	0	0	0	3	3.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	6	0	1	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.50	0.00	0.25	0.00	0.00	0.00	1.75	1.75
Session Total	1	0	13	0	4	0	0	0	18	17.20
Session Average	0.08	0.00	1.08	0.00	0.33	0.00	0.00	0.00	1.50	1.43

Havant, Hampshire
Classified Junction Count

Site 2 of 5
Warblington Avenue
Emsworth Road (East)
Emsworth Road (West)

Lat/Long
lat 50.849803° lon -0.966969°

Date
Thursday 20 September 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

Movement 2.3: Westbound from Emsworth Road (East) to Emsworth Road (West)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	3	1	46	0	8	3	1	1	63	63.80
0715 - 0730	4	2	74	1	13	1	1	1	97	95.40
0730 - 0745	3	2	68	1	18	1	0	1	94	91.90
0745 - 0800	5	0	92	0	23	1	0	1	122	119.50
Hourly Total	15	5	280	2	62	6	2	4	376	370.60
Hourly Average	3.75	1.25	70.00	0.50	15.50	1.50	0.50	1.00	94.00	92.65
0800 - 0815	4	2	83	0	16	3	0	1	109	107.10
0815 - 0830	3	1	108	0	21	4	0	1	138	138.00
0830 - 0845	2	2	113	0	26	5	0	1	149	149.70
0845 - 0900	2	2	95	0	24	2	0	1	126	125.20
Hourly Total	11	7	399	0	87	14	0	4	522	520.00
Hourly Average	2.75	1.75	99.75	0.00	21.75	3.50	0.00	1.00	130.50	130.00
0900 - 0915	2	1	106	2	22	4	0	0	137	136.80
0915 - 0930	0	0	98	2	19	3	0	1	123	125.50
0930 - 0945	1	4	89	0	14	1	0	1	110	108.30
0945 - 1000	1	0	77	0	12	1	0	1	92	92.70
Hourly Total	4	5	370	4	67	9	0	3	462	463.30
Hourly Average	1.00	1.25	92.50	1.00	16.75	2.25	0.00	0.75	115.50	115.83
Session Total	30	17	1049	6	216	29	2	11	1360	1353.90
Session Average	2.50	1.42	87.42	0.50	18.00	2.42	0.17	0.92	113.33	112.83

Date
Thursday 20 September 2018

Weather
Cloudy
Temp: 13°C

1600 - 1900 (Weekday PM Peak)

Movement 2.3: Westbound from Emsworth Road (East) to Emsworth Road (West)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	3	1	98	0	15	0	0	0	117	114.00
1615 - 1630	1	0	114	1	26	0	0	2	144	145.20
1630 - 1645	11	3	107	0	11	1	1	0	134	125.20
1645 - 1700	0	1	120	1	17	0	0	2	141	142.40
Hourly Total	15	5	439	2	69	1	1	4	536	526.80
Hourly Average	3.75	1.25	109.75	0.50	17.25	0.25	0.25	1.00	134.00	131.70
1700 - 1715	5	2	120	0	13	1	0	0	141	136.30
1715 - 1730	1	4	132	1	15	0	0	1	154	151.80
1730 - 1745	1	1	113	0	14	0	0	0	129	127.60
1745 - 1800	1	0	128	1	10	0	0	1	141	141.20
Hourly Total	8	7	493	2	52	1	0	2	565	556.90
Hourly Average	2.00	1.75	123.25	0.50	13.00	0.25	0.00	0.50	141.25	139.23
1800 - 1815	1	2	103	2	8	1	0	1	118	117.50
1815 - 1830	3	1	108	0	5	0	0	1	118	116.00
1830 - 1845	1	1	109	2	4	2	1	1	121	122.90
1845 - 1900	0	0	104	1	5	2	0	0	112	113.00
Hourly Total	5	4	424	5	22	5	1	3	469	469.40
Hourly Average	1.25	1.00	106.00	1.25	5.50	1.25	0.25	0.75	117.25	117.35
Session Total	28	16	1356	9	143	7	2	9	1570	1553.10
Session Average	2.33	1.33	113.00	0.75	11.92	0.58	0.17	0.75	130.83	129.43

Havant, Hampshire
Classified Junction Count

Site 2 of 5
Warblington Avenue
Emsworth Road (East)
Emsworth Road (West)

Lat/Long
lat 50.849803° lon -0.966969°

Date
Thursday 20 September 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

Movement 2.4: Right from Emsworth Road (East) to Warblington Avenue									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	2	0	0	0	2	2.00
0715 - 0730	1	0	3	0	0	0	0	0	4	3.20
0730 - 0745	0	0	2	0	2	0	0	0	4	4.00
0745 - 0800	0	0	1	0	2	0	0	0	3	3.00
Hourly Total	1	0	6	0	6	0	0	0	13	12.20
Hourly Average	0.25	0.00	1.50	0.00	1.50	0.00	0.00	0.00	3.25	3.05
0800 - 0815	0	0	4	0	4	0	0	0	8	8.00
0815 - 0830	0	0	9	0	0	0	0	0	9	9.00
0830 - 0845	0	0	6	0	0	0	0	0	6	6.00
0845 - 0900	2	0	3	0	1	0	0	0	6	4.40
Hourly Total	2	0	22	0	5	0	0	0	29	27.40
Hourly Average	0.50	0.00	5.50	0.00	1.25	0.00	0.00	0.00	7.25	6.85
0900 - 0915	0	0	3	0	1	0	0	0	4	4.00
0915 - 0930	0	0	4	0	1	0	0	0	5	5.00
0930 - 0945	2	0	3	0	1	0	0	0	6	4.40
0945 - 1000	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	2	0	12	0	4	0	0	0	18	16.40
Hourly Average	0.50	0.00	3.00	0.00	1.00	0.00	0.00	0.00	4.50	4.10
Session Total	5	0	40	0	15	0	0	0	60	56.00
Session Average	0.42	0.00	3.33	0.00	1.25	0.00	0.00	0.00	5.00	4.67

Date
Thursday 20 September 2018

Weather
Cloudy
Temp: 13°C

1600 - 1900 (Weekday PM Peak)

Movement 2.4: Right from Emsworth Road (East) to Warblington Avenue									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	4	0	1	0	0	0	5	5.00
1615 - 1630	0	0	2	0	1	0	0	0	3	3.00
1630 - 1645	0	0	2	0	1	0	0	0	3	3.00
1645 - 1700	0	0	11	1	3	0	0	0	15	15.00
Hourly Total	0	0	19	1	6	0	0	0	26	26.00
Hourly Average	0.00	0.00	4.75	0.25	1.50	0.00	0.00	0.00	6.50	6.50
1700 - 1715	1	0	3	0	1	0	0	0	5	4.20
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	1	0	2	0	0	0	0	0	3	2.20
1745 - 1800	1	0	4	0	0	0	0	0	5	4.20
Hourly Total	3	0	9	0	1	0	0	0	13	10.60
Hourly Average	0.75	0.00	2.25	0.00	0.25	0.00	0.00	0.00	3.25	2.65
1800 - 1815	1	0	2	0	1	0	0	0	4	3.20
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	4	0	0	0	0	0	4	4.00
1845 - 1900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	1	0	11	0	1	0	0	0	13	12.20
Hourly Average	0.25	0.00	2.75	0.00	0.25	0.00	0.00	0.00	3.25	3.05
Session Total	4	0	39	1	8	0	0	0	52	48.80
Session Average	0.33	0.00	3.25	0.08	0.67	0.00	0.00	0.00	4.33	4.07

Havant, Hampshire
Classified Junction Count

Site 2 of 5
Warblington Avenue
Emsworth Road (East)
Emsworth Road (West)

Lat/Long
lat 50.849803° lon -0.966969°

Date
Thursday 20 September 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

Movement 2.5: Left from Emsworth Road (West) to Warblington Avenue									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
0800 - 0815	0	0	0	1	0	0	0	0	1	1.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	3	1	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.25	0.00	0.00	0.00	0.00	1.00	1.00
0900 - 0915	0	0	2	0	0	0	0	0	2	2.00
0915 - 0930	0	0	2	1	0	0	0	0	3	3.00
0930 - 0945	0	0	1	1	0	0	0	0	2	2.00
0945 - 1000	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	7	2	0	0	0	0	9	9.00
Hourly Average	0.00	0.00	1.75	0.50	0.00	0.00	0.00	0.00	2.25	2.25
Session Total	0	0	13	3	0	0	0	0	16	16.00
Session Average	0.00	0.00	1.08	0.25	0.00	0.00	0.00	0.00	1.33	1.33

Date
Thursday 20 September 2018

Weather
Cloudy
Temp: 13°C

1600 - 1900 (Weekday PM Peak)

Movement 2.5: Left from Emsworth Road (West) to Warblington Avenue									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	5	0	0	0	0	0	5	5.00
1615 - 1630	0	0	2	0	1	0	0	0	3	3.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	8	0	1	0	0	0	9	9.00
Hourly Average	0.00	0.00	2.00	0.00	0.25	0.00	0.00	0.00	2.25	2.25
1700 - 1715	0	0	4	0	0	0	0	0	4	4.00
1715 - 1730	0	0	3	0	0	0	0	0	3	3.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	10	0	0	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.50	0.00	0.00	0.00	0.00	0.00	2.50	2.50
1800 - 1815	0	0	1	0	0	1	0	0	2	2.50
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	6	0	0	1	0	0	7	7.50
Hourly Average	0.00	0.00	1.50	0.00	0.00	0.25	0.00	0.00	1.75	1.88
Session Total	0	0	24	0	1	1	0	0	26	26.50
Session Average	0.00	0.00	2.00	0.00	0.08	0.08	0.00	0.00	2.17	2.21

Havant, Hampshire
Classified Junction Count

Site 2 of 5
Warblington Avenue
Emsworth Road (East)
Emsworth Road (West)

Lat/Long
lat 50.849803° lon -0.966969°

Date
Thursday 20 September 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

Movement 2.6: Eastbound from Emsworth Road (West) to Emsworth Road (East)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	2	4	78	0	12	2	0	2	100	99.00
0715 - 0730	2	0	77	0	3	1	0	0	83	81.90
0730 - 0745	0	1	119	0	14	2	1	1	138	140.70
0745 - 0800	1	0	83	0	11	0	0	1	96	96.20
Hourly Total	5	5	357	0	40	5	1	4	417	417.80
Hourly Average	1.25	1.25	89.25	0.00	10.00	1.25	0.25	1.00	104.25	104.45
0800 - 0815	0	0	108	0	9	0	0	1	118	119.00
0815 - 0830	1	1	90	0	8	2	1	0	103	103.90
0830 - 0845	1	1	95	0	12	0	0	2	111	111.60
0845 - 0900	1	1	87	0	15	2	0	1	107	107.60
Hourly Total	3	3	380	0	44	4	1	4	439	442.10
Hourly Average	0.75	0.75	95.00	0.00	11.00	1.00	0.25	1.00	109.75	110.53
0900 - 0915	1	0	70	0	13	2	0	0	86	86.20
0915 - 0930	2	0	70	0	14	0	0	1	87	86.40
0930 - 0945	2	3	65	0	15	3	0	2	90	90.10
0945 - 1000	0	1	72	0	7	2	0	1	83	84.40
Hourly Total	5	4	277	0	49	7	0	4	346	347.10
Hourly Average	1.25	1.00	69.25	0.00	12.25	1.75	0.00	1.00	86.50	86.78
Session Total	13	12	1014	0	133	16	2	12	1202	1207.00
Session Average	1.08	1.00	84.50	0.00	11.08	1.33	0.17	1.00	100.17	100.58

Date
Thursday 20 September 2018

Weather
Cloudy
Temp: 13°C

1600 - 1900 (Weekday PM Peak)

Movement 2.6: Eastbound from Emsworth Road (West) to Emsworth Road (East)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	2	2	90	0	15	2	1	0	112	111.50
1615 - 1630	3	0	96	0	18	1	0	0	118	116.10
1630 - 1645	5	0	106	2	15	0	0	2	130	128.00
1645 - 1700	5	1	116	1	16	0	0	0	139	134.40
Hourly Total	15	3	408	3	64	3	1	2	499	490.00
Hourly Average	3.75	0.75	102.00	0.75	16.00	0.75	0.25	0.50	124.75	122.50
1700 - 1715	7	2	89	2	15	0	0	1	116	110.20
1715 - 1730	10	0	95	0	7	0	0	0	112	104.00
1730 - 1745	3	0	109	0	10	0	0	1	123	121.60
1745 - 1800	8	2	91	2	9	0	0	0	112	104.40
Hourly Total	28	4	384	4	41	0	0	2	463	440.20
Hourly Average	7.00	1.00	96.00	1.00	10.25	0.00	0.00	0.50	115.75	110.05
1800 - 1815	7	1	87	0	5	1	0	1	102	97.30
1815 - 1830	4	3	105	0	6	1	0	1	120	116.50
1830 - 1845	4	0	97	1	14	0	0	1	117	114.80
1845 - 1900	2	0	88	0	2	1	1	1	95	96.20
Hourly Total	17	4	377	1	27	3	1	4	434	424.80
Hourly Average	4.25	1.00	94.25	0.25	6.75	0.75	0.25	1.00	108.50	106.20
Session Total	60	11	1169	8	132	6	2	8	1396	1355.00
Session Average	5.00	0.92	97.42	0.67	11.00	0.50	0.17	0.67	116.33	112.92

Havant, Hampshire
Classified Junction Count

Site 4 of 5
Southleigh Road (North)
Southleigh Road (South)
Level Crossing

Lat/Long
lat 50.853518° lon -0.967673°

Date
Thursday 20 September 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

Movement 4.1: Southbound from Southleigh Road (North) to Southleigh Road (South)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	53	0	7	1	0	0	62	61.70
0715 - 0730	1	0	32	0	1	0	0	1	35	35.20
0730 - 0745	5	0	85	0	10	0	1	0	101	98.30
0745 - 0800	1	0	65	0	6	0	0	0	72	71.20
Hourly Total	8	0	235	0	24	1	1	1	270	266.40
Hourly Average	2.00	0.00	58.75	0.00	6.00	0.25	0.25	0.25	67.50	66.60
0800 - 0815	6	0	106	0	6	0	0	0	118	113.20
0815 - 0830	9	2	94	0	6	1	2	0	114	108.70
0830 - 0845	2	0	100	0	6	2	0	0	110	109.40
0845 - 0900	3	0	60	0	7	0	0	0	70	67.60
Hourly Total	20	2	360	0	25	3	2	0	412	398.90
Hourly Average	5.00	0.50	90.00	0.00	6.25	0.75	0.50	0.00	103.00	99.73
0900 - 0915	3	0	53	0	5	2	0	0	63	61.60
0915 - 0930	0	0	49	1	10	0	0	1	61	62.00
0930 - 0945	1	2	63	0	8	2	0	0	76	75.00
0945 - 1000	2	1	50	0	8	2	0	0	63	61.80
Hourly Total	6	3	215	1	31	6	0	1	263	260.40
Hourly Average	1.50	0.75	53.75	0.25	7.75	1.50	0.00	0.25	65.75	65.10
Session Total	34	5	810	1	80	10	3	2	945	925.70
Session Average	2.83	0.42	67.50	0.08	6.67	0.83	0.25	0.17	78.75	77.14

Date
Thursday 20 September 2018

Weather
Cloudy
Temp: 13°C

1600 - 1900 (Weekday PM Peak)

Movement 4.1: Southbound from Southleigh Road (North) to Southleigh Road (South)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	37	0	8	1	1	0	47	48.80
1615 - 1630	25	0	64	0	11	0	0	0	100	80.00
1630 - 1645	2	0	65	0	11	0	0	0	78	76.40
1645 - 1700	2	0	59	0	6	0	0	0	67	65.40
Hourly Total	29	0	225	0	36	1	1	0	292	270.60
Hourly Average	7.25	0.00	56.25	0.00	9.00	0.25	0.25	0.00	73.00	67.65
1700 - 1715	5	0	49	0	4	0	0	0	58	54.00
1715 - 1730	1	0	48	0	4	0	0	0	53	52.20
1730 - 1745	3	0	45	0	4	0	0	0	52	49.60
1745 - 1800	0	0	62	0	4	0	0	0	66	66.00
Hourly Total	9	0	204	0	16	0	0	0	229	221.80
Hourly Average	2.25	0.00	51.00	0.00	4.00	0.00	0.00	0.00	57.25	55.45
1800 - 1815	1	0	55	0	1	0	0	0	57	56.20
1815 - 1830	2	2	50	0	5	0	0	0	59	56.20
1830 - 1845	3	0	53	1	5	0	0	0	62	59.60
1845 - 1900	1	0	55	0	4	1	0	0	61	60.70
Hourly Total	7	2	213	1	15	1	0	0	239	232.70
Hourly Average	1.75	0.50	53.25	0.25	3.75	0.25	0.00	0.00	59.75	58.18
Session Total	45	2	642	1	67	2	1	0	760	725.10
Session Average	3.75	0.17	53.50	0.08	5.58	0.17	0.08	0.00	63.33	60.43

Havant, Hampshire
Classified Junction Count

Site 4 of 5
Southleigh Road (North)
Southleigh Road (South)
Level Crossing

Lat/Long
lat 50.853518° lon -0.967673°

Date
Thursday 20 September 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

Movement 4.2: Northbound from Southleigh Road (South) to Southleigh Road (North)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	21	0	13	2	1	0	37	39.30
0715 - 0730	0	2	16	0	6	2	1	0	27	28.10
0730 - 0745	1	0	51	1	6	1	1	0	61	62.00
0745 - 0800	0	0	37	0	12	1	0	1	51	52.50
Hourly Total	1	2	125	1	37	6	3	1	176	181.90
Hourly Average	0.25	0.50	31.25	0.25	9.25	1.50	0.75	0.25	44.00	45.48
0800 - 0815	1	1	45	1	10	1	0	0	59	58.10
0815 - 0830	1	0	52	0	10	3	0	0	66	66.70
0830 - 0845	2	0	68	0	15	4	0	1	90	91.40
0845 - 0900	2	0	50	0	17	2	0	0	71	70.40
Hourly Total	6	1	215	1	52	10	0	1	286	286.60
Hourly Average	1.50	0.25	53.75	0.25	13.00	2.50	0.00	0.25	71.50	71.65
0900 - 0915	1	0	50	1	12	2	0	0	66	66.20
0915 - 0930	2	0	29	1	11	4	0	0	47	47.40
0930 - 0945	3	1	47	0	10	1	0	0	62	59.50
0945 - 1000	0	0	52	0	6	1	0	0	59	59.50
Hourly Total	6	1	178	2	39	8	0	0	234	232.60
Hourly Average	1.50	0.25	44.50	0.50	9.75	2.00	0.00	0.00	58.50	58.15
Session Total	13	4	518	4	128	24	3	2	696	701.10
Session Average	1.08	0.33	43.17	0.33	10.67	2.00	0.25	0.17	58.00	58.43

Date
Thursday 20 September 2018

Weather
Cloudy
Temp: 13°C

1600 - 1900 (Weekday PM Peak)

Movement 4.2: Northbound from Southleigh Road (South) to Southleigh Road (North)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	3	1	55	0	3	0	0	1	63	61.00
1615 - 1630	4	0	84	0	16	0	0	0	104	100.80
1630 - 1645	1	3	75	0	6	1	1	1	88	88.20
1645 - 1700	4	1	81	0	15	0	0	0	101	97.20
Hourly Total	12	5	295	0	40	1	1	2	356	347.20
Hourly Average	3.00	1.25	73.75	0.00	10.00	0.25	0.25	0.50	89.00	86.80
1700 - 1715	0	1	82	0	5	0	0	0	88	87.40
1715 - 1730	5	1	107	0	13	0	0	0	126	121.40
1730 - 1745	4	0	87	0	7	0	0	0	98	94.80
1745 - 1800	1	0	83	1	3	0	0	0	88	87.20
Hourly Total	10	2	359	1	28	0	0	0	400	390.80
Hourly Average	2.50	0.50	89.75	0.25	7.00	0.00	0.00	0.00	100.00	97.70
1800 - 1815	3	1	69	1	3	1	0	0	78	75.50
1815 - 1830	6	1	57	1	4	0	0	0	69	63.60
1830 - 1845	0	0	56	2	3	1	1	0	63	64.80
1845 - 1900	1	0	64	1	1	1	0	0	68	67.70
Hourly Total	10	2	246	5	11	3	1	0	278	271.60
Hourly Average	2.50	0.50	61.50	1.25	2.75	0.75	0.25	0.00	69.50	67.90
Session Total	32	9	900	6	79	4	2	2	1034	1009.60
Session Average	2.67	0.75	75.00	0.50	6.58	0.33	0.17	0.17	86.17	84.13

Havant, Hampshire
Classified Junction Count

Site 5 of 5
Emsworth Road (North)
Emsworth Road (East)
Emsworth Road (West)

Lat/Long
lat 50.849571° lon -0.965749°

Date
Thursday 20 September 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

Movement 5.1: Left from Emsworth Road (North) to Emsworth Road (East)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	1	0	0	0	0	0	2	1.40
0715 - 0730	4	0	0	0	1	0	0	0	5	1.80
0730 - 0745	0	1	5	0	1	0	0	0	7	6.40
0745 - 0800	0	0	2	0	2	0	0	0	4	4.00
Hourly Total	4	2	8	0	4	0	0	0	18	13.60
Hourly Average	1.00	0.50	2.00	0.00	1.00	0.00	0.00	0.00	4.50	3.40
0800 - 0815	1	0	7	0	0	0	0	0	8	7.20
0815 - 0830	1	0	7	1	0	0	0	0	9	8.20
0830 - 0845	0	0	4	0	0	0	0	0	4	4.00
0845 - 0900	1	0	0	0	0	0	0	0	1	0.20
Hourly Total	3	0	18	1	0	0	0	0	22	19.60
Hourly Average	0.75	0.00	4.50	0.25	0.00	0.00	0.00	0.00	5.50	4.90
0900 - 0915	0	0	4	0	0	1	0	0	5	5.50
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	2	0	3	0	0	0	0	0	5	3.40
0945 - 1000	0	0	2	1	0	0	0	0	3	3.00
Hourly Total	2	0	10	1	0	1	0	0	14	12.90
Hourly Average	0.50	0.00	2.50	0.25	0.00	0.25	0.00	0.00	3.50	3.23
Session Total	9	2	36	2	4	1	0	0	54	46.10
Session Average	0.75	0.17	3.00	0.17	0.33	0.08	0.00	0.00	4.50	3.84

Date
Thursday 20 September 2018

Weather
Cloudy
Temp: 13°C

1600 - 1900 (Weekday PM Peak)

Movement 5.1: Left from Emsworth Road (North) to Emsworth Road (East)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	2	0	1	0	0	0	3	3.00
1615 - 1630	1	0	2	0	1	0	0	0	4	3.20
1630 - 1645	0	0	1	1	0	0	0	0	2	2.00
1645 - 1700	3	0	2	0	1	0	0	0	6	3.60
Hourly Total	4	0	7	1	3	0	0	0	15	11.80
Hourly Average	1.00	0.00	1.75	0.25	0.75	0.00	0.00	0.00	3.75	2.95
1700 - 1715	1	0	3	0	0	0	0	0	4	3.20
1715 - 1730	1	0	1	0	0	0	0	0	2	1.20
1730 - 1745	0	0	4	0	0	0	0	0	4	4.00
1745 - 1800	1	0	3	0	1	0	0	0	5	4.20
Hourly Total	3	0	11	0	1	0	0	0	15	12.60
Hourly Average	0.75	0.00	2.75	0.00	0.25	0.00	0.00	0.00	3.75	3.15
1800 - 1815	1	0	0	0	0	0	0	0	1	0.20
1815 - 1830	0	1	1	0	0	0	0	0	2	1.40
1830 - 1845	0	0	2	0	0	0	0	0	2	2.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	1	1	5	0	0	0	0	0	7	5.60
Hourly Average	0.25	0.25	1.25	0.00	0.00	0.00	0.00	0.00	1.75	1.40
Session Total	8	1	23	1	4	0	0	0	37	30.00
Session Average	0.67	0.08	1.92	0.08	0.33	0.00	0.00	0.00	3.08	2.50

Havant, Hampshire
Classified Junction Count

Site 5 of 5
Emsworth Road (North)
Emsworth Road (East)
Emsworth Road (West)

Lat/Long
lat 50.849571° lon -0.965749°

Date
Thursday 20 September 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

Movement 5.3: Northbound from Emsworth Road (East) to Emsworth Road (West)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	3	1	47	0	10	3	1	1	66	66.80
0715 - 0730	5	2	73	1	13	1	1	1	97	94.60
0730 - 0745	1	2	67	1	20	1	0	1	93	92.50
0745 - 0800	1	0	92	0	25	1	0	1	120	120.70
Hourly Total	10	5	279	2	68	6	2	4	376	374.60
Hourly Average	2.50	1.25	69.75	0.50	17.00	1.50	0.50	1.00	94.00	93.65
0800 - 0815	2	2	87	0	22	3	0	1	117	116.70
0815 - 0830	2	1	118	0	18	4	0	1	144	144.80
0830 - 0845	1	2	114	0	25	5	0	1	148	149.50
0845 - 0900	3	2	97	0	25	2	0	1	130	128.40
Hourly Total	8	7	416	0	90	14	0	4	539	539.40
Hourly Average	2.00	1.75	104.00	0.00	22.50	3.50	0.00	1.00	134.75	134.85
0900 - 0915	1	1	106	2	23	4	0	0	137	137.60
0915 - 0930	0	0	102	2	20	3	0	1	128	130.50
0930 - 0945	2	4	91	0	15	1	0	1	114	111.50
0945 - 1000	0	0	79	0	13	1	0	1	94	95.50
Hourly Total	3	5	378	4	71	9	0	3	473	475.10
Hourly Average	0.75	1.25	94.50	1.00	17.75	2.25	0.00	0.75	118.25	118.78
Session Total	21	17	1073	6	229	29	2	11	1388	1389.10
Session Average	1.75	1.42	89.42	0.50	19.08	2.42	0.17	0.92	115.67	115.76

Date
Thursday 20 September 2018

Weather
Cloudy
Temp: 13°C

1600 - 1900 (Weekday PM Peak)

Movement 5.3: Northbound from Emsworth Road (East) to Emsworth Road (West)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	3	1	102	0	16	0	0	0	122	119.00
1615 - 1630	0	0	116	1	27	0	0	2	146	148.00
1630 - 1645	11	3	110	0	13	1	1	0	139	130.20
1645 - 1700	0	1	130	2	19	0	0	2	154	155.40
Hourly Total	14	5	458	3	75	1	1	4	561	552.60
Hourly Average	3.50	1.25	114.50	0.75	18.75	0.25	0.25	1.00	140.25	138.15
1700 - 1715	5	2	126	0	14	1	0	0	148	143.30
1715 - 1730	0	4	130	1	15	0	0	1	151	149.60
1730 - 1745	1	1	114	0	14	0	0	0	130	128.60
1745 - 1800	1	0	132	1	10	0	0	1	145	145.20
Hourly Total	7	7	502	2	53	1	0	2	574	566.70
Hourly Average	1.75	1.75	125.50	0.50	13.25	0.25	0.00	0.50	143.50	141.68
1800 - 1815	0	2	104	2	9	1	0	1	119	119.30
1815 - 1830	2	1	108	1	7	0	0	1	120	118.80
1830 - 1845	2	1	114	1	2	2	1	1	124	125.10
1845 - 1900	0	0	107	1	5	2	0	0	115	116.00
Hourly Total	4	4	433	5	23	5	1	3	478	479.20
Hourly Average	1.00	1.00	108.25	1.25	5.75	1.25	0.25	0.75	119.50	119.80
Session Total	25	16	1393	10	151	7	2	9	1613	1598.50
Session Average	2.08	1.33	116.08	0.83	12.58	0.58	0.17	0.75	134.42	133.21

Havant, Hampshire
Classified Junction Count

Site 5 of 5
Emsworth Road (North)
Emsworth Road (East)
Emsworth Road (West)

Lat/Long
lat 50.849571° lon -0.965749°

Date
Thursday 20 September 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

Movement 5.4: Right from Emsworth Road (East) to Emsworth Road (North)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	1	0	0	0	1	1.00
0745 - 0800	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	1	0	2	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.00	0.75	0.75
0800 - 0815	0	0	1	0	1	0	0	0	2	2.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
0900 - 0915	0	0	2	0	0	0	0	0	2	2.00
0915 - 0930	0	0	5	0	0	0	0	0	5	5.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	7	0	1	0	0	0	8	8.00
Hourly Average	0.00	0.00	1.75	0.00	0.25	0.00	0.00	0.00	2.00	2.00
Session Total	0	0	10	0	4	0	0	0	14	14.00
Session Average	0.00	0.00	0.83	0.00	0.33	0.00	0.00	0.00	1.17	1.17

Date
Thursday 20 September 2018

Weather
Cloudy
Temp: 13°C

1600 - 1900 (Weekday PM Peak)

Movement 5.4: Right from Emsworth Road (East) to Emsworth Road (North)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	2	0	2	0	0	0	4	4.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	1	0	0	0	0	0	0	0	1	0.20
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	1	0	5	0	2	0	0	0	8	7.20
Hourly Average	0.25	0.00	1.25	0.00	0.50	0.00	0.00	0.00	2.00	1.80
1700 - 1715	0	0	3	0	0	0	0	0	3	3.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	3	0	0	0	0	0	3	3.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	8	0	0	0	0	0	8	8.00
Hourly Average	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
1800 - 1815	0	0	4	0	0	0	0	0	4	4.00
1815 - 1830	0	0	7	0	1	0	0	0	8	8.00
1830 - 1845	3	0	2	0	0	0	0	0	5	2.60
1845 - 1900	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	3	0	15	0	2	0	0	0	20	17.60
Hourly Average	0.75	0.00	3.75	0.00	0.50	0.00	0.00	0.00	5.00	4.40
Session Total	4	0	28	0	4	0	0	0	36	32.80
Session Average	0.33	0.00	2.33	0.00	0.33	0.00	0.00	0.00	3.00	2.73

Havant, Hampshire
Classified Junction Count

Site 5 of 5
Emsworth Road (North)
Emsworth Road (East)
Emsworth Road (West)

Lat/Long
lat 50.849571° lon -0.965749°

Date
Thursday 20 September 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

Movement 5.5: Left from Emsworth Road (West) to Emsworth Road (North)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	2	0	1	0	0	0	0	0	3	1.40
0715 - 0730	2	0	3	0	0	0	0	0	5	3.40
0730 - 0745	0	0	0	0	1	0	0	0	1	1.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	4	0	4	0	1	0	0	0	9	5.80
Hourly Average	1.00	0.00	1.00	0.00	0.25	0.00	0.00	0.00	2.25	1.45
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	1	0	1	0	0	0	0	0	2	1.20
0830 - 0845	1	0	0	0	0	0	0	0	1	0.20
0845 - 0900	1	0	0	0	0	0	0	0	1	0.20
Hourly Total	3	0	1	0	0	0	0	0	4	1.60
Hourly Average	0.75	0.00	0.25	0.00	0.00	0.00	0.00	0.00	1.00	0.40
0900 - 0915	1	0	0	0	0	0	0	0	1	0.20
0915 - 0930	1	0	1	0	0	0	0	0	2	1.20
0930 - 0945	3	0	1	0	0	0	0	0	4	1.60
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	5	0	2	0	0	0	0	0	7	3.00
Hourly Average	1.25	0.00	0.50	0.00	0.00	0.00	0.00	0.00	1.75	0.75
Session Total	12	0	7	0	1	0	0	0	20	10.40
Session Average	1.00	0.00	0.58	0.00	0.08	0.00	0.00	0.00	1.67	0.87

Date
Thursday 20 September 2018

Weather
Cloudy
Temp: 13°C

1600 - 1900 (Weekday PM Peak)

Movement 5.5: Left from Emsworth Road (West) to Emsworth Road (North)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	2	0	1	0	0	0	0	0	3	1.40
1615 - 1630	3	0	1	0	1	0	0	0	5	2.60
1630 - 1645	4	0	1	0	0	0	0	0	5	1.80
1645 - 1700	6	0	0	0	0	0	0	0	6	1.20
Hourly Total	15	0	3	0	1	0	0	0	19	7.00
Hourly Average	3.75	0.00	0.75	0.00	0.25	0.00	0.00	0.00	4.75	1.75
1700 - 1715	7	0	1	0	0	0	0	0	8	2.40
1715 - 1730	10	0	2	0	0	0	0	0	12	4.00
1730 - 1745	3	0	1	0	0	0	0	0	4	1.60
1745 - 1800	6	0	1	0	0	0	0	0	7	2.20
Hourly Total	26	0	5	0	0	0	0	0	31	10.20
Hourly Average	6.50	0.00	1.25	0.00	0.00	0.00	0.00	0.00	7.75	2.55
1800 - 1815	6	0	0	0	0	0	0	0	6	1.20
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	1	0	0	0	0	0	0	0	1	0.20
1845 - 1900	3	0	0	0	0	0	0	0	3	0.60
Hourly Total	10	0	0	0	0	0	0	0	10	2.00
Hourly Average	2.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.50	0.50
Session Total	51	0	8	0	1	0	0	0	60	19.20
Session Average	4.25	0.00	0.67	0.00	0.08	0.00	0.00	0.00	5.00	1.60

Havant, Hampshire
Classified Junction Count

Site 5 of 5
Emsworth Road (North)
Emsworth Road (East)
Emsworth Road (West)

Lat/Long
lat 50.849571° lon -0.965749°

Date
Thursday 20 September 2018

Weather
Sunny Intervals
Temp: 12°C

0700 - 1000 (Weekday AM Peak)

Movement 5.6: Southbound from Emsworth Road (West) to Emsworth Road (East)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	4	78	0	13	2	0	2	100	99.80
0715 - 0730	0	0	77	0	4	1	0	0	82	82.50
0730 - 0745	0	1	120	0	13	2	1	1	138	140.70
0745 - 0800	1	0	89	0	11	0	0	1	102	102.20
Hourly Total	2	5	364	0	41	5	1	4	422	425.20
Hourly Average	0.50	1.25	91.00	0.00	10.25	1.25	0.25	1.00	105.50	106.30
0800 - 0815	0	0	117	0	10	0	0	1	128	129.00
0815 - 0830	0	2	111	0	8	2	1	0	124	125.10
0830 - 0845	0	1	104	0	12	0	0	2	119	120.40
0845 - 0900	0	1	88	0	15	2	0	1	107	108.40
Hourly Total	0	4	420	0	45	4	1	4	478	482.90
Hourly Average	0.00	1.00	105.00	0.00	11.25	1.00	0.25	1.00	119.50	120.73
0900 - 0915	0	0	73	0	13	2	0	0	88	89.00
0915 - 0930	0	0	71	0	16	0	0	1	88	89.00
0930 - 0945	0	3	67	0	17	3	0	2	92	93.70
0945 - 1000	0	1	74	0	9	2	0	1	87	88.40
Hourly Total	0	4	285	0	55	7	0	4	355	360.10
Hourly Average	0.00	1.00	71.25	0.00	13.75	1.75	0.00	1.00	88.75	90.03
Session Total	2	13	1069	0	141	16	2	12	1255	1268.20
Session Average	0.17	1.08	89.08	0.00	11.75	1.33	0.17	1.00	104.58	105.68

Date
Thursday 20 September 2018

Weather
Cloudy
Temp: 13°C

1600 - 1900 (Weekday PM Peak)

Movement 5.6: Southbound from Emsworth Road (West) to Emsworth Road (East)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	3	93	1	15	2	1	0	115	115.50
1615 - 1630	0	0	115	1	17	1	0	0	134	134.50
1630 - 1645	0	0	98	2	16	0	0	1	117	118.00
1645 - 1700	0	1	126	1	16	0	0	1	145	145.40
Hourly Total	0	4	432	5	64	3	1	2	511	513.40
Hourly Average	0.00	1.00	108.00	1.25	16.00	0.75	0.25	0.50	127.75	128.35
1700 - 1715	0	3	94	2	15	0	0	1	115	114.20
1715 - 1730	2	0	95	0	7	0	0	0	104	102.40
1730 - 1745	0	0	113	0	10	0	0	1	124	125.00
1745 - 1800	1	2	100	2	9	0	0	0	114	112.00
Hourly Total	3	5	402	4	41	0	0	2	457	453.60
Hourly Average	0.75	1.25	100.50	1.00	10.25	0.00	0.00	0.50	114.25	113.40
1800 - 1815	2	1	88	0	5	1	0	1	98	97.30
1815 - 1830	4	3	105	0	6	1	0	1	120	116.50
1830 - 1845	2	0	100	1	14	0	0	1	118	117.40
1845 - 1900	0	0	91	0	2	1	1	1	96	98.80
Hourly Total	8	4	384	1	27	3	1	4	432	430.00
Hourly Average	2.00	1.00	96.00	0.25	6.75	0.75	0.25	1.00	108.00	107.50
Session Total	11	13	1218	10	132	6	2	8	1400	1397.00
Session Average	0.92	1.08	101.50	0.83	11.00	0.50	0.17	0.67	116.67	116.42

Havant, Hampshire
Queue Length Survey

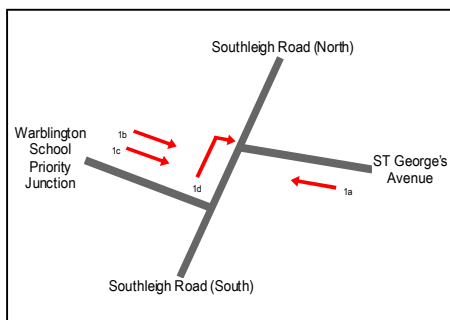
Site 1 of 5
Southleigh Road (North)
ST George's Avenue
Southleigh Road (South)
Warblington School Priority Junction

Lat/Long
lat 50.852844° lon -0.968182°

Date
Thursday 20 September 2018

Weather
Cloudy
Temp: 15°C

0700 - 1000 (Weekday AM Peak)



TIME	1a	1b	1c	1d
0700 - 0705	0	0	0	0
0705 - 0710	0	0	0	0
0710 - 0715	1	0	0	0
0715 - 0720	1	0	0	0
0720 - 0725	1	0	0	0
0725 - 0730	1	0	0	0
0730 - 0735	1	0	0	0
0735 - 0740	0	0	0	0
0740 - 0745	0	0	1	0
0745 - 0750	1	0	0	0
0750 - 0755	0	0	0	0
0755 - 0800	1	0	1	1
Hourly Average	0.58	0.00	0.17	0.08
0800 - 0805	1	1	0	0
0805 - 0810	0	1	1	0
0810 - 0815	2	2	2	0
0815 - 0820	1	1	2	0
0820 - 0825	2	3	2	0
0825 - 0830	1	1	3	0
0830 - 0835	2	1	8	1
0835 - 0840	1	1	1	0
0840 - 0845	1	0	1	0
0845 - 0850	0	0	1	0
0850 - 0855	1	0	1	0
0855 - 0900	0	0	1	0
Hourly Average	1.00	0.92	1.92	0.08
0900 - 0905	1	1	1	0
0905 - 0910	1	0	0	1
0910 - 0915	1	1	0	0
0915 - 0920	1	0	0	0
0920 - 0925	1	0	1	0
0925 - 0930	0	0	0	1
0930 - 0935	1	0	1	0
0935 - 0940	0	0	0	0
0940 - 0945	1	0	1	1
0945 - 0950	1	0	1	0
0950 - 0955	1	0	0	0
0955 - 1000	1	0	0	1
Hourly Average	0.83	0.17	0.42	0.33
Session Total	0.81	0.36	0.83	0.17

Date
Thursday 20 September 2018

Weather
Light Rain
Temp: 14°C

1600 - 1900 (Weekday PM Peak)

TIME	1a	1b	1c	1d
1600 - 1605	1	1	0	0
1605 - 1610	1	0	0	0
1610 - 1615	2	1	1	0
1615 - 1620	1	2	1	0
1620 - 1625	1	2	2	0
1625 - 1630	1	0	1	0
1630 - 1635	0	0	1	0
1635 - 1640	0	1	0	0
1640 - 1645	1	0	0	1
1645 - 1650	1	0	0	0
1650 - 1655	1	1	0	0
1655 - 1700	3	2	0	0
Hourly Average	1.08	0.83	0.50	0.08
1700 - 1705	1	1	0	0
1705 - 1710	1	0	1	0
1710 - 1715	0	1	2	0
1715 - 1720	0	1	0	0
1720 - 1725	0	0	0	0
1725 - 1730	1	1	0	0
1730 - 1735	1	1	0	0
1735 - 1740	0	0	0	0
1740 - 1745	0	0	0	0
1745 - 1750	1	1	2	0
1750 - 1755	0	1	1	0
1755 - 1800	1	1	1	0
Hourly Average	0.50	0.67	0.58	0.00
1800 - 1805	1	1	0	0
1805 - 1810	0	0	2	0
1810 - 1815	0	1	0	0
1815 - 1820	1	0	0	0
1820 - 1825	1	0	0	0
1825 - 1830	1	0	0	0
1830 - 1835	1	0	1	0
1835 - 1840	0	1	0	0
1840 - 1845	0	0	0	0
1845 - 1850	1	0	0	0
1850 - 1855	0	0	1	0
1855 - 1900	1	0	0	0
Hourly Average	0.58	0.25	0.33	0.00
Session Total	0.72	0.58	0.47	0.03

Havant, Hampshire
Queue Length Survey

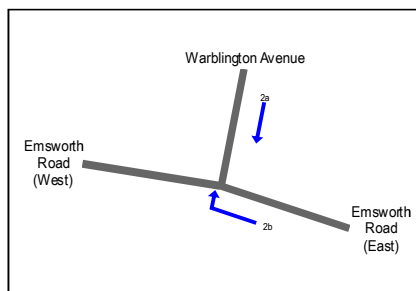
Site 2 of 5
Warblington Avenue
Emsworth Road (East)
Emsworth Road (West)

Lat/Long
lat 50.849803° lon -0.966969°

Date
Thursday 20 September 2018

Weather
Cloudy
Temp: 15°C

0700 - 1000 (Weekday AM Peak)



TIME	2a	2b
0700 - 0705	0	0
0705 - 0710	1	0
0710 - 0715	1	0
0715 - 0720	1	0
0720 - 0725	1	0
0725 - 0730	0	0
0730 - 0735	1	1
0735 - 0740	0	1
0740 - 0745	1	0
0745 - 0750	0	0
0750 - 0755	1	0
0755 - 0800	1	0
Hourly Average	0.67	0.17
0800 - 0805	1	0
0805 - 0810	1	0
0810 - 0815	1	0
0815 - 0820	0	0
0820 - 0825	1	1
0825 - 0830	1	0
0830 - 0835	1	1
0835 - 0840	1	1
0840 - 0845	1	0
0845 - 0850	1	0
0850 - 0855	1	0
0855 - 0900	1	0
Hourly Average	0.92	0.25
0900 - 0905	0	0
0905 - 0910	1	0
0910 - 0915	0	1
0915 - 0920	1	1
0920 - 0925	1	0
0925 - 0930	1	1
0930 - 0935	1	1
0935 - 0940	1	0
0940 - 0945	1	0
0945 - 0950	2	0
0950 - 0955	0	0
0955 - 1000	1	1
Hourly Average	0.83	0.42
Session Total	0.81	0.28

Date
Thursday 20 September 2018

Weather
Light Rain
Temp: 14°C

1600 - 1900 (Weekday PM Peak)

TIME	2a	2b
1600 - 1605	1	0
1605 - 1610	1	0
1610 - 1615	2	1
1615 - 1620	1	0
1620 - 1625	1	0
1625 - 1630	1	0
1630 - 1635	1	0
1635 - 1640	1	0
1640 - 1645	1	0
1645 - 1650	1	1
1650 - 1655	1	1
1655 - 1700	1	1
Hourly Average	1.08	0.33
1700 - 1705	0	0
1705 - 1710	2	1
1710 - 1715	0	0
1715 - 1720	0	0
1720 - 1725	0	0
1725 - 1730	1	0
1730 - 1735	0	0
1735 - 1740	1	0
1740 - 1745	1	0
1745 - 1750	1	1
1750 - 1755	0	0
1755 - 1800	1	0
Hourly Average	0.58	0.17
1800 - 1805	1	1
1805 - 1810	1	0
1810 - 1815	0	0
1815 - 1820	1	1
1820 - 1825	0	0
1825 - 1830	0	0
1830 - 1835	1	1
1835 - 1840	1	0
1840 - 1845	0	1
1845 - 1850	0	0
1850 - 1855	1	0
1855 - 1900	1	1
Hourly Average	0.58	0.42
Session Total	0.75	0.31

Havant, Hampshire
Queue Length Survey

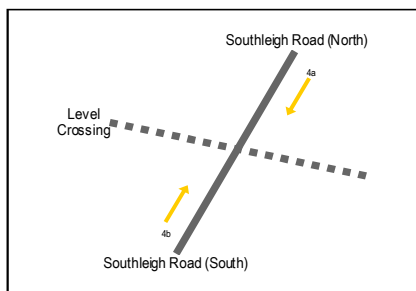
Site 4 of 5
Southleigh Road (North)
Southleigh Road (South)
Level Crossing

Lat/Long
lat 50.853518° lon -0.967673°

Date
Thursday 20 September 2018

Weather
Cloudy
Temp: 15°C

0700 - 1000 (Weekday AM Peak)



TIME	4a	4b
0700 - 0705	17	10
0705 - 0710	27	22
0710 - 0715	0	0
0715 - 0720	6	2
0720 - 0725	18	15
0725 - 0730	21	22
0730 - 0735	27	24
0735 - 0740	25	7
0740 - 0745	40	0
0745 - 0750	15	11
0750 - 0755	2	3
0755 - 0800	27	18
Hourly Average	18.75	11.17
0800 - 0805	40	17
0805 - 0810	0	0
0810 - 0815	4	2
0815 - 0820	38	12
0820 - 0825	22	0
0825 - 0830	19	20
0830 - 0835	0	2
0835 - 0840	23	8
0840 - 0845	8	7
0845 - 0850	5	5
0850 - 0855	20	8
0855 - 0900	0	0
Hourly Average	14.92	6.75
0900 - 0905	0	0
0905 - 0910	11	7
0910 - 0915	18	28
0915 - 0920	19	20
0920 - 0925	19	11
0925 - 0930	25	16
0930 - 0935	12	22
0935 - 0940	9	7
0940 - 0945	12	16
0945 - 0950	25	2
0950 - 0955	0	13
0955 - 1000	12	8
Hourly Average	13.50	12.50
Session Total	15.72	10.14

Date
Thursday 20 September 2018

Weather
Light Rain
Temp: 14°C

1600 - 1900 (Weekday PM Peak)

TIME	4a	4b
1600 - 1605	2	0
1605 - 1610	32	51
1610 - 1615	14	66
1615 - 1620	24	47
1620 - 1625	41	22
1625 - 1630	17	17
1630 - 1635	12	14
1635 - 1640	5	18
1640 - 1645	12	24
1645 - 1650	23	26
1650 - 1655	6	6
1655 - 1700	15	35
Hourly Average	16.92	27.17
1700 - 1705	0	0
1705 - 1710	6	10
1710 - 1715	15	34
1715 - 1720	10	23
1720 - 1725	20	38
1725 - 1730	8	28
1730 - 1735	15	22
1735 - 1740	6	19
1740 - 1745	8	6
1745 - 1750	18	35
1750 - 1755	17	31
1755 - 1800	15	24
Hourly Average	11.50	22.50
1800 - 1805	9	13
1805 - 1810	16	15
1810 - 1815	9	35
1815 - 1820	27	24
1820 - 1825	27	34
1825 - 1830	14	13
1830 - 1835	6	16
1835 - 1840	20	35
1840 - 1845	22	35
1845 - 1850	16	24
1850 - 1855	9	7
1855 - 1900	16	24
Hourly Average	15.92	22.92
Session Total	14.78	24.19

Havant, Hampshire
Queue Length Survey

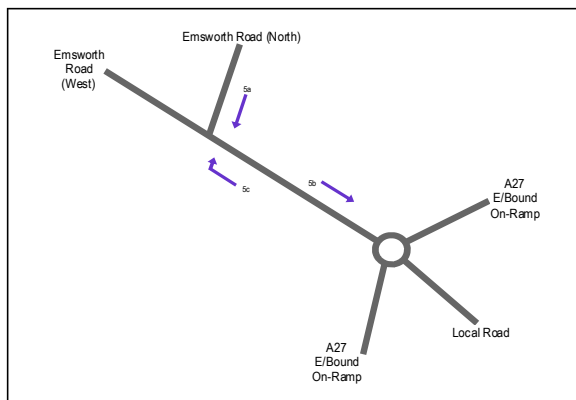
Site 5 of 5
Emsworth Road (North)
Emsworth Road (East)
Emsworth Road (West)

Lat/Long
lat 50.849571° lon -0.965749°

Date
Thursday 20 September 2018

Weather
Cloudy
Temp: 15°C

0700 - 1000 (Weekday AM Peak)



TIME	5a	5b	5c
0700 - 0705	0	1	0
0705 - 0710	1	2	0
0710 - 0715	1	10	0
0715 - 0720	1	3	0
0720 - 0725	1	4	0
0725 - 0730	1	4	0
0730 - 0735	1	10	0
0735 - 0740	0	11	0
0740 - 0745	1	3	0
0745 - 0750	0	6	0
0750 - 0755	1	11	0
0755 - 0800	0	8	0
Hourly Average	0.67	6.08	0.00
0800 - 0805	0	9	0
0805 - 0810	1	5	1
0810 - 0815	0	5	0
0815 - 0820	0	8	0
0820 - 0825	1	8	0
0825 - 0830	1	6	0
0830 - 0835	0	7	0
0835 - 0840	1	6	0
0840 - 0845	1	7	0
0845 - 0850	0	6	0
0850 - 0855	0	8	1
0855 - 0900	0	5	0
Hourly Average	0.42	6.67	0.17
0900 - 0905	1	4	0
0905 - 0910	1	2	0
0910 - 0915	0	4	1
0915 - 0920	0	6	3
0920 - 0925	0	4	0
0925 - 0930	0	3	1
0930 - 0935	0	5	0
0935 - 0940	1	5	0
0940 - 0945	0	6	0
0945 - 0950	1	5	0
0950 - 0955	0	4	0
0955 - 1000	1	2	1
Hourly Average	0.42	4.17	0.50
Session Total	0.50	5.64	0.22

Date
Thursday 20 September 2018

Weather
Light Rain
Temp: 14°C

1600 - 1900 (Weekday PM Peak)

TIME	5a	5b	5c
1600 - 1605	0	8	1
1605 - 1610	1	5	0
1610 - 1615	0	8	2
1615 - 1620	0	11	0
1620 - 1625	0	6	0
1625 - 1630	1	6	1
1630 - 1635	1	6	0
1635 - 1640	1	7	0
1640 - 1645	1	8	0
1645 - 1650	0	7	1
1650 - 1655	0	7	1
1655 - 1700	0	6	0
Hourly Average	0.42	7.08	0.50
1700 - 1705	0	6	1
1705 - 1710	1	7	2
1710 - 1715	1	9	0
1715 - 1720	0	9	1
1720 - 1725	1	7	0
1725 - 1730	1	9	2
1730 - 1735	1	8	0
1735 - 1740	1	11	1
1740 - 1745	1	10	0
1745 - 1750	0	8	0
1750 - 1755	1	4	0
1755 - 1800	0	6	0
Hourly Average	0.67	7.83	0.58
1800 - 1805	0	3	2
1805 - 1810	1	4	1
1810 - 1815	0	7	1
1815 - 1820	0	10	1
1820 - 1825	1	8	1
1825 - 1830	1	5	0
1830 - 1835	1	5	1
1835 - 1840	1	4	1
1840 - 1845	1	8	0
1845 - 1850	0	7	1
1850 - 1855	0	5	0
1855 - 1900	1	4	0
Hourly Average	0.58	5.83	0.75
Session Total	0.56	6.92	0.61

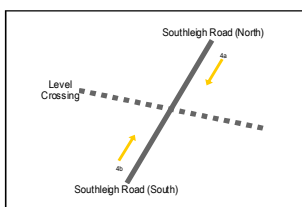
Havant, Hampshire
Level Crossing Survey

Site 4 of 4
Southleigh Road (North)
Southleigh Road (South)
Level Crossing

Date
Thursday 20 September 2018

Weather
Cloudy
Temp: 15°C

0700 - 1000 (Weekday AM Peak)



Sample	Barrier Down (hh:mm:ss)	Barrier Up (hh:mm:ss)	Max Queue - 4a	Max Queue - 4b	Duration (hh:mm:ss)
1	07:01:25	07:08:17	27	22	00:06:52
2	07:18:57	07:22:48	18	15	00:03:51
3	07:24:12	07:30:30	27	24	00:06:18
4	07:35:54	07:39:55	25	7	00:04:01
5	07:44:53	07:47:30	40	11	00:02:37
6	07:48:05	07:49:16	15	11	00:01:11
7	07:54:28	07:57:53	27	18	00:03:25
8	08:00:50	08:02:58	40	17	00:02:08
9	08:13:52	08:15:58	38	12	00:02:06
10	08:16:23	08:18:56	38	12	00:02:33
11	08:27:10	08:30:11	19	20	00:03:01
12	08:36:26	08:38:15	23	8	00:01:49
13	08:42:47	08:44:09	8	7	00:01:22
14	08:49:01	08:50:29	20	8	00:01:28
15	08:52:07	08:53:42	20	8	00:01:35
16	09:08:12	09:12:01	18	27	00:03:49
17	09:13:29	09:16:27	19	28	00:02:58
18	09:18:06	09:21:14	19	20	00:03:08
19	09:20:31	09:30:18	25	22	00:09:47
20	09:33:03	09:35:26	12	22	00:02:23
21	09:36:26	09:37:36	9	7	00:01:10
22	09:44:12	09:47:24	25	16	00:03:12
23	09:54:49	09:57:38	12	13	00:02:49
Average			23	15	00:02:58
Max			40	28	00:09:52
Min			8	7	00:01:10

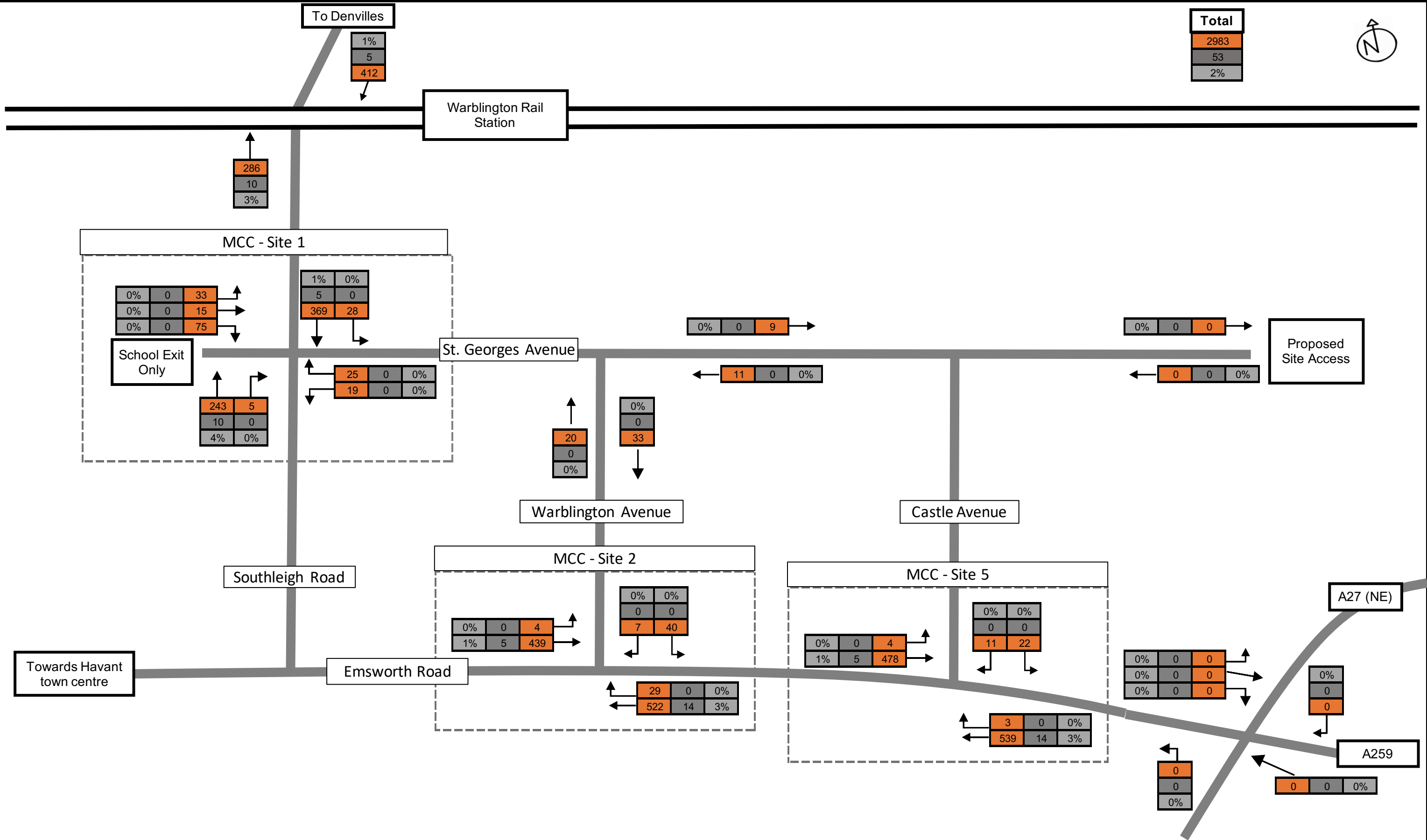
Date
Thursday 20 September 2018

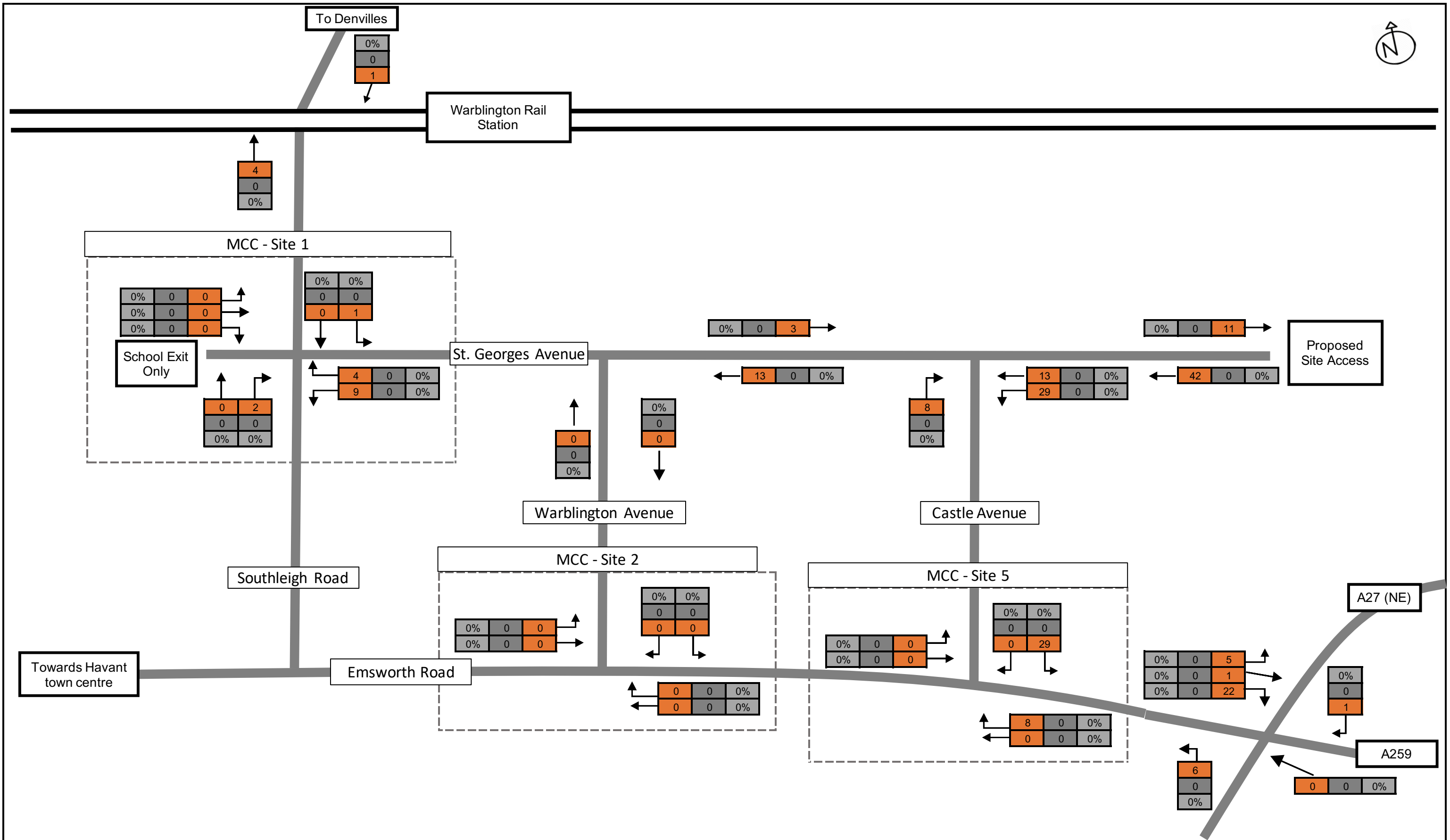
Weather
Light Rain
Temp: 14°C

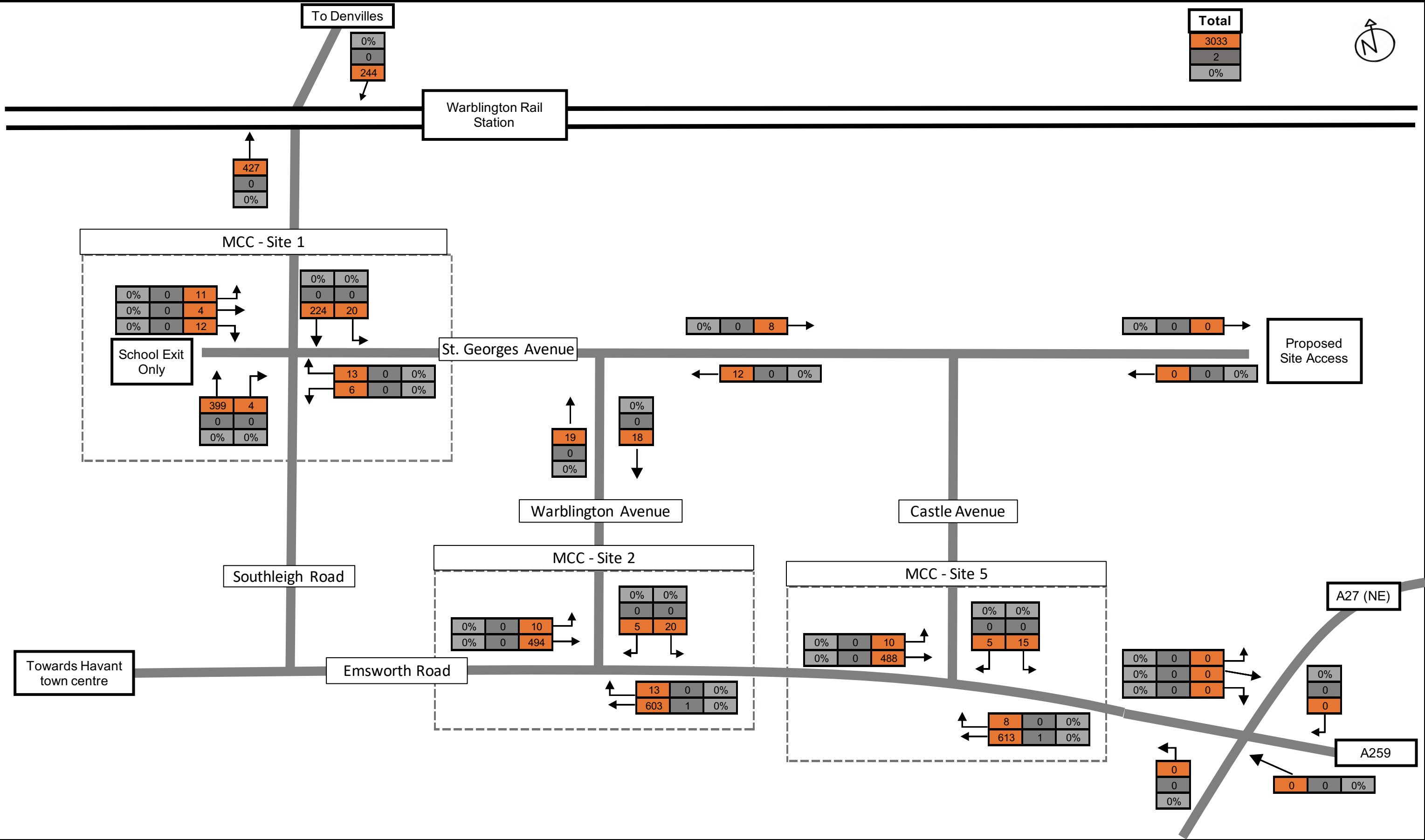
1600 - 1900 (Weekday PM Peak)

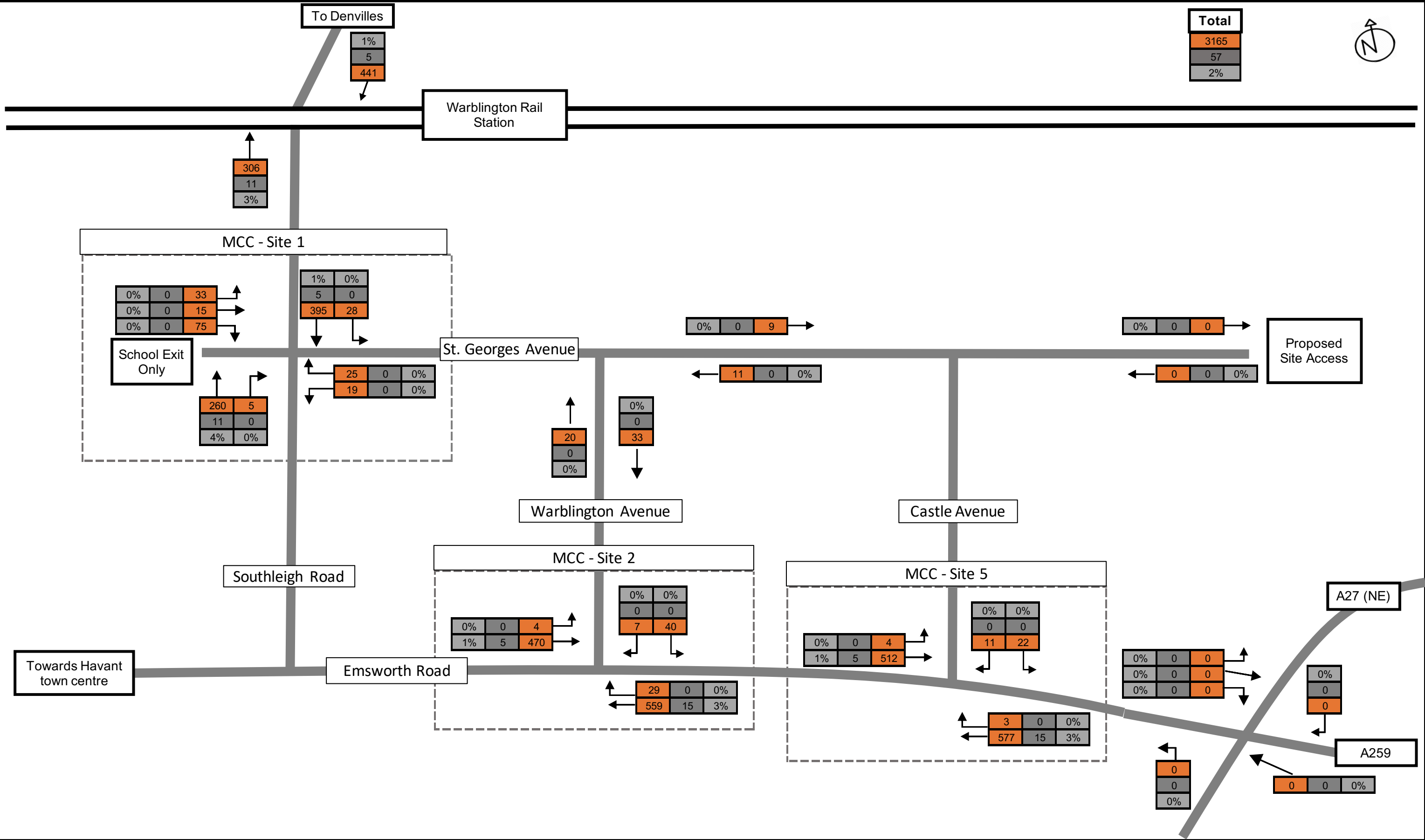
Sample	Barrier Down (hh:mm:ss)	Barrier Up (hh:mm:ss)	Max Queue - 4a	Max Queue - 4b	Duration (hh:mm:ss)
1	16:04:24	16:11:09	32	61	00:06:45
2	16:12:34	16:15:25	24	66	00:02:51
3	16:19:23	16:21:46	41	47	00:02:23
4	16:27:19	16:29:39	17	17	00:02:20
5	16:32:40	16:34:23	12	14	00:01:43
6	16:38:32	16:40:36	12	24	00:02:04
7	16:43:48	16:47:20	23	26	00:03:32
8	16:53:03	16:56:19	15	35	00:03:16
9	17:08:45	17:12:05	15	34	00:03:20
10	17:13:22	17:15:39	15	34	00:02:17
11	17:19:37	17:23:18	20	38	00:03:41
12	17:26:57	17:29:08	8	28	00:02:11
13	17:31:56	17:34:33	15	22	00:02:37
14	17:35:38	17:37:15	6	19	00:01:37
15	17:43:39	17:47:08	18	35	00:03:29
16	17:49:08	17:51:38	18	35	00:02:30
17	17:53:32	17:56:04	17	31	00:02:32
18	17:58:19	18:01:21	15	24	00:03:02
19	18:06:52	18:11:27	16	35	00:04:35
20	18:12:12	18:13:46	9	35	00:01:34
21	18:16:24	18:21:31	27	34	00:05:07
22	18:26:20	18:28:53	14	13	00:02:33
23	18:33:03	18:37:46	20	35	00:04:43
24	18:38:35	18:40:22	22	38	00:01:47
25	18:43:44	18:48:05	2	36	00:04:21
26	18:53:13	18:56:15	16	24	00:03:02
Average			17	32	00:03:04
Max			41	66	00:09:52
Min			2	13	00:01:34

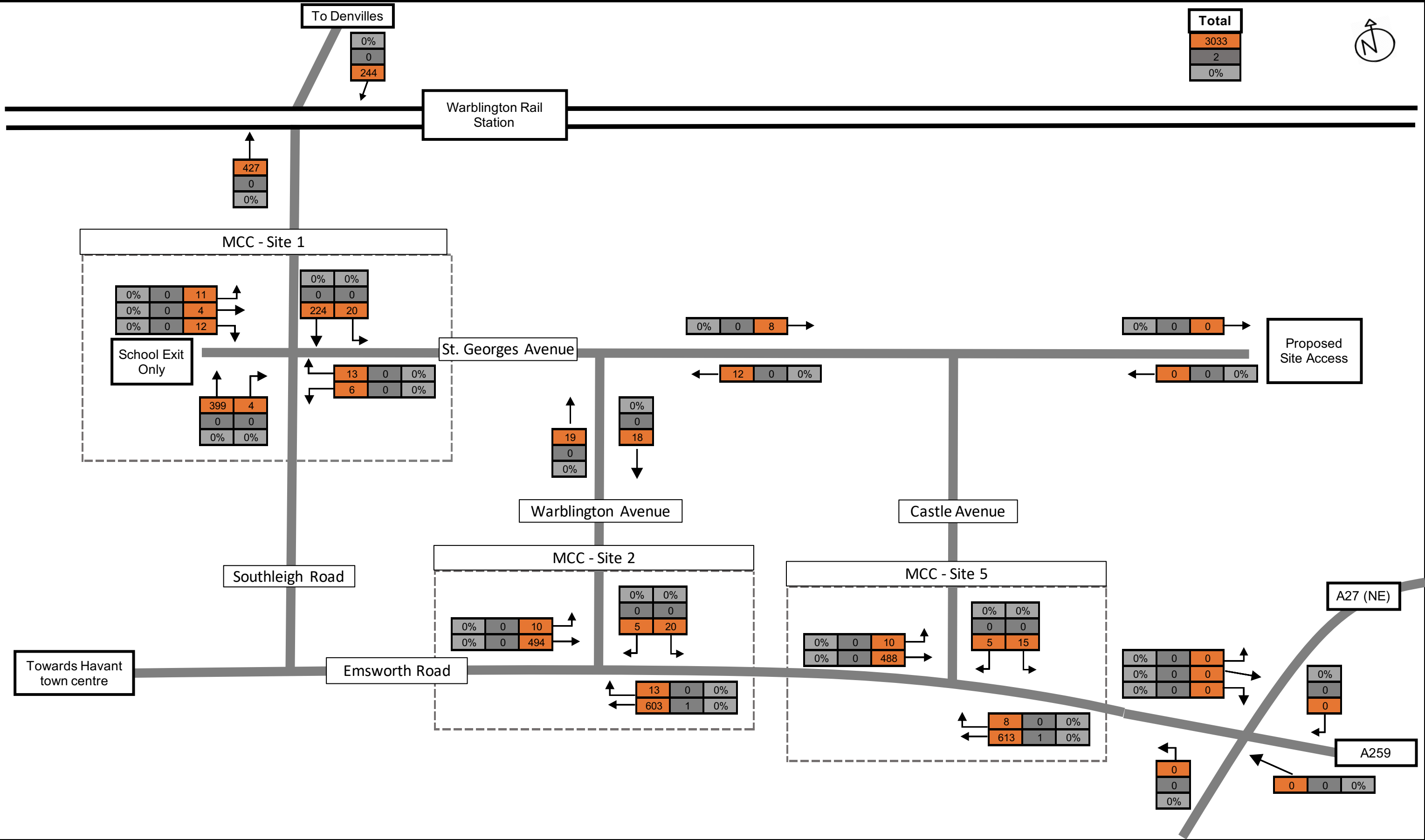
APPENDIX C Traffic Flow Diagrams



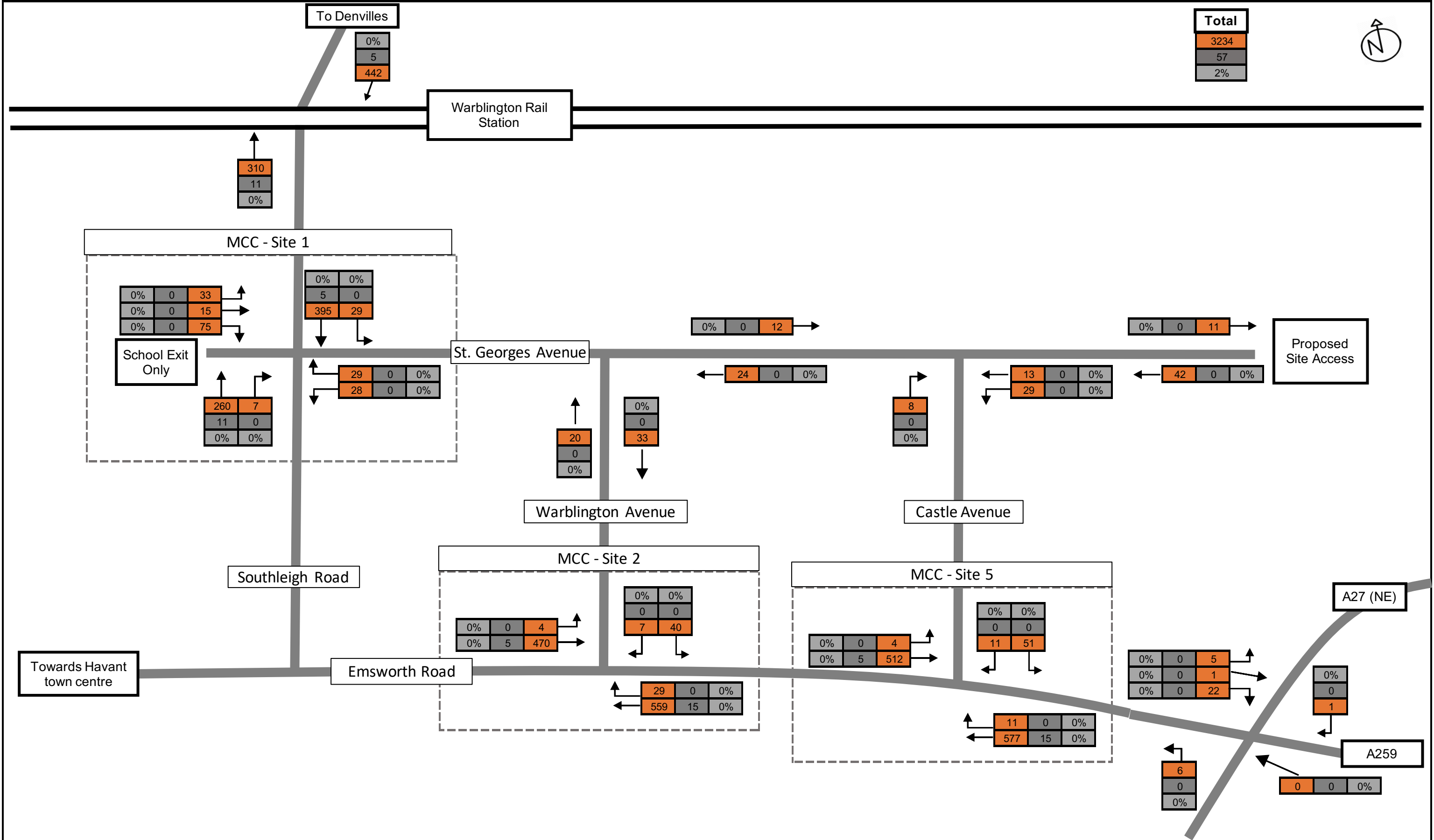


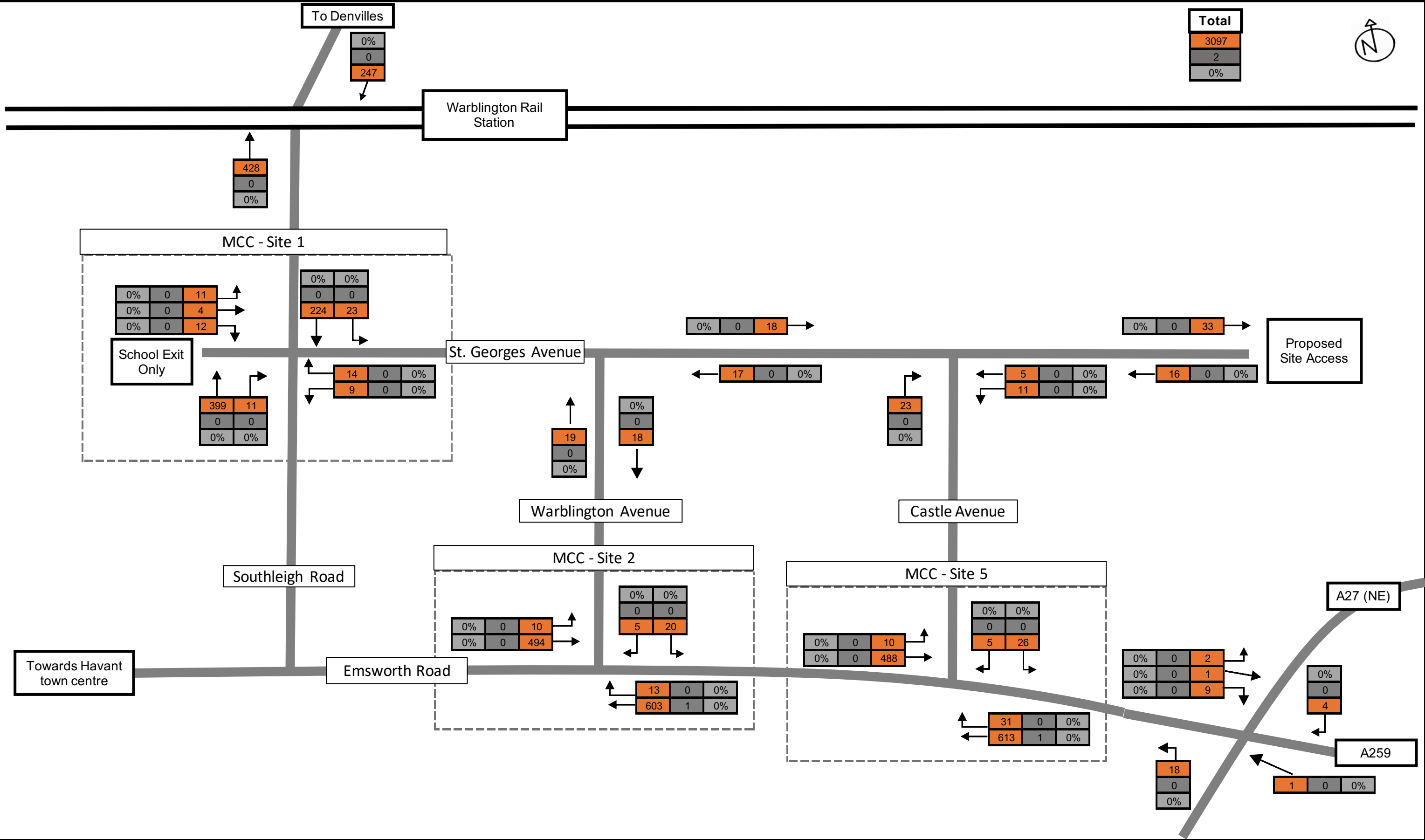






Legend 0 Total Vehicles 0 Total HGV % % HGV 1.0671 TEMPRO	Figure Title: Baseline 2022 PM 17:00-18:00	Job Title: Land to the East of Castle Avenue	Job No.: J323916	Drawn: COR	mode transport planning
		Client: Persimmon Homes (South Coast)	Figure No.: 006	Date: Oct '18	





APPENDIX D PIC Data

Accidents between dates 01/05/2013 and 30/04/2018 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT CHQ/SR/0918/146")

Selected Polygon:AW HAVANT CHQ/SR/0918/146

130261029 11/07/2013 Time 1730 Vehicles 2 Casualties 1 Slight
E:472768 N: 106519 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site Road works Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING S ALONG SOUTHLEIGH ROAD APPROACHES RAILWAY CROSSING WHERE
ROADWORKS WERE TAKEN PLACE AND DECIDED TO TURN AROUND. VEH 1 REVERSED COLLIDING WITH
VEH 2 (CAR) TRAVELLING S ALONG SOUTHLEIGH ROAD.

Occurred on SOUTHLEIGH ROAD OUTSIDE NUMBER 38, HAVANT, HAMPSHIRE

Vehicle Reference 1 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 Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 84 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Going ahead other
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 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 52 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 52 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2013 and 30/04/2018 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT CHQ/SR/0918/146")

130380706 07/10/2013 Time 1512 Vehicles 1 Casualties 1 Serious
E:472717 N: 106404 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
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:	Failed to look properly	Casualty 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (VAN) TRAVELLING N ALONG SOUTHLEIGH ROAD COLLIDED WITH CAS 1 (PEDESTRIAN) WHO WALKED OUT INTO ITS PATH FROM THE NEARSIDE.

Occurred on SOUTHLEIGH ROAD OUTSIDE WARBLINGTON SCHOOL, HAVANT, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
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 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 Not traced
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 11 Female Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
In carr elsewhere E bound
Driver's nearside

Accidents between dates 01/05/2013 and 30/04/2018 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT CHQ/SR/0918/146")

140055998 16/02/2014 Time 1100 Vehicles 2 Casualties 1 Serious
E:472690 N: 106112 First Road: U 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:	Stationary or parked vehicle	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING W ALONG EMSWORTH ROAD, TURNS RIGHT INTO SOUTHLEIGH ROAD OUTSIDE SHOPS AND FAILS TO SEE VEH 2 (P/CYCLE) TRAVELLING IN THE OPPOSITE DIRECTION AS VIEW AHEAD IS OBSCURED BY VEH'S WAITING IN THE BOX JUNCTION AND COLLIDES.

Occurred on EMSWORTH ROAD AT JUNCTION WITH SOUTHLEIGH 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 Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Female
Not hit and run Breath test Not requested
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 Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 29 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/05/2013 and 30/04/2018 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT CHQ/SR/0918/146")

140084111 10/03/2014 Time 0749 Vehicles 2 Casualties 1 Slight
E:472901 N: 106071 First Road: U 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:	Failed to look properly	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 2 (P/CYCLE) TRAVELLING SW ALONG EMSWORTH ROAD MOVES OFF ENTERING EMSWORTH ROAD
AS TRAFFIC HAS SLOWED, RIDER ASSUMED VEH 1 (CAR) TRAVELLING SE ALONG EMSWORTH ROAD WAS
GIVING WAY BUT WAS NOT AND COLLIDEA, CAUSING THE RIDER TO FALL OFF.

Occurred on EMSWORTH ROAD AT JUNCTION OF EMSWORTH ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car 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 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 22 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Starting
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 52 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 52 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/05/2013 and 30/04/2018 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT CHQ/SR/0918/146")

140272692 29/07/2014 Time 0825 Vehicles 2 Casualties 1 Slight
E:472764 N: 106508 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
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: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Road layout (eg bend, hill etc.)	Vehicle 1	Very Likely
2nd:	Cyclist entering road from pavement	Vehicle 2	Very Likely
3rd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Very Likely
4th:	Nervous/Uncertain/Panic	Vehicle 2	Very Likely
5th:			
6th:			

VEH 1 (COACH) TRAVELLING S ALONG SOUTHLEIGH ROAD OVERTAKE AND CLIPS VEH 2 (P/CYCLE) TRAVELLING IN THE SAME DIRECTION NEGOTIATING LEVEL CROSSING

Occurred on SOUTHLEIGH ROAD ON LEVEL CROSSING RAILWAY TRACK, HAVANT, HAMPSHIRE

Vehicle Reference 1 Bus or coach Going ahead other
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 Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
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 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 28 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 28 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/05/2013 and 30/04/2018 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT CHQ/SR/0918/146")

140323268 06/09/2014 Time 1856 Vehicles 2 Casualties 1 Slight
E:472685 N: 106111 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. 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:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING E ALONG EMSWORTH ROAD BRAKES AND INDICATES TO TURN LEFT INTO SOUTHLEIGH ROAD WHEN FOLLOWING VEH 1 (M/CYCLE) MISJUDGES SPEED OF VEH 2 AND COLLIDES WITH REAR NEARSIDE OF VEH 2.

Occurred on EMSWORTH ROAD AT JUNCTION WITH SOUTHLEIGH ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc 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 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 46 Male
Not hit and run Breath test Negative
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 46 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Turning left
Vehicle movement from W 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 Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/05/2013 and 30/04/2018 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT CHQ/SR/0918/146")

44170114910 28/03/2017 Time 0720 Vehicles 2 Casualties 1 Slight
E:472700 N: 106110 First Road: U 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:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING E ALONG EMSWORTH ROAD ATTEMPTS TO OVERTAKE AND IN DOING SO CLIPS VEH 1 (P/CYCLE) TRAVELLING IN THE SAME DIRECTION, CAUSING THE RIDER TO FALL OFF. VEH 2 FAILS TO STOP.

Occurred on EMSWORTH ROAD AT JUNCTION WITH SOUTHLEIGH ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 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 Cleared junction or waiting/park First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 38 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 38 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Vehicle Reference 2 Car Overtaking moving vehicle O/S
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 Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Hit and run Breath test Not requested
Left hand drive: No

Accidents between dates 01/05/2013 and 30/04/2018 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT CHQ/SR/0918/146")

44170155990 26/04/2017 Time 1545 Vehicles 1 Casualties 1 Slight
E:472718 N: 106395 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
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: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Exceeding speed limit	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:	Careless/Reckless/In a hurry	Casualty 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING S ALONG SOUTHLEIGH ROAD COLLIDES WITH LEG OF CAS 1 (PEDESTRIAN)
TRAVELLING E ACROSS SOUTHLEIGH ROAD. CAS 1 WAS ALMOST ACROSS THE ROAD WHEN SHE WAS
HIT. VEH 1 FAILED TO STOP.

Occurred on SOUTHLEIGH ROAD OUTSIDE NUMBER 34, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
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 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 Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 12 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
In carr elsewhere E bound
Driver's offside

Accidents between dates 01/05/2013 and 30/04/2018 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT CHQ/SR/0918/146")

44170156478 27/04/2017 Time 0945 Vehicles 2 Casualties 1 Slight
E:472774 N: 106536 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
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:	Following too close	Vehicle 2	Very Likely
2nd:	Sudden braking	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING NE ALONG SOUTHLEIGH ROAD FAILED TO BRAKE IN TIME AND COLLIDED WITH REAR OF VEH 1 (CAR) TRAVELLING IN FRONT AND STOPPED JUST NORTH OF THE RAILWAY LINE DUE TO TRAFFIC IN FRONT.

Occurred on SOUTHLEIGH ROAD OUTSIDE NUMBER 23, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Stopping
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 Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Female
Not hit and run Breath test Not requested
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 23 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Stopping
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 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 33 Female
Not hit and run Breath test Not requested
Left hand drive: No

Accidents between dates 01/05/2013 and 30/04/2018 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT CHQ/SR/0918/146")

44170273961 17/07/2017 Time 0715 Vehicles 2 Casualties 1 Slight
E:472740 N: 106463 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
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: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
3rd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 2	
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING S ALONG SOUTHLEIGH ROAD AND COLLIDES WITH THE REAR OF VEH 1 (P/CYCLE) TRAVELLING IN THE SAME DIRECTION. VEH 2 FAILED TO STOP.

Occurred on SOUTHLEIGH ROAD OUTSIDE NUMBER 36, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
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 Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 13 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 13 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 N to S 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 Not traced
Hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/05/2013 and 30/04/2018 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT CHQ/SR/0918/146")

44180007912 07/01/2018 Time 1000 Vehicles 3 Casualties 1 Slight
E:472640 N: 106114 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction 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:	Loss of control	Vehicle 1	Very Likely
2nd:	Illness or disability, mental or physical	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING W ON GREEN POND CORNER GOES THROUGH RED LIGHT, COLLIDES WITH TRAFFIC ISLAND AND THEN VEH2 (CAR) TRAVELLING W, BEFORE OVERTURNING. DEBRIS COLLIDES WITH AND DAMAGES VEH3 (CAR) TRAVELLING E.

Occurred on GREEN POND CORNER AT JUNCTION WITH SOUTHLEIGH ROAD, WARBLINGTON, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway Overturned
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road Bollard / Refuge Off road: None
Did not leave carr Age of Driver 77 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Going ahead but held up
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 Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 59 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2013 and 30/04/2018 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT CHQ/SR/0918/146")

Vehicle Reference 3 Car
Vehicle movement from W to E
On main carriageway
Location at impact Jct Approach
Hit object in road None
Did not leave carr
Not hit and run
Breath test Negative
No tow / articulation
No skidding, jack-knifing or overturning
First impact Front
Off road: None
Going ahead but held up
Leaving the main road
Hit vehicle:
Age of Driver 24 Female
Left hand drive: No

Accidents involving:

Casualties:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	1	4	5
2-wheeled motor vehicles	0	0	1	1
Pedal cycles	0	1	4	5
Horses & other	0	0	0	0
Total	0	2	9	11

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	3	3
Passenger	0	0	0	0
Motorcycle rider	0	0	1	1
Cyclist	0	1	4	5
Pedestrian	0	1	1	2
Other	0	0	0	0
Total	0	2	9	11

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